

1909.
NEW ZEALAND.

PUBLIC WORKS STATEMENT.

BY THE HON. RODERICK McKENZIE, MINISTER OF PUBLIC WORKS.

20TH DECEMBER, 1909.

MR. SPEAKER,—

The period which has elapsed since the last Public Works Statement was delivered has been quite an important one in the history of the Public Works Department. After filling the position of Minister of Public Works with conspicuous ability for over twelve years—nearly twice as long as any other Minister has filled it—the Hon. Mr. Hall-Jones finally relinquished the office and was appointed to the High Commissionership on the 30th November, 1908. He sailed for London on the 3rd December, and I had the honour of succeeding him.

During the year, the operations of which I have now to review, the Department of Roads has been amalgamated with the parent Department, so that the Public Works Department now controls practically the whole of the public-works expenditure of the Dominion.

The length of new railways opened for traffic was greater than during any similar period for thirty years past; and the gross total expenditure on public works was also greater than in any year for more than a quarter of a century; while the amount spent on road-construction constituted a record.

It will therefore be evident to honourable members that the Department has experienced a particularly busy year, and my task this evening is to give as concise an account as possible of the work that has been accomplished, and also of the proposals of the Government for the current year.

TOTAL EXPENDITURE.

The total expenditure on all works and services borne upon the public-works estimates amounted to no less than £2,445,324, or, if we exclude special accounts having their own ways and means and take into consideration only actual charges against the Public Works Fund, the total amounted to £2,169,278, which is the largest expenditure on such works for many years past.

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, 1909; (c) the gross total expenditure to the 31st March, 1909; 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, 1909.	C Total to 31st March, 1909.	D Year ended 31st March, 1909.
Railways—	£	£	£	£
New construction (including extension from State Colliery, near Grey-mouth)	11,975,098	7,004,866	18,979,964	751,496
Additions to open lines	2,092,002	5,803,312	7,895,314*	1,545,023†
Roads	3,575,804	4,755,212	8,331,016	469,548
Public buildings	1,776,003	2,314,115	4,090,118	285,521
Immigration	2,144,386	57,402	2,201,788	15,077
Purchase of Native lands	1,191,137	846,710	2,037,847	2,099
Lighthouses, harbour-works, and harbour defences	880,095	163,642	1,043,737	19,217
Tourist and health resorts ... ..	...	182,853	182,853	24,286
Telegraph-extension	600,849	1,041,920	1,642,769	163,033
Development of goldfields	561,101	258,415	819,516	32,859
Defence-works (general)	429,720	469,214	898,934	10,766
Departmental	349,789	243,108	592,897	24,512
Payment to Midland Railway bondholders	...	150,000	150,000	...
Lands improvement ... ..	...	44,117	44,117	19,542
Minor works and services	300,689	20,266	320,955	27
Cost and discount, raising loans, &c. ...	1,021,472	214,745	1,236,217	575
Totals	26,898,145	23,569,897	50,468,042	3,363,581

* Expenditure in connection with new Hutt Road (£38,775) not included.
Railway purchase, and excluding expenditure on new Hutt Road.

† Including Wellington-Manawatu

WAYS AND MEANS.

At the 31st March, 1908, the available balance of ways and means for public-works purposes was £152,563
and further funds were received as under:—

Balance of £1,000,000 raised under the Loan Act of 1907	...	191,800
Amount raised under the similar Act of 1908	...	1,200,000
Amount received under the Post and Telegraph Act, 1908	...	200,000
Premiums received on sales and renewals of debentures	...	4,704
Provision for debentures maturing	...	7,590
Transferred from revenue	...	800,000
Miscellaneous receipts	...	1,610
Making a gross total of	...	£2,558,267

The ordinary expenditure of the year amounted to £2,169,278, and charges and expenses in connection with financing amounted to £5,280, thus bringing the total disbursements up to £2,174,558, leaving a credit balance at the end of the year of £383,709.

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

	£
Balance of 1908 loan	50,000
New loan of 1909	2,250,000

This, with the balance brought forward, will give a total of £2,683,709. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £2,190,624, thus leaving a balance of £493,085 to be carried forward to next year.

RAILWAY-CONSTRUCTION.

As I have already mentioned, the length of new railway opened for traffic during the year was greater than during any similar period for thirty years past. This was principally due to the completion of the North Island Main Trunk Railway, which was handed over to the Railway Department for regular working on 15th February last.

The total expenditure on railway-works last year amounted to £1,349,110, which was £69,301 in excess of the previous year's total. The particulars are as under:—

Construction of new lines—	£
Public Works Fund	713,121
Waikaka Branch Railway Account	13,391
State Coal-mines Account	24,984
Additions to open lines	389,672
Hutt Railway and Road Improvement Account	66,408
Railways Improvements Authorisation Act Account	141,534
Total	£1,349,110

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

KAWAKAWA—GRAHAMTOWN.

The work of closing up the gap between Kawakawa at the north and Hukerenui at the south end has been vigorously proceeded with throughout the year. The whole of the formation that is not already finished is well in hand and nearing completion. The laying of the rails at the south end has been extended to about a mile beyond Towai, and rail-laying has now been resumed at the north end, and is steadily working southwards. A connection between the north and south ends of the line should be effected before next winter.

Some further work has also been done on the extension from Whangarei to Grahamtown, and a contract has been entered into for the construction of the deep-water wharf at the latter place. The date fixed for the completion of this contract is 25th February, 1911.

The expenditure last year amounted to £32,616, and for the current year a vote of £40,000 is proposed.

KAWAKAWA—KAIKOHE.

A short branch line has already been constructed from the Kawakawa-Grahamtown Railway at Scoria Flat to a good scoria deposit in the vicinity, which has been, and still is, used as a ballast-pit. Owing to a strong demand for an extension of the railway towards Hokianga, a flying survey has been undertaken from the end of this ballast-pit line to Kaikohe and Hokianga Harbour. A railway along this route, in addition to opening up much fertile country in the Hokianga district, would also afford a valuable connection between the Kawakawa-Grahamtown Railway and the North Auckland trunk line when the latter is extended as far as this. The immediate construction of the line between Scoria Flat and Kaikohe is fully justified, as not only would the railway itself be a profitable undertaking, but it would also cheapen and expedite the construction of the North Auckland Railway. It is therefore proposed to provide for the construction of this railway in the Railways Authorisation Bill of the present session, and a vote of £2,500 to make a commencement with the work is provided on the estimates.

NORTH AUCKLAND.

This railway has in previous years been referred to as the Helensville Northwards line. While that title was quite suitable when an extension of only a few miles northwards of Helensville was contemplated, it is scarcely the most appropriate designation to apply to the line, which is now intended to traverse the whole of the North Auckland Peninsula—hence the new title.

A large amount of work was accomplished during the year, but less, doubtless, than would have been the case had there been no question as to the route to be followed by the line. A large number of petitions were presented to Parliament last session praying for a westerly deviation of the railway, and the Public Petitions Committee recommended that exhaustive surveys of the rival routes should be made. In pursuance of this recommendation further surveys have been undertaken, and in February last I made a personal examination of the ground, in company with the Engineer-in-Chief of the Department, the members for the three adjoining electorates, as well as the member for Manukau and one of the members for Auckland City, and a number of other gentlemen locally interested. As a result of my inspection, and of careful inquiries into the matter made both locally and after my return to Wellington, I came to the conclusion that the demand for a more westerly route was well grounded. The question was subsequently carefully considered in Cabinet, when it was decided that a more westerly route, as far as McCarroll's Gap, should be adopted. A detailed survey of a considerable portion of this route has since been completed; the balance is in hand, and construction-work on the deviation has already been commenced. It will now be possible to employ a larger number of men, so that better progress will be made in the future than has been the case during the last two or three months.

The making of this deviation will render it necessary to obtain a re-authorisation of the line from near Maungaturoto to McCarroll's, and provision for this will be made in the Railways Authorisation Bill. As regards the extension of the line northwards from McCarroll's, it is proposed to appoint a Royal Commission to sit during the recess to take evidence as to the best route to be adopted, and the report of the Commission will be laid before Parliament next session.

The section between Wayby and Wellsford, which was approaching completion when last year's Statement was delivered, has since been finished, and was handed over to the Railway Department on the 1st April last. The line between Wellsford and Kaiwaka is well forward, the rails having already been laid and goods traffic undertaken as far as Te Hana, and the formation to Kaiwaka is in an advanced condition. Good progress has also been made with the extension of the survey northwards.

