

1894.
NEW ZEALAND.

PUBLIC WORKS STATEMENT,

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

11TH OCTOBER, 1894.

MR. SPEAKER,—

It is again my pleasure to lay before you the Public Works Statement. Exception has been taken to the delay in bringing it down, but this was quite unavoidable, seeing that the ways and means available could not be ascertained until the recent legislation in reference to improving Crown lands and purchasing Native lands was effected.

It will, no doubt, be contended that the policy measures dealing with finance should have been brought forward and passed at an earlier period of the session. Against this, I may fairly urge that questions of great moment required the attention of the Legislature. These questions were of such an exceptional character that they could not brook delay, but, when they were dealt with, no time was lost in promoting the Lands Improvement and Native Lands Acquisition Act, which was only passed by the Legislative Council on the 3rd instant, and now awaits the assent of His Excellency. I hope, however, the delay will not have made the Statement less attractive.

ROADING CROWN LANDS AND PURCHASING NATIVE LANDS.

The Colonial Treasurer, in the Budget, indicated a new departure with respect to the improvement of lands and the roading of the same, and the purchase and roading of Native lands. Details in connection with the proposed expenditure under these heads will be found in the estimates of expenditure under the head of "Lands Improvement Account" and "Native Lands Purchase Account." The necessity for the increased expenditure in connection with improving and roading the lands of the Crown, and for the purchase of Native lands and roading the same, will be conceded by every true colonist. If this necessity is not met it will be impossible to keep pace with the demands of those who desire to settle upon our lands, and the sons of our farmers will leave our shores and seek homes elsewhere. Others also, who for years have found intermittent employment in our towns, and who now seek to settle in the country, and with that object are engaged on the co-operative works, would also become disheartened and return to the towns, there to eke out a miserable existence, and, in many cases, ultimately become a burden on the ratepayers. The Government believe it to be their duty to meet the urgent demands for land for small settlements, and that in so doing they are acting in the true interests of colonisation. By settling the people on the lands permanent prosperity will also be assured, and the loss of population effectually prevented.

Making provision for the purposes hereinbefore enumerated has had the effect of swelling the proposed expenditure of the year to considerably more than was appropriated last year. On reference, however, to Part I. it will be seen that the amount asked for under that Part of the Fund is only £564,980, being less by £43,880 than was appropriated last year. The difference is principally accounted for by a reduction of nearly £100,000 in the votes for Roads, and an increase of nearly £40,000 in the vote for Development of Goldfields, and about £10,000 in the vote for Public Buildings.

The total increase in the appropriations under all heads will be £229,703, made up as follows:—

Lands Improvement Account	...	...	£150,000	
Native Lands Purchase Account	...	...	150,000	
				£300,000
Decrease under Part I.	...	...	43,880	
„ „ II.	...	...	26,417	
				70,297
Increase	...	...	...	<u>£229,703</u>

PROVISION FOR ROAD-WORKS GENERALLY.

An increased expenditure is proposed under the head of “Main Roads” amounting to £16,961. The principal portion of this is owing to the necessity for provision being made for the main roads north of Auckland, the maintenance of roads generally, and especially the roads from Nelson to Westland and Hokitika to Christchurch. The local authorities are absolutely unable to maintain these roads. In some of the districts mentioned there has been no other public-works expenditure; they have no railways; and, whilst there are vast areas of Crown and Native lands, there is very little rateable property. The keeping-open of these roads is of colonial as well as local importance, more particularly in regard to the tourist traffic.

Another cause which has necessitated an increased expenditure this year is the exceptionally bad harvest, low prices, and the inability of the owners of property from various causes to make improvements: thus throwing out of employment a very large number of very deserving colonists. The distress during the winter—more particularly in the large centres—has been exceedingly great, and it devolved upon the Government to meet this unforeseen difficulty and to make provision to alleviate as far as possible the wants and requirements of those who, through no fault of their own, were thrown out of work. The Government has, however, rigidly adhered to the policy that it was the duty of the State to find employment only on reproductive works, and on improving lands the property of the Crown. Accordingly, the roads put in hand are only such as are required for the promotion of settlement and the development of the resources of the colony. The other works undertaken have been bushfelling and other improvements on Crown lands, and by this means also settlement has been promoted. The colony will lose nothing in connection with this class of expenditure, for the amount expended will be added to the capital value of the land. Those employed in doing the work will in many cases become settlers, and be located on the land they have been employed to improve, and they will subsequently pay the interest on the moneys which have been expended in making the improvements. By these means the men become accustomed to a country life, and a large percentage of them will never again trouble either the Government or the local authorities as “unemployed.”

That the General Assembly should have to perform the functions of a General Board of Works cannot be said to be satisfactory, but as matters stand it is a necessity. By the local-government legislation of 1876 it was no doubt intended, in regard to minor works, such as roads and bridges, that the local governing bodies should deal with these questions. All the machinery was then provided; but a serious defect,—and one which has not yet been rectified,—crept in, namely, the local authorities were not provided with an insured revenue upon which they could depend for the construction of necessary works, and for the maintenance of the same when constructed.

The Government has already stated its intention of introducing next session amended proposals with regard to local government. Pending the necessary legislation being passed, and the necessary funds being thus provided, Parliament is asked to follow the usual course and make due provision for the several works enumerated in the Estimates.

The amounts required for road-works are in excess of those asked for during the last three years, but this excess is largely due to the purchase of Native lands, and to the amount required for roading the lands purchased. A large amount is also required for farm-settlements, and for land-improvements and main-road maintenance. In respect to the latter, as previously stated, the condition of the finances of the local authorities is such that it is impossible for them to bear the expense of these roads.

ROAD AND RAILWAY EXPENDITURE.

A pleasing feature will be found in the fact that, whilst there has been a large increase in the expenditure on roads—which are a great and absolute necessity, in fact the lifeblood of settlement—there has been a considerable decrease in the expenditure on railways.

The appropriations asked for for railways this year also show a decrease on last year's votes, and the decrease would have been still more marked had it not been for the fact that a much larger sum is asked for by the Railway Commissioners for additions to open lines this year than was voted last year. Last year the amount voted was £18,978; this year £40,000 is required; and on going carefully into the matter the Government has come to the conclusion that the Commissioners have not been unreasonable in their demands.

Notwithstanding the smallness of the expenditure it will be found that the outlay during the last two years has been the most advantageous that has taken place for a considerable period, for the finishing of partly-constructed lines and bringing them to remunerative points was considered to be of the first importance.

In another part of the Statement will be found a comparative return showing the appropriations for and expenditure on railways and roads respectively for the years 1890–91, 1891–92, 1892–93, and 1893–94, from which it will be seen that there has been a gradual reduction in the expenditure on railways and a largely increased expenditure upon roads. Honourable members will, I feel sure, agree with me that the construction of district roads and the maintenance of main roads in the settled districts is, owing to our defective system of local government, to some extent defensible as a charge upon the Consolidated Fund; but in regard to railways, which remain for the benefit of posterity, it is a reasonable contention that this class of work should be constructed out of funds which the present generation should not be asked wholly to provide. So long, however, as we have partly-constructed lines, and a judicious expenditure will bring them to a payable point and make the past expenditure remunerative, then a grant from the consolidated revenue for such works is warranted—leaving the further extension and completion of such railways to be dealt with in the future.

PUBLIC WORKS FUND.

The state of the Public Works Fund on the 31st March last (including a small asset of £78 due to Part I. under “The Government Loans to Local Bodies Act, 1886”) was as follows:—

Parts of Fund.	Unexpended Balances, 31st March, 1893.	Receipts during 1893–94.	Totals.	Expenditure, Year ended 31st March, 1894.	Balances remaining, 31st March, 1894.	Liabilities existing, 31st March, 1894.	Net Balances available, 31st March, 1894.
	£	£	£	£	£	£	£
Part I.	177,685	419,353	597,038	333,300	263,738	214,742	48,996
Part II.	152,943	2,428	155,371	76,174	79,197	28,866	50,331
Totals	330,628	421,781	752,409	409,474	342,935	243,608	99,327

From the above table it will be seen that the receipts during the year more than met the expenditure, so that the Fund was in a better position, to the extent of £12,307, on the 31st March last than it was at the commencement of the year. The receipts under Part I. consisted of £250,000 transferred from the Consolidated Fund, £163,713 of released Sinking Funds, £3,757 from the Ellesmere Railway Trust, and £1,883 from miscellaneous sources. The £2,428 shown as a receipt under Part II. was a transfer from Part I. to cover expenditure on the purchase of Native lands to that amount which had been charged to Part II. in excess of the allocation authorised.

TOTAL WAYS AND MEANS AVAILABLE.

The Colonial Treasurer has already mentioned, in the Financial Statement, the proposal to again transfer a sum of £250,000 from the Consolidated Fund for general public-works

purposes. An amount of £54,681 will also be available from released sinking funds under our loan-conversion operations. A further sum of £250,000 will be available for roads and bridges, and the preparation of lands for settlement, and for assistance to settlers to enable them to make improvements, under the Lands Improvement and Native Lands Acquisition Act; and a further similar sum for the purchase and roading of Native lands under the same Act.

The total ways and means available for public works purposes this year will therefore be as follows :—

Public Works Fund, Part I.—

Balance remaining on 31st March, 1894	...	£263,738
Transfer from Consolidated Fund	...	250,000
Released sinking funds	...	54,681
		<u>£568,419</u>

Public Works Fund, Part II.—

Balance remaining on 31st March, 1894	...	79,197
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Total Public Works Fund...	...	647,616
Lands Improvement Account	...	250,000
Native Lands Purchase Account	...	250,000
		<u>£1,147,616</u>

APPROPRIATIONS PROPOSED.

The appropriations proposed under these several heads are as follows :—

Public Works Fund, Part I....	...	£564,980
Public Works Fund, Part II.	...	75,183
Total Public Works Fund	...	<u>£640,163</u>
Under the Lands Improvement Account	...	150,000
Under the Native Lands Purchase Account	...	150,000
		<u>£940,163</u>

This will leave an unappropriated balance of £7,453 under the Public Works Fund to be carried forward to next year, besides £100,000 each on the Lands Improvement and the Native Lands Purchase Accounts, or a total unappropriated balance of £207,453.

The votes proposed under Part II. nearly absorb the balance of the ways and means standing to the credit of that part of the fund, which means that on their expenditure the one million specially raised for the North Island Main Trunk Railway will be practically exhausted. Honourable members will doubtless desire to know how this amount has been expended. The figures are as follows :—

NORTH ISLAND MAIN TRUNK RAILWAY LOAN.

Amount of loan	...	£1,000,000
Receipts from lands purchased	...	7,580
Total	...	<u>£1,007,580</u>

Expenditure.

Survey and construction of North Island Main Trunk Railway	...	£548,911
Purchase of Native lands	...	220,000
Roads to give access to railway	...	164,095
Charges and expenses of raising loan	...	51,788
Departmental expenditure	...	18,772
Balance unappropriated	...	4,014
Total	...	<u>£1,007,580</u>

This expenditure has given, or will give, us 59 miles of finished railway; 12½ miles additional on which the formation-works will be completed, and the rails in process of being laid; 9 miles on which the formation-works will be in an advanced condition; 70 miles of line permanently surveyed; and 65 miles of preliminary survey. It will also give us good

coach-roads affording access to the railway at both ends, and leading through the centre of the North Island—namely, from Hunterville to Turangarere and Tokaanu; also from Pipiriki, on the Wanganui River, to Ohakune, Karioi, and Moawhanga; also about 65 miles of road between Stratford and Ongarue, leaving about 40 miles of that road still to be made; besides many miles of minor roads and exploration tracks, and temporary and permanent service roads and bridges. It has also provided us with an estate of 1,137,377 acres of freehold, and 129,148 acres of leasehold land, besides other large areas, which have been partially acquired.

TOTAL EXPENDITURE TO END OF 1893-94.

The expenditure on all works and services throughout the colony out of the Public Works Fund up to the 31st March last, including the value of the provincial and the purchase-price of the district railways, has amounted to a total sum of £29,293,451. The principal items are as follow, viz: Railways, £15,806,308; Roads, £3,855,455; Immigration, £2,146,552; Buildings, £1,890,711; Purchase of Native Lands, £1,297,517; Lighthouses, Harbour-works, and Harbour Defences, £906,958; Telegraph Extension, £679,793; Development of Goldfields, £572,441; Defence Works (general), £429,719; Departmental Expenditure, £376,162; and Cost of and Discount on raising Loans, £1,026,828.

CO-OPERATIVE SYSTEM.

The co-operative principle of constructing public works continues to give very satisfactory results both to the State and the workmen, and the interest in the matter has also become more widespread.

As time wears on the advantages claimed for the system of constructing public works on the co-operative principle are being more and more amply verified. As compared with the contract system, a much better class of work has been done, whilst the cost to the colony has been no greater. Another advantage is the power which is left in the hands of the Government to regulate the expenditure on public works. As a case in point, during the months of April, May, June, July, and August, whilst work was available in the settled districts, the Government reduced its expenditure on roads, railways, and other public works. This enabled the settlers to take advantage of the labour that was thus set free, and it removed the complaints which were made in the past that the local bodies and the settlers could not obtain the labour when required.

A very pleasing feature in connection with this matter was the few complaints made by those who were retired from the works, for only in one or two isolated cases did they complain—thus negating once and for all the objection that was taken to the co-operative system by those who asserted that the co-operative men would become a political power, and that pressure would be brought to bear by them to force upon the colony an increased public-works expenditure.

In previous years inquiries were received from the neighbouring colonies in reference to the system, and during last year similar inquiries came from America, while recently the British Government has, through the Agent-General, requested to be furnished with the fullest information with regard to it. An article in explanation of the system has been prepared by the Under-Secretary for Public Works, and will appear in the next issue of "The New Zealand Official Year-book." Copies of this article will be sent to England and elsewhere, and the Government confidently expect to hear of the scheme being largely adopted in the carrying-out of public works in other countries.

The number of men employed under the system during the last twelve months has been as follows :—

Month.	Public Works Department.	Lands Department.	Total.
September, 1893	840	1,115	1,955
October, "	829	1,060	1,889
November, "	900	1,098	1,998
December, "	1,028	1,094	2,122
January, 1894	984	1,042	2,026
February, "	951	1,081	2,062
March, "	911	951	1,862
April, "	744	896	1,640
May, "	780	960	1,740
June, "	756	1,018	1,774
July, "	694	974	1,668
August, "	695	1,094	1,789
Average monthly number	845	1,032	1,877

The works on which the men have been employed have been of a very varied character. Almost all classes of railway-work have been carried out under the system, including earth-works, bridges (wood, stone, and iron), culverts (wood and stone), fencing, platelaying, ballasting, supply of sleepers, and the erection of station and other buildings. All sorts of road-works have also been undertaken, and the erection and repair of public buildings have likewise been carried out under it.

The earnings of the men have varied a good deal, according to their capabilities and industry. The total earnings of the co-operative contractors employed under the Public Works Department during the year have been £69,603, and under the Lands Department £88,377, or a total of £157,980 distributed amongst the co-operative contract workmen of the colony.

PUBLIC WORKS LEGISLATION.

The laws relating to public works have, in the Public Works Bill now before Parliament, been carefully revised and consolidated. The new Bill will be found to be a great improvement, both in substance and arrangement, on the Public Works Acts previously existing, and administrative work thereunder will consequently be accomplished with less difficulty in the future by the officers of the Government, as well as by the local authorities working under the Act.

A new Tramways Bill has also been prepared, and is now before Parliament. This Bill has been modelled on the Act at present in force in Victoria, and it is believed that it will be a great improvement on the previous tramway legislation.

An amendment to the Inspection of Machinery Act has also been introduced and passed. Under this Act the administration of this branch of the public service has been formally placed under the Minister for Public Works, who has, as a matter of convenience, been administering the Act for some time past. The Act also provides for drivers of certain classes of engines holding certificates of competency.

DEPARTMENTAL.

In submitting this Statement to Parliament, I think it is due to the valuable departmental officers and engineers and the whole staff to state that they have performed their duties in a most satisfactory manner; and the careful supervision exercised over the expenditure is most commendable. It might appear to those uninitiated in the working of the department that with a smaller expenditure the duties of the staff would be lighter. This is, however, not the case, for with the working of the co-operative system the departmental work, and also the work thrown upon the engineers and overseers, is very much increased.

WORKING RAILWAYS.

The Mangaonoho Section of the North Island Main Trunk Railway and the Mokihinui Extension of the Westport—Ngakawau Railway were handed over to the Railway Commissioners for working in the early part of last financial year, and the fact was mentioned in last year's Public Works Statement. In addition to these lines, the section of the Rotorua Railway between Putaruru and Tarukenga, 23 miles 5 chains in length; the Blenheim to Omaka Section of the Picton—Awatere Railway, 2 miles 43 chains in length; and the Greymouth—Hokitika Railway, 24 miles 37 chains in length, were also handed over to the Commissioners during the latter part of the year. Since the close of the financial year the Hikurangi Extension of the Whangarei—Kamo Railway, 8 miles in length, and the Middlemarch—Hyde Section of the Otago Central Railway, 16 miles 20 chains in length, have also been handed over; and the last section of the line to Rotorua, 8½ miles in length, will, it is hoped, be ready for handing over on 1st December next.

The policy of the Government since its advent to office has been to complete the unfinished lines, so as to turn unproductive expenditure to profitable account. In pursuance of this policy, no less than 135 miles of railway have been completed and opened for traffic during the three and three-quarter years that the Government has been in office. Of this total length 61 miles 7 chains were opened during the late financial year.

The amount voted for additions to open lines last year was £18,978, of which amount £9,700 was for additional rolling-stock. Only £8,042 of the total amount was actually expended during the financial year, however, and of this sum £3,161 was for rolling-stock. For the current year the Commissioners ask for £46,910, of which £22,175 is for rolling-stock, and £6,000 for the extension and improvement of the Railway Wharf at Port Chalmers. A vote for £40,000 has been provided on the estimates.

A pleasing feature in connection with the increased amount asked for under this vote is the demand for trucks specially fitted for bringing dairy produce to ports for shipment; also an additional supply of trucks specially designed for carrying frozen meat.

The results of last year's working were not equal to those of the previous year. The total receipts during 1892-93 amounted to £1,181,521, against £1,172,792 for 1893-94; and the net profit, after deducting working-expenses, amounted to £437,434 in the latter year against £449,380 in the former—a deficiency of £11,946. This, in the face of an increased capital expenditure of over £400,000, and an increase of sixty-one miles in the length of line worked, cannot be regarded as a very satisfactory result. The percentage return on the total capital invested in the railways also declined from £3 1s. per cent. to £2 17s. 9d. per cent. The shortage in the receipts was doubtless due to the poor harvest, which had the effect of diminishing the tonnage of grain carried, as compared with the previous year, by 112,446 tons.

STATE CONTROL OF RAILWAYS.

During the late general election the question of the control of the railways engaged public attention from one end of the colony to the other, the majority of the electors being in favour of the Government having sole control. A large section favoured the reconstruction of the Board to provide for a Minister acting with the Commissioners, whilst a few favoured the continuance of the control of the railways by the Railway Commissioners. The demand for a change in the railway administration being so general, the Government considered it advisable to have an infusion of new blood on the Board, and, on the engagement of Messrs. Maxwell and Hannay expiring, Messrs. Ronayne and Scott were appointed to take their place. These appointments were made for a period of nine months only, leaving Parliament untrammelled to decide as to the future management of the railways. In the reappointment of Mr. McKerrow as Chief Commissioner a break in the continuity of the control was avoided. In not reappointing Messrs. Maxwell and Hannay we wish it to be clearly understood that no reflection was intended in regard to their competency as railway experts. The refusal to reappoint them was owing to the fact that the policy which had been pursued in regard to the management of the railways did not meet with general approval, and a change in the *personnel* of the Commissioners was considered advisable. The law under which they were appointed contemplated that at the end of the engagement of the Commissioners the Government of the day and Parliament should be able to review the position—the non-political control of the railway system being purely experimental. The course adopted has proved beneficial, for, as will be seen by reference to the estimates, a substantial reduction in the cost of working has been made, the railways are being worked efficiently, the general public is satisfied, a slight change in policy has been effected, and a better feeling exists on the part of the railway employes. The passing of the Government Railway Bill of this session will, however, restore the railways to popular control, and the result will, I feel sure, fully justify the change. The lesson taught in the past must be borne in mind, and those who have worked to restore to the people the control of the railways should not forget what led to the Railways Act of 1887 being passed, and under which for six years the Parliament and the people have been subordinated to three irresponsible Commissioners.

Firmness in resisting unreasonable demands for reductions in the tariff will be essential, and fairness and tact in dealing with the employes imperative. It has been urged that concessions can be made in respect to promoting local industries and in the carriage of lime and manures, so as to increase the natural products, and that the reduction made will be more than compensated for by the increased freights.

It has been further urged that by a reduction in excursion rates and passenger-fares the increased number travelling will enlarge the revenue, and that without entailing any material augmentation in the working-expenses. Great responsibility will devolve upon the Minister for Railways, and the greatest caution will require to be exercised, for, whilst it is necessary to bear in mind that the railways have been constructed for the convenience of the travelling public and the promotion of settlement, yet at the same time the question of revenue must not be overlooked, for a serious reduction in the railway revenue would mean additional burdens on the people generally.

In justice to the Railway Commissioners, and in fairness to all concerned, the Government will, on assuming control of the railways, have a thorough examination made both of the permanent-way, the rolling-stock, and the bridges.

RAILWAYS UNDER CONSTRUCTION.

The several railway-works that have been under construction during the late financial year are as follows :—

KAMO—KAWAKAWA.

The section of this line between Kamo and Hikurangi, 8 miles in length, was practically completed within the year, and was handed over to the Railway Commissioners for working on the 2nd July last. The expenditure on the line during the year amounted to £8,929, exclusive of the value of permanent-way materials supplied; while liabilities existed at the close of the year to the amount of £5,434 in addition. For the current year it is proposed to ask for a vote of £12,000. A survey has been made of a portion of the proposed extension of this line to Whakapara and Hukerenui. The total length of the proposed extension is 6 miles 35 chains, and it will not be an expensive line to construct. It will open up a large extent of very good land, and it will also tap the far-famed Puhipuhi Kauri Forest. Owing to a large portion of the valuable kauri bush of this forest having been fired some time ago, it is absolutely necessary that the trees should be felled and utilised without further delay, or they will become valueless. The sale of this timber, and the enhanced value given to the Crown land through which the line will pass, will more than pay for its construction, and the Government therefore proposes to ask Parliament to authorise the work. The vote proposed for this year will provide the greater portion of the funds required for the section to Whakapara.

A very largely-signed petition has been presented to the House this session praying for the construction of the entire line between Kawakawa and Hikurangi, so as to establish a connection between the Kawakawa—Opua and the Whangarei—Hikurangi Railways. The construction of this connection may become necessary in the future, but we are unable to see our way to propose to do more this session than I have already indicated.

HELENSVILLE NORTHWARDS.

Practically nothing has been done on this line since my last Statement was delivered, the total expenditure thereon during last financial year having amounted to £329 only. The Makarau Contract is the only work in progress, and on this work the contractors have met with unexpected difficulties in piercing a tunnel. Operations were entirely suspended for a time, but have recently been resumed, and, with the return of fine weather, the contractors will doubtless be able to overcome their difficulties and complete the contract.

The liabilities already existing on account of this railway amount to £8,995, but, as the whole amount is not likely to come in for payment during the current year, a vote of £7,000 is asked for. This also includes a small amount to provide for the commencement of a new section of the line of about three miles in length.

GRAHAMSTOWN—TE AROHA.

The formation of the twelve miles of this railway between the Ohinemuri River and Te Aroha is finished, and the platelaying and ballasting are now in progress, all the rails and sleepers required for the work being already on the ground. The plans for the bridge over the Ohinemuri River have been completed, and the ironwork ordered from England, and on its arrival in the colony the erection of the bridge will be put in hand under a co-operative contract. The formation of the station-yard at Paeroa will be proceeded with directly the Ohinemuri Bridge has been fairly started. The department hopes to be able to have the whole line between Te Aroha and Paeroa—13 miles 3 chains in length—ready for traffic shortly after the end of the current financial year. The expenditure on this railway last year amounted to £5,489, exclusive of the value of rails and sleepers, and a vote for £13,000 is asked for this year.

PUTARURU—ROTORUA.

The section of this railway between Putaruru and Tarukenga—23 miles 5 chains in length—was opened for traffic on the 24th November last, thus enabling tourists to easily reach Rotorua from Auckland in one day. The formation and bridge-works between Tarukenga and the Rotorua terminus, a distance of 8½ miles, have also been completed, and contracts let for the platelaying and ballasting, as well as for the necessary station-buildings. The works on both contracts are actively in progress, and it is confidently expected that the line will be ready for traffic all the way to Rotorua by the 1st December next. The expenditure on this line during last financial year was £18,357, while liabilities to the amount of £5,448 existed at the close of the year. We ask for a vote of £17,000, which will complete one of the most necessary and useful railways in the colony.

NORTH ISLAND MAIN TRUNK RAILWAY.

At the northern end of this railway the Mokau Section, 11 miles 9 chains in length, which carries the line up to the Poro-o-tarao Tunnel, has been under construction throughout the year, and is now nearly completed. For the current year we ask for a vote of £25,000 for this end of the line.

This amount will provide for the completion of the formation-works on the Mokau Section, and for commencing the platelaying thereon. It is very desirable that the northern end of this railway should be completed to the junction with the Stratford-Ongarue Road at Kawakawa, so that when this road is finished there may be a direct connection by road and rail between Auckland and Taranaki.

At the south end the Mangaonoho Station has been completed, and a considerable amount of work done on the Makohine Section; the ordinary earthworks on this section being practically finished, and the culverts are now being built and three tunnels excavated. The rails have also been laid as far as the site of the viaduct over the Makohine Ravine, so that the materials for the structure can be transported to the site without difficulty. The plans of the viaduct are nearly ready, and tenders for its construction will be invited shortly.

For this end of the line we also propose an appropriation of £25,000 this year. This will provide for proceeding with the formation works now in hand, and for making a beginning with the Makohine Viaduct.

The expenditure on the North Island Main Trunk Railway last year, including the cost of surveys, amounted to £39,220, while liabilities existed at the close of the year to the amount of £14,676. The total vote proposed for the current year is £52,778, which, in addition to the works already mentioned, includes an amount of £2,500 for carrying on the surveys.

The surveys which were put in hand on the recommendation of the Select Committee of the House, appointed during the session of 1892, have been proceeded with, but I am sorry to say the result has not justified the expenditure. The Urenui route, projected by Mr. Ralph Donkin, has been partially surveyed by that gentleman. Mr. Donkin, with a party of from five to nine men to assist him, was engaged on this work for ten months, and during that period he only succeeded in making a trial survey of eight miles of the line, and a rough traverse of five miles more. The small amount of work accomplished in the time is in itself an evidence of the difficulties met with, and the memorandum on the subject by the Engineer-in-Chief, which has already been laid before Parliament, shows that the line surveyed cannot be regarded as superior in any respect to the Waitara-Mimi line, previously surveyed by Mr. James Blackett, and it is also longer than that line. The results of this survey being so unsatisfactory, instructions were issued in May last for further work thereon to be discontinued.

Mr. R. W. Holmes has made two exploratory surveys with the view of effecting improvements in the central route, but these surveys also have been barren of beneficial results. Mr. Holmes's carefully-prepared and detailed report has already been laid before Parliament, together with the minute of the Engineer-in-Chief thereon, and it is unnecessary for me to say anything further on the subject here. Mr. Holmes is now engaged in permanently locating the line along the central route, on which he finds he is able to effect a number of minor improvements.

Mr. Leslie H. Reynolds has also made careful surveys for the purpose of eliminating the very steep grades at present existing on some parts of the opened line between Marton and Eltham, so as to ascertain the cost of effecting the necessary improvements in that portion of the line in the event of the main line to Auckland being constructed by that route. Mr. Reynolds's report has been laid before Parliament, and shows that some rather extensive deviations from the existing line would be necessary—one of them being 11 miles 68 chains in length, and estimated to cost £128,150. The total length of the deviations required between Marton and Eltham would be about $27\frac{3}{4}$ miles, the total estimated cost of the same being £271,130.

EKETAHUNA—WOODVILLE.

The early completion of this railway is very desirable, as when completed it promises to be one of the best-paying lines in the colony. During the year the works have made considerable progress, the bulk of the earthwork being now completed. The concrete piers of the Makakahi Bridge have also been built, and the iron girders, for which

ii.—D. 1.

a contract was let some months ago, will shortly be placed in position. A contract has also been let for the large bridge over the Mangatainoko River, and the platelaying to the site of this bridge is about to be commenced. The expenditure on the line during last year amounted to £16,716, while liabilities existed at the close of the year to the amount of £7,887, and further liabilities to the amount of £22,160 have since been incurred. We ask this year for a vote of £40,000, which will cover the large liabilities existing, and provide for the completion of nearly all the formation-works on the line, as well as for the platelaying as far as the Mangatainoko Bridge.

BLENHEIM—AWATERE.

The small amount of work done on this line was merely for the purpose of putting the formation-works on the Utawai and Dashwood Sections into a state of repair, and for the purpose of preventing, as far as possible, damage to the works by flood-waters, &c. The amount expended was £1,224, and liabilities existed at the close of the year to the further amount of £772. We ask this year for a vote of £2,500 to cover these liabilities, and to provide for necessary expenditure in connection with the line.

WESTPORT—NGAKAWAU—MOKIHINUI.

The last section of this railway was completed and handed over to the Railway Commissioners in August, 1893. This section established through communication between the Mokihinui Coal Company's railway and Westport, and since it has been opened has had the effect of considerably increasing the output of coal from the mines in the Mokihinui basin. The increase would have been much larger, however, but for an unfortunate dispute as to the rates of haulage of coal over the company's line, which has had the effect of temporarily closing the mines of the Westport Cardiff Coal Company. As a means of effectually settling this dispute, and of preventing any others of a like character arising in the future, a Bill will be introduced empowering the Government, after a careful valuation has been made, to purchase the company's railway for a sum not exceeding £18,000. The Bill will provide for the payment of the purchase-money out of the funds of the Westport Harbour Board, and for endowing that Board with the profits on the working of the line.

GREYMOUTH—HOKITIKA.

The whole of this railway, 24 miles 37 chains in length, was handed over to the Railway Commissioners, and opened for regular public traffic, on the 20th December, 1893. A good deal of work remained to be done to the stations, however, and this has since been in hand, and is not yet quite completed. The expenditure on the line last year amounted to £10,394, while liabilities existed at the close of the year to the amount of £8,619, and further liabilities to the amount of £4,343 have since been incurred. The vote asked for this year—£15,000—will cover these liabilities, and the few remaining works required to complete the railway. The returns in connection with the working of this railway effectually disprove the statement made that when completed it would not pay working-expenses.

OTAGO CENTRAL.

The works on this railway have been very vigorously proceeded with throughout the year. Nearly three hundred men were employed upon the line at one time, and an average of about two hundred have been at work for the whole year. The section between Middlemarch and the Rock and Pillar Station, 8 miles in length, was opened for traffic on the 1st May last, and the section between Rock and Pillar and Hyde, 8 miles 20 chains in length, was also handed over and opened on the 24th of the same month. The formation-works on the Hyde-Kyeburn Section were commenced in June last year, and good progress has been made therewith for a distance of about 4½ miles. The next workable section of this railway will be the portion between Hyde and Ryan's Crossing, 10 miles 30 chains in length, and considerable further work is now being put in hand, including the construction of the tunnel, and the masonry culverts and abutments of bridges, with the view of completing the line to that point.

The expenditure on the line last year, exclusive of the value of the permanent-way materials supplied, was £33,061, and was by far the largest expenditure on any railway-works in the colony, with the single exception of the North Island Main Trunk Railway. If the value of the permanent-way material supplied is added, the total expenditure would

amount to £46,872. The liabilities existing at the close of the year amounted to £11,261, while further works, entailing a liability of £15,134, have since been authorised. We ask for a vote of £45,000 for the line this year. This will cover all the liabilities, and will provide for the work being rapidly pushed on with.

As a great deal of misconception seems to exist in some quarters on the subject of the amounts specifically borrowed for and allocated to this railway, I have thought it desirable to have the following statement prepared, showing the amounts specially borrowed for the Otago Central Railway, and the amount expended thereon up to 31st March last:—

OTAGO CENTRAL RAILWAY.							
<i>Allocations out of Loans.</i>				<i>Expenditure.</i>			
Under "The New Zealand Loan Act, 1882,"—	£	s.	d.	Total expenditure on Otago Central Railway for construction, permanent-way, and sleepers to 31st March, 1894 (as per Table 3, Public Works Statement, 1894)	£	s.	d.
Construction, permanent-way, &c. ..	300,000	0	0	..	621,769	0	0
Under "The New Zealand Loan Act, 1886,"—				Add rolling-stock provided, and charged to separate vote ..	15,504	0	0
Construction .. £140,000	0	0					
Permanent-way, sleepers, and rolling-stock	60,000	0	0				
	200,000	0	0				
Under "The New Zealand Loan Act, 1888,"—							
Construction .. £85,000	0	0					
Permanent-way, sleepers, and rolling-stock	20,000	0	0				
	105,000	0	0				
	605,000	0	0				
Expenditure in excess of allocation ..	32,273	0	0				
Total	£637,273	0	0	Total	£637,273	0	0

The amounts shown in this table as allocations for permanent-way, sleepers, and rolling-stock were not specially allocated to this railway under any Act, but are the proportions of the total allocations for permanent-way, sleepers, and rolling-stock in the different Acts which are fairly due to the Otago Central Railway on a mileage basis. These figures show that not only have the total funds allocated to this railway been actually expended thereon, but a sum of £32,273, taken from other sources, has been expended in addition.

CATLIN'S RIVER RAILWAY.

The works on this railway were at a standstill when the last Public Works Statement was made. They were, however, resumed in November last, and have been pushed along steadily since that date. The work in hand comprises the formation of the line for a distance of about $4\frac{1}{2}$ miles, which will complete the railway to Owaka (Vial's). The expenditure during last financial year amounted to £1,333 only, but liabilities existed at the close of the year to the amount of £900, and further liabilities to the amount of £5,134 have been incurred since. A vote of £10,000 is asked for this year, which will provide the bulk of the funds required to complete the line to Owaka.

SEAWARD BUSH RAILWAY.

The formation of this railway has been completed as far as the Mataura Swamp, the rails laid, and the ballasting is now in progress. The line is expected to be ready for opening to the Gorge Road in December next. Borings have been made to test the foundations for the bridge over the Mataura River, and plans of the bridge are being prepared, and tenders for its erection will be invited shortly. The expenditure on this line last year, exclusive of the value of permanent-way materials supplied, was £5,042, while liabilities existed at the close of the year to the amount of £2,735, and further liabilities to the amount of £6,815 have since been incurred. The vote proposed for the current year is £15,000.

OTHER PROJECTED RAILWAYS.

Riversdale-Switzers.—A petition presented to Parliament this session by the member for Wakatipu prayed for the completion of this railway. About two miles of the line was completed several years ago, and the formation-works executed on a further length of six miles, the total expenditure on the work having amounted to about £7,500. The completion of the line as far as Muddy Creek would not be a very expensive undertaking, the principal obstacle in the way being the bridge over the Mataura River, which is estimated to cost £7,500. The Government is not able to propose any appropriation for this line this year, but during the recess the question of resuming its construction will receive careful consideration.

Waipahi-Heriot Extension.—Two petitions have been presented praying for the extension of this railway to Roxburgh. The Government has no information in its possession as to the probable cost of the line, as no survey has yet been made. A survey will be undertaken during the recess, however, so that full information may be available by the next meeting of Parliament.

Gore-Kelso.—The desirableness of constructing this railway has been strongly urged upon the Government recently. The line was projected several years ago, and partly surveyed. It would be about 24 miles in length, and would probably cost about £85,000. The country which it would traverse is of the very best quality, and would doubtless yield a considerable traffic, so that the line would probably pay. The question of undertaking the construction of this railway will be considered during the recess.

