

1908.
NEW ZEALAND.

PUBLIC WORKS STATEMENT.

BY THE HON. WILLIAM HALL-JONES, MINISTER OF PUBLIC WORKS.

22ND SEPTEMBER, 1908.

MR. SPEAKER,—

The outstanding feature of the Statement which I have the honour to present to the House this evening is the practical completion of the North Island Main Trunk Railway, thus more than fulfilling my promise that the rails between Auckland and Wellington would be connected by the end of 1908. The first through train between Wellington and Auckland left the Wellington Station at 10 p.m. on the 7th ultimo, and arrived at Auckland at 6.30 p.m. the following day, thus completing the through journey of 426 miles in twenty hours and a half. The return train left Auckland at 10.20 p.m. on 17th August, and reached Wellington at 6.10 p.m. on the 18th, thus accomplishing the through journey in nineteen hours and fifty minutes. Considering that many miles of the line had only very recently been laid, that some of it was entirely unballasted, and that much of the formation was quite new and unconsolidated, both runs may be regarded as fairly satisfactory, and indicate that there should be no difficulty in making the through journey in nineteen hours as proposed in the suggested time-table.

The rail-heads having now been connected, every effort is being made to complete the ballasting and other works yet remaining to be done, and I hope to be able to arrange for the running of passengers over the whole line very shortly.

The North Island Main Trunk Railway—that is, the line between Marton and Te Awamutu—was authorised by Parliament in November, 1884, and the first sod was turned near Te Awamutu on 15th April, 1885. The line has, therefore, been rather more than twenty-three years in course of construction. The Governments in office during this period and the expenditure incurred under each have been as under:—

Years.	Governments.	Total Expenditure under each Government.	Average Expenditure per Annum.
		£	£
November, 1884, to October, 1887	Stout-Vogel	216,648	74,279
October, 1887, to January, 1891	Atkinson	124,251	38,231
January, 1891, to May, 1893	Ballance	92,393	41,063
May, 1893, to June, 1906	Seddon	1,326,174	100,722
June, 1906, to August, 1906	Hall-Jones	769,874	355,327
August, 1906, to date	Ward		

The total cost of the railway, including extensive road construction and improvement works undertaken to facilitate the progress of the line, has exceeded two millions and a half, and the average annual expenditure thereon has approximated £110,000. As an average annual rate, extending over so long a period, this sum cannot be regarded as unsatisfactory, though doubtless the much larger expenditure that has taken place during the last few years has been amply justified. So much money having been expended on the work, it was highly desirable to make a special effort to complete the line at the earliest practicable moment, and I feel that I can heartily congratulate the House and the country on this having now been practically accomplished.

GENERAL REVIEW OF THE WORK OF THE PAST YEAR.

I will now proceed to generally review the public-works operations during the past year.

The total expenditure on all the works and services borne upon the public-works estimates amounted to £2,106,362, which is £99,243 less than the previous year's total. If, however, we exclude special accounts having their own ways and means, and take only the actual charges against the Public Works Fund, the disbursements total to £1,881,564, or £158,755 less than during the previous year.

Steady progress has been made with the various works in hand, however, and I will endeavour to give as clear an account of what has been done regarding the principal items as the ordinary limits of a departmental statement will allow.

TOTAL EXPENDITURE.

The following table shows, as regards each class of work, (a) the total expenditure from the inauguration of the public-works policy to the 31st December, 1890; (b) the similar expenditure between the 1st January, 1891, and the 31st March, 1908; (c) the gross total expenditure to the 31st March, 1908; and (d) the expenditure for the late financial year:—

Class of Work.	Expenditure.			
	A Total to 31st December, 1890.	B 1st January, 1891, to 31st March, 1908.	C Total to 31st March, 1908.	D Year ended 31st March, 1908.
Railways—	£	£	£	£
New construction	11,975,098	6,216,761	18,191,859	692,858
Additions to open lines	2,092,002	3,892,523	5,984,525	364,068
Utilisation of water-power	...	8,348	8,348	315
Roads	3,575,804	4,285,664	7,861,468	323,742
Public buildings	1,776,003	2,028,594	3,804,597	226,035
Immigration	2,144,386	42,326	2,186,712	9,131
Purchase of Native lands	1,191,137	844,611	2,035,748	2,190
Lighthouses, harbour-works, and harbour defences	880,095	144,425	1,024,520	6,863
Tourist and health resorts	...	158,568	158,568	45,048
Telegraph-extension	600,849	878,887	1,479,736	155,492
Development of goldfields	561,101	225,555	786,656	8,631
Defence-works (general)	429,720	458,448	888,168	18,574
Departmental	349,789	218,596	568,385	18,219
Payment to Midland Railway bondholders	...	150,000	150,000	...
Lands improvement	...	24,575	24,575	9,561
Minor works and services	300,689	11,891	312,580	837
Cost and discount, raising loans, &c. ...	1,021,472	214,170	1,235,642	Cr. 8,487
Totals	26,898,145	19,803,942	46,702,087	1,873,077

The last total in the above statement is less by £8,487 than the total expenditure for the year previously mentioned. This is accounted for by a recovery of that amount having been brought to book, as shown in the table, under the heading of "Cost and discount, raising loans."

WAYS AND MEANS.

At the 31st March, 1907, the available balance of ways and means for public-works purposes was £359,400, and further funds were received as under :—

	£
Balance of £1,000,000 raised under the Loan Act of 1906	56,400
Amount raised under the similar Act of 1907	808,200
Premiums received on sales and renewals of debentures	13,514
Transferred from revenue	800,000
Miscellaneous receipts	1,640
Making a gross total of	£2,039,154

The ordinary expenditure of the year amounted to £1,881,564, and charges and expenses in connection with financing amounted to £5,027, thus bringing the total disbursements up to £1,886,591, leaving a credit balance at the end of the year of £152,563.

For the current year it is proposed to provide additional funds as under :—

	£
Balance of 1907 loan	191,800
New loan of 1908	1,250,000
Transfer from Consolidated Fund	800,000

This, with the balance brought forward, will give a total of £2,394,363. In addition to this there is an authority for £200,000 under the Post-Office Savings-Bank Fund Investment Act of last year for erection of post-offices, &c., making a total available ways and means of £2,594,363. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £2,436,450, thus leaving a balance of £157,913 to be carried forward to next year.

RAILWAY-CONSTRUCTION.

The total expenditure on railway-works last year fell somewhat short of that of the previous year, but was still very substantial, and, with only two exceptions (1901–2 and 1906–7), was the largest in any one year for more than a quarter of a century. The total amounted to £1,279,809, made up as under :—

	£
Construction of new lines (Public Works Fund)	692,858
Construction of new lines (Waikaka Branch Railway Account)	36,609
Additions to open lines	364,068
Hutt Railway and Road Improvement Account	46,221
Railways Improvements Authorisation Act Account	140,053
Total	£1,279,809

I will now refer more in detail to the several lines that have been in hand, and the proposals of the Government with regard to each for the current year.

KAWAKAWA—GRAHAMTOWN.

Work on this railway has again been in progress in three places—namely, from Kawakawa southwards, from Hukerenui northwards, and also from Whangarei to Grahamtown; but, in view of the importance of closing up the gap between the north and south ends of the line, arrangements are being made to man the whole of the intervening space, so that in future this will be treated as one section. A largely increased force of men is now employed, and the work is proceeding vigorously. Tenders for the new deep-water wharf at Grahamtown will be invited shortly.

Last year's expenditure amounted to £9,193, but the vote proposed for the current year is £40,000.

HELENSVILLE NORTHWARDS.

Considerable work has been done on this line since the last Public Works Statement was delivered. The section between Tauhoa and Wayby was completed and handed over to the Railway Department for regular working in

May last. The next section, to Wellsford, is approaching completion, the rails being now laid over it and ballasting being in hand. The Te Hana Section is all in hand, and the formation fully half done, and the Kaiwaka Section has been started.

Good progress has also been made with the extension of the survey northwards. The line has now been located to a point about five miles north of Kaiwaka, and a trial line has been run nearly as far as McCarroll's Gap. This line passes somewhat to the east of Maungaturoto Township, but in order to see if it would be practicable to obtain an equally good line more to the westward further explorations in that direction are now being made.

The expenditure on this railway last year amounted to £28,410; but, in view of the increased number of men already employed and the further increase which it is proposed to make shortly, I am asking for a vote of £80,000 for the current year.

AUCKLAND EAST COAST (WAIHI—TAURANGA.)

The trial survey for a railway between Waihi and Tauranga promised in last year's Statement has since been put in hand, and a strong party is now engaged upon it. The survey has already been completed between Waihi and Katikati, and exploration has been carried on for several miles beyond. As the latter portion of the route is not of a very easy character, it will be some time before the survey is completed, and until the results are available it will, of course, be impossible to make any comparisons between this route and the suggested alternative line *via* Mamaku and Te Puke.

The Government is, however, strongly impressed with the necessity of constructing a railway to connect the Bay of Plenty district with the Auckland railway system, and has definitely decided to ask for the authorisation of the line. It will be impossible to do so this year, however, as the law requires that authorising Acts shall define the route of the railway and the two termini thereof, and it is manifestly impossible to do this until a decision is arrived at as to the particular line to be adopted.

In addition to the two routes already mentioned, a third has been suggested, to leave the existing railway either at Morrinsville or Okoroire, or somewhere between these places. Each route will be carefully examined and, if necessary, fully surveyed, with a view to a definite decision being arrived at next session, when a Bill to authorise the construction of the line will be brought down.

GISBORNE—ROTORUA.

The section between Puhā and the Willows Crossing, on the Waikohu River, was completed and opened for traffic in May last. The line cannot be extended to the permanent station at Waikohu until the completion of the Waikohu Bridge. The contract time for this structure expired on 16th instant, but it will evidently not be completed for some weeks. As soon as it is finished, however, the rails will be laid over it and train-running extended to Waikohu. The formation of the Waihuka section has been taken in hand and good progress made with it. In view of the importance of extending the line through to Motu as early as practicable an increased force of workmen is now employed, and it is intended to make a further increase in the number shortly.

Last year's expenditure amounted to £9,248, but for the present year a vote of £60,000 is asked for.

NEW PLYMOUTH — SENTRY HILL DEVIATION.

This work has now been finished, the new line having been brought into use in December last. The total expenditure on the deviation amounted approximately to £36,000. This includes £18,233 involved in connection with the purchase of the necessary land. The amount expended last year was £11,743.

STRATFORD—MAIN TRUNK.

Mention was made in last year's Statement of the necessity of making further surveys to determine the point on the Main Trunk Railway that would best serve for a junction-station for this line, and also to exactly define the route of the first few miles of the railway at that end, which has not been definitely fixed at present. Considerable survey-work has since been done, as a result of which I am advised that a better line, and one passing through better country, can be obtained to a point considerably to the north of Ongarue than would be the case if the line were to join at that township, as seems to have been contemplated when the railway was first authorised. Further surveys and engineering reports are necessary before this point can be definitely decided upon, though it is desirable to have the question determined as soon as possible in order that construction-work at the north-eastern end of the railway can be put in hand.

Work has been carried on throughout the year at the Stratford end of the line, and the section between Douglas and Huiroa was completed and handed over to the Railway Department on 1st April last. The Te Wera section is now in hand, and a large staff of workmen engaged upon it. The completion of the line to the end of this section will bring it into contact with the main road to Whangamomona, thus making the railway much more useful to the settlers in the backblocks, as well as insuring a largely increased traffic.

The expenditure last year amounted to £12,365, but, in view of the proposal to commence work at the north-eastern end of the line, a larger vote is necessary this year, and I am accordingly asking for an appropriation of £40,000.

MOUNT EGMONT BRANCH.

The first section of this railway, up to and including the crushing-station at Manganui, was completed and handed over to the Railway Department in April last, and broken stone and ballast is now being produced there. It is proposed to extend the railway to the site of the permanent quarry on the slopes of Mount Egmont, about three miles further on, and provision for taking this work in hand is made on the current year's estimates.

Last year's expenditure was £8,367, and for the present year we propose an appropriation of £15,000.

NORTH ISLAND MAIN TRUNK.

Very satisfactory progress indeed was made with this railway during the year. The only section actually handed over to the Railway Department for traffic was that between Mataroa and Waiouru, which had previously been worked both for goods and passengers by the Public Works Department for some time. This section was handed over at the end of June last. The Public Works Department's trains have continued carrying passengers between Waiouru and Ohakune, and at the northern end between Taumarunui and Raurimu, and later to Waimarino and ultimately to Makatote, and the rail-heads were finally connected on the Manganui-o-te-ao Viaduct on 3rd August ultimo, and before the date promised in my previous Statement. The first through passenger-train (the "Fleet" parliamentary special) was run on 7th–8th August, and returned ten days later. A large amount of work still remains to be done, however, and a considerable force of men is still employed upon it, and will be maintained there until its completion. I hope to be in a position to carry passengers right through by about 1st November.

Every credit is due to the departmental staff for the excellent work that has been done on this railway during the last two years, but especially to the officers who have filled the responsible positions of Engineers in charge at the north and south ends of the line respectively.

The vote taken for the railway last year was £330,000, and the expenditure amounted to £330,224. To provide for the work done since 31st March last, and for the completion of the works still remaining to be executed, a further vote of £225,000 will be required.

BLENHEIM—WAIPARA.

Steady progress has been made at the northern end of this railway, and the section to Blind River will be available for traffic shortly, and the further section to Kaparu early in the new year. The formation-works are in hand as far as Ward, and progressing satisfactorily.

As considerable difference of opinion existed as to the route to be followed at the southern end—namely, from Domett northwards—it was considered inadvisable to proceed with further work until more complete surveys had been undertaken. This having now been done, it has been decided to adhere to the route originally surveyed, and construction-work on this route will accordingly be resumed shortly. Plans and specifications are also being prepared for the combined road and railway bridge over the Waiau River, and tenders will be invited in the course of a few weeks.

The expenditure on the line last year amounted to £29,561; but, in view of the proposal to resume work at the southern end, a larger vote will be necessary this year, and an appropriation of £50,000 is proposed.

MIDLAND.

At the Nelson end of this railway the section between Tadmor and Kiwi is nearly finished, and will probably be ready to hand over to the Railway Department next month. The section between Kiwi and Manu is in hand, and the formation-work is proceeding satisfactorily.

A start has also been made with the bushfelling on the section of the line between Manu and Hope Junction. This section completes the deviation from the Midland Railway Company's original surveyed route up the Motupiko and Clarke Valleys, which was authorised by Parliament in 1900. The present statutory authorisation, however, extends only to Manu, but the necessary Railways Authorisation Bill to provide for this completing link will be introduced.

At the Reefton end of the line the section between Reefton and Cronadun has been completed, and was handed over to the Railway Department last month. Beyond Cronadun further formation-works are in hand, and also the bridges over Boatman's and Larry's Creeks.

On the Otira Section the work to be carried out by the Department's own workmen is nearly completed, and the tunnel contract, which was let to Messrs. John McLean and Sons in August, 1907, is making fair progress. The first shot in the actual tunnel was fired by the Right Hon. the Prime Minister on 5th May last, since which date the contractors have put down a boring plant and a high-pressure water-power installation, which should enable good progress to be made.

At the Broken River end of the line the Sloven's Creek Bridge contract, let to Mr. G. M. Fraser in July, 1907, is in progress, also the tunnels and formation-work between Broken River and the Cass. It is intended to push on with the line at the Canterbury end, so as to insure its completion as far as the Arthur's Pass Tunnel by the time the tunnel itself is finished. The expenditure on the railway last year totalled to £65,433, but a much larger vote will be necessary this year, and an appropriation of £150,000 is therefore provided.

WESTPORT—INANGAHUA.

The formation on the first section of this railway, between Westport and Kuha, 5 miles 60 chains in length, is nearly finished, but there is still a good deal of bridging to be erected. Considerable delay has, unfortunately, occurred in connection with this latter work. In the first place, the timber was a long time in coming to hand; then, owing to the illness of the contractor for the erection of the bridges, further delay took place, and finally the contractor asked to be relieved of his contract, and arrangements have now been made to transfer the same to another contractor. The rails are already on the ground, and as soon as the bridges are ready platelaying will be started.

The expenditure last year amounted to £8,505, and for the current year a vote of £15,000 is proposed.

NGAHERE—BLACKBALL.

This railway is practically completed for a distance of two miles and a half, and the work beyond that point is being vigorously proceeded with, and I am in hopes that the whole line will be available for traffic early in 1909.

Last year's expenditure amounted to £17,304, and for the current year an appropriation of £20,000 is asked for.

GREYMOUTH—POINT ELIZABETH.

The survey of the proposed extension of this railway, which was in hand when last year's Public Works Statement was delivered, has since been completed, and formation-work put in hand.

No appropriation for this work will be needed out of the Public Works Fund, as a vote of £30,000 out of the State Coal-mines Account appears on the Consolidated Fund estimates.

HOKITIKA—ROSS.

This line has already been opened for traffic as far as Ruatapu, and rails are laid from there to the Totara River. The contract for the bridge over this river is very much behind time, but pressure is being brought to bear on the contractor to insure the early completion of the work. The station buildings at Ross are already erected, so that, on the completion of the Totara Bridge, the rails can be laid right in to Ross Station, and the line opened for traffic with the least possible delay.

The expenditure on the railway last year amounted to £13,546, and for the current year a vote of £15,000 is proposed.

CULVERDEN—HANMER.

As mentioned in last year's Statement, a good motor-car service has been established between Culverden and Waiau, and it is proposed to extend it to Hanmer. To enable this to be done, however, bridges have to be erected over some of the rivers, and improvements made in the road. As these improvements will be of benefit to local settlement, and the work is really no part of the railway, it is proposed to regard this as a roadwork, and provision for it will be made on the Roads vote accordingly.

The expenditure under this head last year amounted to £3,820.

OTAGO CENTRAL.

This railway was opened to Clyde in April, 1907, since which time sundry minor completion works have been carried out, the total expenditure during the year having amounted to £7,763. As there were still a few outstanding liabilities on 31st March last, a vote of £1,000 is provided to cover them.

LAWRENCE—ROXBURGH.

The formation of the first section to Evans Flat is finished, and the erection of the bridges is being proceeded with. The next section, to Bowler's Creek, is also nearly formed, and rail-laying on both sections will be started before very long. The Big Hill tunnel has also recently been commenced. Beyond the tunnel the definite location of the line is still undetermined, and further survey-work is necessary before the question can be finally decided. A surveyor is about to be transferred from another district to undertake this work.

Last year's expenditure amounted to £12,213, and for the current year a vote of £30,000 is asked for.

GORE—WAIKAKA.

The formation-works on this railway are nearing completion. The bulk of the bridging is also done, and the rails are laid for over ten miles. Good progress is being made with the work generally, and it is anticipated that the whole line will be available for traffic early in the new year.

The expenditure last year amounted to £36,609, the whole of which was charged to the special account established in connection with this railway. As the balance to the credit of the special account will not be sufficient to complete the work, a vote of £12,000 to supplement it is provided on the estimates. The original estimate of cost was made prior to the survey of the line being undertaken.

CATLIN'S—WAIMAHAKA.

The section of this line between Catlin's River and Houipapa is practically finished, and goods traffic is being carried over it. On the next section, between Houipapa and Table Hill, the first mile and a half is well in hand, and work has been started all along the line for another four miles. A large staff of workmen is now engaged, and a further increase in the numbers will be made as soon as better weather conditions prevail. In view of the large quantity of timber available for milling and the suitability of the land for farming, it is desirable that this line should be completed to the Tahakopa Valley at an early date, and it is anticipated that considerable progress will be made with it during the coming summer.

At the Waimahaka end of the line the work continues to progress, but as it is of a heavy character apparent progress is not very great, but work is now completed or in hand over rather more than four miles out of the total length of eight miles.

The expenditure on the railway last year amounted to £19,311, but as more men are employed now than formerly, and further works are to be taken in hand shortly, a much larger vote will be needed this year, and an appropriation of £80,000 is therefore proposed.

RIVERSDALE—SWITZERS.

On the first two miles of this line the rails are laid, and on the next eight miles—namely, up to Wendonside Station—the formation is practically finished, and rail-laying will be started shortly. The formation of the section between Wendonside and Waikaia is about to be put in hand.

Last year's expenditure amounted to £5,604, and for the current year a vote of £18,000 is proposed.

OREPUKI—WAIU.

The formation of the section of this line between Waihoaka and Te Wae Wae is finished and the rails laid, but no ballasting has yet been done. The ballast-pit lies on the section between Te Wae Wae and Waiu, the formation of which, as far as the pit, has been actively in hand throughout the year, and is now approaching completion. The rails have been laid into the ballast-pit, and a locomotive has been transferred from the North Island Main Trunk Railway to enable the ballasting to be commenced. The work will be pushed on as rapidly as possible, and I hope to have the line complete and ready for traffic to Te Tua by about the end of the financial year, and to Tuatapere by the Christmas following.

The expenditure last year amounted to £10,726, and a vote of £30,000 is asked for this year.

SURVEYS.

The importance of ascertaining the best possible route for a railway with respect to economy of construction and the production of the best results from a revenue point of view cannot be too strongly emphasized. It is therefore highly desirable that each proposed railway should be subject to careful exploration and survey so as to insure the selection of the route which will give the best financial results to the Dominion. The most important railway-survey works in hand at the present time are—

Helensville Northwards Railway (Maungaturoto to Kaikohe)—Permanent survey.

Pokeno to Paeroa—Permanent survey.

Waihi to Tauranga—Trial survey.

North Island Main Trunk Railway—Branch line to Raetihi.

Stratford to Wanganomona—Permanent survey.
 Coal Creek Railway Extension—Permanent survey.
 Gisborne to Motu—Permanent survey.
 Domett to Kaikoura—Trial survey of alternative routes.

In addition to the above, trial surveys will be made in respect of the following lines as soon as officers are available to undertake the work:—

Kawakawa to Hokianga.
 Kaihu to North Auckland Railway system.
 Pukekohe to Waiuku.
 Kawhia to Main Trunk Line.
 Tauranga to Opotiki.
 Rotorua Line to Te Puke or Tauranga.
 Motu to Opotiki.
 Wanganomona to North Island Main Trunk Railway.
 Napier to Gisborne.
 Masterton to Waipukurau.
 Levin to Marton.
 Featherston to Martinborough.
 Little River to Akaroa.
 Waihao Downs to Waihaorunga.
 Winton to Heddon Bush.

TOTAL APPROPRIATIONS FOR RAILWAY-CONSTRUCTION.

In addition to the amounts already mentioned, a vote of £112,000 is proposed for permanent-way materials, £6,000 for surveys of new lines, and £1,000 for land-claims and other old liabilities and contingent payments on Construction Account. These items bring the total proposed authorisation for railway-construction purposes up to £1,000,000, on account of which a vote of £900,000 is proposed for the requirements of the current year, which is a material advance on last year's vote. In addition to this sum, the unexpended balance to the credit of the Waikaka Branch Railway Account, amounting to £13,391, will also be available, and the £30,000 voted out of the State Coal-mines Account for the Point Elizabeth line.

OTHER RAILWAY WORKS.

The expenditure under the heading of "Additions to Open Lines" was £364,068. Of this sum £261,749 was spent in the provision of rolling-stock, and the balance (£102,319) on additions to station-accommodation, workshops machinery, and the inauguration of signalling, interlocking, and safety appliances. The amount proposed to be voted for the current year is £350,000, of which £185,000 is for new rolling-stock.

A considerable amount of work has been carried out in connection with the duplication of the Hutt Railway and the road improvement connected therewith. Much of the work has been of a preliminary character connected with the formation between Ngahauranga and Kaiwarra. The duplication of the line is practically completed from Lower Hutt to Ngahauranga, and the station buildings and yard improvements at the latter station are in hand, and the line to this station will be opened very shortly. The work is still being somewhat retarded by the difficulties experienced in connection with the transport of stone for the sea-wall. The forming and metalling of the Hutt Road will now be pushed on speedily.

A large amount of work has been done under the Railways Improvements Authorisation Act of 1904 in connection with the Auckland-Penrose, Addington-Rolleston, and Dunedin-Mosguel duplications. The double line between Newmarket and Penrose is rapidly approaching completion, and the interlocking and block-working appliances are being installed. As soon as this installation is completed the line between Newmarket and Penrose will be opened for traffic. That part of the duplication which lies between Auckland and the Parnell Tunnel, being dependent on the completion of the superstructure of the Parnell Bridge, will not be opened until a later date. The construction of this bridge is well in hand, however.

The formation of the Addington–Rolleston duplication has been completed. The Addington and Hornby station-yards are now being remodelled, and the new station buildings required in connection with the duplication are in course of construction. The platelaying of the line is making satisfactory progress, and it is anticipated that the work will be completed and the line opened for traffic during the current year.

In connection with the Dunedin–Mosgiel duplication, the foundations and abutments of bridges between Dunedin and Caversham are ready for the superstructures, which are being made under contract. A large proportion of the earthworks between Dunedin and Caversham has been completed, the new Caversham Tunnel has been driven about eight chains at the north end, and arrangements are being made to commence driving at the south end. The formation between Cattle-yards and Abbotsford is also in hand, and arrangements are being made to commence the driving of the new Chain Hills Tunnel and the formation of the earthworks at the Wingatui end of the line.

The amounts expended during the last financial year on the works above referred to were as follows:—

	£
Hutt Railway and Road improvement	46,221
Auckland–Penrose duplication	54,302
Addington–Rolleston duplication	11,031
Dunedin–Mosgiel duplication	74,720

For the current year provision has been made on the estimates to the extent of £235,000, namely—

	£
Auckland–Penrose duplication	25,000
Wellington–Hutt duplication	70,000
Addington–Rolleston duplication	35,000
Dunedin–Mosgiel duplication	105,000

WELLINGTON-MANAWATU RAILWAY.

In pursuance of the announcement made in last year's Statement, formal notice of intention to purchase the Wellington–Manawatu Railway under the provisions of "The Railways Construction and Land Act, 1881," was served upon the company on the 7th December last.

Negotiations have since been proceeding between the Government and the company, as the result of which an arrangement has been made to acquire the railway for the sum of £900,000. The company, however, particularly desired to retain possession of its property until the end of February next, but, as the Government could not agree to this, in view of the completion of the North Island Main Trunk Railway, and the intention to inaugurate the through express train service between Wellington and Auckland by Christmas next, it was finally arranged to pay an extra £15,000, in consideration of the company relinquishing possession on 7th December next. The Government also takes over the company's stores in hand at the amount at which they are valued in the company's books, the sum involved being approximately £10,000, thus bringing the total payment up to about £925,000. The necessary Bill to give legal effect to the arrangement made has now been passed.

PUBLIC BUILDINGS.

The total expenditure on public buildings out of votes controlled by the Minister of Public Works amounted during last financial year to £266,624—namely, £47,476 under the Consolidated Fund, and £219,148 under the Public Works Fund. This is slightly in excess of the previous year's figures. For the current year votes totalling to £52,637 under the Consolidated Fund and £292,450 under the Public Works Fund are proposed.

GENERAL.

The expenditure on buildings coming under this class is steadily increasing, and seems likely to continue so to do for the next two or three years, in consequence of the late fire at the Parliament Buildings, and the proposal to locate the

new Parliament House on the late Government House site, necessitating the erection of new Parliament Buildings, and also a new residence for His Excellency the Governor. Last year's expenditure amounted to £20,379, and for the current year a vote of £35,000 is proposed.

The principal expenditure last year took place in connection with the additions to the old Parliament Buildings, which were in progress at the time of the fire, but which have since been suspended, and the additions to the Departmental Buildings at Auckland and Wellington. Smaller sums were expended on the completion of the Departmental Buildings at Napier, the erection of a new Public Works Store at Christchurch, the completion of the Observatory and of the additions to one of the Ministerial residences at Wellington, the gardener's cottage at the Government House at Auckland, the alterations to the old Post Office buildings at Nelson, and the acquisition of additional land in connection with the proposed Departmental Building at New Plymouth.

The works provided for in the vote proposed for the current year are the completion of the extensive additions to the Departmental Buildings at Auckland; some very necessary additions to the Government Printing Office; new Departmental Buildings at Hamilton, Te Kuiti, New Plymouth, Masterton, Westport, Greymouth, Hokitika, and Invercargill; new fireproof offices for the Stamps Department, and also offices for the Geological and Health Departments, in Wellington; the reclamation of the sites for the Post and Telegraph, Marine, Public Works, and Agricultural Departments' Stores in Wellington; the provision of fire-alarms at the principal Government Buildings in the four chief centres of population; and for making a commencement with the new Dominion Museum.

JUDICIAL.

Courthouses.—The expenditure on Courthouse buildings amounted to £5,788, the principal amounts being in respect of the new buildings at Raglan, Kawhia, Tolago Bay, Eltham, Hawksbury, and Kaitangata, and additions at Timaru and Black's. On the current year's estimates provision is made for new Courthouses at Auckland, Cambridge, Te Kuiti, Taumarunui, Opotiki, Waipiro Bay, Waitara, Feilding, Masterton, Lower Hutt, Petone, Ross, Cheviot, Fairlie, and Otautau; and additions at Whangarei, Gisborne, New Plymouth, Palmerston North, Wellington, and Christchurch.

Gaols.—The principal expenditure under this head was on the new prison buildings at Auckland and Invercargill, and smaller sums on the similar buildings, or on dwellings for the staff, at Napier and Wellington. For the current year votes are provided for further work at Auckland and Invercargill, for a new building at Gisborne, for additions at Wellington, for dwellings at Auckland, New Plymouth, Wanganui, Hokitika, Dunedin, and Invercargill, and for drainage-works at New Plymouth and Lyttelton.

Police-stations.—The chief items of expenditure were in connection with the following: New stations at Whangarei, Newmarket, Ellerslie, Karangahake, Raglan, Kihikihi, Taupo, Carterton, Petone, Collingwood, Kumara, Christchurch, Methven, St. Andrew's, Waimate, Hampden, and Owaka; new quarters at Nelson and Christchurch; additions at Auckland, Papakura, Waitotara, Kimbolton, Wellington, Timaru, Dunedin, Roslyn, and Invercargill; and the purchase of additional land at the Thames.

The estimates now submitted provide for new buildings at Kaitaia, Kaikohe, Eden Terrace (Auckland), Parnell, Hamilton, Morrinsville, New Plymouth, Shannon, Pongaroa, Masterton, Newtown (Wellington), Richmond, Motueka, Takaka, Granity, Blackball, Dunollie, Cheviot, Rangiora, Kaiapoi, Christchurch, Sydenham, Addington, Lincoln, Rakaia, Chatham Islands, Ranfurly, and Clinton; and for additions at Whangarei, Thames, Hastings, Wellington (Manners Street), and Sheffield.

POST AND TELEGRAPH.

A large number of Post and Telegraph buildings have been in hand during the year, the expenditure thereon having amounted to £37,723. The principal items were as under: New offices at Waipu, Devonport, Cambridge, New Plymouth, Taihape, Waikanae, Makuri, Masterton (Telephone Exchange), Johnsonville,

Nelson, Karamea, Greymouth, Waikouaiti, and Roslyn; new quarters at Te Awamutu, Martinborough, Havelock, Arrowtown, and Clinton; purchase of properties at Mount Roskill (Auckland), West Lynn, Terrace End (Palmerston North), Shannon, and Te Aro (Wellington); additions at Rotorua, Whakatane, Napier, Blenheim, Christchurch, and North Dunedin, and the providing of a new wharf for the cable-repairing steamer at Auckland.

The works provided for this year are new offices at Kaitaia, Whangarei, Maungaturoto, Matakoho, Warkworth, Kaipara Flats, Helensville, Birkenhead, Mount Eden, Auckland (Upper Symonds and Wellesley Streets), Mount Roskill, Mount Albert, Ellerslie, Epsom, Howick, Newmarket, Clevedon, Pukekohe, Huntly, Frankton, Te Kuiti, Waihi, Morrinsville, Ngauwau, Taumarunui, Matata, Taneatua, Port Awanui, Patutahi, Hangaroa, Nuhaka, Wairoa, Hastings, Ongaonga, Rahotu, Toko, Manaia, Aramoho, Ohakune, Utiku, Kimbolton, Apiti, Ashhurst, Foxton, Weraroa, Featherston, Upper Hutt, Wellington (Te Aro and Courtenay Place), Kilbirnie, Richmond, Burnett's Face, Westport, Murchison, Blackball, Wallsend, Kekerangu, Christchurch (Tuam Street), Woolston, Sydenham, Addington, Little River, Rakaia, Geraldine, Fairlie, Dunedin (George Street), St. Kilda, Green Island, St. Bathans, Balclutha, Kaitangata, Balfour, Wyndham, and Riverton; new quarters at Whitianga, Waipiro Bay, Kaikoura, and Ophir; new sites at Kingsland and Karori; additions at Tolago Bay, Stratford, Levin, Manakau, Eketahuna, Wellington (Telephone Exchange), Dunedin (Parcels Office), Invercargill, and Bluff; improvements at Palmerston North; water-supply and drainage at Wakapuaka; and for making a commencement with the important new Chief Post-offices at Wellington and Auckland.

MENTAL HOSPITALS.

The operations under this head were not very extensive, the expenditure having amounted to £7,987 only. The exercise-park at Auckland was completed, and some small detached buildings erected; minor additions and alterations were made at Porirua, Christchurch, and Seacliff, and at the latter institution the fire-alarm service has been overhauled and improved.

The proposed vote for the current year provides for laundry machinery and for a house for the Medical Superintendent at Auckland, also for the purchase of land and erection of building for the Wolffe Bequest Reception Home; for a Reception Home, and for a new dairy, a boiler-house, boiler-chimney shaft, and machinery at Christchurch; for completion of dormitory annexe, and for various alterations and additions at Seacliff; for additions to the auxiliary building at Waitati; for the purchase of land adjoining the Mental Hospital at Nelson, now held under lease; and for asphaltting airing-courts and construction of septic tank at Porirua.

Provision is also made for the erection of rooms in connection with the general hospitals in order that patients may be taken there to be examined instead of at police-cells.

SCHOOLS.

The amount expended on school buildings during the year was £181,265, of which £81,068 was charged to revenue, and £100,197 to the Public Works Fund. The greater portion of this money was paid to Education Boards and other controlling authorities as grants for the erection of school buildings and teachers' residences, technical schools, training-colleges, secondary schools, and university colleges. The principal works carried out directly under the control of the Government were the Native-school buildings at Tuhara, Mataora Bay, Wharekawa; and Waikare (Bay of Islands); additions at Poroporo, Te Matai, Tautoro, and Whangaruru; and a new residence at the last-named place. For the current year, in addition to the vote under the Consolidated Fund, an appropriation of £100,000 is asked for out of the Public Works Fund to provide for school buildings generally, and for buildings for universities, technical schools, colleges, &c., as in previous years.

OTHER BUILDINGS.

Hospitals.—Under the heading of "Hospitals and Charitable Institutions" there was an expenditure of £15,576 for new buildings and improvements. The new hospitals at Masterton and Westport were opened during the year.

The vote of £18,000 for the current year is to a large extent a revote of the unexpended balances on last year's appropriations, but provides also for further additions at Hokitika and Reefton, and a further grant towards the new hospital being erected at Hamilton. It also provides for grants in aid of hospital buildings at Northern Wairoa and Mercury Bay, and for completing and equipping the Cottage Hospital at Taumarunui, and for the building of St. Helens Hospital, Wellington, and additions to the St. Helens Hospitals at Auckland, Christchurch, and Dunedin; also for accommodation for delirium tremens cases at the larger of the general hospitals.

Agriculture.—There was little expenditure under this heading last year.

A commencement was made with additions and alterations to the departmental offices at Auckland and Palmerston North, and residences were provided for the Inspectors-in-Charge, Gisborne, Waipukurau, and Seddon.

For the current year it is proposed to provide £3,000 for the accommodation at the Ruakura Experimental Farm of cadets seeking instruction in methods of agriculture, &c. Considerable additions to the buildings on the Experimental Farms at Ruakura, Waerenga, Tauranga, Arataki, Mōumahaki, and Wērarōa are proposed in order to increase the usefulness of these institutions. A vote is also provided for the purchase of an additional area of land for the Tauranga Fruit-testing Station, also for the proposed Dairy School, and for additional buildings and land at the Veterinary Laboratory, Wallaceville; and several amounts are provided for Inspectors' residences and office accommodation.

Public Health.—The principal works carried out during the year have been the commencement of the new wharf and approaches at Motuihi Quarantine-station, Auckland, and the erection of the wharf at Somes Island, Wellington. Payments were also made on account of subsidies on contributions and value of site given for a sanatorium for consumptives at Christchurch.

The vote for the current year provides for completing the wharves at the quarantine-stations above mentioned, for buildings and additions at the similar stations at Quail Island (Lyttelton) and the Bluff, and at Te Waikato Sanatorium, Cambridge. A considerable vote is also proposed under the head of subsidies on the cost of erecting infectious-diseases hospitals and sanatoria and annexes for consumptives.

ROADS, BRIDGES, ETC.

The administration of the Department of Roads is now in the hands of the Minister of Mines. During my recent absence from the Dominion my colleague very kindly undertook the performance of my duties as Minister of Public Works, and on my return offered to further assist me by continuing to carry out a portion of the duties. I very gladly accepted this generous offer, and the charge of the Roads Department has therefore remained in Hon. Mr. McGowan's hands.

The amount provided for the year 1907–8 for the construction of roads and their maintenance under all votes and accounts was £578,575; the amount authorised for expenditure was £619,727, and the net expenditure was £363,997. The principal cause for the small expenditure in proportion to the amount voted was the very great scarcity of labour of the kind required, the greater part of the men being otherwise occupied at what appeared to them to be more congenial employment.

The bulk of authorities for expenditure was issued somewhat earlier than usual, and abundance of work was ready for men, but they could not be got. The scarcity was throughout the Dominion. However, the work done was fairly considerable, being as follows:—

New dray-road construction	...	...	...	486 miles.
Dray-roads metalled	...	...	...	286 "
Dray-roads converted from bridle-roads	...	...	...	107 "
Dray-roads maintained	...	...	...	2,962 "
New bridle-roads made	...	...	...	345 "
Bridle-roads maintained	...	...	...	1,899 "
Engineering surveys made	...	...	...	640 "

Dray-road bridges of 30 ft. in length and over, to the number of 185, and of a total length of 16,075 ft., were built.

The continued alienation of Crown lands for settlement purposes renders it impossible, as yet, to come near overtaking the demand for roads of access, and selectors continue to emphatically impress on the Government the necessity for new roads and the improvement of others.

It is, however, some satisfaction to note that by degrees their wants in this respect are being met, and that, notwithstanding the undoubted hardships and deprivations which surround the early years of a settler's life in remote bush country, the demand for land does not diminish. It is the aim of the Government to meet the requirements of those who have the energy and self-confidence to enter on the arduous life inseparable from that of the pioneer settler, whose enterprise, to whatever motive it is due, is most praiseworthy and should be fully recognised, and all available reasonable means for the amelioration of their hardships should be extended to them as soon as possible. It was with the object of expediting relief as above indicated that £250,000 for roads in the backblocks was referred to in the Financial Statement as a sum to be specially set apart for that purpose.

The appropriations proposed in the estimates now submitted are as under :—

	£
Roads, departmental	23,200
Roads generally	253,606
Backblocks roads	250,000
Tourist roads	28,194
Loans to Local Bodies Account	50,000
Total	£605,000

And this amount is, of course, in addition to the £25,000 voted for the maintenance of roads on the Consolidated Fund estimates.

ROADS ON GOLDFIELDS (MINES DEPARTMENT).

The construction of roads and tracks is essential to the development of the mining industry ; without these, especially where the land is covered with heavy timber or dense scrub, the miner cannot advantageously carry on his operations. The rugged, broken, and precipitous nature of the country where quartz-mining operations are generally conducted renders roads and tracks necessary in every direction, for without them it is impossible to get machinery or supplies on to the ground. In many instances these roads not only open up new mines, but they also give facilities for taking up small areas of land on which settlers can make homes for themselves, and for the disposal of their produce amongst the mining community. Whilst the available land may not be of very good quality, any small flat or terrace is eagerly sought after by the miners, who, in addition to their ordinary avocations, do a little cultivation in their spare time, and frequently become permanent settlers.

New collieries are in course of development on the Buller and Grey Coalfields, and it is proposed to take substantial votes for making roads to them, and thus give facilities for their economical working.

The expenditure last year under this head was £38,493, and the amount proposed to be authorised for the current year is £96,639, on account of which a vote of £45,000 is proposed.

TOTAL APPROPRIATIONS FOR ROADS.

The total proposed appropriations for road-works may be summarised as under :—

	£
Roads Department, under the Public Works estimates	605,000
Roads Department, under the Consolidated Fund	25,000
Mines Department	45,000
Total	£675,000

DEVELOPMENT OF GOLDFIELDS AND MINING.

Although there is a considerable variety of minerals in the Dominion, very little has so far been done to develop them, attention having been chiefly directed to gold, silver, and coal. Recently, however, the high price of copper caused consideration to be given to the development of the deposits of this metal, but the price having since declined less eagerness is shown for developing some of the areas taken up. Smelting has, however, been started in connection with the copper-mines at Aniseed Valley, Nelson, and work is going on at Whangaroa, north of Auckland.

The scheelite deposits in Otago are now being steadily developed, and satisfactory prices are obtained in the European markets, but last year there were considerable fluctuations in the quotations for this valuable mineral. There is an abundance of manganese and antimony in the Dominion, but the low price at which these minerals can be produced in other countries precludes competition to any great extent on our part. The deposits of hæmatite ore at Parapara, though still unworked, have lately attracted the attention of capitalists, and the manufacture of iron may be added to our other industries in the course of a few years.

The output of coal for the past year is the highest yet attained, being 1,831,009 tons, which exceeds the output during 1906 by 101,473 tons.

The amount expended last financial year on works for the development of goldfields was £8,632, and it is proposed to take a vote of £35,000 for the current year. Under this heading will be included subsidies towards assisting the deep-level developments at the Thames and Ross. These works, which are of great importance, not only to the districts in which they are being carried on, but to the Dominion as a whole, are in the hands of strong companies, and the results of their operations will be watched with interest by the mining community.

TOURIST AND HEALTH RESORTS.

The expenditure last year amounted to £45,027. Of that amount the new bath-buildings, Rotorua, absorbed £14,938, and the water-supply works, drainage works, and electrical works at the same place £7,981, £1,233, and £1,517 respectively. The installation of high-pressure water-service and efficient drainage works in Rotorua are now practically complete, and are working very satisfactorily. The land on which the accommodation-house at Waitomo Caves stands was purchased during the year, and, as the present building is not large enough to cope with the traffic, it is proposed to erect a new accommodation-house, some little distance from the present site, at an estimated cost of £2,500. The accommodation-house and land at Te Puia Hot Springs, Gisborne, was purchased by the Department during the year, but a new accommodation-house is required, and provision has been made for it on the estimates. The new water-supply for Hanmer was also completed during the year. The estimates for the current year include £14,000 for new bath-buildings and furniture, Rotorua, which will complete same; £4,200 is asked for additions to the electric-lighting plant, Rotorua; and £5,000 on account of the erection in stone of a new accommodation-house at Mount Cook Hermitage. Provision is also made for the purchase of a new steamer for Lake Te Anau, at a cost of £3,000; for a vote of £1,000 on account of a new steamer, estimated to cost £20,000, for Lake Wakatipu; and also for much-needed improvements at Te Aroha, Whakarewarewa, Queenstown, and Te Anau. The gross authorisation asked for is £47,093 (as compared with £66,744 last year), on account of which a vote of £35,000 is proposed.

TELEGRAPH-EXTENSION.

During the financial year £155,491 was expended on telegraph and telephone extensions.

The new lines erected and in course of construction totalled 701 miles of poles and 2,307 miles of wire. Telegraph offices were opened at 164 townships, while 2,999 new subscribers were added to the telephone-exchange system.

A new cable of 42½ knots was laid across Cook Strait from Lyell Bay to White's Bay, thus providing additional communication between the two islands.

A cable of about $5\frac{3}{4}$ knots was laid between Colac Bay and Centre Island, thus establishing telephonic communication between Centre Island lighthouse and the mainland. Also, a cable of $4\frac{3}{4}$ knots was laid between Stephen Island and D'Urville Island, and $1\frac{3}{4}$ knots between D'Urville Island and the mainland, connecting Stephen Island lighthouse by telephone with Nelson.

Among the principal lines erected were Tuatapere–Puysegur, Blenheim–Molesworth, Hamilton–Te Kuiti, Tory Channel, Tekapo–Pukaki, Catlin's River–Tautuku, Bruce Bay–Okura, Mahitahi–Okura, Albert Town–Makarora, South Hillend–Awamanga–Pukepito, Havelock–Nydia Bay, Puriri–Nevesville–Hikuai, Taupo–Tokaanu, Makuri–Coonor, Cust–Mount Thomas, and Stephen Island.

The sum asked for this year is £125,000; this includes £103,550 of liabilities, principally for material under order.

LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR DEFENCES.

A dwelling for the Lightkeeper at Nugget Point has been erected, and considerable progress made with the fog-signalling apparatus at Godley Head, Lyttelton. The total expenditure amounted to £1,417.

A larger vote—namely, £5,000—is asked for this year, as it is intended to proceed with the proposed new lighthouses at Cape Brett and Tuahine Point, and also to provide a new light on the Jackson's Head beacon. Provision is also made for connecting lighthouses with the telegraph system, and for completing the Godley Head fog-signalling apparatus.

Last year's expenditure on harbour-works amounted to £2,867, the principal items being as under:—

Wharves at Horeke, Kaikoura, and Tautuku; river improvements at Waitotara, Waikouaiti, and Stewart Island; harbour light, Karamea; boat-slip at Moeraki; and extensive engineering surveys at Point Elizabeth and Okarito in connection with projected harbour-works at those places.

In the current year's estimates, besides renewing the unexpended votes of last year, provision is made for additional grants for the Horeke and Kaikoura wharves, Waipu River protection, and Waitotara River snagging; for grants for wharves at Tangihi, Elmslie Bay, Preservation Inlet, and Stewart Island; for extending the wharf-shed at Karamea; for wharf and harbour improvements at Okuru; for snagging the Patea River; and for the purchase of a grab-dredge for use in harbour-improvement works generally. The total expenditure likely to come to charge within the year is estimated at £5,000, for which amount a vote is provided.

The expenditure under the head of Harbour Defences was again small, having amounted to £2,579 only. For the current year a considerably larger outlay is anticipated, and a vote of £7,500 is asked for.

GROSS TOTAL APPROPRIATIONS.

In addition to the votes already referred to, the estimates include provision for the under-noted services:—

	£
Public Works, departmental	23,800
Immigration	10,000
Purchase of Native lands	4,900
Rates on Native lands	850
Contingent defence	20,000
Lands improvement	21,950

thus bringing the total amount of the proposed appropriations, including special accounts, up to £2,721,450, against £2,521,210 voted and £2,106,362 actually expended last year.

CONCLUSION.

I have now placed before honourable members the proposals for carrying on the public-works requirements of the country for the year. With the expansion and development that is going on all around us, a fairly vigorous policy is called for, and I feel confident that the programme which I have submitted will commend itself to the favourable consideration of Parliament.

PUBLIC WORKS STATEMENT, 1908.

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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, 1908, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1907.	Expenditure during 12 Months ended 31st March, 1908.	Total Expenditure to 31st March, 1908.	Liabilities on Authorities, Con- tracts, &c. 31st March, 1908.	Total Expenditure and Liabilities.	Works.
3 4* 5 and 54 6 7 8	Railways, including Waikaka Branch Roads Development of goldfields Telegraphs Public buildings Lighthouses, harbour works, and harbour defences	£ s. d. 23,119,458 8 11 7,537,725 18 1 738,024 17 1 1,324,244 15 0 3,578,561 15 0 1,017,656 10 11	£ s. d. 1,093,534 10 2 132,741 19 4 8,631 12 2 155,491 8 6 326,035 8 0 6,862 19 10	£ s. d. 24,212,992 19 1 7,861,467 17 5 736,656 9 3 1,479,736 3 6 3,894,597 3 0 1,024,519 10 9	£ s. d. 797,700 11 2 132,260 17 2 4,101 12 1 103,550 0 0 60,328 4 8 83 10 1	£ s. d. 25,010,693 10 3 7,993,728 14 7 740,758 1 4 1,583,286 3 6 3,864,925 7 8 1,024,603 0 10	Railways. Roads. Development of goldfields. Telegraphs. Public buildings. Lighthouses, harbour works, and harbour defences.
...	Departmental	550,166 12 11	118,218 14 7	568,385 7 6	...	568,385 7 6	Departmental.
...	Utilisation of water-power	8,033 5 5	314 13 6	8,347 18 11	...	8,347 18 11	Utilisation of water-power.
18 of 1878 11 of 1877	Coal-exploration and mine-development	10,835 8 0	...	10,835 8 0	...	10,835 8 0	Coal-exploration and mine-development.
...	Aiding works on Thames goldfields	50,000 0 0	...	50,000 0 0	...	50,000 0 0	Aiding works on Thames goldfields.
...	Immigration	2,177,580 19 7	9,130 17 7	2,186,711 17 2	7 15 0	2,186,719 12 2	Immigration.
...	Purchase of Native lands	2,033,557 16 7	2,190 9 2	2,035,748 5 9	...	2,035,748 5 9	Purchase of Native lands.
...	Defence	869,593 19 6	18,574 9 0	888,168 8 6	...	888,168 8 6	Defence.
...	Charges and expenses of raising loans	1,244,128 2 5	Cr. 8,486 12 6	1,235,641 9 11	...	1,235,641 9 11	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	67,807 18 4	836 17 6	68,644 15 10	11 0 0	68,655 15 10	Rates on Native lands.
...	Thermal springs	14,599 13 2	...	14,599 13 2	...	14,599 13 2	Thermal springs.
...	Tourist and health resorts	113,519 11 8	...	158,567 10 9	12,446 16 2	171,014 6 11	Tourist and health resorts.
...	Lands improvement	15,014 7 0	9,560 13 1	24,575 0 1	1,155 6 7	25,730 6 8	Lands improvement.
...	Payment to Midland Railway bondholders	150,000 0 0	...	150,000 0 0	...	150,000 0 0	Payment to Midland Railway bondholders.
Totals	Totals	44,829,009 19 7	1,909,685 19 0	46,738,695 18 7	1,111,645 12 11	47,850,341 11 6	Totals.

* Table 4 also contains details of expenditure under Government Loans to Local Bodies Account.
and £30,000 transferred from Consolidated Fund, previously applied in reduction of "Roads" expenditure.
charged to "Unauthorised." † Includes £191 13s. 4d. charged to "Unauthorised." ‡ Includes expenditure under Native Lands Purchase Account, £491,980 1s. 1d.
** Includes £21 8s. charged to "Unauthorised." ‡ Includes expenditure under Native Lands Purchase Account, £491,980 1s. 1d.

TABLE No. 2.
GENERAL SUMMARY.

Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1886-87 to 1907-8.

Description of Services.	Total Net Expenditure to 31st March, 1886.	Expenditure.																						Total Net Expenditure to 31st March 1908.
		1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1.	1901-2.	1902-3.	1903-4.	1904-5.	1905-6.	1906-7.	1907-8.	
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Immigration	2,105,618	12,454	15,598	8,791	867	1,823	817	242	343	101	Cr. 10	301	70	105	385	214	189	142	Cr. 7	6,482	8,753	14,853	9,131	2,186,712
Public Works Departmental	257,228	25,835	25,090	21,458	12,294	10,264	7,796	7,790	8,406	8,680	14,900	14,892	9,689	10,090	12,572	12,938	17,771	13,949	16,088	12,814	13,517	16,711	*18,219	568,386
Utilisation of Water-power	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	468	2,901	4,664	315	8,348
Railways	12,342,249	616,447	403,727	272,077	289,601	180,021	154,417	220,894	176,304	247,545	197,105	207,231	351,600	374,192	417,937	717,723	1,333,940	759,753	828,704	779,891	1,021,265	*1,227,880	1,093,535	24,212,994
Payment to Midland Railway Bondholders	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	150,000	..	..	..	..	150,000
Roads:—																								
Roads North of Auckland	193,267	30,788	3,188	264	267	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Main Roads	1,231,634	22,394	13,756	10,968	12,799	9,905	11,789	12,588	22,285	22,731	27,959	4,289	..	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous Roads and Bridges	39,748	25,989	26,748	19,998	12,489	6,843	10,443	21,989	58,042	9,972	17,075	11,195	241,209	248,934	237,351	267,374	354,687	230,349	316,248	202,850	306,065	308,500	1285,248	..
Roads to open up Lands	409,716	57,157	61,488	21,954	28,160	24,285	27,998	21,989	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grants-in-Aid	619,426	81,264	57,692	26,913	2,172	1,586	10,757	7,144	8,951	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Village Settlements	..	1,891	12,053	10,770	7,345	4,884	3,829	4,412	2,898	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Local Bodies	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Roads on Goldfields	88,294	32,625	25,053	7,015	13,290	12,687	9,795	19,490	20,387	17,577	21,513	32,578	49,569	46,550	48,039	48,417	47,573	51,690	45,594	26,112	45,139	38,970	38,494	..
Miscellaneous	319,245	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Development of Thermal Springs and Natural Scenery	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Roads to give access to North Island Trunk Railway	6,832	12,900	20,410	1,898	248	5,532	30,289	29,440	34,765	17,841	..	16,028	..	..	..	..	..	..	..	..	..	..	..	..
Lands Improvement Account	..	..	..	..	..	..	..	..	..	89,207	108,168	103,555	..	..	..	..	..	..	..	..	..	..	..	..
Total, Roads	2,865,414	278,617	219,519	106,439	83,009	45,164	36,761	103,893	146,638	150,278	174,869	167,482	290,413	295,119	285,043	315,791	402,260	282,089	361,842	228,962	351,204	347,470	323,742	7,861,468
Development of Goldfields	551,260	7,665	1,016	55	284	821	2,257	3,811	5,272	5,865	9,845	10,508	33,117	17,355	21,815	15,907	15,326	24,213	16,278	6,258	18,533	11,064	8,632	786,657
Purchase of Native Lands	1,026,809	88,836	25,643	9,072	28,194	17,925	52,397	57,187	4,820	349	..	Cr. 37	61,503	53,182	32,025	28,688	18,261	15,782	5,352	6,281	13,777	9,135	2,190	..
Native Lands Purchase Account	..	..	..	..	..	..	..	Cr. 10,438	78,985	101,009	163,411	129,000	..	..	..	..	..	..	..	..	..	..	..	..
Total, Land Purchases	1,026,809	88,836	25,643	9,072	28,194	17,925	52,397	66,324	80,877	101,346	163,411	128,963	61,503	52,957	32,025	28,688	18,261	15,782	5,352	6,281	13,777	9,135	2,190	2,035,748
Telegraph Extension	520,027	18,952	22,984	12,047	16,346	16,292	27,773	29,245	16,127	19,223	35,538	36,791	29,384	28,551	26,771	50,101	31,729	68,578	47,227	79,298	77,186	114,068	155,491	1,479,795
Public Buildings:—																								
General (including Miscellaneous)	154,767	947	12,742	14,588	7,256	2,880	454	1,588	621	2,523	3,724	8,178	14,797	8,764	3,957	5,594	12,513	9,031	10,964	9,021	2,232	14,216	16,260	..
Parliamentary	13,930	8	24	..	..	..	..	..	209	6,822	..	9	466	20,686	9,883	3,039	4,424	1,503	602	697	71	1,047	4,119	..
Judicial	212,888	15,875	8,273	8,228	11,246	9,802	8,901	2,779	5,262	11,487	27,941	14,806	12,727	11,109	19,682	29,690	28,728	33,224	25,978	13,083	15,899	35,192	28,938	..
Post and Telegraph	136,422	2,772	2,227	82	1,376	709	1,009	6,843	3,154	3,542	6,194	7,504	5,888	5,168	18,483	20,954	40,361	74,686	53,918	16,008	38,419	43,917	543,724	..
Customs	4,750	..	..	..	..	409	13	5	666	12	647	16	385	..	107	875	2,066	6,630	8,719	13,018	7,903	414	47	..
Survey	515	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Quarantine Stations	3,251	274	..	..	..	..	..	..	..	..	..	..	..	..	..	2,607	424	..	..	..	..	..	..	..
Hospitals for Mental Diseases	230,049	13,694	23,107	10,242	15,717	8,930	16,914	11,887	18,957	13,633	10,935	16,404	14,130	17,667	17,712	18,872	16,743	10,167	15,512	15,949	16,235	8,049	7,987	..
Public Health	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hospitals and Charitable Institutions	24,074	4,421	4,156	673	Cr. 140	..	..	7,999	..	..	6,561	700	..	..	899	5,141	1,200	3,540	4,291	1,204	4,786	10,259	15,576	..
School-buildings	727,128	51,607	40,000	779	..	..	7,500	..	15,000	15,000	20,000	22,148	23,864	43,403	49,256	33,681	38,606	57,790	87,089	42,721	69,223	109,459	100,197	..
Agricultural	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Public Buildings	1,507,774	89,598	90,529	34,592	35,473	22,820	34,791	31,101	44,032	54,190	76,529	70,579	73,585	107,267	115,426	121,364	145,600	197,454	216,192	117,328	165,312	227,025	226,035	3,804,596
Lighthouses, Harbour Works, and Harbour Defences:—																								

TABLE No. 3.
EXPENDITURE on RAILWAYS to 31st March, 1908, and LIABILITIES on that Date.