The expenditure on this railway last year amounted to £50,983, which was nearly double that of the previous year. For the current year a vote of £80,000 is proposed.

EAST COAST MAIN TRUNK.

The trial survey for a railway between Waihi and Tauranga, which was in hand last year, has since been completed. The survey was also carried on as far as Matata.

The Government is strongly impressed with the necessity for a trunk railway through the important Bay of Plenty district, and that will eventually connect Auckland with Gisborne and the whole of the East Coast settlements, and considers that the time has now arrived to make a commencement with the work. It is, therefore, proposed to include the section of the line between Tauranga and Te Puke in the Schedule to the Railways Authorisation Bill of the current year.

If the Bill is duly passed by Parliament, arrangements will be made to commence construction-works as soon as possible after the termination of the session.

At the Gisborne end of this line the bridge over the Waikohu River was completed, and the line extended from the temporary stopping-place on the south side of the river to the permanent station on the north side on 1st April last. A very large amount of formation-work has been done beyond Waikohu, which is the heaviest section of the line between Gisborne and Motu, and includes the Waihuka tunnel. The rails have also been laid for three or four miles, and ballasting is in hand. Plans for the steel viaduct at Otoko have been prepared, and tenders for its construction will shortly be invited.

Last year's expenditure amounted to £40,601, which is the largest sum spent on the line in any one year since its construction was commenced. Having in view the importance and urgency of the railway, and the proposal to commence the new section between Tauranga and Te Puke, it will be necessary to expend a still larger sum during the current year, and a vote of £80,000 is therefore asked for.

STRATFORD—MAIN TRUNK.

Work has been vigorously proceeded with throughout the year at the Stratford end of this railway, and the section between Huiroa and Te Wera is now approaching completion. The construction of the Pohokura section is also well in hand, the first four miles being almost finished, and the whole section will probably be completed in eight or nine months. Work on the Whangamona section has also been commenced. This railway now taps the main arterial road of the district, and will consequently be of very great benefit to the settlers.

The expenditure last year amounted to no less than £43,071, which is the largest amount spent on the line in any year since the work was started. A much larger expenditure is anticipated during the present year, however, and a vote of £60,000 is proposed for the work.

MOUNT EGMONT BRANCH.

Mention was made in last year's Statement of the first section of this railway, including the crushing-station at Manganui, having been completed and handed over to the Railway Department. It was also stated that it was proposed to extend the railway to the site of a permanent quarry on the slopes of Mount Egmont, at the head of the Waingongoro River. Further exploration and survey has, however, shown that this quarry would probably not turn out so satisfactorily as one to be obtained at the head of the Manganui River, although to approach the latter an incline-tramway will be needed. The necessary surveys are in hand, and as soon as they are completed the work of construction will be proceeded with, as the stone-crushing plant cannot be worked to the best advantage until a permanent supply of solid stone has been opened up.

Only a comparatively small expenditure was incurred last year—viz., £2,738. A vote of £5,000 is provided for the current year.

NORTH ISLAND MAIN TRUNK.

When my predecessor delivered his Statement last year, a train had been run between Wellington and Auckland and back—namely, on the occasion of the visit of the American Fleet. This was quite a "special" train, however, and special arrangements had to be made in order to get it through, as a portion of the line had only very recently been laid and many miles of it were entirely unballasted. Since that date the line has been completed and handed over to the Working Railways Department, and regular through trains have been run since the 15th February last.

The vote of £225,000 taken on last year's Appropriations proved to be in excess of requirements. Only £140,833 came to charge during the year, but as a number of liabilities remained on 31st March last, a vote of £20,000 is provided on the present estimates to cover same.

BLENHEIM—WAIPARA.

At the northern end, the section between Seddon and Blind River has been completed, and goods traffic is being carried over it by the Public Works Department for the convenience of settlers. The further section to Ward, which is as far as the railway is authorised at present, is also approaching completion. To enable the construction of this line to be continued it will be necessary to obtain authority to take another section in hand, and provision will accordingly be made in the Railways Authorisation Bill for a further length of three miles and a quarter.

At the south end the formation has been completed to Mina Station, near Mackenzie Township, which is as far as the line is authorised at present, and rail-laying has been started. A contract has also been let for the important combined road and railway bridge over the Waiau River. This bridge will be 2,312 ft. in length, and is to be completed by 19th November next. The contract sum is £20,467. It is desirable that the extension of this line, at any rate as far as the bridge, and to a convenient station-site beyond it, should be authorised, and provision for this will be made in the Railways Authorisation Bill.

The expenditure on the whole railway last year amounted to £36,761, and for the current year a vote of £45,000 is proposed.

MIDLAND.

At the Nelson end of this railway the section between Tadmor and Kiwi, which was nearly finished when last year's Statement was delivered, has since been completed and handed over to the Railway Department, and the section between Kiwi and Tui is now approaching completion, the rails being laid as far as the north end of the Tui station-yard. The further section between Tui and Hope Junction authorised last year has been taken in hand and satisfactory progress made with it. I am in hopes that this section will be complete and ready for traffic about the end of the summer of 1911, at which date it is probable that the Reefton-Inangahua Railway will be completed to Inangahua Junction, thus reducing the coach journey between Nelson and the West Coast to about fifty-two miles, and enabling the through journey between Nelson and Greymouth to be accomplished in one day.

At the Reefton end of the line good progress has been made with the section between Cronadun and the Inangahua Landing. The larger bridges are finished, the earthworks are nearing completion, and rail-laying will be resumed shortly. The short section between the Landing and the Inangahua Junction will be taken in hand without delay, and every effort made to have the railway completed to that point by about February, 1911.

On the Canterbury-Westland Section of the railway very important works are in hand, and considerable progress has been made during the year. The chief work, of course, is the summit tunnel at Arthur's Pass, for which a contract was let to Messrs. John McLean and Sons, in August, 1907. Considerable progress has been made with this work, the "heading" having now been excavated for a total distance of about a mile. Enlarging to full size is also in hand, and the concrete lining is following up. It is evident, however, that progress in the future must be much greater than hitherto if the contract is to be completed by the date stipulated—namely, 1st August, 1912.

At the Canterbury end of the line, Mr. Fraser's contract for the steel viaduct over Sloven's Creek has been completed, and rail-laying resumed. The formation being practically finished as far as the Cass, there will be nothing to prevent the rails being laid to that point without interruption. As soon as the line to the Cass is ready for traffic it will be handed over to the Railway Department for regular working, thus shortening the coach journey between the east and west coasts to about twenty-five miles, and making the performance of the through journey in one day quite an easy matter, even during the winter months.

The expenditure on the whole railway last year amounted to £124,402, and for the current year a vote of £170,000 is asked for, made up as under:—

	£
Nelson-Inangahua Section	25,000
Reefton-Inangahua Section	15,000
Otira Station to Tunnel Section	5,000
Arthur's Pass Tunnel Section	65,000
Broken River to Bealey Section	60,000
Total	<u>£170,000</u>

WESTPORT—INANGAHUA.

The section of this railway between Westport and Kuha, 5 miles 60 chains in length, is nearly finished. It would have been completed earlier but for the delay which took place in the completion of the contract for the erection of the bridges. The felling of the bush on the second section, which is almost entirely in the Buller Gorge, is nearly finished, and formation work commenced. The work is of such a character, however, that it can be carried out more advantageously in small contracts than under the co-operative system, and it is consequently proposed to shortly invite tenders for its construction in short sections.

Last year's expenditure totalled £8,567, but a vote of £20,000 is proposed for the current year.

NGAHERE—BLACKBALL.

A considerable amount of work has been done on this railway during the year, and the line is now approaching completion. An extensive coal traffic is already being carried by the Public Works Department for the convenience of the Blackball and Paparoa Coal Companies. This traffic considerably impedes the completion of the line, but the work is expected to be finished and handed over to the Railway Department early in the new year.

The expenditure during last year amounted to £33,804. For the current year a vote of £30,000 is proposed, which will provide for the completion of all remaining work.

GREYMOUTH—POINT ELIZABETH.

Formation work on the extension of this railway to the proposed No. 2 State Colliery has been actively in hand during the year. The line is a comparatively short one—three miles and a half—but the works upon it are of a heavy character. Moreover, as a large coal traffic is anticipated, it is necessary to provide extensive terminal facilities at the collieries, including a site for a very large bin and large sorting and standing sidings.

