

1892.  
NEW ZEALAND

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# PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON R. J. SEDDON

27TH SEPTEMBER, 1892.

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MR. SPEAKER,—

The Financial Statement submitted by my honourable colleague, the Colonial Treasurer, will, to a great extent, have prepared honourable members for the inevitable, so far as the reduction in the expenditure on public works is concerned, and it has so far lightened my otherwise somewhat unpleasant task.

The decision arrived at by the present Parliament to stop borrowing necessarily brings with it a gradual tapering-off in the public works expenditure.

When the self-reliant policy indicated in the Financial Statement of last year, and to which further effect has been given this year, was first announced, it was asserted that the colony would not be able to continue on the lines laid down, in fact, it was quite understood by many honourable members that this year we should of necessity have to go upon the money market. Results have proved, however, that fair progress has been made with our necessary reproductive public works, and yet the expenditure thereon has been less during the past year than it has been for years past, and still the colony has advanced. I may say, indeed, that general prosperity now obtains, as well as a feeling of satisfaction and security, except, perhaps, on the part of those who were unpatriotic enough to wish that circumstances would compel the Government to have recourse to further borrowing.

When some five years ago the pledge was given by the late Government that further borrowing should not be resorted to for three years, the detractors of the colony abroad (and unfortunately some were found here) loudly announced that, immediately at the end of the three years, the colony would be forced to ask for another loan. Results have proved this forecast to have been entirely erroneous, five years have now elapsed, and further borrowing is not yet required, and from the present outlook we do not consider that further borrowing should take place. The independent position taken up by the Government, supported in this as we are by a large majority in the House and in the country, has done a great deal in restoring confidence in the finances and resources of the colony. Our securities,

when this self-reliant policy was first announced, compared unfavourably with those of the other colonies, but on a comparison being made now it will be found that New Zealand securities have attained to the highest position.

From some of our prominent colonists recently returned from the Mother-country I gather that there is only one expression of opinion at Home in regard to New Zealand—its people, its resources and finances, either as a field for investment or for settlement—all speak in the most glowing terms, and to be a New Zealander is a thing to be proud of, and not only does this feeling obtain in the Mother-country, but it is the same in Australasia.

Reference to the Press of Australasia will fully confirm the favourable opinion and confidence thus expressed in regard to New Zealand, and the policy which has been adopted here, namely, to live within our means, to gradually improve the condition of the country from the revenues received, to promote settlement, and to generally carry on our business without the aid of the money-lender. Such a policy places us in an independent position, and not as in times gone by, when, cap in hand, money was asked and grudgingly given at rates satisfactory to the lenders but ruinous to the taxpayers of the colony. The evil of the borrowing-policy of the past must be apparent to all thinking men when we realise that the sum of £1,842,686 has to be annually laid aside to meet interest and the instalments due on account of sinking funds.

Having thus briefly sketched the advantages of continuing the self-reliant course adopted, it will be unnecessary to say that the Statement this year will probably not be attractive or pleasing to those who are favourable to large loan expenditure, but to those who really have the best interests of the colony at heart, and who are prepared to make the necessary sacrifices entailed by the continuance of the policy indicated, I hope to give a measure of satisfaction.

During the recess I have visited the different districts in which the works are in course of progress, with the result that I find that the construction of the works authorised last session has given general satisfaction, but, as previously stated, the amount expended has been small compared with the expenditure during previous years. Before dealing with the particular works in detail it is well that I should make a statement as to the condition of the Public Works Fund.

### PUBLIC WORKS FUND

The state of the Public Works Fund on the 31st March last (including an asset of £878 due to Part I. of the fund under “The Government Loans to Local Bodies Act, 1886”) was as follows:—

Parts of Fund.	Unexpended Balances, 31st March, 1891.	Receipts during 1891-92.	Totals.	Expenditure, Year ended 31st March, 1892.	Balances remaining, 31st March, 1892.	Liabilities existing, 31st March, 1892.	Net Balances available, 31st March, 1892.
	£	£	£	£	£	£	£
Part I.	361,989	*350,071	712,060	†412,482	299,578	250,064	49,514
Part II.	356,107		356,107	79,130	276,977	63,807	213,170
Totals	718,096	350,071	1,068,167	491,612	576,555	313,871	262,684

\* Including asset of £878 under Government Loans to Local Bodies Act.

Including £100,000 paid off floating debt.

As already announced in the Financial Statement, the Government proposes to devote £200,000 of the estimated surplus revenue of the year to public works purposes. In addition to this a sum of £50,000 will be available under “The Government Loans to Local Bodies Act Amendment Act, 1891,” and some miscellaneous credits to the extent of another £2,000 or so are expected to be received in addition. The following table shows the state of the Public Works Fund on the 31st March last, and an estimate of how it will stand on the 31st March next, if the proposals which I now submit to the House are approved of.

	Part I.	Part II.	Total.
	£	£	£
Cash balances on 31st March, 1892	299,578	276,977	576,555
Credit from surplus revenue and Government Loans to Local Bodies Act ..	250 000		250,000
Probable recoveries during the year ..	2 000		2,000
	551,578	276,977	828,555
Amount proposed for actual expenditure during 1892-93	501,621	160,144	661 765
Estimated cash balances on 31st March, 1893, available for expenditure after that date	49,957	116,833	166,790

	Part I.	Part II.	Total.
	£	£	£
Cash balances on the 31st March, 1892 ..	299,578	276,977	576,555
Credit from surplus revenue and Government Loans to Local Bodies Act ..	250,000		250,000
Probable recoveries during the year.	2,000		2,000
	551 578	276,977	828,555
Total appropriation proposed for expenditure during 1892-93, and to cover liabilities at end of year	560,376	218,840	779,216
Estimated balance on the 31st March, 1893, available for future appropriation	Dr 8,798	58,137	49,339

The debit balance of £8,798, shown under Part I. in the above table, will be extinguished by the transfer of a sum of about £10,000 from Part II. of the fund for Native land purchases within the area mentioned in the Schedule to the North Island Main Trunk Railway Loan Application Act Amendment Bill, which have already been defrayed out of Part I. of the fund, but which will be transferred to Part II. on the Bill becoming law

The expenditure on all works and services throughout the colony under the Public Works Fund up to the 31st March last, including the purchase of the provincial and district railways, has amounted to a total sum of £28,379,541, the principal items being as follows, viz Railways, £15,362,110, roads, £3,604,925, immigration, £2,145,967, public buildings, £1,815,577, purchase of Native lands, £1,248,875, lighthouses, harbour works, and harbour defences, £889,165, defence purposes generally, £429,719, telegraph extension, £634,421, waterworks on goldfields, £513,358, cost of, and discount on, raising loans, &c., £1,021,472, and departmental, £359,965.

#### DEPARTMENTAL ADMINISTRATION.

As mentioned in my Public Works Statement last year, considerable reductions have been made in the departmental staff, and a great saving has thereby been effected. This reduction in the number of the officers necessarily entailed a large amount of additional work on the part of those retained, so much so, indeed, that I have at times had some doubt as to whether, in making the reductions referred to, I had not gone too far

I am pleased, however, to say that the officers retained have fully justified the selection made, and the work has been performed in a highly creditable manner, and that no further changes in the staff are necessary at present.

On account of the largely increased amount of work now performed by most of the officers, and also on account of the retirement of a number of senior and

more highly-paid men having entailed the promotion of a number of juniors to fill their places, I have proposed several small increases in salary to departmental officers this year, which I trust the House will agree to. The amounts are in all cases exceedingly moderate, and the total amount of the increases proposed does not exceed £230 per annum.

So far as the arrangement of the staff is concerned, very little change has been made during the year. The appointment of Mr Blow as Under-Secretary was a wise selection, and a promotion well-earned, and the placing under him of the whole of the administrative and clerical portion of the departmental work has proved the wisdom of the choice made, and I have no hesitation in saying that these branches of the department have never been more efficiently carried on, nor under better control, at any previous period. The Acting Engineer-in-Chief, Mr Hales, has been appointed Engineer-in-Chief, a position to which, from his long experience and position in the service, he was justly entitled, and which he will most efficiently fill. The change made in placing all work of a clerical nature entirely under the Under-Secretary, thus enabling the whole time and attention of the Engineer-in-Chief to be devoted to engineering and technical matters, has effected a great saving in administration, and has worked most satisfactorily, and the work has been more evenly distributed.

On the 31st of October next Mr. John Blackett, who at present fills the position of Consulting Engineer for the colony in England, will retire from the public service on a well-earned pension. Mr Blackett has been in the public service for more than thirty-three years, partly under the Provincial Government of Nelson, but principally under the General Government of the colony. During this lengthened period he has successively filled the offices of Provincial Engineer, Nelson, Assistant Engineer-in-Chief, Engineer-in-Charge for the North Island, Marine Engineer, Engineer-in-Chief, and Consulting Engineer in England, in all of which positions he has rendered distinguished service to the country. On his retirement at a ripe age, and after so lengthened a period of service, it affords me much pleasure to thus bear official testimony to his great worth as a faithful public servant.

### WORKING RAILWAYS.

The length of line completed and handed over to the Railway Commissioners for working during the year has been 31 miles 8 chains—namely, the Glenomaru Section of the Catlin's River Railway, 6 miles 18 chains, and the Hindon-Middlemarch Section of the Otago Central Railway, 24 miles 70 chains—making a total length of railway opened for traffic at the close of the financial year of 1,867 miles. The total earnings during the year amounted to £1,115,431, and the net profit, after deducting working-expenses, amounted to £408,914, being £5,086 less than the Railway Commissioners' estimate for the year, and £12,084 less than the net revenue of the preceding year. The percentage return on the total capital invested in the railways amounted last year to £2 15s. 9d per cent., against £2 18s. 11d. per cent. for the previous year, and £2 19s. 5d. for the year 1889–90. I am glad to state that for the current financial year the Railway Commissioners estimate that a larger net revenue will be earned, their estimate being £423,000, but even this amount will only about bring the net revenue up to that of 1890–91, though the length of line open for traffic will be over thirty miles more than that year.

The best paying sections during the late year have again been the two coal-carrying lines on the west coast of the Middle Island, the Westport Section having earned no less than £7 6s. per cent. on its cost, and the Greymouth Section £5 15s. 5d. per cent. These sections show a substantial increase on last year's return, both as regards the total amount earned and the percentage of profit paid.

Next to these two lines comes the Napier-Wanganui-New Plymouth Section, which earned £3 2s. 10d. per cent., also a substantial improvement for the year. The Nelson Section earned £1 4s. 9d. per cent., against a loss of about the same percentage during the previous year. The Kawakawa and Picton Sections show more favourable results than in the previous year, while the

Whangarei, Auckland, Wellington, and Hurunui-Bluff Sections give less favourable results.

On the whole the traffic results of the year cannot be regarded as satisfactory. The gross revenue has declined £6,270, while the net revenue has decreased by no less than £12,084, and the rate of interest earned has decreased by 3s. 2d. per cent. These unfavourable results are more apparent on the Hurunui-Bluff Section than on the smaller sections. On the Hurunui-Bluff Section the gross revenue has decreased by £42,799, the net revenue has decreased by £38,623, the rate of interest earned has decreased 12s. 1d. per cent., while the cost of working has increased 3·36 per cent., the total number of passengers carried has decreased 24,885, and the total tonnage carried has decreased 88,036 tons, and these results have accrued notwithstanding that the length of line embraced in the system has increased by twenty-seven miles. Last year also a sum of £1,075 was charged to the Miscellaneous Services Vote of the Colonial Secretary's Department for compassionate allowances to sundry persons for injuries received upon the railways, which amount should properly have been debited to railway working expenses, and the sum of £14,000, derived from the sale of certain surplus rolling-stock to the Government of Western Australia, which I stated last year it was proposed to credit to the allocation for additions to open lines in the Public Works Fund, was paid to the credit of the Railway Commissioners' vote for the working expenses of the railways instead, thus making the working expenses of the railways appear to be £14,000 less than they actually were.

These very unfavourable results, notwithstanding the increased prosperity and increasing population of the colony, appear to the Government to be so disquieting as to require some special remedy. It has therefore been determined to ask for an amendment of the law under which our working railways are at present administered, and it is hoped that if the Bill for this purpose now before the House becomes law very much better results may shortly be apparent.

The funds voted last year for additions to open lines proved to be more than sufficient for the requirements of the year, a balance of £12,612 remaining unexpended on 31st March last. The Railway Commissioners estimate that this amount will be sufficient for the requirements of the current year, and a vote for that sum is proposed accordingly.

The question of the administration and control of the loan expenditure on works on open lines, to which I made special reference last year, and with regard to which proposals were made to the House in the Public Works Appropriation Bill of last session, but ultimately withdrawn, still remains in an unsatisfactory position, but, while I still adhere to the opinion expressed in my Statement of last year, that all expenditure of loan-moneys should be under the sole control of Government, still, seeing that the term for which the Commissioners were appointed will expire in January 1894, I do not now intend to ask for any alteration in the law in this respect.

The friction which has unfortunately existed for some time past between the Commissioners and their employés has not altogether abated. The action of the Commissioners in refusing to recognise their employés unions is to some extent the cause of the discontent that exists, and such action, in my opinion, really amounts to an interference with the liberties of the subject. In the Mother country, employers of labour, whether railway companies or dock owners, &c., where they have as many or more men employed than our Railway Commissioners have, have not considered it advisable to restrain their men from joining or forming unions, and, so long as the Railway Commissioners maintain their present hostile attitude towards unionism, so long will their employés have ground for complaint.

A draft Bill for a scheme of insurance has been circulated by the Commissioners amongst the employés, and a largely-signed petition has been received in favour of its adoption. That necessity exists for provision being made all must admit, but, at the same time, it must also be admitted that, as regards provision against sickness, the Friendly Societies meet what is required. Accidents and provision for old age should, however, be dealt with under a general scheme applicable to all Government employés.

To meet such cases provision was made in the Civil Service Bill introduced by the Government, but the provisions of this Bill have not met with general favour from the railway employés. At the same time the objections made were committee objections, as the general principle of making some suitable provision is admitted on all hands. During the recess the details of this matter will be fully gone into, and a comparison of the scheme submitted by the Railway Commissioners and the alternative scheme submitted by the employés will be made, and a satisfactory solution of the question it is hoped may thus be found, and, if so, the matter can be definitely dealt with next session.

The Railway Commissioners inform me that they have arranged that, on the retirement of Mr Blackett, Mr John Carruthers, a former Engineer-in-Chief of the colony, shall act for them as Consulting Engineer in England, at a remuneration of £500 per annum

#### ZONE SYSTEM.

The agitation in favour of the zone system still continues, and experience is proving in other countries that there is a great deal to be said in its favour. The returns from the working of our railways do not show at all a satisfactory condition of affairs, and the representations of Mr Samuel Vaile, of Auckland, as to the working of the zone system indicate that at no distant date—possibly on the expiry of the Commissioners' term of office—it might be as well that a trial of this system should be made on our railways.

#### WELLINGTON-MANAWATU RAILWAY

Considerable agitation has taken place relative to the Government taking over this line. The agitation has come principally from the districts served by the New Zealand railways, the principal reason urged being the short-distance rates charged. The persons principally interested have asked the Government, through their representatives in the House, their intentions, but from the company itself no overtures have been received. The question demands careful consideration—more particularly from a financial point of view. That under the present policy it would be impossible to provide the means for the purchase of this line, and at the same time proceed with the construction of railways and roads to the districts requiring the same, is of course obvious. It is quite impossible to provide ways and means for the purchase of the line from the consolidated revenue, so that the next question would be, is the colony prepared to borrow money for the redemption of the company's debentures, and to pay whatever the balance of the purchase-money might be over and above the amount of the debentures?

The Government is of opinion that the time has not yet arrived for this to be done. Since last session a test case has been heard in the Supreme Court, and it has been decided that the company can only charge the same rates as those prevailing for the carriage of goods and passengers on the Government lines. This being the case, the only grievance remaining is the short-distance rates which are charged on through traffic. The Government has been approached with the view of assisting in the running of an express train through from Wellington to New Plymouth, and the company has been asked to consent to the Railway Commissioners running a Government train right through, but they have declined to permit this to be done. They have, at the same time, informed the Commissioners that they have the necessary locomotives and rolling-stock for the running of the express train, and are prepared to run it if the Government will give a subsidy towards the cost.

#### THE CO-OPERATIVE SYSTEM.

The result of the experiments in the construction of our railways and public works on the co-operative principle has proved highly satisfactory, though, as in all new systems, there was a little friction at first.

Amendments have been made in the terms of the agreements between the workmen in the direction of reducing the numbers in each party, it being very difficult to get thirty or forty men who can work harmoniously together, and who

are physically and otherwise capable of performing an equal amount of work. But by subdividing the parties and allowing the men to select their own co-partners it is found that they practically classify themselves, and thus very largely reduce one of the principal difficulties in working the scheme. There have, in some cases, also been little difficulties at first with the officers of the Government in dealing with the system, owing to their being accustomed to deal only with contractors, and owing also to the subdivision of the work, and having so many separate parties of men to deal with, entailing a considerable amount of extra work upon both the engineers and the overseers. The engineer, in fact, has practically to take the position of the contractor, whilst the overseers have to act not only as overseers for the Government but also as foremen of works for the contracting parties. Taken as a whole, however, every satisfaction has been given by the staff, with one or two exceptions, and at the present time the whole of the works are going on quite smoothly and satisfactorily to both the Government and the men who are doing the work. The work has cost no more than it would have cost if it had been done under the contract system, and, at the same time, a better class of work has been done.

A great advantage in constructing works under the co-operative system is that the Government has the expenditure thoroughly under control. Should any circumstances arise rendering it desirable to curtail expenditure, it is simply necessary to reduce the number of men, the agreements with the men providing that the Government is at liberty to order the work to be discontinued at any time without payment of compensation. Under the contract system works cannot be stopped when once the liability has been incurred without heavy compensation having to be paid to the contractor. The state of the labour market can also be studied, and a very much better attempt made to equalise supply and demand than under the contract system, as, when once a contract has been signed binding a contractor to complete works within a definite period, they must be continuously pushed on with, even when labour is very scarce and in great demand for other purposes.

The contention that, when a large amount of labour is unemployed, pressure, which is well nigh irresistible, would be brought to bear on the Government to find employment, has been proved to be altogether erroneous, as is evidenced by the large reductions in the number of men employed on the Government co-operative works during the last few months.

A matter now requiring consideration is the application of the system of co-operation to large works requiring skilled labour—ordinary railway culverts of brick and stone-work and some small bridges have already been successfully attempted.

A question at the present time is whether the laying of the permanent-way could not also be advantageously undertaken on the same principle. This matter I am now going carefully into. I have already let one experimental contract of two miles in length, and am awaiting the result. If satisfactory, an attempt will be made to apply the system to the laying of the permanent-way on the different railway works now in course of construction. On several of our lines we have a large amount of formation-work done, and it is necessary in order to give the districts in which the railways are situated the full advantage of their construction, and also with the view of obtaining returns on the expenditure that has been incurred, that the work of laying the permanent-way should now be gone on with, and, with that object in view, I am having reports made by the engineers in charge of the several districts as to how far the work can be done under the co-operative system. There may be some places where it can be done to advantage, while in others it could not be done advantageously and with due regard to economy. It is my fixed intention to adhere to the principle laid down at the commencement that the work should not cost more than if it were done under the contract system.

I have received communications from the Colony of Victoria, and I am given to understand that the co-operative system has now been introduced in the construction of public works in that colony.

## COLONIAL INDUSTRIES.

Another question that has been brought under my notice during the year is the question of using colonial cement. I have had careful experiments made, with the result that the colonial-made article is found to be in many instances equal, and in some cases superior, to that imported.

This being the case the question will naturally arise, why (when the colonial-made article can be procured at the same price as the imported) should there not be a preference given to it, yet, by a return laid on the table of the House, it will be seen that in the construction of public works the amount of imported cement used is at present double that of the colonial-made article. The cement companies employ a large amount of labour, and much capital has been embarked in the industry, and some of the companies have imported the latest and best machinery, and have done everything to improve the manufacture of the article, but they are handicapped inasmuch as the Direct steamships are bringing cement out as ballast and disposing of it in the colony at rates which cannot be regarded as the fair market value of the article. I think the time has now arrived when the colony should definitely decide to use nothing but the colonial cement in the construction of its public works, leaving the competition as to the supply of imported or colonial cement to private individuals.

Another question of a similar nature is the using of galvanised iron in the construction of public buildings. Representations were made to the Government that a firm in Auckland was manufacturing an article quite equal to that imported. On obtaining a report from the Engineer-in-Chief on the subject I ascertained that, from the examination and tests which he had had made, the iron was of exceptionally good quality, and equal to any in the market, and, on his recommendation, an order has been given for several tons of the material, to be used in buildings now in course of construction by the department at Auckland and Wellington. This is what has been done so far, and it is my intention that, so long as the article is supplied at a reasonable price, to give the preference to the colonial make, and thus, while not paying any more for our supplies, we are assisting to provide employment for a large number of persons, and giving practical effect to the wishes of the Legislature when passing the tariff in 1888.

## RAILWAYS UNDER CONSTRUCTION

I will now refer to the several railway works that have been under construction during the year in their geographical order from north to south.

## KAMO—KAWAKAWA.

The Railways Authorisation and Management Act of last year provided for the extension of the Whangarei—Kamo Railway to Hikurangi. As quickly as possible after last session the survey of the line was put in hand, and was completed before Christmas, and the construction at once commenced. About  $4\frac{1}{2}$  miles of the line is now well in hand, and a further length will be taken in hand shortly. Only a small proportion of last year's vote was actually expended within the financial year, and a vote of £20,000 is asked for this year to continue the work. The work is being done entirely on the co-operative principle.

## HELENSVILLE NORTHWARDS.

The formation of the Makarau Section (with the exception of the tunnel) is nearly completed, and the tunnel is well in hand. The expenditure on this line last year amounted to £9,376, while liabilities existed at the end of the year to the amount of £13,673. A vote of £15,000 is asked for this year to cover these liabilities and contingent works.

## GRAHAMSTOWN—TE AROHA.

The section of this railway between Te Aroha and Paeroa, sanctioned under last year's public works proposals, was put in hand as soon after the close of last session as possible, and the work has proceeded vigorously,—so much so that a



length of twelve miles of formation is almost completed. The vote asked for this year will provide for the steady prosecution of the work throughout the year, and a vote for a moderate sum next year will complete this section of the line.

#### PUTARURU—ROTORUA.

The Kaponga Contract, which, as mentioned in my Statement last year, brings this line to a point about  $13\frac{1}{2}$  miles from the Rotorua Township, was duly completed in December last, and the Tarukenga Contract, which carries the line  $4\frac{1}{2}$  miles further towards Rotorua, was let in January. The works are being vigorously pushed on, and will probably be completed well before this time next year.

As there will only be a distance of about 9 miles between the end of the completed railway and the Township of Rotorua when this contract is finished, and as the bulk of the formation-work of about 6 miles of the Rotorua end of this distance has already been completed, as explained in last year's Statement, the Government considers that the completion of the railway is a work of the first importance, and we therefore propose to take a vote this year sufficient to complete it accordingly. A vote of £48,000 has therefore been provided, but only £35,000 of the amount will be required for actual expenditure within the present financial year.

#### NORTH ISLAND MAIN TRUNK RAILWAY.

At the northern end of this railway the Mokau Section, which is the connecting link between the completed railway from Auckland and the Poro-o-tarao tunnel (which has been completed for some time) has been put in hand. The work has all been done under the co-operative system, and has progressed very satisfactorily. The vote provided for this year is for the purpose of continuing the work on this section.

At the southern end of the line the works on the Mangaonoho Section—the contract for which was let in December, 1890—have progressed fairly satisfactorily, and the Makohine and Pawhakarua Sections have been put in hand on the co-operative principle.

#### EKETAHUNA—WOODYVILLE.

In accordance with the proposals made last year the construction of this railway has been commenced at both ends, the work being done on the co-operative principle, but only a comparatively small sum was expended during the late financial year. The works are still progressing slowly, but will be pushed on more vigorously if the vote which has now been placed on the estimates for the work is passed. A total authorisation of £25,000 is asked for, of which £15,000 is proposed to be voted for actual expenditure within the year.