Kingston-Frankton.—A petition was presented to Parliament last session urging the construction of the extension of the Invercargill-Kingston Railway to Frankton, and further representations on the subject have since been made to the Government by the local authorities of the district. This extension would, however, be a very expensive one to construct, as for many miles it would traverse the eastern shore of Lake Wakatipu. The line would, moreover, have to compete with water-carriage on the lake; and the country between Kingston and Queenstown, being very mountainous, would yield little or no traffic. I am therefore unable to hold out any hopes of the Government being able to take the construction of this work in hand at present.

SUMMARY.

The total appropriations proposed for railway-works this year, including additions to open lines, surveys, and permanent-way, sleepers and rolling-stock, amount to £313,028, as against £316,628 voted last year. The amount proposed to be voted this year is the smallest appropriation asked for for railway purposes since the public works scheme was initiated.

MIDLAND RAILWAY.

The section of this railway between Lake Brunner and Jackson's, which was in progress when my last Public Works Statement was delivered, has since been completed and opened for traffic. This brings this company's total length of completed railway up to 75 miles 50 chains.

The acceptance by the company of the recommendations contained in the report of the Select Committee appointed during the present session to inquire into matters affecting this railway will, it is hoped, lead to a speedy and vigorous resumption of work on the line. The intervening section between Jackson's and Paterson's Creek, which still remains to be constructed, is 57 miles 44 chains long, and the company hopes to be able to complete it within four years from the date of signing the new contract. The completion of this section will establish through railway communication between the east and west coasts of the Middle Island, a boon long looked for, which, when realised, will to some extent compensate for the way in which settlement has been retarded, owing to the locking-up of the lands on the West Coast, for the last ten years. By the proposed new contract the company is to complete the line from Belgrove to Norris's Gully. This will tap the Motueka Valley, and shorten somewhat the journey to Reefton. The abandonment, however, of the construction of the Reefton-Belgrove Section for a time is a matter for deep regret, and that this should be resented by the people of Nelson is only natural, seeing that for ten years settlement has been retarded, and the expectant hopes of an early connection by railway with Reefton have now been somewhat suddenly shattered. The Government strongly sympathizes with the Nelson people in their disappointment, and, but for the impossibility of arranging with the company on any other terms, would not have agreed to the abandonment of this portion of the company's original contract.

ROADS.

ROADS CONTROLLED BY THE MINISTER OF LANDS.

Under the head of Main Roads £23,039 was voted last year, and £22,235 spent, with liabilities at the end of the year of £9,242. For Miscellaneous Roads and Roads to open up Crown Lands £148,287 was authorised, including £30,000 from the Government Loans to Local Bodies Account, and £88,042 spent, while liabilities amounting to £87,381 were outstanding at the end of the year. For Grants-in-aid £11,663 was voted and £8,951

spent, with liabilities at the end of the year of £3,389. Village Settlements: Voted, £3,380; spent, £2,898; liabilities £1,480. And, finally,—Roads to give access to Marton—Te Awamutu Railway: Voted, £40,800; spent, £35,155; liabilities, £14,191.

The following summary shows the road-works performed during the year:—

Dray-roads constructed	...	...	...	...	...	296 miles.
Dray-roads improved	...	...	...	...	...	223 "
Dray-roads maintained	...	...	...	...	...	1,215 "
Bridle-roads constructed	...	...	...	...	...	238 "
Bridle-roads improved	...	...	...	...	...	155 "
Bridle-roads maintained	...	...	...	...	...	405 "

The roads from Hunterville to Murimotu and Tokaanu, and from Pipiriki (at the head of the steamer navigation of the Wanganui River), *via* Karioi, to Moawhanga, have been formed throughout, but not wholly metalled.

The Stratford-Ongaruhe Road has been formed for 31½ miles from the Stratford end, and for about 16 miles from the Ongaruhe end; leaving about 57 miles to complete the connection with Auckland.

The main road from the Catlin's River to the Waikawa River, through the Tautuku Forest, has advanced so far that only a bridge over the Tautuku River remains to complete the whole distance of 34 miles. The large area of forest-land which will no doubt be settled upon, and the produce from which must pass over this main road, will fully justify its construction.

Of roads through Crown lands, and roads to give access to them through settled districts, 1,402 miles were constructed and maintained last year. These roads are essential to advancing settlement. Without them the Crown lands would be almost valueless. They must be continued if the land is to be made use of.

The several works which are proposed to be undertaken during the current year are detailed in the estimates which accompany this Statement.

The cost of constructing and maintaining main roads during the past year was about £10,000 more than in the previous year; and for the current year the expenditure is estimated at a still higher rate.

It must be evident to those who have travelled over the principal main roads and bridges of the colony—which are wholly or partly maintained at the expense of the County Councils—that they are fast falling into disrepair; and as it would be false economy to permit such works, constructed at great expense, to get into such a state as to require further large expenditure to restore them, it is proposed in some cases to entirely take over control, and in other cases to assist the counties. It is abundantly evident that many of the local authorities are financially unable to bear the burden of the cost of maintaining such roads as carry the through traffic of the colony, especially in parts where no rates can be collected.

For main roads the large sum of £40,000 is asked for, in order to execute the works detailed, and which works the local authorities are unable to provide.

The provision made for miscellaneous roads amounts to £20,000. These roads are mainly for the convenience of settlers who have in years gone by acquired lands from the Crown, but who are not yet provided with reasonable means of access to their properties. A few of the works are for the convenience of tourists, and others are such as should reasonably be provided for.

The sum of £20,605 is required for roads to give access to the North Island Main Trunk Railway. The principal work to be undertaken is a further length of the Stratford-Ongaruhe Road, to connect Auckland with Taranaki. The other sums applied for are to metal the Pipiriki-Karioi Road and a portion of the Hunterville-Tokaanu Road, and to open further tracks into the Crown lands adjacent to the railway-line.

Out of the Lands Improvement Account it is proposed to expend £150,000 in the construction of roads and tracks to open up Crown lands. This, as already stated, is of prime importance to the further settlement of the country.

Under the heading Grants in Aid, there are three items which call for some notice. These are: (1) Co-operative works for unemployed, £5,000; (2) improved farm settlements, £20,000; and (3) advances to co-operative workmen, £500. The first is intended to meet unforeseen demands for employment, and for works the necessity for which may arise during the year. The second is to provide means to pay for the felling, burning, and grassing of Crown lands in moderate areas, suitable for workmen of small means. In this way a start will be given to the farmer, and the Government will receive interest, in

the way of rent, on the improved value of the land let. The third item is to enable the Government to make small advances to co-operative workmen employed on the construction of roads through Crown lands, to enable them to bring their families on to the works and out of the cities, where they are paying rent. The advances will be refundable out of the men's earnings. It is proposed to lease to men who desire it a small area around each dwelling.

The roads which it is proposed to construct out of the Land-purchase Account will probably absorb £40,000 during the current year. This amount will be used in the laying-out of permanent roads, and the construction of tracks to show how best to subdivide and settle newly-acquired lands.

It is proposed to obtain under the Government Loans to Local Bodies Act the full amount of £50,000 which the Act authorises. The land upon which this sum will be expended has been placed in the market, or disposed of, loaded with sums sufficient to pay interest and sinking fund, in accordance with regulations made under the Act.

It has often been said by persons, in whose district no railway works were under construction, that the Government was expending too much money on railways and too little on roads. I have, therefore, had a statement prepared showing the amounts voted for and expended on roads and railways respectively during the last five years, which I think will show that whatever blame may attach to former Governments in this respect, no such charge can be laid at the door of the present Government :—

Work.				1890-91.	1891-92.	1892-93.	1893-94.	1894-5.
				<i>Amounts Voted.</i>				
				£	£	£	£	£
Railways	..	..	..	362,919	490,276	399,755	316,628	313,028
Roads	..	..	..	181,112	204,464	231,193	244,169	316,060
				<i>Amounts Expended.</i>				
Railways	..	..	..	179,012	154,416	220,894	176,255	..
Roads	..	..	..	71,683	109,716	135,339	177,667	..

This table shows that, while the amounts voted for railways have generally declined during recent years, the amounts voted for roads have steadily increased. The same also applies to the expenditure, the expenditure on railways having been greater in 1890-91 than in 1893-94, whereas the road expenditure in the former year was less than half the amount expended in the latter.

ROADS ON GOLDFIELDS (MINES DEPARTMENT).

The expenditure authorised under the above head last year amounted to £47,000. The amount, however, included some items that do not properly come under the head of "Roads," and which this year are provided for under "Development of Goldfields." It was not practicable to expend the whole amount voted within the year, the net expenditure to the 31st March last having amounted to £20,387 only; but liabilities existed at the same date to the further amount of £20,081.

The opening-up of roads and tracks upon our goldfields, especially for prospecting purposes, is admitted on all hands to be of the utmost importance, as an avenue whereby the mining industry may be advanced, and the hidden wealth of the colony developed. We therefore propose a vote of £45,455 for works of this class this year.

PUBLIC BUILDINGS.

The total appropriations for public buildings and domains last year was £143,375—viz., £92,485 under the Public Works Fund, and £50,890 under the Consolidated Fund. The actual expenditure within the year amounted to £92,021—viz., £44,032 under the Public Works Fund, and £47,989 under the Consolidated Fund.

Under the Consolidated Fund the sum of £30,999 was expended on school-buildings, the remainder of the expenditure under that fund being almost entirely for maintenance and repairs.

The principal works carried out under the Public Works Fund were—the new lunatic asylum at Porirua, and more or less extensive works at the asylums at Auckland, Sunnyside (Christchurch), and Seacliff (Dunedin); additions to the post-office at Invercargill; new post-offices at Danevirke and Kaikoura; new Customhouse at Westport; new Courthouse at

Rangiora; purchase of site for a new Courthouse at Pahiatua; and new police-stations at Dargaville, Westport, Greymouth, and Naseby. An amount of £15,000 was also provided out of this fund for school-buildings, to supplement the vote under the Consolidated Fund.

The total appropriations proposed for public buildings this year amount to £153,925—namely, £50,500 under the Consolidated Fund, and £103,425 under the Public Works Fund. The Consolidated Fund vote provides £31,000 for school-buildings, and the usual votes for maintenance and repairs of public buildings generally. Under the Public Works Fund provision is made for the new laundry and other works at the Sunnyside Asylum; for sundry works at the asylums at Auckland, Seacliff, and elsewhere; for a new prison at Dunedin; for completing the Government Printing Office, and for sundry works at the Parliamentary Buildings; and new Courthouses, police-stations, post-offices, &c., at numerous places throughout the colony. A vote of £15,000 is also proposed for school-buildings—the same as last year.

MISCELLANEOUS CHARGES ON THE PUBLIC WORKS FUND.

LIGHTHOUSES AND HARBOUR-WORKS.

The vote for the various works under the above heading last year amounted to £7,400, and the expenditure brought to charge within the year was £6,588—namely, £2,612 on lighthouses, and £3,976 on harbour defences. The lighthouse expenditure was wholly on the new light on Stephen's Island (Cook Strait), which was completed within the year, the light having been regularly exhibited since the 29th January last.

The expenditure on harbour defences at the different ports was as follows :—

	£
Auckland	897
Wellington	2,251
Lyttelton	647
Dunedin	181
Total	£3,976

The vote proposed for the current year is £13,500—namely, £3,500 for sundry harbour-works and towards the erection of a wharf at Howick, and £10,000 for further works under the head of harbour defences.

It is intended during the current year to push on with the defences at the four principal ports. The first in importance are those at Wellington, and next those at Lyttelton, and after these those at Auckland and Dunedin respectively. The works will be carried out on the suggestions of the Military Adviser of the Government, and in accordance with the recommendations of the recent conference on the subject of our defences.

PURCHASE OF NATIVE LANDS.

The operations of the Native Land Purchase Department since the passing of "The Native Land Purchases Act, 1892," have been carried on out of funds raised under the provisions of that Act.

During the year ended the 31st March last the area added to the public estate through purchases finally completed was 345,850 acres, including the bulk of the better portions of the Awarua Block, in all 143,000 acres, and the Ngaere Swamp, 7,500 acres. Settlement is now rapidly proceeding on these lands.

Full details as to completed and uncompleted negotiations will be found in the return G.—3, 1894, presented to Parliament on the 12th July last. Considerable progress, since the date of the above return, has been made with the purchase of the balance of the Awarua Block and other lands in various parts of the North Island, especially in the Waiapu district and the King-country.

The further provision made by the Lands Improvement and Native Lands Acquisition Act this session for the purchase of Native lands must result in a commensurate impetus to *bond fide* settlement in the North Island.

DEVELOPMENT OF GOLDFIELDS.

A vote of £5,000 was taken last year for waterworks on goldfields, and rather more than that amount was spent, the actual expenditure having amounted to £5,272.

Further works in the shape of water-races and reservoirs are necessary in order to command the auriferous drifts, of which we have such large areas in the Middle Island, and which can only be profitably worked by hydraulic sluicing on a large scale. We therefore ask this year for a vote of £10,000 for water-races.

The introduction of hydraulic sluicing in the alluvial mining centres has rendered it necessary to make provision for the large quantity of tailings and *débris* which must find their way into the ordinary watercourses, sometimes raising the beds of these streams to such an extent as to injure the occupiers of low-lying lands adjacent thereto. It would be suicidal to allow the stoppage of mining operations in such places, and provision is therefore made in the estimates for meeting some of the cases which most urgently require to be dealt with.

For many years past our mining population has been demanding that provision should be made for testing auriferous lodes at deeper levels than hitherto worked in our quartz-mining centres. Hopes have also been held out by various Governments that some assistance in this direction would be granted. The vote proposed for prospecting deep levels, for dealing with the tailings difficulty, and to provide for resumption of land for mining purposes, is £30,000.

TELEGRAPH EXTENSION.

The amount voted under this head last year was £30,078, but the expenditure coming to charge within the year amounted to £16,127 only (including £4,559 on the Telephone Exchanges), but liabilities existed at the close of the year to the amount of £9,581.

The most important new lines of telegraph constructed during the year were those from Matakana to Leigh, the line to Tokatoka, Otaki to Shannon, extension to Peel Forest, Owaka to Ratanui, Middlemarch to Hyde, Winton to Brown's Siding and Hokonui, the Island Block line, and Riversdale to Waikaia.

The vote proposed for the current year is £31,000, which, in addition to covering the liabilities, provides for a new cable across Cook Strait, for additions to existing telephone exchanges, the construction of telephone lines from Ross to Hende's Ferry, Culverden to Hanmer Plain, and others, and for improvements and additions to existing telegraph lines.

CONCLUSION.

The total appropriations proposed in the Estimates accompanying this Statement amount to £940,163, as compared with £710,460 voted last year. If the proposed expenditure is not distributed over the whole colony in exactly even proportion, honourable members will perceive that the reason for this is the great and pressing need of those localities where settlement is proceeding most rapidly. The utmost efforts have been made to deal fairly with every district, and each district's special needs and claims have received most careful consideration.

PUBLIC WORKS STATEMENT, 1894.

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TABLE NO. 1.

SUMMARY showing the TOTAL EXPENDITURE on PUBLIC WORKS and OTHER SERVICES out of PUBLIC WORKS FUND to 31st March, 1894, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1893.	Expenditure during 12 Months ended 31st March, 1894.	Total Expenditure to 31st March, 1894.	Liabilities on Authorities, Contracts, &c. 31st March, 1894.	Total Expenditure and Liabilities.	Works.
3	Railways ...	£ 14,478,722 13 2	£ s. d. 176,304 2 2	£ s. d. 14,655,026 15 4	£ s. d. 103,344 1 8	£ s. d. 14,758,370 17 0	Railways.
4	Roads ...	3,708,817 4 1	147,667 19 3	3,856,485 3 7	116,237 18 10	3,972,723 2 5	Roads.
5	Water-supply on goldfields ...	517,168 14 1	5,271 17 1	522,440 11 2	900 0 0	523,340 11 2	Water-supply on goldfields.
6	Telegraphs ...	663,666 0 11	16,126 17 10	679,792 18 9	9,581 0 0	689,373 18 9	Telegraphs.
7	Public buildings ...	1,846,678 14 9	44,031 19 3	1,890,710 14 0	12,407 0 0	1,903,117 14 0	Public buildings.
8	Lighthouses, harbour works, and harbour defences	900,369 12 6	6,588 2 9	906,957 15 3	954 0 0	907,911 15 3	Lighthouses, harbour works, and harbour defences.
...	Departmental ...	367,755 9 10	8,406 3 7	376,161 13 5	...	376,161 13 5	Departmental.
18 of 1878	Coal-exploration and mine-development	10,835 8 0	...	10,835 8 0	...	10,835 8 0	Coal-exploration and mine-development.
11 of 1877	Aiding works on Thames goldfields ...	50,000 0 0	...	50,000 0 0	...	50,000 0 0	Aiding works on Thames goldfields.
...	Immigration ...	2,146,309 2 4	343 4 6	2,146,552 6 10	...	2,146,552 6 10	Immigration.
...	Purchase of Native lands ...	1,295,625 4 3	4,320 0 7	1,299,945 4 10	...	1,299,945 4 10	Purchase of Native lands.
...	Defence ...	429,718 19 3	...	429,718 19 3	...	429,718 19 3	Defence.
...	Charges and expenses of raising loans ...	1,026,828 3 9	...	1,026,828 3 9	...	1,026,828 3 9	Charges and expenses of raising loans.
...	Interest and sinking fund ...	218,500 0 0	...	218,500 0 0	...	218,500 0 0	Interest and sinking fund.
...	Rates on Native lands ...	60,957 17 7	414 10 5	61,072 8 0	185 9 7	61,257 17 7	Rates on Native lands.
...	Thermal springs ...	14,599 13 2	...	14,599 13 2	...	14,599 13 2	Thermal springs.
...	Totals	27,736,152 17 11	409,474 17 5	28,145,627 15 4	243,609 10 1	28,389,237 5 5	Totals.
...	Less recoveries on account of services of previous years—	...	...	...	...	...	Less recoveries on account of services of previous years—
...	† Roads ...	...	...	3,458 8 0	...	3,458 8 0	† Roads ...
...	§ Purchase of Native lands	2,428 6 0	...	...	...	...	§ Purchase of Native lands
...	GRAND TOTALS	27,736,152 17 11	409,474 17 5	28,142,169 7 4	243,609 10 1	28,385,778 17 5	GRAND TOTALS.
...		£ 3,458 8 0				£ 3,458 8 0	

* Exclusive of value of provincial railways taken over by Government. † Includes £50 unauthorised.

Table 2.
GENERAL SUMMARY.

Showing YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1880-81 to 1893-94, and PROPOSED EXPENDITURE, 1894-95, &c.

Class.	Description of Services.	Expenditure.														Amounts proposed to be voted for 1894-95.
		1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	
	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	242	343	500
II.	Public Works Departmental*	..	..	..	..	..	..	12,896	6,089	6,458	..	700	6,996	5,990	6,606	6,350
III.	Railways†	..	..	..	..	..	..	16,729	1,408	4,762	7,976	3,005	135,632	177,706	137,085	260,250
IV.	Roads:—															
	Roads North of Auckland	43,773	17,022	7,929	17,566	34,571	33,163	30,738	3,133	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	12,588	22,235	40,000
	Miscellaneous Roads and Bridges	..	..	..	61,635	37,165	37,615	39,748	25,989	26,748	19,998	12,489	6,843	10,443	..	..
	Roads to open up Lands.. .. .	52,152	35,936	81,634	84,631	49,314	61,794	57,157	61,488	21,954	23,160	24,285	27,993	21,989	58,042	20,000
	Grants-in-Aid	..	..	..	106,399	149,982	138,045	81,264	57,632	Cr. †90	Cr. †153	Cr. †395	Cr. †111	7,144	8,951	..
	Village Settlements	..	..	..	..	..	..	1,891	12,053	10,770	7,345	4,884	3,830	4,412	2,898	..
	Roads on Goldfields	..	..	9,439	26,602	15,631	31,622	32,625	25,053	7,015	13,290	12,687	9,795	19,490	20,387	45,455
	Miscellaneous	51,117	129	..	..	..	..	..	..	..	..	..	..	..	..	..
	Total, Roads	230,543	145,606	210,605	328,642	317,043	329,072	265,717	199,109	104,542	83,878	65,441	70,846	76,066	112,263	105,455
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	3,811	5,272	43,150
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	Cr. †10,438	4,320	700
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	29,245	16,127	31,000
VIII.	Public Buildings:—															
	Parliamentary	..	..	5,331	8,416	183	..	8	24	..	..	..	..	..	..	14,950
	General	..	..	..	..	..	..	947	12,742	14,588	7,256	2,880	454	1,588	831	..
	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	2,779	5,262	34,260
	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	6,843	3,154	10,000
	Customs	..	..	193	1,659	830	99	..	..	..	18	409	13	5	669	715
	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	11,887	18,957	24,450
	Miscellaneous	..	..	..	34	..	..	..	..	..	..	..	..	..	..	..
	Hospitals and Charitable Institutions	2,219	140	64	256	3,792	3,299	4,421	4,156	673	Cr. 140	..	..	7,999	15,000	2,400
	School-buildings	99,173	82,535	88,134	49,814	66,069	62,884	51,607	40,000	779	..	..	7,500	..	..	15,000
	Agricultural	..	..	..	..	..	..	..	..	..	..	..	..	..	159	1,650
	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	31,101	44,032	103,425
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	..	..	6,642	2,612	..
	Harbour Works	24,512	18,810	19,874	29,591	17,050	6,508	6,004	500	Cr. †5,000	..	189	..	..	..	3,500
	Harbour Defences	904	..	..	7,213	9,601	127,167	139,429	73,459	50,089	7,293	2,477	7,347	4,563	3,976	10,000
	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	11,205	6,588	13,500
	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	Cr. 615	415	650
XI.	Thermal Springs	..	..	..	..	..	..	7,814	2,999	935	..	2,587	264	..	..	..
XII.	Charges and Expenses raising Loans	..	..	..	..	..	..	..	..	28,758	3,084	..	..	5,356	..	..
	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	128,416	312,371	330,891	333,051	564,980
	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	43,188	39,219	52,778
	Roads to give access to North Island Trunk Railway	..	..	..	..	..	6,832	12,900	20,410	1,898	248	5,848	30,759	29,440	35,155	20,605
	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	57,187	Cr. †2,428	..
	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	129,815	71,946	73,383
	Miscellaneous, including Charges and Expenses raising Loans, Interest and Sinking Fund, Public Works Departmental	206,605	26,808	13,387	43,341	43,373	76,890	15,043	78,448	91,153	{ 12,294 } { †3,084 }	9,564	800	1,800	1,800	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	131,615	73,746	75,183
	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	462,506	406,797	640,163

* 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, £111; 1892-93, £10,446; 1893-94, £2,678.

TABLE No. 3.
EXPENDITURE on RAILWAYS to 31st March, 1894, and LIABILITIES on that Date.

LINES OF RAILWAY.	Total Expenditure by General Government to 31st March, 1893.	EXPENDITURE DURING YEAR 1893-94 (INCLUDING £4,537·0s. 2d. DISTRIBUTED FROM STOCK).										Total Expenditure by General Government, 31st March, 1894.	Liabilities.	Total Expenditure by General Government, and Liabilities, 31st March, 1894.	Further Expenditure under "The District Railways Purchasing Act, 1885."	Valuation of Works constructed by Provinces.	Total Expenditure and Liabilities, 31st March, 1894.	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.	Permanent- way.	Total Works on Open Lines, &c.		Additions to.	Reductions from.								
Kaihu Valley	£ s. d. 1,941 15 6	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. 1,000 0 0	£ s. d.	£ s. d. 2,941 15 6	£ s. d.	£ s. d. 2,941 15 6	£ s. d. 47,000 0 0	£ s. d.	£ s. d. 49,941 15 6	Kaihu Valley.	
Kawakawa	90,337 11 5	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	90,337 11 5	.. .. .	90,337 11 5	.. .. .	.. .. .	90,337 11 5	Kawakawa.	
Whangarei to Kamo Extension	85,224 18 11	8,928 14 5	297 0 0	9,225 14 5	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	94,450 13 4	5,434 0 0	99,884 13 4	.. .. .	.. .. .	99,884 13 4	Whangarei to Kamo Extension.	
Helensville Northwards	59,754 17 3	329 4 11	.. .. .	329 4 11	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	60,084 2 2	8,995 0 0	69,079 2 2	.. .. .	.. .. .	69,079 2 2	Helensville Northwards.	
Kaipara to Waikato	1,326,695 7 0	.. .. .	.. .. .	.. .. .	169 8 8	.. .. .	169 8 8	.. .. .	.. .. .	.. .. .	1,326,864 15 8	1,000 11 4	1,327,865 7 0	.. .. .	1,327,865 7 0	1,327,865 7 0	Kaipara to Waikato.	
Cambridge Branch	56,442 18 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	56,442 18 0	.. .. .	56,442 18 0	.. .. .	.. .. .	56,442 18 0	Cambridge Branch.	
Waikato to Thames—	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Waikato to Thames—	
Hamilton to Te Aroha	144,966 4 2	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	144,966 4 2	43 0 0	145,009 4 2	.. .. .	.. .. .	145,009 4 2	Hamilton to Te Aroha.	
Te Aroha to Thames	76,555 4 1	5,489 7 4	197 0 0	5,686 7 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	82,241 11 5	4,199 0 0	86,440 11 5	.. .. .	.. .. .	86,440 11 5	Te Aroha to Thames.	
Morrinsville to Rotorua—	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Morrinsville to Rotorua—	
Morrinsville to Lichfield	167,628 5 1	.. .. .	.. .. .	.. .. .	17 14 3	.. .. .	17 14 3	.. .. .	.. .. .	.. .. .	167,645 19 4	67 5 9	167,713 5 1	.. .. .	.. .. .	167,713 5 1	Morrinsville to Lichfield.	
Putaruru to Rotorua	148,600 14 3	18,357 7 1	Cr. 280 4 1	18,077 3 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	166,677 17 3	5,448 0 0	172,125 17 3	.. .. .	.. .. .	172,125 17 3	Putaruru to Rotorua.	
Marton to Te Awamutu—	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Marton to Te Awamutu—	
North End	255,870 13 1	14,107 4 4	296 0 0	14,403 4 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	270,273 17 5	4,033 0 0	274,306 17 5	.. .. .	.. .. .	274,306 17 5	North End.	
South End	153,362 11 6	*25,112 7 3	926 2 0	26,038 9 3	54 9 11	.. .. .	54 9 11	.. .. .	.. .. .	.. .. .	179,455 10 8	10,733 10 1	190,189 0 9	.. .. .	.. .. .	190,189 0 9	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	860,318 7 1	.. .. .	.. .. .	.. .. .	1,050 7 11	.. .. .	1,050 7 11	.. .. .	370 0 0	.. .. .	861,738 15 0	327 16 0	862,066 11 0	.. .. .	.. .. .	862,066 11 0	Napier to Woodville and Palmerston North.	
Wellington to Woodville, including Te Aro Extension	1,093,195 2 3	21,193 17 2	427 16 0	21,621 13 2	706 9 5	.. .. .	706 9 5	.. .. .	.. .. .	.. .. .	1,115,523 4 10	8,861 10 7	1,124,384 15 5	.. .. .	.. .. .	1,124,384 15 5	Wellington to Woodville, including Te Aro Extension.	
Wellington to Foxton	42,116 3 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	42,116 3 4	68 0 0	42,184 3 4	.. .. .	.. .. .	42,184 3 4	Wellington to Foxton.	
Foxton to Waitara	1,427,489 5 2	.. .. .	.. .. .	.. .. .	1,317 11 7	.. .. .	1,317 11 7	.. .. .	370 17 1	.. .. .	1,429,177 13 10	1,032 9 8	1,430,210 3 6	.. .. .	.. .. .	1,430,210 3 6	Foxton to Waitara.	
Nelson to Roundell	178,109 8 4	.. .. .	96 16 0	36 16 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	178,146 4 4	.. .. .	178,146 4 4	.. .. .	.. .. .	178,146 4 4	Nelson to Roundell.	
Greymouth to Nelson Creek	216,246 11 11	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	216,246 11 11	.. .. .	216,246 11 11	.. .. .	.. .. .	216,246 11 11	Greymouth to Nelson Creek.	
Greymouth to Hokitika	153,326 18 2	10,394 4 8	2,399 16 0	12,794 0 8	.. .. .	.. .. .	.. .. .	.. .. .	4,911 5 9	.. .. .	171,032 4 7	8,619 0 0	179,651 4 7	.. .. .	.. .. .	179,651 4 7	Greymouth to Hokitika.	
Westport to Ngakawau	227,495 3 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	227,495 3 4	.. .. .	227,495 3 4	.. .. .	.. .. .	227,495 3 4	Westport to Ngakawau.	
Pictou to Hurunui—	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Pictou to Hurunui—	
Pictou to Awatere	261,258 3 1	1,224 5 8	.. .. .	1,224 5 8	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	262,482 8 9	899 0 0	263,381 8 9	.. .. .	.. .. .	263,381 8 9	Pictou to Awatere.	
Hurunui to Red Post	39,104 11 1	.. .. .	.. .. .	.. .. .	Cr. 11 5 0	.. .. .	Cr. 11 5 0	.. .. .	.. .. .	.. .. .	39,093 6 1	.. .. .	39,093 6 1	.. .. .	.. .. .	39,093 6 1	Hurunui to Red Post.	
Hurunui to Waitaki—	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	Hurunui to Waitaki—	
Main Line	1,748,615 12 0	.. .. .	.. .. .	.. .. .	200 0 8	.. .. .	200 0 8	.. .. .	710 0 3	.. .. .	1,749,525 12 11	49 19 4	1,749,575 12 3	.. .. .	316,135 0 0	2,065,710 12 3	Main Line.	
Oxford Branch	55,375 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	55,375 0 0	.. .. .	55,375 0 0	.. .. .	.. .. .	55,375 0 0	Oxford Branch.	
Eyretton Branch	47,800 19 11	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	47,800 19 11	.. .. .	47,800 19 11	.. .. .	.. .. .	47,800 19 11	Eyretton Branch.	
Lytelton Branch	94,356 19 3	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	94,356 19 3	.. .. .	94,356 19 3	340,500 0 0	.. .. .	434,856 19 3	Lytelton Branch.	
Southbridge Branch	99,803 1 11	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	99,803 1 11	.. .. .	99,803 1 11	.. .. .	.. .. .	99,803 1 11	Southbridge Branch.	
Springfield and Whitecliffs Branches	108,408 9 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .											

TABLE No. 4.

STATEMENT showing the EXPENDITURE ON ROADS AND BRIDGES, &c., out of the Public Works Fund and Government Loans to Local Bodies Account to 31st March, 1894, and the LIABILITIES on that date.

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			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
MAIN ROADS:—															
Hokianga County roads	...	...	...	270	0	0	270	0	0	130	0	0	400	0	0
Warkworth to Awanui	6,035	16	3	2,153	6	5	8,189	2	8	1,664	0	0	9,853	2	8
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
Raglan to Waipa	2,598	8	2	...	...	...	2,598	8	2	100	0	0	2,698	8	2
Oxford to Rotorua	18,124	11	11	747	1	10	18,871	13	9	546	11	3	19,418	5	0
Native districts	11,486	8	3	...	...	...	11,486	8	3	...	...	...	11,486	8	3
Tauranga, East Cape, Whakatane, Te Teko, and Sundry Roads, Bay of Plenty	9,542	10	5	425	0	0	9,967	10	5	275	0	0	10,242	10	5
Tauranga to Napier, <i>via</i> Taupo	32,212	4	6	1,640	5	1	33,852	9	7	974	17	2	34,827	6	9
Ormond to Opotiki	912	18	8	446	15	10	1,359	14	6	259	4	3	1,618	18	9
Kurupapanga to Inland Patea	5,000	0	0	...	...	...	5,000	0	0	...	...	...	5,000	0	0
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
Belgrove, Tophouse, and Tarndale	5,304	4	8	138	0	0	5,442	4	8	112	0	0	5,554	4	8
Nelson, Westport, Greymouth, and Hokitika	62,897	3	1	2,593	5	4	65,490	8	5	1,527	0	2	67,017	8	7
Three-mile Creek Bridge	250	0	0	250	11	2	500	11	2	...	...	...	500	11	2
Otira Toll	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Inangahua Bridge, maintenance	141	17	6	...	...	...	141	17	6	...	...	...	141	17	6
Nelson to Havelock	400	0	0	100	0	0	500	0	0	100	0	0	600	0	0
Paeroa to Teremakau	306	9	6	194	1	8	500	11	2	...	...	...	500	11	2
Hokitika to Christchurch	122,207	16	6	7,159	13	2	129,367	9	8	973	8	3	130,340	17	11
Cook's River (southward)	487	16	10	21	10	6	509	7	4	278	9	6	787	16	10
Haast Pass Track	3,943	10	2	77	18	10	4,021	9	0	384	9	6	4,405	18	6
Tokanui to Niagara	...	...	...	...	...	...	...	...	...	300	0	0	300	0	0
Kaikoura to Blenheim	...	...	...	538	3	0	538	3	0	...	...	...	538	3	0
Pelorus District and Rai Valley	28,660	14	3	...	...	...	28,660	14	3	...	...	...	28,660	14	3
Waikawa to Catlin's	8,585	3	8	5,479	4	10	14,064	8	6	1,616	15	1	15,681	3	7
Totals	500,001	16	10	22,234	17	8	522,236	14	6	9,241	15	2	531,478	9	8
* MISCELLANEOUS ROADS AND BRIDGES, ETC.															
AUCKLAND:—															
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
Putamahoe to Steinson's Corner	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Waioiro to Port Waikato	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Tamaki Bridge	160	0	0	...	...	...	160	0	0	...	...	...	160	0	0
Great South	764	5	8	...	...	...	764	5	8	...	...	...	764	5	8
Waikomiti, West Coast	450	0	0	...	...	...	450	0	0	300	0	0	750	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 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 to Waotu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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	2,000	0	0	4,139	16	11
Waihi Bridge, subsidy £1 for £1	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Rotorua to Rotomahana	206	17	0	...	...	...	206	17	0	...	...	...	206	17	0
Thames to Tauranga	5,323	8	0	...	...	...	5,323	8	0	...	...	...	5,323	8	0
Native districts	663	14	11	25	0	0	688	14	11	35	0	0	723	14	11
Maketu to Rotorua	741	10	9	21	7	6	762	18	3	428	3	5	1,191	1	8
Rotoiti to Tikitere	87	16	0	...	...	...	87	16	0	...	...	...	87	16	0
To Waitomo Caves	1,276	15	9	47	16	4	1,324	12	1	2	3	8	1,326	15	9
Otorohanga to Kihikihi	207	8	0	54	6	6	261	14	6	45	13	6	307	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
Carried forward	240,643	8	2	148	10	4	240,791	18	6	2,811	0	7	243,602	19	1

* Includes roads previously shown under head of "Roads to open up Lands before Sale."

