

1904.
NEW ZEALAND.

COMPLETED RAILWAYS HANDED OVER TO THE
WORKING RAILWAYS DEPARTMENT

(RETURNS RELATIVE TO), FROM THE 1ST APRIL, 1896, TO THE 31ST MARCH, 1904.

Laid on the Table by Leave of the House.

PUBLIC WORKS DEPARTMENT. — RAILWAY-CONSTRUCTION. — STATEMENT showing the several Sections of Completed Railways handed over to the Working Railways Department from the 1st April, 1896, to the 31st March, 1904; also, the Total Cost, Total Length, and Average Cost per Mile of such Sections:—

Railway.	Section.	Total Length.	Total Cost.	Average Cost per Mile.
		M. CH.	£	£
Kaihu Valley ...	Opanake-Booms ...	0 55	2,111	3,070
Whangarei-Kamo ...	Hikurangi-Hukerenui ...	8 0	41,748	5,218
Helensville Northwards ...	Kanohi-Ahuroa ...	14 75	110,445*	7,394
Waikato-Thames ...	Paeroa-Thames ...	19 20	133,388	6,929
Marton-Te Awamutu ...	Mokau-Taumarunui ...	38 45	345,708†	8,965
"	Mangaonoho-Mangaweka ...	9 11	180,763‡	19,782
Gisborne-Karaka ...	Gisborne-Kaiteratahi ...	12 30	70,019	5,658
Wellington-Woodville ...	Newman-Woodville ...	24 50	152,346	6,186
Stratford-Kawakawa ...	Stratford-Toko ...	6 26	28,362	4,484
Picton-Waipara...	Blenheim-Seddon ...	13 3	135,944§	10,427
"	Waipara-Scargill ...	14 59	79,508	5,403
Otago Central ...	Hyde-Ida Valley ...	41 78	241,820	5,761
Catlin's River ...	Hunt's Road ...	1 6	9,613	8,942
Seaward Bush ...	Gorge Road-Waimahaka ...	6 52	51,686	7,772
Forest Hill ...	Winton-Hedgehope ...	12 40	21,682	1,735
Orepuki-Waiau ...	Orepuki-Waihoaka ...	4 40	35,000	7,778
		228 30	1,640,143	7,182
Midland Railway ...	Reefton-Otira ...	79 36	670,668	8,441
"	Belgrove-Motupiko ...	9 44	95,093	9,557
		89 0	765,761¶	8,604

* Includes Makarau Tunnel, length 28½ chains. † Includes Poro-o-tarao Tunnel, length 53 chains.
‡ Includes Makohine Viaduct and 35 chains of tunnel. § Includes Awatere Bridge. || Conversion from tramway.
¶ This cost is largely based on valuation by Royal Commission.

Generally it should be noted that in recent years it has been customary to use more sleepers per mile, also heavier rails, to construct bridges of steel instead of wood and iron, and to erect more and a better class of station-buildings than heretofore.

G. J. CLAPHAM, Accountant.

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