

1888.
NEW ZEALAND.

PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. EDWIN MITCHELSON,
18TH AUGUST, 1888.

MR. SPEAKER,—

As the question of the Public Works of the colony is becoming, in comparison with other questions, of less and less importance as time goes on, and as I think that this is as it should be, I propose to confine my remarks on the subject this morning within much narrower limits than has usually been the case hitherto.

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

On the subject of the railways in course of construction and proposed it will only be necessary to say a very few words. The Government is distinctly of opinion that the present financial position of the colony does not warrant the undertaking of any railway works other than such as will be of an immediately reproductive character, and we have therefore decided to recommend to Parliament that, with two exceptions, only such amounts should be voted this year as will enable us to meet the liabilities already incurred, with a small sum over for supervision and contingencies. The two exceptions are the Woodville to Palmerston Railway and the Otago Central Railway. On the Woodville to Palmerston Railway, in addition to amount required for existing liabilities, authority will be asked for £18,000 to enable a contract to be let for the Pohangina Bridge; and, for the Otago Central Railway, in addition to existing liabilities, an authority for £35,000 will be asked for, of which £30,000 is for the completion of the requisite bridges and other works up to and across the Sutton Stream, and the balance—£5,000—for the formation of a portion of the Middlemarch section.

The completion of the Woodville to Palmerston Railway is considered by the Government to be a work of the utmost importance, and a larger appropriation would now be asked for it were it not that nothing would be gained by undertaking any further works until the Pohangina Bridge has been put in hand. It is proposed, however, to ask for a vote next session for the whole balance of the loan allocation, and to then put all the works in hand which are required for the completion of this railway at such times as will insure their completion contemporaneously with the Pohangina Bridge and the Tunnel contracts.

It is also intended next year to ask for a vote for the whole balance of the loan allocation for the Otago Central Railway, so as to enable the line up to Middlemarch to be completed within about two years from now.

The total length of railways opened on the 31st March last was: In the North Island, 643 miles; and in the South Island, 1,108 miles: total, 1,751

miles. There were also at that date 164 miles of railway in course of construction, of which 80 were in the North Island and 84 in the South Island. The total expenditure on railways, including cost of provincial lines and purchase of district railways, up to the 31st March last, was £14,466,705, and the liabilities on the 31st March were £261,577; making in all £14,728,282.

For railways in course of construction as a whole, the amount voted last year was £460,600, of which £365,449 was expended; and, for this year, with liabilities at the end of March last amounting to £247,951, we propose to ask for votes to extent of £338,900, leaving £829,518 for future appropriation.

To proceed now to detail the existing condition of each several line, as has usually been done in the past, would, I think, under the present circumstances, be simply tedious. That such should be done where new works are proposed is, no doubt, very desirable, in order to enable honourable members, who may not all be acquainted with the several localities, to understand the existing condition of things, as a first step towards realising what is proposed to be undertaken. When nothing is proposed to be done, however (with the two exceptions already mentioned), beyond making progress and final payments on account of the works already contracted for, it seems scarcely necessary to weary the House with a recital of what these works consist of in each several instance. Besides this, too, the interval between this and my last Public Works Statement is so short, that the scope of the undertakings on the various railways, as there described, has not materially altered in the meantime. It is no doubt desirable, however, for record purposes, that a brief summary of the condition of each railway should be embodied in the Public Works Statement as usual. I have therefore had one prepared, which will be attached to this Statement as a supplement, and in the same supplement there will also be found some remarks which I would wish to bring under the notice of honourable members, on the subject of our railways generally, retrospective and prospective.

In the case of all works other than railways I propose to state the details in the usual manner.

ADDITIONS TO OPENED LINES.

As mentioned in my Statement last session, the expenditure on additions to opened lines has been steadily decreasing, and the amount expended during the year ended 31st March last is a further illustration in the same direction. The amounts for the last few years were in round numbers as follows: 1884-85, £140,000; 1885-86, £91,000; 1886-87, £80,000; 1887-88, £38,000. This is exclusive of permanent-way, and if permanent-way is included, the amounts are: For 1884-85, £183,000; 1885-86, £109,000; 1886-87, £91,000; 1887-88, £41,000. The item of rolling-stock I have not taken into account, as the proportion of rolling-stock added was little, if anything, more than equivalent to the length of new lines opened during these years.

For additions to opened lines the amount voted last year was £40,000, of which £38,277 was expended; and for the present year, with liabilities at the end of March last amounting to £13,625, we propose to ask for a vote of £65,000.

Up to about five years ago the undertakings of this character were undoubtedly rather lavish. No separate account had until that time been kept of the works done in the shape of additions to the opened portions of the railways, as distinct from new extensions. Towards the close of 1883, however, the matter engaged the serious consideration of the Government, and steps were taken to curtail expenditure of this class as much as possible. With that object accounts were opened in the books of the Public Works Department in order to show exactly how matters stood, and my successor in office carried this reform a step further, in 1884, by bringing down separate estimates and taking separate votes for this class of works. By this means it was possible, for the first time, to properly realise what was being expended from year to year upon such undertakings, and to keep a proper check upon them. It was not, of course, possible to countermand undertakings which had already been entered upon, but great care was exercised to avoid any unnecessary expenditure in the future, and I can

vouch for it that certainly no expenditure of this class has recently been undertaken which did not promise an immediate return for the capital invested.

The vote proposed for the present year includes the sum of £25,000 for the purchase of a stock of permanent-way to be held in hand for working-railway requirements. This is intended to be drawn upon from time to time as may be necessary to provide for requisite renewals; and, as each draw is made, there will be a corresponding payment out of the votes for working expenses into a suspense fund, and purchases will thereafter be made out of that fund to restore the stock of rails. Thus the £25,000 will always be represented, partly in rails and partly in money.

By this arrangement two considerable advantages will be attained—(1st) That the Working Railways Department will always have an assured stock of permanent-way located in the most convenient manner to meet their requirements, which they can draw upon with certainty, and without the inconvenience and cost attending upon transshipments, which have often been requisite in the past; and (2nd) that the construction stocks and votes will not be complicated and disarranged by having to provide an indefinite quantity of permanent-way at uncertain periods to meet the working-railways requirements.

WORKING RAILWAYS.

As regards the Working Railways, the Annual Report of the General Manager will be found to give full details of the traffic, revenue, and expenses, and it is satisfactory to find that the efficient administration of the railways during the past eight years has, by gradual improvement in the permanent-way, structures, appliances, and organization, led to a corresponding economy in working.

The total expenditure last year was less than that for any of the three preceding years; and the average cost of working per mile was the lowest that it has ever been.

For these results there can be no doubt that the Railway Department deserves a great deal of credit, as they could only have been brought about by careful organization and patient supervision, extending over a series of years.

Still further improvements are expected during the current year, but it must not be supposed that economy can be indefinitely extended, as we have already arrived at fairly good results, in view of the relative situations of our various lines, the character of the traffic on some of them, and the extent of the requisite renewals. That this is so can be realised from a careful study of Table A, which will be attached to this Statement, and which shows the results of the working of the several railway systems of the adjoining colonies, compiled from their official reports.

This year the railway from Lyttelton to Selwyn will have been open twenty-one years; and on this, and others of the older lines, rebuilding bridges and structures, and paying for new rails and sleepers, is a heavy item of expense.

Return No. 8 in the Annual Report on Working Railways shows that the average cost of keeping the lines in order is under £70 a mile, apart from actual rebuilding of structures and bridges, purchase of new rails and sleepers, and other new works. The same return also shows that the whole cost of maintenance, including such items, is only £141 per mile.

Further statistics, compiled on Table A, show that the average gross charge per ton of traffic on the New Zealand lines is the lowest in the Australasian Colonies, being only 6s. 10d. This fact is due, not so much to our mileage rates being low, as to the average distance carried being shorter in New Zealand than in the other colonies, in consequence of our numerous chief towns and ports. Be the cause what it may, however, the producers in this colony must, as a whole, derive an advantage, as compared with the producers in the other colonies, from this low average rate of carriage from the place of production to a port; and the consumers in the chief towns, as a whole, must have a corresponding advantage, as compared with the consumers in the other colonies, in the low average rate of carriage from the place of production to the place of consumption.

At the same time it has to be remembered that our railways cannot make as

much net profit, out of this lower average rate, as the railways of the other colonies can make out of their higher average rate, even though they may have to carry the goods a somewhat longer distance for the average rate which they get. The reason for this is that a large proportion of the cost of performing each transaction is a constant, irrespective of the distance carried. Nevertheless, if we are not getting so large a revenue, as we might do with higher rates, we gain a corresponding advantage in other ways, by fostering production, and industries of all kinds.

We must, however, await the growth of population before we can gain any large increase in traffic. Our railways in many cases have been carried into country without sufficient population, and cannot pay expenses in such places until settlement and production have advanced.

In addition to the information regarding railway rates, supplied in the reports of the General Manager on European and American Railways (Parliamentary papers D.—2. and D.—2A. of this session), there has also been laid on the table of the House this session a reprint of a very important English Parliamentary paper on the subject of railway-rates in the United States of America (*vide* Parliamentary paper D.—2B. of 1888).

These documents are, I think, well worthy of perusal by honourable members, as bearing on the question of our general railway policy.

ROADS.

The next subject is roads of all classes. The length of roads and bridges constructed and improved out of Public Works Fund last year was :—

Dray roads, North Island	....	....	....	147 miles.
" Middle Island	....	....	....	105 "
Total dray roads	....	....	....	<u>252 miles.</u>
Horse roads, North Island	....	....	....	235 miles.
" Middle Island	....	....	....	71 "
Total horse roads	....	....	....	<u>306 miles.</u>
Grand total of roads of all classes	....	....	....	<u>558 miles.</u>

Bridges, North Island	....	....	19 bridges, 1,337 feet.
" Middle Island	....	....	7 " 779 "
Total bridge-work in both Islands	....	....	<u>26 bridges, 2,116 feet.</u>

The total length of roads constructed and improved in the colony generally, out of Public Works Fund, from the commencement of the Public Works policy up to the 31st March last, was as follows :—

Dray roads, North Island	....	....	....	3,381 miles.
" Middle Island	....	....	....	1,213 "
Total dray roads		....	....	4,594 miles.
Horse roads, North Island	....	....	....	2,687 miles.
" Middle Island	....	....	....	1,197 "
Total horse roads		....	....	3,884 miles.
Grand total of roads of all classes		....	....	8,478 miles.
Bridges, North Island	....	....	630 bridges,	49,576 feet.
" Middle Island	....	....	161 "	33,529 "
Total bridge-work in both Islands			791 bridges,	83,105 feet.

ROADS NORTH OF AUCKLAND, MAIN ROADS, MISCELLANEOUS ROADS AND BRIDGES, AND GRANTS IN AID.

ROADS NORTH OF AUCKLAND.

On roads north of Auckland the expenditure for the year ending the 31st March last was £3,138, leaving a balance then available, out of the amounts provided for this class of works, to the extent of only £732. Of this sum £40 is due to counties under grants already made, leaving £692 available for further undertakings.

The vote proposed for this year is £300, leaving £432 for next year.

MAIN ROADS.

Under the head of "Main Roads" the work required to be done, which practically means the maintenance of arterial lines of communication passing through uninhabited districts, is being gradually reduced to the lowest possible limits. This is the more necessary as the funds available for such purposes out of Public Works Loans are very nearly at an end. After next year, therefore, it will be necessary to provide out of Consolidated Fund for the maintenance of such of these roads as cannot reasonably be handed over to the local bodies.

Under the votes of last year twelve of these roads were provided for, but in the votes proposed for this year the number is reduced to six. Those still retained are: Oxford to Rotorua, Tauranga to Napier *via* Taupo, Nelson to Tophouse and Tarndale, Nelson to Westport Greymouth and Hokitika, Haast Pass Track, and Hokitika to Christchurch; and one new item has been added, namely, for the maintenance, during the present year, of the roads recently constructed along the North Island Trunk Railway.

The amount voted under this heading last year was £18,650, of which £13,756 was expended; and, for this year, with liabilities at end of March last amounting to £5,311, we ask for a vote of £15,100, the whole of which, however, will not probably be expended.

MISCELLANEOUS ROADS AND BRIDGES.

For Miscellaneous Roads and Bridges the amount voted last year was £34,500, of which £25,989 was expended; and, for this year, with liabilities at the end of March last amounting to £12,642, we propose to ask for a vote for £34,354.

The principal items for which provision is being made this year are: Main road from Warkworth to Kawakawa; completion of roads Bay of Plenty; restoration of Mangare Bridge; completion of road Napier to Murimotu; restoration of road Lyell to Westport; bridges on road Nelson to Reefton and Greymouth; completion of road through Pelorus District and Rai Valley; continuation of road Kaikoura to Clarence; improvements in road Christchurch to Hokitika; and bridge over the Clutha at Cromwell.

GRANTS IN AID,

Including Roads under the Roads and Bridges Construction Act; Subsidies to local bodies under Finance and Powers Act; and Provision for work for unemployed.

Roads under the Roads and Bridges Construction Act.—Under the general heading of Grants in Aid, and the subheading of Roads under the Roads and Bridges Construction Act, we voted last year the sum of £10,520, with probable credits to accrue £3,000, making the net vote £7,520; and, as against this, we expended in all £8,658, and received in the shape of credits £3,206, leaving net expenditure £5,452. No new grants have, of course, been made for a long time past, so that the liability of £3,104, existing at end of March last, is the only claim which we have to meet.

To cover so much of this liability as will fall due during the current year, after allowing for credits which will come in during same period, the vote now proposed to be asked for is £2,000.

Subsidies to Local Bodies.—As regards subsidies to local bodies under the Local Bodies Finance and Powers Act, it has now been decided that if these subsidies are to be continued they must be charged on Consolidated Fund, and no provision has therefore been made for them in the Public Works Estimates of this session.

Work for Unemployed.—Under the heading of Work for Unemployed the sum of £10,000 was voted for last financial year, and we propose to ask for the same amount for the current year. Of the £10,000 voted last year, £5,361 was expended, and we had liabilities existing at end of March amounting to £1,863. The £10,000 proposed for this year may possibly be more than will be required, but it is thought better to provide sufficiently for any emergencies which may arise. No money, however, will be expended which is not absolutely required.

We have latterly been getting very fair value for the money expended on this class of work, as the men employed have been fairly good labourers, and have been engaged, wherever practicable, on roads in the country districts, and on railways and other works of a reproductive character. The work is generally let in piecework contracts.

ROADS TO OPEN UP CROWN LANDS BEFORE SALE, ALSO VILLAGE SETTLEMENTS.

Roads to open up Crown Lands.—On the very important work of clearing and forming pioneer roads through Crown lands, preparatory to settlement, the expenditure last year was £61,488, and the vote proposed for this year is £50,000, leaving £33,512 for appropriation in succeeding years.

Village Settlements.—For village homestead settlements last year, the sum of £72,200 was allocated under loan funds to meet the then existing engagements, and of this sum £12,053 was expended during the year. There remained, therefore, on 31st March last, an unexpended balance of £60,147. Of this sum, however, only about £45,000 will be required to meet the engagements now found to be due. This will leave £15,000 clear, which we propose to ask Parliament to authorise the Government to expend on new settlements.

The vote proposed for this year is £20,000, of which £12,000 is required for expenses incurred in locating and for continuing the stipulated advances to the present settlers, and £8,000 for further extension of the system, if authorised to be extended as I have suggested.

In addition to expenditure out of funds specially allocated for village settlements, the settlers have also had the advantage of an expenditure on roads in their districts, out of votes for roads to open up Crown lands before sale, amounting to £10,148. It will be necessary to continue to find similar work in the vicinity of many of the settlements, in order to give the settlers a chance of permanently establishing themselves. Most of the settlements have, however, been now rendered fairly accessible by roads and tracks, and the expenditure from the vote for roads to open up Crown lands for sale cannot therefore continue to be reasonably applied to this purpose.

It is proposed, therefore, that a vote should be asked for in Supplementary Estimates to enable assistance to be continued; and in asking for this vote the Minister of Lands will make a statement to the House of the condition of the several settlements, and the amount of help that they severally require.

ROADS ON GOLDFIELDS.

On account of roads constructed for the development of the mining industry, the expenditure during the five years ending the 31st March last has been, in round numbers, £131,000, and of this amount about £25,000 was expended during last year. The amounts required for the present and following year are

£35,000 and £11,707 respectively, and this will exhaust the loan funds at present available for this class of works. The £35,000 proposed to be expended this year is required to cover liabilities, at the end of March last, amounting to £13,574, and to complete roads on which large sums of money have been expended, so that they can be fully utilized.

WATERWORKS ON GOLDFIELDS.

On account of waterworks on the goldfields, the expenditure during the five years ending the 31st March last was, in round numbers, £42,000, of which about £1,000 was expended during last year. It is not proposed to undertake any new works of this character, but merely to complete some of the more important works now in hand. The amount required to be provided for the present year is £755, leaving £229 for next year.

EXPENDITURE ON ROADS OF ALL CLASSES.

On account of roads of all classes the amount voted out of Public Works Fund last year was £263,620, and the amount expended was £219,519. For this year, with liabilities at end of March last amounting to £120,670, we propose to ask for votes to extent of £168,654. This will leave, under present loan allocations, £151,741 available for appropriation for road works in succeeding years.

PURCHASE OF NATIVE LANDS, NORTH ISLAND.

In the North Island generally.—Under the heading of purchase of Native lands in the North Island generally, as distinct from purchases out of the loan for the North Island Trunk Railway, I find that during the year ended the 31st March last the purchase of 210,000 acres, on which large sums had previously been advanced, was completed at a total cost of about £40,000, equivalent to about 3s. 9d. per acre. This area includes some valuable auriferous land at Coromandel.

The expenditure during last year, including £15,072 recovered from the vote for Purchase of Lands along the North Island Trunk Railway, was £16,587, and the balance remaining for expenditure under loan allocation of last session, is £14,485. Of this amount £9,000 is proposed to be voted for expenditure during the current year, leaving £5,485 for next year.

The object of the Government in regard to these land purchases has been, and still is, to use every effort to close up old transactions. On many of these, in former years large sums have been paid, and, it is feared, in some cases thrown away. So far as time and opportunity offers the Native Land Court will be moved to award to the Crown an equivalent area of land for the money that has been paid, and it is hoped that substantial recoveries will be made with the assistance of the legislation proposed during the current session. It is not the intention of the Government to undertake new purchases under this heading, except in special cases where it is very desirable in the public interest that the lands should be acquired, and where they can be obtained at a reasonable rate.

Along North Island Trunk Railway.—Coming now to the land purchases out of the loan for the North Island Trunk Railway, we completed during last year the purchase of 100,000 acres at a total cost of £8,000, or about 1s. 7d. per acre. The expenditure during the year, exclusive of £15,072 repaid to the general Land Purchase Fund, to recoup former advances, was £9,057.

Of the £100,000 taken from the North Island Main Trunk Railway Loan, and set apart for the purchase of Native lands along that line, the sum of £5,571 still remains available, and is proposed to be voted for expenditure during the current year; and, by the 31st March next, as the result of the expenditure of this £100,000, it is estimated that a total area of 700,000 acres will have been acquired. This would mean an average price per acre of about 2s. 10d.

No further land purchases along the line of the railway can with advantage be gone on with at present, but we propose next session to ask for authority to devote a further sum of £50,000 out of the North Island Trunk Railway Loan to this purpose, and if this is approved of by the House further very desirable land purchases can then probably be made.

By that time it is hoped that the title to the land in the Waikato District, along the line of railway, will be settled. The line runs through the block known as the Rohae Potae for 92 miles. This block, which contains 2,638,000 acres, has been before the Land Court for over two years, but the settlement of the title has been delayed from time to time by unavoidable adjournments. For some months past the Court has, however, been making good progress with the larger subdivisions, and it is expected that some portions adjacent to the line may soon be in a position to be dealt with.

IMMIGRATION.

As regards immigration, as honourable members are already aware, the acceptance of nominations within the colony for passages was stopped on the 22nd December 1887. After that date no nominations were entertained, and the services of the immigration officers and their staffs have been dispensed with.

Since the date up to which information was given in my last Public Works Statement, namely, since the 30th November 1887, 623 souls have arrived, who had been nominated for passages prior to 22nd December, and towards the cost of whose passages the sum of £5,512 has been contributed by their friends in the colony.

Since the same date 47 small farmers have also arrived, with a known capital of £5,630. The total number of this class introduced since the commencement of the system on the 28th September 1885, is 397, with a known capital of £43,785.

The Agent-General on the 17th May informed all persons who had been nominated for passages that their nomination would lapse unless taken advantage of within three months from that date.

The outstanding liabilities, in the colony and in London, on the 31st March 1888, including cost of passages and incidental expenses up to that date, amounted to £8,000; some small contingencies in connection therewith will amount to £110; and a contribution proposed to be made towards the passages of some persons in England, who are separated from their families here, will amount to about £1,000; making in all £9,110; for which we now propose to ask for a vote.

The total number of immigrants, exclusive of small farmers, introduced since the inauguration of the immigration scheme by the Colonial Government, is 114,576.

Details of nationalities and classes of immigrants, introduced up to the 30th April last, will be found in Parliamentary paper D.—3, 1888.

TELEGRAPH EXTENSION.

On account of telegraph and telephone extension, the amount expended last year was £22,984, and the amount proposed to be asked for this year is £20,000, leaving £8,370 for future appropriation. Of the expenditure last year £13,029 was on account of telephone exchanges throughout the colony generally, and was principally for material imported for the purpose. The total capital cost of these exchanges amounted on the 31st March 1888, to £53,288.

The work of the year consisted principally of bringing a large number of small villages into connection with the telegraph system, by means of the telephone, as set forth in Table No. 8 accompanying this Statement. The most costly of these telephone connections were to Patumahoe, Mangamahoe, Tologa Bay, Kumeroa, Clevedon, Cambrian, Blackstone Hill, and Nightcaps.

During last year also, a telephone exchange was established at Blenheim.

The only important telegraph extension work done during last year was the erection of the fifth wire on the main north line between Woodville, Tahoraite, and Waipukurau, this being necessary for the proper dispatch of the large business on the North Island wires.

The further extensions provided for in the Estimates for the present year, include the erection of a telephone exchange at Greymouth; and also the completion of the Kaipara Heads line, the Middlemarch line, and the line from Waipa to Parua Bay.

PUBLIC BUILDINGS.

The principal public buildings in course of erection since the last Public Works Statement was made, have been—The construction of a new Printing Office, the re-erection of the Post Office, and the continuation of the Prison Works, in Wellington; The construction of new Departmental Buildings, additions to Lunatic Asylum, and continuation of Prison Works, in Auckland; and Some additions to the Lunatic Asylum in Christchurch. The amount voted for buildings last year was £109,105, of which £90,529 was expended; and, for this year, with liabilities at end of March last amounting to £29,610, we propose to ask for a vote of £52,244. This will leave a balance of £69,637 of loan allocation for appropriation in succeeding years.

As promised in my Statement of last year, the cost of the re-erection of the Wellington Post Office has been provided for out of the Consolidated Fund, as has also the cost of school buildings for this year, with the exception of a small amount for liabilities existing on the 31st March last. A beginning has also been made towards gradually throwing the whole cost of public buildings on the Consolidated Fund, by providing out of that fund this year for the construction of some of the ordinary departmental buildings required, in addition to school buildings.

LIGHTHOUSES, AND HARBOUR WORKS

Lighthouses.—On account of lighthouses, the amount voted last year was £4,300, of which £2,866 was expended. For this year we propose to ask for a vote of £3,750, leaving £1,684 for next year. The amounts thus proposed to be asked for this year and next year, with the exception of £100 for survey of Kaikoura Lighthouse, and £150 for sundries and contingencies, are all for the Cuvier Island Lighthouse, that being the only work of the kind for which provision was made in the loan allocation of last year.

The necessity of erecting a lighthouse on Stephen's Island to reduce the danger of navigating Cook Strait, and of placing a coast light at the Kidnappers, on the East Coast, has engaged the attention of the Government, but as both works are of a costly character, it has been decided to allow them to stand over for future consideration.

Harbour Works.—For harbour works, no provision is made in this year's Estimates, the loan allocation for that class of work having been exhausted by the vote of last year.

HARBOUR DEFENCES.

Coming now to the subject of harbour defences, I find that the total cost of the harbour defences of New Zealand, up to the 31st March 1888, has been £392,286; of which £52,231 was spent on 64-pounder and 7-ton M.L. guns, torpedo-boats, and reports by military engineers, &c., prior to the war scare of 1885, leaving in round numbers £340,000 as the total cost, on all accounts, of land defences and submarine defences, equipments, armaments, and material of war, since the actual construction of the defence works began.

The vote for the year 1887–88 was £80,000, and the expenditure £73,459, with liabilities at end of year £36,422; of which £3,145 was for works, and £33,277 for war material. Of the total sum of £130,000 provided for harbour defences in the loan allocations of last session, there remained on 31st March last an unexpended balance of £56,541, which is proposed to be expended during

the present year, in discharging the liabilities already referred to, and carrying on the works.

It is hoped that by the end of March next most of the yet unmounted new guns will be emplaced, with magazines and submarine dépôts improved, so that both land and submarine defences may be effective against any sudden emergency. To complete the works, however, to such a stage as would enable all the guns and other materials of war, obtained at large expense from England, to be barely utilised, would, making allowance for prison labour, entail an expenditure of about £9,000, in addition to the amount already provided; while, to place them in a state of fairly-complete equipment, would entail a further expenditure of about £2,000. That would be, in all, about £11,000 in excess of the amount already provided.

In the carrying out of these works during the last year, the Government have had the advantage of General Schaw's reports and advice as to the defences, and of his generous co-operation towards their improvement.

RATES ON NATIVE LANDS.

For rates on Native lands the amount required as an advance for the payments which will fall due during the current year is £11,500, and a vote for that sum will be asked for accordingly. Beyond this amount no further provision is intended to be made for these rates out of the Public Works Fund, the intention being to provide out of Consolidated Fund for such further amounts as may be decided to be expended. The balance remaining on loan allocation for this purpose has therefore been allocated to other services.

THERMAL SPRINGS.

As regards our thermal springs, it is gratifying to observe that they are rapidly becoming of national importance, as the resort of invalids from all quarters. The waterworks at Rotorua have been completed, and are in good order. An unlimited supply of water is thus available for the baths, and also for the ornamental fountains and grounds, and hydrants have been provided in connection with the pavilion, and other Government buildings, as a safeguard against fire. At the Hanmer Plains, the baths and ornamental grounds are reported to be in a very satisfactory condition, and the increase in the number of visitors is so great that an early addition to the number of baths will be necessary. At Te Aroha the number of visitors attracted to the spa has so increased as to have had an appreciable effect on the railway traffic. Details as to the extent to which the various baths are being used and other information of a like character will be found in the Crown Lands Report. The loan allocation for thermal springs last session was £3,500, to which £500 is now proposed to be added, making in all £4,000: of this amount £2,999 was expended last year, leaving £1,001 for the current year.

EXPENDITURE ON PUBLIC WORKS OF ALL CLASSES.

On account of public works of all classes, the amount voted last session was £1,128,077, of which £966,159 was expended during the year. Of the amount thus expended, £440,854 was under Part I. of the fund, for the various works and services therein provided for; £152,315 was under Part II. of the fund, for the North Island Trunk Railway, including road works and Native land purchase in connection therewith; and £372,990 was under Part III. of the fund, on account of the various railways comprised therein.

PUBLIC WORKS FUND.

The funds available for Public Works as from the 31st March last are as follows:—

PART I.

Comprising Immigration; some small items of Railways; Roads of all classes, except roads along North Island Trunk Railway; Waterworks on Goldfields; Purchase of Native Lands, North Island, except lands along North Island Trunk Railway; Telegraph Extension; Public Buildings; Lighthouses, Harbour Works, and Harbour Defences; Rates on Native Lands; and Thermal Springs.

In Part I. of the Fund, we had at 31st March last the sum of £50,392, and to this there is to be added £87,398, to which this fund is entitled under section 31 of the Government Loans to Local Bodies Act; and also £14,336 to be recovered from the Westport Harbour Board, and £500,000 of the loan recently floated; making in all £652,126.

As against this, the amount proposed to be expended during the present year, including £205,323 liabilities at end of March last, is £374,555, which will leave £277,571 available for appropriation in succeeding years.

PART II.

For the North Island Trunk Railway, including Road Works, and Native Land Purchase in connection therewith.

In Part II. of the Fund, taking credit for the £1,000,000 loan recently floated, the amount available for expenditure from 31st March last was £522,000; and, as against this, with liabilities at end of March amounting to £75,904, we propose to expend £135,711 during the present year, leaving £386,289 for appropriation in succeeding years.

PART III.

For Railway Works generally, with the exception of the North Island Trunk Railway, and the small items of Railways included under Part I.

In Part III. of the Fund, taking credit for the additional £500,000 recently floated, we had available for expenditure from 31st March last the sum of £896,245; and, as against this, with liabilities at end of March amounting to £190,468, we propose to expend during the present year the sum of £352,541, leaving £543,704 for appropriation in succeeding years.

THE PUBLIC WORKS FUND AS A WHOLE.

Taking the Public Works Fund as a whole, therefore, we had available for expenditure from 31st March last the sum of £2,070,371; and, as against this, with liabilities at the end of March last amounting in all to £471,695, we propose to expend during the present year the sum of £862,807, leaving £1,207,564 available for appropriation in succeeding years.

As regards the amounts which I have just stated as proposed to be expended during the present year, I should, however, explain that these are the amounts for which we propose to ask for votes in the first column of the appropriations; but it is not probable that quite so much will in any case be spent. In estimating the amount required for each work, it is necessary to provide for the maximum amount of liabilities which may accrue under it, but this maximum is generally only reached in practice in a very few instances. The amount provided as a whole, therefore, usually turns out to be considerably greater than is actually requisite, and, on this basis, I estimate that the actual total expenditure during the current year may probably be kept within £750,000. That is, only, in round numbers, about £280,000 in excess of the liabilities existing at the end of March last, and in this £280,000 there is included the probable costs and charges of raising the two million loan recently floated, amounting to about £100,000. If these anticipations as to probable actual expenditure are fulfilled, the amount remaining unexpended at the end of March next will be about £1,320,000.

TABLES B, C, D, AND E.

The condition of the various funds, in relation to the several works and services therein provided for, will be found in detail on Tables B, C, and D, which will be attached to this Statement.

From Table B of these it will be seen that some readjustments are proposed in the allocations recommended last session for the various classes of works under Part I. of the fund.

The majority of these readjustments are unimportant, as they consist merely in taking sums from classes of works from which they can be spared, and adding them to other classes where they are more required; but with regard to the item of £70,000, which was originally intended for immigration, but which was "unallotted" in the loan Act of this session, it may be necessary to give some explanation.