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ...	240,643	8	2	148	10	4	240,791	18	6	2,811	0	7	243,602	19	1
MISCELLANEOUS ROADS, ETC.— <i>contd.</i>															
AUCKLAND— <i>continued.</i>															
Works at Rotorua ...	428	9	3	446	7	4	874	16	7	374	17	2	1,249	13	9
Buckland Station ...	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Bridge over Waipa, on Raglan Main Road ...	1,006	4	8	...	...	...	1,006	4	8	...	...	...	1,006	4	8
Te Awamutu Station to Township ...	315	16	3	...	...	...	315	16	3	...	...	...	315	16	3
To free Hamilton Bridge from tolls ...	6,700	0	0	...	...	...	6,700	0	0	...	...	...	6,700	0	0
Waimapu Bridge ...	5,655	3	0	...	...	...	5,655	3	0	...	...	...	5,655	3	0
Repairing flood damages at the Thames:															
Thames County ...	4,928	10	0	...	...	...	4,928	10	0	...	...	...	4,928	10	0
Thames Borough ...	2,452	10	0	...	...	...	2,452	10	0	...	...	...	2,452	10	0
Tararu Tramway ...	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Tauranga to Opotiki ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Whakatane to Ohape ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Orini Bridge, Whakatane ...	299	5	0	...	...	...	299	5	0	...	...	...	299	5	0
West Coast Roads, Hoteo ...	499	12	9	...	...	...	499	12	9	50	0	0	549	12	9
Hamilton to Cambridge ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Coromandel to Thames ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Coromandel to Port Charles ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Coromandel to Tairua ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Maungatawhiri Valley ...	102	0	0	...	...	...	102	0	0	...	...	...	102	0	0
Maketu to Ararimu ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
To Ohaupo Station ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Whau to Henderson's Creek ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Rukuhia Swamp ...	693	1	8	...	...	...	693	1	8	...	...	...	693	1	8
South Bombay to Paparata ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Tuakau to Waikato ...	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Sundry roads, Waitoa District ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Wade to Wainui ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Helensville to Kaukapakapa ...	658	19	1	...	...	...	658	19	1	...	...	...	658	19	1
Komorau Bridge ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Whangaroa to Kaeo ...	250	0	0	...	...	...	250	0	0	100	0	0	350	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
Herd's Point to Takahue ...	3,952	11	6	209	8	6	4,162	0	0	946	6	1	5,108	6	1
Maunganui to Bluff Road ...	...	...	...	96	9	0	96	9	0	3	11	0	100	0	0
Alexandra to Kawhia ...	12	0	3	158	17	0	170	17	3	32	8	0	203	5	3
Aotea to Raglan ...	...	...	...	70	0	0	70	0	0	...	...	...	70	0	0
Waipu to Mangawhai Road ...	...	...	...	...	...	...	...	...	...	120	0	0	120	0	0
Puhupuhi Forest ...	385	5	2	...	...	...	385	5	2	...	...	...	385	5	2
Bridge over Mangonui River ...	...	...	...	155	5	6	155	5	6	...	...	...	155	5	6
Te Aroha to Katikati Road ...	...	...	...	50	0	0	50	0	0	...	...	...	50	0	0
Bridge over Kaitia (Smith's Gate) ...	...	...	...	20	0	0	20	0	0	...	...	...	20	0	0
Ruatangata to Railway-station ...	...	...	...	200	0	0	200	0	0	100	0	0	300	0	0
Whangarei Heads ...	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Roads to Kaukapakapa Railway-station ...	...	...	...	...	...	...	...	...	...	400	0	0	400	0	0
Opua to Waimate ...	452	17	2	172	2	4	624	19	6	327	17	8	952	17	2
Kaihu to Kaikohe ...	385	1	0	...	...	...	385	1	0	...	...	...	385	1	0
Homestead blocks, Manganui ...	454	15	6	...	...	...	454	15	6	...	...	...	454	15	6
Pakiri Block ...	282	7	6	110	0	0	392	7	6	...	...	...	392	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	100	0	0	1,888	13	10
Whangarei through Taheke ...	1,262	19	7	...	...	...	1,262	19	7	...	...	...	1,262	19	7
Purua and Mangakahia ...	2,112	10	3	100	0	0	2,212	10	3	400	0	0	2,612	10	3
Tangihua No. 3 ...	827	8	2	100	0	0	927	8	2	300	0	0	1,227	8	2
Manganui Bluff to Kaihu ...	4,018	15	0	...	...	...	4,018	15	0	...	...	...	4,018	15	0
Takahue to Mangonuiwae ...	2,931	7	7	...	...	...	2,931	7	7	...	...	...	2,931	7	7
Okaihū to Victoria Valley ...	7,707	18	0	44	6	0	7,752	4	0	431	14	0	8,183	18	0
Victoria Valley to main road ...	6	13	6	68	10	6	75	4	0	331	9	6	406	13	6
Helensville to Kaipatiki ...	2,236	5	7	...	...	...	2,236	5	7	...	...	...	2,236	5	7
Waikato to Block XVI., Awaroa ...	3,806	19	11	...	...	...	3,806	19	11	...	...	...	3,806	19	11
Lake Whangape to Blk. VII., Awaroa ...	3,035	10	4	...	...	...	3,035	10	4	...	...	...	3,035	10	4
Hikutaia to Ohinemuri ...	4,022	7	7	...	...	...	4,022	7	7	...	...	...	4,022	7	7
Tauranga to Te Puke and Matata ...	12,962	1	2	...	...	...	12,962	1	2	...	...	...	12,962	1	2
Opotiki to Waioatahi ...	562	10	0	...	...	...	562	10	0	...	...	...	562	10	0
Opotiki to Ormond ...	14,958	14	1	...	...	...	14,958	14	1	...	...	...	14,958	14	1
Te Aroha Block ...	5,300	2	6	...	...	...	5,300	2	6	...	...	...	5,300	2	6
Carried forward ..	345,241	4	10	2,240	16	6	347,491	1	4	6,829	4	0	354,320	5	4

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	345,241	4	10	2,249	16	6	347,491	1	4	6,829	4	0	354,320	5	4
MISCELLANEOUS ROADS, ETC.—contd.															
AUCKLAND—continued.															
Block II., Tangihua	635	6	0	..	..	..	635	6	0	..	..	..	635	6	0
Wairoa and Waikaremoana bridle-track through the Waiau District, Poverty Bay	544	18	6	..	..	..	544	18	6	..	..	..	544	18	6
Huihuitaha to Patetere	705	8	2	..	..	..	705	8	2	..	..	..	705	8	2
Ruakituri Block	2,149	14	4	..	..	..	2,149	14	4	..	..	..	2,149	14	4
Ormond to Waiapu	12,476	0	1	..	..	..	12,476	0	1	..	..	..	12,476	0	1
Gisborne to Waimata	4,250	9	6	..	..	..	4,250	9	6	..	..	..	4,250	9	6
Taupo, <i>via</i> Rotoaira and Murimotu, to West Coast	12,601	17	9	..	..	..	12,601	17	9	..	..	..	12,601	17	9
Katikati to Te Aroha	785	11	1	..	..	..	785	11	1	..	..	..	785	11	1
Tolago Bay to Arakihi	2,172	6	9	..	..	..	2,172	6	9	..	..	..	2,172	6	9
Kohukohu to Rahutapu	484	13	6	..	..	..	484	13	6	..	..	..	484	13	6
Ohuka to Waikaremoana	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Whangaroa to Kahuru	2,065	15	0	..	..	..	2,065	15	0	..	..	..	2,065	15	0
Hamilton to Whatawhata Drain	137	18	0	..	..	..	137	18	0	..	..	..	137	18	0
Wangamarino District	1,002	2	9	100	0	0	1,102	2	9	..	..	..	1,102	2	9
Waimamaku Bridge	606	8	9	..	..	..	606	8	9	..	..	..	606	8	9
Awaroa Swamp, drains and roads	610	2	6	..	..	..	610	2	6	..	..	..	610	2	6
Pahi to Waikiekie	1,358	6	6	262	10	4	1,620	16	10	7	6	7	1,628	3	5
Otamarakau Bridge	378	19	0	..	..	..	378	19	0	..	..	..	378	19	0
Churchill Punt	150	5	2	..	..	..	150	5	2	..	..	..	150	5	2
Otonga Bridge	225	4	3	..	..	..	225	4	3	..	..	..	225	4	3
Kawhia to Waipa	3,227	5	3	..	..	..	3,227	5	3	..	..	..	3,227	5	3
Alexandria to Kawhia	4,076	11	7	191	14	11	4,268	6	6	31	19	4	4,300	5	10
Rotorua to Galatea <i>via</i> Rotomahana	26	6	6	41	14	0	68	0	6	44	4	0	112	4	6
Rotorua to Te Wairoa	1,848	3	9	..	..	..	1,848	3	9	..	..	..	1,848	3	9
Galatea to Te Kapu <i>via</i> Waikaremoana	1,341	15	3	..	..	..	1,341	15	3	..	..	..	1,341	15	3
Alexandra to Hikurangi	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Waingaro to Akatea	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Waingaro to Ngaruawahia and Waingaro to Waitetuna	3,581	9	3	587	18	7	4,169	7	10	396	9	10	4,565	17	8
Akaaka Swamp	1,633	16	9	72	14	0	1,696	10	9	257	14	3	1,954	5	0
Waihou Ferry through Komata	80	13	0	..	..	..	80	13	0	..	..	..	80	13	0
Draining Tatarariki	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
Drain, Te Aroha	776	19	3	..	..	..	776	19	3	..	..	..	776	19	3
Cabbage Bay to Cape Colville	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
Lower Waihou Road	284	11	0	..	..	..	284	11	0	..	..	..	284	11	0
Otama to Deeds	375	0	0	..	..	..	375	0	0	..	..	..	375	0	0
Mangapai to Mareretu	502	0	6	..	..	..	502	0	6	..	..	..	502	0	6
Puriri to Tairoa	924	0	0	..	..	..	924	0	0	..	..	..	924	0	0
Matawhero to Whangape	511	8	0	..	..	..	511	8	0	..	..	..	511	8	0
Mauku Bridge (subsidy)	41	0	0	..	..	..	41	0	0	..	..	..	41	0	0
Huka Falls to Puketarata	1,783	19	5	16	2	0	1,800	1	5	6	10	5	1,806	11	10
Ahipara to Herekino	2,100	9	0	107	19	6	2,208	8	6	92	0	6	2,300	9	0
Wairoa Ferry, Dargaville	299	18	11	..	..	..	299	18	11	..	..	..	299	18	11
Tairua to Whenuakite	100	0	0	200	0	0	300	0	0	..	..	..	300	0	0
Puhoi to Makarau	600	16	0	..	..	..	600	16	0	150	0	0	750	16	0
Omaha	272	16	6	..	..	..	272	16	6	..	..	..	272	16	6
Waimamaku to Pakanae	717	19	3	92	6	11	810	6	2	279	5	9	1,089	11	11
Rotorua to Waitapu	884	4	11	165	5	2	1,049	10	1	68	6	10	1,117	16	11
Mata to Kaurua	202	17	1	..	..	..	202	17	1	..	..	..	202	17	1
Opanaki to Hokianga	1,384	3	5	2,307	15	10	3,691	19	3	528	3	11	4,220	3	2
Maungataniwha	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Takahue Block	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Waimamaku District	..	..	..	605	19	3	605	19	3	394	0	9	1,000	0	0
Ruaapeka	..	..	..	10	0	0	10	0	0	490	0	0	500	0	0
Opuawhanga to Whangarei	..	..	..	300	0	0	300	0	0	500	0	0	800	0	0
Mareretu	..	..	..	49	12	6	49	12	6	250	7	6	300	0	0
Kaimarama	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Maio Swamp	..	..	..	240	7	9	240	7	9	109	12	3	350	0	0
Road, Otatau Parish	1	2	4	969	16	0	970	18	4	1,379	1	8	2,350	0	0
Hoteo Valley Road	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Kawakawa Roads	..	..	..	150	0	0	150	0	0	..	..	..	150	0	0
Tauhoa District	300	0	0	80	0	0	380	0	0	76	0	0	456	0	0
Maramara	..	..	..	134	1	9	134	1	9	65	18	3	200	0	0
Waiotahi	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Kourawera District	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Otamatea County roads	..	..	..	200	0	0	200	0	0	200	0	0	400	0	0
Tokatoka to Mangapai	..	..	..	255	16	6	255	16	6	550	0	0	805	16	6
Whisky-creek Road	..	..	..	149	2	8	149	2	8	0	17	4	150	0	0
Maropiu to Kai-iwi	..	..	..	50	0	0	50	0	0	200	0	0	250	0	0
Woodhill Bridge	264	14	3	..	..	..	264	14	3	..	..	..	264	14	3
Carried forward	417,716	13	7	9,590	14	2	427,807	7	9	14,357	3	2	441,664	10	11

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

	Expenditure to 31st March, 1893.		Expenditure during 12 Months ended 31st March, 1894.		Total Expenditure to 31st March, 1894.		Liabilities on Authorities, Contracts, &c., 31st March, 1894.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ...	417,716	13 7	9,590	14 2	427,307	7 9	14,357	3 2	441,664	10 11
MISCELLANEOUS ROADS, ETC.—contd.										
AUCKLAND—continued.										
Wairua Bridge and Road ..	592	18 4	15	11 8	608	10 0	254	3 0	862	13 0
Opuawhanga to Whananaki ..	290	2 6	49	18 0	340	0 6	81	17 0	421	17 6
Waingarua to Mangapiko ..	451	11 0	203	15 3	655	6 3	53	14 9	709	1 0
Mangapiko ..										
Purchase of roads to Crown lands ..	20	0 0			20	0 0			20	0 0
Miscellaneous ..	11,945	0 2	740	18 11	12,685	19 1	646	17 9	13,332	16 10
Oruru to Mangamuka ..			80	0 0	80	0 0	20	0 0	100	0 0
Bridge over Puhī River, Mongonui ..							70	0 0	70	0 0
Takahue to Herekino ..			44	4 9	44	4 9	255	15 3	300	0 0
Utakura Bridge ..							250	0 0	250	0 0
Tangowahine Bridge ..							400	0 0	400	0 0
Mongonui Boundary to Iwitaau ..							200	0 0	200	0 0
Whangaroa County Roads ..			300	0 0	300	0 0			300	0 0
Iwitaau to Kaeo ..							200	0 0	200	0 0
Ohaeawai to Rawene ..							200	0 0	200	0 0
Rawene to Hokianga Heads ..							200	0 0	200	0 0
Kohukohu ..							50	0 0	50	0 0
Kaeo to Waimate Road ..			250	0 0	250	0 0	200	0 0	450	0 0
Ngapipito Road ..			28	0 0	28	0 0	272	0 0	300	0 0
Kawakawa to Hukerenui ..							300	0 0	300	0 0
Ramarama Valley Road ..			20	16 0	20	16 0	179	4 0	200	0 0
Dargaville to Tatarariki and Tiki ..							200	0 0	200	0 0
Towai to Ruapekapeka ..							150	0 0	150	0 0
Main Road to Opanaki Railway- station ..							100	0 0	100	0 0
Maungatapiri Road ..							200	0 0	200	0 0
Maunu ..			146	8 3	146	8 3	53	11 9	200	0 0
Tokatoka Post Office ..							200	0 0	200	0 0
Maungakaramea ..			100	0 0	100	0 0	100	0 0	200	0 0
North River, Waipu ..							200	0 0	200	0 0
Matakohe to Tokatoka ..			25	16 4	25	16 4	474	3 8	500	0 0
Grahamstown to Whangarei ..			150	0 0	150	0 0	150	0 0	300	0 0
Whareora to Grahamstown ..							150	0 0	150	0 0
Ngunguru Main Road ..							200	0 0	200	0 0
Waipu to Marsden Point ..							100	0 0	100	0 0
Waipu to Māreretu ..							150	0 0	150	0 0
Opuawhanga to Main Road ..							200	0 0	200	0 0
Pahi Wharf ..							250	0 0	250	0 0
Pahi Road ..							100	0 0	100	0 0
Warkworth ..							150	0 0	150	0 0
Birkenhead Slip, £1 for £1 ..			100	0 0	100	0 0			100	0 0
Kaukapakapa to Port Albert Road ..							200	0 0	200	0 0
Wade to Lucas Creek Road ..			15	0 0	15	0 0	185	0 0	200	0 0
Whangateau Wharves ..							300	0 0	300	0 0
Waitetuna Bridge ..							200	0 0	200	0 0
Kiapara Flats Settlement Road ..							150	0 0	150	0 0
Huntly to Kahuruhuru Road ..			245	9 0	245	9 0	254	11 0	500	0 0
Huntly Punt ..							200	0 0	200	0 0
Otorohanga to Te Kuiti ..			58	12 5	58	12 5	41	7 7	100	0 0
Waitotahi Village Homestead ..							250	0 0	250	0 0
Whakatane Road Bridge, £1 for £1 ..							300	0 0	300	0 0
Tauhoa and Komokoriki ..			289	19 0	289	19 0	35	1 0	325	0 0
Ahuroa ..			191	2 5	191	2 5	258	17 7	450	0 0
Te Aroha Hot Springs Domain Board ..							200	0 0	200	0 0
Bridge over Opanaki River ..							300	0 0	300	0 0
Opuatia Bridge and Crossing ..			81	3 9	81	3 9	168	16 3	250	0 0
HAWKE'S BAY:—										
Tolaga to Mangatokerau ..	358	19 6			358	19 6			358	19 6
Tolaga to Arakihi ..	555	0 0			555	0 0			555	0 0
Ormond to Waipū ..	302	13 0			302	13 0			302	13 0
Ormond to Opotiki and branch roads ..	4,871	7 9	194	5 0	5,065	12 9	50	0 0	5,115	12 9
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			2,709	16 6
Ahuturanga Block ..	1,883	7 11			1,883	7 11			1,883	7 11
Tautane and Tahoraite ..										
Tautane to Weber Road ..	19,842	1 4	750	0 0	20,592	1 4	752	5 6	21,344	6 10
Tukituki to Waipawa ..	985	1 5			985	1 5			985	1 5
Mohaka and Waitara ..	151	6 4			151	6 4			151	6 4
Waitara Block ..	781	0 6			781	0 6			781	0 6
Umutaoroa Block ..	2,088	15 4			2,088	15 4			2,088	15 4
Maharahara Block ..	1,938	12 8			1,938	12 8			1,938	12 8
Victoria and Bush-mills Settlements ..	900	0 0			900	0 0			900	0 0
Rotokakaranga ..	1,669	7 10			1,669	7 10	100	0 0	1,769	7 10
Carried forward ..	471,223	15 8	13,671	14 11	484,895	10 7	25,264	9 3	510,159	19 10

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ..	471,223	15	8	13,671	14	11	484,895	10	7	25,264	9	3	510,159	19	10
MISCELLANEOUS ROADS, ETC.— <i>contd.</i>															
HAWKE'S BAY— <i>continued.</i>															
Napier to Wairoa, £1 for £1 ..	100	0	0	625	0	0	725	0	0	875	0	0	1,600	0	0
Mata Valley ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Waikohu ..	59	4	8	692	10	0	751	14	8	..	..	..	751	14	8
Frasertown to Waikaremoana ..	150	0	0	200	0	0	350	0	0	400	0	0	750	0	0
Pohui ..	..	..	..	52	0	7	52	0	7	185	19	5	238	0	0
Umutaoroa ..	..	..	..	348	17	10	348	17	10	151	2	2	500	0	0
Nuhaka ..	..	..	..	488	3	0	488	3	0	116	18	0	605	1	0
Totara Road, Tahoraite ..	200	0	0	50	0	0	250	0	0	..	..	..	250	0	0
Otawai Road, Tahoraite ..	200	0	0	..	..	..	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 ..	1,608	6	0	200	15	5	1,809	1	5	..	..	..	1,809	1	5
Gisborne-Tolago-Tauwhareparu ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Motu Bridge and Road ..	..	..	..	733	16	6	733	16	6	19	19	3	753	15	9
Muriwai to Mahia ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Woodville Block ..	..	..	..	..	..	..	..	..	..	25	0	0	25	0	0
Tauwharetoi Block ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Gisborne to Wairoa ..	11,963	7	8	..	..	..	11,963	7	8	500	0	0	12,463	7	8
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
Waioamatini to Hicks Bay ..	313	0	9	..	..	..	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, and Wairoa County Roads ..	1,312	7	8	200	0	0	1,512	7	8	..	..	..	1,512	7	8
Waimata to Waiapu ..	..	..	..	..	..	..	..	..	..	600	0	0	600	0	0
Tools, &c. ..	248	15	0	..	..	..	248	15	0	..	..	..	248	15	0
Bridge over Ahuriri Harbour ..	625	16	1	..	..	..	625	16	1	..	..	..	625	16	1
TARANAKI:—															
Roads and bridges in unsettled dis- tricts, Patea and Taranaki ..	48,296	16	3	..	..	..	48,296	16	3	..	..	..	48,296	16	3
Great South Road between Opunake and Manaia ..	2,946	0	0	..	..	..	2,946	0	0	..	..	..	2,946	0	0
Bridge over Stony River, and approaches	1,151	6	2	..	..	..	1,151	6	2	..	..	..	1,151	6	2
Inglewood to Whitecliffs ..	5,000	0	0	..	..	..	5,000	0	0	..	..	..	5,000	0	0
Inglewood to Ngatimaru ..	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
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	..	..	..	1,000	0	0
General salaries, &c. ..	402	18	8	..	..	..	402	18	8	..	..	..	402	18	8
Refund expenses, T. Kelly, Mountain Road Commission ..	19	8	0	..	..	..	19	8	0	..	..	..	19	8	0
Road through bush, Waimate Plains	15,714	8	9	..	..	..	15,714	8	9	..	..	..	15,714	8	9
Roads east of Stratford ..	1,865	19	8	..	..	..	1,865	19	8	..	..	..	1,865	19	8
Bush land inland of Patea ..	1,926	0	11	..	..	..	1,926	0	11	..	..	..	1,926	0	11
Continuous Reserve (to be refunded)	5,045	10	4	..	..	..	5,045	10	4	..	..	..	5,045	10	4
Mountain Road to blocks under survey ..	890	14	0	..	..	..	890	14	0	..	..	..	890	14	0
Waitara Bridge ..	968	18	2	..	..	..	968	18	2	..	..	..	968	18	2
Opening up Huiroa Block.. Huiroa District ..	1,264	14	6	803	3	4	2,067	17	10	1,199	4	2	3,267	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., Ngairi District ..	2,041	0	10	..	..	..	2,041	0	10	..	..	..	2,041	0	10
Through parts of Blocks III., V., X., Ngairi District ..	1,146	3	6	..	..	..	1,146	3	6	..	..	..	1,146	3	6
Block X., Huiroa ..	745	17	0	..	..	..	745	17	0	..	..	..	745	17	0
Egmont District ..	356	12	11	..	..	..	356	12	11	..	..	..	356	12	11
Kahouri Bridge ..	600	0	0	..	..	..	600	0	0	..	..	..	600	0	0
Eltham and Branch Roads ..	7,359	15	6	..	..	..	7,359	15	6	..	..	..	7,359	15	6
Native Trust blocks ..	1,834	13	9	..	..	..	1,834	13	9	..	..	..	1,834	13	9
Ironsand blocks ..	514	0	2	..	..	..	514	0	2	..	..	..	514	0	2
Tariki Road ..	1,149	7	0	..	..	..	1,149	7	0	..	..	..	1,149	7	0
Road through bush, Waimate Plains	1,614	9	8	..	..	..	1,614	9	8	..	..	..	1,614	9	8
Carried forward ..	708,443	4	7	18,066	1	7	726,509	6	2	30,737	12	3	757,246	18	5

TABLE No. 4—continued.

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	708,443	4	7	18,066	1	7	726,509	6	2	30,737	12	3	757,246	18	5
MISCELLANEOUS ROADS, ETC.— <i>contd.</i>															
TARANAKI— <i>continued.</i>															
Pukearuhe to Mokau	2,435	11	4	272	2	0	2,707	13	4	1,506	13	8	4,214	7	0
Pukearuhe inland to Mungaroa															
Pukearuhe inland	376	19	8	..			376	19	8	..			376	19	8
Bridge on Stratford to Opunake Road	2,749	1	5	..			2,749	1	5	..			2,749	1	5
Inglewood to Waitara	253	10	3	..			253	10	3	..			253	10	3
Roads east of Midhirst	185	15	6	..			185	15	6	..			185	15	6
Egmont Road	4,364	13	4	1,790	6	7	6,154	19	11	501	4	7	6,656	4	6
Roads east of Waitara	663	18	1	..			663	18	1	..			663	18	1
Roads inland of Mokoia	101	19	10	10	0	0	111	19	10	90	0	0	201	19	10
Alfred Road	744	18	9	438	0	6	1,182	19	3	..			1,182	19	3
Rotokare and other roads	221	16	0	..			221	16	0	..			221	16	0
Mokau punt	278	13	5	..			278	13	5	700	0	0	978	13	5
Roads east of Waipuku	1,077	12	3	..			1,077	12	3	..			1,077	12	3
Whenuakura Valley Bridge and Road	2,832	2	3	814	5	4	3,646	7	7	184	3	6	3,830	11	1
Miscellaneous	91	7	8	5,872	18	9	5,964	6	5	676	11	9	6,640	18	2
Mangimingi	312	13	7	1,586	4	11	1,898	18	6	..			1,898	18	6
Kaimanuka and Rawhitiroa	300	0	0	100	0	0	400	0	0	200	0	0	600	0	0
Tikurangi to Te Tarata	85	12	0	318	3	6	403	15	6	225	0	0	628	15	6
Tikurangi Bridge, Waitara, £1 for £1	174	14	0	495	12	8	670	6	8	488	14	0	1,159	0	8
Anderson's Road	..			..			..			500	0	0	500	0	0
Mangaotuku	..			13	6	0	13	6	0	286	14	0	300	0	0
Mangaehu	..			4	6	5	4	6	5	..			4	6	5
Mohakatino Bridge	..			..			..			1,000	0	0	1,000	0	0
Junction Road, Tarata to Purangi, £1 for £1	..			..			..			800	0	0	800	0	0
Bridge over Purangi	..			..			..			150	0	0	150	0	0
Ararata Bridge	..			..			..			500	0	0	500	0	0
Lepperton Block (Mimi)	..			..			..			150	0	0	150	0	0
Oxford Block	..			..			..			499	2	6	850	0	0
Milsom Block	..			569	12	3	569	12	3	500	0	0	1,069	12	3
Mangaere Block	..			..			..			600	0	0	600	0	0
Autawa Block	..			..			..			..			..		
WELLINGTON:—															
Waimarino to Tokaanu	43	6	6	..			43	6	6	..			43	6	6
Bridge over Wangaehu	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	3,198	15	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
Pahiatua, Mangaone, &c.	19,317	15	2	..			19,317	15	2	..			19,317	15	2
Pahiatua, Palmerston North	2,486	16	7	60	9	0	2,547	5	7	..			2,547	5	7
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	4,260	10	3	..			4,260	10	3	..			4,260	10	3
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., Kairanga Survey Dist., Palmerston N.	3,738	8	0	..			3,738	8	0	..			3,738	8	0
Road, Oroua River	500	0	0	..			500	0	0	..			500	0	0
Toritea Road	150	0	0	..			150	0	0	..			150	0	0
Otamakapua	2,103	8	11	184	11	10	2,288	0	9	..			2,288	0	9
Waitotara, Omahine	2,797	19	3	526	2	6	3,324	1	9	..			3,324	1	9
Waitotara Valley	686	0	0	..			686	0	0	..			686	0	0
Blocks V., VI., IX., X., and XIII., Kairanga Survey District, Palmerston N., 24 miles, to open 8,582 acres	1,524	7	2	..			1,524	7	2	..			1,524	7	2
Carried forward	855,517	10	3	31,473	1	4	886,990	11	7	39,795	16	3	926,786	7	10

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ..	855,517	10	3	31,473	1	4	886,990	11	7	39,795	16	3	926,786	7	10
MISCELLANEOUS ROADS, ETC.—<i>contd.</i>															
WELLINGTON—<i>continued</i>.															
Kazewarewa Block ..	319	1	9	..	..	..	319	1	9	..	..	..	319	1	9
Paratieke ..	588	2	7	..	..	..	588	2	7	..	..	..	588	2	7
Otairi Block ..	139	2	6	..	..	..	139	2	6	..	..	..	139	2	6
Makakahi Road ..	669	7	10	..	..	..	669	7	10	150	0	0	819	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 ..	5,411	18	3	..	..	..	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
Puketoi ..	7,464	2	11	4,910	15	10	12,374	18	9	..	..	..	12,374	18	9
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 ..	512	2	8	..	..	..	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	..	..	..	1,730	7	0
Mikimiki ..	135	12	6	..	..	..	135	12	6	..	..	..	135	12	6
To purchase roads to Crown lands ..	519	10	7	..	..	..	519	10	7	..	..	..	519	10	7
Mount Baker Valley ..	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Crossing at Levin ..	107	0	0	..	..	..	107	0	0	..	..	..	107	0	0
Bridge and road, Napier's Crossing } Pori Road, Puketoi ..	..	..	..	..	..	..	..	..	..	1,000	0	0	1,000	0	0
Tiraumea Bridge, Makaira Road, £1 for £1 ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pohonuotane Block ..	31	5	0	28	9	9	59	14	9	540	5	3	600	0	0
Makuri Gorge Road ..	2,879	3	2	1,046	0	2	3,925	3	4	..	..	..	3,925	3	4
Mount Baker ..	119	17	6	2,769	4	3	2,889	1	9	450	18	6	3,340	0	3
Te Kapua ..	222	9	6	148	6	2	370	15	8	423	4	7	794	0	3
Kawatapu to Hautapu ..	134	14	2	304	2	6	438	16	8	..	..	..	438	16	8
Apiti District ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Waimarino ..	214	6	6	146	18	2	361	4	8	2,557	17	11	2,919	2	7
Road through University Reserve ..	..	..	..	100	0	0	100	0	0	300	0	0	400	0	0
Pohangina Valley Road ..	78	9	0	500	0	0	578	9	0	..	..	..	578	9	0
Makuri to Aohanga Road ..	398	10	5	232	4	2	630	14	7	662	12	0	1,293	6	7
Upper Makuri Valley Road ..	2,574	13	10	2,876	14	2	5,451	8	0	97	0	11	5,548	8	11
Waikanae to Hutt Road ..	708	17	10	..	..	..	708	17	10	500	0	0	1,208	17	10
Kakariki and Waiwera Blocks ..	167	0	10	1,640	5	1	1,807	5	11	484	4	3	2,291	10	2
Makairo Road ..	250	17	1	2,218	4	1	2,469	1	2	298	18	2	2,767	19	4
Miscellaneous ..	4,071	15	7	1,408	3	1	5,479	18	8	482	10	0	5,962	8	8
Wanganui River Trust ..	500	0	0	200	0	0	700	0	0	200	0	0	900	0	0
Raetihi Township (Clearing) ..	..	..	..	149	12	6	149	12	6	..	..	..	149	12	6
Rangitikei Bridge, Otara, £1 for £1 ..	..	..	..	67	13	6	67	13	6	152	6	6	220	0	0
Rangitikei Bridge, Vinegar Hill, £1 for £1 ..	..	..	..	..	..	..	..	..	..	1,250	0	0	1,250	0	0
Watershed Road ..	..	..	..	1,180	3	9	1,180	3	9	..	..	..	1,180	3	9
Pakihikura Road ..	..	..	..	..	..	..	..	..	..	400	0	0	400	0	0
Turakina Valley Road ..	..	..	..	1,002	3	8	1,002	3	8	..	..	..	1,002	3	8
Mangatainoka Bridge ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Hukanui to Hawera, £1 for £1 ..	..	..	..	..	..	..	..	..	..	350	0	0	350	0	0
Aohanga to Waewaepa Road ..	..	..	..	18	7	0	18	7	0	681	13	0	700	0	0
Aohanga Gorge Road ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Alfredton to Weber Road ..	..	..	..	1,881	6	0	1,881	6	0	1,118	14	0	3,000	0	0
Maungatoro Valley Road ..	..	..	..	105	7	10	105	7	10	994	12	2	1,100	0	0
Kaiwhata and Pahaoa ..	522	16	3	..	..	..	522	16	3	597	16	3	1,120	12	6
Kaiwhata Valley ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Te Aupapa Road ..	..	..	..	637	0	9	637	0	9	362	19	3	1,000	0	0
Towai Road ..	..	..	..	297	19	1	297	19	1	2	0	11	300	0	0
Eketahuna to Stirling ..	..	..	..	22	15	3	22	15	3	477	4	9	500	0	0
Mangamahoe Road ..	..	..	..	527	11	7	527	11	7	72	8	5	600	0	0
Barton's Road to Wairere ..	..	..	..	1,435	8	6	1,435	8	6	202	9	6	1,637	18	0
Upper Mangatiti Road ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Waitangi Bridge, Chatham Islands ..	..	..	..	390	0	0	390	0	0	213	16	8	603	16	8
Makuri Township Roads ..	..	..	..	309	15	11	309	15	11	883	4	1	1,193	0	0
Stirling Association ..	..	..	..	877	9	5	877	9	5	120	10	7	998	0	0
Palmerston North Forest Reserve ..	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Wellington Settlement Forest Reserve ..	..	..	..	50	0	0	50	0	0	64	0	0	114	0	0
Omahine Block ..	..	..	..	899	4	9	899	4	9	1,100	15	3	2,000	0	0
Hautapu to Ruahine (Marton 1 and 2) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carried forward ..	898,542	15	6	60,054	8	3	958,597	3	9	58,387	19	2	1,016,985	2	11

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

	Expenditure to 31st March, 1893.	Expenditure during 12 Months ended 31st March, 1894.	Total Expenditure to 31st March, 1894.	Liabilities on Authorities, Contracts, &c., 31st March, 1894.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward ..	898,542 15 6	60,054 8 3	958,597 3 9	58,387 19 2	1,016,985 2 11
MISCELLANEOUS ROADS, ETC.— <i>contd.</i>					
WELLINGTON— <i>continued.</i>					
Pohangina—Oroua ..	828 17 10	664 10 3	1,493 8 1	174 16 5	1,668 4 6
Oroua to Coal Creek Block ..	..	..	..	200 0 0	200 0 0
Salisbury and Delaware ..	..	..	..	200 0 0	200 0 0
Pohangina ..	..	..	..	700 7 11	1,340 0 0
Mangoira to Coal Creek Block ..	..	639 12 1	639 12 1	300 0 0	300 0 0
Wanganui United and Clifton No. 1 ..	..	..	..	300 0 0	300 0 0
Bridge over Makuri River, near Township ..	..	..	..	300 0 0	300 0 0
Ihurawa Valley Road ..	..	..	..	300 0 0	300 0 0
Wellington Fruit-growers' Association ..	..	3 0 4	3 0 4	1,309 19 8	1,313 0 0
Ngarara West ..	..	..	..	973 0 0	973 0 0
Hautapu Block ..	..	..	..	1,573 0 0	1,573 0 0
Otamakapua to Mangawharariki ..	..	..	..	..	252 7 3
Mangaone Bridge ..	..	252 7 3	252 7 3	..	252 7 3
Tiraumea Bridge (Ngaturi contribution) ..	..	..	..	1,000 0 0	1,000 0 0
NELSON:—					
Port to Stoke ..	781 17 7	524 10 5	1,306 8 0	225 9 7	1,531 17 7
Roads, Lower Moutere, flood damages ..	1,661 18 10	..	1,661 18 10	..	1,661 18 10
Bridge over Granity Creek ..	762 19 11	..	762 19 11	..	762 19 11
Bridge over Owen Creek ..	1,797 10 1	..	1,797 10 1	..	1,797 10 1
Horse-bridge over Matakītaki ..	1,413 4 4	..	1,413 4 4	..	1,413 4 4
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 ..	11,640 14 11	..	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
Takaka to Riwaka, Collingwood ..	250 0 0	800 0 0	1,050 0 0	..	1,050 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 ..	17,725 18 9	..	17,725 18 9	..	17,725 18 9
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
Mokihinui to Karamea ..	..	200 0 0	200 0 0	250 0 0	450 0 0
Hammer District ..	1,447 6 3	158 14 8	1,606 0 11	286 5 4	1,892 6 3
Riwaka Valley Bridle-track ..	..	60 0 0	60 0 0	..	60 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
Ngatimoti Bridge ..	174 7 11	250 0 0	424 7 11	180 0 0	604 7 11
Cobden to Seventeen-mile Diggings ..	1,678 11 0	..	1,678 11 0	..	1,678 11 0
Little Sydney Road ..	..	100 0 0	100 0 0	..	100 0 0
Pigeon Valley to Dovedale ..	..	130 0 0	130 0 0	170 0 0	300 0 0
Hampden to Maruia ..	10,507 5 9	..	10,507 5 9	..	10,507 5 9
Grey Valley to Teremakau ..	2,688 2 1	..	2,688 2 1	..	2,688 2 1
Wakefield to Stanley Brook ..	200 0 0	..	200 0 0	..	200 0 0
Aorere Valley to Karamea ..	4,699 7 5	..	4,699 7 5	..	4,699 7 5
Tadmor and Sherry to Buller ..	5,482 16 11	..	5,482 16 11	..	5,482 16 11
Baton to Karamea ..	200 0 0	..	200 0 0	..	200 0 0
Maruia to Amuri ..	1,653 4 1	..	1,653 4 1	..	1,653 4 1
Takaka to Anatoki and Collingwood ..	4,733 6 5	..	4,733 6 5	..	4,733 6 5
Takaka to Karamea ..	289 3 4	..	289 3 4	..	289 3 4
Ahaura to Kopara and Amuri ..	2,065 1 8	..	2,065 1 8	..	2,065 1 8
Oronoko to Rosedale ..	963 14 0	..	963 14 0	..	963 14 0
Brooklands Valley Road ..	178 6 6	..	178 6 6	..	178 6 6
Karamea to Mokihinui ..	913 12 2	..	913 12 2	..	913 12 2
Ahaura (Mason's) to 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
Carried forward ..	1,125,949 10 8	63,837 3 3	1,189,786 13 11	66,530 18 1	1,256,317 12 0

