

1886.  
NEW ZEALAND.

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# PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. EDWARD RICHARDSON,  
25TH JUNE, 1886.

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Mr. SPEAKER,—

Although I am making the annual Statement of the proceedings of the Public Works Department at a period much earlier in the year than has been the custom in previous sessions, I have no doubt that a good deal of the interest which is usually felt on such an occasion as the present has been allayed, owing to my colleague the Colonial Treasurer having already given in his Financial Statement an outline of the proposals of the Government regarding public works generally for the year we have just entered upon. It will not, therefore, be necessary for me to extend my remarks to such a length as I did last year.

## DISTRICT RAILWAYS.

Honourable members may remember that I announced last session that arrangements had been come to for the purchase of all the district railways authorized to be purchased, except the Waimea Plains line, but that we had failed to arrange for that line. During the recess, however, negotiations were again opened with the Waimea Company, and, after a considerable amount of correspondence, an arrangement has been come to for the purchase of the railway, subject of course to the ratification of Parliament. The correspondence on this subject will be laid upon the table in a few days.

I also think it right to mention that, when I brought this matter before the Cabinet, three of my colleagues—the Premier, the Colonial Treasurer, and the Minister for Mines—requested that they should in no way be consulted, and the negotiations between the company and the Government have been carried on by the other members of the Cabinet and myself. Should Parliament see fit to ratify the agreement now entered into, a very great source of trouble and expense will be got rid of in the working of the Government railways in that district, and at the same time the public will be better served and the ratepayers greatly relieved.

Although steps were taken immediately after the end of last session to complete the purchases, and make payments for the railways then arranged for, it is only quite recently that we have been enabled to complete these purchases, the necessary conveyances having been delayed from a variety of causes, chiefly difficulties as regards titles to land, and, consequently, the lines have had to be worked all through last year under the same arrangements as existed previously.

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As the landowners around these railways have to pay rates to make up any deficiency in the interest on cost, as fixed by statute, separate accounts will have to be kept, and the question of rates and charges will have to be watched with great care, as the ratepayers' interests do not always coincide with the interests of those who use these railways. The charges on all these lines require revision, and the matter is now being carefully considered.

## RAILWAYS IN COURSE OF CONSTRUCTION AND PROPOSED, INCLUDING ADDITIONS TO OPENED RAILWAYS.

### WHANGAREI-KAMO RAILWAY.

A survey has been made of the proposed extension of this railway to deep water, and the probable cost is estimated at about £40,000. As an alternative to this project, inquiries have also been made as to whether the navigation can be in any way improved, and I am informed that a good effect may be produced by removing some of the rock from the channel. If this can be done at a moderate cost, the work will be put in hand, but, till there is money forthcoming to extend this railway to the kauri forest at Puhipuhi, the Government cannot recommend the expenditure necessary to take the coal alongside ocean-going steamers. The railway to Puhipuhi and extension to deep water are estimated together to cost about £100,000.

### EXTENSION OF THE TRUNK LINE NORTHWARDS FROM HELENSVILLE.

The Government has not altered its opinion, as given in my Statement last year, with reference to the merits of this line, and therefore again proposes that a vote shall be taken to provide for its extension to the first point which will be found remunerative, a distance of about 9 miles. The line can then be continued northward, section by section, as funds are provided. As was also shown last year there are timbered lands and valleys containing considerable areas of rich agricultural land, well fitted for settlement throughout the proposed route of this railway, and the cost per mile would not be more than the average of our railways already constructed. It is estimated that the cost of extending this line to Omapere, a distance of 110 miles, will be about £715,000.

I am also assured that, if found desirable, the railway can be continued northwards to the Victoria Valley, at about the same average cost per mile.

The authority which I propose to ask the House for, on account of this railway, will provide for about 12 miles of formation, but, as no working survey has as yet been made, a contract cannot be let for some months to come, and the actual expenditure during this financial year will not therefore exceed about £4,000.

### KAIPARA-WAIKATO.

Several further improvements in the curves and gradients of this railway have been made during the year, with the view of reducing the cost of working the line between Helensville and Auckland. Plans have been prepared for a considerable deviation in the vicinity of the Kingsland Station, but the cost of the work is too much to permit of its being undertaken at present.

Between Mercer and Taupiri we have also cut down the two steep gradients that existed, and we shall thus be able to do all the work on that line with a lighter class of engine than that hitherto used.

A new siding has been laid in at the Newmarket Junction, which will be the means of making considerable saving both in the time of running the trains and the cost of working the traffic; and at the same time we have prepared the ground at Newmarket for additions to the workshops.

The new passenger-station at Auckland has been opened and in use for some months, and, although long delayed, Auckland has now a station well suited to its requirements.

It has also been found necessary to make large additions to the accommodation at the Ruakura Junction in order to work the lines which are so rapidly increasing in length in this district, and still further expenditure will be necessary at this spot.

The inadequacy of this railway to carry the traffic between Auckland and Penrose has long been felt, and the Government now considers that the time has come to lay a second line alongside existing track, or else to construct a relieving-line, either *via* Remuera to Penrose, or *via* Freeman's Bay to join the Kaipara line. The first of these plans would probably be the cheaper, but, as against that, the grade along that route is considerably steeper than it would be along either of the loop-lines, and the question of route has not as yet been absolutely determined. As it is necessary that the work should be commenced very shortly, however, I have decided to ask the House to authorize a sum of £23,000 to cover so much of the work as may be undertaken this year, but of this sum not more than about £5,000 will be expended before end of March next.

The survey of the branch railway to coal-mine at Huntly has been completed, including plans for a bridge over the Waikato River, ready to call for tenders, but as the promoters have not as yet been able to see their way to accept the terms offered in "The Railways Authorization Act, 1884," nothing further has been done in the matter.

#### HAMILTON—GRAHAMSTOWN.

*Hamilton—Te Aroha.*—This line was opened for public traffic on the 1st March last.

*Grahamstown—Te Aroha.*—Considerable progress has been made with the construction of this line during the year. Some difficulties have occurred owing to the Native landowners objecting to the surveys being proceeded with; but the officers of the Native Department have agreed with the Natives, and no further trouble is anticipated. The authority which will be asked for in Estimates provides for completing the two sections of this railway on which work has already been done, namely, the Kaueranga section,  $4\frac{1}{2}$  miles, and the Hikutaia section,  $8\frac{1}{4}$  miles. The former of these requires stations and fencing, &c., and the latter requires bridges, platelaying, and stations.

#### MORRINSVILLE TO ROTORUA RAILWAY.

The purchase of this railway was completed on 21st December last, and its construction is being carried on under the agreement sanctioned by the House last year.

*Morrinsville to Lichfield.*—On the portion from Morrinsville to Lichfield the first length from Morrinsville to Oxford was opened on the 8th March last, and the remainder to Lichfield is now practically finished. I found, on examination, that the works on the line had been very satisfactorily carried out, and the rolling-stock imported is all of good quality.

*Putaruru to Rotorua.*—On the Putaruru to Rotorua division the first section, some 8 miles, is now ready for contract, and tenders can be advertised for it at any time.

A great deal of trouble has been taken to locate this line, but, although the route, throughout, has been definitely determined upon, the detailed surveys of the portion of the Rotorua Bush are not yet completed. The authority proposed to be asked for in this case will provide for the letting of two formation contracts, of about 8 miles in each, amounting in all to £70,000 or £75,000, of which, however, only about £15,000 would be expended during present year. The length from the Rotorua Bush to Rotorua is surveyed and staked out ready for contract, but it is not proposed to put this portion in hand till the remainder of the line is well advanced; and, owing to the recent changes that have taken place in this district, the location of the Rotorua end of the line, and its construction, will be very carefully considered before any works are undertaken.

#### MAIN TRUNK RAILWAY, NORTH ISLAND.

As my colleague, the Colonial Treasurer, has already stated, there is now every prospect of the Government becoming possessed of large tracts of land along the route of this railway, and we consider that the work ought to be

pushed on vigorously, and propose asking the authority of the House to expend, or to enter into contracts for, a much larger amount this year, than during last year.

The works which were in hand during last year on this railway are as follows:—

*At the Northern End.*—Commencing from Te Awamutu, the Puniu Contract (length about 15 miles), including permanent-way, has been steadily progressing, and is expected to be completed ready for traffic about October next.

The Te Kuiti section, length about 11 miles, which was also to include permanent-way, was advertised for tender in August last, but had to be withdrawn in consequence of a reduction made in the Estimates last session.

Beyond the end of this section there is the Waiteti section, length about 9 miles, of which working plans are complete and ready for contract.

The Puro-o-tarao section, length (including tunnel) about  $1\frac{1}{2}$  miles, which is distant about 48 miles from Te Awamutu, was let by contract in August last, to be completed in August, 1887.

To the southward of the tunnel the working survey is completed for a length of  $4\frac{1}{2}$  miles.

Contracts have also been let for 66,000 sleepers, and 18,000 more have been taken over from Working Railways Department.

In addition to these works a large amount of work has also been done in the shape of approach-roads to get access to the railway; and also a large amount of exploration and preliminary surveys, to get the best line throughout the portions of railway which have not as yet been undertaken. For further details concerning these latter items I would refer honourable members to the report of the Engineer-in-Chief, which will be attached to this Statement.

I would also wish to take this opportunity of stating distinctly that, in cases where contracts have been let to Natives, they have done a great deal of work very satisfactorily and at moderate prices; and, whenever they have demanded excessive prices, the contracts have been advertised and let by public tender.

*At the Southern End* of the line the requisite railway-station at Marton Junction has been completed, including such buildings as will be necessary for probable present traffic.

The Porewa Contract, length about 12 miles, including platelaying, commencing from Marton Junction, was let in April, 1885, but has had to be taken out of the hands of the original contractor and relet to another contractor. It is now going on satisfactorily, and will probably be completed about November next. The re-letting of the work involved no loss to the colony, except in the matter of delaying completion.

Commencing at the end of the Porewa Contract is the Hunterville section, length about 6 miles, which was advertised for tender some time back, but had to be withdrawn on account of the limited funds provided; and beyond the end of this section the working surveys and plans have been completed for a further length of about 5 miles.

At this end of the line also a considerable amount of work has been done in the construction of approach-roads and further survey-works, which will be found detailed in report of the Engineer-in-Chief.

The work required for improving the navigation of the Wanganui River was commenced in August last, and an available depth of about 2ft. of water has already been obtained as far as Kaiwaka, forty-six miles above Wanganui, and between Kaiwaka and Pipiriki similar work is in progress. At Pipiriki a branch road will leave the river to go into the interior.

*Both Ends.*—The works and surveys at both ends of this railway were much delayed last year in consequence of reductions made in the votes, and, although every effort was made to stop all the works which could be stopped, in sufficient time to keep the expenditure and liabilities within the vote, it was found impossible to altogether attain this in consequence of the difficulty of communication, and there has consequently been an excess of about £13,000.

The authority which I now propose to ask for, on account of this railway, will provide for completing all the work at present in hand, and also for additional works as follows. The Te Kuiti section, 11 miles, and the Waitete section, 9 miles, at north end, and the Hunterville section, 5 miles, at south end; and also further improvements in the navigation of the Wanganui River, and the construction of further approach-roads to give access to the railway-works.

#### LINE CONNECTING NEW PLYMOUTH WITH MAIN TRUNK LINE.

During the recess, although no further actual surveys have been made, still a good deal of exploration has taken place both by officers of the Lands Department and that of the Public Works, and we now have every reason to believe that a fairly good line can be got, starting from a point on the main line about 60 miles south of Te Awamutu, following the course of the Ohura, the Eao, and the Tangarakau Rivers, thence south-westerly across the range to one of the branches of the Mimi River, and along that river towards the coast, and southward to Waitara.

This line would traverse a large tract of first-class arable land in the valley of the Ohura, and intersect the upper portion of the extensive coalfield now well defined, and will make that coal available for use all over that portion of the Island from the Waikato to where the navigation of the Wanganui and Eao ceases. We have sufficiently reliable surveys and information to be able to say that the line will not be exceptionally expensive, that the length of the connecting link between Waitara and the main line would be about 75 miles, the cost will not exceed about £8,000 per mile all through, and the greater portion of the very heavy country on the line reported upon from Stratford two years ago will be avoided. Whenever the House so directs a detailed survey of this line can be put in hand.

#### RECONNAISSANCE SURVEY OF COUNTRY BETWEEN NAPIER AND OPOTIKI VIA GISBORNE.

During the last recess I instructed the Engineer-in-Chief to send the Inspecting Engineer (Mr. Knorpp) to visit the district between Napier and Opotiki, traversing the country through Wairoa, Gisborne, and from thence to the East Cape, as well as from Gisborne to Opotiki.

He has made a reconnaissance survey of the country, with a view of ascertaining how it can best be opened up by railways or roads.

His report contains a great deal of useful information, and shows that the district lying to the north and east of Gisborne can be best served by railway communication, while that between Gisborne and Napier is so broken that a railway would almost be impracticable, and could therefore only be opened up by roads.

This report (with maps) will be printed and laid on the table of the House within a few days.

#### NAPIER—WOODVILLE.

The contractors for the extension from Tahoraite towards Woodville are making very fair progress with the work. A contract will shortly be let for completing the line to Woodville, including the railway-station there, to be finished and opened for traffic in about twelve months.

#### WOODVILLE—PALMERSTON.

A contract is now ready to be let for the construction of this line through the Gorge. This section will take about two years to complete, owing to the heavy nature of the works, and while in progress the plans will be prepared for the completion on to Palmerston.

#### WELLINGTON—MASTERTON.

Very considerable additions have been made to the station-accommodation, to the rolling-stock, and to the workshops on this line during the year, and much more will be required to keep pace with the increasing traffic.

## MASTERTON—WOODVILLE.

Honourable members are aware that the extension of this line has been very recently opened as far as Mauriceville. A further section of about four miles will be opened in October next.

It is proposed to let a contract to extend this line as far as Eketahuna, so soon as Parliament has sanctioned the expenditure. The large amount of settlement taking place along the route of this line between Mauriceville and Pahiatua points to the desirableness of continuing the construction of this line, and, if funds are provided, this will be done.

## FOXTON—NEW PLYMOUTH.

The branch line from New Plymouth to the breakwater has recently been opened, and, with some slight modifications in the rates, is sure to prove of great benefit to the district.

## PICTON—AWATERE RAILWAY.

An addition of 100ft. in length has been made to the Picton Wharf.

The formation of railway is completed, except bridges, for  $4\frac{1}{2}$  miles to the southward of Blenheim, and a further length of  $3\frac{1}{2}$  miles is in progress. Although the contractor was urged some considerable time since to expedite the work it is still going on very slowly, and it is calculated that it will take at least twelve months more to finish it.

The amount which I propose to ask the House for this year will provide for a further formation contract of about 3 miles, and also for the bridges required in the first 3 miles from Blenheim.

## EAST AND WEST COAST AND NELSON (MIDLAND) RAILWAY.

The subject of the construction of this railway has been so fully discussed in this House that it is unnecessary for me to make much reference to it to-night. My opinion as to the desirableness of its construction is well known; and ever since the Public Works scheme brought forward by my honourable colleague Sir Julius Vogel in 1870, I have taken every opportunity that has offered itself to promote railway connection between the East and West Coast of the Middle Island.

It was suggested to me immediately after last session that fuller and more reliable information as to the resources and nature of the country should be procured, in the event of anything occurring to cause the contract, now happily settled, to fall through.

I therefore instructed Mr. Blair, the Assistant Engineer-in-Chief, to visit the district and report more fully than had previously been done, and to collect such information as would probably be required by Parliament in case the Government had to ask for a vote for the construction of this line.

The report will be very useful, and the maps attached to it will also, I am sure, be very interesting to honourable members, and of the greatest service for future reference.

The first of these maps shows the present settlement of the country, the second the description of the land, the third the description and area of the forests, and the fourth the localities of the several descriptions of minerals as far as at present known throughout the district. On all of these maps the railways constructed, in course of construction, and the lines now under contract, as well as those lines which the Government considers will be required in the northern part of the Middle Island, are clearly marked.

This report, with maps, will be printed and laid on the table of the House in a day or two.

I am now justified in expressing the hope that, before the House meets next year, the works on this great railway will be fairly started.

In connection with the railway it is proposed to construct branches from the Inangahua Junction to Westport, and from Tophouse to Blenheim; but as neither of these lines have as yet been surveyed for contract it would not be possible to do any work upon them within the present financial year, and I therefore only

propose to ask for sufficient authority to enable the necessary surveys to be made during this year.

#### HOKITIKA—GREYMOUTH RAILWAY.

A short length of this line was completed at the Hokitika end some months since, but has not yet been used for traffic. Some delay took place in calling for tenders for the Arahura Bridge, owing to the necessity of preparing new designs, and as soon as the appropriations are passed this contract will be put in hand. The continuation of this line has been also put in hand by employing a large number of men who were out of work in Christchurch. It was considered better to put them on this directly-serviceable work than to find non-remunerative work near Christchurch.

The question of route of this railway between the Arahura and Teremakau has been again raised, and it has been suggested that the line should go through Kumara instead of along the beach. The question is one upon which the Government has not sufficient information to deal with it at once, so it has been decided that a survey should be made of the proposed deviation before proceeding with the works along the portion of direct route which would be affected.

The works at the Hokitika and Greymouth ends of the line will, however, in the meantime be proceeded with.

#### OTAGO CENTRAL RAILWAY.

During the year two contracts have been finished, making the line complete up to the Wingatui Viaduct, about seven miles and three quarters from the junction with the main line.

There has been a short delay with the construction of the masonry piers and abutments of the viaduct, owing to the necessity which has been proved to exist to go very much deeper with the foundations for two of the piers. This delay, however, will not retard the completion of the superstructure.

The whole of the materials for this work are now in the colony, and will soon be ready to be taken to the site, when the process of erection will be rapidly pushed on.

The "Mullocky" formation contract was completed on the 3rd February, 1886, but the contractors for the other four sections are all considerably behind time, and are being urged to make better progress.

Contracts are now being let in short lengths to complete that portion of this line known as the Hindon section, which was commenced several years since, and on which much money was spent in relief works. It is hoped that these works will very sensibly relieve the pressure on the Government for employment in and around the City of Dunedin.

Contracts are also being prepared for the erection of the several bridges which are required between Wingatui and the end of the Nenthorn section, all of which it is proposed to put in hand during the year; and the Engineer-in-Chief has instructions to push forward all these works as rapidly as is consistent with economy.

But, as I have before pointed out, the non-completion of the Wingatui Viaduct retards all the other works beyond it. The expenditure on this line up to the 31st March, 1886, was £267,218, and there were liabilities then existing of £51,200. It is estimated that to complete this railway to Sutton, a distance of thirty-three miles, will require a further sum of £128,350, and that to take the line on to the Taieri Lake, thirty-four miles further, will cost £180,000; or a total cost for the sixty-seven miles of £626,768. After reaching the Sutton the country becomes comparatively easy, so that the average cost per mile beyond that point may be expected to be very much less than it has been throughout the portion hitherto undertaken.

The authority which I now propose to ask for on account of this railway will provide for the completion of the formation and bridges up to the Sutton, including platelaying for a further length of 5 miles, beyond the end of the 8 miles already laid, and also for a new formation contract between the Sutton and Middlemarsh, length 7 miles.

## HURUNUI-BLUFF AND BRANCHES.

The extension of this railway for 11 miles northward to Culverden was opened for traffic in December last, which was, unfortunately, too late to insure the carriage of all the wool this season. There has, however, been a good deal of passenger-traffic, and I have no doubt that this section will be much used by visitors and invalids during next summer. A road-bridge of considerable magnitude is in course of erection over the Waiau, and when complete will give a safe road to the Hanmer Plains Hot Springs. Further additions have been made to the Dunedin Station and a large increase in the rolling-stock.

*Lincoln-Little River.*—This line was completed to Little River and opened for traffic in March last.

*Ashburton Branch.*—The formation of this line was completed up to Mount Somers, including bridge over Ashburton River, in March last, and a further contract has been let for platelaying between the bridge and Mount Somers; length, about 1 mile. The amount which will be asked for in the Estimates provides for a further extension of 4 miles to Springburn.

*Livingstone Branch.*—On this railway, which is 12 miles in length, the first 4 miles is now practically completed, including platelaying, and the amount to be asked for in the Estimates provides for completion of the remaining 8 miles, including platelaying.

*Catlin's River Branch.*—The first division of this railway, length 8 miles, was completed and opened for traffic in December last, and the authority which I now propose to ask for will provide for the formation of a further length of 5 miles.

*Toitois Branch.*—As described in my Statement last year, the formation of this railway is already completed to a point about 4 miles beyond Wyndham, and the authority I now propose to ask for will provide for the formation of a further length of 2 miles, including a short tunnel.

*Waimea-Switzer's Branch.*—As mentioned in my Statement last year the formation of the first 7 miles of this railway was then completed, and the amounts which I now propose to ask for will cover cost of building bridge on that length, and also a further length of about 7 miles.

*Seaward Bush Branch.*—This railway is practically completed for a distance of  $5\frac{1}{2}$  miles, including platelaying, and the authority which I will ask for this year will provide for the formation of a further length of 5 miles.

## INVERCARGILL-KINGSTON AND BRANCHES.

*Mararoa Branch.*—The first section of this railway,  $6\frac{1}{2}$  miles in length, was completed and opened for traffic in March last, and the authority which I now propose to ask for will complete the line, including platelaying, to Mossburn, being a further length of about 4 miles, which is already under contract.

## ADDITIONS TO OPENED RAILWAYS GENERALLY.

Work of this character (exclusive of permanent-way and rolling-stock) to the extent of about £91,000 was executed during last year, and we propose to expend £93,000 for similar work during the present year, to include liabilities already incurred. The principal items leading up to this amount are in round numbers as follows: Auckland Section, £20,000; Napier-Woodville, £7,000; Wellington-Woodville, £7,000; Foxton-New Plymouth, £5,000; and Hurunui-Bluff and branches, and Invercargill-Kingston and branches, £50,000.

## MANUFACTURE OF PORTLAND CEMENT.

It will be interesting to honourable members to know that the manufacture of Portland cement in New Zealand has been commenced on a substantial scale, and considerable quantities are now being delivered to the Government for their various works, at a cost not exceeding that of imported cement, and at the same time being reported upon by the Engineer-in-Chief as of good quality and being capable of standing a very fair test. I take this opportunity of drawing the attention of the various local bodies throughout the country to this matter, in the hope

that they may be able to help this industry, and so obviate the necessity of importing so much from England.

### WORKING RAILWAYS.

I now come to the subject of working railways. Honourable members will remember that on the 31st March, 1885, there were 1,477 miles of railway open for traffic, having cost the colony £11,810,194; and on the 31st March, 1886, there were 1,613 miles of railway open for traffic, having cost the colony £12,472,814. In this latter result is included 77 miles of railway purchased by the Government from various district railway companies at a cost of £283,349.

The total revenue from all sources was £1,047,418, and the expenditure amounted to £690,340, leaving a net profit of £357,078. Taking the cost of the opened railways at the average for the whole year, in view of the dates at which the several sections of new railways were opened for traffic (namely, £12,243,295), this represents a profit of £2 18s. 6d. per cent. on the cost as thus deduced, or, if the total cost of all the lines opened at the end of the year be taken as prevailing throughout the whole year, which is scarcely a fair way of looking at it, then the percentage earned would be £2 17s. 3d.

The total expenditure on railways opened and unopened up to the 31st March, 1886, including expenditure by Government on Greymouth and Westport harbour works, has been £13,726,166, and the profit earned by the opened lines gives £2 12s. 0d. per cent. on this gross outlay.

Last year, with 1,477 miles of open railways, we had a revenue of £1,045,712 and an expenditure of £690,026; this year, with 1,613 miles open, we have a revenue of £1,047,418 and an expenditure of £690,340; and at the end of the year we have outstanding accounts amounting to considerably less than at the end of the previous year.

We have also during the year made many reductions in the rates of carriage of goods, all in the direction of helping local productions, which, had our rates remained unaltered, would have produced fully £50,000 more revenue without increasing the cost of working. This amount represents the benefit derived by the general public using the railways. It will therefore be seen that, although we have had to provide for the maintenance of and work 136 miles more railway, we have so curtailed the expenditure that it has only amounted to £314 in excess of that of last year.

It should also be remembered that the railways do not get credit for the large amount of work done for the other departments of the Government, the carriage of mails representing a very large sum. The facilities given to the Education Department also are very great; and if full credit were given for all these services it would make a very perceptible addition to the railway revenue.

On the whole, the proportion of expenditure to revenue has been slightly reduced during the year, having been 65·91 against 65·99 the previous year.

I think honourable members, when they realize these facts, will admit that the result is a favourable one.

The rates of profit have, as in previous years, varied very much on the different lines, having amounted on the Greymouth section to £5 9s. 3d. per cent., on the Napier section to £4 18s. 9d., on the Hurunui-Bluff section to £3 5s. 9d., on the Wellington-Masterton section to £2 11s. 2d., on the Auckland section to £2 9s. 1d., and on the Wanganui section to £0 12s. 10d.

It has been my constant endeavour to resist as far as possible the continued demand for fresh stations on the several lines, each new one being a source of additional expenditure, and have only granted them in cases where there appeared a reasonable prospect of increasing the traffic.

The total number of passengers carried on the railways was—

|                      |      |      |      |           |
|----------------------|------|------|------|-----------|
| For the year 1883-84 | .... | .... | .... | 3,272,644 |
| For the year 1884-85 | .... | .... | .... | 3,232,886 |
| For the year 1885-86 | .... | .... | .... | 3,362,266 |

—showing an increase over last year of 129,380.

The total traffic in goods and live stock for the same year has been—

## GOODS TRAFFIC.

| Year.       | Wool.  | Timber. | Firewood. | Grain.  | Minerals. | Merchandise. | Chaff, &c. | Total Goods. |
|-------------|--------|---------|-----------|---------|-----------|--------------|------------|--------------|
|             | Tons.  | Tons.   | Tons.     | Tons.   | Tons.     | Tons.        | Tons.      | Tons.        |
| 1883-84 ... | 62,066 | 183,449 | 81,255    | 432,223 | 574,313   | 350,263      | 16,470     | 1,700,039    |
| 1884-85 ... | 68,523 | 178,909 | 86,670    | 414,590 | 618,511   | 365,623      | 17,030     | 1,749,856    |
| 1885-86 ... | 74,778 | 202,572 | 80,280    | 413,846 | 669,081   | 368,225      | 14,985     | 1,823,767    |

## LIVE STOCK.

| Year.       | Horses. | Cattle. | Calves. | Sheep.  | Pigs.  |
|-------------|---------|---------|---------|---------|--------|
| 1883-84 ... | 9,555   | 26,393  | 3,282   | 627,090 | 29,522 |
| 1884-85 ... | 10,358  | 29,963  | 2,775   | 666,522 | 30,268 |
| 1885-86 ... | 9,518   | 34,107  | 2,527   | 781,470 | 40,558 |

These figures show—and a reference to the tables will make it more clear—that there is a substantial increase in the total quantity carried, and also in all of the important items, except grain, and that has remained almost stationary.

Now, a few words on the subject of the workshops. Much has been said during the past year as to the way in which they have been conducted. As far as I am able to judge, after again going very closely into the expenditure in three workshops, I can repeat the opinion I then expressed to the effect that the colony is getting very fair value for the money expended in them.

The largely-increasing mileage now being worked is bringing with it larger repairs and, consequently, the necessity for further accommodation; and it must also be remembered that many of the locomotives have been running for a long time, and therefore are requiring heavier repairs. Provision is being made for all this, and the shops at Petone and Hillside are now being largely increased, with a view of our being able to keep up the stock in a state of first-class efficiency. In Auckland, also, additions are being made, and both there and at Hillside much greater additions will very soon be forced upon the Government; also at Wanganui to a smaller extent. Already additional machinery has been ordered for these shops, and provision to meet the necessary expenditure has accordingly been made by the Government.

No additions are likely to be required at Addington, except an enlargement of the erecting-shed, which now hardly accommodates the engines working on the lines running through the Hurunui-Waitaki district, which are constantly coming in for large repairs.

Nearly everything in the shape of rolling-stock is now being made in the colony, the orders sent to Great Britain being confined in most cases to the raw materials and some few articles which cannot at present be manufactured in the colony.

By carefully arranging the work put in hand at the various shops we have been able to bring about much economy in many directions, and we have endeavoured to bring into useful operation the valuable machinery which had been provided by previous Governments.

In the item of tarpaulins alone a saving of fully £3,000 per annum has been effected during the year by improved arrangements and the use of improved appliances.

Fair progress is being made by the contractors who undertook the manufacture of the ten locomotives last year, and, judging from the work they are doing, the engines ought to prove to be of a very serviceable nature. The contractors imported some portions of the material required for these engines partially worked up, but sooner than altogether condemn these articles a valuation was made, and a reduction has been agreed upon equal to the amount of work so executed in England outside the terms of the contract.

Honourable members will see, on reference to the tables which will be attached to this Statement, that the amount of work which has been done during last year in the workshops throughout the colony has been very extensive both as to repairs and renewals.

On the Foxton-New Plymouth line very heavy expenditure has occurred by way of repairs to the bridges, and a still larger expenditure will probably be required during the current year. This has been caused by the mistake made in using rimu timber when constructing the line, and it is only fair to the Engineer-

in-Chief to state that the use of this timber was insisted upon against his strong protest, and it is now found that it would have been much better to have adopted his recommendation and used more lasting timber: these bridges ought not to have required much repairs for the next ten years instead of having to be rebuilt at this early stage in the life of the railway.

In connection with the railways generally, I doubt if many honourable members realize the effect produced on their revenue by the works of the Harbour Boards of Otago, Oamaru, and Timaru. As these works progress, so the railway revenue suffers, and to such an extent have the works of the Otago Harbour Board—by which most classes of vessels can now get up the harbour to Dunedin—affected the revenue, that it is estimated that the railway suffers this year a loss of fully £8,000; and, from the information in the possession of the Government, it is not likely that by the end of this year there will be any goods traffic from Port Chalmers except that brought there by the large direct steamships. And I am advised by those interested that, if the Government did reduce the rates by one-half those now prevailing, the bulk of the goods would still go direct to Dunedin. Such a reduction would, therefore, only have the effect of throwing away a great deal of the revenue left to the railway which otherwise must remain, at all events for some considerable time to come.

No doubt the residents in the parts of the colony in which these great works have been carried out are reaping great benefit from them, but it must be borne in mind that the railways constructed by the Government are suffering in proportion as the harbour works succeed.

Since supplying my honourable colleague the Colonial Treasurer with the estimate of the revenue and expenditure on the railways for the current year, the severe floods we have had will affect the expenditure in the way of repairs; and, should any considerable number of our population be attracted to the newly-discovered goldfields in Western Australia, the traffic may be sensibly reduced. It is very certain we are now losing the carriage of a large amount of farm-produce, which has been destroyed by the exceptionally-heavy autumn rains; but, on the other hand, we have calculated on a much larger acreage of grain being put in this year than last, and consequently expect a larger revenue therefrom. We have also calculated upon considerable additions to our receipts from the extensions of the railways, which we hope to have under construction in a few weeks. It is too early in the year to make any safe calculation, and there is no reason to suppose there will be any serious falling-off in the revenue: should there be, there will certainly be a reduction in the expenditure.

It has been the custom for some years to publish the very elaborate statistical information with the annual Public Works Statement in connection with opened railways, and the same course will be adopted on the present occasion; but it is a matter for serious consideration whether it is worth while to publish these tables.

Much discussion has taken place on the subject of the system of charges now in force, and a Committee of this House is now taking evidence on a proposal for a radical change. I shall not therefore venture an opinion on the particular proposal which that Committee has under consideration, but remind the House that the system we now have in use is similar to that adopted in the adjoining colonies, as also in the railways in other countries; and before making any change, the probability of its success should be clearly demonstrated. The want that is felt is more in the direction of some authority to whom any member of the public can make their grievances known, and feel that they get fair consideration.

I have hesitated to reintroduce the Bill I laid before the House last year, as I feel certain that it would not meet with general support; and, although two other Bills have been sketched out to meet the case, I cannot see any practical good that would come from them so long as this Parliament is not prepared to part with a great deal more of its control than it has done hitherto.

The exigencies of the country are so diversified that to work our railways to the best advantage some parts of the country require very different rates to those in other parts; but so jealous are those who use our railways in the several provincial districts of any changes made in the charges with a view of securing

traffic, that one always has to hesitate in making such changes; and if a body, or several of them, were appointed in the country, such as that suggested above, I am of opinion that it would be found that it would take a considerable time for them to become acquainted with the necessary information to enable them to deal practically with the subject, and that nothing but a permanent Board, whose members would give their whole time to the subject, would meet the case.

### ROADS NORTH OF AUCKLAND.

With reference to the sum of £70,000 allocated to the counties north of Auckland in 1884 for these roads, the following table shows the allocations made to each county, and also the payments thereon up to the 31st March last:—

| County.              | Allocation. | Payments. |            |            |         |         |         |
|----------------------|-------------|-----------|------------|------------|---------|---------|---------|
|                      |             | 1884-85.  |            | 1885-86.   |         | Total.  |         |
|                      | £ s. d.     | £ s. d.   | £ s. d.    | £ s. d.    | £ s. d. | £ s. d. | £ s. d. |
| Waitemata .. ..      | 12,000 0 0  | 1,000 0 0 | 6,350 0 0  | 7,350 0 0  |         |         |         |
| Rodney.. ..          | 11,000 0 0  | 1,000 0 0 | 5,815 0 0  | 6,815 0 0  |         |         |         |
| Hobson.. ..          | 9,000 0 0   | 2,000 0 0 | 2,500 0 0  | 4,500 0 0  |         |         |         |
| Whangarei .. ..      | 12,000 0 0  | 1,750 0 0 | 5,250 0 0  | 7,000 0 0  |         |         |         |
| Bay of Islands .. .. | 10,000 0 0  | ..        | 5,000 0 0  | 5,000 0 0  |         |         |         |
| Hokianga .. ..       | 7,000 0 0   | ..        | 1,500 0 0  | 1,500 0 0  |         |         |         |
| Mongonui .. ..       | 9,000 0 0   | 1,000 0 0 | 4,888 0 0  | 5,888 0 0  |         |         |         |
| Totals .. ..         | 70,000 0 0  | 6,750 0 0 | 31,303 0 0 | 38,053 0 0 |         |         |         |

The total expenditure for last year on these roads was £33,763, and the difference between this sum and the amount £31,303 referred to above represents amounts which Government has had to expend in respect of liabilities incurred before the allocation of the £70,000 was made.

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

The amounts authorized for works under this heading (which are exclusive of Roads north of Auckland, Roads to open up Crown lands, Roads on Goldfields, and Roads under the Roads and Bridges Construction Act) have gradually decreased for some years, and the amount which I propose to ask the House to authorize for them this year is, in round numbers, £77,000 less than the amount authorized for the year 1883-84.

Speaking still in round numbers, the amounts authorized for the last few years have been as follows: 1883-84, £178,000; 1884-85, £154,000; and 1885-86, £119,000; and the amount which I propose to ask the House to authorize this year is £101,000.

It will be seen, therefore, that the works of this class which have been undertaken from year to year have been gradually of less and less magnitude, and it will therefore not be necessary for me to dwell to any great extent upon those which were undertaken during last year.

A brief summary of those worth mentioning is as follows:—

IN THE NORTH ISLAND.—The roads from Tauranga to the East Cape, and from Cambridge and Tauranga to Taupo, and from Taupo to Napier, and also the Manawatu Gorge Road, have been maintained during the year in fair order, and subsidies have been given to the local bodies, as hitherto, towards the maintenance of the Seventy-Mile Bush Road.

IN THE SOUTH ISLAND.—The Takaka Bridge, in the Collingwood District, has been brought close to completion.

The bridge over the Pelorus River, on the road between Nelson and Blenheim, was completed in August last, and this road has thus been made available for coach traffic.

A contract has been let for the Motueka Bridge, on the line of road from Nelson to Westport and Greymouth.

Surveys of site for bridge over Buller, near Lyell, on same road, have also been made, and the design, which will require to be of somewhat exceptional character, is under consideration.

A contract has been let for a bridge over the left-hand branch of the Inangahua River, near Reefton, also on same road.

The Hokitika to Christchurch road has also been maintained as usual; and the bridge over the Taipo, which has long been a great necessity on this road, has just been finished.

The bridge over the Clarence River, between Kaikoura and Blenheim, has been steadily progressing, and it is hoped that it will be finished in November next.

The road between Kaikoura and Waiau is also tending towards completion, extensive work having been done upon it during last year, partly by aid of "unemployed;" and contracts for metalling some of the sections thus formed have recently been let, and are expected to be completed about November next.

The bridge over the Upper Waiau, near the Hammer Plains, has been commenced, and is expected to be finished about April next.

The bridge over the Taieri, and the bridges over the Clutha at Beamont and Roxburgh, are in progress.

The bridge over the Clutha at Cromwell has not as yet been undertaken by the County Council, under the subsidy of £1 for £1 voted last year, but negotiations on the subject are still in progress.

On the Haast Pass track a party of men has been set to work to render travelling practicable between the mouth of the river and the Haast Saddle.

### ROADS TO OPEN UP CROWN LANDS BEFORE SALE.

On the numerous works under this designation, the laying-out and construction of which are entirely under the control of the Minister of Lands, a sum of £61,794 has been expended within the twelve months ended the 31st March last, and the liabilities on works in progress at that date were £61,372.

It is proposed to continue the expenditure at the rate of £61,500 during the current year in further extension of road-formations through the blocks of Crown lands under survey in the several land districts of the colony. Full details of the works executed and in progress will be given in the annual survey reports.

### 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, 1885, when reduced in accordance with the Act of 1883, came to £255,476.

Of these applications, those that were for the completion of bridges already commenced, amounting to £8,336 were granted in full, but all the rest were refused, owing to the repeal of the Act last session.

In addition to these ordinary applications, there were also applications for repairs of extraordinary damages by floods, amounting to £7,591, and grants were made on these to the extent of £5,287, namely, £4,753 for bridges and £534 for roads.

The total applied for altogether on account of main roads was, therefore, £263,067, and the total granted £13,623, of which £13,089 was for bridges and £534 for roads.

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 .. ..        | 78,017 0 0    | 3 0 0      | ..      | 3 0 0      |
| Hawke's Bay .. ..     | 15,502 0 0    | 4,500 0 0  | ..      | 4,500 0 0  |
| Taranaki .. ..        | 8,883 0 0     | ..         | ..      | ..         |
| Wellington .. ..      | 32,564 0 0    | 2,817 0 0  | ..      | 2,817 0 0  |
| Nelson .. ..          | 29,474 0 0    | 3,229 0 0  | ..      | 3,229 0 0  |
| Marlborough .. ..     | 7,550 0 0     | ..         | ..      | ..         |
| Westland .. ..        | 7,431 0 0     | 2,525 0 0  | ..      | 2,525 0 0  |
| Canterbury .. ..      | 21,771 0 0    | 15 0 0     | 534 0 0 | 549 0 0    |
| Otago .. ..           | 61,875 0 0    | ..         | ..      | ..         |
| Totals .. ..          | 263,067 0 0   | 13,089 0 0 | 534 0 0 | 13,623 0 0 |

**District Roads and River Works: Total Amount granted to be paid in Fifteen Years.**

On account of this class of works the total amount applied for during the year ended the 31st March last was £12,399, but owing to the repeal of the Roads and Bridges Construction Act no grants were made, with the exception of £191 to complete works in terms of section 46 of the Act. The amounts of the several applications, and of the loans made within the different provincial districts, are shown in the table below :—

| Provincial Districts. |  |  |  | Applications. | Grants. |
|-----------------------|--|--|--|---------------|---------|
|                       |  |  |  | £ s. d.       | £ s. d. |
| Auckland .. ..        |  |  |  | 3,830 0 0     | ..      |
| Hawke's Bay .. ..     |  |  |  | 450 0 0       | ..      |
| Taranaki .. ..        |  |  |  | ..            | ..      |
| Wellington .. ..      |  |  |  | 4,602 0 0     | 191 0 0 |
| Nelson .. ..          |  |  |  | ..            | ..      |
| Marlborough .. ..     |  |  |  | ..            | ..      |
| Westland .. ..        |  |  |  | ..            | ..      |
| Canterbury .. ..      |  |  |  | 2,967 0 0     | ..      |
| Otago .. ..           |  |  |  | 550 0 0       | ..      |
| Totals .. ..          |  |  |  | 12,399 0 0    | 191 0 0 |

**SUMMARY.**

It will thus be seen that the total amount applied for under the Act for works on main and district roads has been £275,466, and the total amount granted £13,814.

**PURCHASE OF NATIVE LANDS, NORTH ISLAND.**

During the past financial year the Native Land Purchase Department, under the control of my colleague, the Native Minister, has completed the purchase of some twenty blocks of land, containing in the aggregate over 100,000 acres.

Good progress has also been made in the acquisition of lands adjacent to the Northern Trunk Line of railway. The Waimarino Block, of 490,000 acres, has been passed through the Native Land Court and awarded to about one thousand owners, the majority of whom have already sold their interests to the Crown.

Over 1,500,000 acres of land in the Taupo District have also recently passed the Court, and the Government is negotiating the purchase of several blocks within this district which are contiguous to the railway and otherwise suitable for settlement.

Sketch-maps and returns giving full details of the complete and incomplete transactions of this department are in course of preparation, and will be shortly laid before the House by the Minister for Native Affairs.

### IMMIGRATION.

The number of immigrants introduced for the period between the 1st June, 1885, and the 30th April, 1886, was 545.

This shows a considerable falling-off from the numbers given in last year's Statement, but the falling-off can be accounted for by the fact that the engagements with persons whose passages had been held over were, as stated last year, nearly all fulfilled, and, further, by the increased rate of payment for passages required to be made on making the nomination in the colony.

Fresh regulations for nominated immigration were issued on the 28th September, 1885. By these a payment of £10 was required towards the passage of each adult, and £5 towards the passage of each child over twelve years of age. These sums it is estimated represent half the total cost to the colony of an immigrant from the time he leaves his home in Great Britain until he becomes a settler in New Zealand.

Since the date of the regulations 658 nominations have been received and forwarded to the Agent-General, and an average of from 50 to 60 nominations are sent monthly, on which cash payments are made in the colony of sums varying from £400 to £500.

From this it would seem that the settlers in New Zealand are not loth to induce their friends to join them, and that they are willing to prove their earnestness in the matter by paying half the cost of the expenses to which the colony is put in assisting them.

A new feature in the regulations is the assistance which is given towards the emigration of farmers and agriculturists possessed of small capital. Under this scheme intending emigrants are assisted by the Agent-General to the same extent as persons who may be nominated in the colony. They are, however, required to prove that they are possessed of £100 in cash, and a sum equal to £50 for each child over twelve years of age. The steps taken by the Agent-General to give effect to these regulations will be found in the correspondence which will be laid upon the table.

The total number of immigrants of all classes introduced into the colony since the inauguration of the immigration scheme by the Colonial Government is 112,493. A return will be laid before the House giving the details of the classes and the nationalities of these immigrants.

### TELEGRAPH EXTENSIONS.

The telegraph extensions during the year consisted of the erection of 199 miles of new lines and 545 miles of additional wire, less  $1\frac{1}{2}$  miles of line and 88 miles of wire dismantled.

The telegraph lines in use in the colony at the end of March last extended to a total length of 4,463 miles, carrying 10,931 miles of wire, of which 2,820 miles is duplexed.

Telephone exchanges were set up during the year at Napier, Wanganui, and Timaru, making the exchanges now in operation ten, namely, at Auckland, Napier, Wellington, Wanganui, Nelson, Christchurch, Timaru, Oamaru, Dunedin, and Invercargill; and they yielded a gross revenue during the last financial year of £12,294.

The expenditure on new works and extensions of all classes last year was £36,009, and the vote proposed to be asked for this year is £21,700.

## PUBLIC BUILDINGS.

In my Statement of last session I showed that a decrease had been effected in expenditure on this class of works as compared with previous years; and I am happy to say that during last financial year a still further decrease in this class of expenditure has been effected. Thus, the expenditure for the year 1885-86 has been only £86,859, as against £117,361 for 1884-85, £164,376 for 1883-84, and £153,072 for 1882-83.

A very large number of buildings have been dealt with during the year to a greater or less extent, but most of the work has consisted of small additions and repairs chiefly to police-stations and courthouses in the out-districts, and the only works of sufficient magnitude to call for special mention are the prisons at Auckland and Mount Cook.

Plans have been completed for the Printing Office in Wellington, and alternative tenders in brick and timber respectively have been called for, but have not yet been dealt with pending the requisite amount being authorized by the House.

In the Estimates, which will shortly be laid before honourable members, I have included amongst amounts for which authority is asked a sum of £13,000 for a portion of this building proposed to be undertaken at present, but of this amount, if granted, only about £5,000 will probably be expended during the current financial year.

Competitive designs have also been obtained by the Government for Departmental Buildings in Auckland, and have been considered by the Engineer-in-Chief, who has selected the one which he considers the best for adoption. The sum of £12,000 has been provided for this building in the Estimates, and of this sum £2,000 would probably be required during the current year.

The other important buildings proposed to be undertaken during the current year are considerable additions to the Auckland and Sunnyside Lunatic Asylums, and some further additions in the shape of outbuildings, &c., to the Lunatic Asylum at Seacliff, all of which are reported to be absolutely necessary works in order that the asylums may be anything like adequate to present requirements. A sum of £2,000 has also been provided on the Estimates for a building on the Lunatic Asylum reserve at Porirua, of which about £1,000 would probably be expended during the year.

## HARBOUR DEFENCES.

During the past twelve months considerable progress has been made in the scheme of defence. The works commenced in April last year, and which were designed to temporarily accommodate the guns already in the colony, have been in almost all cases carried to completion. At the same time they have been made of a thoroughly durable and substantial, instead of a temporary, nature.

Additions have been made where necessary to accommodate the guns now being constructed for the colony in England, and fresh works have also been added, so that, provided there is no further delay in shipping the guns, two-thirds of the number can be mounted in the next few months, and the batteries in which they will be mounted completed.

Submarine mining stations are being constructed in each of the four ports, and arrangements are also being made for lighting the harbours with very powerful electric lights. The contracts for the delivery of all these appliances are approaching completion, consequently within two or three months the colony will possess all the necessary equipment for providing a suitable submarine system of defence to supplement its other defence works.

Owing to the delay in supplying the guns, submarine mines, and other material, a sum of £72,833 out of the amount voted last year has remained unexpended. The total amount required to carry on the works during this year, including the sum above mentioned, will be £120,000.

The work was carried out last year principally by the Armed Constabulary, but the large amount of cheap labour which has become available since the commencement of the year has decided the Government to provide work for the unemployed on the batteries, and at the same time to make a considerable reduction in the Constabulary Force.

## PUBLIC WORKS FUND.

The balance to the credit of the Public Works Fund on the 31st March last was £768,780, and, in addition to this amount, and such further funds as may be required to be raised for North Island Trunk Railway, we propose a loan of £1,500,000, as described in the Financial Statement of my colleague, the Colonial Treasurer.

As against the credit balance of £768,780 existing at the end of March last, we had liabilities then existing to the extent of, nominally, £1,094,590; but these liabilities include an item on account of purchase of Native lands, North Island, amounting in all to £238,600; and, of this amount, £202,145 is for prospective liabilities, which will probably not come in for payment for a very considerable time, and which may therefore for the present be disregarded.

Deducting this £202,145 from the total liabilities above stated, the actual liabilities which we have to deal with amount to £892,445, of which £387,592 is on account of railways, and the balance, £504,853, on account of works and undertakings other than railways.

Of the £387,592 liabilities on railways, the sum of £376,740 is on account of items covered by proposed loan, as set forth in the Financial Statement, leaving £10,852 to be covered by other funds. The liabilities on account of works and undertakings not covered by proposed Loan Schedule amount therefore to £892,445 less £376,740—namely, to £515,705.

In connection with this question of liabilities, I have also to state here that the Government proposes that the purchases of Native lands in the vicinity of the North Island Trunk Railway should be temporarily charged to the loan for that line, and that the proceeds of the sales of these lands should be credited to the same fund from time to time as the lands are disposed of. The amount which we propose to so expend upon these lands during the next two years is £100,000, of which about £80,000 would be expended this year, and the balance next year. On this basis the liabilities at present existing on account of land purchases along this railway, which are estimated to amount to about £20,000, out of the £36,455 of actual liabilities on account of Native land purchase, will become a charge against the North Island Trunk Loan; and if this amount of £20,000 be deducted from the £515,705 of liabilities before arrived at, it leaves £495,705 as the amount of the liabilities which will be chargeable to the funds available for general purposes.

In addition to the £768,780 to credit of general Public Works Fund at the end of March last, that fund is also entitled to be recouped from the North Island Trunk Railway Loan to extent of £60,780 for expenditure on that railway up to the 31st March last, so that the proper cash credit of the general fund, allowing for this repayment, was £829,560.

Besides these assets we had also assets to the extent of £300,241, being the value of rails, sleepers, and rolling-stock in hand, unladen, at the end of the year. Of this material there would be required rails and sleepers to the value of about £10,241 for railways other than the North Island Trunk Railway not covered by proposed Loan Schedule, leaving material to the value of, say, £290,000 available for use on the North Island Trunk Railway and the several railways which are included in the Loan Schedule.

Assuming that this material, to the value of £290,000 (which was purchased out of general Loan Fund), will be paid for from time to time as it is used, out of the amounts provided for the North Island Trunk Railway and the railways included in the Loan Schedule, the £290,000 will be recouped to the general fund, and will thus be available for works other than railways.

Taking credit for this amount then, our assets for general purposes at the end of March last would amount to £768,780, plus £60,780, plus £290,000, equal in all to £1,119,560, as against liabilities amounting to £495,705; so that we will have available for voting for absolutely new works other than railways a sum of £623,855, in addition to re-voting the liabilities on same, amounting to £495,705.

Our votes for undertakings other than railways can therefore reach up to fully £1,100,000 for the two years.

In assuming that £290,000 worth of the stock in hand, in the shape of permanent-way and rolling-stock, could fairly be allocated to the railways which are provided for in the proposed loan, I am keeping well within the requirements of these railways, as the value of the permanent-way and rolling-stock which will be required to complete the lengths provided for in the Loan Schedule will be about £447,000. This is shown in detail in table marked A, which will be attached to this Statement, from which it will be seen, that of the total amount so required, £77,000 is for the North Island Trunk Railway, and the balance, £370,000, for the railways in the proposed Loan Schedule.

Assuming that the loan of £1,500,000 will be authorized for new railways, the total funds which we will have available for voting during next two years will therefore be as follows:—

1. For the railways included in proposed Loan Schedule, after deducting, say, £213,000, to be recouped to the General Loan Fund for materials in hand, we will have available for construction works and further permanent-way and rolling-stock (including the expenses of floating the loan) the sum of £1,287,000.

2. For the North Island Trunk Railway, after deducting similarly the sum of £77,000 for materials (which are in hand), and £60,780 for expenditure already incurred, to be recouped to the General Loan Fund, we will have available for construction works and land purchase, out of an allocation of £500,000 for two years, the sum of £362,220.

3. For general purposes (including railways other than the North Island Trunk and Loan Schedule Railways), we will have £1,119,560. This is exclusive of permanent-way, in hand, for the railways included in this item, to the value of £10,241.

The total amount which will thus be available for voting, during the next two years, out of the three funds in question, would be £2,768,780, and the result arrived at in this way of course agrees with the gross total of the funds themselves; namely, new loan £1,500,000, plus North Island Trunk Railway (allocation for two years) £500,000, plus balance of General Fund £768,780.

As against these funds we propose to take votes for expenditure, including existing liabilities, during the present year to the extent of £1,538,700; but we will not expend quite so much as this, and the actual expenditure will not probably exceed, say, £1,400,000. The amounts proposed to be voted for expenditure this year on account of the several funds which I have described are as follows, the cost of general departmental supervision, amounting in all to £28,000, being allocated to the different items on a proportional basis:—

- (a.) For railways included in proposed Loan Schedule, £604,000. This includes expenses of raising loan £30,000, and supervision £11,000.
- (b.) For North Island Trunk Railway, £213,000. This includes land purchases £80,000, and supervision £3,000.
- (c.) For general purposes, £721,700. This includes £16,400 for railways other than the North Island Trunk and Loan Schedule Railways, and £14,000 for supervision.

Assuming that we will spend in all during this year £1,400,000, and that our assets are, as before stated, £2,768,780, we will thus have available for expenditure next year on all accounts the sum of £1,368,780; and bearing in mind that our expenditure will never practically reach up to the amount of our votes on all the items, we will thus be in a position to bring down estimates for expenditure next year to about same amount as this year, namely, to extent of, say, £1,400,000.

Our ways and means for the next year's votes will therefore be ample—in fact, for railways and land purchases along the North Island Trunk line, they will be more than ample; and, as regards undertakings other than railways and land purchases along the North Island Trunk Railway, it will be seen that the amount proposed to be voted for expenditure this year is £721,700 out of available funds amounting to £1,119,560, so that we will have £397,860 for expenditure on this class of items during next financial year. In considering whether or not this will be sufficient for the purpose, it has to be borne in mind that many of the votes appearing in the Estimates this year will, we hope, either disappear

or be greatly reduced next year. Thus, for instance, we have this year to spend for Defence £120,000, while next year the amount will be only about £40,000. In connection with the Roads and Bridges Construction Act we have to spend this year £39,740, while next year there will be no further expenditure asked for. For the roads north of Auckland £34,600 is required this year, and that practically fulfils all our engagements under that heading, and if our proposals for charging school buildings to Local Loans are approved of, the £55,000, or so, which we have been accustomed to vote yearly for school buildings, will also disappear from the Public Works Estimates. We are also in hopes, that with the liberal provision which has been made for loans to local bodies, the claims upon colonial funds for roads and bridges will not be so numerous. It seems probable, therefore, that the £397,860 above referred to will be quite ample for all that is required for general purposes (outside of railways and land purchases along North Trunk line) during the next financial year.

### ESTIMATES OF EXPENDITURE DURING CURRENT YEAR.

The large amount of the votes which have been asked for from year to year for public works purposes, in comparison with the amounts which are actually required for expenditure, having frequently led to misunderstandings as to the real state of the case, I have framed my Estimates this year in a form which I believe will be more acceptable to honourable members, as they show in one column the amount required to be voted for actual expenditure on each work during the current year, and, in an adjoining column, the total amount which is required to be authorized in all, to cover contracts which will have to be let before further votes are granted by the House, but which will not come in for payment till next financial year.

The amounts in the second of these columns therefore correspond in character with the votes heretofore asked for, as they show the total authority required to cover the proposed expenditure this year, which provides for liabilities at present existing, together with the further undertakings to be entered into before this time next year, in order to keep the works going. By this means the House will see more clearly what our proposals actually are for the current year, and there is also what may seem, at any rate to some honourable members on the other side of the House, to be the additional advantage, that the Government is more strictly tied down to carry out its proposals than certain Governments have hitherto been, as our expenditure on any class of works will now be limited by the actual amount which we propose to expend on that class for the current year, instead of being capable of being extended up to a larger proportion of the authority granted for some classes, and a lesser proportion of other classes, as has hitherto been the case; that is to say, in fact the Government could gain nothing under the system which I now propose by retarding any one class of works with the view of unduly pushing others, as they will be limited on each class by the amount granted for actual expenditure on that class during the current year.

With regard to the gross total so asked for for expenditure during any year, however, I should mention that it is not probable that this will in practice be quite reached up to, because we must necessarily provide for the full amount of payments which are estimated to fall due during the year on each class of works; and of course some of these may not so fall due, and besides that it would not be possible in any case to expend the full amount provided for all classes of work, without risk of exceeding on some of them, and as we cannot exceed on any of them, the inference is plain that the total expenditure must still be somewhat less than the total votes.

I should also, however, make it perfectly clear that, while the House is only being asked to actually vote for expenditure this year the amount given in the first of the columns referred to, it is also being asked to authorize the entering into further contracts, and the incurring of further liabilities generally, up to the difference between the amounts in the first column and those in the second

column, in order to keep the works going on during next year, so that the Government would be authorized in having liabilities at the end of this financial year, or shortly afterwards, reaching up to the amount of the difference between the first and second columns, in addition to expending during the current year the amount in the first column.

Thus, the figures in the second column represent the full measure of the authorities which would be given to the Government for all purposes, while the figures in the first column represent the portions of the amounts so authorized which the Government would be warranted in expending on each class of work during the current year. If this arrangement is agreed to, it should also be placed properly on record; and I would, therefore, propose that the Public Works Estimates, after revision by the House, should be bound up with the Appropriations, as is, I believe, already the custom in some of the adjoining colonies.

The adoption of the system which I have here advocated would also do away with the present anomaly that, while over a series of years we have voted hundreds of thousands of pounds for some works, we have in reality only expended tens of thousands on those works, but have expended close up to the full amount voted on other works.

The preparation of the Estimates in this new form has taken rather more time than if I had adhered to the old plan, and has given me a great deal of personal trouble, as the amounts required for expenditure during the year had to be very carefully considered, but if I have succeeded in meeting the wishes of the House in this particular I shall not at all regret the labour I have devoted to it.

The amounts which we propose to ask the House to vote for expenditure during the current year are as follows:—

For Immigration, with liabilities at the end of March last amounting to £7,000, we ask for a vote of £19,200.

For Departmental Expenditure, with liabilities of £719, we ask for a vote of £28,000.

For Railway works of all classes, with liabilities of £387,592, we ask for a vote of £709,400, the details for the several classes of works being as follows: New works, Construction and Land, with liabilities of £224,113; amount asked for, £463,400. Additions to Opened Lines, with liabilities of £50,160; amount asked for, £93,000. Permanent-way, Sleepers, and Rolling-stock, with liabilities of £112,072; amount asked for, £150,000. Surveys of New Lines of Railway, with liabilities of £1,247; amount asked for, £3,000.

For Roads of all classes, with liabilities of £254,350, we ask for a vote of £327,600. This includes various classes of roads, as follows: Roads North of Auckland, with liabilities of £32,147; amount asked for, £34,600. Main Roads, with liabilities of £14,277; amount asked for £24,900. Miscellaneous Roads and Bridges, with liabilities of £34,881; amount asked for, £52,600. Grants-in-aid under the Roads and Bridges Construction Act, and subsidies to local bodies, with liabilities of £66,884; amount asked for, £97,000. Roads to open up Crown Lands, with liabilities of £61,372; amount asked for, £61,500. Improvements Village Special Settlements, with no liabilities as yet; amount asked for, £5,000. Roads on Goldfields, with liabilities of £44,789; amount asked for, £52,000.

For Waterworks on Goldfields, with liabilities of £14,963, we ask for a vote of £15,100.

For the Purchase of Native Lands, with presently accruing liabilities amounting to £36,455, we ask for a vote of £100,000, that being sufficient to meet the probable payments which will become due during the current year, the further prospective liabilities on this item (amounting to £202,145) being left out of consideration, as not applying to present year.

For Telegraph Extension, with liabilities of £3,700, we ask for a vote of £21,700.

For Public Buildings, with liabilities of £23,255, we ask for a vote of £112,000. This includes school buildings, £55,000, as against liabilities at end of March last of £1,400.

For Lighthouses and Harbour Works (including Harbour Defences), with liabilities of £164,411, we ask for a vote of £127,800. The amount included in this for Harbour Defences is £120,000, as against liabilities at 31st March of £160,751, but as all the liabilities will not mature this year a vote for £120,000 will probably be sufficient.

For Charges and Expenses of raising Loans we ask for a vote of £30,000.

For Contingent Defence we ask for a vote of £12,500. This is for the purpose of supplementing the amount provided in Consolidated Fund Estimates for the Armed Constabulary Field Force, in consequence of their being employed on construction of batteries.

We also ask for a vote of £35,400 to cover payments in respect of rates payable to local bodies on Crown and Native lands.

The total amount proposed to be voted is thus, £1,538,700, which includes liabilities (comprising £36,455 for native lands) amounting to £892,445. It will thus be seen that it is contemplated to spend this year about £646,255 on new works, outside of those included in the liabilities existing at 31st March last.

Sir, I have trespassed on your patience and that of honourable members to a much greater extent than I should have felt justified in doing had I not been convinced that it was of the greatest importance to lay before the House a clear statement of the position of the works already in hand by the Government, and also our proposals for the future.

In conclusion, I venture to express the hope that before the time comes round for the next Public Works Statement the rise which has recently taken place in the great staple productions of the colony may prove to be the precursor of a general improvement in the position of all classes of the community, and that by careful administration during the year the Government may be able to come down to the House with a statement as favourable as that I have now delivered.

It only now remains for me to thank you, Sir, and the House for the kind consideration you have shown to me this evening.

The usual reports by the several permanent officers of the Department will be attached to this Statement, and also the usual tables showing cost of works, and results of working railways.

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Table A.

(To accompany Public Works Statement, 1886.)

## NEW ZEALAND RAILWAYS, 1886-7 AND 1887-8.

STATEMENT showing suggested Allocation of proposed Loan of £1,500,000; and also Analysis showing how much of the amount so allocated will be required for Permanent-way and Rolling-stock, and the Balances which will thus be left available for Construction Works; also the Liabilities (at 31st March, 1886,) on proposed Loan Items and North Island Trunk Railway.

| Name of Railway, &c.                                                                                                                                                                 | To make or finish. | Proposed Allocation under New Loan. | Value of Permanent-way Material and Rolling-stock required for Distance in First Column. | Balance available for Construction Works. | Liabilities at 31st March, 1886. | Estimated Amount required to be voted for actual Expenditure this Year. | Balance left available for voting for Construction Works in future Years. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------------------------|------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------|
|                                                                                                                                                                                      | Miles.             | £                                   | £                                                                                        | £                                         | £                                | £                                                                       | £                                                                         |
| Helensville northward .. ..                                                                                                                                                          | 12                 | 70,000                              | 20,000                                                                                   | 50,000                                    | ..                               | 4,000                                                                   | 46,000                                                                    |
| Penrose, double line .. ..                                                                                                                                                           | 6                  | 33,000                              | 10,000                                                                                   | 23,000                                    | ..                               | 5,000                                                                   | 18,000                                                                    |
| Hamilton-Grahamstown .. ..                                                                                                                                                           | 17                 | 80,000                              | 27,000                                                                                   | 53,000                                    | 12,754                           | 20,000                                                                  | 33,000                                                                    |
| Putaruru-Rotorua .. ..                                                                                                                                                               | 17                 | 120,000                             | 27,000                                                                                   | 93,000                                    | ..                               | 15,000                                                                  | 78,000                                                                    |
| Napier-Palmerston North .. ..                                                                                                                                                        | 5                  | 100,000                             | 8,000                                                                                    | 92,000                                    | 23,643                           | 40,000                                                                  | 52,000                                                                    |
| Mauriceville-Woodville .. ..                                                                                                                                                         | 15                 | 125,000                             | 24,000                                                                                   | 101,000                                   | 12,346                           | 40,000                                                                  | 61,000                                                                    |
| Blenheim-Awatere .. ..                                                                                                                                                               | 9                  | 50,000                              | 14,000                                                                                   | 36,000                                    | 9,058                            | 15,000                                                                  | 21,000                                                                    |
| Hokitika-Greymouth .. ..                                                                                                                                                             | 15                 | 100,000                             | 24,000                                                                                   | 76,000                                    | 4,062                            | 30,000                                                                  | 46,000                                                                    |
| Westport-Inangahua .. ..                                                                                                                                                             | 8                  | 75,000                              | 12,000                                                                                   | 63,000                                    | ..                               | 2,000                                                                   | 61,000                                                                    |
| Blenheim-Tophouse .. ..                                                                                                                                                              | 20                 | 100,000                             | 32,000                                                                                   | 68,000                                    | ..                               | 2,000                                                                   | 66,000                                                                    |
| Mount Somers .. ..                                                                                                                                                                   | 4                  | 14,000                              | 6,000                                                                                    | 8,000                                     | 3,883                            | 8,000                                                                   | ..                                                                        |
| Livingstone Branch .. ..                                                                                                                                                             | ..                 | 15,000                              | ..                                                                                       | 15,000                                    | 918                              | 15,000                                                                  | ..                                                                        |
| Otago Central .. ..                                                                                                                                                                  | 40                 | 200,000                             | 60,000                                                                                   | 140,000                                   | 51,203                           | 87,000                                                                  | 53,000                                                                    |
| Catlin's River .. ..                                                                                                                                                                 | 8                  | 50,000                              | 12,000                                                                                   | 38,000                                    | 584                              | 13,000                                                                  | 25,000                                                                    |
| Riversdale-Switzers .. ..                                                                                                                                                            | 14                 | 40,000                              | 20,000                                                                                   | 20,000                                    | ..                               | 5,000                                                                   | 15,000                                                                    |
| Seaward Bush .. ..                                                                                                                                                                   | 8                  | 20,000                              | 12,000                                                                                   | 8,000                                     | 1,558                            | 6,000                                                                   | 2,000                                                                     |
| Lumsden-Mararoa .. ..                                                                                                                                                                | ..                 | 5,000                               | ..                                                                                       | 5,000                                     | 4,872                            | 5,000                                                                   | ..                                                                        |
| Edendale-Fortrose .. ..                                                                                                                                                              | 8                  | 40,000                              | 12,000                                                                                   | 28,000                                    | 225                              | 5,000                                                                   | 23,000                                                                    |
| Additions to opened railways .. ..                                                                                                                                                   | ..                 | 200,000                             | 50,000                                                                                   | 150,000                                   | 50,160                           | 93,000                                                                  | 57,000                                                                    |
| Ditto, liabilities transferred from construction items .. ..                                                                                                                         | ..                 | ..                                  | ..                                                                                       | ..                                        | 3,824                            | ..                                                                      | ..                                                                        |
| Raising loan and contingencies .. ..                                                                                                                                                 | ..                 | 63,000                              | ..                                                                                       | 63,000                                    | ..                               | 30,000                                                                  | 30,000                                                                    |
| This includes surveys of new lines of railway .. ..                                                                                                                                  | ..                 | ..                                  | ..                                                                                       | ..                                        | 1,247                            | 3,000                                                                   | ..                                                                        |
| Also liabilities transferred from construction items .. ..                                                                                                                           | ..                 | ..                                  | ..                                                                                       | ..                                        | 64                               | ..                                                                      | ..                                                                        |
| Totals .. ..                                                                                                                                                                         | 206                | 1,500,000                           | 370,000                                                                                  | 1,130,000                                 | 180,401                          | 443,000                                                                 | 687,000                                                                   |
| Permanent way material: Amount required to cover liabilities, and further orders this year for the above items .. ..                                                                 | ..                 | ..                                  | ..                                                                                       | ..                                        | 112,072                          | 150,000                                                                 | ..                                                                        |
| North Island Trunk Railway: Present liabilities and vote proposed; also value of permanent-way materials required for immediate use, which will be supplied from stock in hand .. .. | 48                 | ..                                  | 77,000                                                                                   | ..                                        | 84,267                           | 130,000                                                                 | ..                                                                        |
| Grand Totals .. ..                                                                                                                                                                   | 254                | 1,500,000                           | 447,000                                                                                  | 1,130,000                                 | 376,740*                         | 723,000†                                                                | 687,000                                                                   |

\* In addition to this amount there are liabilities amounting to £10,852 on account of railways other than North Island Trunk Railway not provided for in proposed Loan Schedule, so that the total liabilities on railways come to £387,592, as shown in Estimates.

† If from this amount there be deducted the sum of £30,000 for expenses of raising loan, which appears in the Estimates under a separate class, and if to the balance thus deducted (£693,000) there be added the amount (£16,400) provided in Estimates for railways other than the North Island Trunk and Loan Schedule Railways, it will agree with the total provided in Estimates for all railways, namely, £709,400.

**Table B***(To accompany Public Works Statement, 1886.)*

SUMMARY of all Services chargeable to Public Works Loan, showing Liabilities at End of March, 1886, and the further Amounts required to be authorized for Expenditure during the Year 1886-7, and for Liabilities to exist at the End of that Year.

| Item No. | Class of Work or Service.                                                                                                        | Liabilities at End of March, 1886. | Estimated Amount required to be voted for Expenditure during 1886-7. | Estimated Amount required to be authorized to cover Expenditure during 1886-7, and also Liabilities current on 31st March, 1887. |
|----------|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
|          |                                                                                                                                  | £                                  | £                                                                    | £                                                                                                                                |
| 1        | Immigration .. .. .                                                                                                              | 7,000                              | 19,200                                                               | 19,200                                                                                                                           |
| 2        | General Departmental Expenses, including Cost of defending Messrs. Brogden's Claims, and Expenses of Railway Commissions .. .. . | 719                                | 28,000                                                               | 28,000                                                                                                                           |
|          | <b>Railways—</b>                                                                                                                 |                                    |                                                                      |                                                                                                                                  |
| 3        | New works—Construction and land .. .. .                                                                                          | 224,113                            | 463,400                                                              | 900,400                                                                                                                          |
| 4        | Additions to Open Railways .. .. .                                                                                               | 50,160                             | 93,000                                                               | 150,000                                                                                                                          |
| 5        | Permanent-way, Sleepers, and Rolling-stock .. .. .                                                                               | 112,072                            | 150,000                                                              | 220,000                                                                                                                          |
| 6        | Surveys for New Lines of Railway .. .. .                                                                                         | 1,247                              | 3,000                                                                | 3,000                                                                                                                            |
|          | <b>Total Railways .. .. .</b>                                                                                                    | <b>387,592</b>                     | <b>709,400</b>                                                       | <b>1,273,400</b>                                                                                                                 |
|          | <b>Roads—</b>                                                                                                                    |                                    |                                                                      |                                                                                                                                  |
| 7        | Roads North of Auckland .. .. .                                                                                                  | 32,147                             | 34,600                                                               | 34,600                                                                                                                           |
| 8        | Main Roads .. .. .                                                                                                               | 14,277                             | 24,900                                                               | 32,100                                                                                                                           |
| 9        | Miscellaneous Roads and Bridges .. .. .                                                                                          | 34,881                             | 52,600                                                               | 69,000                                                                                                                           |
| 10       | Grants-in-aid under the Roads and Bridges Construction Act, including Subsidies to Local Bodies .. .. .                          | 66,884                             | 97,000                                                               | 122,000                                                                                                                          |
| 11       | Roads to open up Crown Lands .. .. .                                                                                             | 61,372                             | 61,500                                                               | 147,000                                                                                                                          |
| 12       | Improvements, Village Special Settlements .. .. .                                                                                | ..                                 | 5,000                                                                | 5,000                                                                                                                            |
| 13       | Roads on Goldfields .. .. .                                                                                                      | 44,789                             | 52,000                                                               | 78,400                                                                                                                           |
|          | <b>Total Roads .. .. .</b>                                                                                                       | <b>254,350</b>                     | <b>327,600</b>                                                       | <b>488,100</b>                                                                                                                   |
| 14       | Waterworks on Goldfields .. .. .                                                                                                 | 14,963                             | 15,100                                                               | 23,700                                                                                                                           |
| 15       | Purchase of Native Lands, North Island .. .. .                                                                                   | 36,455*                            | 100,000                                                              | 100,000                                                                                                                          |
| 16       | Telegraph Extension .. .. .                                                                                                      | 3,700                              | 21,700                                                               | 21,700                                                                                                                           |
| 17       | Public Buildings .. .. .                                                                                                         | 23,255                             | 112,000                                                              | 177,500                                                                                                                          |
| 18       | Lighthouses and Harbour Works, including Harbour Defences .. .. .                                                                | 164,411                            | 127,800                                                              | 140,900                                                                                                                          |
| 19       | Charges and Expenses raising Loans .. .. .                                                                                       | ..                                 | 30,000                                                               | 30,000                                                                                                                           |
| 20       | Contingent Defence .. .. .                                                                                                       | ..                                 | 12,500                                                               | 12,500                                                                                                                           |
| 21       | Rates on Crown Lands .. .. .                                                                                                     | ..                                 | 35,400                                                               | 35,400                                                                                                                           |
|          | <b>Grand Totals .. .. .</b>                                                                                                      | <b>892,445*</b>                    | <b>1,538,700</b>                                                     | <b>2,350,400</b>                                                                                                                 |

\* These amounts are exclusive of £202,145 prospective liabilities on account of Native land purchases, which do not enter into the question of this year's transactions.



PUBLIC WORKS TABLES

AND

ANNUAL REPORTS

OF THE

ENGINEER-IN-CHIEF.

MARCH, 1886.

PUBLIC WORKS

AND

ANNUAL REPORT

OF THE

BOARD OF

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### IMMIGRATION AND PUBLIC WORKS LOAN.

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TABLE NO. 1.

SUMMARY showing the TOTAL EXPENDITURE on PUBLIC WORKS and OTHER SERVICES, out of *Immigration and Public Works Fund only*, to 31st March, 1886, and the LIABILITIES on that Date.

| Number of Table containing Details. | Works.                                           | Total Net Expenditure to 31st March, 1885. | Expenditure during 12 Months ended 31st March, 1886. | Total Expenditure to 31st March, 1886. | Liabilities on Authorities, Con- tracts, &c. 31st March, 1886 | Total Expenditure and Liabilities. | Works.                                   |
|-------------------------------------|--------------------------------------------------|--------------------------------------------|------------------------------------------------------|----------------------------------------|---------------------------------------------------------------|------------------------------------|------------------------------------------|
|                                     |                                                  | £ s. d.                                    | £ s. d.                                              | £ s. d.                                | £ s. d.                                                       | £ s. d.                            |                                          |
| 2                                   | Railways:                                        | 11,616,754 8 1                             | 544,028 3 10                                         | †12,160,782 11 11                      | 387,592 1 6                                                   | 12,548,374 13 5                    | Railways:                                |
| 3                                   | Government lines                                 | ...                                        | 188,300 0 0                                          | 188,300 0 0                            | ...                                                           | 188,300 0 0                        | Government lines.                        |
| 4, 5, 6                             | District lines                                   | ...                                        | ...                                                  | ...                                    | ...                                                           | ...                                | District lines.                          |
| 8                                   | Roads                                            | 2,273,129 15 9                             | 329,071 18 7                                         | 2,858,582 6 3                          | 254,350 0 11                                                  | 3,112,932 7 2                      | Roads.                                   |
| 9                                   | Roads and Bridges Construction Act               | 256,380 11 11                              | ...                                                  | 501,260 11 10                          | 14,963 0 0                                                    | 516,223 11 10                      | Water supply on goldfields.              |
| 8                                   | Water supply on goldfields                       | 492,228 12 8                               | 9,031 19 2                                           | 520,027 1 0                            | 3,700 0 0                                                     | 523,727 1 0                        | Telegraphs.                              |
| 9                                   | Telegraphs                                       | 484,017 2 0                                | 36,009 19 0                                          | 1,507,773 13 8                         | 23,255 5 9                                                    | 1,531,028 19 5                     | Public buildings                         |
| 7                                   | Public buildings                                 | 1,420,914 7 5                              | 86,859 6 3                                           | 596,594 6 9                            | 104,410 10 3                                                  | 701,004 17 0                       | Lighthouses, harbour works, and          |
| 10                                  | Lighthouses, harbour works, and harbour defences | 462,619 10 3                               | 133,974 16 6                                         | ...                                    | ...                                                           | ...                                | harbour defences.                        |
| ...                                 | Departmental                                     | 227,596 3 8                                | 29,632 6 8                                           | 257,228 10 4                           | 718 16 11                                                     | 257,947 7 3                        | Departmental.                            |
| 18 of 1878                          | Coal exploration and mine develop- ment          | 10,335 8 0                                 | ...                                                  | 10,835 8 0                             | ...                                                           | 10,835 8 0                         | Coal exploration and mine develop- ment. |
| 11 of 1877                          | Aiding works on Thames Goldfields                | 50,000 0 0                                 | ...                                                  | 50,000 0 0                             | ...                                                           | 50,000 0 0                         | Aiding works on Thames Gold Fields.      |
| ...                                 | Immigration                                      | 2,093,942 1 11                             | 11,675 2 4                                           | 2,105,617 4 3                          | 7,000 0 0                                                     | 2,112,617 4 3                      | Immigration.                             |
| ...                                 | Purchase of Native land                          | 992,264 6 3                                | 34,544 10 6                                          | 1,026,808 16 9                         | *36,455 9 6                                                   | 1,063,264 6 3                      | Purchase of Native land.                 |
| ...                                 | Defence                                          | 392,218 19 3                               | 25,000 0 0                                           | 417,218 19 3                           | ...                                                           | 417,218 19 3                       | Defence.                                 |
| ...                                 | Charges and expenses of raising loans            | 808,933 0 6                                | 47,258 3 2                                           | 856,191 3 8                            | ...                                                           | 856,191 3 8                        | Charges and expenses of raising loans.   |
| ...                                 | Interest and sinking fund                        | 218,500 0 0                                | ...                                                  | 218,500 0 0                            | ...                                                           | 218,500 0 0                        | Interest and sinking fund.               |
|                                     | TOTALS                                           | 21,800,334 7 8                             | 1,475,386 6 0                                        | 23,275,720 13 8                        | 892,445 4 10                                                  | 24,168,165 18 6                    | TOTALS.                                  |

\* This is exclusive of £202,144 10s. 6d. prospective liabilities. † This is exclusive of value of Provincial Railways taken over by Government.

Public Works Department, 13th May, 1886.  
W. A. THOMAS,  
Accountant, Public Works.



TABLE No. 3.  
STATEMENT showing Cost of DISTRICT RAILWAYS.

|                                                     | Expenditure<br>to<br>31st March,<br>1886. | Amounts still<br>to be paid<br>on account of<br>Open Line. | Amounts still<br>to be paid<br>on account of<br>Line under<br>Construction. | Total.       | Estimated Cost<br>of Construction<br>of Section not<br>yet commenced. | Grand Total. |
|-----------------------------------------------------|-------------------------------------------|------------------------------------------------------------|-----------------------------------------------------------------------------|--------------|-----------------------------------------------------------------------|--------------|
|                                                     | £ s. d.                                   | £ s. d.                                                    | £ s. d.                                                                     | £ s. d.      | £ s. d.                                                               | £ s. d.      |
| Thames Valley-Rotorua—<br>Morrisville-Litchfield .. | 115,000 0 0                               | ..                                                         | 41,387 7 11                                                                 | 156,387 7 11 | ..                                                                    | 336,387 7 11 |
| Putaruru-Rotōrua ..                                 | ..                                        | ..                                                         | ..                                                                          | ..           | 180,000 0 0                                                           |              |
| Waimate ..                                          | ..                                        | 33,913 0 0                                                 | ..                                                                          | 33,913 0 0   | ..                                                                    | 33,913 0 0   |
| Rakaia-Ashburton Forks ..                           | 73,335 17 10                              | ..                                                         | ..                                                                          | 73,335 17 10 | ..                                                                    | 73,335 17 10 |
| Duntroon-Hakateramea ..                             | ..                                        | 61,100 0 0                                                 | ..                                                                          | 61,100 0 0   | ..                                                                    | 61,100 0 0   |
| Totals ..                                           | *188,335 17 10                            | 95,013 0 0                                                 | 41,387 7 11                                                                 | 324,736 5 9  | 180,000 0 0                                                           | 504,736 5 9  |

\* £35 17s. 10d. of this amount was paid out of Consolidated Fund, and the remainder, £188,300, out of Public Works Fund.

|                                                                                                                                       |            |       |                        |
|---------------------------------------------------------------------------------------------------------------------------------------|------------|-------|------------------------|
| AGREEMENT of Public Works Tables of Expenditure on Railways, with Return No. 6 attached to Report of<br>General Manager for Railways. |            |       |                        |
| Expenditure to 31st March, 1886, on railways constructed by General<br>Government (as per Table No. 2) ..                             | £          | s. d. | £ s. d.                |
| Purchase of district railways (as per Table No. 3) ..                                                                                 | 12,160,782 | 11 11 | ..                     |
| Valuation of provincial lines (as per Table No. 2) ..                                                                                 | 324,736    | 5 9   | ..                     |
| Expended on Greymouth and Westport Harbour works, forming part of<br>railway system (as per Table No. 10) ..                          | 1,104,281  | 2 5   | ..                     |
|                                                                                                                                       | 141,341    | 2 1   | ..                     |
| Less expenditure on permanent-way for a tramway from Gisborne to Ormond,<br>which is charged in railway expenditure (Table No. 2) ..  | ..         | ..    | 13,731,141 2 2         |
| Leaves amount shown by General Manager for Railways ..                                                                                | ..         | ..    | 4,975 1 7              |
|                                                                                                                                       | ..         | ..    | <u>£13,726,166 0 7</u> |

TABLE No. 4.

