

Class of Works.	Expenditure.		
	Total to 31st December, 1890.	1st January, 1891, to 31st March, 1899.	Total to 31st March, 1899.
	£	£	£
Railways (including A.O.L.)	14,067,100	1,965,266	16,032,366
Roads	3,575,804	1,387,311	4,963,115
Public buildings	1,776,003	496,856	2,272,859
Immigration	2,144,386	2,734	2,147,120
Purchase of Native lands	1,191,137	713,120	1,904,257
Lighthouses, harbour-works, and harbour-defences	880,095	69,976	950,071
Telegraph extension	600,849	228,437	829,286
Development of goldfields	561,101	87,530	648,631
Defence-works (general)	429,720	39,780	469,500
Departmental	349,789	84,023	433,812
Minor works and services	300,689	6,055	306,744
Cost and discount, raising loans, &c.	1,021,472	6,518	1,027,990
Totals	<u>£26,898,145</u>	<u>£5,087,606</u>	<u>£31,985,751</u>

DEPARTMENTAL.

Honourable members are perhaps not aware of the large amount of work performed by the Public Works Department on behalf of other departments of the public service. As the strength of the Public Works staff requires to be appreciably greater by reason of this, I mention the following as some of the works that have been designed, supervised, or reported on for other departments or local bodies during the late financial year:—

Inch Valley Lime-quarry Railway; rifle-ranges, Shoal Bay and Mount Eden; repairs, Mangere, Panmure, and Orakei Bridges; suspension-bridge over Mangawhero River, Wanganui; steel cantilever road-bridge over Rangitikei River at Mangaweka; restoration, Vinegar Hill Bridge over same river; bridge over Taueru River; Karamea Bridge; road, Whangaparapara to Blind Bay; road, Waimangaroa to Denniston; road, Westport to Waimangaroa; deviation, Great South Road round Mount Hercules and other works.

In addition to the above a number of works, too numerous to mention in detail, which have been carried out by local bodies under grants from the Government, have been inspected, and certificates given as to the manner in which the work has been done.

RAILWAYS UNDER CONSTRUCTION.

The extent of railway-construction work in hand during last year was much the same as during the previous year. It will be convenient if I follow the usual course of briefly describing what has been done on each line, and also at the same time give an outline of the proposals for the current year.

KAWAKAWA—GRAHAMSTOWN.

The amount of work in hand on this railway last year was not as great as anticipated when the estimates were prepared. The estimates of last year provided for the extension of the line from Waiotu to Hukerenui, but, as the Railways Authorisation Bill, which was to have authorised the work, did not pass, it was impossible to go on with it. It was not foreseen when this line was first started that Hukerenui would be the most suitable position for the principal station for that district. As, however, a large area of kauri forest can be conveniently tapped from this point, it is very desirable that the line should be extended there as soon as possible. The line was opened for traffic to Waiotu on 21st December, 1898. The expenditure during the year amounted to £23,932. It is now proposed to continue the line from Kawakawa southwards, a distance of about six miles. This extension will open up a large area of marketable timber, and when the timber has been cleared, the land, which is of good quality, will be available for settlement. It is also proposed to again make provision for the extension from Waiotu to Hukerenui, and to put the work in hand directly the necessary authorisation Bill has been passed.