As honourable members are aware, a considerable amount of expenditure and liabilities had already been incurred in respect of immigration before the House decided last session that immigration was to cease. A sum of £25,000 out of the £70,000 unallotted has therefore had to be allocated to immigration, to cover the expenditure and liabilities thus incurred; and a further sum of £10,000 has had to be allocated towards covering the costs and charges of raising a portion of the recent loan, the amount previously allocated to this purpose having been found to be insufficient. Only one half, however, of this £10,000 is due to the £500,000 of loan belonging to Part I. of the fund, the remainder being due to the £500,000 belonging to Part III., but, as the funds under Part III. are absolutely tied up by the Loan Act to certain fixed items, nothing more could be got out of them for this purpose, and the whole of the additional amount required had consequently to be provided for out of Part I.

The amount under the heading of "unallotted" has therefore been reduced to £35,000.

In the case of Part II. of the fund, the details of which are shown on Table C, a small re-adjustment has been made in respect of road works. Also a re-adjustment to extent of £10,000 on account of charges and expenses of raising loan, for the same reason as has been already explained in the cases of Parts I. and III., namely, that the amount previously allocated was insufficient.

Table D shows the details of the allocations under Part III. of the fund, in which no alterations have been made; and table E shows, same as last year, the total expenditure under all classes of works for several years back, in comparison with the total expenditure proposed for the current year, and the amount which will then be left available for future appropriation.

PROPOSAL TO DO AWAY WITH THE PUBLIC WORKS DEPARTMENT.

As indicated in the Financial Statement of my colleague the Colonial Treasurer, the Government proposes during the recess to take steps towards the early abolition of the Public Works Department.

RAILWAY COMMISSIONERS.

On the subject of the Chief Commissioner for Railways, communications with the Agent-General have not yet been brought to a close, but we hope to hear finally from him very shortly, and will then set up the Commission without delay.

CONCLUSION.

I have now, Sir, come to the end of my Statement; and I would wish to thank the House for the patient hearing which it has vouchsafed to me.

Whilst my task has not been the pleasant one of proposing an active prosecution of public undertakings, such as a condition of general prosperity would demand and justify, I have at least the satisfaction of feeling that our proposals are founded on a careful and well-considered view of the necessity of the undertakings proposed, and I am at the same time confident that one means of securing a sound condition of affairs will be found in bringing the Public Works expenditure within reasonable compass, and conducting it on a scale in proportion to the means of the colony.

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 result of working railways.

SUPPLEMENT TO PUBLIC WORKS STATEMENT, 1888.

DESCRIPTION OF RAILWAYS IN COURSE OF CONSTRUCTION.

HELENSVILLE NORTHWARDS.

On the railway from Helensville northwards a contract is in progress to complete the line to a point in the Kaukapakapa Valley, about 8 miles from Helensville. When this is done, the total length of the railway northwards from Auckland will be 44 miles. The works now in hand are expected to be finished about the end of March next. A trial survey has been run for the continuation of the line to near Wellsford, 37 miles from Helensville, but it is not proposed to put any more works in hand for the present.

The vote required to meet existing liabilities on account of this railway will be £15,000 for this year and about £4,000 for next year, leaving £49,839 for further undertakings in the future.

GRAHAMSTOWN—TE AROHA.

On the Grahamstown—Te Aroha Railway the rails are laid from Grahams-town to Kaueranga, about 5 miles, and the formation, without bridges, is completed between Kaueranga and Hikutaia, about 8 miles; and in progress from there to near Ohinemuri, about 6 miles. It is expected that the latter section will be finished next month. From Ohinemuri to Te Aroha, 13 miles, the contract-survey is complete. The total distance from Grahamstown to Te Aroha will be 32 miles. Plans and specifications have been prepared for a contract for the bridges and culverts on the Hikutaia and Ohinemuri sections, but it is not proposed to call for tenders during the current year.

The amount now required to be voted for this railway, in order to meet existing liabilities, which include a considerable sum for land purchase, will be £5,000, leaving £32,926 for appropriation in succeeding years.

PUTARURU—ROTORUA.

On the Putaruru—Rotorua Railway, the first contract from Putaruru to Ngatira, 8 miles, has just been finished, but as there would be no traffic on this section by itself it is not proposed to open it. At the Rotorua end, the formation on 6 miles, between Rotorua and Ngongotaha, has been carried out by the Maoris, in piecework contracts, to the extent of £5,940, in a very satisfactory manner. The intervening distance between Ngatira and Ngongotaha, about 19 miles, has been surveyed for contract. The total distance from Putaruru to Ohinemutu is 32 miles. A survey is in progress for a road to connect the proposed station at Okohiriki, which is 18 miles from Putaruru, with the Oxford—Ohinemutu Road. The length of this road will be about 6 miles, and it will strike the existing road about 6 miles from the Ohinemutu Township.

Beyond the completion of this road-survey, it is not intended to do any more work in connection with the Putaruru—Rotorua Railway at present.

The amount required to be now voted for this railway, to meet existing liabilities which will all probably fall due within the current year, is £20,000, leaving £36,103 for further undertakings in the future.

NORTH ISLAND TRUNK RAILWAY.

North End.—On the North Island Trunk Railway, at the north end, the line is completed and open for traffic from Te Awamutu to Te Kuiti, a distance of 25 miles. A further section of 9 miles is in progress, and expected to be

completed in December next. This will bring the railway to the Upper Mokau Valley, a distance of 34 miles from Te Awamutu, and 134 miles from Auckland. From the Mokau Valley working-surveys have been made to a point about 2 miles south of Te Koura, 66 miles from Te Awamutu, but no construction work has been put in hand beyond the Upper Mokau, except the Poro-o-tarao tunnel contract, length about $1\frac{1}{2}$ miles, which occurs near the forty-seventh mile. After considerable delays, this contract is now making satisfactory progress, the work being well advanced towards completion.

The amount required to be now voted to meet existing liabilities on account of these north end works, which will all probably fall due within the current year, is £57,000, leaving £177,359 for further undertakings in the future.

South End.—At the south end, the railway is completed and open for traffic from Marton Junction to Rangatira, a distance of 19 miles. Working-surveys and plans have been made from there to the end of the Paengaroa section, 51 miles from Marton; and from thence to the head of the Hautapu Valley, at 61 miles from Marton, the line has been finally located. This embraces all the rough country at the southern end of the line.

The amount required to be voted this year for south end works, in order to meet existing liabilities which will all probably come in for payment before the end of March next, is £8,000, leaving £114,756 for appropriation in succeeding years.

Road Works.—The road works, in connection with the North Island Trunk Railway, that were in progress when the last Public Works Statement was delivered, have been carried on to completion, but no new road work has been undertaken. In inland Patea a fair dray-road has been made from the Rangitikei to the Moawhanga, 16 miles, and from thence to the Hautapu, 11 miles further, the track is just passable. Following the railway-line itself there is now a good riding road all the way from Hunterville to the Mokau (about 170 miles), with a branch from Murimotu to the Wanganui River at Pipiriki, 25 miles.

The amount required to be voted this year on account of road works, in order to meet existing liabilities, is £1,900, leaving £690 for future appropriation.

Surveys.—In connection with the North Island Trunk Railway, but paid for out of the vote for "Surveys of New Lines of Railway," under Part III. of the Public Works Fund, an exploration has been undertaken for a line of railway to connect Taranaki with the Main Trunk line. This was commenced in January last, and the field work is expected to be finished about December next.

A survey is being made of two routes—the Ngaire and Waitara routes. The Ngaire line leaves the Foxton-New Plymouth Railway at a point near the Ngaire Station, about 33 miles south of New Plymouth, and practically follows the original Stratford route to Nihoniho. It then crosses the intervening range to the Ongarue Valley, near Maramata, where it merges into the central route. The Waitara line follows up the coast from Waitara to the Mimi River, and then strikes inland up the Mimi Valley, and across the intervening ranges into the Tangarakau watershed, where it joins the Ngaire route.

It is impossible to give a definite opinion with reference to either of these lines till the surveys and plans are completed. The information obtained so far shows no insuperable difficulty, but a considerable portion of the country is very rough and broken.

General.—Beyond completing the works and surveys that are actually in hand, it is not proposed to incur any further expenditure on the North Island Trunk Railway for the present.

Purchase of Native Lands.—The particulars as regards the purchase of Native lands out of the loan for this railway will be found under the heading of "Purchase of Native Lands, North Island." In my Public Works Statement of last year these particulars were given under the heading of the railway itself, but I have thought it better this year to deal with all the Native land purchases in the North Island under one heading.

North Island Trunk Railway Works as a whole.—Taking the North Island Trunk Railway works as a whole, including departmental expenditure, purchase of Native lands, and charges and expenses of raising loans, &c., the amount required to be voted this year is £135,711; and for next year about £2,150, which will leave £384,139 for future appropriation.

WOODVILLE—PALMERSTON.

On the Woodville–Palmerston Railway, the total length to be constructed from Woodville to Terrace End, $1\frac{1}{2}$ miles from Palmerston Station, is 15 miles. Of this length, $4\frac{1}{2}$ miles of formation in the Manawatu Gorge is under contract, and expected to be finished in July next. The works, which include heavy cuttings, bridging, and tunnelling, are making fair progress.

Tenders have been invited for the erection of the Pohangina Bridge, and if a satisfactory tender is received it is proposed to accept it forthwith.

The vote which we now propose to ask for for this railway is £50,000, leaving £77,201 for future appropriation.

WELLINGTON—WOODVILLE.

The Wellington–Woodville Railway is completed and open for traffic from Wellington to Mangamahoe, a distance of 82 miles, and a combined road and railway-bridge has been constructed over the Manawatu River at Awapurua, near Woodville. From Mangamahoe to Eketahuna, length 6 miles, a contract for formation and platelaying is in progress. Although somewhat retarded by adverse weather and other difficulties the works have been carried on vigorously, and they are expected to be finished in October next. The completion of the railway to Eketahuna will leave a gap of only 27 miles in the whole distance between Wellington and Woodville, 115 miles.

A contract has just been entered into for protective works at the Awapurua Bridge, the encroachment of the river having made it necessary to protect the banks and extend the approach on the southern side.

The completion of the works thus in hand will practically exhaust the present loan allocation, so it is not contemplated to undertake any further works on this line at present.

The vote required, in order to meet existing liabilities which will probably accrue this year, is £24,000, and for next year about £4,000, leaving £4,844 for appropriation in succeeding years.

BLLENHEIM—AWATERE.

On the Blenheim–Awatere Railway, the formation is finished to the end of the Dashwood section, 8 miles from Blenheim. It is not proposed to enter upon any further works for the present.

The vote now required for this railway, in order to meet existing liabilities, which will all probably fall due during the current year, is £6,000, leaving £23,340 for appropriation in succeeding years.

GREYMOUTH—BRUNNERTON.

On the Greymouth–Brunnerton Railway, but out of Harbour Board funds, considerable additions have been made to the shipping facilities at Greymouth. The wharf has been extended 650 feet, and two 8-ton hydraulic cranes have been provided for loading coal.

GREYMOUTH—HOKITIKA.

On the Hokitika–Greymouth Railway, at the Hokitika end, the line is finished from the Hokitika Wharf to near the Arahura River, 4 miles, and between that point and the Kapitea Creek, 7 miles, the formation is nearly all done, and the Arahura River is bridged.

At the Greymouth end, the rails are laid for $1\frac{1}{2}$ miles, and the formation partly made to the Teremakau River $7\frac{1}{2}$ miles further. Tenders were received some time since for the completion of the Greymouth–Teremakau section, but

in view of the determination to postpone proceeding with all other railways, except the Otago Central and Manawatu Gorge lines, it has not been thought desirable to accept them. The Teremakau Bridge is under contract. Its erection has not yet been commenced, but the material is all provided, and some of it manufactured.

The vote required for this railway, in order to meet existing liabilities, will be £23,000 for this year, and about £6,000 next year, leaving £20,064 for appropriation in succeeding years.

MOUNT SOMERS.

On the Mount Somers Branch Railway, the earthwork has been done from Mount Somers Township to Springburn, 4 miles, and the line will probably be completed for traffic during the current year.

The total balance of loan allocation for this railway, remaining unexpended at 31st March last, was £6,292, of which £4,000 will be required for expenditure during the current year, and the balance next year.

OTAGO CENTRAL.

On the Otago Central Railway, the rails are laid from Chain Hills Junction to the crossing of the Taieri River—16 miles, and the formation and tunnels are completed to the Sutton, 33 miles from Chain Hills. The masonry of the bridges is finished as far as the twenty-second mile, and in progress to the Sutton, and well advanced. The bridge superstructures are finished to the Taieri, and under contract to the Deep Stream at the twentieth mile. A small station, which will be the outlet to the Hindon country, is in course of formation on the southern side of the Taieri, and a well-graded road is in course of construction, and nearly finished, between this station and the Hindon settlement. The line will be ready for opening to this point early next summer.

Tenders have been invited for a contract for the superstructures of the bridges between the Deep Stream and the Sutton, and if a satisfactory tender is received it is proposed to put the works in hand at once, and also to proceed with the platelaying over the same distance as the bridges get finished.

It is also intended to proceed, during the current year, with a portion of the formation work on the Middlemarch Section.

The vote proposed to be asked for this year is £40,000, leaving £62,822 for future appropriation.

CATLIN'S RIVER.

On the Catlin's River Branch, an extension from Romahapa to Ahuriri Flat, 5 miles, is in progress by the "unemployed," the culverts and drains being done by contract. The earthworks are approaching completion, and it is not proposed to put any further works in hand this year.

The amount now required to be voted for this railway, in order to meet existing engagements, is £2,000, leaving £27,482 for appropriation in succeeding years.

RIVERSDALE—SWITZERS.

On the Riversdale—Switzers Railway, the rails are laid from Riversdale to the Mataura River, a distance of 3 miles; the formation, exclusive of bridges, is constructed for 5 miles further; and the contract-survey is completed throughout. The total length from Riversdale to Switzers is 14 miles.

Tenders were received some time since for the bridge over the Mataura River, but, for the same reasons as stated in the case of the Hokitika to Grey-mouth Railway, it has not been thought desirable to accept them, or to undertake any other works on this line at present.

The amount required to be voted this year, in order to cover existing liabilities, is £250, leaving £18,409 for future appropriation.

EDENDALE—FORTROSE.

The Edendale—Fortrose Railway is completed and opened from Edendale to Wyndham, a distance of 4 miles, and the formation is finished for 3½ miles further. A contract is in progress for another 2 miles, including a tunnel 10

chains long. This brings the line to the crossing of the main road at Glenham Homestead. It is estimated that the tunnel-works will be finished by about January next. Beyond carrying on the works contracted for, it is not proposed to incur any further expenditure on this railway during the present year.

The amount now required to be voted for this railway, in order to meet existing liabilities, which will all probably fall due before the end of March next, is £9,000, leaving £11,084 for appropriation in succeeding years.

SEAWARD BUSH.

The Seaward Bush Railway is completed and opened for traffic from Appleby to Oteramika, a distance of 11 miles. A contract-survey is made to Waimakaka, 12 miles further, but it is not intended to undertake any more works at present.

The amount now required to be voted for this railway, in order to meet existing liabilities, which will all probably fall due before the end of March next, is £1,000, leaving £3,609 for future appropriation.

SUMMARY.

On account of railways in course of construction, as a whole, the votes proposed to be asked for this year will amount to £338,900, leaving £829,518 for future appropriation. Of these amounts £75,240 and £334,084 respectively appertain to the North Island Trunk Railway, and the balance, namely, £263,660 and £495,434 to other railways.

REMARKS ON OUR RAILWAYS GENERALLY, RETROSPECTIVE AND PROSPECTIVE.

In connection with the subject of railways in course of construction, I would wish to take this opportunity of making a few remarks on the question of our railways generally, retrospective and prospective.

My object is to look back at what we have done during the last seventeen years, in order to realise what we have obtained for our expenditure, in comparison with similar expenditure in other countries.

In doing this, I propose, for reasons which I shall explain presently, to confine my remarks, in the meantime, to a comparison between the railways of New Zealand, and those of Victoria, New South Wales, and Cape Colony, taking in each case the latest data that we have got to hand:—

In New Zealand, taking, as in the other colonies, the working railways mileage, we had, in March 1888, 1,758 miles of railway, which cost £13,352,978, or an average of	£7,595 per mile.
In Victoria, they had, in June 1887, 1,880 miles of railway, which cost £26,171,609, or an average of	£13,921 per mile.
In New South Wales, they had, in December 1886, 1,889 miles of railway, which cost £24,071,454, or an average of	£12,743 per mile.
And, in Cape Colony, they had, also in December 1886, 1,599 miles of railway, which cost £14,130,616, or an average of	£8,837 per mile.

These are the actual figures as given in Table A attached to this Statement, but, in order to do full justice to the cases of the other colonies, as they have greater lengths of double line than we have, I have calculated the cost per mile anew on the basis that each mile of double line is equal to two miles of railway. The several lengths of double line are as follows: In New Zealand, 6 miles; in Victoria, 236 miles; in New South Wales, 66 miles; in Cape Colony, 15 miles. This, however, is doing more than justice to the cases of the other colonies, as the cost of constructing a double line is not in reality anything like double the

cost of constructing a single line. On the basis which I have assumed, however, the case stands as follows:—

New Zealand, 1,764 miles, average cost	....	....	£7,570 per mile.
Victoria, 2,116 miles, average cost	....	....	£12,368 „
New South Wales, 1,955 miles, average cost	....	....	£12,313 „
Cape Colony, 1,614 miles, average cost	....	....	£8,755 „

For the purpose of a more simple comparison of these cases, I propose now to state, on the basis of the average price per mile in each colony, what the cost would be, in Victoria, New South Wales, and Cape Colony respectively, of a mileage equal to what we have in New Zealand; and, stating the case in that way, the figures would be as follows:—

In New Zealand, at our average cost per mile, 1,764 miles comes to	....	....	....	....	....	£13,352,978
In Victoria, at their average cost per mile, 1,764 miles would come to	....	....	....	....	....	£21,817,152
In New South Wales, at their average cost per mile, 1,764 miles would come to	....	....	....	....	....	£21,720,132
And, in Cape Colony, at their average cost per mile, 1,764 miles would come to	....	....	....	....	....	£15,443,820

From these figures it will now be seen, that if we had proceeded on the Victorian basis, our railways would have cost us £8,464,174 more than they have done; and similarly, on the New South Wales basis, they would have cost £8,367,154 more; and, on the Cape Colony basis, £2,090,842 more; and the question which has arisen in my mind for consideration is, whether we would have been better or worse off if we had adopted any of these bases of construction, rather than the one which we have adopted.

The first aspect of the matter which naturally strikes one in this connection is, What has Victoria gained for its £8,000,000 extra cost, and New South Wales for its £8,000,000, and Cape Colony for its £2,000,000?

Presuming that in each case the railways fulfil the requirements of the existing traffic, the advantage, or disadvantage, of a more expensive class of line, will rest mainly on the relative cost of its maintenance, as compared with the maintenance of a line having structures of a cheaper and more perishable character, and it is on this basis that I propose to examine these several cases.

In applying this test of the relative cost of maintenance, however, it is of course necessary to bear in mind the fact, that before it can be properly applied, the lines must all have been in existence for a sufficient time for the renewals of structures on the cheaper class of line to have become general, and to have got, in fact, into such a condition that they are uniform year by year, and not liable to periodical culminations or fluctuations to any great extent.

I believe that the New Zealand Railways as a whole have already got into this condition, and I think, therefore, that a comparison may fairly be made as between them and the more expensive class of lines with which I am now comparing them; and I should here explain that it was for this reason that I have selected the Victorian, New South Wales, and Cape Colony railways for comparison, rather than the cheaper railways in Tasmania and elsewhere.

The conditions governing working expenses, as a whole, and the relation of working expenses to revenue, are so intricate; depending upon the situation of the lines, the character of the traffic, the gradients, and the tariff rates, &c., that it is scarcely possible to make any intelligible comparison on that basis.

The relative cost of maintenance, however, is not such an intricate subject, because, for similarly constructed lines, when rates of wages and prices of materials are about equal, the cost of maintenance, with reasonable speeds, should depend almost entirely on the train-mileage.

When once a railway has got to such a stage that the cost of maintenance becomes uniform, the matter of permanence or otherwise of the structures becomes practically eliminated out of the question, and the only matter for consideration is, whether the interest on the extra cost of the more expensive line, is greater or less than the extra cost of maintenance of the cheaper line. This is, of course, presuming, as already stated, that in either case the railway is good

enough to fulfil the requirements of the existing traffic, and also bearing in mind that we are speaking of colonial railways, where high rates of speed are not required or justified by the circumstances of the cases. If the more expensive class of line does not show justification for its extra cost by a corresponding saving in working expenses on this basis, then its extra cost is not justifiable, as every expenditure beyond what is revenue-producing or labour-saving is merely luxury and extravagance.

The gauge of the Victorian Railways is 5 feet 3 inches, of the New South Wales Railways 4 feet 8½ inches, of the Cape Colony Railways 3 feet 6 inches, and of the New Zealand Railways 3 feet 6 inches; but the item of gauge cannot affect the question at present under consideration in any way, unless it can be shown that a gauge of 3 feet 6 inches is insufficient for the requirements which have to be met.

The cost of maintenance per mile per annum of the various railway systems, as shown in Table A, is, in New Zealand, £141; in Victoria, £170; in New South Wales, £242; and in Cape Colony, £144. These, as in the former case, are the actual figures as given in Table A. They are based, as is customary, on the average mileage open during the year, which is shown in third column of Table A. Allowing, however, as before, that each mile of double line is equal to two miles of railway, they would become as follows: New Zealand, £141; Victoria, £150; New South Wales, £233; and Cape Colony, £143.

This is, however, again giving the railways of the other colonies the advantage, as the cost of maintenance of a double line for a given amount of traffic is little if anything greater than that of a single line.

On this basis the total cost of maintenance per annum in the several colonies, for a mileage equal to what we have in New Zealand, would be as follows:—

In New Zealand, 1,749 miles at £141 per mile	£246,340
In Victoria, 1,749 miles at £150 per mile	£262,350
In New South Wales, 1,749 miles at £233 per mile	£407,517
And in Cape Colony, 1,749 miles at £143 per mile	£250,107

Referring again to Table A, we find that the train mileages for the years under consideration were in the respective colonies as follows:—

New Zealand	2,944,786 train miles.
Victoria	7,991,378 „
New South Wales	6,479,265 „
Cape Colony	2,522,149 „

These are the total train mileages for the several railway systems, irrespective of the length of the several systems. Converting them, for the purpose of comparison, into “train miles per mile of railway,” they become as follows:—

New Zealand	1,684 train miles per mile of railway.
Victoria	3,942 „ „ „
New South Wales	3,491 „ „ „
Cape Colony	1,563 „ „ „

In this calculation the mileages taken, as before, have been the average mileages open during the year, with length of double line added.

From this data the following results are deducible by simple proportion:—

First, taking the case as between Victoria and New Zealand. If our railways had been constructed on the Victorian basis, with bridges and other structures of the more durable character obtaining there, our charge for maintenance last year, on the basis of the relative train-mileages, and the cost of maintenance in Victoria, would have been £134,266 less than it has been; but, as against this, we should have had to pay interest on £8,464,000 additional capital, which, at say 4 per cent., would have come to £338,560. It would appear, therefore, that we are better off by £204,294 per annum, than if we had built our railways on the Victorian plan.

Similarly, on the New South Wales basis, our charge for maintenance last year would have been £49,761 less than it has been; but, as against this, we should have had to pay interest (on additional capital of £8,367,000) to extent of

£334,680. We would, therefore, appear to be better off by £284,919 per annum than if we had adopted the New South Wales plan.

Similarly, again, on the Cape Colony basis, our charge for maintenance last year would have been more than it has been by £23,129; and, in addition to this, we should have had to pay interest (on additional capital of £2,091,000) to the extent of £83,640,—so that we are better off by £106,769 per annum than if we had adopted the Cape Colony plan.

In considering the cost of our railways as a whole, there is also an item which should not be forgotten, namely, that this cost includes the Lyttelton Tunnel, which is the largest undertaking of the kind in any of the colonies.

It would seem evident, therefore, that we have acted wisely in New Zealand in adopting the cheaper class of railways, which, though cheap, are nevertheless quite adequate to our requirements; and it is also evident, from the low cost of maintenance, that we must have had good work done in the construction of our lines, and that the supervision of their maintenance has been careful and painstaking. All that we require, therefore, is further agricultural development, and consequent increase in traffic, in order to produce from our railways a handsome dividend.

Coming now to the cases of the colonies having cheaper railways than ours, the data as regards these lines, in comparison with the New Zealand ones, will be found in the following table:—

Colony.	Mileage constructed.	Average Miles Open during Year.	Length Double	Total Cost.	Cost per Mile constructed.	Cost per Mile constructed, including length of Double Line.	Maintenance.		Train Mileage.	
							Per Mile per Annum of Average Miles Open.	Per Mile per Annum, including length of Double Line.	Total.	Per Mile of Railway
New Zealand ..	1,758	1,743	6	£ 13,352,978	£ 7,595	£ 7,570	£ 141	£ 141	2,944,786	1,684
South Australia ..	1,426	1,221	9	9,083,093	6,397	6,356	90	89	2,102,856	1,710
Queensland ..	1,555	1,453	..	10,155,603	6,531	6,531	158	158	2,663,204	1,833
Tasmania ..	133	106	..	872,332	6,558	6,558	144	144	224,143	2,114

From this data the comparison between the several lines is arrived at, as before, by simple proportion:—

In the case of South Australia: If the South Australian Railways had been built and maintained on New Zealand Railway basis, their charges for maintenance and interest together would have been, for last year, at the rate of £135,606 per annum more than they have been. They appear, therefore, to be better off to that extent than we are; by reason, partly, of having constructed cheaper lines, and also probably because their country is not so rough as ours is, and their maintenance consequently cheaper.

Similarly in the case of Queensland. They were better off during last year than they would have been on our basis to the extent of £57,623. This is entirely due to saving of interest on capital, as their maintenance was more expensive, in proportion to the work done, than ours was.

Similarly, again, in the case of Tasmania. They were better off during last year than they would have been on our basis to the extent of £8,833. Part of their saving in this respect was due to less expensive maintenance, and part to saving of interest by reason of their cheaper lines.

Taking these results, in connection with those for the more expensive lines, it would appear, that while we have the advantage as compared with the railways which are more expensive than ours; the railways, on the other hand, which are less expensive than ours have the advantage over us.

It seems probable, however, that in the case of the more recent Tasmanian railways they have carried economy in construction to an extreme, and that their maintenance in future years will not probably be so cheap as it was last year, while the lines were new. The first 45 miles of their railways cost on the average £10,344 a mile, while the later 88 miles cost only £4,623 a mile; and;

concerning these later lines, their General Manager, in his report of 6th July 1887, says, "Whilst our working expenses have fallen to a satisfactory rate, both per mile open and per train mile, I am constrained to observe that there is a probability of an increase in this direction on new lines." * * *

"The economical construction of the railways has necessitated steep grades on most of the lines, which will militate against a profitable working should the traffic increase as anticipated."

The gauges of the last series of railways which I have been alluding to are as follows—but, as before stated, the relative gauges cannot affect the question at present under investigation. In New Zealand the gauge is 3 feet 6 inches; in South Australia it is 5 feet 3 inches for about 490 miles, and 3 feet 6 inches for the remaining 930 miles; in Queensland it is 3 feet 6 inches; and in Tasmania it is both 5 feet 3 inches and 3 feet 6 inches (by means of a centre rail) for about 45 miles, and 3 feet 6 inches for the remaining 88 miles.

In view of all these facts I am convinced, that the proper principle for adoption in a young colony like this, is to construct our railways from time to time in such a way as to march along with, but not outpace, the requirements of the existing traffic.

In that way the real requirements of the country will be provided for as they arise; lavish expenditure on stations and other works, in anticipation of traffic which may never ensue, will be avoided; and the burden of the interest on the cost of construction will fall gradually upon the country, as it grows able to bear it, instead of being imposed before its time, in the shape of a dead-weight of taxation, on account of expenditure for which there is no adequate return.

My remarks in this direction have been to some extent prompted by what has struck me as a tendency, which has recently been growing up, to build our later railways of a much more expensive character than was adopted for our earlier lines; or, in other words, to construct our new extensions of the character up to which it has been found necessary to bring the older railways; and I think myself that this is a mistake, as there is clearly no necessity to construct new railways, which are of the character of pioneer lines, through comparatively uninhabited country, of as high a class as the existing lines in populous districts, where large traffic has been already developed.

I would recommend, therefore, if we are to further extend our railways in the future, that we should revert towards the less expensive type of railway originally adopted, bearing in mind that these cheaper railways (provided that good grades are obtained in the first instance) can readily be improved and further equipped from time to time, so as to meet all the requirements that are likely to arise; and I should gather, from the facts which I have adduced in this connection, that such railways as we require in the shape of new extensions, should be produced, in average country, at a cost not exceeding £6,000 a mile.

The conclusions which I have arrived at on this question may be concurred in or they may not, but in either case I do not think that I need apologise for having introduced the subject, as this question of the scope and type of our railways is, to my mind, the most important question which can engage the attention of the colony in connexion with its public works.

The determination of such questions as this, in fact, necessarily affects the whole of our present and future policy in connection with railway construction, and as it is the determination of such questions as this, with wisdom or otherwise, which makes or mars the fortunes of private companies, so such determination must to a great extent go towards promoting or retarding the welfare of a colony.

E. MITCHELSON.
18-8-88.

PUBLIC WORKS STATEMENT, 1888.

LIST OF TABLES ATTACHED TO STATEMENT.

Table A—Comparative Statement of Revenue and Expenditure, &c., of Railways in Queensland, New South Wales Victoria, South Australia, New Zealand, Cape Colony, and Tasmania.

Table B—Public Works Fund, Part I.—Condition on 31st March, 1888.

Table C—Public Works Fund, Part II.—Condition on 31st March, 1888.

Table D—Public Works Fund, Part III.—Condition on 31st March, 1888.

Table E—General Summary.—Showing total expenditure under Public Works Fund on all classes of works for the years 1880–81 to 1887–88, and the proposed expenditure on same for the year 1888–89. Also the balances of existing loan allocations which will then remain available for appropriations in succeeding years.

THE RAILWAYS OF THE AUSTRALASIAN COLONIES,
COMPARATIVE STATEMENT OF COST, &c.

D.—1.

Table A.

(To accompany Public Works Statement of August, 1888.)

COMPARATIVE STATEMENT of REVENUE and EXPENDITURE, &c., of RAILWAYS in QUEENSLAND, NEW SOUTH WALES, VICTORIA, SOUTH AUSTRALIA, NEW ZEALAND, CAPE COLONY, and TASMANIA, compiled from Official Tables of Railway Reports.