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

	Expenditure to 31st March, 1893.	Expenditure during 12 Months ended 31st March, 1894.	Total Expenditure to 31st March, 1894.	Liabilities on Authorities, Contracts, &c., 31st March, 1894.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward ..	1,125,949 10 8	63,837 3 3	1,189,786 13 11	66,530 18 1	1,256,317 12 0
MISCELLANEOUS ROADS, ETC.— <i>contd.</i>					
NELSON— <i>continued</i> .					
Grey Valley, <i>via</i> Clarke, to Maruia..	211 10 2	..	211 10 2	..	211 10 2
Dovedale ..	560 0 0	..	560 0 0	..	560 0 0
Little Sydney 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	..	127 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
To purchase roads to Crown lands ..	258 12 0	..	258 12 0	..	258 12 0
Miscellaneous ..	1,831 4 7	160 8 0	1,991 12 7	664 12 0	2,656 4 7
Wairoa Gorge Road ..	382 18 9	150 0 0	532 18 9	200 0 0	732 18 9
Mud Flat to Karamea River ..	..	..	..	200 0 0	200 0 0
Oparara River ..	..	..	..	500 0 0	500 0 0
Karamea to Whangapeka ..	..	..	..	87 0 0	400 0 0
Mangles ..	..	363 0 0	363 0 0	100 0 0	100 0 0
Fox River Bridge ..	..	..	..	..	500 0 0
Track, Railway to Millerton ..	..	500 0 0	500 0 0	..	125 0 0
Graham River Bridge ..	..	125 0 0	125 0 0	..	..
Grey Valley Main Road to Black- ball Junction ..	..	..	..	400 0 0	400 0 0
MARLBOROUGH:—					
Awatere Valley Road ..	8,484 11 1	..	8,484 11 1	..	8,484 11 1
Rai, Ronga, and Whangamoa Roads ..	53 11 10	..	53 11 10	..	53 11 10
Ronga Valley ..	108 15 9	341 9 7	450 5 4	158 10 5	608 15 9
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	..	3,722 19 2
Bridge over Wairau, near Blenheim...	4,362 8 3	..	4,362 8 3	..	4,362 8 3
Spring Creek Wharf ..	70 0 0	25 0 0	95 0 0	..	95 0 0
Bridge over Clarence River ..	18,615 3 11	..	18,615 3 11	..	18,615 3 11
Kaikoura to Clarence ..	14,424 6 1	..	14,424 6 1	..	14,424 6 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
Kaituna to Tuamarina ..	..	400 0 0	400 0 0	..	400 0 0
Pelorus to Queen Charlotte Sound ..	..	224 19 0	224 19 0	..	224 19 0
Nydia Bay to Havelock ..	37 16 2	260 5 8	298 1 10	37 6 4	335 8 2
Sundry Roads and Bridges, Marl- borough ..	508 0 11	..	508 0 11	..	508 0 11
Alfred Creek Bridge ..	..	..	..	200 0 0	200 0 0
Tracks to Mahou Sound ..	..	1 10 6	1 10 6	28 9 6	30 0 0
Redwood Pass Road ..	..	175 0 0	175 0 0	325 0 0	500 0 0
Waihopai Bridge ..	..	..	..	1,000 0 0	1,000 0 0
Watamonga to Port Underwood Track ..	..	..	..	100 0 0	100 0 0
Waitaria to Manaroa ..	..	219 17 0	219 17 0	255 3 0	475 0 0
Tracks, Queen Charlotte Sound ..	..	..	..	200 0 0	200 0 0
Havelock to Tuamarina Road ..	..	..	..	300 0 0	300 0 0
Miscellaneous and Engineering ..	..	40 0 0	40 0 0	..	40 0 0
WESTLAND:—					
Greymouth to Okarito ..	103,447 12 11	..	103,447 12 11	..	103,447 12 11
Bridge over Teremakau, Kumara ..	1,079 18 0	300 0 0	1,379 18 0	..	1,379 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	..	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 Arnold ..	5,058 1 5	..	5,058 1 5	..	5,058 1 5
South Creek to Main Line ..	281 17 6	..	281 17 6	..	281 17 6
Junction Line ..	3,923 9 5	..	3,923 9 5	..	3,923 9 5
Greenstone to Lake Brunner ..	2,756 5 6	..	2,756 5 6	..	2,756 5 6
Marsden to Maori Creek ..	2,538 3 0	..	2,538 3 0	..	2,538 3 0
Marsden to Paroa ..	798 8 0	..	798 8 0	..	798 8 0
Stillwater to Maori Gully ..	1,869 2 0	..	1,869 2 0	..	1,869 2 0
Kanieri Forks, Kanieri Lakes ..	1,578 1 0	..	1,578 1 0	250 0 0	1,828 1 0
Hokitika to Bluespur ..	2,520 3 5	..	2,520 3 5	..	2,520 3 5
Kanieri Bridge ..	1,016 2 0	72 9 10	1,088 11 10	..	1,088 11 10
Waimoa Bridge ..	207 12 6	..	207 12 6	..	207 12 6
Westland, general ..	2,613 13 3	..	2,613 13 3	..	2,613 13 3
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
Carried forward ..	1,371,143 5 9	67,196 2 10	1,438,339 8 7	71,486 19 4	1,509,826 7 11

TABLE No. 4—continued.
STATEMENT showing the EXPENDITURE on ROADS—continued.

	Expenditure to 31st March, 1893.		Expenditure during 12 Months ended 31st March, 1894.		Total Expenditure to 31st March, 1894.		Liabilities on Authorities, Contracts, &c., 31st March, 1894.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward	1,371,143	5 9	67,196	2 10	1,438,339	8 7	71,486	19 4	1,509,826	7 11
MISCELLANEOUS ROADS, ETC.— <i>contd.</i>										
WESTLAND— <i>continued.</i>										
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	2,265	18 8	..	..	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	539	1 6	..	..	539	1 6	..	..	539	1 6
Makawiho to Mahitahi	510	17 1	695	5 10	1,206	2 11	20	7 7	1,226	10 6
Jacob's River to Bruce Bay	8	12 0	332	5 6	340	17 6	..	..	340	17 6
Miscellaneous	450	19 6	357	0 6	808	0 0	17	19 6	825	19 6
Hungerford Bridge	..	..	230	0 0	230	0 0	..	..	230	0 0
Hunt's Beach to Manakaiaiu	19	17 4	129	5 8	149	3 0	..	..	149	3 0
Gillespie's Beach to Manakaiaiu	..	..	..	..	..	..	..	..	..	..
Lake Mapourika to Franz Josef Glacier	..	..	..	..	..	..	250	0 0	250	0 0
Greenstone to Teremakau	..	..	..	..	..	..	500	0 0	500	0 0
CANTERBURY:—										
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
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	71	1 3	296	1 3	..	..	296	1 3
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	..	..	1,399	15 10
Blackford to Redcliffe	600	0 0	..	..	600	0 0	..	..	600	0 0
Blackhills Road	970	0 0	..	..	970	0 0	..	..	970	0 0
Road to Mount Cook and Glaciers	2,186	9 8	..	..	2,186	9 8	..	..	2,186	9 8
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
Village-settlement Roads	2	5 0	170	0 0	172	5 0	..	..	172	5 0
Chertsey Village Settlement water-supply	23	0 0	..	..	23	0 0	..	..	23	0 0
Waimate Reserves	363	11 4	..	..	363	11 4	..	..	363	11 4
Miscellaneous	1,936	7 7	316	10 0	2,252	17 7	..	..	2,252	17 7
Pukaki to Mount Cook	379	5 6	238	16 3	618	1 9	41	12 6	659	14 3
Peninsula Road, Akaroa, £1 for £1	..	..	300	0 0	300	0 0	75	0 0	375	0 0
Lake Ellesmere Drainage	..	..	3	17 4	3	17 4	750	0 0	753	17 4
Cheviot Estate: Expenses incurred prior to opening Cheviot Estate Account	..	..	3,536	12 1	3,536	12 1	..	..	3,536	12 1
OTAGO:—										
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	499	1 0	..	..	499	1 0	..	..	499	1 0
Kaitangata to Wangaloa	500	0 0	..	..	500	0 0	..	..	500	0 0
Bridge over Mataura, Otama District	1,998	17 2	..	..	1,998	17 2	..	..	1,998	17 2
Martin's Bay Settlement	200	0 0	..	..	200	0 0	..	..	200	0 0
To West Coast Sounds	1,505	17 10	24	8 5	1,530	6 3	225	11 7	1,755	17 10
Carried forward	1,471,816	10 1	73,601	5 8	1,545,417	15 9	73,367	10 6	1,618,785	6 3

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	1,471,816	10	1	73,601	5	8	1,545,417	15	9	73,367	10	6	1,618,785	6	3
MISCELLANEOUS ROADS, ETC.—<i>contd.</i>															
<i>OTAGO—continued.</i>															
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
Martin's Bay to Lake Wakatipu ...	...	...	...	220	0	0	...	...	...	...	...	...	220	0	0
Henley protective river-works ...	...	...	...	250	0	0	...	...	...	...	...	...	250	0	0
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
Te Anau Jetty ...	140	0	0	...	...	...	140	0	0	...	...	...	140	0	0
Bridge over Kaikorai Stream ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Waitati Road ...	195	14	9	101	4	11	296	19	8	...	...	...	296	19	8
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	...	...	...	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 ...	2,946	7	6	...	...	...	2,946	7	6	...	...	...	2,946	7	6
Waitahuna Bridge ...	750	0	0	...	...	...	750	0	0	...	...	...	750	0	0
Native Districts ...	735	5	11	...	...	...	735	5	11	...	...	...	735	5	11
Otautau Bridge, subsidy ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Wrey's Bridge, subsidy ...	1,190	0	0	...	...	...	1,190	0	0	...	...	...	1,190	0	0
Expenditure under Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Public Works Votes (see Table	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
No. 7 of 1884) ...	322,358	5	4	...	...	...	322,358	5	4	...	...	...	322,358	5	4
Beaumont to Miller's Flat ...	6,000	0	0	...	...	...	6,000	0	0	...	...	...	6,000	0	0
Through Blocks VIII. and X., Bengel	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	12,941	15	7	...	...	...	12,941	15	7	...	...	...	12,941	15	7
runs	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Through Runs 171 and 171A ...	1,500	0	0	...	...	...	1,500	0	0	...	...	...	1,500	0	0
Otaru 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
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	200	0	0	2,179	11	4
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
Kurov 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 ...	1,240	0	0	...	...	...	1,240	0	0	100	0	0	1,340	0	0
Kawarau to Nevis ...	200	0	0	200	0	0	400	0	0	...	...	...	400	0	0
Run 109 ...	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Block XII., Nenthorn ...	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Clarendon District ...	75	0	0	...	...	...	75	0	0	...	...	...	75	0	0
Run 222 ...	450	0	0	...	...	...	450	0	0	...	...	...	450	0	0
Swinburn and Rock and Pillar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Run 210 ...	1,093	0	0	...	...	...	1,093	0	0	...	...	...	1,093	0	0
Silverpeak, &c. ...	320	0	0	...	...	...	320	0	0	...	...	...	320	0	0
Switzer's Track to Spylaw and	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Clutha	690	5	8	...	...	...	690	5	8	...	...	...	690	5	8
Rankleburn, &c. ...	1,050	0	0	216	0	0	1,266	0	0	184	0	0	1,450	0	0
Kelso to Waikaka ...	1,000	8	6	...	...	...	1,000	8	6	...	...	...	1,000	8	6
Mossburn to Manapouri ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Blocks II. and III., Campbelltown..	100	0	0	...	...	...	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
Carried forward	1,870,627	17	3	74,688	10	7	1,945,316	7	10	73,851	10	6	2,019,167	18	4

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ..	1,870,627	17	3	74,688	10	7	1,945,316	7	10	73,851	10	6	2,019,167	18	4
MISCELLANEOUS ROADS, ETC.—contd.															
OTAGO—continued.															
Glenkenich ..	110	4	0	..	..	..	110	4	0	..	..	..	110	4	0
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
Orepuki to Wairaurahiri ..	2,240	3	4	..	..	..	2,240	3	4	659	16	8	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 ..	5,918	17	11	2,709	17	10	8,628	15	9	379	7	3	9,008	3	0
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
Swinburn ..	..	..	..	..	..	..	..	..	..	288	0	0	288	0	0
Woodlands District ..	2,092	12	5	..	..	..	2,092	12	5	500	0	0	2,592	12	5
Glenomaru Block ..	599	5	6	25	7	6	624	13	0	330	0	0	954	13	0
Hunt's Road to Cannibal Bay ..	365	7	10	674	14	11	1,040	2	9	189	3	4	1,179	6	1
Forest Hill Road ..	198	9	0	..	..	..	198	9	0	100	0	0	298	9	0
Tisbury to Waimatua ..	..	..	..	300	0	0	300	0	0	..	..	..	300	0	0
Makarewa to Hedgehope ..	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Oteramika ..	200	0	0	100	0	0	300	0	0	..	..	..	300	0	0
Wright's Bush ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Centre Bush, Otipiri ..	..	..	..	100	0	0	100	0	0	250	0	0	350	0	0
Invercargill Hundred ..	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Tracks on McLaren's Run ..	..	..	..	2,383	17	11	2,383	17	11	1,901	12	1	4,285	10	0
Lillburn Roads and Bridges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Campbelltown Hundred ..	750	0	0	..	..	..	750	0	0	..	..	..	750	0	0
Wendonside ..	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Pyramid Bridge ..	850	0	0	..	..	..	850	0	0	..	..	..	850	0	0
Otatara Bush ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
West's to Mokohua ..	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Waimatuku Bush ..	600	0	0	..	..	..	600	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 ..	418	4	0	74	1	0	492	5	0	245	0	0	737	5	0
Riverton to Colac Bay ..	400	0	0	..	..	..	400	0	0	..	..	..	400	0	0
Grove Bush ..	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Winton drains ..	700	0	0	..	..	..	700	0	0	..	..	..	700	0	0
Scrubby Hill ..	182	5	2	21	13	4	203	18	6	298	6	8	502	5	2
Stewart Island ..	1,113	0	11	289	19	8	1,403	0	7	..	..	..	1,403	0	7
Clifton to Seaward Bush ..	169	6	3	224	18	8	394	4	11	..	..	..	394	4	11
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 ..	7,023	19	5	392	9	0	7,416	8	5	1,023	8	6	8,439	16	11
Glenorchy to Earnslaw ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Teviot Small-grazing Runs ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Beaumont and Rankleburn ..	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
Maruwhenua Bridge ..	..	..	..	300	0	0	300	0	0	..	..	..	300	0	0
Ratanui Road ..	..	..	..	279	4	7	279	4	7	70	15	5	350	0	0
Purchase of Roads ..	194	7	0	137	11	7	331	18	7	103	7	9	435	6	4
Tahaukupu ..	..	..	..	553	11	10	553	11	10	46	8	2	600	0	0
Catlin's Road ..	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
Catlin's and Tautuku ..	8,452	1	7	2,384	14	8	10,836	16	3	395	6	8	11,232	2	11
Gimmerburn District ..	700	0	0	..	..	..	700	0	0	..	..	..	700	0	0
Gimmerburn and Naseby ..	..	..	..	..	..	..	..	..	..	400	0	0	400	0	0
Naseby, Maniototo, and Gimmerburn	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Blackstone and Lauder ..	1,549	0	0	100	0	0	1,649	0	0	300	0	0	1,949	0	0
Tiger Hill ..	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Livingstone to Kyeburn ..	..	..	..	1,047	3	5	1,047	3	5	..	..	..	1,047	3	5
Carried forward ..	1,947,527	18	7	87,087	16	6	2,034,615	15	1	82,282	3	0	2,116,897	18	1

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	1,947,527	18	7	87,087	16	6	2,034,615	15	1	82,282	3	0	2,116,897	18	1
MISCELLANEOUS ROADS, ETC.— <i>contd.</i>															
OTAGO— <i>continued.</i>															
Tuapeka West	..	..	..	..	..	..	..	..	..	367	0	0	367	0	0
Mossburn Bridge	..	..	..	..	..	..	..	..	..	350	0	0	350	0	0
Mossburn to Te Anau Road ..	307	19	9	..	..	..	307	19	9	250	0	0	557	19	9
Riverton to Orepuki	400	0	0	50	0	0	450	0	0	100	0	0	550	0	0
Otautau Bridge	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Makarewa Bridge	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Wallacetown, Spar Bush, and Wai- matuku Flat	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Wallacetown to Ryal Bush ..	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Seaward Bush Township Roads ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Aparima	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Waikawa to Otago	..	..	..	5	0	0	5	0	0	1,932	0	0	1,937	0	0
Longwood	..	..	..	899	15	11	899	15	11	500	4	1	1,400	0	0
Totals	1,948,235	18	4	†88,042	12	5	2,036,278	10	9	87,381	7	1	2,123,659	17	10
GRANTS-IN-AID:—															
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 <i>re</i> 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	13	6	..	..	..	100	13	6	..	..	..	100	13	6
Contingencies and subsidies to local bodies for providing work for un- employed	54,308	16	1	..	..	..	54,308	16	1	..	..	..	54,308	16	1
Co-operative work for unemployed ..	6,489	10	8	5,668	11	9	12,158	2	5	928	10	9	13,086	13	2
Liabilities of Victoria Valley Road Board	37	10	0	..	..	..	37	10	0	..	..	..	37	10	0
Grant to Ohinemuri County	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Opunaki Wharf, £1 for £1	1,109	7	0	22	7	0	1,131	14	0	..	..	..	1,131	14	0
Improve Farm Settlements	..	..	..	3,260	0	9	3,260	0	9	2,360	10	6	5,620	11	3
Akaroa Heads, Lighthouse Road ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Totals	†581,892	9	4	8,950	19	6	590,843	8	10	3,389	1	3	594,232	10	1
VILLAGE SETTLEMENTS:—															
Village settlements	45,184	9	0	2,897	11	5	48,082	0	5	1,479	18	6	49,561	18	11
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	73,106	19	6	4,357	19	5	77,464	18	11	..	..	..	77,464	18	11
Roads to open up mineral lands ..	1,885	11	1	..	..	..	1,885	11	1	..	..	..	1,885	11	1
AUCKLAND—															
Assistance to Piako County Coun- cil towards constructing tram- way from Te Aroha Mountain to batteries	6,000	0	0	..	..	..	6,000	0	0	..	..	..	6,000	0	0
Opening Mokau River for develop- ment of coal-mine	552	8	0	..	..	..	552	8	0	..	..	..	552	8	0
Kuaotunu—Coromandel Road ..	200	0	0	170	0	0	370	0	0	..	..	..	370	0	0
Waikawau to Manaiā	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Tapu to Waikawau	750	10	0	..	..	..	750	10	0	..	..	..	750	10	0
Thames to Manaiā	500	0	0	..	..	..	500	0	0	..	..	..	500	0	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
Terechanga Gorge to Puhipuhi ..	702	7	0	97	13	0	800	0	0	..	..	..	800	0	0
Cabbage Bay to Port Charles ..	200	0	0	160	0	0	360	0	0	..	..	..	360	0	0
Tiki to Mahikarau	210	0	0	..	..	..	210	0	0	..	..	..	210	0	0
Kuaotunu to Mercury Bay	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
Karangahake and Waihi	28	15	0	90	0	0	118	15	0	..	..	..	118	15	0
Karangahake Bridge	6	5	6	..	..	..	6	5	6	..	..	..	6	5	6
Puriri to east side of Range ..	..	..	..	286	18	3	286	18	3	..	..	..	286	18	3
Tiki to Waikawau	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Hikutaiā to Paeroa	..	..	..	165	14	6	165	14	6	..	..	..	165	14	6
Waitekauri to New Find	..	..	..	250	0	0	250	0	0	..	..	..	250	0	0
Sylvia up Tararu Creek	..	..	..	150	0	0	150	0	0	..	..	..	150	0	0
Thames to Waikawau	..	..	..	165	17	0	165	17	0	..	..	..	165	17	0
Carried forward	86,634	6	7	6,076	2	2	92,728	8	9	..	..	..	92,728	8	9

* £29,833; † £30,000; ‡ £7,000 advanced under "The Government Loans to Local Bodies Act Amendment Act, 1891."

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

	Expenditure to 31st March, 1893.			Expenditure during 12 Months ended 31st March, 1894.			Total Expenditure to 31st March, 1894.			Liabilities on Authorities, Contracts, &c., 31st March, 1894.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS ON GOLDFIELDS— <i>continued</i> .															
Brought forward	86,634	6	7	6,076	2	2	92,728	8	9	..	..	..	92,728	8	9
NELSON—															
Repairs to Nile Bridge	401	12	0	100	0	0	501	12	0	..	..	..	501	12	0
Lyell to Mokihinui <i>via</i> Eight-Mile Mokihinui Quartz-reefs to Speci- men Creek	5,098	8	6	..	..	..	5,098	8	6	..	..	..	5,098	8	6
Brighton to Seventeen-Mile Beach <i>via</i> Terraces	1,238	7	5	..	..	..	1,238	7	5	..	..	..	1,238	7	5
Cobden to Seventeen-Mile Beach	1,789	7	2	..	..	..	1,789	7	2	..	..	..	1,789	7	2
Wangapeka to Karamea	3,436	1	4	..	..	..	3,436	1	4	..	..	..	3,436	1	4
Aorere Valley to Karamea and Mokihinui	2,000	0	0	..	..	..	2,000	0	0	..	..	..	2,000	0	0
Owen Valley Road	28,202	5	11	1,735	15	3	29,938	1	2	..	..	..	29,938	1	2
Hampden to Horse Terrace	2,208	9	2	..	..	..	2,208	9	2	..	..	..	2,208	9	2
Hatter's Terrace to Bell Hill and Haupiri	1,965	15	0	935	8	6	2,901	3	6	..	..	..	2,901	3	6
Larry's Creek to Lyell Road, near Dee River (subsidy of £1 for £1)	600	0	0	600	0	0	1,200	0	0	..	..	..	1,200	0	0
Bridle-track to Upper Anatoki	423	10	0	..	..	..	423	10	0	..	..	..	423	10	0
Hatter's Terrace Road (£1 for £1 subsidy)	722	8	0	..	..	..	722	8	0	..	..	..	722	8	0
Deep Creek to Bell Hill (£1 for £1 subsidy)	400	0	0	..	..	..	400	0	0	..	..	..	400	0	0
Irishman's to Lake Brunner (£1 for £1 subsidy)	365	10	0	..	..	..	365	10	0	..	..	..	365	10	0
Improving roads and tracks, Col- lingwood to Takaka, Motueka, and Karamea	900	0	0	..	..	..	900	0	0	..	..	..	900	0	0
Ahaura to Amuri	11,005	18	11	..	..	..	11,005	18	11	..	..	..	11,005	18	11
Grey River to Moonlight	2,504	19	7	..	..	..	2,504	19	7	..	..	..	2,504	19	7
Blackball Track	..	..	..	880	0	0	880	0	0	..	..	..	880	0	0
Ahaura-Koparu Road	..	..	..	302	14	0	302	14	0	..	..	..	302	14	0
Nelson Creek Bridge	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Big River Road	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
MARLBOROUGH—															
Wakamarina Valley	..	..	..	162	0	0	162	0	0	..	..	..	162	0	0
Anikiwa Jetty	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Havelock to Mahakipawa	11	0	0	..	..	..	11	0	0	..	..	..	11	0	0
CANTERBURY—															
Road to open up Wilberforce Quartz-reefs	135	15	9	..	..	..	135	15	9	..	..	..	135	15	9
WESTLAND—															
Cedar Creek Road	1,311	9	0	..	..	..	1,311	9	0	..	..	..	1,311	9	0
Browning's Pass to Reefs (subsidy of £2 for £1)	1,830	17	7	..	..	..	1,830	17	7	..	..	..	1,830	17	7
Great South Road	4,500	0	0	..	..	..	4,500	0	0	..	..	..	4,500	0	0
Track up Waiho River	2,207	10	8	..	..	..	2,207	10	8	..	..	..	2,207	10	8
Haast Ferry to Glue-pot	2,720	18	9	1,758	7	0	4,479	5	9	..	..	..	4,479	5	9
Jackson's Bay to Cascade and Gorge River Districts	86	17	6	..	..	..	86	17	6	..	..	..	86	17	6
Grey Valley to Teremakau	126	0	0	..	..	..	126	0	0	..	..	..	126	0	0
Bridge over Mahinapua Creek	5,721	17	11	..	..	..	5,721	17	11	..	..	..	5,721	17	11
OTAGO—															
Arthur's Point to Skipper's Waikaia Bush Road	900	0	0	..	..	..	900	0	0	..	..	..	900	0	0
Arrowtown to Macetown Quartz- reefs and Motutapu Bush	503	16	10	..	..	..	503	16	10	..	..	..	503	16	10
Waitahuna Bridge, on account of reconstruction	12,167	4	1	..	..	..	12,167	4	1	..	..	..	12,167	4	1
Garston to Nevis	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Wakatipu to Milford Sound	9,570	6	8	150	0	0	9,720	6	8	..	..	..	9,720	6	8
Piers, Victoria Bridge	750	0	0	..	..	..	750	0	0	..	..	..	750	0	0
Artesian-well boring, Maniototo Plains	1,565	17	2	..	..	..	1,565	17	2	..	..	..	1,565	17	2
Miller's Flat to Skipper's Road	3,608	18	8	720	2	2	4,329	0	10	..	..	..	4,329	0	10
SOUTHLAND—															
Tracks, Merivale District	..	..	..	362	10	0	362	10	0	..	..	..	362	10	0
Waiau to Preservation Inlet	281	3	6	518	16	6	800	0	0	..	..	..	800	0	0
Tracks, Stewart Island	..	..	..	450	0	0	450	0	0	..	..	..	450	0	0
Assistance towards prospecting	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Contingencies	2,126	9	1	4,312	18	0	6,439	7	1	555	1	3	6,994	8	4
Totals	87	16	0	92	12	0	180	8	0	..	..	..	180	8	0
	1,189	5	9	1,441	10	5	2,630	16	2	..	..	..	2,630	16	2
	498	5	10	70	9	6	568	15	4	..	..	..	568	15	4
	203,248	10	4	20,387	5	6	223,635	15	10	555	1	3	224,190	17	1

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

	Expenditure to 31st March, 1893.	Expenditure during 12 Months ended 31st March, 1894.	Total Expenditure to 31st March, 1894.	Liabilities on Authorities, Contracts, &c., 31st March, 1894.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS TO GIVE ACCESS TO RAILWAY, MARTON TO TE AWAMUTU:—					
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	5,875 13 2	1,905 5 5	7,780 18 7	2,514 11 4	10,295 9 11
Kuripapanga to Karioi	2,443 11 7	..	2,443 11 7	..	2,443 11 7
Moawhango to Karioi	..	503 4 9	503 4 9	488 0 5	991 5 2
Mangawhero—Murimotu—Makotuku	..	314 14 1	314 14 1	675 5 4	989 19 5
Hunterville to Taurangarere	20,970 4 2	3,896 17 6	24,867 1 8	850 4 5	25,717 6 1
Taurangarere to Tokaanu	9,758 0 1	2,239 1 4	11,997 1 5	1,358 5 10	13,355 7 3
Rotoaira to Waimarino	1,233 1 8	85 4 1	1,318 5 9	104 15 9	1,423 1 6
Ohakune to Pipiriki	10,918 0 8	7,238 17 1	18,156 17 9	66 17 11	18,223 15 8
Ongarue to Stratford	13,184 15 3	17,320 0 8	30,504 15 11	6,426 0 2	36,930 16 1
Hales's track to Murimotu	497 0 0	..	497 0 0	..	497 0 0
Wanganui River steamer (subsidy)	487 10 0	575 0 0	1,062 10 0	137 10 0	1,200 0 0
Taupo, Tokaanu, and Jetty	38 9 6	288 13 3	327 2 9	88 9 6	415 12 3
Awakino to Te Kuiti	51 10 6	397 18 8	449 9 2	1,070 10 10	1,520 0 0
Totals	*107,549 18 0	34,764 16 10	142,314 14 10	13,780 11 6	156,095 6 4
LOCAL BODIES:—					
Payments of thirds, &c.	785 4 3	389 15 11	1,175 0 2	410 4 1	1,585 4 3
SUMMARY.					
ROADS, BRIDGES, ETC., NORTH OF AUCKLAND	229,671 15 9	..	229,671 15 9	..	229,671 15 9
MAIN ROADS	481,836 19 1	22,234 17 8	504,071 16 9	9,241 15 2	513,313 11 11
MISCELLANEOUS ROADS AND BRIDGES	1,305,351 17 10	58,042 12 5	1,363,393 9 5	87,381 7 12	1,450,774 16 17
ROADS TO OPEN UP LANDS	631,215 18 3	8,950 19 6	640,165 17 9	3,389 1 3	643,554 19 2
GRANTS-IN-AID	581,892 9 4	2,897 11 5	584,789 10 9	1,479 18 6	586,268 19 5
IMPROVEMENT OF VILLAGE SETTLEMENTS	45,184 9 0	20,387 5 6	65,571 4 6	555 1 3	66,126 5 9
GOLDFIELDS ROADS	203,248 10 4	..	203,248 10 4	..	203,248 10 4
ROADS TO GIVE ACCESS TO RAILWAY, MARTON- TE AWAMUTU	*107,549 18 0	34,764 16 10	142,314 14 10	13,780 11 6	156,095 6 4
LOCAL BODIES	785 4 3	389 15 11	1,175 0 2	410 4 1	1,585 4 3
ROADS THROUGH LANDS RECENTLY PUR- CHASED (see Table No. 5, 1883)	21,527 14 5	..	21,527 14 5	..	21,527 14 5
PAYMENTS TO ROAD BOARDS (see Table No. 11, 1877)	225,000 0 0	..	225,000 0 0	..	225,000 0 0
TOTALS	3,833,264 16 3	147,667 19 3	3,980,932 15 6	116,237 18 10	4,097,170 14 4
Less—					
Recoveries on account of services of pre- vious years			3,984 19 11	..	3,984 19 11
Recoveries in respect of debentures issued under "The Roads and Bridges Construction Act, 1882"			1,593 4 0	..	1,593 4 0
Receipts—					
Under section 15, "Public Works Act, 1882"	124,447 11 11	..	99 10 0	..	99 10 0
Under "Government Loans to Local Bodies Act, 1886"			89,800 0 0	..	89,800 0 0
Transferred from Consolidated Fund			30,000 0 0	..	30,000 0 0
GRAND TOTALS	3,708,817 4 4	147,667 19 3	3,855,455 1 7	116,237 18 10	3,971,693 0 5

* Expenditure reduced by £1,000, advanced under "The Government Loans to Local Bodies Act Amendment Act, 1891."

†	£82,	"	"	"	"
‡	£29,751,	"	"	"	"
§	£30,000,	"	"	"	"
||	£7,000,	"	"	"	"

TABLE No. 5.
STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1894, 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, 1870-93.	Subsidies, 1870-93.	Survey and Construction 1893-94.	Subsidies, 1893-94.	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-Kumara ..	177,983 5 3	..	2,670 17 11	..	180,654 3 2	900 0 0	..	..	900 0 0	Waimea-Kumara.
Mikonui	25,927 4 6	..	..	..	25,927 4 6	..	..	..	..	Mikonui.
Nelson Provincial District—										Nelson Provincial District—
Government Works—										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—										OTAGO PROVINCIAL DISTRICT—
Subsidies—										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	68,016 3 2	..	2,600 19 2	..	70,617 2 4	..	..	..	..	Mount Ida.
Waipori	11,263 1 0	..	..	..	11,263 1 0	..	..	..	..	Waipori.
SOUTHLAND PROVINCIAL DISTRICT—										SOUTHLAND PROVINCIAL DISTRICT—
Subsidy—										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	397,494 5 5	538,965 9 5	5,271 17 1	..	441,731 11 11	900 0 0	..	..	900 0 0	TOTALS.
SUMMARY.										SUMMARY.
NORTH ISLAND	80,708 19 3	..	..	..	80,708 19 3	..	..	..	..	NORTH ISLAND.
MIDDLE ISLAND	397,494 5 5	538,965 9 5	5,271 17 1	..	441,731 11 11	900 0 0	..	..	900 0 0	MIDDLE ISLAND.
TOTALS	478,203 4 8	838,965 9 5	5,271 17 1	..	522,440 11 2	900 0 0	..	..	900 0 0	TOTALS.

TABLE No. 6.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Public Works Fund to 31st March, 1894, and the LIABILITIES on that Date.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1894.	Total Expenditure and Liabilities.
	Poles.	Wire.		
Expenditure to the 31st March, 1894			£ s. d.	£ s. d.
Telephone exchanges	..	..	4,559 7 0	663,666 0 11
Mititai	1	1	47 11 2	
Matakana to Leigh	8	8	228 3 11	
Kopu	..	4	4 6 0	
Tokatoka	4	9	102 5 6	
Fitzroy	..	..	1 10 9	
Danevirke Loop-line	..	..	23 2 10	
Otaki to Shannon	26	26	471 1 8	
Eketahuna to Alfredton	12	12	6 0 1	
Paikakariki to Paraparaumu	1	6	92 10 8	
Havelock to Canvastown	..	6	21 0 3	
Picton to Koromiko	..	5½	18 10 0	
Cape Foulwind Lighthouse	..	..	12 8 9	
Appleby	..	..	2 1 3	
Westport to Mokihinui	..	17	64 6 0	
Lower Moutere	..	..	3 4 0	
Nine-mile Ferry	..	6	15 17 6	
Banks Peninsula	15	18	1 12 6	
Peel Forest	10	10	182 12 6	
Rangitata to Ealing	..	3	17 9 3	
Waimatuku-Thornbury	..	8	37 1 6	
Livingstone	..	..	1 13 6	
Owake to Ratanui	6	6	162 7 4	
Middlemarch to Hyde	17	17	184 4 1	
Clifton	..	3	13 16 6	
Winton, Brown's Siding, and Hokonui	11	11	192 11 2	
Rae's Junction and Island Block	..	8	138 15 4	
Longridge Village	..	..	5 18 3	
Riversdale and Waikaia	15	15	155 7 3	
South Dunedin and Racecourse	..	½	3 16 0	
			6,770 12 6	
Purchase of material	..	..	9,356 5 4	16,126 17 10
Total expenditure	..	..	..	679,792 18 9
Liabilities to 31st March, 1894	..	..	..	9,581 0 0
Total Expenditure and Liabilities	..	..	..	£689,373 18 9

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1894, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1893.	Expenditure for Year ended 31st March, 1894.	Total Expenditure to 31st March, 1894.	Liabilities on Authorities, Contracts, &c., 31st March, 1894.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial	278,083 3 0	5,262 7 3	283,345 10 3	1,026 0 0	284,371 10 3
Postal and Telegraphic	151,438 14 7	3,153 10 4	154,592 4 11	1,341 0 0	155,933 4 11
Customs	5,194 17 1	665 12 9	5,860 9 10	1 0 0	5,861 9 10
Offices for Public Departments	185,382 10 2	470 9 1	185,852 19 3	228 0 0	186,080 19 3
Lunatic Asylums	330,542 2 9	18,956 13 3	349,498 16 0	7,028 0 0	356,526 16 0
School-buildings	827,013 1 3	15,000 0 0	842,013 1 3	..	842,013 1 3
Hospitals	41,183 10 7	..	41,183 10 7	..	41,183 10 7
Quarantine Stations	3,525 0 3	3 3 2	3,528 3 5	322 0 0	3,850 3 5
Survey	514 13 2	..	514 13 2	..	514 13 2
Parliament Buildings	13,962 7 1	209 6 11	14,171 14 0	1,758 0 0	15,929 14 0
Government House, Wellington	..	151 3 7	151 3 7	703 0 0	854 3 7
Agricultural	..	159 12 11	159 12 11	..	159 12 11
Miscellaneous	9,838 14 10	..	9,838 14 10	..	9,838 14 10
Totals..	1,846,678 14 9	44,031 19 3	1,890,710 14 0	12,407 0 0	1,903,117 14 0

TABLE No. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Public Works Fund to 31st March, 1894, and the LIABILITIES on that Date.

