

1890.
NEW ZEALAND.

PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. THOMAS FERGUS,
25TH JULY, 1890.

MR. SPEAKER,—

The interest attached to the Public Works Statement is generally in proportion to the amount of funds for new works at the disposal of the Government. As the funds decrease, however, greater care has to be exercised in disposing of them; and, the question assumes more than ordinary importance at the present juncture, when we are endeavouring to meet the ordinary demands of settlement without the aid of borrowed money. In dealing with the subject, I shall explain the present position of the funds and works, and then submit our proposals for the future.

PUBLIC WORKS FUND.

The amount standing to the credit of the Public Works Fund in the Treasurer's books on the 31st March last was £959,492, but there is a further sum of £87,974 due to Part I. for advances under the Government Loans to Local Bodies Act. The debentures of the local bodies are negotiable at any time, so the amount to the credit of the Public Works Fund is really £1,047,466. Against this there are outstanding liabilities to the amount of £314,933, which leaves a balance of £732,533.

As honourable members are aware, the Public Works Fund has been divided into three parts. Part I. comprises miscellaneous items of expenditure chargeable to loan; Part II. deals with the North Island Main Trunk Railway; and Part III. with railway-works generally. The amounts to the credit of each of these are as follows:—

				Balances on 31st March, 1890.	Liabilities on 31st March, 1890.	Net Balances.
				£	£	£
Part I.	...	...	...	233,675	114,309	119,366
Part II.	...	...	...	386,985	9,694	377,291
Part III.	...	...	...	426,806	190,930	235,876
Totals	...	...	...	1,047,466	314,933	732,533

EXPENDITURE ON PUBLIC WORKS.

The expenditure during the past year has been on Part I., £167,513; Part II., £48,832; and Part III. (exclusive of credits on account of previous years), £194,385: making a total of £410,730. The amount voted for actual expenditure was £635,721; consequently we are within our votes to the extent of £224,991. The additional authorisation for further liabilities amounted to £280,816; so the Government had altogether £916,537 at its disposal for expenditure and commitments the expenditure and liabilities amounted to

£725,663; so here, also, we are within our authorities to the extent of £190,874. Particulars of the year's expenditure are given in the tables attached to the Statement.

The annual expenditure for the last seven years has decreased steadily from £1,409,000 in 1883–84 to £410,700 in 1889–90. It was confidently expected by a large section of the community that any considerable diminution of the public-works expenditure would entail serious results on the commerce and industries of the colony; but, happily, these forebodings have not been realised. As shown by my honourable colleague the Premier, our power of production is increasing at an extraordinary rate, and the “unemployed,” who in 1886 numbered 1,300, have ceased as a body to exist. The enterprise and energy which in former years were devoted to the prosecution of public works have found fresh outlets in other directions equally profitable to the country.

Including the purchase of provincial and district railways, the total expenditure to the 31st March, 1890, on works and services throughout the colony chargeable to loan was £27,774,930, the principal items being railways, £15,028,353; roads, £3,552,999; water-races, £510,280; telegraphs, £590,356; buildings, £1,757,965; lighthouses and harbour-works and harbour-defences, £879,152; immigration, £2,143,327; purchase of Native lands, £1,178,554; cost of raising loans, £1,021,472; defence, £429,719; and departmental, £341,905.

As regards railways, harbour-works, and harbour-defences, these may be considered works of a special character, beyond the ordinary operations of settlement, and which cannot well be carried out without borrowed capital; and the purchase of Native lands and the construction of roads in connection therewith are fair charges on the land revenue; but the cost of ordinary roads, telegraphs, public buildings, lighthouses, and other less important works, hitherto charged to loan, must in future be charged to the Consolidated Fund. I should also add another item, which does not appear separately in the tables—namely, improvements on open lines of railway. This is an aspect of the question that I would like to impress on the attention of honourable members, for in the natural desire to lighten the burden of taxation it is frequently overlooked.

With regard to the balance of Public Works Funds still available, it is our intention to expend it for the purposes for which it was borrowed, making it carry us on to the end of next year.

In accordance with the policy of economy which the Government has systematically pursued, it is proposed to proceed with all classes of public works in a very cautious manner, compared with the high rate of speed to which we have been accustomed; and, as already shown, the experience of the last year or two proves that the slowing-down process is not retarding the progress of the country.

Speaking generally, we propose to expend all the available funds for railways in completing lines to convenient termini. Our proposals with reference to the individual lines and other works will be stated further on under their respective heads.

The following is an abstract of the state of the Public Works Fund on the 31st March last, and an estimate of what it will be on the 31st March next:—

	Part I.	Part II.	Part III.	Total.
	£	£	£	£
Cash balances on 31st March, 1890	233,675	386,985	426,806	1,047,466
Amount proposed for actual expenditure during 1890–91	184,284	108,800	230,888	523,972
Estimated cash balances on 31st March, 1891, available for expenditure after that date ...	49,391	278,185	195,918	523,494
Cash balances on 31st March, 1890	233,675	386,985	426,806	1,047,466
Total appropriation proposed for expenditure during 1890–91, and to cover liabilities at end of year ...	242,275	191,544	310,719	744,538
Estimated balance on 31st March, 1891, available for future appropriation	Dr. 8,600	195,441	116,087	302,928

It will be observed from the above table that Part I. of the fund will apparently be overdrawn at the end of the year to the extent of £8,600; but the credits that will come to account during the year under "The Ellesmere Lake Lands Act, 1888," will, it is estimated, more than cover the apparent deficiency.

WORKING RAILWAYS.

Including the district lines purchased, there were 1,813 miles of Government railways in operation throughout the colony on the 31st March last, 684 miles in the North and 1,129 miles in the South Island. Forty-three miles have been opened during the year.

The total expenditure on railways, including Provincial and District lines, has been £15,028,353; but of this £774,214 was for sections under construction, and £203,404 for surveys of new lines, permanent-way materials in stock, and minor charges. The balance of £14,050,735 gives £7,750 as the average cost per mile of the New Zealand railways made and equipped. The Railway Commissioners return the cost of the open lines at £13,899,955, which is £150,780 less than the amount just given. The difference is due to the method adopted in bringing the new sections to charge. The Commissioners do not debit themselves with full cost of a section till it has been a year in operation, so the amount debited the first year is in proportion to the time the section has been open.

The report of the Railway Commissioners, which has been laid on the table of the House, shows a very satisfactory result for the working of the railways during the past year. The earnings have been £1,095,569, and the working-expenses £682,787, showing a profit of £412,782, which is equal to £2 19s. 5d. per cent. on £13,899,955, the total cost of the open lines. But, if we examine Return No. 6 attached to the Commissioners' report, a still more gratifying state of affairs is disclosed. Out of the total of 1,813 miles, 1,193 miles show a return of over $3\frac{1}{2}$ per cent. on the cost of £8,888,733; and of these, again, 124 miles pay over 4 per cent. on £1,082,798. Among the longer lines the best paying is the Napier-Woodville Section, 97 miles, which returns £5 4s. 3d. per cent.; then the Hurunui-Bluff system, 1,069 miles, with £3 10s. 9d. per cent., and this notwithstanding the number of unremunerative branches which are included.

The traffic on the railways has increased considerably during the past year in all the principal items, as compared with the previous year: the passengers have increased from 3,132,803 to 3,376,459; and goods from 1,920,431 tons to 2,073,955 tons.

As evinced by the increased percentage of profits, there has been a large increase in the traffic on all the principal lines. Among the lines which pay less than 3 per cent. the most notable instances of improvement are the Foxton-New Plymouth line, which paid £1 11s. 7d. per cent. in 1889-90, against 17s. 9d. in 1888-89, and the Wellington-Eketahuna line, which shows an increase from £2 2s. 6d. to £2 8s. 10d. per cent.

As the Railway Commissioners' statements do not give the returns on the district railways separately, I may state that, generally, their position is now much improved. The three more important lines—Rakaia-Ashburton Forks, Duntroon-Hakateramea, and Waimea Plains—are now returning a considerable surplus over working-expenses; and in the case of the Waimea Plains line the surplus last year was equal to £3 16s. 4d. per cent. on the cost of the railway to the Government.

The increase in the traffic last year is to a considerable extent due to the Exhibition at Dunedin, which attracted visitors from Australia, as well as from distant parts of our own colony. The tourist traffic increased last year in a marked degree, and promises considerable expansion in the future. During the four months from November to February, 6,350 tourists were landed in this colony from Australia. Not only did these people expend considerable sums of money on their trip, but some of them acquired a permanent stake in the country. New Zealand has been aptly called the recreation-ground of the antipodes, and it is not unreasonable to assume that, before

many years are over, there will be large swift steamers running between Australia and the West Coast Fiords, doing the passage in three days, and that land communication will be established between the coast and the central and western lakes of Otago and the glacier region of Mount Cook. In the North Island the Wanganui River will be made accessible, and form a fitting extension of the line of wonders in the Hot Lake district. From end to end of the two Islands there is a succession of natural attractions unsurpassed in any country, and the work of making them known and accessible is one that comes legitimately within the scope of colonisation.

The Railway Commissioners have applied for £54,000 for necessary works on open lines during the year. As the balance on the loan allocation for this class of works was only £12,928, we have been unable to see our way to propose a vote for more than that sum. This amount is to cover liabilities already incurred, the rearrangement of the Palmerston North Station, and minor works over all the lines.

RAILWAYS UNDER CONSTRUCTION.

Helensville Northwards.—A contract was entered into in March last for the construction of the Makarau Section, three miles of the line north of Helensville, commencing at Kanohi, in the Kaukapakapa Valley, and including a tunnel 627 yards long through the ridge that divides the Kaukapakapa and Makarau watersheds. Working surveys of the line have been carried on for 7 miles beyond the Makarau Section, and a contract is in preparation for the Tahekeroa Section. A contract has also been entered into for the construction of a wharf at Mount Rix, 2 miles below Helensville. This will save the navigation of the shallow portions of the Kaipara, and allow the steamer-traffic to be carried on at all states of the tide.

After providing for liabilities, the balance on the allocation for this railway is £21,042. This will be absorbed by an extension of five miles, and the continuation of the surveys. It is proposed to let a contract for the Tahekeroa Section during the year.

Grahamstown—Te Aroha.—The only works in progress during the year on the Grahamstown—Te Aroha line were culverts through the reclaimed land in Grahamstown, and other drainage-works on the Ohinemuri Section.

The small vote proposed is to cover liabilities, land claims, and other contingencies. It is not intended this year to put any new works in hand.

Putaruru—Rotorua.—A contract was entered into in February last for the construction of the Kaponga Section, 10½ miles, which brings the line to Okohiriki, a point about 12 miles from the Rotorua Township.

North Island Trunk Railway.—With the exception of the Poro-o-tarao Tunnel, the works on the North Island Trunk Railway are at present at a standstill, the Waiteti Section having been handed over to the Railway Commissioners in May last. The tunnel also is just approaching completion.

The cash balance on the North Island Trunk Railway Fund on the 31st March last was £386,985, against which there were liabilities to the amount of £9,694. There is also a further sum of £97,744 set apart for the purchase of Native lands under the North Island Main Trunk Loan Application Acts. The balance, therefore, at our disposal for fresh undertakings is £279,547. Of this amount it is proposed to devote a further sum of £40,056 for constructing roads to and through the Native lands recently purchased. This leaves £239,491 at present available for the extension of the railway, but the lands bought, and the expenditure on their improvement, are simply an investment of the railway funds, which can be drawn upon from time to time as required.

The total expenditure on land along the North Island Trunk Railway to the 31st March last has been £122,541. Of this amount £89,247 has been paid for 630,283 acres, of which the purchases are complete, and £33,294 on account of blocks under negotiation.

One of the most valuable tracts of land along the line is the Awarua Block, which commences at Powhakarōa, about 12½ miles beyond the present terminus at Rangatira, and negotiations for the purchase of which are now in

progress. It is proposed this year to proceed with the section of the railway between Rangatira and Makohine, $5\frac{1}{2}$ miles. There is a considerable extent of good land and a valuable totara forest round Makohine; consequently it would, under any circumstances, be desirable to continue the railway to this point.

The surveys of the North Island Trunk Railway are in anything but a complete state; and, as it is desirable to have full information, particularly as regards the rougher parts of the line, it is proposed to continue the survey this year. It is also intended to run fresh lines, on gradients of 1 in 50 instead of 1 in 70, where the surveys have already been made, to see whether the heavy work can be materially reduced.

Under the proposals now submitted it is intended to carry out a complete system of roads in connection with the North Island Trunk Railway, particulars of which will be given further on.

Woodville-Palmerston.—The completion of the Woodville-Palmerston line has been delayed by the financial troubles of the contractors for the Ashurst Section. The original contractors having failed to carry out the work satisfactorily, the contract was assigned to a fresh contractor, and he also found himself unable to carry the work through. It was therefore necessary to call for fresh tenders and enter into an entirely new contract. The contract is now, however, progressing favourably, and it is confidently expected that the whole line will be finished about November next, the works on the Gorge and other sections being well advanced. The only works not in hand are the station buildings, which are now advertised. In anticipation of the opening of the through line from Napier to Palmerston, the Palmerston station is being rearranged and extended.

Owing to the treacherous nature of the ground in the Manawatu Gorge, which entailed extra work in tunnels and retaining-walls, and the heavy land compensation, the balance on the last allocation of funds for this railway is scarcely sufficient to complete the line. It is necessary to supplement the funds by about £7,000. The completion of the Woodville-Palmerston Section will establish through railway communication between Napier and the West Coast and Wellington.

Wellington-Woodville.—The Wellington-Woodville Railway was opened to Eketahuna at the beginning of the financial year, and since then the only works in progress have been the river-bank protective works at the Awapurua Bridge, which are now almost complete. The funds originally provided for this Railway are also insufficient to complete the works, a further sum of £3,000 being required.

It is also proposed to extend this line at the Wellington end, namely, from the present station at Thorndon—which is very inconveniently situated for the bulk of the population of the city—to Te Aro, and for this purpose a further sum of £13,000 will be needed.

Blenheim-Awatere.—A contract has been let on the Blenheim-Awatere Railway for $2\frac{3}{4}$ miles of heavy formation between the end of the Dashwood Section and the Dashwood Pass, and fresh surveys have been made for the completion of the works on the Vernon and Dashwood Sections, the earthwork of which has been finished for several years.

Under last year's proposals it was intended to complete this line to the Dashwood Pass, and construct a dray-road, about 3 miles long, from thence to the flat at the Awatere River. As, however, the formation to Dashwood Pass is costing less than was expected, there are more funds available than calculated on. It is therefore a question whether the railway itself should not be extended to the Awatere River, in preference to making a road which would afterwards be comparatively useless. Further surveys will be made to determine this point before the road is gone on with. In the meantime the estimates provide for the platelaying and other works required in completing the line to Dashwood Pass.

Westport-Ngakawau.—A Bill will be introduced during the present session to authorise the extension of the Westport-Ngakawau Railway to the Mokihinui River, a distance of 7 miles, its object being the opening-up of the Mokihinui Coalfield. It is proposed to construct the railway out of the funds for the

Westport harbour-works. Offers have been received from eligible parties to construct this railway as a private enterprise; but, in view of the fact that it is an important adjunct to the present line and the harbour-works, it is not considered advisable to allow the line to pass into private hands. In order to fulfil the conditions in the coal leases, which provide for a certain output of coal in a given time, it is absolutely necessary that the line should be made forthwith.

Greymouth-Hokitika.—The principal work in progress on the Greymouth-Hokitika Railway during 1889-90 was the Teremakau Bridge, and it was completed early in the year. A contract was prepared to absorb the greater portion of the vote of last session, but on consideration it was decided to postpone further action till the negotiations for the completion of the line by the Midland Company had come to an issue. In consequence of the matter having to be referred to England these negotiations occupied a considerable time. The terms offered by the company were not favourable, and as they included the leasing of the Brunner line, and other concessions, they were not accepted. To lease the latter railway would carry with it the administration of the harbour and, generally, the trade of Greymouth; so it should not be transferred to a private company except on the most favourable terms.

Mount Somers Branch.—The extension of the Mount Somers Branch Railway to Springburn having been completed, it is not proposed to extend the line any further for the present.

Otago Central.—The first section of the Otago Central Railway from Chain Hills to Hindon, 17 miles, was handed over to the Railway Commissioners and opened for traffic in October, 1889. The rails are laid to the 29th mile, and the formation is complete right up to Middlemarch, at the 40th mile—that is, 48 miles from Dunedin. All the large bridges are finished, except those over Castle Creek and the Sutton Stream. There is only one span in each of them, and the girders are nearly ready. The small bridges and other works on the Middlemarch Section are also fast approaching completion. It is therefore expected that this long-delayed work will be finished and the line opened to Middlemarch before Christmas, which is the time for completion mentioned in last year's Statement.

Catlin's River.—A contract has been entered into for the completion of the Catlin's River line from the present terminus at Romahapa to McDonald's Saddle, a distance of $6\frac{1}{4}$ miles, and the works are progressing favourably. The present contract carries the railway to the northern side of McDonald's Saddle—the watershed of the Glenoamaru and Owake Streams. This is not a very convenient stopping-place, so it is proposed to extend the line through the saddle to the Owake side, which will absorb all the available funds.

Edendale-Fortrose.—The section of the Edendale-Fortrose line between Wyndham and Glenham Road crossing has been finished and opened for traffic.

Midland Railway.—Although not a Government line, it is advisable that I should state the position of the Midland Railway-works. On the West Coast-Nelson line the section between Brunnerton and Ngahere—8 miles—has been opened for traffic; and the remainder of the distance to Reefton—18 miles—is under construction and progressing rapidly. On the East and West Coast line the section between Stillwater Junction and Kaimata is completed, and a further section of $1\frac{1}{2}$ miles is in progress. A contract has also been entered into for 6 miles at the Springfield end.

The Midland Railway Company have applied for permission to divert the line from the west to the east side of Lake Brunner. The reason given by the company for making the request is that better gradients are obtainable and more good land opened up. The deviation will affect the line for a distance of 18 miles. We are advised that it is doubtful whether the contract admits of such a wide departure from the original line, so it has been agreed to refer the matter to Parliament. The company also applied for permission to substitute a rack railway on the Abt system for an ordinary locomotive line over the Spooner Range at the Nelson end, but the Government did not see its way to agree to recommend the House to grant the request, as it was not considered desirable to make such a radical change in the class of railway to be constructed.

Greymouth-Point Elizabeth.—After long negotiations between two rival companies, arrangements have been made with the Cobden Railway and Coal Company to construct a railway from Greymouth to the coalfields near Point Elizabeth, a distance of 6 miles. The company are proceeding under the District Railways Act. This line will open up a very extensive coalfield, and materially promote the trade not only of Greymouth but of the colony.

HARBOURS.

As honourable members are aware, the Government resumed control of the West Coast coal harbours in April, 1888, and since then the works have been carried out under the supervision of the Public Works Department. Although Parliament does not provide the funds for these works directly, it is desirable that I should refer to them, more particularly as the subject is one of the utmost importance to the colony, and as it has not been specially referred to in the Public Works Statement for several years.

Greymouth.—The harbour-works proper at Greymouth are nearly finished. The whole of Sir John Coode's "first instalment," which is all that was estimated for, is practically complete. Any further works done will be in accordance with his scheme for "future extensions," which was to depend on the development of trade.

The works consist mainly of two breakwaters, carried out about 1,700ft. into the sea, to confine the river and direct it square on to the bar, with internal walls, to guide the river down to the breakwaters.

The expenditure on the Greymouth harbour during the year ending the 31st December last was £19,130, and the expenditure since the passing of the special Act in 1884 £165,000. Prior to that the Government had expended £127,000 on wharves, river-walls, and a section of the south breakwater. We may, therefore, set down the total cost of the Greymouth harbour-works at £292,000.

These works have, so far, been perfectly successful. They have really done somewhat more than was expected of them. Prior to their initiation there was seldom more than 10ft. of water on the bar, and the channel was tortuous and constantly changing its position; now the channel is straight and permanent, and for the last three years the depth of water on the bar has scarcely ever been under 14ft., and for most of the time it has varied from 16ft. to 24ft. Notwithstanding an exceptionally long period of dry weather, there were 320 days last year in which the depth was never less than 16ft.

As showing the bearing of the Greymouth harbour-works on the progress of the colony, I may state that the output of coal in the Brunner mines for the three years ending December, 1880, averaged 29,840 tons only; whereas the output for the three years ending December, 1889, has averaged 162,840 tons, an increase of 133,000 tons per annum.

Westport.—The general plan of the Westport harbour-works is much the same as that for Greymouth, but on a larger scale. 3,930ft. of the western breakwater have been completed, out of a total of 4,200ft., and 3,960ft. of the eastern breakwater, out of a total of 4,735ft. The principal works for the improvement of the bar are, therefore, well advanced, and it is a question whether the breakwaters might not be stopped where they are for the present till the inside works are further advanced.

The whole of the work done on the eastern, and 1,050ft. of the western breakwater have been executed since the Government resumed control of the coal harbours. The inside works consist of river training-walls, wharf, and coal-staiths, and an extensive system of railway-lines and sidings for bringing stone from the Cape Foulwind quarries to the works. The wharf and coal-staiths, and a small section of training-wall, were constructed by the Government some years ago. The railways, together with a fine iron bridge over the Buller for road and railway traffic, were made by the late Harbour Board.

The total expenditure on the Westport harbour-works has been about £300,000, of which £15,000 was expended before the works passed into the hands of the Board, £173,000 by the Board, and £112,000 since the Government resumed control.

The works still required are the construction of the river-walls and the dredging of the river, and increased accommodation for loading coal. The latter has become an urgent want, so arrangements are being made for the immediate extension of the staiths and wharf, tenders for which will be called for in the course of a week or two.

The harbour-works at Westport promise to be a complete success. In 1886, the year that the western breakwater was commenced, there was never more than 14ft. of water on the Buller Bar, and for three years previously there was on the average only eleven days a year on which the depth exceeded 14ft. During the last two financial years the depth was never *less* than 14ft., and last year there were 357 days on which it exceeded 16ft., the maximum depth being about 26ft. The large steam-collier "Cairntoul" now trades regularly to Westport, taking away from 2,200 to 2,400 tons of coal each trip, and arrangements are being made under which the China steamers will go there also.

Although only in its infancy, the coal-trade of Westport is fast assuming large proportions. For the last three years the annual output of the mines has averaged 137,920 tons. Most of the progress is due to the success of the harbour-works; and if the success continues, of which I have no doubt, Westport will eventually become a large and prosperous seaport, doing an extensive business not only with the other colonies, but with foreign countries. It will also, in all probability, become one of the principal coaling-stations in the southern seas for Her Majesty's ships of war.

ROADS.

Special Works.—The principal road-bridge works in progress during the year have been the Lyell, Mokihinui, and Tiraumea Bridges, and alterations and repairs to the Rakaia Gorge Bridge, all of which are either completed or well advanced.

Exploration surveys have been made for a road to Milford Sound. They show that an easy horse-track, and probably a coach-road, can be got at a moderate cost—much less than might be expected from the ruggedness of the country.

Roads North of Auckland.—A small vote was taken last year, amounting to £468, out of which certain repairs have been executed, at a cost of £267, and a liability of £201 still exists. This it is proposed to provide for under the vote for miscellaneous roads, so that the special vote for roads North of Auckland will not, therefore, be renewed.

Main Roads.—The amount voted last year was £14,000. Of this amount £12,799 was expended, and liabilities incurred to the amount of £2,858 in addition. It is proposed to ask for a vote of £12,630 for this year, to cover these liabilities and the current year's expenditure on a reduced scale. The works for the past year have been principally in connection with the maintenance of the following roads, viz., Warkworth-Kawakawa, Oxford-Rotorua, Tauranga-Napier, Nelson-Tophouse, Nelson-Westport-Greymouth and Hokitika, Hokitika-Christchurch, and in keeping open the Haast Pass Track.

As the loan funds for main roads will be exhausted at the end of March next, the maintenance of these roads must thereafter be otherwise provided for.

Miscellaneous Roads and Bridges.—Under this heading a sum of £28,912 was voted last session, of which £19,998 has been expended, and liabilities incurred to the further amount of £10,015. For the current year we shall ask for a vote of £17,091, to cover liabilities and to aid in continuing some of the works. There are only two new items proposed this year, amounting together to £650. Should the whole of the expenditure proposed come to account during the current year, the loan allocation for this class of works will also be exhausted.

Grants-in-aid.—The transactions under the Roads and Bridges Construction Act during the past year were limited to the payment of a sum of £227 in respect of outstanding grants. The liabilities under the Act on the 31st March last amounted to £273.

During the year a sum of £1,871 was spent out of the £8,000 voted for work for the "unemployed." It is proposed to ask for £2,000 this year to provide for

further work of this kind, should the necessity arise. The works of last year consisted in the extension of the Waikomiti–West Coast Road (Auckland), the Kaitiaki–Clarence Road, the deviation of the Christchurch–West Coast Road at the Bealey, and the extension of the Catlin's River Road.

Roads to open Crown Lands before Sale.—For this purpose Parliament voted last year £47,502, out of which £28,160 was spent, and liabilities incurred amounting to £18,698 in addition. To cover these liabilities, and provide for the extension of works in hand and others necessary to facilitate the settlement of Crown lands, we shall ask for a total authorisation of £42,370, of which £35,000 is proposed to be expended during the current year.

The various works under this heading which have been in hand during the year extend to almost every district in the colony where settlement is going on; full details will be furnished in the annual report of the Survey Department.

Village Settlements.—Last year the sum voted under the head of village settlements for actual expenditure was £19,173; the total amount authorised to cover liabilities as well as expenditure being £48,177 the expenditure has, however, only amounted to £7,345. It is estimated that about £8,032 will be sufficient to meet the requirements of the current year, and it is therefore proposed to ask for a vote for that sum. A further amount of £22,881 will probably be sufficient to cover the liabilities under the arrangement made with the village settlers for advances on their bush-felling and houses, notwithstanding that the liabilities are returned as nominally amounting to £44,661, thus making a total required of £30,913, and it is therefore proposed to transfer the remainder of the loan allocation for village settlements to the different classes of road-works.

Roads to give Access to the Marton–Te Awamutu Railway.—Under this heading a sum of £1,692 was voted last year for three items, and of this amount £248 was expended during the year, and liabilities incurred amounting to £666.

We propose to ask Parliament to make a material addition to the vote this year. We shall ask for a further allocation of £40,056 for these road-works, some of which have been partially made, either as cart- or bridle-roads, the others being new so far as this vote is concerned. Looking to the long time that must elapse before through communication can be established by railway from Rangatira to Mokau (the present termini of the railway), it is deemed advisable to provide roads, which, though not following the railway-line, will afford a means of direct travel between Wellington and Auckland. This will be accomplished by continuing the Hunterville–Turangarewa Road by the east side of Tongariro and Ruapehu, and effecting a junction with the existing road near Tokaanu. By bridging the Tongariro River, all the roads northwards, extending to Lichfield, Oxford, and Tauranga, will be connected with the proposed road from Turangarewa, the point where the main road comes in from Napier. From this same point it is proposed to continue the cart-road on to Karioi, and to open up the Waimarino Block.

The Rotoaira–Waimarino Road is in an incomplete state, though a great deal of work has been done on it. With the expenditure proposed a road will be opened to connect with the one already formed between Karioi and Taumarunui. The vote asked for for the Mangaroa to Stratford Road is to make a through road to the Waikato, suitable for riding and for driving stock.

All of the above roads affect the large area of Crown lands purchased out of Part II. of the Public Works Fund, as well as lands which are now in process of being acquired. By opening these lands settlement will be stimulated, and a return obtained for the money expended.

The vote proposed for expenditure within the year is £30,500, with an authorisation to incur liabilities to the further amount of £10,000.

Roads on Goldfields.—The expenditure on roads and tracks on goldfields last year, including subsidies to local bodies for the development of the mining industry, amounted to £13,290, and on the 31st March last the liabilities amounted to £16,524. For the present year we ask for a total authorisation of £27,000 to cover the existing liabilities and to complete roads on which large sums have been expended. This amount will absorb the balance of the loan allocation for works of this class.

PUBLIC BUILDINGS.

As regards public buildings, the increasing requirements of settlement, together with the necessity for renewing the older wooden structures, create continuous demands on the votes, and, until many renewals still urgently required have been effected, this demand must continue.

The amount voted for public buildings out of loan last year was £48,351, of which £35,473 was expended, and liabilities existed at the end of the year to the amount of £10,086 in addition. Out of the Consolidated Fund £34,075 was also voted for public buildings and domains, and £25,000 for school-buildings; the expenditure being £32,182 and £24,434 respectively; while liabilities existed at the end of the year to the amounts of £3,976 and £1,031 in addition. The total votes from both funds last year was £107,426, and the total expenditure £92,089.

The works carried out during the year out of loan-moneys have been the completion of the departmental buildings at Auckland; the erection of new Courthouses at Onehunga and Kaiapoi, and the rearrangement and improvement of those at Auckland, Westport, and Dunedin; new police-stations at Waipawa, Pembroke, Mosgiel, Balclutha, Invercargill, and several other places; new post-offices at Palmerston North, Clyde, and Pembroke; the restoration of the west wing of Sunnyside Asylum, the rebuilding of the damaged portion of the asylum at Seacliff; and the carrying on of the work at the new gaols at Auckland and Wellington. The two latter buildings are expected to be completed, as far as it is at present intended to carry them, during the year.

The principal works executed, chargeable to the Consolidated Fund, have been the interior and exterior renovation of the Government Houses at Auckland and Wellington, and the improvement of their sanitary arrangements; improving the sanitary condition of various Government buildings in Wellington and Dunedin; the completion of the restoration of the General Post Office; the renovation of portions of the Parliamentary Buildings; and the execution of an extensive variety of additions and repairs to numerous Government buildings throughout the colony.

Contracts have also been entered into for the new Sanatorium at Rotorua, new Customhouse at Greymouth, a stamp-printing office, in connection with the Government Printing Office, in Wellington, and for a central police-station at Dunedin.

The more important works proposed to be proceeded with this year, and for which provision has been made on the estimates, are as follow: Out of Loan Funds—New lunatic asylum at Porirua, and further works at the asylums at Sunnyside and Seacliff, and at the gaols in Auckland and Wellington. Out of Consolidated Fund—£40,000 is provided for school-buildings, also £2,000 for Native schools, and £8,000 for an institution for deaf-mutes; besides these amounts, £34,000 is also provided for ordinary additions, repairs, fittings, and furniture.

HARBOUR DEFENCES.

The policy of carrying on the defence-works by means of convict-labour, announced in last year's Statement, has been followed during the year with satisfactory results, and considerable progress has been made in the execution of several of the more important works; but, while much has been done, there yet remains a good deal to do.

The amount voted out of loan funds last year for works of this class was £6,452, but the expenditure has amounted to £7,293. The excess has been caused by a compensation claim for land taken (and which it was hoped would have been settled by an exchange of land, without any money-payment) having to be settled by a payment of over £1,500. A considerable saving has, however, been made on the vote out of the Consolidated Fund for this class of works, the amount voted having been £10,000, and the expenditure £8,459 only.

The liabilities existing on the 31st March last were £1,850 upon *matériel* of war from England, and £1,418 upon works in the colony.

The total expenditure on harbour defences to the end of last financial year

has been, in round numbers, £458,000, of which £238,000 represents cost of *matériel* from England, and £220,000 the cost of works in the colony. Of this latter sum £34,000 has been paid for land, the remaining £186,000 representing the cost of forts, batteries, submarine defences, and general charges.

The defence-works proposed to be executed during the year are the completion and armament of the batteries already in hand. The cost of these works is estimated at £13,000, of which £3,000 is proposed to be charged to loan, and the balance to the Consolidated Fund. Beyond this year's appropriations, it is estimated that somewhat more than a similar further amount will be required to make our harbour defences thoroughly efficient.

MISCELLANEOUS CHARGES ON LOAN FUNDS.

Purchase of Native Lands.—The balance of the loan allocation under Part I. of the Public Works Fund, available on the 31st March, 1889, for the purchase of Native lands in the North Island generally, as distinct from purchases out of the North Island Trunk Railway loan, was £9,396; but by the passing of "The North Island Main Trunk Railway Loan Application Act Amendment Act, 1889," this amount was increased by £20,285, being a refund out of the North Island Trunk Railway loan, to the general fund, of moneys previously provided for the purchase of land within the railway area. The total amount available in the general fund was thereby increased to £29,681. Of this amount £24,429 has been expended during the late financial year, leaving a balance of £5,252 still available. The transactions include the purchase of the Pukeroa-o-Ruawhata (Rotorua Township) Block, on which £8,064 has been expended—interests representing 1,021 out of 1,100 shares having been acquired; also the purchasing of shares in the Taumatamahoe and other blocks; and completing a number of unfinished transactions. The total area of which the purchase was completed during the year is 33,600 acres.

On Part II. of the fund there was available on the 31st March, 1889, for Native land purchases within the railway area, the sum of £1,509, but a further allocation of £100,000 out of the North Island Trunk Railway loan was made last session for new purchases, in addition to the allocation of £20,285, already referred to. The total amount available for new purchases under Part II. of the fund, therefore, was £101,509, and of this amount £3,765 was expended during the year.

As may be judged from the small amount of the expenditure under this part of the fund, no great extent of land has been actually purchased, but considerable progress has been made with the necessary surveys, and also in the matter of placing the titles in a position to be dealt with.

Some legislation will be necessary to remove difficulties which have impeded negotiations in the past, and the Government has a Bill prepared dealing with the matter, which will be introduced shortly.

Rates on Native Lands.—The amount voted last year to cover claims for rates on Native lands for the year ended the 31st March, 1889, was £8,595, the amount expended being £5,874. To cover the balances for 1888–89, not claimed up to the 31st March last, and the claims for 1889–90, which fall due during the current financial year, a sum of £16,000 will require to be authorised, but probably not more than about £14,000 of this amount will be required for actual expenditure within the year. Of this sum, £5,000 is proposed to be charged to the Public Works Fund, and the balance to the Consolidated Fund. After the rates for 1889–90 have been paid no further sums will be payable, the Act having been repealed.

Immigration.—Immigration is still restricted to exceptional cases of separated families, or near relatives who are more or less dependent upon their friends in the colony for assistance. The number of immigrants introduced under the regulations of the department during last year was 82, the total cost of their passages being £1,035, of which amount £560 was paid by the nominators in the colony, and £85 by the immigrants themselves in London. Since the 1st May last 24 persons have been provided with passages, and the number of nominations now on the books of the department is 133.

The balance of the loan allocation for immigration purposes at the 31st March, 1889, was £3,830, and the expenditure during the year was £867, thus leaving a balance available on the 31st March last of £2,963, against which there are liabilities to the extent of £2,200.

Waterworks on Goldfields.—The balance remaining on the allocation for this class of works at the 31st March, 1889, was £929; of this amount £284 was expended during the year, leaving a balance available at the end of the year of £645, against which there were liabilities to the extent of £241.