STATEMENT showing the EXPENDITURE on ROADS (Class V.) out of Immigration and Public Works Loan to 31st March, 1886, and the LIABILITIES on that date.

|                                                                           | Expenditure to 31st March, 1885. |     |     | Expenditure during 12 Months ended 31st March, 1886. |     |     | Total Expenditure to 31st March, 1886. |     |     | Liabilities on Authorities, Contracts, &c., 31st March, 1886. |     |     | Total Expenditure and Liabilities. |     |     |
|---------------------------------------------------------------------------|----------------------------------|-----|-----|------------------------------------------------------|-----|-----|----------------------------------------|-----|-----|---------------------------------------------------------------|-----|-----|------------------------------------|-----|-----|
|                                                                           | £                                | s.  | d.  | £                                                    | s.  | d.  | £                                      | s.  | d.  | £                                                             | s.  | d.  | £                                  | s.  | d.  |
| ROADS, BRIDGES, and WHARVES, NORTH of AUCKLAND ... ..                     | 162,101                          | 16  | 7   | 33,162                                               | 17  | 10  | 195,264                                | 14  | 5   | 32,146                                                        | 19  | 11  | 227,411                            | 14  | 4   |
| <b>MAIN ROADS:—</b>                                                       |                                  |     |     |                                                      |     |     |                                        |     |     |                                                               |     |     |                                    |     |     |
| Cambridge to Taupo ... ..                                                 | 1,046                            | 10  | 6   | 267                                                  | 10  | 6   | 1,314                                  | 1   | 0   | 240                                                           | 0   | 9   | 1,554                              | 1   | 9   |
| Cambridge to Rotorua ... ..                                               | 13,164                           | 7   | 9   | 565                                                  | 1   | 10  | 13,729                                 | 9   | 7   | 434                                                           | 0   | 6   | 14,163                             | 10  | 1   |
| Tauranga, East Cape, Whakatane, Te Te-ko, and sundry roads, Bay of Plenty | 3,606                            | 8   | 10  | 1,160                                                | 5   | 11  | 4,766                                  | 14  | 9   | 2,102                                                         | 14  | 5   | 6,869                              | 9   | 2   |
| Tauranga to Napier, <i>via</i> Taupo ...                                  | 10,607                           | 12  | 4   | 3,423                                                | 13  | 2   | 14,031                                 | 5   | 6   | 152                                                           | 19  | 7   | 14,184                             | 5   | 1   |
| Kurupapanga to inland Patea ... ..                                        | 4,500                            | 0   | 0   | 500                                                  | 0   | 0   | 5,000                                  | 0   | 0   | ...                                                           | ... | ... | 5,000                              | 0   | 0   |
| Seventy-Mile Bush ... ..                                                  | 58,334                           | 5   | 7   | 1,992                                                | 0   | 0   | 60,326                                 | 5   | 7   | 720                                                           | 0   | 0   | 61,046                             | 5   | 7   |
| Manawatu Gorge Road ... ..                                                | 116,586                          | 19  | 6   | 276                                                  | 12  | 8   | 116,813                                | 12  | 2   | 98                                                            | 7   | 3   | 116,911                            | 19  | 5   |
| Nelson, Tophouse, and Tairādale ...                                       | 3,192                            | 18  | 6   | 481                                                  | 2   | 9   | 3,674                                  | 1   | 3   | 413                                                           | 0   | 3   | 4,087                              | 1   | 6   |
| Nelson, Westport, and Greymouth ...                                       | 33,946                           | 5   | 8   | 5,282                                                | 15  | 0   | 39,229                                 | 0   | 8   | 3,365                                                         | 16  | 4   | 42,594                             | 17  | 0   |
| Inangahua Bridge, maintenance ...                                         | ...                              | ... | ... | 116                                                  | 11  | 0   | 116                                    | 11  | 0   | 39                                                            | 13  | 9   | 156                                | 4   | 9   |
| Main road through Pelorus District and Rai Valley ... ..                  | 24,269                           | 19  | 7   | 3,919                                                | 12  | 10  | 28,189                                 | 12  | 5   | 286                                                           | 16  | 2   | 28,476                             | 8   | 7   |
| Haast Pass Track ... ..                                                   | 2,308                            | 1   | 4   | 146                                                  | 16  | 6   | 2,454                                  | 17  | 10  | 883                                                           | 1   | 2   | 3,337                              | 19  | 0   |
| Hokitika to Christchurch ... ..                                           | 78,647                           | 7   | 4   | 7,695                                                | 7   | 3   | 86,342                                 | 14  | 7   | 5,171                                                         | 2   | 4   | 91,513                             | 16  | 11  |
| Otira Toll ... ..                                                         | ...                              | ... | ... | 500                                                  | 0   | 0   | 500                                    | 0   | 0   | ...                                                           | ... | ... | 500                                | 0   | 0   |
| Roads and bridges in Native districts                                     | 10,791                           | 13  | 6   | 505                                                  | 17  | 9   | 11,300                                 | 11  | 3   | 370                                                           | 3   | 9   | 11,670                             | 15  | 0   |
| Totals ... ..                                                             | 360,955                          | 10  | 5   | 26,833                                               | 7   | 2   | 387,788                                | 17  | 7   | 14,277                                                        | 16  | 3   | 402,066                            | 13  | 10  |
| <b>MISCELLANEOUS ROADS AND BRIDGES:—</b>                                  |                                  |     |     |                                                      |     |     |                                        |     |     |                                                               |     |     |                                    |     |     |
| Great South Road ... ..                                                   | 86                               | 18  | 8   | 677                                                  | 7   | 0   | 764                                    | 5   | 8   | ...                                                           | ... | ... | 764                                | 5   | 8   |
| Waikouiti Bridge and approaches ...                                       | 150                              | 0   | 0   | ...                                                  | ... | ... | 150                                    | 0   | 0   | ...                                                           | ... | ... | 150                                | 0   | 0   |
| Payment to Ferryman, Port Waikato                                         | 7                                | 10  | 0   | ...                                                  | ... | ... | 7                                      | 10  | 0   | ...                                                           | ... | ... | 7                                  | 10  | 0   |
| Road from Pukekohe Railway-station to Waiuku ... ..                       | 5,274                            | 2   | 1   | ...                                                  | ... | ... | 5,274                                  | 2   | 1   | ...                                                           | ... | ... | 5,274                              | 2   | 1   |
| Punt at Tuakau ... ..                                                     | 270                              | 9   | 6   | ...                                                  | ... | ... | 270                                    | 9   | 6   | ...                                                           | ... | ... | 270                                | 9   | 6   |
| Road, Tubikarama to Hamilton ... ..                                       | 500                              | 0   | 0   | ...                                                  | ... | ... | 500                                    | 0   | 0   | ...                                                           | ... | ... | 500                                | 0   | 0   |
| Road, Raglan to Waipa ... ..                                              | 1,389                            | 12  | 0   | 118                                                  | 13  | 6   | 1,508                                  | 5   | 6   | 108                                                           | 15  | 0   | 1,617                              | 0   | 6   |
| Bridge over Waikato at Hamilton, contribution ... ..                      | 284                              | 12  | 3   | ...                                                  | ... | ... | 284                                    | 12  | 3   | 18                                                            | 14  | 9   | 303                                | 7   | 0   |
| Road, Cambridge to Tauranga ... ..                                        | 3,400                            | 0   | 0   | 350                                                  | 0   | 0   | 3,750                                  | 0   | 0   | 250                                                           | 0   | ... | 4,000                              | 0   | 0   |
| Road, Katikati to Te Aroha (horse-track)                                  | ...                              | ... | ... | 157                                                  | 13  | 2   | 157                                    | 13  | 2   | 242                                                           | 6   | 10  | 400                                | 0   | 0   |
| Road, Thames to Tauranga ... ..                                           | 4,654                            | 8   | 0   | 169                                                  | 0   | 0   | 4,823                                  | 8   | 0   | 500                                                           | 0   | 0   | 5,323                              | 8   | 0   |
| Repairing flood damages, Cook County                                      | 1,490                            | 12  | 0   | ...                                                  | ... | ... | 1,490                                  | 12  | 0   | ...                                                           | ... | ... | 1,490                              | 12  | 0   |
| Sundry roads and bridges, Auckland                                        | 8,708                            | 14  | 2   | 426                                                  | 4   | 0   | 9,134                                  | 18  | 2   | 1,569                                                         | 8   | 8   | 10,704                             | 6   | 10  |
| 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 Township                                      | 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   |
| Wainapu Bridge ... ..                                                     | 5,655                            | 3   | 0   | ...                                                  | ... | ... | 5,655                                  | 3   | 0   | ...                                                           | ... | ... | 5,655                              | 3   | 0   |
| Repairing flood damages at the Thames                                     | ...                              | ... | ... | ...                                                  | ... | ... | ...                                    | ... | ... | ...                                                           | ... | ... | ...                                | ... | ... |
| 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 ... ..                                                     | 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   |
| Carried forward ... ..                                                    | 253,464                          | 13  | 8   | 1,898                                                | 17  | 8   | 255,363                                | 11  | 4   | 2,689                                                         | 5   | 3   | 258,052                            | 16  | 7   |

TABLE NO. 4—continued.

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

|                                                                       | Expenditure<br>to<br>31st March, 1835. |     |     | Expenditure<br>during<br>12 Months ended<br>31st March,<br>1886. |     |     | Total<br>Expenditure<br>to<br>31st March, 1836. |    |    | Liabilities on<br>Authorities,<br>Contracts, &c.,<br>31st March, 1886. |     |     | Total<br>Expenditure<br>and<br>Liabilities. |    |    |
|-----------------------------------------------------------------------|----------------------------------------|-----|-----|------------------------------------------------------------------|-----|-----|-------------------------------------------------|----|----|------------------------------------------------------------------------|-----|-----|---------------------------------------------|----|----|
|                                                                       | £                                      | s.  | d.  | £                                                                | s.  | d.  | £                                               | s. | d. | £                                                                      | s.  | d.  | £                                           | s. | d. |
| <b>MISCELLANEOUS ROADS AND BRIDGES</b><br>—continued.                 |                                        |     |     |                                                                  |     |     |                                                 |    |    |                                                                        |     |     |                                             |    |    |
| Brought forward ...                                                   | 253,464                                | 13  | 8   | 1,898                                                            | 17  | 8   | 255,363                                         | 11 | 4  | 2,689                                                                  | 5   | 3   | 258,052                                     | 16 | 7  |
| 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  |
| 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  |
| Road between Manawatu and Mako-<br>tuku Rivers, Ormondville ...       | 450                                    | 0   | 0   | ...                                                              | ... | ... | 450                                             | 0  | 0  | ...                                                                    | ... | ... | 450                                         | 0  | 0  |
| Sundry roads and bridges, Hawke's Bay ...                             | 400                                    | 0   | 0   | 8                                                                | 9   | 6   | 408                                             | 9  | 6  | ...                                                                    | ... | ... | 408                                         | 9  | 6  |
| 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  |
| Bridge over Wangahau ...                                              | 500                                    | 0   | 0   | 500                                                              | 0   | 0   | 1,000                                           | 0  | 0  | ...                                                                    | ... | ... | 1,000                                       | 0  | 0  |
| Bridge approach, Orepuni ...                                          | 150                                    | 0   | 0   | ...                                                              | ... | ... | 150                                             | 0  | 0  | ...                                                                    | ... | ... | 150                                         | 0  | 0  |
| Road, Foxton to Otaki, inland ...                                     | 599                                    | 10  | 9   | ...                                                              | ... | ... | 599                                             | 10 | 9  | ...                                                                    | ... | ... | 599                                         | 10 | 9  |
| Grant-in-aid for bridge over Manawatu<br>River ...                    | 2,002                                  | 16  | 0   | ...                                                              | ... | ... | 2,002                                           | 16 | 0  | ...                                                                    | ... | ... | 2,002                                       | 16 | 0  |
| Roads in Fitzherbert Block ...                                        | 1,050                                  | 5   | 3   | ...                                                              | ... | ... | 1,050                                           | 5  | 3  | ...                                                                    | ... | ... | 1,050                                       | 5  | 3  |
| Sundry roads, Wellington ...                                          | 278                                    | 6   | 8   | 61                                                               | 14  | 1   | 340                                             | 0  | 9  | 34                                                                     | 3   | 4   | 374                                         | 4  | 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  |
| Parnakaretu 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 nr. Waterworks ...                             | 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  |
| Roads and bridges in unsettled dis-<br>tricts, Patea and Taranaki ... | 48,296                                 | 16  | 3   | ...                                                              | ... | ... | 48,296                                          | 16 | 3  | ...                                                                    | ... | ... | 48,296                                      | 16 | 3  |
| Completion of Great South Road<br>between Opunake and Manaia ...      | 2,946                                  | 0   | 0   | ...                                                              | ... | ... | 2,946                                           | 0  | 0  | 54                                                                     | 0   | 0   | 3,000                                       | 0  | 0  |
| Bridge over Stony River, and<br>approaches ...                        | 1,151                                  | 6   | 2   | ...                                                              | ... | ... | 1,151                                           | 6  | 2  | ...                                                                    | ... | ... | 1,151                                       | 6  | 2  |
| Inglewood to Whitecliffs ...                                          | 5,000                                  | 0   | 0   | ...                                                              | ... | ... | 5,000                                           | 0  | 0  | ...                                                                    | ... | ... | 5,000                                       | 0  | 0  |
| Henwood and Upland Road ...                                           | 993                                    | 12  | 10  | ...                                                              | ... | ... | 993                                             | 12 | 10 | ...                                                                    | ... | ... | 993                                         | 12 | 10 |
| Sundry roads, Taranaki ...                                            | 250                                    | 3   | 0   | ...                                                              | ... | ... | 250                                             | 3  | 0  | ...                                                                    | ... | ... | 250                                         | 3  | 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<br>Road Commission ...            | 19                                     | 8   | 0   | ...                                                              | ... | ... | 19                                              | 8  | 0  | ...                                                                    | ... | ... | 19                                          | 8  | 0  |
| Roads, Lower Moutere, flood damages ...                               | 1,515                                  | 6   | 7   | 146                                                              | 12  | 3   | 1,661                                           | 18 | 10 | 89                                                                     | 16  | 4   | 1,751                                       | 15 | 2  |
| Bridge over Granity Creek ...                                         | 762                                    | 19  | 11  | ...                                                              | ... | ... | 762                                             | 19 | 11 | ...                                                                    | ... | ... | 762                                         | 19 | 11 |
| Bridge over Owen Creek ...                                            | 1,797                                  | 10  | 1   | ...                                                              | ... | ... | 1,797                                           | 10 | 1  | ...                                                                    | ... | ... | 1,797                                       | 10 | 1  |
| Horse-bridge over Matakaitiki ...                                     | ...                                    | ... | ... | 889                                                              | 13  | 2   | 889                                             | 13 | 2  | 8                                                                      | 14  | 5   | 898                                         | 7  | 7  |
| Bridge over Matiri River ...                                          | 2,841                                  | 16  | 0   | ...                                                              | ... | ... | 2,841                                           | 16 | 0  | ...                                                                    | ... | ... | 2,841                                       | 16 | 0  |
| Bridge over Inangahua, at Buller<br>Junction ...                      | 8,629                                  | 11  | 4   | 21                                                               | 13  | 9   | 8,651                                           | 5  | 1  | 178                                                                    | 1   | 6   | 8,829                                       | 6  | 7  |
| Bridges on road, Nelson to Reefton ...                                | ...                                    | ... | ... | 19                                                               | 17  | 0   | 19                                              | 17 | 0  | 120                                                                    | 3   | 0   | 140                                         | 0  | 0  |
| Bridge over Little Grey, at Devery's ...                              | 3,870                                  | 18  | 1   | ...                                                              | ... | ... | 3,870                                           | 18 | 1  | ...                                                                    | ... | ... | 3,870                                       | 18 | 1  |
| Bridge over Grey, at Cobden ...                                       | 4,971                                  | 8   | 5   | ...                                                              | ... | ... | 4,971                                           | 8  | 5  | ...                                                                    | ... | ... | 4,971                                       | 8  | 5  |
| Bridge over Waiau, in Amuri County ...                                | 11,240                                 | 14  | 11  | ...                                                              | ... | ... | 11,240                                          | 14 | 11 | ...                                                                    | ... | ... | 11,240                                      | 14 | 11 |
| Bridge over Waiau, at Hammer Plain ...                                | 124                                    | 1   | 5   | 2,552                                                            | 19  | 9   | 2,677                                           | 1  | 2  | 11,137                                                                 | 5   | 9   | 13,814                                      | 6  | 11 |
| Sundry roads and bridges, Nelson ...                                  | 408                                    | 16  | 4   | 9                                                                | 19  | 3   | 418                                             | 15 | 7  | 272                                                                    | 2   | 4   | 690                                         | 17 | 11 |
| 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 Waimca 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  |
| Tracks, Pelorus and Queen Charlotte<br>Sounds ...                     | 348                                    | 6   | 1   | ...                                                              | ... | ... | 348                                             | 6  | 1  | ...                                                                    | ... | ... | 348                                         | 6  | 1  |
| Bridge over Wairau, near Blenheim ...                                 | 4,162                                  | 15  | 9   | ...                                                              | ... | ... | 4,162                                           | 15 | 9  | ...                                                                    | ... | ... | 4,162                                       | 15 | 9  |
| Bridge over Clarence River ...                                        | 9,986                                  | 13  | 7   | 2,395                                                            | 8   | 7   | 12,382                                          | 2  | 2  | 6,303                                                                  | 13  | 6   | 18,685                                      | 15 | 8  |
| Road, Kaikoura to Clarence ...                                        | 1,004                                  | 15  | 4   | 278                                                              | 10  | 9   | 1,283                                           | 6  | 1  | ...                                                                    | ... | ... | 1,283                                       | 6  | 1  |
| Carried forward ...                                                   | 638,885                                | 8   | 8   | 8,783                                                            | 15  | 9   | 647,669                                         | 4  | 5  | 20,887                                                                 | 5   | 5   | 638,556                                     | 9  | 10 |

TABLE No. 4—continued.

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

|                                                                                    | Expenditure<br>to<br>31st March, 1885. |     |     | Expenditure<br>during<br>12 Months ended<br>31st March,<br>1886. |     |     | Total<br>Expenditure<br>to<br>31st March, 1886. |     |     | Liabilities on<br>Authorities,<br>Contracts, &c.,<br>31st March, 1886. |     |     | Total<br>Expenditure<br>and<br>Liabilities. |     |     |
|------------------------------------------------------------------------------------|----------------------------------------|-----|-----|------------------------------------------------------------------|-----|-----|-------------------------------------------------|-----|-----|------------------------------------------------------------------------|-----|-----|---------------------------------------------|-----|-----|
|                                                                                    | £                                      | s.  | d.  | £                                                                | s.  | d.  | £                                               | s.  | d.  | £                                                                      | s.  | d.  | £                                           | s.  | d.  |
| <b>MISCELLANEOUS ROADS AND BRIDGES</b>                                             |                                        |     |     |                                                                  |     |     |                                                 |     |     |                                                                        |     |     |                                             |     |     |
| —continued.                                                                        |                                        |     |     |                                                                  |     |     |                                                 |     |     |                                                                        |     |     |                                             |     |     |
| Brought forward ...                                                                | 683,885                                | 8   | 8   | 8,783                                                            | 15  | 9   | 647,669                                         | 4   | 5   | 20,887                                                                 | 5   | 5   | 668,556                                     | 9   | 10  |
| Road, Kaikoura to Waiau ...                                                        | 7,266                                  | 18  | 9   | 15,078                                                           | 17  | 1   | 22,345                                          | 15  | 10  | 1,743                                                                  | 12  | 10  | 24,039                                      | 8   | 8   |
| Wharf at Havelock ...                                                              | 441                                    | 6   | 10  | ...                                                              | ... | ... | 441                                             | 6   | 10  | ...                                                                    | ... | ... | 441                                         | 6   | 10  |
| Sundry Roads & Bridges, Marlborough ...                                            | ...                                    | ... | ... | 254                                                              | 17  | 11  | 254                                             | 17  | 11  | 124                                                                    | 7   | 0   | 379                                         | 4   | 11  |
| Roads, Greymouth to Okarito ...                                                    | 103,447                                | 12  | 11  | ...                                                              | ... | ... | 103,447                                         | 12  | 11  | ...                                                                    | ... | ... | 103,447                                     | 12  | 11  |
| Bridge over Teremakau, Kumara ...                                                  | 1,079                                  | 18  | 0   | ...                                                              | ... | ... | 1,079                                           | 18  | 0   | ...                                                                    | ... | ... | 1,079                                       | 18  | 0   |
| Bridge over Donnelly's Creek ...                                                   | 2,010                                  | 13  | 7   | ...                                                              | ... | ... | 2,010                                           | 13  | 7   | ...                                                                    | ... | ... | 2,010                                       | 13  | 7   |
| Extension of road south of Okarito ...                                             | 1,033                                  | 10  | 0   | ...                                                              | ... | ... | 1,033                                           | 10  | 0   | ...                                                                    | ... | ... | 1,033                                       | 10  | 0   |
| Sundry roads, &c., Westland ...                                                    | ...                                    | ... | ... | 6                                                                | 9   | 0   | 6                                               | 9   | 0   | 25                                                                     | 12  | 0   | 32                                          | 1   | 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   | ...                                                              | ... | ... | 5,0                                             | 8   | 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   |
| Bridge, Ashburton, subsidy to county of half cost ...                              | ...                                    | ... | ... | 7,000                                                            | 0   | 0   | 7,000                                           | 0   | 0   | ...                                                                    | ... | ... | 7,000                                       | 0   | 0   |
| Sundry roads, Canterbury ...                                                       | 443                                    | 11  | 5   | 307                                                              | 19  | 3   | 751                                             | 10  | 8   | 29                                                                     | 3   | 9   | 780                                         | 14  | 5   |
| Completion of road, Waikari to Waitati                                             | 3,041                                  | 6   | 4   | 216                                                              | 0   | 0   | 3,257                                           | 6   | 4   | ...                                                                    | ... | ... | 3,257                                       | 6   | 4   |
| Completion of road from Maori Kaika to Taiaroa Head Lighthouse ...                 | 200                                    | 8   | 6   | 552                                                              | 14  | 3   | 753                                             | 2   | 9   | 147                                                                    | 5   | 9   | 900                                         | 8   | 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   | ...                                                                    | ... | ... | 990                                         | 13  | 0   |
| Bridge over Taieri, Main South Road                                                | 5,053                                  | 17  | 6   | 2,905                                                            | 6   | 3   | 7,959                                           | 3   | 9   | 3,949                                                                  | 0   | 5   | 11,908                                      | 4   | 2   |
| Bridges over Clutha at Beaumont and Roxburgh, grant-in-aid towards re-erection ... | 6,011                                  | 11  | 5   | 2,260                                                            | 17  | 10  | 8,272                                           | 9   | 3   | 7,559                                                                  | 6   | 5   | 15,831                                      | 15  | 8   |
| Bridge over Mataura, Otama District, grant-in-aid ...                              | 1,998                                  | 17  | 2   | ...                                                              | ... | ... | 1,998                                           | 17  | 2   | ...                                                                    | ... | ... | 1,998                                       | 17  | 2   |
| Sundry roads and bridges, Otago ...                                                | 245                                    | 16  | 9   | 247                                                              | 19  | 11  | 493                                             | 16  | 8   | 414                                                                    | 12  | 7   | 908                                         | 9   | 3   |
| Road, Stewart Island ...                                                           | ...                                    | ... | ... | ...                                                              | ... | ... | ...                                             | ... | ... | ...                                                                    | ... | ... | ...                                         | ... | ... |
| 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 of 1884) ...  | 318,948                                | 10  | 3   | ...                                                              | ... | ... | 318,948                                         | 10  | 3   | ...                                                                    | ... | ... | 318,948                                     | 10  | 3   |
| <b>Totals</b> ...                                                                  | 1,125,477                              | 11  | 7   | 37,614                                                           | 17  | 3   | 1,163,092                                       | 8   | 10  | 34,880                                                                 | 6   | 2   | 1,197,972                                   | 15  | 0   |
| <b>GRANTS-IN-AID :—</b>                                                            |                                        |     |     |                                                                  |     |     |                                                 |     |     |                                                                        |     |     |                                             |     |     |
| Grants-in-aid under "The Roads and Bridges Construction Act, 1882" ...             | 256,380                                | 11  | 11  | 96,621                                                           | 8   | 3   | 353,002                                         | 0   | ... | 26,111                                                                 | 5   | 1   | 379,113                                     | 5   | 3   |
| Grants to complete works already commenced ...                                     | ...                                    | ... | ... | 1,725                                                            | 0   | 0   | 1,725                                           | 0   | 0   | 13,619                                                                 | 0   | 0   | 15,354                                      | 0   | 0   |
| Portion of subsidies to local bodies ...                                           | ...                                    | ... | ... | 35,632                                                           | 1   | 4   | 35,632                                          | 1   | ... | 25,863                                                                 | 0   | 0   | 61,500                                      | 1   | 4   |
| Contingencies and subsidies to local bodies for providing work for unemployed ...  | ...                                    | ... | ... | 4,066                                                            | 14  | 4   | 4,066                                           | 14  | ... | 1,275                                                                  | 14  | 3   | 5,342                                       | 8   | 7   |
| <b>Totals</b> ...                                                                  | 256,380                                | 11  | 11  | 138,045                                                          | 3   | 11  | 394,425                                         | 15  | 1   | 66,883                                                                 | 19  | 4   | 461,309                                     | 15  | 2   |
| <b>SUMMARY.</b>                                                                    |                                        |     |     |                                                                  |     |     |                                                 |     |     |                                                                        |     |     |                                             |     |     |
| ROADS, BRIDGES, &c., North of Auckland                                             | 162,101                                | 16  | 7   | 33,162                                                           | 17  | 10  | 195,264                                         | 14  | ... | 32,146                                                                 | 19  | 11  | 227,411                                     | 14  | 4   |
| MAIN ROADS ...                                                                     | 360,955                                | 10  | 5   | 26,333                                                           | 7   | 2   | 387,788                                         | 17  | 7   | 14,277                                                                 | 16  | 3   | 402,066                                     | 13  | 10  |
| MISCELLANEOUS ROADS AND BRIDGES                                                    | 1,125,477                              | 11  | 7   | 37,614                                                           | 17  | 3   | 1,163,092                                       | 8   | 10  | 34,880                                                                 | 6   | 2   | 1,197,972                                   | 15  | 0   |
| GRANTS-IN-AID ...                                                                  | 256,380                                | 11  | 11  | 138,045                                                          | 3   | 11  | 394,425                                         | 15  | 1   | 66,883                                                                 | 19  | 4   | 461,309                                     | 15  | 2   |
| ROADS TO OPEN UP LANDS (see Table No. 5) ...                                       | 326,395                                | 6   | 7   | 61,794                                                           | 4   | 6   | 388,189                                         | 11  | 1   | 61,371                                                                 | 19  | 3   | 449,561                                     | 10  | 4   |
| THROUGH LANDS RECENTLY PURCHASED (see Table No. 5, 1883) ...                       | 21,527                                 | 14  | 5   | ...                                                              | ... | ... | 21,527                                          | 14  | 5   | ...                                                                    | ... | ... | 21,527                                      | 14  | 5   |
| GOLDFIELDS ROADS (see Table No. 6) ...                                             | 51,671                                 | 16  | 2   | 31,621                                                           | 7   | 11  | 83,293                                          | 4   | 1   | 44,789                                                                 | 0   | 0   | 128,082                                     | 4   | 1   |
| PAYMENTS TO ROAD BOARDS (see Table No. 11, 1877) ...                               | 225,000                                | 0   | 0   | ...                                                              | ... | ... | 225,000                                         | 0   | 0   | ...                                                                    | ... | ... | 225,000                                     | 0   | 0   |
| <b>GRAND TOTALS</b> ...                                                            | 2,529,510                              | 7   | 8   | 329,071                                                          | 18  | 7   | 2,858,582                                       | 6   | 3   | 254,350                                                                | 0   | 11  | 3,112,932                                   | 7   | 2   |

\* For the distribution of this expenditure under the several roads, see Table No. 7 of 1884, which should be referred to in ascertaining the total expenditure on road-lines mentioned in this table.

TABLE No. 5.

STATEMENT showing the EXPENDITURE on ROADS under the Control of the Minister of Lands, to 31st March, 1886, and the LIABILITIES on that Date.

|                                                                              | Expenditure<br>to<br>31st March,<br>1885. | Expenditure<br>during 12<br>Months ended<br>31st March,<br>1886. | Total<br>Expenditure<br>to<br>31st March,<br>1886. | Liabilities on<br>Authorities,<br>Contracts, &c.,<br>31st March,<br>1886. | Total<br>Expenditure<br>and<br>Liabilities. |
|------------------------------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------|----------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------|
| ROADS TO OPEN UP LANDS BEFORE SALE.                                          |                                           |                                                                  |                                                    |                                                                           |                                             |
| North Island.                                                                | £ s. d.                                   | £ s. d.                                                          | £ s. d.                                            | £ s. d.                                                                   | £ s. d.                                     |
| Auckland—                                                                    |                                           |                                                                  |                                                    |                                                                           |                                             |
| Kaihu to Kaikohe .. ..                                                       | 385 1 0                                   | ..                                                               | 385 1 0                                            | ..                                                                        | 385 1 0                                     |
| Homestead Blocks, Manganui ..                                                | 414 15 6                                  | ..                                                               | 414 15 6                                           | 85 0 0                                                                    | 499 15 6                                    |
| Pakiri Block .. ..                                                           | 282 7 6                                   | ..                                                               | 282 7 6                                            | ..                                                                        | 282 7 6                                     |
| Wairua to Sandy Bay .. ..                                                    | 1,540 3 6                                 | ..                                                               | 1,540 3 6                                          | ..                                                                        | 1,540 3 6                                   |
| Wairua to Helena Bay .. ..                                                   | 1,041 10 2                                | ..                                                               | 1,041 10 2                                         | 250 0 0                                                                   | 1,291 10 2                                  |
| Whangarei through Tahoke ..                                                  | 862 9 10                                  | 23 8 0                                                           | 885 17 10                                          | 4 12 0                                                                    | 890 9 10                                    |
| Purua and Mangakahia .. ..                                                   | 1,411 5 3                                 | ..                                                               | 1,411 5 3                                          | ..                                                                        | 1,411 5 3                                   |
| Tangihua No. 3 .. ..                                                         | 827 8 2                                   | ..                                                               | 827 8 2                                            | ..                                                                        | 827 8 2                                     |
| Manganui Bluff to Kaihu ..                                                   | 4,018 15 0                                | ..                                                               | 4,018 15 0                                         | ..                                                                        | 4,018 15 0                                  |
| Takahue to Mangonuiowae ..                                                   | 2,931 7 7                                 | ..                                                               | 2,931 7 7                                          | ..                                                                        | 2,931 7 7                                   |
| Okaihui to Victoria Valley ..                                                | 3,794 14 9                                | 1,649 10 4                                                       | 5,444 5 1                                          | 346 18 9                                                                  | 5,791 3 10                                  |
| Helensville to Kaipatiki ..                                                  | 2,236 5 7                                 | ..                                                               | 2,236 5 7                                          | ..                                                                        | 2,236 5 7                                   |
| Waikato to Block XVI., Awaroa ..                                             | 3,806 19 11                               | ..                                                               | 3,806 19 11                                        | ..                                                                        | 3,806 19 11                                 |
| Lake Whangape to Blk. 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 ..                                            | 12,853 0 11                               | 109 0 3                                                          | 12,962 1 2                                         | ..                                                                        | 12,962 1 2                                  |
| Opotiki to Waiotahi .. ..                                                    | 562 10 0                                  | ..                                                               | 562 10 0                                           | ..                                                                        | 562 10 0                                    |
| Opotiki to Ormond .. ..                                                      | 9,986 3 11                                | 2,962 12 0                                                       | 12,948 15 11                                       | 861 10 3                                                                  | 13,810 6 2                                  |
| Te Aroha Block .. ..                                                         | 5,037 19 6                                | 124 13 0                                                         | 5,162 12 6                                         | 158 19 7                                                                  | 5,321 12 1                                  |
| 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 .. ..                                                        | 2,149 14 4                                | ..                                                               | 2,149 14 4                                         | ..                                                                        | 2,149 14 4                                  |
| Ormond to Waipatu .. ..                                                      | 7,920 10 1                                | 4,541 16 0                                                       | 12,462 6 1                                         | ..                                                                        | 12,462 6 1                                  |
| Gisborne to Waimata .. ..                                                    | 2,750 9 6                                 | 1,490 0 0                                                        | 4,240 9 6                                          | 10 0 0                                                                    | 4,250 9 6                                   |
| Gisborne to Wairoa .. ..                                                     | 7,421 16 0                                | 2,106 8 0                                                        | 9,528 4 0                                          | 2,424 8 0                                                                 | 11,952 12 0                                 |
| Taupo, <i>via</i> Rotoaira and Murimotu, to West Coast                       | 4,583 2 1                                 | 1,691 2 8                                                        | 6,274 4 9                                          | 1,308 17 4                                                                | 7,583 2 1                                   |
| Katikati to Te Aroha .. ..                                                   | 785 11 1                                  | ..                                                               | 785 11 1                                           | ..                                                                        | 785 11 1                                    |
| Tolago Bay to Arakihi .. ..                                                  | 53 1 0                                    | ..                                                               | 53 1 0                                             | 1,950 0 0                                                                 | 2,003 1 0                                   |
| Kohukohu to Rahutapu .. ..                                                   | 68 2 0                                    | 185 0 0                                                          | 253 2 0                                            | 245 0 0                                                                   | 498 2 0                                     |
| Ohuka to Waikaremoana .. ..                                                  | 100 0 0                                   | ..                                                               | 100 0 0                                            | ..                                                                        | 100 0 0                                     |
| Whangaroa to Kahuru .. ..                                                    | 873 10 0                                  | 106 18 0                                                         | 980 8 0                                            | 843 0 0                                                                   | 1,823 8 0                                   |
| Hamilton-Whatawhata Drain ..                                                 | ..                                        | ..                                                               | ..                                                 | 500 0 0                                                                   | 500 0 0                                     |
| Warerenga Road .. ..                                                         | ..                                        | 292 11 0                                                         | 292 11 0                                           | 257 9 0                                                                   | 550 0 0                                     |
| Waimamaku Bridge .. ..                                                       | ..                                        | 577 7 9                                                          | 577 7 9                                            | 120 0 0                                                                   | 697 7 9                                     |
| Awaroa Swamp, drains and roads ..                                            | ..                                        | 372 15 6                                                         | 372 15 6                                           | ..                                                                        | 372 15 6                                    |
| Paparoa to Waikiekie .. ..                                                   | ..                                        | 159 18 9                                                         | 159 18 9                                           | 340 1 3                                                                   | 500 0 0                                     |
| Otamarakau Bridge .. ..                                                      | ..                                        | 378 19 0                                                         | 378 19 0                                           | 5 0 0                                                                     | 383 19 0                                    |
| Pakoka Bridge .. ..                                                          | ..                                        | ..                                                               | ..                                                 | 50 0 0                                                                    | 50 0 0                                      |
| Churchill Punt .. ..                                                         | ..                                        | 2 14 0                                                           | 2 14 0                                             | 97 6 0                                                                    | 100 0 0                                     |
| Otonga Bridge .. ..                                                          | 3 10 0                                    | 221 14 3                                                         | 225 4 3                                            | 24 5 9                                                                    | 249 10 0                                    |
| Kawhia to Waipa .. ..                                                        | ..                                        | 1,366 15 8                                                       | 1,366 15 8                                         | 215 6 4                                                                   | 1,582 2 0                                   |
| Rotorua to Galatea <i>via</i> Rotomahana                                     | ..                                        | 543 3 6                                                          | 543 3 6                                            | 456 16 0                                                                  | 999 19 6                                    |
| Galatea to Te Kapu <i>via</i> Waikaremoana                                   | ..                                        | 777 17 6                                                         | 777 17 6                                           | 193 2 6                                                                   | 971 0 0                                     |
| Alexandra to Hikurangi .. ..                                                 | ..                                        | 389 17 10                                                        | 389 17 10                                          | 327 15 0                                                                  | 717 12 10                                   |
| Wangaro to Akatea .. ..                                                      | ..                                        | ..                                                               | ..                                                 | 500 0 0                                                                   | 500 0 0                                     |
| Akaaka Swamp .. ..                                                           | ..                                        | ..                                                               | ..                                                 | 500 0 0                                                                   | 500 0 0                                     |
| Waihou Ferry through Komata ..                                               | ..                                        | ..                                                               | ..                                                 | 100 0 0                                                                   | 100 0 0                                     |
| Whiriwhiri .. ..                                                             | ..                                        | ..                                                               | ..                                                 | 300 0 0                                                                   | 300 0 0                                     |
| Awaroa Swamp .. ..                                                           | ..                                        | ..                                                               | ..                                                 | 300 0 0                                                                   | 300 0 0                                     |
| Puriri to Tairoa .. ..                                                       | ..                                        | ..                                                               | ..                                                 | ..                                                                        | ..                                          |
| Draining Tatarariki .. ..                                                    | ..                                        | ..                                                               | ..                                                 | 100 0 0                                                                   | 100 0 0                                     |
| Drain, Te Aroha .. ..                                                        | ..                                        | ..                                                               | ..                                                 | 150 0 0                                                                   | 150 0 0                                     |
| Cabbage Bay to Cape Colville ..                                              | ..                                        | ..                                                               | ..                                                 | 350 0 0                                                                   | 350 0 0                                     |
| Miscellaneous .. ..                                                          | 1,464 8 6                                 | 487 19 4                                                         | 1,952 7 10                                         | 328 14 2                                                                  | 2,281 2 0                                   |
| Taranaki—                                                                    |                                           |                                                                  |                                                    |                                                                           |                                             |
| Road through bush, Waimate Plains                                            | 15,714 8 9                                | ..                                                               | 15,714 8 9                                         | ..                                                                        | 15,714 8 9                                  |
| Roads east of Stratford .. ..                                                | 1,108 4 11                                | ..                                                               | 1,108 4 11                                         | ..                                                                        | 1,108 4 11                                  |
| Bush land inland of Patea .. ..                                              | 1,340 14 11                               | ..                                                               | 1,340 14 11                                        | ..                                                                        | 1,340 14 11                                 |
| Continuous Reserve (to be refunded)                                          | 5,045 10 4                                | ..                                                               | 5,045 10 4                                         | ..                                                                        | 5,045 10 4                                  |
| Mountain Road to blks. under survey                                          | 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., Ngairi District                | 2,041 0 10                                | ..                                                               | 2,041 0 10                                         | ..                                                                        | 2,041 0 10                                  |
| Through parts of Blocks III., V., X., Ngairi 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                                    |
| Kahouri Bridge .. ..                                                         | ..                                        | 600 0 0                                                          | 600 0 0                                            | ..                                                                        | 600 0 0                                     |
| Eltham and Branch Roads .. ..                                                | 325 19 4                                  | 2,345 15 11                                                      | 2,671 15 3                                         | 580 0 0                                                                   | 3,251 15 3                                  |
| Native Trust Blocks .. ..                                                    | ..                                        | Cr. 50 4 1                                                       | Cr. 50 4 1                                         | 700 0 0                                                                   | 649 15 11                                   |
| Ironsand Blocks .. ..                                                        | 15 0 0                                    | 239 15 6                                                         | 254 15 6                                           | 243 14 0                                                                  | 498 9 6                                     |
| Tariki Road .. ..                                                            | ..                                        | 921 9 3                                                          | 921 9 3                                            | 650 0 0                                                                   | 1,571 9 3                                   |
| Road through bush, Waimate Plains                                            | ..                                        | ..                                                               | ..                                                 | 1,150 0 0                                                                 | 1,150 0 0                                   |
| Carried forward .. ..                                                        | 122,076 9 3                               | 24,618 18 11                                                     | 146,695 8 2                                        | 17,027 15 11                                                              | 163,723 4 1                                 |

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

|                                       | Expenditure<br>to<br>31st March,<br>1885. |    |    | Expenditure<br>during 12<br>Months ended<br>31st March,<br>1886. |    |    | Total<br>Expenditure<br>to<br>31st March,<br>1886. |    |    | Liabilities on<br>Authorities,<br>Contracts, &c.,<br>31st March,<br>1886. |    |    | Total<br>Expenditure<br>and<br>Liabilities. |    |    |
|---------------------------------------|-------------------------------------------|----|----|------------------------------------------------------------------|----|----|----------------------------------------------------|----|----|---------------------------------------------------------------------------|----|----|---------------------------------------------|----|----|
|                                       | £                                         | s. | d. | £                                                                | s. | d. | £                                                  | s. | d. | £                                                                         | s. | d. | £                                           | s. | d. |
| ROADS TO OPEN UP LANDS BEFORE SALE    |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| —continued.                           |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Brought forward ..                    | 122,076                                   | 9  | 3  | 24,618                                                           | 18 | 11 | 146,695                                            | 8  | 2  | 17,027                                                                    | 15 | 11 | 163,723                                     | 4  | 1  |
| North Island—continued.               |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Taranaki—continued.                   |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Bush land inland of Waverley ..       | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | 100                                                                       | 0  | 0  | 100                                         | 0  | 0  |
| Pukearuhe to Mokau ..                 | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | 400                                                                       | 0  | 0  | 400                                         | 0  | 0  |
| Bridge on Stratford—Opunake Road ..   | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | 1,000                                                                     | 0  | 0  | 1,000                                       | 0  | 0  |
| Inglewood to Waitara ..               | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | ..                                                                        | .. | .. | ..                                          | .. | .. |
| Miscellaneous ..                      | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | ..                                                                        | .. | .. | ..                                          | .. | .. |
| Hawke's Bay—                          |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Puketitiri Block ..                   | 520                                       | 0  | 0  | ..                                                               | .. | .. | 520                                                | 0  | 0  | ..                                                                        | .. | .. | 520                                         | 0  | 0  |
| Norsewood District, Ngamoko, and      | 2,709                                     | 16 | 6  | ..                                                               | .. | .. | 2,709                                              | 16 | 6  | ..                                                                        | .. | .. | 2,709                                       | 16 | 6  |
| Maharahara                            |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Ahuturanga Block ..                   | 1,883                                     | 7  | 11 | ..                                                               | .. | .. | 1,883                                              | 7  | 11 | ..                                                                        | .. | .. | 1,883                                       | 7  | 11 |
| Tautane and Tahoraite ..              | 6,289                                     | 3  | 8  | 3,904                                                            | 11 | 1  | 10,193                                             | 14 | 9  | 800                                                                       | 0  | 0  | 10,993                                      | 14 | 9  |
| Tukituki to Waipawa ..                | 985                                       | 1  | 5  | ..                                                               | .. | .. | 985                                                | 1  | 5  | ..                                                                        | .. | .. | 985                                         | 1  | 5  |
| Mohaka and Waitara ..                 | 151                                       | 6  | 4  | ..                                                               | .. | .. | 151                                                | 6  | 4  | ..                                                                        | .. | .. | 151                                         | 6  | 4  |
| Waitara Block ..                      | 781                                       | 0  | 6  | ..                                                               | .. | .. | 781                                                | 0  | 6  | ..                                                                        | .. | .. | 781                                         | 0  | 6  |
| Umutaoroa Block ..                    | 229                                       | 0  | 9  | 1,212                                                            | 10 | 10 | 1,441                                              | 11 | 7  | 600                                                                       | 0  | 0  | 2,041                                       | 11 | 7  |
| Maharahara Block ..                   | 9                                         | 10 | 9  | 1,746                                                            | 0  | 2  | 1,755                                              | 10 | 11 | 119                                                                       | 19 | 10 | 1,875                                       | 10 | 9  |
| Victoria and Bush-mills Settlements   | 25                                        | 0  | 0  | 611                                                              | 7  | 0  | 636                                                | 7  | 0  | 163                                                                       | 12 | 0  | 800                                         | 0  | 0  |
| Wairoa to Rotokakaranga ..            | ..                                        | .. | .. | 268                                                              | 14 | 7  | 268                                                | 14 | 7  | 746                                                                       | 14 | 9  | 1,015                                       | 9  | 4  |
| Makaretu ..                           | ..                                        | .. | .. | 19                                                               | 19 | 0  | 19                                                 | 19 | 0  | 480                                                                       | 1  | 0  | 500                                         | 0  | 0  |
| Te Ohu ..                             | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | ..                                                                        | .. | .. | ..                                          | .. | .. |
| Miscellaneous ..                      | 510                                       | 18 | 0  | 99                                                               | 5  | 7  | 610                                                | 4  | 1  | 500                                                                       | 0  | 0  | 1,110                                       | 4  | 1  |
| Wellington—                           |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Pahiatua, Mangaone, &c. ..            | 16,654                                    | 9  | 6  | 865                                                              | 17 | 0  | 17,520                                             | 7  | 0  | 1,325                                                                     | 13 | 4  | 18,846                                      | 0  | 4  |
| Repairs, Fitzherbert Bridge ..        | 500                                       | 0  | 0  | ..                                                               | .. | .. | 500                                                | 0  | 0  | ..                                                                        | .. | .. | 500                                         | 0  | 0  |
| Roads, Fitzherbert Block ..           | 400                                       | 0  | 0  | ..                                                               | .. | .. | 400                                                | 0  | 0  | ..                                                                        | .. | .. | 400                                         | 0  | 0  |
| Otamakapua and Waitapu ..             | 1,678                                     | 6  | 10 | 989                                                              | 11 | 4  | 2,667                                              | 18 | 2  | 1,027                                                                     | 11 | 8  | 3,695                                       | 9  | 10 |
| East side of Pohangina River ..       | 252                                       | 15 | 0  | 186                                                              | 17 | 6  | 439                                                | 12 | 0  | 650                                                                       | 0  | 0  | 1,089                                       | 12 | 6  |
| Momahaki Block ..                     | 2,350                                     | 10 | 5  | 441                                                              | 10 | 0  | 2,792                                              | 0  | 5  | 350                                                                       | 0  | 0  | 3,142                                       | 0  | 5  |
| Tokomaru Block ..                     | 1,202                                     | 10 | 2  | 52                                                               | 19 | 11 | 1,255                                              | 10 | 1  | 187                                                                       | 0  | 1  | 1,442                                       | 10 | 2  |
| Wanganui to Murimotu ..               | 2,000                                     | 0  | 0  | 216                                                              | 17 | 0  | 2,216                                              | 17 | 0  | 783                                                                       | 3  | 0  | 3,000                                       | 0  | 0  |
| Marton to Murimotu ..                 | 1,470                                     | 6  | 6  | 600                                                              | 0  | 0  | 2,070                                              | 6  | 6  | 400                                                                       | 0  | 0  | 2,470                                       | 6  | 6  |
| Rangitumau Block ..                   | 603                                       | 3  | 6  | 322                                                              | 19 | 0  | 926                                                | 2  | 0  | 640                                                                       | 6  | 0  | 1,566                                       | 8  | 6  |
| Sandon Township ..                    | 1,430                                     | 7  | 9  | ..                                                               | .. | .. | 1,430                                              | 7  | 9  | ..                                                                        | .. | .. | 1,430                                       | 7  | 9  |
| Wairarapa East ..                     | 1,500                                     | 0  | 0  | ..                                                               | .. | .. | 1,500                                              | 0  | 0  | ..                                                                        | .. | .. | 1,500                                       | 0  | 0  |
| Mungaroa to Waikanae ..               | 4,373                                     | 2  | 11 | ..                                                               | .. | .. | 4,373                                              | 2  | 11 | ..                                                                        | .. | .. | 4,373                                       | 2  | 11 |
| Miscellaneous ..                      | 336                                       | 6  | 3  | ..                                                               | .. | .. | 336                                                | 6  | 3  | ..                                                                        | .. | .. | 336                                         | 6  | 3  |
| Blocks V., VI., IX., and XIII., Kai-  | 3,738                                     | 8  | 0  | ..                                                               | .. | .. | 3,738                                              | 8  | 0  | ..                                                                        | .. | .. | 3,738                                       | 8  | 0  |
| ranga Survey District, Palmerston N.  |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Blocks V., VI., IX., X., and XIII.,   | 1,524                                     | 7  | 2  | ..                                                               | .. | .. | 1,524                                              | 7  | 2  | ..                                                                        | .. | .. | 1,524                                       | 7  | 2  |
| Kairanga Survey District, Palmers-    |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| ton N., 24 miles, to open 8,582 acres |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Karewarewa Block ..                   | 42                                        | 12 | 8  | 276                                                              | 9  | 1  | 319                                                | 1  | 9  | 298                                                                       | 10 | 11 | 617                                         | 12 | 8  |
| Paratieke ..                          | 7                                         | 2  | 6  | 559                                                              | 10 | 1  | 566                                                | 12 | 7  | 233                                                                       | 9  | 11 | 800                                         | 2  | 6  |
| Crown land, Mangahao and Manga-       | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | ..                                                                        | .. | .. | ..                                          | .. | .. |
| tainoke                               |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Kaiwhata ..                           | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | 1,063                                                                     | 0  | 0  | 1,063                                       | 0  | 0  |
| Otairi Block ..                       | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | 600                                                                       | 0  | 0  | 600                                         | 0  | 0  |
| Mikimiki ..                           | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | ..                                                                        | .. | .. | ..                                          | .. | .. |
| Makakahi Road ..                      | ..                                        | .. | .. | 9                                                                | 16 | 6  | 9                                                  | 16 | 6  | 240                                                                       | 10 | 0  | 250                                         | 6  | 6  |
| Road, Wairoa Survey District ..       | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | 250                                                                       | 0  | 0  | 250                                         | 0  | 0  |
| Kairanga Drain ..                     | ..                                        | .. | .. | 350                                                              | 0  | 0  | 350                                                | 0  | 0  | ..                                                                        | .. | .. | 350                                         | 0  | 0  |
| Miscellaneous ..                      | ..                                        | .. | .. | 371                                                              | 9  | 4  | 371                                                | 9  | 4  | ..                                                                        | .. | .. | 371                                         | 9  | 4  |
| Middle Island.                        |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Nelson—                               |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Cobden to Seventeen-Mile Diggings ..  | 1,678                                     | 11 | 0  | ..                                                               | .. | .. | 1,678                                              | 11 | 0  | ..                                                                        | .. | .. | 1,678                                       | 11 | 0  |
| Hampden to Maruia ..                  | 10,507                                    | 5  | 9  | ..                                                               | .. | .. | 10,507                                             | 5  | 9  | ..                                                                        | .. | .. | 10,507                                      | 5  | 9  |
| Grey Valley to Teremakau ..           | 2,688                                     | 2  | 1  | ..                                                               | .. | .. | 2,688                                              | 2  | 1  | ..                                                                        | .. | .. | 2,688                                       | 2  | 1  |
| Wakefield to Stanley Brook ..         | 200                                       | 0  | 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 ..        | 3,757                                     | 11 | 2  | ..                                                               | .. | .. | 3,757                                              | 11 | 2  | 1,037                                                                     | 10 | 0  | 4,795                                       | 1  | 2  |
| Baton to Karamea ..                   | 200                                       | 0  | 0  | ..                                                               | .. | .. | 200                                                | 0  | 0  | ..                                                                        | .. | .. | 200                                         | 0  | 0  |
| Marina to Amuri ..                    | 265                                       | 8  | 6  | ..                                                               | .. | .. | 265                                                | 8  | 6  | ..                                                                        | .. | .. | 265                                         | 8  | 6  |
| Takaka to Anatoki and Collingwood     | 74                                        | 6  | 4  | 2,815                                                            | 17 | 6  | 2,890                                              | 3  | 10 | 1,458                                                                     | 4  | 8  | 4,348                                       | 8  | 6  |
| Takaka to Karamea ..                  | 289                                       | 3  | 4  | ..                                                               | .. | .. | 289                                                | 3  | 4  | ..                                                                        | .. | .. | 289                                         | 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 ..                | 963                                       | 14 | 0  | ..                                                               | .. | .. | 963                                                | 14 | 0  | ..                                                                        | .. | .. | 963                                         | 14 | 0  |
| Brooklands Valley Road ..             | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | 175                                                                       | 0  | 0  | 175                                         | 0  | 0  |
| Karamea to Mokihinui ..               | ..                                        | .. | .. | 250                                                              | 0  | 0  | 250                                                | 0  | 0  | 1,250                                                                     | 0  | 0  | 1,500                                       | 0  | 0  |
| Turakina and adjacent valleys ..      | ..                                        | .. | .. | ..                                                               | .. | .. | ..                                                 | .. | .. | ..                                                                        | .. | .. | ..                                          | .. | .. |
| Maruia to Amuri ..                    | ..                                        | .. | .. | 49                                                               | 10 | 6  | 49                                                 | 10 | 6  | 1,146                                                                     | 9  | 6  | 1,196                                       | 0  | 0  |
| Miscellaneous ..                      | 366                                       | 12 | 1  | 289                                                              | 10 | 2  | 656                                                | 2  | 3  | 378                                                                       | 1  | 10 | 1,034                                       | 4  | 1  |
| Marlborough—                          |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Awatere Valley Road ..                | 8,484                                     | 11 | 1  | ..                                                               | .. | .. | 8,484                                              | 11 | 1  | ..                                                                        | .. | .. | 8,484                                       | 11 | 1  |
| Westland—                             |                                           |    |    |                                                                  |    |    |                                                    |    |    |                                                                           |    |    |                                             |    |    |
| Mapourika to Gillespie's ..           | 8,077                                     | 5  | 0  | ..                                                               | .. | .. | 8,077                                              | 5  | 0  | ..                                                                        | .. | .. | 8,077                                       | 5  | 0  |
| Mahitahi to Haast ..                  | 16,234                                    | 16 | 9  | ..                                                               | .. | .. | 16,234                                             | 16 | 9  | ..                                                                        | .. | .. | 16,234                                      | 16 | 9  |
| 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  | 2,000                                              | 0  | 0  | ..                                                                        | .. | .. | 2,000                                       | 0  | 0  |
| Kokatahi River to Hokitika River ..   | 970                                       | 0  | 0  | ..                                                               | .. | .. | 970                                                | 0  | 0  | ..                                                                        | .. | .. | 970                                         | 0  | 0  |
| Moeraki Crossing to Otumotu ..        | 3                                         | 15 | 0  | 1,507                                                            | 3  | 5  | 1,510                                              | 18 | 5  | ..                                                                        | .. | .. | 1,510                                       | 18 | 5  |
| Carried forward ..                    | 240,977                                   | 13 | 11 | 43,637                                                           | 6  | 6  | 284,615                                            | 0  | 5  | 35,532                                                                    | 14 | 11 | 320,147                                     | 15 | 4  |

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

|                                                    | Expenditure<br>to<br>31st March,<br>1885. |       | Expenditure<br>during 12<br>Months ended<br>31st March,<br>1886. |       | Total<br>Expenditure<br>to<br>31st March,<br>1886. |       | Liabilities on<br>Authorities,<br>Contracts, &c.,<br>31st March,<br>1886. |       | Total<br>Expenditure<br>and<br>Liabilities. |       |
|----------------------------------------------------|-------------------------------------------|-------|------------------------------------------------------------------|-------|----------------------------------------------------|-------|---------------------------------------------------------------------------|-------|---------------------------------------------|-------|
|                                                    | £                                         | s. d. | £                                                                | s. d. | £                                                  | s. d. | £                                                                         | s. d. | £                                           | s. d. |
| ROADS TO OPEN UP LANDS BEFORE SALE<br>—continued.  |                                           |       |                                                                  |       |                                                    |       |                                                                           |       |                                             |       |
| Brought forward ..                                 | 240,977                                   | 13 11 | 43,637                                                           | 6 6   | 284,615                                            | 0 5   | 35,532                                                                    | 14 11 | 320,147                                     | 15 4  |
| Middle Island—continued.                           |                                           |       |                                                                  |       |                                                    |       |                                                                           |       |                                             |       |
| Westland—continued.                                |                                           |       |                                                                  |       |                                                    |       |                                                                           |       |                                             |       |
| 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   |
| Teremakau to Bell Hill Road ..                     | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 1,400                                                                     | 0 0   | 1,400                                       | 0 0   |
| Waikukupa to Cook's River Flat ..                  | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 1,000                                                                     | 0 0   | 1,000                                       | 0 0   |
| Gillespie's to Cook's River Flat ..                | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 1,920                                                                     | 0 0   | 1,920                                       | 0 0   |
| Cascade Valley Road ..                             | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 1,120                                                                     | 0 0   | 1,120                                       | 0 0   |
| Miscellaneous ..                                   | 279                                       | 15 6  | ..                                                               | ..    | 279                                                | 15 6  | ..                                                                        | ..    | 279                                         | 15 6  |
| Canterbury—                                        |                                           |       |                                                                  |       |                                                    |       |                                                                           |       |                                             |       |
| Mathias Pass Road ..                               | 2,046                                     | 15 10 | ..                                                               | ..    | 2,046                                              | 15 10 | ..                                                                        | ..    | 2,046                                       | 15 10 |
| To Upper Ashley over Kuku Pass ..                  | 7,693                                     | 3 5   | 200                                                              | 0 0   | 7,893                                              | 3 5   | 300                                                                       | 0 0   | 8,193                                       | 3 5   |
| Irrigation works, Eyre & Waimakariri ..            | 2,724                                     | 0 0   | 526                                                              | 0 0   | 3,250                                              | 0 0   | 150                                                                       | 0 0   | 3,400                                       | 0 0   |
| Oxford Bush to Upper Ashley ..                     | 3,396                                     | 2 3   | 600                                                              | 0 0   | 3,996                                              | 2 3   | 500                                                                       | 0 0   | 4,496                                       | 2 3   |
| Burke's Pass, Mackenzie County ..                  | 249                                       | 18 10 | ..                                                               | ..    | 249                                                | 18 10 | 350                                                                       | 0 0   | 599                                         | 18 10 |
| To deferred-payment lands, Teviotdale ..           | 1,764                                     | 4 11  | ..                                                               | ..    | 1,764                                              | 4 11  | ..                                                                        | ..    | 1,764                                       | 4 11  |
| To deferred-payment lands, Waikari ..              | 784                                       | 19 1  | ..                                                               | ..    | 784                                                | 19 1  | ..                                                                        | ..    | 784                                         | 19 1  |
| To village & deferred-payment blocks ..            | 1,249                                     | 15 10 | ..                                                               | ..    | 1,249                                              | 15 10 | 274                                                                       | 0 0   | 1,523                                       | 15 10 |
| Blackford to Redcliffe ..                          | ..                                        | ..    | 300                                                              | 0 0   | 300                                                | 0 0   | ..                                                                        | ..    | 300                                         | 0 0   |
| Blackhill's Road ..                                | 97                                        | 6 5   | 122                                                              | 13 7  | 220                                                | 0 0   | 500                                                                       | 0 0   | 720                                         | 0 0   |
| Road to Mount Cook ..                              | ..                                        | ..    | 760                                                              | 0 0   | 760                                                | 0 0   | 440                                                                       | 0 0   | 1,200                                       | 0 0   |
| Blackford Road ..                                  | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | ..                                                                        | ..    | ..                                          | ..    |
| Waihao to Hakateramea ..                           | ..                                        | ..    | 71                                                               | 9 10  | 71                                                 | 9 10  | 928                                                                       | 10 0  | 999                                         | 19 10 |
| Miscellaneous ..                                   | 1,069                                     | 3 0   | 109                                                              | 12 0  | 1,178                                              | 15 0  | 133                                                                       | 10 0  | 1,312                                       | 5 0   |
| Otago—                                             |                                           |       |                                                                  |       |                                                    |       |                                                                           |       |                                             |       |
| Beaumont to Miller's Flat ..                       | 3,500                                     | 0 0   | 1,648                                                            | 19 5  | 5,148                                              | 19 5  | 351                                                                       | 0 7   | 5,500                                       | 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 ..                              | 500                                       | 0 0   | ..                                                               | ..    | 500                                                | 0 0   | ..                                                                        | ..    | 500                                         | 0 0   |
| Tapanui Railway to Run 140 ..                      | 1,145                                     | 2 3   | ..                                                               | ..    | 1,145                                              | 2 3   | ..                                                                        | ..    | 1,145                                       | 2 3   |
| To open up Otago and Southland runs ..             | 12,941                                    | 15 7  | ..                                                               | ..    | 12,941                                             | 15 7  | ..                                                                        | ..    | 12,941                                      | 15 7  |
| Through Runs 171 and 171A ..                       | 1,500                                     | 0 0   | ..                                                               | ..    | 1,500                                              | 0 0   | ..                                                                        | ..    | 1,500                                       | 0 0   |
| Otago to Waikawa, and bridge over Tokanui Creek .. | 1,000                                     | 0 0   | ..                                                               | ..    | 1,000                                              | 0 0   | ..                                                                        | ..    | 1,000                                       | 0 0   |
| Arrowtown to Crown Terrace ..                      | 1,500                                     | 0 0   | ..                                                               | ..    | 1,500                                              | 0 0   | ..                                                                        | ..    | 1,500                                       | 0 0   |
| Waitahuna to Run 52c ..                            | 1,200                                     | 0 0   | ..                                                               | ..    | 1,200                                              | 0 0   | ..                                                                        | ..    | 1,200                                       | 0 0   |
| Run No. 75 (Boyd's) ..                             | 3,000                                     | 0 0   | ..                                                               | ..    | 3,000                                              | 0 0   | ..                                                                        | ..    | 3,000                                       | 0 0   |
| Education reserves ..                              | 1,821                                     | 3 9   | ..                                                               | ..    | 1,821                                              | 3 9   | ..                                                                        | ..    | 1,821                                       | 3 9   |
| Through Runs 177 and 257 ..                        | ..                                        | ..    | 2,559                                                            | 1 8   | 2,559                                              | 1 8   | 2,559                                                                     | 1 8   | 5,118                                       | 3 4   |
| Glenorchy up Rees and Dart ..                      | 321                                       | 12 10 | 1,293                                                            | 16 9  | 1,615                                              | 9 7   | 300                                                                       | 0 0   | 1,915                                       | 9 7   |
| Lauder Block ..                                    | ..                                        | ..    | 189                                                              | 17 9  | 189                                                | 17 9  | 610                                                                       | 2 3   | 800                                         | 0 0   |
| Upper Clutha Blocks ..                             | ..                                        | ..    | 160                                                              | 0 0   | 160                                                | 0 0   | 340                                                                       | 0 0   | 500                                         | 0 0   |
| Waikaia Bush to Clutha Valley ..                   | 1,000                                     | 0 0   | 2,000                                                            | 0 0   | 3,000                                              | 0 0   | 500                                                                       | 0 0   | 3,500                                       | 0 0   |
| Pembroke to Matukituki ..                          | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 1,000                                                                     | 0 0   | 1,000                                       | 0 0   |
| Block II., Blackstone ..                           | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 200                                                                       | 0 0   | 200                                         | 0 0   |
| Taiari Lake, Block XV., Maniototo ..               | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 200                                                                       | 0 0   | 200                                         | 0 0   |
| Taiari Bridge to Nenthorn Bridge ..                | ..                                        | ..    | 175                                                              | 0 0   | 175                                                | 0 0   | 125                                                                       | 0 0   | 300                                         | 0 0   |
| Waikawa special-settlement blocks ..               | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | ..                                                                        | ..    | ..                                          | ..    |
| Waikaia Bush ..                                    | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 500                                                                       | 0 0   | 500                                         | 0 0   |
| Ida Valley ..                                      | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 650                                                                       | 0 0   | 650                                         | 0 0   |
| Kurow Run ..                                       | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 1,000                                                                     | 0 0   | 1,000                                       | 0 0   |
| Jetty, Waikawa Harbour ..                          | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | ..                                                                        | ..    | ..                                          | ..    |
| Pyramid Bridge to Waikaia ..                       | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 300                                                                       | 0 0   | 300                                         | 0 0   |
| Taiari River Road ..                               | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 200                                                                       | 0 0   | 200                                         | 0 0   |
| Hummockside District ..                            | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 260                                                                       | 0 0   | 260                                         | 0 0   |
| Wyndham to Otago ..                                | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 500                                                                       | 0 0   | 500                                         | 0 0   |
| Miscellaneous ..                                   | 3,351                                     | 6 2   | 1,168                                                            | 13 4  | 4,519                                              | 19 6  | 49                                                                        | 19 10 | 4,569                                       | 19 4  |
| Seaward Forest to coast ..                         | 4,364                                     | 15 11 | 750                                                              | 0 0   | 5,114                                              | 15 11 | 1,450                                                                     | 0 0   | 6,564                                       | 15 11 |
| Forest Hill Tramway ..                             | 9,498                                     | 14 4  | 2,539                                                            | 3 2   | 12,037                                             | 17 6  | 1,300                                                                     | 0 0   | 13,337                                      | 17 6  |
| Waikawa to Catlin's ..                             | 2                                         | 14 0  | ..                                                               | ..    | 2                                                  | 14 0  | 1,278                                                                     | 0 0   | 1,280                                       | 14 0  |
| Orepuki to Waiatu ..                               | 900                                       | 0 0   | ..                                                               | ..    | 900                                                | 0 0   | ..                                                                        | ..    | 900                                         | 0 0   |
| Branch Road to Forest Hill ..                      | 1,494                                     | 19 5  | ..                                                               | ..    | 1,494                                              | 19 5  | ..                                                                        | ..    | 1,494                                       | 19 5  |
| Tomogalak Creek to deferred-payment land ..        | 499                                       | 5 6   | ..                                                               | ..    | 499                                                | 5 6   | ..                                                                        | ..    | 499                                         | 5 6   |
| Bay Road to Otago Bush ..                          | 1,179                                     | 18 3  | ..                                                               | ..    | 1,179                                              | 18 3  | ..                                                                        | ..    | 1,179                                       | 18 3  |
| Bush land east of Makarewa ..                      | 520                                       | 0 0   | ..                                                               | ..    | 520                                                | 0 0   | ..                                                                        | ..    | 520                                         | 0 0   |
| Port William to Halfmoon Bay ..                    | 250                                       | 0 0   | ..                                                               | ..    | 250                                                | 0 0   | ..                                                                        | ..    | 250                                         | 0 0   |
| Wyndham, via Mimihaui, to Otago ..                 | ..                                        | ..    | 399                                                              | 18 2  | 399                                                | 18 2  | 600                                                                       | 0 0   | 999                                         | 18 2  |
| Waikaka to Pyramid ..                              | ..                                        | ..    | 200                                                              | 0 0   | 200                                                | 0 0   | ..                                                                        | ..    | 200                                         | 0 0   |
| Pyramid Bridge to Waikaia ..                       | ..                                        | ..    | 200                                                              | 0 0   | 200                                                | 0 0   | ..                                                                        | ..    | 200                                         | 0 0   |
| Wendonside ..                                      | ..                                        | ..    | 100                                                              | 0 0   | 100                                                | 0 0   | ..                                                                        | ..    | 100                                         | 0 0   |
| Pyramid Bridge ..                                  | ..                                        | ..    | 850                                                              | 0 0   | 850                                                | 0 0   | ..                                                                        | ..    | 850                                         | 0 0   |
| Otago Bush ..                                      | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 500                                                                       | 0 0   | 500                                         | 0 0   |
| West's to Mokohua ..                               | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 100                                                                       | 0 0   | 100                                         | 0 0   |
| Waimatuku Bush ..                                  | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 300                                                                       | 0 0   | 300                                         | 0 0   |
| Blackmount to deferred-payment land ..             | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 350                                                                       | 0 0   | 350                                         | 0 0   |
| Bush land, Makarewa ..                             | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 150                                                                       | 0 0   | 150                                         | 0 0   |
| Seaward Moss to Awarua Bay ..                      | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 500                                                                       | 0 0   | 500                                         | 0 0   |
| Blocks II. and III., Campbelltown ..               | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 100                                                                       | 0 0   | 100                                         | 0 0   |
| Hedgehope Road ..                                  | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 200                                                                       | 0 0   | 200                                         | 0 0   |
| Halfmoon Bay, Stewart Island ..                    | ..                                        | ..    | ..                                                               | ..    | ..                                                 | ..    | 250                                                                       | 0 0   | 250                                         | 0 0   |
| Sundry roads ..                                    | 8,170                                     | 19 1  | 1,223                                                            | 3 4   | 9,394                                              | 2 11  | 100                                                                       | 0 0   | 9,494                                       | 2 11  |
| Sundry roads, Native labour ..                     | ..                                        | ..    | 9                                                                | 9 0   | 9                                                  | 9 0   | ..                                                                        | ..    | 9                                           | 9 0   |
| Totals ..                                          | 326,395                                   | 6 1   | 61,794                                                           | 4 0   | 388,189                                            | 11 1  | 61,371                                                                    | 19 3  | 449,561                                     | 10 4  |

TABLE No. 6.

STATEMENT showing the EXPENDITURE on GOLDFIELDS ROADS (Class VII.) out of Immigration and Public Works Loan to 31st March, 1886, and LIABILITIES on that Date.

|                                                                                                                                    | Expenditure<br>to<br>31st March,<br>1885. | Expenditure<br>during Twelve<br>Months ending<br>31st March,<br>1886. | Total<br>Expenditure<br>to 31st March,<br>1886. | Liabilities<br>on Authorities,<br>Contracts, &c.,<br>31st March,<br>1886. | Total<br>Expenditure<br>and<br>Liabilities. |
|------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------|
|                                                                                                                                    | £ s. d.                                   | £ s. d.                                                               | £ s. d.                                         | £ s. d.                                                                   | £ s. d.                                     |
| <b>ROADS ON GOLDFIELDS—</b>                                                                                                        |                                           |                                                                       |                                                 |                                                                           |                                             |
| Moiety of subsidies towards the construction of tracks and minor works, upon a subscription of one-third being contributed .. .. . | 24,258 0 8                                | 19,253 3 1                                                            | 43,511 3 9                                      | 15,224 0 0                                                                | 58,735 3 9                                  |
| <b>AUCKLAND—</b>                                                                                                                   |                                           |                                                                       |                                                 |                                                                           |                                             |
| Assistance to Piako County Council towards constructing tramway from Te Aroha Mountain to batteries .. .. .                        | 6,000 0 0                                 | ..                                                                    | 6,000 0 0                                       | ..                                                                        | 6,000 0 0                                   |
| Mokau River snagging .. .. .                                                                                                       | ..                                        | 440 16 9                                                              | 440 16 9                                        | 59 0 0                                                                    | 499 16 9                                    |
| <b>NELSON—</b>                                                                                                                     |                                           |                                                                       |                                                 |                                                                           |                                             |
| Lyell to Mokihinui <i>via</i> Eight-Mile .. .. .                                                                                   | 3,199 17 6                                | 300 0 0                                                               | 3,499 17 6                                      | 1,354 0 0                                                                 | 4,853 17 6                                  |
| Mokihinui Quartz Reefs to Specimen Creek .. .. .                                                                                   | ..                                        | 891 13 3                                                              | 891 13 3                                        | 608 0 0                                                                   | 1,499 13 3                                  |
| Mokihinui to Karamea <i>via</i> Rough-and-Tumble .. .. .                                                                           | 3,818 1 11                                | 2,830 14 6                                                            | 6,648 16 5                                      | 5,169 0 0                                                                 | 11,817 16 5                                 |
| Brighton to Seventeen-Mile Beach <i>via</i> Terraces .. .. .                                                                       | 1,199 9 4                                 | ..                                                                    | 1,199 9 4                                       | 3,000 0 0                                                                 | 4,199 9 4                                   |
| Improving tracks, Motueka to Collingwood, and Collingwood to Karamea .. .. .                                                       | ..                                        | 248 19 7                                                              | 248 19 7                                        | 6,751 0 0                                                                 | 6,999 19 7                                  |
| Ahaura to Amuri .. .. .                                                                                                            | 78 9 6                                    | 2,426 10 1                                                            | 2,504 19 7                                      | ..                                                                        | 2,504 19 7                                  |
| Cobden to Seventeen-Mile Beach .. .. .                                                                                             | 1,154 3 4                                 | ..                                                                    | 1,154 3 4                                       | 800 0 0                                                                   | 1,954 3 4                                   |
| Aorere Valley to Karamea .. .. .                                                                                                   | ..                                        | 250 0 0                                                               | 250 0 0                                         | 750 0 0                                                                   | 1,000 0 0                                   |
| Owen Valley Road .. .. .                                                                                                           | ..                                        | 42 7 6                                                                | 42 7 6                                          | 457 0 0                                                                   | 499 7 6                                     |
| Wangapeka to Karamea .. .. .                                                                                                       | ..                                        | ..                                                                    | ..                                              | 1,500 0 0                                                                 | 1,500 0 0                                   |
| <b>MARLBOROUGH—</b>                                                                                                                |                                           |                                                                       |                                                 |                                                                           |                                             |
| Wakamarina Valley .. .. .                                                                                                          | 11 0 0                                    | ..                                                                    | 11 0 0                                          | ..                                                                        | 11 0 0                                      |
| <b>CANTERBURY—</b>                                                                                                                 |                                           |                                                                       |                                                 |                                                                           |                                             |
| Road to open up Wilberforce Quartz Reefs .. .. .                                                                                   | 12 10 0                                   | 1,718 7 7                                                             | 1,730 17 7                                      | 281 0 0                                                                   | 2,011 17 7                                  |
| <b>WESTLAND—</b>                                                                                                                   |                                           |                                                                       |                                                 |                                                                           |                                             |
| Browning's Pass to Reef, subsidy £2 for £1 .. .. .                                                                                 | ..                                        | ..                                                                    | ..                                              | 2,000 0 0                                                                 | 2,000 0 0                                   |
| Cedar Creek Road .. .. .                                                                                                           | ..                                        | 442 14 0                                                              | 442 14 0                                        | 2,557 0 0                                                                 | 2,999 14 0                                  |
| <b>OTAGO—</b>                                                                                                                      |                                           |                                                                       |                                                 |                                                                           |                                             |
| Arthur's Point to Skipper's .. .. .                                                                                                | 2,669 17 3                                | 2,534 6 2                                                             | 5,204 3 5                                       | 1,771 0 0                                                                 | 6,975 3 5                                   |
| Waikaia Bush Road .. .. .                                                                                                          | ..                                        | 241 15 5                                                              | 241 15 5                                        | 758 0 0                                                                   | 999 15 5                                    |
| Arrowtown to Macetown Quartz Reefs and Motutapu Bush .. .. .                                                                       | 9,270 6 8                                 | ..                                                                    | 9,270 6 8                                       | ..                                                                        | 9,270 6 8                                   |
| Road to Criffel Diggings .. .. .                                                                                                   | ..                                        | ..                                                                    | ..                                              | 1,000 0 0                                                                 | 1,000 0 0                                   |
| Waitahuna Bridge, on account of reconstruction .. .. .                                                                             | ..                                        | ..                                                                    | ..                                              | 750 0 0                                                                   | 750 0 0                                     |
| <b>Totals .. .. .</b>                                                                                                              | <b>51,671 16 2</b>                        | <b>31,621 7 11</b>                                                    | <b>83,293 4 1</b>                               | <b>44,789 0 0</b>                                                         | <b>128,082 4 1</b>                          |

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Immigration and Public Works Loan to 31st March, 1886, and the LIABILITIES on that Date.

|                                        | Total<br>Expenditure<br>to<br>31st March,<br>1885. | Expenditure<br>for<br>Year ended<br>31st March,<br>1886. | Total<br>Expenditure<br>to<br>31st March,<br>1886. | Liabilities on<br>Authorities,<br>Contracts, &c.,<br>31st March,<br>1886. | Total<br>Expenditure<br>and Liabilities. |
|----------------------------------------|----------------------------------------------------|----------------------------------------------------------|----------------------------------------------------|---------------------------------------------------------------------------|------------------------------------------|
|                                        | £ s. d.                                            | £ s. d.                                                  | £ s. d.                                            | £ s. d.                                                                   | £ s. d.                                  |
| Judicial .. .. .                       | 201,782 4 0                                        | 11,106 8 10                                              | 212,888 12 10                                      | 6,094 8 11                                                                | 218,983 1 9                              |
| Postal and Telegraphic .. .. .         | 181,541 3 2                                        | 4,879 13 10                                              | 186,420 17 0                                       | 1,296 12 9                                                                | 187,717 9 9                              |
| Customs .. .. .                        | 4,650 8 2                                          | 98 14 0                                                  | 4,749 2 2                                          | 16 19 1                                                                   | 4,766 1 3                                |
| Offices for Public Departments .. .. . | 144,928 6 8                                        | ..                                                       | 144,928 6 8                                        | ..                                                                        | 144,928 6 8                              |
| Lunatic Asylums .. .. .                | 226,042 9 9                                        | 4,007 6 2                                                | 230,049 15 11                                      | 6,789 14 2                                                                | 236,839 10 1                             |
| School-buildings .. .. .               | 664,243 17 0                                       | 62,888 17 0                                              | 727,127 14 0                                       | 1,400 0 0                                                                 | 728,527 14 0                             |
| Hospitals .. .. .                      | 20,775 0 10                                        | 3,299 2 2                                                | 24,074 3 0                                         | 7,098 13 1                                                                | 31,173 1 1                               |
| Miscellaneous .. .. .                  | 9,838 14 10                                        | ..                                                       | 9,838 14 10                                        | ..                                                                        | 9,838 14 10                              |
| Quarantine Stations .. .. .            | 3,128 8 5                                          | 123 0 0                                                  | 3,251 8 5                                          | 311 7 0                                                                   | 3,562 15 5                               |
| Survey .. .. .                         | 53 8 11                                            | 461 4 3                                                  | 514 13 2                                           | 247 5 9                                                                   | 761 18 11                                |
| Parliament Buildings .. .. .           | 13,980 5 8                                         | ..                                                       | 13,980 5 8                                         | ..                                                                        | 13,980 5 8                               |
| <b>Totals .. .. .</b>                  | <b>1,420,914 7 5</b>                               | <b>86,859 6 3</b>                                        | <b>1,507,773 13 8</b>                              | <b>23,255 5 1</b>                                                         | <b>1,531,028 19 5</b>                    |

TABLE No. 8.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Immigration and Public Works Loan to 31st March, 1886, and the LIABILITIES on that Date.

D.—1.