	Total Net Expenditure to 31st March, 1893.	Net Expenditure during 12 Months ended 31st March, 1894.	Total Expenditure to 31st March, 1894.	Liabilities on Authorities, Contracts, &c., to 31st March, 1894.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
LIGHTHOUSES.					
Akaroa	7,148 16 5	..	7,148 16 5	..	7,148 16 5
Brothers	6,241 0 0	..	6,241 0 0	..	6,241 0 0
Cape Egmont	3,354 6 4	..	3,354 6 4	..	3,354 6 4
Cape Foulwind	6,955 9 1	..	6,955 9 1	..	6,955 9 1
Cape Maria van Diemen	7,028 14 8	..	7,028 14 8	..	7,028 14 8
Cape Saunders	6,066 6 3	..	6,066 6 3	..	6,066 6 3
Centre Island	5,785 19 0	..	5,785 19 0	..	5,785 19 0
Cuvier Island	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
Puyssegur Point	9,958 19 5	..	9,958 19 5	..	9,958 19 5
Stephen's Island	6,712 5 0	2,612 9 7	9,324 14 7	..	9,324 14 7
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
Total Lighthouses ..	126,206 18 8	2,612 9 7	128,819 8 3	..	128,819 8 3
HARBOUR WORKS.					
Pollock Wharf, Manukau	150 0 0	..	150 0 0	..	150 0 0
Whangarei Heads Wharf	600 0 0	..	600 0 0	..	600 0 0
Matakana Wharf	556 10 3	..	556 10 3	..	556 10 3
Waikuku Channel	357 11 6	..	357 11 6	..	357 11 6
Coromandel Wharf	Cr. 0 10 0	..	Cr. 0 10 0	..	Cr. 0 10 0
Waitara Harbour	2,000 0 0	..	2,000 0 0	..	2,000 0 0
Removing eel-weirs, Patea River	50 0 0	..	50 0 0	..	50 0 0
Napier Harbour	328 0 0	..	328 0 0	..	328 0 0
Castlepoint Jetty	51 14 1	..	51 14 1	..	51 14 1
Kaikoura Jetty and Harbour	2,912 16 10	..	2,912 16 10	..	2,912 16 10
Pictou, removal of old wharf	94 0 0	..	94 0 0	..	94 0 0
Collingwood Harbour	745 18 8	..	745 18 8	..	745 18 8
Karamea Wharf	75 0 0	..	75 0 0	..	75 0 0
Westport Harbour	14,110 18 7	..	14,110 18 7	..	14,110 18 7
Greymouth Harbour	127,233 19 6	..	127,233 19 6	..	127,233 19 6
Hokitika Harbour	56,500 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
Toitoito 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"	777 7 9	..	777 7 9	..	777 7 9
Miscellaneous	400 0 0	..	400 0 0	..	400 0 0
Total Harbour Works ..	310,106 8 1	..	310,106 8 1	..	310,106 8 1
HARBOUR DEFENCES.					
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	18,009 5 10	..	18,009 5 10	..	18,009 5 10
Works in colony	189,342 12 7	3,975 13 2	193,318 5 9	954 0 0	194,272 5 9
Land for dépôts and batteries	36,601 15 5	..	36,601 15 5	..	36,601 15 5
Total Harbour Defences ..	464,056 5 9	3,975 13 2	468,031 18 11*	954 0 0	468,985 18 11
Grand total	900,369 12 6	6,588 2 9	906,957 15 3	954 0 0	907,911 15 3

* In addition to the above expenditure on Harbour Defences out of Public Works Fund, the following amounts were spent out of Consolidated Fund during the year 1889-90: £8,458 16s. 1d.; 1890-91, £8,320 10s. 10d.; 1891-92, £2,140 5s.; making the total expenditure from all sources, £486,951 10s. 10d.

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1894.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR
1893-94.*Prepared in compliance with Section 8 of "The Public Works Act, 1882."*

SIR,—

Public Works Department, Wellington, 8th June, 1894.

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, 1893."

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 1893-94 out of PUBLIC
WORKS FUND.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.	Expended in Excess of Appropriations.
		PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
		PART I.					
III.	75-88	Railways	257,628	140,283 2 4	3,248 11 9	137,034 10 7	..
IV.	89-93	Roads	203,369	143,920 17 8	31,407 11 2	112,513 6 6	..
V.	94	Waterworks on Goldfields ..	5,000	5,271 17 1	..	5,271 17 1	271 17 1
VII.	96	Telegraph Extension ..	30,078	18,027 7 0	1,900 9 2	16,126 17 10	..
VIII.	97-104	Public Buildings ..	92,485	44,324 6 5	292 7 2	44,031 19 3	..
IX.	105,106	Lighthouses and Harbour Defences	7,400	6,834 12 9	246 10 0	6,588 2 9	..
			595,960	358,662 3 3	37,095 9 3	321,566 14 0	271 17 1
		PART II.					
II.	109,110	Railways	59,000	39,267 3 4	47 11 9	39,219 11 7	..
III.	111,112	Roads	40,800	35,155 7 5	0 14 8	35,154 12 9	..
			99,800	74,422 10 9	48 6 5	74,374 4 4	..

Public Works Department, 1st June, 1894.

G. J. CLAPHAM,
Accountant.

Examined and found correct.

JAMES EDWARD FITZGERALD,
Controller and Auditor-General.

H. J. H. BLOW,
Under-Secretary.

(Details on next page.)

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.	Expended in Excess of Appropriations.
		£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
PUBLIC WORKS FUND.						
PART I.						
Railways—						
75	Whangarei-Kamo Extension	15,000	8,930 17 11	2 3 6	8,928 14 5	..
76	Helensville Northwards	12,000	329 4 11	..	329 4 11	..
77	Grahamstown-Te Aroha	13,000	5,507 2 4	17 15 0	5,489 7 4	..
78	Putaruru-Rotorua	32,000	18,357 7 1	..	18,357 7 1	..
79	Wellington-Woodville	42,500	21,283 16 7	89 19 5	21,193 17 2	..
80	Blenheim-Awatere	2,850	1,250 7 10	26 2 2	1,224 5 8	..
81	Greymouth-Hokitika	12,000	11,183 13 6	789 8 10	10,394 4 8	..
82	Otago Central	45,000	33,060 9 5	..	33,060 9 5	..
83	Catlin's River	7,500	1,348 10 5	15 13 0	1,332 17 5	..
84	Seaward Bush	15,000	5,041 16 2	..	5,041 16 2	..
85	Land-claims, &c.	1,500	488 7 10	11 5 0	477 2 10	..
86	Surveys, New Lines of Railway ..	300	911 1 7	890 10 7	20 11 0	..
87	Permanent-way, &c.	40,000	24,548 8 5	1,405 14 3	23,142 14 2	..
88	Additions to Open Lines	18,978	8,041 18 4	..	8,041 18 4	..
		257,628	140,283 2 4	3,248 11 9	137,034 10 7	..
Roads—						
89	Main Roads	23,039	22,256 13 1	21 15 5	22,234 17 8	..
90	Miscellaneous Roads and Bridges, and Roads to open up Lands before Sale	118,287	89,314 13 4	31,272 0 11	58,042 12 5	..
91	Grants-in-aid	11,663	8,996 8 9	45 9 3	8,950 19 6	..
92	Village Special Settlements	3,380	2,917 11 5	20 0 0	2,897 11 5	..
93	Roads on Goldfields	47,000	20,435 11 1	43 5 7	20,387 5 6	..
		203,369	143,920 17 8	31,407 11 2	112,513 6 6	..
Water-races—						
94	Waterworks on Goldfields	5,000	5,271 17 1	..	5,271 17 1	271 17 1
Telegraph Extension—						
96	Telegraph Extension	30,078	18,027 7 0	1,900 9 2	16,126 17 10	..
Public Buildings—						
97	General	10,125	936 15 7	105 16 0	830 19 7	..
98	Judicial	23,330	5,262 7 3	..	5,262 7 3	..
99	Postal and Telegraph	8,480	3,223 10 4	70 0 0	3,153 10 4	..
100	Customs	1,000	668 15 11	..	668 15 11	..
101	Lunatic Asylums	32,150	19,073 4 5	116 11 2	18,956 13 3	..
102	School-buildings	15,000	15,000 0 0	..	15,000 0 0	..
103	Agricultural	1,400	159 12 11	..	159 12 11	..
104	Hospitals, &c.	1,000	..	..	..	..
		92,485	44,324 6 5	292 7 2	44,031 19 3	..
Lighthouses and Harbour Defences—						
105	Lighthouses	2,400	2,615 19 7	3 10 0	2,612 9 7	..
106	Harbour Defences	5,000	4,218 13 2	243 0 0	3,975 13 2	..
		7,400	6,834 12 9	246 10 0	6,588 2 9	..
PART II.						
Railways—						
109	Marton-Te Awamutu	55,000	37,332 6 2	25 1 9	37,307 4 5	..
110	Surveys	4,000	1,934 17 2	22 10 0	1,912 7 2	..
		59,000	39,267 3 4	47 11 9	39,219 11 7	..
Roads—						
111	Roads to give Access to Railways ..	40,000	34,765 11 6	0 14 8	34,764 16 10	..
112	Local Bodies	800	389 15 11	..	389 15 11	..
		40,800	35,155 7 5	0 14 8	35,154 12 9	..

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, 1894, 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.												
							£	s.	d.	£	s.	d.
III.	75-86, 88	Railways	..	..	..	..	77,732	0	0			
VIII.	97-101	Public Buildings	..	..	..	..	12,407	0	0			
IX.	106	Lighthouses and Harbour Defences	..	..	..	..	954	0	0			
										91,093	0	0
PART II.												
II.	109, 110	Railways	..	..	..	..	..	..	..	14,676	0	0
										105,769	0	0
CONSOLIDATED FUND.												
XII.	59, 61, 62	Public Buildings, Domains, and Inspection of Machinery	..	..	..	..	..	..	..	698	0	0

Vote No.	Name of Vote.										Total.		
	PUBLIC WORKS FUND.										£	s.	d.
	PART I.												
	Railways—												
75	Whangarei-Kamo Extension	..	..	..	..	..	..	..	..	..	5,434	0	0
76	Helensville Northwards	..	..	..	..	..	..	..	..	..	8,995	0	0
77	Grahamstown-Te Aroha	..	..	..	..	..	..	..	..	..	4,199	0	0
78	Putaruru-Rotorua	..	..	..	..	..	..	..	..	..	5,448	0	0
79	Wellington-Woodville	..	..	..	..	..	..	..	..	..	8,028	0	0
80	Blenheim-Awatere	..	..	..	..	..	..	..	..	..	772	0	0
81	Greymouth-Hokitika	..	..	..	..	..	..	..	..	..	8,619	0	0
82	Otago Central	..	..	..	..	..	..	..	..	..	11,261	0	0
83	Catlin's River	..	..	..	..	..	..	..	..	..	900	0	0
84	Seaward Bush	..	..	..	..	..	..	..	..	..	2,735	0	0
85	Land Claims and other old Liabilities on Construction Account	..	..	..	..	..	..	..	..	..	637	0	0
86	Surveys of New Lines of Railway	..	..	..	..	..	..	..	..	..	129	0	0
87	Permanent-way, Sleepers, and Rolling-stock	..	..	..	..	..	..	..	..	..	20,575	0	0
											77,732	0	0
	Public Buildings—												
97	General	..	..	..	..	..	..	..	..	..	2,689	0	0
98	Judicial	..	..	..	..	..	..	..	..	..	1,026	0	0
99	Postal and Telegraph	..	..	..	..	..	..	..	..	..	1,341	0	0
100	Customs	..	..	..	..	..	..	..	..	..	323	0	0
101	Lunatic Asylums	..	..	..	..	..	..	..	..	..	7,028	0	0
											12,407	0	0
	Lighthouses and Harbour Defences—												
106	Harbour Defences	..	..	..	..	..	..	..	..	..	954	0	0
	PART II.												
	Railways—												
109	Marton-Te Awamutu, North Island Main Trunk Line	..	..	..	..	..	..	..	..	..	14,219	0	0
110	Surveys	..	..	..	..	..	..	..	..	..	457	0	0
											14,676	0	0
	CONSOLIDATED FUND.												
59	Public Buildings	..	..	..	..	..	..	..	..	..	601	0	0
61	Government Domains	..	..	..	..	..	..	..	..	..	8	0	0
62	Inspection of Machinery	..	..	..	..	..	..	..	..	..	94	0	0
											698	0	0

G. J. CLAPHAM,
Accountant.

H. J. H. BLOW,
Under-Secretary.

Public Works Department, 30th April, 1894.

APPENDIX C.
SCHEDULE of CONTRACTS CURRENT on the 1st April, 1893, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1894.

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.										
March 13, 1890	Helensville Northwards	Makarau ..	F. and p.l.	M. ch. lk. 3 6 0	M. ch. lk. 0 40 0	John McLean and Son	March 1, 1892	..	£ 26,616 0 0	
Jan. 11, 1892	Putaruru-Rotorua ..	Tarukenga	F.p.l., and stations	4 69 50	0 26 0	John McLean and Son	July 11, 1893	Oct. 1, 1893	28,538 15 0	
Feb. 17, "	Wellington-Woodville	Te Aro Extension ..	Formation and permanent-way	1 15 10	..	Cronin and McGrath ..	Aug. 11, 1892	June 29, "	5,553 4 8	
Aug. 15, "	Permanent-way, &c...	Freight, 10,000 Sleepers, Greymouth and Hokitika to Onehunga	..	..	..	Cuff and Graham ..	April 15, 1893	June 30, "	563 6 8	
Oct. 21, "	"	Forty Sets Points and Crossings	..	..	..	J. Anderson ..	March 20, "	April 8, "	460 0 0	
Dec. 29, "	Otago Central	Wrought-iron Girders ..	..	..	..	J. A. Anderson ..	Nov. 21, "	Dec. 20, "	2,022 18 0	
Feb. 15, 1893	Putaruru-Rotorua ..	Formation Completion	..	2 21 50	..	M. Fallon ..	June 13, "	Aug. 31, "	3,286 7 0	
Feb. 23, "	Seaward Bush	Railway-bridge Piles	..	..	..	Violich and Larcombe ..	April 3, "	June 10, "	149 19 10	
May 17, "	Putaruru-Rotorua ..	Bridges Contract ..	..	..	..	Nicol and James ..	Dec. 16, "	Feb. 20, 1894	2,982 5 0	
Aug. 22, "	"	Fencing No. 1 ..	..	15 10 0	..	Elliot and Matheson ..	Dec. 18, "	..	2,571 16 9	
Nov. 2, "	Otago Central	Erection Wrought-iron Girders	..	..	..	Buchan and Palmer ..	Dec. 22, "	Feb. 24, "	356 0 0	
Jan. 4, 1894	Wellington-Woodville	Girders, Makakahi Bridge ..	..	..	..	J. and A. Anderson ..	Sept. 27, 1894	..	2,012 15 0	
June 26, 1893	Permanent-way, &c...	Conveyance 7,500 Sleepers, Greymouth to Auckland	..	..	..	H. Pavitt ..	Aug. 26, 1893	July 24, 1893	281 5 0	
June 26, "	"	Ditto ..	..	..	..	Union S.S. Co. ..	Aug. 23, "	July 24, "	281 5 0	
Dec. 18, "	"	Fifty Sets Points and Crossings	..	..	..	The Despatch Foundry Co. (Limited)	June 11, 1894	..	500 0 0	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1893, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1894.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
PUBLIC BUILDINGS.						
AUCKLAND.						
March 3, 1893	Police-station, &c., Dargaville	J. Aickin	May 12, 1893	July 4, 1893	£ 311 0 0	Paid by Admiralty.
July 18, "	Naval Depot, North Shore, Auckland	David Gouk	Jan. 17, 1894	Feb. 28, 1894	323 15 0	
Aug. 25, "	Additions, Police-station, Rotorua	A. Warbrick	Dec. 31, 1894	Sept. 6, 1893	96 8 6	
	Chimney-sweeping, Government Buildings, Auckland	R. Cox			25 8 0	
April 15, 1893	Post-office, Danevirke	A. R. Munro	July 30, 1893	Sept. 16, 1893	511 0 0	
WELLINGTON.						
Jan. 11, 1893	Chimney-sweeping, 1893, Public Buildings, Wellington	Jos. Webb	Dec. 31, 1893	Dec. 31, 1893	93 0 0	
Jan. 11, "	Window-cleaning, " "	W. Madeley	Dec. 31, "	Dec. 31, "	120 0 0	
Jan. 10, "	Removing Rubbish, " "	T. Costello	Dec. 31, "	Dec. 31, "	44 4 0	
June 7, "	Furniture and Fittings, Government Buildings, Wellington	H. Feilder	March 31, 1894	Mar. 31, 1894	Schedulercates	
July 10, "	Additions, Waverley Post-office	W. MacFarlane and Son	Sept. 1, 1893	Dec. 18, 1893	149 0 0	
Sept. 20, "	Boilers and Engine, Porirua Asylum	W. Cable and Co.	Oct. 30, "	Nov. 13, "	995 0 0	
Dec. 13, "	Furniture, Porirua Asylum	G. H. Munt	Feb. 5, 1894	Feb. 8, 1894	393 1 0	
Jan. 4, 1894	Chimney-sweeping, Government Buildings, Wellington, 1894	J. Webb	Dec. 31, "		90 0 0	
Jan. 4, "	Window-cleaning, " "	A. Drake	Dec. 31, "		103 13 0	
Jan. 4, "	Removal of Rubbish, " "	T. Costello	Dec. 31, "		42 18 0	
April 14, 1893	Customhouse, Sergeant's Quarters, Westport	John Marshall	Sept. 12, 1893	Oct. 10, 1893	979 0 5	
CANTERBURY.						
Feb. 22, 1893	Courthouse, Rangiora	G. Thompson	July 20, 1893	Aug. 24, 1893	717 6 0	
April 20, "	Alterations and Additions, Post-office, Ashburton	Brown and Smith	June 13, "	June 30, "	238 10 0	
June 14, "	Additions and Repairs, Police-station, Temuka	Evans and Ballantine	Sept. 12, "	Aug. 31, "	269 7 8	
Aug. 25, "	Renovations, Post-office Buildings, Timaru	James Craigie	Oct. 21, "	Oct. 5, "	144 0 0	
June 13, 1893	Post and Telegraph Office, Kaikoura	Evans and Ballantine	Sept. 12, 1893		340 0 0	
OTAGO.						
Feb. 13, 1893	Carpentry and Plastering Work, Medical Superintendent's Residence, Seacliff Asylum	R. Knowles	July 9, 1893	July 29, 1893	617 9 2	
Feb. 20, "	Bricklaying, " "	W. King	July 9, "	June 17, "	92 19 0	
Feb. 13, "	Plumbing, " "	A. and T. Burt	July 9, "	June 10, "	154 3 10	
Feb. 13, "	Painting and Paperhanging, " "	Smith and Smith	July 9, "	Jan. 31, 1894	119 0 0	
March 15, "	Police-station, Naseby	D. McLeod	June 28, "	Aug. 31, 1893	574 14 10	
April 17, "	Additions, Police-station, Waikata	H. A. Hamer	August 10, "	Sept. 5, "	220 18 0	
April 21, "	Bedsteads, Porirua and Seacliff Asylums	Scott Brothers	August 21, "		437 10 0	
SOUTHLAND.						
Feb. 27, 1892	Additions, Post- and Telegraph-office, Invercargill	J. Crowther	Oct. 19, 1892	April 6, 1893	3,696 9 2	
April 13, 1893	Clock-tower, " "	George Morison	July 23, 1893	Aug. 5, "	594 0 0	
July 18, "	Clock and Bells, " "	W. Littlejohn and Son	March 13, 1894		685 0 0	
Oct. 26, "	Repairs and Renovations, Government Buildings, Invercargill	W. Ashby	Nov. 24, 1893	Nov. 23, 1893	173 15 6	

APPENDIX C—continued.
SCHEDULE of CONTRACTS CURRENT on the 1st April, 1893, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1894—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
MISCELLANEOUS.						
AUCKLAND.						
August, 1893 ..	Stores Supply, Auckland District—Ironmongery ..	..	Dec. 31, 1893	Dec. 31, 1893	£ s. d. Schedule rates	
August, " ..	" " Cement ..	..	Dec. 31, "	Dec. 31, "	"	
August, " ..	" " Lime ..	..	Dec. 31, "	Dec. 31, "	"	
August, " ..	" " Drain-pipes, &c. ..	..	Dec. 31, "	Dec. 31, "	"	
August, " ..	" " Oils and Colours ..	..	Dec. 31, "	Dec. 31, "	"	
Feb., 1894 ..	" " Iron, Paints, &c. ..	..	Dec. 31, 1894	..	"	
Feb., " ..	" " Drain-pipes ..	..	Dec. 31, "	..	"	
Feb., " ..	" " Lime ..	..	Dec. 31, "	..	"	
Feb., " ..	" " Roofing-materials ..	..	Dec. 31, "	..	"	
Feb., " ..	" " Cement ..	..	Dec. 31, "	..	"	
March 6, " ..	" " Erection of Whangateau Wharves ..	..	Aug. 23, "	..	271 10 0	
TARANAKI.						
Oct., 1893 ..	Stores Supply, New Plymouth District—Ironmongery ..	..	Dec. 31, 1893	Dec. 31, 1893	Schedule rates	
WELLINGTON.						
Oct., 1893 ..	Stores Supply, Wanganui District—Tents ..	..	Dec. 31, 1893	Dec. 31, 1893	Schedule rates	
Oct., " ..	" " Iron, &c. ..	..	Dec. 31, "	Dec. 31, "	"	
Oct., " ..	" " Roofing-materials, Drain-pipes, &c. ..	..	Dec. 31, "	Dec. 31, "	"	
Oct., " ..	" " Railway Ironmongery, Oils, &c. ..	..	Dec. 31, "	Dec. 31, "	"	
Jan., 1894 ..	" " Tents, &c. ..	..	Dec. 31, 1894	..	"	
Jan., " ..	" " Coal Supply, Government Buildings, Wellington ..	..	Dec. 31, "	..	"	
Sept., 1893 ..	Stores Supply, Wellington District—Tents ..	..	Dec. 31, 1893	Dec. 31, 1893	"	
Aug., 1894 ..	" " General ..	..	Dec. 31, "	Dec. 31, "	"	
Feb., " ..	" " Tents ..	..	Dec. 31, "	..	"	
Feb., " ..	" " Paints, &c. ..	..	Dec. 31, "	..	"	
Feb., " ..	" " Ironmongery ..	..	Dec. 31, "	..	"	
Jan., " ..	" " Repairs to S.s. "Ellen Ballance" ..	..	Aug. 3, 1893	Sept. 18, 1893	352 18 0	Paid by Defence Department.
July 6, 1893 ..	" " ..	..	..	..	"	
WESTLAND.						
July, 1893 ..	Stores Supply, Greymouth District—Timber ..	..	Dec. 31, 1893	Dec. 31, 1893	Schedule rates	
Dec., " ..	" " Dillmanstown District—Timber ..	..	Dec. 31, "	Dec. 31, "	"	
Nov., " ..	" " Hokitika District—Timber ..	..	Dec. 31, "	Dec. 31, "	"	
Dec., " ..	" " Ironmongery ..	..	June 30, 1894	..	"	
Dec., " ..	" " Paints, &c. ..	..	June 30, "	..	"	
Dec., " ..	" " Greymouth District—Paints, &c. ..	..	June 30, "	..	"	
Dec., " ..	" " Ironmongery ..	..	June 30, "	..	"	

APPENDIX C—continued.
SCHEDULE of CONTRACTS CURRENT on the 1st April, 1893, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1894—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
MISCELLANEOUS—continued.						
CANTERBURY.						
Oct. 23, 1893 ..	Stores Supply, Christchurch District—Ironmongery, Oils, Colours, &c.	Ashby, Bergh, and Co. ..	Dec. 31, 1893	Dec. 31, 1893	Schedule rates	
Dec., " ..	" " "	" " "	Dec. 31, 1894	" "	"	
OTAGO.						
Oct. 23, 1893 ..	Stores Supply, Dunedin District—Ironmongery, &c.	N.Z. Hardware Co. ..	Dec. 31, 1893	Dec. 31, 1893	Schedule rates	
Oct. 16, " ..	" " Cement and Lime	Milburn Lime Co. ..	Dec. 31, " "	Dec. 31, " "	"	
Oct. 23, " ..	" " Oils, Colours, &c.	Thompson, Bridger, & Co. ..	Dec. 31, " "	Dec. 31, " "	"	
Oct. 23, " ..	" " Iron, &c.	The Co-operative Otago Iron-rolling Mills	Dec. 31, " "	Dec. 31, " "	"	
Dec., " ..	" " Ironmongery, &c.	A. Briscoe and Co. ..	Dec. 31, 1894	" "	"	
Dec., " ..	" " Drain-pipes, &c. ..	Thompson, Bridger, & Co. ..	Dec. 31, " "	" "	"	
Dec., " ..	" " Tents ..	W. F. Edmond ..	Dec. 31, " "	" "	"	
Dec., " ..	" " " "	N.Z. Hardware Co. ..	Dec. 31, " "	" "	"	
Dec., " ..	" " Lime, &c.	Milburn Lime Co. ..	Dec. 31, " "	" "	"	
Jan., 1894 ..	Coal Supply, Government Buildings, Dunedin	John Swan ..	Dec. 31, " "	" "	"	
SOUTHLAND.						
Oct., 1893 ..	Stores Supply, Invercargill District—Ironmongery, Drain-pipes, &c.	W. Guthrie and Co. ..	Dec. 31, 1893	Dec. 31, 1893	Schedule rates	
Oct., " ..	" " Oils, Colours, &c.	N.Z. Hardware Co. ..	Dec. 31, " "	Dec. 31, " "	"	
Dec., " ..	" " Cement, Drain-pipes, &c.	W. Guthrie and Co. ..	Dec. 31, 1894	" "	"	
Dec., " ..	" " Ironmongery, Colours, &c.	A. Briscoe and Co. ..	Dec. 31, " "	" "	"	

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS and DELIVERIES on 1st April, 1893, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1894.

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.
NORTH ISLAND.									
AUCKLAND DISTRICT.									
20 July, 1892	W. Jackson	Otonga	2,000 totara...	s. d. 1 11 7/10	McLeod's and Coal-mine Station, Whangarei	One-sixth per month	27 Dec., 1893	485	Contract determined.
20 January, 1893	John Low	Otonga East	500	2 10 1/2	McLeod's, Whangarei	One-third	20 April, 1893	500	Ditto completed.
4 February, 1893	Ed. Harnett	Ruatangata	500	2 9 1/2	Coal-mine Station, Whangarei	"	4 May, "	500	"
26 January, 1893	W. Spear	Hikurangi	300	3 0	Hikurangi	"	26 April, "	..	Contractors re-leased.
24 February, 1893	T. Ellis	"	1,000	3 0	"	"	24 Aug., "	..	"
24 February, 1893	J. W. McInnis	"	500	3 0	"	"	"	..	"
March, 1893	F. and W. McDonald	"	1,000	3 0	"	"	24 Sept., "	..	Contract completed 27/1/94.
27 July, 1893	M. McPhee	Kamo	1,500	3 6	"	One-fifth	27 Dec., "	1,500	Ditto 15/2/94.
Ditto	John R. McKay	Hikurangi	1,000	3 8	Kaurihore	"	"	1,000	Completed.
"	N. L. McInnis	"	2,000	3 5 1/2	Hikurangi	"	"	2,000	"
"	J. Beasley	Paura Bay	76 puriri	3 9	Coal-mine	"	"	76	"
"	G. Teasdale	Hikurangi	282 totara	3 0	Kaurihore	Purchased as required		282	"
"	A. and D. Urquhart	Paura Bay	202 puriri	3 9	Coal-mine			202	"
"	W. Jackson	Otonga	970 totara...	3 0	Kaurihore			970	"
"	J. Hannan	Punipuhi	1,450	3 0	Hikurangi			1,450	"
"	F. and W. McDonald	Kaurihore	450	3 0	"	"	"	450	"

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS and DELIVERIES on 1st April, 1893, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—continued.

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.
SOUTH ISLAND.									
WESTLAND DISTRICT.									
23 July, 1892	W. Douthwaite	Hokitika	2,000 silver-pine	2 6	Hokitika Wharf	One-fifth first two months, one-fifth each succeeding month	23 Jan., 1893	2,000	20 July, 1893.
5 July, 1892	W. Morris	Dillmanstown	2,500 "	2 6	"	Ditto	5 Jan., "	2,500	28 June, "
19 August, 1892	Brown and Goad	"	1,700 "	2 6	"	"	19 Jan., "	1,700	4 July, "
6 Nov., 1891, to 31 March, 1892	W. Champion and others	Greymouth District	1,908 "	2 5	Alongside of railway formation between Greymouth and Hokitika	No fixed rate	Various	1,571	"
			19,000 "	2 6				18,883	"
1 April, 1892, to 31 March, 1893	J. Nyberg and others	"	32,068 "	2 6	Alongside of railway formation between Greymouth and Hokitika	"	"	31,470	"
8 March, 1893	Jackson, Newman, and others	Mokihinui	450 black-birch	2 8	Ngakawau and Mokihinui Stations, for Westport-Ngakawau Railway Extension	"	"	150	"
31 July, 1893	John Sutherland	Westport	2,000 silver-pine	2 6	Westport	One-fifth first two months, one-fifth each succeeding month	28 Jan., 1894	2,000	28 Feb., 1894.
1 August, 1893	T. F. Slowey	"	10,000 "	2 6	"	Ditto	"	4,512	"
1 April, 1893, to 31 March, 1894	M. C. Murtha and others	Greymouth District	3,100 "	2 6	Kumara	No fixed rate	1 Feb., Various	2,371	"
"	"	"	5,750 "	2 6	Hokitika	"	"	3,552	"
"	"	"	2,000 "	2 6	Flowery Creek	"	"	2,008	Completed.
"	"	"	1,000 "	2 6	Kapitea Creek	"	"	1,013	Completed.
"	"	"	500 "	2 6	Greymouth	"	"	500	Completed.
"	"	"	2,000 "	2 6	Arahura	"	"	1,553	"
"	"	"	2,000 "	2 6	Chesterfield	"	"	2,024	Completed.
"	"	"	3,000 "	2 5	Ahaura	"	"	2,000	Completed.
"	"	"	500 "	2 8	Greymouth	One-fifth first two months, one-fifth each succeeding month	"	500	Completed.
"	"	"	5,000 "	2 8	"	Ditto	"	4,715	"
"	"	"	3,000 "	2 7	"	"	"	3,000	Completed.
"	"	"	10,500 "	2 9	"	"	"	7,634	"
"	"	"	2,000 "	2 10	"	"	"	1,030	"
"	"	"	8,500 "	2 6	Kumara	"	"	6,381	"
"	"	"	4,500 "	2 7	"	"	"	3,815	"
"	"	"	1,000 "	2 7½	"	"	"	652	"
"	"	"	1,000 "	2 8	"	"	"	639	"
"	"	"	3,000 "	2 6	Hokitika	"	"	3,000	Completed.

APPENDIX E.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1893, and
CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1894.

Name of Contract.	Name of Contractor.	Date when Contract was completed.	Amount of Contract.
AUCKLAND.			£ s. d.
Tunnel, Karioi	A. Nathan	— Oct., 1893	561 16 0
Opanaki-Hokianga (contract 207)	R. Cochrane	— Jan., 1894	245 5 9
" (contract 216)	J. Barton	— Jan., 1894	101 0 0
Oxford and Taupo Road Bridges	J. McLean and Son	— Jan., 1894	771 0 0
TARANAKI.			
Stratford-Mangaroa (contract 50)	Haywood and Martin	— Mar., 1894	1,377 0 0
Junction Road (contract 121)	W. Findlay	— Feb., 1894	250 0 0
" (contract 91)	G. Chapman	— Nov., 1893	191 0 0
" (contract 90)	A. P. Taylor	— Sept., 1893	190 0 0
" (contract 122)	C. Davis	— Dec., 1893	240 0 0
Pukearuhe-Mimi Road (contract 73)	A. E. Dugdale	— May, 1893	103 12 5
Rotokare (contract 75)	Christoffel and Gibson	— Aug., 1893	334 16 0
" (contract 76)	Levi Sarten	— April, 1893	330 10 0
Tikorangi Bridge (contract 77)	Hall and Lee	— April, 1893	629 0 0
Mangamingi (contract 82)	Hall and Lee	— April, 1893	182 0 0
" (contract 85)	A. Michali	— May, 1893	104 0 0
Ongaruhe-Stratford (contract 72)	H. Tanner	— May, 1893	1,148 0 0
" (contract 1)	J. French	— July, 1893	312 16 8
" (contract 2)	H. Tanner	— May, 1893	276 6 3
" (contract 3)	J. McGuffie	— July, 1893	168 11 8
" (contract 4)	Cashel and Franklin	— Oct., 1893	176 1 10
" (contract 5)	J. McGuffie	— Oct., 1893	363 12 2
" (contract 6)	Cameron and Mulree	— Oct., 1893	272 16 8
" (contract 107)	Cameron and Mulree	— Oct., 1893	1,934 13 4
WELLINGTON.			
Hunterville-Turangarere (contract 14)	A. Peebles	— May, 1893	374 2 6
" (contracts 17, 18, 19)	J. McCauley	— April, 1893	116 0 0
" (contract 22)	Cronin and McGrath	— Feb., 1894	530 10 0
" (contract 25)	"	— June, 1894	654 15 0
" (contract 26)	"	— Dec., 1893	607 2 11
Turangarere-Tokaanu	J. Chase	— Nov., 1893	132 0 0
Rotoaira (Wanganui Bridge)	R. M. Bell	— Sept., 1893	132 0 0
MARLBOROUGH.			
Kaikoura Bridge (contract 1)	Garrett Brothers	— Aug., 1893	605 1 7

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

APPENDIX F.

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

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

SIR,—

Public Works Office, Wellington, 1st June, 1894.

I have the honour to submit the following report on the various works completed and in progress throughout the colony during the past year.

RAILWAYS.

ABSTRACT.