LINES OF RAILWAY.	Total Expenditure by General Government to 31st March, 1907.	EXPENDITURE DURING YEAR 1907-8.						Total Expenditure by General Government to 31st March, 1908.	Liabilities.	Total Expenditure by General Government, and Liabilities, 31st March, 1908.	Valuation of Works constructed by Provincial and Midland Railway Company. ^a	Total Expenditure and Liabilities, 31st March, 1908.	LINES OF RAILWAY.
		Construction.	Permanent-way.	Total New Works.	Works on Open Lines.	Land-claims and other Old Liabilities.	Surveys.						
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Kaibu Valley	55,044 17 1							55,044 17 1		55,044 17 1		55,044 17 1	Kaibu Valley.
Kawakawa	132,270 9 9	2,773 18 8	2,125 8 4	4,899 7 0				137,169 16 9		137,169 16 9		137,169 16 9	Kawakawa.
Whangarei to Kamo Extension	177,392 6 0	6,418 14 6		6,418 14 6				183,811 0 6	737 6 11	184,548 7 5		184,548 7 5	Whangarei to Kamo Extension.
Helensville Northwards	337,971 6 6	28,410 10 3	3,860 5 2	31,770 15 5	13,925 12 0			269,742 1 11	1,586 18 5	271,329 0 4		271,329 0 4	Helensville Northwards.
Kaipara to Waikato	1,242,509 19 1							1,256,435 11 1		1,256,435 11 1		1,256,435 11 1	Kaipara to Waikato.
Cambridge Branch	51,110 9 9							51,110 9 9		51,110 9 9		51,110 9 9	Cambridge Branch.
Waikato to Thames—													Waikato to Thames—
Hamilton to Te Aroha	139,835 0 5							139,835 0 5		139,835 0 5		139,835 0 5	Hamilton to Te Aroha.
Te Aroha to Thames	188,617 12 1				7,888 16 2			196,516 8 3		196,516 8 3		196,516 8 3	Te Aroha to Thames.
Paeroa to Waihi	143,438 7 10							143,438 7 10		143,438 7 10		143,438 7 10	Paeroa to Waihi.
Thames Valley to Rotorua—													Thames Valley to Rotorua—
Morrinsville to Lichfield	161,693 0 10							161,693 0 10		161,693 0 10		161,693 0 10	Morrinsville to Lichfield.
Putaruru to Rotorua	193,265 1 9				618 8 6			193,883 10 3		193,883 10 3		193,883 10 3	Putaruru to Rotorua.
Marton to Te Awamutu—													Marton to Te Awamutu—
North End	990,091 16 8	120,763 5 8	6,694 14 10	127,458 0 6				1,117,549 17 2	11,672 17 6	1,129,222 14 8		1,129,222 14 8	North End.
South End	1,149,258 19 2	209,461 6 8	20,160 12 10	229,621 19 6				1,378,880 18 8	1,564 0 0	1,380,444 18 8		1,380,444 18 8	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.
Gisborne to Rotorua	149,347 13 2	9,248 4 6	6,967 0 2	16,215 4 8				165,562 17 10	8,397 4 6	173,960 2 4		173,960 2 4	Gisborne to Rotorua.
Wellington to Napier—													Wellington to Napier—
Napier to Woodville and Palmerston North	857,380 4 6				8,832 10 9			866,212 15 3		866,212 15 3		866,212 15 3	Napier to Woodville and Palmerston North.
Wellington to Woodville, including Te Aro Extension	61,279,982 17 8				9,546 19 4			61,289,529 17 0		61,289,529 17 0		61,289,529 17 0	Wellington to Woodville, including Te Aro Extension.
Wellington to Foxton	42,116 3 4							42,116 3 4		42,116 3 4		42,116 3 4	Wellington to Foxton.
Foxton to Waitara	1,430,928 16 7				20,096 13 2			1,451,025 9 9		1,451,025 9 9		1,451,025 9 9	Foxton to Waitara.
Sentry Hill-New Plymouth Deviation	24,245 19 2	11,742 10 2		11,742 10 2				35,988 9 4		35,988 9 4		35,988 9 4	Sentry Hill-New Plymouth Deviation.
Mount Egmont Branch	39,137 15 9	8,367 0 9	999 18 6	9,366 19 3				48,504 15 0	970 19 5	49,475 14 5		49,475 14 5	Mount Egmont Branch.
Stratford to Ongaia	79,444 16 7	12,365 1 7	3,429 17 4	15,794 18 11				95,239 15 6	2,873 13 4	98,113 8 10		98,113 8 10	Stratford to Ongaia.
Nelson to Roundell	165,792 16 9	28 8 0		28 8 0	2,275 14 10			168,066 19 7		168,066 19 7		168,066 19 7	Nelson to Roundell.
Midland Railway—													Midland Railway—
Nelson End	98,017 3 0	11,271 18 2	6,614 10 0	17,886 8 2				110,903 11 2	557 18 6	111,461 9 8	78,306 19 9	189,768 9 5	Nelson End.
Stillwater to Inangahua	70,819 5 11	13,287 14 1	7,644 5 6	20,931 19 7				91,751 5 6	965 2 5	92,716 7 11	543,573 17 9	1,415,653 6 0	Stillwater to Inangahua.
Brunnerton to Otira	c 172,534 0 2	6,783 18 11		6,783 18 11		251 1 3		c 179,318 0 4	599,794 0 0	c 186,112 0 4			Brunnerton to Otira.
Springfield End	390,335 6 11	34,088 17 10	9 3 0	34,098 0 10				424,433 7 9	21,008 6 4	445,441 14 1	61,579 5 7	507,020 19 8	Springfield End.
Westport to Ngakawau	188,008 17 3							188,008 17 3		188,008 17 3		188,008 17 3	Westport to Ngakawau.
Westport to Inangahua	15,854 7 3	8,504 12 0		8,504 12 0				24,358 19 3	1,649 14 2	26,008 13 5		26,008 13 5	Westport to Inangahua.
Ngahere to Blackball	49,455 14 2	17,304 8 0	1,213 9 4	18,517 17 4				67,973 11 6	2,516 15 5	70,490 6 11		70,490 6 11	Ngahere to Blackball.
Greyhound to Point Elizabeth	65,547 12 5							65,547 12 5		65,547 12 5		65,547 12 5	Greyhound to Point Elizabeth.
Greyhound to Brunnerton	c 150,512 11 11							c 150,512 11 11		c 150,512 11 11		150,512 11 11	Greyhound to Brunnerton.
Greyhound to Hokitika and Ross	297,409 1 0	13,546 2 2	3,067 19 8	16,614 1 10	98 17 1			314,116 19 11	5,126 5 11	319,243 5 10		319,243 5 10	Greyhound to Hokitika and Ross.
Pictou to Waipara													Pictou to Waipara.
Pictou to Cheviot	352,942 2 3	20,438 19 3	1,578 9 6	22,017 8 9	989 3 2	105 9 11		376,054 4 1	667 10 6	376,721 14 7		376,721 14 7	Pictou to Cheviot.
Waipara to Cheviot	229,303 9 1	9,121 19 4	233 1 8	9,355 1 0				238,658 10 1		238,658 10 1		238,658 10 1	Waipara to Cheviot.
Culverden to Hanmer (motor-cars and repairs to roads)		8,819 14 0		8,819 14 0				8,819 14 0		8,819 14 0		8,819 14 0	Culverden to Hanmer (motor-cars and repairs to roads.)
Hurunui to Waitaki—													Hurunui to Waitaki—
Main Line	1,609,910 2 11				10,298 9 1			1,620,208 12 0		1,620,208 12 0	316,135 0 0	1,936,343 12 0	Main Line.
Oxford Branch	51,467 7 11							51,467 7 11		51,467 7 11		51,467 7 11	Oxford Branch.
Eyreton Branch	44,276 12 10							44,276 12 10		44,276 12 10		44,276 12 10	Eyreton Branch.
Lytelton Branch	79,138 13 9							79,138 13 9		79,138 13 9	340,500 0 0	419,638 13 9	Lytelton Branch.
Southbridge Branch	88,689 18 5							88,689 18 5		88,689 18 5		88,689 18 5	Southbridge Branch.
Springfield and Whitecliffs Branches	94,903 8 2							94,903 8 2		94,903 8 2		94,903 8 2	Springfield and Whitecliffs Branches.
Fairlie Creek Branch	66,872 12 5				66 2 4			66,938 14 9		66,938 14 9	75,124 0 0	142,062 14 9	Fairlie Creek Branch.
Waimate Branch	47,953 11 8				533 13 5			48,487 5 1		48,487 5 1		48,487 5 1	Waimate Branch.
Ashburton Forks Branch	d 74,469 9 3							d 74,469 9 3		d 74,469 9 3		d 74,469 9 3	Ashburton Forks Branch.
Upper Ashburton Branch	61,582 16 9							61,582 16 9		61,582 16 9		61,582 16 9	Upper Ashburton Branch.
Little River Branch	107,633 18 7							107,633 18 7		107,633 18 7		107,633 18 7	Little River Branch.
Canterbury Interior Main Line—													Canterbury Interior Main Line—
Oxford to Malvern	53,649 0 4							53,649 0 4		53,649 0 4		53,649 0 4	Oxford to Malvern.
Whitecliffs to Rakai	542 6 2							542 6 2		542 6 2		542 6 2	Whitecliffs to Rakai.
Temuka to Rangitata	5,152 2 8							5,152 2 8		5,152 2 8		5,152 2 8	Temuka to Rangitata.
Waitaki to Bluff—													Waitaki to Bluff—
Main Line, including Port Chalmers Branch	e 2,710,369 1 2				25,384 2 10	77 4 4		e 2,735,830 8 4		e 2,735,830 8 4	82,258 17 3	e 2,818,089 5 7	Main Line, including Port Chalmers Branch.
Dunroon Branch	96,531 16 11				198 15 11</								

TABLE No. 4.

STATEMENT showing the NET EXPENDITURE ON ROADS, BRIDGES, &c., out of the Public Works Fund, Consolidated Fund, and Government Loans to Local Bodies Account, for the Year ended 31st March, 1908.

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for the Year ended 31st March, 1908.
		PUBLIC WORKS FUND. ROADS, ETC.			
111		AUCKLAND ROAD DISTRICT—			£ s. d.
	1	Ahipara to Herekino	Mangonui ..	Bay of Islands ..	Cr. 13 7 10
	2	Auckland Special Settlement to Mangakahia ..	Hokianga ..	" ..	290 8 6
	4	Awanui to Mangonui, <i>via</i> Taipa	Mangonui ..	" ..	34 3 0
	5	Awanui River Bridge	" ..	" ..	102 8 11
	6	Bay of Islands County flood damage (£1 for £1) ..	Bay of Islands ..	" ..	80 15 1
	7	Broadwood to Herekino	Hokianga ..	" ..	96 3 1
	9	Double-crossing Bridge to Kaitaia Dairy Factory ..	Mangonui ..	" ..	58 12 0
	10	Duncan Road	" ..	" ..	270 12 9
	11	Great North Road to Otukai	" ..	" ..	95 6 0
	12	Herd's Point to Takahue	Mangonui and Hokianga ..	" ..	331 1 9
	18	Herekino to Kaitaia	Mangonui ..	" ..	165 13 0
	14	Herekino Settlement roads	Mangonui and Hokianga ..	" ..	5 11 1
	15	Herekino to Whangape	Hokianga ..	" ..	92 8 4
	16	Herekino Wharf Road	" ..	" ..	7 0 8
	19	Hokianga County flood damage (£1 for £1) ..	" ..	" ..	177 15 6
	20	Horeke to Taheke <i>via</i> Section 1, Block XII, Mangamuka Survey District ..	" ..	" ..	94 5 3
	21	Huehue	" ..	" ..	44 15 9
	22	Huehue Block to Punakitere Settlement Road ..	" ..	" ..	139 6 8
	23	Hukerenui Railway-station to Riponui ..	Whangarei ..	" ..	50 0 0
	24	Humphrey Road	Hokianga ..	" ..	99 19 11
	25	Iwitaia to Mangamuka	Mangonui and Whangaroa ..	" ..	25 14 11
	27	Kaeo River Bridge (protection)	Whangaroa ..	" ..	15 5 4
	28	Kaeo Survey District, Block III (access to Sections 4A and 5) ..	" ..	" ..	18 0 0
	29	Kaeo to Whangaroa	" ..	" ..	40 0 0
	30	Kaikohe to Huehue	Hokianga and Bay of Islands ..	" ..	254 16 5
	31	Kaikohe to Kawakawa, <i>via</i> Ngapipito ..	Bay of Islands ..	" ..	144 13 7
	32	Kaikohe to Mangakahia Church	Bay of Islands and Hokianga ..	" ..	416 0 1
	33	Kaikohe to Rawene	Ditto ..	" ..	409 17 4
	35	Kaitaia to Ahipara	Mangonui ..	" ..	100 0 0
	36	Kaitaia to Awanui	" ..	" ..	109 6 8
	37	Kaitaia to Mangonui	" ..	" ..	82 0 0
	38	Karakara to Rotokakahi Block	Hokianga ..	" ..	188 6 2
	39	Karemuahako Stream Bridge	Mangonui ..	" ..	97 19 1
	40	Kohukohu Foreshore	Hokianga ..	" ..	37 0 0
	41	Kohukohu to Mangamuka Ferry	" ..	" ..	28 1 1
	42	Kohukohu to Motukaraka, <i>via</i> Runa Valley ..	" ..	" ..	250 5 9
	43	Mamari Village to Section 48, Block II, Whangape ..	" ..	" ..	25 5 0
	44	Mangamuka Block IX (access to Flavell's) ..	" ..	" ..	86 17 9
	45	Mangamuka Ferry	" ..	" ..	18 17 7
	46	Mangamuka to Oruru	Hokianga and Mangonui ..	" ..	92 5 0
	47	Mangatoetoe	Mangonui ..	" ..	22 10 9
	48	Mangonui Beach Road to Junction	" ..	" ..	51 15 0
	50	Mangonui to Cable-station	" ..	" ..	51 11 0
	51	Mangonui County flood damage (£1 for £1) ..	" ..	" ..	311 7 6
	53	Manganuiowae Stream bridges	Hokianga ..	" ..	Cr. 36 4 5
	54	Matawherohia to Kaeo	Whangaroa ..	" ..	93 13 7
	55	Maungataniwha Block roads	Mangonui ..	" ..	4 12 0
	58	Ngaruawahine	Bay of Islands ..	" ..	33 0 6
	59	Ohaeawai to Waimate	" ..	" ..	50 0 0
	60	Okaihau to Horeke	Hokianga and Bay of Islands ..	" ..	104 18 3
	61	Okaihau to Kaikohe	Bay of Islands ..	" ..	9 3 0
	62	Okaihau to Kerikeri	" ..	" ..	82 17 8
	64	Omanaia to Hokianga Heads	Hokianga ..	" ..	233 9 10
	65	Omapere Survey District, Blocks IX and X ..	" ..	" ..	3 6 6
	66	Omapere to Waimamaku Settlement	" ..	" ..	171 5 0
	67	Opanaki to Hokianga	" ..	Bay of Islands and Kaipara ..	124 5 3
	68	Opouteke to Mangakahia	" ..	Bay of Islands ..	34 15 4
	69	Opuia to Waimate	Bay of Islands ..	" ..	29 19 6
	71	Opuawhanga to Helena Bay	Whangarei ..	" ..	25 17 0
	72	Oruru to Hikurangi	Mangonui ..	" ..	169 18 7
	73	Oruru to Kohumaru	" ..	" ..	8 0 0
	74	Otaua	Hokianga ..	" ..	98 14 10
	75	Paiaaka to Towai	Bay of Islands ..	" ..	58 9 3
	77	Pakaru to Owae	" ..	" ..	100 0 0
	79	Paranui	Mangonui ..	" ..	61 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued.</i>			
		AUCKLAND ROAD DISTRICT— <i>continued.</i>			
111	81	Peria to Maungataniwha	Mangonui	Bay of Islands	£ s. d. 1 17 6
	82	Peria to Victoria Valley Post-office	"	"	70 16 6
	84	Pupuke (landing to mines)	Whangaroa	"	86 5 7
	85	Ramarama to Purua	Whangarei	"	18 0 0
	86	Ramarama Valley	Bay of Islands	"	34 4 9
	87	Ramarama Valley (Upper)	"	"	0 15 0
	88	Rangiahua Stream Bridge	Hokianga	"	2 4 6
	89	Rangiahua to Umawhero	"	"	197 8 10
	90	Rawene Beach Road	"	"	50 0 0
	93	Taita Stream Bridge	"	"	1 6 11
	94	Takahue to Herekino	Mangonui	"	100 0 0
	96	Takahue Village to Victoria Valley Road	"	"	94 8 0
	98	Thomas's Bridge	"	"	195 8 8
	99	Totara Foreshore	Whangaroa	"	50 0 0
	101	Umawhero to Mangamuka	Hokianga	"	102 9 9
	102	Umawhero to Victoria Valley	"	"	106 9 8
	103	Underwood Road	"	"	59 19 1
	105	Uwhirea Stream Bridge	Mangonui	"	100 0 0
	106	Victoria Valley Post-office to Fairburn Road (west end)	"	"	1 18 0
	107	Waiarohia Point	Hokianga	"	13 6 11
	108	Waiharara River Bridge	Mangonui	"	62 12 10
	110	Waimamaku to Opanaki-Hokianga Road	Hokianga	"	Cr. 8 13 2
	111	Waimamaku to Pakanae	"	"	280 16 3
	112	Waimamaku Settlement	"	"	13 6 0
	113	Waimatanui	"	"	209 13 1
	114	Waiote Kumarau	"	Bay of Islands and Kaipara	237 6 1
	116	Waiotemarama	"	Bay of Islands	83 4 9
	117	Waiotu to Hukerenui (Galbraith's)	Bay of Islands	"	65 0 9
	118	Waipapa to Purerua	"	"	50 0 0
	119	Wairoro Stream Bridge	"	"	9 3 4
	120	Wairupa Stream Bridge	Hokianga	"	29 5 2
	121	Waitangi Hill Deviation	Bay of Islands	"	198 7 3
	122	Waoku Extension Block (access)	Hokianga	"	107 9 7
	123	Whakapara	Whangarei	"	40 0 0
	124	Whakapara to Puhipuhi	"	"	50 0 0
	125	Whangape to Manganuiwae via Rotokakahi Block	Hokianga	"	71 19 1
	126	Whangape Track	"	"	49 18 0
	129	Black Bridge (Hihi River) (subsidy)	Whangarei	Marsden	150 0 0
	131	Civil Road	Rodney	"	50 0 0
	132	Dibble's Bridge to Whangaripo Creamery	"	"	155 13 1
	133	Finlayson's Brook Road	Whangarei	"	5 2 0
	134	Gorge Road to Sections 253 and 254, Blocks V and IX, Waipu S.D.	"	"	50 0 0
	136	Hoteo Parish Road to Section 95, Block I	Rodney	"	40 1 4
	137	Hoteo Valley to Te Arai	"	"	50 0 0
	138	Kaipara Flats Road to Section 98, Parish of Ahuroa	"	"	28 0 0
	139	Kaiwaka Settlement Road to Creamery	Otamatea	"	45 14 8
	140	Kaiwaka to Mangawai (£1 for £1)	"	"	Cr. 100 0 0
	141	Kauaeranga to Mangakahia	Whangarei	"	100 0 0
	143	Mangakahia Bridge to Dargaville	Whangarei and Hobson	"	86 6 11
	144	Mangakahia Bridge to Mangakahia Church	Ditto ..	Marsden and Kaipara	207 2 1
	145	Mangapai to Mangonui Bridge (Upper)	Whangarei	Marsden	8 15 0
	146	Mangawai Bridge approaches (£1 for £2)	Rodney	"	91 13 4
	147	Mareretu to Bull's	Otamatea	"	100 0 0
	148	Marua to McPhee's Bay (£1 for £1)	Whangarei	"	3 2 6
	149	Matakana to Omaha (£1 for £1)	Rodney	"	50 0 0
	150	Matakana to Whangaripo	"	"	50 0 0
	151	Matakana to Whangaripo Range	"	"	11 9 9
	153	Maungakamea to Tangiteroria	Whangarei	"	62 5 8
	154	Maungaru Survey District (access to Sections 4 and 5, Block V)	"	"	1 4 6
	155	Maungatapere to Tangiteroria	"	"	30 11 11
	156	Maungaturoto to Cove via Rowsell's	Whangarei and Otamatea	"	68 19 0
	157	Maungaturoto to Waikiekie	Otamatea	"	25 16 3
	158	Maungaturoto Wharf Road	"	"	7 11 9
	163	North Albertland to Hakaru Creamery (£1 for £1)	Rodney	"	44 12 6
	164	North River Road (£42, £1 for £1)	Whangarei	"	41 14 6
	165	Omaha to Pakiri	Rodney	"	44 16 8
	166	Ormiston Road	Whangarei	"	40 0 0
	167	Pakiri Parish (Sections 119 and 115)	Rodney	"	13 10 6
	168	Pakiri to Whangaripo	"	"	59 11 0
	169	Paparoa Road Bridge (Griffin's) (subsidy)	Otamatea	"	99 17 4
	170	Paparoa to Waikiekie	"	Marsden and Kaipara	43 12 5
	172	Poroti to Mangakahia Bridge	Whangarei	Marsden	3 1 3
	173	Puhoi to Warkworth	Rodney	Marsden and Waitemata	73 9 11

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued.</i>			£ s. d.
111		AUCKLAND ROAD DISTRICT— <i>continued.</i>			
175		Ruatangata Lower Road (£1 for £1)	Whangarei ..	Marsden ..	7 17 11
176		Ruatangata Swamp Road (£1 for £1)	" ..	" ..	100 0 0
178		Te Arai Post-office to Eyre Point	Rodney ..	" ..	50 0 0
180		Waipu to Mareretu	Otamatea and Whangarei ..	" ..	83 15 9
181		Wairua River Bridge approaches	Whangarei ..	" ..	100 0 0
182		Waititi Stream Bridge	Rodney ..	" ..	112 2 4
183		Waiwhiu Valley	" ..	" ..	4 7 9
184		Warkworth to Ahuroa Railway-station	" ..	Marsden, Waitemata, and Kaipara ..	100 0 0
185		Warkworth to Kaipara Flats Railway-station	" ..	Marsden ..	100 0 0
186		Wayby Road to Railway-station	" ..	" ..	100 0 0
187		Whangarei to Whangarei Heads	Whangarei ..	" ..	100 0 0
188		Whangarei Heads to Harbour	" ..	" ..	150 0 0
189		Whangaripo to Te Arai	Rodney ..	" ..	41 14 0
192		Whittaker's Deviation	" ..	" ..	200 0 0
193		Ahuroa Railway-station to Komokoriki	" ..	Kaipara ..	250 14 6
194		Angel's to Creamery	Otamatea ..	" ..	49 19 8
195		Araparera River Bridge	Rodney ..	" ..	18 13 11
196		Arapohue to Hoyles Trig. (£1 for £1)	Hobson ..	" ..	200 0 0
197		Arapohue Settlement Road, <i>via</i> Education Reserve (£1 for £1)	" ..	" ..	209 12 3
198		Ararua (£1 for £1)	Otamatea ..	" ..	45 7 3
199		Aratapu to Mount Wesley	Hobson ..	" ..	200 0 0
200		Aratapu to West Coast (through Domain)	" ..	" ..	100 0 0
201		Avoca Settlement (South Road)	" ..	" ..	49 0 0
202		Avoca Settlement (West Road)	" ..	" ..	50 0 0
203		Awaroa Creek Bridge	Otamatea ..	" ..	9 14 1
204		Awaroa River Canal to Matakoho-Tokatoka Road	" ..	" ..	215 12 3
205		Batley Road	" ..	" ..	88 8 10
206		Batley Wharf to Bickerstaffe	" ..	" ..	75 6 3
207		Bickerstaffe to Maungaturoto	" ..	Kaipara and Marsden ..	232 11 8
208		Burch's to Tokataka-Mangapai Road	" ..	Kaipara ..	204 7 1
210		Dargaville to Awakino (£1 for £1)	Hobson ..	" ..	150 0 0
211		Dargaville to Whangarei County Boundary (£400, £1 for £1)	" ..	" ..	600 0 0
212		Helensville to Port Albert	Rodney & Waitemata ..	" ..	302 11 7
213		Hukitere Access Road	Otamatea ..	" ..	117 15 9
214		Hukitere District Roads	" ..	" ..	170 0 0
215		James Road	" ..	" ..	0 4 3
218		Kai Iwi to Katui	Hobson & Hokianga ..	" ..	100 0 0
219		Kaipara Flats Railway-station to Wyatt's	Rodney ..	" ..	95 0 0
220		Kaitui to Waipoua	Hokianga ..	" ..	13 3 0
222		Kaukapakapa Stream Bridge	Waitemata ..	" ..	2 19 4
223		Kirikopini to Mangakahia	Hobson ..	" ..	243 11 1
224		Kirk's Road (Katui to Orangi)	Hokianga ..	" ..	36 15 0
225		Kopuru to Tatarariki	Hobson ..	" ..	100 0 0
226		Lindquist Road	Otamatea ..	" ..	23 10 0
227		Lusk Road (£1 for £1)	Hobson ..	" ..	100 0 0
228		Maitahi to Tutamoe Settlement	" ..	" ..	100 0 0
229		Makarau to Komokoriki	Waitemata & Rodney ..	" ..	80 0 0
231		Makarau Railway-station to West Coast Road	Rodney & Waitemata ..	" ..	15 10 0
232		Makarau River Bridge (near Railway-station)	Waitemata ..	" ..	1 2 0
233		Mangatu to Katui	Hokianga ..	" ..	54 19 2
234		Marlborough Association	" ..	" ..	70 2 3
235		Maropiu to Kairara (£1 for £1)	Hobson ..	" ..	48 14 3
236		Matakoho to Ararua	Otamatea ..	" ..	46 19 0
237		Matakoho to Tokatoka	" ..	" ..	119 19 3
238		Matakoho to Wharf	" ..	" ..	61 6 0
239		Matakoho Wharf	" ..	" ..	14 15 8
240		Maungaru Settlement	Hobson ..	" ..	49 1 4
241		Mititai Creamery Road (£1 for £1)	" ..	" ..	199 5 6
242		Mititai to Tokatoka (£1 for £1)	Hobson & Otamatea ..	" ..	250 0 0
243		Mount Wesley to Flax-mill	Hobson ..	" ..	100 0 0
245		Opanaki to Mangonui Bluff (£100, £1 for £1)	Hobson & Hokianga ..	" ..	50 0 0
246		Otamatea Road	Otamatea ..	" ..	114 12 0
247		Pahi to Paparoa	" ..	" ..	2 12 0
248		Paparoa to Matakoho	" ..	" ..	45 14 6
249		Paparoa to Maungaturoto	" ..	Kaipara & Marsden ..	93 0 0
250		Paparoa to Wairere	" ..	Kaipara ..	8 15 0
251		Perehia	" ..	" ..	50 0 0
252		Port Albert to Wellsford Junction	Rodney ..	" ..	50 0 0
253		Port Albert to Wellsford Station	" ..	" ..	250 0 0
254		Porter's Hill to Paparoa	Otamatea ..	" ..	45 15 0
255		Raupo to Creamery	" ..	" ..	9 9 11
256		Raupo Wharf	" ..	" ..	34 18 0
257		Robertson's Road, Raupo	" ..	" ..	79 16 4
258		Sanderson's Bridge	Rodney ..	" ..	85 17 6
259		Shag Creek Road	Otamatea ..	" ..	142 12 7
260		Taita to Kaihu	Hobson ..	" ..	50 0 0
262		Tangowahine to Avoca	" ..	" ..	50 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908
		ROADS, ETC.—continued.			£ s. d.
111	263	AUCKLAND ROAD DISTRICT—continued.			
	264	Tauhoa Block to Ahuroa Railway-station ..	Rodney ..	Kaipara ..	18 10 0
	265	Tauhoa Railway-station to Kaipara Flats Railway-station ..	" ..	" ..	150 0 0
	266	Te Pahi to Tauhoa Railway-station ..	" ..	" ..	150 0 0
	267	Tokatoka to Mangonui Bridge (Upper) ..	Hobson & Otamatea ..	" ..	150 10 1
	268	Tokatoka Swamp roads ..	Otamatea ..	" ..	30 4 6
	269	Tokatoka Swamp (main access road) ..	" ..	" ..	48 2 11
	270	Waima to Opouteke ..	Hokianga ..	" ..	128 0 0
	271	Waipoua Block X, Section 25 (access) ..	" ..	" ..	48 0 2
	272	Whakapirau to Maungaturoto ..	Otamatea ..	" ..	100 0 0
	273	Albany to Cuthill Dairy Flat to Auckland ..	Waitemata ..	Waitemata ..	105 3 2
	274	Birkenhead to Albany ..	" ..	" ..	200 0 0
	275	Great Barrier Island (Cape Barrier to Tryphena Harbour) ..	No county ..	" ..	98 14 4
	276	Great Barrier Island (Harataonga o Oroville) ..	" ..	" ..	92 4 7
	277	Great Barrier Island (Harataonga to Port Fitzroy) ..	" ..	" ..	99 13 7
	278	Great Barrier Island (Okivi Post-office to Katherine Bay, via Tapuwai) ..	" ..	" ..	48 14 3
	279	Great Barrier Island (Whangaparapara to Awana via Hot Springs) ..	" ..	" ..	99 6 2
	280	Lucas Creek School Bridge (subsidy) ..	Waitemata ..	" ..	42 2 5
	281	Puhoi to Ahuroa Railway-station ..	Rodney ..	" ..	150 0 0
	282	Puhoi District to Tahakeroa Railway-station ..	Rodney and Waitemata ..	" ..	99 14 0
	283	Puhoi to Tahakeroa Tunnel ..	Rodney ..	" ..	100 0 0
	284	Pukapuka to Moir's Hill ..	" ..	" ..	50 0 0
	285	Swanson to West Coast ..	Waitemata ..	" ..	150 0 0
	286	Wade to Dairy Flat ..	" ..	" ..	100 0 0
	287	Wade to Horseshoe Bush ..	" ..	" ..	75 0 0
	288	Wainui to Kaukapakapa Railway-station ..	" ..	Waitemata and Kaipara ..	119 9 5
	289	Waivera Hot Springs Road ..	" ..	Waitemata ..	150 0 0
	290	Waivera to Puhoi ..	Waitemata and Rodney ..	" ..	200 0 0
	291	Waivera to Wainui ..	Waitemata ..	" ..	119 7 3
	292	Cape Colville to Port Charles ..	Coromandel ..	Thames ..	100 0 0
	293	Great North Road deviation (Surrey Crescent to Meola Creek) (contribution) ..	Eden ..	Grey Lynn ..	566 10 0
	294	Orakei Wharf Cattle-road (survey and supervision) ..	" ..	Parnell ..	25 0 0
	295	Waikuneta to West Coast ..	Waitemata ..	Eden ..	95 7 9
	296	Ararimu ..	Manukau ..	Manukau ..	97 4 2
	297	Ardmore Range Road ..	" ..	" ..	94 16 10
	298	Brookby Creamery Road (£1 for £1) ..	" ..	" ..	23 6 0
	299	Clevedon to Orere ..	" ..	" ..	48 10 7
	300	Great South Road to Otatau, via Ararimu ..	" ..	" ..	116 6 8
	301	Hay's Creek Bridge ..	" ..	" ..	150 9 3
	302	Howick Main Road (£1 for £1) ..	" ..	" ..	35 11 0
	303	Hunua to Railway-station (£500, on account of £1,500, £1 for £1) ..	" ..	" ..	206 11 4
	304	Hunua Road District flood damage (£1 for £1) ..	" ..	" ..	121 2 6
	305	Mangere Bridge ..	" ..	" ..	42 4 0
	306	Maungamaungaroa to Maraetai ..	" ..	" ..	50 11 10
	307	Otau to Hunua ..	" ..	" ..	144 3 4
	308	Otau Road ..	" ..	" ..	137 7 2
	309	Tamaki Bridge ..	" ..	" ..	100 0 0
	310	Wairoa Butter-factory to Brookby Creamery ..	" ..	" ..	33 3 0
	311	Wairoa River Bridge (Otau) ..	" ..	" ..	Cr. 50 0 0
	312	Wairoa River to Otau ..	" ..	" ..	282 8 5
	313	Wairoa Road District flood damage (£1 for £1) ..	" ..	" ..	300 0 0
	314	Abraham's Gully ..	" ..	Franklin ..	100 0 0
	315	Akaaka Drainage District flood damage (£1 for £1) ..	" ..	" ..	60 12 9
	316	Akaaka Drain Outlet ..	" ..	" ..	25 0 0
	317	Akaaka Gravel Reserve Road ..	" ..	" ..	29 18 6
	318	Akaaka Swamp Road to Pukekohe Railway-station ..	" ..	" ..	3 1 2
	319	Awaroa Creek (slagging) (£1 for £1) ..	" ..	" ..	32 6 6
	320	Awaroa River (slagging) ..	Raglan ..	" ..	50 0 0
	321	Awhitu Main Road ..	Manukau ..	" ..	70 8 10
	322	Awhitu Wharf to Pollak Settlement ..	" ..	" ..	50 0 0
	323	Awhitu Wharf Road to Morrison's, via Orua Bay ..	" ..	" ..	25 8 3
	324	Bombay to Maketu ..	" ..	" ..	12 6 0
	325	Bombay to Tuakau, via Buckland ..	" ..	" ..	50 0 0
	326	Buckland Bridge ..	" ..	" ..	157 9 2
	327	Drury to Waiuku, via Karaka ..	" ..	" ..	164 8 1
	328	Golding's Hill ..	" ..	" ..	70 0 0
	329	Graham's Beach Wharf ..	" ..	" ..	10 0 0
	330	Great South Road (Papatoetoe to Mercer) ..	" ..	" ..	40 2 8
	331	Hetherington Road ..	Raglan ..	" ..	171 2 0
	332	Huntly to Kaburuhuru ..	" ..	" ..	46 12 10
	333	Huntly to Rangiriri West Road (£1 for £1) ..	" ..	" ..	200 0 0
	334	Huntly Road District flood damage (£1 for £1) ..	Waikato ..	" ..	43 5 6
	335	Kelvin Bridge ..	Manukau ..	" ..	126 19 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908
		ROADS, ETC.— <i>continued</i> .			£ s. d.
111		AUCKLAND ROAD DISTRICT— <i>continued</i> .			
351		Kimihea Lake Drainage	Waikato	Franklin	89 13 5
352		Klondyke	Raglan	"	17 7 6
354		Mangapiko Valley	Waikato	"	50 0 0
357		Matahuru Valley to Proctor's	"	"	132 15 3
358		Mauku Road District flood damage (£1 for £1)	Manukau	"	60 0 0
359		Maungatawhiri Stream Bridge	"	"	30 13 6
360		Maungatawhiri Stream (clearing)	"	"	32 7 6
361		Maungatawhiri to Waitakaruru	Waikato and Thames	"	143 16 0
362		Miranda to Maramarua	Waikato and Manukau	"	23 19 0
364		McKinnon Road	Raglan	"	75 5 6
365		McPherson Road	Waikato	"	99 14 10
366		Ngaruawahia to Huntly West	Raglan	"	0 8 2
367		Oninewai Railway-station to Ngarua Block	Waikato	"	425 8 9
368		Orua Bay Wharf approaches	Manukau	"	38 19 6
370		Otorohae Trig	Raglan	"	100 0 0
372		Pairama Road	"	"	4 11 1
374		Pokeno Road District flood damage (£1 for £1)	Manukau	"	50 0 0
375		Pollok Main Road	"	"	102 6 4
376		Ponganui	Raglan	"	57 18 0
377		Pukekohe District (Ostrich Farm Road)	Manukau	"	Cr. 9 4 3
378		Pukekohe East Road District flood damage (£1 for £1)	"	"	175 0 0
379		Pukekohe East School to Drury	"	"	40 0 0
380		Pukekohe West Road District flood damage (£1 for £1)	"	"	165 10 0
381		Puriri to Huntly	Raglan	"	32 15 6
382		Raglan County flood damage (£1 for £1)	"	"	1,025 8 7
383		Rangiriri to Rangiriri Railway-station	Waikato	"	90 14 0
384		Rifle-range Road	Manukau	"	48 13 6
386		Rutherford Road	Raglan	"	1 8 0
388		Sprowl's Hill	Manukau	"	1 4 0
389		Taniwha Creek Bridle-track	Waikato	"	50 0 0
390		Te Kirikiri	Raglan	Franklin & Waikato	4 16 1
391		Tikotiko Road (£1 for £1)	"	Franklin	50 0 0
392		Tuakau Bridge (eastern approach)	Manukau	"	72 15 4
393		Tuakau Bridge to Pukekawa	Raglan	"	98 14 2
394		Tuakau Bridge to Waingaro (£235, £1 for £1)	"	"	117 12 6
395		Tuakau to Onewhero	"	"	173 5 8
396		Turner's Junction to West Coast (through Block VI, Awaroa)	"	"	5 12 0
397		Union Road (£1 for £1)	Manukau	"	50 0 0
398		Waikato County flood damage (£1 for £1)	Waikato	"	141 17 0
400		Wairangi Railway-station to Waerenga Valley	"	"	123 3 4
401		Waipipi Road District flood damage (£1 for £1)	Manukau	"	350 0 0
402		Wairangi Railway-station, towards Rangiriri	Waikato	"	22 3 3
405		Waiuku to Pukekohe	Manukau	"	187 6 9
406		Waiuku Road District flood damage (£1 for £1)	"	"	77 5 7
407		Whangamarino Road District flood damage (£1 for £1)	Waikato	"	100 0 0
408		Whangape Parish (Sections 126, 127, and 128)	Raglan	"	119 14 7
410		Hikutaiia Bridge and Road	Thames and Ohinemuri	Ohinemuri	550 0 0
412		Kaihere	Ohinemuri	"	122 8 2
413		Kauaeranga Valley	Thames	"	100 0 0
414		Komata North	Ohinemuri	"	20 0 0
415		Mangawhara	"	"	202 16 0
416		Matatoke Road and drain	Thames	"	57 15 0
417		Maukoro to Waitakaruru	Ohinemuri	"	248 7 6
418		Miranda to Waitakaruru	"	"	65 7 3
420		Netherton to Awaiti Block	"	"	23 11 10
421		Netherton to Turua	Ohinemuri and Thames	"	125 0 0
422		Ngarua to Waikaka	Ohinemuri	"	2 5 5
423		Opani to Turua	Thames	"	100 0 0
426		Tahuna to Proctor's	Ohinemuri	"	122 14 6
428		Torehapa	"	"	177 0 11
429		Townsend Road	Thames ..	"	50 0 0
432		Waiti	Ohinemuri	"	197 10 4
433		Waitakaruru to Hazards	"	"	5 6 8
435		Wharepoha roads	Thames ..	"	200 0 0
436		Waingaro River Bridge	Raglan	Waikato	145 12 8
438		Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	"	"	184 0 2
439		Contingencies, engineering, and supervision	"	"	410 14 3
		Total—Auckland			£23,960 17 7

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
111	442	TE KUITI ROAD DISTRICT—			
	443	Te Puroa	Raglan	Franklin	399 14 4
	444	Aotea to Raglan	Raglan and Kawhia	Waikato	209 9 1
	445	Awaroa to Mahoe	Kawhia	"	393 6 10
	446	Awaroa to Waiharakeke	"	"	163 6 4
	447	Awaroa River Bridge	"	"	508 7 7
	448	Billington's Hill	Raglan	"	75 17 0
	449	Caves Road	Waitomo	"	95 11 3
	450	Crow's Nest Hill to No. 4, Maungatautari	Waipa and West Taupo	"	4 1 8
	451	French Pass to Taotaoroa	Piako	"	125 8 3
	452	Green Street (Oporu Bridge approach)	Raglan	"	38 18 0
	453	Hamilton to Tuhikaramea	Waipa	"	100 0 0
	454	Hauturu	Kawhia & Waitomo	"	110 3 4
	455	Hauturu to Otorohanga	Waitomo	"	153 7 8
	456	Kaimango	Kawhia	"	253 8 3
	457	Kairimu	Awakino	"	176 16 8
	458	Takepuku	Waitomo and West Taupo	"	212 2 8
	459	Kauri	Kawhia	"	100 2 8
	460	Kauri to Harapepe	Raglan	"	39 6 0
	461	Kauroa to Pakoka	"	"	167 6 6
	462	Kawa	Waitomo and West Taupo	"	158 4 5
	463	Kawhia to Aotea	Kawhia	"	191 4 11
	464	Kawhia to Ngapaenga Junction	Kawhia & Awakino	"	525 1 3
	465	Kihi	Kawhia	"	110 19 2
	466	Kihikihi to Otorohanga	Waitomo and West Taupo	"	152 1 6
	467	Kinohaku to Harbour	Kawhia	"	78 17 10
	468	Kinohaku to Waiharakeke	"	"	157 15 1
	469	Kiritere	Awakino	"	196 16 4
	470	Kokakaroa	Kawhia, Awakino, and Waitomo	"	93 16 11
	471	Lemon Point to Te Maika Road	Kawhia	"	228 1 1
	472	Mahoe	"	"	110 5 6
	473	Mairoa (North of Ngapaenga)	Waitomo	"	31 12 0
	474	Mangakino	Raglan and Kawhia	"	37 5 0
	475	Mangakokopu	Awakino	"	230 5 2
	476	Mangaokahu	Raglan	"	84 1 2
	477	Mangarino	Waitomo	"	245 15 9
	478	Mangapohue	Waitomo, Awakino, and Kawhia	"	535 9 10
	479	Mangawhero Stream Bridge	Waitomo	"	87 11 2
	480	Marokopa Branch Road	Awakino	"	29 12 0
	481	Marokopa River Bridge (Marokopa Valley Road)	Kawhia and Awakino	"	526 18 0
	482	Marokopa River (snagging)	"	"	89 2 6
	483	Marokopa Valley	"	"	222 3 2
	484	Matakotia	Raglan	"	82 18 8
	485	Oamaru	Waitomo	"	149 19 10
	486	Okupata	Kawhia	"	85 2 9
	487	Okupata Junction to Pekanui	Kawhia and Waitomo	"	281 10 9
	488	Okupata Stream Bridge	Kawhia	"	452 0 1
	489	Oporu River Bridge	Raglan	"	1,676 13 10
	490	Oporu Road (Hill's)	"	"	147 14 6
	491	Orongo	Waitomo	"	59 16 3
	492	Otorohanga to Hangatiki-Waitomo Road	"	"	134 16 4
	493	Otorohanga to Ouruwhero	"	"	5 4 6
	494	Otorohanga to Pirongia	"	"	87 10 8
	495	Ouruwhero to Kawa	"	"	55 11 3
	496	Pakihi to Okete	Kawhia and Raglan	"	131 5 0
	497	Pehehau	Raglan	"	41 2 9
	498	Pehehau Road to Kaniwhaniwha	"	"	12 0 4
	499	Pirongia to Kawhia	Kawhia and Waitomo	"	750 4 1
	500	Pirongia West	Kawhia	"	402 14 1
	501	Pomorangi	Awakino	"	242 11 11
	502	Puniu Bridge (Kihikihi-Otorohanga Road)	Waipa and West Taupo	"	208 12 9
	503	Raglan County flood damage (£1 for £1)	Raglan	"	149 8 9
	504	Raglan to Ngaruawahia	"	"	53 13 4
	505	Raglan to Waipa	"	"	91 1 0
	506	Randall Road (Ngutunui)	Waitomo	"	58 13 0
	507	Ruapuke to Aotea	Raglan	"	40 9 3
	508	Ruapuke Mountain Road	"	"	109 18 10
	509	Ruapuke Mountain Road to Te Mata	"	"	97 12 8
	510	Shea Road	Kawhia	"	6 12 0
	511	Tapuae	Waitomo	"	102 6 0
	512	Taumatatotara (East)	Kawhia	"	80 13 10
	513	Taumatatotara (West)	"	"	87 0 0
	514	Tawarau	Waitomo	"	84 15 9
	515	Te Awamutu to Kihikihi	Waipa	"	200 0 0
	516	Te Kuiti to Otorohanga	Waitomo	"	183 2 9

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908
		ROADS, ETC.— <i>continued.</i>			£ s. d.
111		TE KUITI ROAD DISTRICT— <i>continued.</i>			
	535	Te Kumi Bridge	Waitomo	Waikato	11 15 9
	536	Te Maika	Kawhia	"	88 15 6
	538	Te Puhi	West Taupo	"	76 0 9
	542	Toi	Kawhia	"	164 18 4
	543	Tokanui to Wharepapa	West Taupo	"	59 5 5
	544	Tumutumu to Waitomo	Waitomo	"	27 2 0
	545	Turitea (Lyford's)	"	"	34 0 6
	547	Waerenga Falls Road	Kawhia and Raglan	"	64 2 10
	552	Waikato River Bridge, Cambridge (£1 for £1, on account of £3,000)	Borough of Cambridge	"	3,000 0 0
	554	Waimaori Hill and Bridge	Raglan	"	24 10 4
	555	Waingaro to Te Uku	"	"	59 2 0
	556	Wainui	"	"	149 16 6
	557	Waipa Bridge (Otorohanga)	Waitomo	"	153 1 5
	560	Waipa County flood damage (£1 for £1)	Waipa	"	400 0 0
	561	Waipaua	Awakino	"	340 13 9
	562	Waite Road	Kawhia	"	20 3 0
	563	Waitetuna to Aotea	Kawhia and Raglan	"	141 11 9
	564	Waitetuna to Kauri	Raglan	"	1 10 0
	565	Waitetuna Middle Bridge	"	"	2 0 7
	566	Waitetuna Valley	Kawhia	"	52 0 4
	567	Waitetuna to Whatawhata (£1 for £1)	Raglan	"	250 0 0
	568	Waitomo Valley (Ruakuri Caves)	Waitomo	"	74 10 5
	569	Waitomo Stream Bridge at Caves	"	"	271 7 7
	570	Waotu to Putaruru	Piako & West Taupo	"	27 8 10
	571	Whaanga	Raglan	"	111 16 0
	572	Whakahau	Awakino	"	208 6 8
	573	Whakapirau	Kawhia	"	288 11 5
	574	Wharaurua	"	"	82 15 4
	575	Whatawhata Swamp Road	Waipa	"	150 0 0
	576	Awakino Bridge	Awakino	Egmont	28 2 6
	577	Awakino to Tirua Point (coast track)	"	"	66 17 0
	578	Awakino Valley (lower)	"	"	306 14 7
	579	Awakino Valley (upper)	"	"	289 14 11
	581	Haparua	Waitomo	"	245 5 3
	582	Hunt Road	Awakino	"	21 0 0
	583	Kaeaeae	Waitomo	"	126 18 0
	584	Kakahi	"	"	148 16 4
	586	Kie Kie	"	"	245 13 7
	588	Kumara	"	"	112 0 8
	589	Mahorahora	"	"	953 11 1
	590	Mairoa (South of Ngapaenga)	"	"	79 11 6
	591	Mairoa to Te Kumi (Atapae)	"	Egmont & Waikato	419 12 3
	592	Mangakahikatea	"	Egmont	2 0 0
	593	Mangakara	"	"	65 18 10
	594	Manganui	Awakino	"	185 15 0
	595	Mangaorongo Bridge	"	"	290 14 11
	596	Mangaotaki Bridge (Lindsay's)	Waitomo & Awakino	"	15 5 6
	597	Mangaotaki Valley (upper)	Awakino	"	88 2 0
	598	Mangaotaki Valley (lower)	Waitomo & Awakino	"	500 0 0
	599	Mangaotaki to Mairoa	Waitomo	"	64 4 7
	600	Mangapapa	"	"	5 0 0
	601	Mangapapa Stream Bridge	"	"	1 0 0
	602	Mangaparare	"	"	62 1 6
	603	Mangaroa	"	"	9 18 0
	604	Miroahuiiao to Mangaotaki	"	"	263 0 1
	605	Miroahuiiao to Matere	"	"	602 14 4
	606	Mokau to Awakino Heads	Awakino	"	117 2 0
	607	Mokau Bridge (Wairere)	Waitomo	"	729 15 9
	608	Mokauiti	"	"	163 13 5
	610	Ngapaienga	"	Egmont & Waikato	298 8 11
	611	Ngapaenga Junction to Mahoenui	Awakino & Waitomo	Egmont	502 2 7
	612	Ohura (north of Paorae Stream)	Waitomo	"	1,688 3 4
	613	Ohura River Bridge (Nihoniho)	"	"	118 0 9
	614	Ohura River Foot-bridge	"	"	19 15 11
	615	Oniao	"	"	20 10 8
	617	Paemako Improved-farm Settlement	"	"	24 11 0
	619	Paraheka	"	"	144 18 6
	620	Paro	"	"	62 19 6
	621	Pororo-tarao to Taumarunui	Waitomo and West Taupo	"	111 11 6
	622	Potaka	Waitomo	"	40 17 11
	623	Prentice Road	"	"	41 13 0
	624	Pungarehu	"	"	479 8 5
	625	Rangaroa Village Road	West Taupo	"	35 0 6
	626	Rimu	Waitomo	"	3 8 0
	627	Rohe Potae tracks	Awakino, Kawhia, and Waitomo	"	105 18 2
	628	Ryan Road	Waitomo	"	3 12 0
	629	Taumarunui to Matapuna	West Taupo	"	64 9 0
	630	Taumarunui to Moetahanga	Waitomo	"	607 9 7

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.—continued.			£ s. d.
111		TE KUITI ROAD DISTRICT—continued.			
631		Te Kuiti to Mokau	Waitomo & Awakino	Egmont ..	1,659 19 10
632		Te Kuiti to Te Kumi	Waitomo ..	Egmont & Waikato	134 15 9
633		Te Kuiti to Poro-o-tarao	" ..	Egmont ..	22 8 9
634		Tolme Road	" ..	" ..	51 19 6
635		Tongaporutu to Mangaroa (east of Waiaraia Range)	" ..	" ..	325 11 6
636		Totoro	" ..	" ..	85 6 5
637		Turipoto	Awakino ..	" ..	5 12 0
638		Turoto	Waitomo ..	" ..	212 9 4
639		Waikaka	" ..	" ..	207 8 3
640		Waikaka Stream Bridge (Whenuakura Road)	" ..	" ..	316 0 7
642		Waikawau	Awakino ..	" ..	2 0 0
643		Waiora	Waitomo ..	" ..	278 13 8
644		Wairere to Mokauiti	" ..	" ..	60 6 4
645		Waitangata	" ..	" ..	192 6 3
646		Waitawhena	" ..	" ..	1,263 9 7
647		Whenuakura	" ..	" ..	11 16 0
648		Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	..	..	160 8 0
649		Contingencies, engineering, and supervision ..	..	..	431 19 0
		Total—Te Kuiti	..	..	£36,093 6 11
		ROTORUA ROAD DISTRICT—			
650		Ake Ake Road	Tauranga ..	Bay of Plenty ..	104 12 8
651		Appleton Road	Opotiki ..	" ..	13 18 0
652		Arahiwi to Mamaku Railway-station	Rotorua ..	" ..	73 8 9
653		Aturoa No. 1 Bridge	Tauranga ..	" ..	7 4 4
654		Bishop Road	Rotorua ..	" ..	52 12 11
655		Butcher Road	Tauranga ..	" ..	92 0 9
656		Clayton Road	Rotorua ..	" ..	299 13 0
657		Clover Road	Tauranga ..	" ..	51 5 6
658		Dansey Road	Rotorua ..	" ..	72 15 4
659		Dodd Road	Tauranga ..	" ..	50 17 10
660		Faulkner Road	" ..	" ..	83 12 2
661		Galatea-Rotowhero Road to Rotorua-Taupo, via Waiotapu Road	Rotorua ..	" ..	83 15 4
662		Galatea to Te Teko	Whakatane ..	" ..	61 18 1
663		Galatea to Waimana Valley, via Waiohan	" ..	" ..	81 17 5
664		Gorge Road	Tauranga ..	" ..	24 17 0
665		Hairini Bridge and approaches	" ..	" ..	114 0 0
666		Hamurana Bridge	Rotorua ..	" ..	6 10 9
667		Harper Road	Rotorua and Piako	" ..	32 8 6
668		Harray Road	Tauranga ..	" ..	99 17 0
669		Hereperu North	Whakatane ..	" ..	27 7 1
670		Hereperu South	" ..	" ..	191 13 1
671		Hewitt Road	" ..	" ..	57 2 10
673		Kaharoa	Rotorua ..	" ..	50 3 6
674		Kaikokupu to Taheke	" ..	" ..	142 13 2
675		Kaimai	Tauranga ..	" ..	9 7 3
676		Kaimai Road to Sections 579, 580, 581, 582, and 583, Te Papa Parish	" ..	" ..	66 9 6
677		Kaituna	" ..	" ..	84 4 11
678		Kapukapu	Rotorua ..	" ..	102 12 1
679		Karano	Tauranga ..	" ..	181 13 9
680		Komete	" ..	" ..	80 19 9
681		Lake Rotoma to Te Teko	Whakatane ..	" ..	435 8 5
682		Lichfield to Atiamuri	West Taupo and East Taupo	" ..	146 9 7
683		Ludwig Road	Tauranga ..	" ..	38 8 0
684		Maketu to Te Ngae	Rotorua ..	" ..	148 15 1
685		Mamaku to Maraeroa—Oturoa Block	" ..	" ..	176 16 8
686		Mamaku Village	" ..	" ..	29 9 10
687		Mangatoi	" ..	" ..	178 8 5
688		Mangorewa Gorge to Mamaku	" ..	" ..	199 13 0
689		Maniatutu	" ..	" ..	89 19 6
690		Manuka Bridge	Tauranga ..	" ..	150 0 0
691		Mataorie to Whakatane—Nukuhou Road	Opotiki ..	" ..	55 1 3
692		Matata to Tamurenu Junction	Whakatane ..	" ..	44 16 4
693		Ngamuawahine	Tauranga ..	" ..	150 0 0
694		Ngatira to Okoheriki Block	Piako ..	" ..	8 7 8
695		Ngawaro to Te Puke	Rotorua & Tauranga	" ..	113 8 11
697		Ohiwa to Waimana	Opotiki & Whakatane	" ..	248 10 9
698		Omanawa	Tauranga ..	" ..	148 13 2
699		Omanawa Bridge	" ..	" ..	5 2 0
700		Omarumutu to Te Whaita	Opotiki ..	" ..	72 0 1
701		Opotiki County flood damage (£1 for £1)	" ..	" ..	312 0 0
702		Opotiki to Gisborne (Rotorua District section)	" ..	" ..	328 8 7
704		Oropi Settlement	Tauranga ..	" ..	38 13 10
705		Oruanui to Mokai	East Taupo ..	" ..	241 16 1
706		Pakihi (Rotorua District section)	Opotiki ..	" ..	528 9 9
707		Papamoa No. 2	Tauranga ..	" ..	55 5 9