The expenditure on this railway last year (£24,984) was charged to the State Coal-mines Account, but it is considered inadvisable to allow the amount to remain at the debit of that account, and it is therefore proposed to provide in this year's Appropriation Bill for the transfer of last year's expenditure from the State Coal-mines Account to the Public Works Fund, and also to make special provision for the estimated expenditure of the current year, which will probably amount to nearly £50,000.

HOKITIKA—ROSS.

The final section of this railway was opened for traffic on the 1st April last.

The expenditure during the year amounted to £14,298. Sundry minor finishing works remained to be executed after the line was handed over, however, and a vote of £4,000 appears on the estimates to cover these.

LAWRENCE—ROXBURGH.

The construction of this line between Lawrence and the Big Hill Tunnel has been proceeded with during the year. The formation is practically finished, and the rails are laid for the greater part of the distance, and ballasting is in progress. It is proposed to complete the section to Big Hill, and to open it for traffic as soon as it is ready. The question of carrying the work on beyond that point, however, is one that requires careful consideration. The Government is at present unable to see its way to take any further steps in the matter unless an adequate guarantee is forthcoming that reasonable interest on the capital invested will be returned.

Last year's expenditure on the railway amounted to £14,076, and for the current year a vote of £12,500 is provided.

GORE-WAIKAKA.

This line was handed over to the Railway Department on 26th November, 1908, or a little earlier than anticipated in last year's Statement. It was not quite finished at that date, but the various unfinished works have been completed since.

Last year's expenditure amounted to £29,549—namely, £16,158 from the vote for railway-construction, and £13,391 from the special account established under "The Waikaka Branch Railway Act, 1905." For the current year a small vote of £3,000 will be necessary to meet expenditure already incurred.

CATLIN'S-WAIMAHAKA.

The section of this line between Catlin's River and Houipapa was available for goods traffic when last year's Statement was brought down. It has since been entirely completed, and the Public Works stone-crushing and ballasting plant removed further on. The section was handed over to the Railway Department for regular working in the early part of the present month.

The earthwork on the Papatupu section is practically completed, and plate-laying and ballasting well in hand. A great deal of work has also been done on the Table Hill section, but, being of a heavy character, it will still be some little time before it is finished.

At the Waimahaka end of the line a large amount of work has been done. The number of men has been considerably increased. The authorisation of the line at this end is about a mile and a half short of the terminus at present proposed, and provision for the necessary amendment in the Act to authorise the remaining distance is made in this year's Railways Authorisation Bill. The same Bill will also provide for an extension at the Catlin's end of the line—namely, to the confluence of the McLennan and Tahakopa Rivers.

The expenditure on the whole railway during the last financial year was £35,091, and for the current year an appropriation of £80,000 is asked for.

RIVERSDALE-SWITZERS.

Excellent work was done on this railway during the year. When last year's Statement was delivered only two miles of rails had been laid, and about eight miles of formation was in an advanced condition. The whole line—fourteen miles in length—has since been completed, and was handed over to the Railway Department for regular traffic on the 1st October last.

The expenditure during the year amounted to £20,478, and a vote for £20,000 will be necessary this year in order to clear accounts.

OREPUKI-WAIAU.

On this line also very good work was done last year, the railway having been completed and the line opened for traffic on 1st October last.

The expenditure during the year amounted to £15,846, and a vote for £15,000 is provided on the estimates to cover the expenditure of the current year.

SURVEYS.

A very considerable list of proposed surveys was mentioned by my predecessor in his last Public Works Statement—sufficient, it seems to me, to keep the officers likely to be available from the departmental staff busily employed for years to come. Much important survey-work was done during the past year, however, principally on the North Auckland, East Coast Main Trunk, Paeroa-Pokeno, Blenheim-Waipara, and Catlins-Waimahaka Railways. The other lines mentioned in Hon. Mr. Hall-Jones's list will receive attention as soon as opportunity offers.

Last year's expenditure on surveys of new lines amounted to £5,462, and for the current year a vote of £2,000 is asked for.

TOTAL APPROPRIATIONS FOR RAILWAY-CONSTRUCTION.

In addition to the amounts already mentioned, a vote of £100,000 is proposed for permanent-way materials, and £1,000 for old land claims and other old contingent payments on construction account. These items bring the total proposed vote for railway-construction purposes up to £790,000.

OTHER RAILWAY-WORKS.

The sum of £260,731 was spent in providing rolling-stock and workshops machinery for the working railways, and £128,941 on additions to station-accommodation, wharves, signalling-appliances, interlocking, tablet working, telegraphs, and telephones, making the total expenditure under the heading of "Additions to Open Lines" £389,672.

The Wellington-Hutt duplication has been completed and brought into use between Kaiwarra and the Hutt. Portions of the new main road for vehicular traffic are in daily use, and the construction of the other portions is being pushed on.

The double line between Addington and Rolleston will shortly be ready for traffic. The double line between Newmarket and Penrose has been opened for traffic, and a large amount of construction-work has been carried out in connection with the Dunedin-Mosgiel duplication. On the Auckland side of the Parnell Tunnel one portion of the two-track railway-bridge has been brought into use, and work on the other is in hand. The expenditure during the last financial year on the works referred to was £207,942, made up as follows:—

	£
Wellington-Hutt duplication works	53,951
New Hutt Road, including land for same	12,457
Auckland-Penrose duplication works	31,005
Addington-Rolleston duplication works....	37,510
Dunedin-Mosgiel duplication, and deviation of line	73,019
	<hr/>
	£207,942

For the current year provision has been made on the estimates to the extent of £180,602, namely:—

	£
Auckland-Penrose duplication....	5,000
Wellington-Hutt duplication	74,602
Addington-Rolleston duplication	11,000
Dunedin-Mosgiel duplication	90,000
	<hr/>
	£180,602

The amount proposed to be voted for the current year for "Additions to Open Lines" is £350,000, of which £250,000 is for new rolling-stock and additional workshops machinery.

PUBLIC BUILDINGS.

The total expenditure on public buildings during the last financial year amounted to £350,615—namely, £65,230 under the Consolidated Fund and £285,385 under the Public Works Fund. These amounts, as regards both funds, are in excess of the previous year's figures. For the current year votes totalling to £60,145 under the Consolidated Fund and £306,930 under the Public Works Fund are proposed.

GENERAL.

The principal buildings included in this class are the Government Houses, the Parliament Buildings, and the general departmental offices throughout the Dominion. Last year's expenditure amounted to £44,671, and for the current year a vote of £45,000 is proposed. The principal item in last year's expenditure was the cost of acquiring a site for the proposed new departmental buildings in Christchurch, the next largest item being the completion of the extensive additions to the departmental buildings at Auckland. Other important works were the new departmental buildings at Te Kuiti and Hokitika, and the

alterations and additions at the old Parliament Buildings. The principal works provided for in the current year's estimates are the new Government House and the new Legislative Council Chamber; the completion of the additions to the departmental buildings at Auckland; some necessary additions to the Government Printing Office; new departmental buildings at Hamilton, New Plymouth, Masterton, Westport, Greymouth, Christchurch, and Invercargill; 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; and for making a commencement with the new Dominion Museum.

JUDICIAL.

Courthouses.—The expenditure on Courthouses last year amounted to £14,473, being a considerable increase on the previous year's total. The principal items were in respect of the new buildings at Cambridge, Raglan, Kawhia, Te Kuiti, Waitara, Eltham, Feilding, Lower Hutt, and Otautau; acquiring a new site at Petone, and extensive additions at Whangarei, Palmerston North, Wellington, and Christchurch. For the current year provision is made for new Courthouses at Auckland, Taumarunui, Opotiki, Waipiro Bay, Waverley, Masterton, Petone, Ross, Cheviot, and Fairlie; for additions at Gisborne and New Plymouth, and for the completion of some other works commenced last year.

Gaols.—The principal expenditure under this head was in connection with the new prisons at Auckland and Invercargill, but lesser amounts were expended on improvement-works at Gisborne, New Plymouth, and Wanganui. The current year's estimates provide for continuing the work at Auckland and Invercargill; for a new gaol at Gisborne; for extensive additions at Wellington; and for improvements at Lyttelton and Dunedin.

Police-stations.—A large number of works under this head were in hand last year, the principal being new stations at Kaitia, Newmarket, Morrinsville, Raglan, Carterton, Petone, Wellington (Newtown), Richmond, Granity, Dunollie, Cheviot, Kaiapoi, Addington, Waimate, Ranfurly, and Clinton; and additions at Whangarei, Auckland, Hastings, and Sheffield. The vote proposed for the current year provides for new stations at Kaikohe, Auckland (Eden Terrace), Parnell, New Plymouth, Shannon, Pongaroa, Masterton, Motueka, Takaka, Blackball, Sydenham, Lincoln, Rakaia, and Chatham Islands; for the purchase of properties at Ellerslie, Frankton, Wakefield, New Brighton, and Woolston; for new quarters at Hamilton, Rangiora, and Christchurch; and for additions at Thames, Rotorua, Wellington (Manners Street), and Greymouth.