#### WELLINGTON—EKETAHUNA (TE ARO EXTENSION).

The extension of the Wellington-Napier Railway to Te Aro, authorised by "The Railways Authorisation and Management Act, 1891," has been put in hand during the year, and the formation-works are now nearly completed. The laying of the permanent-way, which forms part of the present contract, will be proceeded with immediately, and tenders for the necessary station-buildings will be invited at an early date.

Practically, no part of last year's vote was expended within the late financial year, and a vote for the whole cost of the work, including provision for a goods-station of moderate size, is therefore included in this year's estimates.

#### BLENHEIM—AWATERE.

The Utawai Contract of this railway has been finished during the year. A contract called the Omaka Contract has also been let, providing for the laying of the permanent-way for a distance of  $2\frac{1}{2}$  miles to the southward of Blenheim, and is now nearly completed. The vote provided for this railway this year is to cover the liabilities existing on the 31st March last, and any minor contingencies that may arise in bringing the works to completion.

## WESTPORT—NGAKAWAU—MOKIHINUI.

The extension of the Westport—Ngakawau Railway to Mokihinui is now practically completed, and the line will shortly be available for traffic. The formation-works, including large concrete retaining-walls and culverts, were carried out under the co-operative system, but the Ngakawau and Patten's Bridges Contracts and the platelaying were let in the ordinary way by public tender.

The line is 7 miles 12 chains in length, and has cost £28,696 up to the 31st August last, including £5,669 for permanent-way materials. The whole of the funds have been found by the Westport Harbour Board, as provided by "The Westport—Ngakawau Railway Extension Act, 1890."

## GREYMOUTH—HOKITIKA.

The whole of the formation-works on this railway are practically completed, and the balance of the bridge-work is now in hand, a great deal of the work having been done on the co-operative principle. The platelaying, station buildings, and sundry minor finishing works are all that remain to be undertaken, and these works are provided for in the amount which the House is asked to authorise this year. The total amount expended upon this railway up to the 31st March last was £117,748, of which amount £17,137 was expended during the late financial year, and liabilities to the amount of £7,850 existed at its close.

## OTAGO CENTRAL.

At the time that I made my Public Works Statement last year the works on this railway were almost entirely suspended, owing to the loan allocation for the same being exhausted, the line being then open to Middlemarch, and the rails laid to a distance of 2 miles beyond that point. As quickly as possible after our proposals of last year were approved by Parliament the work of construction was resumed, and the formation of the line has now progressed to within a short distance of Hyde, 16 miles from Middlemarch, the work being done on the co-operative principle.

The Government regards this line as the most important railway work now under construction in the Middle Island, and therefore proposes to push on with it vigorously. An authorisation of a substantial sum—namely, £36,000—is asked for accordingly, of which amount £30,000 will be required for expenditure within the current financial year. The authorisation asked for will complete the formation- and bridge-works between Middlemarch and Hyde, and carry the platelaying as far as it will be practicable to take it this year.

As soon as the construction of the bridges between Middlemarch and Hyde has progressed sufficiently to admit of it, the work of laying the rails between these two places will be put in hand and energetically proceeded with.

## CATLIN'S RIVER RAILWAY.

The works on the Catlin's Section of this railway (a short section only half a mile in length, but including a tunnel  $12\frac{1}{4}$  chains long), are now on the verge of completion. A considerable amount of work was also done under the co-operative principle during the early part of the financial year on a section of the line beyond the tunnel contract, but the work had to be discontinued or the vote for the railway would have been exceeded. The total amount expended on the line during last year was £17,658, and liabilities to the amount of £4,721 existed at the close of the year. The vote proposed for this year is to cover these liabilities, and to provide for the resumption of the works on the section beyond the tunnel towards the end of the financial year. In the further extension of this railway it is intended to follow the "direct" route already surveyed, as this route is the shortest, the cheapest, and the best.

## SEAWARD BUSH RAILWAY

Shortly after our public-works proposals of last session were agreed to, the Waituna Section of this line was put in hand on the co-operative principle. The

works have proceeded satisfactorily, the bulk of the formation being now completed. The total authorisation proposed for this year, namely, £15,000, will complete the formation of the line to the Gorge Road, a distance of 18 miles from its junction with the Invercargill-Bluff main line, so as to be ready for the platelaying next year. £12,000 of this amount will be required for actual expenditure within the current financial year.

#### SUMMARY

The appropriations proposed for railway-works this year total to a sum of £399,755, against a total appropriation of £490,276, and an actual expenditure of £153,736 last year. A very much larger sum could doubtless be profitably expended in railway-construction were the funds available, and were it desirable to allow our public-works expenditure to reach a larger figure, but, in view of the fact that our ways and means are somewhat limited, and that the policy of the Government and the country is against a large loan expenditure, I think that the allocation of moneys amongst the several lines indicated above may be accepted as a fair and satisfactory one.

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#### MIDLAND RAILWAY

The section of this railway between Brunnerton and Reefton is now open for traffic, and the Springfield Section (4 miles 54 chains in length) of the Springfield-Brunnerton portion of the line, and a distance of 10 miles 14 chains at the Brunnerton end of the same portion of the line, is now completed and ready for traffic, but neither of these latter sections is actually being worked at present. Several miles of the line, namely, from the end of the completed portion of the line from Brunnerton (towards Springfield) to Jackson's, at the crossing of the Teremakau River, are now in course of construction, but between Jackson's and the end of the Springfield Section practically nothing has yet been done, notwithstanding that more than seven and a half years of the total time of ten years allowed for the construction of the entire railway have elapsed. The works on the Belgrove Contract, 5½ miles in length, at the northern end of the Reefton to Belgrove Section of the railway, referred to in last year's Public Works Statement, are still proceeding, being now rather more than half done.

The Government very much regrets that it is now quite obvious that there is no prospect of even the Springfield to Brunnerton portion of this very important railway being completed within the contract time, and that there seems to be no likelihood of further work being undertaken between Reefton and the end of the Belgrove Section at present.

Proposals have been made by the company, under clause 4 of their contract, to substitute a steep incline line over Arthur's Pass for the tunnel line originally provided for. These proposals, being of a very important character, have received most careful consideration, and, with sundry modifications, have now, on the advice of Messrs. H. P. Higginson, M.Inst.C.E., and J. P. Maxwell, M.Inst.C.E.—the engineering experts specially selected to advise His Excellency the Governor in the matter—been agreed to. The company estimate that by this alteration not less than half a million of money will be saved in the total cost of the construction of the railway, including interest on cost during construction, so that the alteration is manifestly a most advantageous concession to them, but, at the same time, it would also seem to be an advantageous one to the colony.

The company has also lately made some very important proposals for an entirely new contract, substituting the system of direct State guarantee on capital invested for the land-grant principle provided for in the contract. These proposals being now under investigation by a Committee of the House, it would be improper for the Government to express any opinion with regard to them at present.

The company has further applied for a substantial extension of its contract-time, but no decision has yet been come to on this question, pending the report of the Public Accounts Committee on the new proposals.

## KAIHU VALLEY RAILWAY

This line has continued to be worked under the direction of the Public Works Department with fairly satisfactory results, the receipts having a little more than covered the working-expenses.

The Government has learned within the last week or two that there is a prospect of a company being formed to take over the line and work it, and also to provide for its extension further into the kauri forest.

## ROADS.

The expenditure on main roads last year was £11,739, with liabilities at the end of the year of £4,945. This year it is proposed to vote a sum of £16,000 for road-works of this class.

There are still several main roads in unsettled districts which it is imperative for the Government to maintain at present, in order to promote settlement and commerce, and that the convenience of travellers may be reasonably met.

On district roads last year the sum of £6,843 was expended, and liabilities existed on the 31st March to the amount of £8,068. This year it is proposed to vote £15,295 for district roads.

Roads to open up Crown lands for sale are of by far the greatest importance. The amount expended last year on roads of this class was £27,993, and on village settlements and roads in connection therewith £3,830. The liabilities at the end of the year were £38,784 and £5,788 respectively, and it is proposed to ask for votes of £88,310 and £5,788.

The area of country to be opened is greater this year than for some years past, owing to settlement being in advance of the roads to give access to the land.

The blocks principally requiring to be opened up are situated in the several provincial districts where settlement is progressing most actively.

There is urgent need for this expenditure in the interests of settlement, for without it settlement cannot advance. It is, of course, well known that the lands now to be occupied are more difficult of access than those already disposed of, and the expense of making roads is therefore greater.

Last year the funds available under the Government Loans to Local Bodies Act could not be made use of during the financial period to the extent allowed by law, because of the preparations necessary to bring the Act into operation, in the way of getting definite information as to the value of the land, and as to the actual roads required in the blocks to be disposed of.

The annual report of the Department of Lands and Survey contains full details of the road-construction work done during the past year. The following are the principal new roads undertaken—Ohakune–Pipiriki, Hunterville–Turangarere–Tokaanu, Tunnel–Karioi, Makairo and Makuri in the Wairarapa, Catlin's–Waikawa, Maruwhenua, and Orepuki–Waiau. Since the date of the Lands and Survey Report the main road from Hunterville has been completed to Turangarere, and it is expected that the gap existing between Turangarere and Taupo will be finished shortly after the New Year. This will permit coach- and rail-traffic between Wellington and Auckland.

The Ohakune–Pipiriki Road has been under contract during the year, and only 7 miles remain to be finished as a dray-road. In May last a steamer commenced to run between Wanganui and Pipiriki, so that on the completion of the seven miles referred to there will be continuous communication by this route by coach and steamer between Wanganui and Napier.

The Stratford road is now very nearly finished as a dray-road for a distance of 21 miles from Stratford, and it is proposed to push the extension of it vigorously during the coming season at both ends.

A portion of the road from the tunnel on the railway-line to Taumaranui, on the Wanganui River, has been formed for dray-traffic, and some very bad hills have thereby been avoided. It is proposed to continue the construction from 4 miles beyond the tunnel to the junction of the Stratford route.

## ROADS ON GOLDFIELDS (MINES DEPARTMENT)

For roads of this class a sum of £30,550 was voted last year. Only £9,795 was actually expended within the year, however, but liabilities existed at the end of the year to the amount of £20,555. In order to encourage the development of the mining industry, and to open up mineral country so as to admit of prospecting operations being systematically carried on, it is proposed to vote this year a sum of £35,755 for roads on goldfields, £20,555 of this is required to cover the liabilities existing at the beginning of the year, and the balance of £15,200 will be available for new works.

## PUBLIC BUILDINGS.

The total appropriation for Public Buildings and Domains last year was £137,075, viz., £55,600, under the Consolidated Fund, and £81,475 under the Public Works Fund. The expenditure during the year amounted to £86,921—viz., £52,129 under the former fund, and £34,792 under the latter, while liabilities existed under the two funds at the end of the year to the amounts of £600 and £22,782 respectively.

The principal new works executed out of the Consolidated Fund vote were school buildings, which are carried out through the agency of the several Education Boards. The principal works constructed out of the Public Works Fund vote during the year were the new Lunatic Asylum at Porirua, the additions to the Asylum at Sunnyside, the enlargement of the Post Offices at Christchurch and Invercargill, and the completion of the Dunedin Judicial and Police Buildings.

This year a total appropriation of £103,687 is asked for—namely, £49,900, under the Consolidated Fund, and £53,787, under the Public Works Fund.

About one-half of the Consolidated Fund Vote is for school buildings, the other half being principally for ordinary repairs and maintenance. The proposed vote under the Public Works Fund is for the purpose of completing the asylum at Porirua, new hospital building at Dunedin (grant-in-aid), enlargements and improvements at the asylums at Sunnyside and Seacliff, the completion of the enlargements of the Christchurch and Invercargill Post-offices, new gaol at Dunedin, new Courthouses at Stratford, Palmerston North, and Rangiora, new Customhouse at Westport, new police-stations at Dargaville, Wellington (Mount Cook), Westport, Greymouth, Temuka, Naseby, and Waikaia, and connecting the Government Buildings at Christchurch with the drainage system.

## HARBOUR DEFENCES.

Last year a vote of £7,000 was passed for works and *materiel* of war coming under the head of Harbour Defences. The expenditure out of this vote during the year amounted to £7,347, or an excess of £347.

The total expenditure out of both Consolidated and Public Works Funds on harbour defences up to the 31st March last, together with the liabilities at that date, amount to, in round numbers, £478,000, of which £239,000 represents cost of *materiel* of war from England and miscellaneous charges connected therewith, and £239,000 the cost of the works in the colony. Of this latter sum about £36,500 represents cost of land, and the balance, £202,500, the cost of forts, batteries, submarine defences, steam-launches, and all other charges.

A return giving in tabular form particulars of the total expenditure upon the harbour defences of the colony, from the first steps taken up to the present date, has been laid before Parliament.

## MISCELLANEOUS CHARGES ON LOAN FUNDS

## PURCHASE OF NATIVE LANDS.

A return recently presented to Parliament by command of His Excellency the Governor shows the results of the operations of the Native Land-purchase

Department since the inauguration of the Immigration and Public Works policy of 1870 to the 31st March last as follows 5,355,457 acres finally acquired at a total cost of £1,172,434, or about 4s. 5d. per acre all round, and 1,400,777 acres still under negotiation, on which the sum of £76,441 had been expended up to the above date.

The work of the past financial year as to finally-completed transactions, included in the first total above, is 179,618 acres. Since the 31st March the purchase of a further area of 10,000 acres has been finally completed. As regards finally-completed transactions, the total area purchased during the two previous years was under 50,000 acres.

The Government Native Land-purchases Bill now before Parliament provides for the future operations of the Land-purchase Department, and, if it becomes law, will, it is hoped, enable the Government to acquire a sufficient area of land, on reasonable terms, to meet the growing requirements of settlement. In anticipation of this Bill becoming law, no vote for the purchase of Native lands has been provided under Part I. of the fund this year, as if the proposals of the Government under the Bill referred to are approved by Parliament, sufficient provision for the purchase of lands hitherto paid for out of this part of the fund will be made by the issue of the debentures provided for

#### WATERWORKS ON GOLDFIELDS.

The expenditure on waterworks within mining districts last year was only £2,257, the liabilities on the 31st March last being £2,500. It is proposed to ask the House for a vote of £5,000 this year to cover liabilities, and also to enable assistance to be granted towards the further extension of works of this character

#### TELEGRAPH EXTENSION

The expenditure out of loan on account of telegraph construction and for the extension of the telephone-exchange system throughout the colony amounted during the financial year to £27,772, and of this sum an amount of £3,687 was expended on the telephone-exchanges, making their capital cost at the close of the year £76,052.

Of the new lines erected during the year for the extension of telegraphic communication the most important are those to Waihi, Kaponga, Hunterville, and Maraekakaho, in the North Island, and Stanley Brook, Burke's Pass, Little Akaloa-O'Kain's, and Le Bon's Bay, Tuapeka-Lawrence, Gimmerburn, and Hawea Flat, in the South Island.

In the estimates for the present year's expenditure provision has been made for extensions of lines to Blackburn, Bealey to Jackson's, and Taipo, Little Akaloa line, and for the establishment of telephone-exchanges at the Thames and at Palmerston North.

#### CONCLUSION

For the purpose of showing how the "tapering-off" policy, succeeded by the self reliant non-borrowing policy, has affected our Public Works expenditure during the last few years, I give the following figures, which represent the total expenditure under the Public Works Fund during each of the years mentioned, and which bear eloquent testimony to the self-sacrificing spirit exhibited by our colonists in accepting with thorough goodwill the decreased expenditure which that policy has entailed, and which also afford the fullest evidence of the resources and capabilities of the colony, seeing that, notwithstanding this enormous diminution in our loan expenditure, the country is becoming year by year more prosperous, and its financial position steadily improving. The figures showing the loan expenditure during the several years are as follows—namely 1885-86, £1,475,386, 1886-87, £1,333,484, 1887-88, £966,159, 1888-89, £613,939, 1889-90, £482,464, 1890-91, £334,756; 1891-92, £391,501

The abolition of the system of sub-contracting in connection with our public works, announced in last year's Statement, and resolutely adhered to since,

has given unqualified satisfaction throughout the country, and the introduction of the co-operative system of construction has likewise led to most beneficial results, experience proving that works are carried out in a more satisfactory manner under this system than under the contract system, and at no increase in cost.

Having now fully disclosed our proposals for the year, I think I may again claim, in view of the reduced amount of ways and means available, and the resolute determination of the Government to avoid even the appearance of a borrowing policy, that the allocation of funds which we have proposed is a fair and reasonable, and under all the circumstances of the case, not an unsatisfactory one.





PUBLIC WORKS STATEMENT, 1892.  

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LIST OF TABLES ATTACHED TO STATEMENT.  

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**Table A—Public Works Fund, Part I.**—Condition on 31st March, 1892, with proposals for 1892–93.  
Details of Class III., Railways. (*Vide* Table A.)

**Table B—Public Works Fund. Part II.**—Condition on 31st March, 1892, with proposals for 1892–93.

**Table C—General Summary.**—Showing total expenditure under Public Works Fund on all classes of works for the years 1880–81 to 1891–92, and the proposed expenditure on same for the year 1892–93.

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



**Table A.**  
[To accompany Public Works Statement of 27th September, 1892.]  
**PUBLIC WORKS FUND.—PART I.**

Classes	Description of Work.	(1)	(2)	(3)	(4)		(5)	(6)	(7)		(8)
		Allocations as determined in Sept., 1891.	Expenditure during Year ending 31st March, 1892.	Balances of Allocations unexpended on 31st March, 1892.	Additions.	Reductions.	Unexpended Balances of Allocations as thus readjusted.	Liabilities on 31st March, 1892.	Year ending 31st March, 1893.		Balances which will thus remain available for further Undertakings in succeeding Years.
		£	£	£	£	£	£	£	£	£	£
I.	Immigration	1 140	816	324	176		500		500	500	
II.	Public Works, Departmental	7 600	6,996	604	5,096		5,700		5,700	5,700	
III.	Railways ( <i>vide</i> details attached)	357 387	135,632	221 755	71,000		292,755	136,892	168,552	172,307	
IV.	Roads :—										
	Main Roads	14,750	11 739	3,011	12 989		16,000	4,945	16,000	16,000	
	Miscellaneous Roads and Bridges	15,200	6,843	8,357	6,938		15,295	8,068	15 295	15 295	
	Grants-in-aid	6,335	10,757	Dr. 4,422	15,581		11,159	1 108	11,159	11,159	
	Roads to open up Lands before Sale	3,800	27 993	Dr. 24,193	112,503		88,310	38,784	88,310	88,310	
	Village Settlements	17 629	3,830	13 799		8,011	5 788	5,788	5,788	5 788	
	Roads on Goldfields	30,550	9 795	20,755	15,000		35,755	20,555	32,000	35 755	
	Total Roads	88,264	70,957	17,307	163,011	8,011	172,307	79,248	168,552	172 307	
V.	Waterworks on Goldfields	6,000	2,257	3,743	1 257		5,000	2,500	5,000	5,000	
VI.	Purchase of Native Lands, North Island	15,240	23,610	Dr. 8 370	8,370						
VII.	Telegraph Extension	12,000	27 773	Dr. 15,773	34,000		18,227	8,142	18,227	18,227	
VIII.	Public Buildings :—										
	Departmental Offices	12 975	454	12,521		10,521	2,000	34	2,000	2,000	
	Judicial	13,500	8,901	4 599	6,738		11,337	806	11,337	11,337	
	Post and Telegraph	8,000	1,009	6,991	2,509		9,500	5,895	9,500	9 500	
	Customs	233	13	220	180		400		400	400	
	School-buildings	7 500	7,500								
	Lunatic Asylums	30,750	16,915	13,835	8,715		22,550	12,047	22,550	22,550	
	Hospitals and Charitable Institutions	8,000		8 000			8,000	4,000	8,000	8,000	
	Total Public Buildings	80,958	34,792	46,166	18,142	10,521	53,787	22,782	53,787	53 787	
IX.	Harbour Defences	7,000	7 347	Dr. 347	5,347		5,000		5,000	5,000	
X.	Rates on Native Lands		2,038	Dr. 2,038	3 138		1,100	500	1 100	1 100	
XI.	Thermal Springs	400	264	136		136					
XII.	Charges and Expenses raising Loans				6,000		6,000		6,000	6,000	
	Totals	575 989	312 482	263,507	315,537	18,668	560,376	250,064	501 621	560,376	
	Recoveries on account of services of previous years										
	From Ohinemuri County			111		111					
		575,989	312,482	263,618	315,537	18 779	560,376	250,064	501 621	560,376	
	Receipts in aid :										
	Under "Railways Authorisation and Management Act, 1891,"—Kaihu Valley Railway			680		680					
	Under "Government Loans to Local Bodies Act, 1886"			1,870		1 870					
	Balance of Sinking Funds released			2,532		2,532					
	Tranferred from Consolidated Fund			30,000		30,000					
				298,700	315,537	53,861	560,376	250,064	501,621	560,376	
	Assets :—										
	From surplus revenue			200,000		200,000					
	Under "Government Loans to Local Bodies Act, 1886"			878		878					
	Under "Government Loans to Local Bodies Amendment Act, 1891"			50,000		50,000					
	Transfer from Land Purchases, Part II.			10,000		10,000					
	Estimated recoveries			2,000		2,000					
	Grand totals			561,578	315,537	316,739	560,376	250,064	501,621	560,376	1,202

## DETAILS OF CLASS III.—RAILWAYS. (Vide Table A.)

Name of Railway, &c.	(1.)	(2.)	(3.)	(4.)		(5.)	(6.)	(7.)		(8.)
	Allocations as determined (Sept., 1891).	Expendi- ture during Year ending 31st March, 1892.	Balances of Allocations unex- pended on 31st March, 1892.	Readjustment of Allocations now proposed.		Unex- pended Balances of Allocations as thus readjusted.	Liabilities on 31st March, 1892.	Year ending 31st March, 1893.		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.	
	£	£	£	£	£	£	£	£	£	£
Kaihu Valley		855	<i>Dr.</i> 855	2,398		1,543	770	1,543	1,543	.
Whangarei-Kamo Extension	23,000	1,946	21,054		1,054	20,000	9,633	15,000	20,000	
Helensville northward	29,294	9,377	19,917	.	4,917	15,000	13,673	12,000	15,000	
Grahamstown-Te Aroha	32,096	521	31,575		9,575	22,000	21,037	18,000	22,000	
Putaruru-Rotorua	35,000	16,245	18,755	29,245		48,000	30,936	35,000	48,000	
Woodville-Palmerston ..	7,000	4,917	2,083		83	2,000	1,433	2,000	2,000	
Wellington-Woodville—										
Extension to Te Aro	8,000	93	7,907	6,093		14,000	5,578	14,000	14,000	
Eketahuna-Woodville ..	17,000	1,950	15,050	9,950		25,000	7,871	15,000	25,000	
Blenheim-Awatere	9,035	5,301	3,734	2,266		6,000	5,271	6,000	6,000	..
Greymouth-Hokitika	26,000	17,137	8,863	17,137		26,000	7,851	20,000	26,000	
Otago Central	30,493	11,587	18,906	17,094		36,000	8,159	30,000	36,000	
Catlin's River	22,000	17,658	4,342	3,158		7,500	4,721	7,500	7,500	.
Edendale-Fortrose.	126	122	4		4					
Seaward Bush	12,000	1,726	10,274	4,726		15,000	1,285	12,000	15,000	
Lincoln-Little River	350	197	153	..	153	..	11	..	.	
Land-claims, &c.	1 993	622	1,371	429		1,800	723	1,800	1,800	
Surveys, new lines .. ..	1,000	..	1,000		700	300	126	300	300	
Additions to opened railways	43,000	30,388	12,612			12,612	12,612	12,612	12,612	
Permanent-way, sleepers, and rolling-stock	60,000	11,690	48,310		8,310	40,000	5,202	35,000	40,000	
Railway Capital Account	..	3,300	<i>Dr.</i> 3,300	3,300		..	.	.		
Totals	357,387	135,632	221,755	95,796	24,796	292,755	136,892	237,755	292,755	

Table B.

[To accompany Public Works Statement of 27th September, 1892.]