Railway.	Miles open at End of Year.	Average Miles open during Year.	Construction.		Rolling-stock.			Number of Passengers conveyed.	Tonnage of Goods, and Live Stock conveyed.	Gross Revenue.				Total Train-miles.	Gross Revenue per Train-mile.	Population.	Year ending
			Capital Cost.	Average Cost per Mile open.	Engines.	Carriages.	Wagons, Vans, &c.			Passenger, &c., Traffic.	Goods and Live-stock Traffic.	Total.	Per Average Miles open.				
Queensland ..	1,555	1,453	£ 10,155,603	£ 6,531	189	206	2,709	1,579,658	648,548	£ 252,617	£ 440,472	£ 693,089	£ 477	2,663,204	s. d. 5 2-50	366,940	31 Dec., 1886.
New South Wales ..	1,889	1,790	24,071,454	12,743	406	940	8,364	14,881,604	3,218,582	849,253	1,310,817	2,160,070	1,207	6,479,265	6 8-01	1,042,919	31 Dec., 1886.
Victoria ..	1,880	1,791	26,171,609	13,921	346	808	5,633	49,219,857	2,972,761	1,259,496	1,193,582	2,453,078	1,370	7,991,378	6 1-67	1,036,118	30 June, 1887.
South Australia ..	1,420	1,221	9,083,093	6,397	176	257	4,514	3,666,452	782,350	227,091	368,101	595,192	487	2,102,856	5 7-93	312,421	30 June, 1887.
New Zealand ..	1,758	1,743	13,352,978	7,595	271	511	8,153	5,428,492	1,770,638	387,453	607,390	994,843	571	2,944,786	6 9-08	603,361	31 Mar., 1888.
Cape Colony ..	1,599	1,599	14,130,616	8,837	228	302	3,417	2,237,465	324,470	274,732	773,954	1,048,686	656	2,522,149	8 3-80	300,000	31 Dec., 1886.
Tasmania ..	133	106	872,332	6,558	17	30	362	193,829	42,661	24,177	21,747	45,924	433	224,143	4 1-10	142,478	31 Dec., 1886.

Railway.	Maintenance.		Locomotive.		Traffic.		General.		Total Working Cost.			Net Earnings.				Population for every Mile opened.	Year ending
	Amount.	Per Average Miles open.	Amount.	Per Average Miles open.	Amount.	Per Average Miles open.	Amount.	Per Average Miles open.	Amount.	Per cent. of Gross Revenue.	Per Train-mile.	Per Average Miles open.	Amount.	Per Average Miles open.	Per Train-mile.	Per cent. on Capital Cost.	
Queensland ..	£ 230,007	£ 158	£ 144,572	£ 100	£ 99,885	£ 69	£ 2,502	£ 1	£ 476,966	68-82	s. d. 3 6-98	£ 328	£ 216,123	£ 149	s. d. 1 7-52	2-13	236
New South Wales ..	432,371	242	544,354	304	430,501	240	85,766	48	1,492,992	69-12	4 7-30	834	667,078	373	2 0-71	2-90	552
Victoria ..	304,149	170	443,555	248	630,866	352	48,546	27	1,427,116	58-18	3 6-86	797	1,025,962	573	2 6-81	3-92	551
South Australia ..	109,879	90	151,210	123	104,619	86	16,598	14	382,306	64-23	3 7-63	313	212,886	174	2 0-30	2-52	220
New Zealand ..	246,340	141	224,775	129	179,233	103	36,980	21	687,328	69-09	4 8-02	394	307,515	177	2 1-06	2-30	343
Cape Colony ..	230,880	144	241,915	151	108,501	68	65,419	41	646,715	61-70	5 1-50	404	401,971	252	3 2-30	2-85	188
Tasmania ..	15,308	144	11,863	112	8,505	80	2,241	21	37,917	82-56	3 4-60	357	8,007	76	0 8-50	0-90	1,071

AVERAGE CHARGES per Ton of Goods carried.

	£	s.	d.		£	s.	d.
Queensland ..	..	..	0 13 7	New Zealand ..	..	..	0 6 10
New South Wales ..	..	..	0 8 2	Cape Colony ..	..	..	2 7 9
Victoria ..	..	..	0 8 0	Tasmania ..	..	..	0 10 2
South Australia ..	..	..	0 9 5				

Working Railways Department, Wellington,
21st May, 1888.

Table B.
[To accompany Public Works Statement of August, 1888.]
PUBLIC WORKS FUND.—PART I.

Classes	Description of Work.	Allocations as determined in December, 1887.	Expenditure during Year ending 31st March, 1888.	Balances of Allocations unexpended on 31st March, 1888.	Readjustment of Allocations now proposed (July, 1888).		Unexpended Balances of Allocations as thus readjusted (July, 1888).	Liabilities on 31st March, 1888.	Amounts proposed to be voted for Expenditure during the Year ending 31st March, 1889.	Balances of readjusted Allocations which will thus remain available for Appropriation in succeeding Years.
					Plus.	Minus.				
I.	Immigration	£ 720	£ 15,598	Dr.14,878	£ 25,000	£ ..	£ 10,122	£ 3,800	£ 9,110	£ 1,012
II.	Public Works, Departmental	13,000	6,089	6,911	..	..	6,911	..	5,500	1,411
III.	Railways	3,500	1,408	2,092	10,000	..	12,092	1,033	8,400	3,692
IV.	Roads :—									
	Roads, Bridges, and Wharves North of Auckland	3,870	3,138	732	..	..	732	40	300	432
	Main Roads	48,400	13,756	34,644	..	..	34,644	5,311	15,100	19,544
	Miscellaneous Roads and Bridges	69,500	25,989	43,511	15,000	..	58,511	12,642	34,354	24,157
	Grants-in-aid	137,600	57,632	79,968	3,584*	(1)50,000	33,552	7,367	12,000	21,552
	Roads to open up Lands before Sale	125,000	61,488	63,512	20,000	..	83,512	20,049	50,000	33,512
	Village Settlements	72,200	12,053	60,147	..	..	60,147	60,138	20,000	40,147
	Roads on Goldfields	71,760	25,053	46,707	..	..	46,707	13,574	35,000	11,707
	Total Roads	523,330	199,109	329,221	38,584	50,000	317,805	119,121	166,754	151,051
V.	Waterworks on Goldfields	2,000	1,016	984	..	..	984	55	755	229
VI.	Purchase of Native Lands, North Island	16,000	1,515	14,485	..	..	14,485	1,068	9,000	5,485
VII.	Telegraph Extension	41,100	22,984	18,116	10,254	..	28,370	3,004	20,000	8,370
VIII.	Public Buildings :—									
	Parliamentary Buildings	100	24	76	..	..	76	..	76	..
	Departmental Offices	40,000	12,742	27,258	..	..	27,258	18,878	20,500	6,758
	Judicial	34,550	8,273	26,277	8,000	..	34,277	3,034	12,930	21,347
	Post and Telegraph	4,640	2,227	2,413	..	..	2,413	3	2,000	413
	Customs	20	..	20	..	(2)20	..	..	..	..
	Lunatic Asylums	77,000	23,107	53,893	..	..	53,893	5,642	13,900	39,993
	Hospitals and Charitable Institutions	6,000	4,156	1,844	1,120	..	2,964	1,643	2,044	920
	Quarantine Stations	100	..	100	..	(3)100	..	..	..	..
	School-buildings	50,000	40,000	10,000	..	(4)9,000	1,000	410	794	206
	Total Public Buildings	212,410	90,529	121,881	9,120	9,120	121,881	29,610	52,244	69,637
IX.	Lighthouses, Harbour Works, and Defences :—									
	Lighthouses	8,300	2,866	5,434	..	..	5,434	10	3,750	1,684
	Harbour Works	500	500	..	..	..	..	..	..	..
	Harbour Defences	130,000	73,459	56,541	..	..	56,541	36,422	56,541	..
	Total Lighthouses, Harbour Works, and Harbour Defences	138,800	76,825	61,975	..	..	61,975	36,432	60,291	1,684
X.	Rates on Native Lands	25,700	8,446	17,254	..	(5)5,754	11,500	11,000	11,500	..
XI.	Thermal Springs	3,500	2,999	501	500	..	1,001	200	1,001	..
XII.	Charges and Expenses of raising Loans	20,000	..	20,000	10,000	..	30,000	..	30,000	..
	Unallotted	70,000	..	70,000	..	(6)35,000	35,000	..	..	35,000
	Totals	1,075,060	426,518	648,542	103,458	99,874	652,126	205,323	374,555	277,571
	Advanced to Westport Harbour Board (repayable)	..	14,336	..	..	..	..	..	..	..
	Grand totals	1,075,060	440,854	648,542	103,458	99,874	652,126	205,323	374,555	277,571

NOTES.

(1) Distributed as follows :—
£5,000 to Railways (Class III.), for Surveys New Lines of Railway (liability already incurred).
£5,000 to Railways (Class III.), for Drainage Akaroa Railway Endowment; to be recouped to the Public Works Fund when lands sold.
£15,000 to Miscellaneous Roads and Bridges. (Class IV.)
£20,000 to Roads to open up Lands before Sale. (Class IV.)
£5,000 to Telegraph Extension. (Class VII.)

(2) £20 allocated to Hospitals and Charitable Institutions in Aid of Construction of Buildings. (Class VIII.)

(3) £100 allocated to Hospitals and Charitable Institutions in Aid of Construction of Buildings. (Class VIII.)

(4) Distributed as follows :—
£8,000 to Judicial Buildings. (Class VIII.)
£1,000 to Hospitals and Charitable Institutions in Aid of Construction of Buildings. (Class VIII.)

(5) Distributed as follows :—
£5,254 to Telegraph Extension. (Class VII.)
£500 to Thermal Springs. (Class XI.)

(6) Distributed as follows :—
£25,000 to Immigration. (Class I.)
£10,000 to Charges and Expenses of raising Loans. (Class XII.)

Total distributed £99,874
Add addl. funds £3,584
Total plus .. £103,458

* This is an additional sum to which Public Works Fund, Part I., has become entitled during year ending 31st March, 1888, under section 31 of "The Government Loans to Local Bodies Act, 1886."

Table C.
[To accompany Public Works Statement of August, 1888.]
PUBLIC WORKS FUND.—PART II.

[illegible]

Table D.
(To accompany Public Works Statement of August, 1888.)
PUBLIC WORKS FUND.—PART III.

Name of Railway, &c.	(1.) Allocations as determined in December, 1887.	(2.) Expenditure during Year ending 31 March, 1888.	(3.) Balances of Allocations unexpended on 31st March, 1888.	(4.) Readjustment of Allocations now proposed (July, 1888).		(5.) Unexpended Balances of Allocations as thus readjusted (July, 1888).	(6.) Liabilities on 31 Mar., 1888.	(7.) Amounts proposed to be voted for Expenditure during Year ending 31st March, 1889.	(8.) Balances of readjusted Allocations which will thus remain available for Appropriation in succeeding Years.	Length completed up to 30th June, 1888.				Condition into which it is estimated that the various Railways will be brought by Expenditure of Amounts stated in Column 5.						Additional Amount which would be required to complete, with Permanent-way and Stations, &c., to extent hereunder.							
				Complete with Permanent-way.	Formation.																						
					Plus.					Minus.	Miles.	From	To	Whether open for Traffic or not.	Miles.	From	To	Miles.	From	To	Miles.	From	To	Amount.			
	£	£	£	£	£	£	£	£	£																	£	
Helensville northward ..	74,761	5,922	68,839	..	..	68,839	14,116	15,000	53,839	..	..	..	..	7	Helensville	..	Kaukapakapa..	8	Kaukapakapa..	Makarau	..	35	Helensville	..	Te Hana River, near Wellsford	160,000	
Penrose, double line ..	23,000	..	23,000	..	..	23,000	..	..	23,000	..	..	..	..	..	..	..	..	..	..	..	6	Auckland	..	Penrose	77,000†		
Grahamstown—Te Aroha ..	41,921	3,995	37,926	..	..	37,926	2,468	5,000	32,926	5	Grahamstown..	Kauaeranga	..	Not opened	..	20	Grahamstown	..	Ohinemuri	..	..	32	Grahamstown	..	Te Aroha	65,000	
Putaruru—Rotorua ..	97,377	41,274	56,103	..	..	56,103	18,163	20,000	36,103	..	..	..	..	18	Putaruru	..	Okohiriki Saddle*	..	..	..	..	32	Putaruru	..	Rotorua	80,000	
Tahoraite—Palmerston ..	160,813	33,612	127,201	..	..	127,201	44,990	50,000	77,201	15	Tahoraite	..	Woodville	..	Opened	..	30	Tahoraite	..	Palmerston	..	..	..	..	..	..	
Mauriceville—Woodville ..	61,421	28,577	32,844	..	..	32,844	19,803	24,000	8,844	4	Mauriceville	..	Mangamahoe	..	Opened	..	11	Mauriceville	..	Eketahuna	..	..	38	Mauriceville	..	Woodville	170,000
Blenheim—Awatere ..	31,675	2,335	29,340	..	..	29,340	4,383	6,000	23,340	..	..	..	..	5	Blenheim	..	Vernon	..	4	Vernon	..	16	Blenheim	..	South bank of Awatere	90,000	
Greymouth—Hokitika ..	63,904	14,840	49,064	..	..	49,064	25,320	23,000	26,064	2	Greymouth	..	Hospital	..	Not opened	..	9	Greymouth	..	Teremakau	..	7	Arahura	..	Kapitea	70,000	
Mount Somers ..	9,027	3,735	6,292	..	..	6,292	628	4,000	2,292	4	Hokitika	..	Arahura	..	Not opened	..	4	Hokitika	..	Arahura	..	..	24	Greymouth	..	Hokitika	70,000
Livingstone Branch ..	6,562	5,488	1,074	..	..	1,074	46	46	1,028	23	Tinwald	..	Mount Somers	Opened	..	27	Tinwald	..	Springburn	..	..	..	..	..	..	..	
Otago Central ..	170,974	68,152	102,822	..	..	102,822	24,540	40,000	62,822	12	Windsor	..	Toka Raki	..	Opened	..	12	Windsor	..	Toka Raki	..	..	..	..	..	..	
Catlin's River ..	37,398	7,916	29,482	..	..	29,482	687	2,000	27,482	16	Chain Hills	..	Christmas Creek	Not opened	..	40	Chain Hills	..	Middlemarch	..	..	67	Chain Hills	..	Taieri Lake	170,000	
Riversdale—Switzers ..	19,646	987	18,659	..	..	18,659	53	250	18,409	8	Balclutha	..	Romahapa	..	Opened	..	13	Balclutha	..	Ahuriri Flat	..	2	Ahuriri Flat	..	Owake Saddle..	37,000	
Edendale—Fortrose..	27,656	7,572	20,084	..	..	20,084	7,326	9,000	11,084	3	Riversdale	..	Mataura	..	Not opened	..	3	Riversdale	..	Mataura	..	11	Mataura	..	Switzer's	15,000	
Seaward Bush ..	7,508	2,899	4,609	..	..	4,609	626	1,000	3,609	4	Edendale	..	Wyndham	..	Opened	..	9	Edendale	..	Glenham	..	..	..	..	..	..	
Lumsden—Mararoa..	Dr. 29	..	Dr. 29	..	..	Dr. 29	..	..	Dr. 29	11	Appleby	..	Oteramika	..	Opened	..	11	Appleby	..	Oteramika	..	..	14	Appleby	..	Oteramika Gap	13 000
Lumsden ..	..	..	..	..	..	..	..	..	..	11	Lumsden	..	Mossburn	..	Opened	..	11	Lumsden	..	Mossburn	..	..	..	..	..	..	
Additions to opened railways	127,239	38,277	88,962	..	..	88,962	13,625	65,000	23,962																		
Permanent-way, sleepers, and rolling-stock	167,653	33,925	133,728	..	..	133,728	13,644	50,000	83,728																		
Raising loan and contingencies—																											
Departmental ..	45,000	14,000	31,000	..	..	31,000	..	12,000	19,000																		
Surveys, new lines ..	6,000	36	5,964	..	..	5,964	50	5,964	..																		
Raising loan ..	80,729	59,448	20,281	..	..	20,281	..	20,281	..																		
Unallotted ..	9,000	..	9,000	..	..	9,000	..	..	9,000																		
Totals ..	1,269,235	372,990	896,245	..	..	896,245	190,468	352,541	543,704																	947,000	

* The money provided for this railway also makes provision for a road, about six miles in length, from the Okohiriki Saddle to a point on the Rotorua Road about six miles from Ohinemutu.
† This estimate will apply approximately to either route, the probable cost of works being greatest for route along present line but this being about equalized by the probable additional cost of land on the Beach route.

Table E.

[To accompany Public Works Statement of August, 1888.]

GENERAL SUMMARY.

Showing EXPENDITURE under PUBLIC WORKS FUND, 1880-81 to 1887-88, and PROPOSED EXPENDITURE, 1888-89, &c.

Class.	Description of Services.	Expenditure.								Amounts proposed to be voted for Expenditure during the Year ending 31st March, 1889.	Balances of existing Loan Allocations which will then remain available for Appropriations in succeeding Years.
		1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.		
	SERVICES AT PRESENT CHARGED TO PART I. OF THE PUBLIC WORKS FUND.	£	£	£	£	£	£	£	£	£	£
I.	Immigration	29,701	4,334	3,999	107,641	57,148	11,675	12,454	15,598	9,119	1,012
II.	Public Works Departmental* .. .	..	..	..	..	..	..	12,896	6,089	5,590	1,411
III.	Railways† .. .	..	..	..	..	..	..	16,729	1,408	8,400	3,692
IV.	Roads:—										
	Roads North of Auckland .. .	43,773	17,022	7,929	17,566	34,571	33,163	30,738	3,128	300	432
	Main Roads .. .	..	..	..	31,809	30,380	26,833	22,294	13,756	15,100	19,544
	Miscellaneous Roads and Bridges .. .	83,501	92,519	111,603	61,635	37,165	37,615	33,748	25,989	34,354	24,157
	Grants-in-Aid .. .	..	..	..	106,399	149,982	138,045	81,264	57,632	12,000	11,552
	Roads to open up Lands .. .	52,152	35,936	81,634	84,631	49,314	61,794	57,157	61,488	50,000	23,512
	Village Settlements .. .	..	..	..	..	..	..	1,891	12,053	20,000	40,147
	Roads on Goldfields .. .	..	..	9,439	26,602	15,681	31,622	32,625	25,053	35,000	11,707
	Miscellaneous .. .	51,117	129	..	..	..	..	..	..	..	..
	Total, Roads .. .	230,543	145,606	210,605	328,642	317,043	329,072	265,717	199,109	166,754	151,051
V.	Waterworks on Goldfields .. .	16,577	13,272	6,824	16,596	8,029	9,032	7,665	1,016	755	229
VI.	Purchase of Native Lands, North Island .. .	56,887	37,912	29,844	24,480	70,572	34,545	18,457	1,515	9,000	5,485
VII.	Telegraph Extension .. .	43,783	7,485	18,654	19,532	25,799	36,010	18,952	22,984	20,000	8,370
VIII.	Public Buildings:—										
	Parliamentary .. .	..	..	5,331	8,416	183	..	8	24	76	..
	General Departmental Offices .. .	..	..	..	..	..	..	947	12,742	20,500	6,758
	Judicial .. .	55,402	16,259	16,743	22,652	12,227	11,106	15,875	8,273	12,930	21,347
	Post and Telegraph .. .	9,336	1,752	9,939	22,616	8,955	4,880	2,772	2,227	2,000	413
	Customs .. .	..	..	193	1,659	830	99	..	..	..	..
	Survey .. .	..	..	20	34	..	461	..	..	..	..
	Quarantine Station .. .	..	971	996	848	313	123	274	..	..	..
	Lunatic Asylums .. .	39,604	26,635	31,652	58,047	24,992	4,007	13,634	23,107	13,900	39,993
	Miscellaneous .. .	..	..	..	34	..	..	..	..	..	..
	Hospitals and Charitable Institutions .. .	2,219	140	64	256	3,792	3,299	4,421	4,156	2,044	920
	School-buildings .. .	99,173	82,535	88,134	49,814	66,069	62,884	51,607	40,000	794	206
	Total, Public Buildings .. .	205,734	128,352	153,072	164,376	117,361	86,859	89,598	90,529	52,244	69,637
IX.	Lighthouses, Harbour Works, and Harbour Defences:—										
	Lighthouses .. .	..	2,397	4,724	6,730	7,382	300	3,272	2,866	3,750	1,684
	Harbour Works .. .	24,512	18,810	19,874	29,591	17,050	6,508	6,004	500	..	..
	Harbour Defences .. .	904	..	..	7,213	9,601	127,167	139,429	73,459	56,541	..
	Total, Lighthouses, &c. .. .	25,416	21,207	24,598	43,534	34,033	133,975	148,705	76,825	60,291	1,684
	Contingent Defence .. .	154,000	133,219	..	..	..	25,000	12,500	..	..	..
X.	Rates on Native Lands .. .	..	..	..	..	..	..	25,139	8,446	11,500	..
XI.	Thermal-Springs .. .	..	..	..	..	..	..	7,814	2,999	1,001	..
XII.	Charges and Expenses raising Loans .. .	..	..	..	..	..	..	..	..	30,000	..
	Advance to Westport Harbour, repayable .. .	..	..	..	..	..	..	..	14,336	..	..
	Unallotted .. .	..	..	..	..	..	..	..	..	..	35,000
	Totals for the Services at present charged to Part I. of Public Works Fund .. .	762,641	491,387	447,596	704,201	629,985	666,168	636,626	440,854	374,555	277,571
	OTHER SERVICES.										
	Railways:—										
	Construction Works, including Rails, Sleepers, and Rolling-stock, and Additions to Open Lines .. .	950,395	432,524	436,054	662,046	663,063	537,196	432,349	402,318	395,500	849,788
	Roads to give access to North Island Trunk Railway .. .	..	..	..	..	..	6,832	12,900	20,410	1,900	690
	Purchase of District Railways .. .	..	..	..	..	..	188,300	166,187	..	..	..
	Purchase of Native Lands, North Island .. .	..	..	..	..	..	..	70,379	24,129	5,571	..
	Unallotted .. .	..	..	..	..	..	..	..	..	..	53,515
	Total charge to Railways (except the small items in Part I.) .. .	950,395	432,524	436,054	662,046	663,063	732,328	681,815	446,857	402,971	903,993
	Miscellaneous, including Charges and Expenses raising Loans, Interest and Sinking Fund, Public Works Departmental .. .	206,605	26,808	13,387	43,341	43,679	76,890	15,043	78,448	85,281	26,000
	Total, Other Services .. .	1,157,000	459,332	449,441	705,387	706,742	809,218	696,858	525,305	488,252	929,993
	Grand Total .. .	1,919,641	950,719	897,037	1,409,588	1,336,727	1,475,386	1,333,484	966,159	862,807	1,207,564

* Up to 1886-87 this item was not subdivided, and is included under item "Miscellaneous," at foot of table.

† These are isolated items of railways not covered by loan of 1886. Up to 31st March, 1886, all expenditure on railways was included under one heading.

1888.
NEW ZEALAND.

PUBLIC WORKS TABLES

AND

ANNUAL REPORTS

OF THE

ENGINEER-IN-CHIEF.

MARCH, 1888.

PUBLIC WORKS STATEMENT, 1888.

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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, 1888, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1887.	Expenditure during 12 Months ended 31st March, 1888.	Total Expenditure to 31st March, 1888.	Liabilities on Authorities, Contracts, &c., 31st March, 1888.	Total Expenditure and Liabilities.	Works.
2	Railways ...	£ s. d. 12,958,696 16 5	£ s. d. 403,726 18 10	£ s. d. *13,362,423 15 3	£ s. d. 261,576 14 5	£ s. d. 13,624,000 9 8	Railways.
3, 4, 5	Roads ...	£ s. d. 3,144,032 0 11	£ s. d. 219,519 5 8	£ s. d. 3,363,551 6 7	£ s. d. 120,669 11 3	£ s. d. 3,484,220 17 10	Roads.
7	Water-supply on goldfields ...	£ s. d. 508,925 19 6	£ s. d. 1,015 11 5	£ s. d. 509,941 10 11	£ s. d. 54 10 6	£ s. d. 509,996 1 5	Water-supply on goldfields.
8	Telegraphs ...	£ s. d. 538,978 15 8	£ s. d. 22,984 6 1	£ s. d. 561,963 1 9	£ s. d. 3,004 0 0	£ s. d. 564,967 1 9	Telegraphs.
6	Public buildings ...	£ s. d. 1,597,371 18 9	£ s. d. 90,528 15 0	£ s. d. 1,687,900 13 9	£ s. d. 29,610 19 7	£ s. d. 1,717,511 13 4	Public buildings
9	Lighthouses, harbour works, and harbour defences ...	£ s. d. 745,299 11 0	£ s. d. 76,825 5 5	£ s. d. 822,124 16 5	£ s. d. 36,431 12 1	£ s. d. 858,556 8 6	Lighthouses, harbour works, and harbour defences.
...	Departmental ...	£ s. d. 283,063 9 8	£ s. d. 25,089 11 10	£ s. d. 308,153 1 6	£ s. d. ...	£ s. d. 308,153 1 6	Departmental.
18 of 1878	Coal exploration and mine development ...	£ s. d. 10,835 8 0	£ s. d. ...	£ s. d. 10,835 8 0	£ s. d. ...	£ s. d. 10,835 8 0	Coal exploration and mine development.
11 of 1877	Aiding works on Thames Goldfields ...	£ s. d. 50,000 0 0	£ s. d. ...	£ s. d. 50,000 0 0	£ s. d. ...	£ s. d. 50,000 0 0	Aiding works on Thames Goldfields.
...	Immigration ...	£ s. d. 2,118,071 2 2	£ s. d. 15,597 14 10	£ s. d. 2,133,668 17 0	£ s. d. 3,800 0 0	£ s. d. 2,137,468 17 0	Immigration.
...	Purchase of Native land ...	£ s. d. 1,115,644 14 11	£ s. d. 25,613 3 8	£ s. d. 1,141,257 18 7	£ s. d. 5,347 18 5	£ s. d. 1,146,605 17 0	Purchase of Native land.
...	Defence ...	£ s. d. 429,718 19 3	£ s. d. ...	£ s. d. 429,718 19 3	£ s. d. ...	£ s. d. 429,718 19 3	Defence.
...	Charges and expenses of raising loans ...	£ s. d. 857,113 11 1	£ s. d. 59,447 14 10	£ s. d. 916,561 5 11	£ s. d. ...	£ s. d. 916,561 5 11	Charges and expenses of raising loans.
...	Interest and sinking fund ...	£ s. d. 218,500 0 0	£ s. d. ...	£ s. d. 218,500 0 0	£ s. d. ...	£ s. d. 218,500 0 0	Interest and sinking fund.
...	Rates on Native lands ...	£ s. d. 25,138 18 1	£ s. d. 8,446 8 1	£ s. d. 33,585 6 2	£ s. d. 11,000 0 0	£ s. d. 44,585 6 2	Rates on Native lands.
...	Thermal Springs ...	£ s. d. 7,813 14 5	£ s. d. 2,999 3 6	£ s. d. 10,812 17 11	£ s. d. 200 0 0	£ s. d. 11,012 17 11	Thermal Springs.
...	Advances to Westport Harbour Board ...	£ s. d. ...	£ s. d. 14,335 13 4	£ s. d. 14,335 13 4	£ s. d. ...	£ s. d. 14,335 13 4	Advances to Westport Harbour Board.
TOTALS	TOTALS ...	£ s. d. 24,609,204 19 10	£ s. d. 966,159 12 6	£ s. d. 25,575,364 12 4	£ s. d. 471,695 6 3	£ s. d. 26,047,059 18 7	TOTALS.

* Exclusive of value of provincial railways taken over by Government.

Public Works Department, 28th April, 1888.

W. A. THOMAS,
Accountant.

TOTAL EXPENDITURE ON RAILWAYS to 31st March, 1888, and Liabilities on that Date.

† The sum of £19,732 14s. 10d. expended on roads to give access to Main Trunk Line has been transferred to the road class

STATEMENT showing Agreement of Public Works Table No. 2 of Expenditure on Railways with Return No. 6 attached to Report of General Manager, New Zealand Railways.

Expenditure to 31st March, 1888, on Railways constructed by General Government out of Public Works Fund (as per Table No. 2)	£
...	13,362,423
Expenditure on account of Rakaia-Ashburton Forks Railway out of Consolidated Fund	35
Expenditure on Greymouth and Westport Harbour Works forming part of railway system (as per Table No. 10)	141,345
Valuation of Railways constructed by Provinces (as per Table No. 2)	1,104,281
	14,608,084
Less expenditure on Permanent-way for Gisborne to Ormond Tramway	4,975
Leaves amount shown by General Manager	£14,603,109

TABLE No. 3.

STATEMENT showing the EXPENDITURE on ROADS out of Immigration and Public Works Loan to 31st March, 1888, and the LIABILITIES on that date.

	Expenditure to 31st March, 1887.			Expenditure during 12 Months ended 31st March, 1888.			Total Expenditure to 31st March, 1888.			Liabilities on Authorities, Contracts, &c., 31st March, 1888.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, and WHARVES, NORTH of AUCKLAND	226,002	16	11	3,137	18	10	229,140	15	9	40	0	0	229,180	15	9
MAIN ROADS:—															
Paeroa to Owaharoa	133	0	0	367	0	0	500	0	0	...	...	...	500	0	0
Cambridge to Taupo	1,341	10	7	...	...	...	1,341	10	7	46	0	0	1,387	10	7
Oxford to Rotorua	14,515	14	5	632	8	11	15,148	3	4	188	8	3	15,336	11	7
Tauranga, East Cape, Whakataane, Te Te-ko, and sundry roads, Bay of Plenty	6,212	11	3	1,261	11	11	7,474	3	2	870	19	3	8,345	2	5
Tauranga to Napier, <i>via</i> Taupo	17,023	9	9	1,877	15	4	18,901	5	1	69	11	10	18,970	16	11
Kurupapanga to inland Patca	5,000	0	0	...	...	...	5,000	0	0	...	...	...	5,000	0	0
Seventy-Mile Bush	61,046	5	7	280	0	0	61,326	5	7	...	...	...	61,326	5	7
Manawatu Gorge	117,243	18	4	Cr. 12	12	0	117,236	6	4	...	...	...	117,236	6	4
Nelson, Tophouse, and Tarndale	4,066	8	6	137	19	8	4,204	8	2	227	8	4	4,431	16	6
Nelson, Westport, and Greymouth	44,007	18	9	4,351	12	6	48,359	11	3	1,385	0	9	49,744	12	0
Inangahua Bridge, maintenance	118	16	0	23	1	6	141	17	6	14	7	3	156	4	9
Pelorus District and Rai Valley	28,643	1	11	17	12	4	28,660	14	3	2	7	8	28,663	1	11
Hast Pass Track	3,383	1	2	31	6	0	3,414	7	2	475	17	4	3,890	4	6
Hokitika to Christchurch	95,455	17	1	4,688	0	9	100,143	17	10	2,030	9	7	102,174	7	5
Otira Toll	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Native districts	11,386	8	3	100	0	0	11,486	8	3	...	...	...	11,486	8	3
Totals	410,083	1	7	13,768	8	11	423,838	18	6	5,310	10	3	429,149	8	9
				Cr. 12	12	0									
				13,755	16	11									
MISCELLANEOUS ROADS AND BRIDGES:—															
Great South	764	5	8	...	...	...	764	5	8	...	...	...	764	5	8
Waikomiti Bridge	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Payment to Ferryman, Port Waikato	7	10	0	...	...	...	7	10	0	...	...	...	7	10	0
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
Tuhikaramea to Hamilton	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Raglan to Waipa	1,619	9	4	149	11	8	1,769	1	0	230	16	6	1,999	17	6
Bridge over Waikato at Hamilton	284	12	3	...	...	...	284	12	3	...	...	...	284	12	3
Cambridge to Tauranga	4,000	0	0	...	...	...	4,000	0	0	...	...	...	4,000	0	0
Katikati to Te Aroha (horse-track)	208	9	11	150	19	6	359	9	5	50	0	0	409	9	5
Katikati to Te Aroha (Thompson's track)	336	16	11	610	0	0	946	16	11	8	13	8	955	10	7
Rotorua-Rotomahana	...	...	...	...	...	...	...	...	...	250	0	0	250	0	0
Thames to Tauranga	5,323	8	0	...	...	...	5,323	8	0	...	...	...	5,323	8	0
Opotiki to Whakatane	510	13	9	376	6	0	886	19	9	619	0	0	1,505	19	9
Repairing flood damages, Cook County	1,490	12	0	...	...	...	1,490	12	0	...	...	...	1,490	12	0
Sundry roads and bridges, Auckland	10,412	12	6	54	7	1	10,466	19	7	377	19	6	10,844	19	1
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
Mahurangi to Whangarei	129	15	3	...	...	...	129	15	3	...	...	...	129	15	3
Pukekohe Railway-station, through East Pukekohe, to Bombay	15	2	2	...	...	...	15	2	2	...	...	...	15	2	2
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
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
Waimapu 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
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
Carried forward	256,461	17	10	1,341	4	3	257,803	2	1	1,536	9	8	259,339	11	9

TABLE No. 3—continued.
STATEMENT showing the EXPENDITURE on ROADS—continued.