Lighthouses.—Cuvier Island lighthouse has been completed, the light being first shown on the 22nd September last. The total cost of the lighthouse and appurtenances was £7,407.

A lighthouse is proposed to be erected on Stephens Island, Cook Strait, where for some time past it has been recognised that a light was much required. The balance of the allocation for lighthouse purposes being insufficient to cover the cost of this work, it is proposed to provide for it out of the Consolidated Fund, and a vote for £3,500, as a first instalment, has accordingly been placed on this year's estimates. The total cost of the work is estimated at about £8,000.

Telegraph Extensions.—The expenditure on account of telegraph construction, and for the extension of the telephone exchanges in the colony, amounted, during last financial year, to £16,346; and of this sum an amount of £3,785 was expended on the telephone exchanges, making their capital cost at the close of the year £63,366, including the value of the material in hand.

Of the new lines erected during the year for the extension of telegraph communication, the most important are those to Lichfield, to Otorohanga, to Mokihinui, to Greendale, and from Ongaonga to Tikokino, from Riversdale to Balfour, from Cardrona to Pembroke, and from Palmerston South to Nenthorn. In all these extensions the lines have been brought into operation by means of telephones.

In the estimates for the present year's expenditure, provision has been made for the extension of the lines from Tologa Bay to Waipiro, Lichfield to Morrinsville, Marton to Hunterville, and for the completion of the line from Mongonui to Kaitaia.

CONCLUSION.

In conclusion, I would again direct the attention of honourable members to the necessity of realising our position when borrowing ceases, a point to which I alluded at the outset. Practically, we are this session dealing with the last of Part I. of the Loan Fund, and this is the source from which we have hitherto paid for a number of works and services that must in future be charged to the Consolidated Fund. Part I. embraces roads of all classes, public buildings, telegraph extension, immigration, purchase of Native lands, harbour defences, and some other minor items.

As already stated by myself, and more fully gone into by my honourable colleague the Premier in his Financial Statement, the expenditure on the purchase of Native lands, and in making roads to open up Crown lands before sale, are legitimate charges on the Land Fund. But the problem of dealing with the other items on the list is a very difficult one to solve. Perhaps the readiest way of showing its bearing is to give the expenditure under each head for the last seven years. It has been as follows:—

Class of Works.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	Total for Seven Years	Average per Annum.
	£	£	£	£	£	£	£	£	£
Roads (other than Roads to open up Crown Lands) ..	244,011	267,729	274,110	221,460	158,031	84,486	55,966	1,305,793	186,542
Public Buildings ..	164,376	117,361	86,859	89,598	90,529	34,592	35,473	618,788	88,398
Telegraph Extension ..	19,532	25,799	36,010	18,952	22,984	12,047	16,346	151,670	21,667
Immigration ..	107,041	57,148	11,675	12,454	15,598	8,791	867	213,574	30,511
Harbour Defences ..	7,213	9,601	127,167	139,429	73,459	50,089	7,293	414,251	59,179
Other Items ..	52,917	32,461	40,840	70,290	21,916	20,256	7,710	246,390	35,199
Totals ..	595,090	510,099	576,661	552,183	382,517	210,261	123,655	2,950,466	421,496

Showing an average annual expenditure on works of the classes named of £421,496. Add to this £85,647, the average expenditure for works on open lines for the same period, and we have a total average annual expenditure of £507,143. Although the average expenditure for the seven years on the works named in the table is £421,496, it will be seen that the amount for last year is only £123,655, as against £595,090 in 1883–84, and £552,183 in 1886–87.

The works on open lines are directly due to the spread of settlement and trade, further accommodation being required at stations for the increasing traffic in country produce and general merchandise, as well as additions to rolling-stock. Urgent demands for these works are constantly made on the Railway Commissioners by settlers and the public generally, and the demands are in many cases so reasonable that they cannot be refused. As there is no capital account in connection with our railways, this expenditure must in future come out of revenue.

In addition to the cost of new works and extensions which will fall on the Consolidated Fund, the charges already on it for maintenance will be considerably augmented, particularly as regards public buildings. I have had returns made showing the history and condition of each of these buildings, from which I find that many of the older wooden structures are urgently in need of extensive repairs. Not only have they arrived at the age when decay proceeds rapidly, but apparently they have not been efficiently maintained, probably from mistaken motives of economy.

The General and Provincial Governments have, from first to last, expended between £3,000,000 and £4,000,000 on public buildings throughout the colony, exclusive of those on railways, and they are now valued by the Property-tax Department at £2,250,000. The amount expended on the maintenance of these buildings has for the last seven years averaged £22,500, but for the reason just stated it will be necessary to increase the expenditure.

These facts and figures show that a cessation of borrowing will augment the charges on the Consolidated Fund to a considerable extent, but the experience of the last few years proves that the resources of the country are sufficiently elastic to bear the increase. The spread of settlement, which creates further demands, is at the same time providing the means of meeting them. At a critical stage in the history of New Zealand, when the colony was left by the Mother-country with a Maori war on its hands, the colonists adopted what was called a “self-reliant policy,” and successfully fought their own battles. In the more peaceful operations of colonisation we may well follow their example, and meet the demands of further settlement from our own resources. Not only would this promote a true spirit of independence, but it would be the surest guarantee of economy in the administration of our finances.

The usual departmental tables and reports accompany this Statement.

PUBLIC WORKS STATEMENT, 1890.

LIST OF TABLES ATTACHED TO STATEMENT.

Table A—Public Works Fund, Part I.—Condition on 31st March, 1890, with proposals for 1890–91.

Table B—Public Works Fund, Part II.—Condition on 31st March, 1890, with proposals for 1890–91.

Table C—Public Works Fund, Part III.—Condition on 31st March, 1890, with proposals for 1890–91.

Table D—General Summary.—Showing total expenditure under Public Works Fund on all classes of works for the years 1880–81 to 1889–90, and the proposed expenditure on same for the year 1890–91.

NOTE.—An index of the ordinary departmental tables and appendices follows the tables above referred to.

PUBLIC WORKS STATEMENT 1907

LIST OF TABLES ATTACHED TO STATEMENT

- Table A. Public Works Fund, Part I. Construction of new works.
- Table B. Public Works Fund, Part II. Repairs and maintenance of existing works.
- Table C. Public Works Fund, Part III. Other public works.
- Table D. General Summary of Public Works, showing the total amount expended for the year 1907, and the total amount expended for the year 1906.

Table A.
[To accompany Public Works Statement of 25th July, 1890.]

PUBLIC WORKS FUND.—PART I.

Classes	Description of Work.	(1) Allocations as determined in July, 1889.	(2) Expenditure during Year ending 31st March, 1890.	(3) Balances of Allocations unexpended on 31st March, 1890.	(4) Readjustment of Allocations now proposed (July, 1890).		(5) Unexpended Balances of Allocations as thus readjusted (July, 1890.)	(6) Liabilities on 31st March, 1890.	(7) Year ending 31st March, 1891.		(8) Balances which will thus remain available for further Under-takings in succeeding Years.
					Additions.	Reductions.			Amounts proposed to be voted for actual Expenditure.	Total Amount proposed to be authorised.	
I.	Immigration	£ 3,830	£ 867	£ 2,963	£ ..	£ ..	£ 2,963	£ 2,200	£ 2,360	£ 2,963	£ ..
II.	Public Works, Departmental	453	..	453	1,547	..	2,000	..	700	700	1,300
II.	Railways	9,380	7,976	1,354	12,346	..	13,700	506	12,500	15,200	Dr. 1,500
IV.	Roads:—										
	Roads, Bridges, and Wharves North of Auckland	468	267	201	..	201	..	*201	..	..	..
	Main Roads	23,676	12,799	10,877	1,753	..	12,630	2,858	12,630	12,630	..
	Miscellaneous Roads and Bridges	31,763	19,998	11,765	5,326	..	17,091	10,015	17,091	17,091	..
	Grants-in-aid	10,547	2,172	8,375	..	5,329	3,046	903	3,046	3,046	..
	Roads to open up Lands before Sale	61,558	28,160	33,398	8,972	..	42,370	18,698	35,000	42,370	..
	Village Settlements	49,377	7,345	42,032	..	19,519	22,513	44,661	8,032	30,913	Dr. 8,400
	Roads on Goldfields	39,692	13,290	26,402	598	..	27,000	16,524	22,747	27,000	..
	Total Roads	217,081	84,031	133,050	16,649	25,049	124,650	93,860	98,546	133,050	Dr. 8,400
V.	Waterworks on Goldfields	929	284	645	..	..	645	241	645	645	..
VI.	Purchase of Native Lands, North Island	9,396	4,144	5,252	..	..	5,252	236	5,252	5,252	..
VII.	Telegraph Extension	16,323	16,346	Dr. 23	17,249	..	17,226	5,107	17,226	17,226	..
VIII.	Public Buildings:—										
	Departmental Offices	12,670	7,256	5,414	..	2,064	3,350	1,959	3,350	3,350	..
	Judicial	26,049	11,246	14,803	6,347	..	21,150	2,918	16,850	21,150	..
	Post and Telegraph	2,331	1,376	955	2,545	..	3,500	561	3,500	3,500	..
	Customs	400	18	382	260	..	642	8	642	642	..
	Lunatic Asylums	43,651	15,717	27,934	..	..	27,934	4,520	12,050	27,934	..
	Hospitals and Charitable Institutions	120	Cr. 140	260	..	140	120	120	120	120	..
	Total Public Buildings	85,221	35,473	49,748	9,152	2,204	56,696	10,086	36,512	56,696	..
IX.	Lighthouses, Harbour Works, and Defences:—										
	Lighthouses	2,930	1,552	1,378	..	1,378	..	..	..	..	..
	Harbour Defences	6,452	7,293	Dr. 841	3,841	..	3,000	1,850	3,000	3,000	..
	Total Lighthouses, &c.	9,382	8,845	537	3,841	1,378	3,000	1,850	3,000	3,000	..
X.	Rates on Native Lands	18,595	5,874	12,721	..	7,721	5,000	..	5,000	5,000	..
XI.	Thermal Springs	2,350	..	2,350	..	..	2,350	30	2,350	2,350	..
XII.	Charges and Expenses of raising Loans	3,084	3,084	..	..	..	..	..	..	..	..
	Unallocated	15,801	..	15,801	9,413	25,214	..	..	..	..	..
	Unauthorised Expenditure:—										
	Expenses raising dredge "Hapuka," to be recovered	..	589	Dr. 589	782	..	193	193	†193	193	..
	Totals	391,775	167,513	224,262	70,979	61,566	233,675	..	184,284	242,275	Dr. 8,600
	Recoveries on account of services of previous years:										
	From Ohinemuri County	..	Cr. 153	153	..	153	..	..	..	..	..
		391,775	167,360	224,415	70,979	61,719	233,675	..	184,284	242,275	Dr. 8,600
	Receipts in aid:—										
	Under "Ellesmere Lake Lands Act, 1888"	..	..	8,142	..	8,142	..	..	..	..	..
	Under "Government Loans to Local Bodies Act, 1886"	..	..	1,118	..	1,118	..	..	..	..	..
		..	..	233,675	70,979	70,979	233,675	114,309	184,284	242,275	Dr. 8,600
	Estimated Receipts:—										
	Under "Ellesmere Lake Land Act, 1888"	..	..	..	..	..	Cr. 9,900†	..	..	..	Cr. 9,900
	Grand totals	..	..	..	..	..	243,575	114,309	184,284	242,275	1,300

* Voted under Miscellaneous Roads.

† Voted under Harbour Works, Class IX.

‡ Apportioned £1,500 to railways, £8,400 to roads.

Table B.

To accompany Public Works Statement of 25th July, 1890.]

PUBLIC WORKS FUND.—PART II.

Classes.		(1.) Allocations as determined in July, 1889.	(2.) Expenditure during Year ending 31st March 1890.	(3.) Balances of Allocations unexpended on 31st March, 1890.	(4.) Readjustment of Allocations now proposed (July, 1890).		(5.) Unexpended Balances of Allocations as thus adjusted (July, 1890).	(6.) Liabilities, 31st March, 1890.	(7.) Year ending 31st March, 1891.		(8.) Balances which will thus remain available for further Undertakings in succeeding Years.
					Additions.	Reductions.			Amount proposed to be voted for actual Expenditure.	Total Amount proposed to be authorised.	
I.	Departmental	£ 7,000	£ 1,000	£ 6,000	£	£	£ 6,000	£ ..	£ 800	£ 800	£ 5,200
II.	Railway Construction—										
	Construction, north end	205,337	22,105	305,012	..	117,535	187,477	{ 8,962 66 ..	10,000 15,000 2,500	10,000 40,000 2,500	134,977
	“ south end	116,519	1,229								
	Surveys	6,690	200								
	Permanent-way, sleepers and rolling-stock—										
	North end	34,135	..	34,135	..	..	34,135	..	..	..	34,135
	South end	21,129	..	21,129	..	..	21,129	..	..	..	21,129
	Total Railways	383,810	23,534	360,276	..	117,535	242,741	9,028	27,500	52,500	190,241
III.	Roads to give access to Railway—										
	North end	130	..	130	39,556	..	40,000	{ 10 656	5,000 25,000	8,000 32,000	..
	South end	562	248	314							
	Payment of “thirds” and “fourths” to Local Bodies under “Land Act, 1885” (to be recouped out of North Island Main Trunk Railway Loan Application Act Deposit Account	..	..	..	500	..	500	..	500	500	..
	Total Roads	692	248	444	40,056	..	40,500	666	30,500	40,500	..
IV.	Purchase of Native lands	1,509	24,050	Dr. 22,541	120,285	..	97,744	..	50,000	97,744	..
	Unallocated	42,806	..	42,806	..	42,806	..	..	..	..	..
	Total	435,817	48,832	386,985	160,341	160,341	386,985	9,694	108,800	191,544	195,441

Table C.

[To accompany the Public Works Statement of 25th July, 1890.]

PUBLIC WORKS FUND.—PART III.

Name of Railway, &c.	(1.) Allocations as determined (July, 1889).	(2.) Expendi- ture during Year ending 31st March, 1890.	(3.) Balances of Allocations unex- pended on 31st March, 1890.	(4.) Readjustment of Allocations now proposed (July, 1890).		(5.) Unex- pended Balances of Allocations as thus readjusted, July, 1890.	(6.) Liabilities on 31st March, 1890.	(7.) Year ending 31st March, 1891.		(8.) Balances which will thus remain available for further Undertakings in succeeding Years.
				Addi- tions.	Reduc- tions.			Amount proposed to be voted for actual Expenditure.	Total Amount proposed to be authorised.	
	£	£	£	£	£	£	£	£	£	£
Helensville northward ..	56,929	5,796	51,133	..	..	51,133	30,091	25,000	48,000	3,133
Penrose, double line ..	23,000	..	23,000	..	..	23,000	..	..	..	23,000
Grahamstown—Te Aroha ..	35,323	2,254	33,069	..	..	33,069	793	2,000	2,000	31,069
Putaruru—Rotorua ..	40,350	1,453	38,897	1,613	..	40,510	40,303	20,000	40,510	..
Tahoraite—Palmerston ..	90,328	58,682	31,646	6,664	..	38,310	28,890	38,310	38,310	..
Mauriceville—Woodville ..	15,358	15,647	Dr. 289	3,000	..	2,711	2,035	2,711	2,711	..
Blenheim—Awatere ..	27,363	126	27,237	..	..	27,237	17,466	20,000	25,000	2,237
Greymouth—Hokitika ..	26,178	7,510	18,668	..	..	18,668	683	10,000	15,000	3,668
Mount Somers	4,415	3,201	1,214	..	1,214	..	82	..	..	..
Livingstone Branch ..	1,063	..	1,063	..	1,063	..	..	..	..	..
Otago Central	61,473	31,534	29,939	..	..	29,939	12,435	29,939	29,939	..
Catlin's River	26,549	228	26,321	..	..	26,321	11,626	20,000	26,321	..
Riversdale—Switzer's ..	18,615	..	18,615	..	..	18,615	..	..	..	18,615
Edendale—Fortrose ..	15,393	4,965	10,428	..	..	10,428	2,054	2,500	2,500	7,928
Seaward Bush	3,961	..	3,961	..	..	3,961	..	..	..	3,961
Lumsden—Mararoa ..	Dr. 29	Cr. 29	..	..	..	..	..	..	..	..
Additions to opened railways	40,522	27,594	12,928	..	..	12,928	6,352	12,928	12,928	..
Permanent-way, sleepers, and rolling-stock	106,350	24,101	82,249	..	..	82,249	36,518	40,000	60,000	22,249
Raising loan and contin- gencies—										
Departmental	19,000	11,294	7,706	..	..	7,706	..	7,500	7,500	206
Surveys, new lines ..	21	..	21	..	..	21	..	..	..	21
Raising loan	Dr. 3,084	Cr. 3,084	..	..	..	..	..	..	..	..
Unallocated	9,000	..	9,000	..	9,000	..	..	..	..	..
Totals	618,078	191,272	426,806	11,277	11,277	426,806	189,328*	230,888	310,719	116,087

* Does not include £1,602 now provided for under Railways, Part I.

Table D.

[To accompany Public Works Statement of 25th July, 1890.]

GENERAL SUMMARY.

Showing EXPENDITURE under PUBLIC WORKS FUND, 1880-81 to 1889-90, and PROPOSED EXPENDITURE, 1890-91, &c.

Class.	Description of Services.	Expenditure.										Amounts proposed to be voted for Expenditure during the Year ending 31st March, 1891.
		1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	
	SERVICES AT PRESENT CHARGED TO PART I. OF THE PUBLIC WORKS FUND.	£	£	£	£	£	£	£	£	£	£	£
I.	Immigration	29,701	4,334	3,999	107,041	57,148	11,675	12,454	15,598	8,791	867	2,360
II.	Public Works Departmental*	..	..	..	..	..	..	12,896	6,089	6,458	..	700
III.	Railways†	..	..	..	..	..	..	16,729	1,408	4,762	7,976	12,500
IV.	Roads:—											
	Roads North of Auckland	43,773	17,022	7,929	17,566	34,571	33,163	30,738	3,138	264	267	..
	Main Roads	83,501	92,519	111,603	31,809	30,330	26,833	22,294	13,756	10,968	12,799	12,630
	Miscellaneous Roads and Bridges	..	..	..	61,635	37,165	37,615	39,748	25,989	26,748	19,998	17,091
	Grants-in-Aid	..	..	..	106,999	149,982	138,045	81,264	57,632	26,918	2,172	3,046
	Roads to open up Lands	52,152	35,936	81,634	84,631	49,314	61,794	57,157	61,488	21,954	28,160	35,000
	Village Settlements	..	..	9,439	26,602	15,631	31,622	1,891	12,053	10,770	7,345	8,032
	Roads on Goldfields	..	..	..	..	..	..	32,625	25,053	7,015	13,290	22,747
	Miscellaneous	51,117	129	..	..	..	..	..	..	..	..	..
	Total, Roads	230,543	145,606	210,605	328,642	317,043	329,072	265,717	199,109	104,542	83,878	98,546
V.	Waterworks on Goldfields	16,577	13,272	6,824	16,596	8,029	9,032	7,665	1,016	55	284	645
VI.	Purchase of Native Lands, North Island	56,887	37,912	29,844	24,480	70,572	34,545	18,457	1,515	5,089	4,144	5,252
VII.	Telegraph Extension	43,783	7,485	18,654	19,532	25,799	36,010	18,952	22,984	12,047	16,346	17,226
VIII.	Public Buildings:—											
	Parliamentary	..	..	5,331	8,416	183	..	8	24	..	..	..
	General Departmental Offices	..	..	..	..	..	..	947	12,742	14,588	7,256	3,350
	Judicial	55,402	16,259	16,743	22,652	12,227	11,106	15,875	8,273	8,228	11,246	16,850
	Post and Telegraph	9,336	1,752	9,939	22,616	8,955	4,880	2,772	2,227	82	1,376	3,500
	Customs	..	..	193	1,659	830	..	99	..	..	18	642
	Survey	..	..	20	34	..	..	461	..	..	..	..
	Quarantine Station	..	971	996	848	313	123	274	..	..	..	..
	Lunatic Asylums	39,604	26,695	31,652	58,047	24,992	4,007	13,694	23,107	10,242	15,717	12,050
	Miscellaneous	..	..	..	34	..	..	..	..	..	..	..
	Hospitals and Charitable Institutions	2,219	140	64	256	3,792	3,299	4,421	4,156	673	Cr. 140	120
	School-buildings	99,173	82,535	88,134	49,814	66,069	62,884	51,607	40,000	779	..	..
	Total, Public Buildings	205,734	128,352	153,072	164,376	117,361	86,859	89,598	90,529	34,592	35,473	36,512
IX.	Lighthouses, Harbour Works, and Harbour Defences:—											
	Lighthouses	..	2,397	4,724	6,730	7,382	300	3,272	2,866	2,504	1,552	..
	Harbour Works	24,512	18,810	19,874	29,591	17,050	6,508	6,004	500	Cr. 15,000	..	..
	Harbour Defences	904	..	..	7,213	9,601	127,167	139,429	73,459	50,089	7,293	3,000
	Total, Lighthouses, &c.	25,416	21,207	24,598	43,534	34,033	133,975	148,705	76,825	47,593	8,845	3,000
	Contingent Defence	154,000	133,219	..	..	..	25,000	12,500	..	..	..	..
X.	Rates on Native Lands	..	..	..	..	..	..	25,139	8,446	10,304	5,874	5,000
XI.	Thermal-Springs	..	..	..	..	..	..	7,814	2,999	935	..	2,350
XII.	Charges and Expenses raising Loans	..	..	..	..	..	..	..	..	28,758	3,084	..
	Advance to Westport Harbour, repayable	..	..	..	..	..	..	..	14,336	Cr. 14,336	..	..
	Unauthorised—Raising Dredge, repayable	..	..	..	..	..	..	..	..	..	589	£ 193
	Unallotted	..	..	..	..	..	..	..	..	..	..	..
	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	249,590	167,360	184,284
	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	537,386	432,349	402,818	267,315	206,596	250,888
	Roads to give access to North Island Trunk Railway	..	..	..	..	..	6,832	14,900	20,410	1,898	248	30,500
	Purchase of District Railways	..	..	..	..	..	188,300	166,187	..	..	75,000	..
	Purchase of Native Lands, North Island	..	..	..	..	..	..	70,379	24,129	3,934	24,050	50,000
	Unallotted	..	..	..	..	..	..	..	..	..	..	..
	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	273,196	305,894	331,388
	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	91,153	12,294	8,300
	Total, Other Services	1,157,000	459,332	449,441	705,387	706,742	809,218	696,858	525,305	364,349	315,104	339,688
	Grand Total	1,919,641	950,719	897,037	1,409,588	1,336,727	1,475,386	1,333,484	966,159	613,939	482,464	523,972

* 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.

‡ These credits are recoveries on account of expenditure of previous years, amounting to, in 1888-89, £19,426; 1889-90, £3,237.

§ Voted under Harbour Works, Class IX.

PUBLIC WORKS STATEMENT, 1890.

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3. Maps of the North and Middle Islands, showing Railways opened and in progress.

TABLE No. 1.

SUMMARY showing the TOTAL EXPENDITURE ON PUBLIC WORKS and OTHER SERVICES out of *Immigration and Public Works Fund* to 31st March, 1890, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1890.	Expenditure during 12 Months ended 31st March, 1890.	Total Expenditure to 31st March, 1890.	Liabilities on Authorities, Contracts, &c. 31st March, 1890.	Total Expenditure and Liabilities.	Works.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
2	Railways ...	...	289,571 9 11	13,924,072 8 3	198,862 5 7	14,122,934 13 10	Railways.
3, 4, 5	Roads ...	...	83,008 15 10	3,552,998 12 7	94,525 7 2	3,647,523 19 9	Roads.
6	Water-supply on goldfields ...	...	284 6 1	510,280 7 6	241 0 0	510,521 7 6	Water-supply on goldfields.
7	Telegraphs ...	...	16,345 15 7	590,356 1 9	5,107 0 0	595,463 1 9	Telegraphs.
8	Public buildings ...	...	35,472 9 2	1,757,965 9 6	10,086 9 8	1,768,051 19 2	Public buildings
9	Lighthouses, harbour works, and harbour defences ...	...	79,433 8 3	879,151 10 0	22,042 17 3	881,194 7 3	Lighthouses, harbour works, and harbour defences.
...	Departmental ...	...	12,294 4 6	341,905 6 8	...	341,905 6 8	Departmental.
18 of 1878	Coal - exploration and mine - development ...	...	...	10,835 8 0	...	10,835 8 0	Coal-exploration and mine-development.
11 of 1877	Aiding works on Thames Goldfields ...	...	...	59,000 0 0	...	59,000 0 0	Aiding works on Thames Goldfields.
...	Immigration ...	...	866 17 7	2,143,326 18 11	2,200 0 0	2,145,526 18 11	Immigration.
...	Purchase of Native land ...	...	28,194 1 1	1,178,553 16 0	236 6 10	1,178,790 2 10	Purchase of Native land.
...	Defence ...	...	...	429,718 19 3	...	429,718 19 3	Defence.
...	Charges and expenses of raising loans ...	...	...	1,021,472 6 9	...	1,021,472 6 9	Charges and expenses of raising loans
...	Interest and sinking fund ...	...	...	218,500 0 0	...	218,500 0 0	Interest and sinking fund.
...	Rates on Native lands ...	...	5,874 9 3	49,763 15 5	...	49,763 15 5	Rates on Native lands.
...	Thermal Springs ...	...	...	11,748 5 11	30 0 0	11,778 5 11	Thermal Springs.
	TOTALS ...	26,189,303 9 3	481,345 17 3	26,670,649 6 6	313,331 6 6	26,983,980 13 0	TOTALS.

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

† Includes £588 10s. 1d. charged to "Unauthorised."

‡ Includes £192 12s. 8d. charged as "Unauthorised."

Public Works Department, 3rd July, 1890.

G. J. CLAPHAM,
Acting Accountant.

TABLE No. 2.

TOTAL EXPENDITURE on RAILWAYS to 31st March, 1890, and LIABILITIES on that Date.

LINES OF RAILWAY.	Total Expenditure by General Government to 31st March, 1889.	EXPENDITURE DURING YEAR 1889-90 (INCLUDING AN ADDITION TO STOCK OF £6,107 2s. 10d.).										Total Expenditure by General Government, 31st March, 1890.	LIABILITIES.				Total Expenditure by General Government, and Liabilities, 31st March, 1890.	Valuation of Works constructed by Provinces.	Total Expenditure and Liabilities, 31st March, 1890.	LINES OF RAILWAY.
		New Works.			Works on Open Lines.			Surveys.	Rolling-stock.		New Works.		Works on Open Lines.	Surveys.	Total Liabilities.					
		Construction.	Permanent- way.	Total New Works.	Additional Works.	Permanent- way.	Total Works on Open Lines.		Additions to.	Reductions from.										
Kawakawa	£ 90,044 10 1	£	£	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Kawakawa.
Whangarei to Kamo	69,789 10 11	.. ..	.. ..	.. ..	52 8 1	.. ..	52 8 1	.. ..	190 18 3	.. ..	90,235 8 4	.. ..	.. ..	.. ..	90,235 8 4	.. ..	90,235 8 4	.. ..	90,235 8 4	Whangarei to Kamo.
Helensville Northwards	26,307 11 0	5,796 6 3	.. ..	5,796 6 3	.. ..	.. ..	.. ..	.. ..	253 10 3	.. ..	70,095 9 3	.. ..	.. ..	.. ..	70,095 9 3	.. ..	70,095 9 3	.. ..	70,095 9 3	Helensville Northwards.
Kaipara to Waikato	1,323,085 6 0	.. ..	.. ..	.. ..	561 8 2	.. ..	561 8 2	.. ..	.. ..	622 12 5	1,323,024 1 9	.. ..	127 13 9	.. ..	1,323,151 15 6	.. ..	1,323,151 15 6	.. ..	1,323,151 15 6	Kaipara to Waikato.
Cambridge Branch	56,350 13 7	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	56,350 13 7	.. ..	.. ..	.. ..	56,350 13 7	.. ..	56,350 13 7	.. ..	56,350 13 7	Cambridge Branch.
Waikato to Thames— Hamilton to Te Aroha	144,378 4 4	.. ..	.. ..	.. ..	72 19 3	.. ..	72 19 3	.. ..	.. ..	.. ..	144,451 3 7	.. ..	.. ..	.. ..	144,451 3 7	.. ..	144,451 3 7	.. ..	144,451 3 7	Waikato to Thames— Hamilton to Te Aroha.
Te Aroha to Thames	60,095 2 6	2,254 8 11	.. ..	2,254 8 11	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	62,349 11 5	792 14 0	.. ..	.. ..	63,142 5 5	.. ..	63,142 5 5	.. ..	63,142 5 5	Te Aroha to Thames.
Morrinsville to Rotorua— Morrinsville to Lichfield	166,272 14 5	.. ..	.. ..	.. ..	566 4 0	.. ..	566 4 0	.. ..	.. ..	.. ..	166,838 18 5	.. ..	184 12 4	.. ..	167,023 10 9	.. ..	167,023 10 9	.. ..	167,023 10 9	Morrinsville to Rotorua— Morrinsville to Lichfield.
Putaruru to Rotorua	68,430 4 1	1,452 18 7	.. ..	1,452 18 7	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	69,883 2 8	40,302 14 1	.. ..	.. ..	110,185 16 9	.. ..	110,185 16 9	.. ..	110,185 16 9	Putaruru to Rotorua.
Marton to Te Awamutu— North End	205,136 14 4	22,293 15 1	.. ..	22,293 15 1	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	227,430 9 5	8,962 1 2	.. ..	.. ..	236,392 10 7	.. ..	236,392 10 7	.. ..	236,392 10 7	Marton to Te Awamutu— North End.
South End	103,352 1 2	1,239 16 3	60 5 0	1,300 1 3	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	104,652 2 5	66 3 3	.. ..	.. ..	104,718 5 8	.. ..	104,718 5 8	.. ..	104,718 5 8	South End.
Gisborne to Ormond	4,975 1 7	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	4,975 1 7	.. ..	.. ..	.. ..	4,975 1 7	.. ..	4,975 1 7	.. ..	4,975 1 7	Gisborne to Ormond.
Wellington to Napier— Napier to Woodville and Palmerston North	727,924 16 3	58,681 12 1	.. ..	58,681 12 1	1,165 6 5	.. ..	1,165 6 5	.. ..	1,782 10 9	.. ..	789,554 5 6	28,890 3 10	875 14 7	.. ..	819,320 3 11	.. ..	819,320 3 11	.. ..	819,320 3 11	Wellington to Napier— Napier to Woodville and Palmers- ton North.
Wellington to Woodville	1,049,198 2 2	15,646 15 5	.. ..	15,646 15 5	1,047 7 11	.. ..	1,047 7 11	.. ..	.. ..	338 14 0	1,065,553 11 6	2,085 8 2	242 14 6	.. ..	1,067,831 14 2	.. ..	1,067,831 14 2	.. ..	1,067,831 14 2	Wellington to Woodville.
Wellington to Foxton	41,894 11 6	2 16 3	.. ..	2 16 3	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	41,897 7 9	286 9 7	.. ..	.. ..	42,183 17 4	.. ..	42,183 17 4	.. ..	42,183 17 4	Wellington to Foxton.
Foxton to Waitara	1,400,862 17 7	.. ..	.. ..	.. ..	3,266 2 2	391 0 0	3,657 2 2	.. ..	4,380 8 8	.. ..	1,408,900 8 5	.. ..	3,512 9 9	.. ..	1,412,412 18 2	.. ..	1,412,412 18 2	.. ..	1,412,412 18 2	Foxton to Waitara.
Nelson to Roundell	177,663 3 9	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	284 14 11	.. ..	177,947 18 8	.. ..	.. ..	.. ..	177,947 18 8	.. ..	177,947 18 8	.. ..	177,947 18 8	Nelson to Roundell.
Greymouth to Nelson Creek	215,304 19 10	.. ..	.. ..	.. ..	28 5 2	.. ..	28 5 2	.. ..	845 0 5	.. ..	216,178 5 5	.. ..	10 6 0	.. ..	216,188 11 5	.. ..	216,188 11 5	.. ..	216,188 11 5	Greymouth to Nelson Creek.
Greymouth to Hokitika	92,274 3 9	7,509 11 3	.. ..	7,509 11 3	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	99,783 15 0	682 16 2	.. ..	.. ..	100,466 11 2	.. ..	100,466 11 2	.. ..	100,466 11 2	Greymouth to Hokitika.
Westport to Ngakawau	225,736 16 11	.. ..	.. ..	.. ..	389 15 4	.. ..	389 15 4	.. ..	288 2 3	.. ..	226,414 14 6	.. ..	.. ..	.. ..	226,414 14 6	.. ..	226,414 14 6	.. ..	226,414 14 6	Westport to Ngakawau.
Pictou to Hurunui— Pictou to Awatere	231,045 12 0	126 7 1	.. ..	126 7 1	54 18 4	.. ..	54 18 4	.. ..	374 5 11	.. ..	231,601 3 4	17,466 7 11	63 0 0	.. ..	249,130 11 3	.. ..	249,130 11 3	.. ..	249,130 11 3	Pictou to Hurunui— Pictou to Awatere.
Hurunui to Red Post	39,033 14 4	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	39,033 14 4	.. ..	.. ..	.. ..	39,033 14 4	.. ..	39,033 14 4	.. ..	39,033 14 4	Hurunui to Red Post.
Hurunui to Waitaki— Main Line	1,739,909 11 1	.. ..	.. ..	.. ..	1,892 9 11	.. ..	1,892 9 11	.. ..	.. ..	166 15 9	1,741,635 5 3	.. ..	34 0 0	.. ..	1,741,669 5 3	316,135 0 0	2,057,804 5 3	.. ..	2,057,804 5 3	Hurunui to Waitaki— Main Line.
Oxford Branch	55,207 2 5	.. ..	.. ..	.. ..	10 0 0	.. ..	10 0 0	.. ..	.. ..	.. ..	55,217 2 5	.. ..	.. ..	.. ..	55,217 2 5	.. ..	55,217 2 5	.. ..	55,217 2 5	Oxford Branch.
Eyreton Branch	47,639 17 6	.. ..	.. ..	.. ..	4 5 8	.. ..	4 5 8	.. ..	.. ..	.. ..	47,644 3 2	.. ..	.. ..	.. ..	47,644 3 2	.. ..	47,644 3 2	.. ..	47,644 3 2	Eyreton Branch.
Lyttelton Branch	91,014 12 9	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	91,014 12 9	.. ..	.. ..	.. ..	91,014 12 9	340,500 0 0	431,514 12 9	.. ..	431,514 12 9	Lyttelton Branch.
Southbridge Branch	99,626 3 1	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	99,626 3 1	.. ..	.. ..	.. ..	99,626 3 1	.. ..	99,626 3 1	.. ..	99,626 3 1	Southbridge Branch.
Springfield and Whitecliffs Branches	108,034 15 2	.. ..	.. ..	.. ..	2 6 11	.. ..	2 6 11	.. ..	.. ..	.. ..	108,037 2 1	.. ..	50 0 0	.. ..	108,087 2 1	.. ..	108,087 2 1	.. ..	108,087 2 1	Springfield & Whitecliffs Branches.
Fairlie Creek Branch	73,941 13 4	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	73,941 13 4	.. ..	.. ..	.. ..	73,941 13 4	75,124 0 0	149,065 13 4	.. ..	149,065 13 4	Fairlie Creek Branch.
Waimate Branch	49,450 10 9	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	49,450 10 9	.. ..	.. ..	.. ..	49,450 10 9	.. ..	49,450 10 9	.. ..	49,450 10 9	Waimate Branch.
Ashburton Forks Branch	73,454 5 10*	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	73,454 5 10	.. ..	.. ..	.. ..	73,454 5 10	.. ..	73,454 5 10	.. ..	73,454 5 10	Ashburton Forks Branch.
Upper Ashburton Branch	56																			

SUMMARY.