POST AND TELEGRAPH.

Extensive building works were in hand last year for the Post and Telegraph Department, the total expenditure having amounted to £62,263. The principal items were as under:—New offices at Whangarei, Matakoho, Kaipara Flats, Birkenhead, Devonport, Auckland (Upper Symonds Street), Howick, Newmarket, Clevedon, Cambridge, Port Awanui, Toko, Aramoho, Taihape, Utiku, Kimbolton, Apiti, Weraroa, Featherston, Upper Hutt, Wellington (Courtenay Place), Burnett's Face, Blackball, Greymouth, Kekerangu, Woolston, Geraldine, and Fairlie; purchase of new properties at Kingsland, Kaikoura, and Christchurch (Tuam Street); additions at Waihi, Rotorua, Tolaga Bay, Manakau, Eketahuna, Wellington (Telephone Exchange), Blenheim, Christchurch, Dunedin, North Dunedin, and Invercargill; also a wharf for the cable-repairing steamer, Auckland.

The proposed appropriation for the current year provides for new offices at Kaitia, Kaeo, Maungaturoto, Warkworth, Helensville, Auckland (new Chief Post Office), Mount Eden, Auckland (Wellesley Street), Mount Roskill, Mount Albert, Ellerslie, Epsom, Pukekohe, Huntly, Frankton, Otorohanga, Te Kuiti, Morrinsville, Kirikiriroa, Ngauwahia, Taumarunui, Matata, Taneatua, Patutahi, Hangaroa, Nuhaka, Wairoa, Greenmeadows, Hastings, Onga Onga, Rahotu,

Manaia, Ohakune, Bull's, Foxton, Shannon, Wellington (General Post Office), Te Aro, Kilbirnie, Richmond, Wakefield, Westport, Granity, Murchison, Wallsend, Waiau, Culverden, Christchurch (Ferry Road), Sydenham, Addington, Little River, Rakaia, Waimate, Alexandra South, Bannockburn, Dunedin (Moray Place), St. Kilda, Green Island, St. Bathans, Kaitangata, Balfour, Wyndham, and Riverton; for new quarters at Whitianga, Waipiro Bay, and Ophir; for the purchase of new properties at Taradale, Takapau, Okato, Karori, Upper Riccarton, and Owaka; for additions at Te Puke, Napier, New Plymouth, Stratford, Ashhurst, Levin, Alfredton, Wellington (alterations to Drill-shed), Wakapuaka, Pembroke, Balclutha, and Bluff.

Two of the new offices—namely, the new Chief Post Office at Auckland and the new General Post Office at Wellington—are of such importance as to deserve special mention. Both buildings will be built largely of granite and strengthened with heavy steel framing, and will be as nearly as possible fire-proof. The contractors for the Auckland office are Messrs. J. and W. Jamieson (Limited), the contract-price being £95,551, and the date fixed for the completion of the work is 25th November, 1911. The contractors for the General Post Office in Wellington are Messrs. J. and A. Wilson (Limited), the contract-price being £96,923, and the work is to be finished by 27th October, 1911. In the case of the General Post Office the contract-price will not represent the full cost of the structure, as the Department had undertaken the necessary excavations and built the foundations (at a total cost of about £6,000) before the contract was entered into.

MENTAL HOSPITALS.

The expenditure on mental hospitals during the year has been £15,296. At Auckland a new residence has been erected for the Medical Superintendent and the rooms formerly occupied by him are being altered for the accommodation of patients. Laundry machinery has also been provided. At Christchurch a general bath-room has been constructed, an artesian well sunk, the auxiliary building connected with the main sewer, and various other improvements carried out. An addition to the female side at Seacliff has been completed, and additions to the male side are nearly finished. At Nelson the Toi Toi Valley School has been removed and re-erected on the Mental Hospital grounds to provide accommodation for fifty-three patients, at a moderate cost, and additional land has been purchased for farming purposes. A cottage for the Farm Manager and a storage-shed in the orchard have been erected at Porirua, additions have been made to the fire-alarm and telephone services, and various improvements and alterations completed.

The proposed vote of £25,000 for the current year provides for the erection of the Wolfe Bequest Reception Hospital at Auckland, also accommodation for phthisical and special cases, a new boiler for general purposes, and erection of laundry machinery; for an additional wing for females, and for an extension of the auxiliary building for males, at Porirua; for a reception-house, and for a boiler-house, boiler, and brick chimney-shaft, at Christchurch; for an extension of the laundry, and alterations and additions to the upper building block, also various other alterations and improvements, at Seacliff; for additions to the auxiliary building at Waitati; and for the purchase of land as a site for a central mental hospital. Provision is also made for the erection of rooms in connection with the general hospitals, in which mental patients may be examined instead of at the police-stations.

SCHOOLS.

The expenditure on school buildings for the year out of the Public Works Fund was £102,340. The greater part of this amount was paid to Education Boards and other governing bodies for the erection of new buildings and additions to public schools and teachers' residences, training colleges, technical and secondary schools, and University colleges. A grant-in-aid (£2,000) was made to the Jubilee Institute for the Blind, Auckland, and buildings and land at Otekaieke, North Otago, were purchased at a cost of over £8,000 for the purposes of a school for mentally defective boys. The following were the

principal works carried out directly under the control of the Government: Additional buildings for the Boys' and Girls' Reformatories at Burnham and Burwood (Te Oranga Home) respectively, Native schools and residences at Motiti Island and Reporua, and additions at Ahipara. For the current year the sum of £100,680 is asked for as set out in detail in the estimates.

OTHER BUILDINGS.

Hospitals.—Under the heading of "Hospitals and Charitable Institutions" there was an expenditure of £11,152 for new buildings and improvements, the chief items being the additions to the Greymouth Hospital, and new hospital buildings at Rawene, Hamilton, Taumarunui, Westport, and Dunedin (St. Helens).

The vote of £16,500 for the current year is simply a revote of the unexpended balances on last year's appropriations, with the exception of a vote of £1,000 for the Veteran's Home, Auckland, a small vote for the Kumara Hospital and further grants for buildings at Hokitika and for extending the accommodation at St. Helens, Christchurch.

Agriculture.—Last year's expenditure under this head totalled £5,543. The principal items were the erection of farm buildings at Ruakura, inspectors' residences at Te Kuiti, Te Puia, and Seddon, offices at Auckland and Palmerston North, and additions to the Laboratory at Wallaceville.

For the current year votes are provided for additional buildings at Motuihi, Ruakura, Waerenga, Tauranga, Arataki, Moumahaki, and Weraroa; also for the purchase of some additional land at Tauranga and Wallaceville.

Public Health.—The expenditure under this head has not been large, the only items of any magnitude being the additions and alterations to the Sanatorium buildings at Cambridge, and a new wharf and other improvements at the Quarantine Station at Motuihi. Subsidies have also been paid on account of the erection of infectious diseases hospitals in the Hawke's Bay and Otago Districts, &c.

Provision is made on the estimates for similar subsidies that will be payable during the current year to the amount of £2,000.

ROADS AND BRIDGES.

When last year's Statement came down the administration of road and bridge matters was in the hands of the Hon. Mr. McGowan, who had kindly offered to relieve the Minister of Public Works of this somewhat onerous duty. The Hon. Mr. McGowan retired from the administration in January last, and the Hon. A. W. Hogg succeeded him. On Mr. Hogg's resignation in June last it was decided to amalgamate the roads and bridges work with the general work of the Public Works Department, and the administration of these matters then came under my control. I found that the operations of the Roads Department were being carried out on a scale of considerable magnitude, the total expenditure during the last financial year having amounted to no less than £494,657.

A very large amount of work is represented by the above expenditure, which may be briefly summarised as under:—

New dray-roads constructed	....	....	656 miles.
Dray-roads metalled	....	....	352 "
Bridle-roads converted to dray-roads	....	....	335 "
New bridle-roads constructed	....	....	445 "
Bridges constructed (30 ft. in length or over), 188; total length	....	....	15,333 ft.
Engineering surveys made	....	....	989 miles.
Dray-roads maintained	....	....	3,352 "
Bridle-roads maintained	....	....	2,017 "

Very few individual works of large magnitude were undertaken, but the following are worthy of mention:—

Traffic-bridge over the Wairoa River at Frasertown, Hawke's Bay.