	Expenditure to 31st March, 1887.			Expenditure during 12 Months ended 31st March, 1888.			Total Expenditure to 31st March, 1888.			Liabilities on Authorities, Contracts, &c., 31st March, 1888.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES —continued.															
Brought forward ...	256,461	17	10	1,341	4	3	257,803	2	1	1,536	9	8	259,339	11	9
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
Wade to Wainui ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Helensville to Kaukapakapa ...	658	19	1	...	...	...	658	19	1	...	...	...	658	19	1
Komorau Bridge ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
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
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
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
Manawatu and Makotuku Rivers, Ormondville ...	450	0	0	...	...	...	450	0	0	...	...	...	450	0	0
Sundry roads and bridges, Hawke's Bay ...	408	9	6	11	0	11	419	10	5	...	...	...	419	10	5
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 ...	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Bridge approach, Orepuhi ...	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Foxton to Otaki, inland ...	599	10	9	...	...	...	599	10	9	...	...	...	599	10	9
Grant-in-aid for bridge over Manawatu 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 ...	343	7	5	3	14	6	347	1	11	16	10	6	363	12	5
Patea to Wanganui ...	36,275	18	9	...	...	...	36,275	18	9	...	...	...	36,275	18	9
Wanganui to Taupo ...	5,376	18	1	...	...	...	5,376	18	1	...	...	...	5,376	18	1
Hutt to Lowry Bay ...	290	0	0	...	...	...	290	0	0	...	...	...	290	0	0
Tools, &c. ...	504	9	8	...	...	...	504	9	8	...	...	...	504	9	8
Bridge over Waiohine ...	13	15	6	...	...	...	13	15	6	...	...	...	13	15	6
Parakaretu Block ...	149	0	0	...	...	...	149	0	0	...	...	...	149	0	0
To relieve Wanganui Bridge from tolls ...	17,000	0	0	...	...	...	17,000	0	0	...	...	...	17,000	0	0
Karori Road ...	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 districts, Patea and Taranaki ...	48,296	16	3	...	...	...	48,296	16	3	...	...	...	48,296	16	3
Great South Road between Opunake and Manaia ...	2,946	0	0	...	...	...	2,946	0	0	...	...	...	2,946	0	0
Bridge over Stony River, and 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 ...	993	12	10	...	...	...	993	12	10	...	...	...	993	12	10
Sundry roads, Taranaki ...	250	3	0	1	8	3	251	11	3	54	0	0	305	11	3
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 ...	70	0	0	...	...	...	70	0	0	...	...	...	70	0	0
General salaries, &c. ...	402	18	8	...	...	...	402	18	8	...	...	...	402	18	8
Refund expenses, T. Kelly, Mountain Road Commission ...	19	8	0	...	...	...	19	8	0	...	...	...	19	8	0
Roads, Lower Moutere, flood damages ...	1,661	18	10	...	...	...	1,661	18	10	...	...	...	1,661	18	10
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 Matakitaiki ...	889	13	2	...	...	...	889	13	2	400	0	0	1,289	13	2
Bridge over Matiri River ...	2,841	16	0	...	...	...	2,841	16	0	...	...	...	2,841	16	0
Bridge over Inangahua, at Buller Junction ...	8,804	2	7	...	...	...	8,804	2	7	...	...	...	8,804	2	7
Bridges on road, Nelson to Reefton ...	5,173	11	10	4,621	18	4	9,795	10	2	8,884	9	2	18,679	19	4
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 Hamner Plain ...	10,657	2	6	4,280	15	10	14,937	18	4	...	...	...	14,937	18	4
Sundry roads and bridges, Nelson ...	784	6	0	9	14	1	794	0	1	...	...	...	794	0	1
Buller to Arnould ...	73,197	4	8	...	...	...	73,197	4	8	...	...	...	73,197	4	8
Boatman's ...	844	10	0	...	...	...	844	10	0	...	...	...	844	10	0
Westport to Lyell ...	7,373	13	10	5,031	12	8	12,405	6	6	9	1	10	12,414	8	4
Carried forward ...	631,201	14	10	15,301	8	10	646,503	3	8	10,900	11	2	657,403	14	10

TABLE No. 3—*continued*.
STATEMENT showing the EXPENDITURE ON ROADS—*continued*.

	Expenditure to 31st March, 1887.			Expenditure during 12 Months ended 31st March, 1888.			Total Expenditure to 31st March, 1888.			Liabilities on Authorities, Contracts, &c., 31st March, 1888.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES															
— <i>continued</i> .															
Brought forward ...	631,201	14	10	15,301	8	10	646,503	3	8	10,900	11	2	657,403	14	10
Upper Buller Road ...	2	14	6	243	5	7	246	0	1	...	...	...	246	0	1
Ahaura to Amuri ...	6,210	13	10	...	...	...	6,210	13	10	...	...	...	6,210	13	10
Nile Bridge ...	1,115	16	4	...	...	...	1,115	16	4	...	...	...	1,115	16	4
Takaka Valley ...	2,000	0	0	...	...	...	2,000	0	0	...	...	...	2,000	0	0
Collingwood to Quartz Range ...	507	1	1	...	...	...	507	1	1	...	...	...	507	1	1
Takaka Road ...	21	6	0	...	...	...	21	6	0	...	...	...	21	6	0
Takaka Tramway ...	3,000	0	0	...	...	...	3,000	0	0	...	...	...	3,000	0	0
Bridge over Wairoa, in Waimea District	3	18	0	...	...	...	3	18	0	...	...	...	3	18	0
Bridge over Inangahua, at Reefton ...	2,099	6	7	...	...	...	2,099	6	7	...	...	...	2,099	6	7
Bridge over Ahaura ...	125	14	0	...	...	...	125	14	0	...	...	...	125	14	0
Tracks, Pelorus and Queen Charlotte	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sounds ...	348	6	1	...	...	...	348	6	1	20	0	0	368	6	1
Bridge over Wairau, near Blenheim...	4,362	8	3	...	...	...	4,362	8	3	20	0	0	4,382	8	3
Bridge over Clarence River...	17,850	14	8	636	3	3	18,486	17	11	30	0	0	18,516	17	11
Kaikoura to Clarence ...	1,283	6	1	3,845	9	2	5,128	15	3	1,441	0	10	6,569	16	1
Kaikoura to Waiau ...	29,749	9	10	1,432	19	1	31,182	8	11	100	0	0	31,282	8	11
Wharf at Havelock ...	441	6	10	...	...	...	441	6	10	...	...	...	441	6	10
Sundry Roads & Bridges, Marlborough	382	13	2	125	7	9	508	0	11	...	...	...	508	0	11
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 south of Okarito ...	1,033	10	0	...	...	...	1,033	10	0	...	...	...	1,033	10	0
Sundry roads, &c., Westland	3	8	5	44	7	6	47	15	11	...	...	...	47	15	11
Dray-road through Cheviot Hill	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Country ...	100	8	0	...	...	...	100	8	0	...	...	...	100	8	0
Bridge over Grey, at Cobden ...	13	10	0	...	...	...	13	10	0	...	...	...	13	10	0
Greymouth to Arnould ...	5,058	1	5	...	...	...	5,058	1	5	...	...	...	5,058	1	5
South Creek to Main Line ...	281	17	6	...	...	...	281	17	6	...	...	...	281	17	6
Junction Line ...	3,923	9	5	...	...	...	3,923	9	5	...	...	...	3,923	9	5
Greenstone to Lake Brunner ...	2,756	5	6	...	...	...	2,756	5	6	...	...	...	2,756	5	6
Marsden to Maori Creek ...	2,538	3	0	...	...	...	2,538	3	0	...	...	...	2,538	3	0
Marsden to Paroa ...	798	8	0	...	...	...	798	8	0	...	...	...	798	8	0
Stillwater to Maori Gully ...	1,869	2	0	...	...	...	1,869	2	0	...	...	...	1,869	2	0
Kanieri Forks, Kanieri Lakes ...	1,578	1	0	...	...	...	1,578	1	0	...	...	...	1,578	1	0
Hokitika to Bluespur ...	2,520	3	5	...	...	...	2,520	3	5	...	...	...	2,520	3	5
Kanieri Bridge ...	489	15	0	...	...	...	489	15	0	...	...	...	489	15	0
Waimea Bridge ...	207	12	6	...	...	...	207	12	6	...	...	...	207	12	6
Westland, general ...	2,613	13	3	...	...	...	2,613	13	3	...	...	...	2,613	13	3
Bridge over Upper Waitaki ...	510	18	3	...	...	...	510	18	3	...	...	...	510	18	3
Bridge, Ashburton, subsidy ...	7,000	0	0	...	...	...	7,000	0	0	...	...	...	7,000	0	0
Sundry roads, Canterbury ...	813	14	2	4	17	7	813	11	9	6	4	0	824	15	9
Waikari to Waitati ...	3,257	6	4	...	...	...	3,257	6	4	...	...	...	3,257	6	4
Maori Kaika to Taiaroa Head Light-	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
house ...	881	8	6	...	...	...	881	8	6	...	...	...	881	8	6
Anderson's Bay ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Green Island to Brighton ...	990	13	0	...	...	...	990	13	0	...	...	...	990	13	0
Bridge over Taieri, Main South Road	10,811	7	4	1,104	17	4	11,916	4	8	...	...	...	11,916	4	8
Bridges over Clutha at Beaumont and	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Roxburgh, grant-in-aid ...	14,669	12	1	1,743	1	1	16,403	13	2	...	...	...	16,403	13	2
Kaitangata to Wangaloa ...	...	...	...	500	0	0	500	0	0	...	...	...	500	0	0
Bridge over Mataura, Otama District	1,998	17	2	...	...	...	1,998	17	2	...	...	...	1,998	17	2
Martin's Bay Settlement ...	...	...	...	75	0	0	75	0	0	125	0	0	200	0	0
Sundry roads and bridges, Otago ...	819	6	8	181	18	5	1,001	5	1	...	...	...	1,001	5	1
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, 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 ...	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
Waitahuna Bridge ...	...	...	...	*750	0	0	750	0	0	...	...	...	750	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
Totals ...	1,202,840	19	0	25,988	15	7	1,228,829	14	7	12,642	16	0	1,241,472	10	7
ROADS TO GIVE ACCESS TO RAILWAY,															
MARTON-TO AWAMUTU:—															
North end ...	3,506	3	2	60	2	3	3,566	5	5	9	5	0	3,575	10	5
South end ...	16,226	11	8	20,349	18	9	36,576	10	5	1,539	16	1	38,116	6	6
Totals ...	19,732	14	10	20,410	1	0	40,142	15	10	1,549	1	1	41,691	16	11

* Charged as unauthorised. † 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. ‡ Previous expenditure, £19,732 14s. 10d. charged under the railway class.

TABLE No. 3—*continued*.
STATEMENT showing the EXPENDITURE on ROADS—*continued*.

	Expenditure to 31st March, 1887.	Expenditure during 12 Months ended 31st March, 1888.	Total Expenditure to 31st March, 1888.	Liabilities on Authorities, Contracts, &c., 31st March, 1888.	Total Expenditure and Liabilities.
GRANTS-IN-AID :—					
Grants-in-aid under "The Roads and Bridges Construction Act, 1882" ...	360,164 19 9	5,452 4 7	365,617 4 4	3,103 18 0	368,721 2 4
Grants to complete works already commenced ...	8,397 17 0	...	8,397 17 0	...	8,397 17 0
Expenses taking poll <i>re</i> Buller Bridge	...	79 4 4	79 4 4	...	79 4 4
Portion of subsidies to local bodies ...	85,431 1 11	46,739 14 6	132,170 16 5	2,400 0 0	134,570 16 5
Contingencies and subsidies to local bodies for providing work for un- employed ...	20,695 7 8	5,360 11 11	26,055 19 7	1,863 0 4	27,918 19 11
Grant to Ohinemuri County ...	*1,000 0 0	...	1,000 0 0	...	1,000 0 0
Totals ...	475,689 6 4	57,631 15 4	533,321 1 8	7,366 18 4	540,688 0 0
SUMMARY.					
ROADS, BRIDGES, &c., North of Auckland	226,002 16 11	3,137 18 10	229,140 15 9	40 0 0	229,180 15 9
MAIN ROADS ...	410,083 1 7	13,755 16 11	423,838 18 6	5,310 10 3	429,149 8 9
MISCELLANEOUS ROADS AND BRIDGES	1,202,840 19 0	25,988 15 7	1,228,829 14 7	12,642 16 0	1,241,472 10 7
ROADS TO GIVE ACCESS TO RAILWAY, MARTON-TE AWAMUTU ...	†19,732 14 10	20,410 1 0	40,142 15 10	1,549 1 1	41,691 16 11
GRANTS-IN-AID ...	475,689 6 4	57,631 15 4	533,321 1 8	7,366 18 4	540,688 0 0
ROADS TO OPEN UP LANDS (see Table No. 4) ...	445,346 15 3	61,488 2 0	506,834 17 3	20,049 0 0	526,883 17 3
IMPROVEMENT OF VILLAGE SETTLE- MENTS ...	1,890 15 4	†12,053 6 8	13,944 2 0	60,137 13 5	74,081 15 5
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. 5)	115,917 17 3	25,053 9 4	140,971 6 7	13,573 12 2	154,544 18 9
PAYMENTS TO ROAD BOARDS (see Table No. 11, 1877) ...	225,000 0 0	...	225,000 0 0	...	225,000 0 0
GRAND TOTALS ...	3,144,032 0 11	219,519 5 8	3,363,551 6 7	120,669 11 3	3,484,220 17 10

* Charged as unauthorised. † Previous expenditure, £19,732 14s. 10d., charged under the railway class. ‡ £11 9s. charged as unauthorised.

TABLE No. 4.

STATEMENT showing the EXPENDITURE on ROADS under the Control of the Minister of Lands, to 31st March, 1888, and the LIABILITIES on that Date.

	Expenditure to 31st March, 1887.	Expenditure during 12 Months ended 31st March, 1888.	Total Expenditure to 31st March, 1888.	Liabilities on Authorities, Contracts, &c., 31st March, 1888.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS TO OPEN UP LANDS BEFORE SALE.					
<i>North Island.</i>					
Auckland—					
Kaihu to Kaikohe	385 1 0	..	385 1 0	..	385 1 0
Homestead blocks, Manganui ..	414 15 6	40 0 0	454 15 6	..	454 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	1,051 1 7	506 10 6	1,557 12 1	383 9 6	1,941 1 7
Whangarei through Taheke ..	885 17 10	206 13 6	1,092 11 4	193 6 6	1,285 17 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 Mangonuiwae ..	2,931 7 7	..	2,931 7 7	..	2,931 7 7
Okaihu to Victoria Valley ..	6,260 8 5	475 12 11	6,736 1 4	1,524 8 1	8,260 9 5
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 ..	12,962 1 2	..	12,962 1 2	..	12,962 1 2
Opotiki to Waitohi	562 10 0	..	562 10 0	..	562 10 0
Opotiki to Ormond	13,624 6 4	1,334 7 9	14,958 14 1	100 0 0	15,058 14 1
Te Aroha Block	5,300 2 6	..	5,300 2 6	..	5,300 2 6
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 Waiapu	12,462 6 1	13 14 0	12,476 0 1	..	12,476 0 1
Gisborne to Waimata	4,250 9 6	..	4,250 9 6	..	4,250 9 6
Gisborne to Wairoa	11,952 12 0	10 15 8	11,963 7 8	..	11,963 7 8
Taupo, <i>via</i> Rotoaira and Murimotu, to West Coast	10,094 11 5	2,027 16 3	12,122 7 8	..	12,122 7 8
Katikati to Te Aroha	785 11 1	..	785 11 1	..	785 11 1
Tolago Bay to Arakihiri	1,847 11 0	324 15 9	2,172 6 9	..	2,172 6 9
Kohukohu to Rahutapu	484 13 6	..	484 13 6	..	484 13 6
Ohuka to Waikaremoana	100 0 0	..	100 0 0	..	100 0 0
Whangaroa to Kahuru	2,036 5 0	29 10 0	2,065 15 0	7 13 0	2,073 8 0
Hamilton-Whatawhata Drain ..	137 18 0	..	137 18 0	362 2 0	500 0 0
Warewanga Road	550 18 1	1 4 8	552 2 9	..	552 2 9
Waimamaku Bridge	606 8 9	..	606 8 9	90 19 0	697 7 9
Awaroa Swamp, drains and roads ..	402 3 6	57 19 0	460 2 6	..	460 2 6
Paparoa to Waikiekie	482 6 3	15 5 7	497 11 10	2 6 11	499 18 9
Otamarakau Bridge	378 19 0	..	378 19 0	..	378 19 0
Churchill Punt	150 5 2	..	150 5 2	..	150 5 2
Otonga Bridge	225 4 3	..	225 4 3	..	225 4 3
Kawhia to Waipa	2,888 10 10	161 19 1	3,050 9 11	40 0 0	3,228 9 11
Alexandria to Kawhia	..	..	..	138 0 0	..
Rotorua to Galatea <i>via</i> Rotomahana	2,226 13 5	1,580 6 11	3,807 0 4	15 0 0	3,822 0 4
Galatea to Te Kapu <i>via</i> Waikaremoana	1,848 3 9	..	1,848 3 9	..	1,848 3 9
Alexandria to Hikurangi	1,341 15 3	..	1,341 15 3	..	1,341 15 3
Wangaroa to Akatea	50 4 4	472 16 6	523 0 10	326 14 0	849 14 10
Akaaka Swamp	592 0 0	44 5 2	636 5 2	8 4 10	644 10 0
Waihou Ferry through Komata ..	80 13 0	..	80 13 0	..	80 13 0
Draining Tatarariki	100 0 0	150 0 0	250 0 0	..	250 0 0
Drain, Te Aroha	..	533 13 7	533 13 7	239 17 9	823 11 4
Cabbage Bay to Cape Colville ..	350 0 0	..	350 0 0	..	350 0 0
Lower Waihou Road	11 11 0	273 0 0	284 11 0	15 0 0	299 11 0
Otama to Deeds	..	375 0 0	375 0 0	200 0 0	575 0 0
Mangapai to Mareretu	4 9 0	497 11 6	502 0 6	2 8 6	504 9 0
Puriri to Tairoa	12 16 6	693 5 9	706 2 3	..	706 2 3
Whangaroa to Waitetuna	143 17 2	1,297 12 4	1,441 9 6	75 14 7	1,517 4 1
Matawhero to Whangape	11 8 0	500 0 0	511 8 0	..	511 8 0
Mauku Bridge (subsidy)	36 0 0	5 0 0	41 0 0	..	41 0 0
Huka Falls	44 17 0	1,369 0 1	1,413 17 1	..	1,413 17 1
Ahipara-Herekino	..	2,051 11 6	2,051 11 6	..	2,051 11 6
Wairoa Ferry, Dargaville	..	299 18 11	299 18 11	..	299 18 11
Tairua to Whenuakito	..	100 0 0	100 0 0	150 0 0	250 0 0
Miscellaneous	2,600 6 6	4,000 12 4	6,600 18 10	630 0 0	7,230 18 10
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	334 1 0	1,442 5 11	165 19 0	1,608 4 11
Bush land inland of Patea	1,840 14 11	585 6 0	1,926 0 11	..	1,926 0 11
Continuous Reserve (to be refunded)	5,045 10 4	..	5,045 10 4	..	5,045 10 4
Mountain Road to blocks under survey	890 14 0	..	890 14 0	..	890 14 0
Carried forward	155,698 1 5	20,369 6 3	176,067 7 8	4,721 3 8	180,788 11 4

TABLE No. 4—*continued.*
STATEMENT showing the EXPENDITURE on ROADS, &c.—*continued.*

	Expenditure to 31st March, 1887.			Expenditure during 12 Months ended 31st March, 1888.			Total Expenditure to 31st March, 1888.			Liabilities on Authorities, Contracts, &c., 31st March, 1888.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE															
— <i>continued.</i>															
Brought forward ..	155,698	1	5	20,369	6	3	176,067	7	8	4,721	3	8	180,788	11	4
North Island— <i>continued.</i>															
Taranaki— <i>continued.</i>															
Waitara Bridge ..	..	..	..	5	15	0	5	15	0	1,000	0	0	1,005	15	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	198	0	11	356	12	11	..	..	..	356	12	11
Kahouri Bridge ..	600	0	0	..	..	..	600	0	0	..	..	..	600	0	0
Eltham and Branch Roads ..	4,671	15	3	1,223	13	2	5,895	8	5	513	19	3	6,409	7	8
Native Trust Blocks ..	1,099	15	11	627	16	0	1,727	11	11	162	12	0	1,890	3	11
Ironsand Blocks ..	514	0	2	..	..	..	514	0	2	..	..	..	514	0	2
Tariki Road ..	1,149	7	0	..	..	..	1,149	7	0	..	..	..	1,149	7	0
Road through bush, Waimate Plains	1,614	9	8	..	..	..	1,614	9	8	..	..	..	1,614	9	3
Pukearuhe to Mokau ..	390	3	7	172	4	6	562	8	1	32	12	0	595	0	1
Bridge on Stratford to Opunake Road	376	19	8	..	..	..	376	19	8	23	0	4	400	0	0
Inglewood to Waitara ..	865	2	0	1,836	19	0	2,702	1	0	46	19	11	2,749	0	11
Roads east of Midhurst ..	..	..	..	253	10	3	253	10	3	..	..	..	253	10	3
Egmont Road ..	185	15	6	..	..	..	185	15	6	..	..	..	185	15	6
Roads East of Waitara ..	..	..	..	657	12	11	657	12	11	323	19	9	981	12	8
Miscellaneous ..	..	..	..	35	11	9	35	11	9	80	0	0	115	11	9
Hawke's Bay—															
Puketitiri Block ..	520	0	0	..	..	..	520	0	0	..	..	..	520	0	0
Norsewood District, Ngamoko, and Maharahara	2,709	16	6	..	..	..	2,709	16	6	..	..	..	2,709	16	6
Ahutoranga Block ..	1,883	7	11	..	..	..	1,883	7	11	..	..	..	1,883	7	11
Tautane and Tahoraite ..	12,546	16	1	3,143	2	10	15,689	18	11	550	4	0	16,240	2	11
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 ..	2,088	15	4	..	..	..	2,088	15	4	13	15	0	2,102	10	4
Maharahara Block ..	1,927	12	8	11	0	0	1,938	12	8	..	..	..	1,938	12	8
Victoria and Bush-mills Settlements	800	0	0	..	..	..	800	0	0	100	0	0	900	0	0
Wairoa to Rotokakaranga..	1,139	2	10	430	5	0	1,569	7	10	..	..	..	1,569	7	10
Makaretu ..	981	16	0	530	11	7	1,512	7	7	50	0	0	1,562	7	7
Te Ohu ..	162	9	0	271	19	10	434	8	10	..	..	..	434	8	10
Miscellaneous ..	668	8	1	30	0	0	698	8	1	215	0	0	913	8	1
Wellington—															
Pahiatua, Mangaone, &c. ..	18,159	19	0	349	8	9	18,509	7	9	162	0	0	18,671	7	9
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	3,314	13	8	909	15	0	4,224	8	8	..	..	..	4,224	8	8
East side of Pohangina River	920	17	6	..	..	..	920	17	6	..	..	..	920	17	6
Momahaki Block..	2,942	0	5	200	0	0	3,142	0	5	..	..	..	3,142	0	5
Tokomaru Block ..	1,292	5	4	612	9	0	1,904	14	4	37	10	4	1,942	4	8
Wanganui to Murimotu ..	2,216	17	0	58	0	7	2,274	17	7	..	..	..	2,274	17	7
Marton to Murimotu ..	2,570	6	6	100	0	0	2,670	6	6	100	0	0	2,770	6	6
Rangitumau Block ..	1,394	10	2	1,179	18	6	2,574	8	8	459	11	3	3,033	19	11
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
Blocks V., VI., IX., and XIII., Kairanga Survey Dist., Palmerston N.	3,738	8	0	..	..	..	3,738	8	0	..	..	..	3,738	8	0
Blocks V., VI., IX., X., and XIII., Kairanga Survey District, Palmerston N., 24 miles, to open 8,582 acres	1,524	7	2	..	..	..	1,524	7	2	..	..	..	1,524	7	2
Karewarewa Block ..	319	1	9	..	..	..	319	1	9	..	..	..	319	1	9
Paratieke ..	588	2	7	..	..	..	588	2	7	..	..	..	588	2	7
Kaiwhata and Pahaoa ..	..	..	..	500	0	0	500	0	0	..	..	..	500	0	0
Obairi Block ..	6	0	0	111	17	6	117	17	6	..	..	..	117	17	6
Makakahi Road ..	281	8	3	248	15	1	530	3	4	200	0	0	730	3	4
Road, Wairoa Survey District	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
Kairanga Drain ..	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
Kimbolton Road Extension	372	6	6	635	18	5	1,008	4	11	67	6	3	1,075	11	2
Kimbolton Road to Orua ..	3	0	0	493	2	0	496	2	0	3	18	0	500	0	0
Waitapu Block ..	22	6	3	140	13	0	162	19	3	437	0	9	600	0	0
Mangatainoko Roads ..	2,179	5	5	2,617	10	3	4,796	15	8	107	10	0	4,904	5	8
Tiraumea Bridge ..	6	12	6	411	12	11	418	5	5	1,697	3	10	2,115	9	3
Tutaekara Road ..	1	10	0	..	..	..	1	10	0	300	0	0	301	10	0
South Pahiatua Road ..	56	15	6	1,074	2	3	1,130	17	9	66	2	3	1,197	0	0
Carried forward ..	250,788	2	4	39,440	12	3	290,228	14	7	11,721	8	7	301,950	3	2

TABLE No. 4—continued.