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.—continued.			
		ROTORUA ROAD DISTRICT—continued.			
111	708	Papamoa to Beach	Tauranga ..	Bay of Plenty ..	£ s. d. 7 17 0
	710	Pikowai North	Whakatane ..	" ..	85 18 3
	711	Pikowai South	Rotorua and Whakatane ..	" ..	174 9 11
	712	Pongakawa to Lake Rotoehu	Rotorua & Tauranga ..	" ..	96 1 7
	713	Pungarehu	Rotorua ..	" ..	5 0 0
	714	Puwhehua	" ..	" ..	161 6 4
	715	Pye's Pa	Tauranga ..	" ..	34 2 6
	716	Rangitaiki Parish (access to Section 87) ..	Whakatane ..	" ..	30 0 0
	718	Rangiuru to Mangorewa Gorge	Rotorua & Tauranga ..	" ..	26 8 4
	719	Rangiuru Settlement to Rangiuru—Mangorewa Gorge Road	Tauranga ..	" ..	118 15 3
	720	Ross Road	Whakatane ..	" ..	47 6 6
	721	Rotongata to Hamurana	Rotorua ..	" ..	228 18 9
	722	Rotorua to Lake Rotoma	" ..	" ..	295 15 0
	723	Rotorua to Taupo, <i>via</i> Atiamuri	Rotorua and East Taupo ..	" ..	299 17 6
	724	Rotorua to Taupo, <i>via</i> Waiotapu	Ditto ..	" ..	200 0 0
	725	Rotowhero to Galatea	Rotorua and Whakatane ..	" ..	80 3 7
	727	Ruatuna to Ohiwa Landing	Opotiki ..	" ..	101 8 5
	728	Sladden Road	Whakatane ..	" ..	104 1 1
	729	South Road	Rotorua ..	" ..	30 5 11
	730	Stanley Track	Whakatane ..	" ..	93 4 10
	731	Tahawai Deviation	Tauranga ..	" ..	Cr. 125 0 0
	732	Tarawera Bridge protection	Whakatane ..	" ..	149 2 4
	734	Tauranga County flood damage (£1 for £1) ..	Tauranga ..	" ..	792 2 6
	736	Te Puke Road District flood damage (£1 for £1) ..	" ..	" ..	51 5 8
	737	Te Puna Bridge	" ..	" ..	98 10 0
	739	Te Tumu	" ..	" ..	20 5 0
	740	Te Waiti Road	Opotiki ..	" ..	75 12 2
	741	Te Whaiti Foot-bridge, Galatea	Whakatane ..	" ..	10 0 0
	742	Thompson Track	Tauranga and Piako ..	" ..	113 14 6
	743	Tirau to Ngongotaha	Piako and Rotorua ..	" ..	254 11 1
	745	Turu Settlement Road, Oropi	Tauranga ..	" ..	23 1 0
	746	Waiawa	Opotiki ..	" ..	162 13 4
	747	Waiawa S.D., Block XIII, Section 7 (access) ..	" ..	" ..	25 0 0
	748	Waimana Gorge (deviation)	Whakatane ..	" ..	493 3 9
	750	Waioka River to Waiotahi Block	Opotiki ..	" ..	17 12 10
	751	Waioka Valley	" ..	" ..	234 4 6
	753	Waiotahi Valley	" ..	" ..	1 17 0
	755	Walker Road	Rotorua and Piako ..	" ..	52 14 0
	756	Whakatane County flood damage (£1 for £1) ..	Whakatane ..	" ..	352 5 2
	757	Whakatane to Nukuhou	Whakatane and Opotiki ..	" ..	178 16 3
	759	Whakatane to Te Teko	Whakatane ..	" ..	100 0 0
	761	Whataroa	Rotorua ..	" ..	81 18 8
	762	Whirinaki Valley	Rotorua and East Taupo ..	" ..	92 16 0
	763	Survey, acquisition, and legislation of roads, drains gravel-pits, tramways, &c.	" ..	" ..	112 12 2
	764	Contingencies, engineering, and supervision	" ..	" ..	323 1 3
		Total—Rotorua	" ..	" ..	£12,253 14 9
		HAWKE'S BAY ROAD DISTRICT—			
	765	Kowhai	Opotiki ..	Bay of Plenty ..	112 9 9
	766	Motu to Opotiki	" ..	" ..	129 18 0
	767	Opotiki County flood damage (£1 for £1) ..	" ..	" ..	100 0 0
	768	Pakihi (Hawke's Bay District Section) ..	" ..	" ..	24 9 3
	769	Philp Road	" ..	" ..	67 5 6
	770	Waiaua River to Waihou Bay	" ..	" ..	100 0 0
	771	Whinray Road	" ..	" ..	122 5 6
	773	Fraser Road (near Motu)	Cook ..	Waiapu ..	44 16 6
	774	Gisborne to Hangaroa	" ..	" ..	Cr. 600 0 0
	775	Gisborne to Rotorua (stock) (£50, £1 for £1) (Hawke's Bay District Section) ..	" ..	" ..	85 8 2
	777	Gisborne to Wairoa (deviation) <i>via</i> Te Arai Valley ..	" ..	" ..	292 15 11
	779	Hangaroa River Bridge (stock) (Berry Road) ..	" ..	" ..	111 9 6
	780	Hangaroa River Bridge No. 2 (Gisborne to Waikaremoana)	" ..	" ..	432 15 10
	781	Hangaroa to Aroha	" ..	" ..	50 0 0
	782	Hangaroa to Tahora (Steele's)	" ..	" ..	344 16 4
	784	Hangaroa to Waikaremoana	Cook and Wairoa ..	Waiapu and Hawke's Bay ..	389 11 4
	785	Hauti (£1 for £1)	Cook ..	Waiapu ..	100 0 0
	786	Karaka to Waihora	" ..	" ..	100 0 0
	787	Kawakawa to Ahomatariki (£1 for £2) ..	Waiapu ..	" ..	250 0 0
	791	Mangapoike Valley (East End) (on account of £1,500) ..	Cook ..	" ..	532 5 7
	792	Maraetaha	Wairoa ..	" ..	10 8 0
	795	Matawhero	Cook ..	" ..	80 11 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.—continued.			
111		HAWKE'S BAY ROAD DISTRICT—continued.			£ s. d.
796		Motu to Motu Bridge	Cook ..	Waiapu ..	142 10 1
797		Motu Valley	" ..	" ..	2 0 0
798		Neill Road	" ..	" ..	290 9 11
799		Ngatapa to Motu	" ..	" ..	201 10 4
800		Ngatapa to Wharekopae River	" ..	" ..	100 0 0
801		Oliver Road	" ..	" ..	43 8 3
804		Poroporo Valley	Waiapu ..	" ..	77 0 8
806		Poututu to Motu (£1 for £1)	Cook ..	" ..	108 1 5
807		Ruakituri Valley	" ..	" ..	183 4 9
811		Tokonui	" ..	" ..	5 12 0
812		Tuparoa to Whangaparaoa (inland track)	Waiapu ..	" ..	250 0 0
813		Waiapu inland (access to Section 1, Block I, Waingaromia)	" ..	" ..	17 11 0
814		Waiapu to Kawakawa (Inland Road)	" ..	" ..	100 0 0
816		Waihau Bay to East Cape	Waiapu and Opotiki ..	Waiapu and Bay of Plenty ..	50 11 3
818		Waihuka Valley (£200, £1 for £1)	Cook ..	Waiapu ..	100 0 0
819		Waikohu Valley	" ..	" ..	18 12 9
820		Waimata	" ..	" ..	100 0 0
822		Waimata to Arakihi	" ..	" ..	107 7 4
823		Waimata to Waiapu Inland Road (Todd's)	" ..	" ..	136 6 4
825		Waipaoa to Mangatu	" ..	" ..	75 0 0
826		Waipiro to Mata	Waiapu ..	" ..	65 5 0
828		Whakarau	Cook ..	" ..	65 0 0
830		Wharekopae to Tahora No. 2	" ..	" ..	415 0 0
831		Aorangi (Mangatahi Settlement)	Hawke's Bay ..	Hawke's Bay ..	12 0 0
832		Aruhatorongo (access to Section 3, Block XVI, Nuhaka North Survey District)	Wairoa ..	" ..	0 16 0
833		Cook County Boundary to Mahia	" ..	" ..	835 6 3
834		Frasertown to Mangapoike River	" ..	" ..	232 17 3
835		Goodwin Road (extension)	" ..	" ..	3 13 0
836		Havelock North to Waimarama	Hawke's Bay ..	" ..	300 0 0
837		Hawea	Hawke's Bay and Patangata ..	" ..	19 4 9
838		Kakariki (access to run No. 9, Mohaka)	Wairoa ..	" ..	189 15 8
841		Knight Road (Argyll)	Hawke's Bay ..	" ..	47 14 6
842		Kopu-a-whara River Bridge	Wairoa ..	" ..	475 6 10
843		Mahia to Waikokopu (deviation)	" ..	" ..	75 0 0
846		Mangaohane	Hawke's Bay ..	" ..	Cr. 270 8 3
847		Mangaone	Wairoa ..	" ..	272 11 0
848		Mangaone Stream Bridge	" ..	" ..	66 9 10
849		Mangapahi	" ..	" ..	220 15 6
850		Mangarewarewa (access to Small Grazing-run No. 42, Tuahu Survey District)	" ..	" ..	6 14 4
851		Maraenui	" ..	" ..	124 9 0
852		Mason Road	Hawke's Bay ..	" ..	68 6 7
853		Matahouira Stream Bridge	Wairoa ..	" ..	205 11 1
854		Mohaka River Bridge (access to Run No. 37)	" ..	" ..	122 16 6
855		Mohaka River Bridge No. 2 (access to Run No. 38)	" ..	" ..	271 3 8
856		Napier to Wairoa	Hawke's Bay and Wairoa ..	" ..	624 3 7
859		Ohikaka	Wairoa ..	" ..	7 18 0
860		Omahanui to Whataroa	" ..	" ..	141 12 7
861		Orewha (Small Grazing-run No. 83, Tuahu S.D.)	" ..	" ..	47 19 4
862		Patoka (£1 for £1)	Hawke's Bay ..	" ..	250 0 0
863		Pohue to Titikura Saddle	Hawke's Bay and Wairoa ..	" ..	514 11 3
864		Richmond Road (Block XVI, Pohue Survey District)	Hawke's Bay ..	" ..	107 14 4
865		Tahaenui	Wairoa ..	" ..	76 3 0
866		Te Aute to Onepu (£1 for £1)	Hawke's Bay ..	" ..	210 0 0
868		Wairoa to Gisborne, via Morere (Sandhills) (£1 for £1)	Wairoa ..	" ..	200 0 0
869		Wairoa River Bridge (Frasertown)	" ..	" ..	24 6 6
871		Whieri (access to Section 1, Block XX, Opoiti S.D.)	" ..	" ..	0 16 0
872		Brow Road (Extension)	Waipawa ..	Waipawa ..	73 10 0
873		Kahakakuri	" ..	" ..	142 18 4
874		Kumeti	" ..	" ..	84 13 4
875		Lindsay Settlement (Stop-bank)	" ..	" ..	43 11 10
876		Makotuku to Matamau	" ..	" ..	289 19 8
877		Mangamaire	" ..	" ..	126 15 2
879		Mangapuaka	" ..	" ..	131 10 6
880		Mangapuaka (deviation through Small Grazing-run No. 4, Mangatoro Survey District)	" ..	" ..	360 10 4
881		Maunga Road (extension towards Otanga)	" ..	" ..	37 12 0
883		Omakare	Patangata ..	" ..	400 0 0
884		Otamaraho (Tamaki)	Waipawa ..	" ..	49 13 8
885		Ruahine	" ..	" ..	31 6 6
886		Ruaroa (Tamaki Block)	" ..	" ..	167 7 1
888		Tamaki Settlement to Kiritaki Block	" ..	" ..	101 18 0
891		Waipawa to Hampden	" ..	" ..	41 12 0
892		Waipawamate	" ..	" ..	250 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
111	893	HAWKE'S BAY ROAD DISTRICT— <i>continued</i> .			
	894	Angora	Weber	Pahiatua	90 0 0
		Birch Road	Weber and Pata- ngata	Pahiatua and Wai- pawa	5 14 0
	896	Falls Road	Weber	Pahiatua	112 0 2
	897	Holder's Bluff (£1 for £1)	Woodville	"	100 0 0
	898	Kumeroa Deviation	"	"	60 0 0
	899	Makairo to Kumeroa (£1 for £1)	"	"	200 0 0
	902	Ongaha	Waipawa	"	248 13 4
	903	Otawhao (Upper)	Woodville	"	100 0 0
	904	Tabukaretu	Weber ..	"	1 14 6
	906	Waipatiki and Kereru Stream bridges (£1 for £1)	"	"	200 0 0
	908	Wimbledon to North-west Boundary, Weber County, via Waipatiki	"	"	200 0 0
	909	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	..	..	587 18 0
	910	Contingencies, engineering, and supervision	..	..	244 1 2
		Total—Hawke's Bay	..	..	£15,004 4 11
		TARANAKI ROAD DISTRICT—			
	911	Cross Road from Kelly Road (Waitara West)	Taranaki	Egmont	39 11 0
	912	Davis Road (Inglewood)	"	"	79 15 0
	913	Harvey	Waitomo	"	20 0 0
	914	Hutiwai	Clifton	"	289 13 9
	915	Junction Road (Inglewood to Tarata)	Taranaki	"	200 0 0
	916	Junction Road (Purangi to Matau)	Clifton	"	25 0 0
	918	Maikai	"	"	10 0 0
	919	Makarakia	"	"	100 0 0
	920	Manganui River Bridge	Taranaki	"	100 0 0
	921	Mangaopapa (Junction Road to Mohakau Road)	Clifton and Stratford	"	270 8 11
	922	Mangaonga	Clifton	"	33 18 0
	923	Mangapapa	"	"	162 5 0
	924	Mangatoro	"	"	165 2 1
	925	Mangatuna	"	"	32 1 8
	926	Mataro (£1 for £1)	"	"	225 0 0
	927	Matau Township to Mangaopapa Road	Clifton and Stratford	"	185 15 5
	928	Matau Township to Tarawai	Clifton	"	657 18 1
	930	Mimi to Mokau (£31, £1 for £1)	"	"	756 14 11
	931	Mohakatino Valley	"	"	51 9 0
	932	Mokau Ferry Service	"	"	62 7 5
	933	Moki	"	"	902 8 10
	934	Ngatoro Stream Bridge	Taranaki	"	50 0 0
	935	Ngatoto	Clifton	"	112 9 2
	936	Ohura River Bridge	Waitomo	"	489 0 9
	937	Okoke (£108, £1 for £1)	Clifton	"	109 1 7
	938	Otaraoa	"	"	26 17 7
	939	Papakino	"	"	92 8 0
	940	Pari	"	"	49 19 9
	941	Piko	"	"	49 16 2
	942	Pita	"	"	59 2 5
	943	Puhi	Waitomo	"	65 5 8
	944	Puke	Clifton	"	46 0 6
	945	Pukemahoe	"	"	27 5 6
	946	Purangi	"	"	100 0 0
	947	Putiki	"	"	50 0 0
	948	Rerekapa	"	"	253 17 6
	949	Rerekino	"	"	228 16 10
	950	Salisbury	Stratford	"	10 12 7
	951	Tangarakau River Bridge (top crossing)	Waitomo	"	8 5 11
	952	Tangitu	Clifton ..	"	45 4 0
	953	Toe Toe	Taranaki	"	30 0 0
	954	Tokirima Road to Harvey Road (Ohura Deviation)	Waitomo	"	936 0 7
	955	Tokirima (Kaikara Road to Maraekowhai Block)	"	"	219 8 3
	956	Tokirima Road to Wanganui River	"	"	592 14 11
	957	Tongaporutu to Mangaroa (west of Waitara Range)	Clifton ..	"	1,194 18 6
	958	Tooi	"	"	55 5 9
	959	Turoto	Waitomo	"	17 16 0
	960	Waitaanga North	"	"	194 19 5
	961	Waitaanga South	Clifton	"	82 8 0
	962	Waitara River Bridge (Makarakia Road)	"	"	36 5 10
	963	Waitara River Bridge (Tangitu Road)	"	"	264 16 6
	965	Carrington	Taranaki & Egmont	Taranaki	217 12 10
	966	Kiri Stream Bridge	Taranaki	"	2 5 0
	967	Maude and Hill Roads	"	"	10 6 9
	968	Oakura Hills (New Plymouth to Opunake Road) (£1 for £1)	"	"	31 5 0
	969	Okahu (Ngariki Road to Newall Road)	Egmont	"	240 8 9
	970	Oxford and Saunders Roads (£1 for £1)	Taranaki	"	100 0 0
	972	Stony River Bridge	"	"	277 5 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
					£ s. d.
111		TARANAKI ROAD DISTRICT— <i>continued.</i>			
	974	Upland	Taranaki	Taranaki	198 6 9
	975	Mangawhero River Bridge (Stratford-Opunake Road)	Eltham	Hawera	300 0 0
	976	Otakeho River Bridge (Stratford-Opunake Road)..	"	"	250 0 0
	977	Ouri River Bridge	Egmont	"	21 0 0
	978	Wiremu Road (Ngariki Road to Ihaia Road)	"	"	276 17 8
	979	Ahoroa	Patea	Patea	584 15 0
	980	Arnold Bridge	Stratford	"	7 16 8
	981	Arnold Road	"	"	39 9 2
	982	Autawa	"	"	133 6 1
	983	Ball Road	Patea	"	101 3 3
	984	Brewer (Strathmore to Murcott Road) (£1 for £1)	Stratford	"	250 0 0
	985	Brewer Road (tunnel) (£1 for £1)	"	"	400 0 0
	986	Epero	Eltham	"	174 13 10
	987	Heao	Stratford	"	16 16 0
	988	Karewa	Eltham	"	3 4 0
	989	Kohi	Stratford	"	478 18 6
	990	Kohuratabi	"	"	560 17 8
	991	Maben	Patea	"	468 7 7
	992	Maben (Patupuremu Road to Mataimaroke Road)	Hawera	"	59 0 10
	993	Manga	Stratford	"	19 18 0
	994	Mangaehu (Mangaehu Village to Punewhakau Village) (£1 for £1)	"	"	300 0 0
	996	Mangaehu South	"	"	33 0 0
	998	Mangaotuku Stream bridges	"	"	1,100 0 0
	999	Mangaowata	"	"	179 17 0
	1000	Mangare	Stratford and Clifton	Patea and Egmont	692 13 9
	1001	Maroo	"	"	320 0 4
	1002	Mataimoana	Patea	Patea	200 2 9
	1003	Miro Stream Bridge	Stratford	"	199 19 10
	1004	Moeawatea Ridge	Eltham	"	126 9 1
	1005	Moeawatea Valley	Patea	"	341 5 5
	1006	Mohakau	Stratford	"	299 18 8
	1007	Mount Humphries Road	"	"	204 12 11
	1008	Moturoa	Patea	"	38 12 8
	1009	Murcott	Stratford	"	4 8 0
	1010	O'Connor Road (Makahu)	"	"	100 6 2
	1011	Ohura (south of Paorae)	Stratford, Clifton and Waitomo	Patea and Egmont	2,604 6 2
	1012	Okotuku	Patea	Patea	243 12 4
	1013	Parione Creek Bridge	Stratford	"	198 16 7
	1014	Patea River Bridge (Ball Road)	Patea	"	4 7 0
	1015	Patupuremu	Hawera	"	126 17 9
	1016	Poarangi	Stratford	"	55 14 0
	1017	Pohokura	"	"	15 0 0
	1018	Punewhakau (£1 for £1)	"	"	51 15 0
	1019	Putikituna	"	"	23 4 0
	1020	Raupuha	"	"	149 14 6
	1021	Rawhitiroa (£1,550, on account of £3,000, £1 for £1)	Eltham	"	1,188 12 6
	1022	Ridge Road	Patea	"	5 1 0
	1023	Rimuputa	Stratford and Clifton	Patea and Egmont	49 16 8
	1024	Rotorangi	Patea	Patea	10 0 0
	1026	Tangahoe (Whareroa to Rehu Village)	Hawera	Patea and Hawera	880 0 7
	1027	Tarere to Patete Stock-track	Stratford	Patea	100 0 0
	1028	Tututawa	"	"	68 14 9
	1029	Vera	"	"	85 12 0
	1030	Waingarara Stream Bridge	"	"	10 5 10
	1031	Waitotara Valley Road	Patea	"	40 0 0
	1032	Weraweraonga	"	"	199 4 9
	1033	Whaka	Stratford	"	3 2 10
	1034	Whangamomona River Bridge	"	"	300 8 7
	1035	Whangamomona to Wanganui River	"	"	1,524 6 10
	1036	Whenuakura River Bridge	Eltham	"	73 6 6
	1037	Whenuakura Valley	Hawera and Eltham	"	134 15 8
	1038	Whitianga	Stratford	"	99 19 6
	1040	Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c.	"	"	459 11 0
	1041	Contingencies, engineering, and supervision	"	"	369 9 8
		Total—Taranaki			£28,309 3 8
		WANGANUI ROAD DISTRICT—			
	1042	Hikimutu	West Taupo	Egmont	159 13 7
	1043	Kawautahi	West Taupo and Waimarino	Egmont and Rangitikei	200 0 0
	1044	Manunui Village Settlement	West Taupo	Egmont	35 15 6
	1045	Tapui Village Settlement	"	"	91 5 0
	1046	Te Maire	"	"	139 1 2
	1047	Ahu Ahu	Waitotara	Rangitikei	581 11 1
	1048	Hair Road	Wanganui	"	170 15 1
	1049	Harakeketangi	"	"	135 0 0
	1050	Hoihenga	Waimarino	"	115 19 6

TABLE NO. 4—continued.

STATEMENT showing the NET EXPENDITURE ON ROADS, &c.—continued.

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.—continued.			
		WANGANUI ROAD DISTRICT—continued.			
111	1051	Horopito	Waimarino	Rangitikei	£ s. d. 413 4 4
	1052	Horouta to Pukeokahu	Rangitikei	"	44 8 4
	1053	Huia	"	"	113 15 4
	1054	Huikumu	Waimarino	"	259 11 7
	1055	Hukaroa	"	"	179 10 9
	1056	Jacobsen Road and Bridge (£1 for £1)	Rangitikei	"	135 18 4
	1057	Kaimatangi	Wanganui	"	93 1 0
	1058	Kaimatawi	"	"	85 6 0
	1059	Kaitieke Road	Waimarino	"	385 16 2
	1060	Kaitieke roads	"	"	26 8 0
	1061	Karetu	Rangitikei	"	230 1 6
	1062	Karioi to Rangiwaea	Waimarino	"	262 6 8
	1064	Kauaekeke	Rangitikei	"	54 6 2
	1066	Kaweka	"	"	325 9 0
	1067	Kokakoriki to Retaruke	Waimarino	"	135 8 7
	1068	Kopurutuku	"	"	50 0 0
	1069	Koukoupou	Wanganui	"	5 10 0
	1070	Makohine Valley (£150, £1 for £1)	Rangitikei	"	234 1 4
	1071	Makotuku Valley (£1 for £1)	Waimarino	"	400 0 0
	1072	Mangaetoroa	"	"	286 9 5
	1073	Mangahoata	Rangitikei	"	0 14 1
	1074	Mangahoe	Waimarino	"	4 12 0
	1075	Mangahowhi	Wanganui	"	171 2 5
	1076	Mangamahoe	Rangitikei	"	48 0 2
	1077	Mangamahoe to Mataroa	"	"	10 18 11
	1079	Mangamahu Bridge (near Government school)	Wanganui	"	50 0 0
	1080	Manganui-o-te-ao	Waimarino	"	284 9 3
	1081	Manganui-o-te-ao Stock-bridge and Road	"	"	380 11 5
	1082	Mangaone to Mataroa	Rangitikei	"	40 0 0
	1083	Mangarewa	Waimarino	"	19 6 0
	1084	Mangatete	"	"	58 17 9
	1085	Mangaweka to Te Kapua	Rangitikei	"	457 8 9
	1086	Mangaweka Village Settlement	"	"	31 17 0
	1087	Mangawhero River Bridge (Raupiu)	Wanganui	"	3 13 0
	1088	Matahiwi to Ohotu	Waimarino	"	90 4 0
	1089	Mataiaponga	Rangitikei	"	165 2 7
	1090	Matapuna to Ohakune	Waimarino and West Taupo	Rangitikei and Egmont	565 11 9
	1091	Mataroa to Mangaweka (£650, £1 for £1)	Rangitikei	Rangitikei	325 5 10
	1092	Matawhero	"	"	20 0 0
	1093	Middle Road	Waimarino	"	288 18 11
	1094	Moawhango to Napier	Rangitikei	"	0 14 0
	1095	Motete	Waimarino	"	96 15 2
	1096	Motu	Wanganui	"	78 19 6
	1097	Namunui	Rangitikei	"	156 13 4
	1098	Ngauinga	"	"	69 13 5
	1099	Ngaurukehu	Wanganui	"	20 16 3
	1100	Ohotu to Karioi	Waimarino	"	84 8 9
	1101	Oio	Waimarino and West Taupo	Rangitikei and Egmont	96 5 6
	1102	Okaka (£55, £1 for £1)	Rangitikei	Rangitikei	76 7 4
	1103	Oruakukuru to Karioi	Waimarino	"	106 15 8
	1104	Otaranoho	"	"	47 8 3
	1105	Owhakura	Wanganui	"	51 3 0
	1106	Pakihi	Waimarino	"	122 8 4
	1107	Parapara to Karioi	"	"	145 8 3
	1108	Patua	"	"	84 10 6
	1109	Pipiriki Township (Akapuka)	"	"	148 14 2
	1110	Pitangi	Wanganui	"	294 1 9
	1112	Puhirua North	Rangitikei	"	10 18 1
	1113	Pukekaha	Waimarino	"	340 6 3
	1114	Pukenaui	Rangitikei	"	36 8 9
	1115	Quarry Road	"	"	29 17 1
	1116	Raetihi to Ohura	Waimarino	"	274 18 6
	1117	Raetihi to Parapara to Mason's	Waimarino and Wanganui	"	2,660 3 11
	1118	Raetihi Road, Parapara (on account, £2,500)	Ditto	"	132 12 11
	1119	Raetihi roads	Waimarino	"	98 19 4
	1120	Rangitatau East	Waitotara	"	265 12 8
	1121	Ratamairi	Waimarino	"	77 6 2
	1122	Raupiu	Wanganui	"	127 10 11
	1124	Retaruke Valley	Waimarino	"	328 5 8
	1125	Retaruke Valley (Upper)	"	"	433 0 10
	1127	Taheke	Rangitikei	"	158 3 8
	1128	Taihape to Mataroa	"	"	6 5 0
	1129	Taihape to Otuairei (£60, £1 for £1)	"	"	482 10 4
	1130	Taihape Valley	"	"	64 8 4
	1131	Taihape to Waipoua	Rangitikei and Waimarino	"	933 17 9
	1132	Te Hue	Wanganui	"	100 0 0
	1133	Te Komati	"	"	351 12 10

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued.</i>			
		WANGANUI ROAD DISTRICT— <i>continued.</i>			
111	1134	Tokiahuru Bridge	Waimarino ..	Rangitikei ..	£ s. d. 473 2 9
	1135	Turakina River Bridge	Wanganui ..	" ..	155 0 0
	1136	Turakina Valley	Rangitikei and Wanganui ..	" ..	326 14 0
	1137	Turakina Valley (extension)	Waimarino and Wanganui ..	" ..	486 10 1
	1138	Turakina Valley to Mataroa	Wanganui ..	" ..	7 12 0
	1139	Tutupapa	Rangitikei ..	" ..	174 8 3
	1140	Upokonui	Wanganui ..	" ..	249 7 8
	1141	Utiku Township	Rangitikei ..	" ..	188 17 0
	1142	Waiaruhe	Wanganui ..	" ..	133 14 0
	1143	Waimarino to Retaruke	Waimarino ..	" ..	400 0 0
	1145	Waipapa	Wanganui ..	" ..	21 8 7
	1146	Waipuna Ridge	Waimarino ..	" ..	38 16 0
	1147	Wangaehu River Bridge (Heao) (contribution)	Wanganui ..	" ..	141 6 4
	1150	Wanganui River Road	" ..	" ..	370 13 10
	1151	Makakaho (Upper Waitotara)	Patea ..	Patea ..	109 6 8
	1152	Omata	" ..	" ..	20 7 11
	1156	Waitotara River Suspension Bridge (£1 for £1)	" ..	" ..	250 0 0
	1159	Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	104 10 2
	1160	Contingencies, engineering, and supervision	" ..	" ..	477 16 8
		Total—Wanganui	" ..	" ..	£21,090 1 4
		WELLINGTON ROAD DISTRICT—			
	1162	Puke Road and Bridge	Rangitikei ..	Rangitikei ..	369 19 9
	1163	Rangitane (£1 for £1)	" ..	" ..	148 19 9
	1164	Rangitikei Bridge (Omatane)	" ..	" ..	584 17 2
	1165	Tunatau Bridge	" ..	" ..	86 9 9
	1167	Auputa	Kiwitea ..	Oroua ..	135 6 11
	1168	Coal Creek and Horopito Stream bridges	Pohangina ..	" ..	96 16 6
	1169	Conspicuous Road (£42, £1 for £1)	Kiwitea ..	" ..	84 13 3
	1170	Coulter's Line (£1 for £1)	" ..	" ..	100 0 0
	1171	Kawhatau (Upper)	" ..	" ..	216 7 0
	1172	Kawhatau Valley	" ..	" ..	152 17 3
	1173	Kew	" ..	" ..	18 8 6
	1176	Mangahua West	" ..	" ..	22 18 8
	1177	Mangatohu	" ..	" ..	27 12 0
	1179	Mangoira	" ..	" ..	256 1 1
	1180	McBeth Road (£1 for £1)	" ..	" ..	36 2 6
	1185	Pourangaki	" ..	" ..	33 13 5
	1186	Rangitikei Road (south and east), (£1 for £1)	" ..	" ..	100 0 0
	1187	Tableflat	Pohangina ..	" ..	7 10 1
	1188	Te Parapara	Kiwitea ..	" ..	49 1 3
	1189	Titirangi	" ..	" ..	160 0 2
	1190	Totara (£1 for £1)	" ..	" ..	5 0 0
	1191	Tunipo	Pohangina ..	" ..	172 6 5
	1192	Umutoi	Kiwitea and Pohangina ..	" ..	98 16 3
	1193	Gorge Road	Kairanga ..	Palmerston ..	3 8 0
	1196	Manawatu River Bridge (Shannon) (£1 for £1, on account of £2,500)	Horowhenua and Manawatu ..	Manawatu ..	1,232 3 9
	1198	Tokomaru (£1 for £1)	Horowhenua ..	" ..	150 0 0
	1199	Archer Road	Akitio ..	Pahiatua ..	25 13 11
	1201	Burnett Road (access to Section 1, Block XVI, Makuri Survey District)	Pahiatua and Woodville ..	" ..	57 17 0
	1202	Central Road (Hall Block)	Pahiatua ..	" ..	79 17 6
	1203	Cross Road (Hall Survey District)	" ..	" ..	182 16 5
	1205	Huia Road (Pongaroa)	Akitio ..	" ..	8 4 6
	1206	Hukanui to Mangamaire	Pahiatua ..	" ..	2 2 1
	1207	Hutewai (Waterfalls)	Masterton ..	" ..	113 16 1
	1208	Kaituna	Akitio ..	" ..	188 9 9
	1209	Kawakawa	" ..	" ..	181 5 5
	1210	Korora	" ..	" ..	50 0 0
	1211	Makairo to Coonoor	Pahiatua ..	" ..	75 16 2
	1212	Makoura	Akitio and Masterton ..	Pahiatua and Masterton ..	298 5 2
	1214	Makuri to Pongaroa (£1 for £1, on account of £2,547)	Akitio and Pahiatua ..	Pahiatua ..	235 4 9
	1215	Manawatu Bridge (Upper Gorge) (protection)	Pahiatua ..	" ..	100 0 0
	1216	Mangahao S.D. (access to Section 49, Block X)	" ..	" ..	13 12 6
	1217	Mangahao Bridge	" ..	" ..	32 19 11
	1219	Marainanga	Akitio ..	" ..	115 15 11
	1220	Marima	Pahiatua ..	" ..	17 8 0
	1221	Mathieson's Bridge and approaches	" ..	" ..	13 4 0
	1222	McDonough Road	Akitio ..	" ..	23 8 0
	1223	Moore Road	Pahiatua ..	" ..	74 8 10
	1224	Naenae Road	" ..	" ..	44 17 0
	1226	Pahiatua to Palmerston	Pahiatua & Kairanga ..	Pahiatua & Palmerston ..	227 19 3
	1227	Pakowai (Anderson' towards Tinui-Pakowai Road)	Akitio ..	Pahiatua ..	10 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
111		WELLINGTON ROAD DISTRICT— <i>continued</i> .			
1228		Pakowai to Tinui	Masterton ..	Pahiatua ..	102 9 6
1229		Piper Road	Pahiatua ..	" ..	244 0 2
1230		Pongaroa to Aohanga	Akitio ..	" ..	280 1 5
1231		Pongaroa Stream Bridge (Huia Road) ..	" ..	" ..	7 10 0
1232		Pongaroa Stream Bridge (Cross Road) ..	" ..	" ..	117 7 0
1233		Puketoi (Mount Marchant end) ..	Pahiatua & Masterton ..	" ..	93 12 4
1234		Rakaunui to Makuri	Akitio and Pahiatua ..	" ..	18 4 1
1236		Rakaunui to Waione	Akitio ..	" ..	7 17 3
1237		Range Road	" ..	" ..	244 3 1
1238		Spur Road	" ..	" ..	211 9 6
1239		Sugar-loaf Road	" ..	" ..	29 16 0
1240		Tawa	Pahiatua ..	" ..	12 14 10
1241		Tiraumea Valley	" ..	" ..	39 16 3
1242		Towai	Akitio and Pahiatua ..	" ..	190 13 11
1243		Umungoero Bridge	Akitio ..	" ..	326 13 9
1244		Waewaepa	Pahiatua ..	" ..	111 5 3
1245		Waihi Bridge (Towai Road) ..	Akitio ..	" ..	395 2 1
1247		Waihi Valley	" ..	" ..	150 0 0
1248		Waihoki Valley	" ..	" ..	211 6 1
1249		Waikereru Road and Bridge ..	" ..	" ..	218 17 3
1250		Waiowaka	" ..	" ..	234 12 2
1251		Waituna (Makairo)	Pahiatua ..	" ..	4 4 9
1252		Alfredton to Tinui (£236, £1 for £1) ..	Masterton & Castlepoint ..	Masterton ..	229 8 1
1253		Alfredton to Weber (£1 for £2) ..	Masterton ..	" ..	500 0 0
1254		Black Creek Bridge (£1 for £1) ..	" ..	" ..	27 0 0
1255		Central Mangaone	Eketahuna ..	" ..	123 7 11
1256		Eparaima	Masterton ..	" ..	25 0 0
1257		Hastwell to Pleckville	Eketahuna and Mauriceville ..	" ..	168 11 0
1258		Hinemoa to Alfredton	Masterton and Pahiatua ..	" ..	159 11 6
1260		Kakaamu	Masterton ..	" ..	81 7 0
1261		Kopikopiko (£325, £1 for £1) ..	Eketahuna ..	" ..	25 6 9
1262		Langdale	Castlepoint and Masterton ..	" ..	153 10 10
1265		Mangahao South	Eketahuna ..	" ..	122 1 7
1266		Mangamahoe	Mauriceville ..	" ..	248 8 5
1268		Mangaoronga	Eketahuna ..	" ..	95 17 3
1271		Mangatainoka River Bridge (Newman to Stirling) ..	" ..	" ..	50 15 8
1272		Mangatainoka River Bridge protection (Hamua) ..	" ..	" ..	211 14 1
1273		Masterton to Tinui (£1 for £1) ..	Masterton and Castlepoint ..	" ..	150 0 0
1274		Matapihi	Masterton ..	" ..	65 2 9
1275		Maungatakato	" ..	" ..	8 16 6
1278		Pori (£1 for £1)	Masterton and Pahiatua ..	Masterton and Pahiatua ..	135 0 0
1279		Puketoi (Waterfalls end)	Masterton ..	Masterton ..	90 3 0
1280		Quarry Road	Eketahuna ..	" ..	124 15 11
1281		Ruamahanga Bridge (Mount Bruce) ..	Mauriceville and Masterton ..	" ..	46 11 6
1282		Saunders Road	Masterton ..	" ..	14 9 11
1284		Taueru Bridge (Glendonald) (£1 for £1) ..	" ..	" ..	425 0 0
1285		Tawataia Road to Mangaone Valley Road ..	Eketahuna ..	" ..	190 0 0
1288		Tiraumea Stream Bridge	Masterton ..	" ..	26 10 6
1289		Upper Opaki (£1 for £1)	" ..	" ..	258 3 0
1290		Uruti-Langdale Road to Post-office ..	Castlepoint ..	" ..	50 0 0
1292		Wangaehu (£1 for £1)	Masterton and Mauriceville ..	" ..	200 0 0
1293		Waterfalls Creek Bridge	Masterton ..	" ..	79 3 3
1297		Blairlogie to Homewood (£1 for £1) ..	" ..	Wairarapa ..	1,000 0 0
1300		Eringa Road (£1 for £1)	Wairarapa South ..	" ..	150 0 0
1301		Fernyhurst Road	Masterton ..	" ..	199 5 9
1302		Gladstone to Longbush	Wairarapa South ..	" ..	100 0 0
1303		Gladstone to Wharau	" ..	" ..	59 10 8
1304		Homewood to Kaiwhata	Masterton ..	" ..	200 0 0
1305		Huangaroa Bridge (£1 for £1)	Featherston ..	" ..	750 0 0
1306		Mangapokia Bridge (Langdale)	Masterton ..	" ..	30 18 3
1307		Manuka Spur (Whakaponi Road)	Featherston ..	" ..	150 0 0
1308		Maungahua (Kokotau) Longbush	Wairarapa South ..	" ..	293 13 1
1310		McRae Road	Masterton ..	" ..	36 10 3
1311		Ngakonui	Featherston ..	" ..	141 19 1
1312		Pahaoa to Glendhu	" ..	" ..	43 17 8
1313		Patanui River Bridge (£1 for £1) ..	Masterton ..	" ..	250 0 0
1315		Rocky Hill to Harrison Road	Wairarapa South ..	" ..	81 9 6
1316		Ruakokopatuna	Featherston ..	" ..	121 1 3
1319		Waikaraka Road	Masterton ..	" ..	60 15 1
1320		Waiohine Foot-bridge	Wairarapa South ..	" ..	2 16 3
1321		Waiohine Valley	" ..	" ..	2 19 6
1323		White Rock Road	Featherston ..	" ..	10 19 3

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.		
		ROADS, ETC.— <i>continued.</i>			£	s.	d.
111	1324	WELLINGTON ROAD DISTRICT <i>continued.</i>					
	1324	Woodside to Waiohine	Wairarapa South	Wairarapa	92	5	9
	1325	Florida	Horowhenua	Otaki	81	5	0
	1326	Harris Road	Hutt	"	70	0	0
	1328	Kawhiu	Horowhenua	"	50	0	0
	1329	Levin (£1 for £1)	"	"	84	7	5
	1333	Mangakotukutuku (£50, £1 for £1)	Hutt	"	100	0	0
	1334	Moonshine to Upper Hutt	"	"	120	0	0
	1335	Moonshine to Wainui	"	"	70	0	0
	1336	Moonshine to Whakatatu	"	"	20	0	0
	1337	Otaki Gorge Road	Horowhenua	"	100	0	0
	1338	Paraparaumu Beach Road	Hutt	"	150	0	0
	1339	Phillip Road	"	"	100	0	0
	1340	Rahui	Horowhenua	"	64	7	0
	1342	Rikiorangi Road to Mangaone Road	"	"	100	0	0
	1343	Ringawhati	"	"	12	0	6
	1345	Waikanae to Upper Hutt	Hutt	Otaki and Hutt	220	0	0
	1346	Waitohu Bridge (£1 for £1)	Horowhenua	Otaki	174	18	2
	1351	Normandale	Hutt	Hutt	0	4	6
	1353	Chatham Islands roads	"	"	0	10	6
	1354	Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c.	"	"	18	12	2
	1355	Contingencies, engineering, and supervision	"	"	354	8	10
		Total—Wellington			£19,479	5	1
		NELSON ROAD DISTRICT—					
	1356	Best Road	Waimea	City of Nelson	28	0	0
	1357	Collins River bridges	"	"	100	0	0
	1359	French Pass, Admiralty Bay, and Croixelles tracks	Sounds	"	25	14	0
	1360	Harvey Road	Waimea	"	50	0	0
	1362	Nelson to Rai Saddle	"	"	150	0	0
	1363	Neudorf to Dovedale	"	"	37	5	0
	1366	Richmond to Collingwood	Waimea, Takaka, and Collingwood	City of Nelson and Motueka	198	14	8
	1367	Supplejack Valley	Waimea	City of Nelson	50	0	0
	1369	Wai-iti Bridge (Brightwater to Waimea West Road)	"	"	150	0	0
	1370	Waimea River protective works	"	"	50	0	0
	1371	Wairoa River protection at Brightwater (north bank)	"	"	250	0	0
	1372	Alexander Bluff Bridge	"	Motueka	308	9	6
	1373	Alexander Bluff Road	"	"	10	1	3
	1376	Bank Road (Tophouse)	"	"	110	8	4
	1377	Belgrove to Tarndale, via Tophouse	Waimea and Ashley	Motueka & Hurunui	109	11	2
	1378	Bronte	Waimea	Motueka	50	0	0
	1379	Brooklyn Creek	"	"	100	0	0
	1380	Brooklyn Valley to Riwaka River	"	"	13	4	6
	1381	Buller River Bridge (Mount Murchison Road)	Inangahua	"	576	16	7
	1382	Buller River Bridge (O'Sullivan's)	"	Motueka and Buller	1,391	10	6
	1383	Cook Road Bridge	Collingwood	Motueka	150	0	0
	1384	Cooper Road	"	"	100	0	0
	1385	Dove River Footbridge	Waimea	"	60	0	0
	1386	Fairhall to Tadmor	"	"	75	0	0
	1388	Graham Valley	"	"	250	0	0
	1389	Handcock's to Wainui	Takaka	"	0	9	0
	1391	Horse Terrace to Hunter's	Inangahua	"	36	3	0
	1392	Karaka Road (West Wanganui)	Collingwood	"	80	0	0
	1393	Karamea to Mud-flat	Buller	"	94	0	0
	1394	Karamea Overflow Bridge	"	"	500	0	0
	1395	Lee Valley	Waimea	"	121	3	2
	1396	Lewis Flat River protection	Takaka	"	50	0	0
	1397	Lower Kaituna Road	Collingwood	"	70	0	0
	1398	Mangles River Bridge	Inangahua	"	357	16	3
	1400	Manu to Hope Junction	Waimea	"	200	15	10
	1401	Matakitaki Bridge and approaches	Inangahua	"	149	17	1
	1403	Matiri River Road	"	"	28	1	0
	1404	Mokihinui to Little Wanganui	Buller	"	885	18	11
	1405	Motueka Bridge (Richmond to Collingwood)	Waimea	"	150	0	0
	1406	Motueka River protection	"	"	133	16	11
	1407	Motupiko to Rainy River	"	"	101	10	1
	1408	Motupiko (Upper) extension	"	"	108	6	0
	1409	Neame's Creek	Inangahua	"	1	5	6
	1411	Oparara Bridge	Buller	"	100	0	0
	1412	Oparara Settlement to Beach Road	"	"	56	0	0
	1413	O'Rourke's to Horse Terrace	Inangahua	"	96	2	0
	1415	Owen Junction to Murchison Creek	"	"	11	18	3
	1417	Pohara to Awaroa	Takaka	"	34	0	0
	1419	Quail Valley	Waimea	"	17	4	3
	1420	Rainy River to Big Bush	"	"	77	15	9
	1421	Riwaka Valley	"	"	35	14	3
	1423	Sherry Valley to Manu	"	"	51	15	0
	1424	Slippery Creek to Sherry Valley	"	"	200	0	0
	1425	Slips Road	Inangahua	"	14	8	0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.		
		ROADS, ETC.— <i>continued</i> .			£	s.	d.
111		NELSON ROAD DISTRICT— <i>continued</i> .					
1426		Sparrow's Plain	Takaka ..	Motueka ..	100	0	0
1428		Stanley Brook to Woodstock	Waimea ..	" ..	81	1	0
1429		Tadmor to Sherry	" ..	" ..	56	7	8
1430		Takaka to Collingwood	Takaka and Collingwood ..	" ..	23	9	6
1432		Takaka Main Road	Takaka ..	" ..	150	0	0
1434		Wainui to Awaroa	" ..	" ..	94	14	3
1437		Birchfield Settlers' Road	Buller ..	Buller ..	30	0	0
1438		Buller River Road to O'Sullivan's Bridge	Inangahua ..	" ..	685	9	1
1439		Buller Road (loop-line, Nine-mile to Westport)	Buller ..	" ..	203	2	0
1440		Bullock Creek Bridge	" ..	" ..	100	0	0
1441		Burnett's Face to Cedar Creek	" ..	" ..	91	10	0
1442		Carter's Junction to Bradshaw's Terrace	" ..	" ..	100	0	0
1443		Carter's Junction to Cape Foulwind	" ..	" ..	200	0	0
1444		Charleston to Grey County boundary	" ..	" ..	545	0	0
1446		Four-mile Bridge (Charleston)	" ..	" ..	64	10	0
1447		Gilmer Road	Inangahua ..	" ..	1	19	4
1448		Glenroy to Maruia	" ..	Buller and Motueka ..	988	10	3
1449		Inangahua Bridge (Reefton)	" ..	Buller ..	9	13	5
1451		Inangahua River Bridge (right-hand branch) (Reefton to Maruia Road)	" ..	" ..	181	9	6
1453		Little Totara River Bridge	Buller ..	" ..	27	10	0
1454		Lyell to Denniston	" ..	" ..	215	0	0
1455		Lyell to Mokihinui	" ..	Buller and Motueka ..	70	0	0
1456		Mackley's River to Three-channel Flat Bridge	" ..	Buller ..	200	0	0
1458		Maruia to Lewis Saddle	Inangahua ..	" ..	198	0	4
1460		New Creek extension	Buller ..	" ..	194	0	0
1462		Pensini Creek Road	" ..	" ..	200	0	0
1463		Reefton to Maruia	Inangahua ..	" ..	499	19	0
1464		Reefton to Railway-station	" ..	" ..	250	0	0
1466		Utopia	Buller ..	" ..	1	18	6
1467		Weitzels to Findts	" ..	" ..	86	10	0
1470		Rough River Road (Otututu)	Inangahua ..	Grey ..	27	15	0
1471		Upper Grey Road	" ..	" ..	32	1	6
1472		Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	903	10	6
1473		Contingencies, engineering, and supervision	" ..	" ..	226	17	8
		Total—Nelson	" ..	" ..	£14,948	13	10
		MARLBOROUGH ROAD DISTRICT—					
1476		Elaine Bay to Harvey's Bay	Sounds ..	City of Nelson ..	33	4	0
1477		Fairy Bay to Nydia Bay	" ..	" ..	22	0	9
1478		Fairy Bay to Tawero Point	" ..	" ..	97	7	9
1479		Harvey's Bay to Nydia Bay	" ..	" ..	269	0	0
1480		Harvey's Bay to Tawero Point	" ..	" ..	64	4	3
1481		Kaiuma Saddle	" ..	" ..	106	15	1
1482		Maori Bay to Black Point	" ..	" ..	67	19	9
1486		Rai Saddle to Havelock	Marlborough ..	" ..	100	0	0
1487		Ronga Valley	" ..	" ..	11	2	6
1489		Anakoa to Manaroa	Sounds ..	Wairau ..	51	13	11
1490		Arapawa Island	" ..	" ..	26	1	0
1491		Awatere River to Clarence River	Marlborough ..	" ..	15	19	0
1492		Bartlett's Creek Block	" ..	" ..	39	17	10
1493		Birch Hill Road (Wairau River to Station Stream) to Leatham Runs	" ..	" ..	50	0	0
1494		Blind River to Flaxbourne	" ..	" ..	7	2	6
1495		Crail Bay to Manaroa	Sounds ..	" ..	48	14	6
1496		Crail Bay to South-east Bay	" ..	" ..	40	16	0
1498		Fabian's Valley (access to Small Grazing run No. 154)	Marlborough ..	" ..	116	9	0
1499		Godsiff Road	Sounds ..	" ..	52	8	4
1500		Grove Wharf Road	Marlborough ..	" ..	37	8	10
1501		Grove Wharf and Shed	" ..	" ..	18	17	8
1503		Havelock to Kaituna	" ..	" ..	63	0	0
1504		Kaiaho Canal and Track	Sounds ..	" ..	47	18	8
1505		Kaituna to Tuamarina	Marlborough ..	" ..	32	6	11
1506		Kenepuru to Anakoa	Sounds ..	" ..	65	3	3
1507		Kenepuru to Endeavour Inlet	" ..	" ..	53	13	6
1510		Mahau Sound	" ..	" ..	7	7	0
1512		Ohinetaha to Te Mahia	" ..	" ..	122	0	0
1514		Omaka River Foot-bridge (Renwick to Hawkesbury)	Marlborough ..	" ..	100	0	0
1515		Onahau to Anakiwi	Sounds ..	" ..	30	11	6
1516		Onahau Bay to Kenepuru Sound	" ..	" ..	157	15	11
1517		Onamalutu to Kaituna (deviation)	Marlborough ..	" ..	400	0	0
1518		Opawa River Bridge (£1 for £1)	Borough of Blenheim ..	" ..	200	0	0
1519		Picton to Grove	Marlborough ..	" ..	374	15	3
1521		Portage Bay and Waitaria Bay Wharves	Sounds ..	" ..	4	19	4
1522		Portage Bay to Waitaria	" ..	" ..	143	0	0
1523		Port Underwood to Fighting Bay	" ..	" ..	50	0	0
1524		Queen Charlotte Sound	" ..	" ..	47	18	4
1525		Resolution Bay to Endeavour Inlet	" ..	" ..	39	3	0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
111	1526	MARLBOROUGH ROAD DISTRICT— <i>continued</i> .			
	1526	Richmond Bay (Kenny's Isle) ..	Sounds	Wairau	33 7 4
	1527	Richmond Brook (Richmond Brook to Upton Downs)	Marlborough	"	65 16 4
	1528	Robin Hood Bay to Ocean Bay ..	Sounds	"	4 0 0
	1529	Rock Ferry to Bartlett's Creek ..	Marlborough	"	180 15 5
	1530	Run 66 (Onamalutu) ..	"	"	50 0 0
	1531	Run 74 (Onamalutu) ..	"	"	249 14 7
	1532	Run 77 (Onamalutu) ..	"	"	50 0 0
	1533	Skiddaw Run to Te Matau-a-Maui ..	Sounds	"	89 14 7
	1534	Te Awaite Wharf ..	"	"	3 8 8
	1535	Te Mahia to Portage Bay ..	"	"	100 0 0
	1536	Te Matau to Wet Inlet ..	"	"	79 9 4
	1538	Torea Bay Road ..	"	"	42 17 0
	1539	Torea Bay Wharf and shed ..	"	"	6 12 6
	1540	Tory Heads to Waikawa ..	"	"	28 9 0
	1544	Wairau Valley to Pine Valley ..	Marlborough	"	165 1 4
	1545	Waitaria to Manaroa ..	Sounds	"	99 19 11
	1546	Waitaria to Te Matau-a-Maui ..	"	"	56 14 3
	1547	Waitaria Wharf approaches ..	"	"	23 16 6
	1548	Whatamongo to Diffenbach ..	"	"	43 3 4
	1549	Whatamongo to Port Underwood ..	"	"	27 16 0
	1550	White's Bay to Port Underwood ..	"	"	46 9 0
	1551	White's Bay to Robin Hood Bay ..	"	"	50 9 9
	1552	Clarence to Hapuku ..	Kaikoura	Hurunui	150 0 0
	1554	Kahautara River to Conway River, Hundalee ..	"	"	150 0 0
	1555	Kaikoura to Conway, via Greenhills ..	"	"	150 0 0
	1556	Puhipuhi ..	"	"	247 5 0
	1557	Run 105B (Kaitarau) ..	"	"	15 16 8
	1558	Seaward Valley ..	"	"	200 0 0
	1559	Spey roads ..	"	"	100 0 0
	1561	Waipapa ..	"	"	100 0 0
	1562	Woolshed Creek Bridge (£1 for £1) ..	"	"	250 0 0
	1563	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c. ..	"	"	430 6 7
	1564	Contingencies, engineering, and supervision ..	"	"	67 12 1
		Total—Marlborough ..	"	"	£6,575 10 6
		WESTLAND ROAD DISTRICT—			
	1565	Ahaura to Haupiri ..	Grey	Grey	399 12 0
	1566	Barrytown to Punakaiki ..	"	"	239 0 0
	1567	Big Grey Bridge ..	"	"	369 13 7
	1568	Big River ..	"	"	85 0 0
	1569	Boyd Creek Bridge ..	Brunner Borough	"	36 2 7
	1570	Cobden to Barrytown ..	Grey	"	177 0 0
	1571	Cobden to Brighton ..	"	"	182 0 0
	1572	Greymouth to Paroa ..	"	"	100 0 0
	1573	Grey Valley Main Road and bridges ..	"	"	381 19 7
	1574	Grey Valley to Taramakau ..	"	"	24 19 0
	1575	Hatters to Haupiri ..	"	"	280 0 0
	1577	Kokiri to Moana ..	"	"	386 0 0
	1580	Punakaiki ..	"	"	11 0 0
	1581	Racecourse Creek Bridge ..	"	"	49 0 6
	1582	Rough River Track ..	"	"	150 0 0
	1583	Seven-mile Road Bridges ..	"	"	191 10 10
	1584	Seven-mile to Point Elizabeth ..	"	"	150 0 0
	1587	Upper Moonlight ..	"	"	184 10 0
	1588	Arahura Lagoon Bridge approaches ..	Westland	Westland	75 0 0
	1589	Arawata Track ..	"	"	99 15 3
	1590	Arthur's Pass Moraine Deviation ..	"	"	45 12 4
	1591	Big Bay ..	"	"	26 16 0
	1592	Big Wanganui Flat ..	"	"	299 12 11
	1594	Blue Spur Road bridges ..	"	"	131 17 2
	1595	Bowen Road (Kokatahi) ..	"	"	74 19 6
	1596	Brandt Road ..	"	"	84 3 1
	1598	Carew Creek Bridge ..	Grey	"	169 13 1
	1599	Collyer's Creek Bridge ..	Westland	"	15 6 1
	1600	Cook River to Karangarua ..	"	"	45 14 2
	1601	Cron Road (Haast) ..	"	"	99 15 5
	1602	Crooked River Road ..	Grey	"	100 0 0
	1603	Cropp Road ..	Westland	"	104 10 11
	1604	Doughboy ..	"	"	327 1 11
	1605	Evans Road ..	"	"	131 16 5
	1606	Ferguson Road ..	"	"	22 19 0
	1607	Gibb Road ..	"	"	198 1 10
	1608	Greenstone Bridge ..	Grey	"	17 0 0
	1609	Haast to Paringa Road ..	Westland	"	113 10 0
	1610	Haddock Road ..	"	"	147 14 7
	1611	Happy Valley Track ..	"	"	103 4 0
	1612	Hokitika Flat Road bridges ..	"	"	224 15 6
	1613	Hokitika Railway Bridge (south approach) ..	"	"	18 18 5

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
ROADS, ETC.— <i>continued</i> .					
WESTLAND ROAD DISTRICT— <i>continued</i> .					
111	1614	Jacob's to Karangarua (Hunt Creek)	Westland	Westland	£ s. d. 347 4 9
	1615	Koiterangi	"	"	158 2 1
	1616	Koiterangi to Whitcombe Track	"	"	297 12 3
	1617	Kokatahi River Bridge (protection of south approach)	"	"	200 0 0
	1618	Kokatahi River (protection)	"	"	8 17 3
	1619	Kokatahi (Upper) to Doughboy	"	"	400 0 0
	1620	La Fontaine	"	"	53 16 10
	1621	Little Wanganui (protective works)	"	"	12 3 0
	1624	Mikonui to Bold Head	"	"	100 0 0
	1626	Murray Road	"	"	38 2 8
	1627	McCulloch Road	"	"	2 9 6
	1628	Ogilvie Road	"	"	229 5 6
	1629	Okuru Track	"	"	82 1 5
	1631	Otira Bridge (Upper)	"	"	353 8 6
	1632	Paringa Track	"	"	143 14 10
	1633	Peterson Road	Grey	"	98 9 6
	1634	Robertson Road	Westland	"	99 13 5
	1635	Ross to Kokatahi	"	"	1,389 3 7
	1636	Rotokino	"	"	107 10 7
	1637	Taramakau Traffic-bridge approaches (subsidy)	Westland and Grey	"	Cr. 1,324 9 4
	1638	Turnbull River Road	Westland	"	151 16 5
	1639	Waiho Bridge	"	"	47 18 2
	1640	Waiho Wire Bridge (protective works)	"	"	66 6 3
	1643	Waitaha Settlement	"	"	297 5 2
	1644	Wall Road	"	"	14 14 1
	1645	Wataroa Bridge (on account of £10,312)	"	"	5,992 11 0
	1646	Wataroa Flat	"	"	52 17 10
	1647	Wataroa Lower Gorge	"	"	61 5 6
	1648	Westland Ferry Service	"	"	200 0 0
	1649	Whale Creek Road	"	"	69 19 3
	1650	White Road	"	"	89 0 4
	1651	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	"	"	61 6 0
Total—Westland					£15,977 12 0
CANTERBURY ROAD DISTRICT—					
	1653	Cannibal Gorge Stock-track (Lewis Saddle)	Amuri	Hurunui	79 2 6
	1654	Conway Gorge to Waiau <i>via</i> Hawkswood	Cheviot	"	503 16 7
	1655	Conway Gorge to Waiau, <i>via</i> Whalesback	Amuri	"	100 0 0
	1656	Leslie Hills Bridge to Hammer Village	"	"	150 0 0
	1657	Lyndon No. 1 and Annan Settlements (Waiau to Kaikoura)	"	"	123 11 5
	1658	Waiau to Bourne Flat, through Sections 24 to 28	"	"	58 6 10
	1659	Waiau Ferry Service	Cheviot	"	89 16 3
	1661	Whitecliffs to St. Helen's	Selwyn	Selwyn	200 0 0
	1662	Kinloch Settlement roads	Akaroa	Ellesmere	1,195 2 4
	1665	Waterhole Road	Selwyn	"	200 0 0
	1666	Sumner Road	Borough of Sumner	Lytelton	200 0 0
	1667	Tamai Settlement drainage	Borough of Woolston	"	90 15 0
	1663	Hinds to Rangitata	Ashburton	Ashburton	200 0 0
	1669	Rangitata River Traffic Bridge (repairs) (on account of £1,000, £1 for £3)	Ashburton and Geraldine	"	500 0 0
	1671	Brassel Road	Levels	Timaru	100 0 0
	1672	Claremont Main Road	"	"	200 0 0
	1673	Landsborough (Inner)	"	"	100 0 0
	1676	Bradshaw Road (£1 for £1)	Waimate	Waitaki	30 0 0
	1677	Daisy Hill Road (£1 for £1)	"	"	100 0 0
	1678	Dugdale's Creek diversion	"	"	50 0 0
	1679	Elephant Hill (£1 for £1)	"	"	20 0 0
	1680	Fleming Road (£1 for £1)	"	"	75 0 0
	1681	Government Road No. 1	"	"	50 0 0
	1682	Gorman Road	"	"	30 0 0
	1683	Glenavy to Redcliffe (£1 for £1)	"	"	50 0 0
	1684	Hakataramea (access to bridge)	"	"	162 2 4
	1686	Lyalldale to Pleasant Valley Road (£1 for £1)	"	"	75 10 9
	1688	McCullough Road (£1 for £1)	"	"	32 0 0
	1689	McNaughton Road (£1 for £1)	"	"	20 0 0
	1690	Makikihi Swamp Road (£1 for £1)	"	"	8 5 0
	1691	Opihi Bridge (Allendale Road, near Fairlie) (£1 for £2, on account of £1,000)	Geraldine and Mackenzie	"	500 0 0
	1694	Pike's Point to Whitney's Creek (£1 for £1)	Waimate	"	70 8 0
	1695	Pleasant Valley Branch Road (£1 for £1)	"	"	40 12 6
	1699	Takitu Road (£1 for £1)	"	"	50 0 0
	1700	Takitu Settlement (road through Small-grazing Run 81) (£1 for £3)	"	"	75 0 0
	1701	Tavistock Top Road (£1 for £1)	"	"	52 10 0
	1708	Tengawai River Bridge (£1 for £1, on account of £1,000)	Mackenzie	"	1,000 0 0
	1704	Waihao River Bridge (North Branch) (Main South Road) (£1 for £1)	Waimate	"	490 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued</i> .			
111	1705	CANTERBURY ROAD DISTRICT— <i>continued</i> .			£ s. d.
	1705	Wa kakahi Middle Road (£1 for £1) ..	Waimate	Waitaki	25 0 0
	1706	Waimate to Waihao Forks (£1 for £1) ..	"	"	76 9 0
	1707	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	"	"	14 2 6
		Total—Canterbury ..			£7,187 11 0
		OTAGO ROAD DISTRICT—			
	1717	Hawea and Wanaka Lake Tracks ..	Vincent	Mount Ida	63 13 1
	1718	Highfield and Gimmerburn Runs to Ranfurly ..	Maniototo	"	200 0 0
	1721	Keenan's Run ..	"	"	50 0 0
	1724	Matakanui ..	"	"	14 0 0
	1727	Patearoa Run ..	"	"	150 0 0
	1728	Rock Cutting to Hutton Bridge ..	Waitaki	"	117 18 0
	1729	Runs 224, 224A, 224B, and 224D ..	Maniototo	"	200 0 0
	1730	Taieri District (Upper) Blocks I, VI, and VII ..	"	"	100 0 0
	1731	Taieri River Bridge (Styx) ..	"	"	600 0 0
	1732	Tarras to Lindis Pass ..	Vincent	"	91 8 0
	1734	Upper Taieri and Patearoa to Waipiata ..	Maniototo	"	150 0 0
	1735	Wharekuri Cutting ..	Waitaki	"	115 0 0
	1737	Arrow to Crown Range Saddle ..	Lake	Waikatipu	89 14 0
	1738	Bob's Cove to Glenorchy ..	"	"	117 10 0
	1740	Cardrona to Pembroke ..	"	"	15 15 0
	1742	Cromwell to Lake Wanaka ..	Vincent	"	100 0 0
	1743	Cromwell to Nevis ..	"	"	150 0 0
	1747	Mount Nicholas to Greenstone ..	Lake	"	23 12 0
	1748	Pembroke to Glendhu ..	"	"	12 5 0
	1750	Pembroke Township roads ..	"	"	29 0 0
	1752	Shotover Valley (Upper) ..	"	"	100 0 0
	1753	Staircase Road ..	"	"	286 10 4
	1755	Chisholm Road ..	Waikouaiti	Waikouaiti	50 0 0
	1756	Dunback to Hyde ..	Waihemo and Maniototo	"	100 0 0
	1757	Hill Road ..	Waikouaiti	"	50 0 0
	1760	Lewis Road to Corner Bush ..	"	"	100 0 0
	1763	Mahony Road ..	Waihemo	"	50 0 0
	1765	Middle District Road (Deborah Bay) ..	Waikouaiti	"	75 0 0
	1766	Moeraki Beach Road ..	Waitaki	"	50 0 0
	1768	Muddy Creek Crossing ..	Waihemo	"	50 0 0
	1772	Puketiraki Native Reserve ..	Waikouaiti	"	126 0 1
	1773	Purakanui to Waitati ..	"	"	50 0 0
	1774	Quarry Road ..	"	"	50 0 0
	1776	Rossiter Road (Mount Cargill) ..	"	"	50 0 0
	1777	Round Hill Road ..	"	"	34 13 0
	1778	Russell Road ..	"	"	100 0 0
	1782	Zigzag ..	"	"	100 0 0
	1784	Taieri River Bridge (Allanton) (on account of £1,500) ..	Taieri	Taieri	500 0 0
	1785	Beaumont to Miller's Flat (east side of river) ..	Tuapeka	Tuapeka	100 0 0
	1786	Bulfin's Corner ..	"	"	50 0 0
	1787	Clark's Flat to Greenfield ..	"	"	40 5 0
	1789	Clyde to Tuapeka County boundary ..	Vincent	"	100 0 0
	1790	Crookburn Bridge to Tuapeka Mouth ..	Tuapeka	"	300 0 0
	1791	Diamond Deviation (£1 for £1) ..	"	"	91 18 10
	1792	Dunrobin Bridge ..	"	"	80 0 0
	1793	Dunrobin to Railway-siding (£1 for £1) ..	"	"	51 8 0
	1794	Fitzgerald Bridge to Falconer's Valley ..	"	"	150 0 0
	1795	Fraser River Bridge (Earnscliffe) ..	Vincent	"	100 0 0
	1796	Greenfield Settlement to Waitahuna ..	Tuapeka	"	4 10 0
	1797	Heriot Township ..	"	"	100 0 0
	1798	Lawrence to Reedy Creek ..	"	"	55 16 0
	1799	Lawrence to Roxburgh ..	"	"	240 0 0
	1800	Lawrence to Tuapeka West ..	"	"	100 0 0
	1801	Lawrence to Waipori ..	"	"	250 0 0
	1803	Rae's Junction to Heriot ..	"	"	150 0 0
	1804	Roxburgh to Vincent County boundary ..	"	"	100 0 0
	1805	Spylaw Bridge to top of hill ..	"	"	75 0 0
	1806	Waipori to Outram ..	"	"	10 0 0
	1807	Waitahuna Bridge and approaches (Athenæum Road) ..	"	"	500 0 0
	1808	Anderson's Bay Road ..	Borough of St. Kilda	Caversham	59 3 6
	1809	Arthur's Seat Road ..	Peninsula	Chalmers	75 0 0
	1810	Baytown Boundary to Camp ..	"	"	50 0 0
	1812	Black Jack Point ..	Borough of West Harbour	"	300 0 0
	1813	Dick Road ..	Peninsula	"	199 17 8
	1814	Gravesend to Taiaroa ..	"	"	100 0 0
	1815	Hooper's Inlet (Beach Road) ..	"	"	146 0 0
	1817	Nyhn Road ..	"	"	100 0 0
	1819	Papanui Inlet roads ..	"	"	199 7 10
	1820	Portobello ..	"	"	300 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.—continued.			£ s. d.
111	1821	OTAGO ROAD DISTRICT—continued. Signal Hill	Borough of North-east Valley Peninsula	Chalmers	100 0 0
	1823	Wickliff Bay to Cape Saunders Lighthouse	"	"	148 12 4
	1824	Wilson Road to Hooper's Inlet	"	"	100 0 0
	1825	Akatore, Blocks I and II	Bruce	Bruce	100 0 0
	1827	Balclutha to Greenfield	"	"	111 16 4
	1829	Barnago Settlement (Upper Road)	"	"	75 0 0
	1830	Clark Road	"	"	65 2 6
	1832	Greenfield Settlement	"	"	76 13 0
	1833	Hillend (£1 for £1)	"	"	200 0 0
	1835	Lovell's Flat to Hillend	"	"	1 10 0
	1836	Manuka Creek Road	"	"	74 0 0
	1837	Matau Protective Works (Stirling)	"	"	42 10 0
	1838	McAlpine Road (£1 for £1)	"	"	37 15 0
	1839	Stirling to Benhar (£1 for £1)	"	"	49 0 0
	1841	Table Hill Survey District (Block I)	"	"	33 16 8
	1843	Taieri Village Settlement (Beach Road)	"	"	50 0 0
	1845	Waiholo	"	"	75 0 0
	1846	Waipori	"	"	100 0 0
	1847	Waitahuna to Round Hill	Tuapeka	"	50 0 0
	1848	Wangaloa to Coombe Hay (£1 for £1)	Bruce	"	102 2 0
	1849	Wash Creek Bridge (£1 for £1)	"	"	100 0 0
	1850	Ahuriri to Cannibal Bay	Clutha	Clutha	25 11 0
	1851	Balclutha Bridge	"	"	183 10 9
	1852	Barr Road	"	"	106 6 3
	1853	Catherwood	"	"	6 8 0
	1854	Catlins Block VII	"	"	13 5 0
	1855	Catlins River-bank Road	"	"	51 1 3
	1856	Catlins Valley	"	"	193 14 4
	1857	Chloris Pass	"	"	104 6 11
	1858	Conical Hill Bridge (subsidy)	Clutha and Tuapeka	"	500 0 0
	1859	Faddis Road	Clutha	"	2 0 0
	1860	Glenkenich Road	"	"	300 0 0
	1862	Greenfield	"	"	136 4 3
	1863	Harrison Road	"	"	127 5 5
	1864	Hay Road	"	"	84 0 6
	1865	Heathfield	"	"	50 18 5
	1866	Hill Road	"	"	40 18 6
	1868	Hukihuki	"	"	49 19 9
	1869	Hunt Road	"	"	125 17 10
	1870	Kaler Road	"	"	61 8 1
	1871	Kaler Road to Houipapa Railway-station	"	"	100 0 0
	1872	Kelso to Pukerau (£1 for £1)	"	"	50 0 0
	1873	Long Point	"	"	60 8 5
	1874	Main South Road	"	"	100 0 0
	1877	Milk and Honey Road	"	"	59 0 0
	1878	Mokoreta to Rimu	"	"	36 15 3
	1879	Morris Saddle	"	"	74 12 0
	1880	Mouat's Saddle	"	"	87 11 1
	1881	Newhaven	"	"	56 7 5
	1882	Newton	"	"	8 0 0
	1883	Otanomomo	"	"	50 0 0
	1884	Owaka Bridge	"	"	8 0 5
	1885	Owaka to Katea	"	"	73 0 0
	1886	Owaka to Purekireki	"	"	51 6 4
	1888	Pomahaka	"	"	150 0 0
	1891	Pullar Road	"	"	74 19 7
	1892	Purakanui River Bridge	"	"	81 10 9
	1893	Rankin	"	"	129 14 6
	1894	Ratanui to Papatowai	"	"	266 2 0
	1895	Ratanui to Whitehead	"	"	12 18 0
	1896	Rewcastle	"	"	50 3 2
	1897	Rimu Blocks, III and XIII	"	"	42 1 6
	1898	School Road to Tautuku	"	"	78 1 0
	1899	Scrubby Flat	Tuapeka	"	165 3 4
	1900	Stewart Road	Clutha	"	6 18 0
	1901	Table Hill	"	"	65 6 6
	1902	Tahakopa Valley	"	"	87 8 10
	1903	Tautuku Block IV (between Sections 14 and 19)	"	"	172 8 6
	1904	Tuck Creek Road	"	"	48 10 4
	1906	Waipahi to Pomahaka (£1 for £1)	"	"	50 0 0
	1907	Waipati	"	"	98 5 0
	1910	Wight Track	"	"	156 19 10
	1911	Wilkie Road	"	"	109 0 0
	1912	Wilson Road (Glenomaru)	"	"	50 0 0
	1913	Woodland, Block VII, Section 11	"	"	13 16 0
	1914	Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c.	"	"	288 8 9
	1915	Contingencies, engineering, and supervision	"	"	87 0 4
		Total—Otago			£15,845 16 3