## PUBLIC WORKS FUND.—PART II.

Classes.		(1.) Allocations as determined in Sept., 1891.	(2.) Expenditure during Year ending 31st March 1892.	(3.) Balances of Allocations unexpended on 31st March, 1892.	(4.) Readjustment of Allocations now proposed ( , 1892).		(5.) Unexpended Balances of Allocations as thus adjusted (Sept., 1892).	(6.) Liabilities, 31st March, 1892.	(7.) Year ending 31st March, 1892.		(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 .. .. .	£ 5,200	£ 800	£ 4,400	£ ..	£ ..	£ 4,400	£ ..	£ 1,800	£ 1,800	£ 2,600
II.	Railway Construction :—										
	Construction, north end .. .. .	161,812	2,194	143,028	..	35,755	107,273	19,498	25,000	30,000	273
	“ south end .. .. .		16,590						30,000	75,000	
	Surveys .. .. .		..						2,000	2,000	
	Permanent-way, sleepers and rolling-stock—										
	North end .. .. .	55,264	..	55,264	..	..	55,264	..	..	..	55,264
	South end .. .. .		..						..	..	
	Total Railways .. .. .	217,076	18,784	198,292	..	35,755	162,537	40,476	57,000	107,000	55,537
III.	Roads to give access to Railway :—										
	North end .. .. .	49,500	4,574	19,211	35,285	..	54,496	1,702	45,800	54,496	..
	South end .. .. .		25,715								
	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	470	30	470	..	500	..	500	500	..
	Total Roads .. .. .	50,000	30,759	19,241	35,755	..	54,996	23,331	46,300	54,996	..
IV.	Purchase of Native lands .. .. .	83,831	28,787	55,044	..	..	55,044	..	55,044	55,044	..
	Total .. .. .	356,107	79,130	276,977	35,755	35,755	276,977	63,807	160,144	218,840	58,137

Table C.

[To accompany Public Works Statement of 27th September, 1892.]

GENERAL SUMMARY.

Showing EXPENDITURE under PUBLIC WORKS FUND, 1880-81 to 1891-92, and PROPOSED EXPENDITURE, 1892-93, &c.

Class.	Description of Services.	Expenditure.												Amounts proposed to be voted for Expenditure during the Year ending 31st March, 1893
		1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	
	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	1,823	817	500
II.	Public Works Departmental* .. .. .	..	..	..	..	..	..	12,896	6,089	6,458	..	700	6,996	5,700
III.	Railways† .. .. .	..	..	..	..	..	..	16,729	1,408	4,762	7,976	3,005	135,632	292,755
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	30,380	26,833	22,294	13,756	10,968	12,799	9,905	11,739	16,000
	Miscellaneous Roads and Bridges .. .. .	..	..	..	61,635	37,165	37,615	39,748	25,989	26,748	19,998	12,489	6,843	15,295
	Grants-in-Aid .. .. .	..	..	..	106,399	149,982	138,045	81,264	57,632	26,913	2,172	1,586	10,757	11,159
	Roads to open up Lands .. .. .	52,152	35,936	81,634	84,631	49,314	61,794	57,157	61,488	Cr. †90	Cr. †153	Cr. †395	Cr. †111	..
	Village Settlements .. .. .	..	..	9,439	26,602	15,631	31,622	1,891	12,053	21,954	28,160	24,285	27,993	88,310
	Roads on Goldfields .. .. .	..	..	..	..	..	..	1,891	12,053	10,770	7,345	4,884	3,830	5,788
	Miscellaneous .. .. .	51,117	129	..	..	..	..	32,625	25,053	7,015	13,290	12,687	9,795	35,753
	Total, Roads .. .. .	230,543	145,606	210,605	328,642	317,043	329,072	265,717	199,109	104,542	83,878	65,441	70,846	172,307
V.	Waterworks on Goldfields .. .. .	16,577	13,272	6,824	16,596	8,029	9,032	7,665	1,016	55	284	821	2,257	5,000
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	4,012	23,610	..
VII.	Telegraph Extension .. .. .	43,783	7,485	18,654	19,532	25,799	36,010	18,952	22,984	12,047	16,346	16,292	27,773	18,227
VIII.	Public Buildings:—													
	Parliamentary .. .. .	..	..	5,331	8,416	183	..	8	24	..	..	..	..	..
	General Departmental Offices .. .. .	..	..	..	..	..	..	947	12,742	14,588	7,256	2,880	454	2,000
	Judicial .. .. .	55,402	16,259	16,743	22,652	12,227	11,106	15,875	8,273	8,228	11,246	9,892	8,901	11,337
	Post and Telegraph .. .. .	9,336	1,752	9,939	22,616	8,955	4,880	2,772	2,227	82	1,376	708	1,009	9,500
	Customs .. .. .	..	..	193	1,659	830	..	99	..	..	18	409	13	400
	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	8,930	16,914	22,550
	Miscellaneous .. .. .	..	..	..	34	..	..	..	..	..	..	..	..	..
	Hospitals and Charitable Institutions .. .. .	2,219	140	64	256	3,792	3,299	4,421	4,156	673	Cr. †140	..	..	8,000
	School-buildings .. .. .	99,173	82,535	88,134	49,814	66,069	62,884	51,607	40,000	779	..	..	7,500	..
	Total, Public Buildings .. .. .	205,734	128,352	153,072	164,376	117,361	86,859	89,598	90,529	34,592	35,473	22,819	34,791	53,787
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. †5,000	..	189	..	..
	Harbour Defences .. .. .	904	..	..	7,213	9,601	127,167	139,429	73,459	50,089	7,293	2,477	7,347	5,000
	Total, Lighthouses, &c. .. .. .	25,416	21,207	24,598	43,534	34,033	133,975	148,705	76,825	47,593	8,845	2,666	7,347	5,000
	Contingent Defence .. .. .	154,000	133,219	..	..	..	25,000	12,500	..	..	..	..	..	..
X.	Rates on Native Lands .. .. .	..	..	..	..	..	..	25,139	8,446	10,304	5,874	8,250	2,038	1,100
XI.	Thermal-Springs .. .. .	..	..	..	..	..	..	7,814	2,999	935	..	2,587	264	..
XII.	Charges and Expenses raising Loans .. .. .	..	..	..	..	..	..	..	..	28,758	3,084	..	..	6,000
	Advance to Westport Harbour, repayable .. .. .	..	..	..	..	..	..	14,336	Cr. †14,336	..	..	..	..	..
	Unauthorised—Raising Dredge, repayable .. .. .	..	..	..	..	..	..	..	..	..	589	..	..	..
	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	123,416	312,371	560,376
	OTHER SERVICES.													
	Railways:—													
	Construction Works, including Rails, Sleepers, and Rolling-stock, and Additions to Open Lines .. .. .	950,395	432,524	436,054	662,046	663,063	537,196	432,349	402,318	267,315	206,596	177,015	18,784	107,000
	Roads to give access to North Island Trunk Railway .. .. .	..	..	..	..	..	6,832	12,900	20,410	1,898	248	5,848	30,759	54,996
	Purchase of District Railways .. .. .	..	..	..	..	..	188,300	166,187	..	..	75,000	..	..	..
	Purchase of Native Lands, North Island .. .. .	..	..	..	..	..	..	70,379	24,129	3,983	24,050	13,913	28,787	55,044
	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	196,776	78,330	217,040
	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 } { †3,084 }	9,564	800	1,800
	Total, Other Services .. .. .	1,157,000	459,332	449,441	705,387	706,742	809,218	696,858	525,305	364,349	315,104	206,340	79,130	218,840
	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	334,756	391,501	779,216

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

† Up to 31st March, 1886, all expenditure on railways was included under one heading. Divided under Parts I., II., and III., from 1886 to 1891. Parts I. and III. again amalgamated in 1891-92.

‡ These credits are recoveries on account of expenditure of previous years, amounting to, in 1888-89, £19,426; 1889-90, £3,237; 1890-91, £395; 1891-92, £11.

§ Voted under Harbour Works, Class IX.

# PUBLIC WORKS STATEMENT, 1892.

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#### *Enclosures with Appendix G.*

1. Table of Lengths of Government Railways authorised, constructed, and surveyed up to 31st March, 1892.
2. Diagrams showing Miles of Government Railway opened in the North and Middle Islands, year by year since 1872.
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, 1892, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1891.	Expenditure during 12 Months ended 31st March, 1892.	Total Expenditure to 31st March, 1892.	Liabilities on Authorities, Contracts, &c., 31st March, 1892.	Total Expenditure and Liabilities.	Works.
2	Railways ...	£ 14,104,093	£ 154,415	£ 14,258,508	£ 177,367	£ 14,435,875	Railways.
3, 4, 5	Roads ...	3,598,162	101,715	3,699,877	102,579	3,802,457	Roads.
6	Water-supply on goldfields ...	511,100	2,256	513,357	2,500	515,857	Water-supply on goldfields.
7	Telegraphs ...	606,647	27,772	634,420	8,142	642,562	Telegraphs.
8	Public buildings ...	1,780,785	34,792	1,815,577	22,752	1,838,359	Public buildings
9	Lighthouses, harbour works, and harbour defences	881,817	7,347	889,165	..	889,165	Lighthouses, harbour works, and harbour defences.
...	Departmental ...	352,169	7,795	359,965	...	359,965	Departmental.
18 of 1878	Coal exploration and mine development	10,835	...	10,835	...	10,835	Coal-exploration and mine-development.
11 of 1877	Aiding works on Thames Goldfields	50,000	...	50,000	...	50,000	Aiding works on Thames Goldfields.
...	Immigration ...	2,145,150	816	2,145,967	...	2,145,967	Immigration.
...	Purchase of Native land ...	1,196,478	52,397	1,248,875	...	1,248,875	Purchase of Native land.
...	Defence ...	429,718	...	429,718	...	429,718	Defence.
...	Charges and expenses of raising loans	1,021,472	...	1,021,472	...	1,021,472	Charges and expenses of raising loans
...	Interest and sinking fund ...	218,500	...	218,500	...	218,500	Interest and sinking fund.
...	Rates on Native lands ...	58,013	...	60,551	500	60,551	Rates on Native lands.
...	Thermal Springs ...	14,335	264	14,599	...	14,599	Thermal Springs.
...	Totals	26,979,282	391,612	27,370,894	313,870	27,684,765	Totals.
...	Less receipts in aid— † Revenue, Kaihu Valley Railway, £680 9s. 9d.	4 5	5 7	10 0	14 1	4 1	Less receipts in aid— † Revenue, Kaihu Valley Railway, £680 9s. 9d.
...	§ Recoveries on account of services of previous years, £954 3s.	...	...	95,634	...	95,634	§ Recoveries on account of services of previous years, £954 3s.
...	In aid of roads to open up lands, from Consolidated Fund, £30,000.	...	...	12 9	...	12 9	In aid of roads to open up lands, from Consolidated Fund, £30,000.
...	Receipts under "Government Loans to Local Bodies Act, 1886," £64,000.	...	...	...	...	...	Receipts under "Government Loans to Local Bodies Act, 1886," £64,000.
...	GRAND TOTALS	...	...	27,275,259	313,870	27,589,130	GRAND TOTALS.

\* Exclusive of value of provincial railways taken over by Government. † £2,038 os. 3d. charged as "Unauthorised."

Public Works Department, 14th July, 1892.

G. J. CLAPHAM,  
Accountant.



TABLE No. 2.  
TOTAL EXPENDITURE on RAILWAYS to 31st March, 1892, and LIABILITIES on that Date.

LINES OF RAILWAY	Total Expenditure by General Government to 31st March, 1891.	EXPENDITURE DURING YEAR 1891-92 (INCLUDING £18,727 5s. 10d. DISTRIBUTED FROM STOCK).									Total Expenditure by General Government, 31st March, 1892.	Liabilities.	Total Expenditure by General Government, and Liabilities, 31st March, 1892.	Valuation of Works constructed by Provinces.	Total Expenditure and Liabilities, 31st March, 1892.	LINES OF RAILWAY.
		New Works.			Works on Open Lines (including Land-claims and other Old Liabilities).			Surveys.	Rolling-stock.							
		Construction.	Permanent- way.	Total New Works.	Works on Open Lines, &c.	Permanent- way	Total Works on Open Lines, &c.		Additions to.	Reductions from.						
Kaihu Valley	£ 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.	Kaihu Valley
Kawakawa	90,235 8 4				854 12 6	53 2 7	102 3 1				854 12 6	770 7 6	1 625 0 0		1 625 0 0	Kawakawa.
Whangarei to Kamo and Extension	70,095 9 3	1 945 18 1		1 945 18 1	49 0 6	49 11 9	49 11 9				90,337 11 5		90,337 11 5		90,337 11 5	Whangarei to Kamo and Extension
Helensville Northwards	43,028 6 3	9 376 7 10	1,371 12 0	10,747 19 10		53 2 7	53 2 7				53 829 8 8	9 632 18 8	81 723 17 9		81 723 17 9	Helensville Northwards.
Kaipara to Waikato	1 323 192 19 3				2 139 3 1	984 13 6	3 123 16 7				1,326,316 15 10	385 15 7	1 326 702 11 5		1 326 702 11 5	Kaipara to Waikato.
Cambridge Branch	56,350 13 7				..	85 0 0	85 0 0				56,435 13 7		56 435 13 7		56 435 13 7	Cambridge Branch.
Waikato to Thames—																Waikato to Thames—
Hamilton to Te Aroha	144 746 12 1	521 3 8		521 3 8		219 12 1	219 12 1				145 487 7 10	21,080 8 11	166,567 16 9		166,567 16 9	Hamilton to Te Aroha.
Te Aroha to Thames	63 322 19 3										63 322 19 3		63 322 19 3		63 322 19 3	Te Aroha to Thames.
Morrinsville to Rotorua—																Morrinsville to Rotorua—
Morrinsville to Lichfield	167 442 8 6				185 16 7		185 16 7				167,628 5 1		167 628 5 1		167 628 5 1	Morrinsville to Lichfield.
Putaruru to Rotorua	93,993 7 8	16 244 19 0	10,894 16 0	27 139 15 0							121,133 2 8	30,936 3 3	152 069 5 11		152 069 5 11	Putaruru to Rotorua.
Marton to Te Awamutu—																Marton to Te Awamutu—
North End	236 579 2 2	2,193 18 9		2,193 18 9		230 17 1	230 17 1				239 003 18 0	19 498 7 1	258 502 5 1		258 502 5 1	North End.
South End	105,820 17 8	16,589 17 2		16,589 17 2		134 11 9	134 11 9				122,545 6 7	20 977 10 6	143 522 17 1		143 522 17 1	South End.
Gisborne to Ormond Tramway ..	4 975 1 7										4 975 1 7		4 975 1 7		4 975 1 7	Gisborne to Ormond Tramway.
Wellington to Napier—																Wellington to Napier—
Napier to Woodville and Palmerston North	847 918 13 3	4,917 6 10		4,917 6 10	608 8 4	1,671 11 6	2 279 19 10		2 129 5 0		857 245 4 11	1 922 19 3	859 168 4 2		859 168 4 2	Napier to Woodville and Palmers- ton North.
Wellington to Woodville, including Te Aro Ex- tension	1,066,770 18 6	2,043 11 1		2,043 11 1	2,243 1 3	644 13 0	2,887 14 3				1 071 702 3 10	13,555 2 4	1,085,257 6 2		1,085 257 6 2	Wellington to Woodville, including Te Aro Extension.
Wellington to Foxton	42,116 3 4										42,116 3 4	67 14 0	42 183 17 4		42 183 17 4	Wellington to Foxton.
Foxton to Waitara	1 416,947 0 3				4,746 4 1	1,402 12 7	6 148 16 8		2 129 5 0		1,425 225 1 11	1,011 3 0	1 426,236 4 11		1 426,236 4 11	Foxton to Waitara.
Nelson to Roundell	177 947 3 8				Cr. 0 15 0	162 19 8	162 4 8				178,109 8 4		178,109 8 4		178 109 8 4	Nelson to Roundell.
Greymouth to Nelson Creek	216,189 18 6					56 13 5	56 13 5				216,246 11 11		216 246 11 11		216,246 11 11	Greymouth to Nelson Creek.
Greymouth to Hokitika	100,610 13 3	17 137 7 9		17 137 7 9							117 748 1 0	7 850 11 0	125 598 12 0		125 598 12 0	Greymouth to Hokitika.
Westport to Ngakawau	227 353 7 5				0 2 6	141 13 5	141 15 11				227,495 3 4	64 8 0	227,559 11 4		227 559 11 4	Westport to Ngakawau.
Picton to Hurunui—																Picton to Hurunui—
Picton to Awatere	242 998 6 5	5,301 0 4		5,301 0 4	1 378 19 8	127 10 8	1 506 10 4		1,834 2 3		251,639 19 4	5,974 10 4	257 614 9 8		257,614 9 8	Picton to Awatere.
Hurunui to Red Post	39,033 14 4					70 16 9	70 16 9				39,104 11 1		39 104 11 1		39 104 11 1	Hurunui to Red Post.
Hurunui to Waitaki—																Hurunui to Waitaki—
Main Line	1 741 632 15 3				4,433 18 11	1 388 11 5	5,822 10 4				1 747 455 5 7	543 13 11	1 747 998 19 6	316,135 0 0	2,064,133 19 6	Main Line.
Oxford Branch	55,219 4 5					155 15 7	155 15 7				55 375 0 0		55 375 0 0		55 375 0 0	Oxford Branch.
Eyretton Branch	47 644 3 2					141 13 5	141 13 5				47 785 16 7		47 785 16 7		47 785 16 7	Eyretton Branch.
Lyttelton Branch	91,014 12 9				3,300 0 0	42 6 6	3 342 6 6				94 356 19 3		94 356 19 3	340 500 0 0	434,856 19 3	Lyttelton Branch.
Southbridge Branch ..	99,626 3 1					176 18 10	176 18 10				99 803 1 11		99 803 1 11		99,803 1 11	Southbridge Branch.
Springfield and Whitecliffs Branches	108,039 4 1				47 0 0	297 9 0	344 9 0				108 333 13 1		108 333 13 1		108,333 13 1	Springfield & Whitecliffs Branches
Fairlie Creek Branch	73 941 13 4					244 19 3	244 19 3				74 186 12 7		74 186 12 7	75,124 0 0	149 310 12 7	Fairlie Creek Branch.
Waimate Branch	49,450 10 9					31 15 2	31 15 2				49 482 5 11		49 482 5 11		49 482 5 11	Waimate Branch.
Ashburton Forks Branch	*73 454 5 10										78 454 5 10		73 454 5 10		73,454 5 10	Ashburton Forks Branch.
Upper Ashburton Branch	60,738 12 1				209 8 5	191 1 0	400 9 5				61 139 1 6	33 14 1	61 172 15 7		61 172 15 7	Upper Ashburton Branch.
Little River Branch	106,664 16 9	196 17 0		196 17 0		162 16 8	162 16 8				107,024 10 5	10 11 9	107 035 2 2		107,035 2 2	Little River Branch.
Canterbury Interior Main Line—																Canterbury Interior Main Line—
Oxford to Malvern	53,559 1 6					81 8 0	81 8 0				53,640 9 6		53 640 9 6		53,640 9 6	Oxford to Malvern.
Whitecliffs to Rakaia	499 6 10										499 6 10		499 6 10		499 6 10	Whitecliffs to Rakaia.
Temuka to Rangitata	5,152 2 8										5 152 2 8		5 152 2 8		5 152 2 8	Temuka to Rangitata.
Waitaki to Bluff—																Waitaki to Bluff—
Main Line, including Port Chalmers Branch ..	2,722,058 8 8				3,742 9 1	1 779 4 5	5,521 13 6				2 727 580 2 2	3,916 15 2				

## SUMMARY.

	£	s.	d.
Expenditure to 31st March, 1891 ... ..	14,104,093	1	9
Less value of Permanent-way distributed from Stock ... ..	18,727	5	10
	<hr/>		
	14,085,365	15	11
Amount expended during 1891-92 (including amount distributed from Stock)—			
<i>New Works—</i>			
Construction and Permanent-way ... ..	£124,765	13	1
<i>Additions to Open Lines—</i>			
Additional Works and old Land-claims, &c. ... ..	38,288	12	3
Rolling-stock ... ..	10,088	11	10
	<hr/>		
	173,142	17	2
Total expenditure to 31st March, 1892 (as per Table No. 1) ... ..	£14,258,508	13	1

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

Expenditure to 31st March, 1892, on Railways constructed by General Government out of Public Works Fund (as per Table No. 2) ... ..	£	14,258,508
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
	<hr/>	
	15,504,169	
Less Expenditure on Permanent-way for Gisborne-Ormond Tramway	£4,975	
"       "       Forest Hill Tramway ... ..	556	
"       "       Kaihu Valley Railway ... ..	855	
	<hr/>	
	6,386	
Leaves Amount shown by Railway Commissioners in Table No. 6 of their Annual Report ... ..	£15,497,783	

TABLE No. 3.

STATEMENT showing the EXPENDITURE on ROADS out of Immigration and Public Works Loan to 31st March, 1892, and the LIABILITIES on that date.

	Expenditure to 31st March, 1891.			Expenditure during 12 Months ended 31st March, 1892.			Total Expenditure to 31st March, 1892.			Liabilities on Authorities, Contracts, &c., 31st March, 1892.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, and WHARVES, NORTH of AUCKLAND ..	229,671	15	9	...			229,671	15	9	...			229,671	15	9
<b>MAIN ROADS:—</b>															
Warkworth to Kawakawa ...	1,080	12	1	834	6	5	1,914	18	6	365	13	7	2,280	12	1
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 ...	16,606	18	6	824	13	3	17,431	11	9	320	0	0	17,751	11	9
Tauranga, East Cape, Whakatane, Te Teko, 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 ...	26,195	12	3	3,390	8	6	29,586	0	9	1,555	0	0	31,141	0	9
Kurupapanga to Inland Patea ...	5,000	0	0	..			5,000	0	0	..			5,000	0	0
Maintenance of roads, North Island Trunk Railway ...	..			..			..			..			..		
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 Tairndale ...	5,154	10	11	187	13	9	5,292	4	8	12	6	3	5,304	10	11
Nelson, Westport, and Greymouth	56,835	17	4	2,877	10	5	59,713	7	9	673	15	4	60,387	3	1
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 ...	3,759	5	2	86	13	8	3,845	18	10	109	3	4	3,955	2	2
Hokitika to Christchurch ...	114,210	9	6	3,587	7	10	117,797	17	4	509	5	2	118,307	2	6
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
Paeroa-Teremakau ...	..			..			..			500	0	0	500	0	0
Nelson-Havelock ...	..			..			..			400	0	0	400	0	0
Cook's River (Southward) ...	..			..			..			500	0	0	500	0	0
Totals ..	457,510	11	5	11,738	13	10	469,249	5	3	4,945	3	8	474,194	8	11
<b>MISCELLANEOUS ROADS AND BRIDGES:—</b>															
Warkworth to Kawakawa	4,000	0	0	..			4,000	0	0	..			4,000	0	0
Maungaturoto to Tokatoka ...	230	6	6	..			230	6	6	..			230	6	6
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
Putamaloe 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
Tanaki Bridge	160	0	0	..			160	0	0	..			160	0	0
Great South	764	5	8	..			764	5	8	..			764	5	8
Waikomiti, West Coast	300	0	0	150	0	0	450	0	0	..			450	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 ..	2,417	3	2	35	0	0	2,452	3	2	40	0	0	2,492	3	2
Raglan Wharf, £1 for £1	242	0	0	..			242	0	0	..			242	0	0
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
Cambridge-Waotu ...	..			..			..			100	0	0	100	0	0
Katikati to Te Aroha (horse-track)	359	9	5	..			359	9	5	..			359	9	5
Katikati to Te Aroha (Thompson's track)	2,139	16	11	..			2,139	16	11	..			2,139	16	11
Waihi Bridge, subsidy £1 for £1 ...	250	0	0	..			250	0	0	..			250	0	0
Rotorua-Rotorua-hana ..	206	17	0	..			206	17	0	..			206	17	0
Tauranga, East Cape, &c. ...	1,332	0	9	411	6	6	1,743	7	3	192	8	0	1,935	15	3
Thames to Tauranga ..	5,323	8	0	..			5,323	8	0	..			5,323	8	0
Native Districts ..	550	3	11	45	0	0	595	3	11	50	0	0	645	3	11
Maketu-Rotorua ..	536	8	5	100	6	10	636	15	3	100	0	0	736	15	3
Rotoiti-Tikitere ..	87	16	0	..			87	16	0	..			87	16	0
To Waitomo Caves	1,276	15	9	..			1,276	15	9	..			1,276	15	9
Otorohanga to Kihikihi ..	94	1	6	113	6	6	207	8	0	..			207	8	0
Mangapai Block ..	300	0	0	..			300	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 Bombay	15	2	2	..			15	2	2	..			15	2	2
Works at Rotorua ...	300	0	0	133	2	10	133	2	10	144	13	8	277	16	6
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
Carried forward ..	249,116	16	1	988	2	8	250,104	19	7	67	1	8	250,732	1	3

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

	Expenditure to 31st March, 1891.			Expenditure during 12 Months ended 31st March, 1892.			Total Expenditure to 31st March, 1892.			Liabilities on Authorities, Contracts, &c., 31st March, 1892.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES — <i>continued</i> .															
Brought forward ...	249,116	16	11	988	2	8	250,104	19	7	627	1	8	250,732	1	3
Te Awamutu Station to Township ...	315	16	3	..			315	16	3	..			315	16	3
To free Hamilton Bridge from tolls ...	6,700	0	0	..			6,700	0	0	..			6,700	0	0
Waimapu Bridge ...	5,655	3	0	..			5,655	3	0	..			5,655	3	0
Repairing flood damages at the Thames:															
Thames County ...	4,928	10	0	..			4,928	10	0	..			4,928	10	0
Thames Borough ...	2,452	10	0	..			2,452	10	0	..			2,452	10	0
Tararu Tramway ...	1,000	0	0	..			1,000	0	0	..			1,000	0	0
Tauranga to Opotiki ...	100	0	0	..			100	0	0	..			100	0	0
Ormond to Opotiki ...	912	18	8	..			912	18	8	..			912	18	8
Whakatane—Ohape ...	75	0	0	..	175	0	0	250	0	0	..		250	0	0
Orini Bridge, Whakatane ...	..			..	299	5	0	299	5	0	..		299	5	0
West Coast Roads ...	..			..	473	14	9	473	14	9	..	30 16 3	504	11	0
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
Rukubia 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 Kaeo ...	250	0	0	..			250	0	0	..			250	0	0
Clark's Road ...	50	0	0	..			50	0	0	..			50	0	0
Road to Omaha Wharf ...	80	0	0	..			80	0	0	..			80	0	0
Stokes Point to Lucas Creek ...	100	0	0	..			100	0	0	..			100	0	0
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	..			43	6	6
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 ...	181	3	5	..	131	17	4	313	0	9	..		313	0	9
Roads, Napier District ...	32,189	19	2	..			32,189	19	2	..			32,189	19	2
Napier to Murimotu Road ...	1,047	6	0	..			1,047	6	0	..			1,047	6	0
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	..	1,195	19	1	3,198	15	1	..		3,198	15	1
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 districts, Patea and Taranaki ...	48,296	16	3	..			48,296	16	3	..			48,296	16	3
Great South Road between Opunake and Mania ...	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 ...	368	3	1	..			368	3	1	..			368	3	1
Henwood and Upland ...	993	12	10	..			993	12	10	..			993	12	10
Sundry roads, Taranaki ...	251	11	3	..			251	11	3	..			251	11	3
Carried forward ..	437,382	11	4	..	3,263	18	10	440,646	10	2	..	657 17 11	441,304	8	1

TABLE No. 3—continued.