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

	Expenditure to 31st March, 1887.			Expenditure during 12 Months ended 31st March, 1888.			Total Expenditure to 31st March, 1888.			Liabilities on Authorities, Contracts, &c., 31st March, 1888.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE															
—continued.															
Brought forward ..	250,788	2	4	39,440	12	3	290,228	14	7	11,721	8	7	301,950	3	2
North Island—continued.															
Wellington—continued.															
South Mangaone Road ..	35	6	0	179	1	4	214	7	4	923	0	0	1,137	7	4
Maungakaretu ..	122	19	3	870	9	9	993	9	0	306	11	0	1,300	0	0
Mikimiki ..	..	..	..	..	..	..	..	..	..	127	0	0	127	0	0
Miscellaneous ..	711	14	4	98	5	0	809	19	4	..	..	..	809	19	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 ..	5,199	8	5	283	8	6	5,482	16	11	..	..	..	5,482	16	11
Baton to Karamea ..	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Maruia to Amuri ..	1,603	4	1	50	0	0	1,653	4	1	..	..	..	1,653	4	1
Takaka to Anatoki and Collingwood ..	4,733	6	5	..	..	..	4,733	6	5	..	..	..	4,733	6	5
Takaka to Karamea ..	289	3	4	..	..	..	289	3	4	..	..	..	289	3	4
Ahaura to Kopara and Amuri ..	2,065	1	8	..	..	..	2,065	1	8	..	..	..	2,065	1	8
Oropoko to Rosedale ..	963	14	0	..	..	..	963	14	0	..	..	..	963	14	0
Brooklands Valley Road ..	178	6	6	..	..	..	178	6	6	..	..	..	178	6	6
Karamea to Mokihini ..	250	0	0	663	12	2	913	12	2	..	..	..	913	12	2
Ahaura (Mason's) to Haupiri ..	31	18	0	1,906	10	5	1,938	8	5	165	1	1	2,103	9	6
Takaka to Stockyard ..	..	..	..	14	17	7	14	17	7	250	0	0	264	17	7
Pigeon Valley to Motueka ..	88	10	9	411	9	3	500	0	0	..	..	..	500	0	0
Pretty Bridge Valley ..	56	18	9	143	1	3	200	0	0	..	..	..	200	0	0
Grey Valley, via Clarke, to Maruia ..	..	..	..	191	10	2	191	10	2	20	0	0	211	10	2
Dovedale ..	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Miscellaneous ..	806	2	3	491	6	1	1,297	8	4	..	..	..	1,297	8	4
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 ..	2,000	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 ..	1,510	18	5	..	..	..	1,510	18	5	..	..	..	1,510	18	5
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 ..	1,484	11	0	302	5	0	1,786	16	0	200	0	0	1,986	16	0
Waikukupa to Cook's River Flat ..	440	15	0	559	5	0	1,000	0	0	..	..	..	1,000	0	0
Gillespie's to Cook's River Flat ..	470	0	0	591	16	0	1,061	16	0	858	4	0	1,920	0	0
Cascade Valley Road ..	62	17	8	1,746	11	6	1,809	9	2	60	16	10	1,870	6	0
Pounamou to Teremakau ..	..	..	..	500	0	0	500	0	0	..	..	..	500	0	0
Mahitahi to Paringa ..	..	..	..	..	..	..	..	..	..	1,400	0	0	1,400	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 ..	8,193	3	5	237	9	8	8,430	13	1	237	18	9	8,668	11	10
Irrigation works, Eyre & Waimakariri ..	3,250	0	0	150	0	0	3,400	0	0	..	..	..	3,400	0	0
Oxford Bush to Upper Ashley ..	3,996	2	3	..	..	..	3,996	2	3	..	..	..	3,996	2	3
Burke's Pass, Mackenzie County ..	249	18	10	..	..	..	249	18	10	..	..	..	249	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 ..	1,399	15	10	..	..	..	1,399	15	10	124	0	0	1,523	15	10
Blackford to Redcliffe ..	300	0	0	300	0	0	600	0	0	..	..	..	600	0	0
Blackhill's Road ..	970	0	0	..	..	..	970	0	0	..	..	..	970	0	0
Road to Mount Cook ..	1,200	0	0	..	..	..	1,200	0	0	..	..	..	1,200	0	0
Waihao to Hakateramea ..	512	18	4	311	0	9	823	19	1	120	0	0	943	19	1
Mount Grey Downs ..	..	..	..	350	0	0	350	0	0	150	0	0	500	0	0
Glentui Road ..	287	17	0	292	2	10	579	19	10	20	0	0	599	19	10
Miscellaneous ..	1,221	5	0	13	19	11	1,235	4	11	132	13	4	1,367	18	3
Otago—															
Beaumont to Miller's Flat ..	5,534	16	0	465	4	0	6,000	0	0	..	..	..	6,000	0	0
Through Blocks VIII. and X., Bengier ..	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Run 106 ..	1,000	0	0	148	7	3	1,148	7	3	51	12	9	1,200	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
Otara to Waikawa, and bridge over ..	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Tokanui Creek ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carried forward ..	383,428	5	1	50,912	5	8	434,340	10	9	16,868	6	4	451,208	17	1

TABLE No. 4—*continued.*
STATEMENT showing the EXPENDITURE on ROADS, &c.—*continued.*

	Expenditure to 31st March, 1887.		Expenditure during 12 Months ended 31st March, 1888.		Total Expenditure to 31st March, 1888.		Liabilities on Authorities, Contracts, &c., 31st March, 1888.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS TO OPEN UP LANDS BEFORE SALE										
— <i>continued.</i>										
Brought forward ..	383,428	5 1	50,912	5 8	434,340	10 9	16,868	6 4	451,208	17 1
Middle Island— <i>continued.</i>										
Otago— <i>continued.</i>										
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 ..	3,002	0 0	2,000	0 0	5,002	0 0	..	..	5,002	0 0
Glenorchy up Rees and Dart ..	1,805	3 7	..	..	1,805	3 7	110	6 0	1,915	9 7
Lauder Block ..	1,004	0 0	..	..	1,004	0 0	145	0 0	1,149	0 0
Upper Clutha Blocks ..	277	8 0	177	7 0	454	15 0	150	0 0	604	15 0
Waikaia Bush to Clutha Valley ..	3,250	0 0	250	0 0	3,500	0 0	..	..	3,500	0 0
Pembroke to Matukituki ..	937	2 8	792	8 8	1,729	11 4	..	..	1,729	11 4
Block II., Blackstone ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Taieri Lake, Block XV., Maniototo ..	152	5 6	47	14 6	200	0 0	..	..	200	0 0
Taieri Bridge to Nenthorn Bridge ..	175	0 0	..	..	175	0 0	..	..	175	0 0
Ida Valley ..	250	0 0	250	0 0	500	0 0	..	..	500	0 0
Kurow Run ..	927	13 8	333	6 4	1,261	0 0	..	..	1,261	0 0
Pyramid Bridge to Waikaia ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Taieri River Road ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Hummockside District ..	200	0 0	60	0 0	260	0 0	..	..	260	0 0
Athol to Nokomai Saddle ..	..	..	..	..	..	..	200	0 0	200	0 0
Block XIII., Moeraki ..	..	..	167	10 8	167	10 8	32	9 4	200	0 0
Blocks XVI., XIV., IX., Maniototo ..	..	..	540	0 0	540	0 0	..	..	540	0 0
Block VI., Gimmerburn ..	..	..	400	0 0	400	0 0	..	..	400	0 0
Swinburn and Rock and Pillar ..	..	..	100	0 0	100	0 0	100	0 0	200	0 0
Run 210 ..	..	..	293	0 0	293	0 0	607	0 0	900	0 0
Silverpeak, &c. ..	..	..	250	0 0	250	0 0	70	0 0	320	0 0
Switzer's Track to Spylaw and Clutha ..	..	..	690	5 8	690	5 8	59	14 4	750	0 0
Bridge Tokomairiro River, N. Branch ..	..	..	250	0 0	250	0 0	..	..	250	0 0
Hindon ..	..	..	1,005	0 0	1,005	0 0	..	..	1,005	0 0
Glenomaru and Owake ..	..	..	300	0 0	300	0 0	200	0 0	500	0 0
Waikaka to Wendon and Greenvale ..	..	..	500	0 0	500	0 0	..	..	500	0 0
Wendon District ..	..	..	500	0 0	500	0 0	..	..	500	0 0
Seaward Forest to coast ..	6,064	15 11	..	..	6,064	15 11	..	..	6,064	15 11
Forest Hill Tramway ..	12,066	7 10	700	0 0	12,766	7 10	250	0 0	13,016	7 10
Waikawa to Catlin's ..	..	2 14 0	..	..	..	2 14 0	..	..	..	2 14 0
Orepuki to Waiau ..	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 D. P. Land ..	499	5 6	..	..	499	5 6	..	..	499	5 6
Waikaka Siding to Waikaka Town ..	..	..	..	..	..	..	1,000	0 0	1,000	0 0
Bay Road to Otara 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 Otaraia ..	999	18 2	..	..	999	18 2	..	..	999	18 2
Waikaka to Pyramid ..	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
Otara Bush ..	485	10 0	14	10 0	500	0 0	..	..	500	0 0
West's to Mokohua ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Waimatuku Bush ..	300	0 0	200	0 0	500	0 0	..	..	500	0 0
Blackmount to deferred-payment land ..	250	0 0	100	0 0	350	0 0	..	..	350	0 0
Bush land, Makarewa ..	150	0 0	..	..	150	0 0	..	..	150	0 0
Seaward Moss to Awarua Bay ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Hedgehope Road ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Waikiwi Suburban ..	..	..	40	0 0	40	0 0	110	0 0	150	0 0
Wallacetown to Tomoporakau ..	..	..	150	0 0	150	0 0	..	..	150	0 0
Winton Tramway to Winton Forest ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Seaward Forest to D. P. Block ..	..	..	153	16 0	153	16 0	146	4 0	300	0 0
Halfmoon Bay, Stewart Island ..	219	12 6	36	12 6	256	5 0	..	..	256	5 0
Sundry roads ..	9,394	2 11	..	..	9,394	2 11	..	..	9,394	2 11
Sundry roads, Native labour ..	9	9 0	..	..	9	9 0	..	..	9	9 0
Miscellaneous ..	4,779	19 6	74	5 0	4,854	4 6	..	..	4,854	4 6
Totals ..	445,346	15 3	61,488	2 0	506,834	17 3	20,049	0 0	526,883	17 3
VILLAGE SETTLEMENTS:—										
Village settlements ..	1,890	15 4	*12,053	6 8	13,944	2 0	60,137	13 5	74,081	15 5
SUMMARY.										
ROADS TO OPEN UP LANDS BEFORE SALE	445,346	15 3	61,488	2 0	506,834	17 3	20,049	0 0	526,883	17 3
VILLAGE SETTLEMENTS ..	1,890	15 4	*12,053	6 8	13,944	2 0	60,137	13 5	74,081	15 5
GRAND TOTALS..	447,237	10 7	73,541	8 8	520,778	19 3	80,186	13 5	600,965	12 8

* Including £11 9s. charged as authorised.

TABLE No. 5.

STATEMENT showing the EXPENDITURE on GOLDFIELDS ROADS (Class IV.) out of Immigration and Public Works Loan to 31st March, 1888, and LIABILITIES on that Date.

	Expenditure to 31st March, 1887.	Expenditure during Twelve Months ending 31st March, 1888.	Total Expenditure to 31st March, 1888.	Liabilities on Authorities, Contracts, &c., 31st March, 1888.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS ON GOLDFIELDS—					
Subsidies towards the construction of roads and tracks in mining districts, and minor works for the development of minerals, upon a subscription of one-half being contributed ..	52,026 8 2	6,637 7 7	58,663 15 9	4,680 2 2	63,343 17 11
AUCKLAND—					
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
Opening Mokau River for development of coal-mine ..	552 8 0	..	552 8 0	..	552 8 0
NELSON—					
Lyell to Mokihinui <i>via</i> Eight-Mile ..	5,015 7 10	83 0 8	5,098 8 6	..	5,098 8 6
Mokihinui Quartz Reefs to Specimen Creek ..	1,238 7 5	..	1,238 7 5	..	1,238 7 5
Mokihinui to Karamea <i>via</i> Rough-and-Tumble ..	10,511 16 2	4,591 10 3	15,103 6 5	..	15,103 6 5
Brighton to Seventeen-Mile Beach <i>via</i> Terraces ..	1,213 14 4	575 12 10	1,789 7 2	..	1,789 7 2
Cobden to Seventeen-Mile Beach ..	2,102 1 4	550 0 0	2,652 1 4	234 0 0	2,886 1 4
Wangapeka to Karamea ..	1,825 15 10	174 4 2	2,000 0 0	..	2,000 0 0
Aorere Valley to Karamea ..	400 0 0	1,872 6 3	2,272 6 3	3,916 9 0	6,188 15 3
Owen Valley Road ..	1,233 12 3	811 11 5	2,045 3 8	150 0 0	2,195 3 8
Hatter's Terrace to Bell Hill ..	100 0 0	400 0 0	500 0 0	..	500 0 0
Larry's Creek to Lyell Road, near Dee River (subsidy of £1 for £1) ..	..	..	..	750 0 0	750 0 0
Bridle-track to Upper Anatoki ..	..	705 16 0	705 16 0	16 12 0	722 8 0
Tracks for opening up and prospecting Collingwood and Takaka Districts ..	..	..	..	..	..
Hatter's Terrace Road (£1 for £1 subsidy) ..	..	..	..	400 0 0	400 0 0
Deep Creek to Bell Hill (£1 for £1 subsidy) ..	..	176 10 0	176 10 0	223 10 0	400 0 0
Irishman's to Lake Brunner (£1 for £1 subsidy) ..	..	..	..	..	..
Improving roads and tracks, Collingwood to Takaka, Motueka, and Karamea ..	5,253 0 1	4,842 7 8	10,095 7 9	326 10 0	10,421 17 9
Ahaura to Amuri ..	2,504 19 7	..	2,504 19 7	..	2,504 19 7
MARLBOROUGH—					
Wakamarina Valley ..	11 0 0	..	11 0 0	..	11 0 0
CANTERBURY—					
Road to open up Wilberforce Quartz Reefs ..	1,830 17 7	..	1,830 17 7	..	1,830 17 7
WESTLAND—					
Cedar Creek Road ..	2,790 1 0	209 19 0	3,000 0 0	..	3,000 0 0
Browning's Pass to Reefs (subsidy of £2 for £1) ..	1,484 2 8	723 8 0	2,207 10 8	..	2,207 10 8
Jackson's Bay to Cascade and Gorge River Districts ..	556 4 3	2,289 12 6	2,845 16 9	1,576 9 0	4,422 5 9
OTAGO—					
Arthur's Point to Skipper's ..	7,547 14 1	..	7,547 14 1	1,000 0 0	8,547 14 1
Waikaia Bush Road ..	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Arrowtown to Macetown Quartz Reefs and Motutapu Bush ..	9,270 6 8	..	9,270 6 8	..	9,270 6 8
Waitahuna Bridge, on account of reconstruction ..	750 0 0	..	750 0 0	..	750 0 0
SOUTHLAND—					
Tracks, Merrivale District ..	400 0 0	100 0 0	500 0 0	..	500 0 0
Contingencies ..	..	10 3 0	10 3 0	..	10 3 0
Totals ..	115,917 17 3	25,053 9 4	140,971 6 7	13,573 12 2	154,544 18 9

TABLE No. 6.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Immigration and Public Works Loan to 31st March, 1888, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1887.	Expenditure for Year ended 31st March, 1888.	Total Expenditure to 31st March, 1888.	Liabilities on Authorities, Contracts, &c., 31st March, 1888.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial ..	228,764 3 2	8,272 7 11	237,036 11 1	3,034 4 4	240,070 15 5
Postal and Telegraphic ..	139,193 3 3	2,227 7 0	141,420 10 3	3 6 3	141,423 16 6
Customs ..	4,749 2 2	..	4,749 2 2	..	4,749 2 2
Offices for Public Departments ..	145,874 18 3	12,742 1 3	158,616 19 6	18,877 19 2	177,494 18 8
Lunatic Asylums ..	243,744 1 8	23,107 2 10	266,851 4 6	5,642 9 10	272,493 14 4
School-buildings ..	778,734 8 9	39,999 18 0	818,734 6 9	410 0 0	819,144 6 9
Hospitals ..	28,495 14 7	4,155 9 7	32,651 4 2	1,643 0 0	34,294 4 2
Miscellaneous ..	9,838 14 10	..	9,838 14 10	..	9,838 14 10
Quarantine Stations ..	3,525 0 3	..	3,525 0 3	..	3,525 0 3
Survey ..	514 13 2	..	514 13 2	..	514 13 2
Parliament Buildings ..	13,937 18 8	24 8 5	13,962 7 1	..	13,962 7 1
Totals ..	1,597,371 18 9	90,528 15 0	1,687,900 13 9	29,610 19 7	1,717,511 13 4

TABLE No. 7.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Immigration and Public Works Loan to 31st March, 1888, and the LIABILITIES on that Date.

LOCALITY AND NAME OF RACE.	EXPENDITURE.					LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.												
	Survey and Construction, 1870-87.	Subsidies, 1870-87.	Survey and Construction 1887-88.	Subsidies, 1887-88.	Totals.	Authorities on Construction.	Authorities on Subsidies.	Contracts.	Totals.														
												£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
NORTH ISLAND.																							
AUCKLAND PROVINCIAL DISTRICT—Thames.	80,708 19 3	..	..	..	80,708 19 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	80,708 19 3	AUCKLAND PROVINCIAL DISTRICT—Thames.
MIDDLE ISLAND.																							
WESTLAND PROVINCIAL DISTRICT—Subsidies—																							
Hohouu.	3 7 0	1,955 12 1	..	..	1,958 19 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,958 19 1	Hohouu.
Hibernian.	12 5 8	1,992 14 8	..	..	2,005 0 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,005 0 4	Hibernian.
New River.	21 5 0	3,496 0 3	..	..	3,517 5 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,517 5 3	New River.
Kanieri.	1 5 6	10,310 18 4	..	..	10,312 3 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,312 3 10	Kanieri.
Ross Sludge-channel.	..	1,360 6 9	..	..	1,500 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,554 10 6	Ross Sludge-channel.
Kumara Sludge-channel No. 2.	..	2,762 17 2	..	..	2,762 17 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,762 17 2	Kumara Sludge-channel No. 2.
Government Works—																							
Wainaea.	173,363 7 1	..	..	..	173,363 7 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	173,363 7 1	Wainaea.
Mikonui.	25,644 9 6	..	..	..	25,644 9 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25,644 9 6	Mikonui.
NELSON PROVINCIAL DISTRICT—Government Works—																							
Nelson Creek.	90,721 4 8	..	1 6 0	..	90,722 10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8	Nelson Creek.
Napoleon Hill.	257 16 7	..	..	..	257 16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7	Napoleon Hill.
Argyle (Charleston).	14,701 15 3	..	..	..	14,701 15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,701 15 3	Argyle (Charleston).
Black's Point.	244 9 0	..	..	..	244 9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0	Black's Point.
OTAGO PROVINCIAL DISTRICT—Subsidies—																							
Arrow.	..	612 10 0	..	..	612 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	612 10 0	Arrow.
Beaumont and Tuapeka.	4 6 2	640 0 0	..	..	644 6 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	644 6 2	Beaumont and Tuapeka.
Carriek Range.	..	9,249 13 1	..	..	9,249 13 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9,249 13 1	Carriek Range.
Mount Pisgah.	..	200 0 0	..	..	200 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	200 0 0	Mount Pisgah.
Lawrence Drainage-channel.	..	2,956 14 0	..	..	2,956 14 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,956 14 0	Lawrence Drainage-channel.
Ophir Tail-race.	..	1,099 8 6	..	..	1,150 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,150 0 0	Ophir Tail-race.
Muddy Creek Channel.	..	850 0 0	..	..	850 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	850 0 0	Muddy Creek Channel.
St. Bathans.	..	711 3 10	..	..	1,000 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,000 0 0	St. Bathans.
Criffel.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Criffel.
Maerewhenua.	1,065 0 0	..	..	..	1,065 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,065 0 0	Maerewhenua.
Government Works—																							
Mount Ida.	65,766 3 8	..	..	..	65,766 3 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	65,766 3 8	Mount Ida.
Waipori.	11,263 1 0	..	..	..	11,263 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,263 1 0	Waipori.
SOUTHLAND PROVINCIAL DISTRICT—Subsidy—																							
Round Hill.	..	133 19 4	..	..	133 19 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	133 19 4	Round Hill.
GENERAL—																							
Increased water-supply.	..	100 0 0	530 4 0	..	630 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	630 4 0	Increased water-supply.
DEPARTMENTAL—																							
Salaries, travelling, advertising, &c.	6,715 6 2	..	5 0 6	..	6,720 6 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,720 6 8	Salaries, travelling, advertising, &c.
TOTALS.	389,785 2 3	388,431 18 0	536 10 6	479 0 11	429,232 11 8	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	642,987 2 2	TOTALS.
SUMMARY.																							
NORTH ISLAND.	80,708 19 3	..	..	..	80,708 19 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	80,708 19 3	NORTH ISLAND.
MIDDLE ISLAND.	389,785 2 3	388,431 18 0	536 10 6	479 0 11	429,232 11 8	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	642,987 2 2	MIDDLE ISLAND.
TOTALS.	470,494 1 6	388,431 18 0	536 10 6	479 0 11	509,941 10 11	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	..	54 10 6	650,996 1 5	TOTALS.

TABLE No. 8.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Immigration and Public Works Loan to 31st March, 1888, and the LIABILITIES on that Date.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1888.	Total Expenditure and Liabilities.
	Poles.	Wire.		
			£ s. d.	£ s. d.
Expenditure to the 31st March, 1887	..	..	..	538,978 15 8
Telephone exchanges	..	..	13,029 12 3	
Cambridge-Taupo	..	..	107 9 0	
Patumahoe	6	6	207 10 10	
Shortland	..	1	89 3 4	
Mauku	1	1	45 0 7	
Clevedon	8	8	361 12 0	
Te Ahuahu	..	..	14 11 0	
Hikutaia	..	..	60 3 2	
Matakoho	..	6	88 6 8	
Taranaki District	..	..	105 0 6	
Pihama	..	..	109 3 5	
Stratford-Midhirst	..	..	158 5 2	
Woodville, Tahoraite, and Waipukurau (fifth wire) ..	16½	72	1,151 6 7	
Tologa Bay	35	35	833 6 11	
Pakipaki-Royston	..	..	269 16 7	
Campbelltown-Sanson	..	..	155 0 6	
Kai Iwi	..	..	15 6 8	
Woodville-Kumeroa	8	13	284 9 7	
Te Kopuru-Kaipara Heads	..	..	109 8 2	
Marsden Point, Whangarei Heads, and Parua Bay ..	..	..	5 14 6	
Mauriceville-Mangamahoe	..	..	329 15 6	
Omatere	..	..	4 1 6	
Owen River line	..	..	16 7 3	
Stillwater-Richardson	..	1½	38 0 4	
Lighthouse	..	..	3 10 0	
Springston-Prebbleton	1½	10	138 16 6	
Naseby-Hyde	..	..	22 8 7	
St. Bathans, Cambrian, and Blackstone Hill	..	..	349 11 8	
Berwick	4	4	169 17 10	
Queensberry	..	..	28 13 10	
Broad Bay	1½	3	110 7 10	
Nightcaps	13	13	436 7 8	
Otakeaia	..	5	80 5 10	
Milburn	..	..	14 19 0	
Inangahua Junction	..	..	3 2 6	
Cronadon	..	..	0 7 3	
Little Grey-Junction	..	..	3 19 6	
Christchurch-New Brighton	..	..	43 13 0	
Hororata	..	..	73 5 9	
Blackstone Hill-Cambrian	5	12	2 11 0	
Clinton-Waiwera South	1	7	40 0 0	
Tinker's	..	..	64 17 9	
Kakanui	..	..	5 3 6	
Ophir-Matakanui	..	..	5 15 10	
Abbotsford-Middlemarch	..	..	26 8 8	
Stock	..	..	3,771 10 7	
				22,984 6 1
Total expenditure to 31st March, 1888	..	..	..	561,963 1 9
Liabilities on 31st March, 1888	..	..	..	3,004 0 0
Total Expenditure and Liabilities	..	..	..	£564,967 1 9

TABLE No. 9.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Immigration and Public Works Loan to 31st March, 1888, and the LIABILITIES on that Date.

	Total Net Expenditure to 31st March, 1887.	Net Expenditure during 12 Months ended 31st March, 1888.	Total Expenditure to 31st March, 1888.	Liabilities on Authorities, Contracts, &c., to 31st March, 1888.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
LIGHTHOUSES.					
Akaroa	7,148 16 5	..	7,148 16 5	..	7,148 16 5
Brothers	6,241 0 0	..	6,241 0 0	..	6,241 0 0
Cape Egmont	3,354 6 4	..	3,354 6 4	..	3,354 6 4
Cape Foulwind	6,955 9 1	..	6,955 9 1	..	6,955 9 1
Cape Maria van 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
Cuvier Island	990 9 11	2,359 6 7	3,349 16 6	10 0 0	3,359 16 6
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	2,672 17 1	507 3 4	3,180 0 5	..	3,180 0 5
Kaipara	5,571 8 0	..	5,571 8 0	..	5,571 8 0
Manukau Heads	600 13 11	..	600 13 11	..	600 13 11
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
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 on s.s. "Hinemoa" and "Stella" ..	20,590 5 9	..	20,590 5 9	..	20,590 5 9
HARBOUR WORKS.					
Pollock Wharf, Manukau	150 0 0	..	150 0 0	..	150 0 0
Whangarei Heads Wharf	600 0 0	..	600 0 0	..	600 0 0
Matakana Wharf	556 10 3	..	556 10 3	..	556 10 3
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	328 0 0	..	328 0 0	..	328 0 0
Castlepoint Jetty	51 14 1	..	51 14 1	..	51 14 1
Kaikoura Jetty and Harbour	2,912 16 10	..	2,912 16 10	..	2,912 16 10
Pictou, removal of old wharf	94 0 0	..	94 0 0	..	94 0 0
Collingwood Harbour	745 18 8	..	745 18 8	..	745 18 8
Karamea Wharf	75 0 0	..	75 0 0	..	75 0 0
Westport Harbour	14,110 18 7	..	14,110 18 7	..	14,110 18 7
Greymouth Harbour	127,233 19 6	..	127,233 19 6	..	127,233 19 6
Hokitika Harbour	56,000 0 0	500 0 0	56,500 0 0	..	56,500 0 0
Timaru Harbour	100,000 0 0	..	100,000 0 0	..	100,000 0 0
Oamaru Harbour	5,000 0 0	..	5,000 0 0	..	5,000 0 0
Martin's Bay, removal of rock	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
Catlin's River, removal of rocks	277 19 0	..	277 19 0	..	277 19 0
Catlin's River Jetty	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	318,827 2 3	73,458 15 6	392,285 17 9	36,421 12 1	428,707 9 10
Totals	745,299 11 0	76,825 5 5	822,124 16 5	36,431 12 1	858,556 8 6

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THE HISTORY OF THE UNITED STATES

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CHAPTER I. THE DISCOVERY OF AMERICA.

It is a well-known fact that the discovery of America was made by Christopher Columbus in 1492. He was an Italian explorer who sailed across the Atlantic Ocean in search of a new route to the East Indies. On October 12, 1492, he landed on the island of San Salvador, which is now part of the Bahamas. This event marked the beginning of European exploration and colonization of the Americas.

Columbus's voyage was sponsored by the Spanish monarchs, Isabella and Ferdinand. They provided him with the necessary ships and supplies for his journey. Columbus's discovery opened up a new world for Europe, leading to the establishment of colonies and the eventual development of the United States.

The discovery of America had a profound impact on the world. It led to the exchange of goods and ideas between the Old World and the New World. The Americas became a source of raw materials and food for Europe, while European culture and technology were introduced to the Americas.

Over the centuries, the United States has grown from a small colony into a powerful nation. It has played a significant role in world history, contributing to the development of democracy, capitalism, and modern science and technology.

The history of the United States is a story of exploration, discovery, and growth. It is a story that continues to inspire and shape the world today.

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1888.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE IMMIGRATION AND PUBLIC WORKS LOANS
FOR THE YEAR 1887-88.*Prepared in compliance with Section 8 of "The Public Works Act, 1882."*

SIR,—

Public Works Department, Wellington, 14th May, 1888.

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 authorised by Parliament under "The Public Works Appropriation Act, 1887."

I have, &c.,

EDWIN MITCHELSON,

Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT of NET EXPENDITURE ON GOVERNMENT WORKS for the Year 1887-88 out of IMMI-
GRATION and PUBLIC WORKS LOANS.

Class.	Votes.	Summary.	Appro- priation.	Expenditure.	Credits.	Net Expenditure.
		PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.
		PART I.				
III.	19-23	Railways	3,500	1,595 2 4	186 17 0	1,408 5 4
IV.	24-30	Roads	243,620	203,749 13 5	5,401 17 9	198,347 15 8
V.	31	Water-races	1,200	1,015 11 5	..	1,015 11 5
VII.	33	Telegraph Extension	20,100	24,191 9 2	1,207 3 1	22,984 6 1
VIII.	34-42	Public Buildings	109,105	94,165 19 0	3,837 4 0	90,328 15 0
IX.	43-45	Lighthouses, Harbour Works, and Harbour Defences	84,800	76,891 14 4	66 8 11	76,825 5 5
XI.	47	Thermal Springs	3,200	3,005 12 1	6 8 7	2,999 3 6
		Unauthorised expenditure on works not pro- vided for	465,525	404,615 1 9	10,705 19 4	393,909 2 5
			..	15,297 2 4	..	15,297 2 4
		PART II.				
II.	50-52	Railways	126,100	182,676 0 10	79,899 15 9	102,776 5 1
III.	53	Roads	20,000	20,410 1 0	..	20,410 1 0
			146,100	203,086 1 10	79,899 15 9	123,186 6 1
		PART III.				
II.	57-73	Railways	371,000	349,603 14 1	50,066 5 8	299,542 8 5

W. A. THOMAS,
Accountant.

Public Works Department, 11th May, 1888.

Examined and found correct.

JAMES EDWARD FITZGERALD,
Controller and Auditor-General.