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS, ETC.— <i>continued</i> .			
111		SOUTHLAND ROAD DISTRICT—			£ s. d.
1916		Ardlussa to Kerrow Bridge	Southland	Wakatipu	100 0 0
1917		Balfour to Lumsden	"	"	100 0 0
1919		Mataura River Bridge, Ferny Terrace (£2 for £1) ..	"	"	100 0 0
1920		Otama Creek Bridge	"	"	50 0 0
1921		Otama Valley	"	"	50 0 0
1922		Packer Creek Bridge	"	"	100 0 0
1923		Waikaia River Stock-bridge	"	"	60 0 0
1924		Balfour to Glenure (£1 for £1)	"	Wallace	150 0 0
1925		Bickley Road	Wallace	"	125 0 0
1927		Brown's to McTaggart's	Southland	"	165 7 1
1929		Centre Bush to Otapiri Gorge (£1 for £1)	"	"	50 0 0
1930		Centre Hill Gorge (deviation)	Wallace	"	165 11 3
1931		Channel Road, Boggy Burn (£1 for £1)	Southland	"	100 0 0
1932		Clark Road (Wairaki)	Wallace	"	4 0 0
1934		Connor Road (Sections 6, 7, and 8, Block VII, Waimatuku)	"	"	50 0 0
1935		Crow and Hazlett Road (£1 for £1)	Southland	"	100 0 0
1937		Dipton to Castle Rock	Wallace	"	75 0 0
1940		Fraser and Gray Road (Waimatuku)	Southland	"	3 3 9
1941		Green Swamp Road	Wallace	"	100 0 0
1942		Hanly and Cairn Road	"	"	102 0 0
1943		Hazlett and Wilson Road (South Hillend)	Southland	"	100 0 0
1944		Heald Road	Wallace	"	100 0 0
1945		Hill Road	"	"	30 0 6
1946		Hokonui, Sections 824 to 829 (McRae Road)	Southland	"	94 13 0
1948		Howell Point Road	Wallace	"	89 4 6
1951		Lepper Road	Southland	"	8 3 0
1952		Lilburn, Block II	Wallace	"	6 4 2
1956		Longwood, Block 1, Section 40 (access)	"	"	34 1 4
1957		Longwood, Block XVI, Sections 3, 4, and 10 to 12	"	"	50 12 2
1958		Longwood, Block XVIII, Sections 9 to 14 and 6 to 17	"	"	259 5 7
1959		Longwood, Block XIX, Sections 1 to 8	"	"	42 0 0
1960		Mathieson Road (Merrivale)	"	"	50 0 0
1961		Merrivale to Waicolo	"	"	50 0 0
1962		Mitchell Road (South Hillend)	Southland	"	98 2 6
1964		McLean Road (Longwood)	Wallace	"	2 0 0
1966		Ohai Stream Road	"	"	73 3 4
1967		Oreti River Stock-bridge and approaches	Southland	"	700 0 0
1968		Otapiri Gorge	"	"	148 9 2
1969		Otapiri (road access)	"	"	92 14 3
1970		Otapiri Stream Bridge (Duncan Road)	"	"	175 15 0
1971		Otapiri Stream Bridge (Section 326, Hokonui)	"	"	300 0 0
1973		Plunket and O'Brien Road	"	"	11 18 0
1974		Rance Road (Waimatuku)	Wallace	"	100 0 0
1975		Riverton Bridge	Borough of Riverton	"	200 0 0
1980		South Hillend (School Road)	Southland	"	75 0 0
1982		St. Patrick's Crossing Road	"	"	145 5 0
1983		Waiau, Block X (Sections 130 to 138)	Wallace	"	3 0 0
1984		Waiau, Block XI	"	"	265 17 9
1985		Waiau, Block XI (Sections 7, 82, and 105)	"	"	344 18 4
1986		Waiau, Blocks XIII and XIV (main roads)	"	"	0 13 0
1988		Woodlands to Sunnyside	"	"	95 6 9
1989		Yellow Bluff Road	"	"	100 0 0
1990		Barker Road	Southland	Mataura	97 0 0
1991		Braid Road	"	"	5 10 0
1992		Buckingham Road	"	"	102 3 4
1993		Crockett Road	"	"	126 18 4
1994		Crosbie Road	"	"	42 17 7
1995		Dacre Road Junction	"	"	100 0 0
1996		Dawson Road	"	"	50 0 0
1997		Dermoddy Road	"	"	1 3 8
1998		Edendale to Dacre	"	"	300 0 0
1999		Edendale to Seaward Downs	"	"	196 2 10
2000		Garvey Road	"	"	15 0 0
2002		Glenham Railway-station (road to)	"	"	3 0 0
2003		Glenham Settlement (access to Section 8A, Block V)	"	"	20 0 0
2005		Hanning Road	"	"	3 0 0
2007		Hedgehope to Mataura	"	"	100 0 0
2008		Hedgehope Railway-station to Pebbly Hills	"	"	2 10 0
2009		Herne Road (Dacre)	"	"	49 2 0
2010		Kapuka to Seaward Moss	"	"	100 0 0
2011		Kidd Road	"	"	82 18 8
2012		Mabel Blocks IV and V	"	"	128 18 9
2013		Mackintosh Hill (Fortrose)	"	"	200 0 0
2014		Mandeville to Retreat	"	"	150 0 0
2015		Markham Road	"	"	174 8 11
2016		Marshall Road (Dacre)	"	"	150 0 0
2017		Mimihi to Wairekiki	"	"	100 0 0
2018		Mokoreta Block IV (Section 23 to Section 34)	"	"	197 14 11
2019		Morton Mains to Gorge	"	"	35 9 3

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.	
		ROADS, ETC.— <i>continued.</i>			£	s. d.
111		SOUTHLAND ROAD DISTRICT— <i>continued.</i>				
2020		Munro Road	Southland	Mataura	150	0 0
2021		McGregor Road	"	"	40	2 6
2023		Peterson Road	"	"	99	7 2
2024		Pirie Road	"	"	148	16 10
2025		Quarry Hills to Waikawa	"	"	100	0 0
2026		Redan to Mokoreta	"	"	350	0 0
2027		Robinson Road	"	"	100	0 0
2028		Scully Road (Mabel)	"	"	50	0 0
2029		Shank Road (£1 for £1)	"	"	50	0 0
2031		Tall Road	"	"	196	13 6
2032		Templeton Road	"	"	72	5 0
2033		Tillard Road	"	"	3	0 0
2034		Toetoes, Block X (Sections 5 and 15)	"	"	5	0 0
2036		Waikaka Valley Main Road	"	"	200	0 0
2037		Waikawa	"	"	30	1 1
2038		Waikawa, Block I	"	"	5	0 0
2040		Waimahaka to Fortifications	"	"	104	15 6
2041		White Road	"	"	12	10 0
2042		Wild Road (Toetoes)	"	"	39	9 11
2043		Wyndham Bridge and Road (Mokoreta)	"	"	150	0 0
2044		Wyndham Valley Road	"	"	2	18 0
2045		Young Road (Kamahi)	"	"	4	0 0
2046		Bluff Road (Clifton Hill northwards)	Borough of S. Invercargill	Invercargill	3	0 0
2047		Clinton Road	Borough of N. Invercargill	"	0	14 0
2050		Kingswell Creek to Seaward Bush	Southland	"	116	5 2
2053		Seaward Bush, Block III (Sections 24 to 69)	Borough of S. Invercargill	"	55	0 2
2054		Seaward Bush drains	Ditto	"	3	0 0
2055		Seaward Bush to Boxall to McMillan (from Tramway Road)	"	"	88	1 2
2056		St. Andrew's Street	Borough of N. Invercargill and Southland County	"	82	16 0
2057		Victoria Road	Southland	"	148	18 11
2058		Windsor Street	Borough of N. Invercargill	"	99	3 8
2059		Woollen Mill Road (Cruickshank's)	Ditto	"	76	14 6
2060		Ackers Road	Southland	Awarua	191	13 8
2061		Actæon Road Ditch (£1 for £1)	"	"	10	0 0
2063		Anderson Road, Hokonui	"	"	298	8 0
2064		Angle Road	"	"	200	0 0
2065		Awarua Plains Road	"	"	100	0 0
2066		Baird Road	"	"	85	0 0
2067		Birs Road	"	"	199	19 1
2068		Bluff Main Road	"	"	200	0 0
2069		Brown's to Settlers' Reserve	"	"	0	16 6
2070		Broad Road (Tisbury)	"	"	100	0 0
2071		Butler Road	"	"	47	3 0
2072		Cameron Road (Forest Hill)	"	"	35	3 2
2073		Cemetery Road (Bluff)	"	"	100	0 0
2074		Conniff Road	"	"	97	12 9
2075		Coster and Wright Road (South Forest Hill)	"	"	100	0 0
2076		East Winton (outfall drain)	"	"	53	19 4
2077		Evans Road	"	"	98	6 6
2078		Five Roads to Junction	"	"	200	0 0
2079		Forest Hill Roads (£1 for £1)	"	"	100	0 0
2080		Forest Hill (Sections 207 and 291), (west of)	"	"	90	12 0
2081		Fowler Road	"	"	104	0 0
2082		Girdler Road	"	"	147	12 5
2083		Hector Street (Greenhills)	"	"	34	10 6
2084		Hokonui School Road	"	"	100	0 0
2085		Invercargill, Block VIII (Sections 108 to 96)	"	"	99	19 8
2086		Invercargill, Blocks IX and X (road drains)	"	"	98	15 3
2088		Invercargill, Blocks XXIII and XXIV (Duck Creek Road)	"	"	83	7 6
2089		Invercargill, Blocks XXIII and XXIV (Finnerty Road)	"	"	269	2 2
2090		Kingdon Road (£1 for £1)	"	"	100	0 0
2091		Larner Road	"	"	55	7 2
2093		Limehills Deviation	"	"	86	19 7
2094		Lowry's Beach to Native School	Steward Island	"	50	0 0
2095		Makarewa River Bridge (Scott's)	Southland	"	86	18 4
2096		Makarewa Township (outfall drain)	"	"	37	10 0
2097		Makarewa to Hedgehope Flood-channel	"	"	60	2 0
2099		Martin Road	"	"	81	18 6
2100		Massey's Tramway Road	"	"	120	17 9
2101		Mill Road	"	"	100	0 0
2102		McDonald Road (Lora) (£1 for £1)	"	"	50	0 0
2103		McKenzie Road (Forest Hill)	"	"	81	9 6

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
ROADS, ETC.— <i>continued</i> .					
111	SOUTHLAND ROAD DISTRICT— <i>continued</i> .				
2105	Murchison Road (Forest Hill) ..	Southland	..	Awarua	100 0 0
2106	McRae and Anderson Road (Hokonui) ..	"	..	"	83 0 4
2108	New River Hundred, Block X (Sections 5, 6, 13, and 14)	"	..	"	13 12 4
2109	O'Neil Road ..	"	..	"	50 0 0
2111	One-tree Point to Waimatua ..	"	..	"	99 17 10
2112	Paterson Road (£1 for £1) ..	"	..	"	100 0 0
2114	Ryall Bush to Wilson Crossing ..	"	..	"	100 0 0
2115	Simon Road ..	"	..	"	88 3 0
2116	Sinclair Road ..	"	..	"	3 12 7
2117	South Invercargill (east from), (between Sections 11 to 34 and 15 to 20)	"	..	"	86 8 1
2118	Spar Bush Block (main road) ..	"	..	"	75 0 0
2119	Springbank School North ..	"	..	"	50 0 0
2120	Springhills Road ..	"	..	"	100 0 0
2121	Squeaker Road ..	"	..	"	103 0 0
2122	Swale Road (Boggy Burn) (£1 for £1) ..	"	..	"	50 0 0
2123	Sweet Road ..	"	..	"	145 3 0
2124	Taylor Gorge ..	"	..	"	49 5 2
2125	Thomson Crossing Road (east) ..	"	..	"	299 18 0
2126	Thomson Road, from O'Shannessy (Forest Hill) ..	"	..	"	4 19 2
2127	Tisbury Road ..	"	..	"	15 0 0
2128	Turnbull Road ..	"	..	"	70 17 6
2130	Waianiwa to Oporo ..	"	..	"	41 4 2
2131	Waikiwi River Bridge ..	"	..	"	60 11 6
2132	Wilson Crossing (South Forest Hill Road) ..	"	..	"	3 9 0
2133	Winton Creek Channel ..	"	..	"	189 5 0
2134	Winton, Blocks II and III (outfall drain) ..	"	..	"	2 0 0
2135	Winton, Block IV (Section 51) ..	"	..	"	83 16 11
2136	Winton, Block VIII ..	"	..	"	323 3 0
2137	Winton, Block IX (Sections 40 and 41) ..	"	..	"	143 5 8
2138	Woodend ..	"	..	"	31 10 4
2139	Woodend Main Road ..	"	..	"	25 13 3
2142	Contingencies, engineering, and supervision ..	..	..	..	131 1 5
Total—Southland ..					£17,603 2 4
General—					
2143	Compensation for injuries to employees while in discharge of their duties, and contingent expenses in connection with same ..	..	..	..	1,275 7 10
2144	Plant not chargeable to any particular work ..	..	..	..	947 11 2
2145	Workmen's huts, storerooms, &c. ..	..	..	..	105 9 4
2146	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c. ..	..	..	..	514 9 2
Total—General ..					£2,842 17 6
Vote No. 111—Total for 1907–8 ..					£246,721 17 8
TOURIST ROADS, ETC.					
112	AUCKLAND ROAD DISTRICT—				
1	Wairua Bridge to junction of rivers ..	Whangarei	..	Marsden	19 10 6
2	Wairua Falls Track ..	..	..	..	2 1 8
3	Waimauku to West Coast ..	Waitemata	..	Waitemata	220 15 10
4	Pukekohe District (Ostrich Farm Road) ..	Manukau	..	Franklin	2 5 10
6	One Tree Hill Road ..	Eden	..	Eden	100 0 0
Total—Auckland ..					344 13 10
TE KUITI ROAD DISTRICT—					
7	Hangatiki to Waitomo ..	Waitomo	..	Waikato	84 1 10
ROTORUA ROAD DISTRICT—					
8	Awahou to Hamurana ..	Rotorua	..	Bay of Plenty	199 5 4
9	Bainbridge's Monument (road to) ..	"	..	"	4 16 0
10	Echo Lake Geyser ..	"	..	"	151 7 1
11	Galatea to Rangitaiki Falls ..	Whakatane	..	"	100 4 0
12	Kakaramea Horse-track ..	Rotorua	..	"	47 2 3
13	Lake Rotorua Mooring Platform ..	"	..	"	185 2 4
14	Murupara to Rangitaiki ..	East Taupo	..	"	38 10 0
15	Murupara to Ruatahuna ..	East Taupo and Whakatane	..	"	194 3 0
16	Ohaki Pa Road ..	Rotorua	..	"	4 1 0
17	Okareka Lake to Tikitapu Lake ..	"	..	"	153 15 8
18	Okataina-Tarawera Track ..	"	..	"	25 17 2
19	Okere Falls ..	"	..	"	74 11 5
20	Okere Landing Road ..	"	..	"	3 12 0
21	Onepu Hot Springs ..	Whakatane	..	"	13 15 0
22	Orakei Korako Road ..	East Taupo	..	"	265 12 1

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
112	TOURIST ROADS, ETC.—continued.				£ s. d.
	ROTORUA ROAD DISTRICT—continued.				
	23	Oruanui to Wairakei	East Taupo ..	Bay of Plenty ..	99 17 9
	25	Rotoiti to Tarawera, via Okataina	Rotorua ..	" ..	489 4 6
	26	Rotokakahi Lake Road	" ..	" ..	36 14 11
	27	Rotorua to Ngongotaha Mount	" ..	" ..	155 15 4
	28	Rotorua to Taupo, via Waitotapu	Rotorua and East Taupo ..	" ..	811 9 8
	29	Rotorua to Wairoa	Rotorua ..	" ..	216 3 11
	30	Rotowhero to Murupara	Rotorua and East Taupo ..	" ..	210 4 6
	31	Ruatahuna to Waikaremoana	Whakatane ..	" ..	403 9 4
	32	Tauhara Mountain Track	East Taupo ..	" ..	161 4 6
	33	Taupo to Te Aratiatia Rapids, East and West	" ..	" ..	109 12 3
	34	Tikitere to Green Lake	Rotorua ..	" ..	65 6 9
	35	Tokaanu to Taupo	East Taupo ..	" ..	198 9 0
	36	Tokaanu Wharf Road	" ..	" ..	83 15 6
	37	Tokaanu to Waihi	East Taupo and West Taupo ..	" ..	40 19 7
	38	Waikato Bridge, Tokaanu	East Taupo ..	" ..	39 1 9
	40	Waimangu Geyser to Kakarama	Rotorua ..	" ..	105 6 5
	41	Waimangu to Lake Rotomahana	" ..	" ..	315 13 1
	Total—Rotorua				£5,004 3 1
	HAWKE'S BAY ROAD DISTRICT—				
	42	Napier to Wairoa	Hawke's Bay and Wairoa ..	Hawke's Bay ..	200 0 0
	43	Taruarau River Bridge	Hawke's Bay ..	" ..	155 5 9
	44	Waikaremoana Accommodation-house Road	Wairoa ..	" ..	245 3 2
	Total—Hawke's Bay				£600 8 11
	TARANAKI ROAD DISTRICT—				
	45	Stratford House to Egmont House	Stratford and Taranaki ..	Egmont ..	14 13 0
	46	Upper Egmont	Taranaki ..	" ..	999 4 3
	47	Upper Pembroke	Stratford ..	" ..	77 19 9
	48	Dawson's Falls	" ..	Patea ..	479 2 5
	49	Dawson's Falls House to Stratford House	" ..	" ..	2 3 0
	50	Manaia (Upper)	" ..	" ..	16 10 0
	51	Egmont House to Bell's Falls	Taranaki ..	Taranaki ..	339 5 11
	52	Rahotu House to Bell's Falls	" ..	" ..	199 5 1
	Total—Taranaki				£2,128 3 5
	WANGANUI ROAD DISTRICT—				
	53	Puketarata Bridge	East Taupo ..	Bay of Plenty ..	356 17 9
	54	Rotoaira to Waimarino	Waimarino, East Taupo, and West Taupo ..	Bay of Plenty, Egmont, and Rangitikei ..	122 18 9
	55	Tongariro National Park	East Taupo & West Taupo ..	Bay of Plenty and Egmont ..	50 12 8
	56	Waiouru to Tokaanu	Waimarino and East Taupo ..	Bay of Plenty and Rangitikei ..	478 6 10
	57	Pipiriki to Puarato	Waimarino ..	Rangitikei ..	21 9 3
	59	Wanganui River Trust	Wanganui, Waimarino, Stratford, and Waitotara ..	" ..	500 0 0
	Total—Wanganui				£1,530 5 3
	NELSON ROAD DISTRICT—				
	60	Hope Junction to Lake Rotoroa	Inangahua ..	Motueka ..	57 13 1
	61	Owen Junction to Lake Rotoroa	" ..	" ..	2 16 0
	64	Reefton to Maruia	" ..	Buller ..	346 19 10
	Total—Nelson				£407 8 11
	MARLBOROUGH ROAD DISTRICT—				
	65	Homewood Wharf	Sbunds ..	City of Nelson ..	164 10 3
	WESTLAND ROAD DISTRICT—				
	67	Haupiri Hot Springs	Grey ..	Grey ..	100 0 0
	68	Haupiri River Foot-bridge	" ..	" ..	180 0 0
	69	Kokutu Oil-springs Track	" ..	" ..	44 8 4
	72	Seven-mile Creek to Point Elizabeth	" ..	" ..	100 0 0
	73	Blue River Horse-bridge	Westland ..	Westland ..	305 6 4
	74	Copland Track	" ..	" ..	731 18 8
	75	Dorothy Falls Track	" ..	" ..	159 16 4
	76	Haast Pass	" ..	" ..	99 18 6

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
TOURIST ROADS, ETC.— <i>continued</i> .					
WESTLAND ROAD DISTRICT— <i>continued</i> .					
112	78	Kanieri Lake (Cove and Landing)	Westland ..	Westland ..	£ s. d. 99 16 11
	79	Kanieri Lake Road	" ..	" ..	100 0 0
	81	Lake Ianthe turn-out	" ..	" ..	49 13 6
	82	Lake Kanieri Hut and Paddock	" ..	" ..	270 12 5
	84	Otira Wire Bridge	" ..	" ..	97 17 8
	85	South Westland Glacier Tracks	" ..	" ..	99 12 8
	87	Toaroha Hot Springs	" ..	" ..	67 0 0
	89	Waiho Glacier Tracks	" ..	" ..	535 0 6
	94	Will's Bridge	" ..	" ..	209 12 4
		Total—Westland	..	..	£3,250 14 2
CANTERBURY ROAD DISTRICT—					
	95	Culverden to Hanmer	Amuri ..	Hurunui ..	7 12 4
	97	Fairlie to Mount Cook (bridges)	Mackenzie ..	Waitaki ..	386 0 10
	98	Mount Cook and Glaciers	" ..	" ..	8 3 11
	99	Pukaki to Mount Cook	" ..	" ..	465 14 8
		Total—Canterbury	..	..	£867 11 9
OTAGO ROAD DISTRICT—					
	101	Albert Burn to Wilkin River	Lake ..	Wakatipu ..	19 4 0
	104	Glendhu Peninsula to Mount Aspiring	" ..	" ..	60 0 0
	105	Glenorchy to Routeburn	" ..	" ..	13 10 0
	109	Rees River Road	" ..	" ..	40 0 0
	110	Routeburn Valley	" ..	" ..	16 0 0
	111	Tobin Track	" ..	" ..	50 0 0
	112	Tucker Beach Road	" ..	" ..	257 18 0
	113	Opitio Blowhole (Woodland District)	Clutha ..	Clutha ..	26 15 8
	114	South Molyneux Pilot-station to Kaka Point	" ..	" ..	391 5 9
		Total—Otago	..	..	£874 13 5
SOUTHLAND ROAD DISTRICT—					
116		Te Anau to Sutherland Falls	Wallace and Lake ..	Wakatipu and Wallace ..	173 16 5
	117	Back Beach Track	Wallace ..	Wallace ..	50 0 0
	119	Hinitua Point Track	" ..	" ..	38 0 6
	120	Lake George Track	" ..	" ..	49 15 0
	122	Mararoa Bridge	" ..	" ..	600 2 3
	123	Mosburn to Te Anau, <i>via</i> Manapouri	" ..	" ..	123 7 9
	124	Orepuki to Bald Hill Summit	" ..	" ..	9 10 0
	126	Half-moon Bay Wharf and approach	Stewart Island ..	Awarua ..	49 15 9
	130	Horse-shoe Bay, Back Road	" ..	" ..	200 0 0
	131	Kaipipi and North Arm Track	" ..	" ..	100 0 0
	133	Neck Road	" ..	" ..	150 0 0
	134	Ryan's Creek Junction	" ..	" ..	150 0 0
	136	Thule Road	" ..	" ..	100 0 0
		Total—Southland	..	..	£1,794 7 8
		Vote No. 112—Total for 1907-8	..	..	£17,051 2 6
CONSOLIDATED FUND.					
MAINTENANCE OF ROADS, ETC.					
AUCKLAND ROAD DISTRICT—					
21	1	Great North Road (Awanui to Warkworth, <i>via</i> Hukerenui, Waipu, and Wellsford)	Manгонui, Whangaroa, Bay of Islands, Whangarei, Otamatea, and Rodney	Bay of Islands, Marsden, and Kaipara	2,063 5 10
TE KUITI ROAD DISTRICT—					
		Te Kuiti to Mokau	Waitomo and Awakino	Egmont ..	908 13 1
ROTORUA ROAD DISTRICT—					
		Tauranga to Runanga	Tauranga, Rotorua, and East Taupo	Bay of Plenty ..	963 4 1
HAWKE'S BAY ROAD DISTRICT—					
		Runanga to Pohue	Hawke's Bay and Wairoa	Hawke's Bay ..	898 2 8
TARANAKI ROAD DISTRICT—					
		Mokau to Uruti	Clifton ..	Egmont ..	437 3 1
		Ohura (south of Paora Stream)	Stratford and Clifton	Patea and Egmont	1,599 12 2
		Total—Taranaki	..	..	£2,036 15 3
WANGANUI ROAD DISTRICT—					
		Pipiriki to Waiouru	Waimarino ..	Rangitikei ..	2,765 15 2
NELSON ROAD DISTRICT—					
		Belgrove to Westport to Reefton	Waimaea, Inangahua, and Buller	Motueka and Buller	5,153 7 11

TABLE No. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
					£ s. d.
21	1	MAINTENANCE OF ROADS, ETC.— <i>continued</i> .			
		CANTERBURY AND WESTLAND ROAD DISTRICTS—			
		Kumara to Springfield	Westland and Selwyn	Westland and Selwyn	4,236 8 6
		WESTLAND ROAD DISTRICT—			
		Ross to Okarito and Fox River	Westland	Westland	182 1 10
		Vote No. 21—Total for 1907-8			£19,207 14 4
LOANS TO LOCAL BODIES ACCOUNT.					
ROADS TO OPEN UP CROWN LANDS.					
131	AUCKLAND ROAD DISTRICT—				
	1	Kauaeranga Block	Whangarei	Bay of Islands	55 14 10
	2	Kawaka Block	Hokianga	"	53 7 11
	3	Kenana Block	Mangonui	"	102 15 5
	4	Ketetangariki Block	Hokianga	"	138 12 8
	6	Maire Block	"	"	119 19 8
	7	Maungataniwha No. 3 Block	Mangonui	"	66 9 8
	9	Opouteke Block	Hokianga	"	298 8 3
	14	Pakanae Block	"	"	14 16 9
	19	Raetea Block	Mangonui	"	5 14 11
	21	Rotokakahi Block	Hokianga	"	111 4 0
	27	Waimatanui Block	"	"	626 4 4
	28	Waoku Block	"	"	70 4 2
	29	Mangakahia Block	Whangarei	Marsden	75 2 6
	30	Waiohira Block	"	"	135 0 10
	31	Maropiu Block	Hobson	Kaipara	10 19 4
	32	Tokatoka Block	Otamatea	"	13 8 4
	33	Roto Ngaro Block	Raglan	Franklin	179 5 11
	35	Mangawhara Block	Ohinemuri	Ohinemuri	457 13 10
		Total—Auckland			£2,535 3 4
TE KUITI ROAD DISTRICT—					
37	Hauturu Block	Waitomo	Waikato	Cr. 153 16 6	
40	Kinohaku West Block	Awakino & Waitomo	Waikato and Egmont	545 19 6	
41	Kinohaku West No. 2 Block	Kawhia	Waikato	1,374 13 10	
42	Kopua Block	Kawhia and Waitomo	"	584 15 10	
44	Moeatua Block	Awakino	"	585 17 8	
46	Ngutunui Block	Waitomo	"	90 8 8	
47	Ouruwhero Block	"	"	13 11 0	
48	Pirongia West Block	Kawhia	"	27 0 1	
50	Te Kauri Block	"	"	247 6 10	
51	Te Pahu Block	Raglan	"	37 12 6	
52	Te Puhi Block	Waitomo	"	397 0 2	
53	Turoto Block	"	"	184 8 6	
54	Waiharakeke Block	Kawhia	"	137 14 8	
55	Wharepungunga Block	West Taupo	"	1,063 3 7	
56	Aurangi Block	Waitomo	Egmont	605 11 8	
57	Awakino Block	Awakino	"	300 10 10	
59	Kururau Block	Waitomo	"	1,921 0 10	
61	Mangaroa Block	"	"	7 8 0	
62	Mokau—Ohura Block	"	"	558 9 10	
64	Otanake Special Settlement Block	"	"	30 2 0	
66	Pakeho Block	"	Egmont and Waikato	6 8 0	
68	Pukenui Block	"	Egmont	38 19 0	
71	Taurangi Block	"	"	111 19 9	
72	Waikaka Block	"	"	288 0 5	
73	Wairere Block	"	"	210 17 10	
74	Waitangata Block	"	"	52 6 9	
75	Whareorino Block	Awakino	"	429 19 8	
	Total—Te Kuiti			£9,697 10 11	
ROTORUA ROAD DISTRICT—					
76	Kawaunui Block	Orotiki	Bay of Plenty	380 9 9	
77	Manawahe Block	Whakatane	"	1,494 19 9	
78	Mangorewa—Kaharoa Block	Rotorua	"	130 1 1	
80	Oamaru No. 1 Block	Opotiki	"	1,447 13 6	
81	Oamaru No. 2 Block	"	"	90 14 9	
82	Tahora No. 2 North Block	"	"	517 0 3	
83	Te Rerenga Block	Rotorua	"	45 11 6	
	Total—Rotorua			£4,106 10 7	

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
131	ROADS TO OPEN UP CROWN LANDS—continued.				£ s. d.
	HAWKE'S BAY ROAD DISTRICT—				
	87	Moanui Block	Cook	Waiapu	952 4 2
	88	Tuahu Block	"	"	64 2 3
	89	Tutamoe Block	"	"	323 11 4
	90	Waitahaia Block	Waiapu	"	795 15 4
	92	Waipaoa Block	Wairoa	Hawke's Bay	359 10 5
	94	Tamaki No. 1 Block	Waipawa	Waipawa	1,228 16 0
	95	Mangatoro No. 1A, No. 1 Block	"	Pahiatua	622 6 3
	Total—Hawke's Bay				£4,346 5 9
	TARANAKI ROAD DISTRICT—				
	96	Eao Block	Waitomo	Egmont	615 8 4
	97	Makino Block	Clifton	"	121 1 3
	98	Mangaowata Block	"	Egmont and Patea	304 2 9
	100	Rerekapa—Moanataire Block	"	Egmont	553 5 4
	101	Tirangi Block	"	"	5 0 0
	102	Waiaraia Block	"	"	14 17 4
	103	Waro Block	"	"	3 11 5
	105	Kuri Block	Stratford	Patea	60 19 0
	108	Patupuremu Block	Eltham and Hawera	"	14 1 4
	109	Taumata Block	Stratford	"	931 18 1
	Total—Taranaki				£2,624 4 10
	WANGANUI ROAD DISTRICT—				
	110	Tapui Block	West Taupo	Egmont	474 0 0
	111	Abu Ahu Block	Waitotara	Rangitikei	2,344 0 4
	112	Hikimutu Block	Waimarino	"	104 13 0
	113	Kaitieke Block	"	"	471 8 4
	114	Kaitieke South Block	"	"	164 8 5
	115	Kawautahi Block	"	"	97 1 4
	116	Kirikau Block	"	"	242 3 2
	117	Maungakaretu Block	Wanganui	"	61 12 4
	118	Ohinewairua—Pukeokahu Block	Rangitikei	"	9 4 7
	119	Retaruke Block	Waimarino	"	257 16 5
	120	Ruatiti Block	"	"	649 16 8
	121	Taonui—Maraetaua—Pukewhakapu Block	Wanganui	"	332 18 3
	122	Tupapanui Block	Waimarino	"	174 14 11
	Total—Wanganui				£5,383 17 9
	WELLINGTON ROAD DISTRICT—				
	123	Awarua 1B Block	Rangitikei	Rangitikei	2,072 15 8
	124	Nireaha Village Settlement	Eketahuna	Masterton	249 18 4
	Total—Wellington				£2,322 14 0
	NELSON ROAD DISTRICT—				
	126	Maungatapu Block	Waimea	City of Nelson	168 12 4
	128	Big Bush Block	"	Motueka	530 6 0
	129	Brewerton Block	"	"	30 6 0
	131	Glenroy Block	Inangahua	"	5 8 8
	135	Matiri Block	"	"	579 10 2
	136	Matiri East Block	"	"	343 19 0
	137	Mokihinui Block	Buller	"	70 12 9
	138	Mount Arthur Block	Takaka	"	216 19 7
	139	Mount Arthur No. 2 Block	"	"	199 8 11
	143	Owen Block	Inangahua	"	144 9 9
	144	Owen East Block	"	"	295 16 2
	145	Rainy River Block	Waimea	"	528 13 11
	146	Spooner's Range Block	"	"	53 10 7
	147	Tadmor Block	"	"	7 10 5
	148	Totaranui Block	Takaka	"	14 3 4
	150	Brighton Block	Buller	Buller	13 9 6
	151	Inangahua Block	Inangahua	"	221 14 7
	152	Maruia Block	"	"	813 5 10
	153	Maruia North Block	"	"	1,806 14 10
	154	Mid Maruia Block	"	"	12 11 2
	159	Westport Block	Buller	"	92 3 2
	Total—Nelson				£6,149 6 8
	MARLBOROUGH ROAD DISTRICT—				
	160	Rimu Gully Block	Marlborough	City of Nelson	92 13 2
	161	Bartlett's Creek Block	"	Wairau	334 10 4
	162	Pine Valley Block	"	"	255 9 11
	163	Kaitao Block	Kaikoura	Hurunui	499 17 5
	Total—Marlborough				1,182 10 10

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1908.
		ROADS TO OPEN UP CROWN LANDS— <i>continued</i> .			
		SOUTHLAND ROAD DISTRICT—			£ s. d.
131	167	Hillend Block	Southland	Wallace	108 0 0
	169	Longwood Block	Wallace	"	64 18 2
	170	Mokoreta Block	Southland	Mataura	Cr. 290 13 9
	172	Waikawa, Block II	"	"	5 0 0
	173	Waikawa No. 1 Block	"	"	17 1 2
	174	Waikawa-Otara Extension Block	"	"	107 4 0
	175	Lora Block	"	Awarua	267 8 4
	176	Otapiri Block	"	"	6 8 0
		Total—Southland			£285 5 11
		GENERAL—			
177		Blocks not specifically provided for			Cr. 109 8 1
		Vote No. 131—Total for 1907-8			38,524 2 6
		Votes 111, 112, 21, and 131—Grand total for 1907-8			321,504 17 0
		Add expenditure for previous years			*7,134,083 8 8
		Total expenditure to 31st March, 1908			£7,455,538 5 8

* Includes expenditure for certain years out of Native Land Purchase Account and Lands Improvement Account. *Vide* Table No. 2.

Vote No.	Item No.	Name of Work.	Local Body.	Net Expenditure for Year ended 31st March, 1908.
		PUBLIC WORKS FUND.		
		ROADS ON GOLDFIELDS.		£ s. d.
107	1	Assistance towards the construction and repair of roads, tramways, and tracks in mining and mineral districts, prospecting and minor works for the development of mineral resources, and for the extraction of metals from the ores	..	6,964 14 8
	2	Roads to open up mineral lands	..	249 4 1
		<i>Auckland.</i>		
	6	Cabbage Bay, Port Charles, and Cape Colville	Coromandel County	400 0 0
	7	Tairua-Whenuakite	"	100 0 0
	8	Coromandel-Kuaotunu, via Matarangi	"	121 0 0
	9	Tiki-Kaimarama	"	210 0 0
	10	Tiki-Manaia	"	100 0 0
	11	Manaia-Waikawau	"	186 0 0
	12	Mercury Bay, Whenuakite, and Boat Harbour	"	100 0 0
	14	Whitianga-Gumtown	"	142 0 0
	15	Kikowhakarere-Cabbage Bay	"	150 0 0
	16	Extending Wharf Road, Coromandel	"	135 0 0
	17	Whitianga-Kaimarama	"	100 0 0
	18	Ward's Road-Cape Colville	"	150 0 0
	19	Kauris Mahakirau	"	450 0 0
	21	Colville II-Moehau II-Harataunga I Blocks	"	100 0 0
	23	Mercury Bay Wharf (repairs)	"	200 0 0
	24	Tokatea-Kennedy Bay	"	100 0 0
	25	Kauris-Ecclestone's	"	160 0 0
	26	Midas Gully Track (repairs)	"	130 0 0
	27	Success Mine Road (repairs)	"	50 0 0
	28	Gumtown-Kapawai Goldfield	"	274 0 0
	34	Tiki-Te Koumu	"	70 0 0
	40	Coromandel-Cabbage Bay (inland)	"	50 0 0
	41	Thames-Waikawau	Thames County	222 15 2
	42	Thames-Hikutai	"	215 7 6
	43	Upper Tararu Road	"	74 0 0
	44	Hikutai-Whangamata	"	127 10 0
	45	Omahu-Whangamata	"	171 0 0
	46	Puriri-Neavesville	"	300 0 0
	47	Neavesville-Broken Hills-Upper Landing	"	255 5 10
	48	Upper Landing-Tairua	"	227 0 0
	50	Waiohahi Road	"	50 0 0
	51	Karaka Creek Road	"	50 0 0
	52	Crosbie Settlement Road	"	50 0 0
	54	Kaueranga Valley Road (protection)	"	63 6 0
	55	Hape Creek Road	"	80 0 0

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

Vote No.	Item No.	Name of Work.	Local Body.	Net Expenditure for Year ended 31st March, 1908.
ROADS ON GOLDFIELDS—continued.				
Auckland—continued.				
107	56	Tapu-Gumtown	Thames County ..	£ 174 0 0
	57	Moanataiari Road	" ..	50 0 0
	58	Tararu Creek Road	" ..	50 0 0
	59	Omahu Bridge	" ..	250 1 8
	60	Champion Mine Road	" ..	200 0 0
	62	Ohio Creek Road	" ..	50 0 0
	63	Tapu Creek Road	" ..	50 0 0
	71	Karaka Creek (clearing)	Thames Borough ..	100 0 0
	72	Hikutaia-Waihi	Ohinemuri County ..	183 0 0
	74	Paeroa-Te Aroha	" ..	52 15 0
	78	Komata Creek Road	" ..	200 0 0
	80	Bridge Road-Karangahake	" ..	100 0 0
	82	Waitekauri Hill Track	" ..	50 0 0
	83	Waitawheta-Waihi Road	" ..	25 0 0
	84	Hill Track-Willows' Camp	" ..	50 0 0
	85	Rahu Road	" ..	50 0 0
	86	Cadman Road	" ..	50 0 0
	89	Jubilee Low-level Road	" ..	93 8 0
	90	Abbot's Road, Waikino	" ..	48 18 0
	91	Te Aroha Road	" ..	100 0 0
	92	Maratoto Road	" ..	165 0 0
	93	Komata-Waitekauri	" ..	150 0 0
				£7,606 7 2
Marlborough.				
	114	Wakamarina Road and Bridges	Pelorus Road Board ..	25 6 3
	115	Deep Creek Bridge, Wakamarina	" ..	613 0 0
				£638 6 3
Nelson.				
	116	Ferntown-Pakawau	Collingwood County ..	300 0 0
	117	Takaka-Collingwood Inland Road	" ..	100 0 0
	119	Collingwood Bridge and approaches at Ferntown	" ..	2 0 6
	120	Pakawau-Tamatea	" ..	74 0 0
	121	Mangarakau Bridge and approaches	" ..	100 0 0
	126	Anatoki Track	Takaka County ..	140 0 0
	127	Vants-Bubu	" ..	98 4 6
	129	Bubu Bridge	" ..	103 17 0
	130	Bubu Springs Road	" ..	100 0 0
	131	Takaka-Collingwood Inland Road	" ..	137 3 0
	132	Pack-track, Upper Anatoki	" ..	100 0 0
	137	Takaka Bridge Protection	" ..	100 0 0
	139	Anatoki-McCallum's	" ..	100 0 0
	142	Thorpe-Baton	Waimea County ..	55 0 0
	144	Moteuka River Bridge	" ..	219 1 1
	145	Aniseed Valley Road (repairs)	" ..	200 0 0
	146	Dart River (Chandler's) Bridge	" ..	130 0 0
	147	Motueka Valley - Wangapeka	" ..	60 0 0
	151	Millerton Road (widening)	Buller County ..	100 0 0
	152	Granity Creek Southwards	" ..	50 0 0
	153	Westport-Mokihinui	" ..	100 0 0
	154	Karamea Mud-flat	" ..	150 0 0
	155	Mokihinui - Little Wanganui River Road	" ..	1,413 0 7
	157	Brighton - Grey County Boundary	" ..	150 0 0
	159	Loop-line Road	" ..	100 0 0
	160	Fox's Bridge (repairs)	" ..	50 0 0
	163	Denniston Hill Road	" ..	394 10 9
	164	Seddonville - Mokihinui Mine	" ..	50 0 0
	166	Mokihinui end of Westport Road	" ..	150 0 0
	167	Welshman's Flat Bridge	" ..	800 0 0
	168	Waimangaroa-Granity	" ..	25 0 0
	169	Charleston-Four-mile	" ..	50 0 0
	170	Fairdown-Sergeant's Hill, via railway	" ..	75 0 0
	171	Seddonville roads	" ..	175 0 0
	172	Seddonville Colliery - Township	" ..	50 0 0
	173	Millerton Township	" ..	50 0 0
	174	Mears's Road	" ..	50 0 0
	175	Denniston - Burnett's Face	" ..	250 0 0
	176	Mokihinui - Inangahua Junction	" ..	100 0 0
	177	Big Ohika Bridge	" ..	8 0 0
	178	Bullock Creek	" ..	50 0 0
	179	Dirty Mary's Creek Bridge	" ..	300 0 0
	180	Four-mile-Brighton	" ..	175 0 0
	181	Waimangaroa-Birchfield	" ..	100 0 0
	182	Road to dredges, Buller	" ..	75 0 0
	183	Road to dredge, Berlin's	" ..	25 0 0
	188	Mount Radient Track	" ..	450 0 0

TABLE NO. 4—continued.

STATEMENT showing the NET EXPENDITURE ON ROADS, &c.—continued.

Vote No.	Item No.	Name of Work.	Local Body.	Net Expenditure for Year ended 31st March, 1908.
ROADS ON GOLDFIELDS—continued.				
Nelson—continued.				
107	191	Ulster Mine Road	Inangahua County	£ 147 17 1
	193	Murray Creek Road	"	109 1 7
	194	Inangahua Bridge	"	401 14 2
	195	Progress Junction - Globe Hill	"	425 5 8
	199	O'Rorke's - Horse Terrace	"	92 1 8
	202	Blackwater Creek	"	1,398 2 3
	204	Antonio Creek Track	"	200 0 0
	205	Horse Terrace Bridge	"	104 19 3
	206	Cronadon-Caplestone	"	295 5 1
	208	Grey-Reefton-Upper Blackwater	"	100 0 0
				£10,909 4 2
Westland.				
	213	Seven-mile-Nine-mile Bluff	Grey County	325 0 0
	214	Moonlight-Blackball	"	325 0 0
	215	Taylorville Bridge	"	2 0 9
	216	Road, State Coal-mine Township	"	299 17 1
	217	Abaura-Moonlight-Shellback	"	200 0 0
	219	Arnold Bridge (approaches)	"	100 0 0
	223	Blackball - Healey's Gully	"	50 0 0
	224	Red Jack's Creek (overflow) Bridge	"	200 0 0
	225	Waterson's Road	"	150 0 0
	226	Cobden-Brighton	"	75 0 0
	229	Maori Creek-Maori Gully	"	100 0 0
	230	Brunner-Blackball	Brunner Borough	254 17 0
	231	Reefton-Hokitika-Ross	Westland County	2,704 17 1
	232	Mount Hercules Deviation	"	142 4 0
	233	Browning's Pass Track (widening)	"	150 0 0
	234	Okarito-Forks Track	"	90 0 0
	235	Kanieri Bridge	"	6 7 0
	236	Larrikin's-Loop-line'(widening)	"	200 0 0
	237	Taipo Prospecting Track	"	199 10 0
	238	Westland Reefs Prospecting Track	"	77 10 0
	239	Gillam's Gully Track Extension	"	98 0 0
	240	Wilberforce-Westland Reefs Road	"	1,488 17 4
	241	Deviation, Reefton-Hokitika-Ross Road	"	1 4 0
	242	Kapitea Bridge	"	782 7 7
	243	Koiterangi Prospecting Track	"	75 0 0
	244	Seddon's Terrace Track Extension	"	100 0 0
	245	Veronica Creek Track	"	100 0 0
	246	Totara Road	"	100 0 0
	247	Adair's Road	"	100 0 0
	248	Donnelly's Creek Bridge	Ross Borough	241 12 6
				£8,739 4 4
Otago.				
	250	Lawrence-Roxburgh	Tuapeka County	183 6 9
	252	Docherty and Hopkins (£1 for £1)	"	29 0 0
	253	Nevis Valley Roads	Vincent County	200 0 0
	254	Main Road Clyde-Tuapeka County Boundary	"	100 0 0
	256	Clyde Bridge (repairs)	"	357 3 6
	257	Devils Creek (repairs)	"	348 3 3
	258	Alexandra Bridge (repairs)	"	997 2 0
	259	Bannockburn-Coal-pit Road	"	100 0 0
	261	Garston-Nevis	Lake County	100 0 0
	262	Queenstown-Gentle Annie	"	112 0 0
				£2,526 15 6
Southland.				
	267	Colac-Round Hill	Wallace County	100 0 0
	268	Falls Creek Road	"	100 0 0
	269	Garston-Nevis	Southland County	160 0 0
	270	Waikaka Valley Road to dredging claims	"	100 0 0
	271	Waimumu Road to dredging claims	"	150 0 0
	272	Repair of road, Waikaia to dredges	"	100 0 0
	273	Parawai-Cameron's-Nokomai	"	150 0 0
				£860 0 0
				£38,493 16 2
Expenditure for year ended 31st March, 1908				38,493 16 2
Expenditure for previous years				742,955 6 9
Total expenditure to 31st March, 1908, on Roads on Goldfields				£781,449 2 11

Development of Goldfields.—Table No. 5.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1908, 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, 1870-1907.	Grants, Subsidies, 1870-1907.	Survey and Construction, 1907-1908.	Grants, Subsidies, 1907-1908.	Totals.	Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.	Totals.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
NORTH ISLAND.										
AUCKLAND PROVINCIAL DISTRICT—										
Thames ..	80,708 19 3	..	..	..	80,708 19 3	..	..	..	..	80,708 19 3
Tairua Water-race ..	..	34 5 4	..	..	34 5 4	..	..	..	..	34 5 4
Compensation, Thames Water-race ..	..	1,250 0 0	..	..	1,250 0 0	..	..	..	..	1,250 0 0
R. Kelly's water-race, Mata ..	..	40 0 0	..	..	40 0 0	..	..	..	..	40 0 0
Kuaotunu Sludge-channel ..	..	200 0 0	..	30 0 0	230 0 0	..	20 0 0	..	20 0 0	250 0 0
Drain, Te Aroha West ..	..	61 0 0	..	..	61 0 0	..	..	..	..	61 0 0
	80,708 19 3	1,585 5 4	..	30 0 0	82,324 4 7	..	20 0 0	..	20 0 0	82,344 4 7
MIDDLE ISLAND.										
WESTLAND PROVINCIAL DISTRICT—										
<i>Subsidies—</i>										
Hohonu ..	3 7 0	1,955 12 1	..	..	1,958 19 1	..	..	..	..	1,958 19 1
Hibernian ..	12 5 8	1,992 14 8	..	..	2,005 0 4	..	..	..	..	2,005 0 4
New River ..	21 5 0	3,496 0 3	..	..	3,517 5 3	..	..	..	..	3,517 5 3
Kanieri ..	1 5 6	10,310 18 4	..	..	10,312 3 10	..	..	..	..	10,312 3 10
Rimu Drainage-tunnel ..	191 19 6	..	..	32 0 0	223 19 6	..	3 0 0	..	3 0 0	226 19 6
Ross Sludge-channel ..	..	1,554 10 6	..	..	1,554 10 6	..	..	..	..	1,554 10 6
Kumara Sludge-channel No. 2 ..	..	2,762 17 2	..	..	2,762 17 2	..	..	..	..	2,762 17 2
Kumara Sludge-channel No. 3 ..	..	1,199 7 6	..	..	1,199 7 6	..	..	..	..	1,199 7 6
Kumara No. 4 Main Tail-race ..	..	1,151 10 8	..	..	1,151 10 8	..	..	..	..	1,151 10 8
Kumara No. 5 Main Tail-race ..	..	5,616 14 11	..	50 0 0	5,666 14 11	..	..	..	..	5,666 14 11
Trustees Main Tail-race, Waimea ..	..	2,081 16 8	..	212 10 0	2,294 6 8	..	..	..	..	2,294 6 8
Branch Tail-race to No. 4 Channel, Payne and party ..	..	100 0 0	..	..	100 0 0	..	..	..	..	100 0 0
Kelly's Terrace Tunnel ..	..	2,182 0 6	..	97 6 0	2,279 6 6	..	223 6 6	..	223 6 6	2,502 13 0
Quinn's Creek Water-race (purchase) ..	..	70 0 0	..	..	70 0 0	..	..	..	..	70 0 0
Raising dam, Loop-line ..	1,125 16 6	..	..	..	1,125 16 6	..	..	..	..	1,125 16 6
Ngahere-Blackball ..	..	200 0 0	..	..	200 0 0	..	..	..	..	200 0 0
Donnelly's Creek Tail-race ..	..	444 4 5	..	..	444 4 5	..	..	..	..	444 4 5
Purchase of Byrne, O'Hallahan, and Murdoch's water-rights ..	..	35 0 0	..	..	35 0 0	..	..	..	..	35 0 0
Jones Creek Storm-channel ..	100 0 0	75 0 0	..	150 0 0	325 0 0	..	..	..	..	325 0 0
Back Creek Water-race ..	330 1 0	..	..	..	330 1 0	..	..	..	..	330 1 0
<i>Government Works—</i>										
Waimea-Kumara ..	194,888 10 1	..	245 19 5	..	195,134 9 6	..	135 0 0	..	135 0 0	195,269 9 6
Wainihinihi Water-race ..	14,152 17 7	..	..	..	14,152 17 7	..	..	..	..	14,152 17 7
Mikonui ..	25,927 4 6	..	..	..	25,927 4 6	..	..	..	..	25,927 4 6
NELSON PROVINCIAL DISTRICT—										
<i>Government Works—</i>										
Nelson Creek ..	90,722 10 8	..	..	..	90,722 10 8	..	..	..	..	90,722 10 8
Napoleon Hill ..	257 16 7	..	..	..	257 16 7	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,651 15 3	..	..	300 0 0	15,951 15 3	..	200 0 0	..	200 0 0	16,151 15 3
Black's Point ..	244 9 0	..	..	..	244 9 0	..	..	..	..	244 9 0
Carried forward ..	343,631 3 10	35,228 7 8	245 19 5	841 16 0	379,947 6 11	..	561 6 6	..	561 6 6	380,508 13 5

Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1908, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1907.	Net Expenditure during 12 Months ended 31st March, 1908.	Total Net Expenditure to 31st March, 1908.	Liabilities on 31st March, 1908.	Total Net Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Assistance towards prospecting* ..	23,885 17 9	1,739 13 0	25,625 10 9	2,620 5 7	28,245 16 4
Purchase of diamond-drills ..	5,322 17 3	1,974 0 7	7,296 17 10	..	7,296 17 10
Prospecting deep levels, Thames,—					
Queen of Beauty shaft subsidy ..	25,000 0 0	..	25,000 0 0	..	25,000 0 0
Inspector's fee ..	500 0 0	..	500 0 0	..	500 0 0
Cost and expenses, purchase, plant, &c. ..	5,748 17 5	181 14 7	5,930 12 0	..	5,930 12 0
Lowering water, Queen of Beauty shaft ..	400 0 0	..	400 0 0	..	400 0 0
Deepening and unwatering Queen of Beauty shaft ..	..	1,973 2 0	1,973 2 0	..	1,973 2 0
Purchase of Cassrell's and Bennett's leaseholds, Paeroa ..	2,250 0 0	..	2,250 0 0	..	2,250 0 0
Compensation Proclamation of Rivers Water Conservation—	40,223 0 7	101 6 8	40,324 7 3	..	40,324 7 3
Reports on Coromandel Harbour and Kuaotunu Sludge-channel ..	80 12 6	..	80 12 6	..	80 12 6
Engineer's salary and expenses ..	3,219 0 2	..	3,219 0 2	..	3,219 0 2
Reports on Ross Flat ..	284 10 8	..	284 10 8	..	284 10 8
Eweburn Reservoir ..	16,459 15 10	..	16,459 15 10	..	16,459 15 10
Home Gully Dam ..	1,028 0 6	..	1,028 0 6	..	1,028 0 6
Compensation, Owen Roberts ..	75 0 0	..	75 0 0	..	75 0 0
Telephone-line, Bannockburn to Nevis ..	50 0 0	..	50 0 0	..	50 0 0
Resumption of land ..	862 7 0	..	862 7 0	..	862 7 0
Water-supplies for Mining Town- ships—					
Waitekauri ..	445 2 5	..	445 2 5	..	445 2 5
Karangahake ..	607 6 5	..	607 6 5	..	607 6 5
Mackeytown ..	351 0 0	..	351 0 0	..	351 0 0
Clyde ..	1,121 13 2	..	1,121 13 2	..	1,121 13 2
Alexandra ..	600 0 0	..	600 0 0	..	600 0 0
Ophir ..	..	..	..	150 0 0	150 0 0
Thames Drainage Board contribution ..	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Waimumu Main Tail-race ..	1,339 13 0	110 13 3	1,450 6 3	..	1,450 6 3
Charlton Creek Main Tail-race ..	408 7 1	..	408 7 1	..	408 7 1
Totals ..	131,263 1 9	6,080 10 1	137,343 11 10	2,770 5 7	140,113 17 5

* Expenditure prior to 31st March, 1894, £2,630 16s. 2d.

TABLE No. 6.

STATEMENT showing the EXPENDITURE on TELEGRAPHS out of Public Works Fund to 31st March, 1908, and the Liabilities on that Date.