Deepening the piers and otherwise securing the foundations of the town road-bridge at Wanganui.

Traffic-bridge over the Motueka River at Alexander's Bluff.

Bridge over the Buller River at O'Sullivan's on the Nelson-Greymouth Road.

Bridge over the Wataroa River on the main south road in South Westland.

The expenditure on road works during the quarter ending 30th June last amounted to £186,128, or at the rate of nearly three-quarters of a million per annum. As it was impossible to continue at this rate steps were taken to lessen the outlay, and the disbursements have now been brought down to a more reasonable limit, although they are still large.

While the work of opening up new country and the location of settlers thereon is proceeding energetically, we must, of course, be prepared for a considerable expenditure on road-construction works, and in the compilation of the estimates for the current year liberal provision has been made in this direction. The construction of new roads to open up backblocks is a duty that may be properly regarded as devolving upon the general Government, and the improvement and metalling of roads that were originally constructed as bridle-tracks, or were left unmetalled, is also a work in which the general Government may reasonably be asked to assist; but the mere maintenance of roads and bridges, except in special cases, is a work that should devolve upon the local authority of the district.

From the above table honourable members will perceive that the General Government of the Dominion maintained during last year no less than 3,352 miles of dray-road, and 2,017 miles of bridle-road, or a gross total of 5,369 miles of road.

ROADS ON GOLDFIELDS.

One of the chief requirements of the mining industry is the construction of roads and tracks to open up the back country. The miner is frequently the pioneer for the settler, and without him large areas now settled would still be unoccupied. The future of our mineral wealth lies in the mountains, and, as the richer alluvial deposits in the lower lying country are exhausted, it is to the higher country that the miner must look for the future welfare of the industry; and in order to enable operations to be carried on it is necessary that suitable roads and tracks should be provided.

The expenditure last year under this heading was £47,374, and the amount proposed to be authorised for the current year is £85,036, on account of which a vote of £50,000 is asked for.

TOTAL VOTES FOR ROADS.

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

Roads, &c.	200,000
Backblock roads, &c. ...	210,000
Roads under Loans to Local Bodies Account	50,000
Roads under National Endowment Account	17,151
Roads on Goldfields	50,000
Maintenance of Roads (Consolidated Fund)	25,000

Total £552,151

DEVELOPMENT OF GOLDFIELDS.

The mineral industry of this Dominion is almost entirely confined to gold, silver, and coal; other minerals exist, but they have not at present attracted the efforts required for their extraction.

The export of coal and silver is again considerably in excess of any annual output previously recorded. The export of gold is slightly less than last year. The decline in the output of gold has, however, been general throughout all the gold-producing States of Australasia.

The amount expended last financial year on works for the development of the goldfields was £32,859, and it is proposed to take a vote of £30,000 for the current year. Included in the above expenditure is the amount of the last instalment of the loan to the Muddy Terrace Sluicing Company, to complete the advance of £10,000 agreed upon to assist in the development of their claim at Waikaia. This amount is repayable by yearly instalments, together with interest on the whole of the loan. The first instalment of £1,000 in repayment has already been received.

Provision is made on the estimates for the subsidy of £5,000 promised towards the driving of the proposed deep-level cross-cut at the Thames. The money is hardly likely to be required during the present financial year, but as the subsidy was authorised, subject to the amount being voted by Parliament, an item has been placed on the estimates in order to obtain the requisite authority.

TOURIST AND HEALTH RESORTS.

The new bath-buildings at Rotorua were completed, and are now in use. The new high-pressure water-service and drainage-works have been more and more used, £457 and £589 respectively being spent on extensions and new connections. The expenditure on electrical works was only £1,248, the greater portion of which was for preparing the site for the new power-house and the construction of wing-dams to increase the water-power available. Provision is made this year to cover the cost of new machinery, erection, &c. The much-needed new wing to the sanatorium was completed last year, and work on the Whakarewarewa Pa was continued. The track between Lakes Te Anau and Wakatipu is being improved and made easier for visitors to traverse. The total authorisation asked for is £24,545, or £23,378 less than last year, on account of which a vote of £17,550 is proposed.

TELEGRAPH EXTENSION.

During the year £163,033 was expended on telegraph and telephone extensions.

The new lines erected and in course of construction totalled 749 miles of poles and 3,311 miles of wire.

One hundred and fifty-three telegraph and telephone offices were opened, and 3,552 new subscribers were added to the telephone-exchange system.

A cable of fourteen miles was laid from Tryphena, Great Barrier Island, to the mainland at Port Charles, thus establishing telephonic communication between the Great Barrier Island and the mainland.

Two cables, having a total length of about four miles and a half, were laid—one across Awarua Bay, and the other between Dog Island and Sandy Point—for the purpose of connecting the Dog Island Lighthouse with the Greenhills telephone line.

Among the principal land lines erected were the following:—Auckland-Hamilton metallic circuit, Auckland-Morrinsville, Auckland-Mangonui (in course of construction), Auckland-Taumarunui (in course of construction), Otorohanga-Raurimu (in course of construction), Napier-Dannevirke metallic circuit, New Plymouth-Opunake metallic circuit, Wellington (underground metallic circuit), Wellington-Levin metallic circuit, Wellington-Pahiatua metallic circuit, Christchurch-Rakaia metallic circuit, Lake Pukaki-Hermitage, Invercargill-Otautau metallic circuit, and Invercargill-Wyndham.

The vote asked for this year is £120,000. This includes £68,837 of liabilities, principally for material under order at the commencement of the financial year.

LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR-DEFENCES.

The lighthouse-works undertaken during the year were the commencement of the erection of a tower for a new first-order light at Cape Brett and the necessary outbuildings and houses for keepers; the erection of an acetylene-gas light at Tuahine Point, near Gisborne; the erection of a fog-signal at Cuvier Island, and the completion of the one at Godley Head. A Pintsch gas-light

apparatus was ordered from England to replace the Wigham oil-light on Jackson's Head, and this will be placed in position as soon as the weather is favourable.

The total expenditure for the financial year was £7,481.

The new works provided for this year are the erection of a fog-signal at Timaru and the connection of Cape Brett and Cape Palliser lighthouses with the telegraph system. For these works and the completion of the Cape Brett light a sum of £6,900 will be required, and provision for this amount is made in the estimates.

Last year's expenditure on harbour-works amounted to £4,439, the principal items being wharves at Awanui, Horeke, Tangiteroria, Huia (Manukau), Uretara (Bay of Plenty), Kaikoura, Golden Bay, and Half-Moon Bay (Stewart Island); removal of rocks at Kaipara, of snags in Waitotara River and Freshwater River (Stewart Island); improvements to the landing-place for fishermen at Nugget Bay, and the purchase of a grab-dredge for use in harbour-works generally.

In the current year's estimates, besides renewing the unexpended votes of last year, it is proposed to provide for the following new works: Wharves at Leigh, Mercury Bay (extension), Cabbage Bay, and Elaine Bay; improvement of Matakana Harbour; deepening Mahurangi River; boat-landing, Pounawea; removal of rocks in Kaikoura Harbour; purchase of an oil-engine for the fishermen's landing at Nugget Bay, and for the acquisition of the Tata Island in order to preserve the harbour of refuge there. The expenditure likely to come to charge during the year will probably amount to about £5,000, and a vote for this amount is provided.

Under the head of Harbour Defences an expenditure of £7,297 took place, principally for the purpose of strengthening the fortifications. Some further works of a similar character, and also the construction of an additional battery are now in hand, and for these works, including two new six-inch guns that are required, a vote of £8,000 is proposed.

GROSS TOTAL APPROPRIATIONS.

In addition to the votes specifically referred to the estimates include provision for the undernoted services:—

	£
Departmental	43,500
Lands improvement	32,744
Contingent defence	10,000
Immigration....	10,000

thus bringing the total amount of the proposed appropriations, including special accounts, up to £2,478,368, against £2,895,897 voted and £2,445,324 actually expended last year.

DEPARTMENTAL.