	£	s.	d.
Expenditure to 31st March, 1889	13,634,500	18	4
Less recovery on account of services of previous years: Railway, Lumsden-Mararoa		29	0 0
	13,634,471	18	4
Amount expended during 1889-90:			
<i>New Works—</i>			
Construction and Permanent-way	£244,833	11	3
<i>Additions to Open Lines—</i>			
Additional Works and Permanent-way	27,984	13	4
Surveys	1,070	9	1
Additional Rolling-stock to Lines	9,604	13	5
Value of Materials added to Stock	6,107	2	10
	289,600	9	11
Total expenditure to 31st March, 1890 (as per Table No. 1)	£13,924,072	8	3

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

Expenditure to 31st March, 1890, on Railways constructed by General Government out of Public Works Fund (as per Table No. 2)	£13,924,072
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. 9)	141,345
Valuation of Railways constructed by Provinces (as per Table No. 2)	1,104,281
	15,169,733
Less Expenditure on Permanent-way for Gisborne-Ormond Tramway	4,975
Leaves Amount shown by Railway Commissioners	£15,164,758

TABLE No. 3.

STATEMENT showing the EXPENDITURE on ROADS out of Immigration and Public Works Loan to 31st March, 1890, and the LIABILITIES on that date.

	Expenditure to 31st March, 1889.	Expenditure during 12 Months ended 31st March, 1890.	Total Expenditure to 31st March, 1890.	Liabilities on Authorities, Contracts, &c., 31st March, 1890.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS, BRIDGES, and WHARVES, NORTH of AUCKLAND	229,404 15 9	267 0 0	229,671 15 9	201 0 0	229,872 15 9
MAIN ROADS :—					
Paeroa to Owaharoa	500 0 0	...	500 0 0	...	500 0 0
Cambridge to Taupo	1,341 10 7	...	1,341 10 7	...	1,341 10 7
Oxford to Rotorua	15,557 10 3	488 6 2	16,045 16 5	241 12 6	16,287 8 11
Tauranga, East Cape, Whakatane, Te Te- ko, and sundry roads, Bay of Plenty	7,474 3 2	...	7,474 3 2	...	7,474 3 2
Tauranga to Napier, <i>via</i> Taupo ...	21,477 3 9	2,280 4 10	23,757 8 7	554 14 4	24,312 2 11
Kurupapanga to inland Patea ...	5,000 0 0	...	5,000 0 0	...	5,000 0 0
Maintenance of roads, North Island Trunk Railway	103 15 3	650 16 10	754 12 1	...	754 12 1
Seventy-mile Bush	61,326 5 7	...	61,326 5 7	...	61,326 5 7
Manawatu Gorge	117,236 6 4	...	117,236 6 4	...	117,236 6 4
Nelson, Tophouse, and Tarnedale ...	4,544 4 11	465 0 0	5,009 4 11	40 11 7	5,049 16 6
Nelson, Westport, and Greymouth ...	50,736 17 4	3,941 4 6	54,678 1 10	1,423 1 11	56,101 3 9
Inangahua Bridge, maintenance ...	141 17 6	...	141 17 6	...	141 17 6
Pelorus District and Rai Valley ...	28,660 14 3	...	28,660 14 3	...	28,660 14 3
Haast Pass Track	3,570 0 8	42 2 0	3,612 2 8	93 12 0	3,705 14 8
Hokitika to Christchurch	105,150 2 7	4,931 4 4	110,081 6 11	504 14 6	110,586 1 5
Otira Toll	500 0 0	...	500 0 0	...	500 0 0
Native districts	11,486 8 3	...	11,486 8 3	...	11,486 8 3
Totals	434,807 0 5	12,798 18 8	447,605 19 1	2,858 6 10	450,464 5 11
MISCELLANEOUS ROADS AND BRIDGES :—					
Maungaturoto to Tokatoka	...	230 6 6	230 6 6	19 13 6	250 0 0
Warkworth to Kawakawa	1,716 0 0	1,998 0 0	3,714 0 0	375 0 0	4,089 0 0
Mercury Bay to Mahikarau	...	400 0 0	400 0 0	...	400 0 0
Hunua to Railway-station	50 0 0	...	50 0 0	...	50 0 0
Putamahoe to Steinson's Corner ...	50 0 0	...	50 0 0	...	50 0 0
Waioero to Port Waikato	50 0 0	...	50 0 0	...	50 0 0
Tauaki Bridge	160 0 0	...	160 0 0	...	160 0 0
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 to Waiuku	5,424 2 1	...	5,424 2 1	...	5,424 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	1,908 2 6	343 7 2	2,251 9 8	64 12 10	2,316 2 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) ...	359 9 5	...	359 9 5	...	359 9 5
Katikati to Te Aroha (Thompson's track)	1,438 6 11	509 10 0	1,947 16 11	192 0 0	2,139 16 11
Waihi Bridge, subsidy £1 for £1 ...	...	...	...	250 0 0	250 0 0
Rotorua-Rotomahana	92 10 0	114 7 0	206 17 0	43 3 0	250 0 0
Tauranga, East Cape, &c.	...	1,141 15 3	1,141 15 3	373 18 8	1,515 13 11
Thames to Tauranga	5,323 8 0	...	5,323 8 0	...	5,323 8 0
Native Districts	...	378 2 6	378 2 6	72 2 6	450 5 0
Maketu, Rotorua	...	122 19 6	122 19 6	317 0 6	440 0 0
Rotoiti-Tikitere	...	87 16 0	87 16 0	12 4 0	100 0 0
To Waitomo Caves	...	138 8 0	138 8 0	938 9 5	1,076 17 5
Otorohanga to Kihikibi	...	2 13 0	2 13 0	...	2 13 0
Mangapai Block	...	150 0 0	150 0 0	150 0 0	300 0 0
Opotiki to Whakatane	1,099 15 8	...	1,099 15 8	...	1,099 15 8
Repairing flood damages, Cook County	1,490 12 0	...	1,490 12 0	...	1,490 12 0
Sundry roads and bridges, Auckland...	10,824 6 7	...	10,824 6 7	...	10,824 6 7
Bay of Islands District	34,903 16 5	...	34,903 16 5	...	34,903 16 5
Mangere Bridge	17,311 0 9	...	17,311 0 9	...	17,311 0 9
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	91,220 6 4	...	91,220 6 4	...	91,220 6 4
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 Bomabay ...	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
Taruru 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
Carried forward	262,123 4 4	5,617 4 11	267,740 9 3	2,808 4 5	270,548 13 8

TABLE No. 3—continued.

STATEMENT showing the EXPENDITURE ON ROADS—continued.

	Expenditure to 31st March, 1889.		Expenditure during 12 Months ended 31st March, 1890.		Total Expenditure to 31st March, 1890.		Liabilities on Authorities, Contracts, &c., 31st March, 1890.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
MISCELLANEOUS ROADS AND BRIDGES —continued.										
Brought forward	262,123	4 4	5,617	4 11	267,740	9 3	2,808	4 5	270,548	13 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
Coromandel to Port Charles	100	0 0	...	...	100	0 0	...	...	100	0 0
Coromandel to Tairua	200	0 0	...	...	200	0 0	...	...	200	0 0
Maungatawhiri Valley	102	0 0	...	...	102	0 0	...	...	102	0 0
Maketu to Ararimu	100	0 0	...	...	100	0 0	...	...	100	0 0
To Ohaupo Station	250	0 0	...	...	250	0 0	...	...	250	0 0
Whau to Henderson's Creek	400	0 0	...	...	400	0 0	...	...	400	0 0
Rukuhia Swamp	693	1 8	...	...	693	1 8	...	...	693	1 8
South Bombay to Paparata	100	0 0	...	...	100	0 0	...	...	100	0 0
Tuakau to Waikato	50	0 0	...	...	50	0 0	...	...	50	0 0
Sundry roads, Waitoa District	400	0 0	...	...	400	0 0	...	...	400	0 0
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 Kaero	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
Stokes Point to 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
Waimarino to Tokaanu	...	...	43	6 6	43	6 6	145	14 7	189	1 1
Manawatu and Makotuku Rivers, Ormondville	450	0 0	...	...	450	0 0	...	...	450	0 0
Sundry roads and bridges, Hawke's Bay	419	10 5	...	...	419	10 5	...	...	419	10 5
Waiomatatini to Hicks Bay	...	...	...	...	...	...	300	0 0	300	0 0
Roads, Napier District	32,189	19 2	...	...	32,189	19 2	...	...	32,189	19 2
Napier to Murimotu Road	467	0 6	580	5 6	1,047	6 0	401	6 8	1,448	12 8
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 Wangahu	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	347	1 11	...	...	347	1 11	...	...	347	1 11
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 dis- tricts, 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
Inglewood to Ngatimaru	2	1 8	366	1 5	368	3 1	131	18 3	500	1 4
Henwood and Upland	993	12 10	...	...	993	12 10	...	...	993	12 10
Sundry roads, Taranaki	251	11 3	...	...	251	11 3	...	...	251	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 Matakītaki	1,413	4 4	...	...	1,413	4 4	...	...	1,413	4 4
Carried forward	510,257	11 2	6,606	18 4	516,864	9 6	3,787	3 11	520,651	13 5

TABLE No. 3—continued.

STATEMENT showing the EXPENDITURE on ROADS—continued.

	Expenditure to 31st March, 1890.			Expenditure during 12 Months ended 31st March, 1890.			Total Expenditure to 31st March, 1890.			Liabilities on Authorities, Contracts, &c., 31st March, 1890.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES —continued.															
Brought forward ...	510,257	11	2	6,606	18	4	516,864	9	6	3,787	3	11	520,651	13	5
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 ...	9,795	10	2	...			9,795	10	2	...			9,795	10	2
Bridge over Little Grey, at Devery's ...	3,870	18	1	...			3,870	18	1	...			3,870	18	1
Bridge over Grey, at Cobden ...	4,971	8	5	...			4,971	8	5	...			4,971	8	5
Bridge over Waiau, in Amuri County ...	11,240	14	11	...			11,240	14	11	...			11,240	14	11
Bridge over Waiau, at Hammer Plain ...	14,937	18	4	...			14,937	18	4	...			14,937	18	4
Sandy Bay ...	...			300	0	0	300	0	0	...			300	0	0
Riwaka-Takaka, Collingwood ...	...			250	0	0	250	0	0	...			250	0	0
Nelson to Reefton, and Greymouth Bridges ...	7,944	0	4	5,787	14	9	13,731	15	1	162	16	7	13,894	11	8
Sundry roads and bridges, Nelson ...	794	0	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 ...	12,405	6	6	1,004	10	10	13,409	17	4	324	15	9	13,734	13	1
Upper Buller Road ...	246	0	1	...			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 ...	753	1	2	418	17	10	1,171	19	0	43	0	0	1,214	19	0
Pelorus District and Rai Valley ...	116	19	1	1,909	12	11	2,026	12	0	999	14	0	3,026	6	0
Bridge over Wairau, near Blenheim ...	4,362	8	3	...			4,362	8	3	...			4,362	8	3
Bridge over Clarence River ...	18,615	3	11	...			18,615	3	11	...			18,615	13	11
Kaikoura to Clarence ...	12,428	4	3	1,184	14	10	13,612	19	1	...			13,612	19	1
Kaikoura to Waiau ...	31,282	8	11	...			31,282	8	11	...			31,282	8	11
Wharf at Havelock ...	441	6	10	...			441	6	10	...			441	6	10
Sundry Roads & Bridges, Marlborough ...	508	0	11	...			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 ...	47	15	11	...			47	15	11	...			47	15	11
Dray-road through Cheriot 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
Lyell to Westport ...	1,322	3	7	...			1,322	3	7	...			1,322	0	7
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
Christchurch to Hokitika (Bealey Valley) ...	1,114	7	1	664	4	0	1,778	11	1	61	5	1	1,839	16	2
Sundry roads, Canterbury ...	818	11	9	...			818	11	9	...			818	11	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 ...	11,916	4	8	665	14	4	12,581	19	0	84	5	8	12,666	4	8
Bridges over Clutha at Beaumont and Roxburgh, grant-in-aid ...	16,403	13	2	...			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 ...	200	0	0	...			200	0	0	...			200	0	0
To West Coast Sounds ...	...			309	13	7	309	13	7	514	5	6	823	19	1
Sundry roads and bridges, Otago ...	1,001	5	1	...			1,001	5	1	...			1,001	5	1
Queenstown Jetty ...	453	2	3	...			453	2	3	...			453	2	3
Carried forward ...	926,579	1	9	19,102	1	5	945,681	3	2	5,977	6	6	951,658	9	8

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

	Expenditure to 31st March, 1889.			Expenditure during 12 Months ended 31st March, 1890.			Total Expenditure to 31st March, 1890.			Liabilities on Authorities, Contracts, &c., 31st March, 1890.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES															
<i>—continued.</i>															
Brought forward ...	926,579	1	9	19,102	1	5	945,681	3	2	5,977	6	6	951,658	9	8
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
Bridge over Clutha at Cromwell ...	...	...	...	246	10	7	246	10	7	3,253	9	5	3,500	0	0
Waitahuna Bridge ...	750	0	0	...	...	...	750	0	0	...	...	...	750	0	0
Native Districts ...	735	5	11	...	...	...	735	5	11	...	...	...	735	5	11
Expenditure under Miscellaneous															
Public Works Votes (see Table															
No. 7 of 1884) ...	318,948	10	3	649	17	3	319,598	7	6	783	14	0	320,382	1	6
Totals ...	1,255,577	17	11	19,998	9	31	1,275,576	7	2	10,014	9	11	1,285,590	17	1
ROADS TO GIVE ACCESS TO RAILWAY,															
MARTON-TE AWAMUTU:—															
North end ...	3,876	5	5	10	0	0	3,886	5	5	10	0	0	3,896	5	5
South end ...	38,164	3	6	41	12	6	38,205	16	0	46	1	6	38,251	17	6
Huntermville to Taurangarere ...	...	...	...	196	13	5	196	13	5	609	13	3	806	6	8
Totals ...	42,040	8	11	248	5	11	42,288	14	10	665	14	9	42,954	9	7
GRANTS-IN-AID:—															
Grants-in-aid under "The Roads and															
Bridges Construction Act, 1882" ...	374,986	14	10	227	0	0	375,213	14	10	273	0	0	375,486	14	10
Expenses taking poll <i>re</i> Buller Bridge	79	4	4	...	...	...	79	4	4	...	...	...	79	4	4
Portion of subsidies to local bodies ...	143,479	17	11	73	15	0	143,553	12	11	...	...	...	143,553	12	11
Contingencies and subsidies to local															
bodies for providing work for un-															
employed ...	40,687	10	2	1,871	14	0	42,559	4	2	630	6	2	43,189	10	4
Grant to Ohinemuri County ...	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Totals ...	560,233	7	3	2,172	9	0	562,405	16	3	903	6	2	563,309	2	5

TABLE No. 4.

STATEMENT showing the EXPENDITURE on ROADS under the Control of the Minister of Lands, to 31st March, 1890, and the LIABILITIES on that Date.

	Expenditure to 31st March, 1889.	Expenditure during 12 Months ended 31st March, 1890.	Total Expenditure to 31st March, 1890.	Liabilities on Authorities, Contracts, &c., 31st March, 1890.	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 ..	454 15 6	..	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	1,560 14 7	227 19 8	1,788 13 10	2 0 9	1,790 14 7
Whangarei through Taheke ..	1,118 5 4	7 16 3	1,121 1 7	164 16 3	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 Mangonuiowae ..	2,931 7 7	..	2,931 7 7	..	2,931 7 7
Okaihu to Victoria Valley ..	6,886 1 4	154 11 2	7,040 12 6	464 10 9	7,505 3 3
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 Waiotahi	562 10 0	..	562 10 0	..	562 10 0
Opotiki to Ormond	14,958 14 1	..	14,958 14 1	..	14,958 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	314 3 5	3,027 1 10	723 1 9	3,750 3 7
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	12,476 0 1	..	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	11,963 7 8	..	11,963 7 8	..	11,963 7 8
Taupo, via Rotoaira and Murimotu, to West Coast	12,601 17 9	..	12,601 17 9	..	12,601 17 9
Katikati to Te Aroha	785 11 1	..	785 11 1	..	785 11 1
Tolago Bay to Arakihi	2,172 6 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	2,065 15 0	..	2,065 15 0	..	2,065 15 0
Hamilton-Whatawhata Drain ..	137 18 0	..	137 18 0	..	137 18 0
Warenga Road	552 2 9	350 11 8	902 14 5	148 12 4	1,051 6 9
Waimamaku Bridge	606 8 9	..	606 8 9	..	606 8 9
Awaroa Swamp, drains and roads ..	460 2 6	150 0 0	610 2 6	50 0 0	660 2 6
Paparoa to Waikiekie	691 2 3	133 11 0	824 13 3	316 8 8	1,141 1 11
Oamarakau 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	3,124 14 2	85 14 5	3,210 8 7	13 15 7	3,224 4 2
Alexandria to Kawhia	3,825 5 10	..	3,825 5 10	..	3,825 5 10
Rotorua to Galatea via Rotomahana ..	1,848 3 9	..	1,848 3 9	..	1,848 3 9
Galatea to Te Kapu via Waikaremoana ..	1,341 15 3	..	1,341 15 3	..	1,341 15 3
Alexandra to Hikurangi	526 6 10	207 0 0	733 6 10	292 14 0	1,026 0 10
Wangaro to Akatea	636 5 2	110 12 2	746 17 4	354 10 11	1,101 8 3
Akaaka Swamp	80 13 0	..	80 13 0	..	80 13 0
Waihou Ferry through Komata ..	250 0 0	..	250 0 0	100 0 0	350 0 0
Draining Tatarariki	587 0 5	104 8 8	691 9 1	104 6 8	795 15 9
Drain, Te Aroha	350 0 0	..	350 0 0	..	350 0 0
Cabbage Bay to Cape Colville ..	284 11 0	..	284 11 0	..	284 11 0
Lower Waihou Road	375 0 0	..	375 0 0	..	375 0 0
Otama to Deeds	502 0 6	..	502 0 6	..	502 0 6
Mangapai to Mareretu	887 3 9	86 16 3	924 0 0	..	924 0 0
Puriri to Tairoa	1,461 9 5	214 0 0	1,675 9 5	36 0 0	1,711 9 5
Whangaroa to Waitetuna	511 8 0	..	511 8 0	..	511 8 0
Matawhero to Whangape	41 0 0	..	41 0 0	..	41 0 0
Mauku Bridge (subsidy)	1,476 11 10	68 8 0	1,544 19 10	181 12 0	1,726 11 10
Huka Falls	2,051 11 6	..	2,051 11 6	..	2,051 11 6
Ahipara to Herekino	299 18 11	..	299 18 11	..	299 18 11
Wairoa Ferry, Dargaville	100 0 0	..	100 0 0	200 0 0	300 0 0
Tairua to Whenuakito	..	220 0 0	220 0 0	80 0 0	300 0 0
Puhoi to Makarau	..	..	..	200 0 0	200 0 0
Omaha	3 2 6	274 5 0	277 7 6	104 16 7	382 4 1
Waimamaku to Pakanae	..	246 16 11	246 16 11	288 3 1	535 0 0
Rotorua to Waiotapu	..	202 17 1	202 17 1	..	202 17 1
Mata to Kaurua	..	..	..	100 0 0	100 0 0
Approach to Miranda Wharf, £1 for £1 ..	..	35 2 0	35 2 0	414 18 0	450 0 0
Wairua Bridge and Road	..	7 16 3	7 16 3	192 3 9	200 0 0
Opunahanga to Whananaki	..	7 0 0	7 0 0	143 0 0	150 0 0
Whangaroa to Mangapiko	..	20 0 0	20 0 0	..	20 0 0
Purchase of roads to Crown lands ..	..	..	..	..	..
Miscellaneous	7,134 10 2	2,448 7 10	9,582 18 0	149 0 0	9,731 18 0
Carried forward	152,794 17 4	5,677 17 4	158,472 14 8	4,824 11 1	163,297 5 9

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

	Expenditure to 31st March, 1889.			Expenditure during 12 Months ended 31st March, 1890.			Total Expenditure to 31st March, 1890.			Liabilities on Authorities, Contracts, &c., 31st March, 1890.			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 ..	152,794	17	4	5,677	17	4	158,472	14	8	4,824	11	1	163,297	5	9
<i>North Island—continued.</i>															
Taranaki—															
Road through bush, Waimate Plains	15,714	8	9	..			15,714	8	9	..			15,714	8	9
Roads east of Stratford ..	1,497	8	4	207	17	5	1,705	5	9	59	1	1	1,764	6	10
Bush land inland of Patea ..	1,926	0	11	..			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
Waitara Bridge ..	968	18	2	..			968	18	2	..			968	18	2
Opening up Huiroa Block ..	906	0	9	134	1	10	1,040	2	7	165	18	2	1,206	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 ..	356	12	11	..			356	12	11	..			356	12	11
Kahurangi Bridge ..	600	0	0	..			600	0	0	..			600	0	0
Eltham and Branch Roads ..	6,294	10	0	356	11	8	6,651	1	8	460	6	4	7,111	8	0
Native Trust Blocks ..	1,834	13	9	..			1,834	13	9	..			1,834	13	9
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	8
Pukearuhe to Mokau ..	709	2	3	238	19	6	948	1	9	61	4	2	1,009	5	11
Bridge on Stratford to Opunake Road	376	19	8	..			376	19	8	..			376	19	8
Inglewood to Waitara ..	2,749	1	5	..			2,749	1	5	..			2,749	1	5
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 ..	1,613	11	11	376	14	5	1,990	6	4	23	5	7	2,013	11	11
Roads inland of Mokoia ..	321	9	7	342	8	6	663	18	1	..			663	18	1
Alfred Road ..	..			12	10	0	12	10	0	135	10	5	148	0	5
Rotokare and Branch Roads	..			409	18	9	409	18	9	..			409	18	9
Mokau Punt ..	..			2	0	0	2	0	0	144	16	0	146	16	0
Pukearuhe inland ..	..			31	7	6	31	7	6	308	15	5	340	2	11
Miscellaneous ..	121	5	8	349	9	7	470	15	3	257	19	6	728	14	9
Hawke's Bay—															
Tologa to Mangatokerau ..	29	19	7	128	19	11	158	19	6	19	8	6	178	8	0
Tologa to Arakihi ..	131	16	9	384	6	0	516	2	9	215	14	0	731	16	9
Ormond to Waipatu ..	2	0	0	300	13	0	302	13	0	99	7	0	402	0	0
Ormond to Opotiki ..	604	9	11	596	1	6	1,200	11	5	60	0	0	1,260	11	5
Waipatu Road to Oilsprings ..	300	0	0	350	0	0	650	0	0	..			650	0	0
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 ..	16,767	18	0	864	10	0	17,632	8	0	..			17,632	8	0
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	..			2,088	15	4
Maharahara Block ..	1,938	12	8	..			1,938	12	8	..			1,938	12	8
Victoria and Bush-mills Settlements	900	0	0	..			900	0	0	..			900	0	0
Wairoa to Rotokaranga ..	1,569	7	10	100	0	0	1,669	7	10	..			1,669	7	10
Makaretu ..	1,793	12	6	20	2	8	1,813	15	2	14	12	5	1,828	7	7
Te Ohu ..	434	8	10	..			434	8	10	..			434	8	10
Miscellaneous ..	748	8	1	118	15	5	867	3	6	316	4	7	1,183	8	1
Wellington—															
Pahiatua, Mangaone, &c. ..	18,917	15	5	252	19	9	19,170	15	2	147	0	0	19,317	15	2
Pahiatua, Palmerston North	..			1	14	0	1	14	0	198	6	0	200	0	0
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 ..	4,464	8	2	..			4,464	8	2	..			4,464	8	2
East side of Pohangina River	920	17	6	..			920	17	6	..			920	17	6
Momahaki to Waitotara ..	3,602	13	1	..			3,602	13	1	..			3,602	13	1
Tokomaru Block ..	1,904	14	4	90	9	0	1,995	3	4	..			1,995	3	4
Wanganui to Murimotu ..	3,102	15	6	504	2	7	3,606	18	1	295	6	6	3,902	4	7
Marton to Murimotu ..	2,670	6	6	..			2,670	6	6	..			2,670	6	6
Rangitumau Block ..	3,617	13	6	360	19	1	3,978	12	7	139	8	0	4,118	0	7
Sandon Township ..	1,430	7	9	..			1,430	7	9	..			1,430	7	9
Carried forward ..	279,058	4	10	12,213	9	5	291,271	14	3	7,946	14	9	299,218	9	0

TABLE No. 4—continued.

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

	Expenditure to 31st March, 1889.			Expenditure during 12 Months ended 31st March, 1890.			Total Expenditure to 31st March, 1890.			Liabilities on Authorities, Contracts, &c., 31st March, 1890.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE —continued.															
Brought forward	279,058	4	10	12,213	9	5	291,271	14	3	7,946	14	9	299,218	9	0
North Island—continued.															
Wellington—continued.															
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., Kai- ranga Survey Dist., Palmerston N.	3,738	8	0	..			3,738	8	0	..			3,738	8	0
Tararua	..			..			..			100	0	0	100	0	0
Road, Orua River	..			130	0	0	130	0	0	170	0	0	300	0	0
Toritea Road	..			..			..			100	0	0	100	0	0
Pohangina to Orua	..			..			..			270	0	0	270	0	0
Otamakapua	..			769	14	0	769	14	0	130	4	0	899	18	0
Waitotara, Omahine	..			47	10	7	47	10	7	450	17	2	498	7	9
Waitotara Valley	..			..			..			600	0	0	600	0	0
Blocks V., VI., IX., X., and XIII., Kairanga Survey District, Palmers- ton 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
Otairi Block	117	17	6	..			117	17	6	100	0	0	217	17	6
Makakahi Road	669	7	10	..			669	7	10	..			669	7	10
Wairoa Survey District	14	5	7	..			14	5	7	..			14	5	7
Kairanga Drain	350	0	0	..			350	0	0	50	0	0	400	0	0
Kimbolton Road Extension	1,008	4	11	..			1,008	4	11	..			1,008	4	11
Kimbolton Road to Orua	496	2	0	..			496	2	0	..			496	2	0
Waitapu Block	1,031	18	6	297	8	0	1,379	6	6	2	12	0	1,381	18	6
Mangatainoko Roads	4,917	4	0	32	13	0	4,949	17	0	367	7	0	5,317	4	0
Tiraumea Bridge	1,519	7	6	725	3	4	2,244	10	10	..			2,244	10	10
Tutackara Road	3	1	6	133	14	5	136	15	11	166	5	7	303	1	6
South Pahiatua Road	1,477	11	5	131	9	3	1,609	0	8	..			1,609	0	8
Mangaone to Tiraumea	611	1	3	635	3	3	1,246	4	6	..			1,246	4	6
Tiraumea to Makuri	581	2	6	1,029	11	8	1,610	14	2	..			1,610	14	2
Puketoi	4	16	0	547	0	0	551	16	0	474	7	9	1,026	3	9
Makakahi Bridge to Mangahao	9	14	6	225	18	0	235	12	6	81	5	8	316	18	2
Mauriceville West	197	11	4	292	0	11	489	12	3	162	8	11	652	1	2
Otaki to Foxton	12	10	0	343	12	8	356	2	8	156	0	0	512	2	8
South Mangaone Road	214	7	4	..			214	7	4	..			214	7	4
Maungakaretu	1,448	4	0	157	3	0	1,605	7	0	242	17	0	1,848	4	0
Mikimiki	135	12	6	..			135	12	6	..			135	12	6
To purchase roads to Crown lands	..			152	0	11	152	0	11	170	0	0	322	0	11
Miscellaneous	1,132	6	11	336	5	7	1,468	12	6	49	9	3	1,518	1	9
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	5,482	16	11	..			5,482	16	11	..			5,482	16	11
Baton to Karamea	200	0	0	..			200	0	0	..			200	0	0
Maruia to Amuri	1,653	4	1	..			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
Oronoko 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 Mokihinui	913	12	2	..			913	12	2	..			913	12	2
Ahaura (Mason's) to Hanpiri	2,083	9	6	..			2,083	9	6	..			2,083	9	6
Takaka to Stockyard	257	14	1	..			257	14	1	..			257	14	1
Pigeon Valley to Motueka	500	0	0	209	4	6	709	4	6	40	15	6	750	0	0
Pretty Bridge Valley	200	0	0	..			200	0	0	..			200	0	0
Grey Valley, <i>via</i> Clarke, to Maruia	211	10	2	..			211	10	2	..			211	10	2
Dovedale	200	0	0	160	0	0	360	0	0	100	0	0	460	0	0
Little Sidney Road, Riwaka	..			62	12	6	62	12	6	87	7	6	150	0	0
Trass Valley	60	0	0	100	0	0	160	0	0	..			160	0	0
Wakefield District	60	0	0	100	0	0	160	0	0	..			160	0	0
Wairoa Bridge	..			150	0	0	150	0	0	..			150	0	0
Wairoa Gorge Road	..			..			..			200	0	0	200	0	0
To purchase roads to Crown lands	..			51	0	0	51	0	0	58	0	0	109	0	0
Miscellaneous	1,342	14	2	110	12	0	1,453	6	2	50	0	0	1,503	6	2
Carried forward	348,771	13	7	19,143	7	0	367,915	0	7	12,326	12	1	380,241	12	8

TABLE No. 4—continued.

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

	Expenditure to 31st March, 1889.		Expenditure during 12 Months ended 31st March, 1890.		Total Expenditure to 31st March, 1890.		Liabilities on Authorities, Contracts, &c., 31st March, 1890.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS TO OPEN UP LANDS BEFORE SALE —continued.										
Brought forward ..	348,771	13 7	19,143	7 0	367,915	0 7	12,326	12 1	380,241	12 8
<i>Middle Island—continued.</i>										
Marlborough—										
Awatere Valley Road ..	8,484	11 1	..		8,484	11 1	..		8,484	11 1
Rai Ronga and Whangamoa Roads..	..		33	8 6	33	8 6	764	18 0	798	6 6
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 ..	1,986	16 0	..		1,986	16 0	..		1,986	16 0
Waikukupa to Cook's River Flat ..	1,000	0 0	..		1,000	0 0	..		1,000	0 0
Cook's River Flat ..	1,061	16 0	1,009	2 8	2,070	18 8	..		2,070	18 8
Cascade Valley Road ..	1,809	9 2	..		1,809	9 2	..		1,809	9 2
Pounamou to Teremakau ..	500	0 0	75	0 0	575	0 0	125	0 0	700	0 0
Mahitahi to Paringa ..	1,400	0 0	..		1,400	0 0	..		1,400	0 0
Hunt's Beach to Makawhiho ..	..		4	18 0	4	18 0	..		4	18 0
Miscellaneous ..	279	15 6	6	4 0	285	19 6	20	10 10	306	10 4
Canterbury—										
Mathias Pass Road ..	2,046	15 10	..		2,046	15 10	..		2,046	15 10
To Upper Ashley over Kuku Pass ..	8,455	4 8	175	0 0	8,630	4 8	62	18 9	8,693	3 5
Irrigation works, Eyre & Waimakariri ..	3,400	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	..		1,399	15 10
Blackford to Redcliffe ..	600	0 0	..		600	0 0	..		600	0 0
Blackhills Road ..	970	0 0	..		970	0 0	..		970	0 0
Road to Mount Cook and Glaciers ..	1,200	0 0	430	0 0	1,630	0 0	70	0 0	1,700	0 0
Waihao to Hakateramea ..	863	8 5	..		863	8 5	..		863	8 5
Mount Grey Downs ..	468	0 0	..		468	0 0	..		468	0 0
Glentui Road ..	683	5 4	..		683	5 4	..		683	5 4
Ohau Bridge, £1 for £1 ..	..		..		..		800	0 0	800	0 0
Miscellaneous ..	1,817	18 3	77	0 0	1,894	18 3	339	7 10	1,734	6 1
Otago—										
Beaumont to Miller's Flat ..	6,000	0 0	..		6,000	0 0	..		6,000	0 0
Through Blocks VIII. and X., Benger Run 106..	1,000	0 0	..		1,000	0 0	..		1,000	0 0
..	1,148	7 3	..		1,148	7 3	..		1,148	7 3
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 Tokanui Creek ..	1,000	0 0	..		1,000	0 0	..		1,000	0 0
Arrowtown to Crown Terrace ..	1,500	0 0	..		1,500	0 0	..		1,500	0 0
Waitahuna to Run 52c ..	1,200	0 0	..		1,200	0 0	..		1,200	0 0
Run 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 ..	5,002	0 0	..		5,002	0 0	..		5,002	0 0
Glenorchy up Rees and Dart ..	1,805	3 7	..		1,805	3 7	..		1,805	3 7
Lauder Block ..	1,149	0 0	..		1,149	0 0	..		1,149	0 0
Upper Clutha Blocks ..	604	15 0	..		604	15 0	..		604	15 0
Waikaia Bush to Clutha Valley ..	3,500	0 0	..		3,500	0 0	..		3,500	0 0
Pembroke to Matukituki ..	1,729	11 4	250	0 0	1,979	11 4	..		1,979	11 4
Block II., Blackstone ..	200	0 0	..		200	0 0	..		200	0 0
Taieri Lake, Block XV., Maniototo ..	200	0 0	..		200	0 0	..		200	0 0
Taieri Bridge to Nenthorn Bridge ..	175	0 0	..		175	0 0	..		175	0 0
Ida Valley ..	500	0 0	..		500	0 0	..		500	0 0
Kurow Run ..	1,261	0 0	..		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 ..	260	0 0	..		260	0 0	..		260	0 0
Athol to Nokomai Saddle ..	200	0 0	..		200	0 0	..		200	0 0
Moeraki District ..	167	10 8	..		167	10 8	..		167	10 8
Maniototo ..	540	0 0	200	0 0	740	0 0	100	0 0	840	0 0
Gimmerburn District ..	400	0 0	100	0 0	500	0 0	..		500	0 0
Carried forward ..	478,154	2 4	21,504	0 2	499,658	2 6	14,609	7 6	514,267	10 0

TABLE No. 4—continued.