Line.	Expenditure during Twelve Months ended 31st March, 1908.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Telephone Exchanges,—		
Ashburton ..	24 18 1	
Auckland ..	5,730 15 7	
Blenheim ..	108 9 11	
Christchurch ..	5,583 17 6	
Dannevirke ..	28 8 8	
Dunedin ..	3,734 17 2	
Feilding ..	78 16 3	
Gisborne ..	660 15 1	
Greymouth ..	34 12 9	
Hamilton ..	144 15 11	
Hawera ..	55 1 1	
Hokitika ..	37 15 10	
Invercargill ..	4,226 15 5	
Lawrence ..	2 14 0	
Levin ..	183 18 0	
Masterton ..	239 10 10	
Napier ..	1,162 17 2	
Nelson ..	79 4 6	
New Plymouth ..	269 4 5	
Oamaru ..	34 12 8	
Pahiatua ..	34 7 3	
Carried forward ..	22,456 8 1	..

TABLE NO. 6—continued.

STATEMENT showing EXPENDITURE ON TELEGRAPHS out of Public Works Fund—continued.

Line.	Expenditure during Twelve Months ended 31st March, 1908.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.
Brought forward	22,456	8	1			
Telephone Exchanges—continued.						
Palmerston North	461	3	7			
Rotorua	25	5	1			
Stratford	8	1	9			
Thames	323	19	0			
Timaru	1,132	15	7			
Wanganui	1,424	2	10			
Wellington	5,706	11	10			
Westport	3	10	2			
Whangarei	196	3	5			
Telephone Exchanges	31,738	1	4			
New Wires,—						
Kaimaumu (Cape Maria van Diemen)	26	14	2			
Mangatete (branch off Mangonui-Herekino line)	0	7	0			
Herekino-Pukepoto (Mangonui)	1	14	6			
Mangonui-Kaiaka	1	0	6			
Kohukohu-Motukaraka	20	17	6			
Towai-Marlow	70	10	0			
Whangao-Hupara	26	2	0			
Hukerenui-Riponui	36	3	2			
Hangatiki-Waitomo	93	3	10			
Matakohe-Araroa	1	7	6			
Matakohe-Hukatere (Waihungarua)	1	3	0			
Pouto-Tangaihi	0	2	6			
Waihaha	3	14	0			
Hukerenui-Piako	5	17	7			
Waipu-Ruakaka	8	9	6			
Whakapirau-Batley	0	6	11			
Mareretu (Waipu-Paparoa line)	11	8	11			
Helensville-Woodhill	16	2	7			
Papakura-Manurewa	12	17	2			
Auckland-Hamilton	55	9	4			
Glenmurray-Woodleigh	79	13	8			
Kawhia-Oparau-Hauturu-Kinohaku-Temaika - Te Raua-meia	11	4	6			
Oporure-Paemako	88	19	11			
Piopia-Mairoa	111	12	6			
Pokeno-Maungatawhiri	5	9	9			
Rangiriri-Churchill	4	1	0			
Huntly-Ngaruawahia-Hamilton	37	16	6			
Ngaruawahia - Te Kowhai	71	16	9			
Ngaruawahia-Horotui	2	4	2			
Te Kuiti - Aria	43	17	9			
Cabbage Bay - Port Charles	193	11	8			
Taniwha-Matahuru	82	8	4			
Tauwhare-Eureka	78	14	0			
Hamilton-Gordonton	151	8	8			
Hamilton-Cambridge	68	5	7			
Hamilton-Tuhokaramea	1	5	9			
Hamilton-Ohaupo - Te Awamutu	53	4	9			
Hamilton-Newstead-Matangi	75	2	1			
Ohaupo-Kaipaki	20	0	11			
Ongarue-Ohura-Tatu - Niho Niho	1	3	0			
Otorohanga-Raurimu	92	10	9			
Waharoa-Walton	1	18	5			
Cambridge-Karapiro	19	14	0			
Cambridge-Maungatautari	39	17	2			
Mokai (off Taupo-Atiamuri line)	136	0	4			
Tengae	0	7	6			
Rotorua - Okere Falls	11	13	10			
Rotorua - Te Wairoa	128	6	1			
Muripara	232	0	3			
Thames-Tauranga	104	6	1			
Puriri-Nevesville-Hikuai	341	12	6			
Paeroa-Netherton	71	5	7			
Te Aroha - Paeroa	57	14	0			
Aongatete (branch off Tauranga-Katikati wire)	1	7	0			
Taupo-Tokaanu	197	8	0			
Pongakawa-Matata	41	15	1			
Otarere	1	8	0			
Taneatua-Waimana	2	8	3			
Taneatua-Opouriao	20	13	6			
Te Karaka - Motu	152	8	11			
Gisborne-Patutahi	51	3	0			
Carried forward	3,321	11	2			

TABLE No. 6—continued.

STATEMENT showing EXPENDITURE ON TELEGRAPHS out of Public Works Fund—continued.

Line.	Expenditure during Twelve Months ended 31st March, 1908.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Brought forward	3,321 11 2	
New Wires—continued.		
Wharerata—Morere	10 16 7	
Gisborne—Mangapapa Valley	76 12 5	
Tokomaru Bay—Port Awanui	117 12 3	
Tokomaru Bay—Hikuwai	42 14 3	
Waipiro Bay—Te Puia Springs	3 15 6	
Dannevirke—Mangatoro—Weber	25 17 8	
Dannevirke—Ormondville	17 16 0	
Ngapaeruru—Mangahei	0 9 0	
Pongaroa—Waione	138 15 9	
Mangatoro—Awariiki	22 3 0	
Mangatoro—Mangatuna	50 13 6	
Napier—Hastings—Dannevirke	31 8 4	
Napier—Wairoa Metallic Circuit	146 0 0	
Stratford—Douglas	52 10 11	
Tongaporutu—Okau	107 5 3	
New Plymouth—Mahoenui	192 8 0	
Eltham—Stratford Metallic Circuit	6 5 9	
Normanby—Okaiawa	10 13 0	
Mokoia—Whakamara—Meremere	52 8 2	
Matapu	28 8 3	
Waitotara—Taumatatahi	7 3 2	
Wanganui—Sedgebrook	0 10 0	
Wanganui—Eastown	0 6 0	
Makirikiri—Katatahi	0 19 10	
Marton—Bulls—Feilding	146 8 4	
Marton—Taihape	379 10 3	
Marton—Crofton	3 13 3	
Hunterville—Sandon Block	9 0 11	
Hunterville—Moturakau	3 10 4	
Bunnythorpe—Marton—Marton Junction	96 18 5	
Taihape—Waiouru	0 2 0	
Taihape—Rangataua	14 15 8	
Taihape—Raetihi	104 2 4	
Wellington Conduit System	111 1 6	
Wellington—Masterton	223 15 9	
Wellington—Lyell Bay	29 4 0	
Wellington—Hutt	44 8 3	
Lyell Bay—White's Bay	155 14 0	
Pahautanui—Paekakariki	3 7 0	
Upper Hutt—Akatarawa	0 10 0	
Greytown North—Matarawa	19 17 2	
Greytown—Morrison's Bush	13 8 4	
Martinborough—Ngarara (Tableland)	10 1 6	
Martinborough—Dyer Settlement	16 9 6	
Featherston—Martinborough	58 14 10	
Rongotea—Kaimatarau	30 0 4	
Foxton—Motua	27 4 9	
Tiakitahuna	0 15 0	
Shannon—Moutoa	18 18 7	
Masterton—Pahiatua	26 4 9	
Masterton—Palmerston North	172 14 11	
Palmerston North—Bunnythorpe	22 3 1	
Palmerston North—Shannon	147 15 11	
Apiti—Table Flat	7 10 8	
Woodville—Hopelands	2 10 6	
Pahiatua—Mangatainoka	2 0 0	
Palmerston North—Ashhurst	3 4 6	
Tane Extension	21 5 6	
Mangamaire—Marima	36 3 7	
Whareama—Carswells	24 0 7	
Rangiwia—Ruahine	65 8 1	
Makuri—Coonoor	150 1 5	
Waimiro—Maku	1 0 0	
Saunders—Pori	45 14 11	
Tiraumea—Haunui	19 10 9	
Waterfalls—Waihoki	24 18 1	
Blenheim—Molesworth	1,187 7 3	
Kaituna—Onamalutu	69 15 2	
Havelock—Nydia Bay	356 14 4	
Fitzroy Bay—Pelorus	0 14 2	
Havelock—Whangamoa	15 18 0	
Havelock—Okaramio	79 2 0	
Blenheim—White's Bay	35 3 6	
Whakatahuri—Okoha	3 15 0	
Tory Channel	508 4 7	
Anatimo—Wainui Bay	8 1 7	
Carried forward	8,983 18 7	

TABLE NO. 6—continued.

STATEMENT showing EXPENDITURE ON TELEGRAPHS out of Public Works Fund—continued.

Line.	Expenditure during Twelve Months ended 31st March, 1908.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Brought forward	8,983 18 7	
New Wires—continued.		
Tadmor-Manu	8 4 0	
Kiwi	0 14 4	
Tapawera - Stanley Brook	1 17 7	
Motupipi-Totaranui	5 12 0	
Richmond Brook	24 6 8	
Nelson-Blenheim	269 10 1	
Nelson - French Pass	631 0 6	
Stephen's Island	166 1 2	
Grove-Whangamoa	0 13 6	
Murchison-Hinehaka (The Punt)	8 11 3	
Karamea-Flagstaff	60 8 0	
Murchison - Glenroy-Upper Matakitaki	204 2 7	
Greymouth-Westport	118 3 11	
Greymouth State Collieries	5 4 0	
Greymouth-Teremakau	1 13 0	
Greymouth-Reefton-Westport	388 18 1	
Little Grey Junction - Ikamatua	0 2 0	
Reefton - Upper Blackwater	69 4 2	
Reefton-Waiutu	33 4 2	
Bruce Bay - Okura	524 16 3	
Mahitahi-Okura	702 17 9	
Waitaha Settlement	0 2 0	
Hokitika-Tetaho	19 6 9	
Hokitika-Ross	41 16 8	
Hokitika-Callaghan's	1 9 0	
Kanieri-Kanieri Lake	194 8 2	
Culverden - Upper Waiatu Ferry	29 17 0	
Springburn-Staveley	6 11 1	
Springburn-Alford Forest	3 0 4	
Castlehill (cut in Springfield-Bealey Line)	3 5 5	
Ashburton-Elgin	0 18 0	
Cust - West Eyreton	0 13 2	
Cust - Mount Thomas	282 0 6	
Doyleston-Brookside	82 15 0	
Doyleston-Southbridge	32 18 2	
Medbury - The Peaks	225 17 4	
Balcairn - Amberley Metallic Circuit	6 9 8	
Ashley Bank-Loburn	1 19 4	
Christchurch - Rangiora Metallic Circuit	118 8 0	
Eyreton-Kaipoi	138 0 0	
Christchurch-Opawa	0 11 6	
Christchurch Tramway Board	73 16 8	
Christchurch - Timaru Metallic Circuit	4 15 7	
Hilltop	3 9 0	
Little River - Puahu	38 1 10	
Parnassus Ford	1 5 1	
Kaikoura-Greenhills	84 18 7	
Lake Pukaki - Hermitage	187 9 6	
Tekapo-Pukaki	905 1 5	
Studholme Junction - Willowbridge	25 13 7	
Hilton-Waipai	223 15 5	
Lake Tekapo - Balmoral	4 6 4	
St. Andrew's Metallic Circuit	89 0 5	
Makikihi-Otaio	9 7 0	
Makikihi-Hunter	0 16 4	
Geraldine - Kakahu Bush	0 19 0	
Timaru - Waimate Metallic Circuit	37 4 6	
Albert Town - Makarora	766 4 7	
Heriot-Kelso	26 16 3	
Catlin's River - Tautuku	656 9 2	
Owaka-Katea	59 1 11	
South Hillend - Awamongu - Pukepito	352 5 3	
Balclutha - Owaka (Morse)	210 9 0	
Ranfurly (Morse)	11 10 2	
Patearoa-Paerau	62 9 8	
Sutton-Middlemarch	10 11 7	
Puketeraki-Karitane	32 15 2	
Waikouaiti	9 8 0	
Waitati Bureau	3 4 7	
Dunedin-Oamaru	856 6 0	
Dunedin-Gore Metallic Circuit	839 17 8	
Dunedin-Berwick	6 18 0	
Evensdale (lead off Waikouaiti Metallic Circuit)	2 12 0	
Mossburn-Matuku	125 13 3	
Greenhills-Mokomoko	65 15 4	
Brown's-Hokonui	2 13 11	
Carried forward	19,190 12 5	

TABLE No 6—continued.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Public Works Fund—continued.

Line.	Expenditure during Twelve Months ended 31st March 1908.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Brought forward	19,190 12 5	..
New Wires—continued.		
Wyndham—Moutoroa	2 9 0	
Hekeia—Riverton	16 15 10	
Invercargill—Otautau	91 17 0	
Colac Bay—Centre Island (new cable)	125 18 8	
Invercargill—Makarewa	21 8 3	
Queenstown—Arthur's Point	2 9 11	
Atipiri Gorge	66 9 3	
Riversdale—Waikaia	44 11 6	
Edendale—Brydone	10 6 9	
Wyndham	59 16 7	
Otara—Slope Point	165 15 6	
Pukerau—Waikoikoi	140 0 0	
Wyndham—Mokoreta	302 5 6	
Otara—Haldane	1 10 0	
Tuatapere—Puysegur	950 16 7	
Clifden—Lillburn	3 7 2	
Te Tua	3 8 4	
Glade House—Milford Sound	87 5 10	
Dalmore—Pahia	0 10 0	
New wires	21,287 14 1	
Total, telephone exchanges and new wires	53,025 15 5	
Purchase of material	102,465 13 1	
	155,491 8 6	
Expenditure to 31st March, 1907	1,324,244 15 0	
Liabilities to 31st March, 1908	..	1,479,736 3 6
		103,550 0 0
Total expenditure and liabilities	..	£1,583,286 3 6

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1908, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1907.	Expenditure for Year ended 31st March, 1908.	Total Expenditure to 31st March, 1908.	Liabilities on Authorities, Contracts, &c., 31st March, 1908.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial	562,231 8 6	28,937 18 6	591,169 7 0	5,324 7 10	596,493 14 10
Postal and Telegraph	484,632 17 10	43,723 10 5	528,356 8 3	8,458 12 7	536,815 0 10
Customs	46,653 1 9	47 8 6	46,700 10 3	2,103 17 8	48,804 7 11
Offices for Public Departments	253,694 16 0	13,624 2 0	267,318 18 0	20,107 2 4	287,426 0 4
Hospitals for Mental Diseases	541,805 5 10	7,986 18 4	549,792 4 2	685 18 8	550,478 2 10
Alexandra Depot, Wellington	8,018 6 2	43 10 0	8,061 16 2	..	8,061 16 2
School Buildings	1,454,249 19 6	100,196 19 0	1,554,446 18 6	..	1,554,446 18 6
Hospitals	79,763 8 7	15,687 19 6	95,451 8 1	4,546 12 6	99,998 0 7
Quarantine Stations	6,863 19 5	..	6,863 19 5	..	6,863 19 5
Survey	543 4 5	..	543 4 5	..	543 4 5
Parliament Buildings	63,371 13 0	4,118 10 0	67,490 3 0	17,661 15 10	85,151 18 10
Government House, Auckland	4,940 0 4	518 5 9	5,458 6 1	25 0 0	5,483 6 1
Wellington	8,331 0 2	..	8,331 0 2	..	8,331 0 2
Agricultural	16,819 3 0	1,690 10 11	18,509 13 11	1,270 4 0	19,779 17 11
Public Health	20,271 8 1	7,385 1 10	27,656 9 11	65 14 9	27,722 4 8
Miscellaneous	26,372 2 5	2,074 13 3	28,446 15 8	78 18 6	28,525 14 2
Totals	3,578,561 15 0	226,035 8 0*	3,804,597 3 0	60,328 4 8	3,864,925 7 8

* Includes "Unauthorised" £6,887 6s. 1d.

TABLE No. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Public Works Fund, to 31st March, 1908, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1907.			Net Expenditure during 12 Months ended 31st March, 1908.			Total Expenditure to 31st March, 1908.			Liabilities on Authorities, Contracts, &c., to 31st March, 1908.			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 Brett	..	..	..	4	2	6	..	4	2	6	..	..	..	4	2
Cape Campbell	4,218	3	9	..	..	..	4,218	3	9	..	..	..	4,218	3	9
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 Kidnappers	2,109	11	7	..	..	..	2,109	11	7	..	..	..	2,109	11	7
Cape Maria van Diemen	7,614	13	11	..	..	..	7,614	13	11	..	..	..	7,614	13	11
Cape Palliser	6,712	9	6	..	..	..	6,712	9	6	..	..	..	6,712	9	6
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
East Cape	9,270	13	9	..	..	..	9,270	13	9	..	..	..	9,270	13	9
Fog-signals	..	..	..	664	2	4	..	664	2	4	..	..	..	664	2
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
Jack's Point	1,204	10	9	..	..	..	1,204	10	9	..	..	..	1,204	10	9
Kahurangi Point	9,528	1	1	..	..	..	9,528	1	1	..	..	..	9,528	1	1
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
Moko Hinou	8,185	11	0	..	..	..	8,185	11	0	..	..	..	8,185	11	0
Nugget Point (dwellings)	..	..	..	746	6	6	..	746	6	6	..	..	..	746	6
Portland Island	6,554	14	5	..	..	..	6,554	14	5	..	..	..	6,554	14	5
Puysegur Point	9,958	19	5	..	..	..	9,958	19	5	..	..	..	9,958	19	5
Stephen Island	9,454	11	11	0	6	6	9,454	18	5	..	..	..	9,454	18	5
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
Tuahine Point	..	..	..	1	13	6	..	1	13	6	..	..	..	1	13
Waipapapa Point	5,969	18	11	..	..	..	5,969	18	11	..	..	..	5,969	18	11
Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella"	20,866	18	1	..	..	..	20,866	18	1	..	..	..	20,866	18	1
Total Lighthouses	162,855	7	7	1,416	11	4	164,271	18	11	..	..	..	164,271	18	11
HARBOUR WORKS.															
Horeke Wharf	..	..	..	250	0	0	..	250	0	0	..	..	..	250	0
Kaipara, removal of rocks	8	11	6	4	18	0	..	13	9	6	..	..	..	13	9
Raupo, Otamatea, wharf repairs	Cr. 45	10	0	Cr. 34	18	9	Cr. 80	8	9	..	..	Cr. 80	8	9	
Maungaturoto Wharf	250	0	0	..	..	..	250	0	0	..	..	..	250	0	0
Wharf at Howick	1,087	18	2	..	..	..	1,087	18	2	..	..	..	1,087	18	2
Manukau Wharf at Sandspit	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Pollok Wharf, Manukau	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Whangarei Heads Wharf	600	0	0	..	..	..	600	0	0	..	..	..	600	0	0
Waipu, improvement of river	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Waiwera Wharf	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
Wade River, clearing	37	4	2	67	7	4	104	11	6	..	..	104	11	6	
Puhoi River, clearing	1	12	0	78	7	0	79	19	0	..	..	79	19	0	
Matakana Wharf	556	10	3	..	..	..	556	10	3	..	..	..	556	10	3
Onehunga, examining-room and office	194	3	2	..	..	..	194	3	2	..	..	..	194	3	2
Onehunga, dredging, &c., near wharf	758	8	3	..	..	..	758	8	3	..	..	..	758	8	3
Orua Bay Wharf	144	16	4	..	..	..	144	16	4	..	..	..	144	16	4
Huia Wharf	..	..	..	2	2	3	..	2	2	3	..	..	..	2	2
Graham Beach Wharf	50	0	0	..	..	..	50	0	0	..	..	..	50	0	0
Waitemata : Deep Creek Wharf	50	0	0	..	..	..	50	0	0	..	..	..	50	0	0
Waiuku Channel	357	11	6	..	..	..	357	11	6	..	..	..	357	11	6
Mercury Bay Wharf	253	14	6	..	..	..	253	14	6	..	..	..	253	14	6
Coromandel Wharf	Cr. 0	10	0	..	..	..	Cr. 0	10	0	..	..	Cr. 0	10	0	
Opotiki Wharf	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Waikokopu Harbour	587	12	2	64	0	0	651	12	2	..	..	651	12	2	
Wairoa Harbour	1,500	0	0	..	..	..	1,500	0	0	..	..	..	1,500	0	0
Nuhaka, land for harbour purposes	141	12	6	..	..	..	141	12	6	..	..	..	141	12	6
Napier Harbour	3,597	14	9	..	..	..	3,597	14	9	..	..	..	3,597	14	9
Mokau Wharf	312	13	9	..	..	..	312	13	9	..	..	..	312	13	9
Waitara Harbour	2,000	0	0	..	..	..	2,000	0	0	..	..	..	2,000	0	0
Waikawau River, removal of rock at entrance	..	..	..	50	0	0	..	50	0	0	..	..	..	50	0
Patea River, removing eel-weirs	50	0	0	..	..	..	50	0	0	..	..	..	50	0	0
Waitotara River, snagging	..	..	..	221	1	6	..	221	1	6	19	5	2	240	6
Manawatu River, snagging	214	13	3	..	..	..	214	13	3	..	..	..	214	13	3
Foxton Marine Reserve, Protection of Castlepoint Jetty	50	0	0	..	..	..	50	0	0	..	..	..	50	0	0
.. .. .	51	14	1	..	..	..	51	14	1	..	..	..	51	14	1

TABLE No. 8—*continued.*STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES, out of Public Works Fund—*continued.*

	Total Expenditure to 31st March, 1907.	Net Expenditure during 12 Months ended 31st March, 1908.	Total Expenditure to 31st March, 1908.	Liabilities on Authorities, Contracts, &c., to 31st March, 1908.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Picton, removal of old wharf ..	94 0 0	..	94 0 0	..	94 0 0
Havelock Harbour ..	159 0 11	..	159 0 11	..	159 0 11
Nelson, dredging harbour ..	2,806 15 8	..	2,806 15 8	..	2,806 15 6
Motueka Wharf, protection ..	300 0 0	..	300 0 0	..	300 0 6
Tata Islands harbour of refuge ..	..	14 8 6	14 8 6	..	14 8 8
Takaka Harbour ..	4 1 6	..	4 1 6	..	4 1 0
Collingwood Harbour ..	1,170 18 8	..	1,170 18 8	..	1,170 18 8
Pakawau Wharf ..	2 0 0	..	2 0 0	..	2 0 0
Little Wanganui Wharf, wharf approach, and snagging river ..	336 0 10	..	336 0 10	..	336 0 10
Karamea Wharf ..	559 19 11	..	559 19 11	..	559 19 11
Karamea River improvements ..	622 10 6	39 14 10	662 5 4	..	662 5 4
Karamea Harbour Light ..	..	100 3 11	100 3 11	..	100 3 11
Westport Harbour ..	14,110 18 7	..	14,110 18 7	..	14,110 18 7
Point Elizabeth Harbour ..	673 1 7	742 5 0	1,415 6 7	..	1,415 6 7
Greymouth Harbour ..	127,233 19 6	..	127,233 19 6	..	127,233 19 6
Hokitika Harbour ..	58,780 5 10	..	58,780 5 10	..	58,780 5 10
Okarito Harbour ..	1,238 3 11	141 13 8	1,379 17 7	..	1,379 17 7
Okuru Wharf ..	450 0 0	50 0 0	500 0 0	..	500 0 0
Martin's Bay, removal of rock ..	5 0 0	..	5 0 0	..	5 0 0
Holyford River, removal of rocks ..	..	0 18 2	0 18 2	..	0 18 2
Jackson's Bay Jetty ..	32 6 4	..	32 6 4	..	32 6 4
Cape Campbell Lighthouse Jetty ..	6 5 0	..	6 5 0	..	6 5 0
Kaikoura Jetty and Harbour ..	3,000 17 3	..	3,000 17 3	..	3,000 17 3
Kaikoura Wharf ..	..	500 0 0	500 0 0	..	500 0 0
Akaroa-Le Bon's Bay Wharf, repairs ..	55 0 0	..	55 0 0	..	55 0 0
Lyttelton, reclamation-works, Sticking Point ..	1,910 18 10	..	1,910 18 10	..	1,910 18 10
Port Levy Jetty ..	250 0 0	..	250 0 0	..	250 0 0
Timaru Harbour ..	100,000 0 0	..	100,000 0 0	..	100,000 0 0
Chatham Islands: Waitangi, removal and extension of wharf and store ..	90 0 0	..	90 0 0	..	90 0 0
Chatham Islands: Shed at Pitt Island ..	1 10 0	..	1 10 0	..	1 10 0
Taiaroa Heads Lighthouse, enlarging and repairing dwelling ..	83 7 1	..	83 7 1	..	83 7 1
Moeraki Boat-slip ..	..	175 0 0	175 0 0	..	175 0 0
Dunedin, St. Clair, protection of Ocean Beach ..	532 12 8	..	532 12 8	..	532 12 8
Waikouaiti River improvements ..	..	100 0 0	100 0 0	..	100 0 0
Toitoto Jetty ..	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Balclutha Jetty ..	250 0 0	..	250 0 0	..	250 0 0
Tautuku Wharf and River improvements ..	..	200 0 0	200 0 0	..	200 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
Stewart Island Wharf, Horseshoe Bay ..	230 0 0	..	230 0 0	..	230 0 0
Stewart Island, snagging Fresh-water River ..	..	100 0 0	100 0 0	..	100 0 0
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 ..	333,253 7 3	2,867 1 5	336,120 8 8	19 5 2	336,139 13 10
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 ..	245,108 3 10	2,579 7 1	247,687 10 11	64 4 11	247,751 15 10
Land for depots and batteries ..	38,327 14 6	..	38,327 14 6	..	38,327 14 6
Total Harbour Defences ..	521,547 16 1	2,579 7 1	524,127 3 2	64 4 11	524,191 8 1
Grand total ..	1,017,656 10 11	6,862 19 10	1,024,519 10 9	83 10 1	1,024,603 0 10

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1908.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR
1907-8.*Prepared in compliance with Section 8 of "The Public Works Act, 1905."*

SIR, —

Public Works Department, Wellington, 30th May, 1908.

In compliance with the 8th section of "The Public Works Act, 1905," I enclose a statement of the expenditure during the preceding financial year on all works and services chargeable to the Public Works Fund.

I have, &c.,

WM. HALL-JONES,

Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT of NET EXPENDITURE on all WORKS and SERVICES chargeable to the PUBLIC WORKS
FUND for the Year 1907-8.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
			£	£ s. d.	£ s. d.	£ s. d.
XXVII	92	PUBLIC WORKS FUND. Public Works, Departmental ..	23,886	18,789 18 4	762 17 1	18,027 1 3
XXVIII	93, 94	Railways ..	1,141,000	1,084,967 2 6	28,041 5 2	1,056,925 17 4
XXIX	95	Utilisation of Water-power ..	2,000	325 8 6	13 15 0	314 13 6
XXX	96-104	Public Buildings ..	269,350	227,105 2 6	7,957 0 7	219,148 1 11
XXXI	105-107	Lighthouses, Harbour-works, and Harbour Defences ..	12,700	7,362 17 4	499 17 6	6,862 19 10
XXXII	108	Tourist and Health Resorts ..	39,511	45,580 8 7	553 17 6	45,026 11 1
XXXIII	109	Immigration ..	10,000	20,591 9 7	11,460 12 0	9,130 17 7
XXXIV	110-114	Roads, Bridges, and other Public Works ..	518,763	331,602 5 1	7,885 5 9	323,716 19 4
XXXV	115	Development of Goldfields ..	33,500	8,666 12 2	35 0 0	8,631 12 2
XXXVI	116	Purchase of Native Lands ..	7,000	2,383 19 2	193 10 0	2,190 9 2
XXXVII	117	Telegraph Extension ..	105,000	170,867 10 6	15,376 2 0	155,491 8 6
XXXVIII	118	Rates on Native Lands ..	1,000	836 17 6	..	836 17 6
XXXIX	119	Contingent Defence ..	20,000	28,886 11 1	10,312 2 1	18,574 9 0
XL	120-122	Lands Improvement ..	17,500	11,083 7 10	1,522 14 9	9,560 13 1
		Unauthorised ..	..	7,409 6 2	283 18 9	7,125 7 5
		Total Public Works Fund ..	2,201,210	1,966,461 16 10	84,897 18 2	1,881,563 18 8

G. J. CLAPHAM,

Accountant.

H. J. H. BLOW,

Under-Secretary.

Examined and found correct.

J. K. Warburton,

Controller and Auditor-General.

NOTE.—Charges and expenses of raising loans, and expenditure on Waikaka Branch railway, not included in above figures.

(Details on next page.)

Vote. No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure
		£	£ s. d.	£ s. d.	£ s. d.
PUBLIC WORKS FUND.					
92	Public Works, Departmental— Public Works, Departmental	23,886	18,789 18 4	762 17 1	18,027 1 3
	Railways—				
	Railway-construction—				
	Kawakawa—Grahamtown	15,000	9,214 13 2	22 0 0	9,192 13 2
	Helensville Northwards	40,000	28,599 4 3	188 14 0	28,410 10 3
	Gisborne—Rotorua	20,000	9,254 8 6	6 4 0	9,248 4 6
	Stratford—Ongarue	20,000	12,532 12 6	167 10 11	12,365 1 7
	Sentry Hill—New Plymouth Deviation	15,000	11,742 10 2	..	11,742 10 2
	Mount Egmont Branch	15,000	8,371 3 3	4 2 6	8,367 0 9
	Marton—Te Awamutu	330,000	354,464 3 8	24,239 11 4	330,224 12 4
	Blenheim—Waipara	40,000	29,732 6 3	171 7 8	29,560 18 7
	Culverden—Rotherham—Hanmer (Motor-cars)	4,000	3,797 12 2	..	3,797 12 2
	Culverden—Rotherham—Hanmer (bridging Rivers and improving Road)	5,000	22 1 10	..	22 1 10
93	Midland Railway	60,000	65,731 7 2	298 18 2	65,432 9 0
	Midland abandoned Line, Belgrove—Tophouse (clearing Noxious Weeds)	..	28 8 0	..	28 8 0
	Westport—Inangahua	10,000	8,504 12 0	..	8,504 12 0
	Ngahere—Blackball	15,000	17,630 8 0	326 0 0	17,304 8 0
	Greymouth—Hokitika (Extension to Ross)	20,000	13,553 2 2	7 0 0	13,546 2 2
	Otago Central	10,000	8,028 9 10	265 5 10	7,763 4 0
	Lawrence—Roxburgh	20,000	12,213 2 2	..	12,213 2 2
	Catlin's—Waimahaka	40,000	19,410 17 6	100 6 11	19,310 10 7
	Riversdale—Switzers	8,000	5,664 6 6	60 0 0	5,604 6 6
	Orepuki—Waiau	20,000	10,760 8 1	33 19 0	10,726 9 1
	Land Claims and other Old Liabilities on Construction Account	1,000	472 11 6	3 0 0	469 11 6
	Surveys, New Lines of Railway	2,000	3,254 12 2	..	3,254 12 2
	Permanent-way Materials	70,000	86,553 3 11	784 13 10	85,768 10 1
94	Additions to Open Lines	361,000	365,430 17 9	1,362 11 0	364,068 6 9
95	Utilisation of Water-power— Utilisation of Water-power	2,000	328 8 6	13 15 0	314 13 6
	Public Buildings—				
96	General	34,600	23,228 7 10	2,849 6 10	20,379 1 0
97	Judicial	30,500	28,166 5 3	3 6 9	28,162 18 6
98	Postal and Telegraph	45,650	38,387 1 5	663 11 0	37,723 10 5
99	Customs	1,800	47 8 6	..	47 8 6
100	Agricultural	3,000	1,690 10 11	..	1,690 10 11
101	Hospitals and Charitable Institutions	21,800	16,155 13 5	580 0 0	15,575 13 5
102	Hospitals for Mental Diseases	17,000	8,136 18 4	150 0 0	7,986 18 4
103	Public Health	15,000	7,385 1 10	..	7,385 1 10
104	School Buildings	100,000	103,907 15 0	3,710 16 0	100,196 19 0
	Lighthouses, Harbour-works, and Harbour Defences—				
105	Lighthouses	2,600	1,416 11 4	..	1,416 11 4
106	Harbour-works	5,100	3,366 18 11	499 17 6	2,867 1 5
107	Harbour Defences	5,000	2,579 7 1	..	2,579 7 1
108	Tourist and Health Resorts— Tourist and Health Resorts	39,511	45,580 8 7	553 17 6	45,026 11 1
109	Immigration— Immigration	10,000	20,591 9 7	11,460 12 0	9,130 17 7
	Construction and Maintenance of Roads, Bridges, and other Public Works—				
110	Roads, Departmental	21,045	23,158 11 7	1,708 8 7	21,450 3 0
111	Roads, &c.	423,785	252,898 14 10	6,176 17 2	246,721 17 8
112	Tourist Roads, &c.	29,533	17,051 2 6	..	17,051 2 6
113	Roads on Goldfields, &c.	42,900	38,493 16 2	..	38,493 16 2
114	Maori Land Administration	1,500	..	..	..
115	Development of Goldfields— Development of Goldfields	33,500	8,666 12 2	35 0 0	8,631 12 2
116	Purchase of Native Lands— Purchase of Native Lands	7,000	2,883 19 2	193 10 0	2,190 9 2
117	Telegraph Extension— Telegraph Extension	105,000	170,867 10 6	15,376 2 0	155,491 8 6
118	Rates on Native Lands— Rates on Native Lands	1,000	836 17 6	..	836 17 6
119	Contingent Defence— Contingent Defence	20,000	28,886 11 1	10,312 2 1	18,574 9 0
120	Lands Improvement— Improved-farm Settlements	4,950	3,690 10 7	1,478 11 1	2,211 19 6
121	Lands, Miscellaneous	9,550	5,837 11 0	42 19 0	5,794 12 0
122	Irrigation and Water-supply	3,000	1,555 6 3	1 4 8	1,554 1 7
	Unauthorised— Services not provided for	..	7,409 6 2	283 18 9	7,125 7 5
	Total Public Works Fund	2,201,210	1,966,461 16 10	84,897 18 21	1,881,563 18 8

APPENDIX B.

STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department outstanding at the Close of the Financial Year ended 31st March, 1908, 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.			
XXVIII	93	Railways	£ s. d. 669,252 13 4
XXX	96-103	Public Buildings	60,328 4 8
XXXI	106-107	Harbour Works and Harbour Defences	83 10 1
			729,664 8 1
..	..	Waikaka Branch Railway Account	520 17 10
CONSOLIDATED FUND.			
VII	19	Public Buildings	848 18 10

Vote No.	Name of Vote.	Total.
PUBLIC WORKS FUND.		
93	Railway-construction—	£ s. d.
	Kawakawa-Grahamtown	737 6 11
	Helensville Northwards	1,586 18 5
	Gisborne-Rotorua	8,397 4 6
	Stratford-Ongarue	2,873 13 4
	Mount Egmont Branch	970 19 5
	Marton - Te Awamutu	13,236 17 6
	Blenheim-Waipara	667 10 6
	Midland Railway	622,325 7 3
	Westport-Inangahua	1,649 14 2
	Ngahere-Blackball	2,516 15 5
	Lawrence-Roxburgh	988 1 5
	Greymouth-Hokitika (extension to Ross)	5,126 5 11
	Riversdale-Switzers	184 1 11
	Orepuki-Waiau	723 6 9
	Catlin's-Waimahaka	405 1 9
	Surveys, New Lines of Railway	58 1 4
	Permanent-way Materials	6,805 6 10
		669,252 13 4
	Public Buildings—	
96	General	37,872 16 8
97	Judicial	5,324 7 10
98	Postal and Telegraph	8,458 12 7
99	Customs	2,103 17 8
100	Agricultural	1,270 4 0
101	Hospitals and Charitable Institutions	4,546 12 6
102	Hospitals for Mental Diseases	685 18 8
103	Public Health	65 14 9
		60,328 4 8
	Harbour Works and Harbour Defences—	
106	Harbour Works	19 5 2
107	Harbour Defences	64 4 11
		83 10 1
Total, Public Works Fund.. .. .		729,664 8 1
..	Waikaka Branch Railway Account	520 17 10
CONSOLIDATED FUND.		
19	Public Buildings	848 18 10

G. J. CLAPHAM,
Accountant.
H. J. H. BLOW,
Under-Secretary.

Public Works Department, 30th April, 1908.

APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1907, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1908.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
						£ s. d.	
Dec. 7, 1906	Blenheim-Waipara, N.E.	Ironbark Timber ..	Dick Michael ..	Jan. 29, 1907	Oct. 28, 1907	239 18 8	Labour only.
Feb. 21, 1907	"	Erection of Hog Swamp Bridge	Barton Bros. ..	May 2, " "	July 29, " "	295 8 4	
Aug. 19, " "	"	Erection of Blind River Bridge	Frederick Barton ..	Oct. 10, " "	Dec. 11, " "	149 17 0	
Feb. 18, " "	Blenheim-Waipara, S.E.	Station-buildings, Domett ..	J. P. Peterson ..	June 18, " "	Aug. 31, " "	3,280 0 0	
Jan. 11, 1906	Catlin's-Waimahaka ..	Catlin's River Bridge ..	J. and A. Anderson ..	Jan. 21, 1905	May 31, " "	3,228 18 4	
Sept. 26, 1905	Gisborne-Rotorua ..	Ironbark Timber ..	Scott, Sibbald, and Co. ..	Dec. 23, 1905	Jan. 19, 1908	937 13 3	
Dec. 7, 1906	"	"	Dick Michael ..	" 3, 1907	Sept. 12, 1907	739 12 11	
July 12, 1907	"	Goods-shed, Puhā ..	Aitken and Wilson ..	Aug. 22, 1907	" 14, " "	202 8 0	
Nov. 16, " "	"	Erection Waikohu Bridges	P. McLoughlin and Co. ..	Sept. 16, 1908	" " "	8,174 12 6	
Feb. 22, " "	Greymouth-Hokitika (extension to Ross)	Totara Bridges ..	T. F. Slowey ..	Dec. 7, 1906	" " "	6,717 10 0	
Aug. 15, " "	Helensville-Northwards	Ross Station-buildings	E. and W. Sweetman ..	Mar. 15, 1908	" " "	3,949 10 0	
April 13, 1908	"	Hoteo Bridges ..	G. M. Fraser ..	April 5, 1907	Oct. 5, 1907	5,459 8 8	
Mar. 13, " "	"	Wellsford Station-buildings	J. H. Ashton ..	July 13, 1908	" " "	1,217 17 10	
Dec. 14, 1906	Kawakawa-Grahamtown	Land Plan Survey	A. L. Foster ..	April 5, 1907	July 15, 1907	253 15 0	
Oct. 28, 1907	"	Ironbark Timber ..	Richardson and Blair ..	Feb. 17, 1908	" " "	294 19 9	
Feb. 18, 1908	"	Hardwood Timber ..	Richardson and Blair ..	Aug. 8, " "	" " "	484 14 4	
Jan. 15, 1906	Mount Egmont Branch ..	Erection Towai Bridges	D. H. McMillan ..	Aug. 1, 1906	Oct. 31, 1907	438 1 0	
Jan. 8, 1907	"	Ironbark Timber ..	Alban Taylor and Co. ..	May 8, 1907	Aug. 10, " "	764 0 0	
May 3, " "	"	"	Richardson and Blair ..	July 3, 1908	" " "	291 0 0	
Sept. 24, " "	"	Screens for Stone-crushing Plant	Dispatch Foundry Company ..	Jan. 24, 1908	" " "	1,395 0 0	
June 27, 1905	"	Crushing-yard Buildings	Boon Bros. ..	June 15, " "	" " "	53,369 0 0	
Oct. 11, " "	"	Makatoe Viaduct ..	J. and A. Anderson ..	Feb. 7, " "	" " "	8,840 12 6	
July 6, 1906	Marton-Te Awamutu, N.E.	Manganui-o-te-ao Bridges	J. and A. Anderson ..	Jan. 29, 1907	Feb. 17, 1908	201 18 1	
Oct. 7, " "	"	Ironbark Timber ..	Dick Michael ..	Sept. 29, " "	Sept. 10, 1907	253 13 11	
Mar. 21, 1907	"	Station-buildings, Waikou	A. S. Jonson ..	Sept. 21, " "	Jan. 11, 1908	3,999 0 1	
June 7, " "	"	"	A. S. Jonson ..	Oct. 15, " "	" " "	2,201 8 7	
July 23, " "	"	Ironbark Timber ..	Dick Michael ..	Nov. 13, " "	" " "	408 4 9	
Sept. 4, " "	"	Stationmaster's House and Platelayer's Cottage, Mataura	Symth and Gardiner ..	" " "	" " "	827 0 0	
Nov. 7, 1905	Midland (Tadmor end) ..	Land Plan Survey, Manu Section	John Spence ..	Mar. 26, 1906	May 11, 1907	148 0 0	
Mar. 14, 1907	"	Supply of Ironbark Timber	Fraser and Co. ..	June 7, 1907	Aug. 19, " "	574 4 7	
Nov. 4, " "	"	Station-buildings, Kiwi ..	J. A. Stringer ..	Mar. 4, 1908	Aug. 31, 1908	1,928 5 11	
Sept. 29, 1906	" (Reefton-Inangahua)	Removal, &c., Station-buildings, Reefton	E. and W. Sweetman ..	Mar. 18, 1907	Aug. 28, 1907	2,933 11 0	
Dec. 7, " "	"	Larry's Creek Bridge	J. Sigley ..	July 18, " "	" " "	2,915 13 5	
July 11, 1907	"	Ironbark Timber ..	Dick Michael ..	Jan. 29, " "	Sept. 23, 1907	363 19 9	
June 16, 1905	"	Station-buildings, Orotadun	E. and W. Sweetman ..	Nov. 6, " "	" " "	1,372 9 0	
Dec. 2, 1906	" (Otira end)	Goat Creek and Rolleston River Bridges	M. O'Connor ..	July 12, 1906	Oct. 24, 1906	13,562 14 6	
Aug. 1, 1907	"	Engineer's Office and Residence, Otira	Drake and Muir ..	Jan. 23, 1907	June 12, 1907	365 0 0	
	"	Arthur's Pass Tunnel	John McLean and Son ..	Aug. 1, 1912	" " "	599,794 0 0	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1907, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1908—continued.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
						£ s. d.	
RAILWAYS—continued.							
July 11, 1907	Midland (Springfield end)	Supply Ironbark Timber	J. W. Wallace and Co.	Oct. 3, 1907	Mar. 20, 1907	1,308 10 4	
" 11, "	"	Slovens Creek Viaduct	G. M. Fraser	Mar. 11, 1909	"	21,451 3 0	
Dec. 4, 1906	Ngahere-Blackball	Ironbark Timber	J. W. Wallace and Co.	Feb. 19, 1907	July 16, 1907	542 0 9	
May 16, 1907	"	Erection Blackball Bridges	Howard J. Reynolds	July 11, "	Sept. 20, "	384 8 0	
Aug. 13, "	"	Supply of Hardwood Timber	Duncan McLean	Dec. 31, "	"	971 18 9	
Mar. 5, 1908	"	Stationmaster's House, Blackball	E. and W. Sweetman	June 5, 1908	"	478 10 0	
" 16, "	"	Erection Soldier's and Ford's Creek Bridges	W. G. Mouat	July 16, "	"	1,713 9 10	
Sept. 26, 1905	Otago Central	Ironbark Timber	Scott, Sibbald, and Co.	Jan. 25, 1906	Feb. 19, 1908	559 10 6	
Aug. 17, 1906	"	Station-buildings, Clyde	Robson and Crawford	Feb. 9, 1907	April 10, 1907	6,287 0 0	
July 11, 1907	Orepuki-Waiau	Ironbark Timber	Dick Michael	Oct. 3, "	"	598 0 2	
" 30, "	"	Station-buildings, Te Tua	H. Morris	Jan. 30, 1908	"	889 0 0	
Nov. 9, 1906	Riversdale-Switzers	Ironbark Timber	Dick Michael	July 27, 1906	June 1, 1907	1,666 1 7	
Nov. 11, 1907	"	Platelay's Cottages, Huiroa Section	Richardson and Blair	Feb. 12, 1908	"	353 17 7	
Sept. 24, "	"	Station-buildings, Huiroa	J. W. Boon	Mar. 24, "	"	1,760 0 0	
Oct. 29, "	"	Platelay's Cottages, Te Wera Section	J. W. Boon	Feb. 29, "	"	850 0 0	
Dec. 5, "	"	Ironbark Timber	Fraser and Co.	April 3, "	"	970 0 0	
Nov. 27, 1906	Westport-Inangahua	Ironwork, Orowaita Bridges	S. Riley and Sons	Aug. 27, 1907	"	3,460 0 6	
Dec. 19, 1907	"	Erection, Orowaita Bridges	H. Large	Feb. 19, 1908	"	23s. 6d. per cwt.	
Mar. 5, 1908	"	Ironbark Timber	Richardson and Blair	Dec. 5, "	"	1,139 0 11	
July 30, 1907	Waikaka Branch Railway	"	"	Feb. 2, "	"	693 14 0	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1907, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1908—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
AUCKLAND.						
Oct. 17, 1905	Bath Buildings, Rotorua	W. E. Hutchison, Auckland	Mar. 27, 1907	..	25,720 0 0	
June 12, 1906	Native School and Residence, Tokikuku	James Morris, Auckland	9, "	Aug. 6, 1907	765 9 2	
Nov. 21, "	Police-station, Karangahake, Police Residence and Lock-up	H. W. Guthrie, Karangahake	13, "	May 15, "	627 0 0	
Jan. 28, 1907	Native School, Taumarunui, Additions	W. H. Fletcher, Taumarunui	April 1, "	April 13, "	287 10 0	
18, "	Post-office, Te Awamutu, Residence	C. H. Frankham, Ponsonby	14, "	May 1, "	537 0 0	
28, "	Post-office, Cambridge	W. G. Care, Cambridge	Oct. 24, "	..	2,694 0 0	
Mar. 11, "	Post-office and Postmaster's Residence, Rotorua, Additions and Alterations	J. R. McFarlane, Rotorua	July 11, "	Aug. 10, 1907	658 0 0	
" 11, "	Police-station, Kihikahi, Residence and Stables	McKinnon and Miller, Hamilton	Sept. 24, "	Sept. 9, "	710 10 7	
" 27, "	Rotorua Bath Building, Electric Wiring	Stewart and Fenn, Auckland	Oct. 6, "	..	734 7 0	
May 6, "	Wharf, Motuhi Island	J. G. Parry, Puhai	Oct. 29, "	..	959 2 8	
" 29, "	Courthouse and Police-station, Raglan	F. G. Whiting, Auckland	Dec. 11, "	Dec. 20, 1907	1,730 0 0	
July 11, "	Police-station, Taupo	C. H. Frankham, Ponsonby	Nov. 30, "	..	661 10 3	
Aug. 1, "	Courthouse, Tolago Bay	Atken and Wilson, Gisborne	Feb. 13, 1908	..	2,159 0 0	
" 18, "	Post-office, Devonport	E. Morris, Devonport	Dec. 17, 1907	Mar. 5, 1908	411 14 0	
" 17, "	Native School, Teacher's Residence, Whangaruru	H. G. Foster, Auckland	Feb. 17, 1908	Dec. 12, 1907	757 16 8	
" 17, "	Native School, Wharekawa	John Frankham, Auckland	Jan. 26, "	Feb. 12, 1908	727 0 0	
" 26, "	Native School and Teacher's Residence, Matarua Bay	T. E. Palmer, Waihi	Nov. 28, 1907	..	16,954 10 6	
" 28, "	Departmental Buildings, Auckland, Additions	J. Morris, Auckland	Mar. 2, 1908	..	663 12 10	
Oct. 2, "	Courthouse, Kawhia	D. Henderson, Auckland	Dec. 29, 1907	Jan. 25, 1908	259 11 0	
" 29, "	Police-station, Papakura, Additions	J. E. Hampton, Auckland	Jan. 22, 1908	Feb. 1, "	494 0 0	
Nov. 13, "	Caretaker's Cottage, Government House, Auckland	Robert Kay, Auckland	Feb. 9, "	Mar. 9, "	333 0 0	
Dec. 9, "	Native School, Tautoro, Additions	W. Cook & Son, Waimate North	May 23, "	..	852 0 0	
" 23, "	Native School and Teacher's Residence, Waikare	H. G. Foster, Auckland	Mar. 23, "	..	245 0 0	
" 23, "	Courthouse, Whangaruru, Additions	H. G. Foster, Auckland	May 24, "	..	922 3 1	
" 24, "	Courthouse, Te Kuiti	J. McIndoe, Auckland	Sept. 14, "	..	1,899 0 0	
Jan. 14, 1908	Police-station, Newmarket	W. A. Clarke, Auckland	May 15, "	..	1,675 0 0	
" 30, "	Cottage Hospital, Taumarunui	Taumarunui Timber and Saw-milling Co., Ltd.	Aug. 3, "	..	1,396 16 0	
Mar. 3, "	Government Buildings, Te Kuiti	Sheldon and Aitken, Hamilton	June 7, "	..	748 8 0	
" 7, "	Post-office, Clevedon	J. E. Hampton, Auckland	..	..	..	
HAWKE'S BAY.						
Mar. 13, 1906	Government Buildings, Napier, Fittings	McLean and Gray, Wellington	April 13, 1907	June 1, 1907	320 0 0	
July 2, 1907	Stock Inspector's House, Waipukurau	Clayton & Co., Dannevirke	Dec. 2, "	Dec. 4, "	568 0 0	
Nov. 30, "	Stock-Inspector's House, Gisborne	Aitken and Wilson, Gisborne	Feb. 29, 1908	..	549 0 0	
Mar. 2, 1908	Police-station, Hastings, Additions, &c.,	A. E. Curd, Hastings	June 2, "	..	304 0 0	
TARANAKI.						
Sept. 20, 1905	Post-office, New Plymouth, Additions, &c.	Pikett and Wilkie, New Plymouth	Sept. 1, 1906	June 26, 1907	6,990 0 0	
Nov. 23, 1906	Courthouse, Eltham	F. N. Blackhall, Eltham	June 10, 1907	..	1,500 0 0	
" 19, "	Post-office, New Plymouth, New Battery Room	Pikett and Wilkie, New Plymouth	Dec. 27, 1906	July 31, 1907	387 0 0	
Mar. 12, 1907	Post-office, New Plymouth, Fittings (portion only)	Arthur and Pyke, Hawera	May 12, 1907	Aug. 8, "	219 4 11	
Oct. 14, "	Police-station, Waitotara, Drainage and Additions	A. J. Stewart, Wanganui	Nov. 25, "	Dec. 21, "	240 0 0	
Nov. 14, "	Police-station, Wanganui, Repairs and Renovations	A. J. Stewart, Wanganui	Jan. 14, 1908	..	400 0 0	
Jan. 6, 1908	Courthouse, Waitara	W. Howson, New Plymouth	May 6, "	..	775 19 8	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1907, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1908—continued.

Date of Contract.	Name of Contract.	Name of Contract.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
PUBLIC BUILDINGS—continued.						
	WELLINGTON.					
Oct. 16, 1905	Post-office, Taihape	..	May 26, 1906	Oct. 31, 1907	1,789 10 0	
July 12, 1906	Post-office, Johnsonville	..	Jan. 9, 1907		1,356 0 0	
Nov. 20, "	Observatory, Wellington	..	April 12, "	Aug. 1, 1907	1,096 0 0	Assigned to McMillan and Brodie.
Dec. 10, "	Public Trust Office, Wellington	..	Aug. 3, 1908		40,780 10 0	
Jan. 21, 1907	Police-station, Kimbolton, Additions, &c.	..	Mar. 4, 1907	July 23, 1907	212 0 0	
" 23, "	Post-office, Martinborough, Additions, &c.	..	May 23, "	" 9, "	505 0 0	
" 8, "	Police-station, Feilding, Drainage	..	Feb. 5, "	June 26, "	57 0 0	
Feb. 7, "	Drill Hall, Wellington	..	Nov. 7, "	Mar. 28, 1908	6,900 0 0	
Mar. 27, "	Parliament Buildings, Wellington, Painting	..	Standage and Co., Wellington	July 1, 1907	483 6 8	
May 2, 1907	Parliament Buildings, Wellington, Additions	..	M. Frain, Wellington	" 2, "	21,453 18 0	
" 3, "	Wellington Receiving-home, Additions	..	H. E. Card, Wellington	July 15, 1907	734 4 0	
" 7, "	Departmental Buildings, Wellington, Additions to North Wing	..	Sanders Bros., Wellington	Sept. 7, "	3,593 0 0	
June 14, "	Post-office, Waikanae	..	E. Smith, Waikanae	Nov. 4, "	659 0 0	
" 18, "	Terrace Gaol, Wellington, Warder's Cottage	..	R. A. Wakein, Wellington	Feb. 10, 1908	574 12 0	
Sept. 28, "	Departmental Buildings, Wellington, Heating-apparatus	..	Jenkins and Mack, Wellington	Sept. 12, 1907	208 0 0	
Nov. 3, "	Police-station, Carterton	..	H. Trotman, Carterton	Aug. 31, "	707 16 0	
Jan. 12, "	Post-office, Apiti	..	W. Banks, Kimbolton	Jan. 1, 1908	898 16 0	
Nov. 30, 1908	Post-office, Kimbolton	..	W. Banks, Kimbolton	April 12, "	1,088 7 0	
Jan. 20, "	Post-office, Manakau, Alterations and Additions	..	L. Arous and Son, Ohau	June 30, "	566 0 0	
Feb. 27, "	Old Post-office, Palmerston North, Converting into Offices	..	Geo. McAlister, Palmerston North	" 27, "	1,150 0 0	
Mar. 2, "	Post-office, Utiku	..	W. J. Brown, Utiku	July 2, "	639 0 0	
" 2, "	Post-office, Eketahuna, Additions	..	McKenzie and Brencchley, Mauriceville	Aug. 8, "	488 0 0	
NELSON.						
June 15, 1907	Mental Hospital, Nelson, Painting, &c.	..	J. Savage and Sons, Nelson	Nov. 16, 1907	287 7 0	
July 5, "	Old Post-office, Nelson, Alterations	..	Webley and Johnston, Nelson	Oct. 5, "	542 19 4	
" 30, "	Police-station, Collingwood	..	McNabb and Johnston, Collingwood	Mar. 13, 1908	738 10 0	
Aug. 19, "	Postmaster's Residence, Havelock	..	S. M. Galbraith, Nelson	Jan. 15, "	546 0 0	
Oct. 12, "	Public Buildings, Blenheim, Alterations	..	J. McKinley, Blenheim	" 12, 1908	548 0 0	
Mar. 6, 1908	Customhouse, Nelson	..	J. A. Stringer, Nelson	" 6, "	2,100 17 8	
WESTLAND.						
May 25, 1905	Post-office, Greymouth	..	Drake and Muir, Greymouth	May 16, 1906	5,670 0 0	
Jan. 28, 1907	Westland Hospital, Hokitika, New Ward	..	Kelsall and Son, Greymouth	Dec. 14, 1907	2,319 5 0	
June 21, "	Police-quarters, Kamara	..	Murray and Sweetman, Cobden	Sept. 31, "	357 7 6	
July 23, "	Greymouth Hospital, Additions	..	Kelsall and Son, Greymouth	" 23, 1908	4,269 12 6	
Aug. 28, "	Post-office, Karamea	..	R. H. Cole, Westport	Feb. 19, 1908	519 0 0	
" 13, "	Signalman's House, Karamea	..	A. L. Kemp, Karamea	Jan. 20, "	380 10 5	
Mar. 12, 1908	Departmental Buildings, Hokitika	..	G. Garner, Wellington	" 12, 1909	6,966 0 0	

Date of Contract.	Name of Contractor.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
	CANTERBURY.	PUBLIC BUILDINGS—continued.			£ s. d.	
Dec. 6, 1906	St. Helens Hospital, Christchurch, Additions ..	Peter Hyndman, Christchurch ..	Mar. 4, 1907	April 18, 1907	1,675 0 0	
Jan. 10, 1907	Constable's Residence, Christchurch ..	A. Swanton, jun., Christchurch ..	" 10, "	May 31, "	516 0 0	
Feb. 27, "	Courthouse, Timaru, Additions ..	Miller Bros., Timaru ..	Apr. 27, "	Aug. 31, "	184 17 0	
Mar. 7, "	Deaf-mute Institute, Sumner, Dairy, Cow-bails, and Forage-store ..	Alfred Gee, Christchurch ..	May 7, "	May 7, "	259 0 0	
May 21, "	Police-station, Timaru, new Cells and Stables ..	James Donald, Timaru ..	" 21, "	Aug. 31, "	398 6 6	
July 18, "	Constable's Residence, Waimate ..	W. H. Parkinson, Waimate ..	Nov. 18, "	Feb. 5, 1908	533 10 0	
" 15, "	Police Station, Methven, Additions ..	J. P. Petersen, Cheviot ..	Oct. 15, "	Nov. 23, 1907	627 0 0	
Aug. 30, "	Mental Hospital, Sunnyside, Engine-room and Workshops ..	Hughes and Hanford, Christ-church ..	Nov. 30, "	Jan. 1, 1908	914 4 6	
Sept. 27, "	Post-office, Geraldine ..	C. Calvert, Christchurch ..	Mar. 27, 1908	" ..	1,980 10 0	
Mar. 3, 1908	Police-station, Sheffield, Additions and Repairs ..	McLeod and Inglis, Christchurch ..	June 5, "	" ..	293 0 0	
	OTAGO AND SOUTHLAND.					
Nov. 19, 1906	Mobilisation Store, Dunedin ..	P. A. Lyders, Mornington ..	May 15, 1907	Sept. 17, 1907	1,979 13 0	
Feb. 8, 1907	Gaol, Invercargill, Cell Doors and Windows and Ironwork ..	Southeast Implement and Engineering Company, Invercargill ..	" 8, "	Feb. 1, 1908	487 2 10	
" 7, "	Police Sergeant's Quarters, Invercargill, Additions ..	N. McLeod, Invercargill ..	Apr. 4, "	April 16, 1907	196 0 0	
" 11, "	Courthouse, Waikouaiti ..	G. Lawrie, Dunedin ..	May 11, "	May 16, "	499 0 0	
" 14, "	Courthouse, Ophir, Additions ..	McKnight Bros., Ophir ..	" 14, "	July 25, "	392 10 0	
Mar. 12, "	Post-office, Waikouaiti ..	Robson and Crawford, Waikouaiti ..	Sept. 12, "	Sept. 12, "	1,332 3 6	
" 19, "	Mental Hospital (The Camp), Dunedin, Supply of Ironbark and Blue-gum Timber for Fencing ..	National Mortgage and Agency Company of N.Z. (Ltd.), Dunedin ..	June 19, "	Oct. 2, "	723 4 6	
Apr. 5, "	Courthouse, Kaitangata ..	Robert Wilson, Mornington ..	Aug. 5, "	Aug. 5, "	503 18 6	
May 29, "	Police-station, Roslyn ..	A. C. Stewart, Roslyn ..	" 29, "	Sept. 30, "	386 10 0	
" 16, "	Central Police-station, Dunedin, Additions ..	Callander and McLeod, Dunedin ..	Sept. 16, "	Jan. 11, "	639 10 3	
" 12, "	Post-office, Roslyn ..	Robert Orr, Dunedin ..	Dec. 12, "	Dec. 18, "	1,344 18 2	
Aug. 30, "	Postmaster's Residence, Clinton ..	Mark Morton, Owaka ..	Jan. 30, 1908	Feb. 27, 1908	568 19 8	
" 14, "	Post-office, North Dunedin, Additions, &c. ..	P. A. Lyders, Fairfield ..	Feb. 14, "	Feb. 11, "	932 11 0	
Nov. 14, "	Post-office, Dunedin, Additions to Parcels-office ..	G. Lawrence, Dunedin ..	Jan. 14, "	Mar. 11, 1908	448 10 0	
Feb. 17, 1908	Post-office, Invercargill, Additions, &c. ..	W. Birss, Invercargill ..	Apr. 27, "	" ..	513 0 0	
	MISCELLANEOUS.					
Nov. 23, 1906	Jetty for H.M.C.S. " Iris," Auckland ..	R. B. Martin and Co., Auckland ..	June 20, 1907	Oct. 31, 1907	1,457 0 0	
May 23, "	Stores-supply, Auckland, Classes I, VI, XI, Items 2, 8, 24, and 25 ..	Briscoe and Co. (Limited), Auckland land ..	Mar. 31, 1909	" ..	Schedule rates	
" 23, "	" " Class I, Items 263 to 276..	Vacuum Oil Company, Auckland ..	" 31, "	" ..	"	
" 23, "	" " Class II ..	J. Burns and Co., Auckland ..	" 31, "	" ..	"	
" 23, "	" " Classes III and IV ..	A. and T. Burt (Limited), Auckland land ..	" 31, "	" ..	"	
" 23, "	" " Classes V, VII, and XII ..	Jagger and Harvey, Auckland ..	" 31, "	" ..	"	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1907, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1908—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	Schedule rates
AUCKLAND—continued.						
May 23, 1906	Stores-supply, Auckland, Class IX	J. J. Craig (Limited), Auckland..	Mar. 31, 1909	..		
" 23, "	" " " " " " " " " " " "	J. and W. Okleston and Co., Auckland	" 31, "	..		
" 23, "	" " " " " " " " " " " "	E. Porter and Co., Auckland ..	" 31, "	..		
Oct. 6, 1907	Motuhi Island Wharf ..	J. G. Parry, Puhoi ..	Oct. 6, 1907	..	959 2 8	
" 28, "	Ironbark for Mangawhero Road Bridge ..	S. Brown (Limited) ..	Feb. 17, 1908	..	119 3 4	
Jan. 1, 1908	Road Bridge, Frasertown ..	J. Brown, Gisborne ..	April 16, "	..	6,403 3 0	
WELLINGTON.						
May 23, 1906	Stores-supply, Wellington, Classes I and VI	Briscoe and Co. (Limited), Wellington	Mar. 31, 1909	..		Schedule rates
" 23, "	" " " " " " " " " " " "	Vacuum Oil Company, Wellington	" 31, "	..		
" 23, "	" " " " " " " " " " " "	G. Winder, Wellington	" 31, "	..		
" 23, "	" " " " " " " " " " " "	A. and T. Burt, Wellington	" 31, "	..		
" 23, "	" " " " " " " " " " " "	E. W. Mills and Co., Wellington	" 31, "	..		
" 23, "	" " " " " " " " " " " "	Smith and Smith, Wellington ..	" 31, "	..		
" 23, "	" " " " " " " " " " " "	P. Hutson and Co., Wellington ..	" 31, "	..		
" 23, "	" " " " " " " " " " " "	W. M. Bannatyne and Co., Wellington	" 31, "	..		
" 23, "	" " " " " " " " " " " "	Sargood, Son, and Ewen, Wellington	" 31, "	..		
Oct. 9, 1905	Bridge over Motueka River at Alexander's Bluff	Langlands and Dixon, Nelson ..	Aug. 6, 1906	..	3,191 3 6	
May 23, 1906	Stores-supply, Nelson, Classes I, IV, VI, X	E. Buxton and Co. (Limited), Nelson	Mar. 31, 1909	..		Schedule rates
" 23, "	" " " " " " " " " " " "	Vacuum Oil Company (Limited)	" 31, "	..		
" 23, "	" " " " " " " " " " " "	Wilkins and Field Company, Nelson	" 31, "	..		
" 23, "	" " " " " " " " " " " "	P. Hutson and Co., Wellington..	" 31, "	..		
" 23, "	" " " " " " " " " " " "	W. M. Bannatyne and Co. ..	" 31, "	..		
" 23, "	" " " " " " " " " " " "	Sargood, Son, and Ewen ..	" 31, "	..		
Aug. 16, 1907	O'Sullivan's Road Bridge	J. Sigley, Greymouth ..	Nov. 16, 1908	..	4,643 12 0	
WESTLAND.						
May 23, 1906	Stores-supply, Greymouth, Classes I, II, III, IV, VI, VII, VIII, and X	D. McLean, Greymouth ..	Mar. 31, 1909	..		Schedule rates
" 23, "	" " " " " " " " " " " "	Forayth and McKay, Greymouth	" 31, "	..		
" 23, "	" " " " " " " " " " " "	W. M. Bannatyne and Co., Wellington	" 31, "	..		
" 23, "	" " " " " " " " " " " "	Sargood, Son, and Ewen ..	" 31, "	..		