I have already mentioned that on my predecessor's retirement, it was decided to entrust the roads and bridges work to the Public Works Department. This necessitated an amalgamation of the staff, and at the same time rendered it practicable to effect considerable retrenchment. Mr. C. W. Hursthouse, who for many years filled the position of Chief Engineer of Roads, retired on superannuation, and a large number of other officers of the late Roads Department were similarly retired or dispensed with. Mr. W. S. Short, who held the position of Chief Clerk, Commissioner, and Solicitor in the Roads Department, was appointed Assistant Under-Secretary of Public Works, and Mr. A. B. Wright, previously District Road Engineer in Auckland, was made Inspecting Engineer of Roads. Numerous other minor alterations and amalgamations were also effected. The amalgamation also enabled a reduction to be made in the staff of the Public Works Department. The gross total saving by the rearrangement and retrenchment effected, including estimated savings in travelling allowances and expenses, will amount to £30,000 per annum. While effecting this large economy in expenditure every care has been taken to see that the efficiency of the departmental administration and the oversight of works are in no wise impaired.

It is intended, however, to take greater advantage of local authorities in the carrying-out of minor road works in the future than has been the case in the past, as it is clear that small votes for local roads can be much more economically expended under the supervision of persons resident in the locality than would be the case if the work was controlled by officers of the Government located in the principal centres.

CONCLUSION.

I have now briefly detailed the work of the past year and given an equally brief forecast of the operations in hand and proposed for the current year. The gross total expenditure proposed during the current year is not quite equal to last year's appropriations, but still amounts to a very considerable sum, and the carrying-out of the various works provided for will, I am sure, result in very great good to our settlers by greatly improving their means of transit and communication, besides increasing their conveniences. With the large amount of settlement that is going on throughout the Dominion, especially in the North Island, and more particularly in the districts opened up by the North Island Main Trunk Railway, and with the developments which are taking place in the districts that will be affected by the North Auckland and East Coast Main Trunk Railways, a vigorous public-works policy is called for, and I trust that the proposals which I have outlined will be considered by the House and by the country to be of a sufficient and satisfactory character.

PUBLIC WORKS STATEMENT, 1909.

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TABLE No. 2.
GENERAL SUMMARY.
Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1887-88 to 1906-9.

Description of Services.	Total Net Expenditure to 31st March, 1887.	Expenditure																				Total Net Expenditure to 31st March, 1906.			
		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.	1908-9.	
Immigration	£ 2,118,072	£ 15,598	£ 8,791	£ 867	£ 1,823	£ 817	£ 242	£ 343	£ 101	£ Cr. 10	£ 301	£ 70	£ 105	£ 385	£ 214	£ 139	£ 142	£ Cr. 7	£ 6,481	£ 8,753	£ 14,353	£ 9,132	£ 15,076	£ 2,301,788	
Public Works Departmental	283,063	25,090	21,458	12,294	10,264	7,796	7,790	8,406	8,680	14,300	14,892	9,689	10,090	12,572	12,932	17,771	13,949	16,088	12,814	13,517	16,711	18,219	24,512	592,897	
Utilisation of Water-power .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	468	2,901	4,664	315	..	8,348
Railways	12,958,696	403,727	272,077	289,601	180,021	154,417	220,894	176,304	247,545	197,105	207,231	351,600	374,192	417,987	717,723	1,333,940	759,752	828,704	779,891	1,021,265	1,227,880	1,093,535	1,116,184	25,329,177	
Payment to Midland Railway Bondholders .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	150,000	..	..	..	..	..	150,000
Roads:—																									
Roads North of Auckland	226,005	3,138	264	267	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Main Roads	1,293,676	13,756	10,968	12,799	9,905	11,739	12,588	22,235	22,731	27,359	4,289	241,209	248,934	237,351	267,374	354,687	230,349	316,248	202,850	306,065	308,500	285,248	422,174	..	
Miscellaneous Roads and Bridges	466,873	25,989	26,748	19,998	12,489	6,843	10,443	58,042	9,972	17,075	11,195	..	..	..	..	..	..	..	..	..	..	..	..	..
Roads to open up Lands	700,690	61,488	21,954	28,160	24,285	27,993	21,989	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grants-in-Aid	1,891	57,632	26,913	2,172	1,586	10,757	7,144	8,951	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Village Settlements .. .. .	..	12,053	10,770	7,345	4,884	3,829	4,412	2,898	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Local Bodies .. .. .	..	..	..	..	315	470	..	390	..	227	207	..	..	..	..	..	..	..	..	..	..	..	..	..
Roads on Goldfields	115,919	25,063	7,015	13,290	12,687	9,795	19,490	20,387	17,577	21,513	32,578	49,569	46,550	48,089	48,417	47,573	51,690	45,594	26,112	45,139	38,970	38,494	47,374	..	
Miscellaneous	319,245	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Development of Thermal Springs and Natural Scenery .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Roads to give access to North Island Trunk Railway	19,732	20,410	1,898	248	5,532	30,289	29,440	34,765	17,841	89,207	108,168	103,555	..	..	..	..	..	..	..	..	..	..	..	..
Lands Improvement Account .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Roads	3,144,031	219,519	106,439	83,009	45,164	36,761	108,893	146,638	150,278	174,369	167,482	290,413	295,119	285,043	315,791	402,260	282,039	361,842	228,962	351,204	347,470	323,742	469,548	8,331,016	
Development of Goldfields	558,925	1,016	55	284	821	2,257	3,811	5,272	5,865	9,345	10,508	33,117	17,355	21,815	15,907	15,326	24,213	16,278	6,258	18,533	11,064	6,632	32,859	819,516	
Purchase of Native Lands	1,115,645	25,643	9,073	28,194	17,925	52,397	57,187	4,320	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	2,099	..	
Native Lands Purchase Account .. .. .	..	..	..	..	..	..	Cr. 10,438	Cr. 2,428	Cr. 12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Land Purchases	1,115,645	25,643	9,073	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	2,099	2,037,847	
Telegraph Extension	588,979	22,984	12,047	16,346	16,292	27,773	29,245	16,127	19,229	35,538	36,791	29,384	28,551	26,771	50,101	31,729	68,578	47,228	79,298	77,186	114,068	155,491	163,038	1,642,769	
Public Buildings:—																									
General (including Miscellaneous)	155,714	12,742	14,588	7,256	2,880	454	1,588	621	2,523	3,724	8,173	14,797	8,764	3,957	5,594	12,513	9,081	10,964	9,021	2,282	14,216	16,260	39,635	..	
Parliamentary	13,938	24	..	..	..	..	..	209	6,822	..	9	466	..	..	..	4,424	1,503	602	697	71	1,047	4,119	5,172	..
Judicial	228,763	8,273	8,228	11,246	9,892	8,901	2,779	5,262	11,487	27,341	14,806	12,727	20,636	9,883	3,039	28,728	33,224	26,978	13,063	15,899	35,192	28,938	37,211	..	
Post and Telegraph	139,194	2,227	82	1,376	709	1,009	6,843	3,154	3,542	6,194	7,504	5,888	5,168	13,483	20,954	40,361	74,686	53,918	16,008	38,419	43,918	43,724	62,262	..	
Customs	4,750	..	..	18	409	13	5	666	12	647	16	385	..	..	..	2,066	6,630	8,719	13,018	7,903	414	47	2,507	..
Survey	515	..	..	..	..	..	..	..	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Quarantine Stations	3,525	..	..	..	..	..	..	3	306	..	..	..	..	..	..	2,607	424	..	..	..	..	..	..	..
Mental Hospitals	243,743	23,107	10,242	15,717	8,930	16,914	11,887	18,957	13,683	10,935	16,404	14,130	17,667	17,712	18,972	16,743	10,167	15,812	15,949	16,235	8,049	7,987	15,296	..	
Public Health .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hospitals and Charitable Institutions	28,495	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	11,153	..
School-buildings	778,735	40,000	779	..	..	7,500	..	15,000	15,000	20,000	22,143	23,864	43,403	49,256	38,681	38,606	57,790	87,089	42,721	69,223	109,459	100,197	102,340	..
Agricultural .. .. .	..	..	..	..	..	..	..	160	887	1,127	819	..	..	447	971	535	883	2,504	1,362	2,618	2,707	1,690	5,543	..
Total, Public Buildings	1,597,372	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	227,026	226,035	285,521	4,090,118	
Lighthouses, Harbour Works, and Harbour Defences:—																									
Lighthouses	112,645	2																							

TABLE No. 3.
EXPENDITURE on RAILWAYS to 31st March, 1909, and LIABILITIES on that Date.