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.	Expended in Excess of Appropriation.
	PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	PART I.					
	Railways—					
19	New Plymouth-Foxton	1,200	989 6 6	..	989 6 6	..
20	Wellington-Foxton	500	169 1 5	186 17 0	Cr. 17 15 7	..
21	Hurunui Northwards	100	7 19 10	..	7 19 10	..
22	Springfield Branch	900	..	..	..	..
23	Lincoln-Little River.. ..	800	428 14 7	..	428 14 7	..
		3,500	1,595 2 4	186 17 0	1,408 5 4	..
	Roads—					
24	Roads, Bridges, and Wharves North of Auckland	3,870	3,137 18 10	..	3,137 18 10	..
25	Main Roads	18,650	18,835 10 11	79 14 0	13,755 16 11	..
26	Miscellaneous Roads and Bridges	34,500	26,067 14 7	828 19 0	25,238 15 7	..
27	Grants-in-aid	72,600	60,869 0 2	3,237 4 10	57,631 15 4	..
28	Roads to open up Lands before Sale	60,000	61,670 5 7	182 3 7	61,488 2 0	1,488 2 0
29	Village Special Settlements	23,000	12,062 6 7	20 8 11	12,041 17 8	..
30	Roads on Goldfields	31,000	26,106 16 9	1,053 7 5	25,053 9 4	..
		243,620	203,749 13 5	5,401 17 9	198,347 15 8	1,488 2 0
31	Water-races—					
	Water-races, Middle Island	1,200	1,015 11 5	..	1,015 11 5	..
33	Telegraph Extension—					
	Telegraph Extension	20,100	24,191 9 2	1,207 3 1	22,984 6 1	2,884 6 1
	Public Buildings—					
34	Parliamentary Buildings	100	24 8 5	..	24 8 5	..
35	General Departmental Offices.. ..	19,300	12,760 8 6	18 7 3	12,742 1 3	..
36	Judicial	10,945	8,272 7 11	..	8,272 7 11	..
37	Postal and Telegraph	3,640	3,767 1 1	1,539 14 1	2,227 7 0	..
38	Customs	20	..	..	..	..
39	Lunatic Asylums	29,000	23,009 16 10	102 14 0	22,907 2 10	..
40	Hospitals and other Charitable Institutions	6,000	6,310 18 3	2,155 8 8	4,155 9 7	..
41	Quarantine Stations	100	..	..	..	..
42	School Buildings	40,000	40,020 18 0	21 0 0	39,999 18 0	..
		109,105	94,165 19 0	3,837 4 0	90,328 15 0	..
	Lighthouses, Harbour Works, and Harbour Defences—					
43	Lighthouses.. ..	4,300	2,866 9 11	..	2,866 9 11	..
44	Harbour Works	500	500 0 0	..	500 0 0	..
45	Harbour Defences	80,000	73,525 4 5	66 8 11	73,458 15 6	..
		84,800	76,891 14 4	66 8 11	76,825 5 5	..
47	Thermal Springs	3,200	3,005 12 1	6 8 7	2,999 3 6	..
	PART II.					
	Railways—					
50	Marton-To Awamutu	96,000	164,165 11 9	78,280 9 11	85,885 1 10	..
51	Permanent-way, Sleepers, and Rolling-Stock	26,100	15,651 5 10	1,619 5 10	14,032 0 0	..
52	Surveys	4,000	2,859 3 3	..	2,859 3 3	..
		126,100	182,676 0 10	79,899 15 9 1	6 5 1	..
53	Roads—					
	Roads	20,000	20,410 1 0	..	20,410 1 0	410 1 0
	PART III.					
57	Helensville Northwards	10,000	5,921 15 1	..	5,921 15 1	..
58	Grahamstown-To Aroha	10,000	4,095 1 1	100 0 9	3,995 0 4	..
59	Putaruru-Rotorua	40,000	43,699 2 0	2,425 0 0	41,274 2 0	1,274 2 0
60	Woodville-Palmerston	40,000	33,662 2 4	49 12 8	33,612 9 8	..
61	Mangamahoe-Woodville	37,000	28,713 18 1	137 0 7	28,576 17 6	..
62	Blenheim-Awatere	7,000	2,334 17 1	..	2,334 17 1	..
63	Greymouth-Hokitika	24,000	14,887 11 5	47 17 1	14,839 14 4	..
64	Upper Ashburton Branch	7,000	3,734 11 10	..	3,734 11 10	..
65	Livingstone Branch	6,500	5,488 0 11	..	5,488 0 11	..
66	Catlin's River Branch	12,000	7,916 7 8	0 15 0	7,915 12 8	..
67	Otago Central	70,000	68,221 11 10	69 7 1	68,152 4 9	..
68	Seaward Bush	5,000	2,908 5 10	9 9 0	2,898 16 10	..
69	Riversdale-Switzers	3,000	986 14 6	..	986 14 6	..
70	Wynndham-Fortrose	9,000	7,572 16 11	..	7,572 16 11	..
71	Additions to Open Lines	40,000	39,823 9 3	1,546 0 3	38,277 9 0	..
72	Permanent-way, Sleepers, and Rolling-stock	50,000	79,602 9 0	45,677 12 3	33,924 16 9	..
73	Surveys	500	39 19 3	3 11 0	36 8 3	..
		371,000	349,608 14 1	50,066 5 8	299,542 8 5	1,274 2 0

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, 1888, 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.
PUBLIC WORKS FUND.			
PART I.			
III.	20-22	Railways	£ 1,033 9 2
IV.	24-27	Roads	25,360 4 7
VIII.	35-40	Public Buildings	29,200 19 7
			55,594 13 4
PART II.			
II.	50-52	Railways	70,075 12 6
III.	53	Roads	1,549 1 1
			71,624 13 7
PART III.			
II.	57-73	Railways	190,467 12 9
			317,686 19 8
CONSOLIDATED FUND.			
XII.	12A, 12B	Public Buildings and Government Gardens	21,107 4 1

Vote No.	Name of Vote.	Works under Contract.	Material, Wages, Salaries, &c.	Material from England.	Total.
PUBLIC WORKS FUND.					
<i>Chargeable to the Unexpended Balance of Loans raised prior to the 31st March, 1886.</i>		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Railways—					
20	Wellington-Foxton .. .. .	.. .. .	286 9 7	..	286 9 7
22	Springfield Branch	731 19 7	15 0 0	..	746 19 7
		731 19 7	301 9 7	..	1,033 9 2
Roads—					
24	Roads, Bridges, and Wharves, North of Auckland	..	40 0 0	..	40 0 0
25	Main Roads	110 18 11	5,199 11 4	..	5,310 10 3
26	Miscellaneous Roads and Bridges	8,576 11 11	4,066 4 1	..	12,642 16 0
27	Grants-in-aid	..	7,366 18 4	..	7,366 18 4
		8,687 10 10	16,672 13 9	..	25,360 4 7
Public Buildings—					
35	General Departmental Offices	16,842 10 2	1,471 3 0	564 6 0	18,877 19 2
36	Judicial	..	2,784 4 4	250 0 0	3,034 4 4
37	Postal and Telegraph	..	3 6 3	..	3 6 3
39	Lunatic Asylums	3,233 9 0	2,409 0 10	..	5,642 9 10
40	Hospitals and other Charitable Institutions	..	1,643 0 0	..	1,643 0 0
		20,075 19 2	8,310 14 5	814 6 0	29,200 19 7
<i>Services chargeable to the £1,000,000 authorized to be raised under "The North Island Main Trunk Loan Act, 1882."</i>					
Railways—					
50	Main Trunk Line, Marton-Te Awamutu	53,539 8 6	5,138 18 1	..	58,678 6 7
51	Permanent-way, Sleepers, and Rolling-stock	..	..	10,240 0 0	10,240 0 0
52	Surveys	..	1,157 5 11	..	1,157 5 11
		53,539 8 6	6,296 4 0	10,240 0 0	70,075 12 6
53	Roads to give access to Marton-Te Awamutu Railway	..	1,549 1 1	..	1,549 1 1

STATEMENT of all LIABILITIES—*continued*.

Vote No.	Name of Vote.	Works under Contract.	Material, Wages, Salaries, &c.	Material from England.	Total.
	<i>Services chargeable to the £1,325,000 authorized to be raised under "The New Zealand Loan Act, 1886."</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.
57	Helensville Northwards	13,828 16 10	286 19 3	..	14,115 16 1
58	Grahamstown—Te Aroha	2,194 17 5	272 16 5	..	2,467 13 10
59	Putaruru—Rotorua	11,532 0 0	6,630 16 8	..	18,162 16 8
60	Woodville—Palmerston	43,246 1 1	1,745 1 10	..	44,991 2 11
61	Mangamahoe—Woodville	18,012 0 0	1,790 17 2	..	19,802 17 2
62	Blenheim—Awatere	3,187 6 8	1,195 6 8	..	4,382 13 4
63	Greymouth—Hokitika	19,300 12 8	6,020 6 10	..	25,320 19 6
64	Upper Ashburton Branch	..	627 10 3	..	627 10 3
65	Livingstone Branch	..	46 4 10	..	46 4 10
66	Catlin's River Branch	..	686 18 6	..	686 18 6
67	Otago Central	17,927 7 7	6,612 3 11	..	24,539 11 6
68	Seaward Bush	..	626 6 11	..	626 6 11
69	Riversdale—Switzers	..	52 11 11	..	52 11 11
70	Wyndham—Fortrose	6,887 19 6	437 16 5	..	7,325 15 11
71	Additions to Open Lines.. ..	66 4 3	13,558 14 2	..	13,624 18 5
72	Permanent-way, Sleepers, and Rolling-stock Surveys New Lines—	2,277 10 0	10,610 16 11	755 8 1	13,643 15 0
73	Miscellaneous expenses	..	50 0 0	..	50 0 0
		188,460 16 0	51,251 8 8	755 8 1	190,467 12 9
	CONSOLIDATED FUND.				
12A	Public Buildings	14,696 17 7	6,230 16 8	95 0 0	21,022 14 3
12B	Government Gardens	..	84 9 10	..	84 9 10
		14,696 17 7	6,315 6 6	95 0 0	21,107 4 1

Public Works Department, 27th April, 1888.

W. A. THOMAS,
Accountant.

APPENDIX C.

SCHEDULE of RAILWAY CONTRACTS CURRENT on the 1st April, 1887, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1888.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	M. ch. lk.	Length of Sidings in Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
Aug. 14, 1885	Marton-Te Awamutu	Pororo-taroa Tunnel	Formation	M. ch. lk. 1 34 0	M. ch. lk. ..	..	J. J. O'Brien ..	Aug. 11, 1887	..	£ 46,849 0 0	(Contract assigned to E. Porter and Co., 11th May, 1887.
Aug. 21, 1886	"	Hunterville	F. & P.L.	5 57 0	0 62 0	..	Jesse Contes ..	June 19, "	Aug. 20, 1887	14,242 14 8	Contract assigned to Peter Dey.
Sept. 10, "	"	Te Kuiti ..	"	10 59 40	0 60 0	..	Coates and Metcalfe	"	May 19, "	17,273 13 0	
March 10, 1887	"	Punui Station-buildings	"	8 53 0	0 25 0	..	G. T. Worthington	Dec. 10, 1888	..	647 0 0	
Aug. 12, "	"	Waiteti ..	F. & P.L.	..	..	..	J. and A. Anderson	Nov. 11, 1887	Dec. 24, 1887	57,858 17 0	
"	"	Porewa and Hunterville Station-buildings	..	..	..	..	Gifford and O'Connor	..	..	1,602 5 4	
"	"	Makohine Cottages	..	..	..	..	Arthur Burns	Feb. 13, 1888	Feb. 15, 1888	725 0 0	Contract deter-
March 26, "	"	Te Kuiti Station-buildings	..	..	..	..	Hugh Fulton ..	Oct. 28, 1887	Dec. 19, 1887	968 19 0	mined.
March 26, 1888	Helensville-Northwards	Kaipara ..	Formation	4 12 0	..	..	Wilkie and Wilson	March 5, 1889	..	6,875 4 8	Contract relet to
"	"	Kaukapakapa ..	F. & P.L.	7 58 0	1 40 0	..	Larkins and O'Brien	Jan. 28, 1887	May 20, 1887	11,903 12 2	Frank Dye.
Aug. 3, 1885	Grahamstown-Te Aroha	Hikutaia..	Formation	8 25 0	..	..	..	..	..	10,879 9 0	
Jan. 4, 1887	"	Ohinemuri	"	6 15 0	..	..	Irvine and Heath	Oct. 29, "	..	3,973 8 0	Contract deter-
Nov. 15, "	"	Completion of Ohinemuri	"	..	..	..	T. Mulvihill ..	July 11, 1888	..	3,465 13 8	mined.
March 19, "	Putaruru-Rotorua	Ngatira ..	F. & P.L., & bldgs.	8 0 0	0 50 0	..	Daniel Fallon	June 11, "	..	34,785 14 2	
Nov. 6, 1886	Woodville-Palmerston	Manawatu Gorge ..	Formation	4 32 0	..	..	Jones and Peters	Oct. 28, 1887	May. 10, 1887	45,156 3 1	Contract deter-
Dec. 10, "	"	Tanaki and Woodville Station-buildings	..	..	..	..	Munro Brothers	Feb. 10, 1887	..	1,675 0 0	mined.
June 8, 1887	"	Woodville Cottages	"	..	..	..	Wortley and Hurst	Sept. 4, "	Oct. 3, "	349 17 9	
Aug. 23, 1886	Mangamahoe-Woodville	Wi Waka..	F. & P.L.	6 15 0	0 50 0	..	Martin Danaher	Aug. 23, 1888	..	60,500 0 0	
July 9, 1884	Blenheim-Awatere	Dashwood	Formation	3 4 0	..	..	Parker and Maddock	July 9, 1886	..	17,746 6 8	
Aug. 30, 1886	Greymouth-Hokitika	Bridge over Arhura River	"	..	..	..	McKenzie and O'Connor	Feb. 28, 1888	Nov. 4, 1887	7,160 12 0	
Feb. 18, 1887	"	Freight on Bridge-material, Wellington to Hokitika	..	..	..	..	J. H. Cock ..	March 16, 1887	April 13, "	219 12 0	
April 26, "	"	Extension to Hokitika Wharf	..	..	..	..	G. M. Fraser ..	June 21, 1889	July 2, "	339 0 0	
May 25, "	"	Teremakau Bridge	..	..	..	..	Scott Brothers	March 18, 1889	Jan. 28, 1888	19,300 12 8	
June 25, "	"	Additions to Hokitika Wharf	..	..	..	..	G. Filmer ..	Sept. 16, 1887	July 2, 1887	1,895 0 0	
July 26, 1886	Livingstone Branch	Awamoko ..	F. & P.L., & Station	7 75 0	0 50 0	..	D. McKendry..	March 20, "	..	11,761 14 11	
May 2, 1887	Catlin's River Branch	Culverts, Glenomaru Section	..	..	..	..	W. Mercer ..	July 29, 1886	Nov. 7, "	1,542 0 0	
Dec. 24, 1884	Otago Central	Deep Stream (completion)	..	..	..	..	Miller and Smillie	Aug. 22, 1886	Oct. 26, "	32,874 13 0	
Jan. 6, 1885	"	Wingatui Viaduct..	..	..	..	..	R. S. Sparrow and Co.	Sept. 29, 1887	June 4, "	13,922 14 10	
Feb. 19, 1887	"	Mount Hyde Bridges	Masonry	..	..	..	Black and Allison	Oct. 29, 1887	..	15,934 2 4	
March 10, "	"	Taleri Gorge Bridges	"	..	..	..	J. and A. Anderson	Dec. 14, 1888	..	12,879 10 6	
July 1, "	"	Silver Peak Bridges	"	..	..	..	W. J. A. Sanderson	Nov. 5, 1887	..	18,410 17 9	
May 16, "	Riversdale-Switzers	Barewood Bridges	"	..	..	..	John Whittaker	June 24, 1888	..	13,935 17 0	
"	Wyndham-Portrose	Waimea Permanent-way	P.L.	2 0 0	..	..	J. Campbell ..	July 12, 1887	Aug. 5, 1887	653 12 0	
"	"	Glenham	Tunnel & Formation	1 66 0	..	..	A. Menzies ..	Feb. 3, 1888	..	13,840 19 6	
Sept. 7, 1883	Additions to open lines Waitaki-Bluff, Palmerston-Clinton	Piers, &c., Dunedin Station Overbridge	..	..	..	..	Kincaid, McQueen, & Co.	March 6, 1885	Oct. 31, 1887	13,826 19 8	
March 7, 1887	Permanent-way, &c.	50 sets Points and Crossings, and 20 pairs of switches Freight on Rails, &c., Lyttelton to Wanganui	..	..	..	..	Cuff and Graham	Aug. 21, 1887	June 14, "	697 10 0	
"	"	Freight on Rails, Wellington to Greymouth	..	..	..	..	Union Steamship Co.	May 3, "	April 16, "	367 15 3	
June 6, "	"	Freight on Rails, Wellington to Hokitika	..	..	..	..	J. H. Cock ..	Aug. 6, "	June 29, "	368 10 0	
"	"	10 Locomotive-engines	..	..	..	..	..	6, "	July 19, "	152 0 0	
April 15, 1885	Rolling-stock	..	..	..	..	..	Scott Brothers	March 27, "	Mar. 31, 1888	13,850 0 0	

APPENDIX C.

SCHEDULE of RAILWAY CONTRACTS CURRENT on the 1st April, 1886, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1887—continued.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
July 30, 1885 " 26, 1886	Livingstone Branch .. "	Rakis .. Awamoko ..	F. & P.L. F., P.L., & Station	M. ch. lk. 4 0 0 7 75 0	M. ch. lk. .. 0 0 50 0	Cuthbert and Stewart .. D. McKendry ..	Feb. 25, 1886 March 20, 1887	July 8, 1886 ..	£ s. d. 5,597 12 8 11,761 14 11	(Contract deter- m'd, and relet to Miller and Smillie. (See below.)
Dec. 8, 1883 March 3, 1884 Nov. 19, " Dec. 24, " Jan. 6, 1885 March 5, " May 11, " July 10, " Jan. 5, 1887 Feb. 19, " March 10, " Feb. 16, 1886	Otago Central " " " " " " " " " " " Lumsden-Mararoa ..	Deep Stream (completion) .. Nenthorn .. Hindon Section Tunnels .. Deep Stream (completion) .. Wingatui Viaduct .. Hindon .. Wingatui Permanent-way .. Wingatui Viaduct .. Mount Hyde Bridges .. Taiari Gorge Bridges .. Silver Peak Bridges .. Mossburn ..	.. .. .. .. .. .. .. .. .. .. .. ..	.. .. .. .. .. .. .. .. .. .. .. ..	.. .. .. .. .. .. .. .. .. .. .. ..	Collier and Claphane .. R. Meikle and Co. .. C. and W. Gore .. Miller and Smillie .. R. S. Sparrow and Co. .. Matheson Brothers .. John Whitaker .. John Black and Co. .. Black and Allison .. J. and A. Anderson .. W. J. A. Sanderson .. Martin Hughes .. John Concher ..	June 8, 1885 May 3, 1886 May 15, " Aug. 22, " Sept. 29, " March 3, " March 6, " Jan. 3, 1887 Oct. 29, 1887 Dec. 14, 1888 Nov. 5, 1887 Aug. 10, 1886 Feb. 27, " ..	.. Mar. 5, 1887 Nov. 12, 1886 April 21, " Sept. 4, " Feb. 25, 1887 July 2, 1886 ..	23,924 8 6 42,333 0 0 20,560 11 4 32,874 13 0 13,922 14 10 10,790 0 0 10,944 7 2 8,037 11 8 15,934 2 4 12,879 10 6 18,410 17 9 3,721 4 0 3,158 7 6	
Aug. 3, 1885	Seaward Bush ..	Kilbrony ..	P.L. and Station	5 40 0	0 25 0	John Concher ..	Feb. 27, " ..	July 2, 1886 ..	3,158 7 6	
May 12, " Sept. 7, 1883	Additions to Open Lines— Picton-Blenheim .. Waitaki-Bluff, Pal- merston-Clinton ..	Picton Wharf Extension .. Piers, &c., Dunedin Station Overbridge .. Freight on Rails, &c., Lyttel- ton to Auckland .. 50 sets Points and Crossings, and 20 pairs of Switches .. Freight on Rails, &c., Lyttel- ton to Wanganui .. 10 Locomotive Engines .. 3 3-ton Steam-cranes ..	.. .. .. .. .. .. .. ..	.. .. .. .. .. .. .. ..	.. .. .. .. .. .. .. ..	G. A. Smith and Co. .. Kincaid, McQueen, & Co. .. Cuff and Graham .. Kincaid, McQueen & Co. .. Cuff and Graham .. Scott Brothers .. S. Luke and Sons ..	May 12, " March 6, 1885 Feb. 2, 1887 Aug. 21, " May 3, " March 27, " Oct. 8, 1886	May 28, " .. Feb. 15, 1887 Feb. 5, 1887	2,458 13 8 13,826 19 8 643 10 0 637 10 0 367 15 3 13,850 0 0 1,945 0 0	

APPENDIX D.

SCHEDULE OF SLEEPER CONTRACTS and DELIVERIES on 1st April, 1887, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1888.

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.									
WANGANUI DISTRICT.									
14 March, 1887	W. W. Corpe ..	Makino, Feilding ..	3,000 totara*	s. d. 2 9	Makino ..	1,000 ..	14 June, 1887	3,000	Completed.
14 " "	Bailey Brothers ..	Taonui, Feilding ..	550 totara*	2 9	Cliff Road ..	183 ..	10 May " "	550	"
14 " "	George Searle ..	Ashurst ..	500 totara†	2 6	Terrace End, Palmerston N. ..	166 ..	14 June " "	500	"
14 " "	A. H. Ihle ..	Palmerston North ..	3,000 totara†	2 5	Bunnythorpe ..	1,000 ..	31 May " "	3,000	"
14 " "	H. C. Nissen ..	" "	2,000 totara†	2 7½	Bunnythorpe and Terrace End ..	666 ..	14 June " "	2,000	"
WELLINGTON DISTRICT.									
15 November, 1887	Joseph Corpe ..	Clareville ..	5,000 totara	2 3	Carterton Railway-station ..	1,250 ..	15 March, 1888	5,000	Completed.
18 " "	Duncan Brothers ..	Featherston ..	4,000 totara.	2 4	Armstrong's Siding ..	1,000 ..	18 " "	4,000	"
22 " "	Robert Donald ..	Masterton ..	4,000 totara	2 5½	Masterton Railway-station..	1,000 ..	22 " "	2,335	"
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	88,200	Completed.
WESTLAND DISTRICT.									
22 March, 1887	G. Perotti ..	Greymouth ..	300 black birch*	3 3	Greymouth Wharf..	Two-thirds	30 April, 1887	301	Completed.
2 July, "	R. Barrett and Co. ..	Kumara ..	1,000 silver pine†	2 10	Road-crossing near Flowery Creek	Nine-fiftieths	3 Dec., "	1,000	"
29 June, "	R. S. Park ..	Hokitika ..	300 silver pine\$	2 5	Arahura Road-crossing ..	Eleven-sixtieths	15 " "	300	"
30 " "	McFadyen and Co. ..	Kanieri ..	3,000 " †	2 9	Flowery Creek Road-crossing	Eleven-sixtieths	6 Feb., 1888	3,000	"
30 " "	W. Douthwaite ..	Hokitika ..	1,000 " \$	2 9	Flowery Creek Road-crossing	Nine-fiftieths	29 March, "	1,000	"
1 July, "	John Olson ..	Arahura ..	2,000 " \$	2 5	Flowery Creek Road-crossing	Nine-fiftieths	29 Jan., "	2,000	"
8 August "	W. Hauriham ..	Goldsborough ..	800 " \$	2 8	Arahura Crossing and Reserve near Flowery Creek	Nineteen-eightieths	3 Dec., 1887	800	"

* Sawm. † Split. ‡ Sawm and squared. § Sawm and split.

APPENDIX E.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS CURRENT on the 1st April, 1887, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1888.

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— 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-Torere Section	Wiremu Kingi	Feb. 17, "	..	150 0 0	
May 7, 1886	Miscellaneous Roads—	Sections 2, 3, 5, and 6, Waiohahi Section	W. Parkinson and Co.	Nov. 7, 1886	..	443 0 0	Completed.
Jan. 17, 1887	Roads, Opotiki-Whakatane	Section 2, Buller Road Improvement	Ungherer and Kahl	April 10, 1887	Aug. 22, 1887	935 6 0	
Jan. 17, "	Lytell to Westport	Section 3, "	Stephen Garvin	March 14, "	Aug. 30, "	1,263 0 6	
Mar. 5, "	"	Section 4, "	Thomas Howard	May 28, "	June 30, "	463 2 0	
March 7, "	"	Section 1, "	N. Ungherer	May 28, "	July 15, "	597 10 0	
April 16, "	"	Section 5, "	Kelly and McLeod	July 12, "	Aug. 2, "	926 0 6	
May 25, "	"	Section 9, "	John Berlin	July 9, "	Aug. 21, "	303 5 0	
June 6, "	"	Section 7, "	Patrick Burke	Sept. 2, "	Oct. 3, "	115 10 0	
June 13, "	"	Section 6, "	J. W. McLeod	Sept. 2, "	Sept. 19, "	131 9 6	
May 26, 1886	Bridges on Road, Nelson to Reefton	Motueka and Motupiko Cart-bridge	James W. Thomas	May 21, "	April 4, "	3,578 5 4	
June 12, "	Ditto	Bridge over Waiahu River	Robert Cochran	March 4, "	Dec. 20, "	3,815 16 10	(Contract as- signed to John McCormick, 5th July, 1886.
July 8, 1887	"	Lytell Bridge	J. and A. Anderson	March 17, 1889	..	8,957 0 0	
Aug. 19, 1885	Bridge over Waiau	Upper Waiau Road-bridge	J. Anderson	April 28, 1887	Aug. 8, 1887	13,482 15 0	
Feb. 9, 1886	Bridges over Clutha, &c.	Roxburgh Bridge	Daulby and Millar	Sept. 20, 1886	April 28, "	3,340 4 8	

APPENDIX F.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1887, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1888.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date when Contract was completed.	Amount of Contract.
AUCKLAND.					
17 Oct., 1887	Okaihū to Victoria, Nos. 1-5 ...	K. Otene ...	...	31 Jan., 1887	£ 150 0 0
17 Oct., "	" No. 6 ...	T. Pou ...	...	31 Jan., "	150 0 0
1 May, "	Lower Waihou ...	H. te Wake ...	30 Sept., 1887	30 Nov., "	259 9 0
5 Sept., "	Mangapai, Māretu ...	H. Sutherland ...	30 Nov., "	30 Nov., "	151 2 6
17 Jan., 1888	Whangaroa, Waitetuna ...	Mouro and Co. ...	31 Mar., 1888	20 Mar., 1888	285 0 0
HAWKE'S BAY.					
12 Aug., 1886	Tautane Roads, No. 19 ...	J. McCarthy and Co. ...	31 Dec., 1886	20 Aug., 1887	374 9 2
9 Oct., "	" No. 18 ...	M. Tracey ...	30 Nov., "	...	...
9 Oct., "	" No. 17 ...	Ready and McFall ...	31 Jan., 1887	31 Aug., 1887	595 0 0
24 Nov., "	" No. 21 ...	E. McMahon ...	28 Feb., "	...	...
11 Jan., 1887	" No. 20 ...	W. Hood ...	31 May, "	...	694 10 0
25 March, "	" No. 22 ...	Butler and Browne ...	30 June, "	21 Jan., 1888	453 12 0
5 Dec., 1885	" No. 13 ...	J. Cripps ...	31 Mar., 1886	...	...
29 Dec., "	" Nos. 14-16 ...	Sidwell and Co. ...	30 April, "	...	...
6 Nov., "	Umutaorua Block, Nos. 9, 10 ...	P. McCarthy ...	31 Mar., "	...	...
23 Nov., "	" No. 11 ...	J. Henry ...	31 Mar., "	...	...
July, 1886	Makaretu, Nos. 7-9 ...	W. and A. Berkahu ...	31 Dec., "	30 June, 1887	435 0 0
Dec., "	" Nos. 10-14 ...	C. Bolton and Co. ...	30 April, 1887	30 June, "	376 5 7
Jan., 1887	Te Ohu, No. 1 ...	J. Sorenson ...	31 May, "	20 June, "	158 13 1
Jan., "	" No. 2 ...	W. Lehdorff ...	31 May, "	20 June, "	112 14 0
20 Feb., 1888	Tautane Roads ...	J. McCarthy and Co. ...	31 Aug., 1888	...	550 4 0
TARANAKI.					
7 Feb., 1887	Mount Egmont Road, Nos. 92-94 ...	— Lelirk ...	31 May, 1887	31 July, 1887	147 15 6
14 March, 1888	Eltham and Bush Roads, Nos. 140-144 ...	A. Weisaderstei ...	30 June, 1888	...	152 13 4
18 Nov., 1887	Roads east of Waitara, Nos. 129, 130 ...	R. Stanley ...	1 Mar., "	...	226 0 0
6 March, 1888	Waitara Bridge ...	Clare and Rundle ...	1 Sept., "	...	939 15 0
WELLINGTON.					
25 March, 1886	Mangaone Roads, Nos. 6, 7 ...	Tanguay and Co. ...	30 Sept., 1886	...	...
16 Nov., "	" No. 24 ...	J. Coleman ...	31 Mar., "	...	...
1 April, "	" No. 3 ...	C. Sheehyn ...	30 June, "	...	...
Feb., "	" No. 5 ...	Brightwell and Newberry ...	30 June, "	...	...
April, "	" No. 2 ...	J. Hennelly and Co. ...	31 Aug., "	...	...
April, "	" ...	B. Sheerin and Co. ...	30 June, "	...	...
April, "	" ...	F. Handbrook and Co. ...	30 June, "	...	...
Oct., "	Mangatainoka, Nos. 20, 21 ...	F. Girdwood and Co. ...	Feb., 1887	10 Oct., 1887	1,886 0 6
Feb., 1887	Otamakapua, Nos. 27-29 ...	Younger Laing ...	31 July, "	30 June, "	430 17 0
Feb., "	Makakahi, Nos. 25, 26 ...	F. Petterson and Co. ...	30 June, "	31 July, "	234 5 0
March, "	South Pahiatua, No. 31 ...	C. Sheehyn ...	30 June, "	20 Oct., "	337 19 0
1 March, 1886	Pohangina ...	A. Pringle ...	30 June, 1886	...	...
26 Feb., "	Otamakapua, No. 2 ...	Jameson Brothers ...	30 April, "	...	...
5 April, "	Makakahi, No. 16 ...	F. Girwood ...	31 July, "	...	...
5 April, "	" No. 17 ...	T. Chisholm ...	31 July, "	...	...
1 June, "	Awakino Bridge ...	T. Dawson ...	30 Sept., "	...	...
1 Sept., 1887	Tokamaru, Nos. 1, 2 ...	Coupe Brothers ...	30 Oct., 1887	30 Oct., 1887	264 6 0
1 Sept., "	" No. 3 ...	O'Donnell and Ready ...	30 Oct., "	20 Oct., "	129 14 0
19 Dec., "	" No. 4 ...	J. Barnes ...	30 Oct., 1887	20 Oct., 1887	172 10 0
Sept., "	" No. 5 ...	C. Madson and Co. ...	1 Mar., 1888	30 Mar., 1888	137 12 0
1 Sept., "	Rangitumau ...	A. Reese ...	31 Mar., "	...	681 3 10
1 Sept., "	Mangatainoka ...	C. B. Vine ...	30 June, "	...	432 12 0
1 Sept., "	Tiraumea Bridge ...	...	...	...	1,956 13 10
NELSON.					
31 March, 1885	Takaka Bridge ...	Manson Brothers ...	31 Oct., 1885	...	...
1 Feb., 1886	Cannibal Gorge ...	Connington & Searight ...	31 Aug., 1886	...	...
20 March, "	Tadmor Road, No. 20 ...	J. Lawson ...	30 Sept., "	...	...
20 March, "	" No. 22 ...	F. Needham ...	30 Sept., "	...	...
31 March, 1887	" No. 21 ...	J. Robson ...	31 July, 1887	25 May, 1887	406 0 0
11 March, "	Ahaura to Kopara, No. 32 ...	P. Hampson ...	30 June, "	1 Oct., "	563 0 0
11 March, "	" No. 33 ...	A. Smith ...	30 June, "	...	744 0 0
OTAGO.					
Oct., 1886	Glendhu Bluff ...	Romans and Henderson ...	1 June, 1887	30 June, 1887	1,531 5 4

APPENDIX G.

SCHEDULE of CONTRACTS for ROADS on GOLDFIELDS current on the 1st April, 1887, and CONTRACTS entered into by the MINISTER of MINES during the Year ended 31st March, 1888.