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

	Expenditure to 31st March, 1889.			Expenditure during 12 Months ended 31st March, 1890.			Total Expenditure to 31st March, 1890.			Liabilities on Authorities, Contracts, &c., 31st March, 1890.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE —continued.															
Brought forward	478,154	2	4	21,504	0	2	499,658	2	6	14,609	7	6	514,267	10	0
<i>Middle Island—continued.</i>															
Otago—continued.															
Swinburn and Rock and Pillar ..	200	0	0	222	0	0	200	0	0	385	0	0	200	0	0
Run 210	293	0	0	..	..	..	515	0	0	..	..	..	900	0	0
Silverpeak, &c.	320	0	0	..	..	..	320	0	0	..	..	..	320	0	0
Switzer's Track to Spylaw and Clutha	690	5	8	..	..	..	690	5	8	..	..	..	690	5	8
Rankleburn, &c.	..	..	..	150	0	0	150	0	0	150	0	0	300	0	0
Kelso to Waikaka	..	..	..	760	8	6	760	8	6	240	0	0	1,000	8	6
Catlin's District	..	..	..	1,983	6	0	1,983	6	0	529	4	6	2,512	10	6
Mossburn to Manapouri	200	0	0	200	0	0	400	0	0	250	0	0	650	0	0
Blocks II. and III., Campbelltown..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Appleby to Tisbury	196	11	0	49	1	0	245	12	0	104	8	0	350	0	0
Woodend to Bushy Point	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Bridge, Tokomaitiro 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	743	11	2	403	5	0	1,146	16	2	81	15	0	1,228	11	2
Waikaka to Wendon and Greenvale	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Glenkenich	..	..	..	110	4	0	110	4	0	9	16	0	120	0	0
Woodlands	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Waikoikoi Bridge	..	..	..	..	..	..	..	..	..	125	0	0	125	0	0
Riversdale, Switzers	..	..	..	400	0	0	400	0	0	100	0	0	500	0	0
Boundary Creek Bridge	..	..	..	150	0	0	150	0	0	..	..	..	150	0	0
Horse-bridge, Wairaki River, £1 for £1	..	..	..	..	..	..	..	..	..	100	0	0	100	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	13,016	7	10	..	..	..	13,016	7	10	..	..	..	13,016	7	10
Waikawa	2	14	0	272	16	8	275	10	8	695	18	4	971	9	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 deferred-pay- ment land	499	5	6	..	..	..	499	5	6	..	..	..	499	5	6
Waikaka Siding to Waikaka Town..	1,200	0	0	600	0	0	1,800	0	0	200	0	0	2,000	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 Half-moon Bay ..	250	0	0	..	..	..	250	0	0	..	..	..	250	0	0
Wyndham, <i>via</i> Mimihau, to Otaraia	1,199	18	2	100	0	0	1,299	18	2	..	..	..	1,299	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
Otatara Bush	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
West's to Mokohua	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Waimatuku Bush	500	0	0	..	..	..	500	0	0	100	0	0	600	0	0
Blackmount to deferred-payment land	425	0	0	..	..	..	425	0	0	..	..	..	425	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	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Wallacetown to Tomoparakau	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 deferred-payment block	300	0	0	350	0	0	650	0	0	..	..	..	650	0	0
Stewart Island	256	5	0	283	10	11	539	15	11	3	9	1	543	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	5,423	13	9	621	2	10	6,044	16	7	613	10	9	6,658	7	4
Totals	528,788	19	11	28,159	15	1	556,948	15	0	18,697	9	2	575,646	4	2
VILLAGE SETTLEMENTS:—															
Village settlements	24,714	2	11	7,344	17	11	32,059	0	10	44,661	0	4	76,720	1	2

TABLE No. 5.

STATEMENT showing the EXPENDITURE on GOLDFIELDS ROADS (Class IV.) out of Immigration and Public Works Loan to 31st March, 1890, and LIABILITIES on that Date.

	Expenditure to 31st March, 1889.		Expenditure during Twelve Months ending 31st March, 1890.		Total Expenditure to 31st March, 1890.		Liabilities on Authorities, Contracts, &c., 31st March 1890.		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 ..	59,585	9 5	3,934	3 2	63,519	12 7	6,983	15 6	70,503	8 1
Roads to open up mineral lands ..	..		207	2 6	207	2 6	792	17 6	1,000	0 0
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
Waikawau to Manaia ..	1 18	0	623	4 6	625	2 6	376	15 6	1,001	18 0
Tapu to Waikawau ..	..		400	0 0	400	0 0	370	0 0	770	0 0
Ohinemuri Valley to Waitekaui ..	..		..		..		500	0 0	500	0 0
Whangamata Harbour to Reefs ..	141	10 6	..		141	10 6	..		141	10 6
Hikutaia to Marototo ..	..		..		..		..		..	
Karangahake through Ohinemuri Gorge ..	..		505	3 1	505	3 1	494	16 11	1,000	0 0
NELSON—										
Lyell to Mokihinui via Eight-Mile ..	5,098	8 6	..		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
Brighton to Seventeen-Mile Beach via Terraces ..	1,789	7 2	..		1,789	7 2	..		1,789	7 2
Cobden to Seventeen-Mile Beach ..	2,652	1 4	384	0 0	3,036	1 4	..		3,036	1 4
Wangapeka to Karamea ..	2,000	0 0	..		2,000	0 0	..		2,000	0 0
Aorere Valley to Karamea and Mokihinui ..	18,453	0 8	1,710	11 4	20,163	12 0	4,975	12 10	25,139	4 10
Owen Valley Road ..	2,208	9 2	..		2,208	9 2	..		2,208	9 2
Hatter's Terrace to Bell Hill ..	500	0 0	..		500	0 0	..		500	0 0
Larry's Creek to Lyell Road, near Dee River (subsidy of £1 for £1) ..	423	10 0	..		423	10 0	..		423	10 0
Bridle-track to Upper Anatoki ..	705	16 0	16	12 0	722	8 0	..		722	8 0
Hatter's Terrace Road (£1 for £1 subsidy) ..	400	0 0	..		400	0 0	..		400	0 0
Deep Creek to Bell Hill (£1 for £1 subsidy) ..	365	10 0	..		365	10 0	..		365	10 0
Irishman's to Lake Brunner (£1 for £1 subsidy) ..	900	0 0	..		900	0 0	..		900	0 0
Improving roads and tracks, Collingwood to Takaka, Motueka, and Karamea ..	10,679	9 10	326	9 1	11,005	18 11	191	6 6	11,197	5 5
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
Anikiwa Jetty ..	96	6 0	..		96	6 0	193	13 5	289	19 5
CANTERBURY—										
Road to open up Wilberforce Quartz-reefs ..	1,830	17 7	..		1,830	17 7	..		1,830	17 7
WESTLAND—										
Cedar Creek Road ..	3,000	0 0	1,500	0 0	4,500	0 0	..		4,500	0 0
Browning's Pass to Reefs (subsidy of £2 for £1) ..	2,207	10 8	..		2,207	10 8	..		2,207	10 8
Jackson's Bay to Cascade and Gorge River Districts ..	4,570	6 9	198	16 6	4,709	3 3	561	3 6	5,270	6 9
Grey Valley to Teremakau ..	..		633	6 0	633	6 0	266	13 2	899	19 2
OTAGO—										
Arthur's Point to Skipper's ..	8,284	9 1	2,882	15 0	11,167	4 1	517	5 2	11,684	9 3
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
Garston to Nevis ..	..		..		..		300	0 0	300	0 0
SOUTHLAND—										
Tracks, Merivale District ..	500	0 0	..		500	0 0	..		500	0 0
Contingencies ..	265	5 1	27	8 8	292	13 4	..		292	13 4
Totals ..	147,986	7 5	18,289	11 5	161,275	18 10	16,524	0 0	177,799	18 10
SUMMARY.										
ROADS, BRIDGES, &c., NORTH OF AUCKLAND	229,404	15 9	267	0 0	229,671	15 9	201	0 0	229,872	15 9
MAIN ROADS ..	434,807	0 5	12,798	18 8	447,605	19 1	2,858	6 10	450,464	5 11
MISCELLANEOUS ROADS AND BRIDGES ..	1,255,577	17 11	19,998	9 3	1,275,576	7 2	10,014	9 11	1,285,590	17 1
ROADS TO GIVE ACCESS TO RAILWAY, MARTON—										
Te Awamutu ..	42,040	8 11	248	5 11	42,288	14 10	665	14 9	42,954	9 7
GRANTS-IN-AID ..	560,233	7 3	2,172	9 0	562,405	16 3	903	6 2	563,309	2 5
ROADS TO OPEN UP LANDS (see Table No. 4)	528,788	19 11	28,159	15 1	556,948	15 0	18,697	9 2	575,646	4 2
IMPROVEMENT OF VILLAGE SETTLEMENTS ..	24,714	2 11	7,344	17 11	32,059	0 10	44,661	0 4	76,720	1 2
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) ..	147,986	7 5	18,289	11 5	161,275	18 10	16,524	0 0	177,799	18 10
PAYMENTS TO ROAD BOARDS (see Table No. 11, 1877) ..	225,000	0 0	..		225,000	0 0	..		225,000	0 0
TOTALS ..	3,470,080	14 11	84,279	7 3	3,554,360	2 2	94,525	7 2	3,648,885	9 4
Less recovery on account of services of previous years ..	90	18 2	1,270	11 5	1,361	9 7	..		1,361	9 7
GRAND TOTALS ..	3,469,989	16 9	83,008	15 10	3,552,998	12 7	94,525	7 2	3,647,523	19 9

TABLE NO. 6.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Immigration and Public Works Loan to 31st March, 1890, 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, 1870-89.		Subsidies, 1870-89.		Survey and Construction, 1889-90.		Subsidies, 1889-90.				Totals.		Authorities on Construction.		Authorities on Subsidies.		Contracts.		Totals.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
NORTH ISLAND.																						
AUCKLAND PROVINCIAL DISTRICT—																						
Thames	80,708	19	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MIDDLE ISLAND.																						
WESTLAND PROVINCIAL DISTRICT—																						
Subsidies—																						
Hohouu	3	7	0	1,955	12	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hibernian	12	5	8	1,992	14	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
New River	21	5	0	3,496	0	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kanieri	1	5	6	10,310	18	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ross Sludge-channel ..	..	..	..	1,554	10	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kumara Sludge-channel No. 2	..	..	..	2,762	17	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Government Works—																						
Waimea	173,363	7	1	..	..	284	6	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mikoniui	25,644	9	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
NELSON PROVINCIAL DISTRICT—																						
Government Works—																						
Nelson Creek	90,722	10	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Napoleon Hill	257	16	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Argyle (Charleston) ..	14,701	15	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Black's Point	244	9	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OTAGO PROVINCIAL DISTRICT—																						
Subsidies—																						
Arrow	..	..	..	612	10	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Beaumont and Tuapeka ..	4	6	2	640	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carrick Range	..	..	..	9,249	13	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mount Pisgah	..	..	..	200	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lawrence Drainage-channel	..	..	..	2,956	14	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ophir Tail-race	..	..	..	1,150	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Muddy Creek Channel ..	..	..	..	850	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Bathans	..	..	..	1,000	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Maerewhenua	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Government Works—																						
Mount Ida	65,766	3	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Waipori	11,263	1	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SOUTHLAND PROVINCIAL DISTRICT—																						
Subsidy—																						
Round Hill	..	..	..	133	19	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GENERAL—																						
Increased water-supply ..	530	4	0	100	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
DEPARTMENTAL—																						
Salaries, travelling, advertising, &c.	6,720	6	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTALS	390,321	12	9	38,965	9	5	284	6	1	..	429,571	8	3	241	0	0	..	..	..	..	..	..
SUMMARY.																						
NORTH ISLAND	80,708	19	3	..	..	..	..	..	..	..	80,708	19	3	..	..	..	..	..	..	..	..	..
MIDDLE ISLAND	390,321	12	9	38,965	9	5	284	6	1	..	429,571	8	3	241	0	0	..	..	..	..	..	..
TOTALS	471,030	12	0	38,965	9	5	284	0	0	..	510,280	7	6	241	0	0	..	..	..	..	..	..

TABLE No. 7.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Immigration and Public Works Loan to 31st March, 1890, and the LIABILITIES on that Date.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1890.	Total Expenditure and Liabilities.
	Poles.	Wire.		
Expenditure to the 31st March, 1889	..	..	£ s. d.	£ s. d.
Telephone exchanges	..	..	3,784 15 10	574,010 6 2
Kaitaia Line	..	..	95 0 0	
Lichfield Line	..	..	710 9 3	
Okaihau-Rangiahua	..	..	242 5 5	
Otorohanga	15	16	609 13 4	
Matakana Extension	..	..	62 2 8	
Matata Line	..	..	11 11 6	
Tatarariki Line	..	..	33 8 9	
Wairengahika	..	..	0 7 6	
Akitio-Herbertville	..	13	251 5 7	
Muriwai-Te Aria	..	13	207 4 6	
Tikokino-Ongaonga	..	..	875 14 0	
Tologa-Waipiro	..	..	349 13 9	
Kairekatehuna-Orua	..	..	61 15 3	
Karori Line	..	..	24 9 6	
Mangamahoe-Eketahuna	..	..	244 15 6	
Palmerston-Ashurst	..	..	55 17 1	
Palmerston-Longburn	..	12	71 14 10	
Mokihinui-Westport	..	..	533 15 11	
Ngakawau-Westport	..	..	9 18 0	
Greendale	..	..	248 17 7	
Ohoka	..	..	1 17 6	
Nightcaps	..	..	17 2 8	
Riversdale-Balfour	11	14	289 17 1	
Cardrona-Pembroke	16	16	456 19 7	
Glenore	..	..	21 3 6	
Nenthorn	11	20	417 15 9	
Wallacetown	..	..	38 4 6	
Patearoa Extension	..	..	7 12 6	
Waikoikoi	..	..	43 15 0	
Waianiwa-Invercargill	..	..	6 15 6	
Waianiwa-Waikivi	..	..	218 13 8	
Exhibition-till alarms	..	..	36 11 0	
Government House bells	..	..	10 3 9	
Fire-alarm system	..	..	22 17 4	
Balance of material on hand	..	..	10,074 5 1 6,271 10 6	16,345 15 7
Liabilities on 31st March, 1890	..	..	..	590,356 1 9 5,107 0 0
Total Expenditure and Liabilities	..	..	..	£595,463 1 9

TABLE No. 8.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Immigration and Public Works Loan to 31st March, 1890, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1889.	Expenditure for Year ended 31st March, 1890.	Total Expenditure to 31st March, 1890.	Liabilities on Authorities, Contracts, &c., 31st March, 1890.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial	245,264 14 3	11,246 8 9	256,511 3 0	2,918 1 0	259,429 4 0
Postal and Telegraphic	141,502 7 8	1,375 14 1	142,878 1 9	561 8 11	143,439 10 8
Customs	4,749 2 2	17 10 0	4,766 12 2	7 15 0	4,774 7 2
Offices for Public Departments	173,205 3 6	7,256 2 11	180,461 6 5	1,959 2 6	182,420 8 11
Lunatic Asylums	277,093 7 0	15,716 12 0	292,809 19 0	4,519 17 3	297,329 16 3
School-buildings	819,513 1 3	..	819,513 1 3	..	819,513 1 3
Hospitals	33,324 9 2	Cr. 139 18 7	33,184 10 7	120 5 0	33,304 15 7
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	13,962 7 1	..	13,962 7 1	..	13,962 7 1
Totals	1,722,493 0 4	35,472 9 2	1,757,965 9 6	10,086 9 8	1,768,051 19 2

TABLE No. 9.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Immigration and Public Works Loan to 31st March, 1890, and the LIABILITIES on that Date.

	Total Net Expenditure to 31st March, 1889.	Net Expenditure during 12 Months ended 31st March, 1890.	Total Expenditure to 31st March, 1890.	Liabilities on Authorities, Contracts, &c., to 31st March, 1890.	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	5,853 18 7	1,551 11 4	7,405 9 11	..	7,405 9 11
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	3,180 0 5	..	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
Pieton, 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	56,500 0 0	..	56,500 0 0	..	56,500 0 0
Timaru Harbour	100,000 0 0	..	100,000 0 0	..	100,000 0 0
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
Toitois 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.					
Guns	147,768 18 10	..	147,768 18 10	1,250 4 7	239,214 2 11
Ammunition	24,531 6 7	..	24,531 6 7		
War Office stores	9,412 3 5	391 14 7	9,803 18 0		
Torpedo boats and torpedoes	20,199 5 3	4 8 4	20,203 13 7		
Submarine mining stores	15,024 4 5	3,259 19 6	18,284 3 11		
Miscellaneous	16,141 12 2	1,230 5 3	17,371 17 5	600 0 0	177,521 15 11
Works in colony	176,785 19 6	735 16 5	177,521 15 11		
Land for dépôts and batteries	32,511 10 10	1,671 2 9	34,182 13 7		
Totals	869,718 1 9	8,844 18 2	878,562 19 11	1,850 4 7	880,413 4 6

NOTE.—An advance of £1,000 was made to the Greymouth Harbour Board as a contribution to contractors on account of damage to works caused by the s.s. "Gerda," and recovered from the Board during the current year.

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1890.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE IMMIGRATION AND PUBLIC WORKS LOANS
FOR THE YEAR 1889-90.

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

Sir,—

Public Works Department, Wellington, 5th June, 1890.
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, 1889."
I have, &c.,
T. FERGUS,
Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT of NET EXPENDITURE on GOVERNMENT WORKS for the Year 1889-90 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.										
II.	73-77	Railways	9,330	8,028	10	9	52	7	5	7,976	3	4
III.	78-84	Roads	148,602	84,671	15	2	640	13	10	84,031	1	4
IV.	85	Water-races	700	284	6	1				284	6	1
VI.	87	Telegraph Extension	12,700	17,672	15	2	1,926	19	7	16,345	15	7
VII.	88-93	Public Buildings	48,851	35,702	13	8	230	4	6	35,472	9	2
VIII.	94, 96	Lighthouses and Harbour Defences	10,382	14,357	17	10	5,512	19	8	8,844	18	2
X.	98	Thermal Springs	2,350									
			232,415	160,717	13	8	7,763	5	0	152,954	13	8
		PART II.										
II.	101, 102	Railways	31,000	23,544	16	4	11	5	0	23,533	11	4
III.	103	Roads	1,692	248	5	11				248	5	11
			32,692	23,793	2	3	11	5	0	23,781	17	3
		PART III.										
II.	106-118	Railways	280,915	198,230	0	11	15,139	5	8	183,090	15	3

Public Works Department, 31st May, 1890.
Examined and found correct.
JAMES EDWARD FITZGERALD,
Controller and Auditor-General.
6th June, 1890.

G. J. CLAPHAM,
Acting-Accountant.

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.	Expended in Excess of Appropriation.
		£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	PUBLIC WORKS FUND.					
	PART I.					
	Railways—					
73	Wellington-Foxton	400	2 16 3	..	2 16 3	..
74	Lincoln-Little River.. ..	5,430	4,924 14 8	21 16 8	4,902 18 0	..
75	Mount Somers Branch	1,971	1,971 0 0	..	1,971 0 0	..
76	Lumsden-Mararoa	29	29 0 0	..	29 0 0	..
77	Surveys, New Lines of Railway ..	1,500	1,100 19 10	30 10 9	1,070 9 1	..
		9,330	8,028 10 9	52 7 5	7,976 3 4	..
	Roads—					
78	Roads, Bridges, and Wharves North of Auckland ..	468	267 0 0	..	267 0 0	..
79	Main Roads	14,000	12,804 12 8	5 14 0	12,798 18 8	..
80	Miscellaneous Roads and Bridges ..	28,912	20,161 7 11	162 18 8	19,998 9 3	..
81	Grants-in-aid	8,547	2,536 7 8	363 18 8	2,172 9 0	..
82	Roads to open up Lands before Sale ..	47,502	28,265 3 7	105 8 6	28,159 15 1	..
83	Village Special Settlements	19,173	7,347 11 11	2 14 0	7,344 17 11	..
84	Roads on Goldfields	30,000	13,289 11 5	..	13,289 11 5	..
		148,602	84,671 15 2	640 13 10	84,031 1 4	..
	Water-races—					
85	Water-races, Middle Island	700	284 6 1	..	284 6 1	..
	Telegraph Extension—					
87	Telegraph Extension	12,700	17,672 15 2	1,326 19 7	16,345 15 7	3,645 15 7
	Public Buildings—					
88	General Departmental Offices	8,600	7,264 1 3	7 18 4	7,256 2 11	..
89	Judicial	17,300	11,304 10 3	58 1 6	11,246 8 9	..
90	Postal and Telegraph	2,331	1,380 14 1	5 0 0	1,375 14 1	..
91	Customs	400	17 10 0	..	17 10 0	..
92	Lunatic Asylums	19,600	15,735 18 1	19 6 1	15,716 12 0	..
93	Hospitals and Charitable Institutions ..	120	..	139 18 7	Cr. 139 18 7	..
		48,351	35,702 13 8	230 4 6	35,472 9 2	..
	Lighthouses and Harbour Defences—					
94	Lighthouses	2,930	1,551 11 4	..	1,551 11 4	..
95	Harbour Works	1,000	1,000 0 0	1,000 0 0	..	..
96	Harbour Defences	6,452	11,806 6 6	4,512 19 8	7,293 6 10	841 6 10
		10,382	14,357 17 10	5,512 19 8	8,844 18 2	841 6 10
98	Thermal Springs	2,350	..	..	..	..
	PART II.					
	Railways—					
101	Marton-Te Awamutu	30,800	23,344 19 8	11 5 0	23,333 14 8	..
102	Surveys	200	199 16 8	..	199 16 8	..
		31,000	23,544 16 4	11 5 0	23,533 11 4	..
	Roads—					
103	Roads	1,692	248 5 11	..	248 5 11	..
	PART III.					
106	Helensville Northwards	15,000	5,796 6 3	..	5,796 6 3	..
107	Grahamstown-Te Aroha	3,500	2,254 8 11	..	2,254 8 11	..
108	Putaruru-Rotorua	10,000	1,452 18 7	..	1,452 18 7	..
109	Woodville-Palmerston	75,000	58,911 9 1	220 17 0	58,681 12 1	..
110	Mangamahoe-Woodville	12,500	15,736 0 8	89 5 3	15,646 15 5	3,146 15 5
111	Blenheim-Awatere	10,000	134 7 1	8 0 0	126 7 1	..
112	Greymouth-Hokitika	15,000	7,925 6 2	415 14 11	7,509 11 3	..
113	Mount Somers Branch	4,415	5,171 19 11	1,971 0 0	3,200 19 11	..
114	Otago Central	40,000	31,533 18 2	0 2 0	31,533 16 2	..
115	Catlin's River Branch	8,000	228 6 9	..	228 6 9	..
116	Wyndham-Fortrose	8,000	4,964 13 3	..	4,964 13 3	..
117	Additions to Open Lines	34,500	27,980 0 10	336 7 6	27,593 13 4	..
118	Permanent-way, Sleepers, and Rolling-stock ..	45,000	36,190 5 3	12,088 19 0	24,101 6 3	..
		280,915	193,230 0 11	15,139 5 8	183,090 15 3	3,146 15 5

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, 1890, 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.						
II.	73-77	Railways	£	s.	d.	£ s. d.
		Harbour Works, unauthorised—to be repaid out of Westport Harbour Works Funds	506	5	9	
			192	12	8	698 18 5
PART II.						
II.	101-102	Railways				9,028 4 5
PART III.						
II.	106-118	Railways				184,577 1 11
						194,304 4 9

Vote No.	Name of Vote.	Works under Contract.	Material, Wages, Salaries, &c.	Material from England.	Total.
PUBLIC WORKS FUND.					
Part I.— <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—					
73	Wellington-Foxton	..	286 9 7	..	286 9 7
74	Lincoln-Little River	..	113 12 6	..	113 12 6
75	Mount Somers Branch	..	..	..	..
76	Lumsden-Mararoa	..	..	..	..
77	Surveys, new Lines of Railway	..	106 3 8	..	106 3 8
	Harbour Works, unauthorised—to be repaid out of Westport Harbour Works Funds	..	192 12 8	..	192 12 8
		..	698 18 5	..	698 18 5
Part II.— <i>Services chargeable to the £1,000,000 raised under "The North Island Main Trunk Loan Act, 1882."</i>					
Railways—					
101	Main Trunk Line, Marton-Te Awamutu	6,664 0 0	2,364 4 5	..	9,028 4 5
102	Surveys	..	..	..	..
		6,664 0 0	2,364 4 5	..	9,028 4 5
Part III.— <i>Services chargeable to the £1,325,000 raised under "The New Zealand Loan Act, 1886."</i>					
Railways—					
106	Helensville Northwards	28,555 1 10	1,535 10 8	..	30,090 12 6
107	Grahamstown-Te Aroha	246 0 0	546 14 0	..	792 14 0
108	Putaruru-Rotorua	37,839 2 2	2,463 11 11	..	40,302 14 1
109	Woodville-Palmerston	22,338 19 0	6,551 4 10	..	28,890 3 10
110	Mangamahoe-Woodville	1,092 12 0	942 16 2	..	2,035 8 2
111	Blenheim-Awatere	17,359 10 0	106 17 11	..	17,466 7 11
112	Greymouth-Hokitika	..	682 16 2	..	682 16 2
113	Mount Somers Branch	..	82 4 4	..	82 4 4
114	Otago Central	7,017 15 4	5,417 4 2	..	12,434 19 6
115	Catlin's River Branch	11,372 9 2	253 7 11	..	11,625 17 1
116	Wyndham-Fortrose	1,676 4 0	377 10 1	..	2,053 14 1
118	Permanent-way, Sleepers, and Rolling-stock Additions to Open Lines, unauthorised	254 0 0	1,063 15 0	35,200 0 0	36,517 15 0
		..	1,601 15 3	..	1,601 15 3
		127,751 13 6	21,625 8 5	35,200 0 0	184,577 1 11

APPENDIX C.

SCHEDULE of RAILWAY CONTRACTS CURRENT on the 1st April, 1889, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1890.

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.
Jan. 18, 1889	Lincoln-Little River	Lake Ellesmere Drainage and Reclamation	..	M. ch. lk. ..	M. ch. lk. ..	J. Brightling ..	May 16, 1889	June 28, 1889	£ 4,917 3 0	Contract assigned to E. Porter and Co., 11th May, 1887.
Aug. 14, 1885	Marton-Tē Awamutu (north end)	Poro-o-tarao Tunnel	Formation	1 34 0	..	J. J. O'Brien ..	Aug. 11, 1887	..	46,849 0 0	
Jan. 31, 1889	Helensville Northwards	Kaukapakapa Station-buildings	..	..	..	Larkin and Elliot	March 25, 1889	May 20, 1889	177 0 0	
Jan. 23, 1890	"	Mount Rix Wharf..	..	..	..	Walter Hughes	Oct. 21, 1890	..	2,000 11 2	
March 13, 1889	"	Makarau ..	F. and p.l.	3 6 0	0 40 0	John McLean and Son	March 1, 1892	..	26,616 0 0	
Aug. 8, 1889	Grahamstown-Tē Aroha	Flood openings (Thames Borough)	..	..	..	William Elliot	Feb. 5, 1890	Mar. 6, 1890	1,586 0 0	
Feb. 11, 1890	Putaruru-Rotorua ..	Kaponga ..	F., p.l., and stations	10 23 0	0 54 0	Daniel Fallon	Oct. 5, 1891	..	37,839 2 2	
Nov. 6, 1886	Woodville-Palmerston	Manawatu Gorge ..	Formation	4 32 0	..	Jones and Peters	July 31, 1889	..	68,097 1 1	
Sept. 26, 1888	"	Pohangina Bridge ..	..	..	..	W. G. Bassett	April 24, 1890	Mar. 19, 1890	12,447 0 0	
Feb. 8, 1889	"	Ashurst ..	F. and p.l.	7 52 15	0 50 0	P. Honeybone	March 22, "	..	14,484 1 6	Contract assigned to W. Knight, who failed to carry out the work, and new tenders called for (see below).
July 3, 1889	"	Tunnels, No. 1 ..	..	..	..	Jones and Peters	Feb. 26, "	..	2,115 6 0	
July 2, 1889	"	" No. 2 ..	..	..	..	McGrath and Burke	Feb. 26, "	Feb. 24, 1890	1,972 0 0	
Dec. 9, 1889	"	Ashurst completion	..	..	..	Thomas Denby	Aug. 7, "	..	11,862 10 0	
March 27, 1890	"	Tunnels, fronts and lining	..	..	..	Jones and Peters	July 26, "	..	2,182 6 0	
June 1, 1888	Mangamahoe-Woodville	Awapurua Bridge ..	Formation & prot.wks.	1 58 0	..	A. Peebles ..	May 29, 1889	..	3,936 12 0	
Jan. 10, 1889	"	Painting Awapurua Bridge ..	..	..	..	W. Cruttenden	March 15, "	June 7, 1889	311 4 0	Contract relet to G. F. Williams.
Jan. 21, 1890	Blenheim-Awatore ..	Eketahuna Station-buildings	..	..	..	J. W. Cross ..	March 21, "	April 8, "	785 0 0	
March 4, 1890	Greymouth-Hokitika	Utawai ..	Formation	2 50 0	..	McGrath and Burke	Sept. 3, 1891	..	17,389 10 0	
May 25, 1887	Otago Central	Teremakau Bridge	Super-structure	..	..	Scott Brothers	March 18, 1889	July 22, 1889	19,300 12 8	
Sept. 13, 1888	"	Barewood Bridges	..	..	..	J. and A. Anderson	July 9, 1890	..	15,765 9 0	
Nov. 23, 1889	"	Middlemarch Bridges	..	..	..	Sutherland and Nelson	Oct. 15, "	..	1,749 6 4	
March 3, 1890	Catlin's River Branch	Glenomaru ..	F., p.l., and stations	6 18 0	0 38 50	James Innes ..	May 25, 1891	..	11,372 9 2	
May 10, 1887	Wyndham-Fortrose ..	Glenham ..	Tunnel and formation	1 66 0	..	A. Menzies ..	Feb. 3, 1888	Mar. 4, 1890	13,840 19 6	
Jan. 20, 1890	"	Mainai Station-buildings	..	..	..	R. Meikle ..	April 24, 1890	..	1,377 0 0	
March 10, 1890	Port Chalmers Branch	Survey of land for railway	..	..	..	W. H. Hutchison	..	..	257 0 0	

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS and DELIVERIES on 1st April, 1889, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1890.

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.									
PALMERSTON-WOODVILLE DISTRICT.									
25 January, 1889..	Norman Campbell	Woodville ..	10,000 totara*	s. d. 2 5	Woodville Railway-station ..	2,000 ..	25 June, 1889..	..	Completed.
"	Henry Carlson	Danevirke ..	5,000 totara*	2 3	Mangatua Railway-station ..	1,000 ..	"	..	"
"	Alexander Bell	Halcombe ..	12,000 totara*	2 0	{ 3,000 at Halcombe 9,000 at Rata Siding on the Hunterville line	2,400 ..	"	..	"
"	Managh and Co.	Halcombe ..	1,000 totara*	1 11	Halcombe Station ..	200 ..	"	..	"
"	Henry Holland	Bunynthorpe ..	2,000 totara*	2 1½	Bunynthorpe Station ..	400 ..	"	..	"
MIDDLE ISLAND.									
WESTLAND DISTRICT.									
24 January, 1889..	W. and J. Marris	Westport ..	908 silver-pine	2 3	Westport—Ngakawau Railway-line, between pegs 18m and 19m	One-fifth each week	28 Feb., 1889 ..	..	Completed.

* Sawn.

APPENDIX E.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1889, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1890.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date when Contract was completed.	Amount of Contract.
AUCKLAND.					
24 Oct., 1888	Avondale Bridges ...	G. Knight ...	31 Jan., 1889	May, 1889	£ s. d. 112 0 0
5 March, 1889	Mata to Kauroa ...	Gilmour and Co. ...	30 June, 1889	18 July, 1889	161 5 0
HAWKE'S BAY.					
24 April, 1889	Tautane Roads, Nos. 26, 27 ...	Carmichael and Co. ...	...	Dec., 1889	559 11 6
13 June, 1889	Ormond to Waiapu ...	M. McLeod ...	...	7 Jan., 1890	150 0 0
TARANAKI.					
June, 1889	Rotokare, Nos. 5, 6, 8 ...	R. Stanley ...	...	...	196 19 9
May, 1889	Eltham and Bush Roads, No. 198 ...	E. Care ...	...	...	320 0 0
Feb. 1890	Mokau Punt ...	W. Campbell ...	June, 1890	...	189 6 4
19 Feb., 1889	Kaupokonui Bridge ...	F. H. Cane ...	30 June, 1889	Aug., 1889	339 10 0
22 Feb., 1890	Pukearuru to Mokau ...	E. Hunt ...	...	...	146 16 0
29 Mar., 1890	Otakeho Bridge ...	E. Care ...	May, 1890	...	367 0 0
WELLINGTON.					
31 Dec., 1889	Mangatainoka ...	M. Tangey ...	30 June, 1890	...	377 3 4
1 Sept., 1889	Tiraumea Bridge ...	C. B. Vine ...	30 June, 1889	19 July, 1889	1,956 13 10
20 July, 1888	Rangitumau, No. 51 ...	Mortensen and Co. ...	Dec., 1888	31 Mar., 1889	188 18 0
1 Oct., 1888	Makakahi, No. 157 ...	M. Guerin ...	30 Jan., 1889	17 May, 1889	107 17 7
1 Mar., 1889	Mangaone to Tiraumea, No. 45 ...	Shadbolt and Co. ...	31 May, 1889	3 Aug., 1889	150 14 10
28 Jan., 1890	Tutae to Kapa. No. ...	H. Cornelius ...	31 May, 1890	...	137 5 9
20 Sept., 1889	Puketoi, No. 71 ...	C. Parker and Co. ...	...	...	188 0 0
" "	" 72 ...	E. McMahon and Co. ...	...	...	132 14 0
" "	" 73 ...	Sheehyn and Co. ...	...	...	191 0 0
NELSON.					
8 July, 1887	Lyell Bridge ...	J. and A. Anderson ...	17 Mar., 1889	...	8,957 0 0
WESTLAND.					
23 Feb., 1889	Cook's River Flat ...	Reedy and Co. ...	31 Dec., 1889	7 Jan., 1890	971 0 0
MARLBOROUGH.					
Dec., 1889	Raiponga ...	Higgins and Olsen ...	July, 1890	...	486 0 0

APPENDIX F.

SCHEDULE of CONTRACTS for ROADS on GOLDFIELDS current on the 1st April, 1889, and CONTRACTS entered into by the MINISTER of MINES during the Year ended 31st March, 1890.