STATEMENT showing the EXPENDITURE on ROADS—continued.

	Expenditure to 31st March, 1891.			Expenditure during 12 Months ended 31st March, 1892.			Total Expenditure to 31st March, 1892.			Liabilities on Authorities, Contracts, &c., 31st March, 1892.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>MISCELLANEOUS ROADS AND BRIDGES</b>															
<i>—continued</i>															
Brought forward ..	437,382	11	4	3,263	18	10	440,646	10	2	657	17	11	441,304	8	1
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
Junction Road from Inglewood, eastward ..	...	...	...	...	...	...	...	...	...	1,000	0	0	1,000	0	0
General salaries, &c. ..	402	18	8	...	...	...	402	18	8	...	...	...	402	18	8
Port to Stoke ..	...	...	...	...	...	...	...	...	...	1,000	0	0	1,000	0	0
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 Matakita ..	1,413	4	4	...	...	...	1,413	4	4	...	...	...	1,413	4	4
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	400	0	0	11,640	14	11	...	...	...	11,640	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 ..	13,731	15	1	...	...	...	13,731	15	1	...	...	...	13,731	15	1
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 ..	16,403	15	2	...	...	...	16,403	15	2	...	...	...	16,403	15	2
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 ..	1,171	19	0	...	...	...	1,171	19	0	...	...	...	1,171	19	0
Pelorus District and Rai Valley ..	3,722	19	2	...	...	...	3,722	19	2	200	0	0	3,922	19	2
Bridge over Wairau, near Blenheim ..	4,362	8	3	...	...	...	4,362	8	3	...	...	...	4,362	8	3
Spring Creek Wharf ..	...	...	...	20	0	0	20	0	0	50	0	0	70	0	0
Bridge over Clarence River ..	18,615	3	11	...	...	...	18,615	3	11	...	...	...	18,615	3	11
Kaikoura to Clarence ..	13,612	19	1	...	...	...	13,612	19	1	30	0	0	13,642	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
Hohonu Bridge ..	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
Dray-road through Cheviot Hill Country ..	100	8	0	...	...	...	100	8	0	...	...	...	100	8	0
Bridge over Grey, at Cobden ..	13	10	0	...	...	...	13	10	0	...	...	...	13	10	0
Greymouth to Arnould ..	5,058	1	5	...	...	...	5,058	1	5	...	...	...	5,058	1	5
Lyell to Westport ..	1,322	3	7	...	...	...	1,322	3	7	...	...	...	1,322	3	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) ..	1,778	11	1	...	...	...	1,778	11	1	...	...	...	1,778	11	1
Carried forward ..	914,572	7	4	3,683	18	10	918,256	6	2	3,437	17	11	921,694	4	1

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

	Expenditure to 31st March, 1891.			Expenditure during 12 Months ended 31st March, 1892.			Total Expenditure to 31st March, 1892.			Liabilities on Authorities, Contracts, &c., 31st March, 1892.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>MISCELLANEOUS ROADS AND BRIDGES</b> —continued.															
Brought forward ...	914,572	7	4	3,683	18	10	918,256	6	2	3,437	17	11	921,694	4	1
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
Summit Road ...	...	...	...	225	0	0	225	0	0	75	0	0	300	0	0
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 ...	12,581	19	0	...	...	...	12,581	19	0	...	...	...	12,581	19	0
Bridges over Clutha at Beaumont and Roxburgh, grant-in-aid ...	16,403	13	2	...	...	...	16,403	13	2	...	...	...	16,403	13	2
Taieri Bridge, Otakia, subsidy £1 for £3 ...	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
Kaitangata to Wangaloa ...	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Bridge over Maitara, 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 ...	1,505	17	10	...	...	...	1,505	17	10	...	...	...	1,505	17	10
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
Pomahaka Bridge, £1 for £1 ...	...	...	...	350	0	0	350	0	0	...	...	...	350	0	0
Jacob's River Bridge, subsidy ...	...	...	...	300	0	0	300	0	0	...	...	...	300	0	0
Mossburn, Te Anau ...	7	19	9	300	0	0	307	19	9	...	...	...	307	19	9
Te Anau Jetty ...	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Bridge over Kaikorai Stream ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Waitati Road ...	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Grant in aid of bridge at Kaikorai, on Main South Road ...	456	0	0	...	...	...	456	0	0	...	...	...	456	0	0
Tomahawk Road ...	...	...	...	...	...	...	...	...	...	200	0	0	200	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 ...	1,624	8	2	1,321	19	4	2,946	7	6	553	12	6	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
Riverton-Orepuki ...	...	...	...	...	...	...	...	...	...	250	0	0	250	0	0
Otautau Bridge, subsidy ...	...	...	...	...	...	...	...	...	...	250	0	0	250	0	0
Wrey's Bridge, subsidy ...	...	...	...	...	...	...	...	...	...	1,000	0	0	1,000	0	0
Expenditure under Miscellaneous Public Works Votes (see Table No. 7 of 1884) ...	321,117	7	5	662	9	11	321,779	17	4	1,501	13	10	323,281	11	2
<b>Totals</b> ...	<b>1,288,065</b>	<b>2</b>	<b>8</b>	<b>6,843</b>	<b>8</b>	<b>1</b>	<b>1,294,908</b>	<b>10</b>	<b>9</b>	<b>8,068</b>	<b>4</b>	<b>3</b>	<b>1,302,976</b>	<b>15</b>	<b>0</b>
<b>GRANTS-IN-AID :—</b>															
Grants-in-aid under "The Roads and Bridges Construction Act, 1882" ...	375,213	14	10	...	...	...	375,213	14	10	...	...	...	375,213	14	10
Expenses taking poll re Buller Bridge ...	79	4	4	...	...	...	79	4	4	...	...	...	79	4	4
Portion of subsidies to local bodies ...	143,553	12	11	...	...	...	143,553	12	11	...	...	...	143,553	12	11
Turanga Creek Wharf ...	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Contingencies and subsidies to local bodies for providing work for unemployed ...	44,145	0	2	10,163	15	11	54,308	16	1	...	...	...	54,308	16	1
Irrigation works ...	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
Grant to Ohinemuri County ...	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Opunaki Wharf, £1 for £2..	...	...	...	592	19	6	592	19	6	508	0	6	1,101	0	0
<b>Totals</b> ...	<b>563,991</b>	<b>12</b>	<b>3</b>	<b>10,756</b>	<b>15</b>	<b>5</b>	<b>574,748</b>	<b>7</b>	<b>8</b>	<b>1,108</b>	<b>0</b>	<b>6</b>	<b>575,856</b>	<b>8</b>	<b>2</b>
<b>ROADS TO GIVE ACCESS TO RAILWAY, MARTON-TE AWAMUTU :—</b>															
North end ...	3,886	5	5	...	...	...	3,886	5	5	...	...	...	3,886	5	5
South end ...	38,205	16	0	...	...	...	38,205	16	0	...	...	...	38,205	16	0
Tunnel to Karioi ...	138	1	11	4,574	7	5	4,712	9	4	1,701	17	10	6,414	7	2
Kuripapanga to Karioi ...	1,183	19	11	1,159	7	3	2,343	7	2	16	13	0	2,360	0	2
Hunterville to Taurangarere ...	2,565	3	3	10,718	19	9	13,284	3	0	5,055	17	7	18,340	0	7
Taurangarere to Tokaanu ...	763	6	0	4,785	4	8	5,548	10	8	2,085	6	6	7,633	17	2
Rotoaira to Waimarino ...	71	4	0	798	17	1	870	1	1	373	0	5	1,243	1	6
Ohakune to Pipiriki ...	283	13	6	3,301	3	11	3,584	17	5	6,186	5	4	9,771	2	9
Mangaroua to Stratford ...	723	16	6	4,951	0	0	5,674	16	6	6,411	16	5	12,086	12	11
Waimarino Block ...	...	...	...	...	...	...	...	...	...	1,000	0	0	1,000	0	0
Native track to Murimotu ...	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
<b>Totals</b> ...	<b>47,821</b>	<b>6</b>	<b>6</b>	<b>30,289</b>	<b>0</b>	<b>1</b>	<b>78,110</b>	<b>6</b>	<b>7</b>	<b>23,330</b>	<b>17</b>	<b>1</b>	<b>101,441</b>	<b>3</b>	<b>8</b>
<b>LOCAL BODIES :—</b>															
Payments of thirds, &c. ...	315	8	6	469	15	9	785	4	3	30	4	3	815	8	6

TABLE No. 4.

STATEMENT showing the EXPENDITURE on ROADS under the Control of the Minister of Lands, to 31st March, 1892, and the LIABILITIES on that Date.

	Expenditure to 31st March, 1891.	Expenditure during 12 Months ended 31st March, 1892.	Total Expenditure to 31st March, 1892.	Liabilities on Authorities, Contracts, &c., 31st March, 1892.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS TO PEN UP LANDS BEFORE SALE.					
<i>North Island.</i>					
Auckland—					
Opua to Waimate		155 18 10	155 18 10	343 11 2	499 10 0
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 lock	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	1 788 13 10		1 788 13 10		1 788 13 10
Whangarei through Taheke	1 262 19 7		1 262 19 7		1,262 19 7
Purua to Mangakahia	1 411 5 3		1,411 5 3	500 0 0	1,911 5 3
Tangihua No. 3	827 8 2		827 8 2		827 8 2
Mangai Bluff to Kaihu	4,018 15 0		4,018 15 0		4,018 15 0
Takahuto Mangonuiowae	2,931 7 7		2,931 7 7		2,931 7 7
Okaihao Victoria Valley	7,368 13 8	210 6 4	7 579 0 0	89 18 8	7 668 18 8
Victoria Valley to main road				350 0 0	350 0 0
Helensville to Kaipatiki	2,236 5 7		2,236 5 7		2,236 5 7
Waikato Block XVI., Awaroa	3 806 19 11		3,806 19 11		3,806 19 11
Lake Wanganui to Blk. VII., Awaroa	3,035 10 4		3,035 10 4		3,035 10 4
Hikuta 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
Opoitiki Waiotahi	562 10 0		562 10 0		562 10 0
Opoitiki Ormond	14,958 14 1		14,958 14 1		14,958 14 1
Te Aroa Block	5 300 2 6		5,300 2 6		5 300 2 6
Takahuto Herd's Point	3,665 15 9	97 4 9	3 763 0 6	190 13 11	3,953 14 5
Block 3, 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
Huihuha to Patetere	705 8 2		705 8 2		705 8 2
Ruakiri 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, Rotoaira, and Murimotu, to W. Coast	12,601 17 9		12,601 17 9		12,601 17 9
Katikato Te Aroha	785 11 1		785 11 1		785 11 1
Tolagay to Arakihi	2 172 6 9		2 172 6 9		2 172 6 9
Kohuku to Rahutapu	484 13 6		484 13 6		484 13 6
Ohuka 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
Hamihi-Whatawhata Drain	137 18 0		137 18 0		137 18 0
Warepa to Wangamarino	986 4 5	15 18 4	1,002 2 9	49 7 8	1,051 10 5
Waimaku Bridge	606 8 9		606 8 9		606 8 9
Awarauwamp, drains and roads	610 2 6		610 2 6		610 2 6
Paparoa Waikiekie	941 13 9	14 4 0	955 17 9	424 14 2	1,380 11 11
Otamakau Bridge	378 19 0		378 19 0		378 19 0
Churd Punt	150 5 2		150 5 2		150 5 2
Otongarua	225 4 3		225 4 3		225 4 3
Kawhau Waipa.					
Alexandra to Kawhia	3,210 8 7	16 16 8	3 227 5 3	16 12 1	3,243 17 4
Rototo Galatea via Rotomahana	3 825 5 10		3,825 5 10	300 0 0	4,125 5 10
Rototo Wairua				50 0 0	50 0 0
Galato Te Kapu via Waikaremoana	1,848 3 9		1,848 3 9		1,848 3 9
Alexandra to Hikurangi	1,341 15 3		1 341 15 3		1,341 15 3
Wang to Akatea	1,050 15 0	185 9 2	1,236 4 2	216 2 9	1,452 6 11
Akaka Swamp	1 111 7 0		1 111 7 0	34 10 8	1,145 17 8
Waihi Ferry through Komata	80 13 0		80 13 0		80 13 0
Drain Tatarariki	350 0 0		350 0 0		350 0 0
Drain Aroha	712 2 7	51 3 4	763 5 11	13 13 4	776 19 3
Cable Bay to Cape Colville	350 0 0		350 0 0		350 0 0
Loweall Road	284 11 0		284 11 0		284 11 0
Otam Deeds	375 0 0		375 0 0		375 0 0
Mangi to Mareretu	502 0 6		502 0 6		502 0 6
Puriri Tairoa	924 0 0		924 0 0		924 0 0
Whangaroa to Waitetuna	1 679 11 9	217 11 7	1,897 3 4	163 5 2	2,060 8 6
Mataro to Whangape	511 8 0		511 8 0		511 8 0
Maukiri (subsidy)	41 0 0		41 0 0		41 0 0
Hukals to Puketarata.	1,608 15 5	143 12 0	1,752 7 5	54 4 5	1,806 11 10
Ahipa Herekino	2,051 11 6		2,051 11 6		2,051 11 6
Wairerry, Dargaville	299 18 11		299 18 11		299 18 11
Tairu Whenuakito	100 0 0		100 0 0	200 0 0	300 0 0
Puho Makarau	300 0 0	270 0 0	570 0 0	36 0 0	606 0 0
Omaha	272 16 6		272 16 6		272 16 6
Waimuku to Pakanae	562 19 9		562 19 9	179 5 0	742 4 9
Rototo Waiotapu	374 12 11	455 3 0	829 15 11	50 0 0	879 15 11
Matauroa	202 17 1		202 17 1		202 17 1
Opango Hokianga	407 15 0	220 0 0	627 15 0	592 0 0	1,219 15 0
Carried forward	152,173 11 0	2,053 8 0	154,226 19 0	3,853 19 0	158,080 18 0

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

	Expenditure to 31st March, 1891.	Expenditure during 12 Months ended 31st March, 1892.	Total Expenditure to 31st March, 1892.	Liabilities on Authorities, Contracts, &c., 31st March, 1892.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>ROADS TO OPEN UP LANDS BEFORE SALE</b>					
—continued.					
Brought forward	152,173 11 0	2 053 8 0	154,226 19 0	3,853 19 0	15,080 18 0
<b>North Island—continued.</b>					
<b>Auckland—continued.</b>					
Woodhill Bridge	0 14 8	263 19 7	264 14 3	34 5 9	299 0 0
Road, Otatau Parish				400 0 0	400 0 0
Hoteo Valley Road				200 0 0	200 0 0
Kawakawa Roads				150 0 0	150 0 0
Tauhoa District				300 0 0	300 0 0
Wairua Bridge and Road	108 19 4	179 10 8	288 10 0	318 10 0	607 0 0
Opuawhanga to Whananaki	7 16 3	14 10 0	22 6 3	377 13 9	400 0 0
Whaingaroa to Mangapiko	149 1 0		149 1 0	300 0 0	449 1 0
Purchase of roads to Crown lands	20 0 0		20 0 0		20 0 0
Miscellaneous	10,280 5 3	926 18 2	11,207 3 5	460 0 0	1,667 3 5
<b>Taranaki—</b>					
Road through bush, Waimate Plains	15 714 8 9		15 714 8 9		1,714 8 9
Roads east of Stratford	1 796 19 8	69 0 0	1 865 19 8		,865 19 8
Bush land inland of Patea	1,926 0 11		1,926 0 11		,926 0 11
Continuous Reserve (to be refunded)	5,045 10 4		5,045 10 4		,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	1,065 18 10	108 3 2	1 174 2 0		,174 2 0
Huiroa Block, bridge over Manganui River	781 1 3		781 1 3		781 1 3
To complete bush-felling, Stratford.	34 0 0		34 0 0		34 0 0
Through parts of Blocks I., II., V., VI., X., Ngaire District	2,041 0 10		2,041 0 10		,041 0 10
Through parts of Blocks III., V., X., Ngaire District	1 146 3 6		1 146 3 6		,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
Kahouri Bridge	600 0 0		600 0 0		600 0 0
Eltham and Branch Roads	7 359 15 6		7 359 15 6		,359 15 6
Native Trust Blocks	1,834 13 9		1,834 13 9		,834 13 9
Ironsand Blocks	514 0 2		514 0 2		514 0 2
Tariki Road	1 149 7 0		1 149 7 0		,149 7 0
Road through bush, Waimate Plains	1,614 9 8		1 614 9 8		614 9 8
Pukearuhe to Mokau	1 175 5 9	150 0 4	1 325 6 1		325 6 1
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		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	2,092 15 11	1,270 17 6	3 363 13 5	1,055 13 6	419 11 11
Roads inland of Mokoia	663 18 1		663 18 1		663 18 1
Alfred Road	70 6 6	31 13 4	101 19 10	7 10 0	109 9 10
Rotokare and Branch Roads	409 18 9		409 18 9	500 0 0	909 18 9
Mokau Punt	221 16 0		221 16 0		221 16 0
Pukearuhe inland	884 10 1	76 17 8	961 7 9	223 2 4	184 10 1
Roads east of Waipuku	68 6 2	100 7 3	168 13 5	111 6 7	280 0 0
Whenuakura Valley Bridge and Road		86 3 10	86 3 10	913 16 2	2 000 0 0
Kaimanuka and Rawhitiroa				662 3 10	662 3 10
Tikorangi to Te Tarata				300 0 0	300 0 0
York and other adjacent roads				100 0 0	100 0 0
Tikorangi Bridge, Waitara, £1 for £1				338 0 0	338 0 0
Miscellaneous	948 14 7	942 19 4	1 891 13 11	1,459 12 1	351 6 0
<b>Hawke's Bay—</b>					
Tolaga to Mangatokeraru	358 19 6		358 19 6		358 19 6
Tolaga to Arakihi	555 0 0		555 0 0		555 0 0
Ormond to Waiapu	302 13 0		302 13 0		302 13 0
Ormond to Opotiki	1 930 13 5	758 6 8	2,689 0 1	738 8 6	427 8 7
Waipoa Road to Oilsprings	650 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		709 16 6
Ahuturanga Block	1,883 7 11		1,883 7 11		883 7 11
Tautane and Tahoraite	17,853 8 11	488 12 5	18 342 1 4	3,057 13 9	399 15 1
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		088 15 4
Maharahara Block	1,938 12 8		1 938 12 8		938 12 8
Victoria and Bush-mills Settlements	900 0 0		900 0 0		900 0 0
Rotokakaranga	1 669 7 10		1 669 7 10	100 0 0	769 7 10
Napier-Wairoa, £1 for £1				1,000 0 0	,000 0 0
Mata Valley				200 0 0	200 0 0
<b>Carried forward</b>	253,705 1 9	7,521 7 11	261,226 9 8	17,162 0 3	3,388 9 11