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1907, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1908, showing Deliveries to the latter Date.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
NORTH ISLAND.								
AUCKLAND DISTRICT.								
2 May 1906	E. Brenstrum ..	Dargaville ..	1,200 puriri	s. d. 4 3	Helensville	31 Mar., 1907 ..	1,206	12 April, 1907.
6 June, "	E. McMillan ..	Tahakeroa ..	500 totara	3 3	Tahakeroa	6 Dec., 1906 ..	..	..
25 "	Chas. Straka ..	Puhoi ..	1,500 "	3 3	Ahuroa ..	31 Mar., 1907 ..	1,541	14 Aug., 1907.
13 Aug., "	James Moir ..	Waimate North	3,000 "	3 3	(Anywhere on completed line south of Kawakawa)	31 May, " ..	2,334	In hand.
6 Dec., "	C. Hargraves ..	Wellington ..	3,000 puriri	4 0	Gisborne ..	6 " " ..	618	"
12 "	Richardson and Blair ..	Wellington ..	15,000 hard-wood	3 11	..	20 Feb., " ..	137	30 Nov., 1907.
15 Mar., 1907	Fred G. Worker ..	Wellford ..	1,000 totara	3 3	Wellford	13 Sept., " ..	1,034	7 Sept., "
19 "	E. Brenstrum ..	Dargaville ..	2,000 puriri	4 3	Helensville	20 April, 1908 ..	1,513	In hand.
11 April, "	Richardson and Blair ..	Wellington ..	6,000 hard-wood	3 6	Auckland ..	12 Aug., 1907 ..	6,000	31 Oct., 1907.
15 "	E. Jones ..	Raurimu ..	11,000 totara	2 9	Kakahi ..	31 Mar., 1908 ..	10,977	31 Mar., 1908.
15 "	R. Zimmerman ..	" ..	7,500 "	2 9	" ..	31 " " ..	7,583	31 " "
15 "	E. McMahon ..	" ..	3,600 "	2 9	" ..	31 " " ..	3,685	31 " "
22 "	John Paul ..	Ahuroa ..	500 "	3 3	Ahuroa ..	31 Dec., 1907 ..	605	4 Dec., 1907.
20 May, "	John Bayer ..	Puhoi ..	1,000 "	3 3	Tahakeroa	31 Mar., 1908 ..	1,050	22 Feb., 1908.
21 "	Richardson and Blair ..	Wellington ..	10,000 hard-wood	3 8½	Auckland ..	21 Nov., 1907 ..	10,000	4 Dec., 1907.
31 "	Joseph Turnwald ..	Puhoi ..	500 totara	3 3	Tahakeroa	30 " " ..	500	4 " "
11 June, "	W. and A. Bayer ..	" ..	600 "	3 3	" ..	31 Mar., 1908 ..	610	5 Feb., 1908.
4 July, "	J. S. Brighthouse ..	Dannevirke	2,000 "	3 6	Hukerenui	31 " " ..	1,241	In hand.
3 Sept., "	Dick Michael ..	Sydney ..	2,200 iron-bark	5/9 and 6/6	Auckland and Gisborne	3 Feb., " ..	2,058	"
14 Dec., "	James Moir ..	Puhoi ..	500 totara	3 3	Ahuroa ..	31 Mar., " ..	..	"
24 Jan., 1908	Sam Brown (Limited) ..	Wellington ..	12,000 hard-wood	4 0	Whangarei	24 July, " ..	..	"
7 Feb., "	F. G. Worker ..	Wellford ..	500 totara	3 3	Wellford ..	31 Mar., " ..	410	"
27 Mar., "	E. Brenstrum ..	Dargaville ..	2,000 puriri	4 3	Helensville	27 " 1909 ..	..	"
Various ..	Sundry small contractors	Various ..	{ 1,023 3,510 totara }	Various	Various ..	Various	829	Various.
RANGITIKEI DISTRICT.								
1 Aug., 1906	A. F. Gibbs ..	Utiku ..	5,000 totara	s. d. 3 6	Utiku Railway station	6 April, 1907 ..	3,262	9 Aug., 1906.
1 "	Rangitikei Sawmill Assn. ..	Taihape ..	500 "	3 6	Taihape Railway station	6 " " ..	500	4 Feb., 1908.
1 "	" ..	" ..	5,000 "	3 3	Utiku Railway station	6 " " ..	5,000	14 Sept., 1906.
1 "	Jas. Prime ..	Utiku ..	500 "	3 6	" ..	6 " " ..	500	"

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT ON 1st April, 1907, 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.	Date for Completion.	Total delivered to Date.	Date of Completion.
NORTH ISLAND—continued.								
RANGITIKEI DISTRICT—continued.								
1 Aug., 1906	J. Torrey	Ohutu	500 totara	s. d. 3 6	Utiku Railway Station	6 April, 1907	500	21 Dec., 1906.
1 "	R. Campbell	"	500 "	3 6	"	6 "	500	21 "
1 "	R. W. Smith	Taihape	500 "	3 6	Bennett's Siding	6 "	500	12 Nov. "
9 Oct., "	R. A. Heise	Ohingaiti	5,000 "	3 3	Mangaweka Railway-station	31 Dec., 1906	2,693	Cancelled " 31st
22 May 1907	D. Heinemann	Taihape	1,000 "	3 6	Bennett's Siding	1 Nov., 1907	1,000	Dec., 1907
26 April "	Geo. Boys	"	200 "	3 6	State Farm Crossing	30 June, "	"	13 Nov., 1907.
26 "	Jos. Pittams	Mangaweka	1,500 "	3 6	Mangaweka	10 July, "	"	Cancelled.
26 "	Ammundsen and Wood	Utiku	2,000 "	3 6	"	26 Aug., "	2,000	9 Mar., 1908.
WELLINGTON DISTRICT.								
22 Dec., 1906	W. B. Sharp	Newcastle, N.S.W.	2,000 ironbark	s. d. 6 0	C.I.F. Wellington	23 June, 1907	2,000	27 Aug., 1907.
8 Jan., 1907	Richardson and Blair	Wellington	2,200 "	21/9 per 100 ft. C.B.M.	"	30 April, "	2,200	24 Sept., "
15 "	"	"	10,000 blackbutt	3 5	"	15 June, "	10,000	28 Aug., 1908
21 May "	"	"	10,000 hardwood	3 8 $\frac{1}{2}$	"	21 Nov., "	10,000	2 Mar., 1908
13 June "	Dick Michael	"	3,400 hardwood crossing sl'rs.	17/3 per 100 ft. C.B.M.	"	13 Sept., "	3,068	"
18 Jan., 1908	Gollin and Co.	"	2,000 ironbark	17/3 per 100 ft. C.B.M.	"	"	None	"
14 Feb., "	J. W. Wallace and Co.	"	crossing sl'rs.	5 6	"	"	"	"
28 Mar., "	Richardson and Blair	"	500 ironbark	5 6	"	"	"	"
Sundry ..	Sundry small contractors	"	1,506 "	Various	"	Various	1,506	Various.
SOUTH ISLAND.								
WESTPORT DISTRICT.								
5 June, 1907	J. Hobbs	Westport	1,000 yellow-pine	s. d. 3 3	On railway trucks, Mokihinui	31 July, 1907	"	Cancelled.
5 "	Four-mile Sawmilling Co.	Charleston	1,000 ditto	3 5	On Crane Wharf, Westport	31 "	1,000	13 Sept., 1907.
14 "	M. Syron	Addison's	500 "	3 5	On Roebuck Street	14 Aug., "	480	23 Dec., "
4 Sept., "	Four-mile Sawmilling Co.	Charleston	1,000 "	3 5	On Crane Wharf, Westport	30 Nov., "	910	6 Dec., "
11 "	C. O'Sullivan	Westport	500 "	3 5	On Roebuck Street	31 Dec., "	"	"
11 Feb., 1908	W. Rogers	Nine-mile	1,000 "	3 5	Where directed	24 Mar., 1908	"	"
Sundry ..	Sundry small contractors	Various	1,090 "	Various	Various	Various	675	Various.

APPENDIX D—continued.

SCHEDULE o SLEEPER CONTRACTS CURRENT ON 1st April, 1907, 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.	Date for Completion.	Total delivered to Date.	Date of Completion.
14 April, 1907	Cowan and Grei	Capleston ..	2,750 silver-pine	s. d. 3 3	New station, Reefton ..	Immediate ..	2,750	15 April, 1907.
15 "	Stuart and Chapman	Ross ..	500 ditto ..	3 3	Ruatapu Station ..	" ..	490	Balance of order cancelled.
18 "	Joseph Tibbles	Nelson Creek ..	600 "	3 3	Ngahere ..	" ..	600	19 April, 1907.
18 "	Wm. Fisher	" ..	600 "	3 3	" ..	" ..	600	19 "
22 "	Hugo Lundquist	Lake Brunner	800 "	3 3	" ..	" ..	800	23 "
22 "	J. Nyberg	" ..	750 "	3 3	Lake Brunner Siding	" ..	749	Balance of order cancelled.
26 "	B. Tindale	Greymouth ..	1,250 "	3 3	Paroa Siding	" ..	1,236	Ditto.
30 "	S. Mitchell	Ross ..	500 "	3 3	Ruatapu Siding	" ..	500	30 April, 1907.
6 May	J. Rea	" ..	500 "	3 3	" ..	" ..	500	7 May,
10 "	A. Brown	Nelson Creek ..	1,000 "	3 3	Ngahere ..	" ..	1,000	10 "
10 "	Joseph Tibbles	" ..	650 "	3 3	" ..	" ..	650	10 "
10 "	T. Jones	Greymouth ..	600 "	3 3	Red Jack's Siding..	" ..	593	Balance of order cancelled.
22 Feb.,	D. Coll	Nelson Creek ..	500 totara	3 3	Ngahere ..	31 May, 1907 ..	500	cancelled.
10 May,	Wm. Fisher	" ..	650 silver-pine	3 3	" ..	Immediate ..	650	9 Aug., 1907.
20 "	A. Richardson	Kumara ..	500 ditto ..	3 3	Kumara Station ..	" ..	500	20 July,
20 July,	J. Cowan	Reefton ..	1,800 "	3 3	Reefton Station ..	" ..	1,800	"
21 Aug.,	"	" ..	2,500 "	3 3	" ..	" ..	2,457	Balance of order cancelled.
15 "	L. Zela	The Forks ..	700 "	3 3	Hokitika Wharf	" ..	687	Ditto.
27 "	H. Bignell	Greymouth ..	600 "	3 0	Ikamatua Siding ..	" ..	591	"
27 "	J. Geiseking	" ..	500 "	3 0	" ..	" ..	500	27 Aug., 1907.
3 Sept.,	J. Atkinson	Kumara ..	500 "	3 0	Kumara Station ..	" ..	500	3 Sept.,
3 "	G. Lawson	" ..	500 "	3 0	" ..	" ..	500	"
20 "	J. Cowan	Reefton ..	1,500 "	3 0	Cronadun station site	" ..	1,445	Balance of order cancelled.
2 Oct.,	Baxter Bros.	Kokiri ..	500 "	3 0	Baxter's Siding	" ..	500	cancelled.
2 "	A. Nyberg	Moana ..	500 "	3 0	Swade's Siding ..	" ..	500	2 Oct., 1907.
3 "	James Jones	Ross ..	600 "	3 3	Ruatapu Siding	" ..	600	"
18 "	S. Dixon	Hokitika ..	500 "	3 0	Hokitika Wharf ..	" ..	500	"
2 Nov.,	T. McMahon	Cronadun ..	1,000 "	3 0	Cronadun station site	" ..	1,000	"
26 "	Stuart and Chapman	Ross ..	650 "	3 0	Ruatapu Station ..	" ..	650	26 "
13 Jan., 1908	J. McMahon	Cronadun ..	2,000 "	3 0	Cronadun station site	" ..	1,976	Balance of order cancelled.
14 "	Thos. Minehan	Ross ..	600 "	3 0	Ruatapu Station ..	" ..	600	16 Jan., 1908.
31 "	Wm. Fisher	Nelson Creek ..	500 "	3 3	Ngahere ..	" ..	421	Balance of order cancelled.

SOUTH ISLAND—continued.

WESTLAND DISTRICT.

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1907, 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.	Date for Completion.	Total delivered to Date.	Date of Completion.
SOUTH ISLAND—continued.								
WESTLAND DISTRICT—continued.								
17 Feb., 1908	E. Gosling	Nelson Creek	1,000 silver-pine	s. d. 3 3	Ngahere	Immediate	964	Balance of order cancelled.
19 "	Stuart and Chapman	Ross	500 "	3 3	Ruatapu Station	"	500	20 Feb., 1908.
31 Mar.,	Baxter Bros.	Baxter's	500 "	3 3	Baxter's Siding	"	500	31 Mar.,
Various ..	Sundry small contractors.	Various	11,416 "	3 3	Various	"	11,227	Balance cancel'd.
CANTERBURY DISTRICT.								
6 June, 1907	J. W. Wallace and Co.	Wellington	1,200 ironbark	5 6	Lytelton	6 Oct., 1907	1,209	30 Sept., 1907.
Various	"	"	150 "	5 0	"	"	150	Various.
OTAGO DISTRICT.								
27 Jan., 1906	John Hannan	Orepuki	250 totara	3 3	Waihoaka	30 June, 1906	82	Agreement terminated.
27 "	"	"	1,000 black-pine	2 6	"	"	1,012	6 June, 1907.
25 May,	James Kirk	Houipapa	1,000 ditto	2 9	Catlin's River	"	866	Agreement terminated.
25 "	Latta Bros.	Owaka	1,500 "	2 6	"	25 Nov.,	1,470	10 July, 1907.
25 "	Thomas Shave	Houipapa	500 totara	3 6	"	"	530	10 "
11 Aug.	Cooper and Lumsden	Ratanui	1,600 "	3 3	Mokotua	16 Jan., 1907	1,620	13 June,
Jan., 1907	"	"	500 black-pine	2 3	Catlin's River	25 April,	508	25 April,
29 May, 1907	M. O'Donnell	Orepuki	500 totara	3 3	Waihoaka	13 June,	497	13 June,
"	Richardson and Blair	Wellington	30,000 hard-wood	3 8½	Bluff	"	30,000	20 Mar., 1908.
13 June,	Dick Michael	Sydney	1,750 ditto	17/8 per 100 s. ft.	Bluff and Dunedin	13 Sept.,	1,261	"
26 Aug.,	Richardson and Blair	Wellington	290 "	39/ ditto	Dunedin	"	290	22 Oct., 1907.
8 Oct.,	J. W. Wallace and Co.	"	3,500 "	4/4 and 4/4½	Nelson, changed to Dunedin	3 Feb., 1908	1,643	"
12 Nov.,	"	"	1,300 ironbark	5 6	Bluff	12 Feb.,	796	"
15 Jan., 1908	Richardson and Blair	"	10,000 hard-wood	3 8½	"	"	2,762	"
24 "	J. W. Wallace and Co.	"	12,000 ditto	3 7	"	"	"	"
1 Feb.,	Richardson and Blair	"	10,000 "	3 8½	Dunedin	"	"	"
28 "	"	"	108 ironbark	6 0	"	"	108	3rd Mar., 1908.
28 "	Dick Michael	Sydney	644 hard-wood	17/8 per 100 s. ft.	Bluff	"	165	"
6 Mar.,	Richardson and Blair	Wellington	10,000 ditto	3 9	"	"	"	"
16 "	"	"	500 ironbark	5 6	"	"	"	"
16 "	"	"	500 "	6 0	Dunedin	"	"	"

APPENDIX E.

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

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

SIR,—

Public Works Office, Wellington, 1st September, 1908.

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, 1908:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1908.	Liabilities on 31st March, 1908.
	M. ch.	M. ch.	£ s. d.	£ s. d.
Kaihu Valley	19 40	17 21	55,044 17 1	..
Kawakawa-Grahamtown—				
Opua Wharf-Hukerenui	32 64	7 41	137,169 16 9	..
Hukerenui-Grahamtown	25 20	22 52	183,811 0 6	737 6 11
Helensville Northwards to Maungatapere	75 29	26 52	269,742 1 11	1,586 18 5
Kaipara-Waikato, with Branches	151 1	151 1	1,307,546 0 10	..
Waikato-Thames, with Branches	75 18	75 18	479,789 16 6	..
Thames Valley-Rotorua	69 33	69 33	355,576 11 1	..
Gisborne-Motu	50 25	20 5	165,562 17 10	8,397 4 6
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown Branch)	233 12	233 12	2,155,742 12 3	..
Wellington-Foxton	..	..	42,116 3 4	..
Foxton-New Plymouth, with Branches	205 42	196 22	1,535,518 14 1	970 19 5
Stratford-Ongarue	101 0	11 18	95,239 15 6	2,873 13 4
North Island Main Trunk	209 69	125 11	2,496,430 15 10	13,236 17 6
Picton-Waipara—				
Picton-Cheviot	138 15	33 45	376,054 4 1	667 10 6
Waipara-Cheviot	35 35	31 68	238,658 10 1	..
Nelson-Roundell	22 73	22 73	168,096 19 7	..
Midland Railway*	241 23	113 11	806,657 4 9	622,325 7 3
Westport-Ngakawau	19 56	19 56	188,008 17 3	..
Westport-Ngakawau Extension to Mokihinui†	7 12	7 12	..	..
Mokihinui Colliery Line‡	3 69	3 69	..	..
Westport-Inangahua	26 0	..	24,358 19 3	1,649 14 2
Ngahere-Blackball	3 30	..	67,973 11 6	2,516 15 5
Greymouth-Coal Creek	5 1	5 1	65,547 12 5	..
Greymouth-Brunner	7 51	7 51	150,512 11 11	..
Greymouth-Ross	40 21	31 47	314,116 19 11	5,126 5 11
Culverden-Hammer Motor-cars and Repairs to Road	..	..	3,819 14 0	..
Hurunui-Waitaki, with Branches	483 72	443 8	2,337,796 17 6	..
Canterbury Interior Main Line—Oxford-Temuka	83 0	11 44	59,343 9 2	..
Waitaki-Bluff, with Branches	616 58	478 12	3,853,229 0 10	2,098 2 11
Otago Central	182 56	134 78	1,279,306 6 6	..
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	334,649 2 9	..
Forest Hill Railway—Winton-Hedgehope§	12 40	12 40	22,983 14 5	..
Western Railways	71 6	62 24	292,074 17 0	723 6 9
Preliminary Surveys	..	..	35,467 5 7	58 1 4
Miscellaneous	..	..	10,336 19 11	..
Stock of Permanent-way on hand	..	..	90,966 17 2	6,805 6 10
Value of Permanent-way in hands of Railway Department	..	..	25,000 0 0	..
Rolling-stock	..	..	4,183,766 18 5	127,927 0 0
Total	3,366 15	2,472 9	24,208,017 17 6	797,700 11 2
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	..
Midland Railway, Valuation of Works constructed by Company	..	..	683,460 3 1	..
Grand total	3,366 15	2,472 9	26,000,734 4 7	797,700 11 2

* The amount shown as expenditure represents the net amount charged against the colony.

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

‡ The funds for purchase of this line, £15,745, were provided by the Westport Harbour Board.

§ The expenditure on this line as a tramway was made by the Lands Department.

|| Does not include expenditure under "Hutt Road and Railway Improvement" and "Railway Improvement Authorisation Act" Accounts.

During the financial year a total length of 10 miles 30 chains of railway was opened for traffic, as shown in the following table:—

Railway.	Section.	Length.	Date of Opening.
		M. ch.	
Helensville Northwards ...	Kaipara Flats—Tauhoa ...	2 45	June 11, 1907.
Gisborne—Rotorua ...	Karaka—Puha ...	1 75	May 20, "
North Island Main Trunk, south end	Taihape—Mataroa ...	5 70	June 1, "
		10 30	

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

The mileage opened this year appears small. This is due to the fact that the North Island Main Trunk line has been the chief work in hand, on which is a length of 43 miles 78 chains at the north end, and 40 miles 60 chains at the south end, of which 18 miles 12 chains was opened to Waiouru on the 30th June last, still incomplete on 31st March, 1908. The incomplete parts are more than seven-eighths done. Further openings are being held over till the whole is ballasted and can be opened at the same time for traffic.

OPUA—GRAHAMTOWN (58 miles).

Kawakawa Southwards Section (7 m. 16 ch. to 19 m. southwards from Opuā Wharf; about 11 miles 6½ chains long).—On the first 8 miles the line is fenced, the rails are laid and ballasted, the station buildings at Scoria Flat Station—about half-way—are completed, and the section is ready to hand over for traffic. Of the remainder, along 2½ miles the formation is completed, bridges are erected, and the line is ready for platelaying; on the last mile the bush has been felled and cleared, cuttings are in progress, and most of the timber is delivered for the three bridges required. Considerable floods have been experienced here, which have done some damage and delayed the work somewhat.

19 m. to 27 m. 6½ ch., a distance of 8 miles 64 chains, now forms the gap between the two ends. Very little beyond felling bush on about 2 miles and getting ready to start earth-work has been done, but everything is now in readiness to go on with greater vigour. On the completion of this length the two ends of the railway will be joined up, and the working of the line brought under one staff.

From 27 m. 6½ ch., which is the southern end of the survey from Kawakawa, and the northern end, or 21 m. from Kamo, the Towai Section—5 miles in length—starts, and goes southwards to Hukerenui, the present terminus of the opened railway. This section is now formed for nearly 4 miles, and the rest is in hand. Some of the bridges have been erected, the timber is on the ground for the rest, and platelaying will be started almost immediately.

Grahamtown Extension (2 miles 30 chains in length, exclusive of wharf).—This line is, now roughly formed for nearly its whole length, except that there is a large amount of stone protection required on all the banks, a good deal of widening to be done at Grahamtown Station, and a large number of slips in the cuttings still to be relieved and taken out. The bridge over the Whangarei Harbour and the small bridges on the line have been completed. The wharf has not yet been started, and no platelaying has been done.

HELENSVILLE NORTHWARDS.

Tauhoa Section (59 m. 75 ch. to 62 m. 40 ch.; length, 2 miles 45 chains).—This section from Kaipara Flats Station, which was nearly finished last year, was completed and handed over to the Railway Department on 11th June, 1907, and opened for traffic.

Hoteo Section (62 m. 40 ch. to 66 m.; length, 3 miles 40 chains).—This section, with its tunnel and three bridges through the Hoteo Gorge, has been completed during the year, including the station buildings at Wayby. It was handed over to the New Zealand Railway Department on the 13th May, 1908, and finally opened for regular traffic on the 18th May following.

Wellsford Section (66 m. to 69 m. 18 ch.; length, 3 miles 18 chains).—The formation from Wayby to Wellsford was about half-done last year, and is now nearly finished, but bad slips in the heavier cuttings and serious subsidences at several important banks have delayed its final completion. The rails are now laid, however, and some of the ballasting done at the beginning of the line. The station buildings and the necessary cottages for the employees are being erected at Wellsford. This section should be ready to hand over for regular traffic before Christmas, but the handing-over of the line will depend on the state of the weather and the progress made in overcoming the slips.

Te Hana Section (69 m. 18 ch. to 72 m. 45 ch.; length, 3 miles 27 chains).—The whole of the cuttings and banks on this section are in progress and about half-done.

The siding from Te Hana Station to the wharf, to be built on the tidal creek adjacent, is in hand.

Kaiwaka Section (72 m. 45 ch. to 81 m. 39 ch.).—Work has been started on the first 2 miles of this section.

The permanent line has now been located about 5 miles north of Kaiwaka, or to 86 m., including the branch into the Pukekaroro Quarry, about three-quarters of a mile in length.

Beyond 86 m. a trial line has been run, passing about a mile to the east of Maungaturoto, at 91 m., and on to 97 m., or nearly to McCarroll's Gap. A fairly good line can be obtained this way, and it is central, going fairly well up the middle of the country.

GISBORNE—ROTORUA.

Waikohu Section (17 m. 70 ch. to 23 m. 50 ch.; length, 5 miles 60 chains).—From Karaka Station (17 m. 70 ch.) to Puha Station, at 19 m. 65 ch., part of this section, was handed over to the New Zealand Railways Department and opened for traffic on the 20th May, 1907. Another part, from Puha Station, at 19 m. 65 ch., to the east side of the Waikohu Bridge, at 23 m. 14 ch., has been completed during the year, and opened for traffic on the 28th May, 1908. A contract has been let for the bridge over the Waikohu River, which should be completed in September next; and then the section, which terminates just beyond the Waikohu Station, at 23 m. 50 ch., can be completed.

Waihuka Section (23 m. 50 ch. to 31 m. 70 ch.).—The first part of this section, 4 miles in length, is located, and the formation is in hand. Good progress is being made, and, as the work is light, it will soon be ready for platelaying. The first two bridges near Waikohu Station have been let by contract.

Further location survey-work is in progress, and the position of the line has been decided on up to the Rakauoa Saddle, at 41 m., on the trial plans. As soon as this location is completed further exploration and trial surveys can be continued beyond Motu westwards.

NORTH ISLAND MAIN TRUNK.

North End.

Taumarunui Station, 174 miles from Auckland, opened on the 1st December, 1903, still continues to be the end of the Railway Department's opened line at the north end.

South of that, construction-work has been in hand as far as Horopito Station, another 44 miles. Of this, the section, 24½ miles in length, from Taumarunui to Raurimu was practically finished, rails laid and ballasted, and goods carried by us over it, since November, 1906. Last year the very heavy earthworks on the Spiral, just south of Raurimu, were in hand and stopped much progress. However, by September, 1907, they were far enough advanced to be able to resume platelaying, and the rails were then laid, and reached Waimarino Station, another 7 miles southwards, in December last. Further formation being completed on ahead, platelaying was resumed in February, and continued to Makatote, another 7 miles, by the end of March. Here the Makatote Viaduct, which was then some nine months behind contract time, delayed platelaying until the beginning of July last; since which time the rails have been laid on to Horopito over this and the other viaducts, finally joining up with the south end on the 3rd August on the Manganui-o-te-ao Viaduct. There are still a good many buildings, chiefly residences, to erect; some fencing to do; the ballasting of the last 6 miles, finishing of Mananui and Kakahi station-yards and other minor works, which may take another six months to finally complete; but in another month or so trains will be able to run over the whole line.

The work above includes the following sections:—

				M. ch.	M. ch.	M. ch.
Taumarunui Section	..	..	Northern mileage	76 55 to	83 23 =	6 48
Whakapapa Section	..	..	Southern	129 0 „	119 0 =	10 0
Owhango Section	..	..	„	119 0 „	111 0 =	8 0
Makaretu Section	..	..	„	111 0 „	103 60 =	7 20
Waimarino Section	..	..	„	103 60 „	96 0 =	7 60
Central Waimarino Section	..	..	„	96 0 „	91 50 =	4 30
						43 78

Makatote Viaduct.—The contractors' (Messrs. J. and A. Anderson) tender was accepted on the 15th June, 1905, and two years were stipulated to complete the contract in. Owing to the difficulties met with in the foundations, bad weather, floods in the creek and damage to plant, shortage of cement during 1907 summer months, want of sufficient suitable men, and other causes, it is not yet quite complete, but should be finished within two months.

Manganui-o-te-ao and Mangaturuturu Viaducts have also received their superstructures from the same firm, and, like the Makatote, somewhat later than contract date required, caused chiefly through shortage of suitable workmen.

Kakahi Sawmill.—The Department's sawmill at Kakahi has continued to work satisfactorily, and has supplied a very large quantity of timber for sleepers, bridges, buildings, and other purposes, cutting about 10,000 superficial feet on the average per day. The mill was worked with practically no breakdowns nor loss of time.

South End.

Taihape Station, at 44 m. 70 ch. from Marton Junction, was the end of the opened line at the beginning of the year, and work has been going on from there to meet the north end, Horopito Station, at 91 m. 50 ch., being the objective point of meeting.

On the 1st June, 1907, a length of 5 m. 70 ch. net from Taihape (44 m. 70 ch.) to Mataroa (50 m. 70 ch.) was completed, handed over to the Railway Department, and opened for traffic.

On the 30th June, 1908, a further length of 18 miles 12 chains from Mataroa (50 m. 70 ch. to Waiouru, 69 m. 2 ch.) was completed and handed over to the Railway Department and opened. This length was delayed for some considerable time owing to slips, over one of which, at 53 m. 65 ch., a bridge had finally to be built with piers carried down to the rock below, to allow the slipping material to pass through it as it comes down.

On the next length of 13 miles 68 chains, known as the Murimutu Section, and extending to 82 m. 70 ch., or to Rangataua Station, the heavy length of earthwork still in hand last year from 70 m. to 73 m. 30 ch. has been finished, the rails laid over it, and the line almost fully ballasted. With the exception of station buildings at Waitangi, Kariōi, and Rangataua Stations, all in course of erection, and minor work, this section is now complete.

The last section, from Rangataua (82 m. 70 ch.) to Horopito (91 m. 50 ch.), or 8 miles 60 chains in length, known as the Raetihi Section, has been the centre of the most concentrated effort this year. On it there are two large steel viaducts, four other considerable bridges, a tunnel of 220 yards long, some very heavy cuttings in difficult ground, and some equally large banks. Work was fairly started previously, but it has been a most satisfactory result to get what remained to be done completed in so short a time. One instance alone may be given of the work accomplished—and it was done by Government labour entirely: The Hapuawhenua Viaduct, which is on a 10-chains curve, has thirteen concrete monolith piers, averaging 40 ft. high each, four 4-legged steel piers, averaging 100 ft. high each, founded on four concrete blocks each, or one to each leg, and two concrete abutments of fair height, with thirteen steel-plate girder spans of 36 ft. each, four steel-plate-girder pier spans of 36 ft. each, and five truss spans of 64 ft. each, or 932 ft. in length in all. The erection of this bridge, including the excavation of foundations, was begun in August, 1907, and by April, 1908, it was completed and the train running over it.

The whole of the iron and steel work for these bridges was manufactured at the Department's workshops at Makohine, and has been turned out most satisfactorily in every way.

The laying of the rails from Ohakune, at 85 m. 51 ch., was resumed as soon as this viaduct was completed; and, though delayed by some banks and cuttings further up, reached the end of the section, at 91 m. 50 ch., towards the end of July, and joined up with those at the north end on the next section.

There is still a large quantity of ballasting, widening of cuttings and banks, fencing, and water-supplies, besides the necessary buildings, to complete; but in about another month trains will be able to run through, and by the end of the year nearly everything will be finished.

The sections mentioned above are as follows:—

	M. ch.	M. ch.	M. ch.	M. ch.
Paengaroa, part of (Taihape to Mataroa)	44 70	to 50 70	= 6 0	= 5 70 net.
Turangarere and Waiouru Sections (Mataroa to Waiouru)	50 70	" 69 2	= 18 12	= 18 10 "
Murimutu Section (Waiouru to Rangataua)	69 2	" 82 70	= 13 68	= 13 70 "
Raetihi Section (Rangataua to Horopito)	82 70	" 91 50	= 8 60	
			46 60	

STRATFORD—WHANGAMOMONA.

Huiroa Section (11 m. 18 ch. to 15 m. 68 ch.; length, 4 miles 50 chains).—This section, which extends from Douglas to Huiroa, was finally completed, handed over to the Railway Department, and opened for traffic on the 1st April, 1908. The station buildings at Huiroa, being built by contract, are somewhat behind time, but are now just on completion.

Te Wera Section (15 m. 68 ch. to 22 m. 35 ch.; length, 6 miles 47 chains).—Work was started on this section last November, but owing to the scarcity of men it went on very slowly during the summer, but since March more men are available. The first portion, of four miles, is in low swampy country, so the line is being formed just sufficiently wide to lay rails on it, and the banks will then be widened out by train. From 18 m. to 20 m. the formation is partly done, and the tunnel and heavy work immediately beyond this is being put in hand.

MOUNT EGMONT BRANCH.

Manganui Section (0 m. to 6 m.).—This section, which includes the hydraulic stone-crushing plant and machinery, barracks, and two cottages at 5 m., also the sidings, engine-shed, &c., and cottages at 0 m., Waipuku Junction, on the main line, with the ballast-siding at the Manganui River, was handed over to the Railway Department on the 1st April, 1908, and that Department is now crushing ballast there.

A proposed quarry at about 9 m. is being prospected. So far considerable stripping has been met with in getting to the basaltic rock suitable for metal, but it is hoped to avoid this, and further prospecting is to be done.

MIDLAND.

Nelson—Westland Section, North End.

Tadmor Station, at 41 m. 29 ch. from Nelson, is the end of the opened line in the hands of the Railway Department, and was opened to this point on the 7th August, 1906.

Manu Section (41 m. 29 ch. to 51 m. 48 ch.; length, 10 miles 19 chains).—Work has been principally confined to the length between Tadmor and Kiwi Stations, at 46 m. 40 ch., which is now formed, fenced, rails laid, ballasting going on, and station buildings at Kiwi erected. It is expected that the whole of this 5 miles 11 chains will be completed and ready to hand over and open in October.

Beyond Kiwi bushfelling has been completed to the end of the section. A little earthwork and some culverts on the first mile have also been completed. Progress will now improve, as more men are being employed.

Nelson—Westland Section, South End.

Reefton (North)–Inangahua (47 m. 40 ch. to 66 m. 10 ch. from Greymouth).—The line was opened to the new station, Reefton North, at the end of last year. Some buildings and other finishing-work have been completed there since.

The length, 5½ miles, from there to Cronadun, at 53 m., has been under construction in particular this year. The formation, fencing, bridges, platelaying, and some of the ballasting have been completed, and the whole is expected to be finished and ready to hand over finally to the Railway Department in August. The length was officially opened by the Right Hon. the Prime Minister on the 9th May last. The contract for the station buildings, cottages, &c., at Cronadun has been completed.

Beyond Cronadun the formation is completed and rails laid for another half-mile to Boatman's Creek, where a contract has just been let for the erection of a combined road and railway bridge.

Beyond this, at 55 m. 60 ch., the contract for the bridge over Larry's Creek is still in progress, but should be finished this month. About half a mile of line was formed just beyond this bridge some years back, and the bush felled, but nothing has been done lately to the formation.

Still farther on, *the combined bridge over the Inangahua River, at about 62 m.,* has been completed for some years, and has been in use for road traffic.

Canterbury—Westland Section, West End.

Rolleston Section (50 m. 39 ch. to 52 m. 66 ch. from Greymouth).—This length, which extends to within 27 yards of the west mouth of the Arthur's Pass Tunnel, has been in hand for some time by co-operative labour. Half a mile of heavy earthwork has been done, and the bridge erected at Goat Creek. Further on a similar amount of heavy earthwork and the bridge over the Rolleston has been completed. The work on this section beyond 51 m. 40 ch. will now be done under the Arthur's Pass Tunnel contract, which starts from this point, leaving only the first piece to be done by co-operative labour.

Arthur's Pass Tunnel Contract (51 m. 40 ch. to 59 m. 40 ch.; 8 miles in length).—The tender of Messrs. J. McLean and Son was accepted on the 1st August, 1907, for £599,794, for this contract, which includes the 5¼-mile tunnel and approaches, to be completed in five years, or by the 1st August, 1912.

The contractors have been engaged on preliminary work chiefly, this year, and only lately started the tunnel-drive at the Otira end, the first shot being fired in this drive by the Right Hon. the Prime Minister on the 5th May last.

They are now busy obtaining high-pressure water-power from Holt's Creek, at the west end, and the Punchbowl Creek, at the east end, to run electrical generators, with which to supply electrical power to work the air-compressors, light the tunnel, provide traction, and all other power purposes. It is intended to use the Ingersoll Rand Rock-drills for driving with in the tunnel.

A telephone-line has been erected and a temporary steam plant provided, which latter will be used until the water-power plant is available; a large number of cottages for workmen, residences for officers, and the usual stores, sheds, stables, and magazines necessary have been built.

Canterbury—Westland Section, Springfield End.

At this end the line was opened to Broken River Station (12 m. 18 ch.) on the 29th October, 1906, and it is still the railhead station.

Cass Section (12 m. 18 ch. to 27 m. 40 ch.; or 15 miles 22 chains in length).—Work has been going on quietly during the year on the first 1½ miles chiefly, where there are six tunnels, and the high steel viaduct over Sloven's Creek.

Of these tunnels three have been finished, except putting the fronts on, and the other three are about one-third done. The latter are pierced with bottom headings, so that access is easy to all. Beyond Sloven's Creek a high cutting is being made through the first spur, instead of the original tunnel proposed, owing to bad nature of ground met with.

Beyond this again work has been started on most of the cuttings and banks on the section, but was discontinued as the men were required to push on the North Island Main Trunk Railway.

The Government sawmill at 6 m. 20 ch. has been closed down for most of the year, as the available timber easily obtainable has been cut out.

Sloven's Creek Viaduct.—A contract to build this steel viaduct was let to Mr. Fraser during the year. He started work on the ground last January, and now has most of the concrete-work completed. The steelwork for the viaduct is being manufactured by the firm of Massey Bros., in Auckland: some is nearly ready, and will be taken on to the ground ready to erect at once.

Bealey Section (27 m. 40 ch. to 41 m. 53 ch.; or 14 miles 13 chains in length).—This section, which terminates at the east end of the Arthur's Pass Tunnel contract (59 m. 40 ch. from Grey-mouth), has not yet been touched. It is the connecting length of this east and west coast railway.

WESTPORT—INANGAHUA.

Te Kuha Section (0 m. to 5 m. 74 ch.).—Felling, clearing, culverts, fencing, and about seven-eighths of the earthwork have been done; and the timber is on the ground for the bridges (which include the Orawaiti overflow bridge, 1,140 ft. long), but none erected. A contract was let for the erection of these bridges in the summer, but owing to the contractor's illness no progress has yet been made, and the contract will probably have to be relet if his health does not improve.

Preparation is being made to go on with the platelaying as soon as sleepers are available.

There will be some 20 miles of very difficult line to be made up the Buller Gorge to connect this line with the Reefton-Inangahua line at Inangahua Junction.

PICTON—WAI PARA.

North End.

Seddon—Blind River Section (33 m. 45 ch. to 37 m. 7 ch.; 3 miles 42 chains in length).—This length is now almost complete. The formation, bridges, culverts, fencing, and platelaying to 36 m. 61 ch. are finished, but ballasting has been delayed in order to use the new Awatere pit, and also for want of a locomotive. It is hoped to commence immediately. The station buildings at Blind River are being erected by contract, the materials being supplied by the Department. Work is just being started at them.

Ward Section (47 m. 7 ch. to 48 m. 9 ch.; 11 miles 2 chains in length).—Good progress has been made with the earthwork for the first 3½ miles. Advantage was taken of the very dry summer to scoop the bank up across the first arm of Lake Grassmere from the then dry bed of the lake, which has been of great value to us, enabling its further construction to be made above winter water-level from each end. I expect the earthwork to be finished to the lake by Christmas, when rails can be laid to Kaparu Station, 39 m. 70 ch.

Beyond the lake to the east some small pieces of earthwork have previously been formed, but not much. However, men are now being started here, and, as the formation is fairly light, good progress will soon be made.

South End.

Opened to Domett Station, 31 m. 65 ch. north of Waipara, or about 72 miles from Christchurch, on the 21st March, 1907. Construction-work has been discontinued until the route is settled to the Waiau River. Surveys now in hand show that a good route exists northwards up the Leader, Gelt, and Charwell Valleys, for the extension to Kaikoura.

NGAHERE—BLACKBALL.

3 miles 40 chains in length.—The formation of the new Junction Station on the direct line to Greymouth is now well advanced, and should soon be ready for platelaying. In the meantime a temporary connection has been made with the old siding and main line; rails have been laid up to 1 m. 60 ch., where there is a short length of bank still to form before further advance can be made. Considerable slips have had to be removed from the cuttings at 2 m. 15 ch. and 2 m. 27 ch. The cutting at 2 m. 50 ch. is not yet complete, also a very large quantity of filling is required for the south approach bank to Soldier's Creek Bridge, at 2 m. 60 ch., and a considerable part of the required material has to come over this bridge from the 3 m. cutting. The contract time for the erection of this bridge expired on the 16th July last, but, owing to various causes, the work has not progressed well, and the contractor is now only placing the concrete in position. Notice has been given him to increase the number of men employed, and it is hoped that better progress will now be made. The cutting at 3 m. is being excavated, and the rock stacked ready to convey to the bank, as soon as the bridge is ready for traffic. The piers for the bridge over Ford's Creek, at 3 m. 12 ch., are nearly completed. Work is in hand in the Blackball Station yard, but has been delayed waiting for Mr. Perotti to remove the buildings of his sawmill off the road reserve, where he has squatted without any title apparently. The buildings are now being removed.

The Blackball Company is now starting to form the site for its coal-bins, and the Paparoa Company is busy developing, but it seems quite likely that the railway will be ready by the time the companies are able to send coal over the line.

COAL CREEK RAILWAY EXTENSION.

In August, 1907, an exploration survey party looked for a route to the coal-seams up Seven-mile Creek, and then made a trial survey from 5 m. on finished line to the bin-site at 8 m. An alternative route, 5 miles 60 chains long, was then surveyed up Coal Creek Valley. The first has been adopted, is being located, and men were started on the construction of the first mile in June, and since then on the second mile.

It is a very heavy piece of line to make, and will take some time, as it is nearly all in rock, the formation requiring deep cuttings along a precipitous mountain-side.

GREYMOUTH—HOKITIKA—ROSS.

0 m. to 24 m. 14 ch., to 38 m. 36 ch.—This line was opened to Ruatapu, or 31 miles 24 chains, on the 9th November, 1906. The remaining length of 7½ miles, including Ross Station yard, is formed, except the approaches to the Totara Bridge, and the rails have been laid to 37 m. 64 ch., or the north bank of the Totara River. No ballasting to speak of has yet been done, but it is just

about to be put in hand. The chief cause of delay has been the slow progress of the bridge-contractor, who has the contract for the bridges on the length—six small bridges and the long one over Totara River. The small ones are nearly finished, but the large bridge is only about half completed. They should have all been finished in December, 1906, but, owing to some unsuitable timber having to be replaced, piles going deeper than expected, and so longer ones having to be imported, shortage of men, difficulty of obtaining suitable ironbark timber, &c., they are still in hand.

The station buildings at Ross are just completed.

The line will probably be finished about the end of the year, if the contractor has the bridges completed in time.

OTAGO CENTRAL.

This line was opened to Clyde, 143 miles from Dunedin, in March, 1907. Nothing of any importance has been done this year by the Department.

MILTON—LAWRENCE ROXBURGH.

Lawrence, 22 miles from Milton, is the end of the opened railway-line.

Evans Flat Section (22 m. to 26 m.; 4 miles in length).—The formation, including that of Evans Flat Station yard, and fencing, are complete. Four bridges, the contract for the erection of which has been just let, all the material being provided by the Department, have to be built. Platelaying can be started as soon as the first of the bridges is completed.

Big Hill Section (26 m. to 29 m. 20 ch.; 3 miles 20 chains in length).—The first 2 miles including Bowler's Creek Station yard, is formed, and the rest of the section nearly so. The contract for the erection of the two bridges needed has just been let with those on the previous section. Platelaying will be continued on this section on its reaching the end of the previous section.

Baumont Section (29 m. 20 ch. to 35 m. 15 ch.; Dunkeld, on Clutha River).—So far only the location of the tunnel at 29 m. 47 ch., about 470 yards long, has been fixed, and that quite recently. Beyond that only a trial line has been run. Work is now being started on the face cuttings of the tunnel, and the location survey beyond is being arranged for.

CATLIN'S RIVER—WAIMAHAKA.

North End.

Catlin's River Station, 21 miles 60 chains from Balclutha, and 75 miles from Dunedin, opened on the 1st August, 1904, is still the end of the Railway Department's opened line.

Catlin's River—Houipapa (21 m. 60 ch. to 24 m. 10 ch.).—The rails are laid and ballasted. Ballast is being crushed at the quarry at 22 m. 20 ch., where a crushing plant has been erected.

Houipapa—Table Hill Section (24 m. 10 ch. to 31 m. 26 ch.; 7 miles 16 chains in length).—The earthwork will be completed to 25 m. 60 ch. sufficiently to enable platelaying to be commenced in about two months.

Bushfelling has been completed to 28 m. 69 ch., clearing and burning to 27 m. 58 ch., and some earthwork has been started, also culverts, beyond 25 m. 60 ch.

Shafts are being sunk to test the foundations for the viaduct at 30 m. 5 ch.

Owing to the almost impassable state of the roads very little carting can be done; and till the main road is corduroyed and put in a usable state, carting of culvert material, which has all to be brought up from behind, can only be done slowly. Culverts must be constructed before much earthwork can be done on ahead; they therefore control the rate of progress. It is intended to construct stations at 27 m. 30 ch. and 31 m. 40 ch.

Table Hill Summit.—Some deviations and alterations to the grades beyond 29 m. are being considered; these, and further line ahead as far as Tahakopu, will have to be located at once.

South End.

Waimahaka Station, 24 miles 50 chains from Appleby Junction, which is 2 miles from Invercargill, is the east end of the line, now opened by the Railway Department for traffic.

Waimahaka Tokonui Section (24 m. 50 ch. to 32 m. 37 ch.; 7 miles 67 chains in length).—Earthwork has been confined to the heavier portion between 26 m. and the summit at 29½ m., which is now rather better than half-formed. The lighter work nearer the station is being put in hand.

From the *Summit to Tokonui* the grades and alignment require some adjusting, which will be put in hand at once.

From *Tokonui to Table Hill*, at the north end, there are about 41 miles to construct, of which only a preliminary survey has so far been made.

GORE—WAIKAKA.

This line starts at McNab's Junction, 96 miles from Dunedin, and 43 miles from Invercargill, on the main line, and about 3 miles north from Gore Township.

It is 12 miles 65 chains in length, and traverses the Waikaka Valley to Waikaka Township, along comparatively level country with a great many waterways in its course.

The formation was started in April, 1907, and is now practically completed, except the last 2 miles, some of the station-yards, and the usual widening and trimming. The bridges and culverts are in hand, and the rails are laid and three parts ballasted to the Waikaka River Bridge, at 10 m. 73 ch. Most of the fencing and gates—of which there are a large number—have been erected.

Contracts have been let for the station buildings, which are now all being started.

It is expected that the line will be ready for ordinary traffic about the end of this year, or just after.

The survey for the land required is well in hand.

RIVERSDALE—SWITZERS.

The formation of this line has been in hand during the year, and, as it is chiefly shallow bank, is now well forward, extending to Wendonside Station, at 10 m.

The rails have been laid on the original formation from Riversdale Station to the Mataura River at 2 m. Some repairs to the old bridge are being done; and it is then intended to go on platelaying at once, material for which is being delivered on the ground.

Timber is being delivered for the Muddy Creek Bridge; and a further length from 10 m. to Waikaia at 13 m. 70 ch. is being located, and the formation will be put in hand forthwith.

OREPUKI—WAIATU.

Waihoaka Station, at 40 m. 16 ch. from Makarewa Junction, on the Invercargill—Kingston Railway, is the present terminus of the opened line.

Waihoaka—Tuatapere (40 m. 16 ch. to 48 m. 19 ch.; 8 miles 3 chains in length).—During the year an endeavour has been made to push on the formation and platelaying from Te Wae Wae Station at 43 m. 30 ch. to the ballast-pit at 46 m. 30 ch. so as to provide the ballast for the whole length.

The two necessary bridges have been built, and, after great anxiety to the local engineer, the bank across Camp Creek was finished last June, wide enough to carry the rails, which are now laid to 45 m. 65 ch., and will be extended over the bridge and into the ballast-pit at once.

The formation beyond to Tuatapere Station at 48 m. 19 ch. should also be completed, and the whole section ready for opening in about nine months.

Station buildings are being put in hand at Te Tua and Tuatapere; those at Te Wae Wae have already been built.

SURVEYS OF NEW LINES. LAND-PLAN SURVEYS, ETC.

The *permanent survey of the Helensville Northwards Railway* has been extended from near the Topuni Bridge through Kaiwaka, past the quarry on Bald Hill near Pukekaroro (into which a branch line has been located) to 86 m. near the source of the Rock Creek. Beyond this, a trial line down to the Brynderwyn Station on the flat due east, and crossing the ridge at the back, or north-east of Maungaturoto, then running down the next valley to the Golden Stairs and on to within a mile of McCarroll's Gap to 97 m., has been run, and plans of it are now being prepared. Further exploration of the *Bickerstaffe* and *Huarau* routes will also be undertaken. A land-plan survey of the land required for the railway from Wellsford to Kaiwaka is being made.

Paeroa—Pokeno Permanent Survey.—This survey, started last February from Paeroa, has now been pegged and levelled across the Piako Swamp, a distance of 19 miles 55 chains to near Waitakaruru, and is now being continued thence by the Maramarua and Maungatawhiri Valleys to Pokeno. Alternative junctions north and south of Paeroa have been reported on also.

Mamaku—Te Puke Trial Survey.—A trial survey was carried out here, but further exploration must be made. The result arrived at by this survey was not satisfactory, as the endeavour to maintain an easy grade landed it in very broken and heavy country. With a steeper grade a line could be obtained of a fairly easy nature.

Waihi—Tauranga—Opotiki Trial Survey.—Last January this trial survey, started some years ago and then extending some 6 miles from Waihi, was put in hand again, and has now been continued to Katikati, some 20 miles, and exploration has been carried on to Wainui at about 24 m. Plans are being prepared in camp as the survey goes on.

Gisborne—Motu—Opotiki Flying Survey.—Nothing further has been done beyond what was reported last year on the flying survey from Motu to Opotiki, but a party has been employed on the grade up from Karaka to Motu on the east side *via* the Waikohu and Waihuka Valleys, to the east summit at Rakauaroa at 41 m. The route to be constructed has been decided on, is now being located, and the work of construction has been started, and is in progress as far as 27½ m.

On the *North Island Main Trunk Railway* a land-plan survey is being made from Horopito to Waimarino.

Auckland—Taranaki Railway.—A trial survey has been made exploring the alternative route for the northern end of this railway starting from Hangatiki or Te Kumi, and going up the Mangapu Valley to the Maraetawa Saddle, thence down a northerly branch to and crossing the main Mokau River, continuing down that valley for some distance, then crossing into the Mokauti, Huioteko, Mangaparo, and Paraheka Valleys, thence southwards into the Mangaroa Valley, and joining there the Ongarue—Stratford route. An excellent line can be obtained this way through good serviceable land of very much better quality and use than the Ongarue—Mangaroa country offers.

Ohakune—Raetihi Trial Survey.—This line—about 7½ miles—is being surveyed in dense bush country. A comparatively easy line will probably be obtained.

Midland Railway, Nelson.—A resurvey of the line as completed from 31 m. to 41 m. 27 ch. (Tadmor) has been made to obtain correct plans of what has been done; also the land-plan survey from 41½ m. to 49½ m. is in hand.

Greymouth—Coal Creek Railway Extension.—A further length some 3 miles up the Seven-mile Creek, in very precipitous country, has been detail-surveyed, and is now being finally located for construction.

Westport—Inangahua Railway.—The land-plan survey is in hand up to 6 m. The first 2 miles are completed and the remainder will be finished in a month.

Picton—Waipara Railway.—A party has been engaged at the south end surveying a deviation from Domett to McKenzie, thence running trial lines to junction with the route surveyed some years ago to enable the townships to be located near the railway stations, and also in making a flying survey to obtain a suitable route northwards from the Waiau River to Kaikoura; a good route has been found going up the Leader Valley, then passing into the Gelt Valley, crossing the Conway, then into the Charwell Valley, and then joining into the old surveyed line over the Green Hills to Kaikoura.

Gore—Waikaka Railway.—A contract for the land-plan survey of the 12 miles 65 chains on this line is now in hand.

Clyde to Cromwell.—Some work was done on a trial survey between these places.

Clutha River Protection at Balclutha.—A survey is being made to compare with previous surveys to observe the changes in the river in order to determine whether further protection is needed.

SLEEPERS.

A complete schedule of the contracts and agreements entered into for the supply of sleepers, and the number of sleepers delivered on each railway up to the end of March last, is given in Appendix D.

ROADS, BRIDGES, &c.

Mangere Road Bridge, Onehunga.—A site for the new bridge has been surveyed, borings taken, and plans and specifications prepared for contract.

Wairoa, Hawke's Bay: Road-bridge at Frasertown.—Plans were prepared and a contract let for this bridge, and the work of construction is just being started.

The Wangaehu Valley Road was formed and metalled for a distance of $1\frac{1}{2}$ miles south of Karioi Railway-station, to its junction with the main Pipiriki—Waiouru Road.

Alexander's Bluff Bridge, over the Motueka River, is going on very slowly; three spans have been erected, and the others are being framed. It should be finished by the end of the year.

Buller River Bridge, at O'Sullivan's Road.—A contract was let in August, 1907, for this bridge; the concrete piers have been built, and the hardwood for the superstructure is now on its way from Australia.

Culverden—Hanmer Motor Road.—The sites for the bridges over the Percival, Chatterton, and Hanmer Rivers have been surveyed, and drawings of the structures prepared. The material is now being obtained, and their erection will follow.

Wataroa Road Bridge.—The contract for this bridge, let in August, 1906, is now progressing better. All the cylinders and concrete are in position for the piers; the superstructure will be put in hand at once.

Larry's Creek Bridge.—This is now nearing completion.

Taramakau Road Bridge.—The approaches were completed last December.

Waiho Bridge Site.—A survey and plans have been made of this bridge-site.

Taramakau Overflow.—A survey and plans of the overflow near Inchbonnie have been made, where it is proposed to construct a stop-bank to prevent the Taramakau River from diverting into the Grey River Valley, as such an occurrence would be a grave catastrophe.

IRRIGATION, CENTRAL OTAGO.

At the head of the Manorburn Creek a dam was constructed by a private company some years ago for the purpose of forming a reservoir to conserve water for mining purposes. Races were constructed where necessary so that the water could be delivered on the ridge at the back of the Raggedy Range opposite Ophir, from which it could be conducted down towards Galloway Station and also down the Poolburn Valley. A few years ago the Government purchased this race: the water is now used for mining purposes, and some surplusage is sold for irrigation. As the dam is a very small affair, and only sufficient to retain a small quantity of water, and as the site for the reservoir is one of the best that could be obtained anywhere, steps were taken last season to make an accurate survey of the area of the reservoir and also of the race, to enable a sufficient dam to be designed to retain the whole of the rainfall, and to also enable some idea to be formed of the cost and practicability of enlarging the race to convey water for irrigation purposes. The survey has been completed and the plans are now in course of preparation. On their completion a full report on the scheme will be submitted, and authority requested to commence construction-work.