Date of Contract.	Name of Road.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Additions authorised.
						£ s. d.	£ s. d.
June 22, 1886	Mokihinui to Karamea	Section 8 ..	Frederick Ray ..	Feb. 23, 1887	June 29, 1887	492 0 0	..
Jan. 13, 1887	"	Completion of Section 8	William Tavendale			101 0 0	..
Oct. 29, 1886	"	Section 9 ..	Stephen Garven..	Jan. 24, "	June 29, "	432 15 0	2 0 0
Dec. 31, "	"	" 10 ..	Nicholas Ungherer	Mar. 17, "	June 29, "	560 0 0	12 0 0
Dec. 31, "	"	" 11 ..	"	Mar. 17, "	Aug. 19, "	670 0 0	..
Dec. 23, "	"	" 12 ..	Robert Bush ..	Mar. 17, "	June 29, "	512 10 0	24 0 0
Dec. 1, "	"	" 13 ..	Stephen Garven..	Feb. 25, "	Sept. 1, "	530 14 0	..
Oct. 29, "	"	" 14 ..	Con Dean ..	Jan. 29, "	June 13, "	542 10 0	23 10 0
Oct. 29, "	"	" 15 ..	Timothy Corby and Co.	Jan. 29, "	May 19, "	580 0 0	19 5 4
Dec. 13, "	"	" 16 ..	Sams and Burke	Feb. 29, "	Oct. 31, "	1,639 2 0	14 15 6
July 16, "	Brighton to Seventeen-Mile Beach	" 15 ..	William Price and Co.	Oct. 16, 1886	Nov. 25, "	242 10 0	11 0 0
July 16, "	Ditto ..	" 16 ..	Ditto ..	Oct. 16, "	June 8, "	202 10 0	..
Sept. 24, 1887	Aorere Valley to Karamea	" 1 ..	Day and Ellis ..	Jan. 14, 1888	Jan. 16, 1888	170 0 0	3 0 0
Sept. 24, "	Ditto ..	" 2 ..	" ..	Jan. 14, "	Jan. 11, "	160 0 0	..
Mar. 23, "	" ..	" 3 ..	Gottherd Cederman	Aug. 27, 1887	" ..	200 0 0	..
Mar. 26, "	" ..	" 4 ..	Day and Perry ..	Aug. 27, "	Nov. 19, 1887	144 0 0	..
Mar. 26, "	" ..	" 5 ..	" ..	Aug. 27, "	Nov. 19, "	120 0 0	..
Dec. 20, 1886	" ..	" 6 ..	Gottherd Cederman	Mar. 20, "	Mar. 24, "	167 0 0	..
Dec. 20, "	" ..	" 7 ..	Ellis and Miles ..	Mar. 20, "	Oct. 12, "	196 0 0	..
Dec. 20, "	" ..	" 8 ..	" ..	Mar. 20, "	Mar. 24, "	123 0 0	..
Dec. 20, "	" ..	" 9 ..	" ..	Mar. 20, "	Mar. 24, "	123 0 0	..
Dec. 20, "	" ..	" 10 ..	" ..	Mar. 20, "	Mar. 24, "	118 15 0	..
Dec. 20, "	" ..	" 11 ..	" ..	April 20, "	" ..	127 8 8	..
April 5, 1887	Bridle-track to Upper Anatoki	" 1 ..	Roland Fairhall and others	June 5, "	Oct. 27, "	84 10 0	..
April 5, "	Ditto ..	" 2 ..	Ditto ..	July 5, "	Oct. 27, "	135 0 0	..
May 5, "	" ..	" 3 ..	William Bond ..	Aug. 5, "	Oct. 27, "	199 0 0	..
May 7, "	" ..	" 4 ..	William Spittal and another	Aug. 7, "	Oct. 27, "	132 0 0	..
Sept. 8, 1886	Motueka to Takaka ..	Banfield ..	William Mollison	Mar. 8, "	Sept. 30, "	828 15 8	..
Nov. 8, "	" ..	Nikau ..	" ..	" ..	" ..	1,469 13 4	..
Aug. 16, 1887	" ..	Completion of Nikau	Gottherd Cederman	Feb. 9, 1888	" ..	942 0 0	..
June 15, 1886	" ..	Stockyard ..	Henry Wratten ..	April 2, 1887	Mar. 10, "	1,274 0 0	..
Dec. 29, "	" ..	Main Creek ..	Mace and Bassett	June 20, "	July 4, "	896 0 0	15 0 0
April 22, 1887	" ..	Pikikirunga ..	John A. Lawson..	Dec. 12, "	Nov. 12, "	1,029 0 0	..
Sept. 7, 1886	Collingwood to Karamea	Sections 1, 2, and 3	Dolphin and O'Connor	Dec. 13, 1886	June 24, "	700 0 0	..
Dec. 21, "	Ditto ..	Section 4 ..	Henry Hawes ..	Feb. 29, 1887	June 24, "	110 0 0	..
Aug. 13, 1887	Clarke's River to head Aorere Valley	" 1 ..	John H. Richards	Dec. 17, "	Nov. 17, "	89 5 0	..
Aug. 13, "	Ditto ..	" 2 ..	Thomas Brewer ..	Nov. 9, "	Jan. 11, 1888	59 18 6	..
Aug. 13, "	" ..	" 3 ..	Richard Ellis ..	Dec. 12, "	Nov. 19, 1887	39 10 0	..
Jan. 8, "	Cascade River to Pyke Valley	Sections 1, 2, 3, and 4	Patrick Jamieson	Aug. 8, "	Aug. 7, "	729 10 0	12 10 0
June 1, "	Ditto ..	Sections 5, 6, 7, and 8	Murdoch McPherson	Mar. 1, 1888	" ..	965 15 0	..
Sept. 1, "	" ..	Sections 9, 10, 11, 12, and 13	Harris and Cutance	July 1, "	" ..	1,061 9 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, 1888.

I have the honour to submit the following report on railway works executed and in progress throughout the Colony during the year ending 31st March, 1888 :—

ABSTRACT.

The following table shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1888 :—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1888.	Liabilities on 31st March, 1888.
	M. ch.	M. ch.	£ s. d.	£ s. d.
Kawakawa	7 41	7 41	90,068 17 8	..
Whangarei-Kamo	9 20	6 52	69,721 9 9	..
Helensville-Northwards	110 0	..	6,160 10 6	14,115 16 1
Kaipara-Waikato, with Branches	172 36	151 1	1,373,862 11 11	1,794 15 2
Waikato-Thames	62 55	30 55	201,482 3 0	3,345 10 10
Morrinsville-Rotorua	73 36	41 60	211,415 4 7	18,407 16 2
Wellington-Napier and Palmerston North	230 22	181 67	1,703,780 17 3	69,502 8 5
Wellington-Foxton	..	..	41,797 11 7	286 9 7
Foxton-Waitara	202 63	197 60	1,403,041 5 5	1,953 7 10
North Island Main Trunk	216 0	25 61	265,911 12 5	59,835 12 6
Nelson-Roundell	52 0	22 73	177,678 7 1	..
Greymouth-Nelson Creek	16 3	7 69	211,073 7 5	..
Greymouth-Hokitika	24 0	..	69,388 13 6	25,320 19 6
Westport-Ngakawan	19 63	19 19	222,894 0 11	..
Picton-Hurunui—Picton-Awaters Section	34 40	17 73	228,958 15 11	4,481 7 9
" Red Post Section	9 50	9 50	39,033 14 4	..
Hurunui-Waitaki, with Branches	474 41	429 30	2,487,943 6 7	2,398 18 7
Oxford-Malvern	11 44	11 44	59,210 11 0	..
Waitaki to Bluff, with Branches	560 60	434 8	3,375,410 12 0	11,453 15 8
Otago Central—Chain Hills-Blair-Taieri Section	37 0	..	406,734 13 11	24,539 11 6
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	318,244 10 2	176 9 10
Western Railways	57 56	57 56	223,762 11 2	30 0 0
Preliminary surveys	..	..	54,464 11 10	50 0 0
Miscellaneous	..	..	10,336 19 11	..
Stock of permanent-way and rolling-stock on hand	..	..	105,071 13 10	23,883 15 0
Total	2,498 74	1,750 63	13,357,448 13 8	261,576 14 5
PROVINCIAL GOVERNMENT LINES.				
Canterbury (lengths included above)	..	..	731,759 0 0	..
Otago	..	..	372,522 2 5	..
Grand total	..	..	14,461,729 16 1	261,576 14 5

A total length of 29 miles 4 chains has been opened during the year—11 miles 41 chains in the North Island and 17 miles 43 chains in the Middle Island. The details are as follow, viz. :—

Railway.	Section.	Length.	Date of Opening.
		M. ch.	
North Island Main Trunk	Otorohanga to Te Kuiti ..	11 41	2nd December, 1887.
Livingston Branch	Windsor to Livingston ..	11 75	10th August, 1887.
Seaward Bush Branch	Waimatua to Mokotua..	5 48	16th January, 1888.

Attached to this report is a coloured diagram showing the length of railway opened each year from the commencement of the Public Works.

AUCKLAND DISTRICT.

RAILWAY FROM HELENSVILLE NORTHWARDS.

Kaipara Contract (4 miles 12 chains Formation, extending from Helensville up the Kaipakapa Valley).—This work, after being nearly completed, was abandoned by the contractor on the 4th February; but arrangements were made for its completion under another contract, which is now being carried on.

Kaukapakapa Contract (Formation and Permanent-way, 7 miles 58 chains).—This length includes 3 miles 46 new chains of new formation beyond the Kaipara contract, and the platelaying over both of the sections: the contractors have begun bush-felling and other works. This contract takes the line of railway up to a point 43 miles 30 chains from Auckland.

Surveys.—A trial survey was finished to the Makarau River in September last, and was again taken up in November: it has now reached the Kaitoto Stream, a branch of the Hoteo River, at a point $61\frac{1}{2}$ miles from Auckland, or 18 miles 30 chains beyond the end of the Kaukapakapa contract. The survey is now being plotted. The greater part of the distance surveyed is through rough bush-country, and there will be three tunnels on the route, 30 chains, 22 chains, and 18 chains respectively.

WAIKATO-THAMES RAILWAY.

Grahamstown-Te Aroha Section.—The Hikutaia contract, 8 miles 25 chains, was completed in May last; it included formation only.

Ohinemuri Contract (6 miles 15 chains, Formation only).—The contractor for this stopped work on the 14th July; and, under the usual procedure in such cases, a new contract was entered into on the 11th November. The new contractor is making satisfactory progress.

Bridges Contract.—A contract including the bridges and culverts on the Hikutaia and Ohinemuri sections is now being prepared for public tender.

Surveys.—The land plans of the Ohinemuri section were completed in January last, as also a survey of the subdivision of the Whakau Block in connection with the Hikutaia land-plan survey. The survey plans of the line as constructed between Hamilton and Te Aroha have also been finished.

Hamilton-Cambridge Branch.—The plans of the survey of this line as constructed (reported last year as being in hand) have since been completed.

TAUPIRI BRANCH RAILWAY.

Formation and Permanent-way (1 mile 76 chains).—This is a branch from the main line (Kaipara-Waikato) near Huntly to Lake Kimihia, and was constructed for the Taupiri Reserve Colliery Company, under "The Railways Authorisation Act, 1885." The work was finished on the 1st August, 1887.

Surveys.—The land plans for this branch were completed in October last.

MAIN TRUNK RAILWAY, NORTH ISLAND (NORTHERN END).

Puniu Station-buildings Contract.—This work was completed on the 19th May last.

Te Kuiti Contract (Formation and Permanent-way, 10 miles $59\frac{1}{2}$ chains).—This was completed on the 20th August, and the section was opened for goods traffic on the 2nd September, and for passenger traffic on the 2nd December. This brings the open line to 25 miles 60 chains from Te Awamutu, or 125 miles 60 chains from Auckland.

Te Kuiti Station-buildings Contract.—This comprises the necessary buildings, &c., at four stations, and the work was completed in January.

Waiteti Contract (Formation and Permanent-way, 8 miles 53 chains).—This contract was let on the 9th March, 1887, and should be completed by the 10th December, 1888. The contractor is making good progress.

Pororo-tarao Tunnel Contract.—As explained in last year's report, this work was not being carried out in a satisfactory manner, and this ultimately led to the transfer of the contract to another contractor, which took place in June last, since which time the work has been carried on in a more energetic and satisfactory manner.

Mokau Section (11 miles 9 chains).—This section fills up the distance between the Waiteti contract and Pororo-tarao Tunnel contract. The survey is now complete, and the plans and draft specifications have been received at the head office.

Taumaranui Section.—This lies south of the tunnel contract, and surveys have been made as far as about 2 miles south of Te Koura, about 65 miles 60 chains from Te Awamutu, the work being pegged out, levelled, and cross-sectioned. Two alternative lines were run for the last 5 miles, the second one, on the left branch of the Ongaruhe, being found the best and shortest. This piece has been pegged out only to 62 miles 16 chains, or 16 miles beyond the south end of the tunnel contract. At this point the survey has for the present been stopped.

Land Plans (Waiteti section and Part of Mokau Section: total, $11\frac{1}{2}$ miles).—This survey has been satisfactorily completed, and the plans have been sent in. The land plans for the Pororo-tarao section will, it is expected, be finished shortly.

SURVEYS.

Auckland-Taranaki.—Under instructions, a section of a trial survey of a probable route for a railway between Auckland and Taranaki was begun in February last. After some reconnaissance, the point for leaving the main line was fixed upon at 59 miles 60 chains on the permanent survey, or 12 miles 53 chains south of the tunnel contract, the route under survey being selected by way of the Tumataki Valley towards Nihoniho, which is estimated to be about 16 miles distant from the starting-point. This place has been selected as the point which the survey parties working from the south will make for. The ground over this section is broken, and covered with scrub and patches of bush. Five miles of the survey have been plotted in pencil, and another 5 miles will be plotted in a few days, the fieldwork being finished for 10 miles 25 chains.

Auckland-Helensville.—A survey of this line as constructed has been made, and plans were completed in July.

Auckland-Penrose.—A proposition has been made for duplicating the railway-line between those two places, and the survey is now in hand.

Land Plans.—Various detached surveys have been made, such as the railway deviation at Pokeno, land for coal-siding at Huntly, Woodhill deviation, &c.

THAMES VALLEY—ROTORUA RAILWAY.

Putaruru-Rotorua Section: Ngatira Contract (8 miles Formation, Platelaying, and Buildings).—On this contract $7\frac{1}{2}$ miles of formation are completed, all the bridges and culverts are finished, and the line is linked in for $4\frac{1}{2}$ miles, fencing about three-fourths done, and buildings practically completed.

Native Petty Contracts.—At the Rotorua end the formation has been constructed between 3 miles and 9 miles by Native labour.

Surveys.—The whole of the remainder of this section of the railway has been surveyed, and plans, &c., are ready for contract. The land-plan survey has been completed, and plans are now in a forward state of progress. A survey is also in hand of a road about 6 miles long, connecting the proposed railway-station at 18 miles 5 chains with the main road leading to Ohinemutu.

WANGANUI DISTRICT.

MAIN TRUNK RAILWAY, NORTH ISLAND (SOUTHERN END).

Porewa Contract (12 miles 54 chains, Formation and Platelaying).—At the date of last year's report this contract was under maintenance, and it was finally taken over in June, 1887. Some minor works have since been added, such as additional flood-openings at two places, and water-supply at Marton Junction, as well as the necessary station-buildings.

Hunterville Contract (12 miles 54 chains to 18 miles 31 chains, Formation and Platelaying).—The work on this contract is still incomplete. Circumstances rendered it necessary to arrange for a transfer from the original contractor to another, who is now pushing on the works, which it is expected will be finished by the end of May. The station-buildings contracts on this length are completed.

Service Roads.—These were described in last year's report, and the portions then not finished have been completed since, with the exception of one or two bridges. The road from Pukeore (about twenty miles from Marton) had been opened $22\frac{1}{2}$ miles at date of last year's report. It has been completed since to a total distance of $36\frac{1}{2}$ miles, beyond which a distance of 1 mile 11 chains has been felled, but not cleared, through the bush to the site of Turangarere Station, which is, by the railway-line as surveyed, 61 miles 48 chains from Marton Junction. This road has been laid out as a dray-road, and will form a leading and useful line of road for settlement purposes. It is probably the best line of through road yet laid out from the West Coast to Muri-motu.

Pipiriki-Ohakune (25 miles 5 chains).—Reported last year as being completed for a pack-track for 16 miles. Since then it has been completed to Ohakune, and maintained during the year. Complete plans and sections of this road, laid out for dray-traffic, have been prepared.

Kerioi-Taumaranui (about fifty miles).—This has been maintained, and is available for horse-traffic.

Inland Patea Road.—This extends from the Rangitikei River (on the line of road from the East Coast) to Turangarere, about $27\frac{3}{4}$ miles, where it joins the open country near Murimotu Plains. Certain works have been done on this road, the present position of which is this: From Rangitikei River to Moawhanga, $15\frac{1}{2}$ miles, and on to about 23 miles, the road is passable for drays, except at the Bluff, at 13 miles, where about 19 chains require to be widened; and other improvements are needed between 15 miles and 23 miles. Thence to 24 miles 75 chains (Hautapu Falls) the natural formation would allow of the passage of drays with very little work. From the Falls to Taurangarere Station site, 27 miles 55 chains, no work has been done, and the route is not passable. The estimated cost of making the whole of this length passable for drays is £1,050.

Plans and sections of bridge-sites on the Rangitikei and Moawhanga Rivers have been prepared for the purpose of estimating the cost of bridging these rivers.

Surveys.—The line is now finally located and pegged out, and plans furnished from end of Hunterville section, at 18 miles 31 chains, to end of Paengaroa section, at 50 miles $62\frac{1}{2}$ chains; and the line is located and survey nearly completed from thence to Turangarere Station, at the head of Hautapu Valley, 61 miles 48 chains. About two months' work would complete the pegging-out of this latter portion. Excavations have been made at various places to ascertain the nature of the foundations of walls, sites of bridges, and the material likely to be found in a tunnel. This survey was discontinued, by order, in January, 1888, and the officers employed on it were removed to the New Plymouth District to make surveys of the Taranaki-Auckland routes, particulars of which are given below—viz.: First, from near Ngaire (or about five miles south of Stratford) to Nihoniho; second, from Waitara, *via* the coast and the Mimi Valley, to join the former at an intermediate place.

Ngaire Route.—On this there are employed three survey parties, and at the southern end eight miles have been explored, and position of line determined, three miles of trial line completed, and information obtained for junction with main line: the formation and grades will be easier on these eight miles than if the line started from Stratford. On the inland part of this route the work has as yet been preliminary—viz., exploration from the Tangarakau to Nihoniho, and determining there the approximate position of trial lines; also the getting-in stores and the opening-up of a pack-track by way of the Tongaporutu Stream, as the nearest way to the centre portion of the survey. Nine miles of this track have been completed, leading towards the Tangarakau River.

Waitara Route.—This follows the open country at no great distance from the coast to the Mimi, which it reaches about fifteen miles from Waitara, and then turns off inland. $9\frac{1}{2}$ miles of survey have been completed, mostly over easy country, which will continue as far as the junction

of the Uruti stream with the Mimi, about twenty miles from Waitara. The route has been explored as far as 33 miles over much rougher country, all in bush, by two alternative lines, on either of which grades of 1 in 50 could be obtained. From the 33rd mile to the 40th (where the line would join the Ngaire-Nihoniho line) the country has also been observed, and presents no more than ordinary difficulties. On this route one survey party is employed.

NAPIER-PALMERSTON RAILWAY.

Napier-Woodville Section: Tamaki and Woodville Contracts.—Various minor works, which were not completed at date of last year's report, have since been completed, such as fencing, station-buildings, cottages, water-supplies, and drainage-works.

Surveys.—Land plans for the section Tahoraite to Woodville have been completed; also plans for land taken at Hastings and Danevirke Stations, and for Tamaki water-supply; also for land taken for railway between Napier and Spit Stations. The latter was done by the Survey Department.

Woodville-Palmerston Section: Gorge Contract (4 miles, 32 chains).—This work has been proceeded with steadily; all the bush-felling is done, and about nine-tenths of the earthwork. The retaining-walls will be heavier than was expected in consequence of the rock being found not to be so solid as it looked, necessitating foundations much deeper and heavier. The retaining-walls will also be more numerous; there are seven of these completed, and four in hand.

The order to begin the tunnels (which were cut provisionally out of the contract) was given to the contractors on the 31st January, 1888, and work in connection with them was begun at once.

The concrete abutments and piers for the bridges and for the culverts are well in hand, and nearly all the ironwork for the bridges is now on the ground. Only one large slip has occurred on this contract, but it has taken a long time to remove it.

The site for the Pohangina Bridge has been re-surveyed, and a fresh section of the river has been taken; the designs for the bridge are now nearly complete, and tenders for the work will, it is expected, be called for shortly.

Surveys.—Land plans from Woodville Station to the boundary of Hawke's Bay Provincial District in the Gorge have been made by the Survey Department, but have not yet been handed over.

Woodville-Wellington Section.—Tenders were called for protective works at the Awapurua Bridge, and were received on the 27th instant. The contract, however, has not yet been let.

SUNDRY WORKS.

Survey of Completed Lines—Foxton-New Plymouth.—For New Plymouth and Waitara to Hawera section, plans have been sent in from 24 miles from New Plymouth to 47 miles 60 chains (Hawera Station), which completes the plans of survey on this section. From Greatford (34 miles 14.16 chains from Aramoho) to Foxton (83 miles 1.67 chains) the survey has been completed and plans plotted. The section from Greatford to Wanganui will be surveyed from time to time, as an officer can be spared for the work.

WELLINGTON DISTRICT.

WELLINGTON-WOODVILLE RAILWAY.

Wiwaka Contract (6 miles 15 chains Formation and Permanent-way, terminating at Eketahuna).—This work has been carried on vigorously, in spite of adverse weather and other difficulties. The earthwork is now very nearly finished, as are also all the bridges and culverts, with a few exceptions; fencing is nearly complete, and the work at the tunnel is proceeding satisfactorily. The time for completion of this work is the 23rd August, 1888.

Sleeper Contracts.—A supply of sleepers was required for the Wiwaka contract, and contracts were let for 13,000, of which, up to date, 9,747 have been supplied.

Surveys.—Sundry petty surveys have been made during the year.

NELSON-MARLBOROUGH DISTRICT.

PICTON-AWATERE RAILWAY.

Dashwood Contract (3½ miles of Formation, beginning at a point 22½ miles from Picton).—This work is still unfinished, but it is expected that it will be completed by the end of April.

WESTLAND DISTRICT.

GREYMOUTH-HOKITIKA RAILWAY.

Arahura Bridge.—This contract was satisfactorily completed in November.

Protective Works, Arahura River.—These works are to the south of the Arahura Bridge, and will form an approach to it. They are designed to prevent any overflow of the river, as well as to form an embankment as part of the railway formation. The work—which consists of a strong earthen bank heavily faced with stone, and with projecting timber and stone groins to prevent scour—extends for a length of about 20 chains, and is now about half finished, partly by contract and partly by day-labour.

Teeremakau Bridge Contract.—This contract was let in May last to Messrs. Scott Brothers, of Christchurch, and the time for its completion is the 18th March, 1889. There has yet been no work done on the ground; but a considerable quantity of material, mostly iron plates and bars, &c., has been delivered at Greymouth, and the contractors expect to start erection of the work shortly.

Platelaying.—About 4 miles of platelaying have been executed for some time at the Hokitika end, and this has been extended on to the Hokitika Wharf, a distance of 26 chains. The wharf

has been substantially repaired and strengthened, and sidings have been laid upon it in connection with the platelaying last mentioned.

New River Contract.—This work has been advertised; it comprises the completion of formation, the construction of bridges and culverts, and laying of permanent-way from Greymouth to near the Teremakau Bridge, about 8 miles.

Sleepers.—Contracts for the supply and delivery of 8,000 railway-sleepers have been completed during the year.

Surveys.—A land-plan survey of the whole line, except for about $4\frac{1}{2}$ miles south of Teremakau, has been made during the year.

GREYMOUTH-BRUNNERTON RAILWAY.

Greymouth Wharf Extension Contract.—This work was finished in November, making a total length of wharf accommodation at Greymouth of 1,900ft. Upon the wharf have been erected two 8-ton hydraulic cranes, and for the purpose of working these the necessary engines and boilers have also been erected upon the land adjoining. The pipe connections between the engines and cranes are not yet laid, as the filling-in behind the wharf is not completed. Considerable delay has been experienced in executing this work, which depends upon getting a supply of quarry rubbish, of which only a limited quantity is produced: it is hoped, however, that no long time will now elapse before the pipe-laying can be proceeded with, and the engines and cranes set to work.

CANTERBURY DISTRICT.

UPPER ASHBURTON BRANCH.

Mount Somers-Springburn (4 miles).—The formation of this section has been executed by piece-work, as also a part of the fencing, and the laying of the drain-pipes. The line is now ready for laying the permanent-way, and erection of the bridges, &c.

SPRINGFIELD BRANCH.

Hawkins Bridge Contract.—A tender has been accepted for this work, and the piles and a portion of the timber for the superstructure have been delivered.

Surveys.—A survey has been made and land plans completed for the Mount Somers to Springburn section. Various minor surveys have also been made, and plans furnished.

OTAGO DISTRICT.

WAITAKI-BLUFF WITH BRANCHES RAILWAY.

Dunedin Railway-station Overbridge Contract.—This work, which has been a long time in hand, was completed on the 31st October, 1887. The western and north-eastern approaches are completed, and the south-eastern one nearly so.

Minor Works.—Several minor works and improvements have been carried out at various stations on the main line during the year.

BRANCH LINES.

Awamoko Contract (7 miles 75 chains, ending at the Awamoko Stream, and including Formation, Platelaying, and Buildings).—This work was completed on the 2nd July, 1887, and, along with the Rakis section of four miles, was opened for traffic on the 10th August.

Catlin's River Railway.—A contract for laying the necessary culverts and pipes on the section extending from 6 miles 72 chains to 12 miles was completed on the 7th November, and an average of about seventy men have been employed on the earthwork and fencing and the clearing of bush, all of which works are now well advanced. Tenders for all the bridging will shortly be called for.

Waimea-Switzers Branch.—The contract for laying two miles of permanent-way was completed on the 5th August, and the line will be used for carrying material for the erection of the Mataura bridges.

Mataura Bridge Contract.—Tenders have been called for this work, and will be received up to the 12th April. Plans for the extension of the line beyond this to Switzers, 13 miles 65 chains, are ready, and a contract could be prepared for the formation and bridging at short notice.

Edendale-Toitois Railway.—A contract has been let for the Glenham tunnel and formation contract, extending from 7 miles 50 chains to 9 miles 36 chains. It includes a tunnel 220 yards long, and the formation of a station-ground at the end of the contract at the main road leading to Fortrose. The work is not progressing in a very satisfactory manner.

Seaward Bush Railway.—The ballasting and platelaying over the 5 miles 48 chains, reported last year as having been cleared and formed beyond the Kilbrony section of $5\frac{1}{2}$ miles long, have been executed in small sections under petty contracts. A small station-building and water-supply have been erected, and the line was opened for traffic on the 16th January, its total length from its junction with the main line being 11 miles 25 chains.

INVERCARGILL-KINGSTON RAILWAY, WITH BRANCHES.

Encroachment of Jacob's River at Ringway.—This has been effectually prevented by the erection of a groin near where the railway was threatened with damage by the river.

OTAGO CENTRAL RAILWAY.

Wingatui Viaduct.—This work was fully described in last year's report; it was finally completed on the 4th June, and tested by the passage of heavy trains over it.

Duck Point Tunnel (a Portion of the Hindon Contract).—Some extra work was required in this tunnel, which was finished in July, 1887.

Deep Stream Contract.—This work was completed on the 26th October, 1887, but it has since been decided to slightly lengthen one of the tunnels, and this piece of work is now in progress.

Silverpeak Bridges Masonry Contract.—This contract includes the masonry for three bridges, the work on two of which is finished, and that on the third nearly so.

Mount Hyde Bridges Masonry Contract.—The works on this contract were completed early in February last in a satisfactory manner; they included the masonry for five bridges.

Barewood Bridges Masonry Contract.—This includes the masonry for eight bridges, and the work is making fair progress, but not sufficient to insure completion within contract time.

Taieri Gorge Bridges Superstructure Contract.—This includes the erection of eight bridges complete, for which the masonry was erected in the Silverpeak and Mount Hyde masonry contracts. The first bridge, at 12 miles 73 chains (Big Mount Allan), has been completed: and the next, at 14 miles 54 chains, is now being proceeded with, and will probably be finished next month. As each bridge under this contract is completed, the permanent-way will be laid over it and extended to the site of the next for the carriage of materials. The rails are now laid as far as 14 miles 52 chains, and it is expected that the contract will be completed within the specified time, the 14th December, 1888.

Line to Ballast-pit, North Taieri.—About an acre of land has been purchased at North Taieri for ballast purposes, and a siding has been laid into it.

Relief Works.—For two or three months past two parties have been engaged in removing slips and flattening slopes to facilitate the laying of the permanent-way.

GENERAL.

PERMANENT-WAY, SLEEPERS, AND ROLLING-STOCK.

Points and Crossings Contract.—A contract for the manufacture of fifty sets of 53lb. points and crossings was let in Dunedin in February, 1887, and was satisfactorily completed in June.

Creosoted Sleepers Contract.—This was completed on the 17th September, 1887, the total number creosoted being 150,000; the contractor, Mr. John Campbell, has carried out the work in a thorough and most satisfactory manner.

SURVEYS.

Land Plans.—Besides various surveys for small pieces of land required by the Railway Department, that for the Glenham section (Edendale-Toitois Branch) has been made, and the plans are now completed; also, Moeraki to Kakanui, 53 miles 30 chains to 69 miles 20 chains, and Kakanui to Waitaki North, 69 miles 20 chains to 92 miles 71 chains, the plans for which are nearly finished, as also for 19 chains from 0 miles to 19 chains on the Invercargill-Winton Railway.

Surveys for Defence Department.—A survey of the land required for fortifications at St. Clair was executed during the year, as well as of a road from Ocean Beach Battery to Lawyer's Head, and plans of the same forwarded to Defence Department.

NUMBER OF MEN ON WORKS.

The table below shows the average number of men employed under this department on works and surveys for the year, not including contractors' men engaged away from the works:—

						Number of Employés.
Auckland ...	...	...	...	...	...	688
Wanganui ...	...	...	...	...	...	399
Hawke's Bay ...	...	...	...	...	...	
Wellington ...	...	...	...	...	...	336
Nelson and Marlborough ...	...	...	...	...	...	80
Westland ...	...	...	...	...	...	122
Canterbury ...	...	...	...	...	...	254
Otago ...	...	...	...	...	...	563
Miscellaneous ...	...	...	...	...	...	125
Total ...	...	...	...	...	...	2,567

ENCLOSURES.

Accompanying this report are the following, viz:—

1. Maps of the North and Middle Islands, showing railways opened and in progress.
2. Diagram of railways, showing mileage opened each year.
3. Statement showing lengths of railway authorised, constructed, and surveyed.

I have, &c.,

JOHN BLACKETT,
Engineer-in-Chief.

The Hon. the Minister for Public Works.

APPENDIX I.

ANNUAL REPORT ON ROADS, MISCELLANEOUS WORKS, BUILDINGS, ETC., BY THE ENGINEER-IN-CHIEF.

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

SIR,—

Public Works Office, 31st March, 1888.

I have the honour to submit the annual report on roads and bridges, miscellaneous works, buildings, &c., for the year ending the 31st March, 1888.

ROADS AND BRIDGES.

AUCKLAND DISTRICT.

Oxford-Rotorua Road.—Maintenance has been attended to, and the road kept in fair order. No metal is obtainable on this line of road, but, as a substitute, sand has been tried over a mile's length in the bush, which has proved a success. To treat the remaining eleven miles in the same manner would cost about £2,600.

Waipa-Raglan Road.—Repairs and renewals at the bridges have been attended to, slips removed, &c., and the road is in fair order for an unmetalled road.

Katikati-Te Aroha Horse-track.—On this road fords and stream-crossings have been repaired and improved, the second growth of trees and shrubs cleared, water-tables and drains cleared, &c.; and the track is now in fair order.

Katikati Road via Thompson's Track.—The completion of the survey of this road was, under direction, handed over to the County Engineer in June.

Road from Waikomiti to West Coast.—This route was examined and reported on in February last.

Roads Henderson, Swanson, and Waitakerei to West Coast.—These different lines of road are being examined as directed, and will be reported on shortly.

Road on West Side of Waipa.—This lies about nine miles north of Alexandra, between Noble's farm and bridge. A preliminary examination has been made, and a working survey is now in hand, with a view to let the work by contract, about a mile and three-quarters.