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| LOCALITY AND NAME OF RACE.                       | EXPENDITURE.                      |                     |                                   |                     | LIABILITIES.  |                              |                           |            | Total Expenditure and Liabilities. |
|--------------------------------------------------|-----------------------------------|---------------------|-----------------------------------|---------------------|---------------|------------------------------|---------------------------|------------|------------------------------------|
|                                                  | Survey and Construction, 1870-85. | Subsidies, 1870-85. | Survey and Construction, 1885-86. | Subsidies, 1885-86. | Totals.       | Authorities on Construction. | Authorities on Subsidies. | Contracts. |                                    |
|                                                  | £ s. d.                           | £ s. d.             | £ s. d.                           | £ s. d.             | £ s. d.       | £ s. d.                      | £ s. d.                   | £ s. d.    | £ s. d.                            |
| <b>NORTH ISLAND.</b>                             |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| AUCKLAND PROVINCIAL DISTRICT—<br>Thames .. .. .  | 80,708 19 3                       | ..                  | ..                                | ..                  | 80,708 19 3   | ..                           | ..                        | ..         | 80,708 19 3                        |
| <b>MIDDLE ISLAND.</b>                            |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| WESTLAND PROVINCIAL DISTRICT—<br>Subsidies—      |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| Hohonu .. .. .                                   | 3 7 0                             | 1,955 12 1          | ..                                | ..                  | 1,958 19 1    | ..                           | ..                        | ..         | 1,958 19 1                         |
| Hibernian .. .. .                                | 12 5 3                            | 1,992 14 8          | ..                                | ..                  | 2,005 0 4     | ..                           | ..                        | ..         | 2,005 0 4                          |
| New River .. .. .                                | 21 5 0                            | 3,496 0 3           | ..                                | ..                  | 3,517 5 3     | ..                           | ..                        | ..         | 3,517 5 3                          |
| Kanieri .. .. .                                  | 1 5 0                             | 10,310 18 4         | ..                                | ..                  | 10,312 3 10   | ..                           | ..                        | ..         | 10,312 3 10                        |
| Ross Sludge-channel ..                           | ..                                | ..                  | ..                                | ..                  | ..            | ..                           | 1,500 0 0                 | ..         | 1,500 0 0                          |
| Kumara Sludge-channel No. 2                      | ..                                | ..                  | ..                                | ..                  | ..            | ..                           | 1,327 0 0                 | ..         | 1,327 0 0                          |
| Government Works—                                |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| Waimea .. .. .                                   | 173,076 10 7                      | ..                  | ..                                | ..                  | 173,076 10 7  | 200 0 0                      | ..                        | ..         | 173,276 10 7                       |
| Mikoniui .. .. .                                 | 22,018 12 4                       | ..                  | 3,605 10 3                        | ..                  | 25,624 2 7    | ..                           | ..                        | 2,331 0 0  | 27,955 2 7                         |
| NELSON PROVINCIAL DISTRICT—<br>Government Works— |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| Nelson Creek .. .. .                             | 89,833 19 7                       | ..                  | 317 19 6                          | ..                  | 90,151 19 1   | 382 0 0                      | ..                        | ..         | 90,533 19 1                        |
| Napoleon Hill .. .. .                            | 257 16 7                          | ..                  | ..                                | ..                  | 257 16 7      | ..                           | ..                        | ..         | 257 16 7                           |
| Argyle (Charleston) ..                           | 12,743 16 9                       | ..                  | 1,439 12 6                        | ..                  | 14,183 9 3    | 351 0 0                      | ..                        | ..         | 14,534 9 3                         |
| Black's Point .. .. .                            | 244 9 0                           | ..                  | ..                                | ..                  | 244 9 0       | ..                           | ..                        | ..         | 244 9 0                            |
| OTAGO PROVINCIAL DISTRICT—<br>Subsidies—         |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| Arrow .. .. .                                    | ..                                | 612 10 0            | ..                                | ..                  | 612 10 0      | ..                           | ..                        | ..         | 612 10 0                           |
| Beaumont and Tuapeka ..                          | 4 6 2                             | 640 0 0             | ..                                | ..                  | 644 6 2       | ..                           | ..                        | ..         | 644 6 2                            |
| Carriek Range .. .. .                            | ..                                | 9,249 13 1          | ..                                | ..                  | 9,249 13 1    | ..                           | ..                        | ..         | 9,249 13 1                         |
| Mount Pisgah .. .. .                             | ..                                | 200 0 0             | ..                                | ..                  | 200 0 0       | ..                           | ..                        | ..         | 200 0 0                            |
| Lawrence Drainage-channel ..                     | ..                                | 2,000 0 0           | ..                                | ..                  | 2,150 0 0     | ..                           | 600 0 0                   | ..         | 2,750 0 0                          |
| Ophir Tail-race .. .. .                          | ..                                | ..                  | ..                                | ..                  | 610 13 6      | ..                           | 889 0 0                   | ..         | 999 13 6                           |
| Muddy Creek Channel .. ..                        | ..                                | ..                  | ..                                | ..                  | 550 5 11      | ..                           | 300 0 0                   | ..         | 850 5 11                           |
| St. Bathans .. .. .                              | ..                                | ..                  | ..                                | ..                  | 217 3 9       | ..                           | 783 0 0                   | ..         | 1,000 3 9                          |
| Criffel .. .. .                                  | ..                                | ..                  | ..                                | ..                  | ..            | ..                           | 2,000 0 0                 | ..         | 2,000 0 0                          |
| Maerewhenua .. .. .                              | ..                                | ..                  | ..                                | ..                  | ..            | 1,500 0 0                    | ..                        | ..         | 1,500 0 0                          |
| Government Works—                                |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| Mount Ida .. .. .                                | 65,066 3 8                        | ..                  | 700 0 0                           | ..                  | 65,766 3 8    | ..                           | ..                        | ..         | 65,766 3 8                         |
| Waipori .. .. .                                  | 11,263 1 0                        | ..                  | ..                                | ..                  | 11,263 1 0    | ..                           | ..                        | ..         | 11,263 1 0                         |
| SOUTHLAND PROVINCIAL DISTRICT—<br>Subsidy—       |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| Round Hill .. .. .                               | ..                                | ..                  | ..                                | ..                  | ..            | ..                           | 1,600 0 0                 | ..         | 1,600 0 0                          |
| GENERAL—                                         |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| Increased water-supply ..                        | ..                                | ..                  | ..                                | ..                  | ..            | ..                           | 1,500 0 0                 | ..         | 1,500 0 0                          |
| DEPARTMENTAL—                                    |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| Salaries, travelling, advertising, &c.           | 6,515 6 2                         | ..                  | ..                                | ..                  | 6,515 6 2     | 200 0 0                      | ..                        | ..         | 6,715 6 2                          |
| TOTALS .. .. .                                   | 381,062 5 0                       | 30,457 8 5          | 6,063 2 3                         | 2,968 16 11         | 420,551 12 7  | 2,633 0 0                    | 9,999 0 0                 | 2,331 0 0  | 435,514 12 7                       |
| <b>SUMMARY.</b>                                  |                                   |                     |                                   |                     |               |                              |                           |            |                                    |
| NORTH ISLAND .. .. .                             | 80,708 19 3                       | ..                  | ..                                | ..                  | 80,708 19 3   | ..                           | ..                        | ..         | 80,708 19 3                        |
| MIDDLE ISLAND .. .. .                            | 381,062 5 0                       | 30,457 8 5          | 6,063 2 3                         | 2,968 16 11         | 420,551 12 7  | 2,633 0 0                    | 9,999 0 0                 | 2,331 0 0  | 435,514 12 7                       |
| TOTALS .. .. .                                   | 461,771 4 3                       | 30,457 8 5          | 6,063 2 3                         | 2,968 16 11         | 501,260 11 10 | 2,633 0 0                    | 9,999 0 0                 | 2,331 0 0  | 516,223 11 10                      |

TABLE No. 9.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Immigration and Public Work Loan to 31st March, 1886, and the LIABILITIES on that Date.

| Line.                                                  | Miles of |       | Expenditure during Twelve Months ended 31st March, 1886. | Total Expenditure and Liabilities. |
|--------------------------------------------------------|----------|-------|----------------------------------------------------------|------------------------------------|
|                                                        | Poles.   | Wire. |                                                          |                                    |
|                                                        |          |       | £ s. d.                                                  | £ s. d.                            |
| Expenditure to the 31st March, 1885 .. .. .            | ..       | ..    | ..                                                       | 484,017 2 0                        |
| Telephone Exchanges .. .. .                            | ..       | ..    | 11,705 14 10                                             |                                    |
| Sherry Line .. .. .                                    | ..       | ..    | 277 10 2                                                 |                                    |
| Ngatimote Line .. .. .                                 | ..       | ..    | 0 10 0                                                   |                                    |
| Cape Farewell Line .. .. .                             | ..       | ..    | 1,137 2 1                                                |                                    |
| Motueka Wharf Line .. .. .                             | 1        | 2     | 48 11 0                                                  |                                    |
| Longford Fern Flat Line .. .. .                        | ..       | 7     | 66 12 6                                                  |                                    |
| The Lake Line .. .. .                                  | 1½       | 11    | 175 10 6                                                 |                                    |
| Totara Flat Line .. .. .                               | ..       | 6     | 193 8 0                                                  |                                    |
| Akaroa Lighthouse Line .. .. .                         | 8        | 8     | 61 17 11                                                 |                                    |
| Oxford View Hill .. .. .                               | 7        | 7     | 7 3 6                                                    |                                    |
| Lyttelton Lighthouse Line .. .. .                      | ½        | 6     | 126 8 4                                                  |                                    |
| Rolleston Springfield .. .. .                          | 1½       | 14    | 73 9 8                                                   |                                    |
| Kurow Line .. .. .                                     | ..       | ..    | 67 3 6                                                   |                                    |
| Waipori .. .. .                                        | 14       | 14    | 102 15 5                                                 |                                    |
| N.E. Valley .. .. .                                    | ..       | 3     | 1 6 0                                                    |                                    |
| Heriot .. .. .                                         | 5        | 9     | 293 17 0                                                 |                                    |
| Hirstfield-Orepuki Line .. .. .                        | 18       | 18    | 763 1 3                                                  |                                    |
| Balfour Line .. .. .                                   | ..       | ..    | 1 15 0                                                   |                                    |
| Lovell's Flat Line .. .. .                             | ..       | 8     | 105 9 4                                                  |                                    |
| Opuā .. .. .                                           | ..       | ..    | 141 17 0                                                 |                                    |
| Okaihau .. .. .                                        | ..       | ..    | 7 13 0                                                   |                                    |
| Alternate Line, Auckland South—Cambridge-Taupo .. .. . | 71½      | 167½  | 9,976 2 4                                                |                                    |
| Howick Line .. .. .                                    | 7        | 14    | 384 19 3                                                 |                                    |
| Tairua .. .. .                                         | 17       | 17    | 1,257 5 3                                                |                                    |
| Waitangi .. .. .                                       | ..       | ..    | 280 12 11                                                |                                    |
| Bombay .. .. .                                         | ..       | 5     | 52 16 3                                                  |                                    |
| Omapere .. .. .                                        | 16       | 16    | 847 9 2                                                  |                                    |
| Waipu-Maungatoroto Line .. .. .                        | ..       | ..    | 37 8 6                                                   |                                    |
| Otakeho Line .. .. .                                   | ..       | ..    | 10 0 0                                                   |                                    |
| Eltham .. .. .                                         | ..       | ..    | 131 18 0                                                 |                                    |
| Taradale .. .. .                                       | ..       | ..    | 8 8 6                                                    |                                    |
| Havelock .. .. .                                       | ..       | ..    | 7 7 6                                                    |                                    |
| Danavirk .. .. .                                       | ..       | ..    | 197 14 7                                                 |                                    |
| Makatoka .. .. .                                       | ..       | ..    | 16 13 7                                                  |                                    |
| Tahoraite .. .. .                                      | ..       | ..    | 23 14 4                                                  |                                    |
| Wainuiomata .. .. .                                    | ..       | ..    | 163 15 6                                                 |                                    |
| Wairoa-Frasertown Line .. .. .                         | 7        | 7½    | 76 7 9                                                   |                                    |
| Woodville-Pahiatua .. .. .                             | 14       | 14    | 572 3 2                                                  |                                    |
| Mahia Line .. .. .                                     | 3        | 27    | 506 18 0                                                 |                                    |
| Tolago Bay .. .. .                                     | ..       | ..    | 1 10 0                                                   |                                    |
| Kawhia .. .. .                                         | ..       | ..    | 32 3 2                                                   |                                    |
| Nelson Creek .. .. .                                   | ..       | ..    | 2 2 0                                                    |                                    |
| Wairio .. .. .                                         | ..       | ..    | 3 10 0                                                   |                                    |
| Cable repaired .. .. .                                 | ..       | ..    | 218 8 4                                                  |                                    |
| Stock in hand .. .. .                                  | ..       | ..    | 5,841 14 11                                              |                                    |
|                                                        |          |       |                                                          | 36,009 19 0                        |
| Liabilities on 31st March, 1886 .. .. .                | ..       | ..    | ..                                                       | 520,027 1 0                        |
|                                                        |          |       |                                                          | 3,700 0 0                          |
| Total Expenditure and Liabilities .. .. .              | ..       | ..    | ..                                                       | £523,727 1 0                       |

TABLE No. 10.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES and HARBOUR WORKS out of Immigration and Public Works Loan to 31st March, 1886, and the LIABILITIES on that Date.

|                                                                           | Total Net<br>Expenditure<br>to 31st March,<br>1885. | Net<br>Expenditure<br>during 12<br>Months ended<br>31st March,<br>1886. | Total<br>Expenditure<br>to 31st March,<br>1886. | Liabilities on<br>Authorities,<br>Contracts, &c.,<br>to 31st March,<br>1886. | Total<br>Expenditure<br>and<br>Liabilities. |
|---------------------------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------|------------------------------------------------------------------------------|---------------------------------------------|
|                                                                           | £ s. d.                                             | £ s. d.                                                                 | £ s. d.                                         | £ s. d.                                                                      | £ s. d.                                     |
| <b>LIGHTHOUSES.</b>                                                       |                                                     |                                                                         |                                                 |                                                                              |                                             |
| 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 Diemen .. ..                                               | 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 .. ..                                                         | 1,427 17 5                                          | ..                                                                      | 1,427 17 5                                      | ..                                                                           | 1,427 17 5                                  |
| Hokitika .. ..                                                            | 801 9 7                                             | ..                                                                      | 801 9 7                                         | ..                                                                           | 801 9 7                                     |
| Jackson's Reef Beacon .. ..                                               | 691 9 4                                             | 300 2 7                                                                 | 991 11 11                                       | 395 0 0                                                                      | 1,386 11 11                                 |
| Kaipara .. ..                                                             | 5,571 8 0                                           | ..                                                                      | 5,571 8 0                                       | ..                                                                           | 5,571 8 0                                   |
| 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 .. ..                                                           | 8,185 11 0                                          | ..                                                                      | 8,185 11 0                                      | ..                                                                           | 8,185 11 0                                  |
| Cuvier Island .. ..                                                       | ..                                                  | ..                                                                      | ..                                              | 3,200 0 0                                                                    | 3,200 0 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                                  |
| Tiritiri Cable .. ..                                                      | 1,085 19 6                                          | ..                                                                      | 1,085 19 6                                      | ..                                                                           | 1,085 19 6                                  |
| Tory Channel .. ..                                                        | 353 7 7                                             | ..                                                                      | 353 7 7                                         | ..                                                                           | 353 7 7                                     |
| Waipapapa Point .. ..                                                     | 5,969 18 11                                         | ..                                                                      | 5,969 18 11                                     | ..                                                                           | 5,969 18 11                                 |
| Miscellaneous, including expenditure<br>on s.s. "Hinemoa" and "Stella" .. | 20,590 5 9                                          | ..                                                                      | 20,590 5 9                                      | ..                                                                           | 20,590 5 9                                  |
| <b>HARBOUR WORKS.</b>                                                     |                                                     |                                                                         |                                                 |                                                                              |                                             |
| Pollock Wharf, Manukau .. ..                                              | 150 0 0                                             | ..                                                                      | 150 0 0                                         | ..                                                                           | 150 0 0                                     |
| Wharf, Whangarei Heads .. ..                                              | 600 0 0                                             | ..                                                                      | 600 0 0                                         | ..                                                                           | 600 0 0                                     |
| Matakana Wharf .. ..                                                      | 556 10 3                                            | ..                                                                      | 556 10 3                                        | ..                                                                           | 556 10 3                                    |
| Straightening Waiuku Channel .. ..                                        | 357 11 6                                            | ..                                                                      | 357 11 6                                        | ..                                                                           | 357 11 6                                    |
| Coromandel Wharf .. ..                                                    | Cr. 0 10 0                                          | ..                                                                      | Cr. 0 10 0                                      | ..                                                                           | Cr. 0 10 0                                  |
| Waitara Harbour .. ..                                                     | 2,000 0 0                                           | ..                                                                      | 2,000 0 0                                       | ..                                                                           | 2,000 0 0                                   |
| Removing eel-weirs, Patea River .. ..                                     | 50 0 0                                              | ..                                                                      | 50 0 0                                          | ..                                                                           | 50 0 0                                      |
| Napier Harbour Works .. ..                                                | 328 0 0                                             | ..                                                                      | 328 0 0                                         | ..                                                                           | 328 0 0                                     |
| Castlepoint Jetty .. ..                                                   | 51 14 1                                             | ..                                                                      | 51 14 1                                         | ..                                                                           | 51 14 1                                     |
| Kaikoura Jetty and Harbour .. ..                                          | 2,693 14 10                                         | 219 2 0                                                                 | 2,912 16 10                                     | ..                                                                           | 2,912 16 10                                 |
| Pictou, removal of old wharf .. ..                                        | 94 0 0                                              | ..                                                                      | 94 0 0                                          | ..                                                                           | 94 0 0                                      |
| Collingwood Harbour Works .. ..                                           | 737 7 2                                             | 8 11 6                                                                  | 745 18 8                                        | ..                                                                           | 745 18 8                                    |
| Wharf at Karamea .. ..                                                    | ..                                                  | 75 0 0                                                                  | 75 0 0                                          | ..                                                                           | 75 0 0                                      |
| Westport Harbour Works .. ..                                              | 13,593 1 7                                          | 517 17 0                                                                | 14,110 18 7                                     | 53 0 0                                                                       | 14,163 18 7                                 |
| Greymouth Harbour Works .. ..                                             | 127,018 0 2                                         | 212 3 4                                                                 | 127,230 3 6                                     | 12 3 9                                                                       | 127,242 7 3                                 |
| Hokitika Harbour Works .. ..                                              | 49,525 0 0                                          | 5,475 0 0                                                               | 55,000 0 0                                      | ..                                                                           | 55,000 0 0                                  |
| Timaru Harbour Works .. ..                                                | 100,000 0 0                                         | ..                                                                      | 100,000 0 0                                     | ..                                                                           | 100,000 0 0                                 |
| Removal of rock, Martin's Bay .. ..                                       | 5 0 0                                               | ..                                                                      | 5 0 0                                           | ..                                                                           | 5 0 0                                       |
| Port Levy Jetty .. ..                                                     | 250 0 0                                             | ..                                                                      | 250 0 0                                         | ..                                                                           | 250 0 0                                     |
| Toitoi Jetty .. ..                                                        | 1,000 0 0                                           | ..                                                                      | 1,000 0 0                                       | ..                                                                           | 1,000 0 0                                   |
| Balclutha Jetty .. ..                                                     | 250 0 0                                             | ..                                                                      | 250 0 0                                         | ..                                                                           | 250 0 0                                     |
| Removal of rocks, Catlin's River .. ..                                    | 277 19 0                                            | ..                                                                      | 277 19 0                                        | ..                                                                           | 277 19 0                                    |
| Jetty at Catlin's River .. ..                                             | 1,015 7 7                                           | ..                                                                      | 1,015 7 7                                       | ..                                                                           | 1,015 7 7                                   |
| Queenstown Beacon .. ..                                                   | 35 0 0                                              | ..                                                                      | 35 0 0                                          | ..                                                                           | 35 0 0                                      |
| Queenstown Jetty .. ..                                                    | 297 8 0                                             | ..                                                                      | 297 8 0                                         | ..                                                                           | 297 8 0                                     |
| Jackson's Bay Jetty .. ..                                                 | 32 6 4                                              | ..                                                                      | 32 6 4                                          | ..                                                                           | 32 6 4                                      |
| Miscellaneous .. ..                                                       | 400 0 0                                             | ..                                                                      | 400 0 0                                         | ..                                                                           | 400 0 0                                     |
| Harbour Defences .. ..                                                    | 52,231 2 11                                         | 127,167 0 1                                                             | 179,398 3 0                                     | 160,750 6 6                                                                  | 340,148 9 6                                 |
| Totals .. ..                                                              | 462,619 10 3                                        | 133,974 16 6                                                            | 596,594 6 9                                     | 164,410 10 3                                                                 | 761,004 17 0                                |

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# APPENDICES TO THE PUBLIC WORKS STATEMENT, 1886.

## APPENDIX A.

### AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS OUT OF THE IMMIGRATION AND PUBLIC WORKS LOAN FOR THE YEAR 1885-86.

*Prepared in compliance with Section 8 of "The Public Works Act, 1882."*

SIR,—

Public Works Department, Wellington, 21st May, 1886.

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, 1885."

I have, &c.,

EDWARD RICHARDSON,  
Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT of NET EXPENDITURE on GOVERNMENT WORKS for the Year 1885-86 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.                                                                        | APPROPRIATION. | NET EXPENDITURE. |
|--------|---------------------------------------------------------------------------------|----------------|------------------|
|        |                                                                                 | £ s. d.        | £ s. d.          |
| III.   | RAILWAYS .. .. .                                                                | 975,337 0 0    | *543,490 8 11    |
| IV.    | SURVEYS .. .. .                                                                 | 3,000 0 0      | 517 3 5          |
| V.     | ROADS .. .. .                                                                   | 551,314 0 0    | 329,071 18 7     |
| VI.    | WATERWORKS ON GOLDFIELDS .. .. .                                                | 22,900 0 0     | 9,031 19 2       |
| VIII.  | TELEGRAPH EXTENSION, .. .. .                                                    | 32,200 0 0     | 36,009 19 0      |
| IX.    | PUBLIC BUILDINGS .. .. .                                                        | 144,518 0 0    | *6,858 14 7      |
| X.     | LIGHTHOUSES AND HARBOUR WORKS .. .. .                                           | 215,510 0 0    | 133,974 16 6     |
|        | TOTAL NET EXPENDITURE ON WORKS OUT OF IMMIGRATION AND PUBLIC WORKS LOAN .. .. . | 1,944,779 0 0  | 1,138,955 0 2    |

\* Exclusive of unauthorized expenditure under Railway Class, £20 11s. 6d., and Public Buildings Class, 11s. 8d.

Public Works Department,  
28th May, 1886.

W. A. THOMAS,  
Accountant, Public Works.

Examined and found correct.

JAMES EDWARD FITZGERALD,  
Controller and Auditor-General.

**Appendix A—continued.**  
**PUBLIC WORKS NET EXPENDITURE, 1885–86.**

| Vote. | Particulars.                                                                                                                        | Appropriation.     | Expended out of Appropriation.           | Expended in excess of Appropriation. | Total Expenditure.                        |
|-------|-------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------------------------|--------------------------------------|-------------------------------------------|
|       | <b>CLASS III.—RAILWAYS.</b>                                                                                                         | £ s. d.            | £ s. d.                                  | £ s. d.                              | £ s. d.                                   |
| 73    | Kawakawa .. .. .                                                                                                                    | 4,100 0 0          | 1,105 10 9                               | ..                                   | 1,105 10 9                                |
| 74    | Whangarei to Kamo .. .. .                                                                                                           | 3,200 0 0          | 629 3 11                                 | ..                                   | 629 3 11                                  |
| 75    | Huntly Branch .. .. .                                                                                                               | 600 0 0            | 155 16 10                                | ..                                   | 155 16 10                                 |
| 76    | Hamilton to Cambridge .. .. .                                                                                                       | 1,400 0 0          | 408 2 8                                  | ..                                   | 408 2 8                                   |
| 77    | Hamilton to Grahamstown .. .. .                                                                                                     | 29,000 0 0         | 18,311 14 0                              | ..                                   | 18,311 14 0                               |
| 78    | Napier to Woodville and Palmerston North .. .. .                                                                                    | 49,100 0 0         | 12,129 12 7                              | ..                                   | 12,129 12 7                               |
| 79    | Wellington to Woodville .. .. .                                                                                                     | 46,500 0 0         | 42,748 14 4                              | ..                                   | 42,748 14 4                               |
| 80    | New Plymouth to Foxton .. .. .                                                                                                      | 26,300 0 0         | 18,286 11 11                             | ..                                   | 18,286 11 11                              |
| 81    | Wellington to Foxton .. .. .                                                                                                        | 1,000 0 0          | 411 6 4                                  | ..                                   | 411 6 4                                   |
| 82    | Main Trunk Line—Marton—Te Awamutu .. .. .                                                                                           | 130,000 0 0        | 58,338 15 10                             | ..                                   | 58,338 15 10                              |
| 83    | East to West Coast and Nelson .. .. .                                                                                               | 1,000 0 0          | 705 15 0                                 | ..                                   | 705 15 0                                  |
| 84    | Greymouth to Hokitika .. .. .                                                                                                       | 7,100 0 0          | 2,876 6 11                               | ..                                   | 2,876 6 11                                |
| 85    | Pictou Southwards .. .. .                                                                                                           | 17,500 0 0         | 7,810 19 0                               | ..                                   | 7,810 19 6                                |
| 86    | Hurunui Northwards .. .. .                                                                                                          | 7,200 0 0          | 5,926 3 3                                | ..                                   | 5,926 3 3                                 |
| 87    | Hurunui to Waipara .. .. .                                                                                                          | 9,200 0 0          | 8,840 18 7                               | ..                                   | 8,840 18 7                                |
| 88    | Upper Ashburton Branch .. .. .                                                                                                      | 7,900 0 0          | 4,020 12 8                               | ..                                   | 4,020 12 8                                |
| 89    | Lincoln to Little River .. .. .                                                                                                     | 15,900 0 0         | 12,196 12 8                              | ..                                   | 12,196 12 8                               |
| 90    | Albury Branch Extension .. .. .                                                                                                     | 300 0 0            | 193 9 2                                  | ..                                   | 193 9 2                                   |
| 91    | Oxford to Sheffield and Whitecliffs Extension .. .. .                                                                               | 4,100 0 0          | 2,066 8 0                                | ..                                   | 2,066 8 6                                 |
| 92    | Livingstone Branch .. .. .                                                                                                          | 9,400 0 0          | 6,636 8 1                                | ..                                   | 6,636 8 1                                 |
| 93    | Palmerston to Waihemu .. .. .                                                                                                       | 8,800 0 0          | 5,130 7 5                                | ..                                   | 5,130 7 5                                 |
| 94    | Catlin's River Branch .. .. .                                                                                                       | 11,100 0 0         | 9,725 8 8                                | ..                                   | 9,725 8 8                                 |
| 95    | Waipahi to Heriot Burn .. .. .                                                                                                      | 1,200 0 0          | 67 4 8                                   | ..                                   | 67 4 8                                    |
| 96    | Edendale to Toitoto .. .. .                                                                                                         | 5,000 0 0          | 99 0 3                                   | ..                                   | 99 0 3                                    |
| 97    | Otago Central .. .. .                                                                                                               | 126,600 0 0        | 75,828 16 1                              | ..                                   | 75,828 16 1                               |
| 98    | Lumsden to Mararoa .. .. .                                                                                                          | 5,100 0 0          | 1,184 3 2                                | ..                                   | 1,184 3 2                                 |
| 99    | Seaward Bush .. .. .                                                                                                                | 7,121 0 0          | 3,543 18 5                               | ..                                   | 3,543 18 5                                |
| 100   | Riverton to Orepuke .. .. .                                                                                                         | 5,200 0 0          | 2,909 1 4                                | ..                                   | 2,909 1 4                                 |
| 101   | Additions to Open Lines,—                                                                                                           |                    |                                          |                                      |                                           |
|       | Kawakawa .. .. .                                                                                                                    | 2,200 0 0          | 636 8 3                                  | ..                                   | 636 8 3                                   |
|       | Whangarei to Kamo .. .. .                                                                                                           | 1,300 0 0          | 854 10 1                                 | ..                                   | 854 10 1                                  |
|       | Kaipara to Waikato .. .. .                                                                                                          | 45,600 0 0         | 25,483 9 4                               | ..                                   | 25,483 9 4                                |
|       | Hamilton to Cambridge .. .. .                                                                                                       | 300 0 0            | 8 0 9                                    | ..                                   | 8 0 9                                     |
|       | Napier to Woodville .. .. .                                                                                                         | 11,500 0 0         | 3,301 3 5                                | ..                                   | 3,301 3 5                                 |
|       | Wellington to Woodville .. .. .                                                                                                     | 11,000 0 0         | 4,808 12 8                               | ..                                   | 4,808 12 8                                |
|       | Foxton to New Plymouth .. .. .                                                                                                      | 9,400 0 0          | 5,189 1 4                                | ..                                   | 5,189 1 4                                 |
|       | Nelson to Belgrove .. .. .                                                                                                          | 200 0 0            | Cr. 18 18 0                              | ..                                   | Cr. 18 18 0                               |
|       | Pictou to Blenheim .. .. .                                                                                                          | 3,100 0 0          | 1,730 5 6                                | ..                                   | 1,730 5 6                                 |
|       | Westport to Ngakawau .. .. .                                                                                                        | 600 0 0            | 167 1 8                                  | ..                                   | 167 1 8                                   |
|       | Greymouth to Brunner .. .. .                                                                                                        | 2,600 0 0          | 2,084 6 4                                | ..                                   | 2,084 6 4                                 |
|       | Hurunui to Waitaki and Branches .. .. .                                                                                             | 11,869 0 0         | 11,869 0 0                               | 133 5 5                              | 12,002 5 5                                |
|       | Waitaki to Bluff and Branches .. .. .                                                                                               | 49,687 0 0         | 24,019 11 10                             | ..                                   | 24,019 11 10                              |
|       | Invercargill to Kingston with Branches, including Western Railways .. .. .                                                          | 7,744 0 0          | 1,385 6 0                                | ..                                   | 1,385 6 0                                 |
|       | Compensation for railway, &c., Oamaru Harbour Board .. .. .                                                                         | 9,316 0 0          | 9,316 0 0                                | ..                                   | 9,316 0 0                                 |
| 102   | Permanent-way, sleepers, &c. .. .. .                                                                                                | 268,000 0 0        | 150,241 0 10                             | ..                                   | 150,241 0 10                              |
|       | <b>Total Appropriation and Expenditure, Class III., exclusive of £20 11s. 6d. Unauthorized Expenditure under this Class .. .. .</b> | <b>975,837 0 0</b> | <b>543,376 1 0</b><br><i>Cr. 18 18 0</i> | <b>133 5 5</b><br><i>Cr. 18 18 0</i> | <b>543,509 6 11</b><br><i>Cr. 18 18 0</i> |
|       | <b>CLASS IV.—SURVEYS OF NEW LINES OF RAILWAYS.</b>                                                                                  |                    |                                          |                                      |                                           |
| 103   | Surveys of new lines, North Island .. .. .                                                                                          | 3,000 0 0          | 517 3 5                                  | ..                                   | 517 3 5                                   |
|       | <b>CLASS V.—ROADS.</b>                                                                                                              |                    |                                          |                                      |                                           |
| 104   | North of Auckland .. .. .                                                                                                           | 54,229 0 0         | 33,162 17 10                             | ..                                   | 33,162 17 10                              |
| 105   | Main roads .. .. .                                                                                                                  | 45,100 0 0         | 26,833 7 2                               | ..                                   | 26,833 7 2                                |
| 106   | Miscellaneous roads and bridges .. .. .                                                                                             | 73,974 0 0         | 37,614 17 3                              | ..                                   | 37,614 17 3                               |
| 107   | Grants-in-aid, under "The Roads and Bridges Construction Act, 1882" .. .. .                                                         | 243,329 0 0        | 138,045 3 11                             | ..                                   | 138,045 3 11                              |
| 108   | Roads to open up lands before sale .. .. .                                                                                          | 82,432 0 0         | 61,794 4 6                               | ..                                   | 61,794 4 6                                |
| 109   | Roads on goldfields .. .. .                                                                                                         | 52,250 0 0         | 31,621 7 11                              | ..                                   | 31,621 7 11                               |
|       | <b>Total Appropriation and Expenditure, Class V.</b>                                                                                | <b>551,314 0 0</b> | <b>329,071 18 7</b>                      | ..                                   | <b>329,071 18 7</b>                       |
|       | <b>CLASS VI.—WATERWORKS ON GOLDFIELDS.</b>                                                                                          |                    |                                          |                                      |                                           |
| 110   | Waterworks on goldfields .. .. .                                                                                                    | 22,900 0 0         | 9,031 19 2                               | ..                                   | 9,031 19 2                                |
|       | <b>CLASS VIII.—TELEGRAPH EXTENSION.</b>                                                                                             |                    |                                          |                                      |                                           |
| 112   | Telegraph extension .. .. .                                                                                                         | 32,200 0 0         | 32,200 0 0                               | 3,809 19 0                           | 36,009 19 0                               |
|       | <b>CLASS IX.—PUBLIC BUILDINGS.</b>                                                                                                  |                    |                                          |                                      |                                           |
| 113   | Judicial .. .. .                                                                                                                    | 29,227 0 0         | 11,105 17 2                              | ..                                   | 11,105 17 2                               |
| 114   | Postal and Telegraph .. .. .                                                                                                        | 8,322 0 0          | 4,879 13 10                              | ..                                   | 4,879 13 10                               |
| 115   | Customs .. .. .                                                                                                                     | 239 0 0            | 98 14 0                                  | ..                                   | 98 14 0                                   |
| 116   | Survey .. .. .                                                                                                                      | 2,000 0 0          | 461 4 3                                  | ..                                   | 461 4 3                                   |
| 117   | Lunatic asylums .. .. .                                                                                                             | 23,000 0 0         | 4,007 6 2                                | ..                                   | 4,007 6 2                                 |
| 118   | Hospitals .. .. .                                                                                                                   | 13,000 0 0         | 3,299 2 2                                | ..                                   | 3,299 2 2                                 |
| 119   | Quarantine stations .. .. .                                                                                                         | 500 0 0            | 123 0 0                                  | ..                                   | 123 0 0                                   |
| 120   | School-buildings .. .. .                                                                                                            | 68,230 0 0         | 62,883 17 0                              | ..                                   | 62,883 17 0                               |
|       | <b>Total Appropriation and Expenditure, Class IX., exclusive of 11s. 8d. Unauthorized Expenditure under this Class .. .. .</b>      | <b>144,518 0 0</b> | <b>86,858 14 7</b>                       | ..                                   | <b>86,858 14 7</b>                        |
|       | <b>CLASS X.—LIGHTHOUSES AND HARBOURS.</b>                                                                                           |                    |                                          |                                      |                                           |
| 21    | Lighthouses .. .. .                                                                                                                 | 8,440 0 0          | 300 2 7                                  | ..                                   | 300 2 7                                   |
| 22    | Harbour works .. .. .                                                                                                               | 7,070 0 0          | 6,507 13 10                              | ..                                   | 6,507 13 10                               |
| 23    | Harbour Defences .. .. .                                                                                                            | 200,000 0 0        | 127,167 0 1                              | ..                                   | 127,167 0 1                               |
|       | <b>Total Appropriation and Expenditure, Class X.</b>                                                                                | <b>215,510 0 0</b> | <b>133,974 16 6</b>                      | ..                                   | <b>133,974 16 6</b>                       |

## 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, 1886, 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.    | 72      | <i>Public Works Fund—</i>                                           | £       | s. d. |
| III.   | 73-103  | Departmental .. .. .                                                | 718     | 16 11 |
| IV.    | 103     | Railways .. .. .                                                    | 386,345 | 8 9   |
| V.     | 104-107 | Surveys, New Lines .. .. .                                          | 1,246   | 12 9  |
| IX.    | 113-120 | Roads .. .. .                                                       | 148,189 | 1 8   |
| X.     | 122-123 | Public Buildings .. .. .                                            | 23,255  | 5 9   |
|        |         | Harbour Works .. .. .                                               | 160,815 | 10 3  |
|        |         |                                                                     | 720,570 | 16 1  |
| XI.    | 55-57   | <i>Consolidated Fund—</i>                                           |         |       |
|        |         | Government Domains, Public Buildings, and Miscellaneous Services .. | 9,961   | 1 9   |

| Vote No. | Name of Vote.                                 | Works under Contract. | Material, Wages, Salaries, &c. | Material from England. | Total.       |
|----------|-----------------------------------------------|-----------------------|--------------------------------|------------------------|--------------|
|          | PUBLIC WORKS FUND.                            | £ s. d.               | £ s. d.                        | £ s. d.                | £ s. d.      |
| 72       | Departmental—                                 |                       |                                |                        |              |
|          | Head Office .. .. .                           | ..                    | 665 16 8                       | 53 0 3                 | 718 16 11    |
|          | Railways—                                     |                       |                                |                        |              |
| 73       | Kiwakawa .. .. .                              | ..                    | 1,891 13 3                     | ..                     | 1,891 13 3   |
| 74       | Whangarei-Kamo .. .. .                        | ..                    | 40 9 11                        | ..                     | 40 9 11      |
| 75       | Huntly Branch .. .. .                         | ..                    | 2 7 6                          | ..                     | 2 7 6        |
| 76       | Hamilton-Cambridge .. .. .                    | 29 7 0                | 471 9 2                        | ..                     | 500 16 2     |
| 77       | Hamilton-Grahamstown .. .. .                  | 8,759 7 8             | 3,994 3 1                      | ..                     | 12,753 10 9  |
| 78       | Napier-Woodville, &c. .. .. .                 | 21,888 2 6            | 2,254 15 0                     | ..                     | 23,642 17 6  |
| 79       | Wellington-Woodville .. .. .                  | 3,524 19 9            | 8,820 12 7                     | ..                     | 12,345 12 4  |
| 80       | New Plymouth-Foxton .. .. .                   | 1,998 3 0             | 3,080 5 1                      | ..                     | 5,078 8 1    |
| 81       | Wellington-Foxton .. .. .                     | ..                    | 478 7 10                       | ..                     | 478 7 10     |
| 82       | Main Trunk Line, &c. .. .. .                  | 77,774 3 6            | 6,493 3 1                      | ..                     | 84,267 6 7   |
| 83       | East to West Coast and Nelson Railway .. .. . | ..                    | 64 5 6                         | ..                     | 64 5 6       |
| 84       | Greymouth-Hokitika .. .. .                    | 22 14 0               | 4,039 4 3                      | ..                     | 4,061 18 3   |
| 85       | Picton Southwards .. .. .                     | 8,578 6 8             | 479 17 2                       | ..                     | 9,058 3 10   |
| 86       | Hurunui Northwards .. .. .                    | 275 0 0               | 1,299 17 7                     | ..                     | 1,574 17 7   |
| 87       | Hurunui-Waipara .. .. .                       | 365 0 0               | 85 16 1                        | ..                     | 450 16 1     |
| 88       | Upper Ashburton Branch .. .. .                | 3,033 9 4             | 849 12 1                       | ..                     | 3,883 1 5    |
| 89       | Lincoln-Little River .. .. .                  | 2,434 18 8            | 1,286 10 9                     | ..                     | 3,721 9 5    |
| 90       | Albury Branch Extension .. .. .               | ..                    | ..                             | ..                     | ..           |
| 91       | Oxford, Sheffield, &c. .. .. .                | ..                    | 166 6 8                        | ..                     | 166 6 8      |
| 92       | Livingstone Branch .. .. .                    | 589 4 6               | 329 5 1                        | ..                     | 918 9 7      |
| 93       | Palmerston-Waihemu .. .. .                    | 232 17 3              | 132 7 11                       | ..                     | 365 5 2      |
| 94       | Catlin's River Branch .. .. .                 | ..                    | 583 10 2                       | ..                     | 583 10 2     |
| 95       | Waipahi-Heriot Burn .. .. .                   | ..                    | 44 13 1                        | ..                     | 44 13 1      |
| 96       | Edendale-Toitois .. .. .                      | ..                    | 225 1 2                        | ..                     | 225 1 2      |
| 97       | Otago Central .. .. .                         | 46,564 15 11          | 4,637 19 9                     | ..                     | 51,202 15 8  |
| 98       | Lumsden-Mararua .. .. .                       | 4,396 15 4            | 474 16 7                       | ..                     | 4,871 11 11  |
| 99       | Seaward Bush .. .. .                          | 677 7 6               | 880 12 4                       | ..                     | 1,557 19 10  |
| 100      | Riverton-Orepuki .. .. .                      | ..                    | 360 15 11                      | ..                     | 360 15 11    |
| 101      | Works on Open Lines .. .. .                   | 10,567 9 11           | 39,593 0 3                     | ..                     | 50,160 10 2  |
| 102      | Permanent-way, &c. .. .. .                    | 50,469 13 6           | 30,649 16 1                    | 30,952 17 10           | 112,072 7 5  |
|          |                                               | 241,681 16 0          | 113,710 14 11                  | 30,952 17 10           | 386,345 8 9  |
| 103      | Surveys, New Lines—                           |                       |                                |                        |              |
|          | Surveys, North Island .. .. .                 | ..                    | 1,246 12 9                     | ..                     | 1,246 12 9   |
|          | Roads—                                        |                       |                                |                        |              |
| 104      | Roads, North of Auckland .. .. .              | ..                    | 32,146 19 11                   | ..                     | 32,146 19 11 |
| 105      | Main Roads .. .. .                            | 3,744 8 0             | 10,533 8 3                     | ..                     | 14,277 16 3  |
| 106      | Miscellaneous Roads, &c. .. .. .              | 29,066 16 8           | 5,802 14 0                     | 10 15 6                | 34,880 6 2   |
| 107      | Grants in aid .. .. .                         | ..                    | 66,883 19 4                    | ..                     | 66,883 19 4  |
|          |                                               | 32,811 4 8            | 115,367 1 6                    | 10 15 6                | 148,189 1 8  |
|          | Public Buildings—                             |                       |                                |                        |              |
| 113      | Judicial—Courthouses, &c. .. .. .             | 3,019 3 8             | 3,074 4 7                      | 1 0 8                  | 6,094 8 11   |
| 114      | Post and Telegraph .. .. .                    | 731 13 0              | 564 19 9                       | ..                     | 1,296 12 9   |
| 115      | Customs .. .. .                               | ..                    | 16 19 1                        | ..                     | 16 19 1      |
| 116      | Survey .. .. .                                | 119 0 0               | 128 5 9                        | ..                     | 247 5 9      |
| 117      | Lunatic Asylums .. .. .                       | 425 19 5              | 6,363 14 9                     | ..                     | 6,789 14 2   |
| 118      | Hospitals, &c. .. .. .                        | ..                    | 7,098 18 1                     | ..                     | 7,098 18 1   |
| 119      | Quarantine Stations .. .. .                   | 6 0 0                 | 305 7 0                        | ..                     | 311 7 0      |
| 120      | School Buildings* .. .. .                     | ..                    | 1,400 0 0                      | ..                     | 1,400 0 0    |
|          |                                               | 4,301 16 1            | 18,952 9 0                     | 1 0 8                  | 23,255 5 9   |
|          | Harbours—                                     |                       |                                |                        |              |
| 122      | Harbour Works .. .. .                         | ..                    | 65 3 9                         | ..                     | 65 3 9       |
| 123      | Harbour Defences .. .. .                      | 783 12 0              | 22,779 16 5                    | 137,186 18 1           | 160,750 6 6  |
|          |                                               | 783 12 0              | 22,845 0 2                     | 137,186 18 1           | 160,815 10 3 |
|          | CONSOLIDATED FUND.                            |                       |                                |                        |              |
| 55       | Government Domains .. .. .                    | ..                    | 149 5 5                        | ..                     | 149 5 5      |
| 56       | Public Buildings .. .. .                      | 279 0 0               | 8,197 0 2                      | 456 0 0                | 8,932 0 2    |
| 57       | Miscellaneous Services .. .. .                | ..                    | 879 16 2                       | ..                     | 879 16 2     |
|          |                                               | 279 0 0               | 9,226 1 9                      | 456 0 0                | 9,961 1 9    |

\* 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 C.

SCHEDULE of RAILWAY CONTRACTS CURRENT on the 1st April, 1885, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1886.

| 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.     |
|-------------------|---------------------------------------------|-----------------------------------------------|---------------------|---------------------|--------------------------------|----------------------------|---------------------------|------------------------------|---------------------|--------------|
| Nov. 17, 1884     | Whangarei-Kamo ..<br>Hamilton-Grahams-town— | Whauwhau Coal-mine Branch                     | F. & P.L.           | M. ch. lk.<br>1 9 0 | M. ch. lk.<br>..               | Larkins and O'Brien ..     | April 13, 1885            | Aug. 1, 1885                 | £<br>2,447 2 8      | s. d.<br>2 8 |
| April 7, 1885     | Hamilton-Te Aroha                           | Te Aroha ..                                   | "                   | 12 25 0             | 2 41 0                         | J. Livingstone ..          | Feb. 2, 1886              | ..                           | 7,373 17 0          | 0            |
| Feb. 17, 1886     | Te Aroha                                    | Te Aroha Station-buildings                    | "                   | ..                  | ..                             | W. Cameron ..              | April 26, 1886            | ..                           | 1,874 4 0           | 0            |
| Aug. 3, 1885      | Te Aroha-Grahams-town                       | Hikutaia ..                                   | Formation           | 8 25 0              | ..                             | Larkins and O'Brien ..     | Jan. 28, 1887             | ..                           | 10,879 9 0          | 0            |
| May 15, "         | Napier-Woodville ..                         | Tamaki ..                                     | "                   | 13 43 28            | 1 10 0                         | Mullenger and Brett ..     | Feb. 8, "                 | ..                           | 35,550 0 0          | 0            |
| July 6, "         | "                                           | Woodville Station-buildings                   | F. & P.L.           | ..                  | ..                             | Buchanan and Collard ..    | Sept. 6, 1885             | Nov. 30, 1885                | 925 0 0             | 0            |
| Aug. 13, "        | "                                           | 2 Platelayers' Cottages, Tamaki               | ..                  | ..                  | ..                             | Illingworth and Walker ..  | Oct. 19, "                | Oct. 26, "                   | 271 6 0             | 0            |
| Feb. 19, 1884     | Wellington-Woodville                        | Kopuaranga ..                                 | Formation           | 8 9 0               | ..                             | T. H. Downes..             | Aug. 18, 1885             | Jan. 14, 1886                | 31,425 0 10         | 0            |
| Nov. 12, "        | "                                           | Cast-iron Cylinders, Waipoua Bridge           | ..                  | ..                  | ..                             | Kincaid, McQueen, & Co. .. | March 3, "                | April 17, 1885               | 1,112 19 0          | 0            |
| 19, 1886          | "                                           | Opaki Station-buildings                       | ..                  | ..                  | ..                             | Wrigley and Rose ..        | May 17, 1886              | ..                           | 1,742 13 6          | 6            |
| 3, 1885           | New Plymouth-Foxton                         | Tangahoe Station-buildings                    | ..                  | ..                  | ..                             | Alexander & McFarlane ..   | March 26, 1885            | April 3, 1885                | 840 2 2             | 2            |
| May 18, "         | "                                           | Moturoa ..                                    | F. & P.L.           | 2 34 0              | 1 37 0                         | George J. Newman ..        | Nov. 15, "                | ..                           | 8,990 0 0           | 0            |
| Jan. 19, 1886     | "                                           | Goods-shed, Moturoa                           | ..                  | ..                  | ..                             | George Cliff ..            | March 29, 1886            | ..                           | 665 18 0            | 0            |
| April 28, 1885    | Main Trunk Line                             | Porewa ..                                     | F. & P.L.           | 12 54 0             | 1 30 0                         | J. A. Johnston ..          | April 11, "               | ..                           | 27,300 0 0          | 0            |
| 30, "             | "                                           | Punui ..                                      | "                   | 15 2 9              | 1 10 0                         | Isaac Coates ..            | April 13, "               | ..                           | 28,920 8 3          | 3            |
| May 6, "          | "                                           | Marton Junction Station-buildings             | ..                  | ..                  | ..                             | Carrol and Bosselmann ..   | July 20, 1885             | Sept. 30, 1885               | 597 2 6             | 6            |
| July 9, "         | "                                           | Hunterville Station-buildings                 | ..                  | ..                  | ..                             | William J. Timms ..        | Sept. 8, "                | Feb. 1, 1886                 | 329 19 0            | 0            |
| 18, "             | "                                           | Punui Cart-bridge..                           | ..                  | ..                  | ..                             | Wells and Gardiner ..      | Jan. 17, 1886             | Dec. 19, 1885                | 1,119 0 0           | 0            |
| Aug. 14, "        | "                                           | Purotaru Tunnel                               | Formation           | 1 34 0              | ..                             | J. J. O'Brien ..           | Aug. 11, 1887             | ..                           | 46,849 0 0          | 0            |
| 6, "              | "                                           | Building 2 Snagging-punts..                   | ..                  | ..                  | ..                             | George Cadman ..           | Aug. 6, 1885              | Oct. 6, 1885                 | 180 0 0             | 0            |
| 14, "             | "                                           | 2 6-roomed Houses and 2 Platelayers' Cottages | ..                  | ..                  | ..                             | Smith and Nelson ..        | Jan. 12, 1886             | Feb. 27, 1886                | 1,412 16 0          | 0            |
| May 1, 1885       | Grey-mouth-Hokitika                         | Hokitika Permanent-way                        | P.L.                | 3 71 0              | ..                             | J. M. Watson..             | Oct. 30, 1885             | Dec. 21, 1885                | 2,295 0 0           | 0            |
| July 9, 1884      | Pictou Southwards ..                        | Dashwood ..                                   | Formation           | 3 40 0              | ..                             | Parker and Maddock ..      | July 9, 1886              | ..                           | 17,746 6 8          | 8            |
| Nov. 16, 1885     | Hurunui Northwards                          | Culverden Permanent-way ..                    | P.L.                | 9 50 33             | 0 65 0                         | Stocks and Wallace ..      | Dec. 17, 1885             | Dec. 31, 1885                | 3,976 10 0          | 0            |
| Dec. 5, 1884      | Hurunui-Waipara ..                          | Hurunui ..                                    | F., P.L., & Bridges | 1 14 33             | ..                             | "                          | Sept. 26, "               | Jan. 23, 1886                | 9,190 0 0           | 0            |
| March 19, 1886    | Main Line, Upper Ashburton                  | Painting Hurunui Bridge ..                    | ..                  | ..                  | ..                             | W. A. Taylor ..            | May 17, 1886              | ..                           | 365 0 0             | 0            |
| Feb. 28, 1885     | "                                           | Fencing Hurunui Bridge ..                     | ..                  | ..                  | ..                             | R. Alcorn ..               | May 23, 1885              | May 23, 1885                 | 622 0 0             | 0            |

(Contract assigned to Bell and Howe, 26th September, 1885.)

(Contract assigned to M. O'Connor, 13th June, 1885.)

| June 8, "      | Main Line, Upper Ash-                      | Mount Somers                           | F., Bdge., & Fencing   | 1 47 49 | ..      | H. McKenzie and Co. ..     | Jan. 29, 1886  | Mar. 30, 1886  | 5,741 19 4   | Contract assigned to Findlay and Co., 24th Nov., 1885. |
|----------------|--------------------------------------------|----------------------------------------|------------------------|---------|---------|----------------------------|----------------|----------------|--------------|--------------------------------------------------------|
| May 8, "       | Lincoln-Little River                       | Little River                           | F., P.L., & Station    | 5 38 0  | 0 63 0  | A. Swanston ..             | Jan. 6, "      | Mar. 6, "      | 13,488 2 3   |                                                        |
| March 5, "     | Oxford-Sheffield and Whitecliffs Extension | Whitecliffs Extension                  | F. & Bdge.             | 0 24 0  | ..      | Jesse Coates ..            | July 23, 1885  | Sept. 28, 1885 | 1,847 10 0   |                                                        |
| April 5, 1884  | Livingstone Branch                         | Windsor Section Tunnel No. 2           | P.L. & Ss.             | 6 76 68 | 0 40 0  | Cuthbert and Stewart ..    | March 31, "    | April 21, "    | 6,311 0 0    |                                                        |
| Dec. 17, 1885  | Palmerston-Waihemo                         | Waihemo ..                             | P.L. & Ss.             | 6 76 0  | 0 39 0  | Miller and Smillie ..      | Aug. 29, "     | Aug. 29, "     | 6,887 18 8   |                                                        |
| Nov. 28, 1884  | Catlin's River Branch                      | Dumbuck Station-buildings ..           | F., Bdgcs., P.L. & Ss. | 6 76 0  | 0 39 0  | W. Duncan ..               | Feb. 16, 1886  | Dec. 14, 1886  | 682 17 3     |                                                        |
| Dec. 8, 1883   | Otago Central                              | Deep Stream (completion) ..            | Formation              | 9 12 65 | ..      | Alexander Watson ..        | July 25, 1885  | ..             | 7,303 1 9    | Contract deter-                                        |
| March 3, 1884  | "                                          | Nenthorn ..                            | Formation              | ..      | ..      | Collier and Clephane ..    | June 8, 1885   | ..             | 23,924 8 6   | m'd, and relet                                         |
| Nov. 19, "     | "                                          | Hindon Section Tunnels ..              | ..                     | ..      | ..      | R. Meikle and Co. ..       | May 3, 1886    | ..             | 42,333 0 0   | to Miller and                                          |
| Dec. 24, 1885  | "                                          | Deep Stream (completion) ..            | ..                     | ..      | ..      | C. and W. Gore ..          | May 15, "      | ..             | 20,560 11 4  | Smillie. (See                                          |
| Jan. 6, 1885   | "                                          | Wingatui Viaduct ..                    | ..                     | ..      | ..      | Miller and Smillie ..      | Aug. 22, "     | ..             | 32,874 13 0  | below.)                                                |
| March 5, "     | "                                          | Hindon ..                              | Formation              | 2 65 16 | ..      | R. S. Sparrow and Co. ..   | Sept. 23, "    | ..             | 13,922 14 10 |                                                        |
| May 11, "      | "                                          | Wingatui Permanent-way ..              | P.L.                   | 6 65 0  | 0 57 0  | Mathison Brothers ..       | March 3, "     | ..             | 10,790 0 0   |                                                        |
| July 10, "     | "                                          | Wingatui Viaduct ..                    | Masonry                | 0 69 0  | ..      | John Whitaker ..           | March 6, "     | ..             | 10,944 7 2   |                                                        |
| Aug. 6, "      | "                                          | Mullocky ..                            | Formation              | 2 50 0  | 0 23 0  | John Black and Co. ..      | Jan. 3, "      | ..             | 8,037 11 8   |                                                        |
| July 22, "     | Lumsden-Mararoa                            | Murray Creek ..                        | F., P.L., and S.       | 4 10 0  | 0 18 33 | John G. Dick ..            | Oct. 28, 1885  | Feb. 3, 1886   | 936 0 0      |                                                        |
| Feb. 16, 1886  | "                                          | Mosburn ..                             | Ditto                  | 2 40 0  | 0 25 0  | John Concher ..            | Jan. 15, 1886  | ..             | 2,496 9 4    |                                                        |
| Sept. 13, 1883 | Seaward Bush                               | Waimatua ..                            | Formation              | 5 40 0  | ..      | Martin Hughes ..           | Aug. 10, "     | ..             | 3,721 4 0    |                                                        |
| Aug. 3, 1885   | "                                          | Kilbrony ..                            | P.L., and Station      | 10 30 0 | ..      | Henry Jaggers ..           | March 11, 1885 | June 15, 1885  | 2,771 16 8   |                                                        |
| March 24, 1884 | Riverton-Orepuki                           | Pahia Permanent-way ..                 | P.L.                   | ..      | ..      | John Concher ..            | Feb. 27, 1886  | ..             | 3,158 7 6    |                                                        |
| Dec. 17, "     | Additions to Open Lines—                   | Station-buildings ..                   | ..                     | ..      | ..      | John Campbell ..           | Dec. 15, 1884  | April 27, 1885 | 4,417 0 6    |                                                        |
| July 30, "     | Kaipara-Waikato                            | Auckland Passenger-station             | ..                     | ..      | ..      | John Campbell ..           | April 6, 1885  | April 27, "    | 2,751 0 0    |                                                        |
| Feb. 13, 1885  | "                                          | Stationmaster's House at Penrose       | ..                     | ..      | ..      | William Ahern ..           | Nov. 21, "     | Oct. 31, "     | 12,168 3 7   |                                                        |
| Sept. 27, 1884 | "                                          | Fencing at Pukekohe ..                 | ..                     | ..      | ..      | John Cornwell ..           | April 11, "    | April 11, "    | 394 0 0      |                                                        |
| March 23, 1885 | "                                          | Porter's Cottage at Te Awamutu         | ..                     | ..      | ..      | T. H. Wilkinson ..         | Dec. 13, 1884  | April 16, "    | 144 14 0     |                                                        |
| April 18, "    | "                                          | Fencing at Taupaki ..                  | ..                     | ..      | ..      | John M. Lord ..            | May 18, 1885   | June 9, "      | 204 11 2     |                                                        |
| Aug. 24, "     | "                                          | Stationmaster's House, Auckland        | ..                     | ..      | ..      | John Dall ..               | Sept. 15, "    | Oct. 16, "     | 417 16 0     |                                                        |
| Oct 18, "      | "                                          | Papakura Fencing ..                    | ..                     | ..      | ..      | W. G. Bunting ..           | Nov. 21, "     | Nov. 18, "     | 493 2 0      |                                                        |
| Feb. 9, "      | "                                          | Fencing at Orua Bridge ..              | ..                     | ..      | ..      | John Dall ..               | Jan. 6, 1886   | Jan. 15, 1886  | 261 2 6      |                                                        |
| March 23, "    | "                                          | Mangahia Outlet-drain ..               | ..                     | ..      | ..      | Bredow and O'Grady ..      | May 6, 1885    | April 30, 1885 | 55 0 0       |                                                        |
| Oct. 13, "     | "                                          | Eastown Workshops Extension            | ..                     | ..      | ..      | J. and C. Bull ..          | May 25, "      | May 23, "      | 222 0 0      |                                                        |
| May 12, "      | Picton-Blenheim                            | Picton Wharf Extension ..              | ..                     | ..      | ..      | G. A. Smith and Co. ..     | Feb. 12, 1886  | Mar. 18, 1886  | 2,080 0 0    | Labour only.                                           |
| Sept. 7, 1883  | Waitaki-Bluff, Palmerston-Clinton          | Piers, &c., Dunedin Station Overbridge | ..                     | ..      | ..      | Kineaid, McQueen, & Co. .. | May 12, "      | ..             | 2,458 13 8   |                                                        |
| June 15, 1885  | Clinton-Bluff                              | Locomotive Workshops, Invercargill     | ..                     | ..      | ..      | Alexander Menzies ..       | March 6, 1885  | ..             | 13,826 19 8  |                                                        |
| Feb. 14, "     | Edendale-Toitoto                           | Edendale Stationmaster's House         | ..                     | ..      | ..      | James McNicol ..           | Dec. 11, "     | Jan. 27, 1886  | 1,503 7 0    |                                                        |
| March 12, 1886 | Rolling-stock                              | 10 Locomotive Engines                  | ..                     | ..      | ..      | Scott Brothers ..          | May 11, "      | May 14, 1885   | 289 13 8     |                                                        |
|                | "                                          | 3 3-ton Steam-crane                    | ..                     | ..      | ..      | S. Luke and Sons ..        | Oct. 8, 1886   | ..             | 13,850 0 0   |                                                        |
|                |                                            |                                        | ..                     | ..      | ..      |                            |                | ..             | 1,345 0 0    |                                                        |

## APPENDIX D.

SCHEDULE OF SLEEPER CONTRACTS and DELIVERIES on 1st April, 1885, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1886.

| 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 of Completion. | Total delivered to Date. | Remarks.   |
|--------------------------------|--------------------------------|---------------------|------------------------------------------------------|-------------------|---------------------------------|----------------------------------------------|---------------------|--------------------------|------------|
| NORTH ISLAND.                  |                                |                     |                                                      |                   |                                 |                                              |                     |                          |            |
| AUCKLAND DISTRICT.             |                                |                     |                                                      |                   |                                 |                                              |                     |                          |            |
|                                |                                |                     | s. d.                                                |                   |                                 |                                              |                     |                          |            |
| 20 March, 1885                 | John Moore ..                  | Mauku ..            | { 2,000 totara*<br>4,000 puriri†                     | 3 6               | Pukekohe ..                     | ..                                           | 27 Feb., 1886       | 731*                     | ..         |
| 6 " " "                        | Waikato Timber Co. ..          | Auckland ..         | { 30,600 totara*<br>30,000 kauri*                    | 4 6<br>3 9        | Ngauruawahia ..                 | ..                                           | 27 " 1886           | 4,000†<br>24,108*        | ..         |
| 5 " " "                        | New Zealand Timber Co. ..      | " ..                | ..                                                   | 3 6               | Auckland ..                     | ..                                           | 27 " "              | 27,576*                  | ..         |
| WANGANUI DISTRICT.             |                                |                     |                                                      |                   |                                 |                                              |                     |                          |            |
| 4 March, 1885                  | Alexander Bell ..              | Halcombe ..         | 15,000 totara*                                       | 3 6               | Halcombe ..                     | 1,250                                        | 4 Mar., 1886        | 15,000                   | Completed. |
| 4 " " "                        | Alfred Grammer ..              | Ashurst ..          | 7,000 totara*                                        | 3 3               | Terrace End, Palmerston N.      | 600                                          | 4 " "               | 7,000                    | "          |
| 4 " " "                        | Whibley Brothers ..            | " ..                | 1,000 totara*                                        | 3 3               | " ..                            | 100                                          | 4 " "               | 1,000                    | "          |
| 26 " " "                       | Nils Martensen ..              | Palmerston North .. | 1,299 totara†                                        | 2 6               | " ..                            | Per arrangement ..                           | 15 " "              | 1,299                    | "          |
| 26 " " "                       | A. H. Ihle ..                  | " ..                | 1,056 totara†                                        | 2 6               | Bunnythorpe ..                  | ..                                           | 16 " "              | 1,056                    | "          |
| 26 " " "                       | T. C. Hensen ..                | " ..                | 1,023 totara†                                        | 2 6               | Felding ..                      | ..                                           | 25 " "              | 1,023                    | "          |
| WELLINGTON DISTRICT.           |                                |                     |                                                      |                   |                                 |                                              |                     |                          |            |
| 21 January, 1886               | Duncan Brothers ..             | Woodside ..         | 3,000 totara                                         | 3 3               | In trucks at Armstrong's siding | 1,000                                        | ..                  | 3,000                    | Completed. |
| 21 " " "                       | Alexander McLeod ..            | Masterton ..        | 3,000 totara                                         | 3 11              | Dreyertown ..                   | 1,000                                        | 21 April, 1886      | 650                      | ..         |
| 21 " " "                       | N. Campbell ..                 | Woodside ..         | 6,000 totara                                         | 3 3               | " ..                            | 2,000                                        | 21 " "              | 1,253                    | ..         |
| MIDDLE ISLAND.                 |                                |                     |                                                      |                   |                                 |                                              |                     |                          |            |
| OTAGO DISTRICT.                |                                |                     |                                                      |                   |                                 |                                              |                     |                          |            |
| 10 June, 1885                  | Campbell and Co. ..            | Dunedin ..          | 150,000 creosoted                                    | 3/11½             | Woodend ..                      | 10,000 per month after the first nine months | 27 May, 1887        | Nil                      | ..         |
| WESTLAND DISTRICT.             |                                |                     |                                                      |                   |                                 |                                              |                     |                          |            |
| 16 Sept., 1885                 | Weenink and Smith ..           | Greymouth ..        | 275 silver pine†                                     | 2 5               | Brunnerton ..                   | 200                                          | 21 Nov., 1885       | 275                      | Completed. |
| 31 October, " "                | Peterson, Anderson, and Co. .. | " ..                | 78 red pine*                                         | 1 10              | " ..                            | 78                                           | 31 Oct., " "        | 78                       | "          |

\* Sawn. † Split. ‡ Hewn.

NOTE.—The 18,000 puriri sleepers purchased at 4s. 6d. each, and 294 silver pine at 1s. 6d., from the Railway Department in March and September last, are not included in the above schedule.

## APPENDIX E.

SCHEDULE of CONTRACTS for Roads and MISCELLANEOUS WORKS CURRENT on the 1st April, 1885, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1886.

| 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. |
|-------------------|-----------------------------------|-----------------------------------------|---------------------------------|---------------------------|------------------------------|---------------------|----------|
| Jan. 9, 1885      | Main Roads—<br>Tauranga—East Cape | Bridle-road, Hawai River to Maraenui .. | Te Tataua Ngatatori and another | May 9, 1885               | ..                           | £ 450 0 0           |          |
| Feb. 17, "        | "                                 | Repairs, &c., Opape-Tore Section        | Wiremu Kingi ..                 | Feb. 17, "                | ..                           | 150 0 0             |          |
| Dec. 11, "        | "                                 | Reforming, &c., Matata—Te Puke Road ..  | Pirika Tieri and another        | April 11, 1886            | ..                           | 200 0 0             |          |
| March 15, 1884    | "                                 | Pelorus Cart-bridge ..                  | Maddock and Stevens ..          | March 10, 1885            | Aug. 10, 1885                | 1,312 0 0           |          |
| March 18, "       | Pelorus District and Rai Valley   | Rai Saddle ..                           | John W. Halpin ..               | Jan. 15, "                | June 10, "                   | 2,853 13 4          |          |
| March 19, "       | "                                 | Completion Taipo Bridge Timber          | Foldie and Kirkpatrick ..       | June 30, 1884             | April 17, "                  | 1,408 2 0           |          |
| May 9, 1885       | Hokitika—Christchurch             | Bridge over Taipo River                 | John M. Watson ..               | March 8, 1886             | ..                           | 5,972 3 0           |          |
|                   | Miscellaneous Roads—              |                                         |                                 |                           |                              |                     |          |
| May 11, "         | Great South Road ..               | Rebuilding Drury Bridge                 | J. J. Marshall ..               | May 11, 1885              | May 8, 1885                  | 435 0 0             |          |
| May 20, "         | Horse-bridge over Matakaitaki     | Matakaitaki Horse-bridge                | M. M. Dixon ..                  | Nov. 15, "                | Jan. 21, 1886                | 720 14 10           |          |
| Aug. 19, "        | Bridge over Waiau ..              | Upper Waiau Road-bridge                 | J. Anderson ..                  | April 28, 1887            | ..                           | 13,482 15 0         |          |
| March 15, 1884    | Bridge over Clarence              | Clarence Bridge ..                      | Blackie and Malcolm ..          | May 16, 1886              | ..                           | 11,871 15 1         |          |
| March 16, 1885    | Kaikoura to Waiau ..              | Quail Range Section ..                  | P. Honeybone ..                 | Oct. 23, 1885             | Jan. 1, 1886                 | 3,568 0 0           |          |
| April 20, "       | "                                 | Greenhills Section ..                   | Mackie Brothers ..              | Nov. 19, "                | Jan. 28, "                   | 4,082 14 6          |          |
| March 24, 1886    | "                                 | Repairs, &c., Southward Section         | R. Johnstone ..                 | July 16, 1886             | ..                           | 677 16 0            |          |
| March 24, "       | "                                 | " Mason Section ..                      | "                               | June 23, "                | ..                           | 470 12 8            |          |
| Jan. 10, 1885     | Bridge over Taieri ..             | Taieri Bridge ..                        | Watson Rhodes ..                | Oct. 9, 1885              | ..                           | 5,731 19 8          |          |
| May 11, "         | Bridges over Clutha, &c.          | Beaumont Bridge Superstructure          | J. Anderson ..                  | July 23, 1886             | ..                           | 4,643 12 6          |          |
| Feb. 9, 1886      | "                                 | Roxburgh Bridge ..                      | Daulby and Millar ..            | Sept. 20, "               | ..                           | 3,340 4 8           |          |
| April 10, 1885    | Harbour Defences                  | Kaiwarra Jetty, Wellington              | H. Jacobsen ..                  | May 28, 1885              | June 5, 1885                 | 214 0 0             |          |
| Nov. 6, "         | "                                 | Store Shed, Wellington                  | M. Murdoch ..                   | Jan. 6, 1886              | Jan. 6, 1886                 | 175 10 0            |          |
| Feb. 8, 1886      | "                                 | Traversing Gear, Wellington             | D. Robertson and Co. ..         | April 6, "                | ..                           | 232 7 0             |          |
| March 3, "        | "                                 | 400 Yards Road Metal, Wellington        | Henry Cole ..                   | April 13, "               | ..                           | 95 0 0              |          |
| March 11, "       | "                                 | Officers' Quarters, Auckland            | Ephraim Mills ..                | May 18, "                 | ..                           | 456 5 0             |          |

## APPENDIX F.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1885, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1886.

| Date of Contract. | Name of Contract.               | Name of Contractor.     | Contract to be completed. | Date when Contract was completed. | Amount of Contract.  |
|-------------------|---------------------------------|-------------------------|---------------------------|-----------------------------------|----------------------|
| AUCKLAND.         |                                 |                         |                           |                                   |                      |
| 15 Feb., 1885     | Ormond to Opotiki, Nos. 7-8 ... | J. White ...            | 31 Aug., 1885             | 30 Nov., 1885                     | £ s. d.<br>3,541 2 6 |
| 15 Feb., "        | Okaihū to Victoria, No. 1 ...   | Fraser and Macdonald    | 31 Aug., "                | 1 Aug., "                         | 285 4 0              |
| 15 Feb., "        | " No. 2 ...                     | McKenzie and McInnes    | 31 Aug., "                | 25 Sept., "                       | 515 17 0             |
| 15 Feb., "        | " No. 3 ...                     | Fraser and Macdonald    | 31 Aug., "                | 30 Sept., "                       | 448 1 6              |
| 31 Jan., 1884     | " No. 114 ...                   | J. Anderson ...         | 31 May, "                 | "                                 | 388 12 0             |
| 30 Jan., 1886     | " No. ...                       | W. McGeachie ...        | 30 June, 1886             | "                                 | 380 0 0              |
| 1 Jan., "         | Waimamakau Bridge, No. 135 ...  | W. McGeachie ...        | 31 Mar., "                | 1 Mar., 1886                      | 560 0 0              |
| 1 Dec., 1884      | Otongo Bridge ...               | J. Monro ...            | 30 April, 1885            | 30 June, 1885                     | 132 0 0              |
| HAWKE'S BAY.      |                                 |                         |                           |                                   |                      |
| 1 Dec., 1884      | Tautane Roads, Nos. 4-7 ...     | Sidwell and Co. ...     | 30 Sept., 1885            | 30 July, 1885                     | 1,136 4 10           |
| 1 March, 1885     | " No. 8 ...                     | M. Deck ...             | 31 July, "                | 10 Nov., "                        | 584 0 0              |
| 1 March, "        | " No. 9 ...                     | J. Cripps ...           | 31 July, "                | 15 Dec., "                        | 503 10 0             |
| 27 Sept., "       | " No. 10 ...                    | Sidwell and Co. ...     | 25 Dec., "                | 30 Nov., "                        | 418 10 0             |
| 15 Oct., "        | " No. 11 ...                    | Sidwell and Co. ...     | 31 Dec., "                | 30 Nov., "                        | 446 7 0              |
| 5 Dec., "         | " No. 13 ...                    | J. Cripps ...           | 31 Mar., 1886             | 15 April, 1886                    | 245 16 6             |
| 29 Dec., "        | " Nos. 14-16 ...                | Sidwell and Co. ...     | 30 April, "               | "                                 | 632 0 0              |
| 5 Jan., "         | Maharahara Block, Nos. 2-6 ...  | Miller and Jansen ...   | 30 June, "                | 30 Aug., 1885                     | 995 15 0             |
| 5 May, "          | " Nos. 8-11 ...                 | Bellshaw and others ... | 31 Aug., "                | 30 Sept., "                       | 649 15 0             |
| 5 Jan., "         | Umutaoroa Block, Nos. 1-4 ...   | Beaumont and Co. ...    | 30 June, "                | 20 July, "                        | 638 6 8              |
| 7 Oct., "         | " Nos. 5-8 ...                  | McDonald and Co. ...    | 31 Jan., "                | 15 Mar., 1886                     | 455 0 0              |
| 6 Nov., "         | " Nos. 9 10 ...                 | P. McCarthy ...         | 31 Mar., "                | "                                 | 163 16 8             |
| 23 Nov., "        | " No. 11 ...                    | J. Henry ...            | 31 Mar., "                | "                                 | 159 2 3              |
| WELLINGTON.       |                                 |                         |                           |                                   |                      |
| 20 Feb., 1885     | Mangaone Roads, No. 2 ...       | Handbrook and Co. ...   | 30 June, 1885             | 30 June, 1885                     | 259 4 4              |
| 20 Feb., "        | " No. 3 ...                     | J. McCarthy ...         | 30 June, "                | 15 Aug., "                        | 133 8 1              |
| 20 Feb., "        | " No. 5 ...                     | Brightwell and Co. ...  | 30 June, "                | 30 June, "                        | 234 6 7              |
| 25 March, 1886    | " Nos. 6-7 ...                  | Tanquey and Co. ...     | 30 Sept., 1886            | "                                 | 1,243 17 6           |
| 1 March, "        | Pohangina ...                   | A. Pringle ...          | 30 June, "                | "                                 | 613 1 2              |
| 26 Feb., "        | Otamakapua, No. 2 ...           | Jameson Brothers ...    | 30 April, "               | "                                 | 253 13 0             |
| 5 April, "        | Makakahi, No. 16 ...            | F. Girwood ...          | 31 July, "                | "                                 | 161 12 0             |
| 5 April, "        | " No. 17 ...                    | T. Chisholm ...         | 31 July, "                | "                                 | 89 15 7              |
| 1 Oct., 1885      | Karewarewa, No. 1 ...           | M. Howard ...           | 31 Dec., 1885             | 3 Dec., 1885                      | 233 3 4              |
| 24 July, "        | Paratieki, No. 1 ...            | M. Howard ...           | 31 Dec., "                | 16 Feb., 1886                     | 286 2 8              |
| 28 Aug., "        | " No. 2 ...                     | J. Costigan ...         | 31 Dec., "                | 16 Feb., "                        | 175 13 0             |
| 20 May, "         | Awakino Bridge ...              | A. Reese ...            | 30 Sept., "               | 20 Nov., 1885                     | 234 0 0              |
| NELSON.           |                                 |                         |                           |                                   |                      |
| 31 March, 1885    | Takaka Bridge ...               | Manson Brothers ...     | 31 Oct., 1885             | "                                 | 3,308 10 4           |
| 1 Feb., 1886      | Cannibal Gorge ...              | Connington & Searight   | 31 Aug., 1886             | "                                 | 1,175 0 0            |
| 20 March, "       | Tadmor Road, No. 20 ...         | J. Lawson ...           | 30 Sept., "               | "                                 | 710 0 0              |
| 20 March, "       | " No. 22 ...                    | F. Needham ...          | 30 Sept., "               | "                                 | 520 0 0              |
| WESTLAND.         |                                 |                         |                           |                                   |                      |
| 1 March, 1885     | Moeraki to Otamotu ...          | P. Jameson ...          | 31 Dec., 1885             | 25 Nov., 1885                     | 1,366 15 0           |
| OTAGO.            |                                 |                         |                           |                                   |                      |
| 19 Jan., 1885     | Precipice Creek ...             | F. Mangan ...           | 31 July, 1885             | 5 Dec., 1885                      | 1,240 17 0           |
| SOUTHLAND.        |                                 |                         |                           |                                   |                      |
| Nov., 1883        | Forest Hill Tramway, No. 2 ...  | H. Jagers... ..         | Nov., 1884                | 31 Dec., 1885                     | 5,455 2 8            |

## APPENDIX G.

SCHEDULE of CONTRACTS for WATER-RACES current on the 1st April, 1885, and CONTRACTS entered into by the MINISTER of MINES during the Year ended 31st March, 1886.

| 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. |
|-------------------|---------------------|---------------------|-----------------------|---------------------------|------------------------------|----------------------|-----------------------|
| Dec. 15, 1883     | Mikonui Water-race  | Section 7-2 ..      | William Richards      | Feb. 28, 1886             | "                            | £ s. d.<br>2,754 5 0 | £ s. d.<br>1,281 0 0  |
| April 4, 1885     | Argyle Water-race   | Section 12 part 1.. | George Harbury        | Mar. 28, 1885             | July 20, 1885                | 50 0 6               | 68 2 0                |
| " "               | Ditto ..            | " part 2..          | Alexander Macdonald   | June 14, "                | Nov. 25, "                   | 475 5 0              | 97 15 1               |
| May 2, "          | " ..                | " part 3..          | Patrick Kelly ..      | Sept. 2, "                | "                            | 678 18 3             | 2 0 0                 |
| June 23, 1883     | Mikonui Water-race  | Section 7-1 ..      | Pearce and Buckingham | Dec. 15, "                | Aug. 14, "                   | 4,743 15 0           | 3,200 0 0             |

## APPENDIX H.

# ANNUAL REPORT ON RAILWAYS

BY

THE ENGINEER-IN-CHIEF.

The ENGINEER-IN-CHIEF to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Public Works Office, 31st March, 1886.

I have the honour to submit the following report on railway works executed and in progress throughout the colony during the year ending the 31st March, 1886 :—

GENERAL.

The following statement shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1886:—

| Name of Railway.                                         | Total Length of Railway or Section. | Open for Traffic. | Expenditure to 31st March, 1886. | Liabilities on 31st March, 1886. |
|----------------------------------------------------------|-------------------------------------|-------------------|----------------------------------|----------------------------------|
|                                                          | M. ch.                              | M. ch.            | £ s. d.                          | £ s. d.                          |
| Kawakawa .. .. .                                         | 7 41                                | 7 41              | 89,440 11 5                      | 2,338 17 9                       |
| Whangarei-Kamo .. .. .                                   | 6 52                                | 6 52              | 68,241 3 3                       | 47 15 6                          |
| Kaipara-Waikato, with Branches .. .. .                   | 150 60                              | 133 79            | 1,253,779 13 11                  | 11,398 4 3                       |
| Waikato-Thames, including Cambridge Branch .. .. .       | 73 32                               | 42 57             | 216,451 6 0                      | 13,263 5 5                       |
| Wellington-Napier and Palmerston North .. .. .           | 227 31                              | 150 42            | 1,479,670 11 4                   | 42,361 16 5                      |
| Wellington-Foxton .. .. .                                | .. .. .                             | .. .. .           | 41,815 3 11                      | 478 7 10                         |
| Foxton-New Plymouth .. .. .                              | 202 63                              | 195 25            | 1,368,229 17 11                  | 8,097 19 2                       |
| Main North Island Trunk .. .. .                          | 210 0                               | .. .. .           | 60,779 15 1                      | 84,267 6 7                       |
| Nelson-Roundell .. .. .                                  | 52 0                                | 22 73             | 174,913 16 10                    | 236 5 6                          |
| Greymouth-Nelson Creek .. .. .                           | 16 3                                | 7 69              | 196,259 3 5                      | 20 0 0                           |
| Greymouth-Hokitika .. .. .                               | 23 51                               | .. .. .           | 37,777 0 6                       | 4,061 18 3                       |
| Westport-Ngakawau .. .. .                                | 19 63                               | 19 19             | 214,402 4 9                      | .. .. .                          |
| Picton-Hurunui—Picton-Awatere Section .. .. .            | 34 40                               | 17 73             | 219,605 0 1                      | 10,133 2 8                       |
| "    Red Post Section .. .. .                            | 9 50                                | 9 50              | 37,471 9 0                       | 1,574 17 7                       |
| Hurunui-Waitaki, with Branches .. .. .                   | 444 0                               | 397 16            | 2,318,943 18 4                   | 11,804 10 2                      |
| Oxford-Malvern .. .. .                                   | 11 44                               | 11 44             | 59,210 11 0                      | .. .. .                          |
| Waitaki to Bluff, with Branches .. .. .                  | 471 5                               | 353 71            | 3,157,151 1 4                    | 26,307 11 11                     |
| Otago Central—Chain Hills-Blair-Taieri Section .. .. .   | 37 0                                | .. .. .           | 267,218 9 5                      | 51,202 15 8                      |
| Invercargill-Kingston, with Branch .. .. .               | 117 4                               | 93 34             | 307,701 4 7                      | 5,479 11 5                       |
| Western Railways .. .. .                                 | 57 53                               | 57 53             | 222,920 18 11                    | 1,198 15 3                       |
| Preliminary Surveys .. .. .                              | .. .. .                             | .. .. .           | 53,246 12 1                      | 1,246 12 9                       |
| Miscellaneous .. .. .                                    | .. .. .                             | .. .. .           | 15,312 1 6                       | .. .. .                          |
| Stock of permanent-way and rolling-stock on hand .. .. . | .. .. .                             | .. .. .           | 300,240 17 4                     | 112,072 7 5                      |
| <b>Total .. .. .</b>                                     | <b>2,172 44</b>                     | <b>1,533 1</b>    | <b>12,160,782 11 11</b>          | <b>387,592 1 6</b>               |
| <b>PROVINCIAL GOVERNMENT LINES.</b>                      |                                     |                   |                                  |                                  |
| Canterbury (lengths included above) .. .. .              | .. .. .                             | .. .. .           | 731,759 0 0                      | .. .. .                          |
| Otago .. .. .                                            | .. .. .                             | .. .. .           | 372,522 2 5                      | .. .. .                          |
| <b>DISTRICT RAILWAYS.</b>                                |                                     |                   |                                  |                                  |
| Thames Valley-Rotorua .. .. .                            | 22 20                               | 22 20             | 115,000 0 0                      | .. .. .                          |
| Rakaia-Ashburton Forks .. .. .                           | 73 60                               | 30 60             | 73,300 0 0                       | .. .. .                          |
| Waimate .. .. .                                          | 8 21                                | 8 21              | †                                | †                                |
| Duntroon-Hakateramea .. .. .                             | 15 38                               | 15 38             | †                                | †                                |
| <b>Grand total .. .. .</b>                               | <b>2,268 44</b>                     | <b>1,591 1</b>    | <b>*13,453,363 14 4</b>          | <b>387,592 1 6</b>               |

\* If the amount paid out of Consolidated Fund on account of district railways—viz., £35 17s. 10d., and also the amount still to be paid out of loan on account of same railways—viz., £136,400 7s. 11d., together with the expenditure on the Greymouth and Westport Harbour Works (£141,341 2s. 1d.), less £4,975 1s. 7d. expended on permanent-way for the Gisborne-Oroumud Tramway, be added to this amount, it will show the amount stated as the cost of the railways by the General Manager in Return 6.

† The cost of these railways is not shown here as the purchase-money is not paid yet, and the amounts to be paid for them are not included amongst the liabilities, as they are not properly liabilities against the public works votes, being provided for by special Act. The lengths only of these lines are now therefore put in this table in order to show total length of railway opened for traffic, and the cost will be included in next year's table after they are paid for.

A total length of 135 miles 28 chains of railway has been opened during the year—43 miles 50 chains in the North Island, and 91 miles 58 chains in the Middle Island. The sections making up these lengths are as follow, and include certain railways purchased by Government from private companies:—

| Railway.                      | Section.                            | Length. | Date of Opening. |
|-------------------------------|-------------------------------------|---------|------------------|
|                               |                                     | M. ch.  |                  |
| Kaipara-Waikato ... ..        | Auckland Station ... ..             | 0 15    | 30 Nov., 1885.   |
| Hamilton-Grahamstown ... ..   | Morrinsville-Te Aroha ... ..        | 12 55   | 1 March, 1886.   |
| Thames Valley-Rotorua ... ..  | Morrinsville-Oxford ... ..          | 30 60   | 8 March, 1886.   |
| Greymouth-Nelson Creek ... .. | Stillwater (portion) ... ..         | 0 10    | 1 Sept., 1885.   |
| Picton-Hurunui ... ..         | Culverden-Hurunui ... ..            | 9 50    | 9 Feb., 1886.    |
| Hurunui-Waitaki ... ..        | Hurunui-Medbury ... ..              | 1 14    | 9 Feb., 1886.    |
| Little River-Akaroa ... ..    | Birdling's Flat-Little River ... .. | 5 38    | 16 March, 1886.  |
| Rakaia-Ashburton Forks ... .. | Rakaia-Methven ... ..               | 22 20   | 1 April, 1885.*  |
| Waimate Gorge ... ..          | Waimate-Waihao Downs ... ..         | 8 21    | 1 April, 1885.*  |
| Duntroon-Hakateramea ... ..   | Duntroon-Hakateramea ... ..         | 15 38   | 1 April, 1885.*  |
| Palmerston-Waihemo ... ..     | Palmerston-Dunback (part) ... ..    | 6 77    | 1 Oct., 1885.    |
| Catlin's River ... ..         | Balclutha-Romahapa ... ..           | 7 66    | 15 Dec., 1885.   |
| Lumsden-Mararoa ... ..        | Castle Rock-Murray Creek ... ..     | 4 9     | 13 March, 1886.  |
| Orepuki Branch ... ..         | Colac-Orepuki ... ..                | 10 35   | 5 May, 1885.     |
| Total ... ..                  | ...                                 | 135 28  |                  |

\* In these cases the dates given are the dates on which the railways became the property of the Government.

Appended to this report is a coloured diagram which shows the length of railway opened each year from the commencement.

#### KAWAKAWA RAILWAY.

A few minor works, such as road-crossings, and fencing near Taumarere, are all that have been done on this line during the year.

#### WHANGAREI-KAMO RAILWAY.

The proposed extension of this railway to deep-water at Grahamstown has been surveyed, and plans and estimates of the cost have been prepared.

A branch railway to the Whauwhau coalmine, 1 mile 9 chains long, has been made by the proprietors, and connected with the main line at 1 mile 79 chains from port. The work was done under the supervision of this department, and passed as fit for traffic on the 18th August.

#### KAIPARA-WAIKATO RAILWAY AND BRANCH.

*Works in Auckland.*—The new passenger-station contract was completed on the 27th November last; the station-yard was also completed about the same time, and the station was opened for public traffic on the 30th November. The only work now being done is the completion of the metal-ling of the approaches. A few small items of work have been done at Newmarket workshops.

*Minor Improvements.*—A considerable amount of fencing has been done on the main line at Pukekohe, Taupaki, Manurewa (Papakura), and Papakura. Cottages have been built at Penrose and Te Awamutu, and a stationmaster's house in Auckland new passenger-station yard.

*Surveys.*—The proposed new line of railway from Auckland to Penrose, *via* the beach, has been surveyed, and plans and estimates for two alternative lines have been prepared.

The survey of the proposed railway route through the City of Auckland and suburbs, commencing at Kingsland Railway-station, and going northward to Auckland new railway-station, *via* Freeman's Bay and Customhouse Street West, was begun in February last, and it is expected that the field-work and plans will be finished in about a month.

The survey of the Huntly Branch Railway has been completed, and plans of the same, including a bridge over the Waikato River, have been prepared in readiness to call for tenders.

*Pukekohe-Waikuku Branch.*—The survey of this line has been completed, and plans and sections have been prepared, as well as plans showing the amount of land required for the railway.

The survey of the main railway *as constructed* is well advanced, *viz.*, the survey up to 98 miles and the levelling up to 77½ miles, leaving 22½ miles of field-work to be completed. The plans of 27 miles have been finished, and the remainder up to 77½ miles will, it is expected, be finished in about two months.

#### WAIKATO-THAMES RAILWAY.

*Hamilton-Te Aroha Section.*—The works connected with the swing-bridge over the Thames at Te Aroha have been completed for some time, and the works on the permanent-way and part-formation contract, Morrinsville to Te Aroha, were so far completed as to allow of the line being opened throughout for public traffic on the 1st instant. There are still a few minor works to be attended to, as well as the completion of the station-buildings contract, which was only let on the 15th February last; consequently, the great bulk of the work is yet in hand, and is spread over five different stations. The permanent water-supply at Te Aroha is also in hand, as well as the fencing-in of the station ground.

*Grahamstown-Hikutaia Section.*—Hikutaia contract, formation only, commencing at end of Kauaeranga section, 4½ miles, and terminating at 12 miles 65 chains, was let by contract on the 28th July, 1885, and should be finished on the 28th January, 1887. The work is progressing fairly well, and is about one-half done.

*Surveys.*—The survey of the remaining portion of this line—from Hikutaia to Te Aroha—was begun in February last, and has progressed as far as 22 miles 26 chains. It was slightly obstructed at times by the Natives, but their opposition appears to have been withdrawn.

*Hamilton-Cambridge Branch Railway.*—In connection with this the Victoria Road has been formed and metalled from Hautapu Railway-station to Cambridge town boundary. Some requisite fencing has also been erected.

#### MAIN TRUNK RAILWAY: NORTH END.

*Puniu Contract.*—Formation and permanent-way, 15 miles 2 chains, reaching from Te Awamutu southward. This contract was let on the 13th April, 1885, and the contract-time will expire on the 13th April, 1886. The works will not be completed by that time, but the contractor is making steady progress. The Puniu bridge has been completed, and the rails have been laid for 3½ miles. A portion of the formation of this contract, viz., from the 6th to the 12th mile, was reserved for Maori piecework, which was begun in April, 1885, with eight parties of Natives. In all thirty sections were let, and twenty-five of these have been satisfactorily completed. Three will be finished in a few weeks, and the rest in about three months. The latter comprises the long embankment across the Kawa swamp, 7 miles 45 chains to 8 miles 25 chains. In connection with the Kawa Railway-station a branch road to connect with the main road leading south from the Puniu, let on piecework in nine sections to parties of Natives, was satisfactorily completed in May last. The length of this road is 3 miles 70 chains.

*Te Kuiti Contract,* including formation and permanent-way, 10 miles 58 chains long, was advertised in August last, but was withdrawn from tender in September. This contract joins the Puniu contract, and the formation on the first five miles was reserved for piecework by the Natives living near.

*Puro-o-tarao Tunnel Contract.*—This is about forty-eight miles south of Te Awamutu, and was let on the 11th August last, the date for completion being the 11th August, 1887; its length is 1 mile 34 chains. The principal work done has been in connection with getting the materials to the ground. This was accomplished by the use of punts on the Waipa River from Alexandra to Te Kuiti, from whence to the tunnel the contractors formed a rough road suitable for bullock-teams. Other preliminary work has been done, such as bush-felling and clearing, and the cutting of timber for bridgework.

*Road-works in Connection with the Main Trunk Railway.*—The Puniu River cart-bridge was one of the works found to be absolutely necessary to give safe and convenient access to the railway works and to the Native lands south of the Puniu River (confiscated lands boundary), and a contract for the work was let the 17th July, and was finished the 19th December of same year—1885. The bridge consists of three spans of 40ft. each and six spans of 20ft. each—total, 240ft. It was also deemed necessary to form a road alongside the Ongaruhe River above the point to which it is navigable for canoes—viz., Te Koura, and leading northwards towards the Puro-o-tarao tunnel. This work has been done for about fourteen miles. It was offered to the Natives in July last, but they refused to take it, except at prices which were much too high. It was then offered to Europeans, who took it at fair rates in four sections, on which sixty men were set to work, and who finished it satisfactorily. Another portion of this road—Waimiha to Te Koura, five miles—was advertised for public tender on the 11th August, but all the tenders were declined, being too high.

*Proposed railway connection between New Plymouth and Auckland.*—This question has been under consideration, and, judging from the amount of information in possession of the department, there is little doubt that a fairly workable line at a not immoderate cost could be obtained. It would start from Waitara, along the coast to the Mimi River; thence up one of the branches of that river, crossing the range into the Tangarakau, and onwards towards the Ohura, up which valley a fair route could be found, joining the Main Trunk line at a point about 60 miles south of Te Awamutu. The length of this line would be about 75 miles.

*Cottages* have been built for the accommodation of the engineering staff at 11 miles 61 chains and at 14 miles 14 chains, both four-roomed; also at 17 miles 38 chains, three-roomed; at 19 miles 77 chains, two-roomed; at 25 miles 68 chains, six-roomed; at 48 miles 25 chains, six-roomed. The latter is near the tunnel described above.

*Sleepers.*—Contracts for sleepers have been let to the extent of 66,000, and 18,000 have been taken over from the Working Railways Department.

*Surveys.*—Southwards of the Te Kuiti contract comes the Waiteti contract, 8 miles 52 chains long. The contract survey of this was completed and plans and sections made in January last. The Mokau section follows next, of which a trial survey four miles in length, extending to the saddle between the Mokau and Paretikoura Rivers, has been completed. At this point the survey was stopped, along with other works, to reduce expenditure. Southwards of the Puro-o-tarao tunnel for 4½ miles a survey of the railway-line was also finished, but was stopped at the same time and for the same reason as the one described.

*Revision and Correction of the first preliminary Survey made by Mr. Rochfort.*—During the year Mr. Rochfort has been surveying, locating, and grading the line between Turangarere to Waimarino, 14½ miles; all in bush. He also explored for a suitable cart-road from Ohakune to the Wanganui River, and, as before described, the one starting from Pipiriki was found to be the best and shortest. Other lines were explored, viz.—from Ranana and Hiruharama respectively—but were found to be too rough, as was also another line explored down the Manganui-a-te-ao River. Pack-tracks have been made by Mr. Rochfort's party to the extent of 35 miles in all, viz., from Ohakune towards

Pipiriki, 14 miles; thence to Turipo on the Native track to Ranana, 7 miles; from Ohakune northwards towards Waimarino,  $6\frac{1}{2}$  miles; from Waimarino southwards towards Ohakune,  $1\frac{1}{2}$  miles; and from Ohakune southwards to the Murimotu Plains,  $6\frac{1}{2}$  miles: leaving a gap of about  $6\frac{1}{2}$  miles to complete. From Taumaranui towards Waimarino some 21 miles are fit for pack-horses, leaving about four miles to complete the track through to the Waimarino Plains. The routes followed by these pack-tracks have been surveyed.