The following table shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1894:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1894.	Liabilities on 31st March, 1894.
	M. ch.	M. ch.	£ s. d.	£ s. d.
Kaihu Valley	19 40	16 46	49,941 15 6	..
Kawakawa	7 41	7 41	90,337 11 5	..
Whangarei-Kamo and Extension	24 20	6 52	94,450 13 4	5,434 0 0
Helensville Northwards	110 0	7 42	60,084 2 2	8,995 0 0
Kaipara-Waikato, with Branches	151 1	151 1	1,383,307 13 8	1,000 11 4
Waikato-Thames	62 55	30 55	227,207 15 7	4,242 0 0
Thames Valley—Rotorua and Lichfield Branch	73 36	64 65	334,323 16 7	5,515 5 9
Wellington—Napier and Palmerston North (including Te Aro Extension and Greytown Branch)	233 12	206 38	1,977,261 19 10	9,189 6 7
Wellington-Foxton	..	..	42,116 3 4	68 0 0
Foxton-New Plymouth, with Branches	197 60	197 60	1,429,177 13 10	1,032 9 8
North Island Main Trunk	216 0	56 77	449,729 8 1	14,766 10 1
Nelson-Roundell	52 0	22 73	178,146 4 4	..
Greymouth-Nelson Creek	7 69	7 69	216,246 11 11	..
Greymouth-Hokitika	24 37	24 37	171,032 4 7	8,619 0 0
Westport-Ngakawau	19 56	19 56	227,495 3 4	..
Westport-Ngakawau Extension to Mokihinui*	7 12	7 12	..	..
Picton-Hurunui—Picton-Awatere Section	34 40	20 42	262,482 8 9	899 0 0
Picton-Hurunui—Culverden Section	9 50	9 50	39,093 6 1	..
Hurunui-Waitaki, with Branches	474 41	433 38	2,520,580 13 3	83 19 4
Oxford-Temuka	83 0	11 44	59,300 9 10	43 0 0
Waitaki-Bluff, with Branches	565 26	445 53	3,572,704 19 3	4,800 8 9
Otago Central	182 56	41 57	621,768 14 2	11,405 7 9
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	320,086 6 7	..
Western Railways	57 56	57 56	224,685 3 1	7 0 0
Preliminary surveys	..	..	65,166 11 4	129 0 0
Miscellaneous	..	..	10,336 19 11	..
Stock of permanent-way and rolling-stock on hand	..	..	44,430 18 10	27,114 2 5
Value of permanent-way in hands of Railway Department	..	..	25,000 0 0	..
Total	2,730 72	1,945 73	14,696,495 8 7	103,344 1 8
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 Tramway	..	..	556 5 2	..
Grand total	2,730 72	1,945 73	15,806,307 17 9	103,344 1 8

* The funds for this extension—namely, £35,501 2s. 11d., were provided by the Westport Harbour Board.

During the year a total length of 61 miles 7 chains of railway was opened for traffic. The following table contains particulars of the sections:—

Railway.	Section.	Length.	Date opened for Traffic.
Thames Valley—Rotorua	Putaruru Tarukenga	M. ch. 23 05	24th November, 1893.
North Island Main Trunk Railway	Mangaonoho Section	3 70	1st May, 1893.
Westport—Ngakawau	Mokihinui Extension	7 12	8th August, 1893.
Picton—Hurunui	Omaka Section	2 43	18th April, 1893.
Greymouth—Hokitika .. .. .	.. .. .	24 37	20th December, 1893.
		61 07	

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

WHANGAREI-KAMO RAILWAY EXTENSION.

Kamo to Hikurangi Section (8 miles).—As already reported, the formation of this line was commenced on the co-operative principle about the beginning of January, 1892, and the whole work of constructing the section, including the laying of the permanent-way and erection of station-buildings, is being carried out under that system. The formation, platelaying, and fencing are well advanced towards completion, and the station-buildings are in hand. The materials for the latter are on the ground, and the erection of the buildings is in progress. There was an average of ten parties, or fifty-six labourers, on the ground during the year ended the 31st March last, and an average of six artisans. It is estimated that this portion of the line will be ready for traffic about the end of this month.

Hikurangi to Hukerenui (6 miles 35 chains).—The survey of three miles of this section from Hikurangi has been completed, and the formation of the first mile (which was included in the authorisation of the Kamo-Hikurangi line) was put in hand last month by co-operative labour, with the view of giving access to a coal-mine. A permanent survey of the remainder of the section has not yet been made, but a trial survey of it made in 1890 shows that the line would be an easy one to construct. This line would serve for all the Puhipuhi traffic.

Land-plans, Kamo-Hikurangi Section.—The survey for these plans has been completed, and the plans are in progress.

HELENSVILLE NORTHWARDS RAILWAY.

Makarau Contract (3 miles 6 chains).—Formation and permanent-way: Little or no progress has been made with this contract during the year, in consequence of the contractors having been unable to grapple successfully with the bad ground, or "creep," met with in the tunnel, but they are now putting in some side drains with the view of remedying the difficulty. With the exception of the tunnel, the formation of the section is in a forward state, and about a mile of the permanent-way is laid but not ballasted. The tunnel has been driven and lined with brickwork for a distance of about 22½ chains from the south end, leaving 5½ chains still to be done.

Surveys.—As previously reported, the survey of a continuation of this line from the end of the Makarau Section, at 46 miles 36 chains, to 49 miles 54 chains (Tahekeroa Section), is ready for contract, and from 49 miles 54 chains to 56 miles (Komokoriki Section) the line is located, and the plans so far advanced that they could be got ready for contract at short notice. A trial survey was also made between 56 miles and 67 miles 60 chains, which shows a good easy line, except for a length of about two miles of very rough and broken ground, through the Hoteo Gorge.

WAIKATO-THAMES RAILWAY.

Paeroa-Te Aroha Section (13 miles 3 chains).—The formation of 12 miles 3 chains of this section, viz., from the south side of the Ohinemuri River, at 20 miles, to Te Aroha at 32 miles (which was begun on the co-operative principle in January, 1892, as previously reported), is practically finished, and the fencing of the line is in progress. The permanent-way materials are being brought on to the ground, and the platelaying of the section will be commenced shortly. The whole of the works are being carried out on the co-operative principle. The average number of men on the ground during the financial year was—labourers about thirty-three, artisans about three. The construction of the mile to connect with Paeroa Township, including the erection of a bridge over the Ohinemuri River, is being put in hand, also on the co-operative principle.

THAMES VALLEY-ROTORUA RAILWAY.

Tarukenga Contract—4½ miles of formation and permanent-way—was completed in October last, and the whole of the line from Putaruru up to the end of this contract, a total distance of 23 miles 5 chains, was handed over to the Railway Commissioners, and opened for public traffic on the 24th of the following month (November last).

Formation Completion Contract.—This was a contract for the completion of the formation of the portion of the line between the end of the Tarukenga Contract and Rotorua (about eight miles and a half in length), which was partially done some years ago. The contract was finished in August last.

Bridges Contract.—This contract, which comprised the erection of seven bridges on the section of the line between Tarukenga and Rotorua, was completed in February last.

Fencing Contract.—A contract for fencing the Kaponga and Tarukenga Sections of the line was let on the 18th April last for the sum of £2,571, and it was completed on the 3rd April last.

Rotorua Permanent-way Contract.—Laying permanent-way, and fencing line between Tarukenga and Rotorua: The contract is advertised, and tenders are due on the 15th instant.

Rotorua Station-buildings Contract.—This contract is advertised, and tenders are due on the 18th instant.

NORTH ISLAND MAIN TRUNK RAILWAY.

North End.

Mokau Section (11 miles 9 chains).—As previously reported, the formation of this section, which is the connecting-link between the southern terminus of the opened line at Mokau and the Poro-o-tarao Tunnel Section, was commenced on the co-operative principle in January, 1892, and the whole of the works are being done under that system. The work of formation, which includes some very heavy earthworks and two bridges, is well advanced, and will probably be completed within about the next six months. The average numbers of men at work during the year ended the 31st March last were—labourers about 101, artisans 9.

South End.

Mangaonoho Station.—The formation and gravelling were completed in February last, and the passenger-station, goods-shed, cattle-yards, coal-store, and tanks were also completed during the year. The erection of houses for Stationmaster and guard is now in hand; also the sinking of well and erection of a windmill for water-supply.

Makohine Section (22½ miles to 33½ miles).—As previously reported, the formation of this section was begun on the co-operative principle on the 22nd December, 1891, the work consisting of formation, culverts, and three tunnels, namely: the Makohine Creek tunnel at 24 miles 27 chains, 198 yards in length; the Powhakarua Clearing tunnel at 30 miles 65·50 chains, 583 yards long; and the Mangateweka Creek tunnel at 32 miles 74·50 chains, 121 yards in length. The work of formation throughout the whole section is practically finished. Eighteen culverts have been completed, and the remainder are well advanced. The excavation of the Makohine tunnel has been completed, and the lining of same is proceeding satisfactorily. The lower drive of the Powhakarua tunnel has been put through for a distance of about 8 chains, and the lower drive of the tunnel at Mangateweka Creek has been completed. About 7,000 concrete blocks were made on the ground during the year for lining the tunnel arches. About 2½ miles of fencing has been finished. Permanent-way materials have been brought on to the ground, and the platelaying of the first two miles will be commenced immediately. The whole of the works on this section are being carried out on the co-operative principle. There are about 114 men, including nine artisans, now employed on the works, and the average number of workmen employed for the year ended 31st March was 129.

Makohine Viaduct.—The plans and specifications for this work are in an advanced state of preparation, and can be got ready for contract at short notice.

WELLINGTON-WOODVILLE RAILWAY.

Te Aro Extension Contract (1 mile 15 chains).—As previously reported, this line was passed as fit for traffic in March, 1893, and, with the view of accommodating the public, was opened for traffic on the 29th of that month, pending the completion of the station and other works by this department. All the works were finally completed by September last.

A building for the storage of permanent-way and other materials was erected at Pipitea in October last by co-operative contract.

Eketahuna-Woodville Section (26 miles 53 chains).—As previously reported, the formation of this section was begun on the co-operative principle on the 22nd December, 1891, and has been carried on since under that system. The works in hand extend over the whole section. The bush-felling and clearing for the formation has been completed throughout, and the formation of about seventeen miles in length in the aggregate has been completed, and the line has been fenced on both sides for a length of about four miles. The average number of men employed during the year was 190, divided into an average number of thirty-six parties.

Makakahi Bridge.—Tenders were invited in November last for the manufacture and erection in place of the wrought-iron girders for this bridge, the specifications providing that the whole of the materials were to be manufactured in the colony. The tender of Messrs. A. and J. Anderson, of Christchurch, was accepted (amount, £2,013), and it is expected that the girders will be ready for delivery within the next two months. The concrete pier and abutments of the bridge were put in hand by co-operative labour in February last, and are well advanced towards completion. The bridge will be about 210ft. in length.

Mangatainoko Bridge Contract.—This is a contract for the erection of a railway-bridge over the Mangatainoko River, consisting of six spans of 80ft., one span of 20ft., and five spans of 13ft. Six tenders have been received for the contract (one from Auckland, three from Wanganui, and two from Christchurch), and are now under consideration. The contract provides for all the iron-work being manufactured in the colony.

BLENHEIM-AWATERE RAILWAY.

Utawai and Dashwood Sections.—Repairs for the maintenance of these uncompleted sections were put in hand, the work consisting of clearing slips, opening out culverts, repairs to fencing, &c. The work has been carried out on the co-operative principle. It was begun on the 20th February last, and fourteen men, divided into three parties, were employed thereon up to the 17th April, when the number was reduced to six. The work will be completed within about the next four weeks.

WESTPORT-NGAKAWAU RAILWAY EXTENSION.

Extension to Mokihinui (7 miles 12 chains).—The following works were in progress and completed early in the year: Tarring the Ngakawau Bridge, forming and metalling approach roads to the Ngakawau Station, clearing and forming the Mokihinui station-yard and clearing slips from end of section, erecting sixth-class station and platform at Ngakawau and Mokihinui, erecting water-service at Mokihinui, and laying and ballasting the sidings at the Mokihinui station-yard. All these works were satisfactorily carried out on the co-operative principle. The line was vested in the Railway Commissioners on the 7th August, 1893, and opened for public traffic on the following day.

GREYMOUTH-HOKITIKA RAILWAY.

Formation, Permanent-way, &c.—The work of formation and platelaying of the road was completed, and passed as safe for traffic, on the 18th December last, and, with a view of accommodating the public, the line was then handed over to the Railway Commissioners pending the completion of the station-works, &c., by this department, and opened for regular traffic on the 20th December.

Greymouth Station.—The filling-in of the station-yard was completed in March, and the platelaying of sidings, ballasting, &c., will be finished this month. The erection of the station-buildings, consisting of second-class passenger-station and platform, goods-shed (100ft. by 40ft.), &c., will be commenced immediately.

Kumara Beach Road Station.—The work of filling and metalling the station-yard has been completed, and the station-buildings are in course of erection, and nearly finished. They consist of fourth-class passenger-station, goods-shed (40ft. by 30ft.), loading-platform, &c.

Hokitika Station.—The platelaying and metalling of the station-yard were finished in March last, and the station-buildings are nearly completed. They consist of second-class passenger-station, goods-shed (60ft. by 30ft.), loading-bank, coal-store, engine-shed, water-tanks, &c.

Flag-stations.—Provision is also being made for five flag-stations, with a platform for each, 100ft. long.

The greater part of the formation and culverts, the whole of the platelaying, and all the station-buildings and other station-works on this line have been carried out in a satisfactory manner on the co-operative principle.

Fifty Sets Points and Crossings Contract.—Tenders were invited in Auckland, Wellington, Christchurch, and Dunedin for the manufacture of fifty sets points and crossings, and the tender of the Despatch Foundry, Greymouth, being the lowest, was accepted in December last; amount, £500. Three other tenders were received, two from Christchurch and one from Dunedin. The contract is in progress.

OTAGO CENTRAL RAILWAY.

Middlemarch-Hyde Section.—The work of formation of this section was begun under the co-operative system on the 22nd October, 1891, and it is expected that the whole section from Middlemarch at 40 miles to Hyde at 56 miles 20 chains, a distance of 16 miles 20 chains, will be completed and ready for traffic, including the station-buildings, by about the middle of next month. The whole of the works on this section have been satisfactorily carried out on the co-operative principle. The fencing of portions of the line is in progress.

Hyde-Kyeburn Section.—The work of formation of this section was commenced on the co-operative principle early in June, 1893, and good progress has been made with the earthworks and culverts up to 61 miles—about $4\frac{1}{2}$ miles beyond Hyde.

The average number of men employed on the above sections during the year ended the 31st March last was about two hundred.

Land-plans.—The survey for the land-plans has been completed up to the 56th mile, and the survey between 56 miles and 60 miles is in progress.

CATLIN'S RIVER RAILWAY.

Formation from 13 Miles 56.30 Chains to 18 Miles 15 Chains (about $4\frac{1}{2}$ miles in length).—This extension of the line was put in hand in April, 1891, up to 16 miles 5 chains (a length of about 2 miles 29 chains), and continued until November of same year, when the works were stopped. The work of formation was resumed early in November last, and is now in progress up to the seventeenth mile. There are sixty-seven men on the ground, the average number employed since the work was commenced in November last being about thirty. All the works have been done on the co-operative principle.

SEAWARD BUSH RAILWAY.

Waituna Section.—This section begins at 11 miles 18 chains, the terminus of the opened portion of the line. The works were commenced on the 21st December, 1891, and the formation, bridges, and culverts have been completed up to the Mataura Swamp, at 18 miles 52 chains, a length of 7 miles 34 chains, and the fencing is well advanced. The platelaying was begun in February last, and is nearly finished up to the end of the completed formation, and it is expected that ballasting will be put in hand next month. The works have all been carried out satisfactorily on the co-operative principle. The average number of men employed during the year ended the 31st March was thirty-two.

SLEEPERS.

70,000 Sleeper Contract.—Tenders were invited in June, 1893, for the supply and delivery of 70,000 sleepers, the contract being advertised in Kawakawa, Whangarei, Dargaville, Auckland, Hamilton, Gisborne, Woodville, Wellington, Havelock, Westport, Greymouth, Hokitika, Kumara, Christchurch, Dunedin, Balclutha, and Invercargill. The sleepers were required for various railways in progress, as follows:—

Whangarei-Kamo Extension Railway	...	...	...	...	10,500
Putaruru-Rotorua	...	...	...	...	5,500
Te Aroha-Paeroa	...	...	...	...	29,000
Otago Central	...	...	...	...	8,000
Seaward Bush	...	...	...	...	17,000
Total	...	...	...	...	70,000

Ninety-eight tenders were received for a total of 319,000 sleepers, of which twenty-five tenders, comprising a total of 65,500 sleepers, were accepted.

The following table shows the different kinds of timber specified in the tenders received and accepted, the localities from which tenders were received, &c.:—

Locality from which Tender received.	Number of Tenders.	Total Number of Sleepers.	Accepted.	
			Number of Tenders.	Total Number of Sleepers.
Silver-pine— West Coast, South Island ...	65	142,900	20	51,000
Totara— Kamo—Hikurangi ...	3	4,500	3	4,500
Dargaville ...	2	4,000		
Greymouth ...	1	200		
Westport ...	2	2,000		
Christchurch ...	1	2,000		
Little Akaloa ...	2	1,500		
Glenomaru ...	1	500		
Balclutha ...	1	4,000		
		18,700		
Birch— Riverton ...	2	10,000	2	10,000
Reefton ...	1	6,000		
Greymouth ...	3	22,400		
Orwell Creek ...	1	2,000		
Ahaura ...	1	4,000		
Westport ...	1	3,000		
		47,400		
Kauri— Dargaville ...	3	55,500		
Dunedin ...	1	15,000		
		70,500		
Black-pine— Invercargill ...	1	1,000		
Glenomaru ...	1	500		
Otautau ...	1	6,000		
		7,500		
Kamai— Otautau ...	1	20,000		
Dunedin ...	1	6,000		
Invercargill ...	1	5,000		
		31,000		
Rata— Otautau ...	1	1,000		
Grand total ...	98	319,000	Total accepted ...	65,500

The prices in the accepted tenders, with the cost of conveyance to the localities where the sleepers were required added, were the lowest for the respective kinds of approved timber tendered for. The contractors, whose tenders were accepted for 10,000 birch sleepers, at Riverton, failed to take up their contract, as they were under the impression that the particular kind of birch which they had in view when tendering was the kind specified in the contract (*Fagus fusca*), but afterwards found they were mistaken. With this exception, the contracts entered into were taken up, and are being carried out.

In addition to the above, a number of petty sleeper-contracts, some of them entered into the previous year, were in progress during last year (including twelve petty contracts near Whangarei for, in the aggregate, 4,000 sleepers). Altogether there were eighty-three contracts in progress during the year, comprising a total of about 104,000 sleepers, of which sixty-eight contracts, comprising a total of 95,744 sleepers, were entered into during the year. Nearly all these eighty-three contracts have been let to settlers and working-men, most of them being for small lots of from 200 to 1,000 sleepers, the total number above 1,000 being as follows, namely: one for 10,000, four for 5,000 each, four for 3,000 each, three for 2,500 each, ten for 2,000 each, one for 1,700, and one for 1,500. The total number of sleepers delivered during the year (ending 31st March last) amounted to about 77,300.

Conveyance of Sleepers.—Several contracts were entered into with owners of vessels for the conveyance of sleepers, and some thousands were also shipped by the s.s. "Hinemoa."

SURVEYS OF NEW LINES.

(North Island Main Trunk Railway.)

Central Route, Ohura Valley Deviation.—With the object of ascertaining whether a better line and more favourable country for railway construction could be obtained for that portion of the central route between Ohakune and the Poro-o-Tarao tunnel by a deviation to the westward from the route originally adopted, an exploration survey was made by Mr. R. W. Holmes, Resident Engineer, who commenced the work in July last by making a thorough examination of the country from Ohakune to the junction of the Ohura with the Wanganui River, and running a trial line on this route by way of the Pekanga, Manganui-o-te-Ao and Mokau Creek Valleys, which proved that a fairly good line for a railway was obtainable for a length of 30 miles, when very broken, difficult country was encountered, which prevented further progress with the line in this direction. A trial was then made of a more circuitous route along the Retaruke and Wanganui Valleys, but this also proved to be unsuitable for the main trunk line of railway, as the country is of such a rough broken character that the cost of construction would be excessive, and the rise in the line would not be less than on the original route over the Waimarino Plains. It is therefore shown by Mr. Holmes's surveys that a better line cannot be obtained for the railway by a deviation from Ohakune *via* the Ohura Valley than by the route first explored.

Urenui Route.—It having been represented that a better route for the North Island Main Trunk Railway could be obtained *via* the Urenui Valley than by either of the other routes on which lines had been surveyed, arrangements were made for a survey of this route, and Mr. R. Donkin, of Waitara, was specially engaged for the work, which was commenced by him in May, 1893. He started his trial line from a point on the Waitara line, surveyed by Mr. James Blackett in 1889, about 11 miles 30 chains north from the Town of Waitara, and near the south bank of the Urenui River, thence branching off in an easterly direction along the Urenui Valley, and following the course of the river for seven miles and a half, when it leaves the Urenui River, and runs along the Mangawhero in a south-easterly direction for about two miles and a quarter on an assumed grade of 1 in 50, to a point where a tunnel about 62 chains long would be required to take the railway through the dividing range to the Pehu and Tangitu Streams, in the valleys of which the line runs in a southerly direction to the north side of the Waitara River, where the survey ends; the total length of line surveyed and explored being thirteen miles. From the Tangitu Stream the proposed route for the line is along the north-western side of the Waitara Valley in an easterly and northerly direction, until it connects with Mr. Blackett's Waitara-Mimi line at the head of the Waitara River. The surveys made by Mr. Donkin being sufficient to indicate that the country on the Urenui route would not be favourable for the line of the Main Trunk Railway; that the line would be tortuous; the works required in construction heavy; and that very little good land suitable for close settlement would be opened up by the line, it was not considered necessary to proceed further with the surveys, which were therefore discontinued.

Deviation of Opened Line, Marton to Eltham.—A survey was put in hand with a view of ascertaining if the gradients and curves on portions of the main line of opened railway between Marton and the junction of the Ngairi line, at Eltham, could be improved by making deviations at certain places along the line. This survey was conducted by Mr. Leslie H. Reynolds, C.E., who commenced the examination of the line in July last, and has since made careful surveys of proposed deviations on the Wangaehu and Wanganui Sections, and reconnaissance surveys for deviations on the Kai-Iwi-Okehu and Nukumaru-Waitotara Sections, at which places the grades on the railway are heavy, and curves of small radius are in considerable number. As the steepest grades and sharpest curves occur on the sections of the railway where the deviations have been surveyed, these surveys will be sufficient to enable the question of improvements to the present opened line between Marton and Waitara to be settled. The field-work will therefore be discontinued, and Mr. Reynolds will now complete the plans and report on the proposed deviations.

Central Route.—Further surveys for the improvement and final location of the line on the original Central Route, through the Waimarino Block, were commenced by Mr. Holmes early in June, and are now making satisfactory progress.

South Island Railways.

Picton-Hurunui Main Trunk Line.—In connection with the subdivision for settlement of the land in the Cheviot Estate, it was necessary that surveys should be made for the location of a line for the section of railway through the estate. The survey of the railway line from the Hurunui River to the south side of the Waiau-ua River was therefore put in hand. It was commenced on the 20th March, 1893, and completed in August last. This survey included the location on the ground of the line for the railway (twenty-two miles in length), and the survey of the land required to be reserved for railway purposes on the estate.

Walton Park Branch Railway.—A preliminary survey of a proposed extension of this branch line to the Township of Brighton on the coast, a total length of a little over four miles, has been made for the purpose of estimating the probable cost of constructing the railway on this section.

ROADS AND BRIDGES.

WESTLAND.

Great South Road (Widening and Metalling the Track for Dray Traffic).—The widening, &c., of the road was completed up to seventeen miles, in March, 1893. A further length of five miles was surveyed and let, in ten half-mile co-operative contracts, to seventy men. The contracts were let on the 6th November last, and finished about the end of February. A further survey, from 22 miles 45 chains to commencement of the Mount Hercules deviation, was made in February last, and the survey of the Mount Hercules deviation was put in hand in September last, and is now completed.

Kanieri Forks Road.—Co-operative contracts were let in April last for repairs to a bridge near Kennedy's, and a timber crossing at Coal Creek; and these works are in progress.

Blackball Road.—A survey for the improvement of this road, from the main road on the south side of the Grey River to the Blackball Township, was finished in January last, and the construction of a portion of the road about one and a half miles in length, extending from the Blackball Creek on the north side of the river to the township, was let in three co-operative contracts, employing about seventy men. The work is now about finished.

MISCELLANEOUS.

County Works, &c.—The following works have been inspected and reported upon by this department during the year—viz.: The Three-mile Bridge at Greenstone; Hungerford's Bridge, Arahura; Teremakau—Paroa Road; Nelson Creek Suspension Bridge; Grey River to Moonlight Road; Granville Road; Teremakau Road Bridge (several times); Hatter's Terrace track to Lake Haupiri; Blackball horse-track; bridge at junction of Inangahua and Buller Rivers; and Hokitika Harbour. The department has also revised the designs, and in some instances prepared the plans and specifications, of a considerable number of important bridges for other departments and local bodies, as follows—viz.: Mangoihi Bridge, Ohakune—Pipiriki Road; Tinline River Bridge, Maungatapu Road; Waihopai River Bridge, Blenheim to Upper Wairau Road; Takaka River Bridge at Pain's Ford; Karangahake Bridge, Ohinemuri River, Thames County; Rangitikei River Bridge at Vinegar Hill; Mangatainoko Road Bridge (competitive designs submitted); Waiau River Bridge, at Clifden, Southland, and several minor bridges; and a survey was made of a deviation of the main road at the Bealey for co-operative contracts.

A survey is also being made for the Mines Department to ascertain whether the level of the waters of the Waipori Lake can be lowered, with the object of improving the drainage of the adjoining lands.

PUBLIC BUILDINGS.

AUCKLAND DISTRICT.

Government House.—Some of the plaster ceilings gave way, and were replaced with wooden ones, and the general maintenance of the building and grounds has been attended to.

Admiralty House.—The wall in Jermyn Street was rebuilt and put in good order, and the house has been kept in repair.

Departmental Buildings, Auckland.—Some necessary shelving and fittings have been erected, and general maintenance attended to.

New Prison, Mount Eden.—Very little work has been done during the year, as the prison labour available has been comparatively small. The wall between the male and female wings has been completed, and the female prisoners were transferred from the old building into the new wing on 16th February last.

Avondale Asylum.—The irrigation and drainage scheme, comprising settling-tank for main building and auxiliary asylum, with the necessary carriers, valves, manholes, and arterial drainage, is well advanced, and the system is now in use, with very satisfactory results so far. Fire-prevention appliances have also been provided, and several necessary repairs carried out.

Post Office, Auckland.—Lunch and reading-rooms have been fitted up; further ventilation provided in the mail-room, and various repairs have been attended to.

Supreme Court.—Doors and window-sashes and frames were painted, and the general maintenance attended to.

Departmental Buildings, Thames.—Considerable repairs and alterations to these buildings are in hand, the foundations needing a thorough overhaul and renewal. The work was begun in January last, and is in progress.

Courthouses and Police-stations.—The sanitary arrangements at the District Court, Auckland, have been improved, and repairs attended to. Some fittings and furniture were provided for the Mongonui Courthouse. At the Auckland Police-station the old flagging in the yards was taken up and concrete substituted, and the sanitary arrangements have been improved. Some repairs have also been effected in the police-barracks. The contract for the erection of a police-station and lock-up at Dargaville was completed in July last. Two rooms were added, and some painting done, to the police-station at Papakura; and some repairs and painting to the police-station at Hamilton. The erection of a Courthouse and police-station at Otahuhu, to be done on the co-operative principle, is in hand. The timber has been ordered, and preparations are being made to commence the erection of the building.

Quarantine Station.—The window-sashes of all the buildings have been repaired and painted.

Ponsonby Hall, Auckland.—A new iron roof was put on this building.

TARANAKI—PALMERSTON—NAPIER—GISBORNE DISTRICTS.

Post-office, Danevirke.—The contract for the erection of this building was completed on 16th September, 1893.

Additions, Waverley Post-office.—A contract for additions to this post-office, amounting to £149, was let in July last, and completed in December.

Post-office, Hawera.—Plans have been prepared for the erection of a new post-office at Hawera. It is to be erected on the co-operative principle, and tenders for the supply of timber, &c., will be invited shortly.

Courthouse, Hawera.—Plans have also been prepared for considerable additions and alterations to this Courthouse. The work will be carried out on the co-operative system, and tenders will be invited for the supply of timber, &c.

Curator's House on State Farm, Momohaki.—Tenders were invited for the erection of this building, and the tender of Mr. Howson, Hawera, accepted for £448, in April last; and the work is now in progress.

Courthouse, Palmerston North.—Competitive designs were invited by advertisement, in May, 1893, for a Courthouse building at Palmerston North, estimated to cost about £1,500. Nineteen designs were received, and that of Mr. W. Crichton was awarded the first place. The building will be erected in accordance with his design accordingly. It is being put in hand on the co-operative principle, and tenders are now invited for the carpenters' and joinery materials.

Courthouse and Post-office, Pahiatua.—Competitive designs were invited by advertisement in August last for these buildings. Twelve designs were received for the Courthouse, and that of Mr. G. C. Stevenson, architect, Wellington, was awarded the first prize; and eleven designs were received for the post-office, that of Mr. R. R. MacGregor, architect, Wellington, being awarded first place. Tenders have been invited for the erection of the buildings in accordance with the accepted designs, and are due on the 7th instant.

Courthouse, Gisborne.—Plans for the erection of a Courthouse, Gisborne, are being prepared, and will be ready for inviting tenders shortly.

Post-office, Gisborne.—This building has been inspected, and preparations are being made to carry out some repairs and improvements in the sanitary arrangements simultaneously with the erection of the new Courthouse.

WELLINGTON DISTRICT.

Government House.—A good deal of work has been done in repairs during the year, some of the rooms also were renovated, and the outside of the building and outhouses painted. The latter work was done in a very satisfactory manner by co-operative contract, employing fourteen men for twenty-two days. The house is now in good order and repair.

Parliament Buildings.—The whole of the seats in the Legislative Council Chamber were repaired and re-upholstered by the Government workmen previous to last session of Parliament, and other repairs effected in the buildings. The western boundary of the grounds was fenced with a 6ft. galvanised-iron fence, and the front of the building has been painted. Plans for the rearrangement of the grounds were prepared, and the work of carrying out the design was begun in December last, the spoil from the excavations for the ventilating-chamber under the buildings and the new site for custodian's residence, being utilised for forming the grounds. The whole of this work is now about finished. It was decided to ventilate the House of Representatives by means of Blackman Fans, driven by electric motors, with special appliances for purifying, heating, and distributing the air within the House. The work was put in hand accordingly, and is now nearly completed. This work involved the excavation of a chamber underneath the buildings for the necessary inlets and machinery. It was also decided to have the buildings throughout and the grounds lighted by electricity, and this work is now in progress, and will be finished in time for the meeting of Parliament.

Departmental Buildings.—Various repairs and renovations have been effected during the year, and the general maintenance of the buildings attended to.

Government Printing Office.—Cellars have been excavated under the building to provide increased storage accommodation, and asphalt laid on the floor throughout. The hydraulic and steam lifts have been repaired, and a well is being sunk for working a condenser.

Mount Cook Prison.—The only works in progress during the year have been the excavation of the yard, to prepare for the erection of a temporary fence, and the cutting of a drain 5·31 chains long down the Taranaki Street side of the gaol, lined with channelling, to prevent the water taking away the slope and endangering the foundation.

Mount Cook Barracks.—The drainage was completed in September last, and the whole of the barracks is now furnished with a complete system of sanitation.

General Post Office, Wellington.—Considerable alterations for the improvement of the accommodation in this building were put in hand in April last, and are now well advanced. The work is being done on the co-operative principle.

Fire Appliances in Public Buildings.—Important improvements have been effected in the fire appliances in the Parliament Buildings, Government House, Departmental Buildings, Supreme Court, and Mount View Asylum.

Hutt Courthouse.—A contract for additions, consisting of two rooms, was let in July, and completed in August last.

Post and Telegraph Office, Otaki.—A contract for additions, &c., consisting of two additional rooms and the rearrangement of the structure, erection of a new chimney, painting and papering, was let in May, and completed in October last.

Quarantine Station, Soames Island.—The roof of the station was repaired, and partly renewed, and various minor repairs effected in the buildings, and a new wharf is being erected at the landing-place.

General Maintenance.—The general maintenance of the various Government buildings in the district has been attended to.

Turret-clock and Chimes for the Invercargill Post-office Building.—Tenders were invited in the principal towns of the colony for the manufacture and erection of a clock and chimes for the Invercargill Post-office tower. Two tenders were received, one from Messrs. Littlejohn and Son, Wellington, and the other from Mr. R. Murray, Ashburton. Messrs. Littlejohn and Son's tender, being the lowest, was accepted. (Amount, £685.) The contract was satisfactorily carried out, and completed in April last. As specified in the contract, the whole of the work was manufactured in the colony.

Porirua Asylum.—All the works required to complete the asylum ready for full occupation were completed, with the exception of the electric lighting, early in February last, and the building had

been partially occupied by a number of male patients for some months previously. These works—that were in progress and completed during the year and prior to February—were chiefly as follows: Reservoir for storing 1,000,000 gallons of water, and 8 in. main over 100 chains long laid; fire-prevention system outside and inside building; drainage, including arrangement for irrigation; grounds excavated and trimmed for airing-courts and recreation-grounds; steam-heating installation and hot-water supply; a contract for the manufacture and erection of an engine and boilers, carried out by Messrs. W. Cable and Co., Wellington, for £995; and a contract for the supply of furniture by Mr. G. H. Munt, of Wellington. The electric light installation was completed in May, and the building was then fully occupied. The erection of four additional rooms and bathroom for attendants was commenced in April last, and is in progress. The erection of farm-buildings was begun in January last, the work being done by patients, assisted by two or three tradesmen. The stable buildings are completed, and the byre, cartsheds, &c., are in progress. Excepting the engine and boilers and furniture contracts, and the farm-buildings, all the works in progress during the year have been done partly by co-operative contract and partly by day-work, the average wage earned by the co-operative workmen being for labourers fully 8s. and artisans 9s. 3d. per day of eight hours.

Bedsteads Contract.—Tenders were invited for the manufacture and delivery of 250 iron bedsteads and wire mattresses for the Porirua and Seacliff Asylums, the contract specifying that they were to be wholly manufactured in the colony. Three tenders were received, viz., one each from Auckland, Christchurch, and Dunedin. The contract was let in April, 1893, to the lowest tenderer, Messrs. Scott Bros., Christchurch, for £437.

MARLBOROUGH-NELSON DISTRICT.

Picton-Blenheim.—At Picton, the police-station has been enlarged by the addition of a room, and the public room in the post and telegraph office has been painted, and fencing at building renewed; and at Blenheim Post-office the mail and operating rooms have been painted throughout, and the latter supplied with standard lamps on the tables instead of swinging-lamps.

WESTLAND DISTRICT.

New Police-station, Greymouth.—This building was erected on the co-operative principle, and satisfactorily completed in June, 1893.

Post and Telegraph Office, Ahaura.—Tenders were invited for the erection of this building, and the contract was let in April last, and is now in progress.

New Customhouse and Police Quarters, Westport.—The contract for the erection of these buildings was let in April, 1893, and completed in September last.

Repairs, Minor Additions, Painting, &c.—Repairs, &c., have been effected in the following buildings: Post and telegraph offices, Hokitika and Reefton; Courthouses at Stafford, Charleston, and Westport; Warden's residence, Westport; Clerk of Court's residence, Westport, &c.

CANTERBURY DISTRICT.

Sunnyside Asylum.—In addition to the fire-prevention service completed last year, escape-shoots have been fixed in position, and an equipment of ladder, belts, hose-reels, &c., has been provided for the firemen. The interior walls of the female division have been plastered and painted. Considerable works were put in hand in April last, consisting of the ventilation of the female division, alterations to bathroom in female division, erection of a new water-closet block in brick, and alterations to the steam fittings in the kitchen. These works are being done partly on the co-operative principle and partly by day labour, and are making good progress. The baker's ovens have also been repaired; and a groin and sluice-gate at the inlet tank at the end of the suction-pipe in the River Halswell has been constructed. Plans and specifications have been prepared for a new laundry at this asylum, and arrangements are now being made for having the work done on the co-operative principle.

Courthouse, Rangiora.—The contract for the erection of this Courthouse was completed in August last.

Courthouse, Little River.—Tenders were invited for the erection of this Courthouse, and the tender of A. Swanston, Christchurch, for £327 4s., was accepted.

Courthouse Repairs.—Repairs have been effected in Courthouses as follows: Stipendiary Magistrate's Courthouse, Christchurch, considerable repairs and renovations; Akaroa, interior cleaned and painted; Ashburton, painted and renovated; and Timaru, extensive repairs to roof, guttering, chimneys, &c.