LINES OF RAILWAY.	Total Expenditure by General Government out of Public Works Fund to 31st March, 1908.	EXPENDITURE OUT OF PUBLIC WORKS FUND DURING YEAR 1908-9.					Total Expenditure by General Government out of Public Works Fund to 31st March, 1909.	Total Expenditure by General Government out of Public Works Fund to 31st March, 1909, after distribution of certain Survey Expenditure to Individual Lines.	Further Expenditure under Special Acts to 31st March, 1909.	Total Expenditure by General Government to 31st March, 1909.	Valuation of Works constructed by Provinces and Midland Railway Company.	Liabilities.	Total Expenditure and Liabilities, 31st March, 1909.	LINES OF RAILWAY.
		Construction.	Permanent-way.	Total New Works.	Works on Open Lines.	Land-claims and other Old Liabilities.								
Kaihu Valley	£ s. d. 55,044 17 1	£ s. d. 15,712 9 10	£ s. d. 2,887 10 0	£ s. d. 18,049 19 10	£ s. d. 7 10 0	£ s. d. 55,044 17 1	£ s. d. 55,044 17 1	£ s. d. ..	£ s. d. 55,044 17 1	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. 55,044 17 1	Kaihu Valley.
Kawakawa	137,169 16 9	16,908 12 10	7,895 11 8	24,799 4 6	..	155,227 6 7	155,227 6 7	..	155,227 6 7	..	..	..	155,227 6 7	Kawakawa.
Whangarei to Kamo Extension	183,811 0 6	16,908 12 10	7,895 11 8	24,799 4 6	..	208,610 5 0	208,610 5 0	..	208,610 5 0	..	..	20,008 16 7	228,619 1 7	Whangarei to Kamo Extension.
Helensville Northwards	269,742 1 11	50,983 5 3	6,555 5 0	57,538 10 3	..	327,280 12 2	327,280 12 2	..	327,280 12 2	..	..	2,762 2 0	330,042 14 2	Helensville Northwards.
Kaipara to Waikato	1,256,435 11 1	..	..	..	34,965 17 9	1,291,401 8 10	1,291,401 8 10	g 136,037 12 0	1,427,439 0 10	..	..	1,802 0 0	1,428,741 0 10	Kaipara to Waikato.
Cambridge Branch	51,110 9 9	..	..	..	..	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	..	..	..	3,762 8 9	143,597 9 2	143,597 9 2	..	143,597 9 2	..	..	..	143,597 9 2	Hamilton to Te Aroha.
Te Aroha to Thames	196,516 8 3	..	..	..	3,762 8 8	200,278 16 11	200,278 16 11	..	200,278 16 11	..	..	..	200,278 16 11	Te Aroha to Thames.
Paeroa to Waikato	143,438 7 10	..	..	..	..	143,438 7 10	143,438 7 10	..	143,438 7 10	..	..	..	143,438 7 10	Paeroa to Waikato.
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	..	..	..	161,693 0 10	Morrinsville to Lichfield.
Putaruru to Rotorua	193,883 10 3	..	..	..	..	193,883 10 3	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	1,117,549 17 2	140,892 9 8	14,547 6 8	155,379 16 4	17,336 16 2	2,669,165 16 0	2,669,165 16 0	..	2,669,165 16 0	..	..	1,577 14 8	2,670,743 10 8	North End.
South End	1,378,880 18 8	..	..	..	..	4,975 1 7	4,975 1 7	..	4,975 1 7	..	..	..	4,975 1 7	South End.
Gisborne to Ormond Tramway	4,975 1 7	..	..	..	..	206,163 15 10	206,163 15 10	..	206,163 15 10	..	..	4,338 10 2	210,887 14 6	Gisborne to Ormond Tramway.
Gisborne to Rotorua	165,562 17 10	40,600 18 0	..	40,600 18 0	..	876,656 17 2	876,656 17 2	..	876,656 17 2	..	..	..	876,656 17 2	Gisborne to Rotorua.
Wellington to Napier—	..	..	..	..	..	..	..	..	..	..	..	..	..	Wellington to Napier—
Napier to Woodville and Palmerston North	866,212 15 3	..	..	..	10,444 1 11	876,656 17 2	876,656 17 2	..	876,656 17 2	..	..	..	876,656 17 2	Napier to Woodville and Palmerston North.
Wellington to Woodville, including Te Aro Extension	b 1,289,529 17 0	..	..	..	11,793 5 10	1,301,323 2 10	1,301,323 2 10	h 186,622 10 9	1,487,945 13 7	..	..	19,638 0 0	1,507,583 13 7	Wellington to Woodville, including Te Aro Extension.
Wellington to Waitara—	..	..	..	..	..	..	..	..	..	..	..	..	..	Wellington to Waitara—
Wellington to Foxton (including Manawatu Railway Purchase)	42,116 3 4	..	..	..	..	42,116 3 4	42,116 3 4	i 960,008 18 8	1,002,125 2 0	..	..	..	1,002,125 2 0	Wellington to Foxton (including Manawatu Railway Purchase).
Foxton to Waitara	1,451,025 9 9	..	..	..	16,047 1 5	1,467,072 11 2	1,467,072 11 2	..	1,467,072 11 2	..	..	..	1,467,072 11 2	Foxton to Waitara.
Sentry Hill—New Plymouth Deviation	35,988 9 4	..	..	..	..	36,592 7 8	36,592 7 8	..	36,592 7 8	..	..	24 9 0	36,616 16 8	Sentry Hill—New Plymouth Deviation.
Mount Egmont Branch	48,504 15 0	2,737 16 6	..	2,737 16 6	..	51,242 11 6	51,242 11 6	..	51,242 11 6	..	..	..	51,242 11 6	Mount Egmont Branch.
Stratford to Ongaue	95,239 15 6	43,070 18 6	5,444 0 10	48,514 19 4	..	143,754 14 10	143,754 14 10	..	143,754 14 10	..	..	1,900 11 7	145,655 6 5	Stratford to Ongaue.
Nelson to Roundell	168,096 19 7	..	..	..	7,526 8 9	175,623 8 4	175,623 8 4	..	175,623 8 4	..	..	..	175,623 8 4	Nelson to Roundell.
Midland Railway—	..	..	..	..	..	..	..	..	..	..	..	..	..	Midland Railway—
Nelson End	110,903 11 2	19,939 6 5	3,456 9 2	23,395 15 7	..	134,299 6 9	134,299 6 9	..	134,299 6 9	78,306 19 9	46 2 0	..	212,652 8 6	Nelson End.
Stillwater to Inangahua	91,751 5 6	12,877 8 11	..	13,506 1 5	..	105,257 6 11	105,257 6 11	..	105,257 6 11	543,573 17 9	218 8 6	c 1,437,220 13 0	1,437,220 13 0	Stillwater to Inangahua.
Brunnerton to Bealey	c 179,569 0 4	36,808 5 8	242 5 10	37,050 11 6	21 2 1	c 216,640 13 11	c 216,640 13 11	..	c 216,640 13 11	61,579 5 7	571,530 5 11	c 1,437,220 13 0	1,437,220 13 0	Brunnerton to Bealey.
Springfield End	424,433 7 9	54,778 5 8	..	54,778 5 8	..	479,211 13 5	479,211 13 5	..	479,211 13 5	..	..	16,632 2 8	537,428 1 8	Springfield End.
Westport to Ngakawau	188,008 17 3	..	..	..	..	188,008 17 3	188,008 17 3	..	188,008 17 3	..	..	..	188,008 17 3	Westport to Ngakawau.
Westport to Inangahua	24,359 19 8	8,566 12 4	1,922 5 0	9,888 17 4	..	34,247 16 7	34,247 16 7	..	34,247 16 7	..	..	634 13 9	34,882 10 4	Westport to Inangahua.
Ngahere to Blackball	67,973 11 6	33,808 13 8	2,002 1 8	35,805 15 4	..	103,779 6 10	103,779 6 10	..	103,779 6 10	..	..	1,619 17 10	105,399 4 8	Ngahere to Blackball.
Greymouth to Point Elizabeth	65,547 12 5	..	..	..	..	65,547 12 5	65,547 12 5	j 24,983 18 0	90,531 10 5	..	..	..	90,531 10 5	Greymouth to Point Elizabeth.
Greymouth to Brunnerton	c 150,512 11 11	..	..	..	..	c 150,512 11 11	c 150,512 11 11	..	c 150,512 11 11	..	..	..	c 150,512 11 11	Greymouth to Brunnerton.
Greymouth to Hokitika and Ross	314,116 19 11	14,297 13 1	3,488 1 8	17,735 14 9	54 6 5	331,907 1 1	331,907 1 1	..	331,907 1 1	..	..	344 13 6	332,251 14 7	Greymouth to Hokitika and Ross.
Pictou to Waipara—	..	..	..	..	..	..	..	..	..	..	..	..	..	Pictou to Waipara—
Pictou to Cheviot	376,054 4 1	32,007 14 7	7,083 12 6	39,091 7 1	6,111 8 1	421,256 19 3	421,256 19 3	..	421,256 19 3	..	..	275 16 2	421,532 15 5	Pictou to Cheviot.
Waipara to Cheviot	288,638 10 1	4,733 2 0	17 0 0	4,770 2 0	..	243,428 12 1	243,428 12 1	..	243,428 12 1	..	..	1,412 17 2	244,841 9 3	Waipara to Cheviot.
Culverden to Hanmer (motor-cars and repairs to roads)	3,819 14 0	..	..	..	..	3,819 14 0	3,819 14 0	..	3,819 14 0	..	..	..	3,819 14 0	Culverden to Hanmer (motor-cars and repairs to roads.)
Hurunui to Waitaki—	..	..	..	..	..	..	..	g 49,427 0 11	1,680,882 0 8	316,135 0 0	2,976 0 0	1,999,993 0 8	1,999,993 0 8	Hurunui to Waitaki—
Main Line	1,620,208 12 0	..	..	..	11,246 7 9	1,631,454 19 9	1,631,454 19 9	..	1,631,454 19 9	..	..	..	1,631,454 19 9	Main Line.
Oxford Branch														