When these gaps are cut through we shall have a continuous pack-track from Taumaranui to Murimotu, which will represent a saving of sixty miles of travelling between Ohakune and Waimarino alone. Mr. Rochfort has also executed a compass survey of the Wanganui River from Taumaranui to Upokongaro, 129 miles; and has also reported on the suitability of the river for navigation. For the convenience of these inland surveys and explorations two plank-houses and two storehouses have been built at Taumaranui; at Wainarino one plank-house, and at Ohakune two plank-houses and one storehouse has been built. It is proposed to increase the number of these houses and stores from time to time.

#### THAMES VALLEY AND ROTORUA RAILWAY.—(PRIVATE RAILWAY PURCHASED BY GOVERNMENT.)

A portion of this work—(constructed by a company bearing title as above)—viz., 31 miles, from Morrinsville to Oxford, was inspected by this department, and passed as fit for public traffic on the 5th March, and on the 8th March it was formally opened. The Engineers for the work, Messrs. Stewart and Hunter, reported as follows, viz.:—

*"Morrinsville to Oxford."*—On the 8th March this portion of first section of the Thames Valley and Rotorua Railway was formally opened for traffic by the Working Railways Department. The works were not as fully completed at the time as we could have wished, but most of the shortcomings have since been rectified by the contractor, and station-buildings and other works fully completed."

*"Oxford to Lichfield (12 miles)."*—The works are still in progress, the contractors being very much behindhand with contract. We hope, however, to have everything ready for handing over by the latter end of next month; but everything will depend upon the time occupied in constructing the Lichfield water-supply and tanks."

The second section of this railway, extending from Putaruru Junction, five miles north of Lichfield, is now under survey, and contract plans for the first eight miles are expected to be ready by about the end of April or beginning of May.

#### WELLINGTON-NAPIER RAILWAY—NAPIER TO WOODVILLE.

*Tamaki Contract.*—This extends southwards of Tahoraite (the end of the opened line) for a distance of 13 miles 43·28 chains, and includes formation and platelaying. It was let on 8th May, 1885, and the time for completion is 8th February, 1887. The contractor has made fair progress with his work: the earthwork is about two-thirds done, bridge-work about half, concrete work and culverts almost complete, platelaying not yet begun. This contract reaches to within a mile and a half of Woodville Railway-station, and for this distance it is proposed that a small formation contract will shortly be let. Woodville Station ground and the approach road to it has been partly formed by a number of unemployed sent from Napier: the number never exceeded thirty; many of them left as better work offered, and the last of them departed early in February.

*Awapurua Bridge Contract.*—This work was satisfactorily completed and the bridge opened for public traffic on the 9th July, 1885. Some extra protective works considered to be necessary at five of the piers at the north end of the bridge are still in progress, but will shortly be completed.

*Works on Open Lines.*—Sundry small works have been executed, and water-supplies, to be used in case of fire, have been constructed at the viaducts over the Manawatu and Makatoku rivers, and arrangements are being made to protect in the same way those over the Mangarangiara, Mangatewainui, Mangatera, and Whakaruatapu.

*Erection of Rolling-stock.*—Under an authority issued in 1883 the work of erecting three goods-brakes, three horse-boxes, ten cattle-trucks, five sheep-trucks, twelve timber-trucks, twenty low-side wagons, and twenty high-side wagons has been completed at the workshops, Napier.

#### WELLINGTON-NAPIER RAILWAY—WELLINGTON TO WOODVILLE.

*Opaki Contract (8 miles 6 chains, formation and permanent-way).*—The works described in last year's report as being in progress are now completed. Station-buildings are now being erected, in view of the opening of the line.

*Kopuaranga Contract (8 miles 9 chains, formation only).*—This work was satisfactorily completed on the 14th January. As a means of increasing the public convenience, it was decided to proceed with the extension of the platelaying over this latter contract as soon as that on the Opaki contract was finished, and the rails are being laid to Mauriceville, 12 miles beyond Masterton, with the view of making this a temporary terminus from and to which the coaches to Woodville and Napier will depart and arrive. Sufficient station accommodation will be provided (under contract) to meet this arrangement, and it is expected that this portion of the railway will be ready for public traffic sometime in May. Arrangements are also being made to extend the platelaying beyond Mauriceville to Mangamahoe, the end of the Kopuaranga contract, about four miles further, and to erect the necessary station-buildings, &c. This work may probably occupy a further period of three months.

*Sleepers.*—Contracts for 12,000 sleepers were entered into for the above sections.

*Surveys.*—The survey of the railway-line south of Woodville has been in hand for some time—eight miles have been located and pegged, and eight miles of trial survey have been completed. It is intended to complete the survey as far as Eketahuna, to which place it has already been made from the Wellington end, viz., about 89 miles in all.

## FOXTON-NEW PLYMOUTH RAILWAY.

*Moturoa Contract* (2 miles 35 chains) extends from New Plymouth to the Breakwater. It consists of formation and permanent-way, and is now nearly finished; it will probably be opened for traffic early in May. The necessary station-buildings and appliances are in progress.

*Works on Open Lines.*—Various necessary works have been done at several stations, fencing at several places along the line, and large additions to the workshops at East Town, Wanganui, have been made, to give room for additional requisite machinery, &c.

The Carnarvon-Sandon Tramway, which joins the main line at Carnarvon, has been extended  $4\frac{1}{2}$  miles to Sandon by the Manawatu County Council; and this was ready for traffic on the 11th November, 1885.

The Wanganui Heads Railway, constructed by a company, joins the Wanganui Railway-station at the west end; it is 3 miles 50 chains long, and was ready for traffic on the 29th September, 1885; it has a station and small wharf just inside the entrance of Wanganui River.

*Erection of Rolling-stock.*—At Sentry Hill workshops were erected two brake-vans, nine cattle-trucks, one horse-box, and ten high-side wagons; and at East Town workshops were erected two bogie-carriages 44ft. long, and 1 locomotive engine. There are now five bogie-carriages on this line.

*Surveys.*—17 miles 45 chains of the survey of the railway as actually constructed from Waitara towards Hawera have been completed.

*Land-plan Surveys.*—The following have been done during the year, viz., Waiongona to Stratford,  $15\frac{1}{2}$  miles; land for Moturoa section (2 miles 35 chains); also other small surveys.

## PALMERSTON-WOODVILLE RAILWAY.

The survey between Palmerston North and the west end of the Gorge (8 miles 6 chains), described as being in progress last year, has been completed, and plans and sections have been prepared.

The survey of the railway-line through the Gorge (4 miles 32 chains) has also been completed, and plans and sections have been prepared, in view of calling tenders for the work.

## NORTH ISLAND MAIN TRUNK RAILWAY: SOUTH END.

*Marton Junction Station.*—The execution of this work, being on the main line of railway (Foxton-New Plymouth), was placed in the hands of the Working Railways Department, and is now completed. Engine-shed, coal-store, passenger-platform, and stationmaster's house have been erected.

*Porewa Contract* (12 miles 54 chains) adjoins the Marton Junction Station. It was let by contract 11th April, 1885; but, the contractor having failed to make good progress, the work was taken out of his hands, after the usual notices had been given, and a new contract was entered into, under which good progress has been made. The work is now about five-eighths completed.

*Hunterville Contract* (5 miles 57 chains) joins that last described. It was advertised for public tender, and tenders were received, but none were accepted, owing to the necessity for limiting the expenditure on railways.

*Surveys.*—From 18 miles 31 chains, the end of Hunterville contract, the survey has been completed and plans prepared ready for a new contract as far as 23 miles 18 chains.

Between 23 miles 18 chains and 26 miles several trial lines have been run, crossing the large gully called Makohine: but this portion of the line has not yet been decided on; the rough nature of the country demands further exploration, and more trial lines. It is expected, however, from recent observations, that the difficulty will be surmounted when the survey is again taken up.

From 26 miles onwards the line has been located as far as 31 miles 16 chains. This portion is generally favourable for construction, except at the Powhakarua spur, where a tunnel of about 27 chains will be needed.

Trial surveys have been carried on as far as 37 miles (corresponding to  $39\frac{1}{2}$  miles on Mr. Rochfort's line), and the country has been further explored as far as the Hautapu, to 41 miles. Some parts of this will be rather heavy, including crossing of gullies, and deep cuttings through spurs, with a few small tunnels, although the remainder is reported as involving work of a more moderate character.

*Service-roads to and along Railway-line.*—This work was begun the 16th April, 1885. It starts from the Marton-Murimotu Road at Pukeore, about twenty miles from Marton; at 3 miles it joins the railway-line at  $22\frac{1}{2}$  miles, and thence follows the general direction of the railway. A length of  $13\frac{3}{4}$  miles has been opened. The work includes several small bridges and culverts. It is laid off as a dray-road, but has been formed for the present as a good pack-track. In the bush it is cleared 16ft. to 22ft. wide, leaving the larger trees standing; and the side-cuttings are 5ft. to 6ft. wide in the solid.

*Road, Pipiriki to Ohakune.*—Pipiriki is on the left bank of the Wanganui River, and about fifty-seven miles from Wanganui; it has been selected as the most favourable starting-point for a road to connect with the Murimotu District, and the work of forming it as a dray-road is now in progress. The total length is about 25 miles, of which about three miles have been completed, besides about 14 miles which have been opened out as a pack-track. It is intended to bridge the various streams substantially, and to make the road serviceable for the conveyance of railway material to the interior.

*Wanganui River; Snagging and Clearing.*—This work was started in the beginning of August, 1885, about twenty-five miles above Wanganui, with one old punt. Two more punts were speedily built, and properly fitted for lifting snags and rocks; another punt has also been built, as a dwelling for the workmen engaged in the work of snagging: by this means comfortable quarters have been provided for them near their work. Thirty-one rapids have been cleared, and a number of isolated

snags removed from the reaches between the rapids. The number of snags to be removed is very great. From some of the rapids from three to eight hundred snags have been removed; and at one rapid a reef of "papa" rock had to be blasted and broken up, 60ft. long, 30ft. wide, and 3ft. deep; in other places boulders weighing from three to four hundredweight up to a ton had to be lifted and moved. The work has progressed as far as Kaiwhaika, forty-six miles above Wanganui. The object has been to obtain about 2ft. of water on the various rapids at the ordinary summer level, although a few of the shingle bars may have less than this, viz., from 15in. to 18in.: these, however, it is proposed to improve so as to obtain the necessary depth. Some of the long flat reaches have not more than 2ft of water in them during the summer. It is expected that by about May or June the snagging will have been completed as far as Pipiriki—that is, to where the road to the interior, described above, will begin.

Mr. J. T. Stewart, District Engineer, who inspected the river, in October, 1885, from Taumararua downwards, made a special detailed report on it, accompanied by sketches illustrative of the nature of the falls and rapids, and of the varied and striking scenery on its course. This report is very interesting, and is attached hereto.

A private company in Wanganui has built a stern-wheel steamer, intended to navigate the river, and to carry material for the railway when required. She has, however, been only a partial success: she has navigated the river as far as Pipiriki; but her limited power and speed (about seven miles per hour) will prevent her being usefully employed in carrying heavy cargo as intended. This will be obvious when it is stated that some of the rapids, in their swiftest portions, have a speed of seven miles an hour. A vessel, to make good headway and to surmount these, should have a speed of at least twelve or thirteen miles an hour in still water. I should recommend that at least two stern-wheel steamers of the most improved form should be ordered from England at an early date: there are firms there who have made the construction of such vessels a speciality, and who, on the requisite information being supplied to them, would send out exactly what would be required.

#### NELSON-ROUNDELL RAILWAY.

The present railway is opened to Belgrove, 22 miles; and a formation contract (Wai-iti) was completed last year for 2½ miles further, beyond which no further work has been done this year.

#### PICTON-HURUNUI RAILWAY.

The *Dashwood Contract*, 3½ miles long, formation only, is the only work in progress at this end of the line; it begins at a point 22½ miles from Picton. The work has proceeded slowly during the year, and is as yet only half done; it is calculated that it will take at least fifteen months yet to finish it. The contractor has been urged to expedite the work.

*Picton Wharf Extension.*—This is a contract for lengthening the Picton Wharf 100ft., a work much needed to accommodate the steam vessels calling at the port; it is expected to be finished in about a month.

*Surveys.*—Land surveys and plans have been made for the Wai-iti section, and the land has been taken by Proclamation. Land survey plans for the Vernon section have been made, and the land has been taken by Proclamation. The survey for land and plans for the Dashwood section is not yet done, but will be attended to soon.

*Number of Men employed in Nelson and Marlborough Districts.*—This has averaged 141, of which 125 have been employed by contractors, the rest by Government.

#### GREYMOUTH-HOKITIKA RAILWAY.

A contract for laying the permanent way from 0 miles 9 chains, in the Town of Hokitika, to 4 miles, near the Arahura River, was entered into early in the year, and the work was completed in December last. This portion, it is believed, will be found useful in conveying sawn timber to the port.

During last month a number of unemployed men were sent from Canterbury to work on this railway (about one hundred): they were set to work on a section between the 5th and 7th miles, immediately north of the Arahura River. A small number of local unemployed were also set to work between the 16th and 17th mile pegs, the rate of pay being limited to 5s. per day of eight hours.

The bridge-site at the Arahura River has been re-surveyed, with a view of preparing plans of the bridge and calling for tenders for the work. This will be done shortly.

Work has been done in the proposed Greymouth Station yard, in the way of levelling and filling up, about 7,000 tons of quarry-rubbish having been deposited there.

#### WESTPORT-NGAKAWAU RAILWAY.

No additional works have been carried out on this open line during the year.

The Westport Harbour Board have opened out two quarries near Cape Foulwind Lighthouse, one of granite and one of limestone, both good in quality; and a railway has been constructed thence to the southern or main breakwater, on which a beginning has been made. It is expected that by the beginning of May the Harbour Board will be in a position to begin the work of construction in good earnest. The half-tide training-wall in the river on the north side has been completed for some time, and with good effect.

#### GREYMOUTH-BRUNNERTON RAILWAY.

Some additional moorings have been fixed to the Johnston Street Wharf, at Greymouth; and a footway has been constructed on the top of the Grey Gorge Bridge at Brunnerton: this was considered necessary to insure the safety of foot-passengers.

Plans have been prepared for the extension of the wharf at Greymouth, and tenders will shortly be called for its construction. It will be 650ft. long, and will be fitted with two 8-ton cranes, intended to lift the bodies of the coal wagons, containing 6 tons each, at one lift and deposit their load in one operation in the vessels hold.

The Greymouth harbour works have been carried on by the Harbour Board during the year with success. The southern or main breakwater has now nearly reached its intended limit, and the works on the northern side of the river have been begun. The effect of all these works on the bar is most marked, and there is little doubt that on their completion a steady deep-water channel over the bar will be secured. The works are standing the assaults of the sea very well, as the stones used are of great size and weight and very soon settle themselves into a permanent position.

*Number of Men employed in Westland District.*—These are as follows, viz., under contractors, 60; under Government, 19: total, 79.

#### HURUNUI-WAITAKI RAILWAY AND BRANCHES.

*Hurunui Northwards.*—The contract for the erection of the Hurunui bridge and a section of formation and permanent-way south of the bridge—1 mile 14½ chains—was satisfactorily completed on the 23rd January; and the Culverden Permanent-way contract, extending from the last-named contract to Culverden, 9 miles 50 chains, was completed on the 31st December, 1885, the work having been done within two months. Both sections were opened for public traffic on the 9th February. The painting of the Hurunui bridge is now in hand under contract.

*Works on Open Lines.*—During the year 1,697 cubic yards of heavy stone-work have been tipped over the cliff at Timaru, to prevent encroachment of the sea. Further protection may yet be necessary, but the encroachment is not now so rapid as formerly. There have been 520 chains of single fence erected on the Upper Ashburton Branch. Water-services at Cust and West Oxford have been improved; and new water-services have been put in hand at Medbury and Culverden. A considerable amount of tree-planting has been done by the “unemployed” on the Canterbury railways.

*Upper Ashburton Branch; Mount Somers Contract.*—This contract—1 mile 47¾ chains—includes the formation of a bridge over the Ashburton River 1,204ft. in length, and was completed on the 30th March, 1886. Platelaying and ballasting have also been done as far as the south end of the bridge.

*Mount Somers Extension Contract.*—This work is now advertised for public tender. It includes completion of permanent-way to Mount Somers and the necessary station-buildings; length, 75 chains.

*Lincoln-Little River Branch; Little River Contract.*—This includes formation and permanent-way between Birdling's Flat and Little River—5 miles 38 chains—as well as station-buildings at Little River. It was finished on the 6th March, and opened for public traffic on the 16th March.

*Oxford to Sheffield and Whitecliffs Extension.*—The contract for the extension of the Whitecliffs Branch (24 chains), including a bridge over the River Selwyn, was completed on the 28th September. The rails have not yet been laid.

*Surveys.*—The trial survey of a proposed railway from Little River to Duvauchelles' Bay (Akaroa) has almost been completed, but the work has not yet been all plotted. The ruling gradient is 1 in 50, and the hill would require a tunnel of about 140 chains long to obtain this grade. The sections, so far, do not indicate any other very heavy work.

*Land-plan Surveys.*—The following have been made, viz., Birdling's Flat to Little River, 5½ miles; Culverden sections, Whitecliffs Branch extension, Upper Ashburton Branch extension.

*Land Plans.*—The following have been completed during the year, viz., Hurunui northwards, 10¼ miles; Kaiapoi, Eyreton, 20 miles; Lincoln, Little River, 22½ miles; Upper Ashburton Branch, 23¼ miles: total, 76 miles.

*Number of Men employed.*—In the Canterbury District this has averaged as follows for the year, viz., employed by Government, 280; employed by contractors, 194: total, 474.

#### WAITAKI BLUFF RAILWAY AND BRANCHES.

*Dunedin Goods Yard.*—Several extra sidings, a coal store, ashpits, and a 50-ft. turntable were completed in this yard by the Public Works Department up to the 9th November, at which date the works were handed over to the Working Railways Department, to complete as occasion required.

*Dunedin Station Overbridge Contract.*—The materials for this contract did not arrive in the colony till long after the specified time, consequently the work is much behindhand. The contractor is now making fair progress with its construction. The filling-in of the approaches to this bridge, which did not form part of the above contract, was used as a means of providing work for the unemployed in Dunedin, and the western approach is now well in hand, and will probably be completed in three or four weeks. The unemployed were set to work on the formation and metalling of Cumberland Street from Rattray Street to Anderson's Bay Road, and this work will be completed in a week or two. They were employed in levelling and reclaiming the site of the old railway-station, which work is now nearly done; and also in the formation of half the width of Crawford Street, between Rattray Street and Anderson's Bay Road: on this there are about seventy to eighty men employed.

*Reclamation North of Stuart Street.*—This work was completed in October last.

*River Protection at Balclutha.*—This work, since its completion, has stood the action of two or three considerable floods without being injured, and the result may be considered satisfactory. The vegetation—gorse, willows, and other shrubs—planted along the face of the embankment have grown well and clothed the embankment from end to end.

*Locomotive Workshops, Invercargill.*—These have been provided by the erection of four extra bays to the circular engine-shed, and the work was finished under contract on the 27th January.

*Minor Improvements* and additions on the main line have been effected at Pukerua, Artherton, Otakarama, Waikaka, Edendale, Henley, Gore, Mataura, and other places.

#### BRANCH LINES.

*Duntroon Branch.*—The re-laying of this—21 miles 28 chains—with heavier rails (53lb.) has been completed, with some extra earthwork and ballasting; and a shelter-shed has been built at Black Point.

*Ngapara Branch.*—The work of re-laying this branch with heavier rails (40lb.) has been completed, with extra earthwork and ballasting, and the strengthening of bridges.

*Livingston Branch (Rakis' Contract).*—This includes four miles of formation and platelaying, starting from its junction with the Ngapara Branch. The work is practically finished, and will be taken over in a short time. The survey of this branch to the end of the 12th mile has been made and contract plan completed, in view of calling for tenders for this work.

*Palmerston-Waihemo Railway.*—A contract for laying permanent-way and erecting stations has been completed during the year—length, 6 miles 77 chains, making a total length, from its junction with the main line near Palmerston, of 8 miles 55 chains. It was opened to Dunback (the terminal station) on the 1st October.

*Catlin's River Railway.*—The contract for permanent-way and stations on this line was completed on the 14th December, and on the 15th December it was opened for public traffic. Its length, from the junction with Balclutha Station to Romahapa, at the Port Molyneux Road, is 7 miles 72 chains.

*Waimea-Switzer's Railway.*—A further portion of this line has been surveyed to Switzer's, and a contract can be prepared at short notice. The formation and fencing for the first seven miles have already been executed.

*Seaward Bush Railway (Waimatua Contract).*—2½ miles long, formation only, extending from the end of the Appleby contract, which was three miles long from its junction with the Bluff line. This work was completed on the 15th June. A contract for platelaying over both these sections was let on the 27th July, 1885, and the work is now nearly finished. The next section of 5 miles 45 chains (Otaramika contract) is now ready, and tenders may be called for when thought desirable.

#### INVERCARGILL-KINGSTON RAILWAY, WITH BRANCHES, INCLUDING WESTERN RAILWAYS.

A few minor improvements and additions have been made on the above at various stations.

*Lumsden-Mararoa Branch.*—This branch was opened for public traffic on the 13th March for a distance of 6 miles 30 chains, the latest work executed being formation from 6 miles to 6 miles 30 chains and the laying of permanent-way from 3 miles 60 chains, also the erection of necessary station accommodation. Beyond this a contract for formation and permanent-way as far as Mossburn—10 miles 40 chains—has been entered into, and the work is now in progress.

*Riverton-Orepuki Branch.*—The laying of permanent-way and erection of station-buildings over the last section of this line—10 miles 35 chains—terminating at the Government township of Hirstfield, was completed on the 27th April, and opened for public traffic on the 5th May, 1885.

#### OTAGO CENTRAL RAILWAY.

*Wingatui Permanent-way Contract* (6 miles 65 chains) includes permanent-way, also formation of junction station at main line and laying sidings therein, erection of engine-sheds and coal store and engine-pits, and all sleepers. The work is now all but finished.

*Mullocky Contract.*—This includes the completion of some unfinished formation from 6 miles 65 chains to 7 miles 54 chains, and was completed on the 3rd February, 1886.

*Hindon Section Tunnels Contract* includes five tunnels. The work will not be completed within the date specified, viz., 15th May, 1886.

*Wingatui Viaduct; Masonry Piers and Abutments Contract.*—This tender was let on the 3rd July, 1885, to be completed by the 3rd January, 1886. The works are, however, behindhand, owing to various causes for delay—amongst others, that of the nature of the foundations in piers 2 and 7, which demanded extra precautions.

*Wingatui Viaduct; Piers and Superstructure Contract.*—This work is now going on in a satisfactory manner. The whole of the piers will be ready to be conveyed to the site in a few weeks. The contractor will then take up the construction of the superstructure. All the iron required for this contract has been delivered in New Zealand.

*Hindon Contract* (formation only).—A considerable amount of work yet remains to be done, and the contract time has expired (3rd March). It will take fully two or three months to complete.

*Completion of Deep Stream Contract.*—This work, according to contract, should be finished by the 22nd August, 1886; but it is not probable that it will be done until some two or three months later.

*Nenthorn Contract.*—Time of completion, 3rd May, 1886. This work will be several months behind time.

It has therefore become necessary to urge those contractors who are behind time to a more vigorous prosecution of their works.

*Boring for testing Foundations of other Bridges.*—Nearly all these borings have been completed, and the information will soon be available.

*Average Number of Men employed on Public Works.*—The numbers for this district stand as follows, viz., Government labourers, 74; contractors' labourers, 674; unemployed (four months), 170: total, 918.

## GENERAL.

*Creosoted Sleepers Contract.*—A contract has been let for the supply of 150,000 sleepers creosoted according to specifications. Messrs. Campbell, the contractors, have imported the necessary plant, which they are erecting near Woodend Railway-station. They hope to begin creosoting about the 1st May.

*Surveys.*—A preliminary survey of a railway extension from Lawrence to Roxburgh was begun on the 15th instant, and good progress is being made. It will take fully three months to complete the whole distance—about thirty-five miles. The survey of the extension of the Seaward Bush Railway was begun on the 5th January, and a distance of about 20½ miles, reaching to the Mataura River, has been surveyed. It is expected that the remainder, about nine miles, will take about four to six weeks. This will carry it to a point where it will meet the Edendale-Toi-toi Branch, at the Waimahaka Creek.

## ENCLOSURES.

This report is accompanied by the following enclosures (*page 43*):—

1. Maps of the North and Middle Islands showing the railways open, those in progress, and those proposed.
2. Diagram showing mileage of railways opened each year.
3. Statement showing lengths of railways authorized, constructed, and surveyed.
4. Report on the Wanganui River : Snagging and improvement, &c.

I have, &c.,

JOHN BLACKETT,  
Engineer-in-Chief.

The Hon. the Minister for Public Works.

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## APPENDIX I.

## ANNUAL REPORT ON ROADS, MISCELLANEOUS WORKS, BUILDINGS, AND DEFENCE WORKS BY THE ENGINEER-IN-CHIEF.

The ENGINEER-IN-CHIEF to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Public Works Office, 31st March, 1886.

I have the honour to submit the following report on roads, miscellaneous works, and buildings for the year ending the 31st March, 1886.

## AUCKLAND DISTRICT.

*Great South and Onehunga Road.*—The usual repairs and maintenance of this road was attended to until the 9th February, when the Public Works Department ceased to have control over the work. Drury Creek bridge was rebuilt during the year.

*Cambridge-Rotorua Road.*—The maintenance of this road has been attended to. It is in fair order, and steps are being taken to keep it in good repair during the ensuing winter. The land plans (29 miles) have been completed, and were forwarded to the Survey Department for the usual certificate in June last.

*Waipa-Raglan Road.*—Several of the bridges on this road have been repaired or rebuilt, and the rebuilding of one on the Waipa side of the range, which broke down lately, is in progress.

*Whangarei-Kawakawa Road.*—A portion of this, about seven miles from Whangarei, has been widened and improved for cart traffic, and about 28 chains of metalling have been laid.

*Katikati-Te Aroha Track.*—Various repairs have been attended to during the year, including several bridges, some of which required rebuilding.

*Cambridge-Taupo Road.*—The maintenance of this road has been attended to.

*Katikati Road via Thompson's Track.*—The survey of this was begun in November, and various trial lines were cut. A favourable route has been obtained, and the permanent survey is now in progress. The length is about twelve miles, extending over a high range covered with bush, and broken ground.

*Sundry Roads, Auckland.*—Under this head repairs were executed at Point Curtis Wharf to the extent of £60; other sums in inspection and contingencies.

## BAY OF PLENTY.

TAURANGA-EAST CAPE ROAD.—In sections, viz.,—

*Whakatane-Opotiki* (section 1, 3 miles).—This section has been maintained during the year, and is in a good state for wheeled traffic.

*Whakatane-Ohope* (4 miles).—This has been maintained during the year, and is in a good state for horse traffic.

*Opape-Torere* (7 miles).—Of this road  $3\frac{1}{2}$  miles have been repaired and widened to 10ft. The whole is in a good state for horse traffic.

*Hawai-Maraenui* ( $5\frac{1}{4}$  miles).—Of this a length of  $3\frac{3}{4}$  miles have been formed 8ft. wide, and the work is still in progress over the remainder. The road is not open for traffic.

*Maraenui-Omaio* ( $5\frac{3}{4}$  miles).—This road has been maintained, and is in a good state for horse traffic.

*Te Kaha-Raukokore* (20 miles).—This road has been maintained, and is in fair order for horse traffic.

*Raukokore-Whangaparawa* ( $3\frac{1}{2}$  miles).—This section has been laid off for construction, and a contract has been let to Te Hata, the Native chief at Raukokore, for its formation. Forty chains of side-cutting have been executed. The road is not open for traffic.

*Te Teko-Galatea* (33 miles).—The whole of this road has been re-formed and put in a state of good repair for wheeled traffic, and has since been maintained in that state.

*Te Teko-Matata* (15 miles).—Four new bridges have been erected on this road, to replace old ones broken down, viz., one of 16ft., three of 8ft., also one of 10ft. repaired, approaches made up, and general repairs executed. The road is, however, not yet in good order, and is only passable by horsemen. It will require a considerable amount of work to fit it for wheeled traffic.

*Matata-Te Puke* (10 miles).—This has been re-formed and widened from 12ft. to 18ft. The work included  $4\frac{1}{2}$  miles of side-cutting,  $5\frac{1}{2}$  miles of level formation, and twenty-seven 12in. culverts; also one bridge 70ft. long (one span of 50ft. and two of 10ft. each) erected over the Waitahanui River. To make this road fit for coach traffic it will require the erection of four more small bridges. This would complete the road from Tauranga to Matata via Te Puke (52 miles) as a coach road.

*Whakatane-Te Teko Swamp Road.*—Section 1,  $6\frac{1}{2}$  miles: This is now being repaired and improved by Whakatane Natives, under contract. Section 2,  $6\frac{1}{2}$  miles: This length is being repaired and improved by Te Teko Natives. Neither section is yet fit for traffic.

*Opotiki-Ormond Road* (93 miles).—The work of widening this road from 4ft. to 8ft. wide has been going on during the year, and the road has been maintained through the forest (60 miles) by a small party of men. There remain about twenty-three miles of road to be widened to 8ft., and when this is done the road will in summer be suitable for stock-driving, if fenced in precipitous places.

*Tauranga-Taupo Road.*—This road has been maintained in good order for traffic throughout the year. Two bridges (Ohaupora and Waitaua) were burnt down, and were speedily replaced, and others have been substantially repaired.

*Tauranga-Rotorua via Te Puke.*—This road has been maintained in good order for traffic during the year. A deviation has been made between Te Ngae and Rotorua Township, to avoid a swamp and shorten distance; and the Puharinga bridge has been renewed.

*Rotorua-Tarawera Road.*—This has been kept in good order. It was damaged by a heavy flood in April.

*Atiamuri-Taupo and Taupo-Napier.*—This road is in a fairly good state for traffic, but it will require the renewal of several timber culverts and other works to keep it good for the future. This work should not be lost sight of, as, since the opening of the railway to Oxford, the traffic has increased.

#### WELLINGTON DISTRICT.

*Awakino Road Bridge Contract.*—This was satisfactorily completed on the 6th January, 1886. It consisted of one span of 40ft. (truss) over the Awakino Stream, about twenty miles from Masterton.

#### MANAWATU DISTRICT.

*Manawatu Gorge Road.*—This has been maintained during the year, and sundry repairs done to the bridges. Works under the Roads and Bridges Construction Act have been inspected and reported on for the Counties of Wairoa, Waipawa, Hawke's Bay, Hawera, Rangitikei, Oroua, and Manawatu.

#### NELSON DISTRICT.

*Clarence Bridge.*—This work is about one-half done. The cast-iron cylinders are all sunk and filled with concrete, and the abutments are finished. One span of 120ft. is also erected, and the bulk of the timber is on the ground, although delay has been caused by its non-delivery in time. The work includes four spans of 120ft. each, and one span of 60ft., besides protective works to the river banks.

*Wairau Cart-bridge.*—The work of painting this is being put in hand.

*Clarence-Kaikoura Road.*—An engineering survey of this was made in the beginning of the year, viz., 17 miles, from Clarence to Hapuka. The work itself was placed in the hands of the county.

*Tophouse-Tarndale Road.*—The repairs of this road are now in hand.

*Belgrove-Tophouse and Upper Buller Road.*—This has been well attended to, and many excellent repairs and improvements have been effected.

*Nelson-Lyell Road.*—A portion of this, viz., that over the Hope Saddle, very much needed improvement and re-grading, and a survey was made, which resulted in finding a better route and an easier grade, viz., 1 in 14, instead of 1 in 8, without sharp curves. The work of deviation was put in hand, and, it is hoped, will be finished in about a month. The metalling of about 155 chains of road over Spooner's Range has been completed, besides sundry repairs. Sundry new culverts have been put in between Fern Flat and Lyell, besides general repairs over this portion of the road.

*Road to Owen Reef.*—The desired survey of this has been made—9 miles 22 chains. It is proposed to form a road suitable for sledging, 8ft. wide, as a means of transporting mining machinery to the reefs, at an estimated cost of £1,300. The plans and sections are now being plotted.

*Main Road from Nelson through Pelorus and Rai Valley.*—The Pelorus Bridge contract was completed in August, 1885. The Rai Saddle contract was completed in June. The completion of these works fully opened the communication between Nelson and Blenheim, and a coach occasionally runs between those places. On a portion of this road called Collins's Hill the grades are being improved from 1 in 8 to 1 in 12—a work much needed. The maintenance of this road was handed over to the respective local bodies on the 24th December, 1885.

*Riwaka to Collingwood Road.*—Two contracts have been let for the improvement of the road over the Takaka Range, beginning at Riwaka—in all, five miles. The whole length over the range is about 16½ miles, and the survey of this will be finished in a few weeks. Another contract is in preparation for tender.

*Takaka Bridge Contract.*—This work is not yet finished; it will take about three months yet. A contract for an approach-road to the bridge, on the Collingwood side, 2 miles 29 chains long, has been let, and should be finished in July.

*Matakitaki Horse-bridge Contract.*—This work was completed and opened in January; it consists of five trussed spans of 60ft. each. Some further expenditure will be required for approach-roads.

*Motueka and Motupiko Cart-bridge.*—Surveys have been made of alternative sites, and plans prepared for the upper site, as being most convenient and on the line of the main road. Tenders will shortly be called for its construction. It will include eleven spans of 60ft. each and six spans of 24ft. each, with approaches and protective groins.

*Eve's Valley Road Contract* (1 mile 4 chains).—This provides a road up from the head of the valley to the top of the range, with an improved grade of 1 in 12 instead of 1 in 7, as on the old track. The time for its completion is next July.

#### VARIOUS ROADS AND TRACKS, Etc., MARLBOROUGH.

*Torea Creek Contract.*—This is for the construction of a bridle-track, Queen Charlotte Sound, from Torea Bay to the summit of the hill leading to Portage Bay, 52 chains. The work was completed in October.

*Manaroa Contract.*—1 mile 56 chains of bridle-track leading from Manaroa (Clova Bay) towards Waitaria was finished in December.

*Waikawa-Waitamonga* (4 miles 5 chains).—A survey has been made of this track, but no work has been undertaken.

*Taylor's River Survey*.—A survey has been made by the Public Works Department for the Blenheim Borough Council, and at their cost, to ascertain the practicability of diverting the river from its present uncertain channel into a permanent one.

#### WESTLAND DISTRICT.

*Nelson-Westport Road*.—A survey (plan and sections) is being made of a portion of this, with a view to its improvement, viz., from what is called the Nine-Mile Ferry, on the Buller, to the Inangahua Junction, about twenty miles. About twelve miles of this survey have been completed.

*Westport-Reefton Road*.—Plans have been prepared for a bridge over the Inangahua left-hand branch, called also the Waitahu, about four miles from Reefton, and tenders are being called for the work of erection. It will consist of four spans of 80ft. each and six spans of 30ft. each, as well as protective works of considerable extent.

*Westport-Lyell Road*.—Surveys have been made of the site of a proposed bridge over the Buller River a short distance below the Lyell, where the river is comparatively narrow, with rocky banks. The floods here rise to a great height, over 40ft., and the water-way will be about 320ft. wide. The designs for the bridge are now being prepared, and will demand great consideration, from the nature of the site.

#### CHRISTCHURCH-HOKITIKA ROAD.

The maintenance of this has been executed as usual during the year: no extraordinary slips or flood-damage has occurred. A further length of  $5\frac{3}{4}$  miles has recently been added to the length maintained by Government. This was formerly maintained by the Westland County. In this section the Waimea Creek bridge was carried away by a heavy flood, and is being replaced as rapidly as possible.

The Taipo bridge is well advanced: all the cylinder piers are fixed, and the timber for the superstructure is being prepared for erection. It is expected to be finished about the beginning of June. The work consists of four spans of 110ft. each, with heavy earthwork and rockwork approaches.

#### ROADS TO OPEN UP LANDS BEFORE SALE.

*Ahaura-Kopara* (6 miles 35 chains).—This work was satisfactorily completed in July; it is metalled 4ft. wide, and is a good track for horses.

*Teremakau-Bell-hill*.—Surveys and plans have been made of this road, and handed over to the Grey County Council, who will carry out the work.

#### ROADS ON GOLDFIELDS.

*Mohikinui to Karamea via Rough-and-Tumble*.—Thirteen miles of a survey of this road have been completed, leaving about six miles to survey. Of this road 2 miles 50 chains were completed under contract in December last; a further section of 1 mile 15 chains has been let, and is progressing satisfactorily. The plans and sections of the rest of the road will, as they are completed, from time to time, be handed over to the Buller County Council, who will carry out the work.

Designs are being prepared for a bridge over the Mohikinui River, 210ft. clear span, with the view of calling for tenders after another vote has been taken for this road.

*Brighton to Seventeen-Mile Beach via Terraces*.—The plans prepared by this department for this work were handed over to the county (Grey), and the work is now being carried out by the Council. The plans of that portion of the road lying within the Buller County will, when completed, be handed to the County Council.

*Cobden to Seventeen-Mile Beach*.—A contract has been let for widening a portion of this road—1 mile 35 chains—in the Coal Creek Valley into a dray-road, and the work is now progressing; the completion of this will make the road from Cobden to Seven-Mile Creek (north of Point Elizabeth) available for light dray traffic.

#### WATER-RACES.

*Argyle Race, Charleston*.—Reports have been supplied by the department on the works of extension in progress on this race, the works on which are in charge of the Buller County Council.

*Mikonui Race*.—Contract No. 71, being 50 chains of the long tunnel, was completed in July last; although driven in rock, it had all to be timbered. Contract No. 72, having a length of 35 chains, was completed for about  $21\frac{1}{2}$  chains, when the works came to a standstill, the contractor stating his inability, from want of funds, to proceed further; the work at present remains in this incomplete state.

*Sludge-channel, Borough of Ross*.—A report on this work was supplied on the 28th July, 1885.

#### CANTERBURY DISTRICT.

*Christchurch-Hokitika Road*.—This road has been in good order during the year.

*Kaikoura-Waiatu Road*.—In sections, viz:—

*Greenhills Section Contract*.—2 miles  $58\frac{1}{2}$  chains, formation, bridge, and culverts, was satisfactorily completed on the 28th January, 1886.

*Quail Range Contract*.—6 miles 64 chains, formation and culverts, was completed on the 1st January.

*Mason and Whale's-back Sections—Relief Works*.—The relief works for "unemployed" were commenced on these sections on the 1st April, 1885, and the formation was completed, with the exception of those parts where culverts had to be built. The men were then moved to the Southwards section, and the whole of the formation and culverts were completed in November, 1885. A contract was then let for the repair and metalling of this section, to be completed in July, 1886, as well

as a similar contract for the Mason section, to be finished in June. Tenders have been invited for repairs and metalling of the Greenhills, Charwell, and Quail Range Sections—as also for culverts, repairs, and metalling of the Whale's-back sections—to be completed in November.

The above is all the work remaining to be done on the Kaikoura-Waiau Road, which should be completed right through by December.

*Upper Waiau Road Bridge.*—This contract was let on the 28th July, 1885, the date for its completion being April, 1887. The superstructure and piers will be of wrought-iron, resting on concrete foundations; the central span is 150ft., with two side spans of 75ft. each. A good deal of work has been done towards the formation of the approach-roads, mostly in rock; the excavations for the pier foundations are in hand, and cement is arriving on the ground.

*Relief Works under Grants in Aid.*—At the Christchurch Drainage Board reserve at the Sandhills sixteen acres of land have been levelled for irrigation; a considerable amount of work has also been done here in making roads, cutting races, grubbing up scrub, fencing and trimming live fences, &c., over an area of about 420 acres.

A good deal of clearing and planting has also been done on the Corporation reserves in the neighbourhood of Christchurch, and in Hagley Park.

#### OTAGO DISTRICT.

*Haast Pass Track.*—In December, 1885, a party of men was despatched to Jackson's Bay for the purpose of forming and clearing and putting in good repair the track from the mouth of the Haast River to the Haast Saddle, about sixteen miles distant from the head of Lake Wanaka. The length of the track to be operated on is about thirty-five miles, and it is hoped that by the end of May the whole length of the track will be placed in a good state of repair.

*Completion of Road from Maori Kaik to Taiaroa Head Lighthouse.*—This work was finished in October.

*Bridge over Taieri River Contract.*—This work was let on the 9th January, 1885, to be completed on the 9th October, 1885. The soft nature of the foundations has given great trouble, and additional means have been resorted to to make them safe. Up to date the cylinders have been sunk in piers Nos. 1, 2, 3, and 4; those in 5 are now in hand. The south abutment is completed, and the north abutment is in hand. None of the superstructure has yet been erected.

*Beaumont Bridge, over Clutha River.*—The contract provides that the work shall be completed by the 23rd July, 1886, and includes the supply and erection of the superstructure, which is of iron. The material did not arrive in the colony by time specified; but the contractor has conveyed it to site of bridge, and has erected workshops and machinery there, so that good progress may now be expected.

*Roxburgh Suspension-bridge Contract.*—The date of completion for this work is the 20th September, 1886. The contractor has conveyed the wire cables to the site, and has made a start with the work.

*Cromwell Bridge.*—The state of this bridge was reported on in December, 1884, since which time the work has remained in abeyance. It has lately been handed over to the county to complete.

*Improving Tracks, Stewart Island.*—Plans are being prepared for this work, with the view of letting it in petty contracts.

*Forest Hill Tramway.*—Contract No. 2, 5 miles 4 chains. This contract was completed on the 16th October, 1885, the first contract, 5 miles 21 chains, having been completed for some considerable time previously. Arrangements for working it have not yet been made.

#### BUILDINGS.

##### AUCKLAND.

Extensive alterations have been made in the Chief Post and Telegraph Office here; they were completed in July. Numerous alterations and additions to the Lunatic Asylum have also been executed at a recent date.

*New Prison.*—Fair progress has been made with this work during the year. The whole of the foundations of the work authorized at present are completed, and the walls are up 6ft. to 16ft. high, in some places ready to receive the wrought-iron beams and joists for the first floor. A 4-ton crane has been erected in the quarry, and a 1-ton crane has been ordered for setting stonework on the building.

*Old Gaol.*—Repairs to drainage have been executed.

*Telegraph-station, Katikati.*—Additions and alterations; contract completed in September.

*Post and Telegraph Office, Te Awamutu.*—Additions and alterations; contract completed in February.

*Post and Telegraph Office, Opotiki.*—Additions; contract completed in February.

*New Police-station, Ngaruawahia.*—Contract in progress.

*Courthouse and Post-office combined, Mercury Bay.*—Contract now advertised.

*Additions to Police-station, Mercury Bay.*—Contract now advertised.

General repairs and maintenance to all the other public buildings have been attended to.

##### WELLINGTON.

*Mount Cook Prison.*—The works at the new prison have progressed fairly well during the year. In order to provide some accommodation at an early date for convicts, most of the work has been concentrated on the south wing. An average of about seventy convicts has been engaged on the work. During the year 1,361,000 bricks were made and burned. The progress of the work may be judged from the statement that the south wing is completed to an average height of 23ft.,

the west wing to a height of 12ft., and the remainder to an average height of 7ft.; the total quantity of brickwork put in place during the year being 2,520 cubic yards, of timber 5,000 superficial feet, and of wrought-iron work 13,800lb.

*Masterton Lockup Contract*, including erection of three cells and alterations to police-station, was completed in May.

*Carterton Police-station Contract*, consisting of the erection of two rooms at police-station, and sundry repairs and alterations, was duly completed.

*Tinui Police-station*.—Sundry repairs and other work was done during the year.

*Johnsonville Lockup*.—A two-cell lockup was erected at this place during May and June.

*Paikakariki Lockup*, consisting of two cells, is now being erected under contract.

*Quarantine-station, Somes's Island*.—A general repair and overhaul of all the buildings is now in hand, and is about three-quarters done.

*Hospital and Lunatic Asylum*.—Several repairs and improvements have been effected at these institutions, and have given satisfaction.

*Government Printing Office*.—Plans for a new building were prepared, both in wood and brick, and tenders were called for each design. The amount of the tenders so largely exceeded the money voted that no tender was accepted. Piles for the foundations and timber for the flooring were provided, in anticipation of the tenders for a wooden building being accepted; these have been stacked, and will be suitable for any building that may be erected. The ventilation of the old building having been much complained of, means were taken to improve it, and with success; the work was completed in September.

*Industrial Exhibition Building Contract*.—The plans for this were prepared by the Public Works Department, and a contract was let on the 18th March, 1885: to this was added extras to a large amount; but the whole was satisfactorily completed on the 20th August, 1885. The Public Works Department contributed exhibits to the Exhibition, as detailed in the following list, viz., (1) Timber, polished and unpolished, 411 pieces; (2) photographs, &c., 101 frames; (3) specimens of New Zealand stone, 16 pieces; (4) models of bridges, &c., 7 pieces. On the closing of the Exhibition the following specimens, &c., were selected and forwarded to London, to be placed in the Indian and Colonial Exhibition, viz., timber, 191 pieces; photographs, 47 frames; stone, 5 cases; besides other specimens forwarded from the other districts.

#### TARANAKI, MANAWATU, AND HAWKE'S BAY DISTRICTS.

*New Plymouth*.—A three-cell lockup has been erected here, and drainage pipes laid to the gaol.

*Hawera*.—Additions and alterations to post and telegraph station.

*Wanganui*.—Repairs and addition of two rooms to post and telegraph office; also repairs to Courthouse.

*Marion*.—Repairs and painting to post and telegraph station.

*Sanson*.—Repairs and painting to post and telegraph station.

*Pungarehu*.—Conversion of blockhouse into police-station, and addition of two-cell lockup.

*Mania*.—Removal of buildings from redoubt for purposes of Courthouse, and for additions to police-station.

*Normanby*.—Repairs to police-station.

*Patea and Palmerston North*.—Repairs to Courthouses.

*Ormond, Cook County*.—A contract for dwelling for police has been accepted.

*Woodville*.—Courthouse—contract completed; post and telegraph office—contract nearly completed.

*Danevirke, Waipawa, and Waipukurau*.—Two-cell lockup at each, and cottage for police at the latter; all completed.

*Napier*.—Sundry repairs at Courthouse.

#### NELSON AND MARLBOROUGH.

*Cable Bay Telegraph Station*.—Repairs and painting completed.

*Lunatic Asylum*.—Addition of rooms to two wings, also a laundry, in progress.

*Hospital and Lunatic Asylum*.—A joint water-supply (gravitation) is now being laid down, also a telephone connection to each. A complete drainage scheme for these buildings is being arranged for, and several minor works have already been done in the way of repairs, fencing, ventilation, &c.

The other public buildings in Nelson and Marlborough have been attended to in the way of repairs and maintenance.

#### WESTLAND.

*Greymouth*.—A contract has been let for a new prison, and the work is proceeding satisfactorily; and tenders have been called for additions to the police-station. A new post and telegraph office has been erected.

*Brunnerton and Boatman's*.—New lockups have been erected.

*Denniston*.—A police-station is being built here.

Minor repairs have been effected on all the other public buildings.

#### CANTERBURY.

*Lyttelton*.—Channelling and asphaltting at police-station completed.

*Christchurch*.—Additions to post and telegraph office completed. Sundry works at Supreme Court and drainage and sanitary works at hospital completed.

*Akaroa*.—Additions to police-station and to post and telegraph office all completed.

*Ashburton*.—New cells to lockup completed.

*Burnham*.—Repairs and water-supply completed at Industrial School.  
*Sunnyside Asylum*.—The drainage works and erection of new closets completed, besides numerous minor repairs.

Repairs as required in all other public buildings have been attended to.

#### OTAGO.

*Waikaka*.—Courthouse contract completed and handed over in November.

*Winton*.—Courthouse and police-quarters contract completed and handed over in September.

*Gore*.—Additions to Courthouse in hand.

*Alexandra South*.—Constables' quarters completed and handed over in November.

*Clyde*.—Police stables completed and handed over in March.

*Portobello*.—Lockup completed in September.

*Orepuki*.—Police-station in hand.

*Pembroke*.—Constables' quarters in hand.

*Invercargill*.—Additions and alterations to police-quarters in hand.

*Bluff*.—Post and telegraph office completed and handed over in January.

*Wyndham*.—Additions to post and telegraph office completed in January.

*Palmerston*.—Post and telegraph office completed in March.

General repairs and maintenance of other departmental buildings in the district have been attended to.

*Seacliff Lunatic Asylum*.—A portion of this building was affected by the unequal subsidence of the foundations, causing cracks in the walls and damage to the plaster inside. These damages have been made good, and no further complaints have been made as to any farther subsidence, as a precaution against which measures are now being taken to thoroughly drain the ground where the subsidence took place. The long dry summer produced apprehensions that the water-supply might fail; measures were taken to avert this, and two additional sources of supply were utilized, the largest from the Omimi Creek, at an elevation sufficient to command the present reservoir. The supply now seems ample, but it may be worth while to build another storage reservoir, to guard against any possibility of a want of water in the future.

#### DEFENCES.

These works have been planned by the military officers, on surveys made by this department; but the contracts have been prepared and the works have been carried out under the immediate supervision of the Public Works Department, directed by the military officers.

In this way extensive batteries and other defence works have been established at Auckland, Wellington, Lyttelton and Dunedin.

I have, &c.,

JOHN BLACKETT,  
 Engineer-in-Chief.

The Hon. the Minister for Public Works.

## APPENDIX J.

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

The MARINE ENGINEER to the SECRETARY, Marine Department.

SIR,—

Marine Department, 31st March, 1886.

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 on other works during the year, viz. :—

*Light on Cuvier Island.*—An order for the lantern and lighting apparatus for this lighthouse has been sent to England for execution.

*Removal of Snags and Rocks from the Mokau River.*—The amount voted for this work has been expended with a good result for a distance of twenty-seven miles from the mouth of the river. The work has been carried out with the view of securing a channel 35ft. to 40ft. wide, and 7ft. deep at low-water spring-tides; but this depth has not been attained, there being places yet where only 3½ft., 4ft., and 5ft. of water can be found.

*Jackson's Head Beacon.*—This is now being erected in the shape of a circular tower of solid concrete, and the work has progressed to a height of about 12ft. from the foundation-level, which corresponds nearly with the low-water line. The height of the tower will be 38ft., but the lateness of the season will prevent the whole of this being completed; enough, however, will be built to serve the purpose of a beacon meanwhile, and the remainder will be finished next summer.

*Kaipara Harbour.*—Some changes in the soundings in the channels and on the bar pointed to the necessity for a new survey: this is now being carried out, and a new chart will be prepared containing all the necessary information.

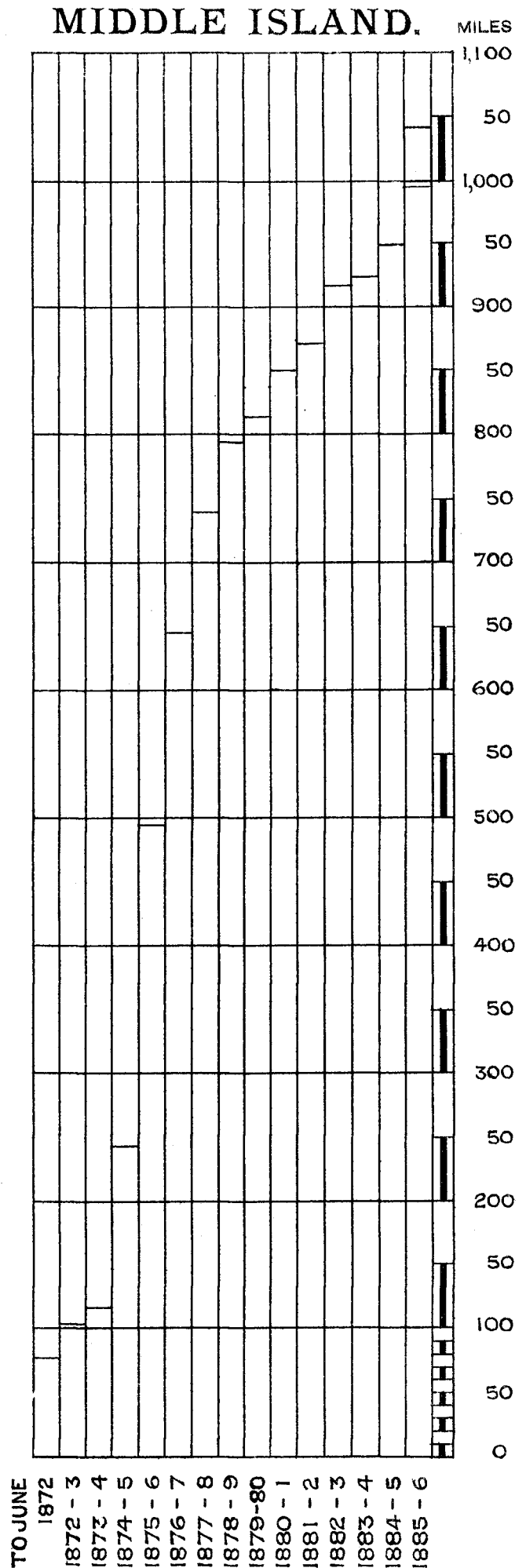
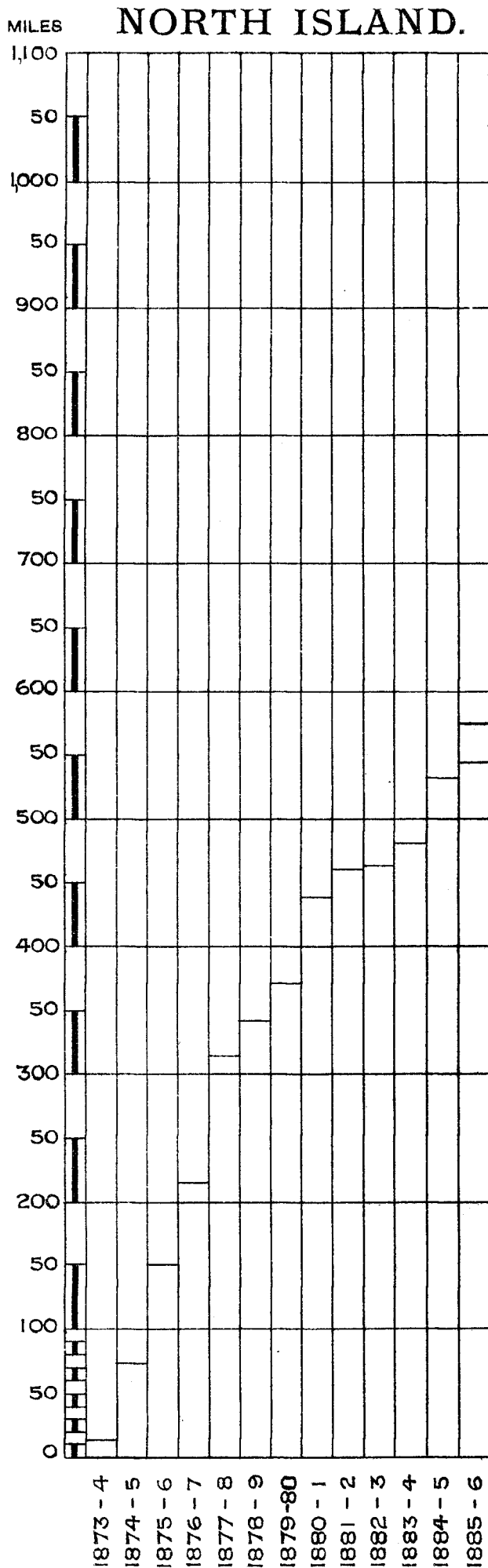
*Nelson Harbour.*—During a visit to Nelson in February I made a survey of the changes in the direction of the channel of the Waimea River, and the results of the survey will be described in a separate report.

I have, &c.,

JOHN BLACKETT,  
Marine Engineer.

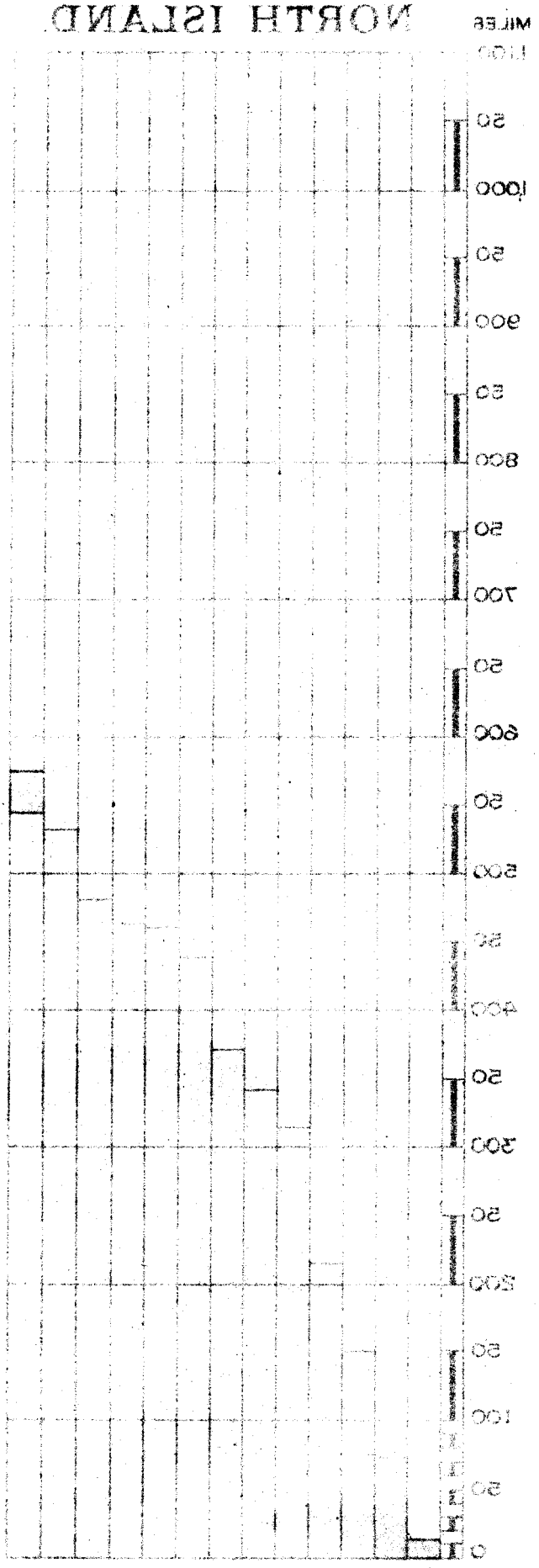
The Secretary, Marine Department.

*Number of miles open of Government lines.*



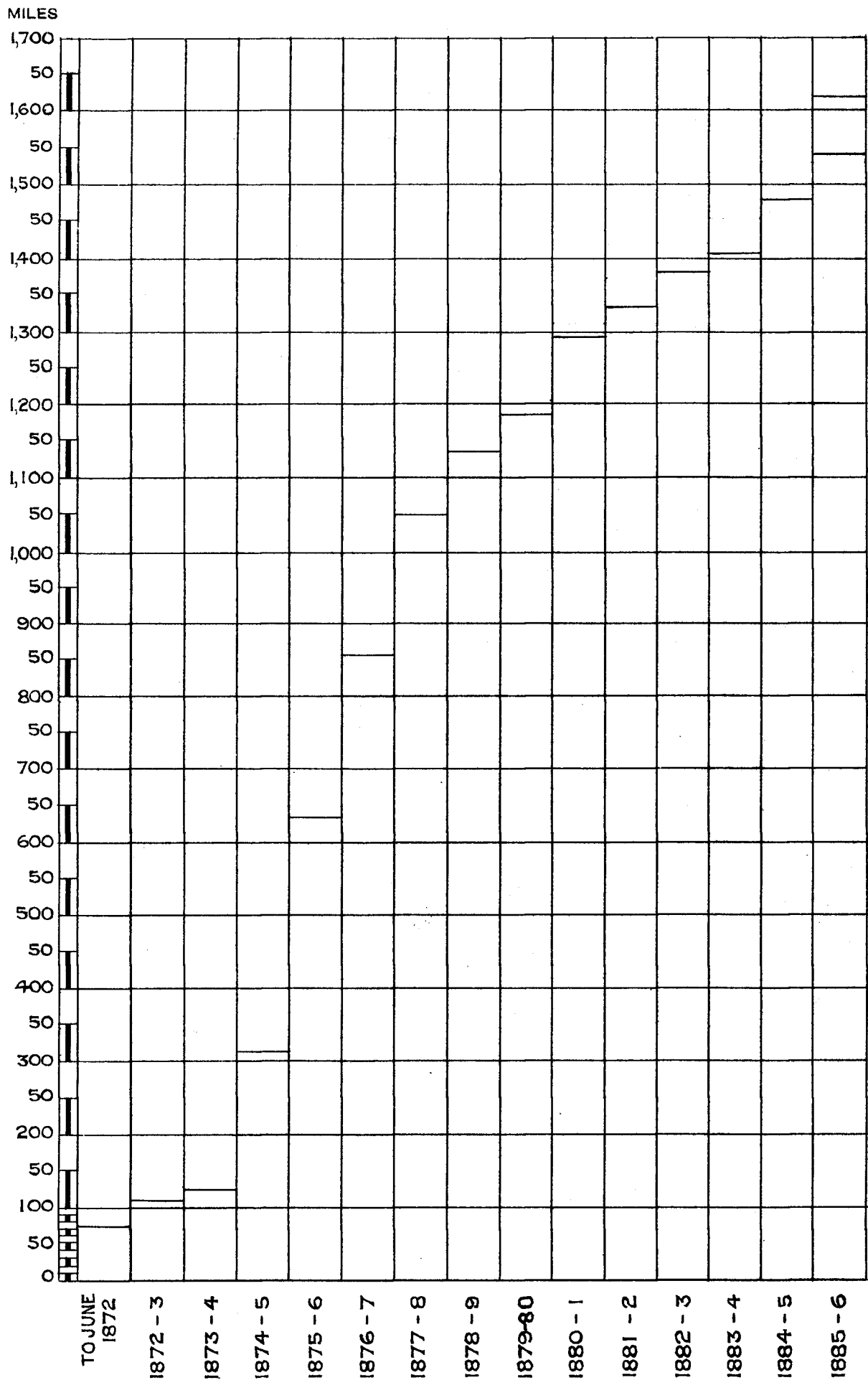
# NORTH ISLAND

Number of miles open at



1 - 27.81  
2 - 47.81  
3 - 97.81  
4 - 147.81  
5 - 197.81  
6 - 247.81  
7 - 297.81  
8 - 347.81  
9 - 397.81  
10 - 447.81  
11 - 497.81  
12 - 547.81  
13 - 597.81  
14 - 647.81  
15 - 697.81

*Number of miles open of Government lines.*  
**NORTH & MIDDLE ISLANDS COMBINED.**





**Enclosure 3 in Appendix H.**  
**TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED, up to 31st March, 1886.**  
**NORTH ISLAND.**

| Appropriation. | Name of Line.                                                                             | Mileage.  | Subdivisions.                                   | Main Line.           | Sittings.            | Total.               | State of Line.     |                       |                         |                                |                     |                     |                     |                       |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |    |
|----------------|-------------------------------------------------------------------------------------------|-----------|-------------------------------------------------|----------------------|----------------------|----------------------|--------------------|-----------------------|-------------------------|--------------------------------|---------------------|---------------------|---------------------|-----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----|
|                |                                                                                           |           |                                                 |                      |                      |                      | Opened.            |                       |                         |                                |                     |                     |                     |                       |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |    |
|                |                                                                                           |           |                                                 |                      |                      |                      | Surveyed.          | Under Forma-<br>tion. | Under Plate-<br>laying. | Date.                          | 1873-4              | 1874-5              | 1875-6              | 1876-7                | 1877-8              | 1878-9              | 1879-80             | 1880-1              | 1881-2              | 1882-3              | 1883-4              | 1884-5              | 1885-6              | Total.              |    |
| 1              | Kawakawa ..                                                                               | 3<br>7 41 | 4<br>Kawakawa - Taumare<br>Wharf                | 5<br>M. chs.<br>2 30 | 6<br>M. chs.<br>0 20 | 7<br>M. chs.<br>2 50 | 8<br>M. chs.<br>.. | 9<br>M. chs.<br>..    | 10<br>M. chs.<br>..     | 11<br>22 Feb., 1877            | 12<br>M. chs.<br>.. | 13<br>M. chs.<br>.. | 14<br>M. chs.<br>.. | 15<br>M. chs.<br>2 30 | 16<br>M. chs.<br>.. | 17<br>M. chs.<br>.. | 18<br>M. chs.<br>.. | 19<br>M. chs.<br>.. | 20<br>M. chs.<br>.. | 21<br>M. chs.<br>.. | 22<br>M. chs.<br>.. | 23<br>M. chs.<br>.. | 24<br>M. chs.<br>.. | 25<br>M. chs.<br>.. |    |
|                | Whangarei-Kamo ..                                                                         | 6 52      | Taumarere - Opua<br>Wharf                       | 5 11                 | 0 37                 | 5 48                 | ..                 | ..                    | ..                      | 7 April, 1884                  | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | 5 11                | ..                  | .. |
|                | Kaipara-Waikato                                                                           | 38 33     | Kamo-Whangarei ..<br>Whangarei - Opau<br>Wharf  | 4 50<br>2 2          | 0 76<br>1 31         | 5 46<br>3 33         | ..                 | ..                    | ..                      | 28 Oct., 1880<br>30 Nov., 1882 | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | 4 50                | ..                  | 2 2                 | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Kaukapakapa-Helens-<br>ville                    | 2 40                 | ..                   | 2 40                 | Esti-<br>mated     | ..                    | ..                      | ..                             | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Helensville-Terminus,<br>—Helensville           | 0 43                 | 0 70                 | 1 33                 | ..                 | ..                    | ..                      | 18 Sept., 1880                 | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | 0 43                | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Helensville-Kumeu                               | 12 79                | 0 65                 | 13 64                | ..                 | ..                    | ..                      | 29 Oct., 1875                  | ..                  | ..                  | 12 79               | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | 11 0                | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | 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 - Newmar-<br>ket                      | 9 61                 | 3 46                 | 13 27                | ..                 | ..                    | ..                      | 29 Mar., 1880                  | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | 9 61                | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                | Onchunga Branch ..                                                                        | 2 73      | Penrose-Onchunga ..                             | 2 53                 | 1 50                 | 4 23                 | ..                 | ..                    | ..                      | 24 Dec., 1873                  | 2 53                | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                | Auckland-Waikato ..                                                                       | 100 13    | Onchunga Wharf ..                               | 0 20                 | 0 20                 | 0 40                 | ..                 | ..                    | ..                      | 28 Nov., 1878                  | ..                  | ..                  | ..                  | ..                    | ..                  | 0 20                | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Auckland Wharf ..                               | ..                   | 0 55                 | 0 55                 | ..                 | ..                    | ..                      | ..                             | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Auckland Station ..                             | ..                   | 0 66                 | 1 1                  | ..                 | ..                    | ..                      | 30 Nov., 1885                  | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | 0 15                | .. |
|                |                                                                                           |           | Auckland-Mercer ..                              | 42 72                | 10 15                | 53 7                 | ..                 | ..                    | ..                      | 20 May, 1875                   | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Mercer-Newcastle ..                             | 31 2                 | 3 50                 | 34 52                | ..                 | ..                    | ..                      | 13 Aug., 1877                  | ..                  | 42 72               | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Newcastle-Hamilton                              | 10 33                | 0 60                 | 11 13                | ..                 | ..                    | ..                      | 19 Dec., 1877                  | ..                  | ..                  | ..                  | ..                    | ..                  | 31 2<br>10 33       | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Hamilton-Ohaupo ..                              | 9 27                 | ..                   | 9 27                 | ..                 | ..                    | ..                      | 4 June, 1878                   | ..                  | ..                  | ..                  | ..                    | ..                  | 9 27                | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Ohaupo-Te Awamutu                               | 6 24                 | 0 60                 | 7 4                  | ..                 | ..                    | ..                      | 1 July, 1880                   | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | 6 24                | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                | Auckland-Penrose—<br>Deviation <i>via</i> Beach                                           | 6 50      | Auckland-Penrose—<br>Deviation <i>via</i> Beach | 6 50                 | ..                   | 6 50                 | 6 50               | ..                    | ..                      | ..                             | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                | Auckland City Branch                                                                      | 2 60      | Auckland City Branch                            | 2 60                 | ..                   | 2 60                 | 2 60               | Prelim.               | ..                      | ..                             | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                | —Kingsland Station<br>to Auckland Station<br><i>via</i> Western Park<br>and Freeman's Bay |           |                                                 |                      |                      |                      |                    |                       |                         |                                |                     |                     |                     |                       |                     |                     |                     |                     |                     |                     |                     |                     |                     |                     |    |
|                | Pukekohe-Waikato ..                                                                       | 12 5      | Paerata-Waikato ..                              | 12 5                 | ..                   | 12 5                 | 12 5               | ..                    | ..                      | 20 Oct., 1879                  | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                | Waikato-Thames ..                                                                         | 61 30     | Frankton Junction,<br>—Hamilton                 | 1 1                  | 0 65                 | 1 66                 | ..                 | ..                    | ..                      | ..                             | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | 1 1                 | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Hamilton-Morrinsville                           | 16 79                | 2 55                 | 19 54                | ..                 | ..                    | ..                      | 1 Oct., 1884                   | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
|                |                                                                                           |           | Morrinsville-Te Aroha                           | 12 55                | 2 41                 | 15 16                | ..                 | ..                    | ..                      | 1 Mar., 1886                   | ..                  | ..                  | ..                  | ..                    | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | ..                  | .. |
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|                              |  | 5     | 1     | 5     | 1     | 2 Sept., 1872  | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
|------------------------------|--|-------|-------|-------|-------|----------------|-------|-------|------|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|------|------|-------|------|-------|-------|------|------|-------|-------|-------|-------|-------|------|------|------|
| Southbrook-Kaipoi            |  | 5     | 1     | 11 68 | 22 43 | 1 April, 1872  | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Kaipoi-Addington             |  | 11 68 | 22 43 | 1 77  | 10 66 | 2 April, 1867  | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Christchurch-Selwyn          |  | 22 43 | 1 77  | 10 66 | 17 7  | 2 Oct., 1867   | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Selwyn-Dunsandel             |  | 1 77  | 10 66 | 17 7  | 19 29 | 15 Feb., 1873  | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Dunsandel-Rakaia             |  | 10 66 | 17 7  | 19 29 | 2 59  | 29 May, 1873   | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Rakaia-Ashburton             |  | 17 7  | 19 29 | 2 59  | 13 65 | 4 Aug., 1874   | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Ashburton-Ealing             |  | 19 29 | 2 59  | 13 65 | 11 15 | 31 May, 1875   | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Ealing-Woodbridge            |  | 2 59  | 13 65 | 11 15 | 10 28 | 24 Aug., 1875  | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Woodbridge-Temuka            |  | 13 65 | 11 15 | 10 28 | 3 66  | 4 Feb., 1876   | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Temuka-Timaru                |  | 11 15 | 10 28 | 3 66  | 3 61  | 22 Oct., 1875  | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Timaru-St. Andrews           |  | 10 28 | 3 66  | 3 61  | 3 36  | 1 July, 1876   | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| St. Andrews-Otaio            |  | 3 66  | 3 61  | 3 36  | 16 14 | 1 Sept., 1876  | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Otaio-Makikihi               |  | 3 61  | 3 36  | 16 14 | 1 40  | 30 Oct., 1876  | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Makikihi-Hook                |  | 3 36  | 16 14 | 1 40  | 1 40  | 1 Feb., 1877   | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Hook-North Waitaki           |  | 16 14 | 1 40  | 1 40  | 1 40  | 1 Feb., 1877   | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| North Waitaki-South Waitaki  |  | 1 40  | 1 40  | 1 40  | 1 40  | 17 April, 1876 | 11 68 | 22 43 | 1 77 | 10 66 | 17 7 | 19 29 | 2 59  | 13 65 | 11 15 | 10 28 | 3 66  | 3 61  | 3 36  | 16 14 | 1 40 | 11 77 | 5 53 | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8 | 5 38 | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42 | 8 21 |
| Rangiora-Oxford              |  | 21 76 | 20 7  | 6 26  | 25 31 | 1 Dec., 1874   | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Cust-Carlton                 |  | 21 76 | 20 7  | 6 26  | 25 31 | 6 April, 1875  | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Carlton-Oxford West          |  | 20 7  | 6 26  | 25 31 | 25 31 | 21 June, 1875  | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Main Line - West             |  | 20 7  | 6 26  | 25 31 | 25 31 | 27 Dec., 1875  | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Eyreton                      |  | 20 7  | 6 26  | 25 31 | 25 31 | 1 Feb., 1878   | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Eyreton-Bennett's church     |  | 6 26  | 25 31 | 25 31 | 25 31 | 9 Dec., 1867   | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Lytelton - Christchurch      |  | 6 26  | 25 31 | 25 31 | 25 31 | 26 April, 1875 | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Hornby-Ellesmere             |  | 25 31 | 25 31 | 25 31 | 25 31 | 30 July, 1875  | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Ellesmere - South-bridge     |  | 25 31 | 25 31 | 25 31 | 25 31 | 7 June, 1882   | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Lincoln-Birdling's Flat      |  | 42 10 | 42 10 | 42 10 | 42 10 | 16 Mar., 1886  | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Birdling's Flat-Little River |  | 42 10 | 42 10 | 42 10 | 42 10 | 1 Dec., 1874   | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Reconnaissance               |  | 30 60 | 30 60 | 30 60 | 30 60 | 1 Dec., 1874   | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36 5 | 4 42  | 8 21 |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |
| Rolleston-Sheffield          |  | 30 60 | 30 60 | 30 60 | 30 60 | 3 Jan., 1880   | 11 77 | 5 53  | 4 26 | 14 25 | 5 62 | 14 62 | 10 49 | 17 8  | 5 38  | 22 46 | 30 60 | 11 33 | 22 20 | 21 53 | 36   |       |      |      |       |      |       |       |      |      |       |       |       |       |       |      |      |      |

**Enclosure 3 in Appendix H—continued.**

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED, up to 31st March, 1886.  
MIDDLE ISLAND.

[illegible]





## Enclosure 4 in Appendix H.

# WANGANUI RIVER: CLEARING AND SNAGGING

(REPORT ON).

DISTRICT ENGINEER to the ENGINEER-IN-CHIEF.

Public Works Office, Wanganui, 11th December, 1885.

I FORWARD notes taken when coming down the Wanganui River from Taumaranui, where the North Island Main Trunk Line approaches the Wanganui River, in end of October and beginning of November, 1885.

*General Note.*—In regard to the following notes:—

The course being down river, where, in describing positions, the right is mentioned, it refers to proper right bank of river, and similarly in regard to left.

The Native kaingas mentioned are many of them old and abandoned settlements.

The water-level of river at the time was said to be about one foot above what is known as the "low level."

The character of the Wanganui River — generally that of well defined banks, not much liable to scour or widen out—is what renders it of a promising nature as to adaptability to suitable light-draft navigation.

This character is in contrast to such rivers as the Manawatu in its upper course above Ngawhakarau, which is by the river about forty miles above Foxton, and the Rangitikei from a few miles from the sea, both which rivers widen out, wash away their banks from time to time, and spread their channels over wide shingle beds.

In the Wanganui River this stable, defined character of channel is more especially the case in the portion from about fifty-seven miles above Wanganui to 123 miles above Wanganui, where the character of the river between the distances mentioned is that of a course confined between well defined banks or faces of papa rock on both sides. (Sketches 1 to 6 attached will give some idea of appearance of this portion of river.)

The banks, however, on the lower course from Wanganui up to the fifty-seven miles are also well defined, and do not alter much, and still give to the river the definite character referred to as favourable to navigation.

For about eight miles below the junction of the River Ongarue, near Taumaranui, to Taumaranui, about 136 miles above Wanganui, the character of the river is not so favourable, although the banks here are also generally fairly defined; and this portion will be more difficult, and take more work to improve it.

A good dray road could, it is said, be got from Taumaranui for eight miles down the Wanganui River; but, as this would break the water carriage, it would be preferable to give more attention and work to improving this portion of the river also for a suitable light-draft navigation.

The numbers of the rapids coming downwards from Taumaranui are shown on the tracing in blue figures giving approximate position.

Where no work is mentioned in the notes to be done at a rapid, it means that none appeared to be required, although possibly on more detailed examination some might be found necessary.

Although the list of rapids appears formidable (200 between Taumaranui and Atene), yet it will be observed that many of them are easy and many noted as requiring no work in clearing.

There is, however, a very large amount of work to be done in those requiring clearing and improving.

Between the rapids there are good reaches requiring no work and easily navigated, so that the length occupied by the rapids bears but a small proportion to the total length of the river between Wanganui and Taumaranui.

In the state of the river at this time—viz., as said to be about one foot above "low level," the greatest speed of current observed in the rapids was a little over six miles per hour. There are several rapids with approximately this speed, and a speed of current of four to four and a half miles per hour occurs more frequently in others.

With this speed in the rapids, and in many of them bends in direction more or less sharp, the navigation will obviously have some difficulties to contend with and to overcome.

After the general clearing and snagging of a passable channel is done there will be a question of maintenance of the clear channel owing to probable occasional lodgement of snags, and it may be in some cases alteration of channel after heavy floods.

However, when the present snags, boulders, &c., which have evidently lain in the channels for a very long time, have been removed, the maintenance should not be so heavy a matter, provided prompt attention is given to removal of drift and snags that may from time to time lodge in the channels, before they have time to act as a nucleus for gathering further drift.

129 miles above Upokongaro; 136 miles above Wanganui:

29th October, 1885, started from Taumaranui, the canoe being in the Ongaruhe River, a short way above the junction of that river with the Wanganui.

The most suitable landing place for traffic here would appear to be in the Ongaruhe, on its left bank.

Between this and the junction of the two rivers there is one rapid in the Ongaruhe, but not a difficult one. Went down the Ongaruhe to the junction and entered the Wanganui River. Two snags to remove just below the junction.

Rapid No. 1: A number of snags to move; a good deal of work here.

Rapid No. 2: Some snags to move, and large stones to move all across.

Rapid No. 3: At a papa bluff on left bank; no snags, but pick up some stones.

Rapid No. 4: Swift run, straight; not much work.

Rapid No. 5: Snags to move on right bank.

Rapid No. 6: At bend of river to left, papa rock on right in shelves. Some stones to move; some snags just below rapid: not a difficult rapid.

Rapid No. 7: Straight run; little work to be done.

Rapid No. 8: At bend to right rocks and large boulders to move; channel on left bank. Some more stones to move just below rapid; some of these want blasting as too large to lift.

Rapid No. 9: On bend to right; channel on left bank; large stones to move; plenty of water; very swift run. Tried speed of current with patent log, and found four miles per hour in upper part of rapid.

Rapid No. 10: Pretty straight; some big stones to pick up, and some rocks to blast.

Rapid No. 11: Channel to right; not much work required; papa rock on right. This is a long rapid just above Waitapu Creek, which joins on the right; below the creek bold bank on right of stratified papa, dipping to westward; good reach below this, with bold bank and channel on right; sharp turn to left.

Rapid No. 12: Rapid at sharp turn; clear; not much work; very swift run, and difficult on account of sharp bends. Speed of current by patent log, 4 miles an hour; some big stones to move; papa on both sides; in lower part might be improved by cutting off point at A, but this would involve a good deal of work. Some stones to move in the reach below.

*See diagram No. 1.*

Rapid No. 13: Large boulders on right; stones to take out of channel, also some snags. Channel to left very swift. Current runs  $4\frac{1}{2}$  to 5 miles per hour; bad turns; might be improved by moving the large stones at A, involving a good deal of work.

*See diagram No. 2.*

Rapid No. 14: Straight run; some stones to move, and three large boulders. There is a considerable current for about ten chains below this rapid, with some large boulders to clear out.

123 $\frac{1}{2}$  miles above Upokongaro; 130 $\frac{1}{2}$  miles above Wanganui; 5 $\frac{1}{2}$  miles below Taumaranui:

Rapid No. 15: Straight run; not bad; some stones to move; Makokomiko, a stream, joins on left bank; river good for some distance below this. Ikamutu Stream to left.

Rapid No. 16: Straight run; a long rapid; probably require some stones moved out of channel; at foot of rapid river turns to right.

Rapid No. 17: At bend easy run; not requiring work.

*General Note.*—On these rapids, from starting-point, the least depth observed in present state of river was 2ft. 6in., the river being said to be about 1ft. over low level or state, occurring probably for six to eight weeks in summer or autumn.

Rapid No. 18: Straight run; a good many boulders to move in lower part of rapid; below this a good reach; stratified papa seams on right bank; dipping westwards at slight incline, say 1 in 10.

Rapid No. 19: Quick run, but straight and clear, not requiring work; would be shallow in low level of water.

121 miles above Upokongaro; 128 miles above Wanganui; 8 miles below Ongaruhe Junction at Taumaranui:

Rapids Nos. 20 and 21: Omaka, about eight miles from Taumaranui, sharp turn to right, high hill on left, and a round detached fern hill on left, just below rapid; a shelf of papa rock on left confines the channel. This is a long difficult rapid, and turns to left at foot of the first run; some stones to move; another turn to right at foot of second run, with some boulders to clear. This rapid is about 8 chains or 10 chains long, with several turns, and may be said to consist of several runs in close succession.

*General Note.*—For the eight miles above this to Taumaranui the river is of a more open character, and consequently more spread in the channels, rendering the navigation more difficult and uncertain than further down the river.

Rapid No. 22: Straight, but some large boulders to clear.

120 miles above Upokongaro; 127 miles above Wanganui; 9 miles below Ongaruhe Junction at Taumaranui:

Rapid No. 23: Te Whakarae turns to left, the channel is to right, with swift run, and not straight, but a good deal of water; papa shelf on right.

Rapid No. 24: Straight a short way below No. 23; some stones to move.

Rapid No. 25: Above a turn to right not a bad rapid; straight and clear.

Rapid No. 26: Straight run, short and clear.

Rapid No. 27: Straight and clear; may be shallow in low level of river.

Rapid No. 28: A long rapid, but not very quick, and good water. Some large boulders to clear on right side of channel and some stones to move in parts; a stream to left.

118 miles above Upokongaro; 125 miles above Wanganui; 11 miles below Taumaranui:

Good reach; river about 100ft. wide. The stratified layers of papa continue on right bank.

Rapid No. 29: Straight run, little work required.

Rapid No. 30: Straight run, and clear.

Rapid No. 31: Straight run; a large boulder to clear, and some stones; good water; below this the river turns to right with a good reach, the stratified papa cliffs showing on left bank.

117 miles above Upokongaro; 124 miles above Wanganui; 12 miles below Taumaranui:

Rapids Nos. 32, 33, and 34: Matawhere — this is a long difficult rapid, or rather several successive runs with several turns. No. 32 quick run, but clear shingle island to left of channel. No. 33 is close below No. 32, and is a quick run, with easy turn to left; a long run, with some stones to clear; some large boulders to clear in bend below where it turns to right. These boulders, and some of those previously noted in other rapids, will require blasting as too large to lift. No. 34, some boulders to clear, but good direction of run. Otunui, a stream to right, falls over a papa shelf.

Rapid No. 35: Quick run, and turn to left; some stones to move.

Rapid No. 36: Strong run, but clear; no work required; a papa shelf both on the right and on the left bank.

Rapid No. 37: Quick run; a papa point on right, and turn to the right at foot; one snag to move.

Rapid No. 38: Channel on left; no work required.

116 miles above Upokongaro; 123 miles above Wanganui; 13 miles below Taumaranui:

Rapid No. 39: A large boulder to clear in mid-channel.

*Note.*—The gorgy character of river becomes more marked here, and continues downwards. A good long reach, with still water and papa faces on both sides. These, however, are solid, and not in stratified bands as before mentioned. River about 100ft. wide.

Rapid No. 40: Moderate run and straight; no work required; a good reach; papa rock on both banks.

Rapid No. 41: Moderate run; no work required.

114½ miles above Upokongaro; 121½ miles above Wanganui; 14½ miles below Taumaranui:

Rapid No. 42: Moderate run; no work required; good reach; papa faces on both banks. Te Rakura Stream comes in on right bank over a papa shelf. There is a Native track to the Ohura from here, and the Natives say a fair road can be got across country from here to Taumaranui. Kaimatia, a Native kainga, to left.

Rapid No. 43: Quick run; shingle bed on left channel to right; no work required.