Near the summit of the ridge at Ranfurly, where the railway-line crosses, a good site for a storage reservoir exists from which water could be conducted for irrigating Maniototo country, and also westward along the valley of the Manuherikia. For the purpose of ascertaining the extent and capacity of the reservoir, and also to ascertain what water can be obtained to supply it, some survey-work was conducted towards the end of the autumn. Up to the present this has not

advanced far enough to enable any conclusion to be arrived at, the very severe winter weather lately experienced completely putting a stop to outside work. During the past year the survey on the line of race to conduct water from the Taieri River near the Styx junction round the Maniototo country to the Hogburn on the road to Naseby, has been completed. Directly the season had advanced sufficiently a survey was made of a reservoir-site in the locality known as the Great Moss Swamp, and several minor storage-reservoir sites have been explored. An excellent site for a dam exists near the junction of the Styx with the Taieri, but, as the land above the site is fit for agricultural purposes, and is at present held and used for those purposes, and as considerable mining operations are still being carried out higher up the river, it is questionable whether it would be practicable to construct a dam at this place, so that recourse would have to be made to the several minor storage reservoirs above referred to. It will be impossible to form reservoirs on any creek or river below where mining operations are being carried out as the silt and other *débris* resulting would speedily fill them up and render them useless. It is on this account that many promising sources of supply are rendered quite useless. Owing to the very small rainfall in Central Otago, particularly at the time of the year when irrigation is required, the normal flow in the creeks and rivers situated at places which enable their waters to be conducted on to the lands to be irrigated is too small to be of any practical value; it is therefore absolutely necessary to rely solely upon storage. Before any works can be put in hand for irrigation purposes it will be necessary for some agricultural experts—say, officers of the Agricultural Department—to be appointed to examine the country and say definitely which areas are likely to derive any benefit by being irrigated. This is a matter quite outside an engineer's function. There are large areas of land in Central Otago which no amount of water would benefit, and there are also areas of open shingly character over which it would be impossible to conduct broad irrigation, so that it is absolutely necessary, before any works are put in hand, to have an authoritative report upon the suitability of the land proposed to be irrigated. It has been suggested that the tailing-water from the mining claims could be made use of; but such a scheme can only be adopted with extreme caution, as the large amount of silt carried by such water would be deposited upon the land and would in many cases utterly destroy its fertile qualities—for it must be borne in mind that this silt is of quite a different nature from the silt usually carried by rivers and deposited during floods, as the latter contains a very large percentage of vegetable humus washed off the surface of the land by rain-water.

PUBLIC BUILDINGS.

AUCKLAND DISTRICT.

Departmental Buildings.

Auckland.—A large addition is being erected on the allotment recently purchased on the Albert Street frontage, which will provide for Departments now renting offices outside these buildings. It should be completed this year. Agricultural Department: Additions to this building are in hand. Health Department: Repairs and renovations have been carried out.

Te Kuiti.—A new office building is about half-erected in this rising centre. A residence for the Stock Inspector is being built.

Courthouses.

Auckland, Supreme.—Additional doors are being erected at front entrance to prevent draught, and general repairs are being effected.

Auckland, District.—Ventilation has been improved; general repairs done; further land taken for new Law Courts.

Hamilton, District.—Grounds set in good order; minor repairs done.

Thames, District.—Some furniture has been provided.

Raglan, Kawhia, and Te Kuiti.—New Courthouses have been built by contract at each of these places.

Whangarei.—Considerable additions have been erected.

Te Awamutu, Waikato, Kawakawa, Kohukohu, Onehunga, Te Aroha, Papakura, Otorohanga, Rotorua, Paeroa, Mercer, Otahuhu, Helensville, Tauranga.—Repairs, painting, draining, furniture, &c., have been attended to.

Gaols.

Mount Eden.—The erection of the central block, including the chapel and offices, is now approaching completion, and should be available shortly for use.

Hospitals.

Auckland Mental Hospital.—Repairs to chapel and female-side roofs have been made; a morgue and butcher's shop erected.

Taumarunui Cottage Hospital.—This building is now just on completion.

Police-stations.

Auckland, Central.—Sergeant's quarters rebuilt and enlarged; gymnasium erected; repairs done.

Newmarket.—A new brick station is being erected, and is nearly complete.

Raglan, Kihikihi, Karangahake, and Taupo.—New stations have been erected at each.

Taupo.—A land-plan survey of the reserve has been made.

Papakura.—Additions and renovations have been carried out,

Grafton Road.—A section has been taken for a station.

Aratapu, Dargaville, Epsom, Rotorua, Waihi, Grey Lynn, Ponsonby, Mercer, Birkenhead, Rawene, Cambridge, Kawakawa, Otorohanga, Katikati.—Repairs, painting, renovations, draining, &c., have been carried out as needed.

Post-offices.

Auckland Chief Office.—General repairs done; alterations made in parcels office, despatching-room, and telegraph operating-room; basement ventilated, &c. A new office is to be erected on the Queen Street frontage of the Railway-station shortly.

Cambridge and Devonport.—New brick post-offices have been erected.

Newmarket.—A new brick post-office is in course of erection.

Waipu and Te Awamutu.—New wooden offices have been erected.

Clevedon, Birkenhead, Matakoho, and Howick.—New wooden offices are being erected.

Rotorua and Paeroa.—Contracts for enlarging have been carried out at each.

Waihi, Kihikihi, Raglan, and Rotorua.—Additions contracts are in hand.

Sites for post-offices have been secured in Upper Symonds Street and Wellesley Street East, Auckland.

The old Post-office building and site at Parnell have been handed over to the Parnell Borough Council.

Otahuhu, Coromandel, Onehunga, Waiwera, Newton, Thames, Hamilton, Katikati, and Whakatane.—Repairs, painting, renovations, furniture, &c., have been attended to.

Native Schools.

At *Tokikuku, Wharekawa, Matauri Bay, and Waikare* new schools and residences have been erected.

At *Te Matai*, a new class-room; at *Taumarunui*, additions to school; at *Whangaruru*, additions to teacher's residence and school; at *Tautoro*, additions to school; at *Poroporo*, a new class-room; and at *Ohaeawai*, painting and a new shelter-shed, have respectively been carried out.

Tenders were also called for school and residence at Otamatea.

Industrial School.

Mount Albert.—Repairs and maintenance attended to.

Miscellaneous.

Government House, Auckland.—His Excellency occupied this building during part of the year. Repairs, maintenance, furniture, &c., have been attended to; lodge renovated; caretaker's cottage built; winter tennis-court formed; and carriage-drive round back of the building made.

Quarantine Station, Motuihi.—Buildings repaired; new wharf being built.

Bath Buildings, Rotorua.—The contract for these buildings has been completed, mineral-water fittings installed, electric light laid on, drainage done. The buildings are now ready for use.

Cambridge Sanatorium.—Considerable alterations to the office, sitting-rooms, bath-room, nurses' bedrooms, are in hand. A concrete dairy has also been erected.

St. Helens Maternity Home.—Minor repairs and improvements have been carried out.

Government Insurance Buildings, Auckland.—General internal renovations have been carried out by the Public Works staff.

Ponsonby Hall has been papered and painted, and some seats added.

Visit of American Fleet.—Annexe at Government House erected; alterations to Drill Hall made; and dais erected on Queen Street Wharf.

Dominion Day.—The principal Government buildings were decorated, and Departmental Buildings illuminated.

POVERTY BAY DISTRICT.

Departmental Buildings.

Gisborne.—Repaired and maintained.

Agricultural Department.

Gisborne.—Residence for Stock Inspector erected in Gisborne.

Courthouses.

Tolago Bay.—A new building has been erected.

Police-stations.

Waipiro.—Additions have been made.

Gisborne.—Sergeant's and single men's quarters renovated.

Port Awanui.—New cells and conveniences erected.

Post-offices.

Tolago Bay.—Tenders for alterations are being obtained.

Tokomaru.—Repairs and maintenance attended to.

Port Awanui.—Tenders were advertised for, but none received.

Gisborne.—A high-pressure fire service was installed, and other small additions made.

Native Schools.

Tuhara, Wairoa South.—Schoolhouse and residence were erected by a party of men employed by Public Works Department.

HAWKE'S BAY DISTRICT.

Courthouse.

Napier.—Renovated, and strong-room erected.

Police-station.

Hastings.—Additions have been made.

Miscellaneous.

Agricultural Department, Waipukurau.—Stock Inspector's house built.

Government Life Insurance, Napier.—A new brick and stone building is just commenced.

TARANAKI DISTRICT.

Departmental Buildings.

New Plymouth.—Public Trust: Offices altered. Deeds Department: Offices renovated; general repairs and maintenance done.

Courthouses.

New Plymouth.—Accommodation too limited; extension proposed.

Waitara.—New Courthouse being erected.

Eltham.—New Courthouse completed; outhouses being erected.

Wanganui.—Contract for repairs and painting just let.

Gaols.

Wanganui.—Prisons Department are erecting warder's house.

New Plymouth.—Drainage is nearly completed; fittings still to fix.

Police-stations.

New Plymouth.—Site obtained to erect new buildings on.

Normanby.—Renovations and repairs done.

Waitotara.—Repairs done; drains laid.

Wanganui.—Painting and renovations have been carried out.

Post-offices.

Hawera.—Postmaster's residence repaired and renovated.

Patea.—Repairs and renovations reported on.

Waverley.—Additions and repairs contract will be advertised shortly.

WELLINGTON DISTRICT.

Departmental Buildings.

Wellington.—Additions to north-east wing completed, with fittings. Guards' mess-room and dormitory erected.

Courthouse.

Wellington, Supreme Court.—Additions are being erected.

Gaols.

Mount Cook Prison.—Hill-top, Ranfurly Terrace, lowered; promenade made; kiln repaired; warders' cottages renovated; road metalled through back yard; additional tanks provided.

Terrace Gaol, Wellington.—New cookhouse completed, old building removed and six bath-rooms erected in its place; repairs and alterations to closets and soil-drains done; roads metalled; warders' cottages renovated; buildings painted; bootmaker's shop erected; new gates and fencing put up; general repairs attended to; new cottage for Head Warder built by contract and fenced; six warders' cottages painted.

Police-stations.

Petone and Wellington South.—Buildings are being erected at both places.

Carterton.—New building erected.

Mount Cook.—Repairs and renovations were carried out to cottages, &c.

Wellington.—Manners Street Station.—Alterations to cells arranged; yard asphalted.

Wellington.—Rintoul Street Station.—Yard drained.

Wellington.—Lambton Quay Station.—Yard regraded and asphalted; ambulance-shed built.

Wellington.—Buckle Street Station.—Police Headquarters.—Repairs done.

Post-Offices.

Wellington Telephone Exchange.—Additions have been built.

Masterton.—The building has been renovated.

Ēketahuna.—The office was enlarged and altered.

Apiti.—An office is being built.

Utiku.—An office has been built.

Manakau.—Additions have been erected.

Weraroa and Kimbolton.—Offices are being built.

Te Aro and Wellington South.—Repairs and renovations done.

Miscellaneous.

Government House, Wellington, was altered for the temporary purposes of a Parliament Building, and a footbridge built over Sydney Street to connect it with the Parliamentary Library.

Parliament Buildings.—Burnt by fire on the 11th December, 1907; as a consequence the contract for an additional wing in Sydney Street was suspended, and ultimately cancelled.

Seddon Memorial.—Contract let for its erection over the grave.

Temporary Residence for His Excellency the Governor at Mr. Strang's Residence, Palmerston North.—Alterations and additions made.

Public Trust Buildings, Lambton Quay, Wellington.—In progress. This structure is being built of brick and stone reinforced with a steel frame. It will take fully six months to complete.

New Volunteer Drill Hall, Buckle Street, with orderly and lecture rooms, erected in brick complete.

The rebuilding of the *Drill Hall for Permanent Forces*, adjoining Volunteer Hall in Buckle Street, has been carried out in brick.

Wellington.—A laboratory has been built for the Agricultural Department in Sydney Street. Timber-specimens prepared for Industries and Commerce Department. Drill-yard, Buckle Street: electric light installed.

Somes Island Quarantine Station.—Repairs, renovating, and painting to buildings carried out; concrete water-tanks constructed; oil-engine and pump provided; wharf extended; dog-kennels constructed, &c.

Hospitals.

Mount View Mental Hospital.—Steam cooking-pans repaired; small engine from Porirua erected to cut chaff, mangle, &c.; lavatory, latrine, and female airing-court erected; new coal-shed built; hydro-extractor installed, and suitable engine purchased to run it; repairs and general work attended to; contract for 300 bedsteads arranged.

Porirua Mental Hospital.—Very little has been done here this year.

St. Helens Maternity Hospital.—A site has been surveyed in the Mount View grounds for this.

MARLBOROUGH DISTRICT.

Departmental Buildings.

Blenheim.—Repairs and renovations have been completed.

Seddon.—Cottage has been built for Inspector of the Agricultural Department.

Post-Offices.

Havelock.—Residence built.

Renwicktown.—Painted and repaired.

Blenheim.—Painting and repairs done.

Police-station.

Seddon.—Lock-up built.

NELSON DISTRICT.

Departmental Buildings, Nelson.—Renovating, repairs, office fittings, and extra accommodation arranged.

New Post and Telegraph Office, Nelson.—Yard asphalted, store-shed built, fittings made, &c.

Old Post-office, Nelson, was altered to provide offices for five Departments.

Post-office, Takaka.—Repairs and renovations done.

Post-offices, Richmond and Wakefield.—Sites have been secured at both places to erect buildings on.

Mental Hospital, Nelson.—Repairs, painting, and asphaltting have been carried out.

Police-station, Nelson.—Bath and heating apparatus provided.

Police-station, Port.—Outhouse enlarged.

Police Station, Collingwood.—A new building has been erected, and old cottage made suitable for a clerk.

Customhouse, Nelson.—A new brick building is being erected for this office.

CANTERBURY DISTRICT.

Departmental Buildings.

Christchurch.—Lavatory arrangements improved for Survey Department; milk-testing laboratory fitted up; additional fittings made for Lands and Deeds office; office fitted up for Inspector of Scenic Reserves. An office in Maling's Buildings, Government Insurance property, has been fitted up for Female Servants' Registry Office. New office leased in Armagh Street for Registrar of Births, Deaths, and Marriages. Offices for Land Valuation Department and Government Auditors have been fitted up with requirements.

Timaru.—Lands Department offices have been painted and renovated.

Fairlie.—Stock Inspector's residence repaired, painted, and renovated inside.

Courthouses.

Amberley.—Porch and store erected; also buildings repaired, painted, and renovated.

Kaiapoi.—Linoleum laid; footpaths being asphalted.

Christchurch.—*Supreme Court*: Chairs re-covered; fittings and floor-coverings supplied.

Stipendiary Magistrate's Court: Electric light installed; ceilings replastered; additions contract for erection of Courtroom accepted; repairs and painting carried out.

Leeston.—Grounds cultivated; dead trees removed; grass-seed sown.

Temuka.—Outbuildings in brick erected.

Timaru.—Floor-coverings put down in jury-room, inside kalsomined, furniture provided.

Police-stations.

Rangiora.—Sergeant's residence renovated and outbuildings built.

Kaiapoi.—Contract let for erection of constable's residence.

Riccarton.—Lock-up from Addington re-erected here, and renovated.

Christchurch.—Asphalting yard, gauze wire lower window-blinds, linoleum upstairs to new building, new gas-fittings, fire-prevention fittings, &c., provided.

Lyttelton.—All buildings painted, sergeant's residence renovated, outhouses erected.

Addington.—Two-cell lock-up built.

Little River.—Buildings and fences painted; stables, &c., repaired.

Akaroa.—Footpaths, &c., repaired.

Sheffield.—Additional rooms added; buildings painted, renovated, &c.

Southbridge.—Buildings repaired and renovated; outbuildings erected.

Methven.—Additions to residence made; new outbuildings erected; painting and renovating done.

Temuka.—General repairs done.

Timaru.—The new police-cell building is completed; footpaths asphalted, and other repairs done.

St. Andrew's.—Contract has been let for additions, renovations, and fencing.

Waimate.—Constable's residence erected, with outbuildings complete.

Post-offices.

Kaikoura.—Office repaired, painted, and renovated; also residence and scullery-porch enlarged.

Kaiapoi.—Artesian well sunk and water-supply arranged. Exterior of buildings painted, and interior renovated.

Cheviot.—Additions and repairs are being arranged.

Papanui.—Repaired, painted, and renovated. Windmill and pump erected.

Christchurch.—Hot-water-heating fittings completed; general repairs and improvements made; fittings provided. New parcels-delivery office opened in Nottingham's Buildings, Hereford Street.

Woolston.—A contract has been let for the erection of an office here.

Akaroa.—Internal repairs done; exterior of main building and outbuildings repainted.

Rakaia.—Temporary Post-office opened in the Oddfellows' Hall.

Ashburton.—Some alterations in the offices upstairs have been made.

Geraldine.—The erection of a brick Post-office and outbuildings is nearing completion.

Timaru.—Additional room to caretaker's quarters erected. Office inside renovated; fittings rearranged. Room arranged for Minister's use.

Fairlie.—A contract has been let for the erection of a Post-office.

Hospitals.

Sunnyside Mental Hospital.—An engine-room and workshops have been erected. A general bathroom is now in hand, also a dairy. A 4 in. artesian well was sunk 502 ft., a 2½ in. pipe sunk another 140 ft. below it, inside the former, and a flow of 36 gallons a minute obtained. This not being sufficient, another 6 in. pipe will be sunk. The closets in female block have been renewed; an 8-horse-power engine installed to drive laundry machinery; gas laid on to engine-room; walls of milking-shed rebuilt in brick; arc lamps fixed to light drive. After the fire in kitchen block all dangerous portions of roof were removed, openings blocked up, new doors provided and put in, and temporary gas and water supply fitted up.

Sydenham.—*St. Helens Hospital*.—Back path asphalted; vacant ground cultivated and planted with trees.

Industrial Schools.

Burwood.—*Te Oranga Home*.—Kitchen and staff sitting-room rearranged; double cooking-range supplied; Daisy boiler fixed to supply bathroom; repairs, painting, &c., attended to.

Sumner.—*Deaf-mute Institute*.—Gardeners' quarters were erected, water-tanks fixed, shower-baths provided, grounds done up, kitchen painted, class-room divided.

Miscellaneous.

Quail Island Quarantine Station.—*Caretaker's Cottage*.—Alterations, additions, renovations made inside; painted outside.

Rapaki Native Settlement.—Concrete tank built to store water, and filled.

Public Works Section and Store, St. Asaph Street, Christchurch.—This section, with the two cottages on it, was bought. Bathroom and washhouse have been added to one cottage; gas laid into section; large store built; workshops projected; plant and material moved here from Adding-ton Store and workshops, Armagh Street.

Dominion Day.—Decorations were displayed on the Post-office and Provincial Buildings on this day.

WEST COAST DISTRICTS.

Departmental Buildings.

Hokitika.—Some furnishing done in Land Registrar's Office. New brick offices are being erected by contract; the brickwork is about one-quarter done.

Courthouses.

Greymouth.—Fence repaired and fittings supplied.

Hokitika, Supreme Court.—Heating appliances being provided.

Stafford.—Fencing repaired and painted.

Kumara.—Residence, Clerk of Court.—Repairs and painting attended to.

Ross.—Courthouse burnt, 1907. Plan and report sent in.

Gaols.

Hokitika.—Materials for repairs provided.

Police-stations.

Greymouth.—Repairs done after August gale. Constables' quarters painted in April; sergeant's in February.

Hokitika.—Repairs and painting done to police-station and constables' quarters; new fence erected round sergeant's residence.

Reefton.—Police-station gates erected, rooms papered; sergeant's quarters rooms papered.

Kumara.—A new building was erected.

Post-Offices.

Karamea.—A new building was erected here.

Westport.—Ventilation was attended to.

Denniston.—Alterations and additions made.

Greymouth.—The new brick building, with tower and bells, has been completed, and was formally opened by the Prime Minister on the 6th May, 1908. Repairs and renovations were made to the residence.

Hokitika.—Some repairs are now in hand to the exterior; those to the floor and foundations have been finished.

Ross.—Chimney built and drainage attended to.

Bealey.—Repairs and painting carried out; lineman's house also attended to.

Hospitals.

Greymouth.—New wing and administrative block: A contract is now in progress for this, and there are only some painting, plumbing, and gas-fitting still to do.

Hokitika.—*Westland Hospital.*—New ward: This was finished during the year.

Hokitika Mental Hospital.—Material was supplied during the year for repairs to the building.

Miscellaneous.

Greymouth Public Works Office and Store.—Some repairs have been carried out.

Greymouth Government Insurance Office.—Linoleum laid on floors; repairs and renovations made.

OTAGO DISTRICT.

Departmental buildings were duly kept in repair.

Courthouses.

Hampden.—The building was painted.

Kaitangata.—A new building in wood was erected.

Waikouaiti.—A new Courthouse was erected (in timber).

Riverton.—Repairs carried out.

Otautau.—New Courthouse in brick is being erected.

Gaols.

Invercargill.—A gaol building is being erected in concrete by prison labour; doors, window-frames, and fittings are being obtained for it by contract.

Oamaru.—Gaoler's residence: Bath and hot water put in.

Clyde.—Repairs have been carried out.

Police-stations.

Alexandra South.—Repaired and painted.
Hampden.—New building erected.
Ophir.—Bathroom built.
Wyndham.—Additions and renovations carried out.
Mataura.—Repairs executed.
Ranfurly.—A new wooden building is being erected.
Roslyn.—House shifted and renovated.
Dunedin Central Station.—Some additions in brick have been completed; padded cell renewed; fittings and repairs done.
Port Chalmers.—Quarters renovated; cells, &c., attended to.

Post and Telegraph Offices.

Wyndham.—Old building rearranged for office and residence.
Winton.—Plaster-work repaired, &c.
Clinton.—New residence in wood erected.
Miller's Flat.—Additions built.
Invercargill.—*Chief Post-office*.—Additions and alterations have been made.
Tapanui.—Office and residence painted.
Mokotau.—Small building erected for office.
Oamaru.—*Chief Post-office*.—Internal improvements made.
Roslyn.—New office in brick built.
Dunedin North.—Alterations and additions carried out, and furniture provided.
Dunedin.—*Chief Post-office*.—Alterations and additions to parcels office made; plaster ceilings repaired; strong-room door renewed.
Dunedin South.—Plaster ceilings fell, and were replaced with wood.
Telegraph Office, Dunedin.—Rooms kalsomined; additional fire service provided.

Miscellaneous.

Invercargill Customhouse.—Office removed to Arcade Building.
Dunedin Customhouse.—Offices repaired and renovated.
Public Works Office, Dunedin.—Additional shelving provided.
Land and Deeds Registry Office, Dunedin.—Electric call system installed.
Health Department, Dunedin.—Store-room arranged on stair-landing.
Boys' Home, Otekaheke.—Repairs effected.
Mobilisation Store, Dunedin.—Nothing has been done to the drainage, as Dunedin Drainage Board will not allow free connection. Offices are fitted up, and linoleum laid.
Industrial School, Caversham.—Alterations and renovations have been made; four new baths added; and linoleum laid on floors of chief rooms.
"The Camp" Mental Hospital, Otago Peninsula.—Excavations for high iron fence have been made, but no ironwork arranged yet. Vinery has been painted.
Maintenance has been carried out as necessary in Dunedin.

MARINE.

Kaipara River.—*Removal of Rocks*.—Work to be done on arrival of Priestman grab from England.
Jetty, H.M.C.S. "Iris," Auckland Harbour.—Has been built; gas and water laid on; crane fixed; contract for mooring-buoys is in hand.
Huia Wharf, Manukau Harbour.—Is being erected.
Silting-up of Ohinemuri and Thames Rivers.—Reported on.
Maketu Harbour, Kaituna River Outlet.—Examined, and plan supplied.
Motuihi Wharf, Quarantine Station, Auckland.—Is being constructed, and is nearly completed.
Wade and Puhoi Rivers.—Examined, and cost of improving them reported on.
Clevedon, Wairoa South, Auckland.—Landing examined and reported on.
Ponui Lighthouse.—Repairs, renovations, and new roof to residence made.
Cape Brett Lighthouse.—Site selected, plans of residence buildings prepared, and timber being obtained. Plans of cast-iron tower in hand. Apparatus has been ordered from England.
Helensville River Beacon.—This beacon was completed, and afterwards raised.
Cuvier Island Lighthouse.—Landslips damaged one of the residences here, and threatened the other. Both have been removed to safer sites.
Lighthouse, Tuahine Point, Gisborne.—Plans of site have been submitted. Apparatus has been ordered from England.
Waitara River Encroachment, Taranaki.—A survey of encroachment of the river at upper end of Town of Waitara has been made, and plans submitted and reported on.
Somes Island Wharf, Wellington.—A new wharf has been completed, and the old wharf removed.
Portland Island Lighthouse.—A landing store was constructed, all prepared and put together in Wellington, and then the parts shipped to site for final erection.
French Pass Beacon.—The superstructure of this beacon was re-erected complete in concrete.
Motueka Harbour Survey.—A survey and plans for determining the area of tidal water available in the tidal basin here were made.

Cape Foulwind Lighthouse.—Keeper's cottage repaired, and signal-hut erected.

Little Wanganui.—Wharf repaired and shed enlarged.

Karamea.—Signalman's house built.

Point Elizabeth Harbour.—The survey of this harbour has been completed, plans made, and soundings taken along the coast to Greymouth. A good harbour can be constructed with 36 ft. of water by erecting artificial breakwater walls, &c.; but the cost would be very heavy.

Okarito.—A survey was made of this harbour, and plans prepared.

Okuru.—Plans of wharf have been made, and price for building it submitted.

Karamea Harbour.—A very extensive survey, with plans and soundings, has been made of this harbour, and a full report submitted on it. Further examination is to be made.

Godley Head Lighthouse, Lyttelton.—Workshop and outbuildings erected; rear porches to each house; fences and gates overhauled.

Godley Head Fog-signal Station.—A survey has been made and a track cut down the cliff to the site, which has been formed. The apparatus is being installed.

S.s. "Hinemoa".—Alterations and repairs to bathroom carried out; vessel fumigated; officers and men's quarters and upper cabin repainted.

Besides the above items, a very large number of plans, schedules, Bills affecting Harbour Boards, &c., and other marine matters have been submitted to the Marine Engineer for examination and decision, which have all been duly attended to.

ROTORUA AND HANMER.

Rotorua Sewage-drainage.—The street sewers, receiving-tank, duplicate pumping plant, septic tank, and filter-beds have been completed. All the principal private buildings, the public buildings, and the new Bath Buildings have been connected up to the sewers. The system was opened and brought into use on the 1st November, 1907, and finally handed over to the Tourist Department on the 12th May, 1908, and that Department will complete the other private connections.

The gravitation water-supply from the reservoir at the Moerangi Springs, 5 miles 49 chains distant, has now been completed, the whole of the street-reticulation laid in, fire-plugs provided, and the whole service handed over to the Tourist Department on the 12th May, 1908.

Hanmer Water-supply.—This service was completed in February, 1908. Since then a flood did some damage to the head-works, which have been repaired. The stave pipes still leak a little, but are taking up.

ELECTRIC TRAMWAYS.

City of Auckland.—Twenty-three additional cars have been added during the year and tested. The track in Queen Street has been strengthened with pile framing. The extension to Mount Eden has been completed, and was opened on the 15th May, 1908; and the extension to Mount Roskill is in hand and nearly ready.

Wanganui.—A start has been made to construct the necessary buildings and lay the tracks in the streets.

Wellington.—The extensions to Miramar and Seatoun have been opened during the year, and about the same number of additional cars as in Auckland have been examined and tested.

UTILISATION OF WATER-POWER.

Rotoiti-Kaituna Scheme.—Records are being obtained of the rainfall, rise and fall of lake, and total discharge at various states of water-level. Similar records are being obtained at Lake Taupo, at the Waikato River outlet.

Similar gaugings are being obtained of the Hutt River and of the Tauherenikau.

Some gaugings were also made of the Canterbury rivers after the severe droughts last year.

DEFENCES.

AUCKLAND.

North Head.—The extra magazine is nearly finished. Approach-roads have been formed and gates fixed around it. The barracks and officers' quarters have been painted and renovated. The emplacements for the new 6 in. battery are being excavated. The store has been repaired.

Fort Resolution.—Fences repaired and noxious weeds destroyed.

Fort Takapuna.—Barracks painted and renovated. Maintenance of grounds, &c., carried out by prison labour.

Auckland Drill Hall.—Maintenance attended to.

Mount Eden Magazines.—Proposals submitted for enlarging them.

Hamilton Rifle Range.—Inspected and reported on.

WELLINGTON.

Shelly Bay to Point Halswell.—Road widened and straightened.

Point Halswell to Mahanga Bay.—Road improved and metalled.

Mahanga Bay.—Water-pipes laid on wharf, and Defence buildings repaired.

Fort Ballance Magazine, Mahanga Bay.—Site has been excavated, and the concrete is now in place up to the roof-covering.

Prisons Building, Point Halswell.—Has been repaired and renovated.

Point Dorset Battery.—A survey was made of this site, plans prepared, and excavation and roadmaking started. Plant for hauling gravel up the hill, mixing concrete, and pumping water is being erected, and fair progress is being made. A tide-recording station was erected on piled foundation here to get data for the mean sea-level.

Defence Store, Buckle Street.—A new armourer's shop is being erected here.

Alexandra Depot Grounds.—Parade levelled; flagpole erected; slip on Mr. Murphy's side secured; fence and gates erected; road metalled along western parade; new brick latrines completed for Defence headquarters; old building renovated and made into office for clerks; Military Depot repaired.

Trentham Rifle Range.—Firing-points grassed; large amount of turfing and top-dressing done; drainage altered; caretaker's cottage enlarged; repairs done to competitors' quarters; targets put in order, &c., on both Seddon and Collins Ranges.

CHRISTCHURCH.

King Edward Barracks.—A new armourers' workshop has been erected at the drill-shed; caretaker's quarters drained.

Fort Jervois, Ripa Island, Lyttelton.—*Fighting-station.*—Owing to settlement of ground, several ruptures have taken place in the walls, allowing the surface water to get through and destroy the electric installation between fighting-station and gun-pits. This has been all thoroughly overhauled and repaired.

OTAGO.

Harrington Point.—The searchlight-emplacement has been completed. The Defence Road from the Lower Kaik to Taiaeroa Heads has been put under repair.

Taiaeroa Heads.—D.R.F. Station has been covered overhead, connected with telegraph, and pedestal built.

The excavation previously made for 6-in.-gun emplacement has been filled in again, as the site is abandoned.

The excavation has been started for a 12-pounder battery at Howlett Point. The usual maintenance has been attended to.

CONTRACTS.

A complete schedule of the contracts entered into during the year for constructing railways, bridges; supplying hardwood timber, ironwork, and other bridge-material; erecting station buildings, public buildings; executing repairs to public buildings; constructing lighthouses, wharves, and other marine work; as well as contracts for the supplying of all stores and other materials connected with public works, is given in Appendix C.

I have, &c.,
R. W. HOLMES,
Engineer-in-Chief.

Enclosure to Appendix E.
TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1908.
NORTH ISLAND.

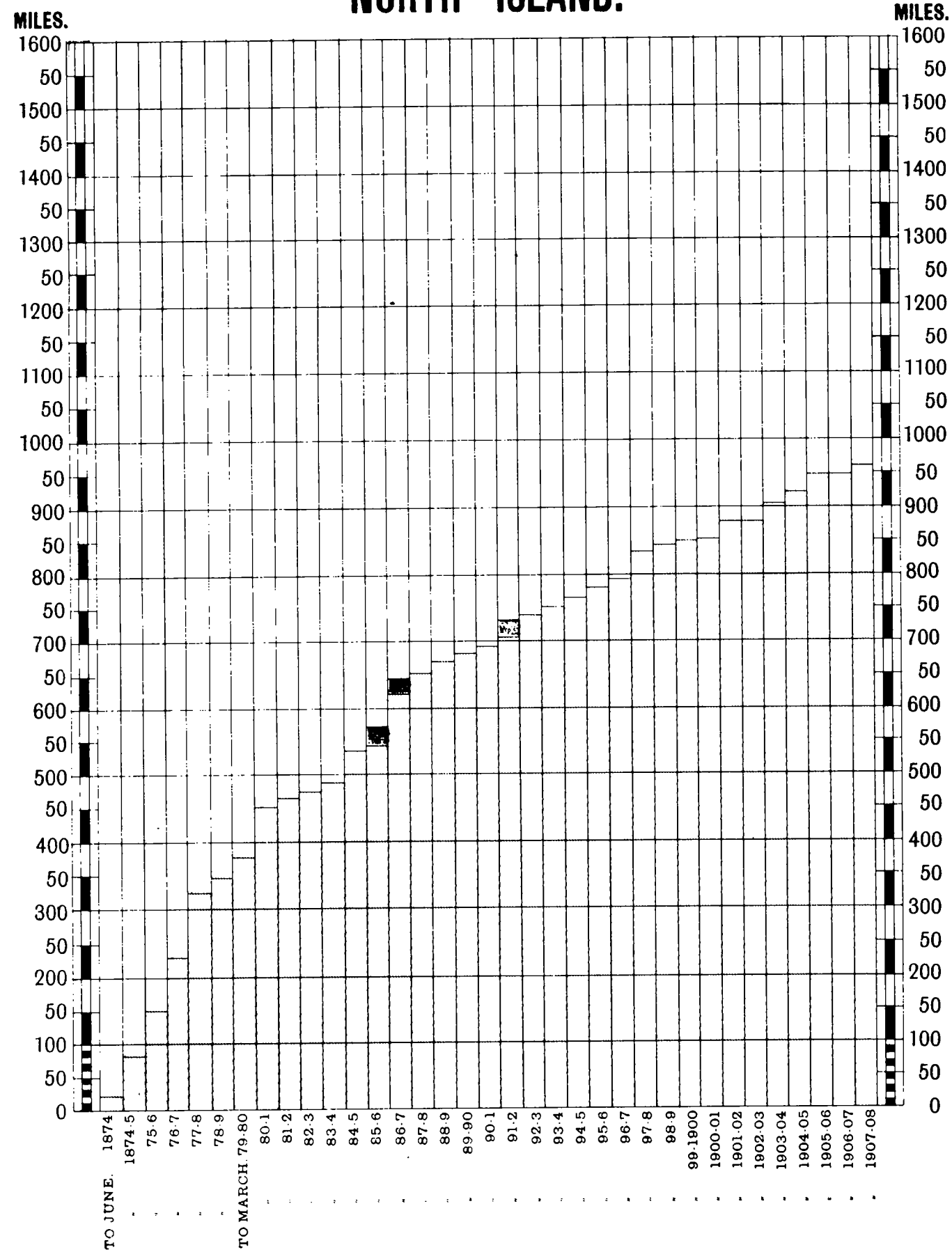
State of Line.																
Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	Surveyed.	Under Formation.	Under Plate-laying.	Opened.						
										Date.	1904-5	1905-6	1906-7	1907-8	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		M. chs.		M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.		M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.
Kawakawa-Grahamtown	Kawakawa	7 41	Opua Wharf-Kawakawa	7 41	0 57	8 18	..	..	..	..	..	..	..	..	..	7 41
	Kawakawa southwards	20 23	Kawakawa-Kopuru	7 39	0 28	7 67	..	..	7 39	..	..	..	..	..	..	..
			Kopuru-Harakeke	4 0	..	4 0	..	4 0	..	..	..	..	..	..	..	..
			Harakeke-Towai	8 64	..	8 64	8 64	..	..	..	..	..	..	..	..	..
	Whangarei-Kamo Extension	21 0	Towai-Hukerenui	5 0	0 33	5 33	..	5 0	..	..	..	..	..	..	..	..
			Hukerenui-Kamo	16 0	3 29	19 29	..	..	..	..	..	..	..	..	..	..
	Kamo-Whangarei and Grahamtown	9 20	Kamo-Opau Wharf	6 52	2 27	8 79	..	..	..	..	..	..	..	..	..	22 52
			Opau Wharf-Grahamtown	2 48	..	2 48	..	2 48	..	..	..	..	..	..	..	..
Kaihu Valley	Kaihu Valley	19 40	Dargaville-Booms	17 21	0 75	18 16	..	..	..	..	..	..	..	..	..	17 21
			Booms-Waima	2 19	..	2 19	..	2 19	..	..	..	..	..	..	..	..
Helensville Northwards	Helensville Northwards	110 0	Extension	34 51	..	34 51	34 51	..	..	..	..	..	..	..	..	..
			Maungatapere-Maungaturoto	20 0	..	20 0	20 0	..	..	..	..	..	..	..	..	..
			Maungaturoto-Kaiwaka	9 58	..	9 58	9 58	..	..	..	..	..	..	..	..	..
			Kaiwaka-Te Hana	8 74	..	8 74	..	8 74	..	..	..	..	..	..	..	..
			Te Hana-Wellsford	3 27	0 58	4 5	..	3 27	..	..	..	..	..	..	..	..
			Wellsford-Wayby	3 18	0 28	3 46	..	..	3 18	..	..	..	..	..	..	..
			Wayby-Tauhoa	3 40	0 13	3 53	..	..	3 40	..	..	..	..	..	..	..
			Tauhoa-Kaipara Flats	2 45	0 13	2 58	..	..	..	11 June, 1907	..	..	..	..	2 45	..
			Kaipara Flats-Woodcock's	3 5	0 16	3 21	..	..	..	17 Nov., 1905	..	3 5	..	..	..	..
			Woodcock's-Ahuroa	2 41	0 16	2 57	..	..	..	18 May, 1905	..	2 41	..	..	..	26 52
			Ahuroa-Helensville	18 41	1 75	20 36	..	..	..	..	..	..	..	..	..	..
Kaipara-Waikato	Kaipara-Newmarket	35 73	Helensville-Newmarket	35 73	6 66	42 59	..	..	..	..	..	..	..	..	..	35 73
	Onehunga Branch	2 73	Penrose - Onehunga Wharf	2 73	1 70	4 63	..	..	..	..	..	..	..	..	..	2 73
	Auckland-Waikato	100 13	Auckland-Te Awamutu	100 13	16 66	116 79	..	..	..	..	..	..	..	..	..	100 13
	Auckland-Penrose	6 50	Deviation via Beach	6 50	..	6 50	6 50	..	..	..	..	..	..	..	..	..
	Deviation via Beach	2 60	Auckland City Branch	2 60	..	2 60	2 60	Prelim.	..	..	..	..	..	..	..	..
	Auckland City Branch	2 60														
	Kingsland Station to Auckland Station via Western Park and Freeman's Bay	12 5	Paerata-Waiuku	12 5	..	12 5	12 5	..	..	..	..	..	..	..	..	..
Surveys, new lines	Pukekohe-Waiuku	12 5	Paerata-Waiuku	12 5	..	12 5	12 5	..	..	..	..	..	..	..	..	..
Waikato-Thames	Waikato-Thames	62 58	Frankton Junction-Thames	62 58	10 17	72 75	..	..	..	..	..	..	..	..	..	62 58
Paeroa-Waihi	Paeroa-Waihi	12 40	Paeroa-Waihi	12 40	1 30	13 70	..	..	..	9 Nov., 1905	..	12 40	..	..	..	12 40
Hamilton-Cambridge	Hamilton-Cambridge	12 2	Ruakura Junction-Cambridge	12 2	3 14	15 16	..	..	..	..	..	..	..	..	..	12 2
Thames Valley-Rotorua	Thames Valley-Rotorua	69 33	Morrinsville-Rotorua	69 33	5 27	74 60	..	..	..	..	..	..	..	..	..	69 33
Gisborne-Rotorua	Gisborne-Opotiki	72 25	Gisborne Wharf-Kaiteratahi	13 10	2 45	15 55	..	..	..	..	..	..	..	..	..	..
			Kaiteratahi-Karaka	5 5	0 71	5 76	..	..	..	13 April, 1905	..	5 5	..	..	..	20 10
			Karaka-Puha	1 75	0 24	2 19	..	..	..	20 May, 1907	..	..	..	..	1 75	..
			Puha-Waikohu	3 65	..	3 65	..	0 36	3 29	..	..	..	..	..	..	..
			Waikohu-Waihuka	8 20	..	8 20	4 20	4 0	..	..	..	..	..	..	..	..
			Waihuka-Motu	17 54	..	17 54	17 54	..	..	..	..	..	..	..	..	..
			Motu-Opotiki	22 36	..	22 36	22 36	Prelim.	..	..	..	..	..	..	..	..
New survey	Napier-Gisborne	120 0	Napier-Wairoa River	58 0	..	58 0	58 0	Prelim.	..	..	..	..	..	..	..	..
			Wairoa River-Gisborne	62 0	..	62 0	62 0	Prelim.	..	..	..	..	..	..	..	..
Napier-Woodville and Palmerston North	Napier-Woodville	96 65	Napier Spit-Woodville	96 65	15 5	111 70	..	..	..	..	..	..	..	..	..	96 65
	Woodville-Palmerston North	17 21	Woodville-Palmerston North	17 21	0 51	17 72	..	..	..	..	..	..	..	..	..	17 21
Wellington-Woodville	Woodville-Wellington	115 79	Woodville-Wellington (To Aro)	115 79	21 73	137 72	..	..	..	..	..	..	..	..	..	115 79
	Greytown Branch	3 7	Woodside-Greytown	3 7	0 64	3 71	..	..	..	..	..	..	..	..	..	..
Rimutaka Incline	Coach road Route	9 0	Kaitoke-Featherston	9 0	..	9 0	9 0	Prelim.	..	..	..	..	..	..	..	3 7
	Tauherenikau Route	21 30	Upper Hut-Woodside	21 30	..	21 30	21 30	..	..	..	..	..	..	..	..	..
	Wainuiomata Route	31 40	Petone-Pigeon Bush	31 40	..	31 40	31 40	..	..	..	..	..	..	..	..	..
	Coast Route	52 0	Petone-Pigeon Bush	52 0	..	52 0	52 0	..	..	..	..	..	..	..	..	..
	Coast Route	70 0	Petone-Carterton, via Martinborough	70 0	..	70 0	70 0	..	..	..	..	..	..	..	..	..
Foxton-New Plymouth	Foxton-Patea	120 44	Foxton-Patea	120 44	14 75	135 39	..	..	..	..	..	..	..	..	..	120 44
	Route Improvement	26 7	Turakina-Matarawa	11 67	..	11 67	11 67	..	..	..	..	..	..	..	..	..
			Aramoho-Goat Valley Tunnel	7 40	..	7 40	7 40	..	..	..	..	..	..	..	..	..
			Kai Iwi-Okehu	3 60	..	3 60	3 60	..	..	..	..	..	..	..	..	..
			Nukumaru-Waitotara	3 0	..	3 0	3 0	Prelim.	..	..	..	..	..	..	..	..
	Patea - Waitara and New Plymouth	72 29	Patea-New Plymouth Breakwater	72 29	11 52	84 1	..	..	..	..	..	..	..	..	..	72 29
	Bull's Branch	3 79	Bull's Branch	3 79	..	3 79	3 79	Prelim.	..	..	..	..	..	..	..	..
	Wanganui Branch	3 29	Aramoho-Wanganui	3 29	2 23	5 52	..	..	..	..	..	..	..	..	..	..
Stratford-Ongarue	Stratford-Ongarue	101 0	Stratford-Toko	6 26	0 40	6 66	..	..	..	..	..	..	..	..	..	3 29
			Toko-Oruru	4 72	0 36	5 28	..	..	..	..	..	..	..	..	..	..
			Oruru-Huiroa	4 50	0 35	5 5	..	..	..	..	..	..	..	..	..	..
			Huiroa-Te Wera	6 47	..	6 47	..	6 47	..	..	..	..	..	..	..	11 18
			Surveyed	78 45	..	78 45	78 45	..	..	..	..	..	..	..	..	..
				30 0	..	30 0	30 0	Prelim.	..	..	..	..	..	..	..	..
	Puketutu - Mangaroa Deviation	30 0														
	Opunake - Mountain Road	23 10	Opunake-Eltham	23 10	..	23 10	23 10	Prelim.	..	..	..	..	..	..	..	..
		22 0	Opunake-Te Roti	22 0	..	22 0	22 0	Prelim.	..	..	..	..	..	..	..	..
		25 58	Opunake-Stratford	25 58	..	25 58	25 58	Prelim.	..	..	..	..	..	..	..	..
	Mount Egmont Branch	9 20	Manganui Section	6 0	2 3	8 3	..	..	..	..	..	..	..	..	..	..
			Te-popo Section	3 20	..	3 20	3 20	..	..	..	..	..	..	..	..	..
North Island Main Trunk Railway	Marton-Te Awamutu	209 69	Marton Junction-Mangaweka	31 67	4 61	36 48	..	..	..	..	..	..	..	..	..	..
			Mangaweka-Taihape	13 1	1 61	14 62	..</									

TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1908—continued.
SOUTH ISLAND.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.		Total.	State of Line.			Opened.					Total.
					Surveyed.	Under For- mation.		Under Plate- laying.	Date.	1904-5.	1905-6.	1906-7.	1907-8.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Nelson-Roundell Midland Railway	Nelson-Belgrove .. Stillwater - Belgrove (via Tadmor).	22 73 148 21	Nelson-Belgrove .. Stillwater-Reefton S. Reefton S.-Reefton N. Reefton N.-Inangahua Inangahua-Manu Manu-Tadmor Tadmor-Kohatu Kohatu-Belgrove Brunner-Otira Rolleston Section Tunnel Contract Tunnel Contract Cass Cass - Broken River Broken River - Otarama Otarama-Springfield Ngahere-Blackball ..	22 73 37 9 1 44 18 36 61 0 10 19 10 29 9 44 42 27 1 2 8 0 14 13 15 22 7 40 4 58 3 40	2 52 4 79 1 0 18 36 61 0 0 25 0 69 0 62 2 68 1 2 8 0 14 13 15 22 0 30 0 16 1 20	25 45 42 8 2 44 18 36 61 0 10 44 11 18 10 26 45 15 1 2 8 0 14 13 15 22 7 70 4 74 4 60	 7 36 61 0 5 7 10 59 ..									

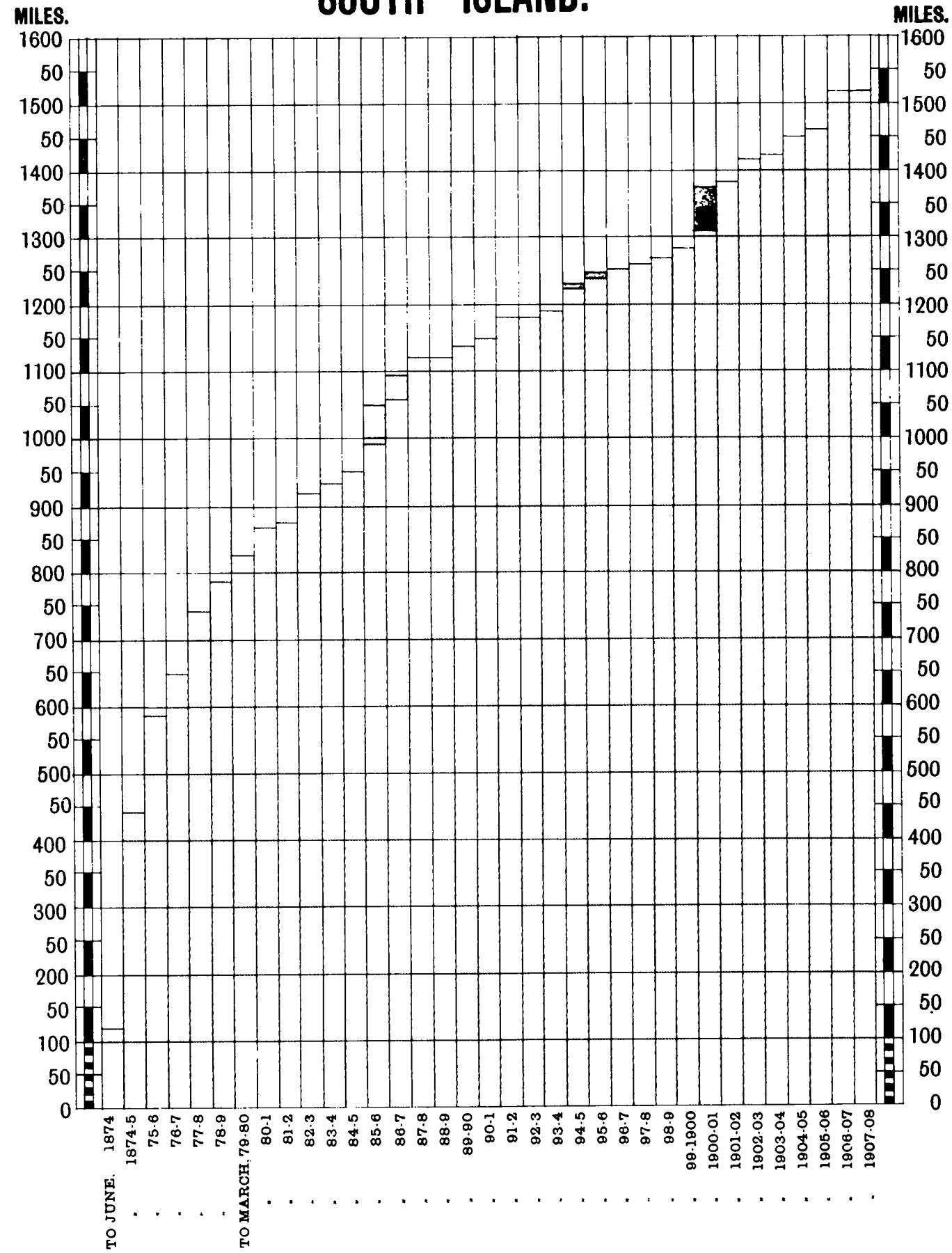
Number of Miles open
of
Government Lines.

NORTH ISLAND.



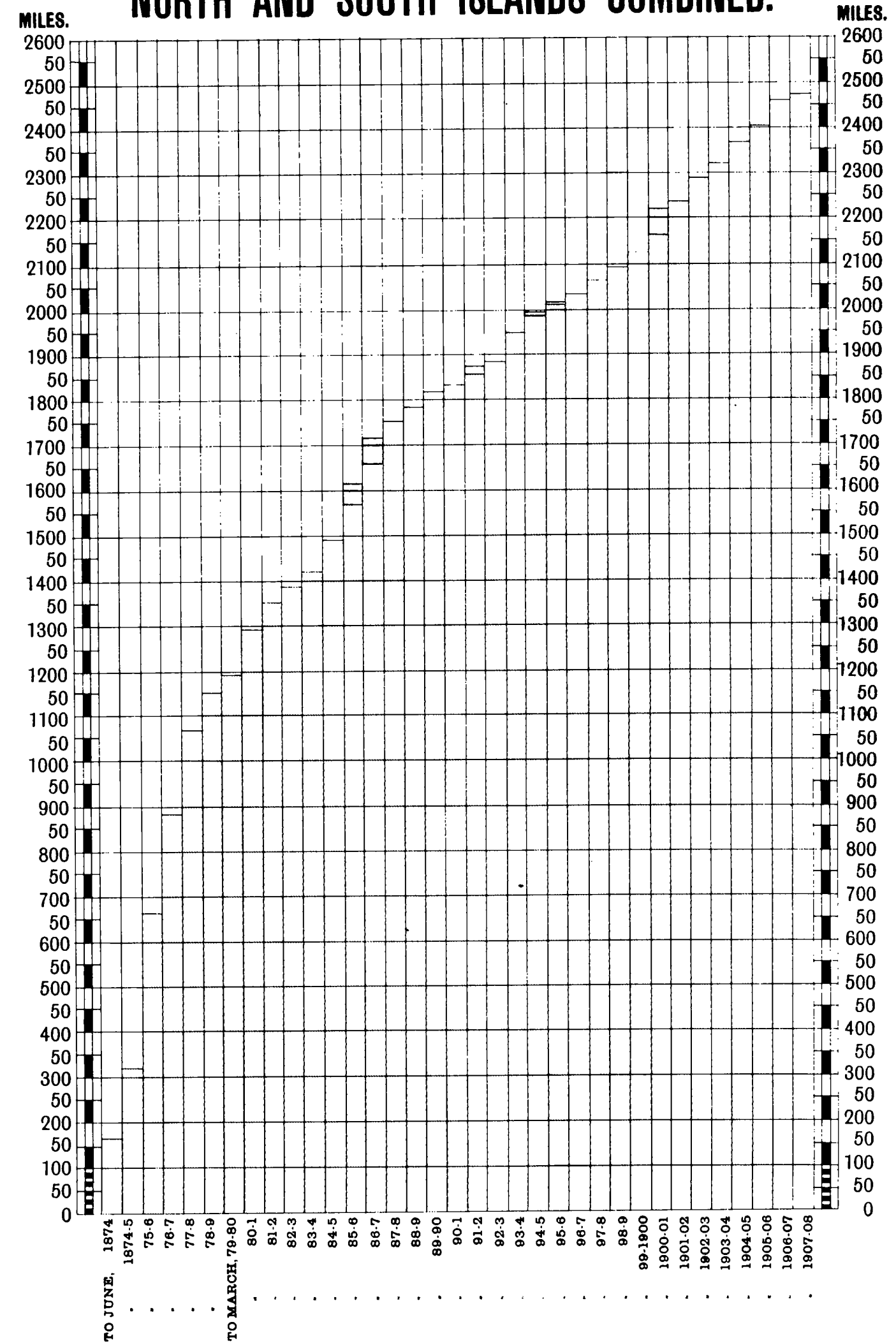
Number of Miles open
of
Government Lines.

SOUTH ISLAND.



Number of Miles open
of
Government Lines.

NORTH AND SOUTH ISLANDS COMBINED.



VIEWS

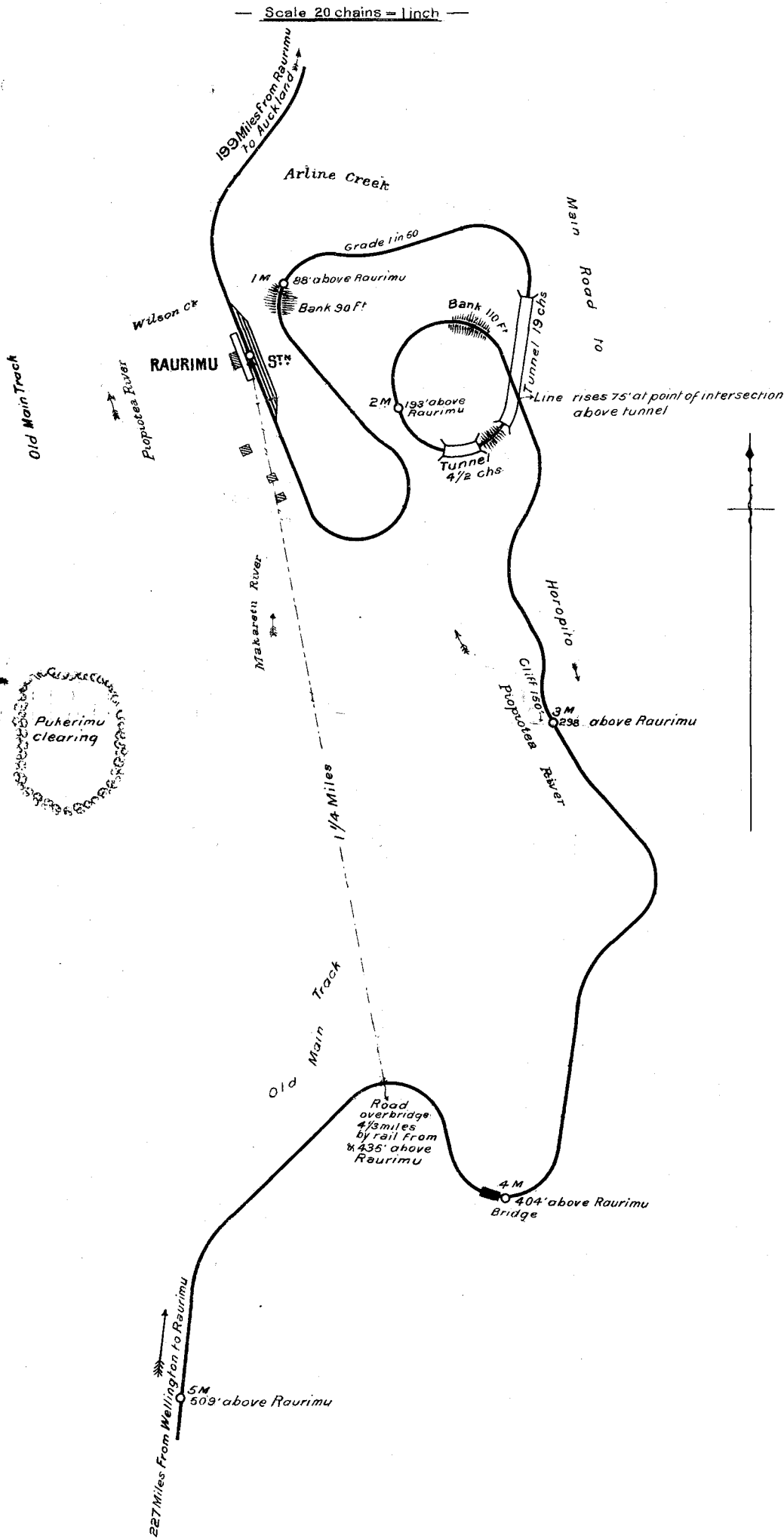
ON THE

NORTH ISLAND MAIN TRUNK RAILWAY

NEW ZEALAND.