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

	Expenditure to 31st March, 1891.			Expenditure during 12 Months ended 31st March, 1892.			Total Expenditure to 31st March, 1892.			Liabilities on Authorities, Contracts, &c., 31st March, 1892.			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	253,705	1	9	7 521	7	11	261 226	9	8	17,162	0	3	278,388	9	11
North Island— <i>continued</i> .															
Hawke's Bay— <i>continued</i> .															
Totara Road, Tahoraite										250	0	0	250	0	0
Otawai Road, Tahoraite										200	0	0	200	0	0
Makaretu	1 992	15	2				1 992	15	2				1,992	15	2
Te Ohu	434	8	10				434	8	10				434	8	10
Manawatu Bridge	500	0	0				500	0	0				500	0	0
Miscellaneous	927	8	6	580	13	0	1 508	1	6	136	11	6	1 644	13	0
Wellington—															
Pahiatua, Mangaone, &c.	19 317	15	2				19 317	15	2				19,317	15	2
Pahiatua, Palmerston North	832	19	5	109	0	9	942	0	2	261	18	6	1,203	18	8
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	1 995	3	4				1 995	3	4	..			1 995	3	4
Wanganui to Murimotu	3 606	18	1	363	0	5	3 969	18	6	144	9	0	4,114	7	6
Marton to Murimotu	2,670	6	6				2 670	6	6				2,670	6	6
Rangitumau Block	4 118	0	7				4,118	0	7				4,118	0	7
Sandon Township	1,430	7	9				1 430	7	9				1,430	7	9
Wairarapa East	1 500	0	0				1,500	0	0				1,500	0	0
Mungaroa to Waikanae	4,373	2	11				4,373	2	11				4,373	2	11
Blocks V., VI., IX., and XIII., Kai- ranga Survey Dist., Palmerston N	3 738	8	0				3 738	8	0				3 738	8	0
Road, Oroua River	400	0	0	100	0	0	500	0	0				500	0	0
Toritea Road	100	0	0				100	0	0	50	0	0	150	0	0
Pohangina to Oroua	11	14	6	296	17	11	308	12	5	525	12	1	834	4	6
Otamakapua	1,098	3	9	634	9	8	1,732	13	5	200	19	7	1 933	13	0
Waitotara, Omahine	193	18	11	661	14	5	855	13	4	1,181	1	3	2,036	14	7
Waitotara Valley	686	0	0				686	0	0				686	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	22	16	3	522	16	3	227	3	9	750	0	0
Otairi Block	119	12	6	19	10	0	139	2	6	..			139	2	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	851	8	4				851	8	4				851	8	4
Kimbolton Road Extension	1 008	4	11				1,008	4	11				1,008	4	11
Kimbolton Road to Oroua	496	2	0				496	2	0				496	2	0
Waitapu Block	1,379	6	6				1,379	6	6				1 379	6	6
Mangatainoko Roads	5 399	10	2	12	8	1	5,411	18	3				5,411	18	3
Tiraumea Bridge	2 244	10	10				2 244	10	10				2,244	10	10
Tutaekura Road	311	1	6				311	1	6				311	1	6
South Pahiatua Road	1,609	0	8				1 609	0	8				1,609	0	8
Mangaone to Tiraumea	1 246	4	6				1 246	4	6				1,246	4	6
Tiraumea to Makuri	1,610	14	2				1 610	14	2				1,610	14	2
Mangawheao										151	1	6	151	1	6
Puketoi	1 270	17	6	1,297	12	3	2,568	9	9	702	7	9	3,270	17	6
Makakahi Bridge to Mangahao	316	12	6				316	12	6				316	12	6
Mauriceville West	652	1	2				652	1	2				652	1	2
Otaki to Foxton	356	2	8	156	0	0	512	2	8	..			512	2	8
South Mangaone Road	214	7	4				214	7	4				214	7	4
Maungakaretu	1,730	7	0				1 730	7	0	250	0	0	1 980	7	0
Mikimiki	135	12	6				135	12	6				135	12	6
To purchase roads to Crown lands	489	12	7	29	18	0	519	10	7				519	10	7
Mount Baker Valley	100	0	0				100	0	0	300	0	0	400	0	0
Crossing at Levin	107	0	0				107	0	0				107	0	0
Bridge and road, Napier's Crossing										500	0	0	500	0	0
Pori Road, Puketoi										500	0	0	500	0	0
Tiraumea Bridge, Makaira Road, £1 for £1										1,000	0	0	1,000	0	0
Rangitikei Punt, Hunterville (Otago)										219	13	0	219	13	0
Pohonuotane Block										540	0	0	540	0	0
Pungahareru										500	0	0	500	0	0
Makuri Gorge Road				1,024	9	7	1,024	9	7	1,544	4	1	2,568	13	8
Miscellaneous	2 140	11	1	1 436	6	1	3,576	17	2	467	0	0	4,043	17	2
Middle Island.															
Nelson—															
Ngatimoti Bridge				174	7	11	174	7	11	225	12	1	400	0	0
Cobden to Seventeen-mile Diggings.	1 678	11	0				1 678	11	0				1 678	11	0
Carried forward	342,603	8	3	14 440	12	3	357,044	0	6	27 239	14	4	384,283	14	10

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

	Expenditure to 31st March, 1891.			Expenditure during 12 Months ended 31st March, 1892.			Total Expenditure to 31st March, 1892.			Liabilities on Authorities, Contracts, &c., 31st March, 1892.			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	342,603	8	3	14,440	12	3	357,044	0	6	27,239	14	4	384,283	14	10
Middle Island— <i>continued.</i>															
Nelson— <i>continued.</i>															
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 Haupiri	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.	709	4	6				709	4	6				709	4	6
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	460	0	0				460	0	0	100	0	0	560	0	0
Mangles-Matakitaki										400	0	0	400	0	0
Little Sidney Road, Riwaka	62	12	6				62	12	6				62	12	6
Riwaka Valley Road				300	0	0	300	0	0				300	0	0
East Takaka Road				127	0	0	127	0	0	23	0	0	150	0	0
Trass Valley	160	0	0				160	0	0				160	0	0
Wakefield District	160	0	0				160	0	0				160	0	0
Wairoa Bridge	150	0	0				150	0	0				150	0	0
Wairoa Gorge Road	270	0	0				270	0	0	200	0	0	470	0	0
To purchase roads to Crown lands	108	1	0	122	13	0	230	14	0	119	10	0	350	4	0
Miscellaneous	1,631	4	7	155	0	0	1,786	4	7	45	0	0	1,831	4	7
Marlborough—															
Awatere Valley Road	8,484	11	1				8,484	11	1				8,484	11	1
Rai, Ronga, and Whangamoa Roads	33	8	6	20	3	4	53	11	10	129	16	8	183	8	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	2,070	18	8	195	0	0	2,265	18	8				2,265	18	8
Cascade Valley Road	1,809	9	2				1,809	9	2				1,809	9	2
Pounamou to Teremakau	684	5	4				684	5	4				684	5	4
Mahitahi to Paringa	1,400	0	0				1,400	0	0				1,400	0	0
Hunt's Beach to Makawiho	509	1	6	30	0	0	539	1	6				539	1	6
Makawiho to Mahitahi	122	9	0	374	19	9	497	8	9	287	12	5	785	1	2
Kaneiri Bridge										526	9	6	526	9	6
Miscellaneous	301	14	6	102	16	10	404	11	4	43	19	0	448	10	4
Canterbury—															
Mathias Pass Road	2,046	15	10				2,046	15	10				2,046	15	10
To Upper Ashley over Kuku Pass	8,630	4	8				8,630	4	8				8,630	4	8
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	170	0	0	1,569	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	1,909	15	0	276	14	8	2,186	9	8	222	5	4	2,408	15	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				800	0	0
Miscellaneous	1,698	16	4	11	3	9	1,710	0	1	188	16	3	1,898	16	4
Carried forward	465	819	3	4	16,156	3	7	481	975	6	11	29	696	3	6

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TABLE No. 4—continued.

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

	Expenditure to 31st March, 1891.			Expenditure during 12 Months ended 31st March, 1892.			Total Expenditure to 31st March, 1892.			Liabilities on Authorities, Contracts, &c., 31st March, 1892.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE —continued.															
Brought forward	465,819	3	4	16,156	3	7	481,975	6	11	29,696	3	6	511,671	10	5
Middle Island—continued.															
Otago—															
Beaumont to Miller's Flat	6,000	0	0				6,000	0	0				6,000	0	0
Through Blocks VIII. and X., Benger	1,000	0	0				1,000	0	0				1,000	0	0
Run 106	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	1,000	0	0				1,000	0	0				1,000	0	0
Tokanui Creek															
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	100	0	0	1,249	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	1,979	11	4				1,979	11	4				1,979	11	4
Blackstone District	200	0	0	200	0	0	400	0	0				400	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	740	0	0	200	0	0	940	0	0	300	0	0	1,240	0	0
Gimmerburn District	500	0	0				500	0	0	200	0	0	700	0	0
Kawarau to Nevis										400	0	0	400	0	0
Naseby, Maniototo, and Gimmerburn										300	0	0	300	0	0
Run 169 ..										100	0	0	100	0	0
Block XII., Nenthorn										300	0	0	300	0	0
Clarendon District										100	0	0	100	0	0
Run 222				300	0	0	300	0	0	150	0	0	450	0	0
Swinburn and Rock and Pillar	1,093	0	0				1,093	0	0				1,093	0	0
Run 210															
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	527	10	0	677	10	0	422	10	0	1,100	0	0
Kelso to Waikaka	1,000	8	6				1,000	8	6				1,000	8	6
Catlin's District	3,709	13	8	1,296	8	0	5,006	1	8	115	0	0	5,121	1	8
Mossburn to Manapouri	400	0	0				400	0	0				400	0	0
Blocks II. and III., Campbelltown										100	0	0	100	0	0
Appleby to Tisbury	344	6	7				344	6	7				344	6	7
Woodend to Bushy Point	100	0	0				100	0	0				100	0	0
Bridge, Tokomairiro River, N. Branch	250	0	0				250	0	0				250	0	0
Hindon	1,005	0	0				1,005	0	0				1,005	0	0
Glenomaru and Owake	1,146	16	2				1,146	16	2				1,146	16	2
Waikaka to Wendon and Greenvale	500	0	0				500	0	0				500	0	0
Glenkenich	110	4	0				110	4	0				110	4	0
Woodlands															
Waikoikoi Bridge	125	0	0				125	0	0				125	0	0
Riversdale, Switzers	594	0	0				594	0	0				594	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				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 to Catlins	1,937	17	7	5,505	18	4	7,443	15	11	114	3	2	7,557	19	1
Orepuki to Waiaurahiri	900	0	0	916	10	10	1,816	10	10	1,083	9	2	2,900	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
Bridges, Fortrose to Wyndham	250	0	0				250	0	0				250	0	0
Dome Creek Bridge	400	0	0				400	0	0				400	0	0
Waikawa	375	0	0	1,914	5	2	2,289	5	2	2,519	15	8	4,809	0	10
Waikaka Siding to Waikaka Town	2,000	0	0				2,000	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, via Mimihaui, to Otaraia	1,499	18	2				1,499	18	2				1,499	18	2
Waikaka to Pyramid	200	0	0				200	0	0				200	0	0
Totals	560,396	10	0	27,016	15	11	587,413	5	11	36,001	1	6	623,414	7	5

TABLE No. 4—continued.

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

	Expenditure to 31st March, 1891.	Expenditure during 12 Months ended 31st March, 1892.	Total Expenditure to 31st March, 1892.	Liabilities on Authorities, Contracts, &c., 31st March, 1892.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS TO OPEN UP LANDS BEFORE SALE —continued.					
Brought forward	560,396 10 0	27,016 15 11	587 413 5 11	36,001 1 6	623,414 7 5
Middle Island—continued.					
Otago—continued.					
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 Tomoporakau	150 0 0		150 0 0		150 0 0
Winton Tramway to Winton Forest	200 0 0		200 0 0		200 0 0
Seaward Forest to deferred-payment block	650 0 0		650 0 0		650 0 0
Waikawa to Wyndham Valley				500 0 0	500 0 0
Riverton to Colac Bay ..		200 0 0	200 0 0	200 0 0	400 0 0
Grove Bush				200 0 0	200 0 0
Winton, Drains				700 0 0	700 0 0
Forest-hill Road				200 0 0	200 0 0
Scrubby Hill				200 0 0	200 0 0
Stewart Island	539 15 11	350 0 0	889 15 11	150 0 0	1,039 15 11
Clifton to Seaward Bush				200 0 0	200 0 0
Purchase, roads to Crown lands ..		131 0 0	131 0 0	227 10 9	358 10 9
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	6 419 1 0	295 0 0	6,714 1 0	105 0 0	6,819 1 0
Totals	581 233 18 10	27,992 15 11	609 226 14 9	38 783 12 3	648,010 7 0
VILLAGE SETTLEMENTS:—					
Village settlements	36 943 0 6	3,829 14 0	40 772 14 6	5 788 0 0	46,560 14 6

TABLE No. 5.

STATEMENT showing the EXPENDITURE on GOLDFIELDS ROADS (Class IV out of Immigration and Public Works Loan to 31st March, 1892, and LIABILITIES on that Date.

	Expenditure to 31st March, 1891.	Expenditure during Twelve Months ending 31st March, 1892.	Total Expenditure to 31st March, 1892.	Liabilities on Authorities, Contracts, &c., 31st March, 1892.	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	66,195 18 0	1 801 11 10	67 997 9 10	8,125 15 10	76 123 5 8
Roads to open up mineral lands	323 17 4	1,351 13 9	1 685 11 1	1 148 6 3	2,833 17 4
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
Kuaotuna—Coromandel Road				200 0 0	200 0 0
Waikawau to Manaia	1,000 0 0		1,000 0 0		1,000 0 0
Tapu to Waikawau	610 3 0	140 7 0	750 10 0		750 10 0
Thames to Manaia		77 10 0	77 10 0	282 3 0	359 13 0
Whangamata Harbour to Reefs	141 10 6		141 10 6		141 10 6
Karangahake through Ohinemuri Gorge	1,000 0 0		1,000 0 0		1,000 0 0
Tereohanga Gorge to Puhipuhi				800 0 0	800 0 0
Cabbage Bay to Port Charles				200 0 0	200 0 0
Tiki to Mahikarau				250 0 0	250 0 0
Kuaotuna to Mercury Bay				350 0 0	350 0 0
Karangahake and Waihi				300 0 0	300 0 0
Waitawheta Gorge Road				350 0 0	350 0 0
Carried forward	75,833 16 10	3 371 2 7	79 204 19 5	12,006 5 1	91,211 4 6

**TABLE NO. 5—continued.**  
**STATEMENT showing the EXPENDITURE ON GOLDFIELDS ROADS, &c.—continued.**

	Expenditure to 31st March, 1891.			Expenditure during Twelve Months ending 31st March, 1892.			Total Expenditure to 31st March, 1892.			Liabilities on Authorities, Contracts, &c., 31st March, 1892.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	75,833	16	10	3,371	2	7	79,204	19	5	12,006	5	1	91,211	4	6
NELSON—															
Repairs to Nile Bridge										300	0	0	300	0	0
Lyell to Mokihinui <i>via</i> 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 <i>via</i>															
Terraces	1,789	7	2				1,789	7	2				1,789	7	2
Cobden to Seventeen-Mile Beach	3,036	1	4	250	0	0	3,286	1	4	150	0	0	3,436	1	4
Wangapeka to Karamea	2,000	0	0				2,000	0	0				2,000	0	0
Aorere Valley to Karamea and Mokihinui	25,063	13	9	2,522	17	2	27,586	10	11	1,294	9	6	28,881	0	5
Owen Valley Road	2,208	9	2				2,208	9	2				2,208	9	2
Hampden to Horse Terrace				100	0	0	100	0	0	1,900	0	0	2,000	0	0
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	722	8	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	11,005	18	11				11,005	18	11				11,005	18	11
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	135	15	9				135	15	9				135	15	9
CANTERBURY—															
Road to open up Wilberforce Quartz-reefs	1,830	17	7				1,830	17	7				1,830	17	7
WESTLAND—															
Cedar Creek Road	4,500	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
Great South Road				55	8	0	55	8	0	1,944	12	0	2,000	0	0
Jackson's Bay to Cascade and Gorge															
River Districts	5,159	10	11	151	0	0	5,310	10	11				5,310	10	11
Grey Valley to Teremakau	900	0	0				900	0	0				900	0	0
Bridge over Mahinapua Creek										495	16	0	495	16	0
OTAGO—															
Arthur's Point to Skipper's	12,167	4	1				12,167	4	1				12,167	4	1
Waikaia Bush Road	1,000	0	0				1,000	0	0				1,000	0	0
Arrowtown to Macetown Quartz-reefs and Motutapu Bush	9,270	6	8				9,270	6	8	250	0	0	9,520	6	8
Waitahuna Bridge, on account of reconstruction	750	0	0				750	0	0				750	0	0
Garston to Nevis	788	18	6	680	18	8	1,469	17	2	96	0	0	1,565	17	2
Wakatipu to Milford Sound	1,328	17	10	1,912	9	10	3,241	7	8				3,241	7	8
Dart River Road										200	0	0	200	0	0
Piers, Victoria Bridge										250	0	0	250	0	0
SOUTHLAND—															
Tracks, Merivale District	500	0	0				500	0	0				500	0	0
Waiau to Preservation Inlet				356	13	4	356	13	4	643	6	8	1,000	0	0
Contingencies	322	1	10	58	7	0	380	8	10				380	8	10
Tracks, Stewart Island										200	0	0	200	0	0
Assistance towards prospecting				336	15	9	336	15	9	1,024	11	6	1,361	7	3
Totals ..	173,962	14	6	9,795	12	4	183,758	6	10	20,555	0	9	204,313	7	7
SUMMARY															
ROADS, BRIDGES, ETC., NORTH OF AUCKLAND	229,671	15	9				229,671	15	9				229,671	15	9
MAIN ROADS	457,510	11	5	11,738	13	10	469,249	5	3	4,945	3	8	474,194	8	11
MISCELLANEOUS ROADS AND BRIDGES	1,288,065	2	8	6,843	8	1	1,294,908	10	9	8,068	4	3	1,302,976	15	0
ROADS TO GIVE ACCESS TO RAILWAY, MARTON-TE AWAMUTU ..	47,821	6	6	30,289	0	1	78,110	6	7	23,930	17	1	101,441	3	8
GRANTS-IN-AID	563,991	12	3	10,756	15	5	574,747	7	8	1,108	0	6	575,856	8	2
ROADS TO OPEN UP LANDS (see Table No. 4)	581,233	18	10	27,992	15	11	609,226	14	9	38,783	12	3	648,010	7	0
IMPROVEMENT OF VILLAGE SETTLEMENTS	36,943	0	6	3,829	14	0	40,772	14	6	5,788	0	0	46,560	14	6
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)	173,962	14	6	9,795	12	4	183,758	6	10	20,555	0	9	204,313	7	7
PAYMENTS TO ROAD BOARDS (see Table No. 11, 1877)	225,000	0	0				225,000	0	0				225,000	0	0
LOCAL BODIES	315	8	6	469	15	9	785	4	3				785	4	3
TOTALS	3,626,043	5	4	101,715	15	5	3,727,759	0	9	102,578	18	6	3,830,337	19	3
Less—															
Recoveries on account of services of previous years							3,734	19	11				3,734	19	11
Receipts—															
Under section 15, "Public Works Act, 1882"	27,880	6	11				99	10	0				99	10	0
Under "Government Loans to Local Bodies Act, 1886"							89,000	0	0				89,000	0	0
Transferred from Consolidated Fund							30,000	0	0				30,000	0	0
GRAND TOTALS	3,598,162	18	5	101,715	15	5	3,604,924	10	10	102,578	18	6	3,707,503	9	4

TABLE No. 6.  
STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Immigration and Public Works Loan to 31st March, 1892, 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, 1870-91.	Subsidies, 1870-91.	Survey and Construction, 1891-92.	Subsidies, 1891-92.	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.										NORTH ISLAND.
AUCKLAND PROVINCIAL DISTRICT—Thames.	80,708 19 3				80 708 19 3	..				AUCKLAND PROVINCIAL DISTRICT—Thames.
MIDDLE ISLAND.										MIDDLE ISLAND.
WESTLAND PROVINCIAL DISTRICT—Subsidies—										WESTLAND PROVINCIAL DISTRICT—Subsidies—
Hohouu.	3 7 0	1 955 12 1			1 958 19 1					Hohouu.
Hibernian.	12 5 8	1 992 14 8			2,005 0 4					Hibernian.
New River.	21 5 0	3,496 0 3			3,517 5 3	..				New River.
Kanieri.	1 5 6	10,310 18 4			10,312 3 10					Kanieri.
Ross Sludge-channel.		1,554 10 6			1 554 10 6					Ross Sludge-channel.
Kumara Sludge-channel No. 2.		2 762 17 2			2 762 17 2					Kumara Sludge-channel No. 2.
Government Works—										Government Works—
Waimea.	174,468 4 7		1 363 18 4		175 832 2 11	2,500 0 0				Waimea.
Mikouui.	25,644 9 6		282 15 0		25 927 4 6					Mikouui.
NELSON PROVINCIAL DISTRICT—Government Works—										NELSON PROVINCIAL DISTRICT—Government Works—
Nelson Creek.	90,722 10 8				90,722 10 8					Nelson Creek.
Napoleon Hill.	257 16 7				257 16 7					Napoleon Hill.
Argyle (Charleston).	14,701 15 3				14,701 15 3					Argyle (Charleston).
Black's Point.	244 9 0				244 9 0					Black's Point.
OTAGO PROVINCIAL DISTRICT—Subsidies—										OTAGO PROVINCIAL DISTRICT—Subsidies—
Arrow.		612 10 0			612 10 0					Arrow.
Beaumont and Tuapeka.	4 6 2	640 0 0			644 6 2					Beaumont and Tuapeka.
Carrick Range.		9,249 13 1			9 249 13 1					Carrick Range.
Mount Pisgah.		200 0 0			200 0 0					Mount Pisgah.
Lawrence Drainage-channel.		2,956 14 0			2,956 14 0					Lawrence Drainage-channel.
Ophir Tail-race.		1 150 0 0			1 150 0 0	..				Ophir Tail-race.
Muddy Creek Channel.		850 0 0			850 0 0					Muddy Creek Channel.
St. Bathans.		1,000 0 0			1,000 0 0					St. Bathans.
Maerewhenua.	1,065 0 0				1,065 0 0					Maerewhenua.
Artesian wells, Maniototo.			20 0 0		20 0 0					Artesian wells, Maniototo.
Government Works—										Government Works—
Mount Ida.	65 766 3 8		590 0 0		66,356 3 8					Mount Ida.
Waipori.	11 263 1 0				11 263 1 0					Waipori.
SOUTHLAND PROVINCIAL DISTRICT—Subsidy—										SOUTHLAND PROVINCIAL DISTRICT—Subsidy—
Round Hill.		133 19 4			133 19 4					Round Hill.
GENERAL—										GENERAL—
Increased water-supply	530 4 0	100 0 0			630 4 0					Increased water-supply
DEPARTMENTAL—										DEPARTMENTAL—
Salaries, travelling, advertising, &c.	6,720 6 8				6,720 6 8					Salaries, travelling, advertising, &c.
TOTALS	391 426 10 338 965 9 5	2,256 13 4			432,648 13 0	2,500 0 0			435,148 13 0	TOTALS.
SUMMARY										SUMMARY
NORTH ISLAND	80,708 19 3				80,708 19 3					NORTH ISLAND.
MIDDLE ISLAND	391,426 10 338,965 9 5	2,256 13 4			432,648 13 0	2,500 0 0			435 148 13 0	MIDDLE ISLAND.
TOTALS	472,135 9 638,965 9 5	2,256 13 4			513 357 12 3	2,500 0 0			515,857 12 3	TOTALS.

TABLE No. 7

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Immigration and Public Works Loan to 31st March, 1892, and the LIABILITIES on that Date.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1892.	Total Expenditure and Liabilities.
	Poles.	Wire.		
Expenditure to the 31st March, 1891			£ s. d.	£ s. d.
Telephone exchanges			3,687 9 10	606,647 15 9
St. Helier's	4	8	1 15 7	
Pakuranga		7	12 13 8	
Waihi	9	9	310 6 10	
Towai	2	12	100 2 11	
Tuparoa			12 4 9	
Patangata			1 9 6	
Puniho			2 14 3	
Kaponga			236 14 2	
Tariki			58 9 7	
Waipiro			679 7 0	
Maraekakaho	11	13	278 19 7	
Mohaka to Wairoa		18	81 1 1	
Norsewood	$\frac{3}{4}$	1	9 3 6	
Awanui			91 18 10	
Huntermville			715 18 9	
Ohariu			67 18 3	
Hutt and Petone			232 10 3	
Bunnythorpe			65 16 1	
Shag Point			4 18 3	
Charleston, <i>vid</i> Addison's	18	18	264 18 7	
Stoke		4	15 4 0	
Stanley Brook			415 9 9	
Woodbury	5	5	77 17 1	
Christchurch to Taitapu		12	20 3 3	
Upper Riccarton	1	4	13 16 0	
East Oxford		1	4 10 6	
Burke's Pass	$13\frac{1}{2}$	$13\frac{1}{2}$	225 1 7	
Greendale	$1\frac{1}{2}$	$1\frac{1}{2}$	31 15 4	
Belfast		6	8 4 0	
Mount Somers	$23\frac{1}{2}$	25	200 0 3	
Little Akaloa-Okain's and Le Bon's Bays			10 7 9	
Rotherham-Waiau		7	39 4 5	
Middlemarch		6	20 6 0	
Birchwood and Mount Linton	$11\frac{1}{2}$	11	205 7 2	
Hawea Flat	6	9	187 1 8	
Beaumont		12	94 5 9	
Half-way Bush and Maori Hill		4	43 6 8	
Kennington		$5\frac{1}{2}$	23 15 1	
Te Anau			6 0 0	
Fairfax		6	18 17 1	
Tuapeka-Lawrence	16	17	285 10 0	
Maori Point	$\frac{3}{4}$	$1\frac{1}{2}$	40 2 8	
Glenorchy	31	31	21 10 0	
Merrivale	9	10	190 3 7	
Mount Pisa and Tarras	5	23	187 8 6	
Gimmerburn	16	16	407 14 1	
Coal Creek Flat		4	20 18 0	
Lowburn			2 9 0	
Milford Sound			6 15 0	
Makaretu and Ashley-Clinton			29 13 6	
Trentham			18 11 0	
Waitapu			20 5 0	
Waitepeka-Puerua			35 11 10	
Drummond			199 0 7	
Evans Flat			6 2 6	
Waikaka			0 16 0	
Hampden-Hillgrove			13 8 10	
Balclutha-Romahapa			90 10 4	
Meiklejohn's			4 8 3	
Hokonui			3 17 6	
Bald Hill Flat			4 8 3	
Add for stock			10,166 9 0	
			17,606 7 0	
Liabilities on 31st March, 1892				27 772 16 0
				8,142 0 0
Total Expenditure and Liabilities				£642,562 11 9

TABLE No. 8.  
STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Immigration and Public Works Loan to 31st March, 1892, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1891.	Expenditure for Year ended 31st March, 1892.	Total Expenditure to 31st March, 1892.	Liabilities on Authorities, Contracts, &c., 31st March, 1892.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial	266,403 11 11	8,900 12 8	275,304 4 7	805 15 8	276,110 0 3
Postal and Telegraphic	143,586 11 6	1,009 3 1	144,595 14 7	5,894 14 3	150,490 8 10
Customs	5,175 18 1	13 7 0	5,189 5 1	.	5,189 5 1
Offices for Public Departments	183,341 1 8	453 12 1	183,794 13 9	34 8 11	183,829 2 8
Lunatic Asylums	301,739 16 9	16,915 7 2	318,655 3 11	12,047 9 4	330,702 13 3
School-buildings	819,513 1 3	7,500 0 0	827,013 1 3		827,013 1 3
Hospitals	33,184 10 7		33,184 10 7	4,000 0 0	37,184 10 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.	1,780,785 7 1	34,792 2 0	1,815,577 9 1	22,782 8 2	1,838,359 17 3



TABLE No. 9.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Immigration and Public Works Loan to 31st March, 1892, and the LIABILITIES on that Date.