Police Stations.—Repairs have been carried out as follows: Ashburton, buildings thoroughly repaired and renovated; Christchurch, walls and ceilings of police-offices renovated, and additions and alterations to sergeants' and constables' quarters have been carried out, also repairs to fences, &c.; Temuka, additions and repairs; Kaikoura, repairs.

Post-office, Kaikoura.—A contract for the erection of a new post-office at Kaikoura was let in June, 1893, for £340, and was completed in September last.

Post-office Buildings, Christchurch.—A contract for repairs and alterations to the buildings was entered into in July last, and finished in September; amount, £124.

Post-office, Timaru.—A contract for repairs was let in August last, and finished in October; amount, £144.

Post-office, Waimate.—New out-buildings have been erected, and the old post-office building altered and fitted up as a shop and dwelling-house, and a fence has been erected on the section frontage.

Repairs have also been carried out in the Lyttelton and Temuka Post-offices.

Old Provincial Buildings, Christchurch.—These buildings have been repaired and renovated throughout, the painting being done on the co-operative principle.

Immigration Barracks, Addington.—Four of the cottages have been repaired and made habitable.

Immigration Office.—This building has been repaired and painted.

Deaf-Mute Institution, Sumner.—Improvements to the drainage have been carried out, and are proving satisfactory.

Native School, Kaiapoi.—The outside of the school-building and teacher's residence have been painted.

Quarantine Station, Quail Island.—Considerable improvements have been carried out during the year, consisting chiefly of the erection of a brick tank for hospital and wash-house, levelling of ground around buildings, improvement of the drainage, pathways to beach and flagstaff, roads from wharves to the cattle-shed, erection of a three-ton crane on south wharf, and the rebuilding of the sea-wall at the south wharf, &c.

General Maintenance.—The general maintenance of Government buildings in the district has been attended to.

OTAGO DISTRICT.

Doctor's Residence, Seacliff Asylum.—The erection of this building was let in four separate contracts, in February, 1893, and the whole of the work was satisfactorily completed in July last. An outhouse has also been erected.

Police Stations.—The contract for the erection of a police-station at Naseby was completed in August last. Additions and repairs to the police-stations at Palmerston South, Waikaia, and Lumsden, were carried out.

Post-office Buildings.—Repairs, &c., to post-office buildings have been carried out as follows: *At Oamaru*—A retaining wall and fencing erected. *Palmerston South*—Framing of turret renewed, and inside of postmaster's quarters repainted. *Dunedin*—Outside of general post-office buildings thoroughly renovated; and painting and renovating the outside of North Dunedin Post-office is in hand. *Kaitangata*—Building raised at one end, and some renovations effected. *Invercargill*—The old portion of the chief post-office building has been thoroughly renovated inside and outside, and the space in front asphalted. The tower in the new portion of the building was completed during the year, and the clock and chimes manufactured in Wellington have been erected therein.

Customhouse, Bluff.—This office was painted outside, and partly papered inside, in April, 1893.

Dynamite Magazine, Port Chalmers.—Re-roofed, and the outside woodwork was repainted in April, 1893.

Jetty to Powder Hulk and Dynamite Magazine, Vauxhall, Dunedin.—A contract was let for repairing and putting new piles under this jetty and magazine, and the work was finished in February last.

General Maintenance.—The maintenance of the various Government buildings in Dunedin has been attended to, and a good deal of work done in carrying out same.

STORES SUPPLY, ETC., CONTRACTS.

Tenders were invited and contracts entered into for the supply and delivery of general stores, tents, &c., for public works for the year 1894, at Auckland, Wellington, Wanganui, Christchurch, Greymouth, Dunedin, and Invercargill. The usual annual contracts for furnishings for the public buildings, Wellington, and for carting, chimney-sweeping, and supplies of fuel, were also let.

MARINE.

Stephen Island Lighthouse.—As previously reported, a contract for the construction of the iron tower for this lighthouse was let by this department to Messrs. Beaney and Sons, Auckland, and satisfactorily completed. The tower was erected and the lighthouse completed in January last.

Farewell Spit Lighthouse.—Plans and specifications are being prepared by this department for a new wrought-iron tower for this lighthouse, to be erected on concrete foundations.

Godley Head Lighthouse.—Plans are being prepared for a jetty and crane, proposed to be erected at the landing-place at this lighthouse.

The Brothers Lighthouse.—Preparations are being made for the erection of a crane at the southern end of the island for the landing of stores during north and north-west gales.

Opawa River.—A number of snags which obstructed the passage of steamers have been removed.

Wharves, Auckland District.—The following works have been completed during the year—viz., Erection of wharf, Parua Bay; and Mangapai and Maungakaramaea Wharves repaired. A contract was let in February last for the erection of two small wharves in Whangateau Harbour, and the work is in progress.

Harbour Works, &c.—A large number of plans and proposals for the construction of wharves, breakwater, and other sea, harbour, and river works, submitted by Harbour Boards and other local bodies, have been examined and reported upon during the year.

HARBOUR DEFENCES.

AUCKLAND DISTRICT.

Some works have been carried out during the year at the Bastion Battery and Fort Cautley by prison labour, under the supervision of this department; and a contract was let for the removal of the buildings from the old Admiralty Yard to the new yard near the dock, fencing, &c.

WELLINGTON DISTRICT.

Repairs to the Launch s.s. "Ellen Ballance."—Tenders were invited for considerable alterations and repairs to the "Ellen Ballance," and the contract was let to Messrs Luke and Sons in July last. The contract was finished in September; amount, £352 18s.

Renewing Face-wall at Kaiwarra Magazine.—The work of constructing 343ft. of face-walling along the banks of the Kaiwarra Stream, near the magazine, to replace similar work that had been swept away, has been carried out in a substantial manner by co-operative contract, and effectually removes the danger of encroachment by the Kaiwarra Stream. The road leading to the magazine was also repaired and retalalled.

Road from Mirimar to Shelly Bay.—A survey of the line and land for this road was made in June and July last, and the work of constructing the road was begun on 31st October, on the co-operative principle, an average of thirty-one men being employed. The road, which is 2 miles 11 chains in length, has been formed, metalled, and fenced for fully a mile and a half, and the work of completing the remainder is in progress.

Repairs to Shelly Bay Wharf.—Considerable repairs to this wharf are being done by prison labour. The stone pitching to the approach has been repaired, and the whole of the plant and material for the repairs to the jetty are now on the ground.

Forts.—Some works have been carried out at Forts Gordon and Kelburn.

CANTERBURY DISTRICT.

Some works have been carried out at Fort Jervois, Ripa Island, by prison labour.

ENCLOSURES.

This report is accompanied by Enclosures as follows, viz. :—

1. Statement showing lengths of railway authorised, constructed, surveyed, &c.
2. Diagram showing mileage of railway open each year.
3. Maps of the North and Middle Islands, showing railways opened and in progress.
4. Map showing North Island Main Trunk Railway routes.

I have, &c.,

WILLIAM H. HALES,
Engineer-in-Chief.

The Hon. the Minister for Public Works.

REPORT ON THE PROGRESS OF THE WORK

During the year 1911

Some work has been done in the field of the study of the history of the people of the United States, and the results of the work are reported in this report.

1. General Survey

The first part of the report is a general survey of the progress of the work during the year. It shows that the work has been carried out in accordance with the plan laid down at the beginning of the year, and that the results are satisfactory.

The second part of the report is a detailed account of the work done in each of the departments. It shows that the work has been carried out in accordance with the plan laid down at the beginning of the year, and that the results are satisfactory.

2. Detailed Account of the Work

The third part of the report is a detailed account of the work done in each of the departments. It shows that the work has been carried out in accordance with the plan laid down at the beginning of the year, and that the results are satisfactory.

3. Summary of the Results

The fourth part of the report is a summary of the results of the work. It shows that the work has been carried out in accordance with the plan laid down at the beginning of the year, and that the results are satisfactory.

The first part of the report is a general survey of the progress of the work during the year.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1894.

State of Line.

* This comprises 12m. 70ch. of railway constructed by Government, and 80m. 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.

MIDDLE ISLAND.

† This comprises 45m. 59ch. of railways constructed by the Government, and 45m. 73ch. of lines constructed by private companies under the District Railways Act and afterwards purchased by the Government.
‡ This comprises 11m. 35ch. of railways constructed by the Government, and 86m. 39ch. of lines constructed by private companies under the District Railways Act and afterwards purchased by the Government.

APPENDIX G.

REPORT OF THE CHIEF INSPECTOR OF MACHINERY.

The CHIEF INSPECTOR of MACHINERY to the UNDER-SECRETARY for PUBLIC WORKS.

SIR,— Chief Inspector of Machinery's Office, Wellington, 31st May, 1894.

I have the honour to submit my second annual report on the working of "The Inspection of Machinery Act, 1882," during the financial year ending the 31st March, 1894.

The number of boilers inspected, and for which certificates were issued during the year, was 2,834, being an increase of 578, or 26 per cent. over that of the previous year. Eighty-five boilers were found on inspection to be in a dangerous state, and 306 more or less defective.

During the year 181 new boilers have been put to work, 102 of which were imported, and 79 made in the colony. On the 31st March there still remained not inspected 200 boilers and 30 lifts, besides other machinery. Although there is still a considerable amount of arrears of work not inspected, I am gradually overtaking it, and hope to have it all completed during the current year if some further clerical assistance is granted. There have also been made during the year 2,899 inspections of machinery and 141 inspections of digesters.

The fact that no explosions or accidents to life or limb in connection with boilers have occurred during the year is a convincing proof of the advantages and safety afforded by the compulsory inspection of boilers. In comparing the number of explosions in one of the sister colonies where statistics are kept, I find the average number for some years has been eleven, or one explosion for every 287 boilers in use every year. In the colony referred to there is no compulsory inspection of boilers, and I think the comparison not only shows the advantages and safety, but also the necessity, for a compulsory system of inspection, as carried out in New Zealand. In Great Britain, for the year ending June, 1893, the number of explosions was seventy-two, causing the death of twenty persons.

Two accidents to boilers have occurred during the year, in both cases from neglect and carelessness on the part of the attendants. In connection with such accidents I wish to draw special attention to the fact that, no matter how careful the Inspectors may be, or how much good advice they may give to the attendants, this is a class of accident which the Inspectors can in no way be responsible for; and until those who use steam employ, or are compelled to employ, a better class of attendants, such accidents will occur and may have disastrous and fatal results.

I am of opinion that a system of having certificated engine-drivers and boiler-attendants is now a necessity, as every year working-pressures are increasing, and the dangers and risks are becoming greater; more especially with traction-engines, which work at extremely high pressures, and are, unfortunately, very often in charge of incompetent drivers, who not only endanger their own lives but the lives of all those who may be in the immediate vicinity; and as this class of engine is now largely used for road-haulage, the necessity for greater security is increased. A great many users of steam are under the erroneous impression that certificated drivers mean higher pay and increased working-expenses; but experience in similar cases has proved this to be altogether wrong, as wages have not materially increased, while the working-expenses have been reduced considerably by the cost of repairs being less, and by the improved efficiency and economy in the working of the engine and machinery, not to mention the greater safety afforded by having competent drivers, which are all in favour and to the advantage of the user of steam. I submit that the question of having certificated engine-drivers, more especially for traction-engines, is worthy of consideration.

I regret having to report fifteen accidents to persons in connection with machinery during the year—a decrease of four in comparison with last year—Otago and Auckland Districts being credited with the largest, and Canterbury with the least number—only one occurring in the latter district, and that not of a serious nature. Six accidents terminated fatally, and in nine cases the injuries were more or less serious. In each fatal case, at the inquest a verdict of accidental death was returned, no blame being attributable to any one. Four of the fatal cases are from the same cause—namely, attempting to manipulate belts with machinery in full motion—a very dangerous and unnecessary proceeding. Such accidents are entirely beyond the control of Inspectors, and are only preventible by the machinery being slowed down or stopped, and ordinary care taken by those in charge. The carelessness and indifference exhibited by those working machinery, and also by those in charge of machinery, is astonishing, the wonder being that there are so few accidents. The Inspectors are continually warning workers and those in charge of machinery of the want of ordinary care and consequent danger. The other accidents are of the usual class, not being preventible by inspection, they having occurred through neglect, carelessness, indifference, or being purely accidental.

In reference to the system of issuing all boiler and machinery certificates from the head office, which was initiated on the 1st January, 1893, and has been in operation ever since, it is satisfactory to report that the fees are now paid more regularly, and I am in a position to check all certificates and deal promptly with defaulters, the result being that the provisions of "The Inspection of Machinery Act, 1882," are now well complied with.

Some persons who use steam cannot see that it is to their advantage to pay for their certificates within the time specified, and thus receive a discount of 25 per cent. On several occasions where default in payment has been made I have found it necessary to ask the assistance of the Police Department; and I have to acknowledge the kindly assistance and co-operation of that department,

which has had the desired effect. On the 31st March, 1894, the amount of outstanding fees was at the lowest possible limit, a result which shows a decided improvement on the former system, and more than justifies the change.

With the assistance of Mr. Carman, who was appointed an Inspector of Machinery and commenced duties on the 1st April, 1893, and with the relief afforded the other Inspectors by reducing their clerical work, we have been enabled to overtake not only 75 per cent. arrears of inspections, but the Inspectors have been given more time to attend to their other equally important duties—namely, the examination of boilers under repair, and inspecting new work under construction, &c., which, with the present keen competition and low prices ruling in the iron trade, require the closest supervision.

In the early part of the year the flax-milling industry received a slight stimulus, and a considerable number of idle mills were put to work. Unfortunately, however, the spurt was of short duration, and the majority of mills are now shut down, and the others are working at a limited output, the price for finished fibre not being remunerative.

The most noticeable increase in any industry during the year has been in the dairying business, which has made rapid progress and is still developing, a large number of new boilers being utilised for that purpose.

In reviewing the year's work, which shows a substantial increase of new boilers and machinery put to work, there is solid indication that the colony, if not booming, is at least making steady progress.

In concluding this, my second annual report, I have again to bear testimony to the energy, perseverance, and ability displayed by the Inspectors in the execution of their duties.

Appended are tables showing: (1.) Number and class of boilers inspected for which certificates were issued and fees payable. (2.) Different classes of machinery inspected, and motive-power used. (3.) Nature and extent of defects found on inspection. (4.) Notices given to repair defects. (5.) Notices given to fence dangerous parts of machinery. (6.) Accidents which proved fatal to persons in connection with machinery. (7.) Accidents which were not fatal to persons in connection with machinery.

I have, &c.,

W. M. MOWATT,
Chief Inspector of Machinery.

The Under-Secretary for Public Works.

No. 1.—RETURN showing the NUMBER of LAND BOILERS INSPECTED and for which CERTIFICATES were issued during the Financial Year ending the 31st March, 1894.

Portable.			Stationary.			Total.
Under 5 h.p.	Under 10 h.p.	Over 10 h.p.	Under 5 h.p.	Under 10 h.p.	Over 10 h.p.	
187	782	145	686	352	682	2,834

RETURN showing FEES PAYABLE for the INSPECTION of BOILERS and MACHINERY during the Financial Year ending 31st March, 1894.

Fees payable on Boilers.			Fees payable on Machinery.			Total Fees payable.		
£	s.	d.	£	s.	d.	£	s.	d.
4,041	5	0	48	0	0	4,089	5	0

There were inspected for the Government twenty-one boilers, which are not included in the above fees. If charged for, the amount would have been £45 5s.

No. 2.—RETURN of MACHINERY INSPECTED during the Financial Year ending the 31st March, 1894.

Description of Machinery.	Driven by					Description of Machinery.	Driven by				
	Steam.	Steam and Water.	Water.	Gas.	Petroleum.		Steam.	Steam and Water.	Water.	Gas.	Petroleum.
Agricultural-implement works	10	...	...	...	...	Brought forward ...	464	...	3	7	...
Air-compressing ...	2	...	...	...	...	Cocoa factory ...	1	...	...	...	...
Ammunition factory ...	1	...	...	...	...	Coffee- and spice-works ...	13	...	...	...	...
Assaying ...	1	...	...	...	...	Collieries ...	25	...	...	...	...
Bacon-curing ...	5	...	...	...	...	Cooking and warming ...	13	...	...	...	...
Bakeries ...	2	...	1	2	...	Cooperages ...	14	...	...	...	...
Bark-mills ...	2	...	...	...	...	Condensed-milk factory ...	1	...	...	...	...
Basket factory ...	1	...	...	...	...	Confectioneries ...	12	...	...	1	...
Baths ...	6	...	...	...	...	Cordial factories ...	45	...	...	...	...
Bicycle-works ...	4	...	...	...	...	Creameries ...	20	1	3	...	...
Biscuit factories ...	9	...	...	...	...	Dairy factories ...	117	1	1	...	...
Blackening factories ...	1	...	...	...	...	Dock and slip ...	10	...	...	...	...
Blacksmiths' tools ...	5	...	...	...	...	Dredging (gold) ...	35	...	...	...	...
Block- and pump-works ...	1	...	...	...	...	Dredging (harbours) ...	17	...	...	...	...
Boat-building yards ...	2	...	...	...	...	Dye-works ...	5	...	...	...	...
Boiling-down ...	48	...	...	...	...	Electric lighting ...	7	...	2	...	...
Bone-mills ...	17	...	...	...	...	Engine-works ...	50	...	...	...	...
Boot factories ...	8	...	...	1	...	Fellmongeries ...	18	...	...	...	...
Brass- and copper-works ...	6	...	...	...	...	Fire-engines ...	12	...	...	...	...
Breweries ...	65	...	...	...	...	Firewood-cutting ...	78	...	10	2	...
Brick- and tile-works ...	30	...	...	...	...	Fish-preserving ...	4	...	...	...	...
Brush factory ...	1	...	...	...	...	Flax-mills ...	105	2	4	...	...
Butter-box factory ...	4	...	...	...	...	Flock-mills ...	4	...	...	...	...
Cable tramways ...	2	...	...	...	...	Flour-mills ...	52	5	8	...	...
Cabinetmaking (including turners)	46	...	...	...	...	Foundries ...	76	...	...	...	...
Candle-works ...	3	...	...	...	...	Fruit-preserving ...	16	...	...	...	...
Cement-mixing ...	1	...	...	...	...	Galvanised-iron works ...	1	...	...	...	...
Cement-works ...	2	...	...	...	...	Gas-works ...	12	...	...	...	...
Chaff-cutting ...	160	...	2	...	...	Glass-grinding ...	1	...	...	...	...
Chemical-works ...	3	...	...	...	...	Glue-works ...	4	...	...	...	...
Cider factories ...	2	...	...	...	...	Gold-mining ...	4	...	...	...	...
Cigarette factory ...	...	...	...	1	...	Hauling ...	40	...	...	...	...
Clothing factories ...	...	...	...	3	...	Hoisting (including winches and pile-driving)	90	...	...	...	...
Coach factories ...	14	...	...	...	...	Iron-works ...	6	2	1	...	...
Carried forward ...	464	...	3	7	...	Knitting factory ...	1	...	...	...	...
						Carried forward ...	1373	11	32	10	...

No. 2.—RETURN of MACHINERY INSPECTED during the Financial Year ending the 31st March, 1894—continued.

Description of Machinery.	Driven by					Description of Machinery.	Driven by				
	Steam.	Steam and Water.	Water.	Gas.	Petroleum.		Steam.	Steam and Water.	Water.	Gas.	Petroleum.
Brought forward ...	1373	11	32	10	...	Brought forward ...	2100	12	150	29	...
Landing - service (Government)	1	...	...	...	...	Seed-dressing ...	10	...	...	...	1
Laundries ...	12	...	...	...	...	Sheep-dips ...	3	...	...	...	...
Lead- and pipe-works...	2	...	...	...	...	Sheep-shearing ...	27	...	2	...	...
Lifts (passenger) ...	...	...	8	...	...	Ship-building yards ...	2	...	...	...	...
Lifts (cargo only) ...	1	...	97	8	...	Soap-works ...	16	...	...	...	...
Locomotives ...	60	...	...	...	...	Soap- and candle-works	4	...	...	...	...
Machine-shops ...	27	...	...	...	...	Soda-crystals ...	3	...	...	...	...
Manure-works ...	6	...	...	...	...	Starch-works ...	3	...	...	...	...
Meat-preserving ...	16	...	...	...	...	Steam-cranes ...	38	...	...	...	...
Mortar-mills ...	4	...	...	...	...	Stone-crushing ...	26	...	...	...	...
Oatmeal-mills ...	2	...	...	...	...	Stone-cutting ...	3	...	...	...	...
Oil-, soap-, and candle-works	3	...	...	...	...	Sugar refinery ...	1	...	...	...	...
Paper-mills ...	2	...	...	...	...	Sulphur-works ...	1	...	...	...	...
Potteries ...	10	...	...	...	...	Tanneries ...	19	...	...	...	...
Printing ...	42	...	...	6	...	Threshing by portable	201	...	...	...	...
Pumice-works ...	1	...	...	...	...	Threshing by traction	141	...	...	...	...
Pumping ...	48	...	...	1	...	Tinplate-works ...	1	...	...	...	...
Pyrites reduction-works	...	...	3	...	...	Tobacco factory ...	1	...	...	...	...
Quartz-crushing ...	24	1	4	...	...	Tramway-engines ...	8	...	...	...	...
Refrigerating-works ...	24	...	...	...	...	Varnish-works ...	1	...	...	...	...
Road-hauling ...	4	...	...	...	...	Venetian-blind works	4	...	...	...	...
Road-rollers ...	3	...	...	...	...	Vinegar brewery ...	1	...	...	...	...
Rolling-mills...	2	...	...	...	...	Water-works ...	4	...	...	...	...
Rope-works ...	6	...	...	...	...	Well-sinking ...	16	...	...	...	...
Roundabout ...	2	...	...	...	...	Winding ...	26	...	...	...	...
Sash-and-door factories	40	...	...	...	...	Wire-working ...	1	...	...	...	...
Sausage-chopping ...	64	...	2	4	...	Wire-working ...	9	...	...	...	...
Saw-mills ...	321	...	4	...	...	Woolen-mills ...	19	...	...	6	...
						Wool-pressing ...	20	...	...	...	...
						Wool-scouring ...	20	...	...	...	...
Carried forward ...	2100	12	150	29	...	Total ...	2709	12	152	35	1

No. 3.—RETURN of DEFECTS found on INSPECTION of BOILERS during the Financial Year ending 31st March, 1894.

Description of Defects,	Dangerous.	Defective in Lesser Degree.	Total.
Cast-iron bridges on mud-hole doors ...	3	...	3
Corrosion, internal ...	2	20	22
Corrosion, external ...	17	57	74
Cracks in fire-boxes ...	6	6	12
Cracks in shell ...	3	...	3
Defective construction ...	...	4	4
Depressions over furnaces in externally-fired boilers...	2	4	6
Depressions on crown of fire-boxes ...	8	31	39
Fire-boxes thin ...	2	3	5
Flues out of shape ...	2	5	7
Furnace wasted from leakage ...	1	3	4
General dilapidation from neglect or age ...	4	15	19
Grooving in furnaces ...	2	6	8
Grooving in shell ...	1	4	5
Grooving in uptakes ...	4	10	14
Leakage from joints and mountings ...	2	18	20
Manhole openings weak ...	8	...	8
Manhole openings to be cut (omission) ...	...	2	2
Patches in fire-boxes ...	...	24	24
Rivets broken in furnace...	2	6	8
Rivets broken in shell ...	1	4	5
Carried forward ...	70	222	292

No. 3.—RETURN of DEFECTS found on INSPECTION of BOILERS during the Financial Year ending 31st March, 1894—*continued.*

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Brought forward	70	222	292
Rivets wasted and had to be renewed	...	6	6
Saddle-plate wasted	1	...	1
Setting of boiler in brickwork gave way	1	2	3
Stay-girders broken	1	6	7
Stay-girders wasted	1	8	9
Stays, longitudinal, broken	4	12	16
" " "wasted	4	18	22
Stays screwed in fire-box broken	2	10	12
" " "wasted	1	6	7
Tubes wasted	...	16	16
Totals	85	306	391

Digesters found to be Defective on Inspection.

Landings wasted internally	...	...	...	...	3	16	19
Longitudinal stays wasted	...	...	...	...	4	7	11
Rivets wasted and loose ...	...	...	...	...	2	9	11
Totals	...	...	...	...	9	32	41

Defective Fittings found on Inspection of Boilers for which Notice was given to renew.

4	blow-off cocks.	27	pressure-gauges.
2	blow-off pipes.	18	safety-valves.
2	boiler-supports.	29	sludge-hole doors.
3	feed-pipes.	6	steam-pipes.
3	feed-pump valves.	10	spring-balances.
43	fusible plugs.	16	water-gauge cocks.

No. 4.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ending the 31st March, 1894.

No.	Type.	Description of Repairs.
6	Cornish ...	Furnace-crown plates renewed.
10	" ...	Strengthening hoops round furnace.
6	" ...	Compensating-rings round manhole-opening.
8	" ...	Angle-iron renewed connecting flues to end-plates.
3	" ...	Renewed rivets in bottom of shell.
4	" ...	Patches on shell under blow-off cock.
1	Cylindrical	Longitudinal stays renewed.
1	Fire-engine	Shell patched.
1	"	Retubed.
4	Lancashire	Strengthening hoops on furnace.
3	"	Renewed rivets in gusset-stays.
2	Locomotives	Renewed rivets in fire-box.
3	"	Renewed palm-stays.
2	"	Longitudinal stays renewed.
4	"	Stripped, tubes drawn, repaired, and tested.
2	"	Stripped and tested.
2	"	Tube-plate patched.
1	"	New ring in mouthpiece of fire-box.
1	Marine ...	Patch under blow-off cock and shell sheathed.
5	Multitubular	New plate over fire.
3	"	Patches over fire cut out, renewed, and rivetted.
5	"	Patches under blow-off cock.
2	"	Tube-plate renewed.
4	"	Lower half of tube-plate renewed.
6	"	Compensating-ring round manhole-opening.
7	"	Longitudinal stays renewed.

No. 4.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ending the 31st March, 1894—*continued*.

No.	Type.	Description of Repairs.
1	Multitubular	Extra longitudinal stays and stay-tubes fitted.
6	"	Retubed.
4	"	Partially retubed.
6	"	Renewed joints on boiler.
2	"	Renewed brickwork setting.
2	"	Doubling-plate above tubes renewed.
1	"	Recalked seams over fire and lowered fire-bars.
2	"	Renewed blow-off pipes.
2	Portable	Renewed fire-box.
6	"	Renewed crown of fire-box.
16	"	Fire-boxes patched.
19	"	Fire-box stays renewed.
3	"	Tube-plates renewed.
2	"	Retubed.
6	"	Partially retubed.
22	"	Shell patched.
3	"	Girders on fire-box renewed.
6	"	Girder-stays on fire-box renewed.
8	"	Longitudinal stays renewed.
2	"	Saddle-plate renewed.
14	"	Stripped for examination.
12	"	Patches round mud-doors.
8	"	Spring-balances to renew.
2	"	Tubes expanded.
2	Semiportable	Longitudinal stays renewed.
3	"	Extra stays in tube-space.
3	Semitubular	Shell repaired.
2	"	Gusset riveted.
2	"	Strengthening hoops on furnace.
1	"	Retubed.
2	Traction	Wash-out plugs fitted.
7	"	Fire-box stays renewed.
8	"	Fire-box patched.
2	"	Extra stays fitted.
2	"	Retubed.
3	Tram-engine	Fire-box stays renewed.
1	"	Fire-box side cut out and renewed.
1	"	Fire-box patched.
1	"	Safety-valve made workable.
6	Vertical flue	New uptakes.
8	"	Mud-door opening repaired.
4	"	Furnace renewed.
6	"	Stays from crown of furnace to crown of boiler renewed.
6	"	Repairs to uptake.
8	"	Repairs to shell.
2	"	Dogs for mud-doors renewed.
6	Vertical tubular	Retubed.
4	"	Tube-plates renewed.
6	"	Pressure-gauges renewed.
1	Water-tube	Retubed.
1	"	Partially retubed.

No. 5.—RETURN of NOTICES given to FENCE DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ending 31st March, 1894.

No.	Machinery.	Particulars.
2	Breweries	Engine fly-wheel, elevator-gear, and shafting.
2	Cabinetmaking	Driving-belts, pulleys, shafting, and moulding machine.
6	Chaff-cutting	Fly-wheel and knives.
13	"	Engine, shafting, and main driving-belts.
1	Chemical works	Gearing on bone-mill.
1	Clothing factory	Fly-wheel on gas-engine and shafting.
3	Coach factory	Engine fly-wheel and shafting.
1	"	Guard over emery-wheel.

No. 5.—RETURN of NOTICES given to FENCE DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ending 31st March, 1894—*continued.*

No.	Machinery.	Particulars.
8	Dairy factory ...	Engine fly-wheel and shafting.
14	Flax-mills ...	Scutcher-mouths reduced to 1½ in.
1	" ...	Fit safety mouthpiece on scutcher.
8	" ...	Engine fly-wheels, main and counter shafts.
4	" ...	Gear-wheels on strippers and belting.
3	" ...	Counter-shaft and scutcher-driver.
1	Flour-mills ...	Machinery very crowded; all pulleys, belts, and gearing.
1	" ...	Counter-shafts and driving-pulleys.
1	" ...	Main driving-belts.
3	Foundries ...	Engine fly-wheels.
2	Manure-works ...	Engine fly-wheel, gearing, and main driving-belts.
2	Potteries ...	Gearing on pug-mills.
3	Printing ...	Engine fly-wheel, pulleys, belts, and printing-machine.
2	Quartz-crushing ...	Amalgamating-pans and gearing.
2	" ...	Main shafting and belts.
30	Saw-mills ...	Main driving-belts.
6	" ...	Engine fly-wheels and main driving-belts.
9	" ...	Planing-machine, belts, and gearing.
3	" ...	Engine-governor and moulding-machine.
12	" ...	Gearing for goose, band, and breaking-down saw.
8	" ...	Emery-wheels guarded.
2	" ...	Water-power main driving, shafting, and pulleys.
8	Sash-and-door factory ...	Planing-machine and main driving-belts.
1	Soap-works ...	Engine fly-wheel and shafting.
1	Spice factory ...	Gas-engine fly-wheel.
1	" ...	Main driving-belts to grinding-mill.
1	Shipbuilding yard ...	Jigger, band-saw, and emery-wheel.
1	Tannery ...	Belts of bark-squeezers and elevator and fan-blast.
1	Twine-spinning ...	Belts, spinning- and drawing-frames.
1	" ...	Engine fly-wheel and belting.
1	Winding ...	Two pairs spur-wheels and pinions.
1	" ...	Engine fly-wheel.
2	Woollen-mill ...	Carding-machines.
1	" ...	Wool-washing machines.

No. 6.—RETURN of ACCIDENTS which proved FATAL in connection with MACHINERY during the Financial Year ending the 31st March, 1894.

Name and Address of Owners.	Description of Machinery.	Name of Person injured.	Nature of Accident.	Cause of Accident, and Remarks.
Alexander Durward, Heriot	Flax-mill ..	Alexander Durward, 38 years of age	Severe shock and loss of blood	Durward was in the act of adjusting a belt on pulley with machinery in motion, when some part of his clothing was caught by shafting, and he was wound around revolving shaft. When machinery was stopped life was almost extinct. At the inquest a verdict of "Accidental death" was returned, no blame being attributable to any one.
Dr. Hyde, Clyde	Steam-winch ..	John McLaren	Skull fractured ..	McLaren was at work on a gold-dredge, and was manipulating one of the mooring-lines which was attached to steam-winch. Instructions were given to slack up line, and in attempting to carry out this order he raised ratchet-paul, but did not apply the brake; the result was the winch revolved, and, in coming round, the handle struck him on the forehead, fracturing the skull. He died in about a week after the accident from the injuries received. The winch was in good order, and if ordinary care had been taken by the deceased this accident would not have occurred.

No. 6.—RETURN of ACCIDENTS which proved FATAL in connection with MACHINERY during the Financial Year ending the 31st March, 1894—*continued*.

Name and Address of Owners.	Description of Machinery.	Name of Person injured.	Nature of Accident.	Cause of Accident, and Remarks.
R. Anderson and Co., Dunedin	Flour-mill ..	Josiah Evans, 26 years of age	Shock to system and loss of blood	Deceased was repairing one of the machines; the main driving-belt was taken off for that purpose; it was hanging loosely on shaft, and each time the head of key in pulley caught belt it gave a jerk. He, to stop this jerking, put his leg round belt, and while doing so the head of key caught belt; it and the deceased were wound round shaft. There being very little room between shaft and wall, he was so severely mangled before machinery was stopped that he died a few hours after. He was considered a very careful man, and how he should do such a foolish action there is no accounting for. At the inquest a verdict of "Accidental death" was returned, no blame being attributable to any one.
Messrs. McNab, Knappdale Station, Gore	Sheep-shearing	Llewellyn James	Shock and injuries to spine	James was oiling the bearings of main shaft. Having on some loose clothing, it was caught by shafting, and he was wound round the shaft. He died some seventeen days after from the injuries received. This is another case of thoughtlessness or carelessness on the part of deceased. If ordinary care was exercised there should not have been any accident. All dangerous parts were protected as far as practicable.
Coultherd Bros., Papakura	Saw-mill ..	John McLean..	Body severely crushed	McLean was supposed to be attempting to put on a belt without slowing-down engine, when by some means he got caught in the belt and was drawn round revolving shaft and killed. Death was instantaneous. Another case of carelessness. At the inquest a verdict of "Accidental death" was returned; no blame being attributable to any one.
William Booth, Carterton	Saw-mill ..	Andrew DeLacy	Head and body injured	De Lacy's duty lay outside the mill driving horses. It appears he was carrying some piece of harness over his shoulder, and, in attempting to pass underneath main driving-belt of circular-saw, the belt caught the harness and dashed him with great violence against framework of saw. Death was almost instantaneous. At the inquest a verdict of "Accidental death" was returned. The jury added a rider calling the Inspector of Machinery's attention to the want of protection where accident occurred. Mr. McGregor, the Inspector, gave the owner written notice in July, 1892, to fence four main driving-belts, including the one in question, within fourteen days from date of notice. Unfortunately the owner omitted to fence this particular one. The accident occurred in 1893, just before the Inspector's return visit. The responsibility or blame rests with the owner and not with the Inspector.

No. 7.—RETURN of ACCIDENTS (NOT FATAL) in connection with MACHINERY during the Financial Year ending the 31st March, 1894.

Name and Address of Owners.	Description of Machinery.	Name of Person injured.	Nature of Accident.	Cause of Accident, and Remarks.
Parker and Sons, Dunedin	Planing-machine	John Auld, 15 years of age	Forefinger and thumb injured	Auld was planing a piece of timber, when it slipped, and his hand came in contact with the revolving cutters, injuring forefinger and thumb, which were amputated. The planing-machine was guarded as far as practicable. This was a pure accident.
Phoenix Company, Dunedin	Circular-saw ..	Thomas Grant, 16 years of age	Hand cut badly..	Grant was sawing a piece of timber, when it slipped, and his hand came in contact with revolving-saw, cutting his hand badly: purely accidental, and not preventible by any further protection.