N. I. M. T. RLY

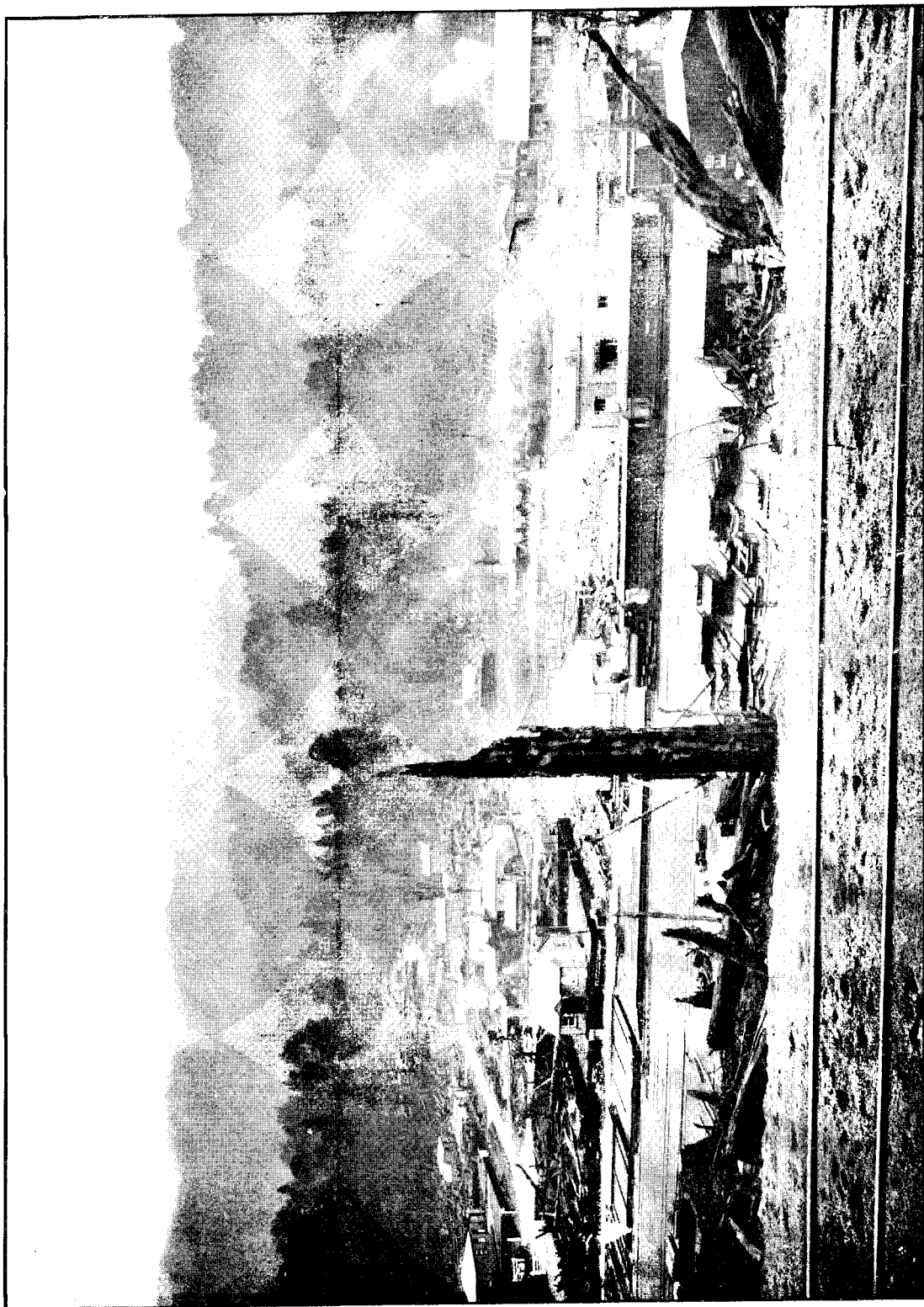
Plan of Spiral at Arline Creek



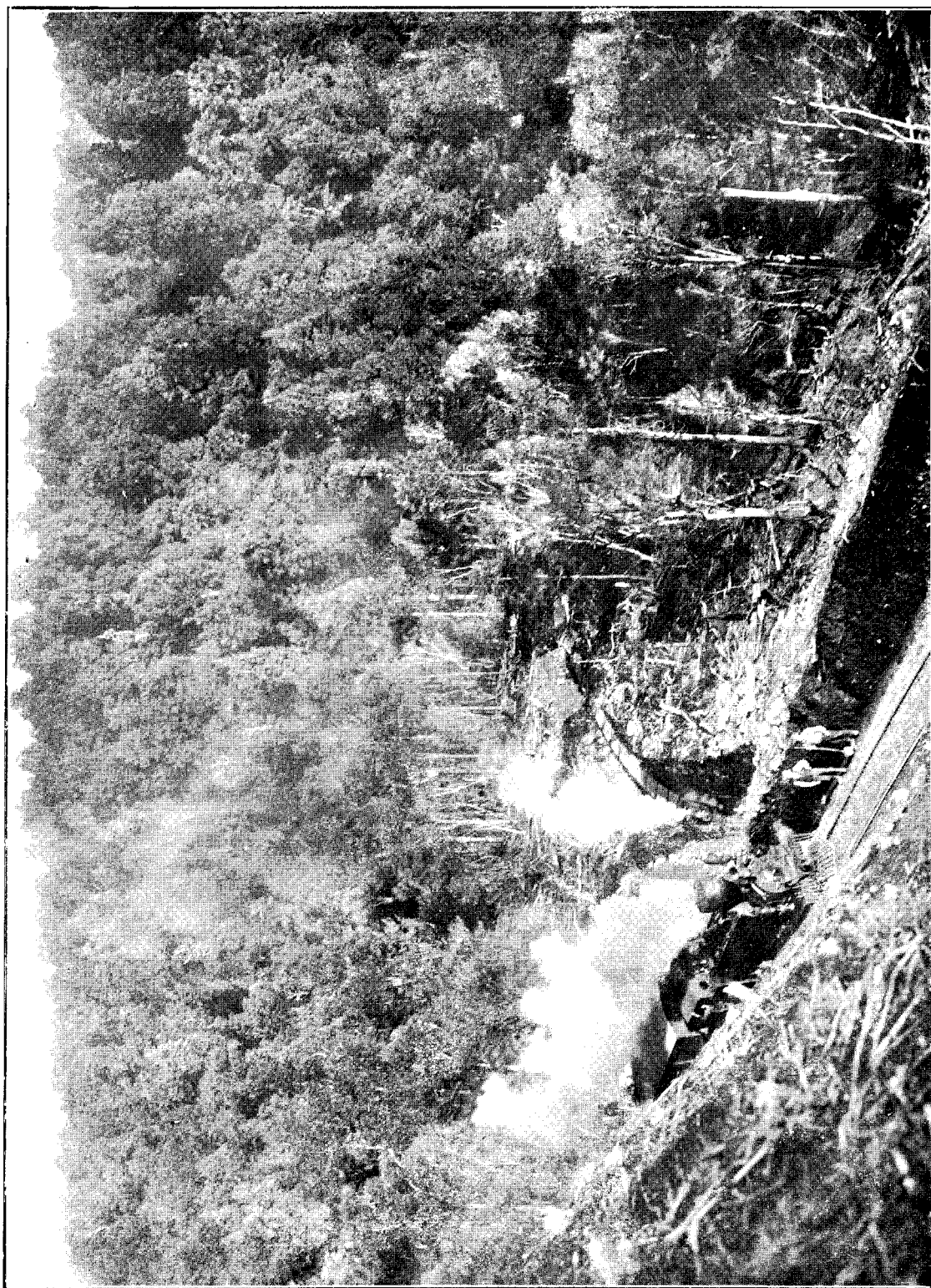


NORTH ISLAND MAIN TRUNK RAILWAY.—VIEW ON SPIRAL FROM UPPER END OF LARGER TUNNEL.

The last wagon on the ballast-train of fourteen wagons has just passed over the point of intersection of loop, 75 ft. above the tunnel.



NORTH ISLAND MAIN TRUNK RAILWAY.—VIEW OF RAICHIM FROM A POINT ON SPIRAL ONE MILE DISTANT FROM AND 80 FT. ABOVE STATION.

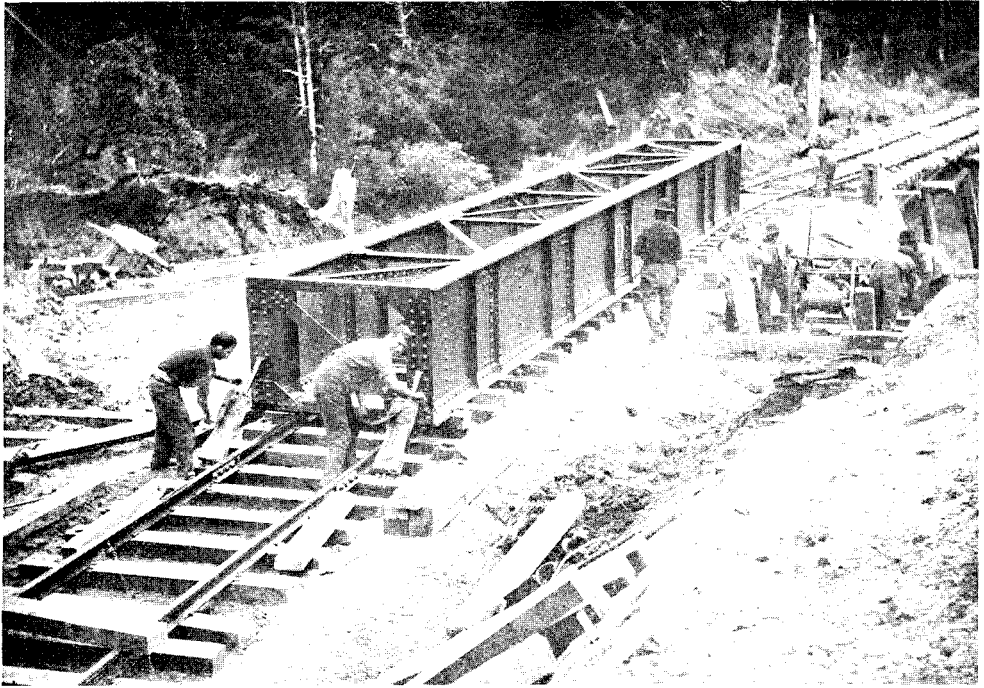


NORTH ISLAND MAIN TRUNK RAILWAY.—VIEW ON SPIRAL, TWO MILES FROM RARHNE.

The train in foreground is $1\frac{1}{2}$ miles ahead of, 150 ft. above, and 300 ft. distant from the ballast-train below.

1-100

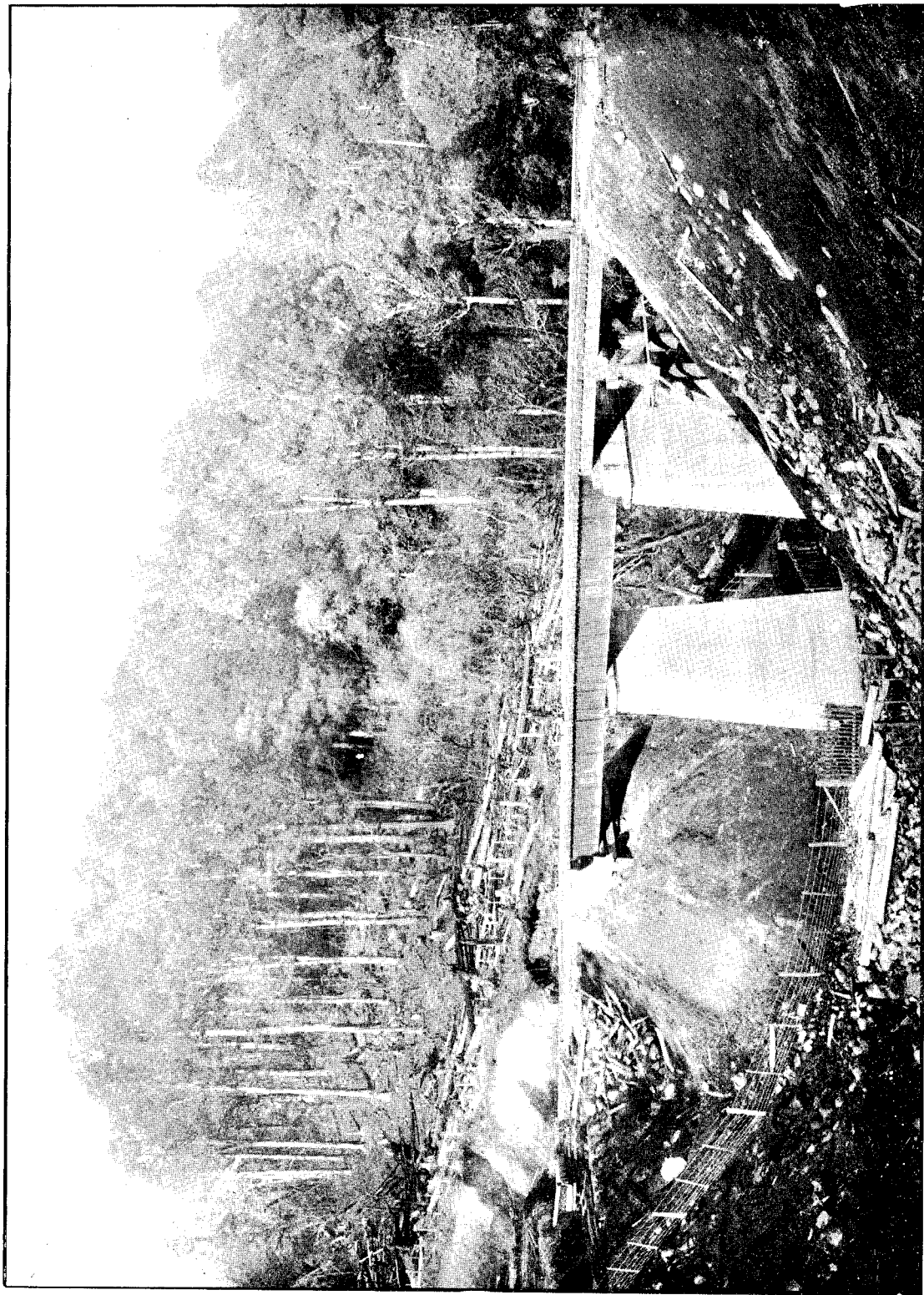
1-100



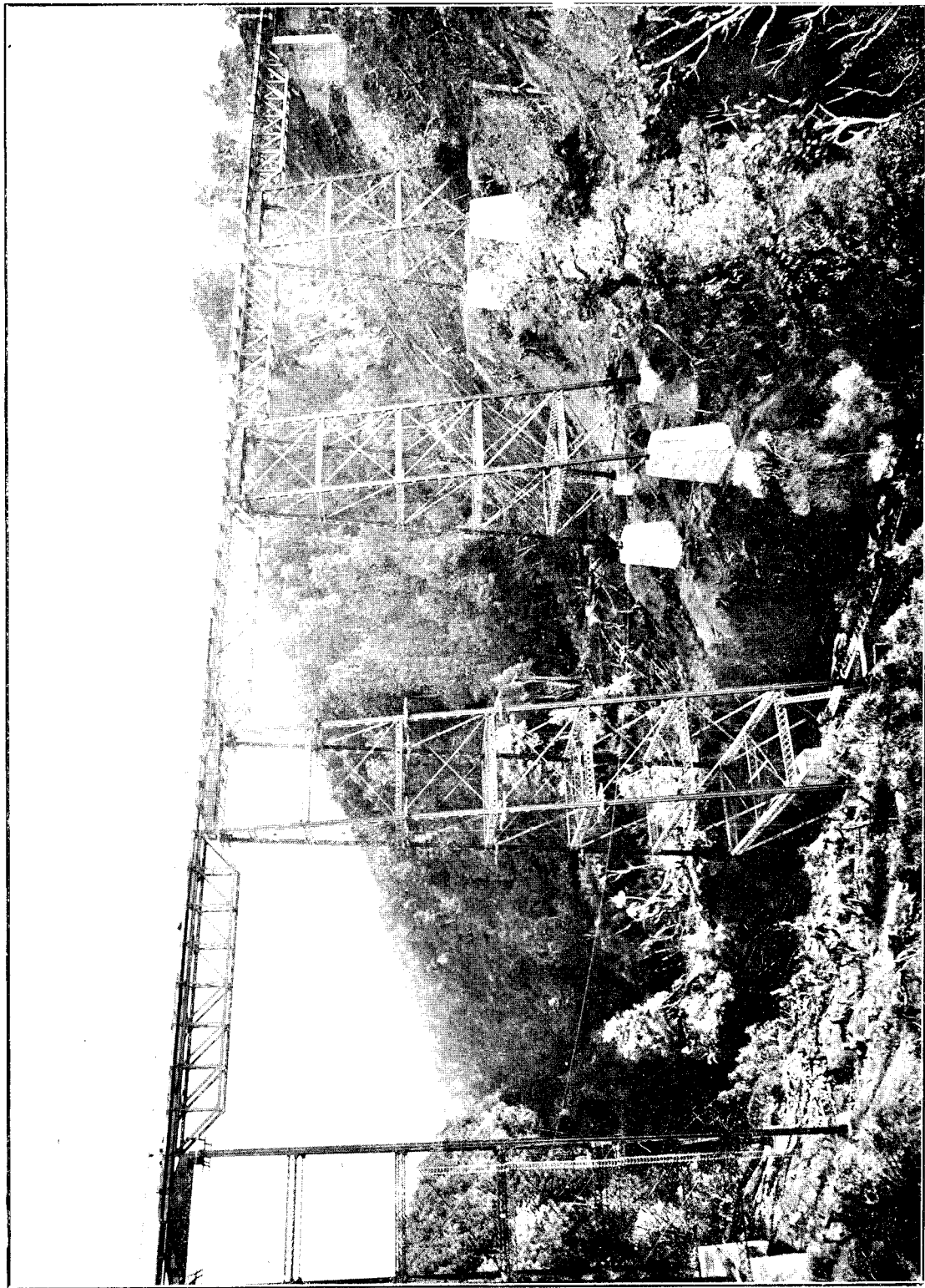
NORTH ISLAND MAIN TRUNK RAILWAY. BRIDGE OVER PIOPOTEA RIVER. LAUNCHING A 44 FT. PLATE GIRDER SPAN.



NORTH ISLAND MAIN TRUNK RAILWAY. 110 FT. BANK ON SPIRAL.

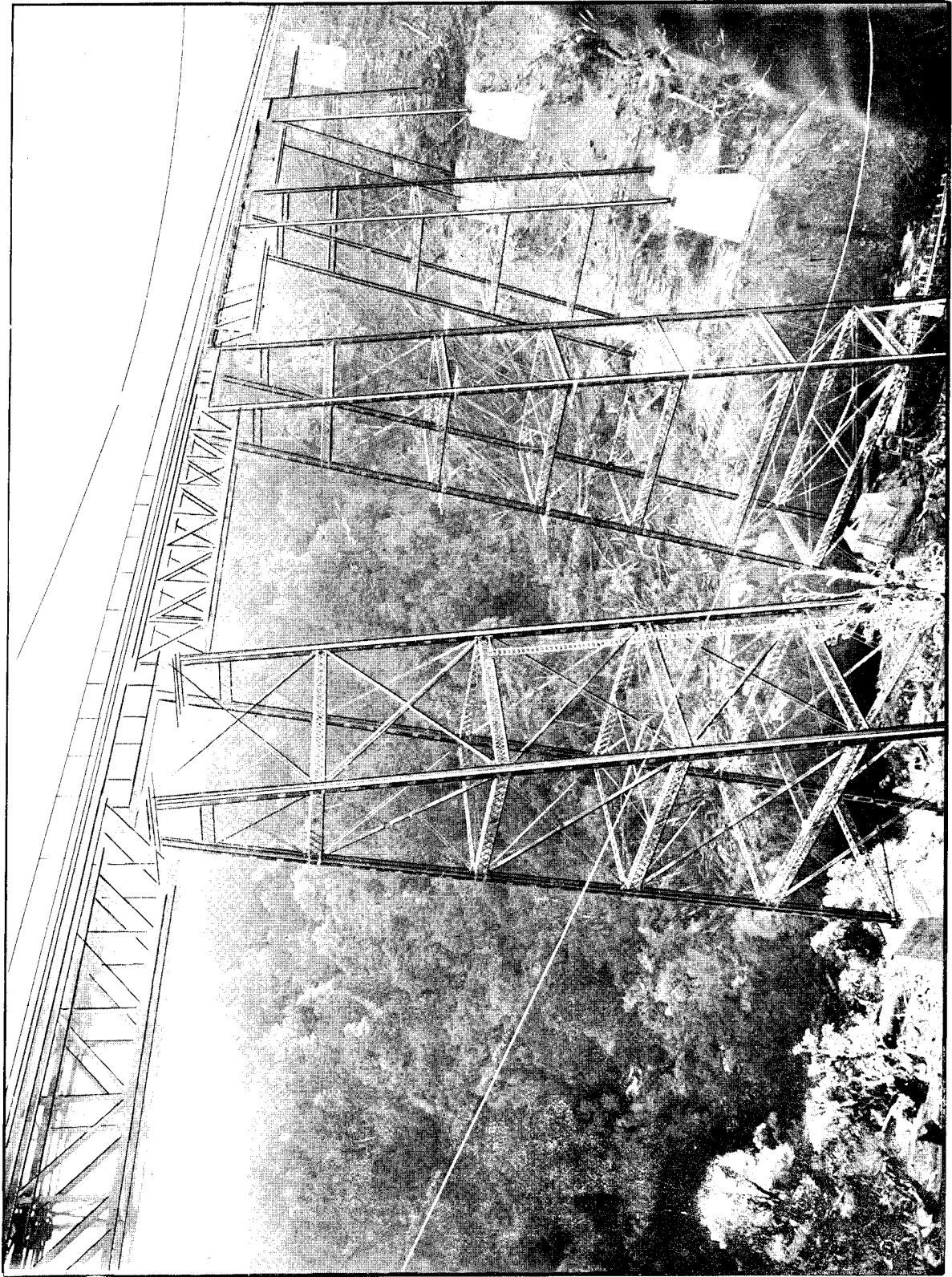


NORTH ISLAND MAIN TRUNK RAILWAY. BRIDGE OVER PIPIOTEA RIVER.
Four miles south of and 404 ft. above Raurimu. Two 44 ft. steel girder spans and two 20 ft. timber spans; curve, $7\frac{1}{2}$ chains radius; height over all, 15 ft.
(18th June, 1908.)

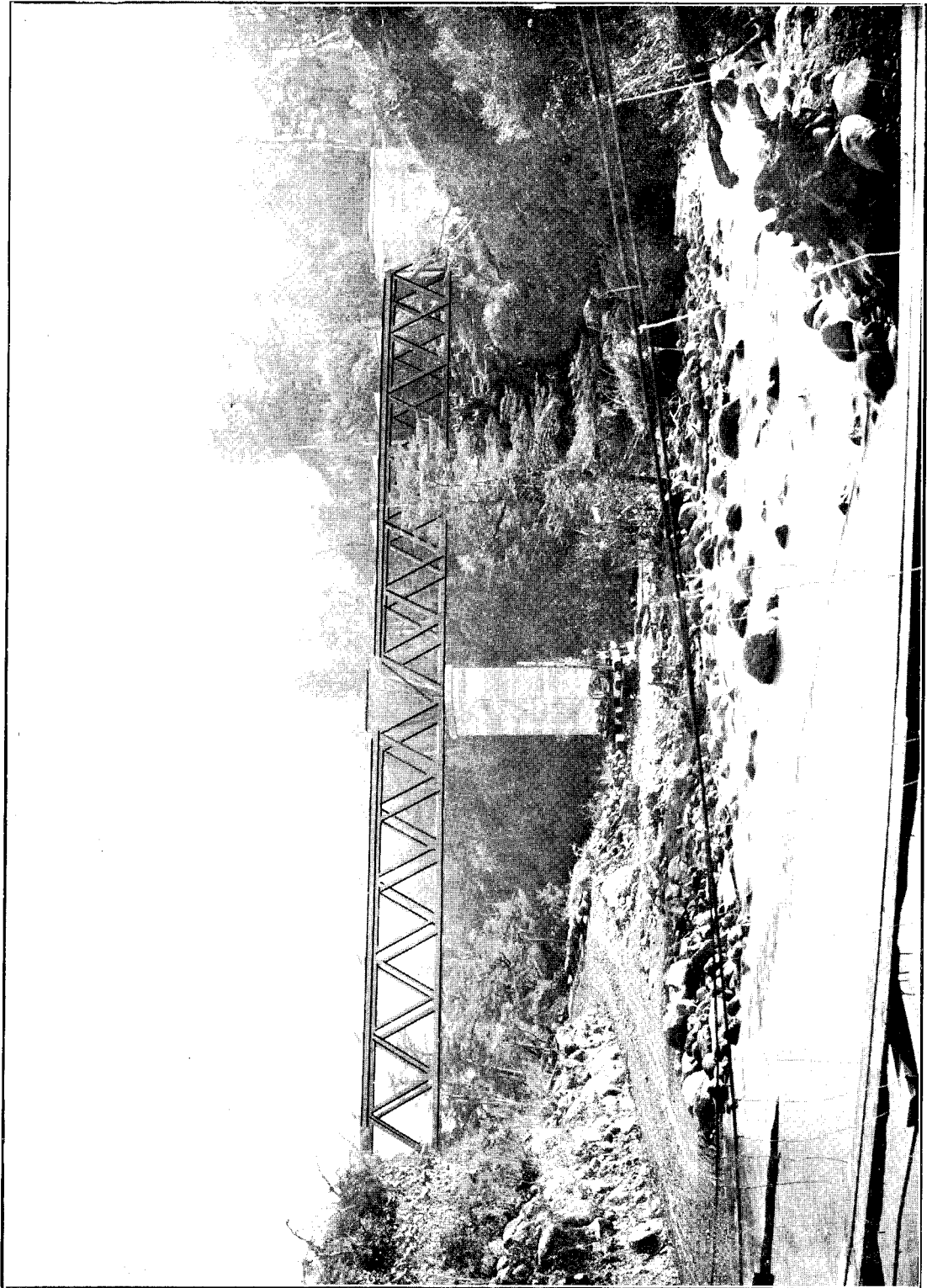


NORTH ISLAND MAIN TRUNK RAILWAY.—VIEW OF MAKAPOTE VIADUCT. LOOKING WEST.

213 miles from Auckland and Wellington, and 2,600 ft. above sea-level. Five 100 ft. spans, ten 36 ft. plate girder spans on six concrete piers and abutments, and on five steel braced piers resting on concrete base blocks; length over all, 860 ft.; height over all, 260 ft.; grade, level; excavations, 7,720 cubic yards; concrete, 6,060 cubic yards; steel, 982 tons. Cost, £56,832.



NORTH ISLAND MAIN TRUNK RAILWAY: MAKATOTE VIADUCT (FROM SOUTH END).



NORTH ISLAND MAIN TRUNK RAILWAY.—BRIDGE UNDER CONSTRUCTION OVER MANGATUTUTU RIVER.
About 211 miles from Wellington. 2,650 ft. above sea-level; two 100 ft. spans; freight over all, 60 ft. (16th June, 1908.)



NORTH ISLAND MAIN TRUNK RAILWAY. MANUANU-O-TE-AO VIADUCT BEING ERECTION.

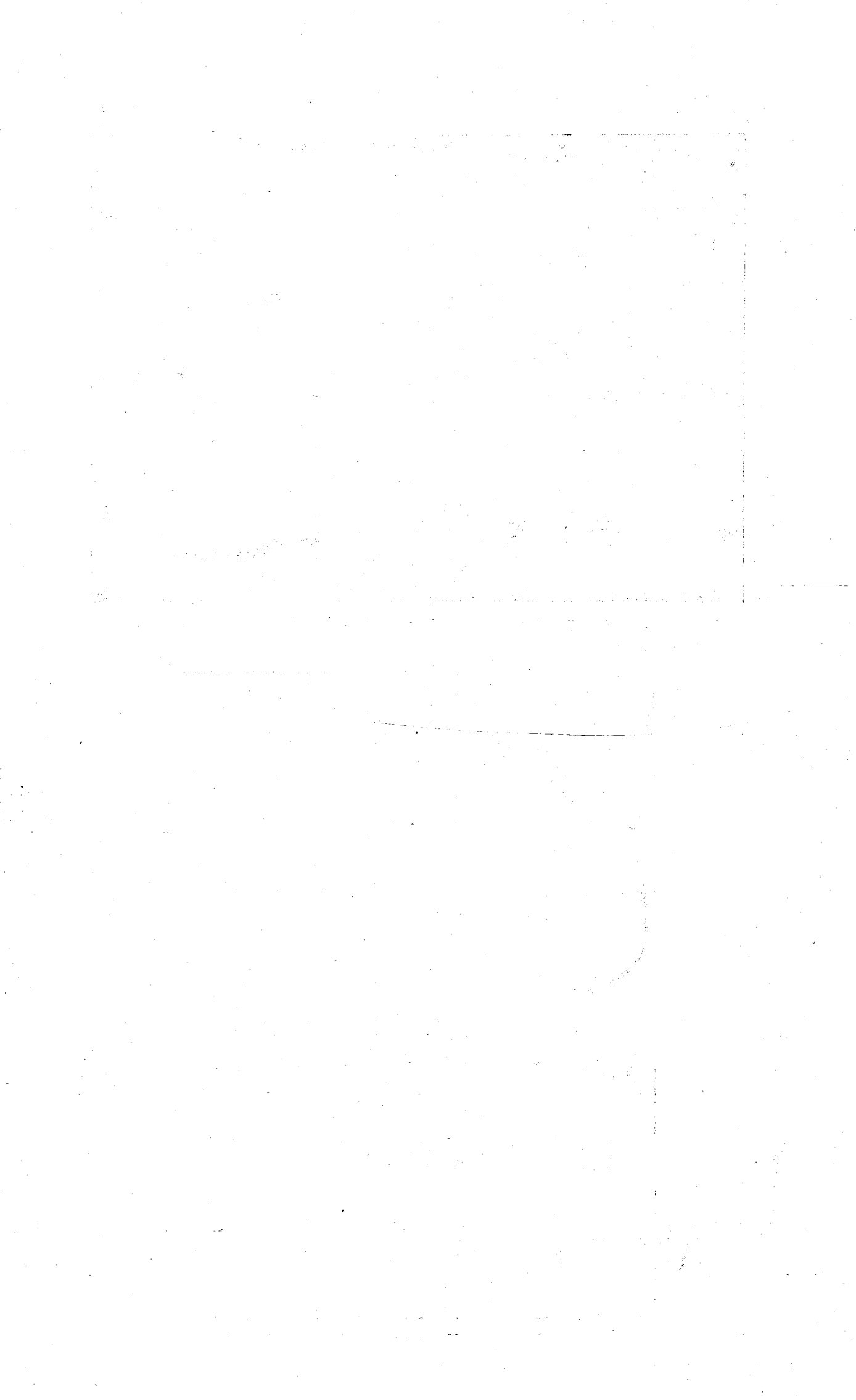
Two 122 ft. steel girder spans on concrete abutments, and concrete pier 94 ft. high over all. Height, creek to rail-level, 112 ft.; length over all, about 290 ft.; grade, level; steel, 230 tons. (16th June, 1908.)

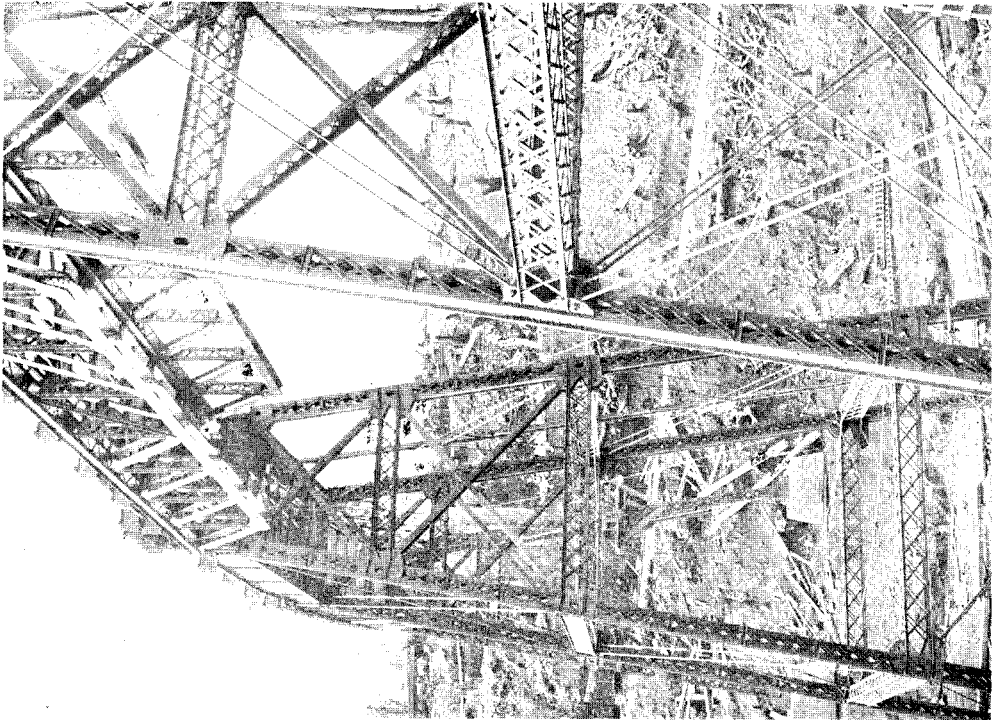


NORTH ISLAND MAIN TRUNK RAILWAY. HAPAAWHENUA VIADUCT (1ST OCTOBER, 1907).

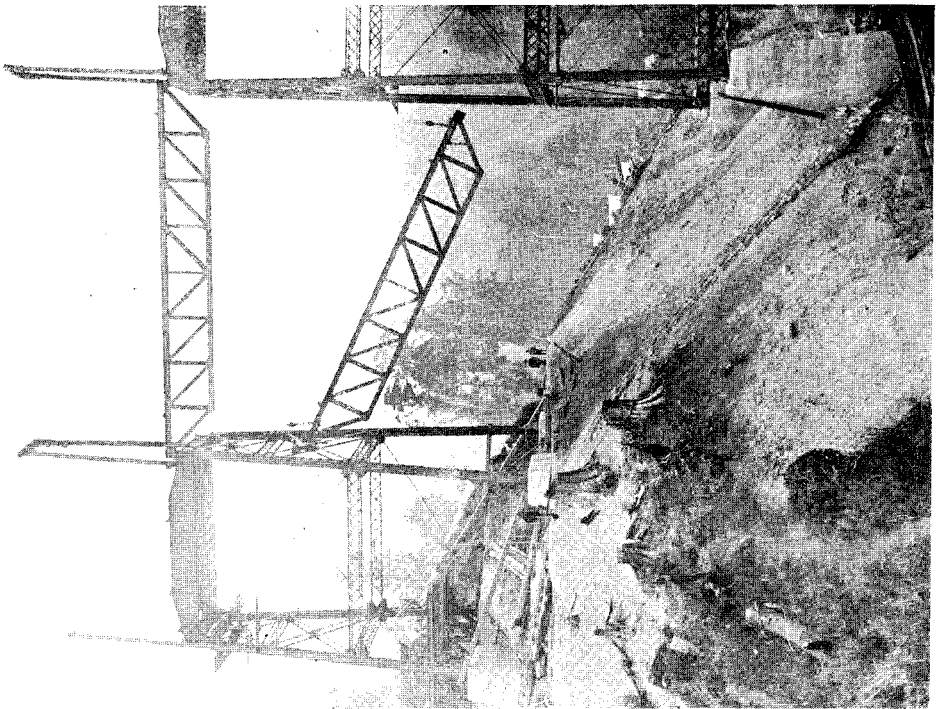


NORTH ISLAND MAIN TRUNK RAILWAY. HAPAAWHENUA VIADUCT (ABOUT CHRISTMAS, 1907).

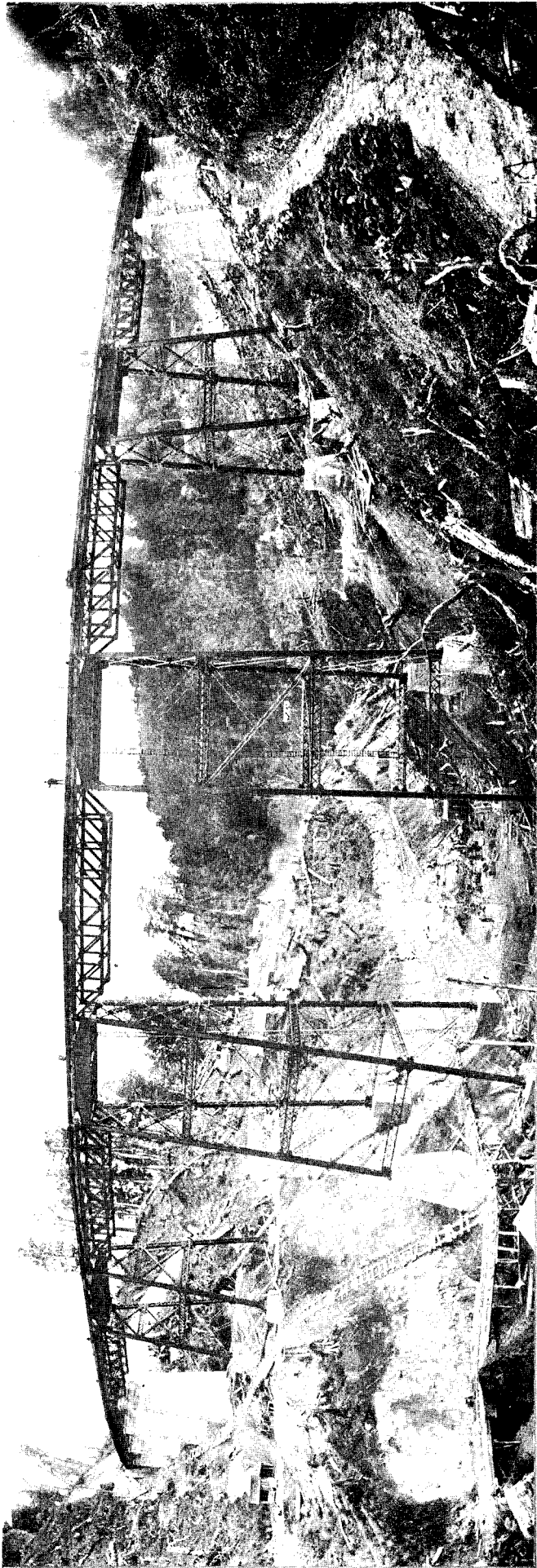




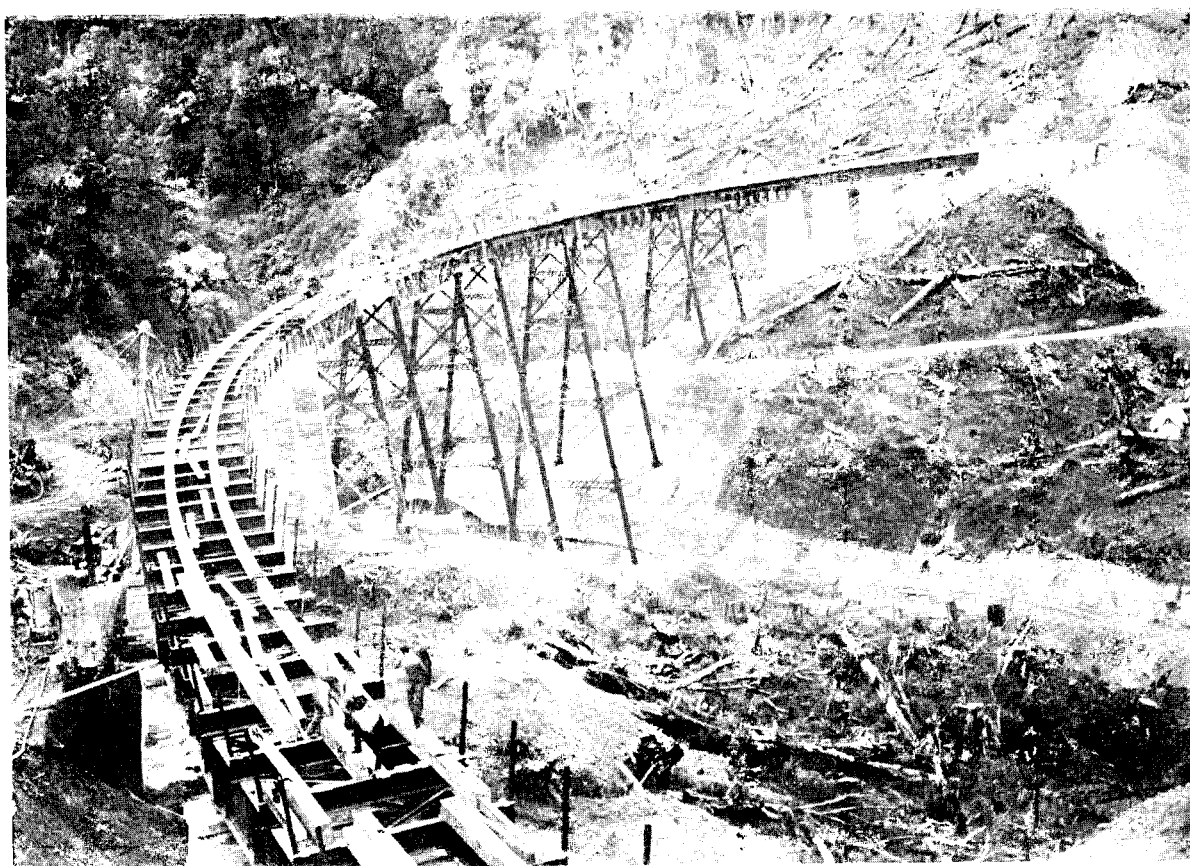
NORTH ISLAND MAIN TRUNK RAILWAY.—TOANU VIADUCT BEFORE COMPLETION.



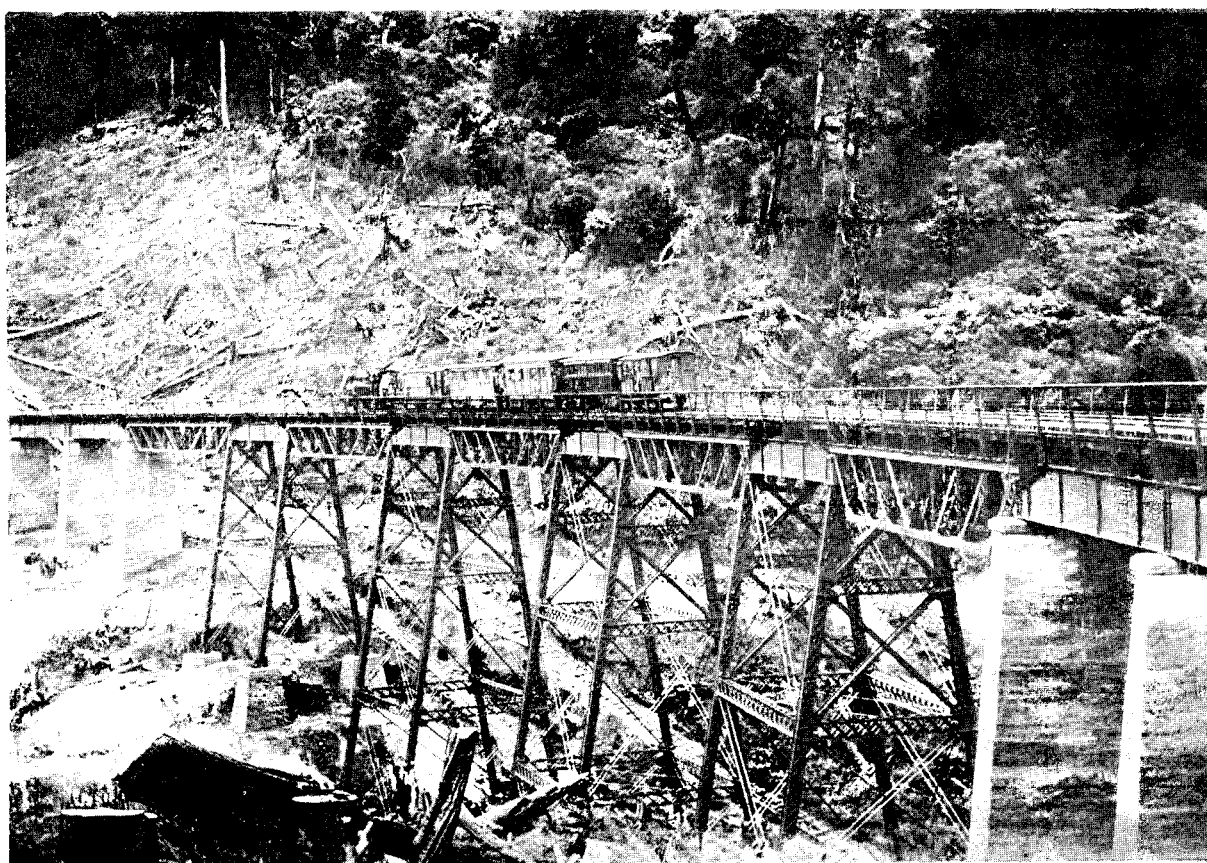
NORTH ISLAND MAIN TRUNK RAILWAY. HAPUAWHENUA VIADUCT
A GIRDER BEING LIFTED INTO POSITION.



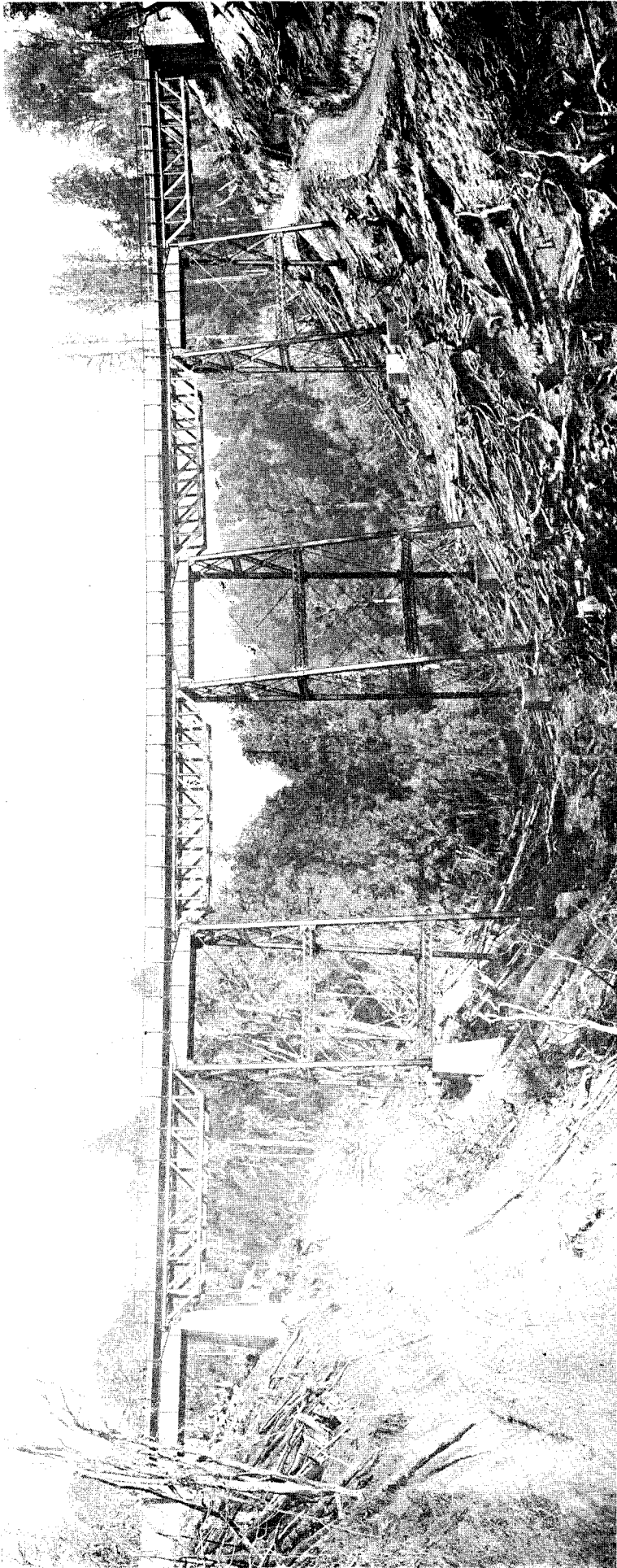
NORTH ISLAND MAIN TRUNK RAILWAY.—HAPUAWHENA VIADUCT (VIEW LOOKING FROM OUTSIDE OF CURVE).
Length over all, 974 ft.; height over all, 154 ft.; curve, 10 chains radius; concrete, 3,880 cubic yards; steel, 688 tons; grade, level.



NORTH ISLAND MAIN TRUNK RAILWAY. HAPUAWHENUA VIADUCT (16TH APRIL, 1908).

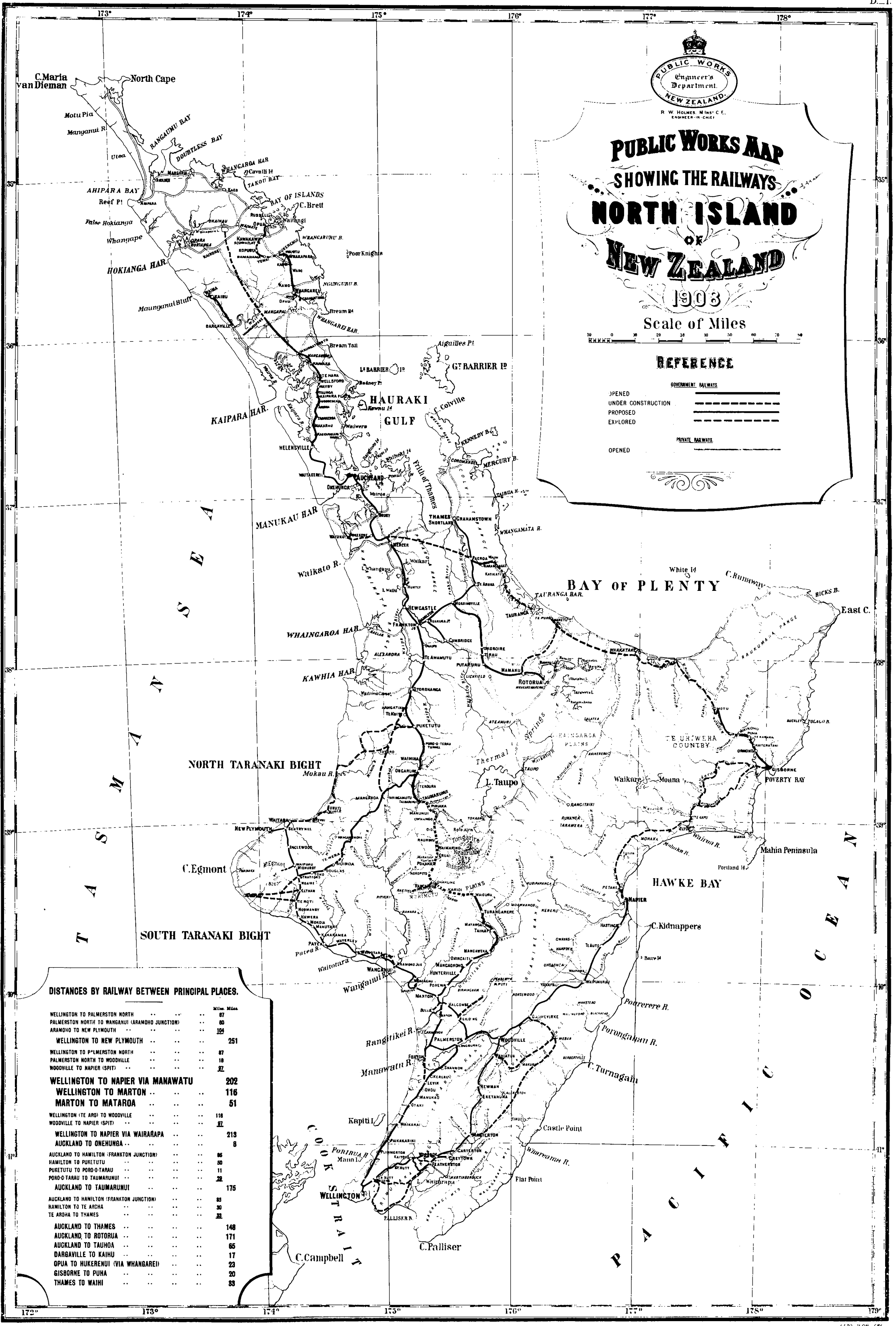


NORTH ISLAND MAIN TRUNK RAILWAY. HAPUAWHENUA VIADUCT (9TH MAY, 1908).



NORTH ISLAND MAIN TRUNK RAILWAY.—TOANT VIADUCT (VIEW LOOKING FROM INSIDE OF CURVE).

Four steel lattice girder spans of 64 ft.; four steel plate girder spans of 36 ft.; three steel braced piers on concrete foundation blocks; one concrete pier and two concrete abutments. Curve, 10 chains radius; gradient, 1 in 60; height, 115 ft. from creek to rail-level; length over all, about 460 ft.



PUBLIC WORKS MAP SHOWING THE RAILWAYS NORTH ISLAND OF NEW ZEALAND 1903

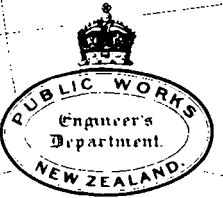
Scale of Miles
0 10 20 30 40 50 60 70 80

REFERENCE

- GOVERNMENT RAILWAYS
- OPENED
 - UNDER CONSTRUCTION
 - PROPOSED
 - EXPLORED
- PRIVATE RAILWAYS
- OPENED

DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

	Miles.	Miles.
WELLINGTON TO PALMERSTON NORTH	87	
PALMERSTON NORTH TO WANGANUI (ARAMOHO JUNCTION)	80	
ARAMOHO TO NEW PLYMOUTH	104	
WELLINGTON TO NEW PLYMOUTH	251	
WELLINGTON TO PALMERSTON NORTH	87	
PALMERSTON NORTH TO WOODVILLE	18	
WOODVILLE TO NAPIER (SPIT)	32	
WELLINGTON TO NAPIER VIA MANAWATU	202	
WELLINGTON TO MARTON	116	
MARTON TO MATAROA	51	
WELLINGTON (TE ARO) TO WOODVILLE	116	
WOODVILLE TO NAPIER (SPIT)	32	
WELLINGTON TO NAPIER VIA WAIRARAPA	213	
AUCKLAND TO ONEHUNGA	8	
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85	
HAMILTON TO PUKETU	50	
PUKETU TO PORO-O-TARAU	11	
PORO-O-TARAU TO TAUMARUNUI	22	
AUCKLAND TO TAUMARUNUI	175	
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85	
HAMILTON TO TE AROHA	30	
TE AROHA TO THAMES	32	
AUCKLAND TO THAMES	148	
AUCKLAND TO ROTORUA	171	
AUCKLAND TO TAHOA	85	
DARGAVILLE TO KAIHU	17	
OPUA TO HUKERENUI (VIA WHANGAREI)	23	
GISBORNE TO PUHA	20	
THAMES TO WAIHI	83	



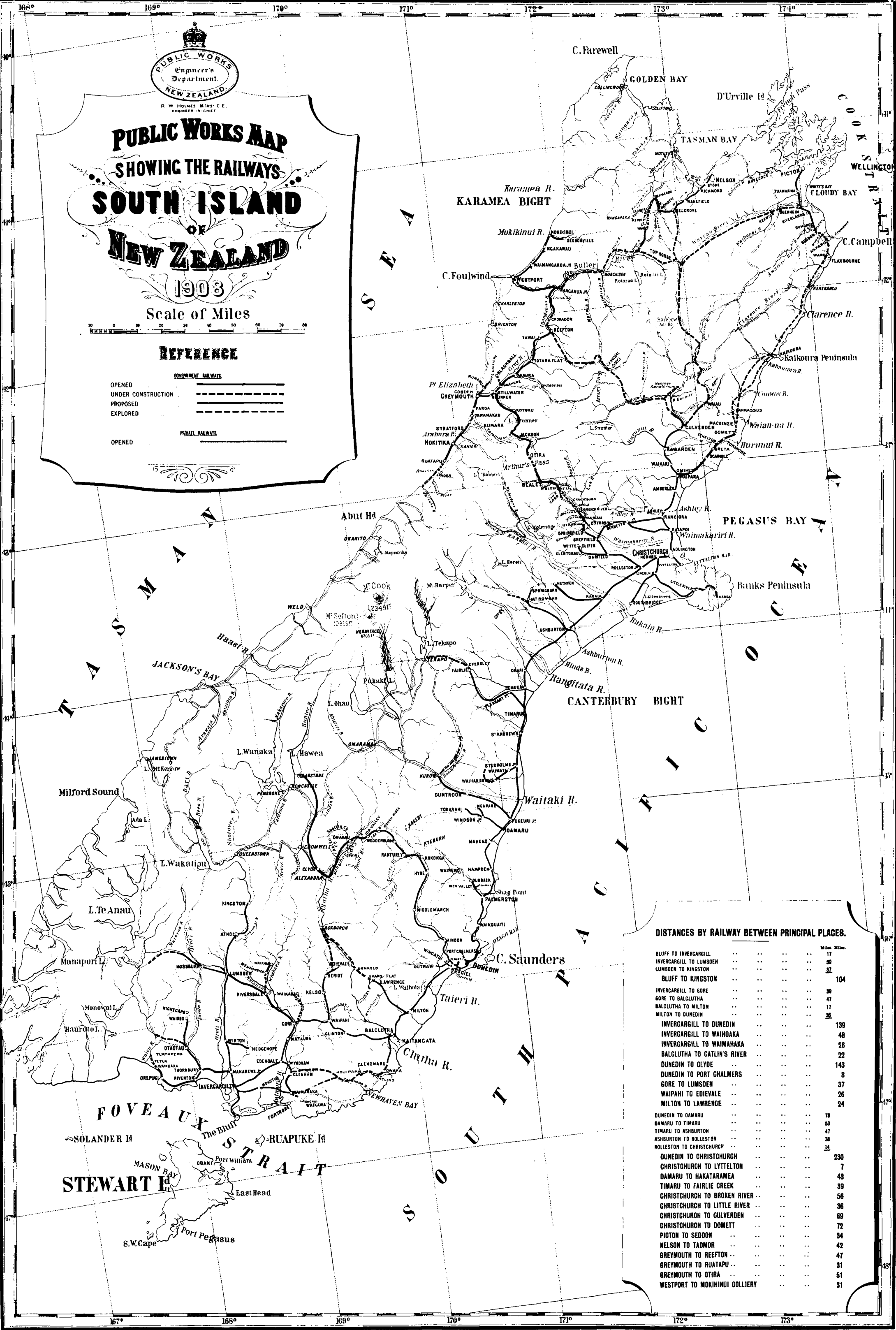
PUBLIC WORKS MAP SHOWING THE RAILWAYS SOUTH ISLAND OF NEW ZEALAND 1903

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

REFERENCE

- GOVERNMENT RAILWAYS
OPENED —————
UNDER CONSTRUCTION - - - - -
PROPOSED
EXPLORED

PRIVATE RAILWAYS
OPENED —————



DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

	Miles.
BLUFF TO INVERCARGILL	17
INVERCARGILL TO LUMSDEN	80
LUMSDEN TO KINGSTON	32
BLUFF TO KINGSTON	104
INVERCARGILL TO GORE	30
GORE TO BALCLUTHA	47
BALCLUTHA TO MILTON	17
MILTON TO DUNEDIN	36
INVERCARGILL TO DUNEDIN	139
INVERCARGILL TO WAIHOAKA	48
INVERCARGILL TO WAIMAHAKA	26
BALCLUTHA TO CATLIN'S RIVER	22
DUNEDIN TO CLYDE	143
DUNEDIN TO PORT CHALMERS	8
GORE TO LUMSDEN	37
WAIKATO TO EDIEVALE	26
MILTON TO LAWRENCE	24
DUNEDIN TO DUNEDIN	78
DUNEDIN TO TIMARU	53
TIMARU TO ASHBURTON	47
ASHBURTON TO ROLLESTON	38
ROLLESTON TO CHRISTCHURCH	14
DUNEDIN TO CHRISTCHURCH	230
CHRISTCHURCH TO LYTTELTON	7
DUNEDIN TO HAKATAMEA	43
TIMARU TO FAIRLIE CREEK	39
CHRISTCHURCH TO BROKEN RIVER	56
CHRISTCHURCH TO LITTLE RIVER	36
CHRISTCHURCH TO CULVERDEN	69
CHRISTCHURCH TO DOMEIT	72
PIGTON TO SEDDON	34
NELSON TO TADMOR	42
GREYMOUTH TO REEFTON	47
GREYMOUTH TO RUATAPU	31
GREYMOUTH TO OTIRA	61
WESTPORT TO MOKIHINUI COLLIERY	31