Date of Contract.	Name of Road.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.
Mar. 29, 1889	Westport to Karamea	Mokihinui Bridge	G. Sangster ..	Dec. 12, 1890	..	£ s. d. 4,835 0 0
Nov. 20, 1888	Arthur's Point to Skipper's	Completion ..	J. Maher and Sons	July 20, 1889	..	3,733 6 7
Mar. 3, 1890	Collingwood to Karamea	Section No. 3 ..	Perry and Ellis ..	Sept. 3, 1890	..	100 0 0
Mar. 3, "	Ditto ..	" 4 ..	" ..	Sept. 3, "	..	96 12 0
Mar. 3, "	" ..	" 5 ..	Williams and Harvey	Sept. 3, "	..	158 4 0
Mar. 3, "	" ..	" 6 ..	Perry and Ellis ..	Sept. 3, "	..	101 4 0
Mar. 3, "	" ..	" 7 ..	" ..	Sept. 3, "	..	146 4 0
Mar. 3, "	" ..	" 8 ..	" ..	Sept. 3, "	..	112 15 0
Mar. 3, "	" ..	" 9 ..	Richards and Williams	Sept. 3, "	..	190 6 0
Mar. 3, "	" ..	" 10 ..	Williams and Harvey	Sept. 3, "	..	192 2 0
Mar. 3, "	" ..	" 11 ..	Perry and Ellis ..	Sept. 3, "	..	199 12 0
Mar. 3, "	" ..	" 12 ..	" ..	Sept. 3, "	..	195 0 0

APPENDIX G.

ANNUAL REPORT ON PUBLIC WORKS BY THE ENGINEER-IN-CHIEF.

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

SIR,—

Public Works Office, 1st June, 1890.

I have the honour to submit the following report on the various works completed and in progress throughout the colony during the financial year ending the 31st March, 1890:—

RAILWAYS.

ABSTRACT.

The following table shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1890:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1890.		Liabilities on 31st March, 1890.	
	M. ch.	M. ch.	£	s. d.	£	s. d.
Kawakawa	7 41	7 41	90,235	8 4	..	..
Whangarei-Kamo	9 20	6 52	70,095	9 3	..	..
Helensville Northwards	110 0	7 42	32,103	17 3	30,090	12 6
Kaipara-Waikato, with Branches	172 36	151 1	1,379,374	15 4	127	13 9
Waikato-Thames	62 55	30 55	206,800	15 0	792	14 0
Morrinsville-Rotorua	73 36	41 60	236,722	1 1	40,487	6 5
Wellington-Napier and Palmerston North	230 15	188 2	1,855,107	17 0	32,044	1 1
Wellington-Foxton	..	..	41,897	7 9	286	9 7
Foxton-Waitara	202 63	197 60	1,408,900	8 5	3,512	9 9
North Island Main Trunk	216 0	53 7	332,082	11 10	9,028	4 5
Nelson-Roundell	52 0	22 73	177,947	18 8	..	..
Greymouth-Nelson Creek	7 69	7 69	216,178	5 5	10	6 0
Greymouth-Hokitika	24 0	..	99,783	15 0	682	16 2
Westport-Ngakawau	19 61	19 56	226,414	14 6	..	..
Picton-Hurunui—Picton-Awatere Section	34 40	17 73	231,601	3 4	17,529	7 11
Picton-Hurunui—Red Post Section	9 50	9 50	39,033	14 4	..	..
Hurunui-Waitaki, with Branches	474 41	433 38	2,507,277	2 9	279	16 10
Oxford-Malvern	11 44	11 44	59,210	11 0	..	..
Waitaki-Bluff, with Branches	560 60	434 4	3,494,345	18 4	14,711	6 8
Otago Central—Chain Hills—Middlemarch	41 57	16 67	489,983	5 3	12,434	19 6
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	318,630	11 11	213	9 8
Western Railways	57 56	57 56	223,803	19 2	6	12 8
Preliminary surveys	..	..	64,805	13 0	106	3 8
Miscellaneous	..	..	10,336	19 11	..	..
Stock of permanent-way and rolling-stock on hand	..	..	81,423	2 10	36,517	15 0
Value of permanent-way in hands of Railway Department	..	..	25,000	0 0	..	..
Total	2,495 28	1,813 14	13,919,097	6 8	198,862	5 7
PROVINCIAL GOVERNMENT LINES, &c.						
Canterbury (lengths included above)	..	..	731,759	0 0	..	..
Otago	..	..	372,522	2 5	..	..
Gisborne to Ormond Tramway	..	..	4,975	1 7	..	..
Grand total	2,495 28	1,813 14	15,023,353	10 8	198,862	5 7

During the year a total length of 43 miles 62 chains of railway was opened for traffic, 22 miles 30 chains in the North Island and 21 miles 32 chains in the Middle Island. The following table contains particulars of the sections:—

Railway.	Section.	Length.	Date opened for Traffic.
Helensville Northwards ..	Helensville to Kanohi ..	M. ch. 7 42	3rd May, 1889.
North Island Main Trunk ..	Te Kuiti to Upper Mokau ..	8 53	8th May, 1889.
Wellington-Woodville ..	Mangamahoe to Eketahuna ..	6 15	8th April, 1889.
Westport-Ngakawau ..	Extension to Coal Company's line ..	0 37	31st March, 1890.
Ashburton Branch ..	Mount Somers to Springburn ..	4 08	9th September, 1889.
Otago Central ..	Chain Hills to Hindon ..	16 67	24th October, 1889.
Total ..	..	43 62	..

A coloured diagram, showing the length of railway opened each year from the commencement of the public works, is attached to this report.

PUHIPUHI TRAMWAY.

Kamo to Puhipuhi.—With the view of bringing to market the kauri timber in the Puhipuhi forest, through which fire had passed in 1888, a trial survey has been made for a tramway $14\frac{1}{2}$ miles in length. The route selected is from Kamo *via* the Sodawater Flat, McDonald's Hill, and Hikurangi. After leaving Hikurangi the line runs down to the Whakapara River, and continues on to the Waiotu River, crossing the Wairiki and other small streams. All of these rivers and streams will be useful for bringing timber out of the forest to the tramway. In the first four miles there will be some heavy banks and cuttings, but the works on the remainder of the line will be very light. The coal-seams and limestone-deposits at Hikurangi should afford some traffic to the tramway, in addition to the kauri timber and the possible business from the silver-mines at Puhipuhi.

HELENSVILLE NORTHWARDS RAILWAY.

Kaukapakapa Section.—The station-buildings having been completed, the railway was opened for traffic to Kanohi, 43 miles 30 chains from Auckland, on the 3rd of May. The maintenance of this section proved very heavy during the time it remained in the hands of the contractors. The wet season caused heavy slips in the cuttings, and a considerable amount of work was needed to keep the line in proper order.

Makarau Section.—For the formation and platelaying of this section, 3 miles 6 chains in length, tenders were invited in January, and that of Messrs. John McLean and Son was accepted. The country being very broken and wooded, the works, including a tunnel of 627 yards, are heavy, and two years have been allowed for their completion. The contractors have only had time to make preparations for commencing the work, but there is every indication that they intend pushing it on vigorously.

Mount Rix Wharf.—In January a contract was let for this work. The approach-bank has been finished, and some of the plant and material for the wharf is now on the ground.

Surveys.—The contract-survey of the Tahekeroa Section, 46 miles 36 chains to 49 miles 57 chains, has been made. The line is fairly level, but it has a considerable number of curves. The works will be moderately heavy. The permanent survey of the next section is also in progress, 4 miles being finished. Here the country is steep and broken; consequently the works will be heavier than on the preceding section.

WAIKATO-THAMES RAILWAY.

Flood-openings, Thames Borough.—To provide additional waterways for the flood-waters from the principal streets, a contract was entered into for building additional culverts, and, with the exception of the maintenance, which is still in the hands of the contractor, the work has been satisfactorily completed.

Wharepoha-Omahu Drainage.—The outfall drain, $2\frac{1}{2}$ miles long, crossing the railway at 12 miles 72 chains, was cleared out, and a stop-bank put in the side drain to prevent the flood-waters backing up.

Te Aroha Block Drainage.—The deferred-payment settlers on Block XI., towards the cost of whose drainage a contribution has been made, are gradually doing the work, and it should soon be finished. The small bridge over the outfall drain on Block Ahikope No. 2 has been erected.

Waikato Land Association's Drains.—The drains through the Association's property are in progress.

THAMES VALLEY-ROTORUA RAILWAY.

Kaponga Section.—The contract, 10 miles 23 chains in length, for the formation, platelaying, and stations to Okohiriki was let early in February, and a good start has been made by the contractors.

NORTH ISLAND MAIN TRUNK RAILWAY.

Waiteti Section.—Although finished at the date of the last annual report, the Waiteti Section was not opened for traffic until the 8th of May; the contractors attended to the maintenance until the end of June.

Pororo-tarao Tunnel.—This is the only construction-work in progress on the North Island Trunk Railway; it is now approaching completion, and should be finished this month.

WOODVILLE-PALMERSTON RAILWAY.

Woodville-Gorge Section.—During the year the two small tunnels were carried out by contract, and at the close of the year a tender was accepted for lining them. On the completion of a few minor works now in hand the platelaying can be proceeded with.

Manawatu Gorge Section.—Steady progress has been made with the works on this section, and it is expected that they will be finished in the course of a few weeks.

Pohangina Bridge.—This bridge was finished five weeks before the contract date. The work has been in every respect satisfactory.

Ashurst Section.—The original contractors for the formation and platelaying up to the Pohangina bridge stopped work in July, and the contract was transferred. In September the second contractor became involved in difficulties, so the work was readvertised and let to another contractor early in December; since then fair progress has been made.

General.—It is intended to put the platelaying on the various sections in hand in the course of a week or two, with a view of the line being ready for traffic before the ensuing summer.

NEW PLYMOUTH-FOXTON RAILWAY.

Surveys.—The survey of the railway as constructed between Wanganui and Greatford has been finished. This completes the survey of the line from New Plymouth to Foxton.

WELLINGTON-WOODVILLE RAILWAY.

Awapurua Bridge.—The painting of this bridge has been finished. The protective works and stream-diversion were delayed by the difficulty in arranging with the Maoris for the land required. After a settlement had been effected the work was pushed on, and the greater part of it has been executed.

Wiwaka Section.—This section was opened for traffic on the 8th of April, and the maintenance satisfactorily attended to by the contractor. The station-buildings and water-supply at Eketahuna have been finished.

PICTON-AWATERE RAILWAY.

Utawai Section.—A contract for the formation of the line for a distance of 2 miles 50 chains to the Dashwood Pass was advertised in January, and a tender accepted in March. The contractors are making good progress with the opening out of the works and obtaining the necessary plant and materials.

Dashwood Station Approach Road.—A survey has been made of the road to connect the present terminus of the railway at the Dashwood Pass with the road up the Awatere Valley.

Vernon and Dashwood Sections.—The formation of these sections has been made for several years. The line was set out afresh during the past year, so that plans for the works required to complete the railway can be prepared at short notice.

WESTPORT-NGAKAWAU RAILWAY.

Westport Coal-staiths.—The pile-facing in front of the staiths, to prevent large stones falling into the river, was finished in June, and has quite answered the purpose for which it was designed.

Westport-Ngakawau Railway Extension.—The extension of 37 chains to join the company's line was opened for traffic on the 31st March.

GREYMOUTH-BRUNNERTON RAILWAY.

Surveys.—During the year the work on this railway was confined to a few land surveys.

GREYMOUTH-HOKITIKA RAILWAY.

Teremakau Bridge.—The Teremakau Bridge was completed in July. It consists of six spans of 121ft., with a wrought-iron superstructure on cylinder piers and concrete abutments, all the iron work having been manufactured in the colony.

Minor Works.—At the Hokitika Wharf some small works were carried out and a 2-ton crane erected.

Surveys.—The survey has been made of the deviation towards Kumara, and a contract prepared for the section between Kapitea and Teremakau, which includes it, but tenders have not yet been called for the work.

MOUNT SOMERS RAILWAY.

The Railway Department carried out the bridges and platelaying on the extension to Springburn for this department, and traffic was commenced on the 9th September.

CATLIN'S RIVER RAILWAY.

The work done by the "unemployed" up to the twelfth mile has been maintained, and on the 25th February the Glenomaru contract was let for completing the formation, platelaying, and station-buildings to 13 miles 10 chains. This will bring the railway to near the tunnel at McDonald's Saddle.

EDENDALE-TOITOI RAILWAY.

After considerable delay the Glenham Tunnel and formation-contract was finished in May, and the contract for the platelaying has since been carried out. The Mainai station-buildings are in progress, and, as the contractor is getting on very well with them, the line should be ready for traffic directly.

SURVEYS, OTAGO DISTRICT.

The land-plan survey of the 30 miles of railway from Winton to Lumsden has been finished, and the plans of the last 13 miles are with the Chief Surveyor for certificate. A contract was let on the 12th March for the survey of the Dunedin and Port Chalmers line. The only sections for which land-plan surveys are now required are from Waiareka Junction to Ngapara, 15 miles, and from Athol to Kingston, 19 miles. A number of surveys for Proclamations taking additional pieces of land required on the various open railways have been made.

OTAGO CENTRAL RAILWAY.

General.—The first section of this railway, from the Chain Hills Junction to Hindon, 16 miles 67 chains, was handed over to the Railway Commissioners and opened for traffic on the 24th October. Generally, good progress has been made with the works beyond Hindon, and it is still expected that the line will be ready for opening to Middlemarch early in the ensuing summer.

Chain Hills to Hindon.—Until taken over by the Railway Commissioners, the maintenance of this section was attended to, and the line kept in good running-order.

Hindon to Sutton: Formation and Platelaying.—The permanent-way has been laid to Flat Creek, 22 miles 78 chains, which is as far as the bridges are finished, and the formation trimmed up

to the Sutton Stream, 33 miles 11 chains. The bottom ballast is on for 5 miles beyond Flat Creek, and enough stone has been broken for ballasting right up to the Sutton.

Barewood Bridges Iron Piers and Superstructure Contract.—The three first and largest bridges—viz., those at Barewood, Slope Gully, and Flat Creek—have been finished. The contractors were disappointed in the first shipment of material, iron for the last bridges coming out first; so it is probable the contract will be a month or so behind time.

Middlemarch Section.—The formation has been completed, and the bridges and culverts are well in hand. The filling-in of the Middlemarch station-yard was finished last month, and, on the 6th instant, a tender was accepted for the erection of the necessary station-buildings. A plentiful supply of ballast being available 2 miles beyond Middlemarch, it is proposed to proceed with the formation and platelaying to that point, 42 miles from the Wingatui Junction.

HARBOURS.

WESTPORT.

Breakwaters.—There has been 131,157 tons of stone put into a further length of 382ft. of the west breakwater, at an average cost of 2s. 11d. Until the end of May, 1889, the stone was deposited from a tiphead without staging, but staging was then commenced, and 360ft. has been erected. The average cost per lineal foot of the breakwater, including staging, was £60.

The east breakwater has been extended 1,535ft., with 87,880 tons of stone, costing, on an average, 2s. 11d. a ton. After August staging was used, the length erected being 666ft. This brings the cost of the breakwater up to £12 10s. per lineal foot. The breakwaters were carried out under a large contract during the greater part of the year, but the work has now been let in small contracts to parties of the workmen.

Subsidiary Works.—A contract was entered into in February for 15 chains of railway from the Cape Foulwind line to the place for the proposed training-bank in the river. Thirty end-tip trucks have been converted into side-tip trucks. The contracts for piles and sleepers were satisfactorily carried out. Some small additions to the cattle-pens, further planting and repairs to the protective works at the Buller overflow, and the repairs and painting of the Harbour Board offices and stores have also been done.

Dredging.—At the approach to the cattle-wharf 3,200 tons of material were lifted, and 12,600 tons at the coal-staiths, where there is one berth with 18ft. to 19ft. of water at low-water springs, at which the s.s. "Cairntoul" recently loaded over 2,400 tons of coal. In ascertaining the nature of the materials of which the lower bars are composed, 4,800 tons were also taken out.

From the following table showing the depths on the Buller bar for each month of the year it will be seen that there has been an improvement of from $1\frac{1}{4}$ ft. to $1\frac{3}{4}$ ft. :—

				Mean Depths on Bar at High Water, taking Averages of Three Days at each Spring- and Neap-tide.	
				Spring-tides, ft.	Neap-tides, ft.
1889.				21	19
April ...	...	...	...	20	$17\frac{1}{2}$
May ...	...	...	...	$17\frac{1}{2}$	$16\frac{1}{2}$
June ...	...	...	...	$18\frac{1}{2}$	17
July ...	...	...	...	$19\frac{1}{4}$	17
August ...	...	...	...	$22\frac{1}{2}$	20
September ...	...	...	...	$24\frac{1}{2}$	22
October ...	...	...	...	24	23
November ...	...	...	...	$22\frac{3}{4}$	22
December ...	...	...	...		
1890.				21	$18\frac{1}{2}$
January ...	...	...	...	$20\frac{1}{2}$	$18\frac{1}{4}$
February ...	...	...	...	22	20
March ...	...	...	...		
Means for the year ...	...	...	...	21	19

GREYMOUTH.

Breakwater.—The north breakwater was completed in September, 11,209 tons of stone, costing 4s. 9d. a ton, having been deposited in an extension of 50ft., including 25ft. of staging. The average cost of the length constructed during the year was £56 per lineal foot.

The south breakwater has also been finished. An extension of 110ft., including 75ft. of staging, was constructed with 28,811 tons of stone. The average cost for the year of the breakwater was £53 per lineal foot, and of the stone 3s. 7d. per ton.

River Training-wall.—The training-wall, 900ft. long, opposite the new wharf has been made with 16,448 tons of stone, costing 3s. 6d. per ton. The cost of the wall averaged £3 5s. per foot.

Minor Works.—The quay wall has now been raised from the quarry to Tainui Street, in order to protect the railway and town from damage by floods. An extension of 10ft. was added to the cattle-wharf, so that vessels might be unloaded at low water. The tug-steamer "Westland" has been maintained and run during the year, and some small works in connection with the harbour-beacons and plant executed. With the view of maintaining a better depth of water at the wharves, some dredging and an additional training-wall opposite the upper part of the wharf are now being undertaken.

The following table shows the depth on the Grey bar for each month of the year :—

				Mean Depths on Bar at High Water, taking Averages of Three Days at each Spring- and Neap-tide.	
				Spring-tides, ft.	Neap-tides, ft.
1889.					
April ...	...	...	...	21 $\frac{1}{2}$	19 $\frac{1}{4}$
May ...	...	...	...	19 $\frac{1}{4}$	18
June ...	...	...	...	20 $\frac{1}{2}$	19
July ...	...	...	...	17	16 $\frac{3}{4}$
August ...	...	...	...	18	15
September ...	...	...	...	21	18 $\frac{1}{2}$
October ...	...	...	...	21	19 $\frac{1}{4}$
November ...	...	...	...	18	17 $\frac{1}{4}$
December ...	...	...	...	18 $\frac{1}{4}$	17
1890.					
January ...	...	...	...	20	18
February ...	...	...	...	19 $\frac{1}{4}$	16 $\frac{1}{4}$
March ...	...	...	...	18 $\frac{1}{4}$	16 $\frac{1}{4}$
Means for the year ...	...	...	...	19 $\frac{1}{2}$	17 $\frac{1}{2}$

MOKIHINUI.

Vessels of about 9ft. draught can now go up to the wharf at high-water springs, the contract for deepening the inner bar having been finished. Shortly after the completion of the work the dredge "Hapuka" broke away from her moorings and went ashore. The Mokihinui Coal Company, to whom she had been lent, abandoning the vessel, the department undertook the floating of her at the company's expense. After considerable trouble this was successfully accomplished.

ROADS AND BRIDGES, BUILDINGS, ETC.

Although the above works are now generally under the control of other departments, this department has been intrusted with the supervision in the following instances :—

AUCKLAND DISTRICT.

Road from Kawa Railway-station to Waotu.—The approaches to the bridge over the Waikato, built last year, were carried out and the road fenced.

Road to Waitomo Caves.—The survey for a road from Hangatiki Railway-station to the caves having been completed, plans were prepared and contracts let for the bridges over the Mangaokewa and Mangapu Rivers. The bridges are now almost finished; good progress is also being made with the formation of the remainder of the road, 5 miles 36 chains in length, which has been let in small contracts to the Maoris living in the neighbourhood.

Buildings at Otorohanga.—The cottage for Wahanui and the Native school buildings were satisfactorily erected under contract.

WOODVILLE-PALMERSTON DISTRICT.

Tiraumea Bridge.—The contract for the bridge over the Tiraumea River, in the neighbourhood of Pahiatua, has been finished.

Kairanga Drainage.—A survey was made for a drain 1 $\frac{1}{4}$ miles in length along the western boundary of the Kairanga Survey District, and a contract prepared for the work.

RAKAIA GORGE BRIDGE.

The Rakaia Gorge bridge having been severely strained by a heavy gale in September last, it is being thoroughly overhauled and repaired.

WESTLAND DISTRICT.

Buller Road.—The bridge over the Ohika-iti has been finished, as well as four small bridges, and a contract for two other small bridges is in progress. Tenders are now advertised for repairs to the old crib-logging.

Lyell Bridge.—The piers and approaches are finished, and good progress is being made with the superstructure; so the bridge should be ready for traffic this winter. In consequence of difficulties with the foundations, the spans were rearranged, and the bridge will consist of two principal spans of 108ft. and 168ft. and two smaller spans of 42ft. and 20ft.

Mokihinui Bridge.—The current being very strong, and the freshes carrying heavy trees, the main pier has been designed of massive concrete, the smaller pier being of masonry. The superstructure is of iron, in two spans of 144ft. and 84ft., with a 15ft. timber-span at one end. The approaches, 5 chains in length, are nearly finished, and satisfactory progress is being made with the piers and superstructure.

General.—After a survey had been made, a design was prepared for a foot-bridge at Ngakawau. The maintenance of a bridge over the Inangahua, at the Buller Junction, has been attended to; some small retaining-walls were built on the Greymouth-Reefton Road, near Brunnerton; and on the Hokitika-Christchurch Road a deviation of 32 chains near the Taipo River was carried out, and the road maintained until the Survey Department took over the maintenance at the end of July.

Buildings.—A lineman's station is being erected at Longford. At Lyell the Post-office has been repaired and painted. Extensive additions were made to the Courthouse at Westport, and the Post-office repaired. The Reefton Courthouse has been repaired and painted. At Greymouth the Post-office was added to and painted, the Courthouse fenced, and a new Customhouse is in progress. New ceilings have been put in the Post-office at Hokitika, and the maintenance and repairs to the buildings throughout the district attended to.

OTAGO DISTRICT.

Hindon Road.—This road, connecting the Otago Central Railway with Hindon, was fenced where it approaches the railway-station, and the $2\frac{1}{4}$ miles formed by this department has been metalled.

Lake Wakatipu to Milford Sound.—A reconnaissance survey was made to ascertain whether a road was feasible between Lake Wakatipu and Milford Sound. From the survey it appears that a horse-road could be formed at a moderate cost.

ENCLOSURES.

This report is accompanied by the following enclosures :—

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

I have, &c.,

W. N. BLAIR,

Engineer-in-Chief.

The Hon. the Minister for Public Works.

APPENDIX H.

REPORT ON PUBLIC BUILDINGS BY THE ENGINEER IN CHARGE.

The ENGINEER IN CHARGE OF BUILDINGS to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

I have the honour to report to you upon the public buildings of the colony, and on the work executed in connection therewith, during the financial year 1889–90.

I have, &c.,

ARTHUR BELL,
Engineer in Charge of Buildings.

REPORT.

GENERAL.

As population increases, and settlement spreads, the wants of the community grow proportionately. Some spot which last year was merely a road-junction with a carriers' inn and a forge may this year develop into a township demanding facilities for postal, judicial, police, or other services, accommodation for the administration of which must be provided. Buildings in established places utilised or built for the public service which a few years ago were sufficient for the then needs, are to-day, as the village, borough, or town advances in importance, unequal to the demands made upon their space. Offices which have been housed in rented or purchased tenements have to put up with the inevitable inconveniences; and, in many cases, such buildings were originally erected a long time ago, perhaps on a cheap plan, and are now suffering from the effects of age and a general deterioration which no efforts of maintenance can economically or successfully cope with. Some, even, of the buildings originally erected by and continuously utilised for the services of Government in a less degree suffer from the same causes. The paramount necessity for economy, and the exigencies of the consolidated revenue, out of which all public buildings have to be upheld (only new buildings and materially extensive additions to larger existing buildings being charged against loan), have, during late years, prevented many recognised and much-required works of maintenance and upkeep and general repair being effected, the votes granted having been barely sufficient to overtake those requisitions which came under the category of urgent and pressing necessities. These conditions and circumstances, amongst many others, create a continuous and widespread demand from all corners of the colony for new buildings, enlargements, additions, removals, increased facilities, external and internal repairs, alterations, painting, maintenance, furniture and fittings, and a vast variety of other general improvements.

The experience of a comparatively short period of office in charge of public buildings has produced a firm conviction that the large majority of these demands are only too well founded, and unless they are early met in a liberal spirit by the provision of larger votes, the economy which at present bars their accomplishment will be not an economy but a waste. The Government is really in the position of landlord, and there is no private owner of house property but is aware that failure to uphold a fair and proper degree of maintenance will only in the end result in loss, and that it is his interest and economy to preserve that property to the greatest degree possible, not only structurally, but as regards appearance both externally and internally.

Moreover, on first principles surely, public buildings, as such, should, for the credit of the colony, be not only maintained in a very complete manner, and enabled to present at all times a neat and finished, if not imposing, appearance, as well in themselves as in their outbuildings, compounds, and fences; but also should be so dealt with from time to time as to afford full and complete space and facilities for the unhampered transaction of the business of the country, for the requirements of the public service, and for the convenience and comfort of the community in whose interest and for whose service they are designed and erected. These aspects of the case are perhaps not so painfully obvious to those not intimately connected with the general charge of public buildings; but an officer whose duties are established in that field of the service would be failing in the first of them if he omitted to urge as strongly as possible that economy is a quality that cannot be practised beyond a certain point in connection with such very concrete matters as buildings—which cannot be done without, and must be upheld unless the public service and convenience of the country are to materially suffer—without stultifying itself. It is the case, as a matter of hard fact, that a too facile practice of economy for some years past has already so far acted that the public buildings of the colony are far from being in the condition in which they ought to be; and it would be as well if this position were faced as boldly as it has been thought right to represent it strongly.

So far as the necessity of keeping within the limit of the vote of last year on the Consolidated Fund would permit, efforts have been made to cope with the exigencies of the situation; but these

efforts have only been able to cover a portion of the more urgent requirements, and the year closes with the knowledge that very numerous buildings throughout the colony cry aloud, but in vain, for maintenance, repairs, painting, and other works and improvements.

It is hoped that during the coming year this number will be reduced; but it must again be repeated that the position cannot be met without much more liberal funds than the customary vote affords, the average lowness of which is chiefly responsible for it.

The total value of the public buildings and offices of the colony, exclusive of railway-buildings and school-buildings, may be set down as about £2,250,000, of which £1,600,000 represents the value of buildings erected under the General Government, and £650,000 the value of those taken over from the Provincial Governments. Allowing for additions and extensions, and for the fact that the State is both landlord and tenant, and consequently has to pay for everything, including gas, water, furniture, &c., a reasonable figure at which charges for general annual maintenance can be put is 5 per cent. Applying this rate to the value above, £2,250,000, the result is £112,500 as the proper annual vote for maintenance. The usual vote is about £22,500, excluding gas and water and such services, or 1 per cent. These comparative figures speak for themselves. It is not to be wondered at that the public buildings and offices are, so many of them, in a condition in which they ought not to be. Any large private owner of house property who ventured to try and maintain the same at a rate of 1 per cent. on cost would find his tenants deserting him, and dilapidations staring him in the face in a very short time.

EXTERNAL PAINTING.

From a general point of view a comprehensive step in the direction of improving public buildings, in appearance at least, can be taken by painting them externally in a proper and substantial manner with a sufficient number of coats. Such an operation does not alone effect an improved appearance, but also materially helps towards the preservation and durability of the structure, and is, perhaps, in most cases more necessary on this ground than on that of appearance. This subject has received careful consideration, and a strictly-worded standard general specification has been prepared and printed which, amongst other essentials, provides for a preliminary thorough overhaul of exterior of the building, and of its outbuildings, fences, and other dependencies, and of windows, roofs, and gutters, &c., and for the subsequent substantial painting of them with the best class of material and labour.

Although it has not previously been the practice, except in the Railway Department, there appear to be no reasons against, and many strong reasons for, the establishment of uniform standard tints and colours for all Government buildings throughout the colony. Sample-sheets, exhibiting the colours decided upon, and giving also the nature and proportion of the ingredients used in producing them—with regard to which care has been taken to include those only which are in common painters' use, and are readily obtainable at all country stores, as well as city warehouses—are in preparation for issue to all post-offices in both Islands; and by the agency of the specification and these sample-sheets it is proposed to ensure that, whenever the authority is issued for the painting of any public building, wherever situated, the work shall be done in an unusually complete manner, so that gradually the offices of the Government throughout the colony may present a durable and uniform and easily distinguishable, but not unduly conspicuous, appearance and colour. This method, of course, will mean somewhat larger expenditure in each instance than is involved in the usual rather perfunctory ideas of repainting a building, but its intrinsic merits outbalance the additional cost. The diversity of colours in the public buildings at present, even in the same town, affords no indication of their purpose, and it will surely be an advantage to invest them with so usefully distinctive a character. There may be, with advantage, occasional exceptions to the rigid exercise of the standard specifications as far as regards a definite and uniform colour in the large cities, where the public offices are extensive and have special requirements in this respect, but in the country districts it will both facilitate work and establish a desirable system and results.

INTERNAL WORK.

As regards internal work, the nature and requirements of this are of so very varied a character, and present so many different phases, that it is not possible to deal with them in the same general spirit, but it is intended in this branch also to endeavour to arrive at a fair standard and degree of uniformity.

SANITATION.

There is another general subject of the first importance in regard to public buildings and offices which calls for serious attention, and that is their sanitary condition. A revolution—for it is nothing less—has taken place in civilised communities, and more especially in England, within quite recent years, and particularly the last two, upon this vital question. In the professional journals, architects have been even eager to condemn themselves, and to humbly acknowledge their past faults and those of their brethren, and ask remission for their sins, against sanitation. To-day there is advancing with great strides an enthusiastic movement throughout Great Britain to establish a rigid system of registration of plumbers, and to prevent any but those who have attained that registration after passing through a severe and trying examination from liberating their ignorance in endangering the health, if not the lives, of householders by work of their trade unguarded by proper or sufficient knowledge of sanitary requirements. The plumbers, like the architects, instead of defending themselves, come up in repentant crowds for examination and registration. The pages of the trade journals are covered with advertisements of sanitary appliances; the inventor is at work all over the field improving these or devising new ones; the sanitary inspector, who can only attain his rank by test examination, is the most important of all municipal officials—the medical officer of health of country and district officers; the Government, through the local Government Board, is legislating upon and exercising an unwontedly vigorous and earnest influence over sanitary matters; and the

ablest engineers are devoting their best talents and energies to the whole question. Literature of all kinds, urging the importance of the subject, and elaborately displaying and elucidating its details, issues broadcast from the Press. It is the accession of Sanitas; and that never was her reign more necessary is proved by the iniquities and abominations alike in the mansion, factory, residence, and slum tenement which are exposed daily.

Such a wave of opinion and action cannot fail to be reflected in all English-speaking communities; and it was one of the early proposals, on the institution of the department last year, to investigate gradually and thoroughly the sanitary condition of the public buildings of New Zealand. Steps were already being taken quietly in this direction when the unfortunate cases of typhoid fever at Government House—this disease being at the time almost epidemic in the City of Wellington—caused the subject of sanitation to assume unexpected prominence. In addition to the extensive operations at Government House, Wellington, and Government House, Auckland, undertaken and accomplished to thoroughly revise and modernise the whole sanitary systems of those mansions according to the principles now universally recognised and adopted.

There is good reason to believe that insanitary conditions characterize nearly all buildings in the large towns the erection of which took place more than a very few years ago, whether public or private. In smaller buildings and country places there is not the same room at present for the evils of insanitary conditions to attain to the same effect; but as these places grow, and establish systems of sewers, so will the evils grow, unless they are taken in hand. Within the last few years a grudging recognition has been given to those clear principles of sanitation which were laid down by the earlier writers on the subject a quarter of a century ago almost, but have never been practised, and have been ignored to an extent that has only one explanation. That explanation is that to establish proper sanitary conditions in a new building, whether large or small, demands an amount of skilled labour, first-rate work, and expensive material in the drainlayers' and plumbers' trades which at once adds a large percentage to the cost. People are quite ready to accept a fine new house without any certificate from a competent sanitarian that these works have been carried out faithfully and on reliable lines and system. Therefore the architect leaves them out, against his better judgment, to keep down the estimate to the proprietor's limit, or only half-heartedly specifies them. The contractor knows little and cares less about this part of his work, and it is done in any sort of a way, and left in all respects lamentably short of proper precaution, if not actually dangerous to life. That this is fully admitted by the profession has been already stated, and it is therefore, although a reproach, no accusation. It is one of the most hopeful and pronounced characteristics of the present unparalleled sanitary movement throughout England and America that the engineers, architects, and other professional persons responsible for buildings have been the first and the readiest to confess and acknowledge their own shortcomings and sins of omission and commission, while also the first and the readiest to help on and stimulate the movement.

In existing buildings, more particularly when of any age, the expense of establishing a proper sanitary condition is very much greater than in a new building, and is regarded by private individuals as prohibitive, except when enforced by law. As instances in point, it may be mentioned that, whereas the complete sanitary system, embodying all modern ideas and improvements, for a proposed new asylum in New Zealand will not cost more than £800, the revision and modernising of that at the Avondale Asylum will cost not less than £1,500. To put Sandringham right after the Prince of Wales's attack of typhoid fever cost over £20,000. The extensive operations at Government House, Wellington, including all its dependencies, cost in round numbers £1,000; at Government House, Auckland, which was estimated by a distinguished officer of the Royal Engineers, with much experience of similar work in dealing with barracks at home, to cost over £1,500, £500; at the Government Buildings, Wellington, £800. In Christchurch, where the subject is more widely understood than anywhere else in New Zealand, and where, consequently, tradesmen and others are well aware of requirements and prices, the estimate to sanitise four of the principal public buildings and connect them with the Drainage Board's sewers is over £2,500. The estimate to put the London Hospital in a sanitary condition is £7,000, and the work is in hand.

The branch of sanitation more particularly referred to above is that known as house-drainage, and is apart from, though intimately associated with, the larger branch of sewerage. With this latter the designer or contractor of a building has little to concern himself, except as a ratepayer or citizen. The municipality is responsible for whatever may be the state of affairs in regard to the public sewers; and as the only approved practice, whether that is good, bad, or indifferent, is to cut off direct connection by a proper interceptor at the end of the house-drain, it is not a matter of such moment as is sometimes supposed, although it must not be inferred that the most perfect sanitary precautions in house-drainage can in any way excuse defective sewers. These remarks, therefore, do not enter upon the province of the public drains, nor of the responsibilities of the bodies charged with their control, but illustrate the general conditions of house-sanitation.

