D.-2. xxv

protective works were completed, with the object of protecting the line in view of these floods and damages. The principal of these works were on the Big Grey River, between the road and railway bridges; on the Little Grey River, at Batira's; on the bank of the Grey River, near the Brunner Tunnel; and on the Poerua Creek, besides water-openings constructed for overflows of the Snowy Creek. The ballasting, restoration of earthwork, and bridge-works have been increased in consequence. The Teremakau Bridge, near Jackson, was considerably damaged by a very severe flood, and several piles which were insufficiently long were washed out. The damaged piers have been reinstated and strengthened with longer piles. A considerable amount of scraping, tarring, and painting has been done to the iron and steel bridge structures. This is a work that requires incessent attention as there is an apparent of the Work Coast. Six sant attention, as there is an unusual liability to corrosion in the climate of the West Coast. Six new cattle-stops have been rebuilt in silver-pine and ironbark. A quarry of fine granite was opened on the Jackson line, a quantity of stone from which has been used for the protective works.

Springfield Section.—This line suffered through floods during the year, which have entailed additions to the protective works in the Kowai and other streams. A new concrete open culvert was built at three miles to take a flood overflow for which no provision had been made, and which was causing considerable damage to the lines in heavy storms. The consumption of sleepers has somewhat increased, and will in future considerably increase, by reason of the decay of those in

the track.

Motupiko Section.—This section was opened for traffic on the 1st March, and, having been in hand for so short a time, there is nothing particular to report.

The Public Works Department have still some works in hand nearing completion.

J. HENRY LOWE, Chief Engineer, Working Railways.

The General Manager, New Zealand Railways.

APPENDIX G.

STATEMENT OF REVENUE and EXPENDITURE, New Zealand Midland Railway, Year ending 31st March, 1899.

	Revenue.		Exp	penditur e .	
	£ s. d. £	s. d.		£ s.	d. £ s. d.
Passengers	6,365 18 8			11,239 0	7
Parcels, &c.	589 1 7		Locomotive	3,413 15	9
Goods, &c.	11,518 10 6		Traffic	2,121 7	1
Percentages	1,730 10 11		General charges, in-		
			cluding rates, as		•
				3,226 3	10
			New rolling-stock	2,703 19	2
			Protective works	1,344 4	5
	20,204	1 8	_		— 24,048 10 10
			Deficiency	•••	£3,844 9 2

SUMMARY OF REVENUE and Expenditure from 27th May, 1895, to 31st March, 1899.

Year.		Revenue.	Expenditure.	Net Revenue.			
		£ s. d.	£ s. d.	£ s. d.			
1895-96		13,205 1 9	8,831 4 5	Cr. 4,373 17 4			
1896-97		17,768 8 8	$14,885 \ 4 \ 6$	Cr. 2,883 4 2			
1897-98		19,381 11 8	14,187 16 5	Cr. 5,193 15 3			
1898-99	•••	20,204 1 8	24,048 10 10	Dr. 3,844 9 2			
		£70,559 3 9	£61,952 16 2	£8,606 7 7			

Less amount handed over to Public Works Department antecedent to 1st April, 1898

8,629 19 2

New Zealand Midland Railway Company ...

 $\dots Dr$. £23 11

A. C. FIFE,

Accountant's Office, 11th May, 1899.

Accountant.

Local Body.			Period.						Amount.		
						*			£	s.	d.
Grey County Council			1st April,	1897,	to 31st	March,	1898		836	0	0
<i>"</i> .			,,	1898,		"	1899		782	5	8
Westland County Council			, ,,	1897,		"	1898		22	12	3
,,			,,	1898,		,,	1899		24	10	3
Inangahua County Council			,,	1897,		"	1898		123	6	4
,			,,,	1898,		,,	1899		586	16	2
Waimea County Council	• •	٠.	,,	1897,		,,	1898	*	259	2	2
Brunner Borough Council	• •		,,	1897,		,,	1898		- 179	9	0
" .	••	••	,,	1898,		,	1899		160	8	6
								1	£2,974	10	4