No. 7.—RETURN of ACCIDENTS (NOT FATAL) in connection with MACHINERY during the Financial Year ending the 31st March, 1894—*continued.*

Name and Address of Owners.	Description of Machinery.	Name of Person injured.	Nature of Accident.	Cause of Accident, and Remarks.
Phoenix Company, Dunedin	Dough-mixer ..	William Robbins, 16 years of age	Compound fracture of thumb	Robbins was attending to a dough-mixer, and in reaching over the machine he slipped. In attempting to save himself, he caught hold of a wheel; it revolving, his thumb was drawn in and fractured. This machine was guarded as far as practicable without destroying its efficiency.
Ross and Glendinning, Dunedin	Weaving-loom	Emily Robin ..	Loss of part of three fingers	Emily Robin was cleaning a loom while in motion; her hand was caught between two wheels, injuring three fingers. This was entirely the fault of the employé, as the owners have printed instructions hung up in factory that no employé is to clean any machinery while in motion.
Charles North, Canterbury	Flour-mill ..	Charles North, 45 years of age	Bruised on body..	Charles North, who is the owner, was standing on a step-ladder to replace a small belt; in reaching up the ladder capsized, his shirt-sleeve was caught by shaft, and his body was wound round the revolving shaft until belt broke, thus relieving him. He had a wonderful escape, as the shaft runs at a high speed, and there is only 18in. from shaft to floor-joint and 30in. from a corn-bin. Not preventible by inspection.
Onehunga Woollen Company, Onehunga	Weaving-loom	Margaret Cook, 17 years of age	Two fingers crushed	Margaret Cook was cleaning a loom while in motion, when her hand was caught between two small wheels, injuring two fingers. The wheels are protected as far as practicable, and no accident should occur if ordinary care is taken. There is also a notice in mill that any employé found cleaning machinery in motion is liable to instant dismissal.
Henry Plank, Waititi, Nelson	Planing-machine	Horace Savage, 9 years of age.	Loss of arm ..	The boy was not employed at the mill, but was playing about and not observed by any of the employés. He got behind the fencing of a counter-shaft, when his clothes were caught, and he was wound round shaft running at a high speed, his left arm striking the wall each revolution; this noise caused some of the employés who were working at another part of the mill to look round, when they immediately stopped the machinery. On being released and examined by a doctor, it was found necessary to amputate the arm above the elbow. There can be no blame to any one but the boy, as the machinery is guarded as far as practicable, and the boy had no business in the mill.
J. Bycroft and Co., Auckland	Biscuit factory	John Martin, 16 years of age	Two fingers crushed	Martin was employed at a biscuit-machine, when two fingers of the right hand were crushed by a pair of cog-wheels. There is no accounting for this accident, as the wheels are behind the ratchet-gear and well protected. The boy cannot give any account of how the accident occurred.
Kauri Timber Company, Auckland	Saw-mill ..	Robert Main ..	Arm bruised ..	It appears that Main was employed as tail-man at a circular-saw, when a piece of timber was thrown back by the saw, striking him on the left arm. This was purely accidental.

APPENDIX H.
REPORT OF THE PRINCIPAL ENGINEER-SURVEYOR OF STEAMERS.

The PRINCIPAL ENGINEER-SURVEYOR OF STEAMERS to the UNDER-SECRETARY FOR PUBLIC WORKS.
Chief Inspector of Machinery's Office,
Wellington, 31st May, 1894.

SIR,— I have the honour to submit the following report of steamers surveyed, and for which certificates were issued under "The Shipping and Seamen's Act, 1877," during the financial year ended 31st March, 1894.

The following table shows the number of steamers engaged in the respective trades, their tonnage, horse-power, and fees payable :—

Number.	Trade in which engaged.	Fees payable.	Aggregate Registered Tonnage.	Registered Nominal Horse-power.
20	Foreign	£ 266	33,550	9,836
61	Home trade	452		
132	River and extended river ...	403		
213	...	1,121	33,550	9,836

For the 213 steamers shown above, 293 survey-certificates were issued, that number of surveys having been made.

The work in this branch of the department under the Shipping and Seamen's Act is now well in hand, with the exception of a few small steamers in outlying districts, which will be attended to on the first opportunity.

The question of extended river limits as now defined is one which I submit should be considered during the year. The holder of a river engineer's certificate or river master's certificate being allowed to trade in some cases from port to port, going distances of over eighty miles coast-wise, is an anomaly which requires amending.

Appended is a table giving name of steamer, tons register, horse-power, nature of machinery and propeller, also trade in which employed.

I have, &c.,
W. M. MOWATT,
Principal Engineer-Surveyor.

The Under-Secretary for Public Works.

RETURN of Steamers to which Certificates of Survey were issued in New Zealand from 1st April, 1893, until 31st March, 1894.

Name.	Tons Register.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Ahuriri*	31	17	Compound ..	Screw ..	Extended river	
Akaroa	43	28	" ..	" ..	" ..	
Albany*	8	8	Non-condensing	" ..	River ..	Launch.
Alert*	..	5	" ..	" ..	" ..	"
Alexandra*	73	30	" ..	Paddle ..	" ..	
Alice	3	4	" ..	Screw ..	" ..	Launch.
Antrim	36	30	" ..	Paddle ..	" ..	
Aorere	45	16	Compound ..	Screw ..	Home-trade	
Argyle	129	45	" ..	" ..	" ..	
Australia	260	77	" ..	Twin-screw ..	" ..	
Avonia	..	16	Non-condensing	Stern-wheel ..	River ..	
Awarua	100	80	Compound ..	Paddle ..	Home-trade ..	Tug.
Beatrice	8	10	" ..	Screw ..	Extended river	
Bella*	12	12	Non-condensing	" ..	" ..	
Ben Lomond*	33	15	Compound ..	" ..	River ..	
Birkenhead*	55	16	Non-condensing	Paddle ..	" ..	
Blanche*	18	9	" ..	Screw ..	" ..	
Britannia*	108	40	" ..	Paddle ..	" ..	
Canterbury*	..	24	" ..	Twin-screw ..	Extended river	
Charles Edward	123	60	Compound ..	" ..	Home-trade	
Chelmsford	70	24	" ..	Screw ..	" ..	
Clansman	336	99	" ..	" ..	" ..	
Clematis*	5	4	Non-condensing	Stern-wheel ..	River ..	Launch.
Coromandel	68	25	Compound ..	Screw ..	Extended river	
Cygnat	3	3	Non-condensing	" ..	River ..	Launch.
Despatch (Auckland)*	..	6	" ..	" ..	" ..	
Dingadee	393	80	Compound ..	Twin-screw ..	Home-trade	
Dispatch (Bluff)*	24	20	" ..	Screw ..	Home-trade	
Douglas*	60	20	" ..	" ..	" ..	
Duco†	26	60	Triple-expansion	" ..	Extended river	New.
Durham*	54	30	Compound ..	" ..	" ..	
Eagle	138	70	" ..	Paddle ..	River ..	
Echo	..	3	Non-condensing	Screw ..	" ..	Launch.
Edina	9	6	" ..	" ..	" ..	"
Effort	13	12	" ..	" ..	" ..	"
Eliza†	..	2	" ..	" ..	" ..	"
Elizabeth†	..	2½	" ..	" ..	" ..	"

* Surveyed twice, and in some cases three times. † First survey.

RETURN of Steamers to which Certificates of Survey were issued—*continued*.

Name.	Tons Register.	Nominal Horse-power of gines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Elsie	15	8	Non-condensing	Screw	Extended river	
Enterprise	61	30	"	Paddle	River	
Erin*	4	4	"	Screw	"	
Ethel J.*	19	16	"	"	"	
Fairy*	33	15	"	"	Extended river	
Fanny*	67	30	Compound ..	"	Home-trade	
Fingal*	23	11	Condensing ..	"	Extended river	
Flora†	838	180	Compound ..	"	Home-trade	
Freetrader*	95	30	Non-condensing	Stern-wheel	River	
Gairloch	211	85	Compound ..	Twin-screw	Home-trade	
Glenelg	156	75	"	Screw	"	
Grafton	297	123	"	Twin-screw	"	
Hauroro	1,276	250	"	Screw	Foreign	
Heathcote	94	35	"	"	Extended river	Hopper-barge.
Help	..	1½	Non-condensing	"	River	Launch.
Herald	370	85	Compound ..	"	Home-trade	
Hinemoa	..	3	Non-condensing	"	River	Launch.
Huia (Auckland)	..	6	"	"	"	"
Huia (Wellington)	90	25	Compound ..	"	Home-trade	
Ida	12	10	Non-condensing	"	River	
Invercargill	123	50	Compound ..	"	Home-trade	
Invincible†	50	15	"	"	Extended river	
Iona	61	45	Non-condensing	Stern-wheel	River	
Ivy*	..	8	"	Screw	"	Launch.
Jane Douglas	75	22	Compound ..	"	Home-trade	
J.D.O.†	87	28	"	"	Extended river	New.
John Anderson	..	24	"	"	"	
Kahu	99	40	"	"	Foreign	
Kaituna	4	4	"	"	River	Launch.
Kanieri	115	20	"	"	Home-trade	
Karamea	..	8	Non-condensing	"	Extended river	Late "Picton."
Kate*	..	5	"	"	River	Launch.
Katikati*	27	8	Condensing ..	"	"	
Katipo†	..	1½	Compound ..	"	"	Launch.
Kawai	..	24	Non-condensing	"	"	
Kawatiri	286	70	Compound ..	"	Home-trade	
Kawau	8	10	"	"	Extended river	
Kennedy	124	43	"	Twin-screw	Home-trade	
Kina*	52	15	"	Screw	River	
Kiwi	133	30	"	"	Home-trade	Since wrecked.
Koputai*	5	120	"	Paddle	"	Tug.
Kotuku*	41	40	Non-condensing	Triple-screw	River	
Lady Barkly	39	20	Compound ..	Screw	Extended river	
Lily*	20	12	Non-condensing	Twin-screw	"	
Little George	4	4	"	Screw	River	Launch.
Lytelton	39	80	Compound ..	Paddle	Home-trade	Tug.
Mahinapua	205	80	"	Twin-screw	"	
Mana	51	25	"	Screw	Extended river	
Manaia	55	15	"	"	Home-trade	
Manapouri	1,020	300	"	"	Foreign	
Manawatu	112	38	"	"	Home-trade	
Manukau	45	15	"	"	River	
Maori (Auckland)*	17	8	Non-condensing	"	"	
Maori (Dunedin)	118	60	Compound ..	"	Home-trade	
Maori (London)†	1,755	325	Triple-expansion	"	Foreign	
Mararoa	1,248	530	"	"	"	
Matau*	50	40	Non-condensing	Stern-wheel	River	
Matuku*	3	8	"	Screw	"	
Maud	2	1	"	"	"	Launch.
Mawhera	340	75	Compound ..	"	Home-trade	
Meremere*	..	3	Non-condensing	"	River	Launch.
Miranda*	..	4	"	"	"	"
Minnie Casey*	48	25	Compound ..	Screw	River	
Moa	110	33	"	"	Home-trade	
Mohaka*	20	17	Non-condensing	"	Extended river	
Moss Rose*	..	8	"	"	"	Launch.
Mountaineer	66	60	Compound ..	Paddle	River	
Moutoa*	..	5	Non-condensing	Screw	"	Launch.
Murray	90	25	Compound ..	"	Home-trade	
Napier*	48	30	"	"	"	
Nautilus	32	18	"	"	Extended river	Yacht.
Neptune*	44	18	"	"	Home-trade	
Ngunguru†	54	16	Condensing ..	"	Extended river	New.
Nile*	21	20	Non-condensing	Paddle	"	
Noko*	15	9	"	Screw	"	
No. 222*	502	120	Compound ..	Twin-screw	Home-trade	Dredge.
Ohau	411	92	"	Screw	"	
Ohinemuri	73	26	"	"	"	
Olga	4	5	Non-condensing	"	River	Launch.
Omapere	352	80	Compound ..	"	Home-trade	
Onslow	20	14	"	Twin-screw	River	
Orawaiti	283	70	"	Screw	Home-trade	
Oreti	138	50	"	"	"	
Osprey*	138	70	"	Paddle	River	
Ovalau	767	75	Quadruple - expansion	Screw	Foreign	
Paeroa*	45	16	Compound ..	"	Extended river	
Patiki	37	22	Non-condensing	Paddle	River	
Pearl	9	7	"	Screw	"	
Pelorus	18	12	"	"	"	
Penguin*	442	180	Compound ..	"	Home-trade	

* Surveyed twice, and in some cases three times.

† First survey.

‡ First New Zealand survey.

RETURN of Steamers to which Certificates of Survey were issued—*continued.*

Name of Vessel.	Tons Register.	Nominal Horse-power of Engines.	Nature of Engines.	Nature of Propeller.	Class of Certificate.	Remarks.
Phoenix*	6	6	Non-condensing	Screw	Extended river	
Pioneer*	5	5	"	"	River	
Planet*	13	8	"	"	Extended river	
Plucky	29	40	Compound ..	"	Home-trade ..	Tug.
Piraki†	..	10	Non-condensing	"	Extended river	New.
Poherua	749	128	Triple-expansion	"	Foreign	[vessel.
Prince of Wales ..	487	21	Condensing ..	Twin-screw	Home-trade	Meat-freezing
Progress	200	50	Compound ..	Screw	"	Dredge.
Pukaki	850	110	Quadruple - expansion	"	Foreign	
Queenie	..	1	Non-condensing	"	River	Launch.
Queen of the South ..	121	40	Compound ..	"	Home-trade	
Result (Napier)* ..	18	14	Non-condensing	"	Extended river	
Result (Tauranga)* ..	..	4	"	"	River	
Richmond	495	105	Compound ..	"	Foreign	
Ripple*	..	7	Non-condensing	"	River	
Rosamond	462	90	Compound ..	"	Home-trade	
Rose Casey	99	30	"	"	Extended river	
Rotokino	1,263	135	Quadruple - expansion	"	Foreign	
Rotomahana (Auckland) ..	139	45	Compound ..	"	Home-trade	
Rotomahana (Dunedin) ..	864	450	"	"	Foreign	
Rowena*	74	30	"	"	Home-trade	
Scotchman*	30	10	Non-condensing	"	Extended river	
Snark*	12	10	"	"	"	
Southern Cross	158	50	Compound ..	"	Home-trade	
Spray	3	3	Non-condensing	"	River	Launch.
Staffa (Auckland) ..	40	20	Condensing ..	"	Extended river	
Staffa (Dunedin) ..	..	3½	Non-condensing	"	River	
Stormbird	137	40	Compound ..	"	Home-trade	
Sumner	94	35	"	"	Extended river	Hopper-barge.
Sylph	5	4	Non-condensing	"	River	Launch.
Taieri	1,071	155	Triple-expansion	"	Foreign	
Tainui*	47	22	Non-condensing	Paddle	River	
Takapuna*	58	20	"	"	"	
Talune*	1,284	255	Triple-expansion	Screw	Foreign	
Tam O'Shanter*	22	12	Non-condensing	"	River	
Tangihua	20	15	"	"	"	
Taniwha*	..	16	"	"	"	Dredge.
Tarawera	1,269	250	Compound ..	"	Foreign	
Tarewai*	..	12	Non-condensing	"	River	Launch.
Tawhara	..	10	"	"	"	
Taupo	408	92	Compound ..	"	Foreign	
Taviuni	910	135	Quadruple - expansion	"	"	
Tay	..	5	Non-condensing	"	River	Launch.
Te Anau	1,028	250	Compound ..	"	Foreign	
Te Aroha	50	14	Non-condensing	Paddle	River	
Te Kapu	50	25	Compound ..	Screw	Extended river	
Te Kopura	28	20	Non-condensing	"	River	
Te Wae	..	16	"	Twin-screw	"	Dredge.
Theodore*	35	25	"	Paddle	"	
Titiroa*†	..	3	"	Screw	"	New.
Tongariro	63	25	"	Paddle	"	
Torea*	9	18	Compound ..	Screw	Extended river	
Tuakau*†	..	2	Non-condensing	"	River	New.
Tuna	..	14	Compound ..	Twin-screw	"	
Upolu*	699	120	Quadruple - expansion	Screw	Foreign	
Vesta*	3	5	Non-condensing	"	River	Launch.
Victoria*	93	50	"	Paddle	"	
Victory	..	4	"	Screw	"	
Vivid*	6	14	"	"	Extended river	
Waihi	63	20	Compound ..	"	Home-trade	
Waikamahi	..	4	Non-condensing	"	River	Launch.
Waikato*	56	20	"	Paddle	"	
Waioatahi	168	56	Compound ..	"	Home-trade	
Wainui	391	95	"	Screw	"	
Waipara	70	30	Non-condensing	Twin-screw	"	
Wairarapa	1,023	292	Compound ..	Screw	Foreign	
Wairere*	..	80	Non-condensing	Paddle	River	
Wairoa*	48	20	Condensing ..	Screw	Extended river	
Wairoro	..	10	Non-condensing	"	"	
Waitangi	..	5	"	"	River	Launch.
Waitapu	40	16	Compound ..	"	Home-trade	
Waitara*	..	12	Non-condensing	"	Extended river	
Waitoa*	27	16	Compound ..	Twin-screw	"	
Waiwera (Lyttelton) ..	6	15	"	Screw	River	
Waiwera (Dunedin)* ..	..	7	Non-condensing	"	"	Launch.
Waiwera (Auckland)† ..	..	6	Compound ..	"	"	New.
Wakatipu	1,158	256	Quadruple - expansion	"	Foreign	
Wakatu	95	30	Compound ..	"	Home-trade	
Wareatea*	288	70	"	"	"	
Waverley	77	25	"	"	"	
Weka	53	20	"	"	"	
Wellington	262	90	"	"	"	
Westland	35	64	Condensing ..	Paddle	"	Tug.
Whangape*	..	6	Non-condensing	Screw	River	Launch.
Yankee Doodle	6	12	"	Paddle	"	
Zephyr	8	12	"	Screw	"	Launch.

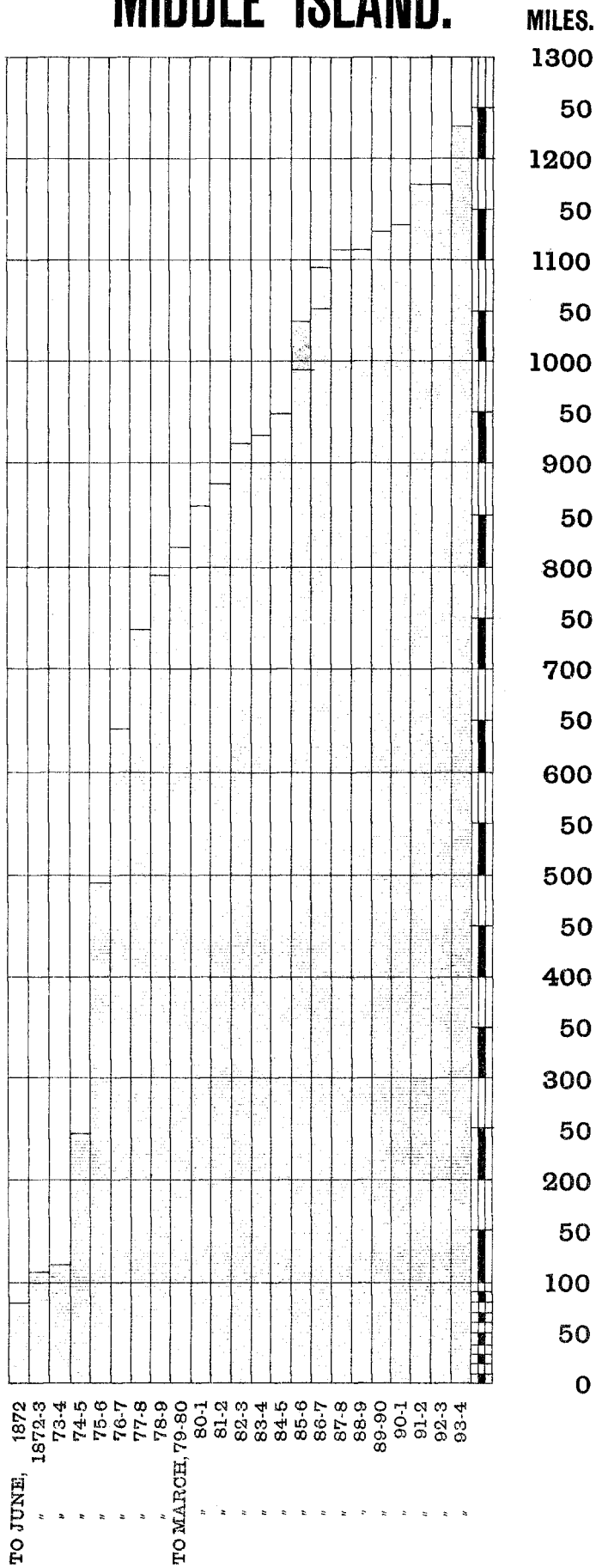
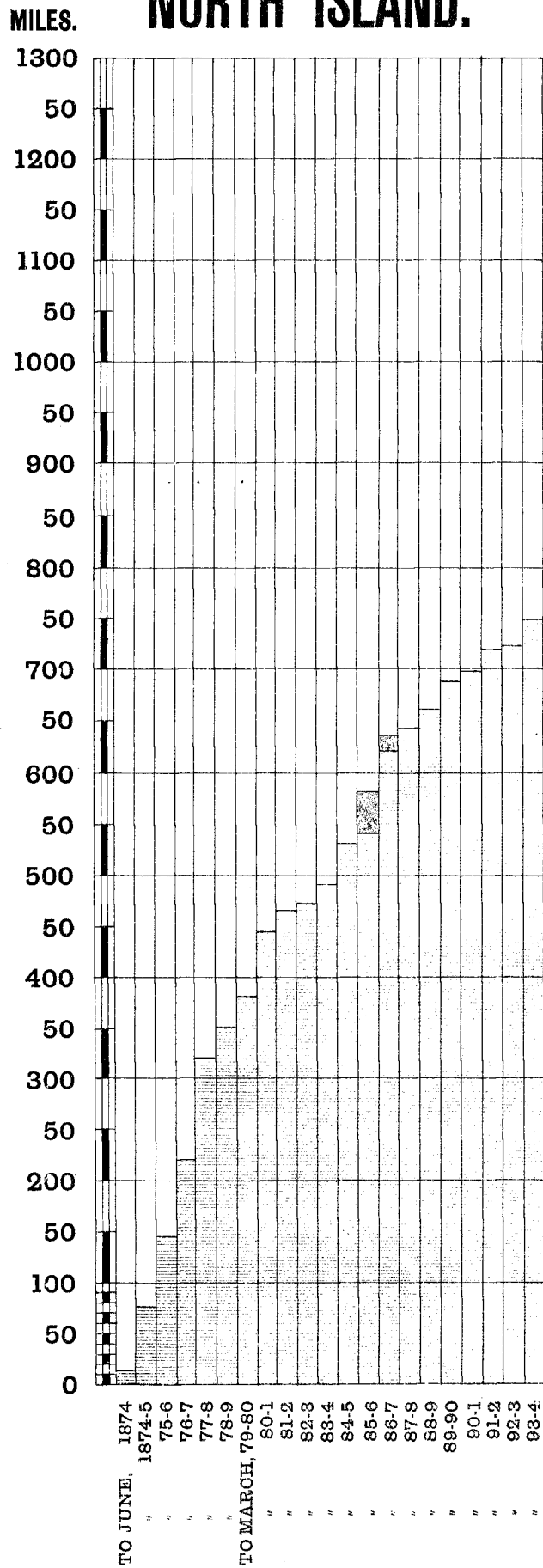
* Surveyed twice, and in some cases three times.

† First survey.

Number of Miles Open
of
Government Lines.

NORTH ISLAND.

MIDDLE ISLAND.



PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN

Number of Miles

Government

North 121

MILES

1900

50

100

50

100

50

1000

50

800

50

800

50

700

50

600

50

500

50

400

50

300

50

200

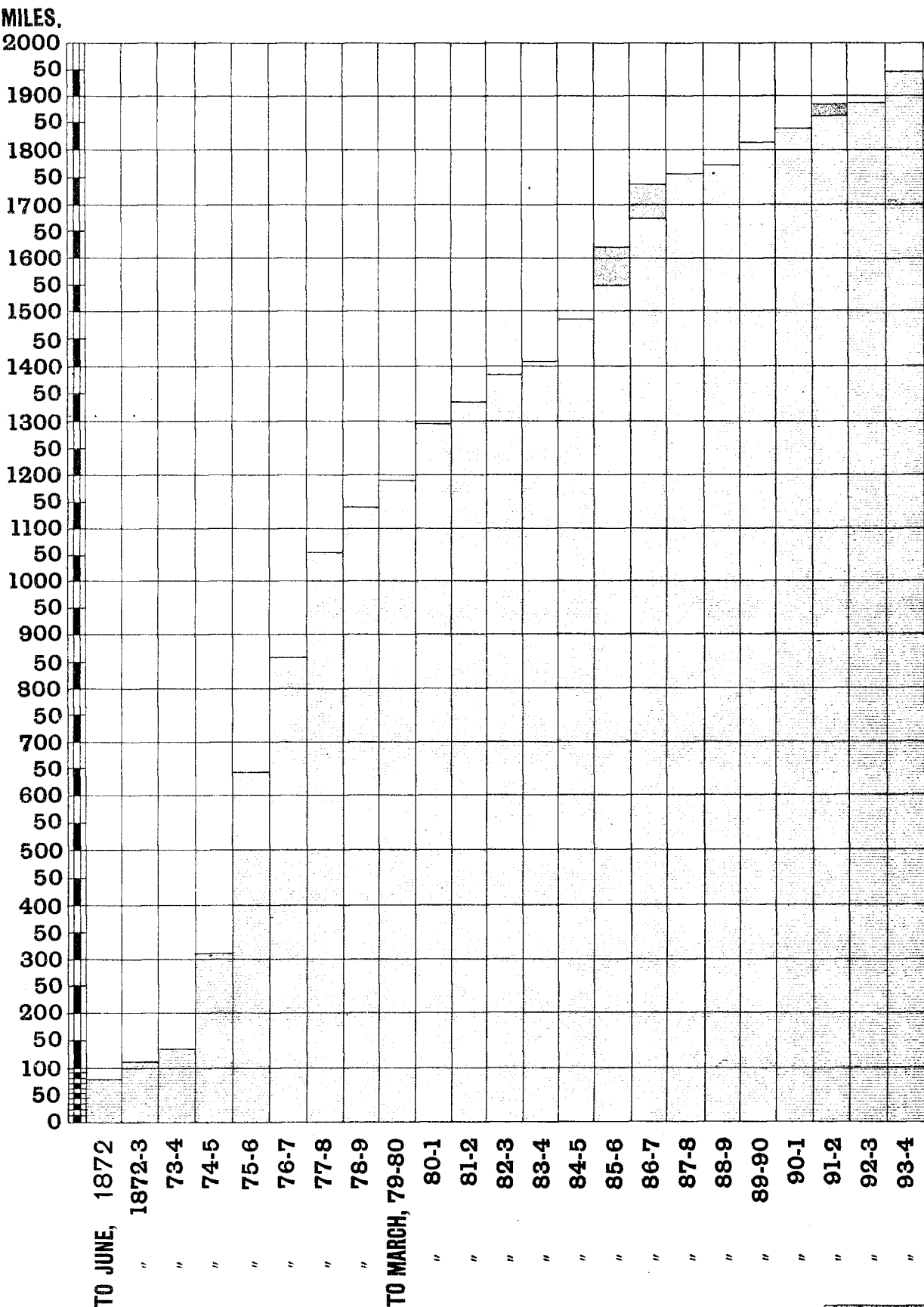
50

100

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



PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN

Number of miles

to

Continued

North and West

Miles

9000

80

1800

80

1800

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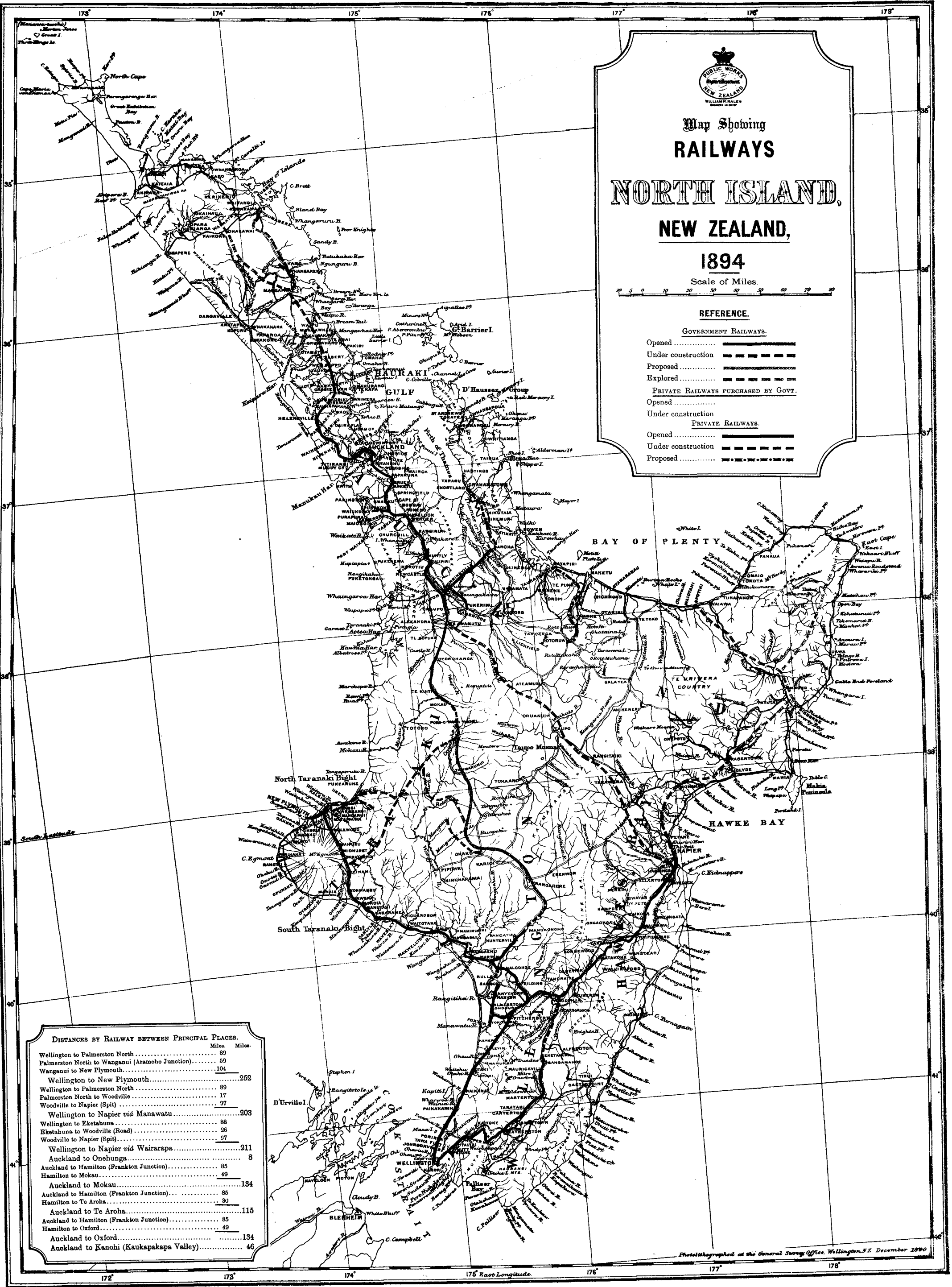
1800

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1800

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1800



Map Showing
RAILWAYS
NORTH ISLAND,
NEW ZEALAND,
1894

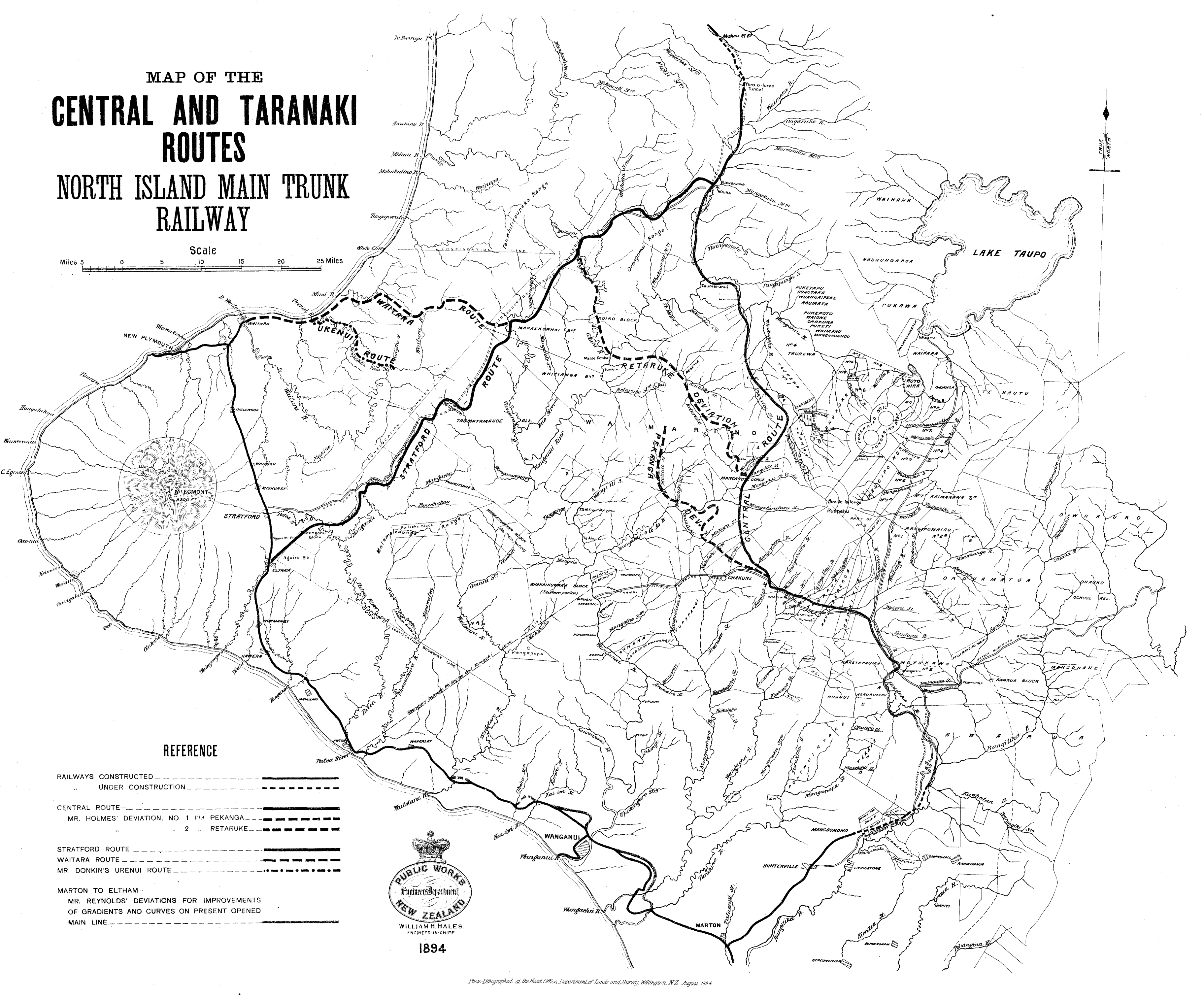
Scale of Miles.
0 10 20 30 40 50 60 70 80

- REFERENCE.**
- GOVERNMENT RAILWAYS.**
- Opened
 - Under construction - - - - -
 - Proposed
 - Explored
- PRIVATE RAILWAYS PURCHASED BY GOVT.**
- Opened
 - Under construction - - - - -
- PRIVATE RAILWAYS.**
- Opened
 - Under construction - - - - -
 - Proposed

DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.		
	Miles.	Miles.
Wellington to Palmerston North	69	
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 OF THE CENTRAL AND TARANAKI ROUTES NORTH ISLAND MAIN TRUNK RAILWAY

Scale
Miles 5 0 5 10 15 20 25 Miles



REFERENCE

- RAILWAYS CONSTRUCTED —————
 " UNDER CONSTRUCTION - - - - -
- CENTRAL ROUTE —————
 MR. HOLMES' DEVIATION, NO. 1 VIA PEKANGA —————
 " " " " 2 " RETARUKE - - - - -
- STRATFORD ROUTE —————
 WAITARA ROUTE —————
 MR. DONKIN'S URENUI ROUTE - - - - -
- MARTON TO ELTHAM —————
 MR. REYNOLDS' DEVIATIONS FOR IMPROVEMENTS
 OF GRADIENTS AND CURVES ON PRESENT OPENED
 MAIN LINE - - - - -



1894



Map Showing
RAILWAYS
MIDDLE ISLAND,
NEW ZEALAND,
1894

Scale of Miles.
0 10 20 30 40 50 60 70 80

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.....	39	
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	
Picton to Blenheim.....	18	
Nelson to Belgrave.....	22	
Greymouth to Reefton.....	52	