Road from Kawa Railway-station to Waioitu.—Instructions have been given to have this road opened, and the work will be put in hand shortly.

Mangere Bridge, at Onehunga.—This bridge is very much in need of repairs, a contract for the work is being prepared, and will soon be advertised for tender.

BAY OF PLENTY AND NAPIER.

Tauranga-East Cape.—The various sections of this line of road have been maintained, repaired, and improved during the year, and on sundry roads branching from it inland repairs and improvements have also been effected.

Opotiki-Ormond.—Forty-four miles of this horse-road have been maintained during the year, that is, as far as Motu, and on the same section improvements have been effected—viz., 112½ chains of side-cuttings widened from 4ft. to 8ft., and 114 chains of bush cleared 20ft. wide. There still remains a distance of twenty-two miles over which the track requires widening as above to fit it for stock-driving. The traffic on it is increasing, more than a thousand horsemen having passed over it since last November.

Tauranga-Napier Road.—This has been maintained as usual by Government, and, considering the very small number of hands employed, has been kept in fair order during the year. Many improvements and repairs are, however, necessary. Amongst these may be noted the renewal of the Mangarewa and Ohaupora Bridges, in the Mangarewa forest, and of two other bridges on the southern section of the road, which are much decayed. On this section the Te Haroto Bridge has been pulled down, and a large culvert substituted. The maintenance of the alternative road from Tauranga to Rotorua via Te Puke has been abandoned since July last on account of the cost of keeping it in order.

TARANAKI AND WELLINGTON.

Manawatu Gorge Road and Bridge.—The maintenance of these had been handed over to the local bodies; but difficulties connected with this arrangement ensued, and the work was resumed by Government on the 6th June, 1887. In September heavy slips occurred, and blocked the road for about four days; again in October for about seven days, during which dray traffic was suspended. Smaller blocks occurred in November; and a large fire in January in the bush above the road caused a considerable amount of inconvenience and damage. These several mishaps rendered a much larger sum necessary for maintenance than usual. With a view to prevention of fire at the Gorge Bridge, two 400-gallon water-tanks have been placed in position, and are kept filled with water. The toll at this bridge, hitherto taken by a salaried collector, was let by tender for nine months ending the 31st March, 1888, for £459 15s. 6d.

Wairoa Bridge, Wairoa County.—This work is being constructed under grants in connection with the Roads and Bridges Construction Act, and has been twice visited by the officers of this department.

Tiraumea Bridge.—This is a road-bridge being built by contract over the Tiraumea River for the Lands Department: the Public Works Department is superintending the contract during its progress. It is not far from Pahiatua.

NELSON DISTRICT.

Roads in the Sounds.—A track 2ft. 6in. wide and 3 miles 76 chains long has been made from the Native village, Waikawa, 3 miles from Picton, to Wataonga Bay. The works were completed April, 1887. A desire has been expressed that it should be extended to Port Underwood.

Belgrove-Tophouse.—The usual repairs and maintenance have been executed during the year.

Main Road, Nelson, Westport, and Greymouth.—This road has been effectively maintained. The traffic has been heavier than usual, owing to the carting to the Owen Reefs.

Riwaka-Takaka and Collingwood.—At the beginning of this year the road from Riwaka to Takaka was completed for a distance of 8 miles. The following contracts have since been completed, viz., Banfield, 2 miles; Main Creek, 2 miles; Nikau, 2 miles 72½ chains; Pikikerunga, 2 miles. Since the completion of the several contracts and their specified terms of maintenance, the road has been attended to by the Government: the work has been light. The road is now opened throughout from Riwaka to Takaka Valley.

Motueka-Motupiko Cart-bridge.—This work was satisfactorily completed in April, 1887. It has since been well screwed up, preparatory to its being painted.

Owen Valley Road (9 miles 22 chains).—This has been attended to as well as the limited amount of funds available would permit. If circumstances should require that it should be made into a proper dray-road, it will need a very much larger expenditure.

Upper Buller Bridge.—This work was satisfactorily completed in May, 1887.

WESTLAND DISTRICT.

Buller Road.—Four contracts let during last financial year and four during the present year have been finished. They consisted of improvements to the road in various places between the Nine-mile Ferry and Inangahua Junction, such as building stone retaining-walls (instead of cribbing, which had become decayed), widening the road, and strengthening the bridges. Unfortunately, after heavy rain in February, many very heavy slips occurred between the Nine-mile Ferry and Berlin's, respectively 6 miles and 20 miles from Westport, and the road is closed for wheel-traffic. It will require a considerable expenditure to restore the road, and all that has yet been done in this direction is to clear a passage for horse-traffic.

Lyell Bridge.—The contract for this work was let in July last to Messrs. Anderson, of Christchurch. It is to be finished in March, 1889. The work on the approaches is well advanced, and there is some bridge material delivered on the ground. The foundations of the main or central pier have not turned out so satisfactorily as expected; rock shown on the surface did not turn out solid enough to build on: this will necessitate a modification of the lower part of the piers at an increased cost.

Waitahu Bridge.—This contract was finished in December. It was much needed, and has proved a convenience, as the river is a dangerous one in freshes. The full length of the bridge is 500ft., and that of the approaches, which form part of the work, is 65 chains. The structure will shortly be tarred.

Inangahua Bridge (Reefton).—This was tarred during the year.

Inangahua Bridge, near the junction with the Buller, has been maintained during the year.

Hokitika-Christchurch Road.—The maintenance of this road from the Loop-line Junction to Arthur's Pass, 36½ miles, has been attended to as usual. The slips and damage from river encroachment have been more numerous than usual. Some protective-works have been erected at the Taipo Bridge.

General.—An average of thirty-five men have been employed on day-labour works. The approximate number of men employed during the year, exclusive of contractors' men engaged away from the works, was 122. Good workmen are now obtainable at 8s. per day.

WORK IN WESTLAND FOR OTHER DEPARTMENTS.

Inspections have been made of the following roads for the Mines and Lands Departments:—

Mines Department, Buller County.—Road, Barrytown to Brighton; Mokihinui to Karamea; Promised Land to Karamea; Denniston to Cedar Creek; North Terrace to Oparara (Karamea); Lyell Creek to Low-level Tunnel; Deadman's Creek Road; Ngakawau to Mokihinui; Deadman's Creek to North Beach; Addison's Flat towards the ranges; road south of Brighton towards Charleston.

Inangahua County.—Road from Grey Valley Road to Snowy Creek; Merrigig's to Big River.

Grey County.—Road, Barrytown to Brighton; Notown to Bell Hill; Limestone to Maori Creek; Cobden to Seventeen-mile Beach; German Gully to Arnold Flat; Hatter's Terrace to Haupiri; Baird's Terrace to Lake Brunner; Main Grey Valley Road to Hatter's Terrace.

Lands Department, Westland County.—Grey Valley via Bell Hill to Teremakau.

CANTERBURY DISTRICT.

Bridge over the Waiau, Hanmer Plains.—This contract was completed on the 8th August, 1887, and was opened for traffic at same date. The work has been well done, and is a very great convenience to the district. It has been handed over to the Amuri County Council.

Kaikoura-Clarence Road.—The formation of this road was begun in August, 1887, by piece-work, to afford employment to numerous men in want of it. Good progress was made, and the work was completed for about 7 miles (Hapuka River to Clarence River), when the storm at the end of March occurred, doing much damage to the newly-formed work.

Waiau-Hanmer Springs Road (4½ miles).—During the latter part of the year this line of road was surveyed, and in February, 1888, the men then working at the Sandhills and Hagley Park were transferred to this road, and have since been employed in forming a road from the Upper Waiau Bridge to the Hot-springs. About twenty-four men have been thus employed.

Hokitika-Christchurch Road.—In July, 1887, considerable damage was done to this road by heavy rains, causing many large slips. In March of this year also much damage was done by floods. The number of maintenance men was reduced in September last from twelve to eight. The road, however, has been kept in a fair state of repair.

Relief Works.—Men have been employed during the year on various works—viz., at the Irrigation Reserve, where they have been employed in levelling sandhills, clearing out drains, and trimming hedges, &c.; in Hagley Park, forming and gravelling footpaths, improving plantations, clearing drains, and fencing; at the Kaituna quarries, in quarrying stone for the various railway protective works; at Addington workshops, stone-breaking, and in making and deepening drains round the yard to prevent it being flooded; and on the main line of railway, in weeding plantations, &c.

Land Plan Surveys.—The land plans for the Waimate Gorge branch were completed in the beginning of the year; and a survey has been made, and Proclamation plan prepared for a portion of the Waiau-Hammer Springs Road, which had not been previously laid off for road purposes. Survey and Proclamation plan have also been made of the ballast-pit, Lincoln Road, which is no longer required, and will be sold. Various other small surveys have been made and plans prepared in connection with land plans in the district.

OTAGO DISTRICT.

Haast Pass Track.—A party of men is now employed in effecting repairs and improvements on this track, and, if weather permits, will remain on the ground until June.

Maori Kaika to Taiaroa Heads.—This road has been maintained during the year at a small cost.

Roxburgh Bridge.—This work was finished in April, 1887, and was shortly afterwards handed over to the Tuapeka County Council.

Hindon Road.—This road is intended to connect the Township of Hindon with the railway-station on the Otago Central Railway at 16 miles 70 chains; it will be about $3\frac{1}{2}$ miles long, with grades varying from 1 in $12\frac{1}{2}$ to 1 in 25. The work has been done as a "relief" work, and up to date about $1\frac{1}{2}$ miles from the upper end have been formed 18ft. wide; the remainder ranging from 8ft. to 12ft. wide, which will require widening to 18ft. when funds are available. This is one of the roads intended to open up Crown lands before sale.

Road from Native Reserve, Purakanui, to Purakanui Railway-station.—Under a "grant in aid" this work was carried out, in small contracts, by Natives, under the Waikouaiti County Council, the plan having been previously approved by this department.

BUILDINGS.

AUCKLAND.

New Prison, Mount Eden.—This work is making satisfactory progress; it is expected that the ground-floor will be ready for occupation in about four weeks; all the walls are nearly ready to receive the second-floor joists, some of which are now being fixed.

Additions to Whau Lunatic Asylum.—A contract was let in December, 1886, for the above, the date fixed for completion being the 9th March, 1888. After a considerable amount of unnecessary delay the work is now nearly finished, and it is hoped the whole building may be occupied about a month hence.

Mortuary and Outbuildings Contract, Whau Asylum.—This work was let by contract in September, and completed in January.

Courthouses.—The maintenance of these generally has been attended to, as well as that of police buildings. A small cottage has been built at Te Kuiti, and a lock-up at Pukekohe.

Post and Telegraph.—Additions and repairs have been executed at Onehunga and Te Aroha Post-offices.

Departmental Buildings, Auckland.—A contract has been let for the construction of these, which will be carried out under the superintendence of Mr. Mahoney, architect, of Auckland.

Government House and Grounds.—These have been maintained as usual, and a contract for painting and further repairs will shortly be let.

Supreme Court Grounds.—A new picket-fence has been erected.

The erection of Native schools and teachers' houses at Wharekakiha (Hicks Bay) and at Kawakawa (East Coast) has been supervised, as well as repairs to the police gaol, Opotiki.

Stone-breaking.—This work was put in hand on the 12th December, at Mount Eden. The highest number of men employed since was eighty-two, the number varying exceedingly. During the last four weeks it has averaged sixty-nine, sixty-eight, sixty-three, and sixty-two.

TARANAKI, MANAWATU, AND HAWKE'S BAY.

Various public buildings, such as post and telegraph offices, gaols, police-stations, courthouses, &c., have been attended to and kept in a state of repair, and sundry small improvements and additions made at New Plymouth, Normanby, Hawera, Manaia, Wanganui, Marton, Feilding, Woodville, Spit, and Napier.

WELLINGTON.

Mount Cook Prison.—Fair progress has been made with this building. An average of sixty to seventy prisoners has been kept at work, mostly on the southern wing of the building, which has now reached the height of 45ft. from the basement, and is ready to receive the roof. The work is now being black-joint-pointed, which work is about two-thirds done. The cells throughout have been prepared to receive asphalte, and a few of them have been asphalted. The number of bricks used during the year is 413,000, making 1,200 cubic yards of brickwork; cement, 160 casks; lime, 1,068 bushels; sand, 365 cubic yards; water, 171,000 gallons; timber wrought and fixed, 2,500ft.

B.M.; wrought-iron fixed, 6,600lb.; hoop-iron, 3,200lb. The weather during the year has been very adverse to progress.

Government Printing-office.—This contract is now on the eve of completion. A few items of work yet remain to be completed, such as the steam lift, and distempering the walls, which was delayed as the walls were not dry enough. The building will be heated by means of hot air, under Mr. Asbury's patent process: the contract for this work was completed by Mr. Asbury in January. The brick-carting contract for this building has been satisfactorily completed: the number of bricks carted was 1,097,000. The contract for supplying engines and boilers and all the new shafting and hangers, &c., required for the new printing-office is now nearly completed: the boilers are in position, the shafting is fixed, and the engines will be finished in a very short time. Steps are being taken for the early removal of the machines now in the old office into the new one, where foundations have been prepared for them.

Additions to Wellington Hospital.—These consist of a children's ward and rooms for the attendants. The work was satisfactorily completed on the 28th October. A small contract for laying 12in. drainage-pipes from the hospital, to connect with the town sewers, was also completed on the 18th September, and answers its purpose completely.

Telephone Exchange.—A brick building for this purpose has been erected within the grounds attached to the departmental buildings. Its quick completion was a matter of importance, and it was finished in the short space of fifteen working days. A watercloset and coal-shed were afterwards built in connection with it.

Post and Telegraph Office, Wellington.—On the morning of the 28th April this building was partially destroyed by fire, the outer walls and inner walls and safes of brick being left standing. Arrangements were at once made to prepare a temporary post-office, and the necessary alterations and additions were made to the premises occupied by Mr. W. R. Williams; additional flooring was laid, office-fittings erected, walls distempered, gas laid on, and other minor works done, the whole occupying the time from the 19th May to the 14th June.

Plans were prepared at an early date for the restoration of the building, and tenders were called for the work. None of these were accepted at the time, but eventually the work was let on the 4th February, 1888, an arrangement being made by which the building of the clock-tower in brick was added to the contract. The work so far is progressing slowly, but when more materials are delivered it will, it is expected, be carried on with more speed.

The Davy motor, which was partially damaged by the post-office fire, has been substantially repaired, and it will be used in the restored building for its original purpose—that of driving the dynamo for the electric light. Sundry gas-fittings, recovered from the fire, have also been repaired and will be used again.

General Assembly Buildings.—During the month of July alterations were made to the Speaker's and Press reporters' gallery, so as to give reporters a better view of the House. Other minor improvements and additions were also made.

Photographic Gallery Contract.—The lease of the old photographic gallery expired during February, 1888, and it was necessary to provide another on Government ground: this was done by contract, and was completed during March.

Departmental Buildings, Wellington.—For the purpose of fire-prevention a complete system of waterpipes has been laid around and within these buildings, fitted with the necessary fireplugs and sluice-valves, hose-pipes and branches, &c., and all connected with the town water-supply. A fire-brigade, composed of a number of the officers in the buildings, has been organized under Captain Hume, and has been taught the use of the various appliances by means of periodical practice. The brick safes in this building have also been altered in such a way as to render them more absolutely fireproof than before. The offices in occupation of the Property-tax Department have been materially altered by throwing several rooms and part of a passage into one, so as to facilitate inspection of work.

Government House and Ministerial Residences.—Various alterations and small additions have been made to these during the year.

Porirua Lunatic Asylum.—An excellent water-supply has been provided for this establishment: the water is thrown at the rate of 1,500 gallons per hour, by a No. 5 hydraulic ram, into a 6,000-gallon reservoir, situated on the top of a hill about 80ft. above the building, to which the water is conveyed by gravitation. Stand-pipes and hose for a fire-service have also been fixed at the asylum.

Sundry Small Works have been executed at Lower Hutt Post-office and Courthouse; Museum, Wellington; and Police-station, Featherston: and a post and telegraph office has been erected by contract at Herbertville, the work being finished on the 8th August.

NELSON AND MARLBOROUGH.

Lunatic Asylum and Hospital, Nelson.—Fire-extinguishing appliances have been provided for both of these buildings, and the lunatic asylum has been connected with the town water-supply.

Government Buildings, Blenheim.—The whole of the exteriors of these buildings have been well painted.

Repairs to Public Buildings generally.—During the year various small repairs have been effected in the different offices in Nelson and Marlborough.

WESTLAND.

The works under this heading have been small during the year. The principal items are—Additions to police-station, Westport; laying on gas to Government Buildings, Westport; repairs to police-station, Charleston; erection of police-station at Brunnerton; repairs to police-station

and telegraph-office, Hokitika; repairs to courthouse, Jackson's Bay; fencing at powder magazine, Greymouth.

CANTERBURY.

Sunnyside Asylum.—The contract for the main portion of the central block, with the exception of a few small extras, is now complete, and the building will shortly be handed over to the Asylum authorities. The work has been well done.

Old Government Buildings, Christchurch.—New venetian blinds have been put up in the deeds office, and the walls distempered.

Gaoler's Cottage, Lyttelton.—This contract was completed in August, and a smaller contract for laying on gas and water in September. Sundry repairs have been executed at the police-stations, Christchurch and Philipstown, and the courthouses, Waimate and Ashburton, as well as Addington Gaol, and other public offices.

Post and Telegraph Office, Rangiora.—The contract for the erection of this building, which is of brick, was completed in October.

OTAGO.

Repairs and Fittings to Public Buildings.—The following are the various works undertaken and completed: Courthouses—Repairs and fittings at Wyndham; accommodation for female prisoners, Supreme Court, Dunedin; repairs at Balclutha and Lawrence; cellar for storing papers at Dunedin; furniture and fittings for Official Assignee, Dunedin. Police-stations—Repairs and alterations at Waitahuna, Oamaru, Macrae's, Palmerston, Clyde, Ophir, Cromwell, Arrowtown, and Alexandra South. Customs—Improvement of long-room and repairs, Dunedin. Post and telegraphs—Repairs, additions, and alterations at Riverton, Arrowtown, Dunedin, Naseby. Gaols—Laying on gas to Gaoler's quarters, Dunedin.

Seacliff Asylum.—Various small works have been carried out during the year in the way of maintenance and improvement, and provision is being made for asphaltting the various airing-courts at the back. The condition of a portion of this building has been made the subject of inquiry by a Royal Commission, and their report has been received. The recommendations made by the Commissioners are now under consideration.

I have, &c.,

JOHN BLACKETT.

Engineer-in-Chief.

The Hon. the Minister for Public Works, Wellington.

APPENDIX K.

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

The MARINE ENGINEER to the SECRETARY, MARINE DEPARTMENT.

SIR,—

Marine Department, 31st March, 1888.

I have the honour to report that no works of any magnitude or importance have been carried out during the year.

Drawings and specifications have been prepared for a cast-iron tower for the light proposed to be placed on Cuvier Island, and it is intended shortly to call for tenders for its construction.

On the acceptance of a tender for the tower steps will be taken to commence work on the island, in preparing sites for the tower and dwellings, &c., making roads, and in erecting houses and stores, &c. It is expected that this work may be begun about the end of July.

I have, &c.,

JOHN BLACKETT,

Marine Engineer.

The Secretary, Marine Department.

1. The purpose of this document is to provide information regarding the activities of the [redacted] and the [redacted] in the [redacted] area. This information is being provided to you for your information only and is not to be used for any other purpose.

2. The information contained in this document is classified as [redacted] and is being provided to you under the authority of [redacted]. It is to be handled in accordance with the [redacted] and the [redacted].

3. This document contains information that is [redacted] and is being provided to you for your information only. It is not to be used for any other purpose.

4. The information contained in this document is classified as [redacted] and is being provided to you under the authority of [redacted]. It is to be handled in accordance with the [redacted] and the [redacted].

5. This document contains information that is [redacted] and is being provided to you for your information only. It is not to be used for any other purpose.

6. The information contained in this document is classified as [redacted] and is being provided to you under the authority of [redacted]. It is to be handled in accordance with the [redacted] and the [redacted].

7. This document contains information that is [redacted] and is being provided to you for your information only. It is not to be used for any other purpose.

8. The information contained in this document is classified as [redacted] and is being provided to you under the authority of [redacted]. It is to be handled in accordance with the [redacted] and the [redacted].

9. This document contains information that is [redacted] and is being provided to you for your information only. It is not to be used for any other purpose.

10. The information contained in this document is classified as [redacted] and is being provided to you under the authority of [redacted]. It is to be handled in accordance with the [redacted] and the [redacted].

173

174

175

176

177

178

179

(Marawa-Islands)
Morton Is.
Three Kings Is.



1888.

MAP SHOWING RAILWAYS.

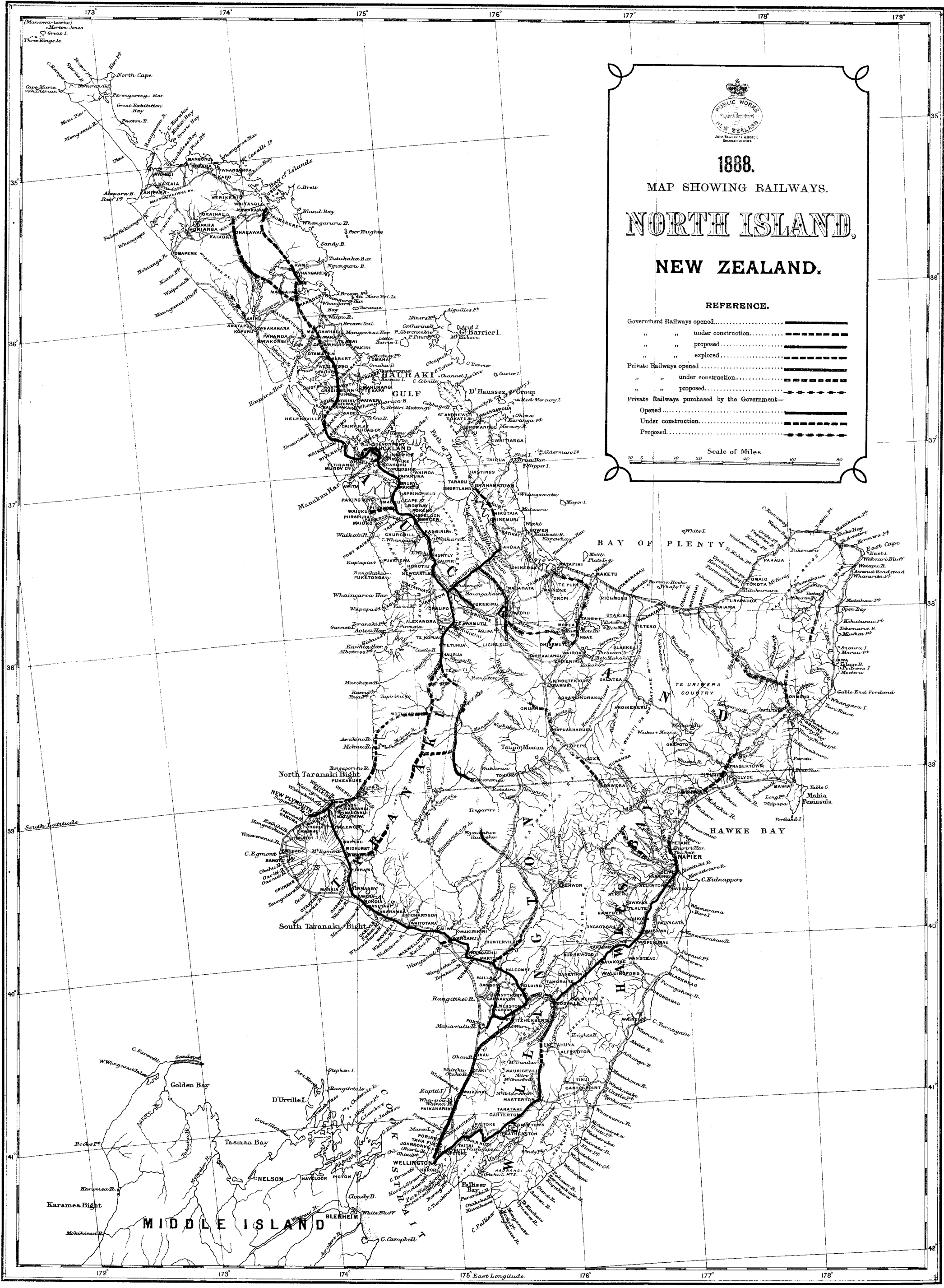
NORTH ISLAND, NEW ZEALAND.

REFERENCE.

Government Railways opened.....	—————
" " under construction.....	—————
" " proposed.....	—————
" " explored.....	—————
Private Railways opened.....	—————
" " under construction.....	—————
" " proposed.....	—————
Private Railways purchased by the Government—	
Opened.....	—————
Under construction.....	—————
Proposed.....	—————

Scale of Miles.

0 10 20 30 40 50 60 70 80





1888.

MAP SHOWING RAILWAYS.

MIDDLE ISLAND,

NEW ZEALAND.

REFERENCE.

Government Railways opened.....

 " " under construction.....

 " " proposed.....

 " " explored.....

Private Railways opened.....

 " " under construction.....

 " " proposed.....

Private Railways purchased by the Government—

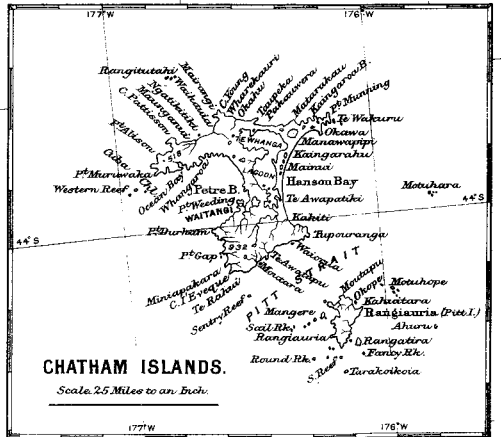
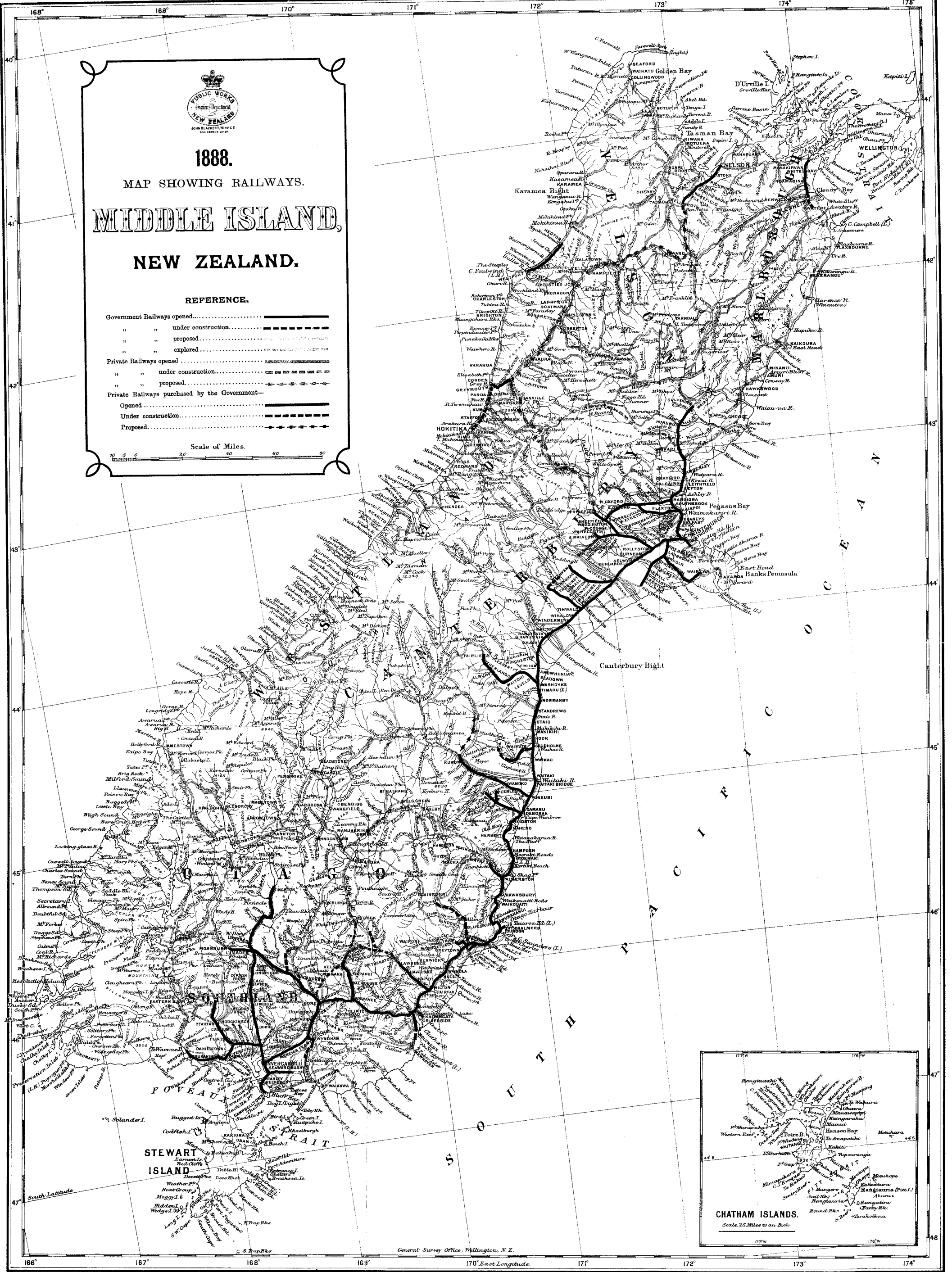
 Opened.....

 Under construction.....

 Proposed.....

Scale of Miles.

0 10 20 30 40 50 60 70 80 90



NORTH ISLAND

MILES.

1150

1100

50

1000

50

900

50

800

50

700

50

600

50

500

50

400

50

300

50

200

50

100

50

0

1873-4
74-5
75-6
76-7
77-8
78-9
79-80
80-1
81-2
82-3
83-4
84-5
85-6
86-7

PRIVATE RAILWAYS

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED, up to 31st March, 1888—continued.

MIDDLE ISLAND.

[illegible]

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

† This comprises 45m. 59ch. of railways constructed by the Government and 45m. 79ch. of lines constructed by private companies under the District Railways Act, and afterwards purchased by the Government.

; This comprises 11m. 33ch. of railways constructed by the Government and 36m. 39ch. of lines constructed by private companies under the District Railways Act, and afterwards purchased by the Government.

NORTH ISLAND.

* This comprises 12m. 70ch. of railway constructed by Government and 30m. 60ch. of line constructed by private company under the District Railways Act, and afterwards purchased by the Government.
† This comprises 48m. of railway constructed by Government and 11m. of line constructed by private company under the District Railways Act, and afterwards purchased by the Government.