Rapid No. 44: Long quick run, pretty straight; channel to left; shingle bank on right; no work required; papa rock on both banks. Pairiki, Native kainga, on right bank; good reach.

Rapid No. 45: Straight run, moderate and short; no work required.

Rapid No. 46: Easy run; no work required.

113 miles above Upokongaro; 120 miles above Wanganui; 16 miles below Taumaranui:

Rapid No. 47: Easy run; close below Taurakawau; no work required; good reach; papa faces both sides; still water; about 100ft. wide.

Rapid No. 48: Bend to right; rapid run; no work required; old clearing on right.

112 miles above Upokongaro; 119 miles above Wanganui; 17 miles below Taumaranui:

Rapid No. 49: Long, swift run, and winding; no work required; a large stone in channel below wants moving. Whenuatere, a Native kainga, on left bank; a stream on left over a papa shelf; river good and deep; papa faces on both sides.

Rapid No. 50: Just below Whenuatere; quick run, but straight and clear; no work required; good reach.

Rapid No. 51: Moderate run; good water; no work required.

## 111 miles above Upokongaro ; 118 miles above Wanganui ; 18 miles below Taumaranui :

Rapid No 52: Paparoa—a difficult rapid current, very swift, and channel narrow. An island of large, loose rocks divides the river into two channels, that on the right bank being the one used for navigation. This channel runs against a rocky ledge. There is a large snag at bottom of the narrow run to move, and also a piece of the rocky point at *B*, say 10ft. wide, to blast and cut off to straighten the run somewhat. The rock is hard, with embedded shells; there are also some rocks to clear out of side of channel. Two strong ring-bolts let into the rocky shelf on right bank might assist in warping up this pinch if found necessary. By patent log tried current in channel, and found speed to be six miles per hour. Some widening by moving rocks at *A* would also improve, but might be left for the present. The channel between island and the rocky ledge is about 30ft. to 50ft. in width. There is considerable current for some way below this rapid, but clear. Nuku Nuku, a Native kainga, on right bank, with willows and fruit-trees.

*See diagram No. 3.*

Rapid No. 53: Quick run; channel on left; some papa rock in bottom might with advantage be removed.

Rapid No. 54: Short rapid run; channel on right; some timber to clear out on right side.

Rapid No. 55: Quick run, but clear channel on right; a rock to clear in channel. Okeria, a Native kainga, on left.

Rapid No. 56: Short and swift run; some timber to move on left.

Rapid No. 57: Fair course; some snags and timber to move; good reach; Pakapiopio, a flat rock in river, but a good channel to right. This might be found a good site for a road-bridge if nature of adjoining country suited. Te Ohu, a stream, to left.

Rapid No. 58: Moderate run; good channel.

Rapid No. 59: Moderate run; good channel; flat reef on left. Te Ruawhakaunga, a stream, to left.

Rapid No. 60: Channel on left; some rock to move; not much work; river about 2 chains wide.

Rapid No. 61: Straight run; not much water, but clear.

Rapid No. 62: Short run and clear.

## 106½ miles above Upokongaro ; 113½ miles above Wanganui ; 22½ miles below Taumaranui :

Rapid No. 63: Straight run and clear. Otuiti Stream on right; falls over two papa ledges into river.

Rapid No. 64: Moderate run; good channel; good reach. Defined papa banks about 80ft. wide.

Rapid No. 65: Short run, with turn to left; but clear channel on right bank.

Rapid No. 66 (just below 65): Channel good; a snag to move.

Rapid No. 67: Swift run; bluff on right.

## 105½ miles above Upokongaro ; 112½ miles above Wanganui ; 23½ miles below Taumaranui :

Rapid No. 68: Kairakau; short swift run; shingle bank on right; some snags to move on upper part of left side.

Rapid No. 69: A long rapid channel on left against papa; face clear; no work required. Kokakariki, double waterfall, on left over papa ledges; good reach.

Rapid No. 70: Short run; one large snag to move.

Rapid No. 71: Easy run; no work required.

*Note.*—Good still reaches prevail between the rapids here, and this may be said of the river in general in great part.

## 105 miles above Upokongaro ; 112 miles above Wanganui ; 24 miles below Taumaranui :

Rapid No. 72: Te Puha, a long rapid channel, on left; channel clear; one snag to move.

Rapid No. 73: Moderate run; straight; clear.

Rapid No. 74: Short swift run; channel to right against papa; clear; a shingle bed on left.

Rapid No. 75: Swift run; clear channel on right bank.

## 103½ miles above Upokongaro ; 110½ miles above Wanganui ; 25½ miles below Taumaranui :

Kakahi Stream and waterfall on right falls over papa.

Rapid No. 76: Short run, and rather swift; but clear. Tapara, a stream, to left.

Rapid No. 77: Moderate run and clear.

Rapid No. 78: Moderate run; no work required; good reach.

Rapid No. 79: Moderate run and clear, just above junction of the Ohura River.

## 102½ miles above Upokongaro ; 109½ miles above Wanganui ; 26½ miles below Taumaranui :

Ohura River joins on right. Maraekowha, Native kainga, once a large settlement. The Ohura falls over a papa ledge into the Wanganui.

Rapid No. 80: Moderate fall; straight and clear; good reach.

## 101 miles above Upokongaro ; 108 miles above Wanganui ; 28 miles below Taumaranui :

Tawhata, Native kainga, on left; two snags in deep channel to move.

Rapid No. 81: A swift run with bend, but clear.

Rapid No. 82: Swift short run, but clear.

Rapid No. 83: Easy run; one large boulder to move. These last three are close together; a good reach below these.

Rapid No. 84: Moderate run; one or two large boulders to move. Mangaotu Stream to left.

100 miles above Upokongaro; 107 miles above Wanganui; 29 miles below Taumaranui:

Rapid No. 85: Some boulders to move.

Rapid No. 86: Swift run, with bend, but clear. Ti Rata, a hill on left bank, said by Natives to have been cleft by lightning. Omaruiti, a stream, to right.

Rapid No. 87: Moderate run and clear; good reach.

Rapid No. 88: Moderate run and clear; river about 2 chains wide; good reach.

Rapid No. 89: Straight run and clear; good reach; river about 120ft. wide.

98 miles above Upokongaro; 105 miles above Wanganui; 31 miles below Taumaranui:

Rapid No. 90: Moderate run and clear; a brackish spring in papa face on right bank; good reach; papa faces on both sides. A large snag, but room to pass it. Waipahihi, a waterfall, to left.

Rapid No. 91: Easy run; clear and straight; good reach, about 130ft. wide.

*Note.*—From Rapids Nos. 88 to 91 a straight run of river, three-quarters to one mile long.

Rapid No. 92: Moderate run; shallow, but clear.

*General Note.*—The least depth observed generally on rapids has been 2ft. 6in., the river being said to be 1ft. above the low level.

97 miles above Upokongaro; 104 miles above Wanganui; 32 miles below Taumaranui:

Retaruke Creek on left, a considerable stream. Whakahoro, a Native kainga, on left.

Rapid No. 93: Straight run; shallow, but clear; a long run—no work required. Makokoti, a large stream, on left. Kaiwhakauka, a Native kainga, on left.

Rapid No. 94: Swift run, but short and clear; channel on left bank; a good reach.

Rapid No. 95: Moderate run; one snag and one boulder to move.

95 miles above Upokongaro; 102 miles above Wanganui; 34 miles below Taumaranui:

Rapid No. 96: Easy run, wide and clear. Mangapapa, small waterfall, to right over papa ledge; good reach.

Rapid No. 97: Waikoriri—a swift run; two large rocks in middle, but there is a passage to right of them; a snag to move, and a small rock. The rock here conglomerate; good reach; river about 2 chains wide. Ottawa, a stream, on right.

Rapid No. 98: Moderate run, long and straight; no work required. Te Arakaiwhiria, a stream, on left; good reach; river about 80ft wide; high papa banks.

94 miles above Upokongaro; 101 miles above Wanganui; 35 miles below Taumaranui:

Rapid No. 99: Haukopai—water runs against papa face on left; one boulder in middle to move.

Rapid No. 100: Straight easy run; good reach; bold banks; winding course.

Rapid No. 101: Otaupea—shingle bank on right; swift run; narrow channel; papa rock on left; some timber to move on left near top, and two snags on right below rapid.

Rapid No. 102: Wairau—shingle bank on left; snag to move; good reach about 70ft. to 100ft. wide, deep water; papa faces both sides, and steep hill sides above covered with bush. Motutahiora, a stream, to left; good reach continues.

91½ miles above Upokongaro; 98½ miles above Wanganui; 37½ miles below Taumaranui:

Mangapapapa, a stream, to left.

Rapid No. 103: Just below the stream; moderate run and clear.

91 miles above Upokongaro; 98 miles above Wanganui; 38 miles below Taumaranui:

Rapid No. 104: Ohei—shingle bank, in middle; channel on right; a number of snags to clear out. This is a swift run; a good deal of work here; good reach about 80ft. wide; regular papa banks. Te Rerenga-o-koinaki, a bold cliff on right bank, said to be where Inaki committed suicide. This papa bluff has a resemblance to fore part of an ironclad steamer, and may be recognized by this.

Rapid No. 105: Shingle to left, and swirl against papa face to right, but good water.

90½ miles above Upokongaro; 97½ miles above Wanganui; 38½ miles below Taumaranui:

Rapid No. 106: Kirikiriroa—channel on right against papa; large shingle bed on left; Native eel pas in river; quick turn to left; some snags to clear. The river makes a long bend here, with narrow neck of land across.

90 miles above Upokongaro; 97 miles above Wanganui; 39 miles below Taumaranui:

Rapid No. 107: Swift run; shallow but clear; a snag to move. Ohauti, Native eel pa, in river, but room to pass on right bank; good reach.

Rapid No. 108: Easy run, and clear at bend of river to right. The narrow neck of land between bends of river above referred to is about here. A snag to move.

Rapid No. 109: Easy run and clear; a snag to move. In reach below two papa ledges project out, one on each side, overhanging the water, with about a chain wide of river between them—Waitaiti. Omakutapu, a stream, to left. River bends to right.

88 miles above Upokongaro ; 95 miles above Wanganui ; 41 miles below Taumaranui :

Rapid No. 110: Taurapokiore—a large slip on left bank came down here about five years ago, according to the Natives, and this has confined the river channel. The whole hill side from a great height seems to have slipped, with large masses of rock, soil, and boulders. This has caused a swift and difficult rapid. To improve, take boulders out to line *AA*, depositing them behind this line on left bank; or, if practicable, and work affords to line *BB*, but probably line *AA* is all that can now be attempted. This will give a straight channel with good water, but rapid run. The river turns to the right below the rapid with a deep place on left against a papa face. This will be a heavy piece of work. Three ring-bolts, fixed in papa face on right bank, would give facility for using warps if required. There is said to be a heavy surf just below the rapid in floods, rendering it dangerous to canoes, but not probably to any vessel used for steam navigation. Measured current at *X* with patent log and got six miles per hour surface current.

*See diagram No. 4.*

Rapid No. 111 (a short way below 110): This rapid is caused by stuff which has been carried down in floods from the slip mentioned and deposited in river-bed; two snags to move, and probably some large stones to move out of the channel; good reach, about 120ft. wide; bold papa faces both sides; a snag to move in channel. Taireaka, Native kainga, on right. Kohaunia, a stream, on right, just below the kainga.

Rapid No. 112: Swift run; channel to right against papa face, but clear; no work required; a snag below rapid to move; good reach. Amate, a stream, on the left.

Rapid 113 Raratu—clear, but shallow, and wide.

*Note.*—There is more drift timber now in places lodged against the river banks than was observed higher up the river.

Rapid No. 114: Easy run, straight and clear; good reach; bold papa faces on both sides; river about 100ft. wide.

85½ miles above Upokongaro ; 92½ miles above Wanganui ; 43½ miles below Taumaranui :

Rapid No. 115: Tautara Kapua—swift run; a few snags on left to move; current runs quickly for some way down; some snags to move in reach below. Mararoa Stream on right; some snags to move just below this.

Rapid No. 116: Channel to right, with bend to left; short, quick run, and current extends some way below the rapid "Houeneika."

84½ miles above Upokongaro ; 91½ miles above Wanganui ; 44½ miles below Taumaranui :

Rapid No. 117: Moderate run; wide and shallow; clear; no work required.

Rapid No. 118: Tarawhata, Native kainga, on left; swift run, with bend to right, and a second swift run close below, river still bending to right; runs against papa faces on left; some stones to move on left at lower end; good reach; a stream on right.

Rapid No. 119: Swift run, with curve to left; channel on right, against papa face; a snag at lower end to move.

Rapid No. 120 (a few chains below 119): A small waterfall on right; no work required.

Rapid No. 121: Easy run; river bending to left; a snag a short way below to move; opposite small stream on right.

82¾ miles above Upokongaro ; 89¾ miles above Wanganui ; 46¼ miles below Taumaranui :

Rapid No. 122: Auroa—swift run against papa bank; channel curves to left; several snags to move on right.

Rapid No. 123: Moderate run, with curve to right; some snags at upper end to move.

Rapid No. 124: Swift run, with curve to right; some snags to move; the run continues some way below; good reach; small waterfall on left bank.

Rapid No. 125: Short run; some snags to move; good reach, with bold papa faces both sides, and good still water; small waterfall to left and another to right.

*Note.*—The streams falling into river have cut deep into papa rock here, while some distance back up river they have the opposite effect of throwing out buttresses, or rather of preserving the wearing away of the papa; probably owing in that part of river to some substance, perhaps lime, being held in solution in the water of the stream, and which has a hardening effect on the surface of the papa, where the stream falls over it.

Rapid No. 126: Moderate run; some boulders to move at upper end, and some snags; curved to left; streams and small waterfall on right bank; good reach.

81 miles above Upokongaro ; 88 miles above Wanganui ; 48 miles below Taumaranui :

Rapid No. 127: Moderate run; snag in centre to move; papa shelf on left; good reach; stream on right.

Rapid No. 128: Moderate run; some snags to move; stream to left; good reach; straight and good water; stream to left and another to right. Makokomiko, a Native kainga, to left on a hill.

Rapid No. 129: Moderate run; wide and shallow; no work required; stream to left.

Rapid No. 130: Moderate run; a snag to move.

Rapid No. 131: Swift run against papa on right bank; some snags at top to move; good reach; stream on right.

78 miles above Upokongaro ; 85 miles above Wanganui ; 51 miles below Taumaranui :

Puketapu, Native kainga, on right ; stream on right.

Rapid No. 132 : Swift run ; bend to left ; some snags to move ; a sharp run round the papa face on right bank.

Rapid No. 133 : Swift run against papa face on left, but clear ; no work required ; two small waterfalls to left ; good reach ; some snags at one part to clear.

Rapid No. 134 : Moderate run ; channel on left ; no work required.

Rapid No. 135 : Kaiaroha—swift run against right bank ; a snag to move ; current continues some way below the rapid.

76½ miles above Upokongaro ; 83½ miles above Wanganui ; 52½ miles below Taumaranui :

Tangarakau River joins on right bank ; its channel is deep cut in, and about 50ft. wide ; good reach ; a snag to move. Tahunaroa, a shingle bank, on left.

Rapid No. 136 : Easy run ; no work required.

*General Note.*—Hitherto shallowest depth observed on rapids 2ft. 6in. to 3ft., the river being said to be 1ft. above the low-level ; good reach ; a stream to right.

Rapid No. 137 : Moderate run ; a snag to move on left ; good reach ; a small waterfall to left.

*Note.*—The streams falling into the river over papa appear about here again to preserve it from wear, and cause it to jut out, where they fall over. (See former note re this.)

Rapid No. 138 : Te Moari—swift run ; a snag at lower end to move.

Rapid No. 139 (close below 138) : Mangatoatoa—a stream to left, with deposit of large stones jutting out from bank at its junction with river ; several snags to move ; two rocks on left bank of river, and a snag to move opposite to them.

74½ miles above Upokongaro ; 81½ miles above Wanganui ; 54½ miles below Taumaranui :

Rapid No. 140 : Moderate run ; two snags to move. Te Kowhai, river about 140ft. wide.

Rapid No. 141 : Slight run ; two snags to move ; curve to left.

73½ miles above Upokongaro ; 80½ miles above Wanganui ; 55½ miles below Taumaranui :

Rapid No. 142 : Clear run ; a snag to move. Whangamomina, a large creek, to right ; good reach ; a snag to move.

Rapid No. 143 : Te Aukopai—swift run ; snag at top to move ; stream to left ; some snags in reach below to move.

72 miles above Upokongaro ; 79 miles above Wanganui ; 57 miles below Taumaranui :

Rapid No. 144 : Moderate run against face on left bank. Mangawai iti Stream to left ; river turns to left.

Rapid No. 145 : Moderate run ; some snags to move.

Rapid No. 146 : Moderate run ; snag at lower end to move.

Rapid No. 147 : Whakakapa, moderate run ; some snags to move ; river here bold papa banks both sides, about 120ft. wide ; long ; good reach ; some snags in one part to move. Otamonga, a stream, to left ; deeply cut into papa ; a snag to move ; a stream to right.

70½ miles above Upokongaro ; 77½ miles above Wanganui ; 58½ miles below Taumaranui :

Rapid No. 148 : Okareroa—moderate run ; straight ; some snags to move at lower end, also two snags a few chains below ; small waterfall to left ; good reach ; about 120ft. wide ; bold papa banks.

Rapid No. 149 : Swift run ; straight ; some snags to move ; good reach ; a snag to move. Otaikohatu, shingle beach on right ; small waterfall on left. This is a good long reach.

69 miles above Upokongaro ; 76 miles above Wanganui ; 60 miles below Taumaranui :

Rapid No. 150 : Otaua—easy run ; a snag a little way below to move ; good reach.

Rapid No. 151 : Easy run ; several snags to move.

Rapid No. 152 : Easy run ; no work.

Rapid No. 153 : Short, quick run ; swirl against papa face to left ; shingle bank to right.

68 miles above Upokongaro ; 75 miles above Wanganui ; 61 miles below Taumaranui :

Mangapurua, large stream, to left ; a snag to move ; shingle beach on right ; river to right.

Rapid No. 154 : Easy run near the stream named above ; good long reach.

66½ miles above Upokongaro ; 73½ miles above Wanganui ; 62½ miles below Taumaranui :

Rapid No. 155 : Swift run ; a good many snags to move in the channel on right. Opopo, good long reach ; river about 130ft. wide ; bold papa faces both sides. Te Arapoto Stream on right ; river turns to left.

Rapid No. 156 : Oparia—shingle beach on right ; easy run ; some snags above, and also in rapid to move ; stream to left.

Rapid No. 157 : Easy run and clear ; a snag to move ; good reach ; river about 130ft. wide ; bold banks. Tangahoe stream to right ; a snag to move near this.

65½ miles above Upokongaro ; 72½ miles above Wanganui ; 63½ miles below Taumaranui :

Kahuiroa Stream on left.

Rapid No. 158 : Epeka, Native kainga, on left ; eel pas in river ; stream to left ; a passage probably found without moving eel pas ; some snags to move. Tukipo, Native kianga, to right ; good reach.

6½ miles above Upokongaro ; 71 miles above Wanganui ; 65 miles below Taumaranui :

Rapid No. 159: Easy run, some snags to move. Utapu and Parenui, Native kaingas, on right; good reach below Utapu; stream to left.

Rapid No. 160: Puwhawha—moderate run; a good many snags to move. Tieke, Native kainga, on left bank.

Rapid No. 161: Easy run; some snags to move; Native kainga on right; a snag and boulder to move.

Rapid No. 162: Easy run; some snags to move; good reach, with bold papa faces; river about 130ft. wide.

Rapid No. 163: Moderate run; some snags to move, and some more just below the rapid; good reach; stream to right deeply cut into papa; papa faces at both banks; small waterfall to left deeply cut into papa. Good reach continues. Rurupopo Cave on right; a stream to right; some snags to clear opposite it. Ottawa, Native kainga, on left; a few snags to move. This fine reach is some miles long. Papaka, a rock in river; this is a *taniwha*; a snag to move. Waipahihi Stream on left.

59 miles above Upokongaro ; 66 miles above Wanganui ; 70 miles below Taumaranui :

Rapid No. 164: Slight run; some snags to move; broad and shallow; good reach; bold papa faces both sides; river about 2 chains wide; a few snags to move.

57½ miles above Upokongaro ; 64½ miles above Wanganui ; 71¾ miles below Taumaranui :

Manganuioteao River comes in on left.

57 miles above Upokongaro ; 64 miles above Wanganui ; 72 miles below Taumaranui :

Rapid No. 165: Moderate run below junction of the Manganuioteao; a few snags to move; good reaches continue, with bold papa faces on both sides; river about 2½ chains wide.

The strata in papa faces still dip to westward; small waterfall to left, deeply cut into papa.

Rapid No. 166: Easy run; no work required.

55½ miles above Upokongaro ; 62½ miles above Wanganui ; 73¾ miles below Taumaranui :

Rapid No. 167 (close below 166): Ngaparoa—very swift run, with bend; runs against right bank. Speed of current found by patent log to be between 4½ and 5 miles per hour. This is a difficult rapid; some snags and stones to move.

Rapid No. 168: Quick run; not far below 167; course straight; no work required; good reach; bold papa faces. Mangaio Stream to right.

54½ miles above Upokongaro ; 61½ miles above Wanganui ; 74½ miles below Taumaranui :

Rapid No. 169: Swift run, and curve to left runs against papa face; on right some snags and stones to move.

Rapid No. 170 (a little below 169): Swift run, and bend to right; runs against left bank; some snags to move; a snag below rapid to move.

Rapid No. 171: Moderate run; nearly straight; some rocks above rapid to move. Purarotu, a cave and waterfall, on right, and bold rock at edge of river on left.

53 miles above Upokongaro ; 60 miles above Wanganui ; 76 miles below Taumaranui :

Rapid No. 172: Autapu—very swift run against left bank, with curve to right; a difficult rapid. Namahanga, Native kainga, on left; good reach; river about 3 chains wide. Kairiria, Native kainga, on left; some karaka trees at edge of river. Porangitautahi, Native kainga, on right.

51½ miles above Upokongaro ; 58½ miles above Wanganui ; 77¾ miles below Taumaranui :

Rapid No. 173: Te-au-Tumutu—swift run; slight curve to right; some snags to move; stream on left shingle bank; large stones on right. Te Aomarama, a Native kainga, on right.

Rapid No. 174: Paparoa (being the second rapid of that name); swift run; eel pa, but passage to right of eel pa; some rocks to move at lower end. This rapid curves to left, and runs against right bank.

Rapid No. 175: Swift run; straight; a long rapid; some snags to move.

49½ miles above Upokongaro ; 56½ miles above Wanganui ; 79½ miles below Taumaranui :

Rapid No. 176: Easy run. Pipiriki, Native kainga, on right bank; a snag to move. Kaukore, a stream, on left bank, with water-power flour-mill. Mr. Rochfort's road from railway-line comes in here to the river. Kaweipou, Native kainga, on left, opposite Pipiriki.

*Note.*—The small steamer "Motoa" is said to have come up to this place (Pipiriki) with troops during Native disturbances. The Natives say there was a small freshet in the river when she came up, which gave more depth of water.

Rapid No. 177 (close below Pipiriki): Swift run; some rocks to move at the upper end.

Rapid No. 178 (close below 177): Easy run. Good reach.

Rapid 179: Swift run, with curve to left, but clear.

48½ miles above Upokongaro ; 55½ miles above Wanganui ; 80¾ miles below Taumaranui :

Rapid No. 180: Te Puha—swift run close below 179; straight; a snag and some stones to move; a stream comes in to right, with deposit of large stones at its junction with river.

Rapid No. 181: Otauwiri—easy run; some snags to move.

*43½ miles above Upokongaro ; 50½ miles above Wanganui ; 85½ miles below Taumaranui :*

Rapid No. 182: Easy run; clear and good water; good reach; about 3 chains wide. Tahaerapa, Native kainga, to right, and a stream. Oau, a stream, to left. Te Karaka, a stream on left, with small waterfall. Te Anatararoa, Native kainga, on right. Kauwai Stream on right; good reach continues. Te Ripo, Native kainga, on right; stream on right, with deposit of large stones at junction with river. This reach continues and goes on as far as Hiruharama. Hiruharama (Jerusalem), Native kainga, on left bank. Mangoia, a stream, to left, just below. Hiruharama River turns sharply to right.

Rapid No. 183: Kukupai, a little below Hiruharama; moderate run; eel pa just below, but passage at side of it; bend to left; no work required.

*43 miles above Upokongaro ; 50 miles above Wanganui ; 86 miles below Taumaranui :*

Rapid No. 184: Kawarua—very swift run; eel pas curved to right. Speed of current by patent log, 5 miles per hour. The eel pa should be removed, as it is in channel; no other work required; large stones on shingle bank to right. Kauaeroa, Native kainga, on left, close below the rapid; good reach; some snags to remove in it.

*42 miles above Upokongaro ; 49 miles above Wanganui ; 87 miles below Taumaranui :*

Rapid No. 185: Swift run; eel pa, but room to pass it; some snags to move near top on left; good reach. Tawhitinui, Native kainga, on right; snag in channel to move.

*41½ miles above Upokongaro ; 48½ miles above Wanganui : 87½ miles below Taumaranui :*

Rapid No. 186: Moutoa Island; the channel is to right of island; some snags to move at upper end of island on right; moderate run. This is where the fight with Hauhau Natives took place in 1864.

*40 miles above Upokongaro ; 47 miles above Wanganui ; 89 miles below Taumaranui :*

Rapid No. 187: Rapid at lower end of island; very swift run. Speed of current by patent log, 4½ miles per hour; curve to left runs against right bank; a snag to move. This is a difficult rapid; a moderate run continues for some way below the rapid. Ranana (London), Native kainga, on left bank.

Rapid No. 188: Easy run; a snag to move. Ngatama Stream on left; large bank of big stones at its junction with river. Opawa, a hill, on left, below the stream, close to river; good reach.

*39 miles above Upokongaro ; 46 miles above Wanganui ; 90 miles below Taumaranui :*

Rapids Nos. 189 and 190: Kawaka; very swift run. Speed of current by patent log, just above rapid, 3¾ miles per hour; in lower part of rapid 6½ miles per hour; some stones to move at top; turns to left; eel pa, near bottom, should be removed. This is a difficult rapid; a bank of large stones on right just below rapid, and a similar bank on left, a little lower down, at a stream, Porongatia. Kawana, Native kainga, on left. There is a stream and a flour-mill here; good reach. Stream on right, Tokangamutu, with bank of large stones jutting into river at its junction; a little below a similar point of large stones juts into river from left bank, at a stream, Matahiwi; a snag to move here.

*Note.*—These deposits of large stones are a feature at the junction of the streams with the river at about this part of its course. They are of considerable extent, and seem remarkable in connection with the apparent size of the streams. They must affect the river current in floods considerably, as they extend some way out from the general run of the river banks. There is, however, no necessity to touch them as ample width is left clear of them in river channel.

Rapid No. 191: Island; channel to left of island; swift run; a papa reef to remove in middle of channel, also some snags; curve to right; a good deal of work here; there is an eel pa in the other channel, to right of island.

*36½ miles above Upokongaro ; 43½ miles above Wanganui ; 92½ miles below Taumaranui :*

Karaitia (Galatea), Native kainga, just below the rapid.

*35 miles above Upokongaro ; 42 miles above Wanganui ; 94 miles below Taumaranui :*

Rapid No. 192: Swift run, with turn to right; two eel pas to remove; a long rapid shallow; some stones and snags to move; good reach; a large snag to move.

Ruapirau on right bank; streams come in on both sides here, each having a point of large stones at its junction with river; shingle bank on right.

Rapid No. 193: A long swift rapid, with bend; a good deal of work at this rapid; some snags at upper end, and snags in channel to move; bluff on left and a stream to right; a point with large stones at junction of stream to right, a little below rapid; short good reach.

Rapid No. 194: Moderate run; a snag to move; good reach; a snag to move; stream to left with point of large stones at its junction, and a little below it a stream to right, with similar point of large stones. These points here jut well out from river banks, and confine channel to some extent.

Rapid No. 195: Kawakawa—moderate run; a number of snags on upper part to move; a point with large stones at junction of a stream on left, just below the rapid.

34 miles above Upokongaro ; 41 miles above Wanganui ; 95 miles below Taumaranui :

Rapid No. 196 : Moderate run and clear. Opariki on left bank. There is a water-mill here, and stream with point of large stones at its junction. Putiki, Native kainga, on right, with stream ; good reach.

32½ miles above Upokongaro ; 39½ miles above Wanganui ; 96½ miles below Taumaranui :

Koriniti (Corinth) on left bank ; a stony point at stream on right narrows the channel. There is a mark put in here by the Natives on bank above river of the height of large flood of 23rd February, 1883. (Levels will be got to this afterwards.)

Rapid No. 197 : Swift run, with bend to left ; a number of snags to move ; a stream to left, with point of large stones.

Rapid No. 198 (a short way below No. 197) : Swift run ; curve to right ; some snags and stones to move.

Rapid No. 199 : A short way below No. 198 ; a number of snags to move at upper end on right ; moderate run ; some snags in channel to move ; curve to left ; good reach ; a stream on right with stony point ; and a stream on the left with a similar stony point ; small waterfall to left ; point of large stones jutting out for about ¾ chain from left bank at junction of a stream ; a snag to move.

30½ miles above Upokongaro ; 37½ miles above Wanganui ; 98½ miles below Taumaranui :

Karakerake, Native kainga, on left ; good reach continues ; papa face on right ; shingle bank on right. Opapaku Stream to left, with stony point and Native kainga.

29 miles above Upokongaro ; 36 miles above Wanganui ; 100 miles below Taumaranui :

Rapid No. 200 : Otumairi—very swift run ; a good many snags to move near top on left ; channel to left ; shallow bank on right. Speed of current by patent log, 4½ miles per hour ; curve to right ; channel runs against left bank ; good reach. Ahuahu, Native kainga, on right ; large creek to right.

Rapid No. 201 : Just below Ahuahu channel on right ; some snags to move at upper end on right ; a good deal of work here ; also some snags a little below in channel to move ; river curves to left ; good reach. Mungapapapa Stream on right bank.

Rapid No. 202 : Moderate run ; some snags to move ; stony point on left at foot of rapid, and a similar point on right. Otuhi, Native kainga, on right ; a stream on right, with stones at junction with river. Te Arakaiwhiria ; good reach.

Rapid No. 203 : Moderate run ; channel on left ; a number of snags to move at upper end, and also snags to clear out of bottom of channel ; a good deal of work here.

25 miles above Upokongaro ; 32 miles above Wanganui ; 104 miles below Taumaranui :

Atene (Athens) ; from here down to Parekino (18 miles below Upokongaro ; 25 miles above Wanganui ; 111 miles below Taumaranui) there are twelve rapids ; these, with the exception of the one next Athens (still incomplete beginning of November), have been cleared by the snagging parties. Below Parakino down to Raurikia (8 miles above Upokongaro ; 15 miles above Wanganui ; 121 miles below Taumaranui) a former snagging party were at work last year ; the channel is fairly good as far as Kennedy's.

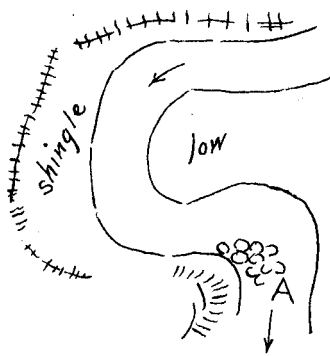
7 miles above Wanganui ; 129 miles below Taumaranui :

Upokongaro, and also from there on to Wanganui (136 miles below Taumaranui).

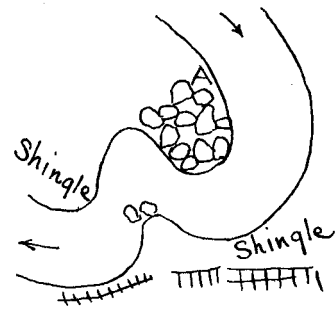
When the present snagging operations were started the river was reported clear for traffic up to Parekino, so that the work was commenced at Parekino and continued on upwards ; but although there is a passable channel up as far as Parekino, yet in the distance between Parekino and Wanganui, some snags about eighteen miles above Wanganui, and some in the reach opposite the quarries ; and a few sundry snags here and there in different places, would be better of being removed, as in this part of the river it is desirable that the channel should be more open and clear, and wider than can be attempted in the upper course of the river, above Parekino, and it would be advisable to have this part gone over, as the cost would not be great ; but it is not desirable to detach either of the two parties now up river for this purpose, as it is important to proceed with the upper work.

JOHN T. STEWART,  
District Engineer.

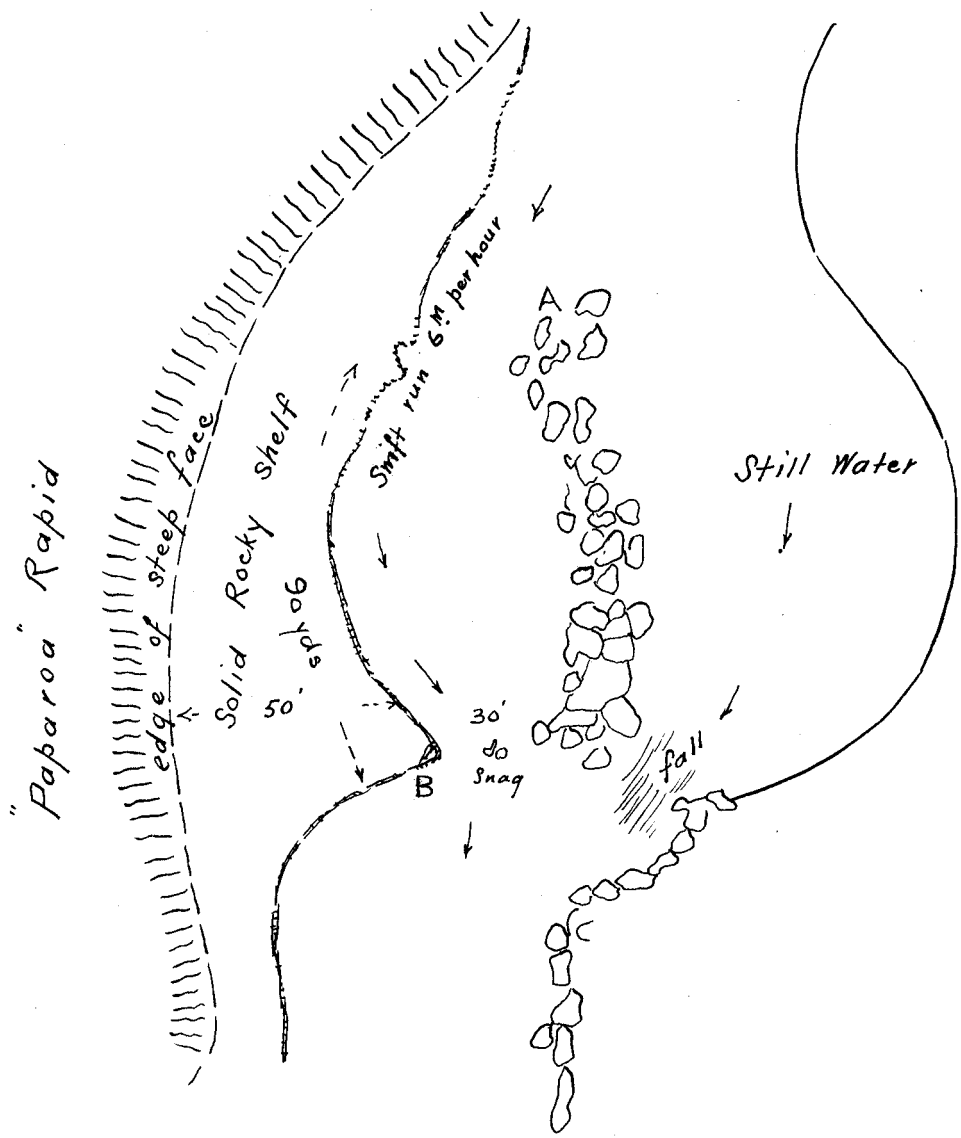
# DIAGRAMS.



N° 1

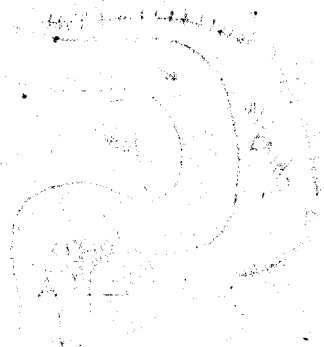


N° 2

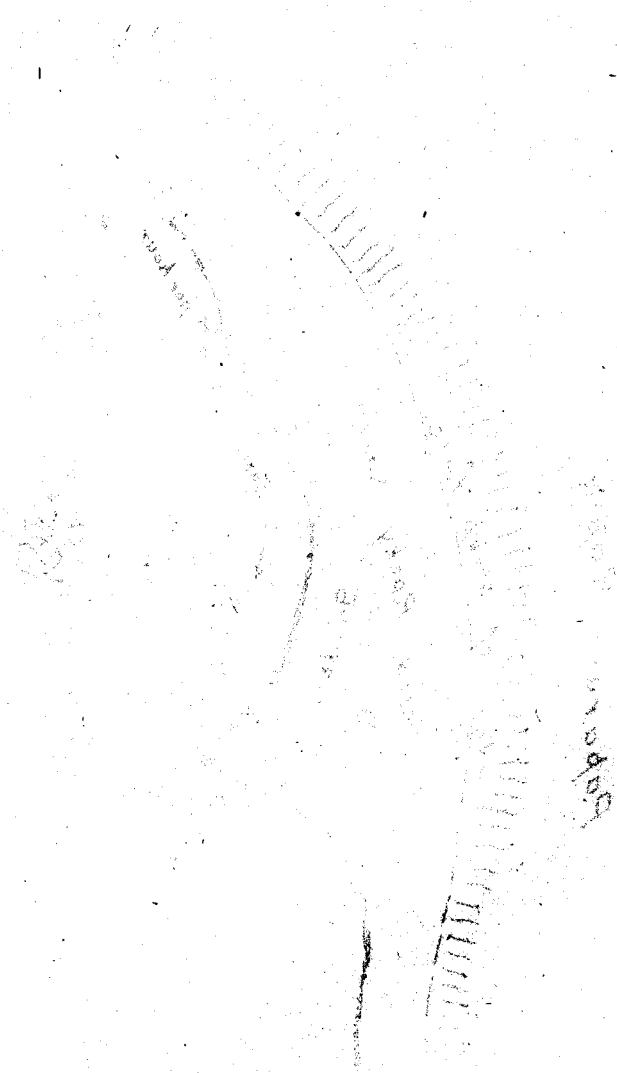


N° 3

DIAGRAMS

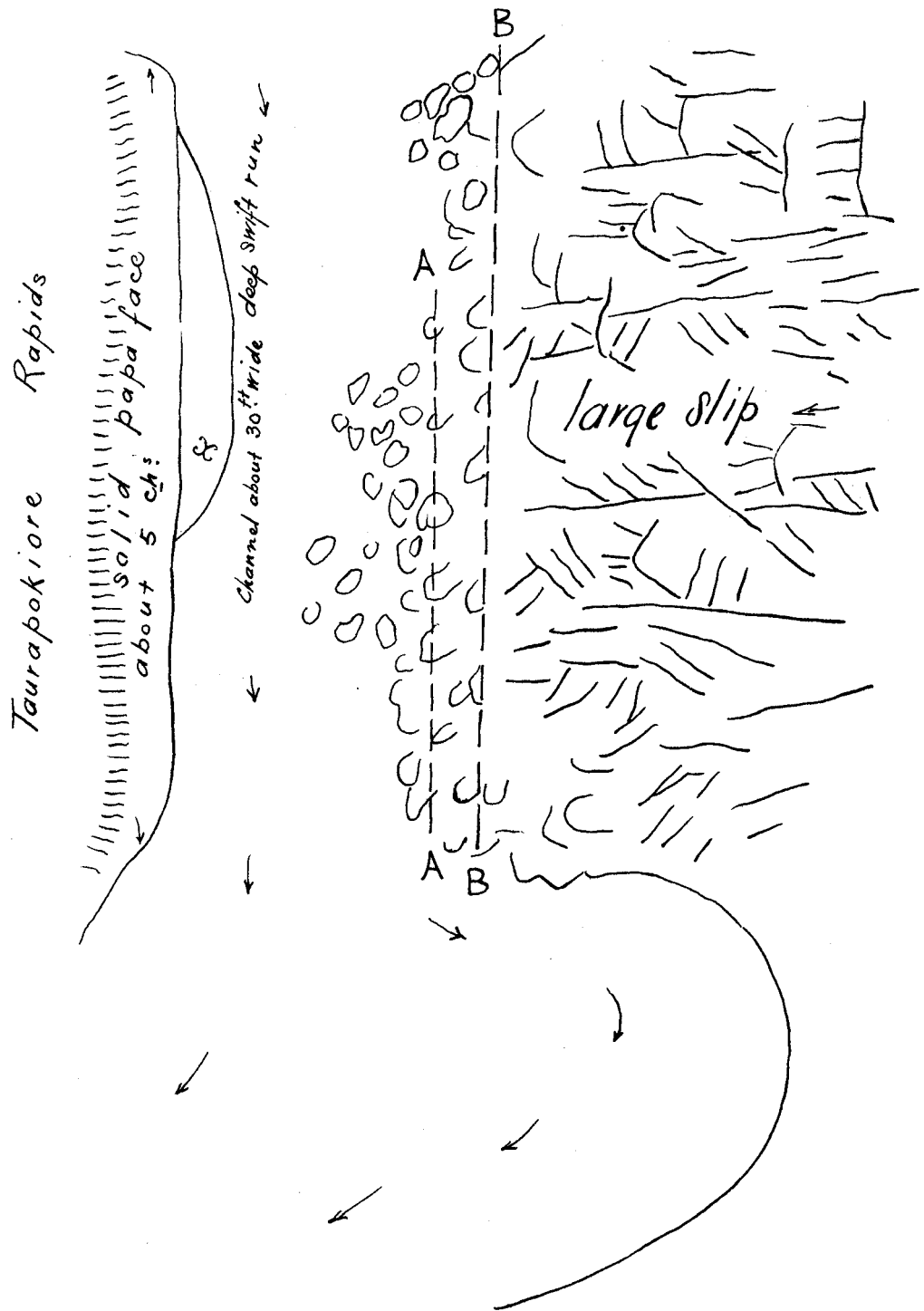


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# DIAGRAMS.



Nº 4

# DIAGRAM





NO. 1.—PAPAROA RAPID.—ON THE WANGANUI RIVER, LOOKING UP THE RIVER.  
ABOUT 118 MILES ABOVE WANGANUI.

The channel used is on right bank of River, where the canoe is (a snag in entrance).

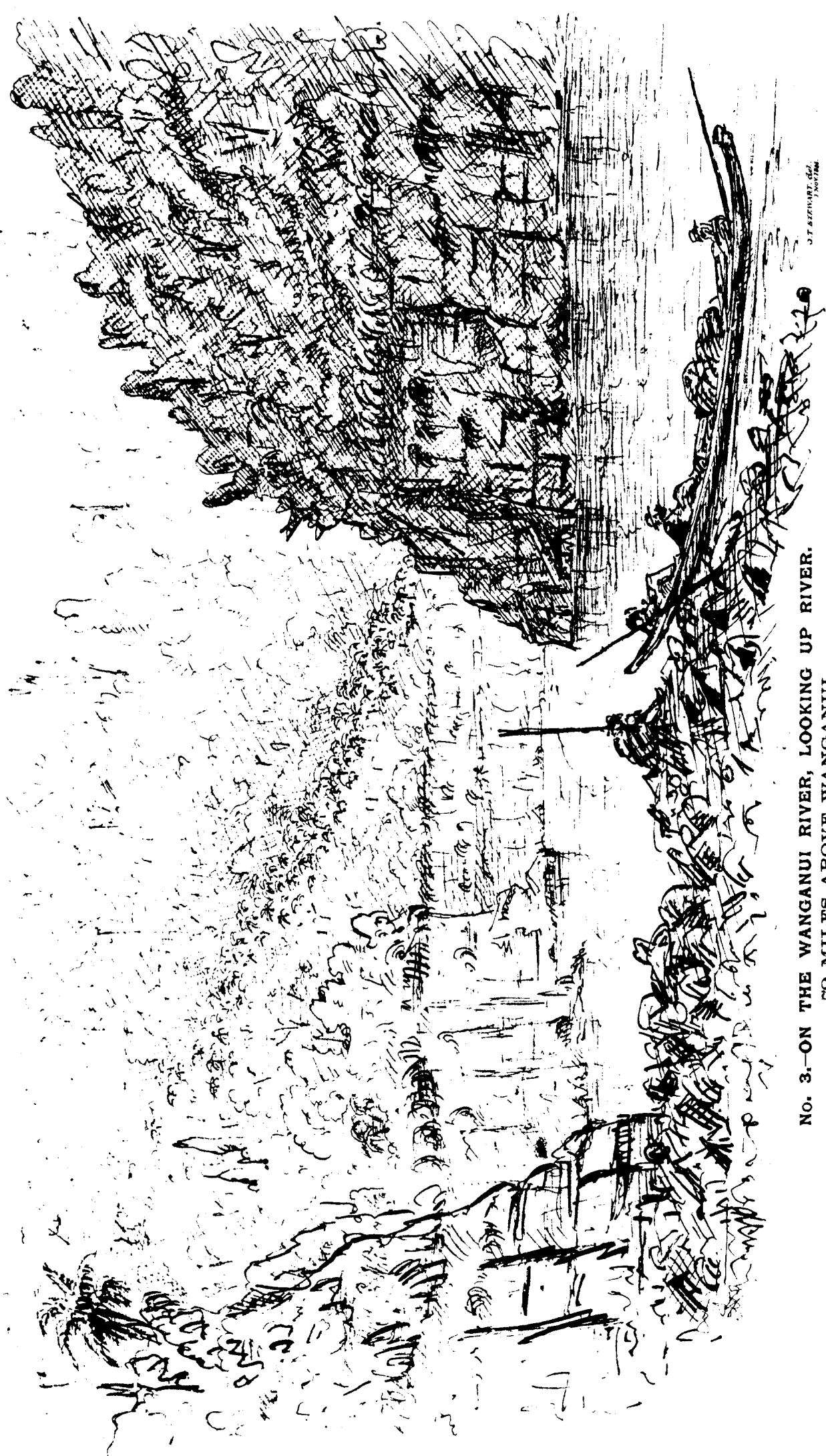




J. T. STEWART, DEL.  
1897

NO. 2.—ON THE WANGANUI RIVER, LOOKING DOWN RIVER.  
ABOUT 88 MILES ABOVE WANGANUI.

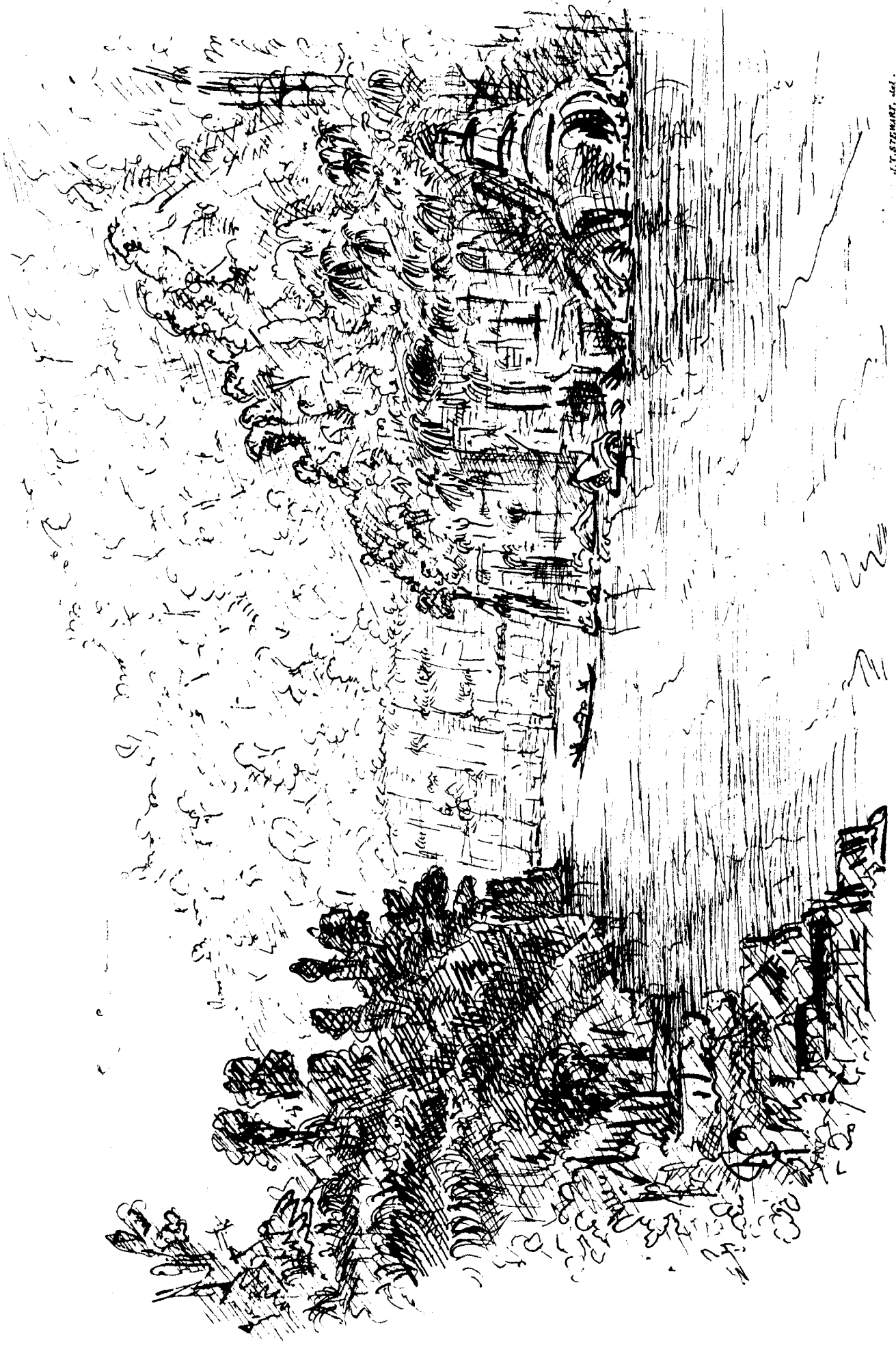




NO. 3.—ON THE WANGANUI RIVER, LOOKING UP RIVER.  
79 MILES ABOVE WANGANUI.

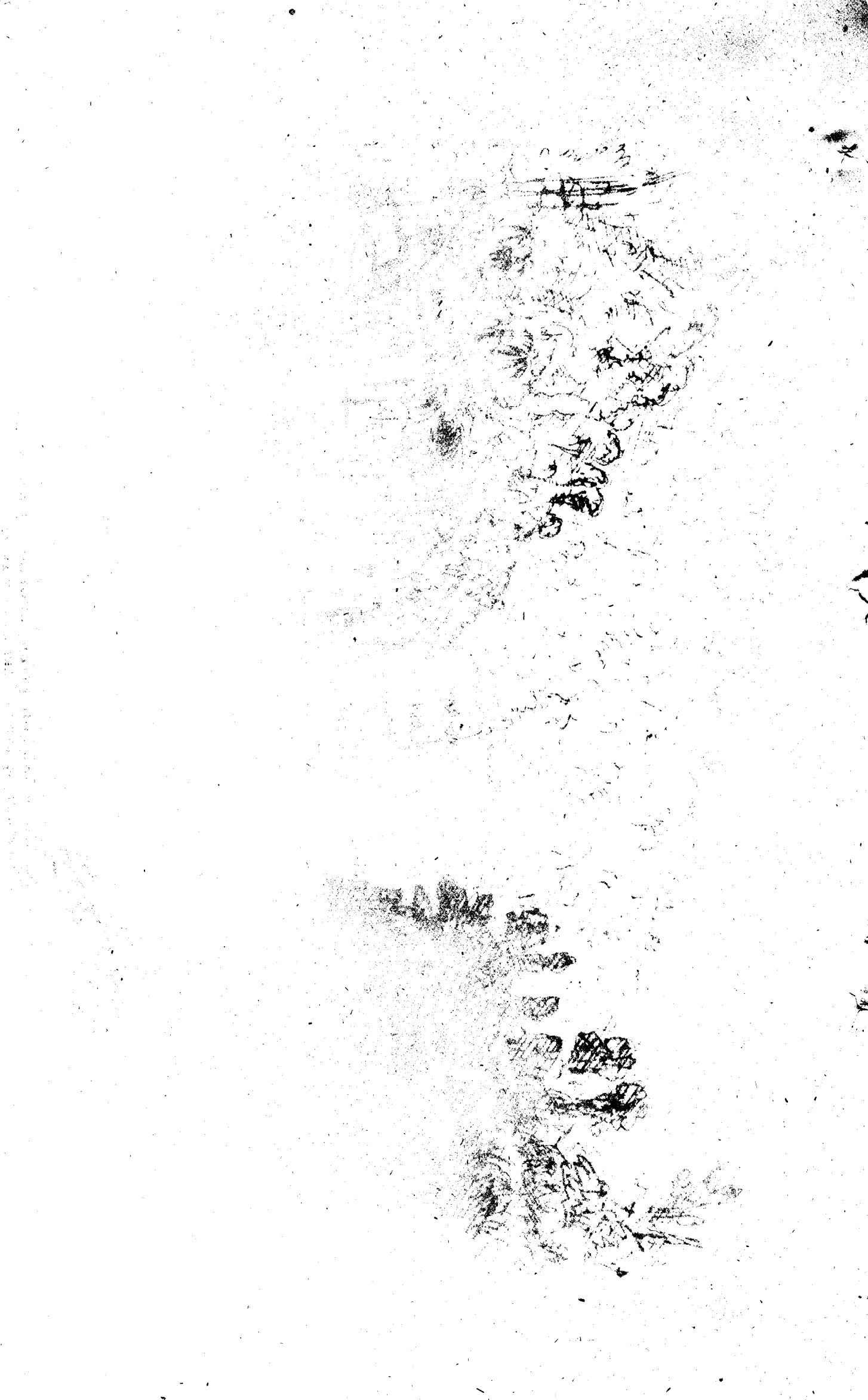
J. T. BEECHER, DEL.  
J. MORTIMER, SCULPTOR.

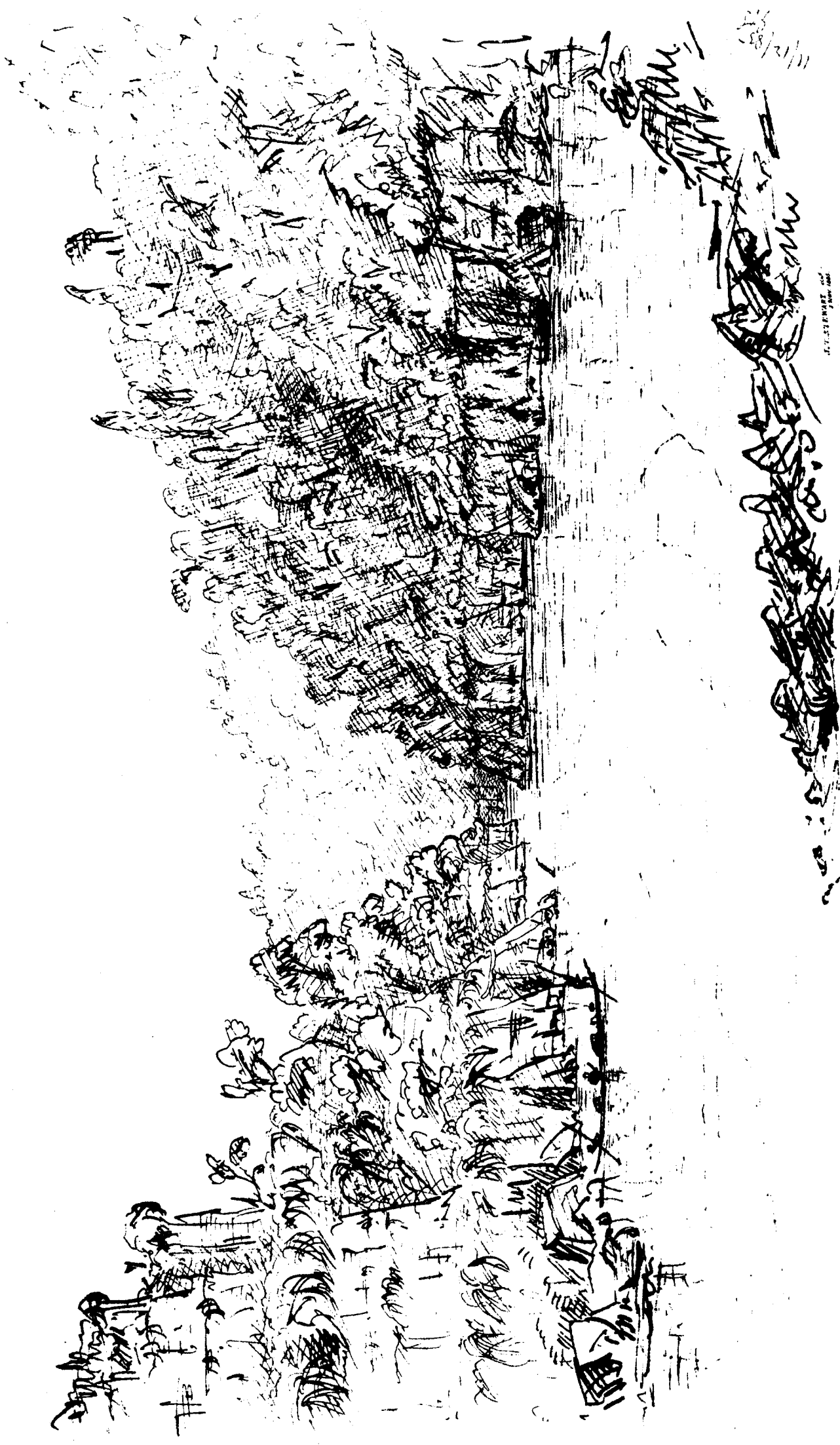




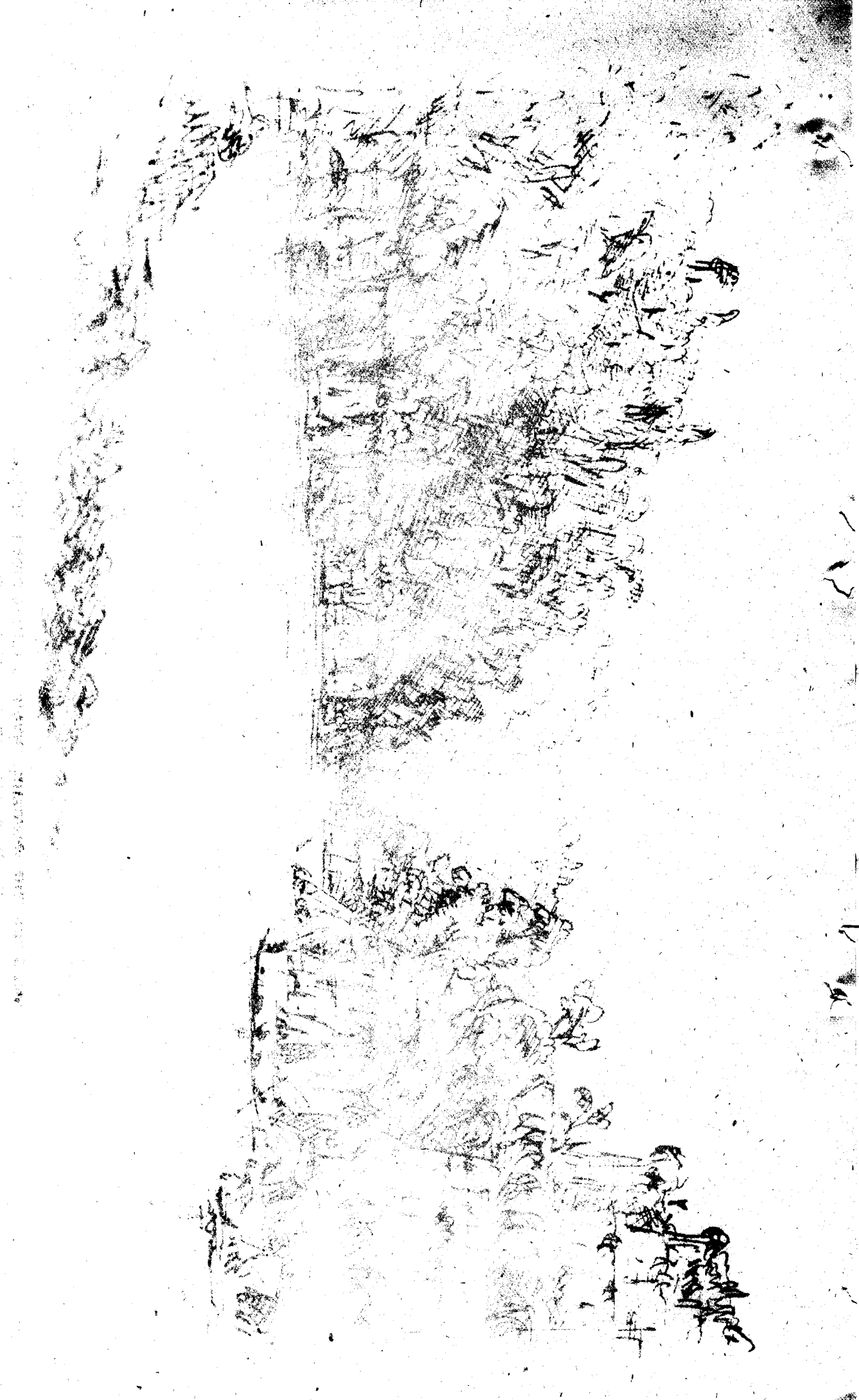
NO. 4.—ON THE WANGANUI RIVER, LOOKING DOWN RIVER.  
BETWEEN 69 AND 70 MILES ABOVE WANGANUI.

J. T. STEWART, del.  
JAN. 1886.





NO. 5.—ON THE WANGANUI RIVER, LOOKING DOWN RIVER.  
BETWEEN 69 AND 70 MILES ABOVE WANGANUI.





NO. 6.—JUNCTION OF THE MANGANUI-O-TE-AO WITH THE WANGANUI RIVER,  
FROM A SHORT WAY UP THE MANGANUI-O-TE-AO.

The Wanganui runs from right of sketch between the two Bluffs, opposite the canoe (looking down river).

ABOUT 64 MILES ABOVE WANGANUI.



APPENDIX K.

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ANNUAL REPORT OF GENERAL MANAGER OF RAILWAYS,

FOR YEAR ENDING 31st MARCH, 1886.

APPENDIX

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ANNUAL REPORT OF DEPARTMENT OF AGRICULTURE

FOR THE YEAR 1907

# ANNUAL REPORT ON WORKING RAILWAYS.

The GENERAL MANAGER, New Zealand Railways, to the HON. the MINISTER for PUBLIC WORKS.  
SIR,—

I have the honour to report upon the opened railways for the financial year ending the 31st March, 1886.

There were 1,613 miles open at the end of the year, including 77 miles of line built by the District Railway Companies. Of these latter, the Ashburton Forks, Duntroon and Waimate lines, 46 miles in length, were previously worked by the Government on behalf of the companies, and arrangements having been recently made for their purchase as from the 1st April, 1885, the working accounts have been now incorporated with the annual accounts for the New Zealand railways. The Rotorua District Railway was taken over and opened for traffic between Morrinsville and Oxford, 31 miles, on the 8th March, 1886, and is worked as a part of the Auckland Section.

The length of lines open at the end of the year, including these recent purchases, was 137 miles in excess of the Government lines open in the previous year. Particulars of the lengths opened will be found in Return No. 19. Seventeen new stations have been opened.

The lines have paid £2 17s. 3d. per cent. on the cost of the opened portions, and £2 12s. per cent. on the gross outlay on opened and unopened. Comparative rates of interest paid for the past four years are shown in Return No. 6. The highest rate is paid by the Greymouth Section, £5 9s. 3d. per cent., and the next highest by the Napier Section, £4 18s. 9d. The lines Morrinsville to Te Aroha and to Oxford, 12½ and 30½ miles respectively, opened in the early part of March, were too late in the year to materially affect the revenue or profits on the Auckland Section, and the cost of the opened lines there thus appears high in proportion to the net revenue realized, and the rate of interest appears relatively low. According to the terms of purchase of the District Railways, there will be a sum of about £2,768 in rates on land, which will be a contribution towards the payment of interest on their cost.

The proportion of expenses to revenue is 65·91, as against 65·99 for the previous year. The most marked improvement in the proportion of expenses to revenue is on the Kawakawa Section; the next in order in this respect is the Wellington Section.

The traffic has on the whole increased moderately, but shows a decrease under certain heads in some parts of the colony.

The passenger traffic has increased under all three heads of first-class, second-class, and season-ticket travellers. This increase has chiefly occurred in Auckland, Napier, Wellington, Greymouth, and Westport. In other parts of the colony the growth is but small.

A large number of cheap excursion trains have been run in various parts of the colony during the year; 47,836 passengers have been carried, giving a gross receipt of £6,184.

The great depression in prices of grain has checked the production of, and the traffic in, agricultural produce; the commercial depression arising from the fall of prices of this and other local productions has greatly affected the railway business and revenue in many respects, directly and indirectly.

A comparative statement of the cost of working is shown in the table next following, which should be considered in connection with table of traffic and revenue below:—

| Year.                            | Main-tenance. | Locomotive and Stock. | Traffic. | General Charges, &c. | Totals. | Miles. | Total per Mile. |
|----------------------------------|---------------|-----------------------|----------|----------------------|---------|--------|-----------------|
| <i>Wages.</i>                    |               |                       |          |                      |         |        |                 |
|                                  | £             | £                     | £        | £                    | £       | No.    | £               |
| 1880-81 ...                      | 145,517       | 109,477               | 125,782  | 31,926               | 412,701 | 1,277  | 323             |
| 1881-82 ...                      | 132,520       | 106,204               | 126,739  | 28,428               | 393,891 | 1,319  | 298             |
| 1882-83 ...                      | 158,203       | 118,689               | 140,840  | 31,032               | 448,764 | 1,358  | 330             |
| 1883-84 ...                      | 165,303       | 134,125               | 151,319  | 32,635               | 483,382 | 1,396  | 346             |
| 1884-85 ...                      | 177,388       | 140,436               | 156,586  | 36,871               | 511,281 | 1,477  | 346             |
| 1885-86 ...                      | 184,551       | 144,775               | 164,871  | 37,601               | 531,798 | 1,613  | 330             |
| <i>Stores and Miscellaneous.</i> |               |                       |          |                      |         |        |                 |
| 1880-81 ...                      | 35,931        | 58,117                | 14,266   | 942                  | 109,256 | 1,277  | 85              |
| 1881-82 ...                      | 47,602        | 65,928                | 14,205   | 1,071                | 129,208 | 1,319  | 97              |
| 1882-83 ...                      | 51,620        | 73,805                | 15,494   | 3,139                | 144,058 | 1,358  | 106             |
| 1883-84 ...                      | 68,633        | 79,736                | 15,529   | 8,710                | 172,608 | 1,396  | 123             |
| 1884-85 ...                      | 76,941        | 82,385                | 15,236   | 4,183                | 178,745 | 1,477  | 121             |
| 1885-86 ...                      | 63,015        | 73,388                | 15,481   | 6,658                | 158,542 | 1,613  | 98              |

## COMPARISON OF TRAFFIC AND REVENUE FOR SEVEN YEARS.

| Year. | Miles. | Revenue.  | Expenditure. | Tonnage.  | Parcels, &c. | Cattle, Sheep, &c. | Passengers. | Season Tickets. |
|-------|--------|-----------|--------------|-----------|--------------|--------------------|-------------|-----------------|
|       |        | £         | £            |           | No.          | No.                | No.         | No.             |
| 79-80 | 1,172  | 762,573   | 580,030      | 1,108,108 | 180,331      | 285,209            | 2,967,090   | 5,077           |
| 80-81 | 1,277  | 836,454   | 521,957      | 1,377,783 | 286,865      | 300,704            | 2,849,561   | 6,499           |
| 81-82 | 1,319  | 892,026   | 523,099      | 1,437,714 | 316,611      | 343,751            | 2,911,477   | 7,207           |
| 82-83 | 1,358  | 953,347   | 592,821      | 1,564,793 | 341,186      | 477,075            | 3,283,378   | 8,621           |
| 83-84 | 1,396  | 961,304   | 655,990      | 1,700,040 | 359,896      | 686,287            | 3,272,644   | 9,036           |
| 84-85 | 1,477  | 1,045,712 | 690,026      | 1,749,856 | 347,425      | 729,528            | 3,232,886   | 8,999           |
| 85-86 | 1,613  | 1,047,419 | 690,340      | 1,823,767 | 349,428      | 858,662            | 3,362,266   | 10,717          |

The traffic in local productions of the colony during the past seven years is as follows :—

|             | Wool.  | Timber. | Grain.  | Minerals. | Horses<br>and Cattle. | Sheep<br>and Pigs. |
|-------------|--------|---------|---------|-----------|-----------------------|--------------------|
|             | Tons.  | Tons.   | Tons.   | Tons.     | No.                   | No.                |
| 1879-80 ... | 41,895 | 149,428 | 240,144 | 321,060   | 30,393                | 260,816            |
| 1880-81 ... | 42,387 | 169,695 | 421,142 | 406,266   | 27,230                | 280,683            |
| 1881-82 ... | 44,681 | 192,905 | 375,725 | 433,659   | 32,511                | 319,837            |
| 1882-83 ... | 51,703 | 197,231 | 367,428 | 510,088   | 37,455                | 449,470            |
| 1883-84 ... | 62,066 | 183,449 | 432,223 | 574,312   | 39,230                | 656,612            |
| 1884-85 ... | 68,523 | 178,909 | 414,590 | 618,512   | 43,096                | 696,790            |
| 1885-86 ... | 74,778 | 202,572 | 413,847 | 669,081   | 46,152                | 822,028            |

Particulars in greater detail of the last two years' traffic will be found in Return No. 5.

It will be observed that the agricultural produce traffic has remained stationary. The diminished area of land under grain-crop in the Middle Island during last season must lead to a diminished traffic and revenue under this head for the current year.

The live-stock traffic in all parts of the colony shows a rapid growth; and there is every reason to expect that it will continue to increase. Hurunui-Bluff shows the greatest growth in this class of traffic; Auckland, Wellington, and Wanganui follow next in order.

A large increase in the wool traffic has occurred almost exclusively on the Napier and Hurunui-Bluff Sections.

The general merchandise traffic shows an increase on the Auckland, Napier, and Wanganui Sections, but a marked decrease on the Wellington and Hurunui-Bluff.

The timber traffic has increased very largely on the Napier Section, and in a less degree on Auckland, Wellington, and Wanganui, but is practically stationary on the Hurunui-Bluff.

The traffic in native brown coals has decreased on the Hurunui-Bluff Section notwithstanding reduced rates for carriage, the West Coast and Newcastle coals being apparently preferred by the public. On the Auckland Section it has slightly increased. On the Greymouth and Westport Sections the mineral traffic has increased largely.

During the past two years large reductions have been made in railway rates, chiefly affecting local productions of various kinds, as agricultural produce, agricultural lime, native coals, timber for export, sheep and pigs, agricultural implements, cheese and milk, grass seed, flax, &c., and in passenger fares and others. Particulars of these alterations will be found in the table No. 32. While, therefore, the traffic has grown, there has not been a corresponding increase in the gross revenue.

By the exercise of economy, however, and owing to the great improvement in the conditions of the lines made and the better appliances for working available, during the past five years the expenses have been kept down, so that the net revenue for the year is £357,078, against £355,685 for the previous year.

The lines and rolling-stock have been maintained in good order, and in many respects have been improved.

There have been no serious mishaps during the year, but it is as well to bear in mind that the railway over the Taieri Plain is liable to damage at present, which may seriously affect both the revenue and expenditure.

In Auckland the new passenger-station building and yard have been opened, with great advantage to the public and the department. The goods-station re-arrangement is now being completed. At Wellington the passenger-station removal has been completed, and the re-arrangement of the goods-yard nearly so.

Increased workshop accommodation and machinery have been found necessary at Dunedin, Invercargill, Napier, Wanganui, and Wellington, and have been provided for.

The construction of carriage and wagon stock in the colony has been successfully carried on in the various shops.

A contract for building ten locomotives in the colony has been let to a Christchurch firm, and is now being executed.

Colonial-made lubricating oil has been introduced as an experiment for the rolling-stock, and its use, so far, promises to be economical.

The ticket-accounting, formerly done by the Audit Department, is now conducted by the Railway Accountant, and the Audit Department has ceased to audit the receipts of railway revenue, the audit and inspection conducted by the Railway Department being considered complete and efficient.

It is desirable to bear in mind the need for restricting the increase in the numbers of level crossings, and for increased care in their location and dimensions. It would be well that the public, as proprietors and users of the railways, should be alive to the important bearing these features have on the general safety of life and property on the railways.

It is also desirable to continue to bear in mind the need to restrict the stations and stopping-places on the score of public safety, convenience, and economy. Too many stations make the line more unsafe and expensive to work, and less convenient to the general public, without giving any adequate return of revenue. It often happens that demands are made which, if complied with, would sacrifice the convenience of extensive districts for comparatively insignificant local advantages. It is desirable that the public should recognize that, in the general interest, many of these demands should not be agreed to.

The usual tables are attached, giving the details of traffic, revenue, and other statistical information.

The conduct of the staff has been satisfactory, and organization for working is, as a rule, very complete and satisfactory.

J. P. MAXWELL,  
General Manager.

Wellington, 13th May, 1886.

# INDEX OF RETURNS

ACCOMPANYING THE REPORT OF THE GENERAL MANAGER OF NEW ZEALAND RAILWAYS.—  
1884-85.

| Nature.         | Return No. | Description.                                                                    |
|-----------------|------------|---------------------------------------------------------------------------------|
| ACCOUNTS        | 1          | Revenue accounts.                                                               |
|                 | 2          | Expenditure account.                                                            |
|                 | 3          | Detail of classified expenditure.                                               |
|                 | 4          | Classified expenditure and revenue.                                             |
|                 | 5          | Comparative statement of passenger and goods traffic.                           |
|                 | 6          | Cost of construction and rate of interest.                                      |
|                 | 7          | Comparison of revenue and expenditure for six financial years.                  |
|                 | 8          | Traffic ton mileage, Auckland, Napier, Wellington, Wanganui, and Hurunui-Bluff. |
|                 | 9          | Classified maintenance expenditure.                                             |
|                 | 10         | Revenue and expenditure of stations.                                            |
| GENERAL RETURNS | 11         | Stores contracts.                                                               |
|                 | 12         | Carriage and wagon stock, and tarpaulins.                                       |
|                 | 13         | Locomotive stock.                                                               |
|                 | 14         | { Weighing machines.                                                            |
|                 |            | { Weighbridges.                                                                 |
|                 | 14         | { Traversers and turntables.                                                    |
|                 |            | { Cranes.                                                                       |
|                 |            | { Pumps.                                                                        |
|                 | 15         | Renewals of rails.                                                              |
|                 | 16         | Renewals of sleepers.                                                           |
|                 | 17         | Number of stations and sidings.                                                 |
|                 | 18         | Particulars of private siding traffic.                                          |
|                 | 19         | Mileage of lines.                                                               |
|                 | 20         | Sleepers laid and removed.                                                      |
|                 | 21         | Number of employés.                                                             |
| SPECIAL RETURNS | 22         | Accidents.                                                                      |
|                 | 23         | Locomotive returns.                                                             |
|                 | 24         | Repairs to rolling-stock, Hurunui-Bluff.                                        |
|                 | 25         | Traffic from coal-mines, Hurunui-Bluff.                                         |
|                 | 26         | Vessels loaded and discharged at different ports, Hurunui-Bluff.                |
|                 | 27         | Mileage of track, main line, and sidings, Hurunui-Bluff.                        |
|                 | 28         | Comparison of expenditure on maintenance for eight years, Hurunui-Bluff.        |
|                 | 29         | Average rate of classified expenditure on maintenance, Hurunui-Bluff.           |
|                 | 30         | Statement of maintenance of different divisions of Hurunui-Bluff.               |
|                 | 31         | Account of transactions with private companies.                                 |
|                 | 32         | Alterations in scale of charges.                                                |

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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RETURN NO. 2.  
GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1886.

Dr.

Cr.

|                                                                     | £        | s.  | d.  | £   | s.  | d.  | £   | s.  | d.  |
|---------------------------------------------------------------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|
| To Balance brought forward:—                                        |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand—                                                      |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Less value in suspense                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Payments per Treasury, Vote 54*—                                    |          |     |     |     |     |     |     |     |     |
| " 18                                                                | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| " unauthorized                                                      | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Recovery from Mr. J. Saunders for locomotive sold                   | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Work done and locomotive sold to Manawatu County Council            | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Less amount included in balance above                               | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Overpayment by Waimate Gorge Railway Company                        | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Deposit forfeited through non-fulfilment of contract                | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Vouchers unpaid at Treasury on 31st March, 1886, carried forward    | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| * Payments as per Treasury, Vote 54                                 | £809,094 | 0   | 10  |     |     |     |     |     |     |
| Recoveries to vote                                                  | 115,318  | 17  | 6   |     |     |     |     |     |     |
| Net charge to vote                                                  | £693,775 | 3   | 4   |     |     |     |     |     |     |
| By Vouchers unpaid at Treasury on 31st March, 1886, brought forward | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| " Classified expenditure, N.Z. Railways                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| " District Railways                                                 | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| " Recoveries per Treasury to credit of Vote 54,*—                   |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous recoveries                                            | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Payments as per Treasury, Vote 54                                   | £809,094 | 0   | 10  |     |     |     |     |     |     |
| Recoveries to vote                                                  | 115,318  | 17  | 6   |     |     |     |     |     |     |
| Net charge to vote                                                  | £693,775 | 3   | 4   |     |     |     |     |     |     |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Stock in hand,—                                                     |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Manawatu County Council                                             | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Balance carried forward:—                                           |          |     |     |     |     |     |     |     |     |
| Outstanding accounts,—                                              |          |     |     |     |     |     |     |     |     |
| Other Government departments for—                                   |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous                                                       | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Personal accounts for—                                              |          |     |     |     |     |     |     |     |     |
| Stores                                                              | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Workshops                                                           | ...      | ... | ... | ... | ... | ... | ... | ... | ... |
| Way and works                                                       | ...      | ... | ... | ... |     |     |     |     |     |

RETURN No. 3.  
CLASSIFIED EXPENDITURE for Twelve Months ended 31st March, 1886.

| Sections.                              |         |       | Maintenance of Way and Works. |             |            |                |        | Locomotive Power.    |                 |                  |                       |        | Carriages. | Wagons. | Traffic. | General Charges. | Sundries. | Grand Total. |      |
|----------------------------------------|---------|-------|-------------------------------|-------------|------------|----------------|--------|----------------------|-----------------|------------------|-----------------------|--------|------------|---------|----------|------------------|-----------|--------------|------|
|                                        |         |       | Permanent-way.                | Structures. | Buildings. | Miscellaneous. | Total. | Working Locomotives. | Fuel and Water. | Oil, Tallow, &c. | Renewals and Repairs. | Total. |            |         |          |                  |           |              |      |
| WAGES.                                 |         |       |                               |             |            |                |        |                      |                 |                  |                       |        |            |         |          |                  |           |              |      |
| Kawakawa .. ..                         | £       | s. d. | £                             | s. d.       | £          | s. d.          | £      | s. d.                | £               | s. d.            | £                     | s. d.  | £          | s. d.   | £        | s. d.            | £         | s. d.        |      |
| Whangarei .. ..                        | 558     | 6 8   | 754                           | 0 6         | 15         | 7 6            | ..     | ..                   | 1,327           | 14 8             | 294                   | 1 7    | 26         | 2 5     | 0        | 15 0             | 17        | 18 6         |      |
| Auckland .. ..                         | 644     | 5 0   | 88                            | 18 6        | 90         | 8 6            | 11     | 10 0                 | 835             | 2 0              | 729                   | 15 2   | 0          | 17 6    | 9        | 7 6              | 81        | 11 9         |      |
| Napier .. ..                           | 16,066  | 12 6  | 3,858                         | 17 3        | 868        | 3 4            | 1,184  | 9 2                  | 21,978          | 2 3              | 9,248                 | 1 6    | 569        | 17 1    | ..       | ..               | 4,323     | 16 9         |      |
| Wellington .. ..                       | 8,314   | 9 0   | 1,981                         | 1 4         | 307        | 7 6            | 452    | 17 4                 | 11,055          | 15 2             | 3,790                 | 5 7    | 3          | 12 2    | 26       | 8 9              | 1,319     | 12 7         |      |
| Wanganui .. ..                         | 6,501   | 5 11  | 1,688                         | 14 0        | 452        | 17 1           | 111    | 0 6                  | 8,753           | 17 6             | 5,553                 | 16 8   | 570        | 14 6    | 87       | 13 5             | 3,818     | 8 0          |      |
| Hurunui-Bluff .. ..                    | 16,111  | 10 3  | 4,032                         | 16 11       | 360        | 4 7            | 917    | 18 0                 | 21,422          | 9 9              | 5,267                 | 12 1   | 145        | 7 2     | ..       | ..               | 3,378     | 8 4          |      |
| Greymouth .. ..                        | 77,629  | 15 7  | 19,844                        | 6 2         | 6,546      | 15 9           | 3,375  | 5 9                  | 107,396         | 3 3              | 40,623                | 13 0   | 2,599      | 4 0     | 407      | 9 5              | 14,823    | 19 1         |      |
| Westport .. ..                         | 1,552   | 6 5   | 377                           | 16 0        | 346        | 9 2            | 138    | 3 4                  | 2,414           | 14 11            | 822                   | 5 2    | ..         | ..      | ..       | ..               | 451       | 13 9         |      |
| Nelson .. ..                           | 1,916   | 12 11 | 169                           | 17 10       | 23         | 1 0            | ..     | ..                   | 2,109           | 11 9             | 1,017                 | 19 10  | ..         | ..      | ..       | ..               | 436       | 10 4         |      |
| Picton .. ..                           | 1,476   | 0 5   | 171                           | 1 9         | 43         | 9 9            | 31     | 13 11                | 1,722           | 5 10             | 750                   | 5 0    | 29         | 4 7     | ..       | ..               | 188       | 13 9         |      |
|                                        | 1,622   | 14 6  | 442                           | 3 11        | 64         | 1 9            | ..     | ..                   | 2,129           | 0 2              | 489                   | 3 7    | 5          | 15 6    | ..       | ..               | 460       | 18 1         |      |
| Total .. ..                            | 132,393 | 19 2  | 33,409                        | 14 2        | 9,118      | 5 11           | 6,222  | 18 0                 | 181,144         | 17 3             | 68,586                | 19 2   | 3,950      | 14 11   | 531      | 14 1             | 29,301    | 10 11        |      |
| STORES.                                |         |       |                               |             |            |                |        |                      |                 |                  |                       |        |            |         |          |                  |           |              |      |
| Kawakawa .. ..                         | 85      | 0 7   | 515                           | 11 6        | 31         | 6 4            | ..     | ..                   | 631             | 18 5             | ..                    | ..     | 17         | 7 3     | 77       | 17 9             | 52        | 13 10        |      |
| Whangarei .. ..                        | 140     | 17 5  | 1                             | 0 0         | 16         | 4 9            | ..     | ..                   | 158             | 2 2              | ..                    | ..     | 130        | 5 0     | 169      | 7 0              | 36        | 6 0          |      |
| Auckland .. ..                         | 3,871   | 2 1   | 1,197                         | 14 3        | 401        | 14 0           | 474    | 9 3                  | 5,944           | 19 7             | ..                    | ..     | 3,236      | 14 4    | 982      | 2 4              | 830       | 1 2          |      |
| Napier .. ..                           | 1,972   | 15 5  | 1,024                         | 9 5         | 243        | 7 7            | 245    | 16 8                 | 3,486           | 9 1              | ..                    | ..     | 1,947      | 5 11    | 361      | 11 5             | 481       | 7 3          |      |
| Wellington .. ..                       | 2,113   | 14 8  | 1,500                         | 7 9         | 620        | 11 3           | 61     | 9 3                  | 4,296           | 2 11             | ..                    | ..     | 4,150      | 18 4    | 577      | 1 0              | 867       | 1 7          |      |
| Wanganui .. ..                         | 2,303   | 1 7   | 2,006                         | 9 3         | 165        | 18 1           | 241    | 5 8                  | 4,716           | 14 7             | ..                    | ..     | 3,172      | 19 8    | 433      | 3 9              | 1,022     | 0 11         |      |
| Hurunui-Bluff .. ..                    | 25,603  | 13 5  | 8,639                         | 13 9        | 3,820      | 5 8            | 1,511  | 17 3                 | 39,575          | 10 1             | ..                    | ..     | 26,369     | 8 7     | 2,892    | 9 7              | 5,736     | 15 4         |      |
| Greymouth .. ..                        | 590     | 17 7  | 277                           | 8 2         | 63         | 19 6           | ..     | ..                   | 932             | 5 3              | ..                    | ..     | 119        | 16 10   | 54       | 3 10             | ..        | ..           |      |
| Westport .. ..                         | 473     | 19 6  | 102                           | 0 3         | 56         | 9 5            | 33     | 2 6                  | 665             | 11 8             | ..                    | ..     | 274        | 4 7     | 82       | 5 11             | 168       | 7 4          |      |
| Nelson .. ..                           | 581     | 17 2  | 81                            | 16 9        | 41         | 17 2           | 10     | 18 3                 | 716             | 9 4              | ..                    | ..     | 536        | 17 6    | 61       | 13 2             | 56        | 15 0         |      |
| Picton .. ..                           | 432     | 19 4  | 266                           | 9 11        | 28         | 15 4           | ..     | ..                   | 728             | 4 7              | ..                    | ..     | 280        | 13 4    | 54       | 9 4              | 210       | 15 10        |      |
| Total .. ..                            | 38,169  | 18 9  | 15,613                        | 1 0         | 5,490      | 9 1            | 2,578  | 18 10                | 61,852          | 7 8              | ..                    | ..     | 40,279     | 14 7    | 5,668    | 7 4              | 9,426     | 17 8         |      |
| MISCELLANEOUS.                         |         |       |                               |             |            |                |        |                      |                 |                  |                       |        |            |         |          |                  |           |              |      |
| Kawakawa .. ..                         | 0       | 10 11 | 0                             | 19 5        | ..         | ..             | 1      | 10 4                 | ..              | ..               | ..                    | ..     | ..         | ..      | ..       | ..               | 33        | 2 9          |      |
| Whangarei .. ..                        | ..      | ..    | ..                            | ..          | ..         | ..             | ..     | ..                   | ..              | ..               | ..                    | ..     | ..         | ..      | ..       | ..               | ..        | ..           |      |
| Auckland .. ..                         | 204     | 6 2   | 103                           | 1 1         | 10         | 11 2           | 16     | 13 4                 | 334             | 11 9             | ..                    | ..     | 12         | 10 8    | 12       | 10 8             | 2         | 0 5          |      |
| Napier .. ..                           | 28      | 5 3   | 80                            | 16 3        | 20         | 16 11          | 28     | 13 7                 | 158             | 12 0             | ..                    | ..     | 64         | 0 10    | ..       | ..               | 484       | 4 9          |      |
| Wellington .. ..                       | 7       | 6 9   | 2                             | 11 10       | 11         | 18 3           | 11     | 12 4                 | 33              | 9 2              | ..                    | ..     | ..         | ..      | ..       | ..               | 350       | 5 1          |      |
| Wanganui .. ..                         | 58      | 6 10  | 160                           | 5 4         | 5          | 4 0            | 0      | 15 3                 | 224             | 11 5             | ..                    | ..     | ..         | ..      | ..       | ..               | 588       | 18 9         |      |
| Hurunui-Bluff .. ..                    | 125     | 8 7   | 53                            | 5 10        | 0          | 14 1           | 14     | 16 9                 | 194             | 5 3              | ..                    | ..     | 6          | 18 10   | ..       | ..               | 594       | 17 3         |      |
| Greymouth .. ..                        | ..      | ..    | ..                            | ..          | ..         | ..             | ..     | ..                   | ..              | ..               | ..                    | ..     | ..         | ..      | ..       | ..               | ..        | 601          | 16 1 |
| Westport .. ..                         | ..      | ..    | ..                            | ..          | ..         | ..             | ..     | ..                   | ..              | ..               | ..                    | ..     | ..         | ..      | ..       | ..               | ..        | 2,490        | 0 11 |
| Nelson .. ..                           | ..      | ..    | ..                            | ..          | ..         | ..             | ..     | ..                   | ..              | ..               | ..                    | ..     | ..         | ..      | ..       | ..               | ..        | 4 19         | 3    |
| Picton .. ..                           | ..      | ..    | ..                            | ..          | ..         | ..             | ..     | ..                   | ..              | ..               | ..                    | ..     | ..         | ..      | ..       | ..               | ..        | 10           | 7 3  |
| Total .. ..                            | 424     | 4 6   | 400                           | 19 9        | 50         | 4 4            | 72     | 11 3                 | 947             | 19 10            | ..                    | ..     | 75         | 18 11   | ..       | ..               | 5,040     | 18 5         |      |
| District Railways (Hurunui-Bluff .. .. | ..      | ..    | ..                            | ..          | ..         | ..             | ..     | ..                   | ..              | ..               | ..                    | ..     | ..         | ..      | ..       | ..               | ..        | ..           |      |
| Grand total N.Z.R.                     | 170,988 | 2 5   | 49,423                        | 14 11       | 14,658     | 19 4           | 8,874  | 8 1                  | 247,566         | 0 8              | 68,586                | 19 2   | 44,306     | 8 5     | 6,200    | 1 5              | 43,769    | 7 0          |      |

RETURN No. 4.