	Total Net Expenditure to 31st March, 1891.	Net Expenditure during 12 Months ended 31st March, 1892.	Total Expenditure to 31st March, 1892.	Liabilities on Authorities, Contracts, &c., to 31st March, 1892.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>LIGHTHOUSES.</b>					
Akaroa	7,148 16 5		7,148 16 5		7,148 16 5
Brothers	6,241 0 0		6,241 0 0		6,241 0 0
Cape Egmont	3,354 6 4		3,354 6 4		3,354 6 4
Cape Foulwind	6,955 9 1		6,955 9 1		6,955 9 1
Cape Maria van Diemen	7,028 14 8		7,028 14 8		7,028 14 8
Cape Saunders	6,066 6 3		6,066 6 3		6,066 6 3
Centre Island	5,785 19 0		5,785 19 0		5,785 19 0
Cuvier Island	7,405 9 11		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
<b>HARBOUR WORKS.</b>					
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
Picton, 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
Raising dredge "Hapuka"	188 17 8		188 17 8		188 17 8
Miscellaneous	400 0 0		400 0 0		400 0 0
<b>HARBOUR DEFENCES.</b>					
Guns	147,768 18 10		147,768 18 10		147,768 18 10
Ammunition	24,531 6 7		24,531 6 7		24,531 6 7
War Office stores	9,933 10 9		9,933 10 9		9,933 10 9
Torpedo boats and torpedoes	20,203 13 7		20,203 13 7		20,203 13 7
Submarine mining stores	17,665 2 2		17,665 2 2		17,665 2 2
Miscellaneous	17,713 12 2	291 3 2	18,004 15 4		18,004 15 4
Works in colony	179,588 5 11	5 410 2 6	184,998 8 5		184,998 8 5
Land for dépôts and batteries	34 741 3 1	1,646 2 0	36,387 5 1		36,387 5 1
Totals.	881 229 2 10	7,347 7 8	888,576 10 6		888,576 10 6

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1892.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS  
OUT OF THE IMMIGRATION AND PUBLIC WORKS LOANS  
FOR THE YEAR 1891-92.

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

SIR,—  
Public Works Department, Wellington, 7th July, 1892.  
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, 1891."

I have, &c.,  
R. J. SEDDON,  
Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT of NET EXPENDITURE ON GOVERNMENT WORKS for the Year 1891-92 out of IMMI-  
GRATION AND PUBLIC WORKS LOANS.

Class.	Votes.	Summary.	Appro- priation.	Expenditure.	Credits.	Net Expenditure.	Expended in Excess of Appropriation.
		PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
		PART I.					
III.	72-91	Railways	267,976	139,879 16 6	4 248 1 1	135,631 15 5	
IV.	92-97	Roads	149,584	85,846 13 7	14,889 14 0	70,956 19 7	
V.	98	Water-races	6,000	2 256 13 4		2,256 13 4	
VII.	100	Telegraph Extension	27,000	28,593 2 6	820 6 6	27 772 16 0	772 16 0
VIII.	101-107	Public Buildings	63,975	34 792 2 0		34,792 2 0	
IX.	108	Harbour Defences	7,000	7,643 11 11	296 4 3	7,347 7 8	347 7 8
X.	109	Thermal Springs	400	318 3 10	53 16 6	264 7 4	
			521 935	299,330 3 8	20,308 2 4	279,022 1 4	1 120 3 8
		PART II.					
II.	111, 112	Railways	63,000	18,789 8 5	5 12 6	18,783 15 11	
III.	113, 114	Roads	50,000	31 767 4 10	1 008 9 0	30,758 15 10	
			113,000	50,556 13 3	1 014 1 6	49,542 11 9	

Public Works Department, 31st May, 1892.

G J CLAPHAM,  
Accountant.

Examined and found correct.  
JAMES EDWARD FITZGERALD,  
Controller and Auditor-General.

H. J H. BLOW,  
Under-Secretary

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.	Expended in Excess of Appropriation.
	PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	PART I.					
	Railways—					
72	Wellington-Woodville	6,000	93 6 6		93 6 6	
73	Lincoln-Little River	350	196 17 0		196 17 0	
74	Land Claims	1 200	628 0 7	6 0 0	622 0 7	
75	Kaihu Valley	2,000	854 12 6		854 12 6	
76	Surveys, New Lines	1,000				
77	Whangarei-Kamo Extension	10,000	1 945 18 1		1 945 18 1	
78	Helensville Northwards	25,000	9,376 7 10		9 376 7 10	
79	Grahamstown-Te Aroha	20,000	525 8 8	4 5 0	521 3 8	
80	Putaruru-Rotorua ..	30 000	16 244 19 0		16,244 19 0	
81	Woodville-Palmerston	7,000	4,917 6 10		4 917 6 10	
82	Eketahuna-Woodville	10 000	1 950 4 7		1 950 4 7	
83	Blenheim-Awatere	9,000	5 625 11 6	324 11 2	5,301 0 4	
84	Greymouth-Hokitika	20,000	17,231 6 10	93 19 1	17 137 7 9	
85	Otago Central	15,000	11,597 10 0	11 0 0	11 586 10 0	
86	Catlin's River	20,000	17,867 14 9	209 14 7	17,658 0 2	
87	Wyndham-Fortrose	126	122 1 0		122 1 0	
88	Seaward Bush	5,000	1 726 2 5		1 726 2 5	
89	Additions to Open Lines	43 000	30 388 4 11		30,388 4 11	
90	Permanent-way Sleepers, and Rolling-stock	40,000	15 288 3 6	3 598 11 3	11 689 12 3	..
91	Railway Capital Account ..	3,300	3 300 0 0		3 300 0 0	
		267 976	139,879 16 6	4,248 1 1	135,631 15 5	
	Roads—					
92	Main Roads	14,750	12,775 0 10	1,036 7 0	11,738 13 10	
93	Miscellaneous Roads and Bridges	15,200	6,850 11 7	7 3 6	6,843 8 1	
94	Grants-in-aid	6,335	19 903 13 10	9,146 18 5	10,756 15 5	4,421 15 5
95	Roads to open up Lands before Sale	66 600	32 636 8 1	4 643 12 2	27 992 15 11	
96	Village Settlements	16 949	3,829 14 0		3,829 14 0	
97	Roads on Goldfields	29 750	9 851 5 3	55 12 11	9 795 12 4	
		149,584	85 846 13 7	14,889 14 0	70 956 19 7	4 421 15 5
98	Water-races— Water-works on Goldfields	6,000	2,256 13 4		2 256 13 4	
100	Telegraphic Extension— Telegraphic Extension	27,000	28 593 2 6	820 6 6	27 772 16 0	772 16 0
	Public Buildings—					
101	General Departmental Offices	8 975	453 12 1	..	453 12 1	
102	Judicial	13,150	8 900 12 8		8 900 12 8	
103	Postal and Telegraph	8 000	1 009 3 1		1,009 3 1	
104	Customs	100	13 7 0		13 7 0	
105	School Buildings	7 500	7 500 0 0		7,500 0 0	
106	Lunatic Asylums	22 250	16,915 7 2		16,915 7 2	
107	Hospitals and Charitable Institutions	4 000				
		63 975	34,792 2 0		34,792 2 0	
108	Harbour Defences— Harbour Defences	7,000	7 643 11 11	296 4 3	7 347 7 8	347 7 8
109	Thermal Springs— Thermal Springs ..	400	318 3 10	53 16 6	264 7 4	
	PART II.					
	Railways—					
111	Marton-Te Awamutu Construction	60,000	18 789 8 5	5 12 6	18,783 15 11	
112	Surveys	3,000				
		63 000	18 789 8 5	5 12 6	18,783 15 11	
	Roads—					
113	Roads to give access to Railway	49,500	31 297 9 1	1 008 9 0	30,289 0 1	
114	Payments of Thirds and Fourths to Local Bodies	500	469 15 9		469 15 9	
		50,000	31 767 4 10	1,008 9 0	30,758 15 10	

## 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, 1892, prepared in terms of Section 38, Part IV., of "The Public Revenues Act, 1891," and forwarded, as therein provided, to the Audit Office.

Class.	Votes.	Summary.	Total.
PUBLIC WORKS FUND.			
PART I.			
III.	72-90	Railways	£ s. d.
VIII.	101-107	Public Buildings	124,279 11 11
			22,782 8 9
			147,062 0 8
PART II.			
II.	111	Railways	40,475 17 7
			187,537 18 3
CONSOLIDATED FUND.			
XII.	58-60	Public Buildings and Domains	*599 19 11

Vote No.	Name of Vote.	Total.
PUBLIC WORKS FUND.		
PART I.		
Railways—		
72	Wellington-Woodville-Te Aro Extension	5,577 12 4
73	Lincoln-Little River	10 11 9
74	Land-claims	723 4 10
75	Kaihu Valley	770 7 6
76	Surveys, New Lines	125 15 0
77	Whangarei-Kamo	9 632 18 8
78	Helensville Northwards	13 673 0 4
79	Grahamstown-Te Aroha	21 036 17 5
80	Putaruru-Rotorua	30,936 3 3
81	Woodville-Palmerston	1 433 2 0
82	Ekatahuna-Woodville	7 871 2 8
83	Blenheim-Awatere	5 270 13 7
84	Greymouth-Hokitika	7,850 11 0
85	Otago Central	8,158 15 11
86	Catlin's River	4 721 5 7
88	Seaward Bush.	1 285 0 6
90	Permanent-way Sleepers	5,202 9 7
		124,279 11 11
Public Buildings—		
101	General Departmental Offices	34 8 11
102	Judicial	805 15 8
103	Postal and Telegraph	5,694 14 3
106	Lunatic Asylums	12,047 9 4
107	Hospitals	4,000 0 0
		22,782 8 2
PART II.—Chargeable to the £1,000,000 raised under "The North Island Main Trunk Loan Act, 1882."		
Railways—		
111	Main Trunk Line, Marton-Te Awamutu	40,475 17 7
CONSOLIDATED FUND.		
58	Public Buildings.	592 17 11
60	Domains	7 2 0
		599 19 11

\* The Consolidated Fund liabilities are stated in accordance with the definition of the term "liability" in "The Public Revenues Act, 1891," which will account for the difference when comparing the amounts stated as liabilities in previous years.

Public Works Department, 30th April, 1892.

G J CLAPHAM,  
Accountant.

## APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1891, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1892.

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.
RAILWAYS.										
Dec. 13, 1890	Marton—Te Awamutu (south end)	Mangonoho	F and p.l.	M. ch. lk. 3 70 30	M. ch. lk. 0 22 0	Cleghorn, Forrest, and Magee	Sept. 23, 1892		£ s. d. 26,499 8 1	
March 13, "	Helensville, northwards	Makarau	F and p.l.	3 6 0	0 40 0	John McLean and Son	March 1, "		26,616 0 0	
Feb. 11, "	Putaruru—Rotorua	Kaponga	F, p.l., and stations	10 23 0	0 54 0	Daniel Fallon	Oct. 5, 1891	Dec. 31, 1891	37 839 2 2	
Jan. 11, 1892	"	Tarukenga	F, p.l., and stations	4 69 50	0 26 0	John McLean and Son	July 11, 1893		28 538 15 0	
June 1, 1888	Manganahoe—Woodville	Awapuna Bridge	Formation & prot.wks.	1 58 0		A. Peebles	May 29, 1889	April 30, "	3 936 12 0	
March 4, 1890	Blenheim—Awatere	Utawai	Formation	2 50 0		McGrath and Burke	Sept. 3, 1891	Mar. 4, 1892	17 359 10 0	
Sept. 30, 1891	"	Omaka	Bridges, complet'n of formation, and perm'n't-way	2 43 0		S. J. Macalister	Aug. 7, 1892		2,754 8 4	
Feb. 6, "	Greymouth—Hokitika	Arahura Bridge and roadway	..	..		Frazer and Robinson	May 2, 1891	July 29, 1891	764 14 8	
Dec. 17 1890	"	Kapitea	Formation	..	..	J. Saunders and Co.	June 12, 1892	Mar. 14, 1892	9,946 3 8	
Oct. 31, 1891	"	Teremakau Bridge	..	..	..	A. McTaggart and Co.	Dec. 30, 1891	Mar. 5, "	697 8 6	
Jan. 5, "	Catlin's River Branch	Catlin's Tunnel	F, p.l., and stations	6 18 0	0 38 50	D. Kirkwood	Dec. 22, "	July 9, 1891	8 939 15 10	
March 3, 1890	"	Glenomaru	..	..	..	James Innes	May 25, "		11 372 9 2	
June 3, 1891	Westport—Ngakawau extension	Ngakawau Bridge	..	..	..	R. McKenzie and Co.	March 29, 1892	Mar. 12, 1892	3,280 0 0	
Oct. 24, "	Ditto	Pattens Bridges	..	..	..	O'Brien and Kelly	Jan. 23, "		1,061 4 8	Contract assigned to Griffiths and Martin, March 2, 1892.
March 28, 1892	"	Mokihinui	Perm'n't-way	7 12 22		Samuel Brown	July 25, "		3,308 8 0	
Feb. 17, "	Wellington—Woodville	Te Aro extension	Formation and permanent-way	1 15 10	..	Cronin and McGrath	Aug. 11, "		5,553 4 8	



## APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS and DELIVERIES on 1st April, 1891, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1892.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date for Completion.	Total delivered to Date.	Date of Completion.
<b>NORTH ISLAND</b>									
<b>AUCKLAND DISTRICT.</b>									
22 October, 1890	Waikato Timber Company	Lichfield	10,000 totara	s. d. 4 8	Putaruru yard	4,000 first three months, 1,000 each succeeding month	14 July, 1891	10,000	30 June, 1891.
December, 1890	R. Rapson and others	Kaukapakapa	500 totara	4 0	Kaukapakapa			823	March, 1891.
January, 1891	G. Newman		2,000 puriri & totara	4 3	Helensville and Kanchi			1 766	17 Feb., 1892.
February, 1891	J. Mitchelson	Dargaville	1,000 puriri	4 8	Helensville			1,059	20 Oct., 1891.
"	"	"	1,000 totara.	4 2½	"			1,157	20 Oct., 1891.
November, 1890	J. Harrison	Te Kōpuru	1,000 totara.	4 2½	Helensville			1,085	20 Nov., 1891.
<b>SOUTH ISLAND.</b>									
<b>WESTLAND DISTRICT.</b>									
30 July, 1891	W. Ryan	Greymouth	500	2 8	Westport-Ngakawau Railway Extension	In one lot	30 Nov., 1891	500	30 Nov., 1891.
4 July, 1891	W and J Marris	Greymouth	10,000	2 9	"	One-fifth per month	23 Nov., 1891	10,000	14 Dec., 1891.
27 June, 1891	T. Corby	Coal Creek	3,000	3 0	"		"	3,000	23 Dec., 1891.
29 June, 1891	Thomas Kerr		1,000	2 9	"	In one lot	"	1,000	12 Dec., 1891.
			500 silver pine	1 11		No fixed rate	From 6 Aug. to 31 Dec., 1892	248	
			4,500 "	2 4	Alongside of railway formation between Greymouth and Hokitika		Ditto	486	
			1,908 "	2 5			"	653	
			19,000 "	2 6			"	4,434	
			300 "	2 9			"	300	
			800 "	2 10			"	800	
*6 Nov., 1891, to 31 March, 1892	W. Champion, and fifty-seven others	Greymouth District	615 "	3 0	Wharf at Greymouth		10 Jan., 1892	615	15 Feb., 1892.
			1,600 "	2 8			23 April, 1892	916	4 Feb., 1892.
23 March, 1892	A. Blair	Kumara							15 Feb., 1892.

\* Petty contracts, let in lots of about 500. (P.W. 92/1846.)

## APPENDIX E.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1891, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1892.

Name of Contract.	Name of Contractor.	Date when Contract was completed.	Amount of Contract.
<b>AUCKLAND.</b>			
Warkworth-Kawakawa (section 1), contract 189	Weaver Brothers	25 Aug., 1891	£ s. d. 194 10 0
(section 2), " 190	F. McBeth	24 June, 1891	102 15 0
Woodhill Bridge	T. Bell	15 Aug., 1891	231 16 11
Wairua Bridge and Road	J. Cradock	24 June, 1891	177 16 9
Waingaro-Akatea	R. Melville	26 May, 1891	137 10 8
Tunnel, Karioi Road	Ormsby and French	31 Aug., 1891	1,116 7 1
Pack Track, Awaroa District (contract 193)	A. M. Sheppard	27 Jan., 1892	138 13 0
West Coast Road (contract 186)	Thomas Mitchell	4 Mar., 1892	219 0 0
(section 3)	R. Hill	4 Mar., 1892	159 5 0
Opanaki-Hokianga (contract 182)	M. Carlson	31 Jan., 1891	125 0 0
Waitarairi Creek Bridge	Wiremu Papihana		126 0 0
Tunnel, Karioi	J. Wiseman		1,496 11 6
Mangaroa-Stratford	W. H. DeThierry	4 Nov., 1891	675 10 0
<b>HAWKE'S BAY.</b>			
Ormond-Opotiki	P. Mooney	5 June, 1891	299 18 0
Danevirke-Wainui	T. Badderley	17 April, 1891	178 12 6
	H. Carlson	10 Aug., 1891	145 13 6
Rhone Creek Bridge	John Sullivan	7 Oct., 1891	225 0 0
Frasertown, &c., Road	Hallett and Laing		348 15 6
Kuripapanga-Karioi, No. 7	J. O'Connor	28 April, 1891	377 10 0
" No. 8	"	28 April, 1891	204 5 0
" No. 9	"		220 0 0
" No. 84	Kay and McLeod	28 April, 1891	396 12 1
" No. 85	"	28 April, 1891	370 3 10
<b>TARANAKI.</b>			
Mokau Punt	W. Campbell	7 June, 1891	189 6 4
Kaitoke Road	Floyd and Hickson		120 0 0
Mimi Road, No. 27	{ W. H. Bucks and Co. { Paterson and Frank	20 April, 1891	215 12 0
" No. 28	C. Tapp	18 April, 1891	230 0 0
Stratford-Mangaroa, No. 38	Paterson and Robertson	18 July, 1891	187 5 0
" No. 39	Victor Schinery	17 Sept., 1891	348 0 0
" No. 40	Paterson and Robertson	1 Oct., 1891	250 0 0
" No. 41	A. M. Salter	18 July, 1891	198 0 0
" No. 44	W. Brierley		1,913 6 8
" No. 46	Haywood and Martin		296 4 6
" No. 47	"		712 8 8
" No. 48	"		1,226 8 8
" No. 49	"		2,280 11 0
" No. 50	"		1 377 0 0
Junction Road (contract 63)	R. Brown and Co.	3 Dec., 1891	136 14 4
" (contract 64)	"	31 Mar., 1892	223 14 6
" (contract 65)	"		237 19 2
<b>WELLINGTON.</b>			
Pohangina-Oroua, No. 91	T. Donovan	19 Sept., 1891	233 14 7
Mangawhio Roads, No. 80	J. W. Grimes	4 Aug., 1891	145 12 3
" No. 90	"	4 Aug., 1891	194 9 0
Hunterville-Turangarere, No. 3	Cleghorn and Co.		263 15 0
" No. 3A	B. Poole	18 Sept., 1891	1,052 13 6
" No. 4	J. Carmody		379 5 0
" No. 5	"	1 June, 1891	598 17 2
" No. 6	McDonnell and Howard		1 599 0 0
" No. 7	W. A. Floyd		1 120 4 0
" No. 8	James Breen	1 Oct., 1891	1 940 10 0
" No. 9	W. A. Floyd	1 Oct., 1891	946 0 0
Tongariro Bridge	Younger and Laing	6 July 1891	1 745 18 2
Turangarere-Tokaanu, No. 2	John O'Connor	20 Jan., 1892	1 549 1 0
" No. 3	Bird Brothers		1 215 0 0
Rotoaira-Waimarua.	John Chase	19 May, 1891	205 11 6
Puketoi-Tiraumea Run Road (contract 93)	Martin Kerins		530 12 1
Ohakune-Pipiriki (contract 1)	Anthony Nathan		1,387 7 6
" (contract 2)	"		2,020 0 0
" (contract 5)	G. H. Dickson and Co.		1 751 0 0
Hunterville-Turangarere (contract 10).	John O'Connor		1,543 12 6
" (contract 11).	Austin and McCurdy		1 367 0 0
" (contract 12)	John O'Connor		1 969 16 0
Mangatepopo Road Bridge	R. M. Bell		104 12 8
Puketoi-Tiraumea Run Road, No. 92	Martin Kerins		339 12 3
Mangawheao Road, No. 94	McPhee and Coyle		323 17 10
" No. 95	Samuel Irwin		377 6 0
" No. 96	D. Crowley		205 2 0
London's Road, No. 97	W. F. Marsh		277 4 10
<b>NELSON.</b>			
Culverden-Hammer Plains, No. 5	C. Griffin	21 Dec., 1891	139 15 4



APPENDIX E—*continued.*

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1891, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1892—*continued.*

Name of Contract.	Name of Contractor.	Date when Contract was completed.	Amount of Contract.
WESTLAND.			
Makawiho-Mahitahi, No. 105.	John Ritchie	21 July 1891	£ s. d. 485 0 0
Cook's River Flat, No. 106	A. McBride and Co.	7 Jan., 1892	137 1 0
CANTERBURY			
Dyer's Pass Road	Henry Bond	2 Sept., 1891	105 10 0
Bealey Valley Road, No. 18	W Curnow	5 Sept., 1891	223 9 6
" No. 20	John Ross	8 Aug., 1891	105 7 0
" No. 25	T. Edwards	6 Jan., 1892	322 12 0
" No. 66	W Curnow		178 15 0
" No. 68	M. Mole	6 Jan., 1892	139 19 0
" No. 70	L. Butler	6 Jan., 1892	130 10 0
OTAGO.			
Waikawa-Catlin's Road, No. 1	James Kirk	12 Dec., 1891	161 7 0
" No. 2	Andrew Allan	12 Dec., 1891	151 7 0
" No. 3	W Burrow	26 Sept., 1891	108 11 3
" No. 6	R. B. Reaney	13 Feb., 1892	131 0 0
" No. 12	T Bates		218 7 9
" No. 14	W Burrow		196 16 8
" No. 51	J Robertson		129 0 10
" No. 68	Hugh McLachlan	11 Dec., 1891	107 6 9
" No. 86	A. E. Hall	29 Feb., 1892	213 15 10
" No. 87	John Sutherland	23 Dec., 1891	166 14 4
" No. 114	L. Clancy	3 Mar., 1892	165 7 6
SOUTHLAND.			
Waikawa Bridge, No. 1403	T McMath		407 6 4
Orepuki-Wairaurahiri, No. 1	F Corken	25 Jan., 1892	227 15 0
" No. 2	W Baird	8 Sept., 1891	282 18 6
" No. 3	Ridland and Cheyne	8 Sept., 1891	257 10 0
Waikawa Roads, No. 1402	W Eunson		1,564 19 2
Waikawa Jetty and Sheds, No. 1401	A. Kennedy		913 13 3

NOTE.—Only contracts of over £100 are stated.