It has been considered advisable to deal fully with this subject, because the moral responsibility of the State to ensure that all public buildings are erected—or placed—and maintained in a thoroughly sanitary condition is rapidly being accepted in England as an axiom. It is held that, both for the force of example and for the sake of the health and well-being of its immediate servants, this duty is paramount and unquestionable, especially in large towns, and where the number of officers is considerable, and of both sexes.

The free recognition of this by yourself, sir, has enabled the many works already alluded to to be undertaken, each step in the execution of which emphasized its pressing necessity. In all new buildings erected or commenced during the year, the perfection of the sanitary appliances throughout has been fully specified and rigidly insisted upon. Moreover, whenever and on whatever special duty a professional officer of this department travels he is instructed to examine exhaustively as many of the public buildings as possible on the line of his journeys from the special point of view

of sanitation, and report fully thereon. As these reports come to hand they only go to prove the more forcibly that the good work of sanitary reform should not, and must not, be stayed; and it is proposed to make its progress a feature in the operations of the present year.

VENTILATION.

Another matter closely akin to sanitation, as generally understood, but really included within its meaning, is ventilation. While, however, the tendency of all authorities on sanitation is markedly convergent towards one broadly-defined accepted system, that of all authorities on ventilation is almost as strikingly divergent. The number of systems, from intricately elaborate to severely primitive, is legion, and each has its enthusiastic band of advocates. It is on record of perhaps the most eminent scientific engineer of the day, who has evolved a special system of ventilation of his own, for which he claimed absolute completeness, that he had it applied in its full perfection to the large mansion which has recently been built for him on a newly-acquired estate in Scotland, with the result that no one could live in the place until that system was radically altered. Without proposing to embark on any such doubtful experiments, it is urged that many of our larger institutions and public buildings, though fairly well supplied with the simpler systems of ventilation, would be considerably benefited by a more careful application of recognised general principles; and this subject is kept carefully in view in all new works, while it is proposed to improve the conditions in existing buildings where most required. Fortunately, the climatic advantages of the colony to some extent obviate the defects of insufficient ventilation, though they do not excuse their existence.

GENERAL SERVICES.

Gas.—The annual gas-bill for public buildings amounts to considerably over £5,000, which is exclusive of the cost of the consumption of gas at Parliament House during the sitting of the General Assembly, provision for which is made in the legislative vote. This large item is increasing rapidly, not only as new buildings or additions are erected in the cities and towns where gas is already provided, but also as smaller places establish gasworks and call upon the Government to join with the citizens in the introduction of the new illuminant into the public offices. To the problem of how best to set to work for the reduction of this large bill without interfering with the exigencies of the public service much earnest attention has been devoted during the last year. The subject is one involved in no inconsiderable difficulties, and gas engineers and authorities are widely at variance as to the best methods. The primary consideration starts from the meter, and is whether the many forms of patent governors or appliances to control and regulate the quantity and pressure, or improve the quality, of the gas as it passes to the service-pipes, repay in constant effect and in decreased consumption and better light the expense of fixing them; and, if so, which of their number is thoroughly reliable and durable. This is not a matter of much moment to the individual shop-keeper or householder with one meter to his premises, as he is probably persuaded, if investing in a governor at all, to try one or the other more by accident than design; but when the number of meters owned has to be reckoned by hundreds the question of first cost of the installation of any particular governor becomes a very large matter, and may represent over a thousand pounds.

Obviously, therefore, the Government should first make quite sure that the appliance selected will warrant that outlay, and repay it in decreased consumption. The battle of the governors is still raging fiercely in England, while an influential party to the contest confidently affirms that governors are worse than useless, and that the whole matter of economy in gas lies in the class of burners adopted. As these exist in much greater varieties than governors, and new ones claiming perfection are being invented every day, the question of which to apply to many thousands of lights becomes an even more insoluble problem.

A large amount of special information, covering a considerable portion of the wide field opened up by the subject, has been steadily obtained, collated, and studied during the year, and a series of extended and carefully-noted experiments has been made on a large scale upon the merits of various governors and burners at Parliament House, where the main lantern lights of the Legislative Council Chamber, giving 120 jets on a trunk supply-pipe without branches, were selected as affording an exceptionally favourable field for them. The results of these trials afford much additional and practical information, but without enabling a working decision to be come to of such finality as would justify forthwith embarking upon the installation of any particular appliance throughout the colony, which is the object earnestly sought to be attained, in order that any outlay may be thoroughly warranted. The department has, however, come to a pretty definite conclusion on the whole matter; but before taking action upon it it has been decided to wait for replies to communications which have been sent to the Consulting Engineer for the Colony and to the Royal Engineers' office, the object of which is to have carefully ascertained what is the appliance advisedly most favoured and approved in England. It is hoped that these replies will enable the question to be settled, and put the department in a position to take action at once, with an assured hope of materially reducing the gas-bill.

In the meantime efforts have been made, by careful checking of accounts, by agreements with the gas associations, by overhauling services, and by circular advices, to in as great measure as possible put a check on consumption. Under the best of circumstances and all remonstrances, however, there is a natural but irrestrainable carelessness and disregard of economy displayed in lighting up many of the public offices by officers who use them at night, which they would be the first to avoid and condemn if they had to pay for the gas; and this is a most difficult, if not impossible, phase of the question to deal with, inasmuch as night-work is irregular, and consequently the periodical accounts are almost useless for comparative purposes.

The constant discovery of real or alleged improved and cheaper methods of producing gas, not alone from coal, but also from water, and many other sources, and the general expectation of the

day that, while gas for many purposes will hold its own, illuminants as good for domestic requirements promise to attain practical success and introduction, may result in lower cost in the near future. The wonderful developments also of recent years in electric lighting promise almost surely to largely supersede gas, not only in large institutions, but also in public and private buildings of all kinds. At present electric light for these purposes is not less expensive than gas, and hardly less dangerous as regards fire; but no doubt whatever seems to exist that in a comparatively few years it will be as easily attainable as, and more economical (as it is already more satisfactory) than gaslight, and that its risk of life and fire from the highly-charged wires will be reduced to a minimum, while it will also supply heat. When these certain heights of success are attained they might be advantageously introduced in New Zealand, and the gas-bill will become a much less formidable item.

Water.—Although not nearly so heavy an item as gas, the amount paid for water approaches £2,000 per annum. According to local custom, the charge is sometimes by general rate, sometimes by meter rate, and sometimes by general average rate; and there does not appear to be any prospect of, or much advantage in, establishing a uniform system of charge as regards public buildings throughout the colony. The conditions of supply and use are so multifarious and varied that it is difficult to take any other steps than continually to impress upon officers the duty of economizing the consumption, and the avoidance of that unnecessary, often reckless, and always careless, waste which is so common a practice; to endeavour to keep all services in a sound and tight state; and to regulate the conveniences for waste, which are not seldom in excess of actual requirements. A distinct economy has been attained by the passage last session of the Wellington City Empowering Act, under which the Corporation charge for water was reduced materially, both for ordinary use and machinery. The consumption in Wellington is naturally exceptionally large, and, as the Act has only been in operation for a portion of the past year, its effect will be still more beneficially felt in this year's accounts.

The consumption at large asylums is nearly always the heaviest single item in all countries, unless they are provided with their own supplies. In New Zealand this is fortunately the case as regards Seacliff, Sunnyside, and Porirua. Mount View shares in the advantage of the decreased Wellington rate, but Avondale pays very heavily for its water from the Corporation reservoirs, being a very large institution, and requiring the ordinary average supply per head to be exceeded on account of the northern climate. The utilisation of the excellent springs which rise in the grounds of the institution would well repay the necessary first cost; and, as the water is of exceptional purity, there are additional reasons why it should not be allowed to run to waste. It should be added that the Medical Superintendents of these large institutions, without exception, display an earnest desire to keep down consumption to the limit compatible with the admittedly heavy requirements of an asylum.

In water, as in gas, the rapid growth of the community and frequent inauguration of new water-supplies are causes of an ever-increasing expenditure that must tend to outbalance the comparative effect of even the most economical use. It is also the case with water, as with gas, that it is far more difficult to get public servants to practise that economy at their offices which they would be the first to observe and inculcate at their homes.

FIRE-PREVENTION.

The question as to what attitude should be taken up as regards the possibility, probability, and inevitability of fire opens up a question of the first magnitude and importance, and deserving the most earnest and serious consideration. It was very exhaustively and carefully investigated by the Public Works Department in 1887, and a brief *résumé* of the results, which have not hitherto been generally known, cannot fail to be of interest.

In 1887 the Government decided to ascertain what insurance of some of the more important buildings would cost. The Government Actuary (Mr. Frankland) calculated that though it was generally sound policy for the Government to be its own insurer in view of the number of its risks, yet the basis was disturbed if any of the risks were very excessive as compared with the general average risk.

The following were selected:—Stone or brick buildings: Lunatic Asylums at Avondale, Sunnyside, and Seacliff; Supreme Court Buildings Auckland and Wellington; and Provincial Buildings, Christchurch. Wooden buildings: Auxiliary Asylum, Avondale; Mount View Asylum, Departmental and Parliamentary Buildings, Government House, and Museum, Wellington. The amount at which the valuations, less £5,000 own risk, determined the insurance of these should stand was £339,000.

All the insurance companies doing business in the colony were invited to offer risks, and, after considerable correspondence and negotiation, their ultimate proposals were worked out to cover only £233,000 of the above amount, and to represent an average rate of 14s. per cent. This was satisfactory neither as to amount nor rate, the one being too little and the other too high, and the question was reserved for further consideration.

Subsequent inquiries led to an estimate that the gross value of all Government buildings in the colony, including those of the railways, in 1888, amounted to £3,500,000, the insurance on which, even at an average rate of 10s. per cent., would be represented by £17,500. On the other hand, a detailed estimate of the losses by fire during the ten years 1878–88 amounted to £52,000, or an average of £5,200 per annum.

Even allowing a much larger average as for the later years of this period, owing to the increased number of buildings in the colony, and putting it at £8,750 per annum, the total insurance would have doubled the total loss. On these figures it appears to have been decided that economy remained distinctly on the side of the Government taking its own risks, and not insuring outside.

Although, therefore, it was decided on irrefragable grounds not to embark in a general policy of insurance, the wisdom of increasing the efficiency of existing preventions, and of establishing systems in places more or less neglected, was clearly recognised. In most of the large public buildings and institutions where water-pressure was available, more or less successful attempts have been made to enable it to be properly utilised in case of fire; and in Dunedin and Wellington an elaborate system of electric police and fire-brigade alarms has been established, with the aid of the Telegraph Department, and is about to be applied also in Christchurch and Auckland. The possibility of any outbreak of fire obtaining serious mastery is thus reduced to a satisfactorily low mark. These general precautions have been supplemented by many others, such as internal rising mains, fire-hoses, axes, crowbars, fire-buckets, shut-offs to passages and roof divisions, fire-proof paints, escape-ladders, hand-pumps, grenades, sprinklers, and other approved appliances, all of which, as well as all other details of the whole system, are, where possible, arranged in consultation with the captains of fire-brigades, and designed as regards all fittings and connections in keeping with those of the brigades, so as to enable these, when coming upon the scene of a fire, to utilise them freely and readily along with their own. In addition, night-watchmen, with specified patrol duties, the faithful performance of which is checked by electrical or mechanical tell-tale clocks, are attached to many of the more important public offices and institutions.

From this it will be evident that a good deal has already been done; and in all important new buildings undertaken last year due provision has been made of appliances. Nevertheless, there is both room and urgent necessity for immensely wider development. It is only the larger and more important offices and institutions that are thus more or less safeguarded, and a moment's reflection will serve to show how vitally important it is that every possible effort should be made to bring the systems of prevention to the highest and most perfect development. Taking only some of the wooden buildings in Wellington as an example—there are the Parliamentary Buildings, almost entirely of wood, with innumerable valuable State papers and documents, and a splendid library; the departmental offices, with the whole of the archives, records, accounts, and rolls of the colony, and other books and papers absolutely irreplaceable if destroyed; Government House, with Imperial documents and records; and the Museum, with its valuable collections. Not to mention in connection with these the destruction of the buildings themselves by fire, the collateral losses would represent hundreds of thousands of pounds, would absolutely wipe out many pages of the colony's history, and would be national. At Mount View, with its hundreds of patients, a lamentable loss of life, such as too frequently accompanies fires in asylums, might be the penalty.

These illustrations could be abundantly repeated from other large towns in the colony; while, if country places are considered where fire-prevention appliances are the exception rather than the rule, and nearly every public building is constructed of wood, and often necessarily left quite unguarded after night-work, when fires and lights have been burning, the call upon a Government, which on more than justifiable general grounds does not find in its accounts any expenditure for insurance, to at least provide a liberal annual vote for prevention appliances is distinct and undeniable.

These views were represented last year, but the stringencies of economy witnessed the disappearance of the suggested vote from the estimates. It is difficult to see how even the most persistent advocacy of retrenchment can deny the situation; and the appearance on the estimates this year of the reasonable sum which you have sanctioned should, it is strongly urged, be accepted as an annual recurrent item, of the absolute necessity of which there can be no rational question. A department charged with the administration of the large numbers of public buildings and institutions which cover the face of the colony from the North Cape to Stewart Island would omit an essential demand of duty if it failed, in season and out of season, to urge by every means at its command this most important question of fire-prevention. In the future, this urgency can be somewhat discounted by a closer adherence to the policy of building in brick or stone wherever possible, which is desirable not only on account of lesser risk of fire, but also on the grounds of durability.

It is in asylums, perhaps, that the necessity for a complete system of fire-prevention is most essential, and greater facilities for escape in the way of flying staircases or ladders, or other of the many patent appliances for the purpose, are much wanted. The Commissioners of Lunacy in England are tirelessly persistent in demanding that all the institutions under their inspection should perfect their fire-appliances; and the same policy should be pursued in regard to our asylums.

FURNITURE AND FITTINGS AND OTHER MISCELLANIES.

Of the multitudinous requisitions, large, medium, and small, for supply of an infinite and bewildering variety of furniture, fittings, and miscellaneous requirements for public offices, which in the course of a year come to, are dealt with, and passed through by the department, imagination better than description must be relied on to form an idea; but, although small matters in themselves, their supply involves an amount of estimating, specifying, valuing, checking, registering, and account-keeping which makes serious inroads on the time and more important duties of the staff of the head office. A due regard is paid to economy in these items, and in aiming at the provision of plain but neat and serviceable furniture and fittings for the public offices, without any of those elaborate designs and enrichments which frequently characterize the interior of private institutions and offices.

CARETAKING AND MISCELLANEOUS SERVICES.

Where special circumstances require it with larger public buildings caretakers are employed, who have to supplement their general duties in that capacity before the opening and after the closing of the offices by service as messengers, or the performance of other specified duties.

Arrangements have to be made for the large towns, generally by contract, for many miscellaneous

services, such as cleaning of offices, chimney-sweeping, cartage, window-cleaning, scavenging, coals, firewood, maintenance of venetian blinds, and many others. These involve a certain degree of annual revision and preparation, and a considerable amount of account-keeping. An undesirable variety of practice as regards these miscellaneous services has grown up gradually, as the result of custom or the local views of various departments, and a general impression that so long as an arrangement was made it was not of much consequence whether it was on the lines of any general system. Confusion sometimes arises from these causes, and a change should certainly be made. But reorganization in this direction would be a prolonged and troublesome operation, and the end to be attained not commensurate with the time and attention requiring to be devoted to it, while so many other more important matters have had to be dealt with since taking charge of the department. The matter, however, will not be lost sight of.

ADDITIONS.

Some special points relating to additions to public buildings are assuming dimensions which will require dealing with immediately upon definite lines. They may be divided into three main classes.

The simplest is where the additions or extensive alterations are required to the public offices proper to provide necessary further accommodation in the interest of the public needs. These are almost invariably carried out to drawing and specification by contract, and are therefore previously well considered in regard to both planning, expense, and harmony as far as possible with the existing portion of the structure, but are sometimes of an extent which makes it doubtful whether it would not be wiser to erect a new building altogether. This point may not be decided by wisdom, but by the funds which may happen to be available.

The second arises chiefly in the case of post- and telegraph-offices and police-stations, and, occasionally, of caretakers' cottages and Courthouse adjuncts, gaol-warders' premises, &c., and is where the additions are not required to the public offices served by these officers, nor in any correct sense for the requirements of the public service at all, but to the attached, semi-detached, or detached living-quarters. These are certainly Government buildings, but are equally certainly not public buildings properly so called. As time goes on, the public servant occupying them, for whose requirements they were at first sufficient, and who may be, and very often is, a hard-working and reliable officer, finds his family increasing and is pinched for room, and, in a few years, not only discomfort but also decency demand further accommodation. These cases, if they were of rare occurrence, might reasonably be met by the State recognising the situation where the officers' merits deserve it, and providing the accommodation. But the applications are pouring in in alarming numbers from all parts of the country, and, although the heads of the departments concerned endeavour as far as possible by removals, transfers, and exchanges to places with larger quarters—in themselves no slight hardship if unaccompanied by promotion—to meet the most urgent cases, the opportunities of successfully overcoming the difficulty in this way are very few, and cause an embarrassment to the departments which is not coupled with any advantage to the public service.

This question will very soon have to be faced and a definite policy laid down—whether the State is to decline all liability in such cases, to aid the officer by subvention or grant under specified conditions of expenditure, or to call upon him to meet the demands of decency and health by erecting additional accommodation at his own cost. The first is the simplest, the second doubtfully a charge on the public service, and the third would be impracticable in ninety-nine cases out of a hundred. There are on record of the departments and this office a very large number of these cases, with which it is found most difficult to deal in any satisfactory way.

The third class arises out of the one last stated. It not seldom happens that the exigencies of the case are such that some additional accommodation must be provided in some way or another. The officer concerned, after repeated applications, which cannot be met because available funds are required for more urgent and properly so-called services offers in despair to build rooms on himself if granted a certain allowance-in-aid. The result where the allowance is granted, which must nearly always be at hap-hazard as to result, is that some sort of cheap leanto is put up in bush-carpentering style, with the not improbable consequence of depreciating and disfiguring a public building. There is only one way out of this, and that is for the State, if it does give a grant-in-aid, to do so only on such conditions and with such liberality as will ensure the whole work on which it is to be expended being executed with due regard to durability, finish, and harmony.

RENTED BUILDINGS.

Although most of the public buildings are Crown property and upon Crown lands, there is, nevertheless, a considerable number of rented offices and quarters upon leased property. In some few cases, such as the old printing-office and Te Aro Police-station at Wellington, and the Central Police-station at Dunedin, the tenements are large and the ground occupied of some extent. In all these cases, of course, the Crown, although recognised as an excellent tenant, is charged a high rental, and complications are apt to arise and claims to be made, especially at expiry, with regard to these leases.

To acquire all these rented properties, and to retain them, or replace them with a better class of structure, would involve an expenditure for which funds have not been provided. But, apart from the fact that many of them are not suited to the needs of the public service, having been acquired perhaps long ago, or in the hurry of necessity, there are many other reasons why it is undesirable that public offices or the free quarters of public servants should be under rent to private persons; and this is a matter that should receive consideration with a view to a gradual extermination of such cases. In police-stations an effort is being made to reduce the rented quarters or offices.

IMPORTANT BUILDINGS UNDER CONSIDERATION.

Amongst important new buildings that have been contemplated but not authorised, and in connection with which certain office-work has been done during the year, are those following:—

Parliamentary Library and Alterations to Parliament Buildings.—The designs for a new library for the Parliament Buildings were prepared and tenders called for in 1887. This was for a detached fireproof building; but it is thought the library might be accommodated within the present building, and drawings have been prepared to facilitate the planning of this, and of improvements to the buildings generally.

Archives Buildings.—The possible loss to the colony should any disaster by fire occur in the Government Buildings has long been recognised, and the accumulation of State papers, documents, and registers now severely taxes the accommodation of the safes, and crowds out many records, plans, and papers which should not be exposed to risk. Designs for two archives buildings, connected by flying galleries to the back wings of the Departmental offices, were prepared some years ago, the estimated cost being £15,000; but funds have not yet been made available. The necessity for some such repository for State papers will soon become quite undeniably urgent.

Lunatic Asylum.—The existing asylums cannot any longer accommodate the yearly influx of patients, and a design has for some time been in course of preparation for a new central asylum at Porirua, on a plan thoroughly thought out in England, approved by the Commissioners in Lunacy, and easily applicable to New Zealand conditions.

Museum.—The Museum is becoming too small for the collections gathered and work done within it, and additions have repeatedly been asked for by the Director.

Dunedin Gaol.—Complete plans for rearrangement and extension of Dunedin Gaol were some time ago prepared under the Prisons Department, and have lately been provisionally considered; but no instructions have been given as to seriously undertaking the work.

GOVERNMENT DOMAINS.

The vote for Government domains is somewhat generally supposed to be solely for the advantage of Wellington, and to be expended in keeping up the gardens of Government House, with an idea that the Botanical Gardens are included in some way or another. In reality, it covers expenditure over a much wider field. Amongst other items the gardens and grounds of Government House and Admiralty House, and the shrubberies and beds round the Supreme Court, Auckland; the gardens and plantations and fences of all the Ministerial residences, Parliament buildings, and Government House, Wellington; of the old Departmental Buildings, Christchurch; and the compounds of the many blocks of public offices, the enclosures of which comprise more or less extensive shrubberies, lawns, or flower-beds, are all upkeep out of this vote. The wages of gardeners and occasional labourers, and cost of gravel, tools, manure, seeds, plants, shrubs, flowers, &c., employed in these operations are also defrayed out of it. It will be seen from this that there is a good deal of ground to be covered, and that, far from being extravagant, the vote of £900 is not sufficient to enable the enclosures of public buildings throughout the colony to be kept in that degree of neatness and order which should distinguish them.

SCHOOL-BUILDINGS.

The vote for school-buildings is only nominally under the Public Buildings Department. It is really administered by the Education Department, and particulars will be found in the Education Report. This office occasionally advises on technical or professional points which may arise between the Education Department and their architects; and, when required, provides drawings and specifications, performs occasional inspections, and advises with regard to Native schools. But the amount of this work is not very large.

DESIGN.

It may be said in general of the public buildings of the colony that, although so largely constructed in wood, they are of substantial and neat design, and well adapted for the requirements of the public service if maintained in condition and appearance to the point that is reasonable and desirable; which can only be done by the allotment of sufficient funds to the department intrusted with their control. As a rule they are constructed more solidly and strongly than would be required in the specifications of private architects, cut down to the lowest possible limit by proprietors; and the inspection and supervision under which they have been and are erected is certainly more continuous and rigid under the Government than in private practice. The colony therefore obtains good value for the money expended on its public buildings.

There are, of course, many buildings and offices as to which these remarks do not hold good. To this class belong rented or purchased tenements occupied for the public service, the need for which at the time of their acquisition may have been peremptory, and prohibitive of the delay required for new buildings; and some of the older offices, which, owing to the demands of other places, have continued to be utilised because they were available, when really they should have been replaced with others better designed and more suitable.

In the cities and large towns, where building in brick is made compulsory by the municipal by-laws, the Crown, although not legally bound thereby, almost invariably complies with advantage. This principle of building in more durable material than wood might well be given greater expansion: the additional cost is not heavier, even in country places, than is represented by the annual value of the more rapid depreciation of wooden buildings.

Naturally, owing to various circumstances, there is considerable diversity of design; but the rule of later years has been to adopt styles which are rather serviceable and useful than beautiful, and, while conserving such picturesque piles as the Parliamentary Buildings and the old Provincial Buildings, Christchurch, to do so more as memorials of the past than examples for the future.

A recent visitor to New Zealand, an architect by profession, has kindly explained to the British public in the professional journals that the architecture and all surroundings of public buildings in this colony are contemptible and tawdry; but, so long as the public and the public services can be conveniently accommodated and administered within them, the country can perhaps afford to do without those meretricious external attractions upon which so much money is expended at Home, with not unusual detriment to the convenience and utility of the internal arrangements.

LIST OF BUILDINGS.

One of your first instructions upon taking control of public buildings in the Defence Department was that a complete list of all the public buildings of the colony should be prepared.

A preliminary numerical classification has been prepared, and will be found attached.

WORK OF THE YEAR.

The funds of the Public Buildings Department are partly voted out of the Loan Fund and partly out of the Consolidated Fund; it is natural, therefore, to observe a division between the works executed out of each. The following are some of the principal items in connection with the past year's expenditure:—

Out of Loan Fund.

Departmental Offices.—*New Block in Auckland.*—The large new block of Departmental Buildings in Auckland has been completed and occupied. The Customs, Survey, and Native Land Court Departments absorb most of the accommodation, but there are also offices for Ministers when in Auckland, Registrar of Births, Deaths, and Marriages, Audit Inspector, Sheep Inspector, and others. The rooms are lofty, airy, and well lighted, the arrangements of corridors and passages convenient, and the whole of the interior is neatly but not expensively finished. This contract has been carried out under a firm of private architects, Messrs. E. Mahony and Son, instructed by the Government, and has been well and faithfully executed. It holds its own for general appearance amongst the many other fine buildings in brick and stone which distinguish this quarter of the city. The furniture and fittings demanded and supplied in large quantities are plain and serviceable, and considerably reduced from original ambitious ideas. A very large proportion of them has been constructed comparatively inexpensively by day-labour out of the existing fittings in the offices which departments have vacated for their new lodgment. Those which required to be entirely new have been supplied under contract. Linoleum to cover the whole of the floor-space throughout has been imported from England, local firms having declined to avail themselves of the opportunity afforded them of tendering for this supply. Quarters have been provided for a caretaker in the basement, a night-watchman has been appointed, and several fire-prevention appliances instituted. The sanitary arrangements have been specially revised and improved, (the architects agreeing and supervising alterations without commission), these having been insufficiently regarded in the original specification. The fire-prevention system should be further extended, and is planned.

The cost of the structure to 31st March has been £15,366, and of the furniture, fittings, and general accessories of occupation, £172, while the outstanding liabilities are £1,474. There will be some small further expenditure before everything is quite complete, and the probable total cost may be set down at £17,000 in round numbers, being the amount authorised.

In connection with the occupation of this block, it may be mentioned that, in accordance with the Special Powers and Contracts Act of 1885, the Auckland branch of the University of New Zealand takes over the old survey buildings on Constitution Hill, and the professors vacate Admiralty House, in which they have hitherto had free quarters, and which now reverts to the Government. This movement of the University also absorbs the cottage of the caretaker of the Supreme Court buildings, for whom quarters have been fitted up in the offices in that block vacated by the Native Land Court Department. Various other minor changes in the disposition of public offices in Auckland have also followed upon the occupation of these new buildings.

Stamp-printing Office, Wellington.—The printing of the postage and other stamps for the colony has hitherto been conducted in a portion of the Departmental Buildings much cramped for space, without proper isolation, and insufficiently protected by the nightly patrol of the watchman staff; and the Government has decided that this important department shall be transferred to the control of the Government Printer. A considerable amount of time and ingenuity was expended in endeavouring to arrange accommodation for the printing of stamps in the present Government Printing Office, but it could not be satisfactorily managed. A contract has been let for a new brick office adjacent to the Printing Office, designed with special regard to the requirements of stamp-printing, amongst which are isolation, security, a single room, and solid foundations for machinery.

Departmental Buildings, Dunedin.—Extensive and important rearrangements have been made in this large block as regards the judicial portion. The Supreme Court chamber has been reduced in length, the space cut off converted into Registrar and Deputy-Registrar's offices, and the original Registrar's rooms into a convenient Police Court; these operations summarily settling the difficulty as to providing a better Police Court in Dunedin. The Supreme, Resident Magistrate's, and Police Courts are now all under one roof, and adjacent to each other; and this disposition has enabled a useful arrangement to be made of all the offices of these various Courts, giving improved facilities for their working. The sanitary appliances throughout, which were very defective, have been completely revised and modernised; and it is believed the whole rearrangement, which was difficult and complicated to plan out, has been the best that could be done with the building, and is satisfactory to those immediately concerned.

Courthouses.—A small Courthouse in wood has been erected at Onehunga, where the inconveniences of the small and old building in which justice was administered had given rise to loud complaint.

The Police Court at Auckland has been altogether rearranged, the Court-room having been curtailed and additional office-accommodation provided, as well as large loft for storage of documents. The height of the Court-room was reduced, and a coved ceiling introduced, being the best thought-out endeavour to improve the very defective acoustic qualities. This has been fairly successful, inasmuch as it was recognised from the first that a thorough cure was impossible owing to the idiosyncracies of construction of the building (originally erected for a Wesleyan chapel).

The Courthouse buildings at Westport have been enlarged, and altogether repaired and renovated, at a cost of £848. This has effected a much-needed improvement, the edifice having fallen into disrepair, and become too cramped. It is now practically a new building.

The Government contributed a subsidy of £700 towards the erection of the new Municipal buildings at Port Chalmers; and their completion during the year has provided much-needed and improved Court accommodation. The large central chamber serves both for the Town Council meetings and the Court, and the Resident Magistrate and clerks have offices. In addition, the Police have quarters.

At Kaipoi a new Courthouse is in course of erection, with dependencies. The existing offices had fallen into serious disrepair from age and other causes, and were exposed to the flooding of the Waimakariri River. The new buildings are of brick.

The Courthouses most requiring to be erected, when funds are available, are at Danevirke, Hastings, and Rangiora.

Mount Eden Prison.—The two wings in hand of this new prison have been constructed entirely by convict-labour, and have necessarily progressed somewhat slowly for three reasons. The stone which is quarried from the reserve quarries closely adjacent is hard to get, and harder to dress; the general influx of prisoners has been markedly diminished during the present year; while Fort Cautley Prison absorbs a good number for the harbour defences. In order to facilitate construction, and expedite progress, a more extensive use of concrete in place of masonry has been allowed; and an outside contract has been let for the roof-work, for which the walls of one wing are now about ready. The work executed is all very massive and substantial. The lower floors of both wings are in occupation of prisoners, and it is expected that practically the whole portion in hand will be handed over to the Prison authorities this year.

Mount Cook Prison.—Construction here is entirely by prison-labour. The idea of continuing erection on the extensive lines for which the very massive and solid foundations have for some time been laid was abandoned upon your instructions; and the south wing, which alone had risen above foundation-level, has accordingly been closed by a temporary but substantial front. This wing and its towers have also been completed and roofed, the floors boarded, and platforms and galleries of communication to cells well advanced, while a considerable amount of internal finishing has been done. The provisional kitchen and other offices necessary to enable this wing to be occupied are planned and under construction, and a large quantity of excavation and lowering of the site to the level of the intended exercise-yards has been accomplished. It is expected that the whole work will be handed over completed to the Prison authorities this year.

Police-stations.—These are very numerous distributed over the country, and are in noticeable proportion rented tenements. The necessity for many new stations has been pressed by the Police Department, but the funds available have not been sufficient to embrace them all. New stations or offices have been erected in brick or stone at Ponsonby, Taradale, Pembroke, Kurow, Mosgiel, Balclutha, Clinton, and Invercargill; and in wood, at Martinborough, Waipawa, and Culverden. These are all substantial buildings, and have been designed both for the comfort of the occupants and with an office for the requirements of the service, while lockup and stable have been included wherever such did not already exist.

A contract has also been prepared* for a large and important central station at Dunedin in brick and stone, in which sanitation, ventilation, and fire-prevention have been thoroughly considered. This will enable the rented station in McLaggan Street to be altogether given up, its inconveniences, drawbacks, and unhealthiness having become intolerable, and will provide ample and comfortable accommodation for the Police Department for a long time to come, while its position between the gaol and the Courts will afford facilities and advantages for which that department has long been pressing. It is necessary to build additional police-stations this year, if funds are available. They are required at Devonport, Mount Cook (Wellington), Kaipoi, Papanui, Oamaru, and Tapanui in brick; and at Helensville, Stratford and Pahiatua in wood.

Post- and Telegraph-offices.—These are even more widely distributed than police-stations. There have not been the same demands for new buildings, although the claims for additions and repairs on the Consolidated Fund have been very numerous. A new office in stone has been completed at Clyde, and a substantial wooden office at Palmerston North has also been completed, equipped, and occupied. The existing building at Longford has been removed to another site, and considerably added to.

The Postal and Telegraph accommodation is unequal to the public requirements in several places. It is represented to be absolutely necessary to make material rearrangements and enlargements at Christchurch and Invercargill offices, it being no longer possible to deal with the current work satisfactorily. The laying of the duplicate cable has also rendered necessary additions to all the offices and residences at Waiapuaka, owing to both the cable company's and the Government's staff being increased. These three large works it has been proposed to provide for and execute this year.

* Let June, 1890; cost £6,000.

Customhouses.—The Customhouse at Greymouth having become, through age and other causes, unfitted for its purpose, a contract has been let for a new building in wood.

Native Buildings.—A comfortable cottage has been built at Otorahanga, in the King-country, for the Chief Wahanui.

Sanatorium at Rotorua.—Since the destruction of the former hospital by fire it has been urged that some Government institution of the kind must replace it. A plan embodying the views of the department of charitable aid was drawn out, and tenders invited; but the lowest amount being considerably in excess of the vote, amendments and alterations were made, and the first cost reduced to £3,000, at which figure the work has been undertaken, and is now in progress by the lowest tenderer on a definite basis of agreement. The sanitary and fire-prevention systems, which were fully elaborated in the original specification, have been withheld for the present, on account of cost; but it is obvious that they must be executed before occupation—a sanatorium is not a sanatorium in reality without the former, nor an institution of this kind admissible without the latter. The design is on the one-story bungalow plan, and covers a good deal of ground; light, aspect, ventilation, roominess, and general comfort and convenience of arrangement have been carefully studied.

Lunatic Asylums.—As the greater portion of the requirements of asylums are defrayed out of loan, and these institutions are very important, the principal remarks upon them are included here. Ordinary maintenance repairs are, of course, defrayed out of Consolidated Fund.

Avondale.—Owing to cases of typhoid fever having occurred at Avondale Asylum, a special and exhaustive examination and investigation was made in March of the sanitary system and appliances of the institution throughout, down to the smallest details, including the auxiliary asylum and all other dependencies. A few of the worst evils were temporarily put right or improved, and the buildings are now in a condition which has been wont to be regarded somewhat with complacency in the case of other similar large institutions. It is proposed to initiate operations in the winter, the summer and autumn months being unfavourable for such work in the Auckland climate and in connection with so crowded an institution.