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1886.

| Section.                      | Mileage.                 |                | Revenue.        |                                          |            |                 | Classified Expenditure. |                   |                                  |                   |                  |              |         |                       |                                |                 | Proportion of each Class of Expenditure to Mileage and Revenue. |                 |                                |                 |                                |                 |                                |                 |                                |                 |           |     |     |     |
|-------------------------------|--------------------------|----------------|-----------------|------------------------------------------|------------|-----------------|-------------------------|-------------------|----------------------------------|-------------------|------------------|--------------|---------|-----------------------|--------------------------------|-----------------|-----------------------------------------------------------------|-----------------|--------------------------------|-----------------|--------------------------------|-----------------|--------------------------------|-----------------|--------------------------------|-----------------|-----------|-----|-----|-----|
|                               | Length open for Traffic. | Train-Mileage. | Total.          | Per Mile of Railway per Annum (Average). |            | Per Train-Mile. | Maintenance of Way.     | Locomotive Power. | Repairs of Carriages and Wagons. | Traffic Expenses. | General Charges. | Sundries.    | Total.  | Total for Year.       |                                |                 | Maintenance.                                                    |                 | Locomotive.                    |                 | Carriage and Wagon Repairs.    |                 | Traffic Expenses.              |                 | General Charges.               |                 | Sundries. |     |     |     |
|                               |                          |                |                 |                                          |            |                 |                         |                   |                                  |                   |                  |              |         | Per Cent. of Revenue. | Per Mile of Railway per Annum. | Per Train-Mile. | Per Mile of Railway per Annum.                                  | Per Train-Mile. | Per Mile of Railway per Annum. | Per Train-Mile. | Per Mile of Railway per Annum. | Per Train-Mile. | Per Mile of Railway per Annum. | Per Train-Mile. | Per Mile of Railway per Annum. | Per Train-Mile. |           |     |     |     |
| 1885-86.                      |                          |                | £ s. d.         | £ s. d.                                  | s. d.      | £ s. d.         | £ s. d.                 | £ s. d.           | £ s. d.                          | £ s. d.           | £ s. d.          | £ s. d.      | £ s. d. | £                     | £                              | d.              | £                                                               | d.              | £                              | d.              | £                              | d.              | £                              | d.              | £                              | d.              | £         | d.  | £   | d.  |
| Kawakawa ...                  | 8                        | 11,904         | 5,302 15 4      | 662 17 0                                 | 8 10 2 1/2 | 1,961 3 5       | 413 18 5                | 581 13 8          | 986 4 1                          | 394 12 4          | 6 16 0           | 4,344 7 11   | 81'93   | 543'05                | 87'59                          | 245'15          | 39'54                                                           | 51'74           | 8'35                           | 72'70           | 11'72                          | 123'28          | 19'88                          | 49'33           | 7'96                           | 85              | 14        | ... | ... |     |
| Whangarei ...                 | 7                        | 17,438         | 4,426 10 10     | 632 7 3                                  | 5 0 2 1/2  | 993 4 2         | 1,170 0 7               | 92 6 0            | 1,196 4 3                        | 326 8 7           | 31 8 4           | 3,809 11 11  | 86'06   | 544'23                | 52'43                          | 141'89          | 13'67                                                           | 107'15          | 16'10                          | 13'18           | 1'27                           | 170'89          | 16'47                          | 46'63           | 4'49                           | 4'49            | 43        | ... | ... |     |
| Auckland ...                  | 211                      | 409,127        | 120,333 1 9     | 704 16 2                                 | 5 10 2 1/2 | 28,257 13 7     | 20,211 1 11             | 7,119 8 2         | 21,151 16 3                      | 4,572 14 6        | 1,091 7 10       | 82,404 2 3   | 68'48   | 482'66                | 48'34                          | 165'51          | 16'58                                                           | 118'38          | 11'85                          | 41'70           | 4'18                           | 123'89          | 12'41                          | 26'79           | 2'68                           | 6'39            | 64        | ... | ... |     |
| Napier ...                    | 82                       | 188,927        | 63,192 1 3      | 770 12 8                                 | 6 6 8 1/2  | 14,700 16 3     | 8,280 8 9               | 3,287 6 11        | 7,060 7 6                        | 1,761 6 11        | 454 16 9         | 35,545 3 1   | 56'28   | 433'48                | 45'15                          | 179'28          | 18'67                                                           | 100'98          | 10'52                          | 40'09           | 4'17                           | 86'10           | 8'97                           | 21'48           | 2'24                           | 5'55            | 58        | ... | ... |     |
| Wellington ...                | 69                       | 218,184        | 67,929 18 6     | 984 9 10                                 | 6 2 1/2    | 13,083 9 7      | 16,214 12 3             | 5,786 9 1         | 8,815 10 10                      | 2,479 11 5        | 699 15 10        | 47,079 9 0   | 69'31   | 682'31                | 51'76                          | 189'62          | 14'35                                                           | 234'99          | 17'83                          | 85'86           | 6'37                           | 127'76          | 9'70                           | 35'94           | 2'73                           | 10'14           | 77        | ... | ... |     |
| Wanganui ...                  | 191                      | 271,295        | 68,241 4 11     | 357 5 7                                  | 5 0 2 1/2  | 26,363 15 9     | 14,021 8 0              | 4,665 0 4         | 11,069 2 10                      | 2,782 14 1        | 689 2 10         | 59,591 3 10  | 87'32   | 312'00                | 52'72                          | 138'03          | 23'31                                                           | 73'41           | 12'41                          | 24'43           | 4'13                           | 57'95           | 9'79                           | 14'57           | 2'46                           | 3'61            | 61        | ... | ... |     |
| Hurunui-Bluff ...             | 978                      | 1,790,371      | 662,634 13 8    | 728 5 7                                  | 7 4 2 1/2  | 150,786 14 6    | 95,947 19 2             | 30,622 9 7        | 119,834 6 4                      | 19,974 13 1       | 5,868 1 0        | 423,034 3 8  | 63'81   | 464'94                | 56'71                          | 165'72          | 20'22                                                           | 105'45          | 12'86                          | 33'16           | 4'10                           | 131'71          | 16'06                          | 21'95           | 2'68                           | 6'45            | 79        | ... | ... |     |
| Greymouth ...                 | 8                        | 21,688         | 21,660 3 7      | 2,707 10 5                               | 19 11 1/2  | 3,347 0 2       | 1,458 6 10              | 1,145 9 11        | 4,811 6 10                       | 887 19 1          | 159 13 2         | 11,809 16 0  | 54'58   | 1,476'23              | 130'66                         | 418'38          | 37'04                                                           | 182'30          | 16'14                          | 143'19          | 12'68                          | 601'41          | 53'24                          | 111'00          | 9'83                           | 19'95           | 1'76      | ... | ... |     |
| Westport ...                  | 18                       | 28,121         | 17,061 12 5     | 947 17 4                                 | 12 1 1/2   | 2,776 3 4       | 1,991 11 2              | 1,316 3 1         | 1,748 6 5                        | 633 0 4           | 104 9 5          | 8,569 13 9   | 50'28   | 476'06                | 73'14                          | 154'23          | 23'66                                                           | 110'64          | 17'06                          | 73'12           | 11'23                          | 97'13           | 14'92                          | 35'17           | 5'41                           | 5'80            | 89        | ... | ... |     |
| Nelson ...                    | 23                       | 38,209         | 10,034 7 8      | 436 5 7                                  | 5 3        | 2,438 15 2      | 1,628 16 11             | 323 7 5           | 2,577 19 8                       | 812 6 1           | 47 7 7           | 7,828 12 10  | 78'06   | 340'38                | 49'17                          | 106'03          | 15'32                                                           | 70'82           | 10'23                          | 14'06           | 2'03                           | 112'09          | 16'19                          | 35'32           | 5'10                           | 2'06            | 30        | ... | ... |     |
| Pictou ...                    | 18                       | 25,286         | 6,602 4 5       | 366 15 9                                 | 5 2 1/2    | 2,857 4 9       | 1,521 15 2              | 363 4 8           | 1,100 17 3                       | 413 3 5           | 67 15 2          | 6,324 0 5    | 95'79   | 351'33                | 60'02                          | 158'74          | 27'12                                                           | 84'54           | 14'44                          | 20'18           | 3'45                           | 61'16           | 10'45                          | 22'95           | 3'92                           | 3'76            | 64        | ... | ... |     |
| Totals ...                    | 1,613                    | 3,020,550      | 1,047,418 14 4  | 678 5 5                                  | 6 11       | 247,566 0 8     | 162,859 19 2            | 55,302 18 10      | 180,352 2 3                      | 35,038 9 10       | 9,220 13 11      | 690,340 4 8  | 65'91   | 447'04                | 54'85                          | 160'32          | 19'67                                                           | 105'46          | 12'94                          | 35'81           | 4'40                           | 116'79          | 14'33                          | 22'69           | 2'78                           | 5'97            | 73        | ... | ... |     |
| Postal services not recovered |                          |                | 20,000 0 0      | ...                                      | ...        | ...             | ...                     | ...               | ...                              | ...               | ...              | ...          | ...     | ...                   | ...                            | ...             | ...                                                             | ...             | ...                            | ...             | ...                            | ...             | ...                            | ...             | ...                            | ...             | ...       | ... | ... | ... |
|                               |                          |                | 1,067,418 14 4  | ...                                      | ...        | ...             | ...                     | ...               | ...                              | ...               | ...              | 690,340 4 8  | 64'67   | ...                   | ...                            | ...             | ...                                                             | ...             | ...                            | ...             | ...                            | ...             | ...                            | ...             | ...                            | ...             | ...       | ... | ... | ... |
| 1884-85.                      |                          |                | £ s. d.         | £ s. d.                                  | s. d.      | £ s. d.         | £ s. d.                 | £ s. d.           | £ s. d.                          | £ s. d.           | £ s. d.          | £ s. d.      | £ s. d. | £                     | £                              | d.              | £                                                               | d.              | £                              | d.              | £                              | d.              | £                              | d.              | £                              | d.              | £         | d.  | £   | d.  |
| Kawakawa ...                  | 8                        | 12,284         | 5,575 5 11      | 710 11 7                                 | 9 0 2 1/2  | 1,797 8 11      | 989 19 6                | 592 3 2           | 1,102 16 9                       | 429 15 4          | 7 17 6           | 4,920 1 2    | 88'25   | 627'07                | 96'73                          | 229'09          | 35'12                                                           | 126'17          | 19'34                          | 75'47           | 11'57                          | 140'56          | 21'55                          | 54'78           | 8'40                           | 1'00            | 15        | ... | ... |     |
| Whangarei ...                 | 7                        | 15,658         | 3,915 13 2      | 559 7 7                                  | 5 0        | 857 15 0        | 948 7 8                 | 173 17 2          | 1,135 13 11                      | 297 17 4          | 13 15 3          | 3,427 6 4    | 87'52   | 489'62                | 52'53                          | 122'54          | 13'15                                                           | 135'48          | 14'54                          | 24'84           | 2'66                           | 162'24          | 17'41                          | 42'55           | 4'56                           | 1'97            | 21        | ... | ... |     |
| Auckland ...                  | 168                      | 339,201        | 106,363 0 5     | 695 9 0                                  | 6 3 1/2    | 25,318 2 1      | 17,804 5 4              | 6,361 17 11       | 17,313 6 0                       | 4,509 15 10       | 781 3 2          | 72,088 10 4  | 67'78   | 471'34                | 51'01                          | 165'54          | 17'92                                                           | 116'41          | 12'60                          | 41'60           | 4'50                           | 113'20          | 12'25                          | 29'49           | 3'19                           | 5'10            | 55        | ... | ... |     |
| Napier ...                    | 82                       | 151,011        | 51,688 1 2      | 685 13 2                                 | 6 10       | 12,388 1 3      | 7,785 2 10              | 1,926 16 0        | 5,775 12 9                       | 1,359 15 3        | 287 5 6          | 29,522 13 7  | 57'12   | 391'63                | 46'92                          | 164'33          | 19'69                                                           | 103'27          | 12'37                          | 25'56           | 3'06                           | 76'62           | 9'18                           | 18'04           | 2'16                           | 3'81            | 46        | ... | ... |     |
| Wellington ...                | 69                       | 194,121        | 61,435 11 7     | 890 7 5                                  | 6 3 1/2    | 12,811 18 7     | 15,994 6 10             | 5,864 18 1        | 7,197 4 3                        | 1,987 3 0         | 781 16 6         | 44,637 7 3   | 72'66   | 646'92                | 55'19                          | 185'68          | 15'84                                                           | 231'80          | 19'77                          | 85'00           | 7'25                           | 104'31          | 8'90                           | 28'80           | 2'46                           | 11'33           | 97        | ... | ... |     |
| Wanganui ...                  | 191                      | 255,159        | 66,493 12 3     | 363 1 0                                  | 5 2 1/2    | 23,632 10 9     | 13,722 19 5             | 3,932 16 3        | 10,763 14 6                      | 2,422 7 4         | 556 16 1         | 54,131 4 4   | 81'41   | 295'55                | 50'92                          | 129'03          | 22'23                                                           | 74'92           | 12'91                          | 16'56           | 2'85                           | 58'78           | 10'12                          | 13'22           | 2'29                           | 3'04            | 52        | ... | ... |     |
| Hurunui-Bluff ...             | 885                      | 1,808,407      | 761,991 1 10    | 801 14 2                                 | 7 9        | 166,629 9 1     | 103,001 9 0             | 36,022 13 11      | 119,602 12 7                     | 21,522 8 0        | 3,430 12 8       | 450,209 5 3  | 64'19   | 514'16                | 59'75                          | 190'30          | 22'11                                                           | 117'63          | 13'67                          | 41'14           | 4'78                           | 136'59          | 15'87                          | 24'58           | 2'86                           | 3'92            | 46        | ... | ... |     |
| Greymouth ...                 | 8                        | 21,510         | 19,045 19 8     | 2,380 15 0                               | 17 8 1/2   | 3,267 1 9       | 1,666 19 3              | 751 0 3           | 4,054 4 2                        | 697 16 2          | 113 1 4          | 10,550 2 11  | 55'39   | 318'77                | 117'71                         | 408'39          | 36'45                                                           | 208'37          | 18'59                          | 93'88           | 8'38                           | 506'78          | 45'24                          | 87'22           | 7'79                           | 14'13           | 126       | ... | ... |     |
| Westport ...                  | 18                       | 23,527         | 12,906 16 3     | 717 1 0                                  | 10 11 1/2  | 1,865 8 8       | 1,958 16 4              | 773 18 3          | 1,526 17 8                       | 557 13 1          | 96 6 6           | 6,779 0 6    | 52'52   | 376'61                | 69'15                          | 103'63          | 19'03                                                           | 108'82          | 19'98                          | 43'00           | 7'89                           | 84'83           | 15'58                          | 30'98           | 5'69                           | 5'35            | 98        | ... | ... |     |
| Nelson ...                    | 23                       | 37,565         | 9,687 13 1      | 421 4 0                                  | 5 1 1/2    | 2,477 10 7      | 1,653 13 3              | 450 7 3           | 2,260 14 4                       | 593 9 9           | 81 3 11          | 7,516 19 1   | 77'59   | 326'82                | 48'03                          | 107'72          | 15'83                                                           | 71'90           | 10'57                          | 19'58           | 2'88                           | 98'29           | 14'44                          | 25'80           | 3'79                           | 3'53            | 52        | ... | ... |     |
| Pictou ...                    | 18                       | 23,979         | 6,609 18 6      | 367 4 2                                  | 5 6        | 3,283 7 8       | 1,050 4 7               | 294 18 8          | 1,089 1 2                        | 407 13 1          | 118 19 1         | 6,244 4 3    | 94'47   | 346'90                | 62'50                          | 182'41          | 32'87                                                           | 58'35           | 10'51                          | 16'39           | 2'95                           | 60'50           | 10'90                          | 22'65           | 4'08                           | 6'00            | 119       | ... | ... |     |
| Total ...                     | 1,477                    | 2,882,422      | 1,045,712 13 10 | 727 4 7                                  | 7 3        | 254,328 14 4    | 166,576 4 0             | 56,245 6 11       | 171,821 18 1                     | 34,785 14 2       | 6,268 17 6       | 690,026 15 0 | 65'99   | 479'87                | 57'45                          | 176'87          | 21'18                                                           | 115'84          | 13'87                          | 39'12           | 4'68                           | 119'49          | 14'30                          | 24'19           | 2'90                           | 4'36            | 52        | ... | ... |     |
| Postal services not recovered |                          |                | 19,150 0 0      | ...                                      | ...        | ...             | ...                     | ...               | ...                              | ...               | ...              | ...          | ...     | ...                   | ...                            | ...             | ...                                                             | ...             | ...                            | ...             | ...                            | ...             | ...                            | ...             | ...                            | ...             | ...       | ... | ... | ... |
|                               |                          |                | 1,064,862 13 10 | ...                                      | ...        | ...             | ...                     | ...               | ...                              | ...               | ...              | 690,026 15 0 | 64'80   | ...                   | ...                            | ...             | ...                                                             | ...             | ...                            | ...             | ...                            | ...             | ...                            | ...             | ...                            | ...             | ...       | ... | ... | ... |

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGERS and GOODS TRAFFIC for the Twelve Months ended 31st March, 1886.

| Sections.                      | Length Open for Traffic. | Passengers.  |         |               |           |           |          | Total Season Tickets. | Parcels, &c. |            |        |         |            | Live Stock, Goods, &c. |         |         |        |         |                           |            |       |           |         |        |              |           |        |                      |     |      |         |     |      |         |     |      |         |     |     |         |     |     |           |     |     |           |     |     |  |
|--------------------------------|--------------------------|--------------|---------|---------------|-----------|-----------|----------|-----------------------|--------------|------------|--------|---------|------------|------------------------|---------|---------|--------|---------|---------------------------|------------|-------|-----------|---------|--------|--------------|-----------|--------|----------------------|-----|------|---------|-----|------|---------|-----|------|---------|-----|-----|---------|-----|-----|-----------|-----|-----|-----------|-----|-----|--|
|                                |                          | First Class. |         | Second Class. |           | Total.    | Parcels. |                       | Horses.      | Carriages. | Dogs.  | Total.  | Drays, &c. | Cattle.                | Calves. | Sheep.  | Pigs.  | Total.  | Total Equivalent Tonnage. | Chaff, &c. | Wool. | Firewood. | Timber. | Grain. | Merchandise. | Minerals. | Total. | Grand Total Tonnage. |     |      |         |     |      |         |     |      |         |     |     |         |     |     |           |     |     |           |     |     |  |
| 1885-86.                       |                          | Single.      | Return. | Single.       | Return.   | No.       | No.      | No.                   | No.          | No.        | No.    | No.     | No.        | No.                    | No.     | No.     | No.    | Tons    | c.                        | q.         | Tons  | c.        | q.      | Tons   | c.           | q.        | Tons   | c.                   | q.  | Tons | c.      | q.  | Tons | c.      | q.  | Tons | c.      | q.  |     |         |     |     |           |     |     |           |     |     |  |
| Kawakawa ...                   | 8                        | 2,242        | 1,696   | 2,734         | 2,516     | 9,188     | 41       | 3,700                 | 32           | 5          | 50     | 3,787   | ...        | 9                      | ...     | 52      | 30     | 91      | 4                         | 8          | 2     | 5         | 0       | 0      | 28           | 16        | 0      | 65                   | 0   | 0    | 226     | 10  | 0    | 566     | 0   | 0    | 1,124   | 0   | 1   | 29,494  | 12  | 0   | 31,509    | 18  | 1   | 31,514    | 6   | 3   |  |
| Whangarei ...                  | 7                        | 2,032        | 4,554   | 4,711         | 10,978    | 22,275    | 7        | 183                   | 57           | 2          | 46     | 288     | 7          | 83                     | 2       | 45      | ...    | 137     | 21                        | 12         | 0     | 25        | 0       | 0      | 23           | 16        | 0      | 20                   | 0   | 0    | 75      | 16  | 0    | 138     | 2   | 2    | 3,228   | 13  | 2   | 29,883  | 18  | 0   | 33,395    | 6   | 0   | 33,416    | 18  | 0   |  |
| Auckland ...                   | 211                      | 35,727       | 44,886  | 151,717       | 204,160   | 436,490   | 1,668    | 29,400                | 754          | 46         | 2,674  | 32,874  | 90         | 17,302                 | 1,153   | 63,093  | 4,816  | 86,454  | 5,685                     | 4          | 0     | 2,695     | 0       | 0      | 560          | 12        | 0      | 6,815                | 0   | 0    | 21,760  | 10  | 0    | 6,874   | 1   | 3    | 37,105  | 18  | 3   | 67,922  | 1   | 1   | 143,733   | 3   | 3   | 149,418   | 7   | 3   |  |
| Napier ...                     | 82                       | 34,603       | 18,812  | 78,987        | 70,874    | 203,276   | 384      | 22,650                | 861          | 49         | 1,796  | 25,356  | 43         | 451                    | 35      | 14,328  | 695    | 15,552  | 582                       | 18         | 1     | 545       | 0       | 0      | 4,314        | 0         | 0      | 12,420               | 0   | 0    | 33,658  | 4   | 0    | 2,719   | 9   | 0    | 15,081  | 10  | 2   | 10,077  | 1   | 0   | 78,815    | 4   | 2   | 79,398    | 2   | 3   |  |
| Wellington ...                 | 69                       | 16,402       | 43,000  | 71,561        | 150,322   | 281,285   | 1,098    | 24,940                | 558          | 40         | 1,527  | 27,065  | 37         | 274                    | 470     | 149,749 | 757    | 151,287 | 4,800                     | 2          | 0     | 820       | 0       | 0      | 7,416        | 0         | 0      | 11,125               | 0   | 0    | 25,333  | 10  | 0    | 2,969   | 19  | 0    | 12,602  | 15  | 3   | 3,907   | 19  | 1   | 64,175    | 4   | 0   | 68,975    | 6   | 0   |  |
| Wanganui ...                   | 191                      | 28,064       | 14,410  | 107,582       | 77,204    | 227,260   | 337      | 26,770                | 1,180        | 61         | 2,518  | 30,529  | 48         | 2,085                  | 408     | 49,034  | 5,811  | 57,386  | 2,175                     | 6          | 1     | 575       | 0       | 0      | 2,030        | 12        | 0      | 10,530               | 0   | 0    | 23,207  | 12  | 0    | 5,126   | 7   | 2    | 15,437  | 0   | 3   | 3,501   | 5   | 1   | 60,407    | 16  | 3   | 62,583    | 3   | 0   |  |
| Hurunui-Bluff District Rail'ys | 932                      | 177,602      | 312,662 | 617,050       | 877,644   | 1,984,958 | 6,692    | 200,372               | 5,975        | 436        | 13,509 | 220,292 | 431        | 13,862                 | 422     | 504,751 | 28,376 | 547,842 | 19,669                    | 4          | 1     | 9,855     | 0       | 0      | 60,192       | 4         | 0      | 30,250               | 0   | 0    | 85,196  | 4   | 0    | 389,976 | 1   | 1    | 275,007 | 1   | 3   | 295,746 | 19  | 2   | 1,146,223 | 10  | 2   | 1,165,892 | 14  | 3   |  |
| Greymouth ...                  | 46                       | ...          | ...     | ...           | ...       | ...       | ...      | ...                   | ...          | ...        | ...    | ...     | ...        | ...                    | ...     | ...     | ...    | ...     | ...                       | ...        | ...   | ...       | ...     | ...    | ...          | ...       | ...    | ...                  | ... | ...  | ...     | ... | ...  | ...     | ... | ...  | ...     | ... | ... | ...     | ... | ... | ...       | ... | ... | ...       | ... |     |  |
| Westport ...                   | 8                        | 1,798        | 4,870   | 12,155        | 43,470    | 62,293    | 218      | 1,970                 | ...          | ...        | 77     | 2,047   | ...        | ...                    | 12      | 7       | 17     | 36      | 1                         | 7          | 0     | ...       | ...     | ...    | ...          | ...       | ...    | ...                  | ... | ...  | ...     | ... | ...  | ...     | ... | ...  | ...     | ... | ... | ...     | ... | ... | ...       | ... | ... | ...       | ... | ... |  |
| Nelson ...                     | 18                       | ...          | ...     | ...           | ...       | ...       | ...      | ...                   | ...          | ...        | ...    | ...     | ...        | ...                    | ...     | ...     | ...    | ...     | ...                       | ...        | ...   | ...       | ...     | ...    | ...          | ...       | ...    | ...                  | ... | ...  | ...     | ... | ...  | ...     | ... | ...  | ...     | ... | ... | ...     | ... | ... | ...       | ... | ... | ...       | ... |     |  |
| Picton ...                     | 23                       | 1,454        | 5,760   | 29,426        | 36,422    | 73,062    | 140      | 3,869                 | 7            | 5          | 137    | 4,018   | ...        | 2                      | 4       | 56      | 26     | 88      | 3                         | 3          | 1     | 225       | 0       | 0      | 186          | 4         | 0      | 2,785                | 0   | 0    | 2,881   | 6   | 0    | 2,539   | 9   | 2    | 2,247   | 7   | 3   | 2,062   | 15  | 0   | 12,927    | 3   | 0   | 12,930    | 6   | 1   |  |
| Total ...                      | 18                       | 3,929        | 6,032   | 6,100         | 19,486    | 35,547    | 118      | 1,354                 | 77           | 3          | 190    | 1,624   | 4          | 37                     | 5       | 285     | 28     | 359     | 19                        | 8          | 2     | 240       | 0       | 0      | 25           | 12        | 0      | 5,995                | 0   | 0    | 1,655   | 0   | 0    | 2,937   | 1   | 1    | 1,510   | 5   | 0   | 1,250   | 5   | 0   | 13,613    | 3   | 1   | 13,632    | 11  | 3   |  |
| 1884-85.                       |                          |              |         |               |           |           |          |                       |              |            |        |         |            |                        |         |         |        |         |                           |            |       |           |         |        |              |           |        |                      |     |      |         |     |      |         |     |      |         |     |     |         |     |     |           |     |     |           |     |     |  |
| Kawakawa ...                   | 8                        | 3,373        | 1,030   | 3,954         | 140       | 8,497     | 5        | 3,116                 | 29           | 4          | 57     | 3,206   | 2          | ...                    | ...     | 81      | 3      | 86      | 3                         | 12         | 2     | 15        | 0       | 0      | 3            | 0         | 0      | 30                   | 0   | 0    | 161     | 10  | 0    | 566     | 15  | 0    | 1,145   | 18  | 3   | 29,296  | 16  | 0   | 31,218    | 19  | 3   | 31,222    | 12  | 1   |  |
| Whangarei ...                  | 7                        | 4,638        | 7,310   | 4,112         | 12,538    | 28,598    | 13       | 415                   | 129          | ...        | 69     | 613     | 8          | ...                    | ...     | 342     | 8      | 388     | 20                        | 12         | 3     | 60        | 0       | 0      | 21           | 12        | 0      | 10                   | 0   | 0    | 139     | 7   | 0    | 196     | 12  | 0    | 2,830   | 7   | 2   | 23,051  | 6   | 2   | 26,309    | 5   | 0   | 26,329    | 17  | 3   |  |
| Auckland ...                   | 168                      | 37,512       | 44,064  | 149,949       | 180,220   | 411,745   | 1,385    | 28,896                | 851          | 54         | 2,582  | 32,383  | 73         | 14,039                 | 1,660   | 44,722  | 4,494  | 64,988  | 4,465                     | 6          | 0     | 2,130     | 0       | 0      | 454          | 12        | 0      | 6,340                | 0   | 0    | 16,491  | 17  | 0    | 8,068   | 15  | 1    | 28,138  | 10  | 1   | 54,968  | 18  | 2   | 116,592   | 13  | 0   | 121,057   | 19  | 0   |  |
| Napier ...                     | 82                       | 32,045       | 18,122  | 81,716        | 56,358    | 188,241   | 282      | 19,839                | 807          | 60         | 1,808  | 22,514  | 50         | 128                    | 57      | 15,024  | 186    | 15,445  | 528                       | 15         | 1     | 605       | 0       | 0      | 3,518        | 12        | 0      | 13,235               | 0   | 0    | 20,882  | 16  | 0    | 2,656   | 4   | 2    | 13,175  | 5   | 1   | 7,584   | 1   | 1   | 61,656    | 19  | 0   | 62,185    | 14  | 1   |  |
| Wellington ...                 | 69                       | 17,216       | 29,272  | 77,827        | 102,478   | 226,793   | 869      | 21,408                | 476          | 38         | 1,511  | 23,433  | 50         | 129                    | 279     | 143,570 | 857    | 144,885 | 4,578                     | 1          | 3     | 1,205     | 0       | 0      | 7,571        | 8         | 0      | 12,160               | 0   | 0    | 21,607  | 8   | 0    | 2,443   | 12  | 1    | 14,234  | 3   | 2   | 3,389   | 8   | 1   | 62,611    | 0   | 0   | 67,189    | 1   | 3   |  |
| Wanganui ...                   | 191                      | 29,184       | 9,650   | 108,183       | 70,748    | 217,765   | 154      | 27,030                | 1,203        | 78         | 2,539  | 30,850  | 53         | 1,294                  | 65      | 45,181  | 4,148  | 50,741  | 1,830                     | 1          | 2     | 1,385     | 0       | 0      | 1,866        | 4         | 0      | 11,115               | 0   | 0    | 22,218  | 0   | 0    | 6,356   | 3   | 1    | 13,869  | 13  | 3   | 4,207   | 7   | 1   | 61,017    | 8   | 1   | 62,847    | 9   | 3   |  |
| Hurunui-Bluff District Rail'ys | 885                      | 207,135      | 280,826 | 707,315       | 777,962   | 1,973,238 | 5,856    | 202,987               | 6,811        | 549        | 14,670 | 225,017 | 505        | 14,319                 | 692     | 417,368 | 20,491 | 453,375 | 16,833                    | 19         | 3     | 11,160    | 0       | 0      | 54,808       | 16        | 0      | 33,700               | 0   | 0    | 86,343  | 8   | 0    | 389,635 | 14  | 1    | 284,508 | 11  | 0   | 310,093 | 5   | 3   | 1,170,249 | 15  | 0   | 1,187,083 | 14  | 3   |  |
| Greymouth ...                  | 8                        | 1,002        | 3,230   | 11,024        | 37,818    | 53,074    | 161      | 2,086                 | ...          | ...        | 120    | 2,206   | ...        | ...                    | ...     | ...     | 13     | 18      | 0                         | 12         | 3     | ...       | ...     | ...    | ...          | ...       | ...    | ...                  | ... | ...  | ...     | ... | ...  | ...     | ... | ...  | ...     | ... | ... | ...     | ... | ... | ...       | ... | ... | ...       | ... | ... |  |
| Westport ...                   | 18                       | ...          | ...     | ...           | ...       | ...       | ...      | ...                   | ...          | ...        | ...    | ...     | ...        | ...                    | ...     | ...     | ...    | ...     | ...                       | ...        | ...   | ...       | ...     | ...    | ...          | ...       | ...    | ...                  | ... | ...  | ...     | ... | ...  | ...     | ... | ...  | ...     | ... | ... | ...     | ... | ... | ...       | ... | ... | ...       | ... | ... |  |
| Nelson ...                     | 23                       | 1,763        | 3,838   | 28,817        | 35,476    | 69,894    | 173      | 3,945                 | 11           | 5          | 202    | 4,163   | 4          | 2                      | 6       | 37      | 8      | 57      | 4                         | 2          | 1     | 140       | 0       | 0      | 189          | 16        | 0      | 3,520                | 0   | 0    | 2,509   | 12  | 0    | 2,098   | 0   | 0    | 2,184   | 11  | 1   | 1,344   | 8   | 1   | 11,986    | 7   | 2   | 11,990    | 9   | 3   |  |
| Picton ...                     | 18                       | 3,601        | 5,050   | 6,326         | 18,382    | 33,359    | 83       | 1,695                 | 38           | 5          | 279    | 2,017   | 4          | 2                      | 4       | 145     | 59     | 214     | 8                         | 19         | 2     | 330       | 0       | 0      | 88           | 12        | 0      | 6,180                | 0   | 0    | 1,959   | 12  | 0    | 2,567   | 16  | 2    | 1,693   | 10  | 0   | 1,739   | 19  | 0   | 14,559    | 9   | 2   | 14,568    | 9   | 0   |  |
| Total ...                      | 1,477                    | 337,469      | 402,412 | 1,185,975     | 1,307,030 | 3,232,886 | 8,999    | 313,047               | 10,358       | 793        | 24,020 | 348,218 | 756        | 29,963                 | 2,775   | 666,522 | 30,268 | 730,284 | 28,284                    | 0          | 2     | 17,030    | 0       | 0      | 68,522       | 12        | 0      | 86,670               | 0   | 0    | 178,908 | 15  | 0    | 414,589 | 13  | 0    | 365,623 | 9   | 2   | 618,511 | 11  | 0   | 1,749,856 | 0   | 2   | 1,778,140 | 1   | 0   |  |

| Sections.                      | Revenue.             |                 |                      |                 |               |                |                       |               |                      |                       | Miles travelled by Trains. |           |                          |           |  |
|--------------------------------|----------------------|-----------------|----------------------|-----------------|---------------|----------------|-----------------------|---------------|----------------------|-----------------------|----------------------------|-----------|--------------------------|-----------|--|
|                                | Ordinary Passengers. | Season Tickets. | Parcels and Luggage. | Total Coaching. | Goods.        | Miscellaneous. | Rents and Commission. | Total Goods.  | Grand Total Revenue. | Passengers and Mixed. | Goods.                     | Total.    | Shunting and Ballasting. | Total.    |  |
| 1885-86.                       | £ s. d.              | £ s. d.         | £ s. d.              | £ s. d.         | £ s. d.       | £ s. d.        | £ s. d.               | £ s. d.       | £ s. d.              | £ s. d.               |                            |           |                          |           |  |
| Kawakawa ...                   | 511 13 8             | 48 7 11         | 80 14 2              | 640 15 9        | 4,573 10 6    | 17 8 6         | 71 0 7                | 4,661 19 7    | 5,302 15 4           | 11,352                | 552                        | 11,904    | 4,110                    | 16,014    |  |
| Whangarei ...                  | 538 19 0             | 28 1 10         | 32 16 5              | 599 17 3        | 3,756 7 6     | 25 4 9         | 45 1 4                | 3,826 13 7    | 4,426 19 10          | 14,307                | 3,131                      | 17,438    | 2,344                    | 19,782    |  |
| Auckland ...                   | 41,790 3 4           | 2,519 5 3       | 3,385 11 0           | 47,694 19 7     | 70,907 12 6   | 261 12 9       | 1,468 16 11           | 72,638 2 2    | 120,333 1 9          | 398,915               | 10,212                     | 409,127   | 132,862                  | 541,989   |  |
| Napier ...                     | 22,991 16 1          | 810 8 3         | 2,024 3 7            | 25,826 7 11     | 37,096 19 3   | 100 17 7       | 167 16 6              | 37,365 13 4   | 63,192 1 3           | 144,541               | 44,386                     | 188,927   | 56,159                   | 245,086   |  |
| Wellington ...                 | 25,496 8 3           | 1,506 2 1       | 2,496 14 10          | 29,499 5 2      | 37,737 13 1   | 89 16 11       | 603 3 4               | 38,430 13 4   | 67,929 18 6          | 156,973               | 61,211                     | 218,184   | 70,272                   | 288,456   |  |
| Wanganui ...                   | 30,957 19 2          | 865 2 11        | 3,093 15 2           | 34,916 17 3     | 31,443 13 2   | 1,439 14 7     | 440 19 11             | 33,324 7 8    | 68,241 4 11          | 269,350               | 1,945                      | 271,295   | 78,642                   | 349,937   |  |
| Hurunui-Bluff District Rail'ys | 212,709 13 0         | 9,963 3 5       | 21,723 12 1          | 244,396 8 6     | 390,895 4 5   | 14,037 3 8     | 8,044 8 3             | 412,976 16 4  | 657,373 4 10         | 1,562,341             | 228,030                    | 1,790,371 | 691,273                  | 2,481,644 |  |
| Greymouth ...                  | 2,974 16 2           | 226 5 9         | 97 9 6               | 3,298 11 5      | 17,685 4 7    | 561 7 7        | 115 0 0               | 18,361 12 2   | 21,660 3 7           | 21,688                | ...                        | 21,688    | 28,756                   | 50,444    |  |
| Westport ...                   | 1,811 15 9           | 79 6 0          | 94 15 10             | 1,985 17 7      | 14,957 1 10   | 42 8 0         | 76 5 0                | 15,075 14 10  | 17,061 12 5          | 28,121                | ...                        | 28,121    | 16,847                   | 44,968    |  |
| Nelson ...                     | 4,153 13 0           | 298 10 8        | 139 2 6              | 4,591 6 2       | 5,341 5 10    | 24 13 8        | 77 2 0                | 5,443 1 6     | 10,034 7 8           | 38,209                | ...                        | 38,209    | 7,075                    | 45,284    |  |
| Picton ...                     | 2,958 12 2           | 136 17 1        | 102 8 4              | 3,197 17 7      | 3,153 19 3    | 131 8 7        | 118 19 0              | 3,404 6 10    | 6,602 4 5            | 25,078                | 208                        | 25,286    | 5,687                    | 30,973    |  |
| Total ...                      | 346,895 9 7          | 16,481 11 2     | 33,271 3 5           | 396,648 4 2     | 617,548 11 11 | 16,731 16 7    | 11,228 12 10          | 645,509 1 4   | 1,047,418 14 4       | 2,670,875             | 349,675                    | 3,020,550 | 1,094,027                | 4,114,577 |  |
| 1884-85.                       |                      |                 |                      |                 |               |                |                       |               |                      |                       |                            |           |                          |           |  |
| Kawakawa ...                   | 561 15 9             | 52 10 3         | 81 15 6              | 696 1 6         | 4,836 0 7     | 7 17 0         | 35 6 10               | 4,879 4 5     | 5,575 5 11           | 11,688                | 596                        | 12,284    | 2,449                    | 14,733    |  |
| Whangarei ...                  | 776 5 8              | 37 11 10        | 63 10 4              | 877 7 10        | 2,993 10 6    | 14 4 0         | 30 10 10              | 3,038 5 4     | 3,915 13 2           | 15,353                | 305                        | 15,658    | 2,203                    | 17,861    |  |
| Auckland ...                   | 38,774 2 7           | 2,355 6 8       | 3,608 4 5            | 44,737 13 8     | 60,342 12 1   | 261 0 5        | 1,021 14 3            | 61,625 6 9    | 106,363 0 5          | 335,519               | 3,682                      | 339,201   | 122,122                  | 461,323   |  |
| Napier ...                     | 20,828 12 3          | 667 10 6        | 1,930 14 3           | 23,426 17 0     | 28,081 2 8    | 102 12 3       | 77 9 3                | 28,261 4 2    | 51,688 1 2           | 138,969               | 12,042                     | 151,011   | 58,427                   | 209,438   |  |
| Wellington ...                 | 21,446 5 5           | 1,336 13 4      | 2,279 0 7            | 25,061 19 4     | 35,606 15 11  | 157 18 5       | 608 17 11             | 36,373 12 3   | 61,435 11 7          | 151,606               | 42,515                     | 194,121   | 61,949                   | 256,070   |  |
| Wanganui ...                   | 28,194 3 8           | 921 4 10        | 2,927 6 1            | 32,042 14 7     | 30,772 14 3   | 3,178 19 11    | 499 3 6               | 34,450 17 8   | 66,493 12 3          | 255,159               | ...                        | 255,159   | 66,651                   | 321,810   |  |
| Hurunui-Bluff                  | 226,880 4 11         | 10,289 18 4     | 24,304 15 0          | 261,474 18 3    | 414,231 7 1   | 18,529 17 4    | 7,754 19 2            | 440,516 3 7   | 701,991 1 10         | 1,542,379             | 266,028                    | 1,808,407 | 737,219                  | 2,545,626 |  |
| Greymouth ...                  | 2,492 14 11          | 201 1 7         | 76 18 6              | 2,770 15 0      | 15,700 6 0    | 457 13 8       | 117 5 0               | 16,275 4 8    | 19,045 19 8          | 21,510                | ...                        | 21,510    | 25,568                   | 47,078    |  |
| Westport ...                   | 1,440 6 8            | 79 2 4          | 69 6 0               | 1,588 15 0      | 10,864 15 3   | 368 1 0        | 85 5 0                | 11,318 1 3    | 12,903 16 3          | 23,527                | ...                        | 23,527    | 12,593                   | 36,120    |  |
| Nelson ...                     | 4,396 10 8           | 299 4 6         | 151 18 11            | 4,847 14 1      | 4,735 12 3    | 34 6 9         | 70 0 0                | 4,839 19 0    | 9,687 13 1           | 36,587                | 978                        | 37,565    | 5,740                    | 43,305    |  |
| Picton ...                     | 2,836 19 3           | 165 19 2        | 98 7 3               | 3,101 5 8       | 3,339 1 9     | 47 11 1        | 122 0 0               | 3,508 12 10   | 6,609 18 6           | 23,670                | 309                        | 23,979    | 4,782                    | 28,761    |  |
| Total ...                      | 348,628 1 9          | 16,406 3 4      | 35,591 16 10         | 400,626 1 11    | 611,503 18 4  | 23,160 1 10    | 10,422 11 9           | 645,086 11 11 | 1,045,712 13 10      | 2,555,967             | 326,455                    | 2,882,422 | 1,099,703                | 3,982,125 |  |



# RETURN NO. 6.

STATEMENT showing Cost of Construction, Net Revenue, and Rate of Interest on Opened Lines for the Years ending 31st March, 1883, 1884, 1885, and 1886.

| Section.                         | State of Line. | 1883.                  |               |              |                 | 1884.             |                       |                        |                         | 1885.        |                |                   |          | 1886.                  |             |              |          |
|----------------------------------|----------------|------------------------|---------------|--------------|-----------------|-------------------|-----------------------|------------------------|-------------------------|--------------|----------------|-------------------|----------|------------------------|-------------|--------------|----------|
|                                  |                | Cost of Construction.* |               | Net Revenue. |                 | Rate of Interest. |                       | Cost of Construction.* |                         | Net Revenue. |                | Rate of Interest. |          | Cost of Construction.* |             | Net Revenue. |          |
|                                  |                | £                      | s. d.         | £            | s. d.           | £                 | s. d.                 | £                      | s. d.                   | £            | s. d.          | £                 | s. d.    | £                      | s. d.       | £            | s. d.    |
| Kawakawa ..                      | Opened         | 26,603                 | 6 1           | 621          | 2 4 2           | 6 8               |                       | 26,603                 | 6 1                     | 621          | 2 4 2          | 6 8               |          | 86,233                 | 0 0         | 655          | 4 9 0    |
| " Whangarei-Kamo ..              | Unopened       | 36,948                 | 17 11         |              |                 |                   |                       | 47,371                 | 19 8                    |              |                |                   |          |                        |             |              |          |
| Auckland ..                      | Opened         | 54,153                 | 0 5           | 420          | 4 9 0           | 15 6              |                       | 61,557                 | 14 11                   |              |                |                   |          | 64,032                 | 0 0         | 488          | 6 10 0   |
| " ..                             | Unopened       | 1,112,719              | 14 11         | 27,295       | 2 3 2           | 9 1               |                       | 1,179,937              | 0 0                     | 28,079       | 0 11 2         | 7 7               |          | 1,319,672              | 0 0         | 34,274       | 10 12 12 |
| " ..                             | Unopened       | 64,592                 | 2 8           |              |                 |                   |                       | 106,209                | 1 1                     |              |                |                   |          | 106,441                | 0 0         |              |          |
| Main Trunk Line, North Island    |                |                        |               |              |                 |                   |                       |                        |                         |              |                |                   |          |                        |             |              |          |
| Napier ..                        | Opened         | 419,298                | 14 11         | 14,553       | 9 10 3          | 9 5               |                       | 469,583                | 16 6                    | 18,572       | 5 4 3          | 19 1              |          | 551,218                | 0 0         | 22,165       | 7 7 4    |
| " ..                             | Unopened       | 32,003                 | 0 0           |              |                 |                   |                       | 22,200                 | 0 0                     |              |                |                   |          |                        |             |              |          |
| Wellington ..                    | Opened         | 764,860                | 12 6          | 12,989       | 14 10 1         | 14 0              |                       | 781,416                | 16 0                    | 11,126       | 7 5 1          | 8 6               |          | 799,714                | 0 0         | 16,798       | 4 4 2    |
| " ..                             | Unopened       | 3,017                  | 4 0           |              |                 |                   |                       | 7,963                  | 4 0                     |              |                |                   |          | 50,000                 | 0 0         |              |          |
| Wanganui ..                      | Opened         | 1,097,046              | 3 8           | 15,499       | 0 6 1           | 8 3               |                       | 1,221,567              | 5 8                     | 7,691        | 7 10 0         | 12 7              |          | 1,334,573              | 0 0         | 12,862       | 7 11 0   |
| " ..                             | Unopened       | 72,714                 | 0 0           |              |                 |                   |                       | 10,875                 | 18 5                    |              |                |                   |          | 18,330                 | 0 0         |              |          |
| Wellington-Foxton (private line) |                |                        |               |              |                 |                   |                       | 41,191                 | 15 8                    |              |                |                   |          | 41,815                 | 0 0         |              |          |
| Stock ..                         | Unopened       | 108,729                | 19 5          |              |                 |                   |                       | 163,861                | 13 7                    |              |                |                   |          |                        |             |              |          |
| Surveys ..                       | Unopened       | 3,890                  | 12 3          |              |                 |                   |                       | 7,534                  | 18 3                    |              |                |                   |          |                        |             |              |          |
| Miscellaneous ..                 | Unopened       | 2,506                  | 19 6          |              |                 |                   |                       | 5,168                  | 9 11                    |              |                |                   |          | 16,612                 | 0 0         |              |          |
| Hurunui-Bluff ..                 | Unopened       | 6,299,302              | 15 10 27 3    | 656          | 1 5 4           | 6 11              |                       | 6,615,631              | 6 11                    | 1,222,099    | 11 9 3         | 7 2               |          | 6,908,840              | 0 0         | 251,781      | 16 7 3   |
| " ..                             | Unopened       | 326,035                | 9 8           |              |                 |                   |                       | 325,003                | 11 2                    |              |                |                   |          | 311,389                | 0 0         |              |          |
| Greymouth ..                     | Unopened       | 163,096                | 14 2          | 7,554        | 12 1 4          | 12 8              |                       | 166,268                | 17 0                    | 8,911        | 4 0 4          | 19 9              |          | 176,975                | 0 0         | 8,495        | 16 9 4   |
| " ..                             | Unopened       | 43,895                 | 4 9           |              |                 |                   |                       | 88,094                 | 17 7                    |              |                |                   |          | 46,200                 | 0 0         |              |          |
| " Harbour Works ..               | Unopened       | 80,802                 | 0 4           |              |                 |                   |                       | 78,665                 | 6 0                     |              |                |                   |          | 127,018                | 0 0         |              |          |
| Hokitika Harbour Works ..        | Unopened       | 199,891                | 3 7           | 4,384        | 18 1 2          | 3 4               |                       | 43,000                 | 0 0                     |              |                |                   |          |                        |             |              |          |
| Westport ..                      | Unopened       | 153,223                | 13 4          | 2,460        | 13 6 1          | 12 1              |                       | 206,944                | 17 1                    | 6,618        | 14 9 3         | 3 11              |          | 210,886                | 0 0         | 6,127        | 15 9 2   |
| " Harbour Works ..               | Unopened       | 2,000                  | 0 0           |              |                 |                   |                       | 8,467                  | 9 11                    |              |                |                   |          | 13,593                 | 0 0         |              |          |
| Nelson ..                        | Unopened       | 188,801                | 15 6          | 1,140        | 16 5 0          | 12 1              |                       | 156,682                | 7 0                     | 1,827        | 11 11 3        | 4                 |          | 164,490                | 0 0         | 2,170        | 14 0 1   |
| Picton ..                        | Unopened       | 13,567                 | 3 0           |              |                 |                   |                       | 5,700                  | 0 0                     |              |                |                   |          | 7,500                  | 0 0         |              |          |
| " ..                             | Unopened       | 81,249                 | 6 11          |              |                 |                   |                       | 192,807                | 3 8                     | 386          | 18 7 0         | 4 0               |          | 193,511                | 0 0         | 365          | 14 3 0   |
| Stock ..                         | Unopened       | 20,785                 | 1 6           |              |                 |                   |                       | 14,567                 | 3 0                     |              |                |                   |          | 16,000                 | 0 0         |              |          |
| Surveys ..                       | Unopened       | 2,506                  | 19 7          |              |                 |                   |                       | 139,742                | 2 1                     |              |                |                   |          | 263,823                | 0 0         |              |          |
| Miscellaneous ..                 | Unopened       |                        |               |              |                 |                   |                       | 27,343                 | 7 4                     |              |                |                   |          | 36,117                 | 0 0         |              |          |
| " ..                             | Unopened       |                        |               |              |                 |                   |                       | 5,168                  | 10 0                    |              |                |                   |          | 5,168                  | 0 0         |              |          |
| Total opened ..                  |                | 10,478,997             | 14 11 360,525 | 16 0 3       | 8 10 11,078,500 | 9 7 305,314       | 0 0 2 15              | 11,810,194             | 0 0 355,685             | 18 10 3      | 0 8 12,472,814 | 0 0 357,078       | 9 8 2 17 | 12,472,814             | 0 0 357,078 | 9 8 2 17     | 3        |
| Total unopened ..                |                | 980,481                | 10 3          |              |                 |                   |                       | 1,147,629              | 7 8                     |              |                |                   |          | 1,046,433              | 0 0         |              |          |
| Gross total ..                   |                | 11,409,479             | 5 2 360,525   | 16 0 3       | 2 12,226,129    | 17 3 305,314      | 0 0 2 9 11 12,856,627 | 0 0 355,685            | 18 10 2 15 4 13,726,166 | 0 0 357,078  | 9 8 2 12 0     |                   |          |                        |             |              |          |

\* The amount stated as cost of construction includes the Provincial and General Government expenditures on railways opened and unopened, and also the purchase-money for the District Railways taken over by the Government, viz., £156,387 for Rotorua, £73,338 for Ashburton, £61,100 for Dunrobin, and £33,913 for Waimate lines, arrangements for these payments having been concluded. The amount for the Rotorua line is included under the Auckland Section, and the amounts for the other lines under the Hurunui-Bluff Section.

A. C. FIRE, Railway Accountant.

RETURN No. 7.

COMPARISON OF TRAFFIC, REVENUE, and EXPENDITURE for the last SIX FINANCIAL YEARS.

| Year.   | Miles. | Revenue.  | Expenditure. | Expenditure<br>per cent. of<br>Revenue. | Tonnage.  | Parcels,<br>Horses, and<br>Dogs. | Cattle,<br>Sheep, and<br>Pigs. | Passengers. | Season<br>Tickets. |
|---------|--------|-----------|--------------|-----------------------------------------|-----------|----------------------------------|--------------------------------|-------------|--------------------|
|         |        | £         | £            |                                         |           | No.                              | No.                            | No.         | No.                |
| 1880-81 | 1,277  | 836,454   | 521,957      | 62'40                                   | 1,377,783 | 286,865                          | 300,704                        | 2,849,561   | 6,499              |
| 1881-82 | 1,319  | 892,026   | 523,099      | 58'64                                   | 1,437,714 | 316,611                          | 343,751                        | 2,911,477   | 7,207              |
| 1882-83 | 1,358  | 953,347   | 592,821      | 62'18                                   | 1,504,793 | 341,186                          | 477,075                        | 3,283,378   | 8,621              |
| 1883-84 | 1,396  | 961,304   | 655,990      | 68'24                                   | 1,700,040 | 359,896                          | 686,287                        | 3,272,644   | 9,036              |
| 1884-85 | 1,477  | 1,045,712 | 690,026      | 65'99                                   | 1,749,856 | 347,425                          | 729,528                        | 3,232,886   | 8,999              |
| 1885-86 | 1,613  | 1,047,419 | 690,340      | 65'91                                   | 1,823,767 | 349,428                          | 858,662                        | 3,362,266   | 10,717             |

A. C. FIFE, Railway Accountant.

RETURN No. 8.

TRAFFIC TON-MILEAGE, and RATE of WORKING, for FIVE CHIEF SECTIONS.

| Section.          | 1881-82.     |                                                 | 1882-83.     |                                                 | 1883-84.*    |                                                 | 1884-85.*    |                                                 | 1885-86.*    |                                                 |
|-------------------|--------------|-------------------------------------------------|--------------|-------------------------------------------------|--------------|-------------------------------------------------|--------------|-------------------------------------------------|--------------|-------------------------------------------------|
|                   | Ton-Mileage. | Rate of Work-<br>ing, in Pence<br>per Ton-Mile. | Ton-Mileage. | Rate of Work-<br>ing, in Pence<br>per Ton-Mile. | Ton-Mileage. | Rate of Work-<br>ing, in Pence<br>per Ton-Mile. | Ton-Mileage. | Rate of Work-<br>ing, in Pence<br>per Ton-Mile. | Ton-Mileage. | Rate of Work-<br>ing, in Pence<br>per Ton-Mile. |
| Auckland ...      | 4,467,896    | 2'65                                            | 5,239,016    | 2'47                                            | 6,372,609    | 2'25                                            | 7,085,574    | 2'43                                            | 8,539,210    | 2'24                                            |
| Napier ...        | 1,984,211    | 2'20                                            | 2,144,707    | 2'47                                            | 2,370,420    | 2'10                                            | 2,983,237    | 2'13                                            | 3,880,550    | 2'15                                            |
| Wellington ...    | 2,182,966    | 3'44                                            | 2,623,227    | 3'25                                            | 3,100,324    | 3'04                                            | 3,388,925    | 3'18                                            | 3,992,644    | 2'78                                            |
| Wanganui ...      | 2,859,978    | 2'40                                            | 2,322,819    | 3'51                                            | 2,591,301    | 3'47                                            | 2,536,332    | 3'38                                            | 3,497,669    | 3'81                                            |
| Hurunui-Bluff ... | 37,305,649   | 2'34                                            | 39,697,746   | 2'47                                            | 44,627,125   | 2'36                                            | 42,877,369   | 2'47                                            | 41,097,413   | 2'48                                            |
| Totals ...        | 48,800,700   | 2'42                                            | 52,027,515   | 2'55                                            | 59,061,779   | 2'42                                            | 58,871,437   | 2'53                                            | 61,007,486   | 2'52                                            |

\* These statements are for twelve months ending the 5th January; that for 1883-84 overlaps the previous year.

A. C. FIFE, Railway Accountant.

RETURN No. 9.  
STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1886.

| Classification of Work.                     | Kawakawa Section.      | Whangarei Section.   | Auckland Section.        | Napier Section.        | Wellington Section.     | Wanganui Section.        | Christchurch Section.   | Dunedin Section.       | Invercargill Section.  | Railways District.     | Greymouth Section.     | Westport Section.      | Nelson Section.        | Pictou Section.        | Total.                   |
|---------------------------------------------|------------------------|----------------------|--------------------------|------------------------|-------------------------|--------------------------|-------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------------------|
| Track surfacing..                           | £ s. d.<br>439 19 6    | £ s. d.<br>713 203 7 | £ s. d.<br>113 5854 8    | £ s. d.<br>6 17 8      | £ s. d.<br>17 813 457 6 | £ s. d.<br>19 1122 298 6 | £ s. d.<br>9 11176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2   |
| Track renewals..                            | £ s. d.<br>149 10 3    | £ s. d.<br>266 12 4  | £ s. d.<br>5 070 19 11   | £ s. d.<br>3 092 7 11  | £ s. d.<br>1753 3 5     | £ s. d.<br>3 502 19 6    | £ s. d.<br>11 176 18 2  | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2 | £ s. d.<br>11 176 18 2   |
| Ballasting ..                               | £ s. d.<br>25 8 6      | £ s. d.<br>73 6 0    | £ s. d.<br>1 369 15 2    | £ s. d.<br>911 14 6    | £ s. d.<br>325 11 8     | £ s. d.<br>593 8 11      | £ s. d.<br>591 14 11    | £ s. d.<br>3 176 14 0  | £ s. d.<br>3 102 17 11 | £ s. d.<br>3 102 17 11 | £ s. d.<br>3 102 17 11 | £ s. d.<br>3 102 17 11 | £ s. d.<br>3 102 17 11 | £ s. d.<br>3 102 17 11 | £ s. d.<br>3 102 17 11   |
| Banks, cuttings, ditches, tunnels           | £ s. d.<br>16 19 4     | £ s. d.<br>32 17 6   | £ s. d.<br>497 17 9      | £ s. d.<br>457 12 8    | £ s. d.<br>520 12 1     | £ s. d.<br>919 4 5       | £ s. d.<br>661 6 9      | £ s. d.<br>3 951 19 10 | £ s. d.<br>1 801 17 10 | £ s. d.<br>1 801 17 10 | £ s. d.<br>1 801 17 10 | £ s. d.<br>1 801 17 10 | £ s. d.<br>1 801 17 10 | £ s. d.<br>1 801 17 10 | £ s. d.<br>1 801 17 10   |
| Bridges, culverts, drains                   | £ s. d.<br>156 0 10    | £ s. d.<br>23 16 6   | £ s. d.<br>2 668 14 9    | £ s. d.<br>2 431 17 7  | £ s. d.<br>1 347 2 9    | £ s. d.<br>4 182 15 4    | £ s. d.<br>5 412 4 11   | £ s. d.<br>4 637 6 0   | £ s. d.<br>1 822 10 5  | £ s. d.<br>1 822 10 5  | £ s. d.<br>1 822 10 5  | £ s. d.<br>1 822 10 5  | £ s. d.<br>1 822 10 5  | £ s. d.<br>1 822 10 5  | £ s. d.<br>1 822 10 5    |
| Fences, gates, cattle-stops, hedges         | £ s. d.<br>...         | £ s. d.<br>43 0 0    | £ s. d.<br>1 288 9 6     | £ s. d.<br>89 13 10    | £ s. d.<br>1 167 17 10  | £ s. d.<br>1 361 9 9     | £ s. d.<br>3 578 17 2   | £ s. d.<br>5 700 7 4   | £ s. d.<br>1 417 1 10  | £ s. d.<br>1 417 1 10  | £ s. d.<br>1 417 1 10  | £ s. d.<br>1 417 1 10  | £ s. d.<br>1 417 1 10  | £ s. d.<br>1 417 1 10  | £ s. d.<br>1 417 1 10    |
| Roads, approaches, &c.                      | £ s. d.<br>7 6 2       | £ s. d.<br>23 2 0    | £ s. d.<br>455 7 8       | £ s. d.<br>37 11 5     | £ s. d.<br>232 13 9     | £ s. d.<br>237 9 6       | £ s. d.<br>846 17 5     | £ s. d.<br>832 19 8    | £ s. d.<br>501 6 5     | £ s. d.<br>501 6 5     | £ s. d.<br>501 6 5     | £ s. d.<br>501 6 5     | £ s. d.<br>501 6 5     | £ s. d.<br>501 6 5     | £ s. d.<br>501 6 5       |
| Water-services, signals, cranes, appliances | £ s. d.<br>1 090 10 10 | £ s. d.<br>...       | £ s. d.<br>261 1 1       | £ s. d.<br>496 10 10   | £ s. d.<br>449 1 9      | £ s. d.<br>351 13 6      | £ s. d.<br>1 787 5 1    | £ s. d.<br>998 6 3     | £ s. d.<br>527 11 6    | £ s. d.<br>527 11 6    | £ s. d.<br>527 11 6    | £ s. d.<br>527 11 6    | £ s. d.<br>527 11 6    | £ s. d.<br>527 11 6    | £ s. d.<br>527 11 6      |
| Wharves ..                                  | £ s. d.<br>28 14 2     | £ s. d.<br>...       | £ s. d.<br>485 19 7      | £ s. d.<br>30 13 4     | £ s. d.<br>...          | £ s. d.<br>66 3 5        | £ s. d.<br>3 18 7       | £ s. d.<br>420 16 3    | £ s. d.<br>49 16 11    | £ s. d.<br>49 16 11    | £ s. d.<br>49 16 11    | £ s. d.<br>49 16 11    | £ s. d.<br>49 16 11    | £ s. d.<br>49 16 11    | £ s. d.<br>49 16 11      |
| Buildings ..                                | £ s. d.<br>46 13 10    | £ s. d.<br>106 13 3  | £ s. d.<br>1 273 5 5     | £ s. d.<br>575 2 7     | £ s. d.<br>1 085 6 7    | £ s. d.<br>531 6 8       | £ s. d.<br>5 075 12 2   | £ s. d.<br>4 210 12 5  | £ s. d.<br>1 081 10 11 | £ s. d.<br>1 081 10 11 | £ s. d.<br>1 081 10 11 | £ s. d.<br>1 081 10 11 | £ s. d.<br>1 081 10 11 | £ s. d.<br>1 081 10 11 | £ s. d.<br>1 081 10 11   |
| Miscellaneous ..                            | £ s. d.<br>...         | £ s. d.<br>11 10 0   | £ s. d.<br>1 682 14 10   | £ s. d.<br>723 3 0     | £ s. d.<br>184 2 1      | £ s. d.<br>1 159 18 11   | £ s. d.<br>2 776 0 8    | £ s. d.<br>1 193 7 4   | £ s. d.<br>932 11 9    | £ s. d.<br>932 11 9    | £ s. d.<br>932 11 9    | £ s. d.<br>932 11 9    | £ s. d.<br>932 11 9    | £ s. d.<br>932 11 9    | £ s. d.<br>932 11 9      |
| Total expenditure..                         | £ s. d.<br>1 961 3 5   | £ s. d.<br>993 4 2   | £ s. d.<br>2 28 257 13 7 | £ s. d.<br>14 700 16 3 | £ s. d.<br>13 083 9 7   | £ s. d.<br>26 363 15 9   | £ s. d.<br>63 533 7 1   | £ s. d.<br>159 340 2 7 | £ s. d.<br>24 292 8 11 | £ s. d.<br>3 620 15 11 | £ s. d.<br>3 347 0 2   | £ s. d.<br>2 776 3 4   | £ s. d.<br>2 438 15 2  | £ s. d.<br>2 857 4 9   | £ s. d.<br>2 447 566 0 8 |
| Mileage ..                                  | £ s. d.<br>8           | £ s. d.<br>7         | £ s. d.<br>211           | £ s. d.<br>82          | £ s. d.<br>69           | £ s. d.<br>191           | £ s. d.<br>418          | £ s. d.<br>300         | £ s. d.<br>214         | £ s. d.<br>46          | £ s. d.<br>8           | £ s. d.<br>18          | £ s. d.<br>23          | £ s. d.<br>18          | £ s. d.<br>1 613         |
| Comparative rates per mile for the year     | £ s. d.<br>245 2 11    | £ s. d.<br>141 17 9  | £ s. d.<br>133 18 5      | £ s. d.<br>179 5 7     | £ s. d.<br>189 12 3     | £ s. d.<br>138 0 7       | £ s. d.<br>131 19 10    | £ s. d.<br>197 16 0    | £ s. d.<br>113 10 8    | £ s. d.<br>78 14 3     | £ s. d.<br>418 7 6     | £ s. d.<br>154 4 7     | £ s. d.<br>166 0 8     | £ s. d.<br>158 14 8    | £ s. d.<br>153 9 8       |

A. C. FIRE,  
Railway Accountant.





## RETURN No. 10—continued.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1886.

[illegible]

## RETURN NO. 10—continued.

[illegible]

## XX

## RETURN No. 10—continued.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1886.

[illegible]

A. C. FIFE, Railway Accountant.

## RETURN No. 11.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1886.

| Service.                                                | Period.                 | Name of Contractor.             | Rate.                  |
|---------------------------------------------------------|-------------------------|---------------------------------|------------------------|
| Horse forage ... Christchurch                           | Year ending 30/6/85 ... | E. H. Banks ...                 | As per schedule.       |
| Iron castings ... Wellington                            | " ...                   | Luke, Sons, and Williams ...    | 12/9 & 12/6 per cwt.   |
| " ... Christchurch                                      | " ...                   | Robert Buchanan ...             | 12/6 and 11/ "         |
| " ... Auckland                                          | " ...                   | A. Beaney ...                   | 20/ and 18/ "          |
| Brass castings ... "                                    | " ...                   | Branston and Forster ...        | 1/3 per lb. brass.     |
|                                                         |                         |                                 | 1/6 per lb. gun-metal. |
|                                                         |                         |                                 | 1/9 " phosphor-bronze  |
| Printed stationery ... Christchurch                     | 2 years ending 30/6/86  | Whitcombe and Tombs ...         | As per schedule.       |
| " ... Wellington                                        | " ...                   | Fergusson and Mitchell ...      | "                      |
| Fencing " posts Warrington                              | Delivery by 15/4/85 ... | William Pullar ...              | 59/ per 100 posts.     |
| (broad leaf)                                            | " ...                   | James Donald ...                | 62/6 & 50/6 "          |
| " (kowhai) Tapanui                                      | " ...                   | C. W. Dale ...                  | 85/ "                  |
| " (black pine) Winton                                   | " ...                   | P. Devereux ...                 | 35/ "                  |
| " (kamai) Colac Bay                                     | " ...                   | Dennis Corkery ...              | 30/ "                  |
| Railway Supplies, as under—                             |                         |                                 |                        |
| 12 tons cotton waste                                    | For 1885 ...            | T. S. Morrin and Co. ...        | £39 per ton.           |
| 24 " "                                                  | " ...                   | Dunedin Iron & Woodware Co. ... | £40 9/ "               |
| 40,000yds. 3ft. canvas                                  | " ...                   | S. Nashelski ...                | 8 1/4 d. per yard.     |
| 13,000 " 2ft. "                                         | " ...                   | " ...                           | 5 1/4 d. "             |
| 5 tons barbed fencing Auckland                          | " ...                   | Acme Company, Timaru ...        | £35 10/ per ton.       |
| wire                                                    | " ...                   | " ...                           | "                      |
| 20 tons barbed fence Christchurch and                   | " ...                   | " ...                           | £35 5/ "               |
| ing wire Dunedin                                        | " ...                   | " ...                           | "                      |
| 25 tons white-lead                                      | " ...                   | T. S. Morrin and Co. ...        | £24 12/6 "             |
| General stores, viz.—                                   |                         |                                 |                        |
| Ironmongery and drain-pipes Auckland                    | 2 years ending 31/12/86 | E. Porter and Co. ...           | As per schedule.       |
| Oils, ship chandlery, leather "                         | " ...                   | T. S. Morrin and Co. ...        | "                      |
| Ironmongery, oils, ship chandlery, leather Wellington   | " ...                   | E. W. Mills and Co. ...         | "                      |
| Drain-pipes, &c. "                                      | " ...                   | P. Hutson and Co. ...           | "                      |
| Ironmongery, oils, ship chandlery, leather Christchurch | " ...                   | S. Nashelski ...                | "                      |
| Drain-pipes, &c. "                                      | " ...                   | " ...                           | "                      |
| Ironmongery Dunedin                                     | " ...                   | Ford and Ogdon ...              | "                      |
| Oils, colours "                                         | " ...                   | N.Z. Hardware Company ...       | "                      |
| Ship chandlery "                                        | " ...                   | A. Briscoe and Co. ...          | "                      |
| Leather, and drain-pipes "                              | " ...                   | Esther and Low ...              | "                      |
|                                                         | " ...                   | Dunedin Iron & Woodware Co. ... | "                      |
| Coal supply ... Whangarei                               | Year ending 31/12/85... | Kamo Colliery Company ...       | 10/ per ton.           |
| " ... Auckland                                          | " ...                   | Taupiri Coal Company ...        | 10/ & 11/ per ton.     |
| " ... New Plymouth                                      | " ...                   | Brunner " ...                   | 29/9                   |
| " ... Wanganui                                          | " ...                   | W. R. Williams ...              | 21/11 per } West-      |
| " ... Foxton                                            | " ...                   | " ...                           | ton } port             |
| " ... Wellington                                        | " ...                   | " ...                           | 29/3 per } or          |
| " ... Napier                                            | " ...                   | " ...                           | ton } Grey.            |
| " ... Picton                                            | " ...                   | Brunner Coal Company ...        | 19/9 per ton           |
| " ... Nelson                                            | " ...                   | Westport Colliery Company ...   | 25/ "                  |
|                                                         |                         | Brunner Coal Company ...        | 23/ "                  |
|                                                         |                         | Collingwood " ...               | 21/ "                  |
| <i>Hurunui-Bluff.</i>                                   |                         |                                 |                        |
| Coal supply ... Whitecliffs                             | " ...                   | William Wilson ...              | Brown, 12/ per ton.    |
| " ... Springfield                                       | " ...                   | Springfield Coal Company ...    | "                      |
| " ... Glentunnel                                        | " ...                   | J. A. McIlraith ...             | "                      |
| " ... Timaru                                            | " ...                   | Brunner Coal Company ...        | 22/9 per ton.          |
| " ... Oamaru                                            | " ...                   | W. R. Williams ...              | 22/3 " West-           |
| " ... Abbotsford                                        | " ...                   | " ...                           | port or Grey.          |
| " ... " "                                               | " ...                   | Fernhill Coal Company ...       | 7/4 per ton.           |
| " ... Stirling                                          | " ...                   | Smith and Fotheringham ...      | 8/ "                   |
| " ... Nightcaps                                         | " ...                   | Kaitangata Coal Company ...     | 12/6 "                 |
| " ... Hirstfield                                        | " ...                   | Nightcaps " ...                 | 12/ "                  |
| " ... Bluff                                             | " ...                   | Orepuki " ...                   | 9/10 "                 |
| " ... Addington shops                                   | " ...                   | Westport " ...                  | 23/8 "                 |
| " ... Hillside                                          | " ...                   | Brunner Coal Company ...        | 20/9 "                 |
| " ... Newmarket "                                       | " ...                   | " ...                           | 22/9 "                 |
|                                                         | " ...                   | Coalpit Heath Colliery Co. ...  | 24/ "                  |
| Sleepers, as under—                                     |                         |                                 |                        |
| 3,000 birch ... Oxford                                  | Year ending 31/12/85... | Youngman Brothers ...           | 3/ each.               |
| 8,000 " ... "                                           | " ...                   | D. Sladden ...                  | 3/ "                   |
| 3,000 " ... "                                           | " ...                   | John Sharplin ...               | 2/10 "                 |
| 3,000 " ... "                                           | " ...                   | " ...                           | 3/ "                   |
| 5,000 " ... Sheffield                                   | " ...                   | Feary Brothers ...              | 3/ "                   |
| 5,000 " ... View Hill                                   | " ...                   | Lace and Maddrell ...           | 3/ "                   |

RETURN No. 11—*continued.*  
STATEMENT OF STORES CONTRACTS, &c.—*continued.*

| Service.                              | Period.                 | Name of Contractor.             | Rate.                                                                                     |
|---------------------------------------|-------------------------|---------------------------------|-------------------------------------------------------------------------------------------|
| Sleepers, as under— <i>continued.</i> |                         |                                 |                                                                                           |
| 5,000 birch ... Oxford                | Year ending 31/12/85... | C. H. Petrie ...                | 3/ each.                                                                                  |
| 1,000 " ... " "                       | "                       | John M. Booth ...               | 3/ "                                                                                      |
| 6,000 black pine ... Lyttelton        | "                       | H. Baigent ...                  | 3/ "                                                                                      |
| 4,000 " ... Birdling's Flat           | "                       | Johnston, Wood, and Co. ...     | 3/ "                                                                                      |
| 8,000 birch ... Oamaru                | "                       | W. and J. Marris ...            | 3/10 "                                                                                    |
| 10,000 " ... Henley                   | "                       | John Lawson ...                 | 3/6 "                                                                                     |
| 3,000 black pine ... Tapanui          | "                       | John Perry ...                  | 3/1 "                                                                                     |
| 3,000 " ... " "                       | "                       | D. D. Macfarlane ...            | 2/9 "                                                                                     |
| 2,500 " ... Orepuke Bay               | "                       | Perkins, Martin, and Perry ...  | 3/ "                                                                                      |
| 500 totara ... " "                    | "                       | "                               | 3/3 "                                                                                     |
| 9,000 black pine ... Pahia            | "                       | Watson Brothers ...             | 2/11 "                                                                                    |
| 1,000 totara ... " "                  | "                       | "                               | 3/ "                                                                                      |
| 4,000 black pine ... Centre Bush      | "                       | A. F. Dawson ...                | 2/10 "                                                                                    |
| 1,000 totara ... " "                  | "                       | "                               | 2/10 "                                                                                    |
| 1,000 black pine ... Waianiwa         | "                       | Boyd and Edwards ...            | 2/9 "                                                                                     |
| 3,000 " ... " "                       | "                       | "                               | 2/10 "                                                                                    |
| 2,000 " ... " "                       | "                       | "                               | 2/11 "                                                                                    |
| 7,000 " ... Pahia                     | "                       | Frew and Co. ...                | 3/ "                                                                                      |
| 1,000 totara ... " "                  | "                       | "                               | 3/3 "                                                                                     |
| 3,000 b. pine & totara Wright's Bush  | "                       | John Murdoch ...                | 3/ "                                                                                      |
| 3,000 " ... " "                       | "                       | "                               | 3/ "                                                                                      |
| Timber supplies, as under—            |                         |                                 |                                                                                           |
| Native timber ... Christchurch        | "                       | Johnston, Wood, and Co. ...     | As per schedule.                                                                          |
| Kauri and foreign ... " "             | "                       | "                               | "                                                                                         |
| " ... Dunedin                         | "                       | Dunedin Iron & Woodware Co. ... | "                                                                                         |
| Native timber ... Southland           | "                       | A. Tapper ...                   | "                                                                                         |
| " ... " "                             | "                       | C. W. Dawson ...                | "                                                                                         |
| 50,000 ft. puriri junk Auckland       | "                       | Samuel Geard ...                | 15/ per 100 feet.                                                                         |
| Timber Supply—                        |                         |                                 |                                                                                           |
| Ironbark ... Waitara                  | Delivery by 20/7/85 ... | W. D. Webster ...               | Hewn, 27/9 per 100.                                                                       |
| " ... Spit                            | Delivery by 18/11/85... | James Fox ...                   | 25/6 "                                                                                    |
| " ... Dunedin.                        | Delivery by 3/2/86 ...  | "                               | 24/ "                                                                                     |
| " ... Bluff                           | "                       | "                               | 25/ "                                                                                     |
| " ... Wellington                      | Delivery by 6/3/86 ...  | "                               | 2/8 per l.ft. for piles<br>Hewn, 24/5 to 26/4<br>per 100ft., and<br>2/10½ per l.ft. piles |
| " ... Lyttelton                       | Delivery by 3/2/86 ...  | Dunedin Iron & Woodware Co. ... | Hewn, 23/10 per 100                                                                       |
| " ... " "                             | Delivery by 5/8/86 ...  | James Fox ...                   | Sawn, 29/ "                                                                               |
| Puriri junk ... Auckland              | Delivery by 31/10/85... | Henry Aubrey ...                | 10/ per 100ft. "                                                                          |
| Kauri junk ... Waimauku               | Delivery by 5/10/85 ... | J. and J. R. Foster ...         | 6/3 "                                                                                     |
| Railway supplies, as under—           |                         |                                 |                                                                                           |
| 10,000 gallons peanut oil             | For 1885                | James O'Shea ...                | 3/0½ per gallon.                                                                          |
| 10,000 gallons colza oil              | "                       | T. and S. Morrin and Co. ...    | 3/2. "                                                                                    |
| 9,000 gallons boiled linseed oil      | "                       | "                               | 2/6½ "                                                                                    |
| 2,000 gallons raw oil                 | "                       | "                               | 2/4 "                                                                                     |
| Sleepers, as under—                   |                         |                                 |                                                                                           |
| Crossing sleepers Birdling's Flat     | "                       | Johnston, Wood, and Co. ...     | 14/6 per 100ft. sup.                                                                      |
| 8,000 totara ... Waipukurau           | Delivery by 28/12/85... | Wilding and Co. ...             | 2/9 each.                                                                                 |
| 3,000 birch ... Belgrove              | Delivery by 14/2/86 ... | Higgins Brothers ...            | 2/ "                                                                                      |
| 5,000 silver-pine Lyttelton           | Delivery by 31/12/86... | E. Stratford ...                | 3/9 "                                                                                     |
| 4,000 " ... " "                       | "                       | J. Johnson ...                  | 4/ "                                                                                      |
| 5,000 " ... Port Chalmers             | "                       | H. and J. Adamson ...           | 3/9 "                                                                                     |
| 3,000 " ... " "                       | "                       | J. Landers and Co....           | 3/9 "                                                                                     |
| 5,000 birch ... Bennett's             | "                       | Vincent, Lee, and Co. ...       | 3/ "                                                                                      |
| 2,000 " ... East Oxford               | "                       | E. B. Youngman ...              | 3/ "                                                                                      |
| 1,000 " ... West Oxford               | "                       | J. M. Booth ...                 | 3/ "                                                                                      |
| 2,000 " ... " "                       | "                       | Walter Ryde ...                 | 3/ "                                                                                      |
| 4,000 " ... " "                       | "                       | C. H. Petrie ...                | 3/ "                                                                                      |
| 3,000 " ... Sheffield                 | "                       | Feary Brothers ...              | 3/ "                                                                                      |
| 2,500 " ... " "                       | "                       | J. Sharplin ...                 | 3/ "                                                                                      |
| 5,000 " ... West Oxford               | "                       | J. Ingram ...                   | 3/ "                                                                                      |
| 1,000 totara ... Lyttelton            | "                       | J. Smith ...                    | 3/3 "                                                                                     |
| 5,000 " ... " "                       | "                       | T. A. Cook ...                  | 3/6 "                                                                                     |
| 1,000 " ... Rangitata                 | "                       | R. T. Button ...                | 3/6 "                                                                                     |
| 1,000 rata ... Timaru                 | "                       | John Jackson ...                | 4/ "                                                                                      |
| 5,000 black pine ... Little River     | "                       | Johnston, Wood, and Co. ...     | 3/ "                                                                                      |
| 1,000 " ... Rangitata                 | "                       | Taylor and Flatman ...          | 3/3 "                                                                                     |
| 2,000 " ... Little River              | "                       | W. Coop ...                     | 3/ "                                                                                      |
| 5,000 totara ... One-Tree Point       | "                       | W. Guthrie and Co. ...          | 3/2 "                                                                                     |
| 5,000 " ... Riverton                  | "                       | Small and Co. ...               | 3/3 "                                                                                     |
| 500 " ... Whakapatu                   | "                       | C. Campbell ...                 | 3/4 "                                                                                     |
| 3,000 rata ... Oraki                  | "                       | Frew and Co. ...                | 4/ "                                                                                      |
| 3,000 kamai ... Riverton              | Delivery by 28/2/87 ... | James More ...                  | 2/ "                                                                                      |
| 5,000 " ... Pahia                     | "                       | Watson Brothers ...             | 2/ "                                                                                      |
| 5,000 " ... Woodend                   | "                       | J. Murdoch ...                  | 2/ "                                                                                      |
| 4,000 " 7ft. x 10in. x 5in. Whakapatu | "                       | C. Campbell ...                 | 1/11 "                                                                                    |
| 3,500 birch, ditto Oxford             | "                       | J. Ingram ...                   | 4/ "                                                                                      |
| 4,000 " 7ft. x 8in. x 5in. Wakefield  | Delivery by 19/11/86... | Edwin White ...                 | 1/8 "                                                                                     |