## APPENDIX F

SCHEDULE of CONTRACTS for ROADS on GOLDFIELDS current on the 1st April, 1891, and CONTRACTS entered into by the MINISTER of MINES during the Year ended 31st March, 1892.

Date of Contract.	Name of Road.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date when Contract was completed.	Amount of Contract.
29 Mar., 1889	Westport to Karamea	Mokihinui Bridge	G. Sangster	12 Dec., 1890	1891. 3 Oct.	£ s. d. 4 835 0 0
14 Nov., 1890	Garston to Nevis	Section No. 1	C. Withington	3 May, 1891	27 July	569 6 8
26 Jan., 1890	"	" 2	R. Mapp and Sons	13 July, 1891	21 July	393 1 0
26 Mar., 1891	Rimu to New Rush	" 1	W P Daly		29 July	116 0 0
26 Mar., 1891	"	" 2	"		29 July	122 0 0
21 Feb., 1891	"	" 3	Giese and Max	4 April, 1891	29 July	64 10 0
11 May, 1891	"	" 4	Taylor and party	22 June, 1891	22 Aug.	83 15 0
21 Feb., 1891	"	" 5	J Butler	4 April, 1891	15 July	65 0 0
21 Feb., 1891	"	" 6	P Brown and party	4 April, 1891	21 July	83 5 0
21 May, 1891	Repairs to Mokihinui-Karamea Road	" 1	John Young		22 July	157 7 9
21 May, 1891	Ditto	" 2	Ernest Blanchet.		1 July	61 7 3
21 May 1891	"	" 3	Patrick Doyle		1 July	64 15 0
21 May, 1891	"	" 4	James Carruthers		1 July	130 16 0
21 May, 1891	"	" 5	F McNabb		1 July	61 17 0
25 July 1891	Track between Ocean Beach and Little Wanganui River	" 1	C. R. Rasmussen	28 Aug., 1891	3 July	34 0 0
25 July 1891	Ditto	" 2	W M. Jenkins	28 Aug., 1891	3 Sept.	28 0 0
1 Mar., 1891	Track, New Rush to Rimu Goldfield	Survey and plan	T. Newton	1 May 1891	15 July	156 13 3
25 Feb., 1892	Widening Bowen-Oka-rito Road	Section No. 3	W A. Coutts	25 June, 1892		119 14 6
25 Feb., 1892	Ditto	" 4	John Osmen	25 June, 1892		271 8 6
25 Feb., 1892	"	" 5	J P Deakin	25 June, 1892		264 1 0
25 Feb., 1892	"	" 6	J A. Roberts	25 June, 1892		403 12 0
25 Feb., 1892	"	" 7	James Gale	25 June, 1892		279 13 0
1 Mar., 1891	Aorere Valley to Karamea and Mokihinui	" 13	Harvey and McNab		1892. 23 Mar.	86 5 0
1 Mar., 1891	Ditto	" 14	Ellis and Perry		"	108 1 6
1 Mar., 1891	"	" 15	"		"	99 3 0
1 Mar., 1891	"	" 16	Harvey and McNab		"	107 6 0
1 Mar., 1891	"	" 17	Ellis and Perry		"	155 8 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.  
Public Works Office, Wellington, 20th May, 1892.  
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, 1892:—

RAILWAYS.  
ABSTRACT.

The following table shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1892:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1892.	Liabilities on 31st March, 1892.
	M. ch.	M. ch.	£ s. d.	£ s. d.
Kawakawa	7 41	7 41	90,337 11 5	
Whangarei-Kamo and Extension	24 20	6 52	72,090 19 1	9,632 18 8
Helensville Northwards	110 0	7 42	53,829 8 3	13,673 0 4
Kaipara-Waikato, with Branches	172 36	151 1	1 382,752 9 5	385 15 7
Waikato-Thames	62 55	30 55	208,810 7 1	21,080 8 11
Thames Valley—Rotorua and Lichfield Branch	73 6	41 60	288,761 7 9	30,936 3 3
Wellington—Napier and Palmerston North (including Te Aro Extension and Greytown Branch)	233 12	205 23	1 928 947 8 9	15,478 1 7
Wellington-Foxton			42 116 3 4	67 14 0
Foxton-New Plymouth, with Branches	202 63	197 60	1,425 225 1 11	1 011 3 0
North Island Main Trunk	216 0	53 7	361,549 4 7	40,475 17 7
Nelson-Roundell	52 0	22 73	178 109 8 4	
Greymouth-Nelson Creek	7 69	7 59	216,246 11 11	
Greymouth-Hokitika	24 27		117,748 1 0	7,850 11 0
Westport—Ngakawau	19 56	19 56	227 495 3 4	64 8 0
Picton-Hurunui—Picton-Awatere Section	34 40	17 79	251,639 19 4	5 974 10 4
Picton-Hurunui—Red Post Section	9 50	9 50	39,104 11 1	
Hurunui-Waitaki, with Branches	474 41	433 38	2 518 446 12 8	587 19 9
Oxford-Malvern	11 44	11 44	59 291 19 0	
Waitaki-Bluff, with Branches	565 26	445 58	3 542,866 15 0	9 923 1 3
Otago Central—Chain Hills—Lake Wanaka	182 56	41 57	554 318 12 2	8,158 15 11
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	319 999 8 1	56 15 2
Western Railways	57 56	57 56	224,608 10 8	
Preliminary surveys			65 116 10 0	125 15 0
Miscellaneous			10 336 19 11	
Stock of permanent-way and rolling-stock on hand			47 378 9 4	11 113 17 9
Value of permanent-way in hands of Railway Department			25,000 0 0	
Total	2,658 62	1,867 5	14,252,122 13 10	176,596 17 1
PROVINCIAL GOVERNMENT LINES, ETC.				
Canterbury (lengths included above)			731,759 0 0	
Otago		..	372,522 2 5	
Gisborne to Ormond Tramway			4,975 1 7	
Forest Hill			556 5 2	
Kaihu Valley Railway			854 12 6	770 7 6
Grand total	2 658 62	1 867 5	*15,362,789 15 6	177 367 4 7

\* Does not include the amount spent on the Westport-Ngakawau Railway Extension—namely, £18,322 5s. 4d., funds being provided by the Westport Harbour Board.

During the year a total length of 31 miles 8 chains of railway was opened for traffic. The following table contains particulars of the sections:—

Railway	Section.	Length.	Date opened for Traffic.
Catlins River	Glenomaru Section	M. ch. 6 18	9th July, 1891.
Otago Central	Hindon-Middlemarch	24 70	9th April, 1891.
Total		31 8	

Appended hereto is a coloured diagram showing the length of railway opened each year since the commencement of the public works.

## KAMO-PUHUPUHI RAILWAY

*Kamo to Hikurangi Section.*—Working surveys and plans for the extension of the railway from the end of the opened line at Kamo Coal-mine Station to the Hikurangi Coalfield, a length of about 8 miles, were completed early in December last, and in the latter part of the same month the work of forming the first 3 miles was let in short sections to parties of men on the co-operative contract principle. Arrangements were made for locating the men on the ground, and the works were started in the beginning of January. A further length of  $1\frac{1}{2}$  miles has since been let in the same way making a length of  $4\frac{1}{2}$  miles of the railway in course of construction, the total number of men employed on the work on the 31st March being 109, divided into fourteen parties. The works consist principally of heavy cuttings and embankments, masonry and timber culverts, and small bridges, all of which are progressing satisfactorily, the work performed being of a superior class, and the cost moderate.

## HELENSVILLE NORTHWARDS RAILWAY.

*Makarau Section (3 miles 6 chains).*—Formation and permanent-way. The whole of the formation outside of the tunnel is about seven-eighths done, and the works generally (excepting the tunnel) are in a forward state. The tunnel is pierced from the south end for a length of 322 yards, leaving 283 yards still to do. The first  $7\frac{1}{2}$  chains of tunnelling was through papa-rock and soft sandstone, easily worked but this was succeeded by very bad ground, which renders careful working and timbering necessary, and requires lining with brick throughout as soon as excavated. This difficult work in the tunnel has considerably retarded the progress of the other works, as until the tunnel is excavated and lined throughout the laying of the permanent-way and ballasting cannot be proceeded with to any great extent, consequently the completion of the contract will be greatly delayed owing to the heavy work in the tunnel.

*Kaukapakapa Ballast-pit Siding.*—The contractor for the Makarau Section is finishing the cutting into the ballast-pit, and having the 2 miles of line relaid and put in order so that ballast-trains can run over it. The cutting for the railway into the pit is through a deep deposit of hard clean gravel which extends over nearly the whole area of the gravel reserve, and shows that an ample supply of suitable material for ballasting the railway and metal for roads in the district is obtainable from the area of land secured for the ballast-pit.

*Mount Rix Wharf.*—The contract for the erection of this wharf was completed on 31st March, 1891, and maintained for three months thereafter by the contractor as required by the contract. Subsequently it remained in charge of the Public Works Department until vested in the Railway Commissioners by "The Railways Authorisation and Management Act, 1891."

*Surveys.*—The survey of a continuation of this line to near Wellsford, at 67 miles 30 chains, is in much the same state as reported last year namely,—

*Takekeroa Section.*—From 46 miles 36 chains to 49 miles 54 chains is ready for contract.

*Komokoriki Section.*—From 49 miles 54 chains to 56 miles is located, and the plans are so far advanced that they can be got ready for contract at short notice. And a trial survey has been made from 56 miles to 67 miles 60 chains, by which it is shown that a fairly easy line for the railway is obtainable throughout nearly the whole length, except in one place where it runs along the steep and somewhat broken sides of a deep gorge for about 2 miles.

*Land-plan Surveys.*—The land-plan survey of the Makarau Section was commenced in February last, and good progress has been made with the field-work.

## KAIHU VALLEY RAILWAY

Traffic has been regularly continued on this railway throughout the year, and the line has been maintained in good order.

## WAIKATO-THAMES RAILWAY

*Paeroa-Te Aroha Section (13 miles 3 chains).*—The section of the railway from the Ohinemuri River to the end of the opened line at Te Aroha Township was surveyed and working-plans were prepared several years ago, but it was necessary to have the line pegged out afresh before arrangements could be made for letting the work of forming the railway and drainage by co-operative contracts. The work under this system was commenced in January last by a force numbering 169 men (afterwards increased to 205 men) divided into parties, to whom the works were let in sections of various lengths at prices fixed by the engineer. These contracts, which include all the formation and drainage-works on a length of 12 miles of the railway, have been carried on steadily since the start, and satisfactory progress has been made with the works, large portions of which are well advanced, and the whole should be completed in about six months hence. The total cost of the work done to the 31st March was £3,564, and the average earnings of the men amounted to 7s. 9d. per day of eight hours.

## THAMES VALLEY-ROTORUA RAILWAY

*Kaponga Section (10 miles 23 chains).*—Formation and permanent-way. This contract was completed on the 30th December last, and the maintenance was satisfactorily carried out by the contractor in terms of the contract.

*Tarukenga Section ( $4\frac{1}{2}$  miles).*—Formation and permanent-way: This is an extension of the Kaponga Section towards Rotorua. The contract was let to Messrs. J McLean and Son on the 11th January last, amount, £28,538 15s. The contractor has 126 men employed, and so far the work is making satisfactory progress.

## NORTH ISLAND MAIN TRUNK RAILWAY

*Mokau Section (11 miles 9 chains).*—This section is the connecting link between the southern terminus of the opened line at Mokau Station and the Poro-o-tarao tunnel section. The formation of about  $4\frac{1}{2}$  miles of this section was commenced on the co-operative principle early in January with

115 men, about seventy-five of whom came from Auckland. The men were divided into parties on the 5th and 6th January, and commenced work immediately. There are about 150 men employed, and the works are progressing satisfactorily. The average net earnings of the men have been from 7s. 1d. to 8s. per day of eight hours. The total cost of the work done to the 31st March was £5,070. On this section the works are of a heavy character, being principally cuttings, some of them in rock, and of a considerable depth, and large embankments, with all of which good progress is being made, and the work done is of a superior class.

*Mangaonoho Section (3 miles 70 chains).*—Formation and permanent-way: Steady progress is being made with the contract works, which include two tunnels and earthworks of a heavy character. Bricks of good quality for tunnel-lining are being made on the ground.

*Makohini Section (7½ miles).*—The formation of this section was begun by co-operative labour on the 29th July 1891. Within a few days of the commencement of the work there were forty-six men on the ground, but only thirty of these remained there. This number increased, however, and the number of men at work up to the 31st March varied from forty to fifty-six, and the number has considerably increased since then. During the last three months of the year their earnings averaged at the rate of 7s. 10d. per day of eight hours. The formation of the whole section is in hand, and good progress has been made. The works comprise felling and clearing bush, earthwork, and concrete culverts. The total cost of the work to the 31st March amounted to £3,050.

#### WELLINGTON-WOODVILLE RAILWAY.

*Te Aro Extension Section (1 mile 15 chains).*—Formation and permanent-way. The works of this contract were commenced about the end of February last, and good progress has been made.

*Eketahuna-Woodville Section.*—The formation of a portion of this section of railway at the Eketahuna end, about 5¼ miles in length, was put in hand on the co-operative principle. Work was commenced on the 22nd December last, with sixty-six men, on the first 3 miles of the line, and on the 18th March further co-operative contracts were put in hand employing twenty-seven men. The total cost of the work to the end of the year amounted to £2,350, and the net average earnings to 7s. per day. The work is being done in a satisfactory manner.

*Awapurua Contract.*—Formation and bridge protective works: This contract was completed on 30th April, 1891, and a cottage has been erected for the caretaker in charge of the Awapurua Bridge.

#### PICTON-AWATERE RAILWAY

*Utawai Section (2 miles 50 chains).* Formation. This contract was finished on the 4th March last, thus completing the railway-formation from Blenheim to the summit of the range between Blenheim and the Awatere River.

*Omaka Contract (2 miles 43 chains).*—Laying permanent-way: This contract was commenced in December last, and is about one-third finished, and making steady progress.

#### WESTPORT-NGAKAWAU RAILWAY (EXTENSION TO MOKIHINUI)

*Formation and Culverts (7 miles 12 chains).*—The formation and culverts of this line were carried out by twelve small contracts, the work being done to a large extent under the co-operative system. The whole of the works were satisfactorily completed at a reasonable cost during the year.

*Ngakawau Bridge Contract (fourteen spans of 40ft. and two spans of 11ft.).*—The contract for this bridge was let on the 29th May last, and it was completed on the 12th March, seventeen days within contract time.

*Patten's Bridges Contract.*—This contract, which comprises the erection of twelve small bridges between the Ngakawau River and the Mokihinui, was let on the 23rd October, 1891. The original contractor failing to carry on the contract, it was relet on 2nd inst., and the work is now proceeding satisfactorily.

*Mokihinui Contract (7 miles 12 chains).*—Permanent-way. This contract is for the laying of the permanent-way from Ngakawau to the end of the present extension, at 26 miles 28 chains. It was let on the 28th March last.

*Surveys.*—The survey for land-plans is completed for about 3 miles, and arrangements have been made to commence the survey of the remaining length of about 4 miles.

#### GREYMOUTH-HOKITIKA RAILWAY

*Kapitea Contract (4 miles 20 chains).*—Formation only. This contract was completed on the 14th March last, the term of maintenance expiring on 14th June next.

*Arahura Bridge Extension and Roadway Contract.*—This contract consisted of the addition of four 11ft. spans to the north end of the bridge, laying the rails and planking for a roadway, the whole length of the bridge. The contract was finished on 29th August, 1891.

*Planking Teremakau Bridge.*—A contract was entered into for planking the bridge for a roadway, and the work was completed on the 7th March.

*Tarring, Painting &c.*—Contracts were let for tarring the Teremakau Bridge, and for tarring, painting, and screwing up the Arahura Bridge, and both contracts have been completed.

*Formation, Small Bridges, and Culverts, &c.*—Formation-works between the Arahura, at 4 miles 57 chains, and the North Kapitea, at 10 miles 35 chains, and between the Teremakau, at 14 miles 62 chains, and Greymouth, at 23 miles 51 chains, were carried out under the co-operative system. They were divided into eighteen sections, on which 176 men were employed. These works consisted of making up formation, pitching slopes of embankments at bridge-approaches, building concrete culverts, &c., and have all been satisfactorily completed. Works on other portions of the line are in progress, under the co-operative system, as follows: Trimming up the line, clearing out side drains, repairing bridges, building concrete culverts, &c., from 0 miles at Hokitika to 5 miles

37 chains, divided into five contracts, employing 42 men building bridges between the Arahura River at 4 miles 57 chains and the end of Kapitea Contract at 10 miles 35 chains, divided into four contracts, employing 36 men, finishing the laying of pipes, earthworks, and culverts from Teremakau at 14 miles 62 chains to Greymouth at 23 miles 51 chains, five contracts in progress, employing 28 men in all, fourteen contracts in progress, employing 106 men. These works are being carried out in a satisfactory manner and at a reasonable cost.

*Surveys.*—A branch railway-line from the Greymouth-Hokitika Railway alongside the Kumara beach road to Kumara, length 4 miles 10 chains, has been located, and plans and estimate prepared.

*Land-plan Surveys.*—The land-plans of the Greymouth-Hokitika Railway from 10 miles to 14 miles 62 chains, are in hand, the field work being completed, and the plotting is in progress.

#### SEAWARD BUSH RAILWAY

*Waituna Section.*—This section begins at the terminus of the opened portion of the line, at 11 miles 18 chains. Work on the co-operative principle was begun on this line on the 21st December last, with sixty men, and there were about eighty-five men on the ground by the end of the year carrying on the formation of the first 4 miles of the section, and the work is proceeding satisfactorily. The amount expended to the 31st March was £2,732, and the net average wages earned 8s. per day.

#### CATLIN'S RIVER RAILWAY

*Glenomaru Section (6 miles 18 chains).*—Formation, permanent-way, and station. This contract was completed on 9th July last, and opened for public traffic on the 22nd of same month.

*Catlin's Section 46½ chains.*—Tunnel, formation, permanent-way, and station buildings. This contract, which is a continuation of the line from the Glenomaru Section, is behind time. The contractor has been called upon to push the work more vigorously, and it is estimated that the contract should be finished in July next.

*Co-operative Works.*—The formation of a further portion of the line, about 2 miles 28 chains in length, was put in hand under the co-operative system, and work was commenced with sixty-three men on 29th April, 1891, and about a month later seventy additional men were employed. The work consisted of bushfelling and clearing, and earthwork. The works were stopped on the 14th November, when some of the men were transferred to the Otago Central Railway works. The total cost of the work executed amounted to £7,035, and the net average earnings of the men were at the rate of 6s. 10d. per day.

#### OTAGO CENTRAL RAILWAY

*Middlemarch to Hyde Section.*—The work of the formation of this section on the co-operative system was begun on 23rd October last, when 175 men assembled on the ground and commenced work in seventeen parties of about ten men each. The work, which extends over about 10 miles of the line, consists chiefly of earthwork and masonry culverts, and satisfactory progress has been made. The total cost of the work to the 31st March amounted to £10,530, and the net average earnings to 7s. 1d. per day.

#### SURVEYS, OTAGO DISTRICT.

*Seaward Bush Railway.*—Some necessary resurvey work was carried out on the Waituna Section before the co-operative works were put in hand. The survey of the land required for the first 3 miles of this section has also been made during the year, and the plans thereof are in forward state.

*Otago Central Railway.*—Owing to the length of time that elapsed since the original working-survey was made, about 10 miles of the line had to be repegged before the co-operative works were commenced. During the year, also, the survey has been made of the land required for the railway from Mullocky Gully to the Sutton Stream, a length of 26 miles 10 chains, and the plans of this survey will be put in hand shortly.

#### SLEEPERS.

The contract for delivery of 10,000 sleepers at Putaruru was completed in July last. Tenders were invited for the supply of 10,000 sleepers for the North Island Main Trunk Railway (south end), and two contracts for 5,000 each were let on the 26th March last. Tenders were received for the supply and delivery of 1,500 sleepers at Wellington, and contracts for the same have since been entered into. Eight contracts were entered into during the year for the supply of a total of 16,300 sleepers for the Westport-Ngakawau Railway extension, and have all been completed. The supply of 19,000 sleepers for the Greymouth-Hokitika Railway has been contracted for during the year in thirty-eight contracts of 500 sleepers each. Fourteen of these contracts were completed during the year, and the remainder were in progress on the 31st March.

#### CO-OPERATIVE SYSTEM.

The principal formation-works of most of the sections of the railways in process of construction during the year are being carried out on the co-operative-contract principle, under the direction and control of the Engineers in charge of Districts. Satisfactory progress has been made generally with the works, all of which are being executed in a superior manner, and at moderate cost, besides affording employment for a large number of men, who are enabled to earn a fair rate of wages whilst engaged on these co-operative contracts.

#### ROADS AND BRIDGES.

##### AUCKLAND DISTRICT.

*Road to Puhipuhi Reefs (7 miles 65 chains).*—A little finishing work was done to the formation at the upper end, and there is now a fairly good unmetalled road, although somewhat narrow.

## WESTLAND DISTRICT.

*Mokihinui Bridge (Westport-Karamea Road).* This contract was completed on the 14th August, 1891.

*Kanieri Bridge with Approach (Roads to open up Lands).*—A contract for this work was let on 9th January last, and the pile-driving is in progress.

*Mahinapua Creek Bridge with Approaches (Roads on Goldfields).*—A contract was entered into for this work on 9th January last, and pile-driving has been commenced.

*Bowen-Okarito Road (Widening and Metalling of a length of 4 miles 41 chains from the Big Waitahi southward).* This work was let in five contracts prepared by the Westland County Council, and the work is being carried out under the supervision of this department. Tenders were accepted on 25th February last, and work has been done to the extent of about 350 chains of clearing and 130 chains of forming.

## PUBLIC BUILDINGS.

## AUCKLAND DISTRICT.

*Government House.*—A new wooden ceiling was put on the stair-tower, and separate gas-metres for the public and private supplies were fixed, and the maintenance of the house generally has been attended to.

*Admiralty House.*—General repairs to this building are in hand. The foundation-blocks have all been renewed, and new base-plates complete put in. The roof has been stripped of shingles, and covered with galvanised corrugated iron, the windows and outside of the building repaired and painted, and some repairs to the interior of the building are in progress. The site has also been newly fenced.

*Departmental Buildings, Auckland.*—A copper boiler, chimney, and sink were erected in the basement for the caretaker. A new chimney, and also a wind-porch, were erected for the long-room, Customs Department. The back yard was asphalted and various repairs were attended to.

*New Prison, Mount Eden.*—The fittings, drainage, and ventilation have been carried out. The building of the walls of the female wing was completed, and the whole wing was roofed, by the end of December last. The two towers have also been carried up, the floors and cells plastered, and the fittings commenced.

*Brigade Office, Auckland.*—This office was moved from the Supreme Court building to the Defence Store. Some fittings were done, fence renewed, &c.

*Police Barracks, Auckland.*—This building stood in need of considerable alterations and repairs, comprising the fitting up of a new kitchen, with mess-room attached in the outbuildings, repairs to doors, roof, &c., and new bath, and these were carried out during the year.

*Post- and Telegraph-offices.*—Some small repairs were effected in the Auckland Post-office. The inside of the Newton office was renovated, and some painting and fencing done to the Onehunga Post-office. A contract was entered into on 6th January last for extensive alterations and repairs to the post- and telegraph-office at Thames, including the erection of the telephone-station, and the work was completed in March.