To place this large institution in a thoroughly sanitary condition, keeping in view the absolute necessity of non-interference with the management and convenience of the inmates, there is no other course to adopt but practically to relay and remodel the whole of the drains; and as to the rest of the system, to reform it altogether. This will cost not less, first to last, than £1,500 for the house-connections and drains proper. In addition, there is the very large question of the main outfall drain from both the principal and auxiliary institutions to be dealt with. A large portion of this requires to be relaid, and the whole of it requires overhauling. This outfall delivers at a point where a tidal creek comes up to a public road, and has caused a continuous series of complaints, to which it will be necessary to give due consideration. There are three methods by which the difficulty can be met—firstly, by purchasing a right of drain-way through private lands to the sea; secondly, by carrying an iron pipe down the creek to the beach; and thirdly, by instituting a system of collection and distribution of all the sewage on the Asylum farm-grounds, and converting the outfall sewer into a main effluent of filtered water. Of these methods the first and second are probably only convenient ways of postponing the evil day of further troubles and complaints; the third is attended with many difficulties, but would, on the whole, be the best. Any one of the three is a large undertaking, and will involve, say, an additional £1,500. The total cost of placing the institutions, both main and auxiliary, in a thoroughly sanitary condition, according to modern requirements and principles, will be probably not short of £3,000.

The only new work executed at Avondale during the year has been the erection of an additional attendant's cottage, most of the material of which was obtained by the demolition of a temporary annexe on the female side which was no longer required. A stone-crusher and engine have also been employed.

The ventilation of the main institution is defective in the older portions; in the interests of the patients, and owing to the conditions of the climate, it requires very considerable improvement. The ventilation at the auxiliary is good.

Mount View.—No new works have been undertaken at this institution during the year. Successive Medical Superintendents have from time to time much improved the sanitary condition, but to thoroughly modernise things here also no inconsiderable amendments are necessary. An inquiry, however, has not yet been held.

Sunnyside.—The contract for the rebuilding of the west wing, destroyed by fire, was let for £11,686 in March, 1889, and practically completed in March, 1890, the total cost being, in round numbers, £12,000, exclusive of furniture—an inconsiderable addition for extras, seeing the very involved nature of the work to be specified. The whole of the work has been well and substantially carried out. The result is a female side much superior in arrangement and convenience to that which it has replaced, and affording quite new and valuable additional accommodation in the attic-dormitories and the large new day-room and dormitories at the west end. It was hoped that the new buildings would have been occupied in the early autumn, but two reasons have stood in the way of this. In the first place, the sweating of the new walls prevented the distempering and finishing of the plastered walls; and, in the second place the locks sent out from England were unsuited for asylum requirements, through a misunderstanding as to the order. New locks are under order, and as the first supply will be utilised in the new prisons and in police-cells and lockups, there will be no actual loss occasioned to the public.

The sanitation of the new portion has been arranged in accordance with the modern rules and regulations of the Christchurch Drainage Board, and has been executed in every detail under their Engineer or Inspector, and is therefore well assured. That of the undestroyed portion of the Asylum will require amendment.

The subjects of water-supply and fire-prevention at Sunnyside are both large questions. The

artesian well, which has hitherto supplied the institution, is giving out a decreased supply, and it will be necessary to sink to the deeper stratum. The engine which pumps this supply to the tank-towers is unequal to the demands made upon it, and a new boiler and Worthington pump have been ordered from England, and are being supplied to a detail specification of the particular requirements of the Asylum. They are designed not only to pump all artesian water for domestic purposes, but also to draw a fire-supply from the River Heathcote and pump it, under pressure, into 4in. mains encircling the buildings and dependencies, so that jets can at all times be thrown completely over the roofs. Pending the installation of this system, general smaller fire-prevention appliances are being supplied and fixed throughout the wards. In the absence of a high-pressure water-supply for Christchurch and suburbs, the danger in an outlying institution like Sunnyside of an outbreak of fire obtaining mastery has always been very considerable; the whole question has therefore received much careful thought during the year, and it is hoped the proposed installation will prevent the recurrence of any such disaster as the recent destruction of the female wing.

Hokitika.—An additional reservoir has been constructed to supplement the water-supply.

Seacliff.—The deep-level underground drainage undertaken with a view to repairing the severely damaged portions of the buildings, and the great isolating cut round northern end, undertaken with the same view as the underground drainage, have been stopped, it having been decided that it was unnecessary to go on with those operations. In June last, therefore, work was commenced upon the demolition of the whole of the north ambulatory except the basement. Upon this, restored and strengthened, has been erected, as far as possible out of the materials obtained in the demolition, a new ambulatory, forming one large day-room with attic-dormitory above. The work was done by day-labour and piecework, the conditions not admitting contract. In this construction the north wing and end were left entirely disconnected and free to move if the old action took place. This new portion was occupied by the patients about the new year. During its erection, the abandoned north wing was strongly and carefully underpinned with concrete almost all round, and repaired and renovated inside; its skeleton attics lined and converted into dormitories; a temporary covered way thrown from the occupied portion of the main building; and temporary partitions erected cutting off the severely damaged portion of the wing itself as dis severed from the ambulatory. These operations enabled the north wing to be occupied again with safety, and with increased accommodation.

After the completion of the new ambulatory, the severely damaged portion at west end of the north wing itself was taken in hand, and also demolished, as it would have been most costly to try and repair it, and nothing but comparatively useless accommodation would have been gained by the expenditure. This is now being rebuilt, and is well on to completion. A new end-wall has been built to the north wing proper, establishing a clear severance from the restored ambulatory and restored west end of north wing, so that the massive wing building is perfectly free, and has a clear field to move if so inclined without the possibility of affecting the restoration work. It is confidently believed that, although the north wing may move, no motion will take place under the restored portions, and that the old trouble here will not come up again, the whole of the works undertaken having been based on a definite and carefully-thought out theory. It is also believed that if the north wing itself moves it will now do so without damage to itself, while it certainly cannot damage the rest of the building, to which it was formerly attached, but from which it is now entirely dis severed. The design of the new work, as lightness and bond were the objects aimed at, necessarily departs from that of the rest of the building; but, although looking somewhat incongruous alongside the more massive lines of the original portions, the restorations do not in any way injure the general appearance, and are very satisfactory to the authorities.

To deal thus comprehensively with this very difficult and complex question has demanded all the ingenuity, energies, and skill of the department and its officers, and it is hoped that a satisfactory, if not, indeed, the best, way out of the troubles has been attained.

Eight additional single rooms in the airing-court for refractory patients have been completed, adding greatly to the convenience of the authorities.

The sanitary conditions and arrangements at Seacliff are almost as defective as at Avondale, and are very far short indeed of what they ought to be in an asylum. It is proposed to hold, in the spring, an inquiry here of the same exhaustive nature as at Avondale. The cost of a proper revision of the sanitary conditions of Seacliff will probably amount to £1,500.

Smaller Works.—Certain smaller works have been executed out of loan, particulars of which are given in the schedule attached.

Expenditure.—The amount voted last year for public buildings out of loan was £48,351, of which £35,617 was expended, with liabilities at the 31st March, 1890, of £10,088. Details of this expenditure are shown in the accompanying return, and in the schedule of contracts.

Out of Consolidated Fund.

Government House, Wellington.—Immediately upon Sir William Jervois's departure, contracts were let for external and internal overhaul, as customary for the reception of a new Governor. The interval available before the arrival of Lord Onslow's family was only a few weeks; but within that time the whole of the exterior and roof of the mansion, as well as of all its dependencies, were painted, and the interior renovated throughout in every part. The immediate sanitary arrangements of the mansion were also completely revised, modernised, and tested; but there was not time to apply this process to the grounds or the dependencies, except, as far as opportunities allowed, to the stable. Shortly after Lord Onslow's arrival his son and aide-de-camp were attacked by typhoid fever, then practically epidemic in Wellington, and their illness was generally attributed to insanitary condition of Government House, and considerable discussion took place on the matter. That the sanitary arrangements of the mansion itself were not responsible was and has been conclusively proved over and over again. Every single detail of the whole system, while

Captain Saville still lay ill, was bared and tested by the inexorable smoke-test—which not only detects defective joints and workmanship, but also at once exposes any wrong connections or any faulty sanitation—in the presence of the Governor and his medical adviser, who were thoroughly satisfied.

It was never contended that the dependencies were similarly perfect, because there had been no time to make them so, as regards their sanitation; but they were certainly much above the average of Wellington houses. On His Excellency going out of residence these dependencies were all taken in hand, and the process of thorough overhaul commenced upon them also. At the same time, as the outcome of these cases, the City Council began relaying the sewers in the streets surrounding Government House. In excavating for these works a large number of old and abandoned drains, apparently leading from the Government House grounds, were cut through and exposed. Prison-labour was therefore employed to trace and expose each one of these to the bitter end within the grounds. Also, at the same time (a third case of typhoid having occurred at the coachman's lodge), a Commission was appointed to inquire into the whole matter, and duly forwarded a report, which has been printed, and is available for perusal. It is not, therefore, further necessary to refer to it beyond saying that the evils discovered were not very extensive, and that the Commissioners approved of all the work that had been, was being, and was proposed to be done by the department, with only one or two exceedingly trifling exceptions. Operations were therefore continued, the whole of the old drains entirely removed, and every smallest detail connected with both the mansion and dependencies brought up to the latest ideas, while every drain was taken up and relaid in cement, flushing-tanks provided to all separate systems, manholes revised, and every step taken double-proved by smoke-test. To merely mention the principal items would take too much space; but there has probably seldom been such a searching overhaul and modernising of sanitary arrangements at any mansion. No trouble or device has been spared to ensure safety, with, it is confidently believed, that result. Notwithstanding the upheavals and destructions caused by these extensive operations, the grounds were restored throughout to a better condition than for several years past before His Excellency returned into residence.

Government House, Auckland.—In consequence of the events at Wellington, and of His Excellency intending to proceed to Auckland for the summer, the same thorough process of overhaul and renewal was applied to the sanitary arrangements of Government House, Auckland, last winter, under the immediate supervision of an experienced officer of the department. It was found necessary to undertake extensive works, and these were all carried to successful completion. To describe them would be to repeat what was done at Wellington, and it will, perhaps, be sufficient to say that the same result is believed to have been attained. Material renovations and improvements were at the same time effected in the interior and grounds of the mansion, including extensive repairs to the slate roof; the stable-accommodation was also considerably altered and improved, but without adding thereto. New out-offices were somewhat later erected to replace those existing, which were in a disreputable state of disrepair, and were removed bodily; and two new rooms and a shed were added to the gatekeeper's lodge. In all this new work, first-class sanitation was imperatively specified. A considerable amount of other general work has been carried out in connection with the mansion, dependencies, and grounds, with appreciable advantages to the comfort and convenience of any one going into residence.

General Sanitary Works.—The policy of the department to make sanitation a matter of first importance in dealing with public buildings has been steadily carried out as far as the funds at command and the opportunities afforded would allow. The nature and costliness of the work, however, and the continuous expert supervision, without which it cannot be properly relied upon, as well as the fact that every place undertaken proved to imperatively require extensive operations, have prevented much being done yet outside of Wellington.

The Departmental Buildings, Printing Office, four Ministerial residences, Museum and Museum-house, and General Post-office have all been placed, as far as possible, in a properly sanitary condition, and to refer in detail to the work at each of these places would take some space: it is perhaps sufficient to say that in each case, without exception, conditions prevailed opposed to all sanitary laws, and that in each case an almost entirely new system throughout had to be laid out and executed at considerable cost. As already mentioned, the Departmental Buildings at Auckland and Dunedin have also been included. The Departmental Buildings at Wellington afforded peculiar and special difficulties, and could not, except at great inconvenience and very large cost, be brought up to present-day standard; but extensive rearrangements and devices were planned and executed after much consideration, which have so greatly improved matters that there are now no complaints, and it is hardly possible for any insanitary conditions to arise or prevail.

Parliamentary Buildings.—Very carefully compiled actual measurement-plans have been made by an experienced draughtsman of every floor and of the roofs of Parliamentary Buildings. These form a record never possessed before, and will prove drawings of exceptional value in dealing with this complex structure generally, and in designing any alterations and improvements. The whole of the exterior and the roofs were painted before last session, and the appearance thereby greatly improved. The Legislative Council chamber was renovated throughout, and also its surrounding lobbies and passages; while the walls of the main lobby, which had been left dingy white since construction, were cleaned and distempered, a similar process being applied to Bellamy's and to the whips' rooms, lavatories, &c. In preparation for this year's session, the passages and lobbies round the House of Representatives; the main entrance and vestibule; and the branch passages therefrom, are being cleaned and distempered. When this is completed the whole of the lobbies and passages from the main entrance round the House of Representatives, through the main lobby, round the Legislative Council, and out to the Governor's entrance, and many rooms, &c., frequently used by honourable members, will present continuously a renovated and clean appearance which has been conspicuous by its absence for many years past. A large amount

of general repair and renovation has also been executed in several of the separate rooms or offices in the Buildings. In the course of the present year, after Parliament rises, it is proposed to renovate the Representative chamber, which is getting very dingy, and still further to carry the general brightening-up process of cleaning and distempering, so that all parts of the buildings in general use during the session may be much improved. It is necessary to point out, however, that the very old portion is almost beyond dealing with satisfactorily. Dry-rot, damp, defective ventilation, bad light, and a comprehensive and incurable dinginess are its chief characteristics. It may be interesting to know that, apart altogether from such renovating works as above described, the annual general overhaul, cleaning, rematting, carpet-beating, and relaying, &c., before Parliament, costs, on the average, £200.

Improvements have been made to the electric light engine-house; and the Legislative Council chamber was last session lighted by electricity, Dr. Lemon having lent an auxiliary dynamo and arranged the installation. For the session of 1890 a large new dynamo has been installed, of power more than sufficient to light both chambers.

It was intended to thoroughly overhaul the sanitation of Parliament Buildings during the year, but the large amount of other sanitary work in hand prevented so extensive a work being undertaken until so late in the year that it appeared inadvisable to commence the inevitable upheaval; possibly also operations would hardly have been finished before the meeting of the General Assembly, when honourable members might not have appreciated the attention. The work has therefore been postponed till next recess; but a preliminary survey has been made, and it is arranged then to subject the whole pile to as searching and thorough reorganization in all sanitary matters as Government House, and to include improvements in ventilation. This will probably cost £1,000; but, it is always impossible to make more than very rough estimates for this class of work until the existing conditions of drains, &c., have been actually unearthed. It may be interesting to mention that the whole energies and acumen of the highest sanitary authorities have for many years past been concentrated upon the Houses of Parliament in England, and that, after Commissions, inquiries, and reports without number, these vast piles on the banks of the Thames have at last been brought to a satisfactory condition by the somewhat drastic process of reforming altogether. When it is remembered that a few years ago the improvements then effected were considered perfect it may be gathered how thorough has been the revolution referred to earlier in this report.

General Post-office.—The completion and reoccupation of the General Post-office, Wellington, marked the early part of the year. The restored building, preserving the generally-admired exterior of the original, affords much improved convenience and accommodation for the Postal, Telegraph, and Customs Departments. The works have been well and substantially completed within and without, and the offices have been equipped, furnished, and fitted in plain but neat and serviceable style, with many additional conveniences both for the departmental and public services. The emplacement of the clock in the added tower has been satisfactorily arranged, and the wishes of the Town Council and Harbour Board, as contributors, duly consulted and met. The Davey motor, for the proposed electric light, for which a special chamber was built, has not proved powerful enough to supply the required installation. Negotiations were entered into with the Gulcher Company to light the clock-tower by electricity, but unsuccessfully, as the expense would have been £102 per annum. Sanitation and fire-prevention have been carefully studied in every part of the building. It would be very desirable to establish the rising mains in the interior of the building approved of by the Public Works Department before this office took charge, but the expense of which, estimated at £750, has hitherto prevented action.

The reoccupation of the General Post-office causes the item for rent of temporary Post- and Telegraph-office to disappear from the estimates of the Consolidated Fund, on which the whole of the expense of the restoration has been borne.

Other Works.—Innumerable other works charged upon the Consolidated Fund in connection with the public buildings throughout the colony have been executed during the year, but would take too much time and space to refer to other than thus generally.

Expenditure.—The vote out of the Consolidated Fund for the year was—for public buildings, £33,175; domains, £900; and school-buildings, £25,000. The expenditure on the several votes has been £31,229, £953, and £24,434 respectively, representing a net saving of £2,459. The liabilities at 31st March, 1890, on public buildings and domains, were £3,930 and £46, amounting to a total of £3,976, as compared with £10,462, outstanding liabilities at 31st March, 1889, and £21,107 at 31st March, 1888. The liabilities on school buildings were £1,031. There were no liabilities on Consolidated Fund under this head in previous years.

TABLES AND SCHEDULES.

The following tables and schedules are attached to the report:—

1. Schedule of contracts—Additions, alterations, and larger repairs.
2. Statement showing the charges upon Consolidated Fund since 1883–84 for public buildings.
3. Statement showing the charges upon Loan Fund since 1883–84 for public buildings.
4. Approximate classified list of buildings.

31st March, 1890.

ARTHUR BELL,
Engineer in Charge of Buildings.

1.—SCHEDULE of CONTRACTS for PUBLIC BUILDINGS CURRENT on the 1st April, 1889, and CONTRACTS ENTERED INTO by the Public Buildings Department during the Year ended 31st March, 1890.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Reductions to Contract at March 31, 1890.	Authorised Additions to Contract at March 31, 1890.	Expenditure at March 31, 1890.	Liabilities at March 31, 1890.	Fund.	Remarks.
Jan. 31, 1889	Auckland,— Departmental Buildings, Auckland	C. M. Newson ..	July 28, 1889	Aug. 16, 1889	£ s. d. 13,670 0 0	£ s. d. 25 15 7	£ s. d. 1,061 8 11	£ s. d. 14,505 13 4	£ s. d. 200 0 0	Public Works	The erection of three-storey brick building to give accommodation for requirements of Public Service, Auckland, was initiated by Public Works Department; is now completed and occupied. The building itself was designed and works carried out under the supervision of Messrs Mahony and Son, architects, Auckland. The principal extras were extra work in strong-room, erection of flagstaff, supplying and fixing gas services and fittings, venetian blinds to all windows, lightning-conductor, plastering back wall to exclude damp, and alteration to sanitary appliances.
Mar. 25, "	Courthouse, Onehunga	Charles H. Warr ..	May 25, "	June 15, "	232 10 0	8 0 0	9 15 0	234 5 0	..	"	Old building not being suited to requirements, a new wooden courthouse, 25ft. x 27ft., with fittings, and outhouse containing closet and woodshed, erected instead. Old building handed over to Police. Extras were for erecting fence; a tank and earthenware pipes being unnecessary account for reductions.
Sept. 9, "	Counters and fittings, Departmental Buildings, Auckland	W. Hutchison ..	Dec. 6, "	Feb. 3, 1890	396 0 0	..	..	172 0 0	224 0 0	"	For the purpose of more expeditiously occupying the buildings recently erected, a contract was prepared, let, and supervised by the architects, by arrangement with the department, for supplying and fixing up complete all the larger fittings, such as counters, tables, pigeonholes, &c., required for this building.
Oct. 23, "	Alterations, Police Court, Auckland	James Furey ..	Dec. 21, "	Dec. 24, 1889	349 0 0	..	..	349 0 0	..	"	The acoustic properties of court-room as originally built proved bad, and accommodation cramped. Court-room curtailed, and space cut off turned into additional offices, with overhead storage-room for documents, &c. Offices generally rearranged and renovated. New coved plaster ceiling erected over court-room to remedy acoustic defects, court ventilated, counter and other fittings in offices, and extra gas-fittings fixed.
Jan. 15, 1890	Police cottage, lock-up, &c., Ponsonby	Edmund Wrigley ..	April 14, 1890	..	427 0 0	..	..	162 0 0	265 0 0	"	New brick five-roomed police-cottage, with office attached, and two-cell wooden lock-up and outhouse erected; to take the place of rented cottage.
Jan. 15, "	Outbuildings, &c., Government, House, Auckland ..	Robert Farrell ..	Jan. 31, "	25 Jan., 1890	204 15 8	1 12 0	18 16 7	222 0 3	..	Consolidated	Contract consisted in removal of old and erection of new wood outbuildings, 27ft. x 11ft., consisting of tool-, boot-, and lumber-rooms, water-closet, urinal, and bath-rooms, also servants' new water-closet and bath-room in mansion, and addition of two rooms to lodge. Extras caused by increasing length of rooms added to lodge by 8ft.
Feb. 12, "	Roofing Mount Eden Gaol, Auckland, Contract No. 1..	William Philcox and Son	Aug. 3, "	..	666 0 0	..	..	..	666 0 0	Public Works	Contract let, and now proceeding to construct roof of west wing of new gaol, and cover same in iron. Corrugated galvanised iron specially imported by Government.
Oct. 21, 1889	Hawke's Bay,— Police cottage, &c., Taradale	Glendinning and Griffin	Feb. 10, "	Feb. 10, 1890	530 0 0	..	..	503 10 0	26 10 0	"	New five-roomed brick cottage, with office, two-cell wooden lock-up and stable, and wooden outhouse comprising washhouse and closet. Erected to replace old police-station, worn out and unsuitable.
Nov. 19, "	Police cottage, Waipawa	John Adams ..	Jan. 23, "	Mar. 5, "	229 10 0	42 0 0	5 0 0	173 0 0	19 10 0	"	Old quarters for sergeant being dilapidated, new wooden four-roomed cottage and outhouse built to replace. Extras were for verandah, and reduction on account of fencing not fixed.
Feb. 26, 1889	Wellington,— Painting Parliamentary Buildings, Wellington ..	Tustin Brothers ..	May 6, 1889	April 29, 1889	498 7 6	..	19 0 0	517 7 6	..	Consolidated	Whole of the exterior of buildings, including roofs, custodian's cottage, carpenter's shop, and all other outhouses, fences, &c., within grounds repaired and repainted. Extras on account of extra coat of paint in places, and gilding of roof-finials.
Jan. 5, "	Painting Departmental Buildings, Wellington ..	Jonson and Tinney ..	April 15, "	April 17, "	574 0 0	20 2 0	101 1 3	654 19 3	..	"	Exterior of main buildings, outhouses, fences, and dependencies repainted; also all roofs painted. Applying another coat to all work, and gilding coat-of-arms on roof, caused extra work. Painting roof only two instead of three coats hematite was cause of reduction.
Feb. 4, 1888	General Post Office, Wellington, rebuilding ..	Robert H. Carmichael	May 4, "	May 1, "	13,766 0 0	839 4 7	3,389 17 2	16,316 2 7	..	"	This contract was for restoration of building destroyed by fire. Extras principally caused by erection of tower, supplying portion of fittings, fixing plate instead of sheet-glass to windows, and sundry other alterations and additions. Reductions were alterations on account of tower, painting exterior and distemping interior of building, and a few smaller items.
Mar. 27, 1889	General Post Office, Wellington, Venetian blinds ..	Richard W. Henn ..	July 22, "	July 22, "	118 15 8	..	..	118 15 8	..	"	All windows, with a few exceptions, throughout building were supplied with venetian blinds.
Feb. 1, "	Removal nightsoil, Government Buildings, Wellington	Quill and Cronin ..	April 30, "	April 30, "	95 12 6	..	..	95 12 6	..	"	These are annual contracts necessary in connection with maintaining and cleaning Government Buildings. Expired at 31st December.
Jan. 3, "	Window-cleaning, Government Buildings, Wellington	A. Drake ..	Dec. 31, "	Dec. 31, "	159 12 0	..	..	159 12 0	..	"	
Jan. 3, "	Chimney-sweeping, Government Buildings, Wellington	Harry Smith ..	Dec. 31, "	Dec. 31, "	89 10 0	..	..	89 10 0	..	"	
Jan. 1, "	Police quarters, Martinborough	W. Boyd ..	Mar. 21, "	Mar. 21, "	157 0 0	..	..	157 0 0	..	Public Works	
Feb. 6, "	Post and Telegraph Office, Palmerston North ..	Ewing and Dillon ..	May 31, "	July 31, "	547 1 2	0 15 0	212 8 9	758 14 11	..	"	New wooden four-roomed cottage and outhouse erected as quarters and office for constable, replacing a rented cottage.
Mar. 26, "	Painting Government House, Wellington	William Tinney ..	April 22, "	April 22, "	364 0 0	5 17 6	80 3 4	438 5 10	..	Consolidated	The premises at railway-station being found inconvenient and too small, a new wooden building, 44ft. x 27ft., with stable, outhouse, and closet, was erected instead. Extras were principally caused by erection of brick strong-room, additional fencing, water- and gas-supplies, and some fittings and furniture.
May 13, "	Painting Legislative Council, Parliamentary Buildings	Robert Martin ..	June 10, "	June 10, "	159 0 0	..	..	159 0 0	..	"	The whole of exterior of mansion, gardener's and coachman's cottages, stables, and all other outhouses, as well as fences, &c., were repainted; roofs were also painted. The painting, distemping, and varnishing of interior of official rooms, and a few other items account for extras. The reductions were caused by trellis fence not being painted, conservatory roof not frosted, and other petty particulars.
May 30, "	Rubbish contract, Public Buildings, Wellington ..	Timothy Costello ..	Dec. 31, "	Dec. 31, "	54 2 9	..	1 18 0	56 0 9	..	"	These are annual contracts, in connection with maintenance and cleaning of Government Buildings. Renewed at 1st January.
June 27, "	Police stable, Martinborough	William Boyd ..	Aug. 8, "	Aug. 23, "	95 0 0	..	5 0 0	100 0 0	..	Public Works	
Dec. 31, "	Window-cleaning, Public Buildings, Wellington, 1890	Abraham Drake ..	Dec. 31, "	..	159 12 0	..	..	39 18 0	119 14 0	Consolidated	
Dec. 31, "	Chimney-sweeping, Public Buildings, Wellington, 1890	John Withers ..	Dec. 31, "	..	114 0 0	..	..	28 10 0	85 10 0	"	
Jan. 3, 1890	Rubbish contract, Public Buildings, Wellington, 1890	Timothy Costello ..	Dec. 31, "	..	76 14 0	..	..	12 16 0	63 18 0	"	
May 20, 1889	Westland,— Courthouse, Westport	Penk and McKay ..	Sept. 20, 1889	Dec. 27, 1889	730 2 7	1 0 0	63 18 6	793 1 1	..	Public Works	To obtain increased accommodation a new court-room was built, the old court-room shifted and converted into offices, a new strong-room erected, fencing generally altered, and original building repaired and painted. Extras caused particularly by alterations to front of building, sunlight to clerk's room, and sundry petty alterations, repairs, and fittings.
Jan. 28, 1890	Lineman's station, Longford	Carroll and Artindale ..	May 12, 1890	..	369 0 0	..	..	..	369 0 0	"	The site of original cottage being unsuitable, and accommodation cramped, old building was shifted to a new and more convenient site; and new bedroom, kitchen, and public rooms added.
Mar. 22, 1889	Canterbury,— Rebuilding west wing, Sunnyside Asylum	J. and W. Jamieson ..	Sept. 23, 1889	..	11,686 10 0	..	..	10,110 0 0	1,576 10 0	"	The west wing of building was destroyed by fire, and as soon as possible afterwards the present contract was let. This provides for complete restoration of wing, and additional day-room accommodation in brick and stone. In designing for reconstruction, extra precautions have been taken against outbreak and spread of fires.
Nov. 4, "	Police cottage, Culverden	Forbes and Wadey ..	Dec. 30, "	Jan. 18, 1890	334 8 0	..	63 10 10	397 18 10	..	"	To replace worn-out station-buildings at Waiau and Hurunui a four-roomed cottage was built for constable's quarters, with two-cell lock-up, forage-store and stable, and outhouse consisting of washhouse, closet, and coal-shed. Extras caused by fixing range in kitchen, extra division-fence and gate, galvanised-iron straw-shed, 14ft. x 10ft., sinking well, and allowance of 5 per cent. on contract price, owing to postponement of acceptance of tender.
April 2, "	Otago,— Police Station, Lawrence	Joseph Egglestone ..	May 27, "	July 20, 1889	164 14 11	..	5 1 0	169 15 11	..	"	Contract consisted in generally repairing existing building, pulling down old kitchen (worn-out), and erection of new brick kitchen and scullery, 14ft. x 13ft. Water-supply was also laid on from gaol, and some picket-fencing erected.
Jan. 15, "	Post and Telegraph Office, Clyde	John Calder ..	April 7, "	April 27, "	285 17 6	..	..	285 17 6	..	"	Offices, 24ft. x 23ft. in stone, comprising public office and store-room, erected. Contract also included furniture and fittings.
May 4, "	Post and Telegraph Office, Pembroke	Leslie Arthur and Co.	Aug. 24, "	Aug. 24, "	187 0 0	..	11 0 0	198 0 0	..	"	Four-roomed office, 22ft. x 18ft., and outhouse, all in wood, built. Contract included furniture and fittings.
Mar. 19, "	Police stable, &c., Pembroke	John Ross Macdonald	April 25, "	June 26, "	133 0 9	..	..	133 0 9	..	"	Two-stall stable and forage-store, 23ft. by 15ft., with tank, drainage, &c., complete, erected.
Nov. 11, "	Police cottage, Balclutha	A. B. Henderson ..	Mar. 2, 1890	Mar. 2, 1890	525 0 0	..	..	306 0 0	219 0 0	"	To replace rented cottage, new six-roomed brick house with office; also two-cell lock-up, stable, and forage-store, and outhouse comprising washhouse, closet, and wood-shed, both in wood, erected. Section fenced.
Dec. 4, "	Police cottage, &c., Mosgiel	George Morrison ..	Mar. 24, "	..	547 0 0	..	..	348 6 0	198 14 0	"	Brick cottage, &c., complete, as for Balclutha, erected in place of rented building.
Dec. 10, "	Alterations, Supreme Court buildings, Dunedin ..	Richard Sandilands ..	Feb. 12, "	..	605 15 0	..	..	505 16 0	99 19 0	"	
Dec. 8, "	Police cottage, Kurow	James Munro ..	Feb. 8, "	..	498 10 0	..	..	227 14 0	270 16 0	"	Under this contract several alterations and additions to ameliorate state of building were made. Supreme Court chamber was curtailed, new office and strong-room provided for Registrar and Deputy-Registrar, and Registrar's former offices converted into police court. Certain sanitary rearrangements were effected, and lighting, heating, and ventilation generally attended to.
Dec. 16, "	Police cottage, Clinton	William Moffat ..	Mar. 24, "	..	452 0 6	..	..	261 0 0	191 0 6	"	Brick cottage, lock-up, and outhouse erected, as for Balclutha, replacing rented cottage at Dunroon. Section fenced.
Nov. 22, "	Police cottage, Invercargill	Joseph C. Howie ..	Feb. 11, "	..	317 10 0	..	..	252 0 0	65 10 0	"	Brick six-roomed cottage with office attached, and wooden outhouse comprising washhouse, closet, and coal-shed, constructed, to replace station burnt down.
											In room of old worn-out building a new brick six-roomed cottage, 34ft. x 31ft., consisting of three bedrooms, parlour, mess-room, and scullery, also wooden closet, erected.

CLASS XII.—PUBLIC AND SCHOOL BUILDINGS AND DOMAINS DEPARTMENT.

2. STATEMENT showing the CHARGES upon the CONSOLIDATED REVENUE for the General Maintenance of Public Buildings and Domains and Erection of School Buildings for the several Years from 1883-84 to 1889-90; and also the ESTIMATED CHARGES for the Financial Year 1890-91.

SUMMARY.

	1890-91. Proposed Notes.			1889-90.		1888-89.		1887-88.		1886-87.		1885-86.		1884-85.		1883-84.		Remarks.
	Salaries.	Other Charges.	Total.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
PUBLIC BUILDINGS	1,515	34,000	35,515	33,175	31,229	44,250	28,466	46,809	21,912	38,750	26,558	33,700	29,753	35,708	24,177	30,650	29,206	School Buildings first brought on Consolidated Fund 1889-90.
SCHOOL BUILDINGS	..	50,000	50,000	25,000	24,434	..	..	..	..	..	..	..	..	..	..	..	..	
GOVERNMENT DOMAINS	..	1,000	1,000	900	953	800	874	1,300	1,337	1,300	1,403	1,200	1,322	1,325	1,153	1,221	1,189	
TOTAL OF CLASS XII.	1,515	85,000	86,515	59,075	56,616	45,050	29,340	48,109	23,249	40,050	27,961	34,900	31,075	37,033	25,330	31,871	30,395	

DETAILS.