RETURN No. 11—*continued.*STATEMENT OF STORES CONTRACTS, &c.—*continued.*

| Service.                                            | Period.                 | Name of Contractor.                           | Rate.                  |
|-----------------------------------------------------|-------------------------|-----------------------------------------------|------------------------|
| Horse forage ... .. Christchurch                    | Delivery by 30/6/86 ... | E. H. Banks ... ..                            | As per schedule.       |
| Iron castings ... .. Auckland                       | " " ...                 | A. Beane ... ..                               | 18/ per cwt.           |
| " " ... .. Wellington                               | " " ...                 | S. Luke and Sons ... ..                       | 12/ & 12/3 per cwt.    |
| " " ... .. Christchurch                             | " " ...                 | John Anderson ... ..                          | 11/ & 12/ " "          |
| Brass castings ... .. Auckland                      | " " ...                 | George Fraser ... ..                          | 1/2 per lb. brass.     |
| Fencing rails (manuka) Birdling's Elat              | Delivery by 31/12/85... | W. Coop ... ..                                | 1/3 " gun-metal        |
| Railway supplies, as under—                         |                         |                                               | 1/6 " phosphor-bronze. |
| 35 tons barbed fencing wire, two strand, galvanized | For 1886 ...            | Acmé Company, Timaru ...                      | 65/ per 100 rails.     |
| 5 tons, single wire, black                          | " " ...                 | " " ...                                       | £26 per ton.           |
| 15 tons cotton waste Dunedin                        | " " ...                 | " " ...                                       | £21 10/ per ton.       |
| 30 " " Other stores                                 | " " ...                 | T. and S. Morrin and Co. ...                  | £36 19/9 "             |
| 4,000 yards heavy canvas, 2ft. wide                 | " " ...                 | " " ...                                       | £37 4/2 "              |
| 16,000 yards light ditto                            | " " ...                 | " " ...                                       | 1/6 per yard.          |
| 36,000 yards heavy canvas, 3ft. wide                | " " ...                 | Dunedin Iron & Woodware Co. ...               | 5½ "                   |
| 12,000 gallons colza oil                            | " " ...                 | Ross and Glendining ...                       | 7½ "                   |
| 7,500 gallons boiled linseed oil                    | " " ...                 | S. Nashelski ... ..                           | 2/9 per gallon.        |
| 2,000 gallons raw linseed oil                       | " " ...                 | N.Z. Hardware Company ...                     | 2/4½ "                 |
| 3,500 gallons lubricating oil, N. Z. manufacture    | Delivery by 31/5/86 ... | " " ...                                       | 2/2½ "                 |
| 16 tons white-lead, genuine, in oil                 | For 1886 ...            | Union Oil, Soap, and Candle Company, Auckland | 2/5 per "              |
| Coal supply ... .. Whangarei                        | " " ...                 | " " ...                                       | £21 17/6 per ton.      |
| " " ... .. Auckland                                 | " " ...                 | Kamo Colliery Company ...                     | 7/ per ton.            |
| " " ... .. "                                        | " " ...                 | J. J. Craig and Co. ...                       | 9/8 "                  |
| " " ... .. Wanganui                                 | " " ...                 | Kamo Colliery Company ...                     | 12/ "                  |
| " " ... .. Waitara                                  | " " ...                 | Brunner Coal Company ...                      | 20/6 "                 |
| " " ... .. "                                        | " " ...                 | " " ...                                       | 28/6 "                 |
| " " ... .. Wellington                               | " " ...                 | Mokau Coal Company ...                        | 21/ "                  |
| " " ... .. Napier                                   | " " ...                 | Union Steam Shipping Co. ...                  | 22/11 "                |
| " " ... .. Picton                                   | " " ...                 | John Orr and Co. ...                          | 25/6 "                 |
| " " ... .. Nelson                                   | " " ...                 | Union Steam Shipping Co. ...                  | 21/5 "                 |
| " " ... .. "                                        | " " ...                 | Anchor Steam Shipping Co. ...                 | 20/ "                  |
| <i>Hurunui-Bluff.</i>                               |                         |                                               |                        |
| Coal supply ... .. Lyttelton                        | " " ...                 | Westport Coal Company ...                     | 22/9 "                 |
| " " ... .. Springfield                              | " " ...                 | Springfield Coal Company ...                  | 12/ "                  |
| " " ... .. Whitecliffs                              | " " ...                 | Smart and Gundry ...                          | 11/6 "                 |
| " " ... .. Timaru                                   | " " ...                 | Brunner Coal Company ...                      | 24/9 "                 |
| " " ... .. Shag Point                               | " " ...                 | Shag Point Coal Company ...                   | 12/6 "                 |
| " " ... .. Stirling                                 | " " ...                 | Kaitangata " " ...                            | 9/3 "                  |
| " " ... .. Nightcaps                                | " " ...                 | Nightcaps " " ...                             | 9/ "                   |
| " " ... .. Newmarket shops                          | " " ...                 | Westport " " ...                              | 18/9 "                 |
| " " ... .. Hillside shops                           | " " ...                 | " " " " ...                                   | 19/7 "                 |
| Timber supplies, as under—                          |                         |                                               |                        |
| Native timber ... .. Christchurch                   | " " ...                 | Johnston, Wood, and Co. ...                   | As per schedule.       |
| Kauri and foreign ... .. "                          | " " ...                 | " " " " ...                                   | " "                    |
| " " ... .. Dunedin                                  | " " ...                 | Dunedin Iron & Woodware Co. ...               | " "                    |
| Native timber ... .. Southland                      | " " ...                 | John Murdoch ... ..                           | " "                    |
| Uniforms ... .. Hurunui-Bluff                       | " " ...                 | Ross and Glendining ...                       | " "                    |
| " " ... .. Northern lines                           | " " ...                 | " " " " ...                                   | " "                    |
| Freight, 7,000 sleepers Pelorus to Oamaru           | 1885-86 ...             | Cuff and Graham ... ..                        | 10½ per sleeper.       |
| " 10,000 " Ditto                                    | " " ...                 | " " " " ...                                   | " "                    |

R. CARROW, Railway Stores Manager.

## RETURN No. 12.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1886.

| Description.         |     |     | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|----------------------|-----|-----|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|--------|
| CARRIAGES.           |     |     |           |            |           |         |             |           |                |            |           |         |         |        |
| 1st class, 6-wheel   | ... | ... | ...       | ...        | 5         | ...     | ...         | 2         | 15             | ...        | ...       | ...     | ...     | 22     |
| " 4 "                | ... | ... | ...       | 1          | 9         | ...     | 3           | 5         | 9              | ...        | 1         | 2       | 1       | 31     |
| " Bogie, 30-feet     | ... | ... | ...       | ...        | ...       | ...     | ...         | ...       | 5              | ...        | ...       | ...     | ...     | 5      |
| " " 40-feet          | ... | ... | ...       | ...        | 1         | ...     | ...         | ...       | 7              | ...        | ...       | ...     | ...     | 8      |
| Composite, 6-wheel   | ... | ... | ...       | 1          | 8         | 5       | 3           | 12        | 43             | ...        | ...       | 1       | 2       | 75     |
| " 4 "                | ... | ... | 1         | 2          | 8         | 4       | 8           | 9         | 29             | 2          | ...       | 2       | ...     | 65     |
| " Bogie, 30-feet     | ... | ... | ...       | ...        | ...       | ...     | ...         | ...       | 18             | ...        | ...       | ...     | ...     | 18     |
| " " 40-feet          | ... | ... | ...       | ...        | 8         | 12      | ...         | ...       | 61             | ...        | ...       | ...     | ...     | 81     |
| " " 44-feet          | ... | ... | ...       | ...        | 14        | ...     | ...         | 6         | ...            | ...        | ...       | ...     | ...     | 20     |
| 2nd class, 6-wheel   | ... | ... | ...       | ...        | 13        | 7       | 4           | 11        | 49             | ...        | ...       | 2       | 1       | 87     |
| " 4 "                | ... | ... | 1         | 2          | 15        | 1       | 5           | 10        | 17             | 4          | 2         | 3       | 1       | 61     |
| " Bogie, 30-feet     | ... | ... | ...       | ...        | ...       | ...     | ...         | ...       | 4              | ...        | ...       | ...     | ...     | 4      |
| " " 40-feet          | ... | ... | ...       | ...        | ...       | ...     | 1           | ...       | 5              | ...        | ...       | ...     | ...     | 6      |
| " " 44-feet          | ... | ... | ...       | ...        | 3         | ...     | ...         | ...       | ...            | ...        | ...       | ...     | ...     | 3      |
| Total ...            | ... | ... | 2         | 6          | 75        | 26      | 36          | 55        | 262            | 6          | 3         | 10      | 5       | 486    |
| WAGONS, ETC.         |     |     |           |            |           |         |             |           |                |            |           |         |         |        |
| Passenger brakes     | F   | ... | ...       | 1          | { 26 }    | 1       | 2           | 1         | { 83 }         | ...        | ...       | ...     | 2       | } 165  |
| Goods "              | F   | ... | 2         | 1          | { 26 }    | 8       | 10          | 21        | { 83 }         | 2          | 2         | 3       | ...     |        |
| Fell "               | F   | ... | ...       | ...        | ...       | ...     | 2           | ...       | ...            | ...        | ...       | ...     | ...     |        |
| Trucks, &c,—         |     |     |           |            |           |         |             |           |                |            |           |         |         |        |
| Platform coal        | P   | ... | 68        | 50         | 1         | ...     | ...         | ...       | ...            | ...        | ...       | ...     | ...     | 119    |
| Timber               | N   | ... | 2         | 6          | 77        | 32      | 72          | 92        | 303            | 4          | ...       | 8       | 6       | 602    |
| Cattle               | H   | ... | 1         | 2          | 81        | 24      | 16          | 55        | 172            | ...        | ...       | 2       | 1       | 354    |
| Sheep, double floor  | J   | ... | ...       | ...        | 27        | 15      | 35          | 45        | 165            | ...        | ...       | ...     | ...     | 287    |
| " " bogie            | S   | ... | ...       | ...        | ...       | ...     | 5           | ...       | ...            | ...        | ...       | ...     | ...     | 5      |
| Horse-boxes          | G   | ... | ...       | ...        | 13        | 7       | 6           | 16        | 52             | ...        | ...       | ...     | 2       | 96     |
| Covered goods        | K   | ... | 1         | 2          | 35        | 7       | 18          | 34        | 305            | ...        | 1         | 2       | 3       | 403    |
| " (Refrigerating)    | K2  | ... | ...       | ...        | 3         | 10      | ...         | ...       | 40             | ...        | ...       | ...     | ...     | 53     |
| High-side ...        | L   | ... | 3         | 8          | 228       | 133     | 82          | 176       | 2,846          | 7          | 1         | 25      | 19      | 3,528  |
| " Bogie              | R   | ... | ...       | ...        | 5         | 16      | ...         | ...       | 10             | ...        | ...       | ...     | ...     | 31     |
| Low-side ...         | M   | ... | 4         | 8          | 185       | 77      | 111         | 280       | 895            | 14         | ...       | 10      | 18      | 1,602  |
| Iron hopper, mineral | O   | ... | ...       | ...        | 80        | ...     | ...         | ...       | ...            | 157        | 166       | ...     | ...     | 403    |
| Unclassified ...     | ... | ... | ...       | ...        | ...       | ...     | 16          | ...       | ...            | ...        | 34        | ...     | ...     | 50     |
| Total ...            | ... | ... | 81        | 78         | 761       | 330     | 375         | 720       | 4,871          | 184        | 204       | 50      | 51      | 7,705  |
| TARPAULINS           | ... | ... | 6         | 12         | 339       | 101     | 124         | 250       | 3,875          | 12         | 8         | 20      | 23      | 4,770  |

## RETURN No. 13.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1886.

| Class.         |     | Cylinder.  |         | Coupled Wheels. |            | Truck-Wheels. |           | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Pictou. | Total Engines. |
|----------------|-----|------------|---------|-----------------|------------|---------------|-----------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|----------------|
|                |     | Dia-meter. | Stroke. | No.             | Dia-meter. | No.           | Dia-meter |           |            |           |         |             |           |                |            |           |         |         |                |
| Double Fairlie | B   | ...        | In.     | In.             | 8          | Ft. in.       | ...       | ...       | ...        | 1         | ...     | ...         | 1         | ...            | ...        | ...       | ...     | ...     | 2              |
| "              | E   | ...        | 9       | 16              | 8          | 3 3           | ...       | ...       | ...        | ...       | ...     | ...         | 3         | ...            | ...        | ...       | ...     | ...     | 6              |
| "              |     | ...        | 10      | 18              | 8          | 3 3           | ...       | ...       | ...        | ...       | ...     | ...         | 1         | ...            | ...        | ...       | ...     | ...     | 1              |
| Single Fairlie | R   | ...        | 12½     | 16              | 6          | 3 0           | ...       | ...       | ...        | 3         | ...     | 3           | 5         | ...            | 1          | ...       | ...     | ...     | 18             |
| "              | S   | ...        | 13      | 16              | 6          | 3 0           | ...       | ...       | ...        | ...       | ...     | 6           | ...       | ...            | ...        | ...       | ...     | ...     | 6              |
| American       | K   | ...        | 12      | 20              | 4          | 4 0           | 2         | 26        | ...        | ...       | ...     | ...         | ...       | 8              | ...        | ...       | ...     | ...     | 8              |
| "              | N   | ...        | 15      | 20              | 6          | 4 0           | 2         | 28½       | ...        | ...       | ...     | ...         | ...       | 6              | ...        | ...       | ...     | ...     | 6              |
| "              | O   | ...        | 15      | 18              | 8          | 3 0           | 2         | 28½       | ...        | ...       | ...     | ...         | ...       | 6              | ...        | ...       | ...     | ...     | 6              |
| "              | Q   | ...        | 11      | 18              | 4          | 4 0           | 2         | 30        | ...        | ...       | ...     | ...         | ...       | 2              | ...        | ...       | ...     | ...     | 2              |
| "              | T   | ...        | 15      | 18              | 8          | 3 0           | 2         | 25        | ...        | ...       | ...     | ...         | ...       | 6              | ...        | ...       | ...     | ...     | 6              |
| English        | P   | ...        | 15      | 20              | 8          | 3 5           | 2         | 20½       | ...        | 3         | ...     | ...         | ...       | 3              | ...        | ...       | ...     | ...     | 6              |
| "              | V   | ...        | 15      | 20              | 6          | 4 0           | 2         | 26½       | ...        | ...       | ...     | ...         | ...       | 5              | ...        | ...       | ...     | ...     | 5              |
| Fell           | H   | ...        | { 14    | { 16 }          | 4          | 2 8           | ...       | ...       | ...        | ...       | ...     | 4           | ...       | ...            | ...        | ...       | ...     | ...     | 4              |
| "              |     | ...        | { 12    | { 14 }          | ...        | ...           | ...       | ...       | ...        | ...       | ...     | ...         | ...       | ...            | ...        | ...       | ...     | ...     | ...            |
| "              | A   | ...        | 8       | 15              | 4          | 2 6           | ...       | 1         | ...        | ...       | 1       | 1           | 2         | 8              | ...        | ...       | ...     | ...     | 13             |
| "              | C   | ...        | 9½      | 18              | 4          | 2 6           | 2         | 18        | ...        | ...       | 1       | 1           | 3         | 3              | ...        | 2         | ...     | 2       | 12             |
| "              | D   | ...        | 9½      | 18              | 4          | 3 0           | 2         | 18        | ...        | ...       | 1       | 2           | 4         | 3              | 8          | ...       | 3       | 1       | 22             |
| "              | F   | ...        | 10½     | 18              | 6          | 3 0           | ...       | 2         | 3          | 11        | 9       | ...         | 8         | 30             | 3          | 2         | 1       | ...     | 69             |
| "              | G   | ...        | 10½     | 18              | 4          | 3 0           | 4         | 20        | ...        | ...       | ...     | ...         | ...       | 4              | ...        | ...       | ...     | ...     | 4              |
| "              | J   | ...        | 14      | 20              | 6          | 3 6           | 2         | 24        | ...        | ...       | 6       | ...         | ...       | 26             | ...        | ...       | ...     | ...     | 32             |
| "              | L   | ...        | 10½     | 18              | 4          | 3 0           | 2         | 24        | ...        | ...       | 4       | ...         | 4         | 1              | 1          | ...       | ...     | ...     | 10             |
| "              | M   | ...        | 13      | 20              | 6          | 3 6           | ...       | ...       | ...        | ...       | ...     | ...         | ...       | 4              | ...        | ...       | ...     | ...     | 4              |
| "              | —   | ...        | 8       | 20              | 4          | 2 6           | ...       | ...       | ...        | ...       | ...     | ...         | ...       | 1              | ...        | ...       | ...     | ...     | 1              |
| Total          | ... | ...        | ...     | ...             | ...        | ...           | ...       | 3         | 3          | 30        | 12      | 23          | 27        | 130            | 4          | 4         | 4       | 3       | 243            |

## RETURN No. 14.

STATEMENT of WEIGHING MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNABLES, CRANES, and PUMPS, for the Year ending 31st March, 1886.

| Description.                | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Pictou. | Total. |
|-----------------------------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|--------|
| <b>WEIGHING MACHINES:—</b>  |           |            |           |         |             |           |                |            |           |         |         |        |
| 100 lb. ...                 | ...       | ...        | 2         | ...     | ...         | ...       | ...            | ...        | ...       | ...     | ...     | 2      |
| 2 cwt. ...                  | ...       | ...        | ...       | ...     | 2           | 4         | 4              | ...        | ...       | ...     | ...     | 10     |
| 3 " ...                     | ...       | ...        | 10        | 8       | 1           | 2         | 9              | 4          | 1         | 2       | ...     | 37     |
| 4 " ...                     | ...       | 1          | 15        | 3       | 1           | ...       | 13             | ...        | ...       | ...     | ...     | 33     |
| 5 " ...                     | ...       | ...        | 10        | 4       | 7           | 24        | 30             | ...        | ...       | 4       | 4       | 84     |
| 5½ " ...                    | ...       | ...        | ...       | ...     | ...         | ...       | 3              | ...        | ...       | ...     | ...     | 3      |
| 6 " ...                     | ...       | ...        | 9         | ...     | ...         | ...       | 26             | ...        | ...       | ...     | ...     | 35     |
| 7 " ...                     | ...       | ...        | 3         | ...     | ...         | ...       | 2              | ...        | ...       | ...     | ...     | 5      |
| 8 " ...                     | ...       | ...        | ...       | ...     | ...         | ...       | 5              | ...        | ...       | ...     | ...     | 5      |
| 10 " ...                    | ...       | 2          | 4         | 2       | 8           | 11        | 36             | ...        | ...       | ...     | 3       | 66     |
| 11 " ...                    | ...       | 1          | ...       | ...     | ...         | ...       | 26             | ...        | ...       | ...     | ...     | 27     |
| 12 " ...                    | ...       | ...        | ...       | ...     | ...         | 1         | 3              | ...        | ...       | ...     | ...     | 4      |
| 12½ " ...                   | ...       | ...        | ...       | ...     | ...         | ...       | 1              | ...        | ...       | ...     | ...     | 1      |
| 13 " ...                    | ...       | ...        | ...       | ...     | ...         | ...       | 5              | ...        | ...       | ...     | ...     | 5      |
| 14 " ...                    | ...       | ...        | ...       | ...     | ...         | ...       | 1              | ...        | ...       | ...     | ...     | 1      |
| 15 " ...                    | ...       | ...        | 1         | 3       | ...         | 8         | 13             | ...        | ...       | 2       | ...     | 27     |
| 16 " ...                    | ...       | ...        | ...       | ...     | ...         | ...       | 17             | ...        | ...       | ...     | ...     | 17     |
| 20 " ...                    | ...       | ...        | ...       | ...     | 3           | 3         | 4              | ...        | ...       | 1       | ...     | 11     |
| 22 " ...                    | ...       | ...        | ...       | ...     | ...         | ...       | 2              | ...        | ...       | ...     | ...     | 2      |
| 27 " ...                    | ...       | ...        | ...       | ...     | ...         | ...       | 2              | ...        | ...       | ...     | ...     | 2      |
| 50 " ...                    | ...       | ...        | 1         | ...     | ...         | ...       | ...            | ...        | ...       | ...     | ...     | 1      |
| Total ...                   | 2         | 3          | 55        | 20      | 22          | 53        | 202            | 4          | 1         | 9       | 7       | 378    |
| <b>WEIGHBRIDGES:—</b>       |           |            |           |         |             |           |                |            |           |         |         |        |
| 3 tons (cart) ...           | ...       | ...        | 3         | ...     | 1           | ...       | ...            | ...        | ...       | ...     | ...     | 4      |
| 6 " " ...                   | ...       | ...        | ...       | ...     | ...         | ...       | 1              | ...        | ...       | ...     | ...     | 1      |
| 7 " " ...                   | ...       | ...        | ...       | ...     | ...         | ...       | 2              | ...        | ...       | ...     | ...     | 2      |
| 8 " " ...                   | ...       | ...        | ...       | ...     | ...         | ...       | 2              | ...        | ...       | ...     | ...     | 2      |
| 10 " (wagon) ...            | ...       | 1          | ...       | ...     | 1           | ...       | 3              | ...        | ...       | 1       | ...     | 6      |
| 12 " " ...                  | 1         | ...        | 4         | 1       | ...         | ...       | 2              | 1          | 1         | ...     | 1       | 11     |
| 14 " " ...                  | ...       | ...        | ...       | ...     | ...         | ...       | 3              | ...        | ...       | ...     | ...     | 3      |
| 20 " " ...                  | 1         | ...        | ...       | 1       | ...         | 2         | 13             | ...        | ...       | ...     | ...     | 17     |
| Total ...                   | 2         | 1          | 7         | 2       | 2           | 2         | 26             | 1          | 1         | 1       | 1       | 46     |
| <b>TRAVERSERS</b> ...       | ...       | ...        | 1         | ...     | 1           | ...       | 11             | 1          | 1         | ...     | ...     | 13     |
| <b>TURNABLES:—</b>          |           |            |           |         |             |           |                |            |           |         |         |        |
| 40 feet (engine) ...        | ...       | ...        | ...       | ...     | ...         | ...       | 2              | ...        | ...       | ...     | ...     | 2      |
| 50 " " ...                  | ...       | ...        | 3         | ...     | ...         | ...       | 13             | ...        | ...       | ...     | ...     | 16     |
| 11 " (wagon) ...            | ...       | ...        | ...       | ...     | ...         | 1         | ...            | ...        | ...       | ...     | ...     | 1      |
| 12 " " ...                  | ...       | ...        | ...       | ...     | ...         | ...       | 3              | ...        | ...       | ...     | ...     | 3      |
| 13 " " ...                  | ...       | ...        | 5         | 3       | ...         | 1         | 22             | 2          | 1         | ...     | 1       | 35     |
| 14 " " ...                  | ...       | ...        | ...       | 4       | 3           | 3         | 6              | ...        | ...       | 1       | ...     | 17     |
| 16 " " ...                  | ...       | ...        | ...       | ...     | ...         | 1         | ...            | ...        | ...       | ...     | ...     | 1      |
| Total ...                   | ...       | ...        | 8         | 7       | 3           | 6         | 46             | 2          | 1         | 1       | 1       | 75     |
| <b>CRANES:—</b>             |           |            |           |         |             |           |                |            |           |         |         |        |
| 1 ton, stationary, hand ... | ...       | ...        | ...       | ...     | ...         | ...       | 5              | ...        | ...       | 2       | ...     | 7      |
| 1½ " " " ...                | ...       | ...        | 1         | 1       | 3           | 14        | 5              | 2          | 1         | 2       | 1       | 30     |
| 2 " " " ...                 | ...       | ...        | ...       | ...     | ...         | ...       | 7              | ...        | 1         | ...     | ...     | 8      |
| 3 " " " ...                 | ...       | ...        | ...       | ...     | ...         | ...       | 4              | ...        | ...       | ...     | ...     | 4      |
| 4 " " " ...                 | ...       | ...        | ...       | ...     | ...         | ...       | 1              | ...        | ...       | ...     | ...     | 1      |
| 5 " " " ...                 | ...       | ...        | ...       | 1       | ...         | ...       | 28             | ...        | ...       | ...     | ...     | 29     |
| 8 " " " ...                 | ...       | ...        | ...       | ...     | ...         | ...       | 1              | ...        | ...       | ...     | ...     | 1      |
| 10 " " " ...                | ...       | ...        | 1         | ...     | 1           | ...       | 4              | ...        | ...       | ...     | ...     | 6      |
| 1 " travelling ...          | ...       | ...        | ...       | ...     | ...         | ...       | 2              | ...        | ...       | ...     | ...     | 2      |
| 2 " " " ...                 | ...       | ...        | ...       | 1       | 1           | 3         | 1              | 1          | ...       | 1       | 1       | 9      |
| 5 " " " ...                 | ...       | ...        | 3         | 2       | 1           | 3         | 1              | 1          | 1         | 1       | 1       | 14     |
| 7 " " " ...                 | ...       | ...        | ...       | ...     | ...         | ...       | 1              | ...        | ...       | ...     | ...     | 1      |
| 10 " " " ...                | ...       | ...        | 1         | ...     | ...         | ...       | ...            | ...        | ...       | ...     | ...     | 1      |
| 1 " steam ...               | ...       | ...        | ...       | ...     | ...         | ...       | ...            | ...        | ...       | 1       | ...     | 1      |
| 2 " " " ...                 | ...       | ...        | 3         | ...     | ...         | ...       | 1              | 2          | 1         | ...     | ...     | 7      |
| 3 " " " ...                 | 3         | 2          | 1         | ...     | ...         | ...       | 1              | ...        | 1         | ...     | ...     | 8      |
| 12 " " " ...                | ...       | ...        | ...       | ...     | ...         | ...       | ...            | 1          | 1         | ...     | ...     | 2      |
| Total ...                   | 3         | 2          | 10        | 5       | 6           | 20        | 62             | 7          | 6         | 7       | 3       | 131    |
| <b>PUMPS:—</b>              |           |            |           |         |             |           |                |            |           |         |         |        |
| Steam ...                   | ...       | ...        | 5         | ...     | ...         | 1         | 6              | 1          | 1         | ...     | ...     | 14     |
| Hand ...                    | 2         | ...        | 13        | 7       | 5           | 16        | 62             | 1          | 1         | 3       | 3       | 113    |
| Windmill ...                | ...       | ...        | ...       | 2       | ...         | 2         | 29             | ...        | ...       | ...     | ...     | 33     |
| Hot-air ...                 | 1         | 1          | 2         | 1       | 2           | 1         | 11             | ...        | ...       | ...     | ...     | 19     |
| Hydraulic ...               | ...       | ...        | 4         | 4       | 1           | 12        | 11             | ...        | ...       | ...     | ...     | 32     |
| Gravitation ...             | ...       | ...        | 4         | 2       | ...         | 5         | 23             | ...        | ...       | ...     | 1       | 35     |
| Total ...                   | 3         | 1          | 28        | 16      | 8           | 37        | 142            | 2          | 2         | 3       | 4       | 246    |

## RETURN No. 15.

STATEMENT of RAILS RELAID for the Year ending 31st March, 1886.

| Weight.          | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|------------------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|--------|
| RAILS RELAID :—  |           |            |           |         |             |           |                |            |           |         |         |        |
| 40-lb. iron ...  | ...       | ...        | 753       | ...     | ...         | 10        | ...            | 650        | 70        | ...     | ...     | 1,483  |
| 40-lb. steel ... | ...       | ...        | ...       | 535     | ...         | 572       | 910            | ...        | ...       | 29      | 56      | 2,102  |
| 53-lb. steel ... | ...       | 90         | 2,750     | 13      | 1,161       | 396       | 6,457          | 650        | 105       | ...     | ...     | 11,622 |
| 52-lb. iron ...  | ...       | ...        | ...       | ...     | 7           | ...       | ...            | ...        | 110       | ...     | ...     | 117    |
| Total ...        | ...       | 90         | 3,503     | 548     | 1,168       | 978       | 7,367          | 1,300      | 285       | 29      | 56      | 15,324 |

## RETURN No. 16.

STATEMENT of SLEEPERS RELAID for the Year ending 31st March, 1886.

| Description.       | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total.  |
|--------------------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|---------|
| SLEEPERS RELAID :— |           |            |           |         |             |           |                |            |           |         |         |         |
| Black pine ...     | ...       | ...        | ...       | ...     | ...         | ...       | 47,143         | ...        | ...       | ...     | ...     | 47,143  |
| Totara ...         | ...       | 20         | 87        | 4,516   | 211         | 8,169     | 4,557          | ...        | ...       | ...     | ...     | 17,560  |
| Black birch ...    | ...       | ...        | 64        | ...     | 2,048       | 915       | 27,828         | ...        | 477       | 4,134   | 1,712   | 37,178  |
| Kauri ...          | ...       | 27         | 667       | ...     | ...         | ...       | 4              | ...        | ...       | ...     | ...     | 698     |
| Blue gum ...       | ...       | ...        | ...       | ...     | ...         | 20        | 12             | ...        | ...       | ...     | ...     | 32      |
| Jarrah ...         | ...       | ...        | ...       | ...     | ...         | ...       | 24,907         | ...        | ...       | ...     | ...     | 24,907  |
| Red pine ...       | ...       | ...        | ...       | ...     | ...         | 189       | ...            | ...        | ...       | ...     | ...     | 189     |
| Puriri ...         | ...       | 215        | 170       | 6,514   | ...         | ...       | ...            | ...        | ...       | ...     | ...     | 6,899   |
| Silver pine ...    | ...       | ...        | ...       | ...     | ...         | ...       | ...            | 2,560      | ...       | ...     | ...     | 2,560   |
| Rata ...           | ...       | ...        | ...       | ...     | ...         | 161       | 560            | ...        | ...       | ...     | ...     | 721     |
| Total ...          | 262       | 170        | 7,332     | 4,516   | 2,259       | 9,454     | 105,011        | 2,560      | 477       | 4,134   | 1,712   | 137,887 |

STATEMENT of SLEEPERS REMOVED for the Year ending 31st March, 1886.

|                     |     |     |       |       |       |       |         |       |     |       |       |         |
|---------------------|-----|-----|-------|-------|-------|-------|---------|-------|-----|-------|-------|---------|
| SLEEPERS REMOVED :— |     |     |       |       |       |       |         |       |     |       |       |         |
| Black pine ...      | ... | ... | 5     | 1,741 | 550   | 1,987 | 50,684  | ...   | ... | ...   | 502   | 55,469  |
| Totara ...          | ... | ... | 27    | 792   | 1,071 | 3,124 | 20,018  | ...   | ... | ...   | 31    | 25,063  |
| Black birch ...     | ... | ... | ...   | 318   | 280   | 465   | 15,230  | 2,560 | 251 | 4,134 | 1,170 | 24,408  |
| Kauri ...           | ... | 262 | 6,873 | 819   | 31    | 353   | 2,783   | ...   | ... | ...   | ...   | 11,121  |
| Oregon ...          | ... | ... | ...   | 144   | ...   | ...   | 4,351   | ...   | ... | ...   | ...   | 4,495   |
| Blue gum ...        | ... | ... | ...   | 702   | 7     | 1,064 | 4,245   | ...   | ... | ...   | ...   | 6,018   |
| Jarrah ...          | ... | ... | ...   | ...   | 393   | ...   | 1,528   | ...   | ... | ...   | ...   | 1,831   |
| Red pine ...        | ... | ... | ...   | ...   | ...   | 2,332 | 316     | ...   | ... | ...   | ...   | 2,648   |
| Puriri ...          | ... | ... | ...   | ...   | ...   | ...   | ...     | ...   | ... | ...   | ...   | 263     |
| Manuka ...          | ... | ... | ...   | ...   | ...   | ...   | 451     | ...   | ... | ...   | ...   | 451     |
| Red wood ...        | ... | ... | ...   | ...   | ...   | ...   | 6,127   | ...   | ... | ...   | ...   | 6,127   |
| Kamai ...           | ... | ... | ...   | ...   | ...   | ...   | 99      | ...   | ... | ...   | ...   | 99      |
| Total ...           | 262 | 170 | 6,998 | 4,516 | 2,242 | 9,325 | 105,832 | 2,560 | 251 | 4,134 | 1,703 | 137,993 |

## RETURN No. 17.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1886.

| Sections.         | Miles. | Number of Stations and Stopping-places on the Time-tables. | Number of Private Sidings. |                  |        |
|-------------------|--------|------------------------------------------------------------|----------------------------|------------------|--------|
|                   |        |                                                            | At Stations.               | Out of Stations. | Total. |
| Kawakawa ...      | 8      | 3                                                          | ...                        | ...              | ...    |
| Whangarei ...     | 7      | 4                                                          | 1                          | 1                | 2      |
| Auckland ...      | 211    | 82                                                         | 6                          | 4                | 10     |
| Napier ...        | 82     | 26                                                         | 10                         | 5                | 15     |
| Wellington ...    | 69     | 26                                                         | 2                          | 7                | 9      |
| Wanganui ...      | 193    | 87                                                         | 12                         | 6                | 18     |
| Hurunui-Bluff ... | 982    | 354                                                        | 146                        | 40               | 186    |
| Greymouth ...     | 8      | 5                                                          | 3                          | 2                | 5      |
| Westport ...      | 19     | 6                                                          | ...                        | ...              | ...    |
| Nelson ...        | 23     | 12                                                         | 1                          | ...              | 1      |
| Picton ...        | 18     | 9                                                          | 4                          | ...              | 4      |
| Total ...         | 1,620  | 614                                                        | 185                        | 65               | 250    |

## RETURN NO. 18.

PARTICULARS OF PRIVATE SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1886.

| Reg. No. | Papers. | Date of Grant. | Present Holder. | Posi- tion. | Nearest Station. | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1886. |      |         |         |
|----------|---------|----------------|-----------------|-------------|------------------|-------------------|----------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|------|---------|---------|
|          |         |                |                 |             |                  |                   |                |                                         |                                | In.                                                                              | Out. | £ s. d. | £ s. d. |

|                     |                |                |                                                                |        |                   |          |               |                   |            |                |                |                    |                   |
|---------------------|----------------|----------------|----------------------------------------------------------------|--------|-------------------|----------|---------------|-------------------|------------|----------------|----------------|--------------------|-------------------|
| WHANGAREI SECTION.  |                |                |                                                                |        |                   |          |               |                   |            |                |                |                    |                   |
| 341                 | R. 84/3701 ..  | ..             | Kamo Colliery Company..                                        | M. ch. | Kamo ..           | Grantee  | 10 years*..   | £ s. d. Premium.. | £ s. d. .. | £ s. d. 7 17 0 | £ s. d. 13 0 9 | £ s. d. 1,894 12 0 | £ s. d. 1,902 9 0 |
| AUCKLAND SECTION.   |                |                |                                                                |        |                   |          |               |                   |            |                |                |                    |                   |
| 7                   | P. W. 77/730   | March 6, 1877  | J. Bycroft and Co.                                             | 7 43   | Onehunga          | Govt. .. | 10 years*..   | 300 0 0           | 105 0 0    | 6 7 4          | 13 0 9         | 684 16 7           | 19 8 1            |
| 8                   | R. 81/2509 ..  | Aug. 25, 1874  | W. J. Fisher and Co.                                           | 7 48   | Onehunga          | "        | Undefined     | "                 | "          | "              | "              | 617 11 3           | 1,302 7 10        |
| 79                  | P. W. 77/4093  | Oct. 18, 1877  | Robert Lamb...                                                 | 73 23  | Ngaurua           | "        | 10 years*..   | 200 0 0           | 50 0 0     | "              | "              | "                  | "                 |
| 267                 | R. 82/2043     | Mar. 25, 1882  | Helensville Timber Co. (Limited) ..                            | 35 41  | Helensville South | Grantees | "             | Premium..         | 164 7 6    | 14 11 10       | 1,972 2 8      | 1,986 14 6         | 716 11 7          |
| 279                 | R. 83/917 ..   | Oct. 27, 1882  | William Hunt                                                   | 6 26   | New Lynn          | Grantee  | "             | "                 | 473 10 0   | 189 4 7        | 527 7 0        | "                  | "                 |
| 300                 | R. 83/1564 ..  | Sept. 18, 1883 | Thames Valley and Rotorua Rail- way Company (Limited)          | 74 55  | Ngaurua           | Grantees | "             | "                 | 60 0 0     | "              | "              | "                  | "                 |
| 303                 | R. 83/3494 ..  | Jan. 10, 1884  | Union Oil, Soap, and Candle Com- pany (Limited)                | 7 34   | Otahuhu           | "        | "             | "                 | 86 0 0     | 388 4 10       | 211 15 0       | 599 19 10          | "                 |
| 317                 | R. 83/2680 ..  | Jan. 1, 1883   | Hammond and Byron (Lease)                                      | 0 0    | Auckland          | "        | 7 years       | "                 | 40 0 0     | 3,406 10 9     | "              | 3,406 10 9         | "                 |
| 331                 | R. 84/2620 ..  | Jan. 1, 1883   | Onehunga Iron-sand Company (Lease)                             | 0 0    | Onehunga          | "        | Undefined;    | "                 | 40 0 0     | 275 18 10      | 11 10 11       | 287 9 9            | 910 0 0           |
| 333                 | R. 84/3379 ..  | July 20, 1885  | N. Z. Frozen Meat Co. (Limited) ..                             | 0 0    | Auckland          | Grantees | 10 years*..   | Premium..         | 420 0 0    | 732 4 8        | 177 15 4       | "                  | "                 |
| NAPIER SECTION.     |                |                |                                                                |        |                   |          |               |                   |            |                |                |                    |                   |
| 24                  | C. R. 75/845.. | —              | Napier Gas Company                                             | 2 30   | Napier            | Govt. .. | Undefined     | "                 | "          | 194 4 3        | 2 16 2         | 197 0 5            | "                 |
| 56                  | P. W. 77/1129  | Mar. 19, 1877  | T. P. Russell ..                                               | 50 40  | Waipukurau        | "        | "             | "                 | "          | 1 19 10        | 137 4 3        | 139 4 1            | "                 |
| 76                  | R. 81/2318 ..  | Oct. 9, 1877   | Murray, Roberts, and Co.                                       | 0 4    | Spit              | "        | 10 years*..   | 300 0 0           | 125 0 0    | 705 3 6        | 54 0 7         | 759 4 1            | "                 |
| 222                 | R. 84/3632 ..  | —              | W. B. Harding ..                                               | 40 59  | Waipawa           | "        | Undefined;    | "                 | "          | 21 0 0         | 77 1 2         | 98 1 2             | "                 |
| 229                 | R. 81/1671 ..  | Feb. 16, 1881  | M. S. Bell                                                     | 2 0    | Napier            | Grantee  | on sufferance | Premium..         | 240 0 0    | "              | "              | "                  | "                 |
| 233                 | R. 85/812 ..   | May 11, 1881   | Wilding and Co.                                                | 60 0   | Takapanu          | Grantees | "             | "                 | 134 4 10   | 68 13 5        | 68 12 5        | 137 5 10           | "                 |
| 252                 | R. 85/813 ..   | —              | "                                                              | 45 29  | Waipukurau        | Grantees | Undefined     | "                 | "          | 2,828 18 8     | 2,000 4 7      | 4,829 3 3          | "                 |
| 301                 | R. 83/3089 ..  | Oct. 26, 1883  | Nelson Brothers (Limited)                                      | 12 84  | Tomoana           | Grantees | 10 years*..   | Premium..         | 206 0 0    | 1,172 2 11     | 1,735 10 9     | 2,907 13 8         | "                 |
| 322                 | R. 84/3540 ..  | Dec. 8, 1884   | Ruddock and Fryer                                              | 14 1   | Hastings ..       | "        | "             | "                 | 133 0 0    | 1,098 16 3     | "              | 1,098 16 3         | "                 |
| 328                 | R. 85/794 ..   | April 4, 1885  | Tamaki Timber Company                                          | 81 15  | Tahoraite         | "        | "             | "                 | 60 0 0     | "              | 2,179 9 8      | 2,179 9 8          | "                 |
| 329                 | R. 86/1028 ..  | April 11, 1885 | H. Smith                                                       | 70 78  | Makotuku          | Grantee  | "             | "                 | 192 0 0    | 466 15 4       | 2,761 14 4     | 3,228 9 8          | "                 |
| 332                 | R. 85/171 ..   | June 1, 1885   | Wilding and Co.                                                | 63 00  | Kopua ..          | Grantees | 6 years*      | "                 | 95 0 0     | 3 15 4         | 1 6 0          | 1 6 0              | "                 |
| 334                 | R. 85/1508 ..  | July 24, 1885  | Tanner and Mortensen                                           | 73 56  | Matamau           | "        | 10 years*     | "                 | 84 10 0    | "              | 564 2 8        | 567 18 0           | "                 |
| 335                 | R. 85/2840 ..  | Dec. 1, 1884   | Guy and Towers                                                 | 69 21  | Makotuku          | "        | "             | "                 | 172 0 0    | "              | 1,083 5 2      | 1,083 5 2          | "                 |
| 336                 | R. 85/2434 ..  | Nov. 19, 1885  | Robert Holt                                                    | 1 72   | Napier ..         | Grantee  | "             | "                 | 72 0 0     | "              | "              | "                  | "                 |
| WELLINGTON SECTION. |                |                |                                                                |        |                   |          |               |                   |            |                |                |                    |                   |
| 188                 | C. R. 79/155.. | Feb. 26, 1879  | Charles Lett                                                   | 28 44  | Kaitake ..        | Govt. .. | 10 years*     | 300 0 0           | 70 0 0     | 0 2 0          | 80 10 10       | 80 12 10           | "                 |
| 216                 | P. W. 81/2948  | July 7, 1880   | William Booth and Co. ..                                       | 57 34  | Carterton         | "        | "             | 300 0 0           | 90 0 0     | 65 0 8         | 4,327 5 11     | 4,392 6 7          | "                 |
| 221                 | R. 80/1588 ..  | Dec. 13, 1880  | Gear Meat-preserving and Freezing Company (Limited)            | 6 37   | Petone ..         | Grantees | "             | Premium..         | 117 19 11  | 379 15 9       | 642 2 0        | 1,021 17 9         | "                 |
| 227                 | R. 82/2026 ..  | Feb. 8, 1881   | Robert Donald ..                                               | 62 8   | Middleton         | Grantee  | "             | "                 | 82 1 8     | 34 10 1        | 1,504 10 8     | 1,539 0 9          | "                 |
| 237                 | R. 81/1723 ..  | July 28, 1881  | John Chew                                                      | 54 55  | Dalefield ..      | "        | "             | "                 | 63 5 0     | "              | "              | "                  | "                 |
| 242                 | R. 82/1335 ..  | Oct. 6, 1881   | W. Booth and Co. (Lease)                                       | 0 0    | Wellington        | Grantees | 21 years      | "                 | "          | "              | "              | "                  | "                 |
| 253                 | R. 83/598 ..   | Jan. 1, 1882   | Wellington Harbour Board (Lease)                               | 0 0    | "                 | "        | 42 years      | "                 | "          | "              | "              | "                  | "                 |
| 272                 | R. 84/183 ..   | July 26, 1882  | Williams and Beetham ..                                        | 62 15  | Middleton         | "        | 10 years*     | Premium..         | 220 12 9   | 27 5 6         | 254 12 0       | 281 17 6           | "                 |
| 296                 | R. 83/2850 ..  | Sept. 21, 1883 | A. S. Duncan(Woodside Saw-mill Co.)                            | 51 0   | Maerawa           | "        | "             | "                 | 150 1 4    | 26 3 3         | 799 1 5        | 825 4 8            | "                 |
| 313                 | R. 84/1443 ..  | May 9, 1884    | Wellington Meat-preserving and Refrigerating Company (Limited) | 3 21   | Ngahauranga       | "        | "             | "                 | 425 19 7   | 973 10 5       | 182 3 6        | 1,155 13 11        | "                 |
| 325                 | R. 84/3359 ..  | Oct. 6, 1884   | William Chalmers (Limited)                                     | 0 0    | Wellington        | Govt. .. | 18 years      | "                 | "          | "              | "              | "                  | "                 |
| 326                 | R. 84/3359 ..  | Oct. 6, 1884   | T. C. Williams, W. H. Beetham, and H. H. Beetham (Lease)       | 0 0    | "                 | "        | "             | "                 | "          | "              | "              | "                  | "                 |

\* Three months' notice.

## RETURN No. 18—continued.

## PARTICULARS of PRIVATE SIDING TRAFFIC up to 31st March, 1886.

| No. of Siding      | Papers.      | Date of Grant. | Present Holder.                                           | Position. | Nearest Station.               | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1886. |                    |                    |  |
|--------------------|--------------|----------------|-----------------------------------------------------------|-----------|--------------------------------|-------------------|----------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|--------------------|--------------------|--|
|                    |              |                |                                                           |           |                                |                   |                |                                         |                                | In.                                                                              | Out.               | Total.             |  |
| WANGANUI SECTION.  |              |                |                                                           |           |                                |                   |                |                                         |                                |                                                                                  |                    |                    |  |
| 19                 | P.W. 78/678  | Jan. 14, 1878  | Richter, Nannestad, and Co.                               | M. ch.    | Hokowhitu                      | Govt.             | 10 years*      | £ s. d.<br>300 0 0                      | £ s. d.<br>156 0 0             | £ s. d.<br>106 15 7                                                              | £ s. d.<br>249 4 9 | £ s. d.<br>356 0 4 |  |
| 52                 | P.W. 77/4300 | Nov. 6, 1877   | J. and C. Bull                                            | 51 41     | Aorangi                        | "                 | "              | 300 0 0                                 | 80 0 0                         | 2 7 9                                                                            | 66 16 3            | 69 4 0             |  |
| 55                 | P.W. 78/619  | Mar. 6, 1877   | P. and J. Bartholomew                                     | 50 72     | Feilding                       | "                 | "              | 300 0 0                                 | 60 0 0                         | 11 11 6                                                                          | 1,452 19 6         | 1,464 11 0         |  |
| 57                 | P.W. 78/678  | April 3, 1877  | Richter, Nannestad, and Co.                               | 54 28     | Trondjem                       | "                 | "              | 300 0 0                                 | 60 0 0                         | 6 4 11                                                                           | 187 8 6            | 193 13 5           |  |
| 93                 | P.W. 77/5168 | Dec. 20, 1877  | Henry Brown                                               | 15 31     | Inglewood                      | "                 | "              | 100 0 0                                 | 35 0 0                         | 14 6 9                                                                           | 425 17 2           | 440 3 11           |  |
| 187                | P.W. 80/4929 | May 9, 1878    | Wanganui Sash & Door Factory Co.                          | 0 0       | Wanganui                       | "                 | 6 months.      | "                                       | "                              | 1,012 19 2                                                                       | 64 18 8            | 1,077 17 10        |  |
| 193                | P.W. 78/1923 | June 10, 1878  | Bailey Brothers, W. H. Lash, and others                   | 42 34     | Halcombe                       | "                 | 10 years*      | 300 0 0                                 | 175 0 0                        | 1 0 0                                                                            | 694 6 5            | 695 6 5            |  |
| 147                | P.W. 78/3795 | Sept. 6, 1878  | Bailey Brothers                                           | 53 50     | Taunui                         | "                 | 10 years*      | 300 0 0                                 | 150 0 0                        | 38 14 7                                                                          | 1,676 15 5         | 1,715 10 0         |  |
| 153                | P.W. 78/3808 | Oct. 26, 1878  | Wanganui Meat Company                                     | 3 36      | Aramoho                        | "                 | "              | 300 0 0                                 | 127 0 0                        | 6 17 6                                                                           | "                  | 6 17 6             |  |
| 154                | P.W. 78/4565 | Oct. 26, 1878  | Corpe and Co. and others                                  | 48 68     | Makino Road                    | "                 | "              | 300 0 0                                 | 445 0 0                        | 2 9 7                                                                            | 252 15 11          | 255 5 6            |  |
| 191                | P.W. 79/815  | Mar. 24, 1879  | Gillies and Henderson                                     | 60 10     | Kelvin Grove, near Terrace End | "                 | "              | 300 0 0                                 | 135 0 0                        | "                                                                                | "                  | "                  |  |
| 218                | R. 80/1145   | Oct. 22, 1880  | Thomas Marnes                                             | 21 65     | Tariki Road                    | Grantee           | "              | Premium..                               | 37 14 0                        | "                                                                                | "                  | "                  |  |
| 223                | R. 81/116    | Jan. 13, 1881  | Moore and Currie                                          | 13 46     | Kai Iwi                        | Grantees          | 10 years*      | Premium..                               | 86 0 0                         | 7 9 6                                                                            | 8 10 0             | 15 19 6            |  |
| 244                | R. 82/2306   | Oct. 20, 1881  | Wanganui Harbour Board (Lease)                            | "         | Wanganui                       | "                 | 14 years*      | "                                       | "                              | 846 1 1                                                                          | 5 3 10             | 851 4 11           |  |
| 264                | R. 82/946    | Mar. 2, 1882   | Newberry and Millard                                      | 7 46      | Okia                           | "                 | 10 years*      | "                                       | 162 0 0                        | 0 1 2                                                                            | 104 1 1            | 104 2 3            |  |
| 287                | R. 83/338    | Jan. 27, 1883  | Wellington and Manawatu Railway Company (Limited)         | 66 28     | Longburn Junction              | "                 | "              | "                                       | 381 19 6                       | 193 17 10                                                                        | 66 10 7            | 260 8 5            |  |
| 310                | R. 84/1399   | April 5, 1884  | James Robson                                              | 33 20     | Ngare                          | Govt. and grantee | "              | "                                       | 200 0 0                        | 29 11 10                                                                         | 501 4 5            | 530 16 3           |  |
| 315                | R. 84/1846   | Sept. 4, 1884  | Manawatu County Council                                   | 79 61     | Carnarvon                      | Grantees          | "              | "                                       | 273 12 0                       | 352 18 2                                                                         | 188 11 2           | 541 9 4            |  |
| PICTON SECTION.    |              |                |                                                           |           |                                |                   |                |                                         |                                |                                                                                  |                    |                    |  |
| 26                 | —            | —              | Captain J. H. Dalton                                      | 5 70      | Koromiko                       | Govt.             | Undefined      | "                                       | "                              | 67 15 2                                                                          | 348 14 10          | 416 10 0           |  |
| 27                 | C.R. 76/679  | —              | A. T. Thompson                                            | 7 30      | Para                           | "                 | "              | "                                       | "                              | 38 17 10                                                                         | 12 17 9            | 51 15 7            |  |
| 260                | R. 81/2812   | Jan. 19, 1882  | Fell Brothers and Co.                                     | 17 73     | Blenheim                       | Grantees          | 10 years*      | Premium..                               | 163 10 0                       | 32 4 9                                                                           | 70 7 7             | 102 12 4           |  |
| 299                | R. 83/2271   | Oct. 2, 1883   | N.Z. Loan and Mercantile Agency Company (Limited)         | 17 62     | "                              | "                 | "              | "                                       | 275 1 7                        | "                                                                                | "                  | "                  |  |
| NELSON SECTION.    |              |                |                                                           |           |                                |                   |                |                                         |                                |                                                                                  |                    |                    |  |
| 238                | R. 81/1947   | Aug. 31, 1881  | Neale and Haddow                                          | 1 0       | Nelson                         | Grantees          | 10 years*      | Premium..                               | 150 0 0                        | 297 3 7                                                                          | 44 1 6             | 341 5 1            |  |
| GREYMOUTH SECTION. |              |                |                                                           |           |                                |                   |                |                                         |                                |                                                                                  |                    |                    |  |
| 5A                 | R. 84/2978   | Aug. 1, 1873   | Westport Coal Co. (Limited) (Lease)                       | 6 70      | Wallsend                       | Grantees          | 21 years       | "                                       | "                              | 50 10 6                                                                          | "                  | 50 10 6            |  |
| 22                 | P.W. 76/603  | Dec. 31, 1875  | T. W. Wilson                                              | 2 53      | Kaiata                         | Govt.             | Undefined      | "                                       | "                              | "                                                                                | 275 2 0            | 275 2 0            |  |
| 105A               | P.W. 76/3446 | Feb. 15, 1877  | Coalpit Heath Coal-mining Company (Limited) (Lease)       | 7 10      | Brunner                        | Grantees          | "              | Premium..                               | 143 19 0                       | "                                                                                | 2,984 10 8         | 2,984 10 8         |  |
| 112A               | P.W. 77/5000 | Feb. 16, 1877  | Brunner Coal-mining Company (Limited), M. Kennedy (Lease) | 7 10      | Brunner                        | "                 | "              | "                                       | 624 19 2                       | "                                                                                | 9,727 15 10        | 9,727 15 10        |  |
| 319                | R. 84/2977   | Oct. 28, 1884  | A. McKenzie and Co.                                       | 5 70      | Wallsend                       | "                 | 10 years*      | "                                       | 55 0 0                         | 9 12 6                                                                           | 197 15 3           | 207 7 9            |  |

## HURUNUI-BLUFF SECTION.

|    |              |                                                      |        |                            |    |         |                          |          |            |             |                |
|----|--------------|------------------------------------------------------|--------|----------------------------|----|---------|--------------------------|----------|------------|-------------|----------------|
| 3  | ..           | Wood, Sinclair, and Co. ..                           | 1 17   | Riccarton                  | .. | Govt.   | For ever                 | ..       | 1,052 8 4  | 755 18 10   | 1,808 7 2      |
| 5  | ..           | Moir and Co. ..                                      | 16 77  | Southbrook                 | .. | Govt.   | Undefined                | ..       | 226 11 0   | 350 15 6    | 577 6 6        |
| 6  | P.W. 73/573  | N.Z. Provision and Produce Co. ..                    | 7 1    | Belfast                    | .. | Govt.   | ..                       | ..       | 392 10 9   | 655 0 4     | 1,047 11 1     |
| 8  | R. 84/2927   | Timaru Harbour Board ..                              | 105 59 | Timaru                     | .. | Govt.   | Undefined; on sufferance | ..       | 526 12 5   | 76 9 2      | 603 1 7        |
| 9  | R. 80/318    | J. and T. Meek ..                                    | 158 18 | Oamaru                     | .. | ..      | 10 years*                | 280 0 0  | ..         | ..          | (See No. 263.) |
| 12 | R. 82/2186   | White and Co. ..                                     | 21 29  | Leeston                    | .. | ..      | For ever                 | ..       | 457 10 8   | ..          | 457 10 8       |
| 13 | P.W. 76/3501 | Oamaru Harbour Board ..                              | 157 77 | Oamaru                     | .. | ..      | Undefined                | ..       | ..         | ..          | (See No. 123.) |
| 20 | P.W. 76/2946 | Kaipoi Produce and Milling Co. ..                    | 1 52   | Wilson's Siding            | .. | Grantee | ..                       | ..       | 229 0 6    | 400 0 6     | 629 1 0        |
| 29 | P.W. 76/686  | John Tossell ..                                      | 2 78   | Prebbleton                 | .. | Grantee | ..                       | ..       | 11 12 10   | 73 2 11     | 84 15 9        |
| 31 | R. 84/2770   | J. Ingram ..                                         | 20 60  | East Oxford                | .. | Govt.   | ..                       | ..       | ..         | 48 16 8     | 48 16 8        |
| 32 | R. 82/432    | Miles, Archer, and Co. ..                            | 105 54 | Timaru                     | .. | ..      | ..                       | ..       | ..         | ..          | (See No. 230.) |
| 33 | P.W. 76/823  | James A. McIlraith ..                                | 8 75   | Glentunnel                 | .. | ..      | ..                       | ..       | 20 9 4     | 789 13 10   | 81 3 2         |
| 34 | ..           | National Mortgage and Agency Company of N.Z. ..      | 374 60 | Invercargill               | .. | ..      | ..                       | ..       | 423 7 2    | 182 11 11   | 605 19 1       |
| 36 | P.W. 76/3056 | N.Z. Loan and Mercantile Agency Company (Limited) .. | 25 23  | Southbridge                | .. | ..      | 10 years*                | ..       | ..         | ..          | (See No. 78.)  |
| 37 | P.W. 76/3721 | N.Z. and Australian Land Company (Limited) ..        | 166 27 | Maheno                     | .. | ..      | Undefined                | ..       | 217 10 6   | 265 16 5    | 483 6 11       |
| 38 | P.W. 77/1189 | James Bruce ..                                       | 106 20 | Timaru                     | .. | ..      | 10 years*                | 73 0 0   | 1,711 1 0  | 2,184 5 5   | 3,895 6 5      |
| 39 | R. 81/341    | A. Tapper ..                                         | 366 27 | Longbush                   | .. | ..      | Undefined                | ..       | 35 9 3     | 5,222 12 11 | 5,258 2 2      |
| 41 | P.W. 77/5044 | Studholme Brothers ..                                | 128 43 | Studholme Junction         | .. | ..      | 10 years*                | 93 0 0   | 18 3 6     | 38 3 4      | 56 6 10        |
| 44 | R. 83/2927   | Fleming and Gilkison ..                              | 374 9  | Invercargill               | .. | ..      | Undefined                | ..       | 847 10 7   | 325 12 11   | 1,173 3 6      |
| 46 | P.W. 76/5252 | Quinn Brothers ..                                    | 121 71 | Between Otaio and Makikihi | .. | ..      | 10 years*                | 62 0 0   | 15 5 1     | 30 5 7      | 45 10 8        |
| 48 | ..           | Woodlands Meat-preserving Co. ..                     | 363 52 | Woodlands                  | .. | ..      | Undefined                | ..       | ..         | 27 16 8     | 27 16 8        |
| 49 | ..           | Brown and J. H. Dawson and Sons ..                   | 368 2  | One-Tree Point             | .. | ..      | ..                       | ..       | 42 14 10   | 987 1 10    | 1,029 16 8     |
| 50 | R. 83/2072   | C. W. Dawson ..                                      | 369 2  | Ashburton                  | .. | ..      | ..                       | ..       | ..         | 180 18 3    | 180 18 3       |
| 53 | R. 82/606    | C. W. Turner ..                                      | 57 77  | Milton                     | .. | ..      | 10 years*                | ..       | 386 13 9   | 2,007 1 11  | 2,393 15 8     |
| 58 | R. 83/44     | Peter McGill ..                                      | 271 42 | Hornby Junction            | .. | Grantee | ..                       | 32 12 10 | 1,565 17 1 | 1,284 13 4  | 2,850 10 5     |
| 59 | R. 81/1905   | S. Smart ..                                          | 12 7   | Woodend                    | .. | Govt.   | ..                       | 40 0 0   | 7 13 10    | 532 0 3     | 539 14 1       |
| 61 | R. 83/2301   | John Murdoch ..                                      | 379 21 | Kirwee                     | .. | ..      | ..                       | 26 18 9  | ..         | ..          | ..             |
| 64 | P.W. 77/2857 | R. G. D. Tossell ..                                  | 10 23  | Kensington                 | .. | ..      | ..                       | 130 0 0  | ..         | 92 9 8      | 92 9 8         |
| 66 | P.W. 77/2004 | W. M. White ..                                       | 236 79 | Oamaru                     | .. | ..      | ..                       | 32 5 10  | 381 9 0    | 17 19 5     | 399 8 5        |
| 68 | R. 84/3062   | Ireland and Co. ..                                   | 158 26 | Lytelton                   | .. | ..      | ..                       | 45 0 0   | 265 6 1    | 177 18 8    | 383 4 9        |
| 69 | R. 81/2299   | Talbot and McClatchie (Lease) ..                     | 0 0    | Christchurch               | .. | ..      | 21 years                 | ..       | ..         | ..          | (See No. 158.) |
| 71 | R. 82/239    | Miles and Co., William Booth and Co. ..              | 6 1    | ..                         | .. | ..      | 10 years*                | 233 0 0  | 1,216 3 10 | 263 4 0     | 1,479 7 10     |
| 73 | P.W. 77/3965 | C. W. Turner ..                                      | 6 19   | ..                         | .. | ..      | ..                       | 35 0 0   | 2,906 18 5 | 599 18 11   | 3,506 17 4     |
| 74 | R. 85/287    | C. A. Ulrich, Miles and Co., and N. Tepling ..       | 6 48   | ..                         | .. | ..      | ..                       | 100 0 0  | 1,098 18 5 | 121 19 2    | 1,220 17 7     |
| 75 | R. 78/176    | Wigram Brothers ..                                   | 1 77   | Heathcote                  | .. | ..      | ..                       | 180 0 0  | ..         | ..          | (See No. 130.) |
| 78 | R. 84/867    | N.Z. Loan and Mercantile Agency Company (Limited) .. | 25 39  | Southbridge                | .. | ..      | ..                       | 25 0 0   | 34 6 2     | 418 0 11    | 452 7 1        |
| 80 | P.W. 77/4596 | W. H. Hargreaves ..                                  | 6 46   | Christchurch               | .. | ..      | ..                       | 40 0 0   | 424 6 10   | 11 11 3     | 435 18 1       |
| 82 | P.W. 77/3862 | Thomas McKenzie ..                                   | 21 76  | Lawrence                   | .. | ..      | ..                       | 20 3 4   | 501 11 6   | ..          | 501 11 6       |
| 83 | P.W. 77/4422 | Reid and Gray ..                                     | 236 45 | Dunedin                    | .. | ..      | ..                       | 27 13 0  | 299 10 11  | 102 19 0    | 402 9 11       |
| 84 | R. 85/505    | Richard Allen ..                                     | 106 8  | Timaru                     | .. | ..      | ..                       | 35 0 0   | 658 17 0   | 647 2 5     | 1,305 19 5     |
| 85 | P.W. 77/4862 | W. White, jun. ..                                    | 25 32  | Southbridge                | .. | ..      | ..                       | 33 0 0   | 396 6 7    | 1 17 6      | 398 4 1        |
| 86 | ..           | J. Craig ..                                          | 157 42 | Oamaru                     | .. | ..      | ..                       | 152 0 0  | 741 3 8    | 438 11 6    | 1,179 15 2     |

\* Three months' notice.

† Six months' notice.

‡ Terminable if traffic fails.

RETURN No. 18—continued.  
PARTICULARS of PRIVATE SIDING TRAFFIC up to 31st March, 1886.

| No.                              | Papers.      | Date of Grant. | Present Holder.                                            | Posi- tion. | Nearest Station.                   | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1886. |                 |                  |  |
|----------------------------------|--------------|----------------|------------------------------------------------------------|-------------|------------------------------------|-------------------|----------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|-----------------|------------------|--|
|                                  |              |                |                                                            |             |                                    |                   |                |                                         |                                | In.                                                                              | Out.            | Total.           |  |
| HURUNUI-BLUFF SECTION—continued. |              |                |                                                            |             |                                    |                   |                |                                         |                                |                                                                                  |                 |                  |  |
| 91                               | P.W. 77/4421 | Dec. 4, 1877   | James Goss                                                 | M. ch. 6 61 | Christchurch                       | Govt.             | 10 years*      | £ s. d. 300 0 0                         | £ s. d. 95 0 0                 | £ s. d. 779 2 5                                                                  | £ s. d. 22 15 2 | £ s. d. 801 17 7 |  |
| 94                               | P.W. 77/5196 | Dec. 22, 1877  | W. Montgomery and Co...                                    | 6 50        | "                                  | "                 | "              | 300 0 0                                 | 240 0 0                        | 74 6 8                                                                           | 10 1 4          | 84 8 0           |  |
| 95                               | "            | 1877           | Christchurch Gas, Coal, and Coke Company (Limited)         | 6 1         | "                                  | "                 | Undefined      | "                                       | "                              | 392 6 7                                                                          | 34 1 9          | 426 8 4          |  |
| 96                               | "            | 1877           | William Vaughan                                            | 24 49       | Sefton                             | "                 | "              | "                                       | "                              | 49 12 9                                                                          | 326 19 0        | 376 11 9         |  |
| 97                               | R. 84/2363   | 1877           | N.Z. Provision and Produce Co.                             | 13 7        | Factory                            | "                 | "              | "                                       | 300 0 0                        | 30 14 4                                                                          | 13 0 3          | 43 14 7          |  |
| 100                              | "            | 1877           | E. Menlove                                                 | 14 37       | Ngapara                            | "                 | "              | "                                       | "                              | "                                                                                | 10 5 2          | 10 5 2           |  |
| 101                              | R. 82/2356   | 1877           | Logan's Point Quarry Company                               | 234 53      | Pelichet Bay                       | "                 | "              | "                                       | "                              | 16 15 0                                                                          | 164 14 2        | 181 9 2          |  |
| 102                              | R. 81/2017   | 1877           | Henry and Co. . .                                          | 236 45      | Dunedin                            | "                 | "              | "                                       | "                              | 245 13 5                                                                         | 2 14 9          | 248 8 2          |  |
| 103                              | "            | 1877           | Wilson, Haraway, and Co.                                   | 236 45      | "                                  | "                 | "              | "                                       | "                              | "                                                                                | "               | "                |  |
| 105                              | "            | 1877           | Green Island Coal Company                                  | 241 70      | Abbotsford                         | "                 | "              | "                                       | "                              | 19 13 3                                                                          | 1,038 5 1       | 1,057 18 4       |  |
| 107                              | "            | 1877           | Invercargill Corporation                                   | 374 60      | Invercargill                       | "                 | "              | "                                       | "                              | 229 4 11                                                                         | "               | 229 4 11         |  |
| 108                              | "            | 1877           | "                                                          | 2 39        | Waikiwi                            | "                 | "              | "                                       | "                              | "                                                                                | "               | "                |  |
| 109                              | R. 85/647    | 1877           | T. Buxton                                                  | 6 43        | Buxton's                           | "                 | "              | "                                       | "                              | 27 7 7                                                                           | 218 17 2        | 246 4 9          |  |
| 110                              | "            | 1877           | Hodgkinson Brothers                                        | 6 42        | "                                  | "                 | "              | "                                       | "                              | 29 17 10                                                                         | 96 3 9          | 126 1 7          |  |
| 112                              | R. 84/1373   | 1877           | Dunedin Iron and Woodware Co...                            | 377 14      | Kew                                | "                 | "              | "                                       | "                              | 1 19 3                                                                           | 1,419 3 7       | 1,421 2 10       |  |
| 113                              | "            | 1877           | J. H. Gillies                                              | 378 20      | Clifton                            | "                 | "              | "                                       | "                              | "                                                                                | 1,196 9 6       | 1,196 9 6        |  |
| 115                              | "            | 1877           | W. Parsons                                                 | 389 1       | Between Greenhills and Ocean Beach | "                 | "              | "                                       | "                              | 8 13 11                                                                          | 1 1 0           | 9 14 11          |  |
| 116                              | R. 79/722    | Nov. 6, 1878   | J. A. Duthie                                               | 271 24      | Milton                             | "                 | 10 years*      | 300 0 0                                 | 112 15 0                       | 52 4 1                                                                           | 318 15 6        | 370 19 7         |  |
| 117                              | P.W. 77/5147 | Jan. 14, 1878  | W. Langdown                                                | 6 9         | Christchurch                       | "                 | "              | 300 0 0                                 | 56 0 0                         | 590 14 7                                                                         | 41 17 7         | 632 12 2         |  |
| 120                              | P.W. 77/4412 | Jan. 23, 1878  | Oamaru Harbour Board                                       | 157 65      | Oamaru (1st sidg.)                 | "                 | "              | 300 0 0                                 | 50 0 0                         | "                                                                                | "               | (See No. 123.)   |  |
| 123                              | P.W. 77/4413 | Jan. 23, 1878  | "                                                          | 157 77      | Oamaru                             | "                 | "              | 300 0 0                                 | 90 0 0                         | 5,874 12 5                                                                       | 2,850 12 1      | 8,725 4 6        |  |
| 125                              | R. 78/63     | Jan. 26, 1878  | A. Roberts                                                 | 58 72       | Ashburton                          | "                 | "              | 300 0 0                                 | 95 0 0                         | 131 10 4                                                                         | 423 19 10       | 555 10 2         |  |
| 128                              | R. 78/65     | Feb. 4, 1878   | Joseph Clark                                               | 60 65       | Tinwald                            | "                 | "              | 300 0 0                                 | 60 0 0                         | 320 14 5                                                                         | 582 19 10       | 903 14 3         |  |
| 129                              | P.W. 77/4883 | Feb. 18, 1878  | Oamaru Corporation                                         | 157 41      | Oamaru                             | Grantees          | Undefined      | 300 0 0                                 | "                              | 48 12 0                                                                          | 7 12 10         | 56 4 10          |  |
| 130                              | R. 78/176    | Mar. 2, 1878   | Wigram Brothers                                            | 1 77        | Heathcote                          | Govt.             | 10 years*      | 300 0 0                                 | 70 0 0                         | 1,617 0 6                                                                        | 546 15 0        | 2,163 15 6       |  |
| 131                              | R. 78/61     | Mar. 7, 1878   | J. T. Brown                                                | 5 76        | Christchurch                       | "                 | "              | 300 0 0                                 | "                              | 567 17 9                                                                         | 10 4 10         | 578 2 7          |  |
| 132                              | R. 78/199    | Mar. 14, 1878  | Friedlander Brothers                                       | 58 73       | Ashburton                          | "                 | "              | 300 0 0                                 | 55 0 0                         | 287 16 8                                                                         | 1,041 3 6       | 1,329 0 2        |  |
| 133                              | R. 78/162    | Mar. 14, 1878  | Springfield Coal Company                                   | 6 51        | Christchurch                       | "                 | "              | 300 0 0                                 | 73 0 0                         | 214 3 10                                                                         | 16 3 1          | 230 6 11         |  |
| 134                              | R. 81/120    | May 1, 1878    | McClatchie and McIntosh                                    | 6 154       | "                                  | "                 | "              | 300 0 0                                 | 260 0 0                        | 1,884 10 6                                                                       | 171 13 3        | 2,056 3 9        |  |
| 135                              | P.W. 78/1573 | May 8, 1878    | Anderson and Co.                                           | 204 10      | Waikouaiti                         | "                 | "              | 300 0 0                                 | "                              | 76 9 3                                                                           | 51 18 11        | 128 8 2          |  |
| 140                              | R. 78/360    | June 28, 1878  | Oamaru Stone Company (Limited)                             | 1 674       | Weston                             | "                 | "              | 300 0 0                                 | 74 0 0                         | "                                                                                | "               | "                |  |
| 142                              | R. 78/649    | Aug. 3, 1878   | N.Z. and Australian Land Com- pany (Limited)               | 351 60      | Edendale                           | "                 | "              | 300 0 0                                 | 48 0 0                         | 266 13 4                                                                         | 250 6 1         | 525 19 5         |  |
| 149                              | R. 81/467    | Sept. 21, 1878 | N.Z. Grain Agency and Mercantile Company (Limited) (Lease) | 0 0         | Lyttelton                          | "                 | 21 years       | "                                       | "                              | "                                                                                | "               | (See No. 159.)   |  |
| 150                              | "            | Sept. 21, 1878 | Ditto (Lease)                                              | 0 0         | "                                  | "                 | "              | "                                       | "                              | "                                                                                | "               | "                |  |
| 152                              | R. 78/506    | Oct. 22, 1878  | C. W. Turner                                               | 6 64        | Christchurch                       | "                 | 10 years*      | 300 0 0                                 | 55 0 0                         | "                                                                                | "               | (See No. 73.)    |  |
| 155                              | R. 78/539    | Nov. 5, 1878   | Thomas and E. Pavitt                                       | 6 61        | "                                  | "                 | "              | 300 0 0                                 | 52 0 0                         | 402 16 11                                                                        | 34 5 1          | 437 2 0          |  |
| 156                              | R. 78/544    | Nov. 6, 1878   | J. and J. Shand                                            | 26 26       | Centre Bush                        | "                 | "              | 300 0 0                                 | 64 0 0                         | "                                                                                | 88 2 5          | 88 2 5           |  |
| 158                              | R. 81/467    | Nov. 19, 1878  | Talbot and McClatchie (Lease)                              | 0 0         | Lyttelton                          | "                 | 21 years       | "                                       | "                              | 5,186 4 10                                                                       | 716 18 5        | 5,903 3 3        |  |

| R. 81/467 | Nov. 19, 1878  | N.Z. Grain Agency and Mercantile Company (Limited) (Lease) | 0 0      | Lyttelton..       | Govt.    | 21 years      | ..        | ..      | 3,722 15 3 | 975 6 8    | 4,698 1 11  |
|-----------|----------------|------------------------------------------------------------|----------|-------------------|----------|---------------|-----------|---------|------------|------------|-------------|
| 159       | Dec. 2, 1878   | Fleming, Gikison, and Co.                                  | 335 2    | Gore              | "        | 10 "          | 61 0 0    | ..      | 99 15 7    | 204 19 9   | 304 15 4    |
| 160       | — 1878         | Lyttelton Borough Council                                  | 2 71     | Heathcote         | "        | Undefined     | ..        | ..      | 34 10 5    | ..         | 34 10 5     |
| 161       | — 1878         | J. Grigg                                                   | 64 51    | Winslow ..        | "        | on sufferance | ..        | ..      | 341 3 8    | 604 12 0   | 945 15 8    |
| 162       | — 1878         | Clarke and Wright                                          | 235 59   | Dunedin ..        | "        | Undefined     | ..        | ..      | 348 14 6   | 55 15 10   | 404 10 4    |
| 163       | — 1878         | Findlay and Co.                                            | 235 59   | "                 | "        | "             | ..        | ..      | 1,841 18 7 | 214 12 4   | 1,556 10 11 |
| 164       | — 1878         | N.Z. Loan and Mercantile Agency                            | 236 0    | "                 | "        | "             | ..        | ..      | 5,981 4 9  | 532 11 2   | 6,513 15 11 |
| 165       | — 1878         | Company (Limited)                                          | 236 37   | "                 | "        | "             | ..        | ..      | 270 19 4   | 1 16 11    | 272 16 3    |
| 166       | — 1878         | McLean Brothers                                            | 236 37   | "                 | "        | "             | ..        | ..      | 157 19 7   | 3 19 7     | 161 19 2    |
| 167       | — 1878         | T. Tomlinson and Co.                                       | 236 37   | "                 | "        | "             | ..        | ..      | 1,148 10 9 | 76 16 9    | 1,225 7 6   |
| 168       | — 1878         | British and N.Z. Mortgage and Agency Company (Limited)     | 236 37   | "                 | "        | "             | ..        | ..      | ..         | 350 0 0    | 350 0 0     |
| 169       | — 1878         | Dunedin City Corporation                                   | 236 53   | "                 | "        | "             | ..        | ..      | 13 6 11    | 18 6 5     | 31 13 4     |
| 170       | — 1878         | Smith and Petheringham                                     | 237 11   | Kensington        | "        | "             | ..        | ..      | 590 9 1    | 163 3 6    | 758 12 7    |
| 171       | — 1878         | Wilson, Haraway, and Co.                                   | 0 21     | Burnside ..       | "        | "             | ..        | ..      | 512 4 5    | 117 14 4   | 629 16 9    |
| 172       | — 1878         | J. Runciman                                                | 0 26     | "                 | "        | "             | ..        | ..      | 16 4 11    | 1,809 4 9  | 1,825 9 8   |
| 173       | — 1878         | Walton Park Coal Company                                   | 2 7      | Walton Park       | "        | "             | ..        | ..      | ..         | 164 2 10   | 164 2 10    |
| 174       | — 1878         | B. C. Calverley ..                                         | 241 70   | Abbotsford        | "        | "             | ..        | ..      | 6 10 11    | 1,038 5 1  | 1,044 16 0  |
| 175       | — 1878         | J. Freeman                                                 | 241 71   | "                 | "        | "             | ..        | ..      | ..         | 23 18 6    | 471 7 5     |
| 176       | — 1878         | Walton Park Brick and Tile Co.                             | 2 7      | Walton Park       | "        | "             | ..        | ..      | 447 8 11   | 68 18 5    | 383 14 11   |
| 177       | — 1878         | Dunedin Corporation                                        | 243 42   | Wingatui          | "        | "             | ..        | ..      | 308 9 9    | 1,902 16 0 | 1,902 16 0  |
| 178       | — 1878         | Mosgiel Woollen Factory Company                            | 0 73     | Milburn ..        | "        | "             | ..        | ..      | ..         | 772 14 3   | 784 18 2    |
| 179       | — 1878         | J. McDonald                                                | 267 51   | Lovell's Flat     | "        | "             | ..        | ..      | 12 3 11    | 352 19 9   | 404 5 4     |
| 180       | — 1878         | W. M. White                                                | 278 51   | Stirling ..       | "        | "             | ..        | ..      | 51 5 7     | 85 12 0    | 98 9 10     |
| 181       | — 1878         | J. Nelson                                                  | 283 45   | Racecourse Hill.. | "        | 10 years*     | 45 0 0    | ..      | 12 17 10   | 314 15 7   | 1,320 10 9  |
| 182       | Jan. 15, 1879  | Maxwell and Mathias                                        | 19 46    | Tinwald ..        | "        | 21 years*     | 104 0 0   | ..      | 1,005 15 2 | 423 14 2   | 8,194 11 2  |
| 183       | Feb. 19, 1879  | Friedlander Brothers (Lease)                               | 60 67    | ..                | "        | 10 years*     | 27 0 0    | ..      | 2,770 17 0 | ..         | ..          |
| 184       | Mar. 20, 1879  | W. White                                                   | 7 46     | Addington         | "        | "             | ..        | ..      | ..         | ..         | ..          |
| 185       | Aug. 21, 1879  | N.Z. Loan and Mercantile Agency                            | 391 61   | Bluff ..          | "        | "             | ..        | ..      | ..         | ..         | ..          |
| 186       | — 1879         | Company (Limited)                                          | 6 32     | Wright's Bush     | "        | "             | ..        | ..      | ..         | ..         | ..          |
| 187       | Aug. 23, 1879  | Francis Jack                                               | 386 23   | Greenhills        | "        | "             | ..        | ..      | ..         | ..         | ..          |
| 188       | Aug. 23, 1879  | W. Conyers                                                 | 5 22     | Wallacetown       | "        | "             | ..        | ..      | 0 8 0      | 121 1 10   | 121 9 10    |
| 189       | Aug. 26, 1879  | Charles Tullock ..                                         | 6 15 1/2 | Christchurch      | "        | "             | ..        | ..      | 172 16 4   | 217 18 3   | 1,438 2 8   |
| 190       | Oct. 21, 1879  | James A. McIlraith                                         | 235 54   | Dunedin ..        | Grantees | "             | 1,000 0 0 | ..      | 1,230 4 5  | 249 4 5    | 392 8 2     |
| 191       | Oct. 22, 1879  | Martin and Watson                                          | 12 5     | Thornbury June.   | Govt.    | "             | 81 0 0    | ..      | 3 15 0     | 43 0 9     | 46 15 9     |
| 192       | Oct. 30, 1879  | M. Instone                                                 | 22 79    | Lady Barkly       | "        | "             | 80 0 0    | ..      | 868 16 3   | 81 10 9    | 950 7 0     |
| 193       | Oct. 30, 1879  | James McDonald                                             | 236 35   | Dunedin           | "        | "             | ..        | ..      | 1,233 13 1 | 244 12 3   | 1,528 5 4   |
| 194       | — 1879         | Anderson and Co.                                           | 236 35   | ..                | "        | Undefined     | ..        | ..      | 1,930 17 0 | 543 0 9    | 1,473 17 9  |
| 195       | Jan. 20, 1880  | T. P. Baber                                                | 7 59     | Addington         | Grantee  | 10 years*     | 60 0 0    | ..      | 6,992 11 2 | 592 19 6   | 7,585 10 8  |
| 196       | Jan. 28, 1880  | Dunedin Saleyards Company                                  | 239 22   | Burnside          | Govt.    | "             | ..        | ..      | 41 12 10   | 371 6 11   | 412 19 9    |
| 197       | Mar. 23, 1880  | N.Z. and Australian Land Company (Limited)                 | 116 9    | St. Andrew        | Grantees | "             | ..        | ..      | ..         | ..         | ..          |
| 198       | Sept. 22, 1880 | Matson, Cox, and Co.                                       | 58 76    | Ashburton         | "        | "             | Premium.. | 250 0 0 | 238 12 11  | 1,456 18 1 | 1,740 11 0  |
| 199       | Nov. 25, 1880  | Springfield Coal Company (Limited)                         | 29 63    | Springfield       | "        | "             | ..        | ..      | 31 10 0    | 191 3 3    | 222 13 3    |
| 200       | Jan. 14, 1881  | James Shand ..                                             | 257 58   | Henley            | Grantee  | "             | ..        | ..      | 16 19 4    | 99 17 5    | 116 16 9    |
| 201       | Jan. 20, 1881  | Wood, Sinclair, and Co.                                    | 7 60     | Addington         | Grantees | "             | ..        | ..      | 2,572 10 0 | 1,941 13 2 | 4,514 3 2   |
| 202       | Feb. 8, 1881   | McCallum and Co.                                           | 365 32   | Longbush          | "        | "             | ..        | ..      | 72 18 1    | 4,596 14 7 | 4,669 12 8  |
| 203       | Mar. 1, 1881   | Miles, Archer, and Co.                                     | 105 57   | Timaru            | "        | "             | ..        | ..      | 971 16 0   | 318 1 6    | 1,289 17 6  |
| 204       | Mar. 21, 1881  | N.Z. Shipping Co. (Limited) (Lease)                        | 0 0      | Lyttelton         | Govt.    | Undefined     | ..        | ..      | 775 6 11   | 139 0 6    | 904 7 5     |
| 205       | Apr. 1, 1881   | Hon. Mathew Holmes                                         | 2 0      | Castlerock        | Grantee  | 18 1/2 years* | 102 0 0   | ..      | ..         | ..         | ..          |
| 206       | June 6, 1881   | George Jameson                                             | 59 4     | Ashburton         | "        | 10 years*     | 180 0 0   | ..      | ..         | ..         | ..          |

\* Three months' notice.