*Courthouses and Police-stations, &c.*—The lath-and-plaster ceiling in the Inspector's room, Supreme Court, Auckland, has been replaced with a wooden one. At the Resident Magistrate's Court, Auckland, the soil-drain was taken up, cleaned, and relaid. A contract for the erection of a new brick Courthouse at Whangarei was let on 3rd September last, and the building was completed on 30th January and was immediately thereafter occupied. A contract has been entered into for repairs to the Native Land Court building, Thames, and considerable repairs to the gaol at Thames have also been carried out. The departmental and police buildings at Tauranga were painted and repaired, and the site of the police-station at Mercer has been fenced in.

*Avondale Lunatic Asylum, Auckland.*—The new drainage at the auxiliary asylum was completed early in the year. The stairs leading to the medical superintendent's quarters were altered and placed outside, and some alterations to the closets effected. The asphaltting of the airing-courts and the completing of the surface-drains are in progress. Plans for a cattle-byre were prepared, and the building is now in course of erection.

*Quarantine Station.*—The foundations of the building have been repaired, the store re-roofed, the caretaker's house and wharf repaired, and various small repairs effected.

*Ponsonby Hall, Auckland.*—The interior of the building has been renovated, the allotment refenced, gas-service repaired, &c.

## TARANAKI-PALMERSTON-NAPIER DISTRICT.

*Police-station, Stratford.*—The contract for the erection of this new police-station was finished in April, 1891.

*Post-offices.*—Additions and alterations to the post-offices at Marton and Woodville were carried out under contract, and completed in May and December, 1891, respectively.

*Miscellaneous.*—A chimney was built at Palmerston Courthouse, and two chimneys were built at Feilding Courthouse. Pukearuke Police-station building was moved further back from the edge of the cliff, and put in good repair. A bedroom was added to the police residence at Foxton. The painting of Patea Courthouse has been put in hand.

## WELLINGTON DISTRICT.

*Government House.*—The harness-rooms were refloored, and the ground drained beneath the floors, and general repairs and maintenance attended to.

*Parliamentary Buildings.*—The drainage and sanitary improvements begun in February, 1891, were finished in May following. A rubbish-destroyer was built in October last, and has answered well. Preparations are being made to repair the foundations under a portion of the library and Legislative Council chamber, as on examination it was found that the piles were rotten. The ordinary maintenance of the buildings has been attended to.

*Mount Cook Prison.*—The galleries have been erected and painted, and the ceiling-panelling done. The gas-fittings have been put in. The cell-doors have been made and fixed, and earth-works have been carried out to some extent.

*Porirua Asylum Contract.*—This contract is in progress, and is about three-quarters finished.

*Departmental Buildings, Wellington.*—Several rooms have been renovated, some improvements in gas-lighting and ventilation have been carried out, and various minor repairs executed.

*General Post and Telegraph Office.*—All the mantelpieces were overhauled and made fireproof, and extra tanks were supplied and fixed for flushing purposes.

*Pahiatua Police-station.*—A contract for the erection of a police-station at Pahiatua was entered into in January last, and is in progress.

*Various.*—A gas-service was laid on in the Masterton Courthouse in December last, and the roof of the post-office at Lower Hutt was repaired.

*General Maintenance.*—General repairs and maintenance of the buildings throughout the district were attended to.

#### MARLBOROUGH—NELSON DISTRICT.

*Lunatic Asylum, Nelson.*—A fire-reservoir was constructed, and service-pipes laid, and alterations to a hot-water-circulating apparatus completed.

*Miscellaneous repairs* were carried out at the departmental buildings, Blenheim, and the police-station, Picton.

#### CANTERBURY DISTRICT.

*Sunnyside Asylum.*—A contract for the completion of the south main-entrance block and for building new male day-rooms was let in November, 1891, and the work was begun at once and is in progress. Materials have been obtained for a fire-prevention service, and the work of laying the pipes, &c., will be put in hand. The general repairs and maintenance of the building have been attended to.

*Departmental Buildings, Cathedral Square, Christchurch.*—A contract for considerable additions and alterations to the post-office was entered into in February last, and good progress is being made with the work. A new floor has been laid in the operating-room of the telegraph department, and several minor repairs have been effected in the buildings.

*Old Government Buildings, Armagh and Durham Streets, Christchurch.*—Two of the offices in these buildings were thoroughly repaired. Additional gas-service has been put in some of the rooms, some drains cleared and repaired, and various small repairs effected.

*Courthouses and Police-stations.*—At Christchurch the roof of the Resident Magistrate's Court-house has been repaired and the windows of the Police Court rehung, &c. The Courthouses at Temuka, Amberley, West Oxford, and Akaroa have all been repaired and repainted, and some fencing erected and repaired. A contract for the erection of a Courthouse in brick, with lock-up in wood, at Papanui, was let during the year, and the work was finished in January last. The police-station, lock-up, and constable's house at Little River were repaired and painted.

#### OTAGO DISTRICT.

*New Police-station, Dunedin.*—This contract was completed in June, 1891.

*Court-houses.*—Some improvements have been effected in the Police Court in Bond Street, Dunedin.

*Police-stations and Gaols.*—Considerable additions to the Ophir Police-station were completed under contract in June, 1891. The fittings of the old police-station, Dunedin, were shifted to the new police-station. The Police Inspector's residence, Dunedin, was repaired and renovated, and various repairs were carried out at the police-stations, Palmerston, Kaitangata, Outram, Hawksbury, and at the gaols at Oamaru and Lawrence.

*Post- and Telegraph-offices.*—Various additions and repairs have been made to the post- and telegraph-offices at Dunedin, Lawrence, Palmerston, Oamaru, Brighton, Port Chalmers, and Milton.

*Customhouses.*—Repairs to fittings, floors, &c., of the Customhouse, Dunedin, have been carried out.

*Departmental Buildings, Dunedin.*—Three rooms were renovated, and the general maintenance attended to.

*Quarantine Island, Port Chalmers.*—Additions and repairs to the jetty were carried out under contract, and the work was finished in October last. The buildings and tanks on Goat Island were also repaired.

#### MARINE.

Various matters in connection with harbours, lighthouses, and wharves have been examined into and reported upon during the year

#### ENCLOSURES.

This report is accompanied by the following enclosures :—

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

I have, &c.,

WILLIAM H. HALES,

Engineer-in-Chief.

The Hon. the Minister for Public Works.

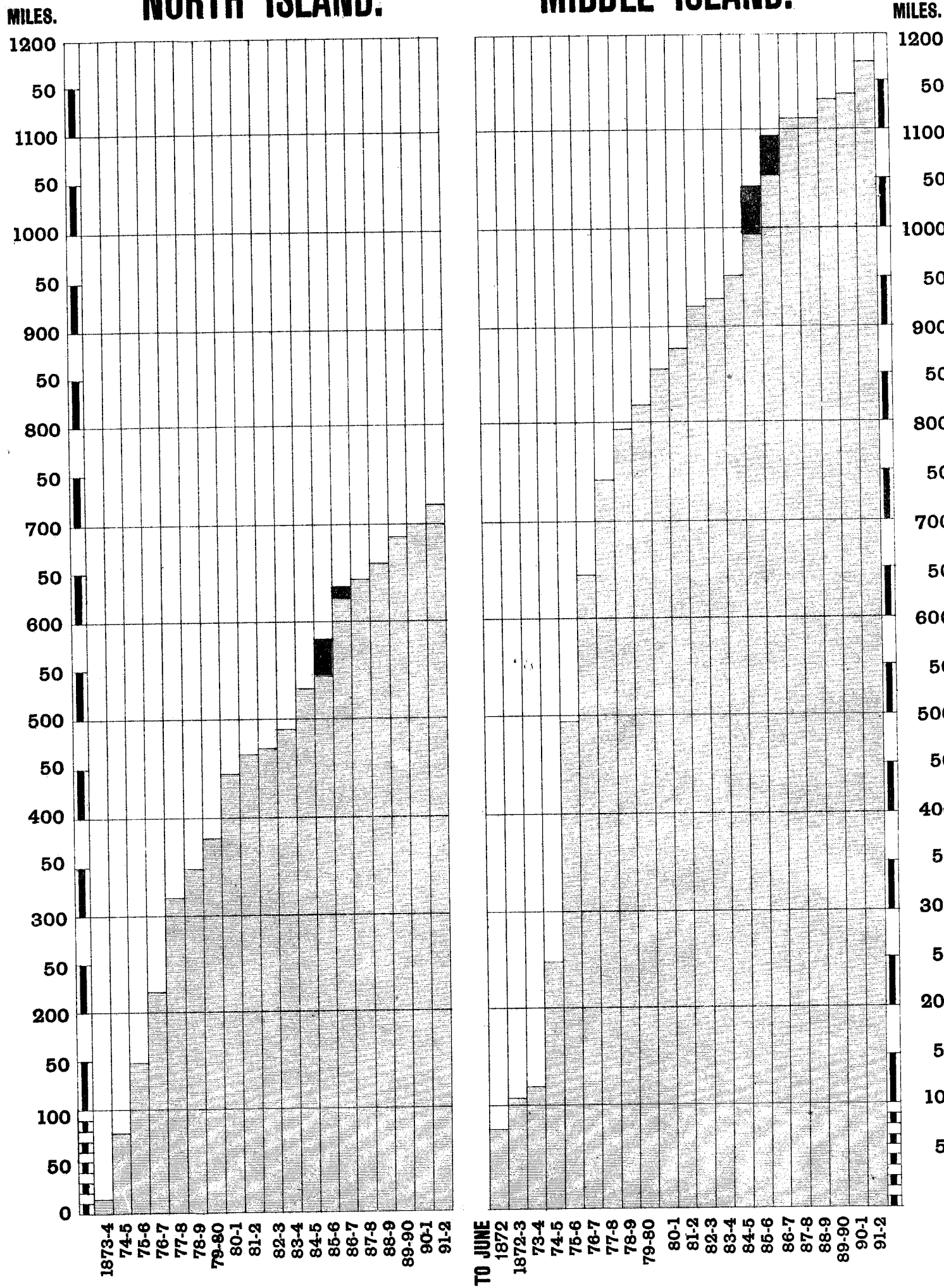




Number of Miles Open  
of  
Government Lines

NORTH ISLAND.

MIDDLE ISLAND.



PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN

REPORT DURING THE YEAR 1917

TO

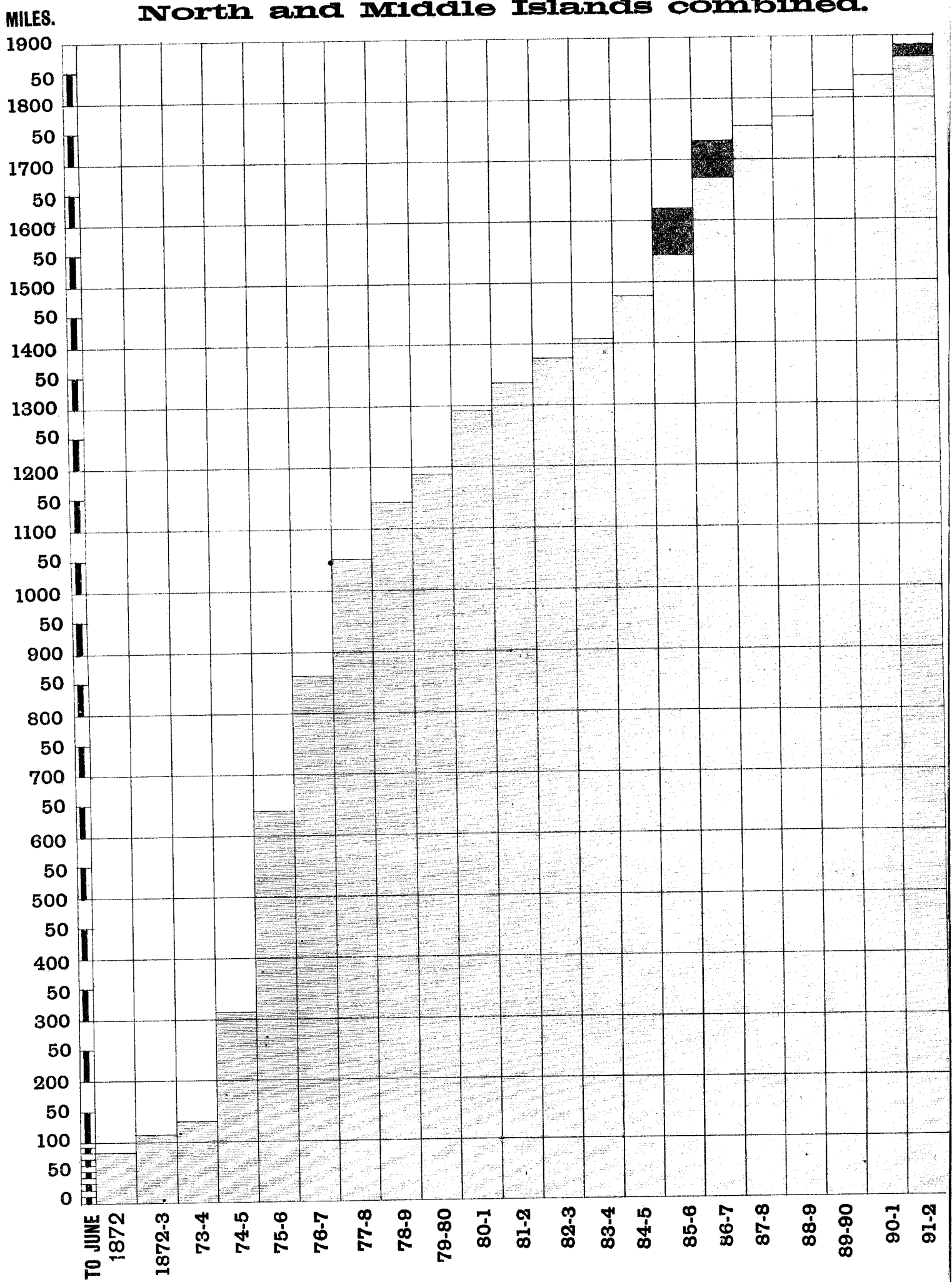
SENIOR CUSTOMERS

1917

1917

• 3

# Number of Miles Open of Government Lines, North and Middle Islands combined.



PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN



TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1892.

## State of Line.

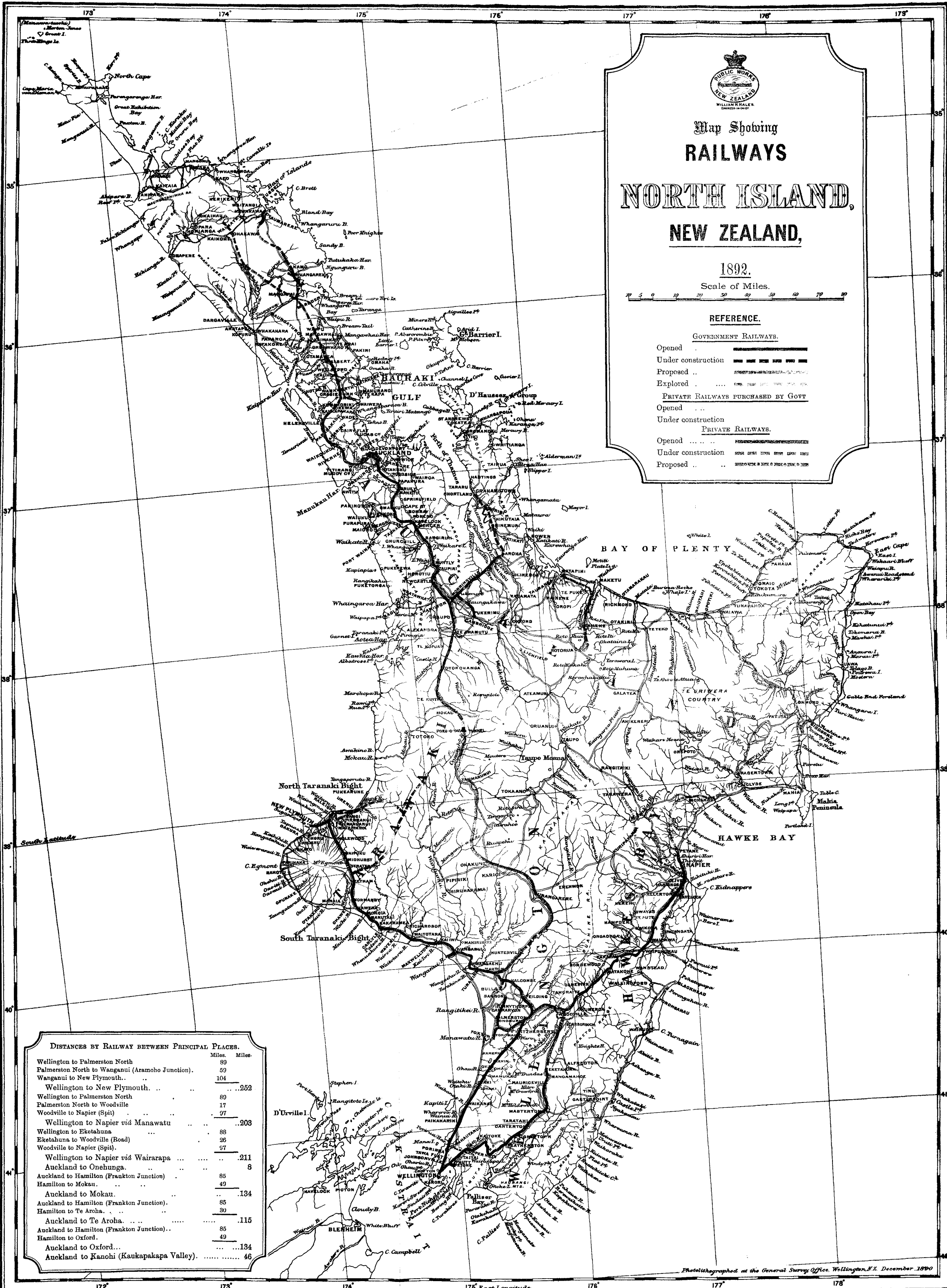
\* This comprises 12m. 70ch. of railway constructed by Government and 30m. 60ch. of line constructed by private company under the District Railways Act, and afterwards purchased by the Government.  
† This comprises 48m. of railway constructed by Government and 11m. of line constructed by private company under the District Railways Act, and afterwards purchased by the Government.  
‡ In this case the date given is the date on which the railway was taken over by the Government.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1892—continued.

## MIDDLE ISLAND.

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





Map Showing  
**RAILWAYS**  
**NORTH ISLAND,**  
**NEW ZEALAND,**

1892.

Scale of Miles.



**REFERENCE.**

**GOVERNMENT RAILWAYS.**

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

**PRIVATE RAILWAYS PURCHASED BY GOVT**

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

**PRIVATE RAILWAYS.**

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

**DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.**

	Miles.	Miles.
Wellington to Palmerston North	89	
Palmerston North to Wanganui (Aramoho Junction).	59	
Wanganui to New Plymouth.	104	
Wellington to New Plymouth.	252	
Wellington to Palmerston North	89	
Palmerston North to Woodville	17	
Woodville to Napier (Spit)	97	
Wellington to Napier via Manawatu	203	
Wellington to Eketahuna	88	
Eketahuna to Woodville (Road)	26	
Woodville to Napier (Spit).	97	
Wellington to Napier via Wairarapa	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.	30	
Auckland to Te Aroha.	115	
Auckland to Hamilton (Frankton Junction).	85	
Hamilton to Oxford.	49	
Auckland to Oxford.	134	
Auckland to Kanohi (Kaukapakapa Valley).	46	







Map Showing

RAILWAYS

MIDDLE ISLAND,

NEW ZEALAND,

1892.

Scale of Miles.



REFERENCE.

GOVERNMENT RAILWAYS.

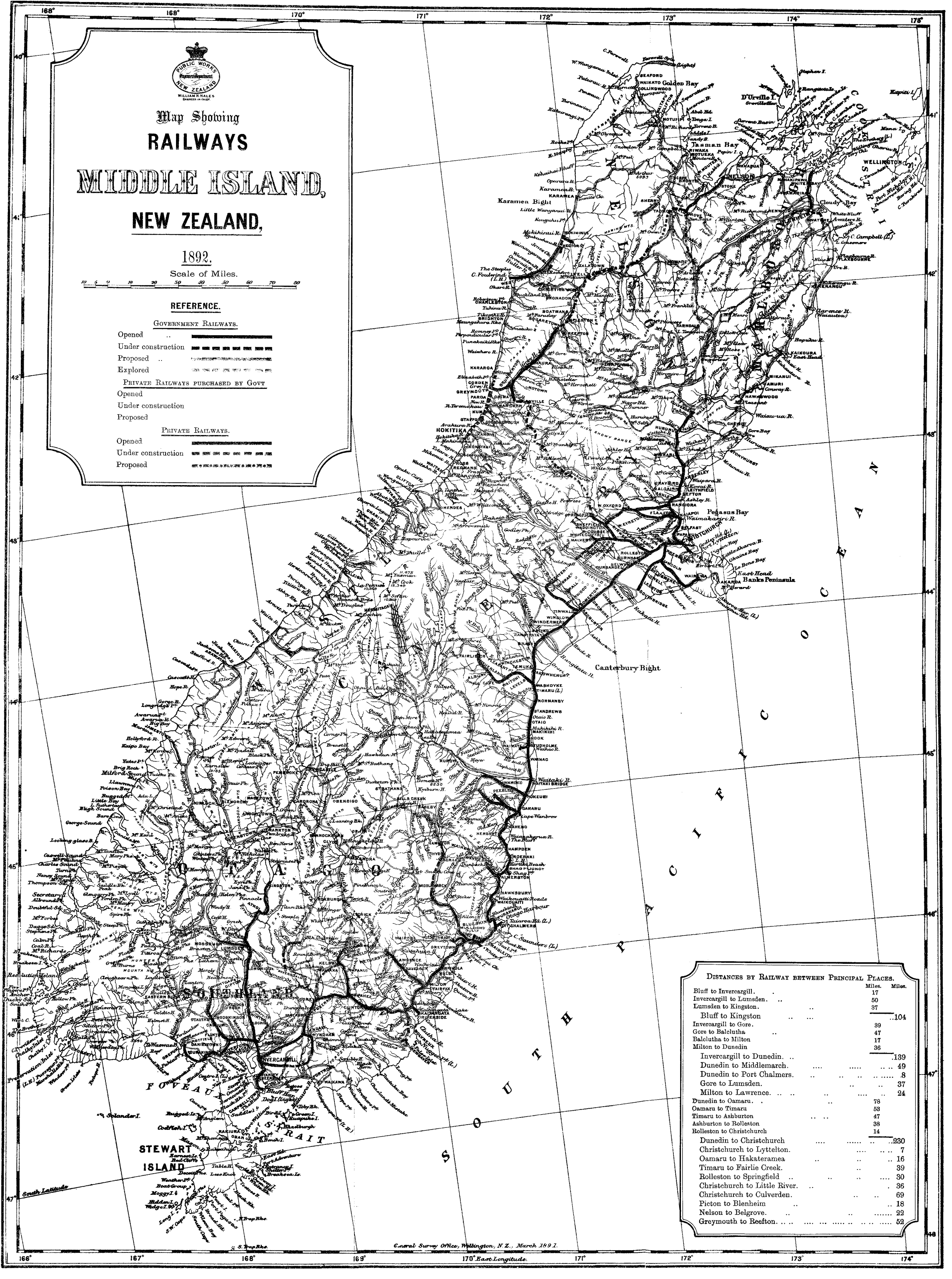
- Opened ..  
Under construction ..  
Proposed ..  
Explored ..

PRIVATE RAILWAYS PURCHASED BY GOVT

- Opened ..  
Under construction ..  
Proposed ..

PRIVATE RAILWAYS.

- 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.	89	
Gore to Balclutha.	47	
Balclutha to Milton.	17	
Milton to Dunedin.	36	
Invercargill to Dunedin.	139	
Dunedin to Middlemarch.	49	
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 Hakateramea.	16	
Timaru to Fairlie Creek.	39	
Rolleston to Springfield.	30	
Christchurch to Little River.	36	
Christchurch to Culverden.	69	
Pictou to Blenheim.	18	
Nelson to Belgrove.	22	
Greymouth to Reefton.	52	