PUBLIC BUILDINGS.																		
SALARIES—																		
Engineer in Charge (also Engineer for Defences)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Architect and Assistant Engineer	350	..	..	350	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chief Draughtsman	300	..	..	275	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Accountant	225	..	..	225	1,050	..	..	..	..	..	..	..	..	..	..	..	..	..
Draughtsman	225	..	..	200	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clerk	225	..	..	225	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clerk	180	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OTHER CHARGES—																		
Additions, Repairs, Fittings, Furniture, &c.—																		
Government Houses—																		
Government House, Auckland, repairs to mansion and out-buildings, extension of lodge, and sanitary improvements	..	700	..	950	1,400 ^a	300	415	600	110	500	184	300	130	300	353	300	209	^a Excess of £450 occasioned by sanitary rearrangements and other improvements for new Governor.
Government House, Wellington, services incurred in preparation for new Governor, drainage, &c.	..	1,000	..	2,300	2,625 ^b	350	228	1,000	383	2,000	2,226	500	490	308	231	300	505	^b Excess of £325 occasioned by sanitary rearrangements of a very extensive character and general renovation for new Governor.
Government Buildings throughout the Colony—																		
Departmental Buildings	..	2,000	..	1,500	2,420 ^c	2,500	1,987	4,000	2,492	4,000	2,610	4,000	3,006	4,500	3,726	5,000	3,730	^c Excess of £420 occasioned by sanitary rearrangements of Departmental Buildings and other places.
Departmental Buildings, sanitary improvements, &c.	..	3,000	..	500	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Parliamentary Buildings	..	500	..	1,000	949	700	422	1,000	726	1,000	605	500	471	1,500	435	1,500	1,459	..
Parliamentary Buildings, sanitary improvements, &c.	..	1,000	..	250	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Parliamentary Buildings, painting	..	500	..	600	583	600	26	600	..	600	..	..	..	..	..	..	..	..
Courthouses	..	1,500	..	1,000	878	1,400	1,148	2,500	1,357	3,000	1,611	3,000	1,725	3,000	2,142	3,000	4,645	..
Gaols	..	500	..	500	244	500	242	800	424	800	237	800	606	1,300	661	800	990	..
Terrace Gaol, purchase of part of site on expiry of lease, in lieu of increased rent	..	750	..	750	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Police-stations	..	2,000	..	1,000	721	1,300	911	2,000	1,176	1,500	973	1,000	1,499	1,000	824	1,000	1,164	..
Customhouses	..	200	..	200	106	200	25	500	232	500	110	800	231	800	719	200	107	..
Post and Telegraph Offices	..	2,500	..	2,000	1,420	1,700	1,605	2,500	1,657	4,000	1,591	4,000	3,674	4,500	2,950	5,000	4,615	..
Lunatic Asylums	..	600	..	1,000	474	1,300	944	3,000	1,134	3,000	2,418	3,000	2,349	3,500	2,052	3,000	1,402	..
Lunatic Asylums, sanitary improvements	..	1,500	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gas	..	5,000	..	4,500	5,333 ^d	5,000	4,303	6,000	4,824	6,000	5,202	3,500	5,550	3,000	2,207	1,400	1,607	The reason why votes for these items have gradually increased is, that in former years the various departments paid for their own gas and water, but latterly all gas and water for Public Buildings (excepting only Parliamentary Buildings) throughout the colony have been charged to one vote. This was gradually brought about.
Water-supply	..	2,000	..	2,000	1,631	2,300	2,009	3,000	2,047	2,500	2,437	3,000	2,316	2,400	2,412	2,000	2,717	..
Painting buildings outside	..	2,500	..	1,500	1,301	2,000	289	2,000	41	2,000	..	2,000	..	2,000	..	..	..	..
Fire-prevention	..	2,500	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Immigration Barracks and Quarantine Stations	..	1,000	..	200	..	200	40	500	15	500	86	..	..	..	..	..	..	..
Restoration of the General Post Office, Wellington	..	..	..	6,500	7,280 ^e	18,000	10,950	20,000	118	..	..	..	..	..	..	..	..	..
Temporary Post and Telegraph Offices, Wellington, Rent and Incidental Expenses	..	..	..	400	347	1,500	1,494	..	..	..	..	..	..	..	..	..	..	^d Excess this year owing to reoccupation of General Post Office (which burns large amount) very early in year; also new Departmental Buildings, Auckland; and new gasworks in country places.
Rent for Ministerial Residence	..	250	..	250	191	200	231	800	849	800	696	800	689	800	877	650	732	..
Inspection, small repairs, and contingencies	..	2,500	..	3,000	2,270 ^f	2,750	1,197	2,500	3,022	2,000	3,466	2,000	2,495	3,000	2,461	3,000	3,032	^e Excess of £780 occasioned by extras on tower, clock emplacement, fittings, &c.
Other Items ^g	..	..	..	..	..	..	..	1,600	1,305	4,050	2,106	4,500	4,572	3,800	2,127	3,500	2,292	^f These amounts are for headings which appeared in back years, but have disappeared.
Special Items	..	..	..	..	..	1,450 ^g	..	Dr. 8,091 ^h	..	..	..	..	..	..	..	..	..	..
Total	1,515	34,000	35,515	33,175	31,229	44,250	28,466	46,809	21,912	38,750	26,558	33,700	29,753	35,708	24,177	30,650	29,206	
SCHOOL BUILDINGS.																		
OTHER CHARGES—																		
School Buildings	..	40,000	..	25,000	24,434	..	..	..	..	..	..	..	..	..	..	..	..	School Buildings were charged on Public Works (Loan) Fund up to 1889-90, when they were brought on the consolidated revenue.
Native Schools	..	2,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Institution for Deaf-mutes	..	8,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Total	..	50,000	50,000	25,000	24,434	..	..	..	..	..	..	..	..	..	..	..	..	
GOVERNMENT DOMAINS.																		
OTHER CHARGES—																		
Wellington and Auckland	..	800	..	700	883	700	782	1,000	1,149	1,000	1,191	1,000	1,063	1,125	960	971	983	
Contingencies	..	200	..	200	70	100	92	300	188	300	212	200	269	200	193	250	206	
Total	..	1,000	1,000	900	953	800	874	1,300	1,337	1,300	1,403	1,200	1,322	1,325	1,153	1,221	1,189	

* Brought in under Financial Statement.

† Represents savings directed to be estimated and deducted in 1887.

‡ £18,000 allowed for restoration of General Post Office, Wellington: £10,950 expended.

§ £20,000 allowed for restoration of General Post Office, Wellington: only £118 utilised.

PUBLIC BUILDINGS, NEW ZEALAND.

3.—STATEMENT showing AMOUNTS VOTED and EXPENDED for PUBLIC BUILDINGS out of Loan from 1883-84; also ESTIMATE of AMOUNT required for 1890-91.

	1890-91.	1889-90.		1888-89.		1887-88.		1886-87.		1885-86.		1884-85.		1883-84.		Remarks.
	Estimate.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Parliamentary Buildings ..	..	..	..	76	..	100	24	2,000	8	..	..	250	183	8,554	8,416	
Departmental Offices ..	3,350	8,600	7,256	20,500	14,588	19,300	12,742	9,200	947	2,000	461	..	..	2,450	34	These are buildings containing offices of several departments under one roof. Includes courthouses, gaols, and police-stations.
Judicial ..	16,850	17,300	11,246	12,930	8,223	10,945	8,273	21,200	15,875	29,227	11,106	29,026	12,227	36,900	22,652	
Post and Telegraph Offices	3,500	2,331	1,376	2,000	82	3,640	2,227	4,550	2,772	8,322	4,880	9,711	8,955	31,050	22,616	
Customs ..	642	400	18	..	..	20	..	500	..	239	99	1,319	829	2,050	1,659	
Lunatic Asylums ..	12,050	19,600	15,717	13,900	10,242	29,000	23,107	18,400	13,694	23,000	4,007	52,700	24,992	70,450	58,047	
Hospitals ..	120	120	Cr. 140	2,044	673	6,000	4,156	8,350	4,421	13,000	3,299	13,000	3,792	4,000	256	Handed over to trustees in 1885.
Survey Offices ..	..	..	..	..	..	..	..	..	..	..	..	3,300	..	4,300	34	
Quarantine Stations ..	..	..	..	..	..	100	..	400	274	500	123	1,000	314	500	848	
School Buildings ..	..	..	..	794	779	40,000	40,000	55,000	51,607	68,230	62,884	68,300	66,069	70,800	49,814	Placed on the Consolidated Fund in 1889-90.
Totals ..	36,512	48,351	35,473	52,244	34,592	109,106	90,529	119,600	89,598	144,518	86,859	178,606	117,361	231,054	164,376	

PUBLIC BUILDINGS, NEW ZEALAND.

4.—APPROXIMATE Classified Table of the PUBLIC BUILDINGS and OFFICES of the COLONY (including Principal Outbuildings and Dependencies); showing also SCHOOL BUILDINGS and RESIDENCES; but exclusive of RAILWAY BUILDINGS.

NOTE.—See under "List of Buildings" in report of Engineer-in-Charge, 31st March, 1890.

SUMMARY.

Description.	Provincial District of Auckland.	Provincial District of Hawke's Bay.	Provincial District of Taranaki.	Provincial District of Wellington.	Provincial District of Marlborough.	Provincial District of Nelson.	Provincial District of Westland.	Provincial District of Canterbury.	Provincial District of Otago, including Southland.	Totals.	Public Buildings—sub-divided into		Totals as before.	School Buildings—sub-divided into		Totals.	Remarks.
											North Island.	South Island.		North Island.	South Island.		
PUBLIC BUILDINGS AND OFFICES	231	51	35	119	31	68	59	115	200	909	436	473	909	..	..	..	Residences not included. See notes to columns 16, 17, 18, 19.
ORDINARY SCHOOLS	..	..	..	..	..	..	..	..	..	..	..	..	..	429	638	1,067	
NATIVE SCHOOLS	..	..	..	..	..	..	..	..	..	..	..	..	..	56	9	65	
OUTBUILDINGS AND DEPENDENCIES	183	35	37	104	23	55	42	112	162	753	359	394	753	..	..	..	Outbuilding and dependencies of School Buildings not included. See notes to columns 16, 17, 18, 19.
TOTALS	414	86	72	223	54	123	101	227	362	1,662	795	867	1,662	485	647	1,132	

DETAILS.

Provincial District.	1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17		18		19	
	Government Houses.		Special Buildings.		Large Blocks of Departmental Offices.		Court Buildings.		Gaol Buildings.		Police-station Buildings.		Customhouse Buildings.		Postal and Telegraph Buildings.		Lunatic Asylum Buildings.		Quarantine-station Buildings.		Immigration-barrack buildings.		Marine Department Buildings.		Defence Buildings.		Harbour-defences Buildings.		Miscellaneous.		—		School Buildings.					
	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Main Buildings and Offices.	Out-buildings and Dependencies.	Ordinary Schools.	Resi- dences.			Native Schools.	Resi- dences.				
Auckland	1	4	1	1	6	6	38	10	5	3	59	86	6	3	49	27	2	6	5	4	..	..	35	27	3	1	11	5	10	..	North Island.	429	281	56	52			
Hawke's Bay	..	..	..	..	1	1	5	1	3	1	20	20	1	1	10	6	1	1	..	..	..	..	5	3	3	1	..	..	2	..								
Taranaki	..	..	..	..	1	1	6	2	1	4	13	25	..	..	4	2	..	..	..	..	..	..	3	2	4	1	..	..	3	..								
Wellington	1	5	7	8	2	2	14	6	3	13	26	31	1	1	18	17	2	6	5	3	..	..	8	3	15	4	11	5	6	..								
Marlborough	..	..	..	..	1	1	5	..	1	1	4	9	..	..	6	6	..	..	..	..	..	..	8	5	3	1	..	..	3	..	South Island.	638	535	9	9			
Nelson	..	..	..	..	2	2	12	6	1	1	14	19	2	1	17	16	1	2	..	..	..	..	13	7	3	1	..	..	3	..								
Westland	..	..	..	..	..	..	13	4	3	2	20	20	2	2	9	6	1	6	..	..	..	..	2	..	4	2	..	..	5	..								
Canterbury	..	..	..	..	3	3	14	7	4	6	37	59	1	1	19	14	1	8	5	4	11	2	5	4	4	2	5	2	6	..								
Otago (including Southland)	..	..	..	..	4	4	35	12	4	2	63	89	2	2	35	14	2	6	4	5	7	3	27	18	3	3	7	4	7	..	Totals	1,067	816	65	61			
Totals	2	9	8	9	20	20	142	48	25	33	256	358	15	11	167	108	10	35	19	16	18	5	106	69	42	16	34	16	45	..								

NOTES.

Col. 1. The mansions only are counted as main buildings; the lodges, stables, guardhouses, &c., as accessories.
Col. 2. Special buildings are—Admiralty House, Auckland; Parliament Houses, three ministerial residences (Premier's residence is not Crown property), Colonial Museum, Museum House, and new Government Printing Office (old printing office is not Crown property), Wellington.
Col. 3. In the cities and larger towns a number of public offices for different departments are grouped in one large block. Where this is the case, the building has been classed in this column, and the various departments have not been again credited under their own headings with such of their offices as are included in these blocks.
Col. 4. The figures hereunder do not include only the actual courthouses. Where there is a residence, the property of the Crown, attached, it has been counted and added in as a separate main building.
Col. 5. Police gaols as well as larger gaols are included in these figures. The dependencies are gaolers' and warders' residences and cottages, &c. The temporary prisons on the harbour defence-works at Auckland, Wellington, Lyttelton, and Dunedin are not counted in under gaols, but under column 14.
Col. 6. The figures hereunder do not include only the actual police stations. Where there are detached quarters or cottages, the property of the Crown, occupied by the police on the station, they are counted in as separate main buildings. The outbuildings and dependencies are lock-ups, stables, forage-stores, &c.
Col. 7. Customhouses are as often as not located in departmental blocks (see column 3 above). The figures hereunder show, therefore, only those customhouses which are separate public buildings. One or two of them have residences attached, counted in as main buildings.
Col. 8. The figures hereunder do not include only the actual postal and telegraph offices. Where there are detached quarters or residences, the property of the Crown, occupied by the Postmaster or his staff, they are counted in as separate main buildings. The dependencies are stores, stables, &c. Post offices, &c., in railway buildings are not included.

Col. 9. Auxiliary asylums are counted in as separate asylums. The dependencies are attendants' cottages, stores, workshops, laundries, Medical Superintendents' residences, &c.
Col. 10. Motuiti Island, Somes Island, Quail Island, Goat Islands. The figures indicate the number of separate main buildings at each.
Col. 11. All immigration barracks, except those at Addington, Caversham, and Invercargill, have been or are in process of being handed over to local bodies or otherwise disposed of, and can, therefore, hardly be ranked as public buildings.
Col. 12. There are 32 lighthouses and 74 dwellings, &c., shown under main buildings. The lighthouses are—Auckland, 8; Hawke's Bay, 2; Taranaki, 1; Wellington, 2; Marlborough, 4; Nelson, 4; Westland, 1; Canterbury, 2; Otago, 8.
Col. 13. The buildings included under this head are magazines and barracks. The dependencies are magazine-keepers, cottages, residences at Mount Cook Depot, &c. The drill-sheds for Volunteer purposes throughout the colony are not counted in at all, as the Crown's rights are not proprietary. The Crown has subsidised drill-sheds to the amount of about £9,000.
Col. 14. There are included under this head buildings acquired along with lands purchased for defence purposes, officers' quarters, detached living barracks as apart from casemates in the forts, and sheds, stores, &c., of the submarine-mining depôts. The dependencies are larger sheds, stores, &c., of the construction department. Casemates, artillery-stores, &c., which are really parts of the fort, are not counted in.
Col. 15. These are some miscellaneous buildings, such as Survey quarters, Public Works quarters, Water-race Managers' houses, Native chiefs' cottages, Mines Department buildings, &c., and other undefined smaller buildings, in the various districts.
Cols. 16, 17, 18, 19. These figures give the numbers of schools, ordinary and Native; also the number of residences.

It should be specially noted that the residences are not always separate from the schools, and in a great many cases are under the same roofs. The Education Department cannot supply the number of residences which are actually separate buildings from the schools without considerable inquiry. It must not, therefore, be taken that there are 429 schools and 281 residences in the North Island, making 710 different buildings; but that there are 429 schools, and that 281 of these have residences attached to them, but whether under the same roof or separate is not indicated by the figures. Neither are outbuildings and dependencies given, as there is not sufficient information to hand. Education districts do not march with provincial districts, and, therefore, for the purposes of this return, cannot be subdivided further than into North Island and South Island.
General Notes. Hospitals are not included: the Government largely built and subsidised them, but they are now handed over to Trustees, with endowments and subsidies, and, therefore, hardly rank properly as Government or public buildings.
Railway buildings are not included. They are administered by the Commissioners, and statistics regarding them are provided in railway reports.
Outbuildings and dependencies do not include conveniences, wood- and coal-sheds, shelters, &c., but only the more substantial and important detached out-offices: in many cases, such as gaols and asylums, as shown by notes to columns above, they include large and small residences. In the classes of minor buildings, on the other hand, residences are counted in as main buildings, being often larger than the offices.
This return is only approximate, but gives a fairly correct representation of the public buildings of the colony. There is a mass of information to hand, but its perfect arrangement and classification involve a very large amount of time and clerical labour and verifying correspondence throughout the colony.

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.

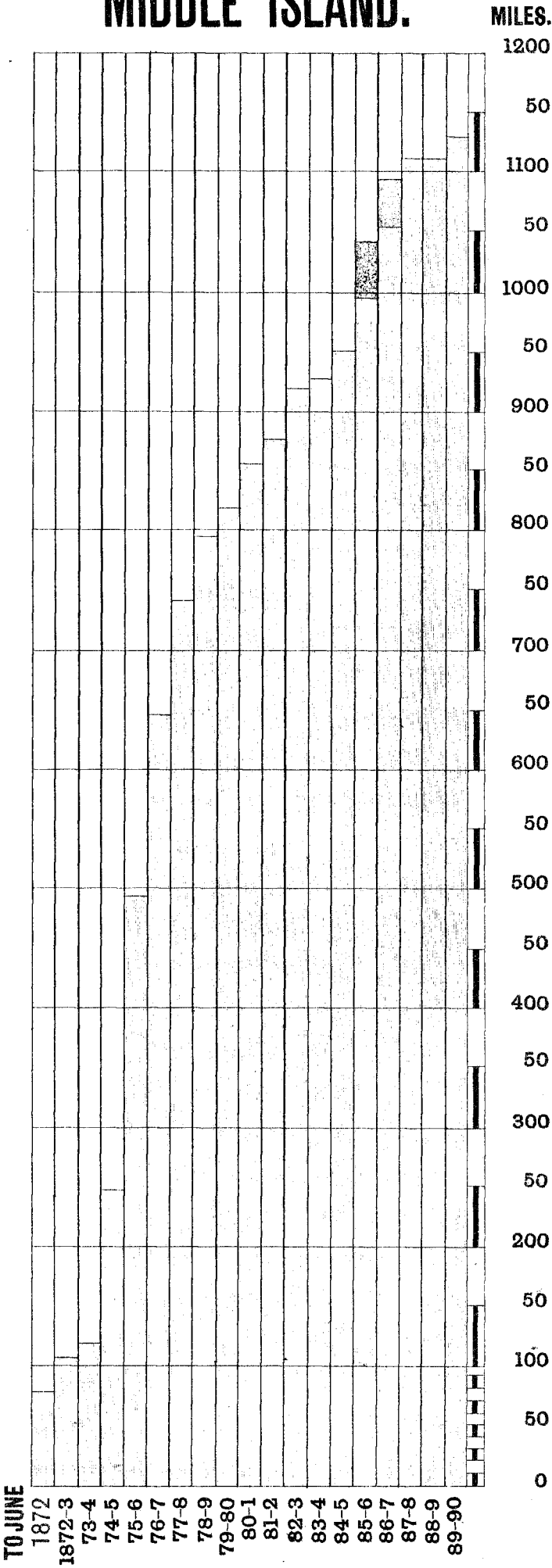
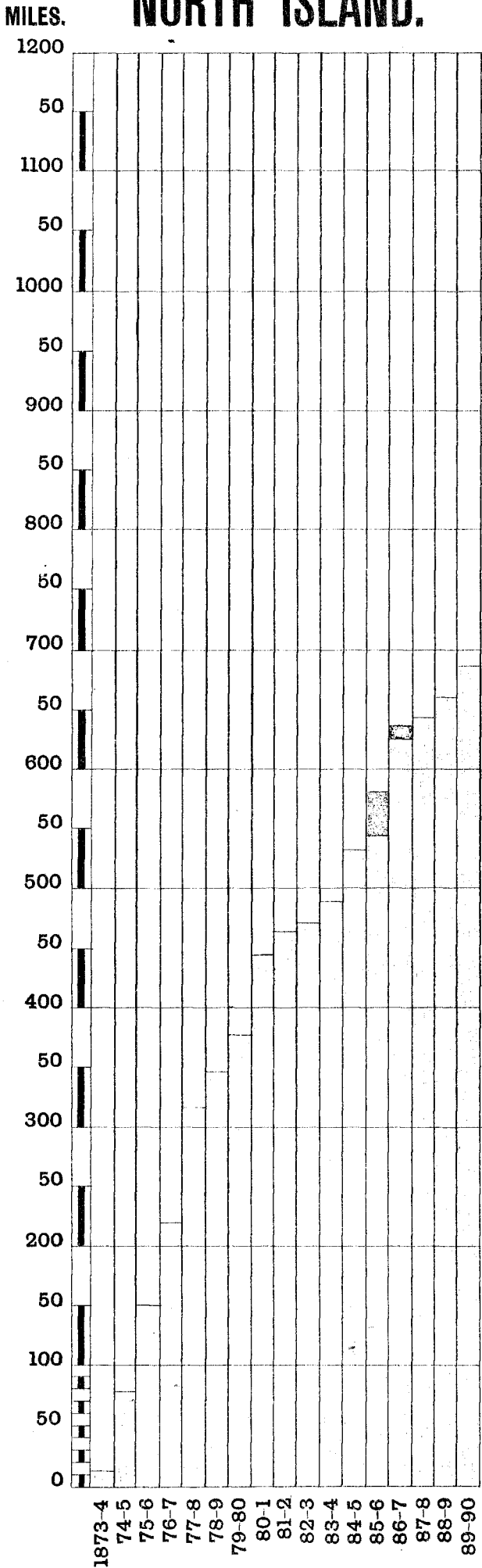
State of Line.

* In these cases the dates given are the dates on which the railways became the property of the Government.
† This comprises 45m. 593c. of railways constructed by the Government and 45m. 793c. of lines constructed by private companies under the District Railways Act, and afterwards purchased by the Government.
‡ This comprises 11m. 393c. of railways constructed by the Government and 36m. 393c. of lines constructed by private companies under the District Railways Act, and afterwards purchased by the Government.

Number of Miles open
of
Government Lines.

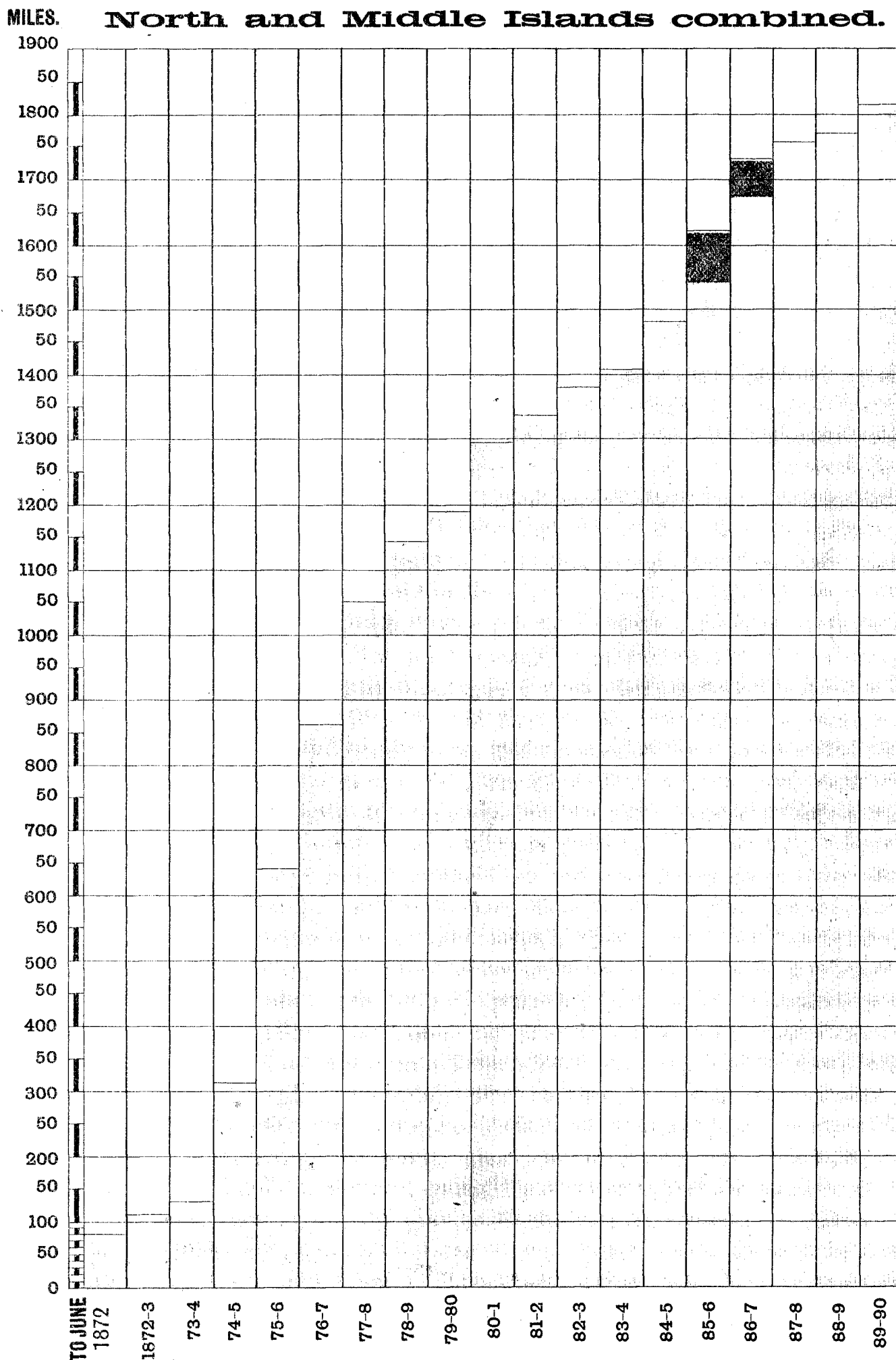
NORTH ISLAND.

MIDDLE ISLAND.



Number of Miles open of Government Lines.

North and Middle Islands combined.



Number of Miles

of

Government

North and Middle Atlantic

1910

1911

1912

1913

1914

1915

1916

1917

1918

1919

1920

1921

1922

1923

1924

1925

1926

1927

1928

1929

1930

1931

1932

1933

1934

1935

1936

1937

1938

1939

1940

1941

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1944

1945

1946

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1948

1949

1950

1951

1952

1953

1954

1955

1956

1957

1958

1959

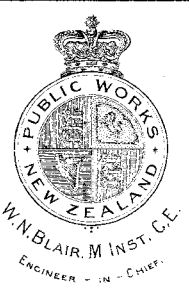
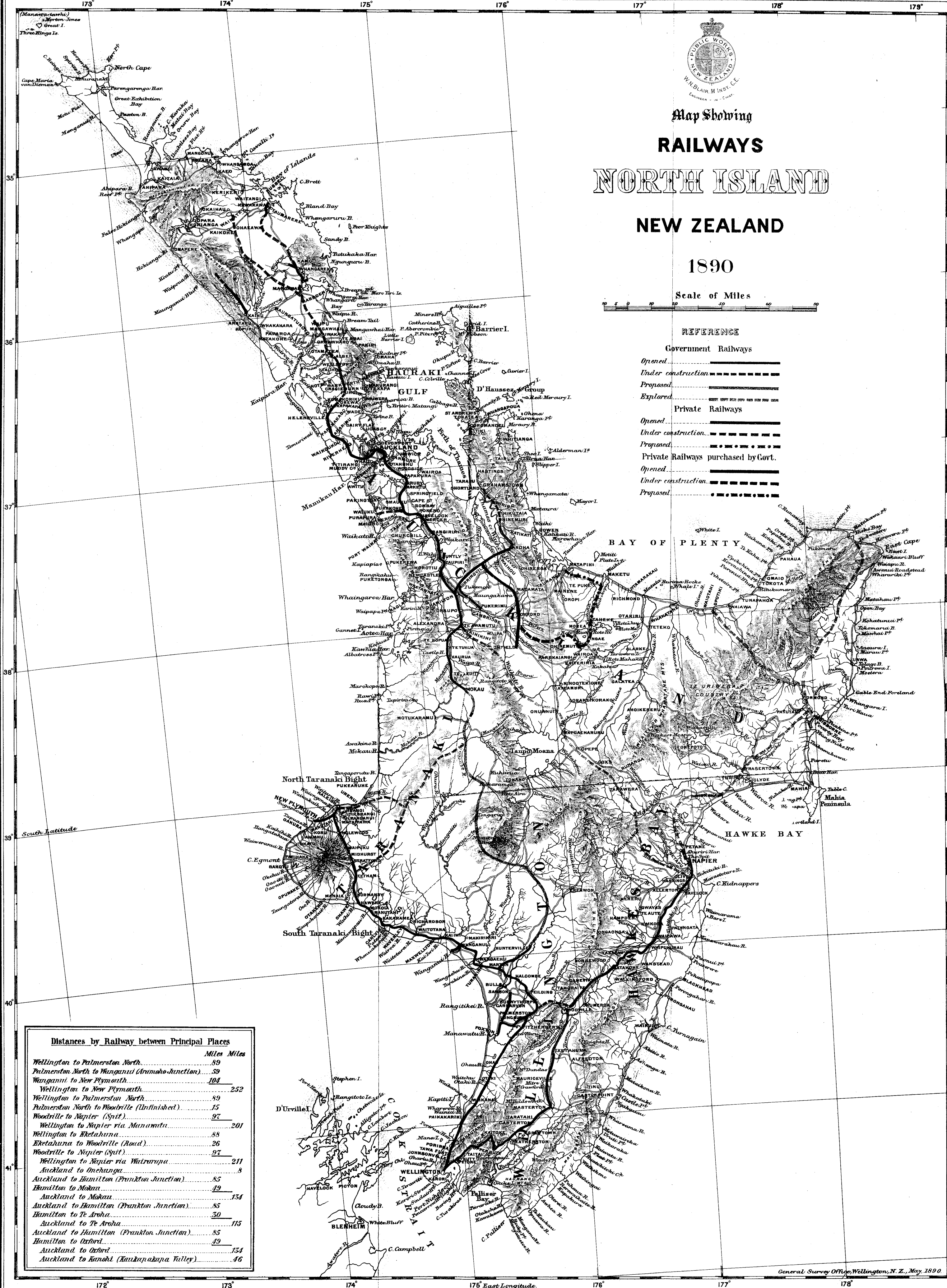
1960

1961

1962

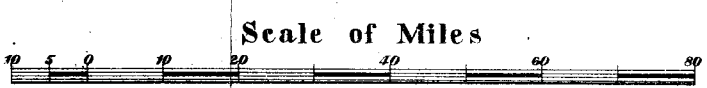
1963

1964



Map Showing
RAILWAYS
NORTH ISLAND
NEW ZEALAND

1890



- REFERENCE**
- Government Railways**
- Opened
 - Under construction
 - Proposed
 - Explored
- Private Railways**
- Opened
 - Under construction
 - Proposed
- Private Railways purchased by Govt.
- Opened
 - Under construction
 - Proposed

Distances by Railway between Principal Places	
	Miles
Wellington to Palmerston North	89
Palmerston North to Wanganui (Arumoko Junction)	59
Wanganui to New Plymouth	104
Wellington to New Plymouth	252
Wellington to Palmerston North	89
Palmerston North to Woodville (Unfinished)	15
Woodville to Napier (Spit)	97
Wellington to Napier via Manawatu	201
Wellington to Eketahuna	88
Eketahuna to Woodville (Road)	26
Woodville to Napier (Spit)	97
Wellington to Napier via Waipara	211
Auckland to Onehunga	8
Auckland to Hamilton (Frankton Junction)	85
Hamilton to Mokau	49
Auckland to Mokau	134
Auckland to Hamilton (Frankton Junction)	85
Hamilton to Te Aroha	50
Auckland to Te Aroha	115
Auckland to Hamilton (Frankton Junction)	85
Hamilton to Oxford	49
Auckland to Oxford	134
Auckland to Karahi (Haukapakapa Valley)	46



Map Showing
RAILWAYS
MIDDLE ISLAND

NEW ZEALAND

1890



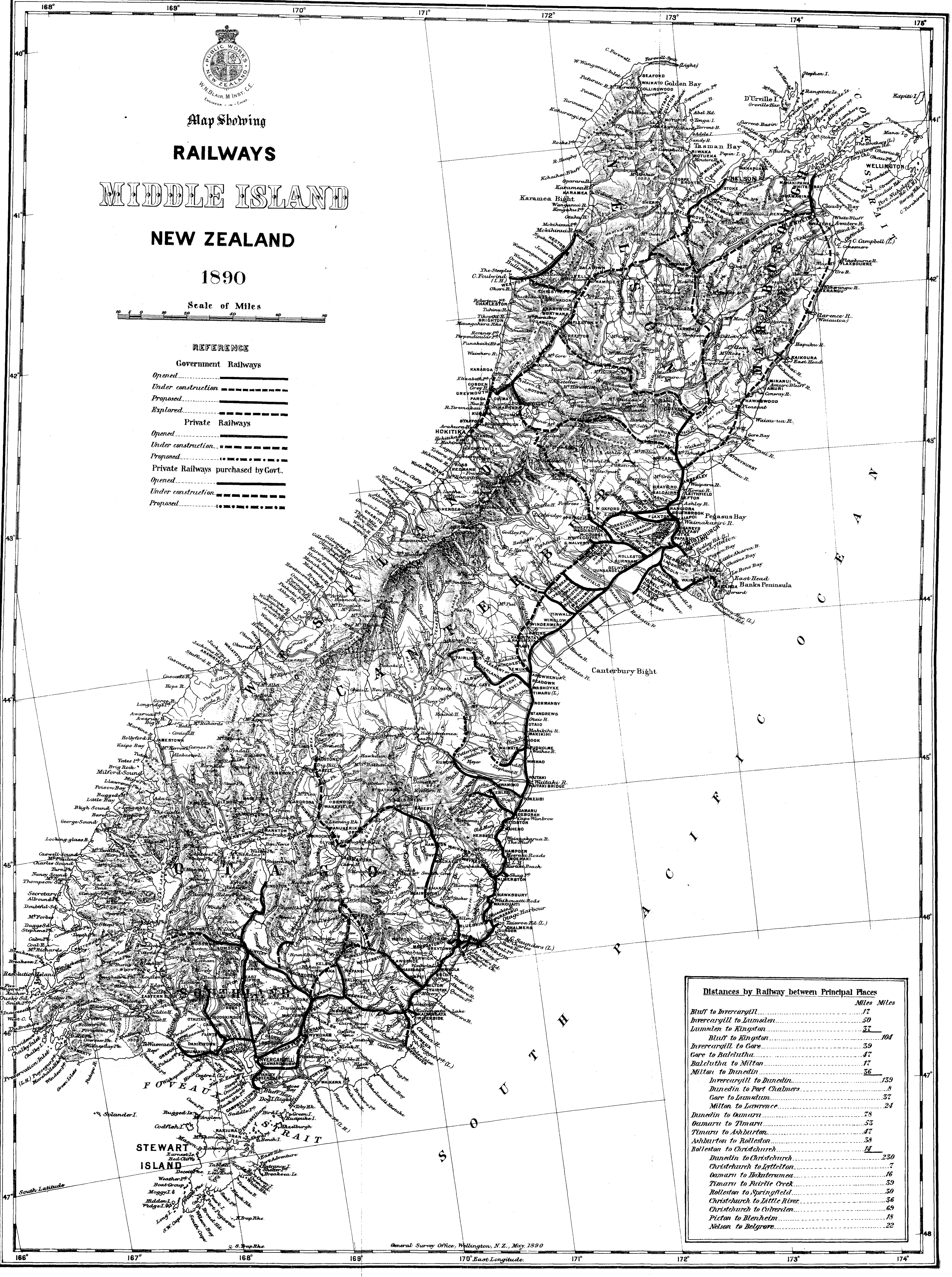
REFERENCE

Government Railways

- Opened.....
Under construction.....
Proposed.....
Explored.....

Private Railways

- Opened.....
Under construction.....
Proposed.....
Private Railways purchased by Govt.
Opened.....
Under construction.....
Proposed.....



Distances by Railway between Principal Places

	Miles	Miles
Bluff to Invercargill.....	17	
Invercargill to Lumsden.....	50	
Lumsden to Kingston.....	37	
Bluff to Kingston.....	104	
Invercargill to Gore.....	39	
Gore to Balclutha.....	47	
Balclutha to Milton.....	17	
Milton to Dunedin.....	36	
Invercargill to Dunedin.....	139	
Dunedin to Port Chalmers.....	8	
Gore to Lumsden.....	37	
Milton to Lawrence.....	24	
Dunedin to Oamaru.....	78	
Oamaru to Timaru.....	53	
Timaru to Ashburton.....	47	
Ashburton to Rolleston.....	38	
Rolleston to Christchurch.....	14	
Dunedin to Christchurch.....	230	
Christchurch to Lyttelton.....	7	
Oamaru to Timaru.....	16	
Timaru to Pictou Creek.....	39	
Rolleston to Springfield.....	50	
Christchurch to Little River.....	36	
Christchurch to Culverden.....	69	
Pictou to Blenheim.....	18	
Nelson to Belgrave.....	22	