RETURN NO. 18—continued.  
PARTICULARS OF PRIVATE SIDING TRAFFIC up to 31st March, 1886.

| Papers.                          | Date of Grant. | Present Holder.                                                     | Position.     | Nearest Station.      | By whom paid for.  | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1886. |                 |                 | Total. |  |
|----------------------------------|----------------|---------------------------------------------------------------------|---------------|-----------------------|--------------------|----------------|-----------------------------------------|--------------------------------|----------------------------------------------------------------------------------|-----------------|-----------------|--------|--|
|                                  |                |                                                                     |               |                       |                    |                |                                         |                                | In.                                                                              | Out.            |                 |        |  |
| HURUNUI-BLUFF SECTION—continued. |                |                                                                     |               |                       |                    |                |                                         |                                |                                                                                  |                 |                 |        |  |
| R. 81/1405                       | June 27, 1881  | Kemphorne, Prosser, and Co.'s N.Z. Drug Company (Limited)           | M. ch. 239 24 | Burnside ..           | Grantees ..        | 10 years* ..   | £ s. d. Premium..                       | £ s. d. 93 0 0                 | £ s. d. 273 6 8                                                                  | £ s. d. 313 2 1 | £ s. d. 591 8 9 |        |  |
| R. 83/2228                       | Sept. 1, 1881  | National Mortgage and Agency Co. of N.Z. (Limited)                  | 7 57          | Addington ..          | " ..               | " ..           | " ..                                    | " ..                           | 1,690 10 6                                                                       | 736 6 10        | 2,426 17 4      |        |  |
| R. 81/1982                       | Sept. 9, 1881  | W. D. Wood ..                                                       | 7 60          | " ..                  | Grantee ..         | " ..           | Premium..                               | 84 0 0                         | " ..                                                                             | " ..            | (See No. 225.)  |        |  |
| R. 83/502                        | Sept. 19, 1881 | T. C. Moorhouse and Co. ..                                          | 7 0           | Belfast ..            | Grantees ..        | " ..           | " ..                                    | 80 0 0                         | 198 12 1                                                                         | 196 18 4        | 395 10 5        |        |  |
| R. 81/2332                       | Nov. 1, 1881   | N.Z. Loan and Mercantile Agency Company (Limited)                   | 58 70         | Ashbur on ..          | " ..               | " ..           | " ..                                    | 200 0 0                        | 53 3 10                                                                          | 1,023 12 11     | 1,076 16 9      |        |  |
| R. 81/2501                       | Nov. 24, 1881  | J. S. White ..                                                      | 2 51          | Jackson's Road ..     | Grantee ..         | " ..           | " ..                                    | 145 0 0                        | 3 15 6                                                                           | 8 8 0           | 12 3 6          |        |  |
| R. 81/1747                       | Dec. 14, 1881  | F. J. Hopkin ..                                                     | 287 79        | Balcutha ..           | " ..               | " ..           | " ..                                    | 261 0 0                        | " ..                                                                             | " ..            | " ..            |        |  |
| R. 83/3241                       | Dec. 16, 1881  | W. Nicholls ..                                                      | 0 26          | Rangiora ..           | " ..               | " ..           | " ..                                    | 70 0 0                         | " ..                                                                             | 1 12 6          | 1 12 6          |        |  |
| R. 83/1171                       | April 18, 1883 | Frew and Co. ..                                                     | 22 72         | Oraki ..              | Grantees ..        | " ..           | " ..                                    | " ..                           | 1 1 6                                                                            | 444 13 11       | 445 15 5        |        |  |
| R. 83/1556                       | Dec. 22, 1881  | N.Z. Refrigerating Co. (Limited)                                    | 239 23        | Burnside ..           | " ..               | " ..           | Premium..                               | 492 0 0                        | 2,281 1 4                                                                        | 871 15 9        | 3,152 17 1      |        |  |
| R. 82/1738                       | Jan. 1, 1882   | N.Z. Loan and Mercantile Agency Company (Limited)                   | 47 12         | Chertsey ..           | Govt. ..           | " ..           | " ..                                    | " ..                           | 53 7 6                                                                           | 646 14 0        | 700 1 6         |        |  |
| R. 82/717                        | Jan. 1, 1882   | Bourn and Lovegrove (Lease)                                         | 123 66        | Makihini ..           | Grantees ..        | 21 years ..    | Premium..                               | 300 0 0                        | " ..                                                                             | 39 9 2          | 39 9 2          |        |  |
| R. 81/2620                       | Jan. 3, 1882   | Canterbury Farmers' Co-operative Association (Limited)              | 106 10        | Timaru ..             | " ..               | 10 years* ..   | " ..                                    | 484 0 0                        | 1,272 7 0                                                                        | 443 17 8        | 1,716 4 8       |        |  |
| R. 81/2672                       | Jan. 5, 1882   | N.Z. Loan and Mercantile Agency Company (Limited)                   | 0 3           | Stutholme Junction .. | " ..               | " ..           | " ..                                    | 310 0 0                        | 3 14 8                                                                           | 19 10 1         | 23 4 9          |        |  |
| R. 82/379                        | Jan. 10, 1882  | Ford and Ogden ..                                                   | 10 71         | South Malvern ..      | Govt. ..           | For ever ..    | " ..                                    | " ..                           | 207 19 5                                                                         | 226 11 10       | 434 11 3        |        |  |
| R. 83/1043                       | Jan. 10, 1882  | Smith and Fotheringham                                              | 227 78        | Port Chalmers ..      | Grantees ..        | 10 years* ..   | " ..                                    | " ..                           | 32 12 6                                                                          | 437 11 2        | 470 3 8         |        |  |
| R. 82/2303                       | Feb. 8, 1882   | H. W. Packer ..                                                     | 6 53          | Christchurch ..       | Govt. ..           | " ..           | " ..                                    | " ..                           | 581 1 7                                                                          | 161 0 9         | 742 2 4         |        |  |
| R. 82/49                         | Feb. 20, 1882  | N.Z. Loan and Mercantile Agency Company (Limited)                   | 6 50 1/2      | Christchurch ..       | Grantees ..        | " ..           | Premium..                               | 510 0 0                        | 1,522 18 7                                                                       | 588 15 9        | 2,111 14 4      |        |  |
| R. 82/378                        | Feb. 28, 1882  | J. and T. Meek ..                                                   | 158 7         | Oamaru ..             | " ..               | " ..           | " ..                                    | Extension, £174                | 791 19 2                                                                         | 496 5 9         | 1,288 4 11      |        |  |
| R. 82/554                        | Mar. 24, 1882  | S. Bailey ..                                                        | 15 0          | Templeton ..          | Grantee ..         | " ..           | " ..                                    | 153 0 0                        | " ..                                                                             | 52 14 2         | 52 14 2         |        |  |
| R. 82/692                        | April 14, 1882 | P. Cunningham ..                                                    | 105 75        | Timaru ..             | " ..               | " ..           | " ..                                    | 374 0 0                        | 87 10 0                                                                          | 135 0 0         | 212 10 0        |        |  |
| R. 82/2320                       | May 1, 1882    | W. A. Moss (Lease)                                                  | 7 0           | Christchurch ..       | " ..               | 21 years ..    | " ..                                    | 140 0 0                        | 125 18 10                                                                        | " ..            | 125 18 10       |        |  |
| "                                | May 1, 1882    | John Waller (Lease)                                                 | 7 0           | " ..                  | " ..               | " ..           | " ..                                    | 150 0 0                        | 631 14 3                                                                         | 1 11 8          | 633 5 11        |        |  |
| "                                | May 1, 1882    | N.Z. Farmers' Co-operative Association of Canterbury (Ltd.) (Lease) | 7 0           | " ..                  | Grantees ..        | " ..           | " ..                                    | 150 0 0                        | 646 11 6                                                                         | 285 7 3         | 931 18 9        |        |  |
| R. 83/334                        | Sept. 15, 1882 | Canterbury Frozen Meat and Dairy Produce Export Co. (Limited)       | 7 8           | Belfast ..            | " ..               | 10 years* ..   | " ..                                    | 321 0 0                        | 3,939 5 8                                                                        | 1,947 14 7      | 5,887 0 3       |        |  |
| R. 82/2105                       | Sept. 26, 1882 | D. Reid and Co. ..                                                  | 236 12        | Dunedin ..            | " ..               | " ..           | " ..                                    | 310 0 0                        | 5,452 19 6                                                                       | 476 7 4         | 5,929 6 10      |        |  |
| R. 82/2334                       | Oct. 23, 1882  | National Mortgage and Agency Co. of N.Z. (Limited)                  | 105 75        | Timaru ..             | " ..               | " ..           | " ..                                    | 514 0 0                        | 849 1 4                                                                          | 639 6 8         | 1,488 8 0       |        |  |
| R. 82/2354                       | Oct. 23, 1882  | N.Z. Loan and Mercantile Agency Company (Limited)                   | 105 75        | " ..                  | " ..               | " ..           | " ..                                    | 292 16 0                       | 797 1 0                                                                          | 472 17 8        | 1,269 18 8      |        |  |
| R. 82/1997                       | Oct. 23, 1882  | Invercargill Corporation ..                                         | 0 7           | Makarewa Junc.        | Govt. and Grantees | " ..           | " ..                                    | 5 0 0                          | " ..                                                                             | 576 0 0         | 576 0 0         |        |  |



# RETURN NO. 19. COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1886.

| Section.                 | Mileage Open for Traffic on 31st March, 1885. | Additional Length Opened for Traffic during Year. |                    | Reduced Mileage equivalent to Maintenance for whole Period. | Length Closed during Year. |               | Net Addition to Mileage Open for Traffic. | Net Addition to Mileage under Maintenance. | Total Mileage Open on 31st March, 1886. |
|--------------------------|-----------------------------------------------|---------------------------------------------------|--------------------|-------------------------------------------------------------|----------------------------|---------------|-------------------------------------------|--------------------------------------------|-----------------------------------------|
|                          |                                               | Line Opened.                                      | Date of Opening.   |                                                             | Line.                      | Length.       |                                           |                                            |                                         |
| Kawakawa                 | M. ch.<br>7 41                                | ...                                               | ...                | M. ch.<br>...                                               | ...                        | M. ch.<br>... | M. ch.<br>...                             | M. ch.<br>...                              | M. ch.<br>7 41                          |
| Whangarei                | 6 45                                          | ...                                               | ...                | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 6 45                                    |
| Auckland                 | 168 73                                        | Morrinsville-To Aroha                             | 1st March, 1886    | 12 54                                                       | ...                        | ...           | 43 26                                     | ...                                        | 210 57*                                 |
| Napier                   | 81 15                                         | Morrinsville-Oxford                               | 8th March, 1886    | 30 52                                                       | ...                        | ...           | ...                                       | ...                                        | 81 14*                                  |
| Wellington               | 68 40                                         | ...                                               | ...                | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 68 40                                   |
| Wanganui                 | 192 47                                        | ...                                               | ...                | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 192 47                                  |
| Hurunui-Bluff            | 887 65                                        | Culverden                                         | 9th February, 1886 | 10 67                                                       | ...                        | ...           | ...                                       | ...                                        | ...                                     |
|                          |                                               | Little River                                      | 16th March, 1886   | 5 38                                                        | ...                        | ...           | ...                                       | ...                                        | ...                                     |
|                          |                                               | Palmerston-Dunback                                | 29th August, 1885  | 8 55                                                        | ...                        | ...           | 47 42                                     | 17 51                                      | ...                                     |
|                          |                                               | Balclutha-Romahapa                                | 11th Dec., 1885    | 7 76                                                        | ...                        | ...           | ...                                       | ...                                        | ...                                     |
|                          |                                               | Colac-Orepuki                                     | 5th May, 1885      | 10 36                                                       | ...                        | ...           | ...                                       | ...                                        | ...                                     |
|                          |                                               | Castle Rock-Murray Creek                          | 13th March, 1886   | 4 10                                                        | ...                        | ...           | ...                                       | ...                                        | ...                                     |
|                          |                                               | Rakaia and Ashburton Forks Branch                 | 1st April, 1885    | 22 20                                                       | ...                        | ...           | ...                                       | ...                                        | 979 31*                                 |
| Ditto, District Railway† | 46 6                                          | Waimate Gorge Branch                              | 1st April, 1885    | 8 21                                                        | ...                        | ...           | 45 79*                                    | 45 79                                      | ...                                     |
| Ditto, Private Lines—    |                                               | Duntroon-Hakateramea                              | 1st April, 1885    | 15 38                                                       | ...                        | ...           | ...                                       | ...                                        | ...                                     |
| Nightcaps Lin            | 2 24                                          | ...                                               | ...                | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 2 24                                    |
| Shag Point Line          | 2 10                                          | ...                                               | ...                | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 2 10                                    |
| Greymouth                | 7 20                                          | Extension to Coal-mines                           | 1st Sept., 1885    | 0 10                                                        | ...                        | ...           | 0 10                                      | 0 5                                        | 7 30                                    |
| Westport                 | 18 56                                         | ...                                               | ...                | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 18 61*                                  |
| Nelson                   | 22 73                                         | ...                                               | ...                | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 22 73                                   |
| Pictou                   | 17 70                                         | ...                                               | ...                | ...                                                         | ...                        | ...           | ...                                       | ...                                        | 17 70                                   |
| Total                    | 1530 25                                       | ...                                               | ...                | 136 77                                                      | ...                        | ...           | 136 77                                    | 63 55                                      | 1,617 34                                |

\*Difference owing to re-chaining of line.

† District railways taken over by Government, previously worked for the companies by the Government.

## RETURN No. 20.

STATEMENT showing APPROXIMATELY SLEEPERS LAID and REMOVED up to 31st March, 1886.

| Year.          | Approximate Length opened each Year. |                |        | Sleepers.                                      |                              |
|----------------|--------------------------------------|----------------|--------|------------------------------------------------|------------------------------|
|                | North Island.                        | Middle Island. | Total. | Laid during Construction.<br>(2,100 per mile.) | Removed during Maintenance.† |
|                | M. ch.                               | M. ch.         | M. ch. |                                                |                              |
| 1867 .. ..     | ..                                   | 45 70          | 45 70  | 96,338                                         | ..                           |
| 1870-71 .. ..  | ..                                   | 18 58          | 18 58  | 39,323                                         | ..                           |
| 1871-72 .. ..  | ..                                   | 11 68          | 11 68  | 24,885                                         | ..                           |
| 1872-73 .. ..  | ..                                   | 27 62          | 27 62  | 58,327                                         | ..                           |
| 1873-74 .. ..  | 10 55                                | 11 21          | 21 76  | 46,095                                         | ..                           |
| 1874-75 .. ..  | 61 19                                | 126 78         | 188 17 | 395,240                                        | ..                           |
| 1875-76 .. ..  | 69 23                                | 248 4          | 317 27 | 666,409                                        | ..                           |
| 1876-77 .. ..  | 64 24                                | 152 39         | 216 63 | 455,254                                        | ..                           |
| 1877-78 .. ..  | 103 76                               | 94 58          | 198 54 | 417,217                                        | ..                           |
| 1878-79 .. ..  | 27 19                                | 56 46          | 83 65  | 176,006                                        | ..                           |
| 1879-80* .. .. | 26 33                                | 40 73          | 67 26  | 94,998                                         | ..                           |
| 1880-81 .. ..  | 68 39                                | 32 71          | 101 30 | 212,888                                        | 74,261                       |
| 1881-82 .. ..  | 22 67                                | 40 16          | 63 3   | 100,354                                        | 73,947                       |
| 1882-83 .. ..  | 2 2                                  | 40 19          | 42 21  | 88,751                                         | 106,763                      |
| 1883-84 .. ..  | 22 19                                | 22 50          | 44 69  | 76,991                                         | 125,632                      |
| 1884-85 .. ..  | 56 0                                 | 24 0           | 80 0   | 168,000                                        | 148,325                      |
| 1885-86 .. ..  | 43 26                                | 47 52          | 90 78  | 137,887                                        | 137,993                      |
| Totals .. ..   | ..                                   | ..             | ..     | 3,254,969                                      | 666,921                      |

\* Nine months only.

† Complete information not recorded until 1880-81.

## RETURN No. 21.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1885, and March, 1886.

| Department.       | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|-------------------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|--------|
| 1884-85.          |           |            |           |         |             |           |                |            |           |         |         |        |
| General .. ..     | ...       | ...        | ...       | ...     | ...         | ...       | ...            | ...        | ...       | ...     | ...     | 39     |
| Traffic .. ..     | 8         | 11         | 160       | 50      | 69          | 92        | 904            | 38         | 10        | 26      | 13      | 1,381  |
| Maintenance .. .. | 10        | 6          | 222       | 101     | 79          | 184       | 1,135          | 11         | 12        | 15      | 21      | 1,796  |
| Locomotive .. ..  | 7         | 7          | 237       | 66      | 120         | 133       | 755            | 10         | 14        | 9       | 6       | 1,364  |
| Totals .. ..      | 25        | 24         | 619       | 217     | 268         | 409       | 2,794          | 59         | 36        | 50      | 40      | 4,580  |
| 1885-86.          |           |            |           |         |             |           |                |            |           |         |         |        |
| General .. ..     | ...       | ...        | ...       | ...     | ...         | ...       | ...            | ...        | ...       | ...     | ...     | 41     |
| Traffic .. ..     | 8         | 9          | 163       | 53      | 64          | 83        | 876            | 27         | 13        | 28      | 9       | 1,333  |
| Maintenance .. .. | 11        | 12         | 379       | 126     | 83          | 204       | 1,029          | 12         | 17        | 15      | 21      | 1,909  |
| Locomotive .. ..  | 9         | 5          | 215       | 77      | 124         | 130       | 832            | 19         | 20        | 10      | 9       | 1,450  |
| Totals .. ..      | 28        | 26         | 757       | 256     | 271         | 417       | 2,737          | 58         | 50        | 53      | 39      | 4,733  |
| Increase .. ..    | 3         | 2          | 138       | 39      | 3           | 8         | ...            | ...        | 14        | 3       | ...     | 210    |
| Decrease .. ..    | ...       | ...        | ...       | ...     | ...         | ...       | 57             | 1          | ...       | ...     | 1       | 59     |

## RETURN No. 22.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1886.

| Section.          | Passengers Killed or Injured.         |          |                                               |          | Servants of the Department Killed or Injured. |          |                                               |          | Persons Killed or Injured while Crossing at Level Crossings. |          | Trespassers. |          | Workshops. |          | Miscellaneous. |          | Total Killed. | Total Injured. |
|-------------------|---------------------------------------|----------|-----------------------------------------------|----------|-----------------------------------------------|----------|-----------------------------------------------|----------|--------------------------------------------------------------|----------|--------------|----------|------------|----------|----------------|----------|---------------|----------------|
|                   | From Causes beyond their own Control. |          | From their own Misconduct or Want of Caution. |          | From Causes beyond their own Control.         |          | From their own Misconduct or Want of Caution. |          |                                                              |          |              |          |            |          |                |          |               |                |
|                   | Killed.                               | Injured. | Killed.                                       | Injured. | Killed.                                       | Injured. | Killed.                                       | Injured. | Killed.                                                      | Injured. | Killed.      | Injured. | Killed.    | Injured. | Killed.        | Injured. |               |                |
| Kawakawa ...      | ...                                   | ...      | ...                                           | ...      | ...                                           | 2        | ...                                           | ...      | ...                                                          | ...      | 1            | ...      | ...        | ...      | ...            | ...      | 1             | 2              |
| Whangarei ...     | ...                                   | ...      | ...                                           | ...      | ...                                           | ...      | ...                                           | 1        | ...                                                          | ...      | ...          | ...      | ...        | ...      | ...            | ...      | ...           | 1              |
| Auckland ...      | ...                                   | ...      | 2                                             | 1        | ...                                           | 17       | ...                                           | 3        | 1                                                            | 1        | ...          | 1        | ...        | 7        | ...            | ...      | 3             | 30             |
| Napier ...        | ...                                   | ...      | ...                                           | ...      | ...                                           | ...      | ...                                           | ...      | ...                                                          | ...      | ...          | ...      | ...        | 1        | ...            | ...      | ...           | 1              |
| Wellington ...    | ...                                   | ...      | 1                                             | 1        | ...                                           | ...      | ...                                           | ...      | ...                                                          | ...      | ...          | ...      | ...        | 2        | ...            | ...      | 1             | 3              |
| Wanganui ...      | ...                                   | ...      | ...                                           | ...      | ...                                           | 1        | ...                                           | 2        | ...                                                          | ...      | 1            | ...      | ...        | 2        | ...            | ...      | 1             | 5              |
| Hurunui-Bluff ... | ...                                   | ...      | 1                                             | 7        | 2                                             | 33       | ...                                           | 8        | ...                                                          | 4        | ...          | 1        | ...        | 19       | ...            | 1        | 3             | 73             |
| Greymouth ...     | ...                                   | ...      | ...                                           | ...      | ...                                           | ...      | ...                                           | ...      | ...                                                          | ...      | ...          | ...      | ...        | ...      | ...            | 1        | 1             | ...            |
| Westport ...      | ...                                   | ...      | ...                                           | ...      | ...                                           | ...      | ...                                           | ...      | ...                                                          | ...      | ...          | ...      | ...        | ...      | ...            | ...      | ...           | ...            |
| Nelson ...        | ...                                   | ...      | ...                                           | ...      | ...                                           | ...      | ...                                           | ...      | ...                                                          | ...      | ...          | ...      | ...        | ...      | ...            | ...      | ...           | ...            |
| Picton ...        | ...                                   | ...      | ...                                           | ...      | ...                                           | ...      | ...                                           | ...      | ...                                                          | ...      | ...          | ...      | ...        | ...      | ...            | ...      | ...           | ...            |
| Totals ...        | ...                                   | ...      | 4                                             | 9        | 2                                             | 53       | ...                                           | 14       | 1                                                            | 5        | 2            | 2        | ...        | 31       | 1              | 1        | 10            | 115            |



NAPIER SECTION.

|       |    |     |         |        |        |         |        |       |       |       |       |     |       |       |       |      |     |      |      |      |            |       |      |       |
|-------|----|-----|---------|--------|--------|---------|--------|-------|-------|-------|-------|-----|-------|-------|-------|------|-----|------|------|------|------------|-------|------|-------|
| A     | 1  | 15  | 4,984   | 8,713  | 225    | 13,922  | 1,378  | 370   | 192   | 262   | 56    | 20  | 91    | 244   | 411   | '96  | '35 | 1'57 | 4'20 | 7'08 | 204,880    | 41'10 | '481 | 255   |
| D     | 2  | 16  | 20,273  | 10,922 | 492    | 31,687  | 3,876  | 934   | 422   | 490   | 167   | 42  | 251   | 510   | 970   | 1'26 | '32 | 1'90 | 3'86 | 7'34 | 1,208,901  | 59'03 | '192 | 456   |
| F     | 8  | 16  | 163,670 | 20,389 | 15,418 | 199,477 | 28,351 | 5,921 | 2,420 | 2,460 | 1,865 | 274 | 1,867 | 2,396 | 6,312 | 2'04 | '33 | 2'25 | 2'77 | 7'59 | 14,351,238 | 87'68 | '105 | 1,826 |
| Total | 11 | ... | 188,927 | 40,024 | 16,135 | 245,086 | 33,615 | 7,225 | 3,034 | 3,212 | 2,088 | 336 | 2,209 | 3,060 | 7,693 | 2'04 | '33 | 2'16 | 3'00 | 7'53 | 15,765,019 | 83'44 | '117 | 2,537 |

WANGANUI SECTION.

|       |    |     |         |        |        |         |        |       |       |       |       |     |       |       |        |      |     |      |      |       |            |       |     |       |
|-------|----|-----|---------|--------|--------|---------|--------|-------|-------|-------|-------|-----|-------|-------|--------|------|-----|------|------|-------|------------|-------|-----|-------|
| A     | 2  | 12  | 1,668   | 954    | ...    | 2,622   | 393    | 77    | 30    | 38    | 52    | 5   | 20    | 74    | 160    | 4'71 | '49 | 2'65 | 6'72 | 14'57 | 45,937     | 27'54 | '52 | 60    |
| B     | 1  | 18  | 10,256  | 1,530  | ...    | 11,786  | 2,188  | 365   | 31    | 171   | 332   | 15  | 108   | 122   | 577    | 6'76 | '30 | 2'20 | 2'49 | 11'75 | 511,656    | 49'89 | '24 | 114   |
| C     | 3  | 12  | 3,708   | 4,989  | 7,760  | 16,457  | 2,690  | 468   | 177   | 216   | 160   | 28  | 199   | 391   | 778    | 2'33 | '41 | 2'91 | 5'70 | 11'35 | 302,332    | 67'94 | '17 | 388   |
| D     | 3  | 16  | 19,719  | 2,262  | 108    | 22,179  | 3,728  | 457   | 160   | 169   | 752   | 27  | 262   | 303   | 1,344  | 8'14 | '29 | 2'84 | 3'28 | 14'55 | 942,295    | 47'79 | '30 | 240   |
| E     | 4  | 18  | 35,479  | 7,446  | 42     | 42,967  | 9,690  | 1,492 | 388   | 647   | 1,045 | 62  | 529   | 623   | 2,359  | 5'84 | '34 | 2'06 | 3'48 | 12'62 | 2,300,273  | 64'55 | '20 | 478   |
| F     | 7  | 16  | 100,626 | 17,059 | 23,557 | 141,242 | 18,269 | 2,979 | 86    | 1,202 | 1,375 | 143 | 1,114 | 1,810 | 4,472  | 2'34 | '24 | 1'89 | 3'13 | 7'60  | 5,817,793  | 57'82 | '13 | 1,249 |
| L     | 1  | 16  | 12,807  | 2,617  | 39     | 15,463  | 1,941  | 366   | 86    | 117   | 74    | 15  | 110   | 166   | 365    | 1'14 | '24 | 1'71 | 2'58 | 5'67  | 584,261    | 45'62 | '12 | 158   |
| R     | 5  | 18  | 87,032  | 10,055 | 134    | 97,221  | 16,788 | 2,455 | 521   | 1,109 | 1,064 | 109 | 916   | 1,199 | 3,288  | 2'62 | '28 | 2'26 | 2'96 | 8'12  | 4,775,460  | 54'87 | '15 | 997   |
| Total | 26 | ... | 271,205 | 46,912 | 31,739 | 349,937 | 55,687 | 8,653 | 2,194 | 3,669 | 4,854 | 404 | 3,267 | 4,718 | 13,243 | 3'33 | '28 | 2'23 | 3'24 | 9'08  | 15,270,010 | 56'29 | '20 | 3,684 |

NOTE.—One Class B engine transferred from Hurunui-Bluff Section during year. One Class D engine transferred to Hurunui-Bluff Section during year. One Class F engine transferred from Hurunui-Bluff Section during year. One Class F engine working for contractor for three months.

HURUNUI-BLUFF SECTION.

|                                        |     |     |           |         |         |           |         |        |        |        |        |       |        |        |        |      |     |      |       |       |             |        |      |        |
|----------------------------------------|-----|-----|-----------|---------|---------|-----------|---------|--------|--------|--------|--------|-------|--------|--------|--------|------|-----|------|-------|-------|-------------|--------|------|--------|
| A                                      | 9   | 6   | 2,144     | 103,190 | 4,475   | 109,809   | 11,823  | 1,381  | 551    | 1,263  | 1,041  | 83    | 580    | 2,134  | 3,838  | 2'27 | '18 | 1'27 | 4'66  | 8'38  | 208,062     | 31'43  | '086 | 1,752  |
| B                                      | ... | ... | ...       | ...     | ...     | ...       | ...     | ...    | ...    | ...    | ...    | ...   | ...    | ...    | ...    | ...  | ... | ...  | ...   | ...   | ...         | ...    | ...  | ...    |
| C                                      | 3   | 18  | 10,529    | 40,432  | 6,155   | 57,116    | 7,564   | 695    | 242    | 586    | 378    | 39    | 320    | 1,026  | 1,763  | 1'59 | '16 | 1'34 | 4'31  | 7'40  | 496,360     | 29'63  | '157 | 773    |
| D                                      | 7   | 18  | 100,447   | 49,400  | 728     | 150,575   | 23,456  | 1,828  | 919    | 1,262  | 1,056  | 103   | 903    | 2,148  | 4,210  | 1'68 | '17 | 1'44 | 3'42  | 6'71  | 5,119,173   | 50'59  | '131 | 1,704  |
| E                                      | 3   | 20  | 44,775    | 10,786  | 11,192  | 66,753    | 30,837  | 1,374  | 879    | 857    | 1,450  | 75    | 894    | 1,129  | 3,548  | 5'21 | '27 | 3'21 | 4'06  | 12'75 | 3,311,202   | 59'16  | '172 | 668    |
| F                                      | 30  | 20  | 400,441   | 212,146 | 53,234  | 665,821   | 147,632 | 9,900  | 5,186  | 7,383  | 4,193  | 562   | 5,275  | 11,077 | 21,107 | 1'51 | '20 | 1'90 | 3'99  | 7'60  | 27,849,072  | 61'92  | '109 | 7,882  |
| G                                      | 4   | 20  | 30,988    | 28,966  | 14,529  | 74,483    | 16,033  | 1,208  | 596    | 893    | 288    | 67    | 665    | 1,394  | 2,414  | '93  | '21 | 2'14 | 4'49  | 7'77  | 2,475,182   | 55'71  | '097 | 1,069  |
| J                                      | 26  | 25  | 612,611   | 75,471  | 7,271   | 695,353   | 220,169 | 11,644 | 6,785  | 7,993  | 6,563  | 657   | 8,345  | 9,010  | 24,575 | 2'26 | '23 | 2'88 | 3'11  | 8'48  | 62,573,903  | 100'94 | '083 | 5,873  |
| K                                      | 8   | 35  | 157,215   | 15,988  | 140     | 173,343   | 43,631  | 2,507  | 1,436  | 1,954  | 3,094  | 145   | 1,910  | 2,005  | 7,154  | 4'28 | '20 | 2'65 | 2'77  | 9'90  | 12,359,160  | 78'54  | '126 | 1,266  |
| L                                      | 1   | 20  | 10,937    | 4,364   | 7,816   | 23,117    | 5,891   | 316    | 239    | 256    | 166    | 18    | 182    | 389    | 695    | 1'10 | '18 | 1'89 | 4'04  | 7'21  | 875,712     | 46'09  | '090 | 271    |
| M                                      | 4   | 20  | 51,763    | 20,419  | 822     | 73,004    | 16,415  | 1,116  | 394    | 765    | 880    | 69    | 758    | 1,109  | 2,816  | 2'89 | '22 | 2'49 | 3'65  | 9'25  | 5,089,001   | 113'89 | '080 | 736    |
| +N & V                                 | 11  | 35  | 77,600    | 7,838   | 205     | 85,733    | 30,880  | 1,450  | 780    | 850    | 515    | 98    | 1,216  | 1,047  | 2,876  | 1'44 | '28 | 3'40 | 2'93  | 8'05  | 8,217,804   | 105'49 | '076 | 631    |
| +O                                     | 6   | 18  | 24,386    | 5,346   | 252     | 29,964    | 14,761  | 633    | 288    | 348    | 257    | 37    | 391    | 441    | 1,126  | 2'06 | '30 | 3'12 | 3'53  | 9'01  | 2,656,615   | 105'84 | '082 | 305    |
| +P                                     | 3   | 18  | 2,454     | 251     | 36      | 2,741     | 1,860   | 79     | 36     | 27     | 91     | 4     | 43     | 42     | 186    | 7'98 | '35 | 3'76 | 3'67  | 15'76 | 270,834     | 108'76 | '142 | 23     |
| Q                                      | 2   | 35  | 37,911    | 4,990   | 18      | 42,919    | 9,597   | 731    | 404    | 627    | 403    | 48    | 414    | 578    | 1,443  | 2'35 | '27 | 2'63 | 3'23  | 8'06  | 3,165,626   | 83'46  | '096 | 422    |
| R                                      | 6   | 20  | 131,883   | 31,426  | 4,762   | 168,071   | 67,768  | 2,557  | 2,201  | 1,821  | 1,758  | 155   | 1,843  | 2,609  | 6,395  | 2'51 | '22 | 2'63 | 3'72  | 9'08  | 9,332,665   | 68'29  | '128 | 1,653  |
| T                                      | 6   | 18  | 94,287    | 14,707  | 3,211   | 112,205   | 58,432  | 2,497  | 1,503  | 1,651  | 1,881  | 135   | 2,084  | 1,601  | 5,701  | 4'02 | '29 | 4'46 | 3'42  | 12'19 | 10,700,026  | 110'36 | '106 | 1,245  |
| Total                                  | 129 | ... | 1,790,371 | 625,720 | 114,936 | 2,531,027 | 706,659 | 39,916 | 22,439 | 28,536 | 24,041 | 2,295 | 25,823 | 37,740 | 89,899 | 2'28 | '21 | 2'45 | 3'58  | 8'52  | 155,660,397 | 81'89  | '098 | 26,273 |
| Cr. by recov'ble mileage & expenditure |     |     |           |         | 49,383  | 49,383    |         |        |        |        |        |       |        |        | 2,333  |      |     |      |       |       |             |        |      |        |
| General charges                        |     |     |           |         | 65,553  | 2,481,644 |         |        |        |        |        |       |        |        | 87,566 | 8'47 |     |      | 11'74 |       |             |        |      |        |
| Total                                  | 129 | ... | 1,790,371 | 625,720 | 65,553  | 2,481,644 | 706,659 | 39,916 | 22,439 | 28,536 | 24,041 | 2,295 | 25,823 | 37,740 | 89,899 | 2'28 | '21 | 2'45 | 3'58  | 8'52  | 155,660,397 | 81'89  | '098 | 26,273 |

\* Miscellaneous Charges. † Per engine mile. ‡ Per train mile.

RETURN NO. 23—continued.  
GREYMOUTH SECTION.

| Type. | No. of Engines. | Engine-Mileage. |           |          | Quantity of Stores. |       |      |         | Cost.    |          |                       |                      | Cost per Engine-Mile in Pence. |        |         |       | Haulage.         |                                  | Days in Steam. |                             |        |
|-------|-----------------|-----------------|-----------|----------|---------------------|-------|------|---------|----------|----------|-----------------------|----------------------|--------------------------------|--------|---------|-------|------------------|----------------------------------|----------------|-----------------------------|--------|
|       |                 | Detail.         |           |          | Running.            |       |      |         | Running. |          |                       |                      | Running.                       |        |         |       | Ton-Miles Gross. | Average Ton-nage per Train-Mile. |                | Cost in Pence per Ton-Mile. |        |
|       |                 | Train.          | Shunting. | Ballast. | Total.              | Coal. | Oil. | Tallow. | Waste.   | Repairs. | Running.              |                      |                                | Total. | Stores. | Fuel. |                  |                                  |                |                             | Wages. |
|       |                 |                 |           |          |                     |       |      |         |          |          | Wages and Mate-rials. | Wages and Materials. | Stores.                        |        |         |       |                  |                                  |                |                             |        |
| *C    | 1               | 15              | 72        | 4,861    | 4,933               | 645   | 61   | ...     | 56       | £        | £                     | £                    | £                              | £      | £       | £     | £                | £                                | 66             |                             |        |
| +F    | 3               | 15              | 8,958     | 18,387   | 27,345              | 3,970 | 483  | ...     | 344      | £        | £                     | £                    | £                              | £      | £       | £     | £                | £                                | 392            |                             |        |
| R     | 1               | 15              | 12,658    | 5,508    | 18,166              | 2,768 | 320  | ...     | 238      | £        | £                     | £                    | £                              | £      | £       | £     | £                | £                                | 197            |                             |        |
| Total | 5               | ...             | 21,688    | 28,756   | 50,444              | 7,383 | 864  | ...     | 638      | £        | £                     | £                    | £                              | £      | £       | £     | £                | £                                | 655            |                             |        |

WESTPORT SECTION.

|       |   |     |        |        |        |       |       |      |     |     |    |     |       |       |      |      |      |      |      |           |        |        |        |     |
|-------|---|-----|--------|--------|--------|-------|-------|------|-----|-----|----|-----|-------|-------|------|------|------|------|------|-----------|--------|--------|--------|-----|
| C     | 3 | 15  | 15,032 | 9,305  | 24,887 | 5,218 | 1,527 | 310½ | 448 | 188 | 42 | 142 | 612   | 984   | 1'81 | 1'40 | 1'37 | 5'90 | 9'48 | 1,480,125 | 98'46  | 124'86 | 124'86 | 438 |
| F     | 2 | 15  | 13,089 | 6,965  | 20,081 | 4,754 | 1,405 | 212½ | 460 | 106 | 40 | 132 | 492   | 770   | 1'26 | 1'47 | 1'57 | 5'86 | 9'18 | 1,637,041 | 124'86 | 124'86 | 124'86 | 354 |
| Total | 5 | ... | 28,121 | 16,270 | 44,968 | 9,972 | 2,932 | 523  | 908 | 294 | 82 | 274 | 1,104 | 1,754 | 1'56 | 1'43 | 1'46 | 5'88 | 9'35 | 3,117,166 | 110'76 | 110'76 | 110'76 | 792 |

NELSON SECTION.

|       |   |     |        |       |        |       |       |     |     |     |    |     |     |       |       |       |       |       |       |           |       |       |       |     |
|-------|---|-----|--------|-------|--------|-------|-------|-----|-----|-----|----|-----|-----|-------|-------|-------|-------|-------|-------|-----------|-------|-------|-------|-----|
| D     | 3 | 15  | 12,247 | 2,051 | 16,019 | 3,005 | 464   | 140 | 238 | 122 | 20 | 161 | 309 | 612   | 1'820 | 1'304 | 2'419 | 4'627 | 9'170 | 511,240   | 41'75 | 41'75 | 41'75 | 224 |
| F     | 1 | 15  | 25,962 | 3,303 | 29,265 | 6,238 | 667   | 283 | 509 | 93  | 38 | 326 | 435 | 892   | 1'763 | 1'302 | 2'671 | 3'570 | 7'316 | 1,140,296 | 43'92 | 43'92 | 43'92 | 269 |
| Total | 4 | ... | 38,209 | 5,354 | 45,284 | 9,333 | 1,131 | 423 | 747 | 215 | 58 | 487 | 744 | 1,504 | 1'135 | 1'310 | 2'582 | 3'944 | 7'971 | 1,651,536 | 43'22 | 43'22 | 43'22 | 493 |

PICTON SECTION.

|       |   |     |        |       |        |       |       |     |     |     |    |     |     |       |       |      |      |      |       |         |    |    |    |     |
|-------|---|-----|--------|-------|--------|-------|-------|-----|-----|-----|----|-----|-----|-------|-------|------|------|------|-------|---------|----|----|----|-----|
| C     | 2 | 15  | 18,842 | 2,448 | 23,120 | 3,767 | 746   | 397 | 346 | 255 | 40 | 215 | 362 | 872   | 2'65  | 1'41 | 2'23 | 3'76 | 9'05  | 701,053 | 37 | 37 | 37 | 293 |
| D     | 1 | 15  | 6,444  | 921   | 7,853  | 1,184 | 260   | 157 | 103 | 400 | 17 | 66  | 117 | 600   | 12'22 | 1'52 | 2'01 | 3'58 | 18'33 | 256,979 | 40 | 40 | 40 | 98  |
| Total | 3 | ... | 25,286 | 3,369 | 30,973 | 4,951 | 1,006 | 554 | 449 | 655 | 57 | 281 | 479 | 1,472 | 5'07  | 1'44 | 2'18 | 3'71 | 11'40 | 958,032 | 38 | 38 | 38 | 391 |

\* C, 1. Sent to Hokitika, July, 1885.

† F, 3. Commenced running February 1, 1888; received from Christchurch, September, 1885.

‡ Miscellaneous Charges.

## RETURN No. 24.

## HURUNUI-BLUFF SECTION.

STATEMENT of REPAIRS executed to ROLLING-STOCK and TARPAULINS for Year ending  
31st March, 1886.

| Description.                   | Num-ber. | Description.                                 | Num-ber. |
|--------------------------------|----------|----------------------------------------------|----------|
| <b>ENGINES :—</b>              |          | <b>HORSE-BOXES AND WAGONS :—</b>             |          |
| Thoroughly overhauled ... ..   | 47       | Erected (new or manufactured) ... ..         | 7        |
| General repairs ... ..         | 23       | Rebuilt ... ..                               | 9        |
| Heavy „ (running shed) ... ..  | 22       | Thoroughly overhauled ... ..                 | 3,327    |
| Undergoing repairs, &c. ... .. | 19       | General repairs ... ..                       |          |
| Erected (new) ... ..           | 20       | Converted ... ..                             | 1        |
| Total ... ..                   | 131      | Total ... ..                                 | 3,344    |
| <b>CARRIAGES :—</b>            |          | <b>PAINT-WORK :—</b>                         |          |
| Thoroughly overhauled ... ..   | 353      | Engines, painted or varnished ... ..         | 35       |
| General repairs ... ..         |          | Carriages „ „ ... ..                         | 62       |
| Light repairs ... ..           |          | Brake-vans „ „ ... ..                        | 22       |
| Converted ... ..               |          | Horse-boxes, &c. „ „ ... ..                  | 589      |
| Erected (new) ... ..           | 10       | Engines, paint renewed ... ..                | 31       |
| Rebuilt ... ..                 | 16       | Carriages „ „ ... ..                         | 20       |
| Total ... ..                   | 396      | Brake-vans „ „ ... ..                        | 8        |
| <b>BRAKE VANS :—</b>           |          | Horse-boxes, &c. „ „ ... ..                  | 489      |
| Converted ... ..               | ...      | Total ... ..                                 | 1,256    |
| Manufactured ... ..            | 1        | <b>TARPAULINS :—</b>                         |          |
| Rebuilt ... ..                 | 2        | New (manufactured) ... ..                    | 100      |
| General repairs ... ..         | 156      | Thoroughly repaired ... ..                   | 4,107    |
| Thoroughly overhauled ... ..   |          | (New) manufactured to replace condemned ones | 114      |
| Total ... ..                   | 159      | Total ... ..                                 | 4,321    |

## RETURN No. 25.

## HURUNUI-BLUFF.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1886.

| Mine.                                        | 1885-86. | 1884-85. | Increase. | Decrease. |
|----------------------------------------------|----------|----------|-----------|-----------|
|                                              | Tons.    | Tons.    | Tons.     | Tons.     |
| Wilson, W. ... ..                            | 104      | 2,287    | ...       | 2,183     |
| McIlraith, J., Glentunnel ... ..             | 3,790    | 7,643    | ...       | 3,853     |
| Hartley Coal Company ... ..                  | 4,624    | 2,289    | 2,335     | ...       |
| Springfield Coal Company, Springfield ... .. | 2,650    | 4,572    | ...       | 1,922     |
| Kowai Pass Colliery ... ..                   | ...      | 136      | ...       | 136       |
| Austin and Kirk, Sheffield ... ..            | 883      | 758      | 125       | ...       |
| Smart and Lock, Whitecliffs ... ..           | 61       | ...      | 61        | ...       |
| Smart, W., Whitecliffs ... ..                | 139      | ...      | 139       | ...       |
| Buckingham, Whitecliffs ... ..               | 117      | ...      | 117       | ...       |
| Smart and Gundry, Whitecliffs ... ..         | 720      | ...      | 720       | ...       |
| W. Studholme, Waimate ... ..                 | 89       | ...      | 89        | ...       |
| Kurow ... ..                                 | 18       | ...      | 18        | ...       |
| Papakaio ... ..                              | 31       | 17       | 14        | ...       |
| Herbert ... ..                               | 4        | ...      | 4         | ...       |
| Ngapara ... ..                               | 29       | 101      | ...       | 72        |
| Shag Point ... ..                            | 6,448    | 360      | 6,088     | ...       |
| Walton Park ... ..                           | 16,514   | 23,641   | ...       | 7,127     |
| Green Island ... ..                          | 7,191    | 8,787    | ...       | 1,596     |
| Freeman's ... ..                             | 11,600   | 10,556   | 1,044     | ...       |
| Fernhill ... ..                              | 7,500    | 11,405   | ...       | 3,905     |
| Nelson's ... ..                              | 4,392    | 4,982    | ...       | 590       |
| Kaitangata ... ..                            | 42,920   | 37,323   | 5,597     | ...       |
| Lovel's Flat ... ..                          | 14       | 10       | 4         | ...       |
| Milton ... ..                                | 39       | 46       | ...       | 7         |
| Saddle Hill ... ..                           | 83       | ...      | 83        | ...       |
| Pukerau ... ..                               | 1,530    | 1,748    | ...       | 218       |
| Fairfax ... ..                               | 30       | ...      | 30        | ...       |
| Nightcaps ... ..                             | 7,852    | 11,734   | ...       | 3,882     |
| Waikaka ... ..                               | 28       | ...      | 28        | ...       |
| Orepuki Coal Company ... ..                  | 1,764    | 186      | 1,578     | ...       |
| Totals ... ..                                | 121,164  | 128,581  | 18,074    | 25,491    |

**RETURN No. 26.**  
**HURUNUI-BLUFF SECTION.**

RETURN of the NUMBER of VESSELS DISCHARGED and LOADED at the Ports of Lyttelton, Timaru, Oamaru, Port Chalmers, Dunedin, and Bluff, for the Year ending 31st March, 1886.

| Port.                |     |     |     |     | 1884-85.     | 1885-86.     | Increase.  | Decrease.  |
|----------------------|-----|-----|-----|-----|--------------|--------------|------------|------------|
|                      |     |     |     |     | No.          | No.          | No.        | No.        |
| <b>DISCHARGED :—</b> |     |     |     |     |              |              |            |            |
| Lyttelton            | ... | ... | ... | ... | 1,580        | 1,726        | 146        | ...        |
| Timaru               | ... | ... | ... | ... | 298          | 356          | 58         | ...        |
| Oamaru               | ... | ... | ... | ... | 320          | 363          | 43         | ...        |
| Port Chalmers        | ... | ... | ... | ... | 341          | 341          | ...        | ...        |
| Dunedin              | ... | ... | ... | ... | ...          | 69           | 69         | ...        |
| Bluff                | ... | ... | ... | ... | 217          | 251          | 34         | ...        |
| <b>Totals</b>        |     |     |     |     | <b>2,756</b> | <b>3,106</b> | <b>350</b> | <b>...</b> |
| <b>LOADED :—</b>     |     |     |     |     |              |              |            |            |
| Lyttelton            | ... | ... | ... | ... | 1,352        | 1,410        | 58         | ...        |
| Timaru               | ... | ... | ... | ... | 299          | 357          | 58         | ...        |
| Oamaru               | ... | ... | ... | ... | 320          | 363          | 43         | ...        |
| Port Chalmers        | ... | ... | ... | ... | 317          | 316          | ...        | 1          |
| Dunedin              | ... | ... | ... | ... | ...          | 23           | 23         | ...        |
| Bluff                | ... | ... | ... | ... | 219          | 251          | 32         | ...        |
| <b>Totals</b>        |     |     |     |     | <b>2,507</b> | <b>2,720</b> | <b>214</b> | <b>1</b>   |

**RETURN No. 27.**  
**HURUNUI-BLUFF SECTION.**

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1886, on the HURUNUI-BLUFF RAILWAY and BRANCHES.

| Line of Railway.                                              | Main Line.       |                | Branches.        | Total<br>Railway. | Sidings.        |                  |                 | Total<br>Equivalent<br>of Single<br>Track. |  |
|---------------------------------------------------------------|------------------|----------------|------------------|-------------------|-----------------|------------------|-----------------|--------------------------------------------|--|
|                                                               | Single.          | Double.        |                  |                   | Main Line.      | Branches.        | Total.          |                                            |  |
| CHRISTCHURCH DIVISION :—                                      |                  |                |                  |                   |                 |                  |                 |                                            |  |
| Main Line ... ..                                              | M. ch.<br>211 57 | M. ch.<br>6 28 | M. ch.<br>... .. | M. ch.<br>218 5   | M. ch.<br>60 31 | M. ch.<br>... .. | M. ch.<br>60 31 | M. ch.<br>278 36                           |  |
| Rangiora to Sheffield, and Eyre-<br>ton Junction to Bennett's | ...              | ...            | 53 57            | ...               | ...             | 4 13             | ...             | 57 70                                      |  |
| Southbridge and Little River<br>Branches                      | ...              | ...            | 48 7             | ...               | ...             | 5 21             | ...             | 53 28                                      |  |
| Springfield and Whitecliffs<br>Branches                       | ...              | ...            | 42 21            | ...               | ...             | 4 77             | ...             | 47 18                                      |  |
| Mount Somers Branch ... ..                                    | ...              | ...            | 21 60            | ...               | ...             | 0 68             | ...             | 22 48                                      |  |
| Albury Branch ... ..                                          | ...              | ...            | 36 13            | ...               | ...             | 2 40             | ...             | 38 53                                      |  |
| Waimate Branch ... ..                                         | ...              | ...            | 4 46             | ...               | ...             | 0 65             | ...             | 5 31                                       |  |
| Rakaia and Ashburton-Forks<br>Branch                          | ...              | ...            | 22 20            | ...               | ...             | 2 38             | ...             | 24 58                                      |  |
| Waimate Gorge Branch ... ..                                   | ...              | ...            | 8 21             | 237 5             | ...             | 0 69             | 21 71           | 9 10                                       |  |
| Totals Christchurch Division                                  | 211 57           | 6 28           | 237 5            | 455 10            | 60 31           | 21 71            | 82 22           | 537 32                                     |  |
| DUNEDIN DIVISION :—                                           |                  |                |                  |                   |                 |                  |                 |                                            |  |
| Main Line ... ..                                              | 190 65           | ...            | ...              | 190 65            | 44 8            | ...              | 44 8            | 234 73                                     |  |
| Duntroon Branch ... ..                                        | ...              | ...            | 22 3             | ...               | ...             | 1 35             | ...             | 23 38                                      |  |
| Oamaru-Breakwater Branch ... ..                               | ...              | ...            | 0 63             | ...               | ...             | 0 18             | ...             | 1 1                                        |  |
| Ngapara Branch ... ..                                         | ...              | ...            | 14 77            | ...               | ...             | 1 26             | ...             | 16 23                                      |  |
| Shag Point Branch ... ..                                      | ...              | ...            | 2 10             | ...               | ...             | 0 10             | ...             | 2 20                                       |  |
| Port Chalmers Branch ... ..                                   | ...              | ...            | 1 27             | ...               | ...             | 3 51             | ...             | 4 78                                       |  |
| Walton Park Branch... ..                                      | ...              | ...            | 2 49             | ...               | ...             | 0 52             | ...             | 3 21                                       |  |
| Outram Branch ... ..                                          | ...              | ...            | 9 0              | ...               | ...             | 0 65             | ...             | 9 65                                       |  |
| Lawrence Branch ... ..                                        | ...              | ...            | 22 0             | ...               | ...             | 2 2              | ...             | 24 2                                       |  |
| Tapanui Branch ... ..                                         | ...              | ...            | 20 4             | ...               | ...             | 2 3              | ...             | 22 7                                       |  |
| Waihemo Branch ... ..                                         | ...              | ...            | 8 55             | ...               | ...             | 0 32             | ...             | 9 7                                        |  |
| Catlin's River Branch ... ..                                  | ...              | ...            | 7 76             | ...               | ...             | 0 44             | ...             | 8 40                                       |  |
| Duntroon-Hakateramea Branch                                   | ...              | ...            | 15 38            | 127 2             | ...             | 0 72             | 14 10           | 16 30                                      |  |
| Totals Dunedin Division ...                                   | 190 65           | ...            | 127 2            | 317 67            | 44 8            | 14 10            | 58 18           | 376 5                                      |  |
| INVERCARGILL DIVISION :—                                      |                  |                |                  |                   |                 |                  |                 |                                            |  |
| Main Line ... ..                                              | 57 9             | ...            | ...              | 57 9              | 13 77           | ...              | 13 77           | 71 6                                       |  |
| Wyndham Branch ... ..                                         | ...              | ...            | 3 73             | ...               | ...             | 0 43             | ...             | 4 36                                       |  |
| Kingston Branch ... ..                                        | ...              | ...            | 87 0             | ...               | ...             | 5 5              | ...             | 92 5                                       |  |
| Makarewa-Orepuki Branch ... ..                                | ...              | ...            | 35 52            | ...               | ...             | 3 54             | ...             | 39 26                                      |  |
| Thornbury-Wairio and Wairio-<br>Nightcaps Branch              | ...              | ...            | 24 51            | ...               | ...             | 2 2              | ...             | 26 53                                      |  |
| Lumsden-Mararoa Branch ... ..                                 | ...              | ...            | 6 30             | 157 46            | ...             | 0 42             | 11 66           | 6 72                                       |  |
| Totals Invercargill Division                                  | 57 9             | ...            | 157 46           | 214 55            | 13 77           | 11 66            | 25 63           | 240 38                                     |  |
| Grand Totals—Whole Line                                       | 459 51           | 6 28           | 521 53           | 987 52            | 118 36          | 47 67            | 166 23          | 1153 75                                    |  |

## RETURN NO. 28.

COMPARING the CLASSIFIED EXPENDITURE for MAINTENANCE on the HURUNUI-BLUFF RAILWAY for EIGHT YEARS, 1878 to 1886, showing RATES per MILE per ANNUM for each CLASSIFICATION in each DIVISION.

| YEARS.                     | A 1.—Track Surfacing. | A 2.—Track Renewals. | A 3.—Ballasting. | A 4.—Banks, Cuttings, &c. | A 5.—Bridges, Culverts, &c. | A 6.—Fences, Gates, &c. | A 7.—Road Approaches, &c. | A 8.—Water Services, &c. | A 9.—Wharves. | A 10.—Buildings. | Total Maintenance. | A 11.—Miscellaneous. | Total Expenditure. | Mileage maintained. |
|----------------------------|-----------------------|----------------------|------------------|---------------------------|-----------------------------|-------------------------|---------------------------|--------------------------|---------------|------------------|--------------------|----------------------|--------------------|---------------------|
|                            | £                     | £                    | £                | £                         | £                           | £                       | £                         | £                        | £             | £                | £                  | £                    | £                  | Miles.              |
| Christchurch Division—     |                       |                      |                  |                           |                             |                         |                           |                          |               |                  |                    |                      |                    |                     |
| 1878-79                    | 73'06                 | 30'55                | 5'07             | 8'97                      | 33'28                       | 9'10                    | 1'30                      | 6'37                     | '00           | 13'00            | 180'70             | 21'97                | 202'67             | 310                 |
| 1879-80                    | 72'02                 | 35'75                | 6'24             | 16'25                     | 23'01                       | 3'64                    | 4'55                      | 4'29                     | '00           | 8'32             | 174'07             | 26'65                | 200'72             | 312                 |
| 1880-81                    | 59'93                 | 29'77                | 8'32             | 6'76                      | 10'40                       | 5'46                    | 1'56                      | 3'64                     | '00           | 9'23             | 134'16             | 9'23                 | 143'39             | 330                 |
| 1881-82                    | 51'87                 | 40'82                | 4'03             | 3'90                      | 10'53                       | 6'24                    | 1'69                      | 3'64                     | '00           | 9'62             | 132'34             | 4'94                 | 137'28             | 334                 |
| 1882-83                    | 58'76                 | 40'56                | 3'12             | 2'34                      | 14'43                       | 10'27                   | 2'08                      | 5'59                     | '00           | 11'57            | 148'72             | 6'89                 | 155'61             | 352                 |
| 1883-84                    | 60'06                 | 42'12                | 4'03             | 2'86                      | 22'10                       | 11'18                   | 1'82                      | 4'81                     | '00           | 14'43            | 163'41             | 10'40                | 173'81             | 373                 |
| 1884-85                    | 61'88                 | 59'14                | 1'82             | 2'34                      | 15'60                       | 8'71                    | 1'95                      | 4'68                     | '00           | 12'48            | 168'87             | 9'23                 | 178'10             | 383                 |
| 1885-86                    | 62'01                 | 44'07                | 1'43             | 1'69                      | 13'52                       | 8'97                    | 2'08                      | 4'42                     | '00           | 12'61            | 150'80             | 6'89                 | 157'69             | 404                 |
| Dunedin Division—          |                       |                      |                  |                           |                             |                         |                           |                          |               |                  |                    |                      |                    |                     |
| 1878-79                    | 93'08                 | 79'43                | 10'53            | 9'10                      | 20'02                       | 4'94                    | 1'95                      | 1'69                     | '91           | 6'24             | 227'89             | 7'02                 | 234'91             | 252                 |
| 1879-80                    | 110'89                | 49'66                | 23'40            | 22'36                     | 19'50                       | 5'98                    | 2'34                      | 1'82                     | '13           | 5'85             | 241'93             | 15'47                | 257'40             | 265                 |
| 1880-81                    | 79'95                 | 62'53                | 16'90            | 21'84                     | 16'77                       | 10'66                   | 2'60                      | 3'64                     | 2'73          | 5'98             | 223'60             | 17'81                | 241'41             | 265                 |
| 1881-82                    | 69'55                 | 46'41                | 10'27            | 13'13                     | 15'73                       | 10'53                   | 2'73                      | 4'55                     | '78           | 11'57            | 185'25             | 8'71                 | 193'96             | 290                 |
| 1882-83                    | 72'71                 | 52'52                | 13'52            | 16'77                     | 14'95                       | 24'83                   | 5'59                      | 5'59                     | '39           | 21'15            | 228'02             | 6'50                 | 234'52             | 282                 |
| 1883-84                    | 80'60                 | 69'81                | 14'30            | 16'38                     | 13'91                       | 22'49                   | 2'73                      | 3'90                     | '78           | 11'05            | 235'95             | 6'63                 | 242'58             | 282                 |
| 1884-85                    | 76'44                 | 70'46                | 8'97             | 19'11                     | 16'25                       | 19'37                   | 1'60                      | 3'38                     | '39           | 10'27            | 226'33             | 16'25                | 242'58             | 286                 |
| 1885-86                    | 76'18                 | 40'82                | 10'92            | 13'52                     | 15'86                       | 19'37                   | 2'86                      | 3'38                     | 1'43          | 14'43            | 198'77             | 4'16                 | 202'93             | 293                 |
| Invercargill Division—     |                       |                      |                  |                           |                             |                         |                           |                          |               |                  |                    |                      |                    |                     |
| 1878-79                    | 55'51                 | 13'26                | 11'96            | 21'06                     | 10'53                       | '91                     | '78                       | 1'17                     | '00           | 1'43             | 116'61             | 9'10                 | 125'71             | 144                 |
| 1879-80                    | 58'63                 | 15'73                | 14'30            | 12'35                     | 6'24                        | 2'08                    | 1'30                      | '78                      | '00           | 1'69             | 113'10             | 7'67                 | 120'77             | 173                 |
| 1880-81                    | 47'58                 | 9'49                 | 6'50             | 7'54                      | 6'89                        | 1'82                    | 1'04                      | 1'56                     | '13           | 4'16             | 86'71              | 2'60                 | 89'31              | 173                 |
| 1881-82                    | 42'77                 | 22'62                | 8'58             | 9'75                      | 11'96                       | 2'73                    | 2'21                      | 3'77                     | '13           | 7'80             | 112'32             | 2'60                 | 114'92             | 176                 |
| 1882-83                    | 47'45                 | 26'00                | 8'58             | 5'98                      | 8'97                        | 4'68                    | 1'56                      | 4'55                     | '00           | 10'79            | 118'56             | 3'38                 | 121'94             | 191                 |
| 1883-84                    | 57'59                 | 28'21                | 4'81             | 3'77                      | 11'44                       | 6'76                    | 1'17                      | 2'08                     | '13           | 13'13            | 129'09             | 3'77                 | 132'86             | 198                 |
| 1884-85                    | 52'00                 | 39'39                | 15'08            | 5'98                      | 10'40                       | 6'24                    | 2'21                      | 2'47                     | '00           | 7'93             | 141'70             | 3'64                 | 145'34             | 200                 |
| 1885-86                    | 53'56                 | 14'69                | 8'97             | 8'71                      | 8'71                        | 6'76                    | 2'47                      | 2'47                     | '26           | 5'20             | 111'80             | 4'42                 | 116'22             | 208                 |
| Whole Line, Hurunui-Bluff— |                       |                      |                  |                           |                             |                         |                           |                          |               |                  |                    |                      |                    |                     |
| 1878-79                    | 76'57                 | 44'46                | 8'45             | 11'70                     | 23'92                       | 5'85                    | 1'43                      | 3'64                     | '26           | 8'19             | 184'47             | 14'04                | 198'51             | 706                 |
| 1879-80                    | 82'68                 | 36'01                | 14'17            | 17'55                     | 17'94                       | 4'16                    | 2'99                      | 2'60                     | '00           | 5'98             | 184'08             | 18'33                | 202'41             | 750                 |
| 1880-81                    | 64'09                 | 36'53                | 10'92            | 12'22                     | 11'83                       | 6'37                    | 1'82                      | 2'73                     | '14           | 6'89             | 154'44             | 10'66                | 165'10             | 768                 |
| 1881-82                    | 56'16                 | 38'87                | 7'28             | 8'45                      | 12'74                       | 7'02                    | 2'21                      | 4'03                     | '39           | 9'88             | 147'03             | 5'85                 | 152'88             | 800                 |
| 1882-83                    | 61'36                 | 41'34                | 7'93             | 8'19                      | 13'39                       | 14'04                   | 3'25                      | 5'33                     | '13           | 14'30            | 169'26             | 5'98                 | 175'24             | 825                 |
| 1883-84                    | 66'30                 | 48'10                | 7'54             | 7'54                      | 16'90                       | 13'91                   | 1'95                      | 3'90                     | '39           | 13'00            | 179'53             | 9'67                 | 187'20             | 853                 |
| 1884-85                    | 64'35                 | 58'50                | 7'15             | 8'71                      | 14'56                       | 11'70                   | 1'95                      | 3'77                     | '13           | 10'66            | 181'48             | 10'14                | 191'62             | 869                 |
| 1885-86                    | 64'74                 | 36'27                | 6'24             | 7'15                      | 13'13                       | 11'83                   | 2'34                      | 3'64                     | '52           | 11'44            | 157'30             | 5'46                 | 162'76             | 905                 |

NOTE.—The expenditure on Rakai and Ashburton Forks, Waimate Gorge, and Dunroon-Hakateramea Branches, not being classified, is omitted from above statement.

RETURN No. 29.  
HURUNUI-BLUFF SECTION.  
SHOWING COMPARATIVE AVERAGE RATES per Mile per Four Weeks of CLASSIFIED EXPENDITURE of MAINTENANCE DEPARTMENT on each Division and Whole Line, Hurunui-Bluff and Branches, for Financial Year ending 31st March, 1886.

| Divisions.                                               | Mileage. | Classification.   |                  |                    |                                   |                                     |                              |                                       |                                  |                 |                    |                            |                             |                            |
|----------------------------------------------------------|----------|-------------------|------------------|--------------------|-----------------------------------|-------------------------------------|------------------------------|---------------------------------------|----------------------------------|-----------------|--------------------|----------------------------|-----------------------------|----------------------------|
|                                                          |          | A1.<br>Surfacing. | A2.<br>Renewals. | A3.<br>Ballasting. | A4.<br>Banks,<br>Cuttings,<br>&c. | A5.<br>Bridges,<br>Culverts,<br>&c. | A6.<br>Fences,<br>Gates, &c. | A7.<br>Roads, Ap-<br>proaches,<br>&c. | A8.<br>Water<br>Services,<br>&c. | A9.<br>Wharves. | A10.<br>Buildings. | Total<br>Main-<br>tenance. | A11.<br>Miscella-<br>neous. | Total<br>Expendi-<br>ture. |
| Christchurch Division—Main Line                          | 207      | 5'93              | 4'97             | 1'3                | 1'6                               | 1'69                                | 1'18                         | 2'6                                   | 6'3                              | 0'0             | 1'64               | 16'59                      | 9'7                         | 17'56                      |
| Rangiora to Sheffield, and Eyreton Junction to Bennett's | 54       | 3'57              | 1'35             | 1'2                | 1'7                               | 1'18                                | 2'1                          | 1'1                                   | 0'4                              | 0'0             | 3'2                | 6'07                       | 1'1                         | 6'18                       |
| Southbridge and Little River Branches                    | 43       | 4'01              | 4'03             | 0'3                | 0'6                               | 5'8                                 | 4'5                          | 0'7                                   | 0'6                              | 0'0             | 1'8                | 9'47                       | 0'5                         | 9'52                       |
| Springfield and Whitecliffs Branches                     | 42       | 3'67              | 1'42             | 1'8                | 0'6                               | 7'4                                 | 0'0                          | 0'2                                   | 0'4                              | 0'0             | 2'8                | 6'41                       | 1'4                         | 6'55                       |
| Mount Somers Branch                                      | 22       | 1'93              | 2'6              | 0'0                | 0'0                               | 0'0                                 | 0'1                          | 0'0                                   | 0'2                              | 0'0             | 0'6                | 2'28                       | 0'0                         | 2'28                       |
| Albury Branch                                            | 36       | 3'93              | 9'2              | 1'0                | 1'0                               | 0'8                                 | 0'3                          | 0'3                                   | 0'3                              | 0'0             | 3'9                | 5'61                       | 0'0                         | 5'61                       |
| Total, Christchurch Division                             | 404      | 4'77              | 3'39             | 1'1                | 1'3                               | 1'04                                | 6'9                          | 1'6                                   | 3'4                              | 0'0             | 9'7                | 11'60                      | 5'3                         | 12'13                      |
| Dunedin Division—Main Line                               | 195      | 6'40              | 3'99             | 1'02               | 1'25                              | 1'41                                | 1'89                         | 2'8                                   | 3'6                              | 1'7             | 1'52               | 18'29                      | 4'6                         | 18'75                      |
| Dunroon Branch                                           | 22       | 4'68              | 0'0              | 1'19               | 0'7                               | 0'3                                 | 3'2                          | 0'0                                   | 1'6                              | 0'0             | 0'8                | 6'53                       | 0'0                         | 6'53                       |
| Ngapara Branch                                           | 15       | 6'16              | 6'5              | 0'0                | 1'49                              | 0'5                                 | 6'9                          | 2'2                                   | 0'3                              | 0'0             | 0'9                | 9'38                       | 0'0                         | 9'38                       |
| Wahemo Branch                                            | 5        | 3'44              | 1'63             | 0'1                | 0'3                               | 1'36                                | 3'0                          | 5'5                                   | 0'1                              | 0'0             | 1'4                | 7'47                       | 0'0                         | 7'47                       |
| Walton Park Branch                                       | 24       | 8'94              | 3'70             | 0'0                | 0'0                               | 6'77                                | 1'0                          | 0'0                                   | 0'9                              | 0'0             | 0'0                | 19'60                      | 0'0                         | 19'60                      |
| Outram Branch                                            | 9        | 6'34              | 2'63             | 2'1                | 0'1                               | 5'47                                | 1'16                         | 2'0                                   | 0'1                              | 0'0             | 1'5                | 16'18                      | 1'1                         | 16'29                      |
| Lawrence Branch                                          | 22       | 4'41              | 3'27             | 8'7                | 8'6                               | 3'1                                 | 1'32                         | 0'6                                   | 0'7                              | 0'0             | 0'3                | 12'30                      | 0'2                         | 12'32                      |
| Catlin's River Branch                                    | 2        | 3'73              | 4'6              | 0'0                | 0'2                               | 0'2                                 | 0'3                          | 0'2                                   | 0'0                              | 0'0             | 0'1                | 4'47                       | 0'0                         | 4'47                       |
| Tapanui Branch                                           | 20       | 3'65              | 8'7              | 0'2                | 8'6                               | 0'9                                 | 2'8                          | 0'4                                   | 0'5                              | 0'0             | 0'5                | 5'91                       | 0'0                         | 5'91                       |
| Total, Dunedin Division                                  | 293      | 5'86              | 3'14             | 8'4                | 1'04                              | 1'22                                | 1'49                         | 2'2                                   | 2'6                              | 1'1             | 1'11               | 15'29                      | 3'2                         | 15'61                      |
| Invercargill Division—Main Line                          | 150      | 4'02              | 1'20             | 6'6                | 5'0                               | 5'8                                 | 5'3                          | 2'1                                   | 1'8                              | 0'3             | 4'3                | 8'34                       | 3'8                         | 8'72                       |
| Makarewa-Orepuki and Thornbury-Wairoa Branches           | 58       | 4'39              | 9'4              | 7'9                | 1'10                              | 9'0                                 | 5'0                          | 1'2                                   | 2'2                              | 0'0             | 3'1                | 9'27                       | 2'3                         | 9'50                       |
| Total, Invercargill Division                             | 208      | 4'12              | 1'13             | 6'9                | 6'7                               | 6'7                                 | 5'2                          | 1'9                                   | 1'9                              | 0'2             | 4'0                | 8'60                       | 3'4                         | 8'94                       |
| Whole Line                                               | 905      | 4'98              | 2'79             | 4'8                | 5'5                               | 1'01                                | 9'1                          | 1'8                                   | 2'8                              | 0'4             | 8'8                | 12'10                      | 4'2                         | 12'52                      |

NOTE.—The expenditure on Rakaia and Ashburton Forks, Waimate Gorge, and Dunroon-Hakatarama Branches, not being classified, is omitted from above statement.

**RETURN No. 30.**  
**HURUNUI-BLUFF SECTION.**  
**COST of MAINTENANCE of VARIOUS SECTIONS of MAIN LINE and BRANCHES.**

| Line of Railway.                                                     | Mileage.           |                     | Expenditure for<br>Year ending<br>31st March, 1886. | Average for Four-<br>weekly Period. |                   | Rate<br>per Mile<br>per<br>Annum. |
|----------------------------------------------------------------------|--------------------|---------------------|-----------------------------------------------------|-------------------------------------|-------------------|-----------------------------------|
|                                                                      | Actual<br>Mileage. | Reduced<br>Mileage. |                                                     | On<br>Reduced<br>Mileage.           | Rate per<br>Mile. |                                   |
| <b>CHRISTCHURCH DIVISION :—</b>                                      | M. ch. lk.         | M. ch. lk.          | £ s. d.                                             | £                                   | £                 | £                                 |
| Main Line ... ..                                                     | 216 23 29          | 205 77 86           | 46,999 4 10                                         | 3,615                               | 17'47             | 227'05                            |
| Rangiora to Sheffield, and Eyreton Junction to<br>Bennett's Branches | 53 56 69           | 53 56 69            | 4,341 10 9                                          | 334                                 | 6'18              | 80'40                             |
| Southbridge and Little River Branches                                | 48 6 84            | 42 67 88            | 5,342 15 10                                         | 411                                 | 9'56              | 124'25                            |
| Springfield and Whitecliffs „                                        | 42 21 33           | 42 21 33            | 3,574 3 6                                           | 275                                 | 6'55              | 85'10                             |
| Mount Somers Branch                                                  | 21 59 84           | 21 59 84            | 651 8 1                                             | 50                                  | 2'28              | 29'61                             |
| Albury Branch                                                        | 36 12 76           | 36 12 76            | 2,627 14 5                                          | 202                                 | 5'61              | 72'99                             |
| Rakaia and Ashburton Forks Branch                                    | 22 20 18           | 22 20 18            | 1,454 6 10                                          | 112                                 | 5'09              | 66'11                             |
| Waimate Gorge Branch                                                 | 8 21 16            | 8 21 16             | 232 0 7                                             | 18                                  | 2'23              | 29'00                             |
| Totals                                                               | 448 62 9           | 434 17 70           | 65,223 4 10                                         | 5,017                               | 11'56             | 150'28                            |
| <b>DUNEDIN DIVISION :—</b>                                           |                    |                     |                                                     |                                     |                   |                                   |
| Main Line ... ..                                                     | 195 5 76           | 195 5 76            | 47,533 4 3                                          | 3,656                               | 18'75             | 243'75                            |
| Duntroon Branch                                                      | 22 2 86            | 22 2 86             | 1,868 13 9                                          | 144                                 | 6'53              | 84'89                             |
| Ngapara „                                                            | 14 77 13           | 14 77 13            | 1,829 15 5                                          | 141                                 | 9'38              | 121'94                            |
| Waihemo „                                                            | 8 55 0             | 5 9 38              | 418 11 4                                            | 60                                  | 7'47              | 97'11                             |
| Walton Park „                                                        | 2 49 20            | 2 49 20             | 636 19 4                                            | 49                                  | 19'60             | 254'80                            |
| Outram „                                                             | 9 0 24             | 9 0 24              | 1,906 3 8                                           | 146                                 | 16'29             | 211'77                            |
| Lawrence „                                                           | 22 0 34            | 22 0 34             | 3,523 12 10                                         | 271                                 | 12'32             | 160'16                            |
| Catlin's River „                                                     | 7 76 1             | 2 33 42             | 143 3 8                                             | 36                                  | 4'47              | 58'11                             |
| Tapanui „                                                            | 20 3 77            | 20 3 77             | 1,536 4 6                                           | 118                                 | 5'91              | 76'83                             |
| Duntroon-Hakateramea Branch                                          | 15 37 64           | 15 37 64            | 1,934 8 6                                           | 149                                 | 9'64              | 125'32                            |
| Totals                                                               | 317 67 95          | 308 59 74           | 61,339 17 3                                         | 4,770                               | 15'27             | 198'51                            |
| <b>INVERCARGILL DIVISION :—</b>                                      |                    |                     |                                                     |                                     |                   |                                   |
| Main Line ... ..                                                     | 154 31 83          | 150 39 24           | 17,011 7 7                                          | 1,309                               | 8'73              | 113'41                            |
| Makarewa, Orepuki, and Thornbury-Wairio<br>Branches                  | 60 23 8            | 57 77 63            | 7,221 4 10                                          | 555                                 | 9'57              | 124'50                            |
| Totals                                                               | 214 54 92          | 208 36 87           | 24,232 12 5                                         | 1,864                               | 8'96              | 116'50                            |
| Grand Totals                                                         | 981 24 96          | 951 34 31           | 150,786 14 6                                        | 11,651                              | 12'25             | 158'56                            |

**RETURN No. 31.**

**ACCOUNT of TRANSACTIONS between the NEW ZEALAND RAILWAYS and the WAIMEA PLAINS RAILWAY.**

| DE.                         |                               |                   | CR.                                            |       |                   |
|-----------------------------|-------------------------------|-------------------|------------------------------------------------|-------|-------------------|
| April 1, 1885,              |                               | £ s. d.           | By Balance, 1st April, 1885, due to Government | 214   | 18 4              |
| to                          | To Waimea Plains Railway,     |                   | Expenditure                                    | 1,112 | 3 1               |
| Mar. 31, 1886.              | proportion of passengers,     |                   | Balance paid to company                        | 390   | 8 3               |
|                             | parcels, goods, &c., receipts | 1,462 9 7         |                                                |       |                   |
| To Cheque, 25th April, 1885 |                               | 102 7 9           |                                                |       |                   |
| Cheque, 10th June, 1885     |                               | 63 12 4           |                                                |       |                   |
| Cheque, 10th October, 1885  |                               | 89 0 0            |                                                |       |                   |
|                             |                               | <u>£1,717 9 8</u> |                                                |       | <u>£1,717 9 8</u> |

**RETURN No. 32.**

**STATEMENT** of Alterations effected in, and Additions made to, the Scale of Charges, during the Year ending 31st March, 1886.

**PART I.—PASSENGERS.**

Free school season tickets: Certificates to be forwarded to District Managers instead of Minister. Limit of age extended to 15 years.

Introduction of market tickets.

Privilege tickets: Minimum charges altered.

**LOCAL FARES AND REGULATIONS.**

Daily issue of return tickets on suburban lines.

*Kawakawa Section.*

Passengers fares reduced, and issue of return tickets introduced.

*Auckland Section.*

Special fares between Auckland and Remuera, and Auckland and Newmarket.

Pelichet Bay fares: Return tickets issuable daily between Pelichet Bay and stations on Dunedin-Port Chalmers line.

Return tickets issuable daily at Saturday return rates between Bluff and Invercargill.

Passenger fares established for New Plymouth Breakwater line.

Revision of rates on Greymouth section. Dobson's station opened.

**PART II.—LUGGAGE, PARCELS, HORSES, ETC.**

Parcel rates revised, and adoption of new rates for 3lb. parcels.

Lost luggage: Property to be treated as lost luggage after each train.

Parcels: Certain parcels reduced to rate and a quarter. Valuable-document parcels to be double rates.

Dogs exceeding 12 in number to be charged half rates.

Horses. New regulation regarding carriage of hunters.

Regulation respecting carriage of milk to cheese and butter factories altered.

**PART III.—GOODS.***Classified Rates.*

General reduction in rates for goods of Class E. Further reduction for short distances.

**REGULATIONS.**

New rate fixed for loading and unloading Classes N, O, P goods when cranage is charged for or provided.

Lime-gas refuse included under regulation Class O.

Class F: Reduced charges for small lots of turnips, &c.

Classes E and F: New regulation about mixed consignments.

New rates for store sheep in large mobs.

New rates for Classes F, K, L, M goods in double bogie trucks.

Drain-tiles included under Class P regulation.

Stock, implements, &c., exhibited at agricultural shows: Limit of time fixed for return of exhibits.

**PART IV.—LOCAL RATES.***Kawakawa Section.*

Coals for shipment: Charge to include weighing.

*Whangarei Section.*

Class P rate to include weighing.

New rate for coal from mines to Whangarei.

*Auckland Section.*

Class P: Local regulation cancelled.

New rate for kauri logs, Waimauku to Auckland and Onehunga.

Coal rates reduced from local mines.

Fisher's siding: Special rate for raw materials extended; minimum increased. New rate adopted for oil, &c., to Auckland.

Cancellation of through rates to Kaipara ports.

New rate, Auckland to Helensville, for locally-manufactured sugar.

Rotorua District Railway: Special rates for Classes H, K, N, O, P.

*Napier Section.*

White-pine export rates to Spit reduced, and made applicable to consignments shipped to any port outside New Zealand.

Local rates adopted for wool to Napier from Hastings, &c.

*Wellington Section.*

White-pine export rates to Wellington reduced, and made applicable to consignments shipped to any port outside New Zealand.

Wool, &c., to Wellington: Special rate from Masterton, &c.

Class C: Local regulation cancelled.

Class D: To be charged as C instead of B.

Cheese from factories: Regulation altered.

*Wanganui Section.*

White-pine export rates to New Plymouth, &c., reduced, and made applicable to consignments shipped to any port outside New Zealand.

Local rate established for timber, Waitara to New Plymouth.

Adoption of rate for native coals between Waitara and New Plymouth.

Cast-iron water-pipes to be charged at classified rates for Class D.

Class C: Local regulation cancelled.

Class D: To be charged as C instead of B.

Class E: Regulation amended.

Cheese from cheese factories: Regulation now applies to cheese whether for export or otherwise.

New Plymouth Breakwater Line: Local goods rates adopted.

*Picton Section.*

Timber rate from Mount Pleasant, &c., to Para adopted.

Class E: Special storage charges at Tuamarina and Spring Creek stations.

*Hurunui-Bluff Section.*

Ships' goods rates: Classes A, B, C, D—Rate of 18s. adopted between Bluff and Dunedin; afterwards cancelled. Cancellation of 18s. rate between Port Chalmers and Invercargill. Rates extended, Timaru and Oamaru to Christchurch and Dunedin. Port Chalmers rate extended to Dunedin.

A, B, C, D goods from Dunedin and Port Chalmers to Invercargill: New rates established.

Regulation regarding Class E: Goods carried between stations north of Oamaru cancelled.

White-pine export rates to Invercargill and Bluff reduced and made applicable to consignments shipped to any part outside New Zealand.

Local rate, Orepuki to Bluff and Invercargill for native coal, shale, &c.

Special storage rates, Class E, at Bluff.

Native coals, &c.: Reduction of rates from local collieries.

Special rate adopted for green sheepskins, Christchurch to Balcairn.

New rates for lime from local kilns to stations for agricultural purposes and export.

Reduction of storage rates on Class E goods at Lyttelton.

Local rate established for ships' ballast, Hornby to Lyttelton.

Adoption of special rate for limed pelts, Maheno to Burnside.

Special rate for nightsoil, Dunedin to Abbotsford.

View Hill, East Oxford, and West Oxford: Timber rate extended.

Lowered rates fixed for wool to Timaru from Albury Branch Stations; also reduced rates from main line stations within 25 miles.

Special wool rates, Invercargill to Bluff.

Rough stone to Port Chalmers for export from Deborah, Totara, and intermediate stations: special rate.

Special rate for rubble, Logan's Point Quarry to Dunedin Jetty.

Special rates for native bricks and earthenware tiles from Buxton's, Invercargill, and Longbush.

Native brown coals, &c., to Port Chalmers: Special rates adopted from Shag Point and Stirling.

Reduced timber rates from Southland saw-mills to Dunedin, Oamaru, and Timaru.

Wool, Culverden to Christchurch and Lyttelton: New rates.

Reduction of shunting charge for traffic hauled between private sidings at Addington and private sidings at Riccarton.

New rate for fat, Oamaru refrigerating siding to Dunedin.

Bluff and Invercargill, A, B, C, and D ships' goods traffic: Amended regulation.

Duntroon and Hakateramea and Rakaia and Ashburton Forks District Railways: New schedule of rates.

Bluff-Invercargill line excepted from regulation about charging half rates on combines, &c. carried by measurement.

Regulation regarding carriage of exhibits for New Zealand Industrial Exhibition at Wellington cancelled. New regulation inserted respecting Colonial and Indian Exhibition.

Cancellation of special demurrage rate, Oamaru and Breakwater, and Invercargill Jetty and Railway-station traffic.

## PART V.—CLASSIFICATION OF GOODS.

|                                                                                                     |     |     |     |     |              |
|-----------------------------------------------------------------------------------------------------|-----|-----|-----|-----|--------------|
| Animals and birds stuffed in cases. Reduced from rate and a half to rate and a quarter              | ... | ... | ... | ... | As parcels   |
| Bath chairs. Reduced from rate and a half to rate and a quarter                                     | ... | ... | ... | ... | As parcels   |
| Beer in bulk (four hogsheads to the ton)...                                                         | ... | ... | ... | ... | C            |
| Birds in cages. Owners' risk                                                                        | ... | ... | ... | ... | As parcels   |
| Birds and animals stuffed, in cases                                                                 | ... | ... | ... | ... |              |
| Boilers, steam engine. Owners' risk                                                                 | ... | ... | ... | ... | C            |
| Carts, hand                                                                                         | ... | ... | ... | ... | As parcels   |
| Chairs, bath                                                                                        | ... | ... | ... | ... |              |
| China, parcels containing                                                                           | ... | ... | ... | ... |              |
| Cheese, packed, consigned directly from makers' factories, in consignments of not less than one ton | ... | ... | ... | ... |              |
| Cheese cases, empty, not "returned empties"                                                         | ... | ... | ... | ... | Half rate. D |
| Combines. Reduced from A to...                                                                      | ... | ... | ... | ... | B            |
| Copper, scrap                                                                                       | ... | ... | ... | ... | N            |
| Creosote                                                                                            | ... | ... | ... | ... | D            |
| Engines, portable and traction. Reduced from A to                                                   | ... | ... | ... | ... | B            |
| Fish cans, empty, for carriage of ova for acclimatization purposes                                  | ... | ... | ... | ... | Free         |
| Fruit cases, empty, not "returned empties"                                                          | ... | ... | ... | ... | Half rate. A |
| Fungus in bales or bags                                                                             | ... | ... | ... | ... | B            |
| Game, dead. Owners' risk                                                                            | ... | ... | ... | ... | A            |
| Gas water in tanks                                                                                  | ... | ... | ... | ... | C            |
| Glass, parcels containing. Reduced from rate and a half to rate and a quarter                       | ... | ... | ... | ... | As parcels   |
| Grain, phosphorized. Double rate                                                                    | ... | ... | ... | ... | A            |
| Implements, agricultural, not otherwise specified. Reduced from A to                                | ... | ... | ... | ... | B            |
| Jam, packed, consigned direct from local factories in consignments of not less than 10 cwt.         | ... | ... | ... | ... | B            |
| Lime, gas refuse                                                                                    | ... | ... | ... | ... | O            |
| Machines, above 2 tons. Reduced from A to                                                           | ... | ... | ... | ... | B            |
| Manganese ore. Reduced from D to                                                                    | ... | ... | ... | ... | N            |
| Metal scrap                                                                                         | ... | ... | ... | ... | N            |
| Perambulators, loose                                                                                | ... | ... | ... | ... | As parcels   |
| Racecourse stalls                                                                                   | ... | ... | ... | ... |              |
| Seeds, grass. Reduced from B to rate and a half...                                                  | ... | ... | ... | ... | E            |
| Sheepskins, green, loose or in bundles, between private sidings                                     | ... | ... | ... | ... | B            |
| Tables, billiard or bagatelle, packed. Reduced from double rate to single rate                      | ... | ... | ... | ... | A            |
| Tanks, filled with gas water                                                                        | ... | ... | ... | ... | C            |
| Tarred shingle. Owners' risk                                                                        | ... | ... | ... | ... | N            |
| Umber, for paper-making purposes                                                                    | ... | ... | ... | ... | D            |
| Velocipedes, unpacked. Reduced from rate and a half to rate and a quarter                           | ... | ... | ... | ... | As parcels   |
| Whiting, native. Owners' risk                                                                       | ... | ... | ... | ... | N            |
| Writings. Double rate                                                                               | ... | ... | ... | ... | As parcels   |
| Zinc, scrap                                                                                         | ... | ... | ... | ... | N            |

## PART VI.—WHARVES.

*Kawakawa Section.*

Opua wharf: Regulation regarding local wharfage rates amended.

*Auckland Section.*

Onehunga wharves: Alteration in rates. Transhipment regulation amended.

Helensville wharf: Alteration in rates.

Mercer wharf: Returned empties to be "free."

*Wanganui Section.*

Wanganui station: New storage rates for ships' goods.

*Nelson Section.*

Nelson wharf: Alteration in rates.

*Dunedin Section.*

Port Chalmers wharves: Amendment of regulation regarding lightered goods.

# COMPARISON OF TRAFFIC, REVENUE AND EXPENDITURE for THE LAST SEVEN FINANCIAL YEARS.

1886 FIGURES INCLUDE DISTRICT RAILWAYS TAKEN OVER.