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, 1909.

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for the Year ended 31st March, 1909.
		PUBLIC WORKS FUND.			
		ROADS, ETC.			
		AUCKLAND ROAD DISTRICT—			£ s. d.
111	1	Ahipara to Herekino	Mangonui	Bay of Islands	198 4 5
	2	Awanui to Mangatete, <i>via</i> Oturu Block	"	"	41 6 0
	3	Awanui to West Coast	"	"	100 0 0
	4	Bay of Islands County flood damage (£1 for £1)	Bay of Islands	"	69 4 11
	6	Double-crossing Bridge to Kaitaia Dairy Factory	Mangonui	"	139 15 8
	7	Dunn's to Kaitaia Dairy Factory	"	"	100 0 0
	8	Fairburn Creamery to Flat Bush	"	"	60 0 0
	10	Herekino Settlement roads	Mangonui and Hokiangi	"	148 14 0
	12	Hipo Stream Bridge	Mangonui	"	199 8 10
	14	Hohoura	"	"	100 0 0
	15	Hokianga County flood damage (£1 for £1)	Hokianga	"	62 4 6
	16	Huehue Block to Punakitere Settlement Road	"	"	99 18 0
	17	Hukerenui Railway-station to Riponui	Whangarei	"	49 14 0
	18	Iwitaia to Mangamuka	Mangonui, Whangaroa, and Hokiangi	"	294 6 11
	19	Jordan to Hikurangi	Whangarei	"	150 0 0
	20	Jordan to Ramarama	"	"	50 0 0
	21	Kaeo Survey District, Block III (access to Sections 4A and 5)	Whangaroa	"	100 0 0
	22	Kaeo Village Road (£1 for £1)	"	"	50 0 0
	23	Kaeo to Matauri	"	"	75 0 0
	24	Kaeo to Whangaroa (£75, £1 for £1)	"	"	199 16 9
	25	Kaikohe to Huehue	Hokianga and Bay of Islands	"	55 8 1
	26	Kaikohe to Kawakawa, <i>via</i> Ngapipito	Bay of Islands	"	349 19 5
	27	Kaikohe to Rawene	Hokianga	"	194 2 0
	30	Kaitaia to Ahipara	Mangonui	"	60 0 0
	31	Kaitaia to Awanui	"	"	60 0 0
	32	Karemuhako Stream Bridge	"	"	199 0 11
	33	Kohukohu to Motukaraka, <i>via</i> Runa Valley	Hokianga	"	345 1 9
	35	Mamari Village to Section 48, Block II, Whangape	"	"	24 15 0
	37	Mangamuka Block IX (access to Flavell's)	"	"	63 2 3
	40	Mangatoetoe	Mangonui	"	229 19 4
	42	Mangonui County flood damage (£1 for £1)	"	"	200 0 0
	43	Mangonui to Kohumaru Block, <i>via</i> Kenana	"	"	298 17 7
	44	Mangonui to Oruru Factory	"	"	200 0 0
	45	Mangonuiowae Stream bridges	Hokianga	"	440 12 4
	46	Maungataniwha Block roads	Mangonui	"	45 4 0
	47	Moscoviti Road (£2 for £1)	Bay of Islands	"	24 0 0
	48	Ngakihakiha Stream Bridge (Bindon's)	"	"	117 3 6
	49	Ngaruawahine	"	"	70 4 3
	51	Okaihau to Horeke	Hokianga and Bay of Islands	"	235 8 3
	53	Okaihau to Waihou	Bay of Islands	"	100 0 0
	54	Omapere Survey District, Blocks IX and X	Hokianga	"	14 2 0
	55	Omapere to Waimamaku Settlement	"	"	42 8 0
	56	Opanaki to Hokianga	"	"	125 13 2
	57	Opouteke River Bridge	Bay of Islands	"	Cr. 500 0 0
	60	Oruru Factory to Fairburn Creamery	Mangonui	"	100 0 0
	61	Oruru to Kohumaru	"	"	170 13 4
	62	Otaua	Hokianga	"	99 18 5
	64	Paiaa to Towai	Bay of Islands	"	73 19 9
	65	Pakanas Block Road	Hokianga	"	130 11 3
	66	Pakaraka to Whangae	Bay of Islands	"	50 0 0
	68	Paranui	Mangonui	"	149 13 0
	69	Peria to Victoria Valley Post-office	"	"	112 0 8
	71	Pupuke (landing to mines)	Whangaroa	"	21 15 0
	72	Ramarama Valley	Bay of Islands	"	99 2 3
	73	Ramarama Valley (Upper)	"	"	99 18 0
	74	Rangiahua to Umawhero	Hokianga	"	39 19 6
	75	Rawhia School to Rangiahua	"	"	48 1 6
	76	Russell to Waikare	Bay of Islands	"	41 6 6
	78	Taita Stream Bridge	Hokianga	"	73 1 9
	79	Takahue Survey District, Block VI (access to Sections 13, 15, and 16)	Mangonui	"	245 5 4
	80	Takahue Village to Victoria Valley Road	"	"	99 4 0
	82	Te Puhi Bridge	"	"	148 18 10
	83	Thomas's Bridge	"	"	29 2 0
	84	Totara Foreshore (£50, £1 for £1)	Whangaroa	"	100 0 0
	85	Towai to Ramarama	Bay of Islands	"	44 14 2
	87	Umawhero to Mangamuka	Hokianga	"	104 16 0
	88	Unahi	Mangonui	"	50 0 0
	89	Underwood Road	Hokianga	"	6 17 0
	91	Victoria Valley Post-office to Fairburn Road (west end)	Mangonui	"	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, 1909.
		ROADS, ETC.—continued.			£ s. d.
111		AUCKLAND ROAD DISTRICT—continued.			
	92	Waiarohia Point	Hokianga	Bay of Islands	46 11 0
	93	Waiharara River Bridge	Mangonui	"	87 4 7
	94	Waiharara to West Coast	"	"	50 0 0
	97	Waimamaku to Pakanae	Hokianga	"	448 11 8
	98	Waimamaku Settlement	"	"	186 12 8
	101	Waiotu Railway-station to Jordan ..	Whangarei	"	50 0 0
	103	Wairoro Stream Bridge	Bay of Islands	"	340 2 8
	104	Waitangi Hill Deviation	"	"	94 17 11
	107	White's Bridge	Mangonui	"	54 14 8
	108	Yarborough Road	Hokianga	"	71 8 0
	109	Bear's Deviation	Rodney	Waitemata	300 0 0
	111	Dibble's Bridge to Whangaripo Creamery ..	"	Marsden	59 12 10
	119	Kaiwaka to Mangawai	Otamatea	"	229 9 3
	123	Mangapai to Mangonui Bridge (Upper) ..	Whangarei	"	91 5 0
	128	Matakana to Whangaripo	Rodney	"	50 0 0
	130	Matapouri to Whananaki	Whangarei	"	100 0 0
	131	Maungakaramea	"	"	50 0 0
	132	Maungakaramea to Tangiteroria	"	"	37 14 0
	133	Maungatapere to Tangiteroria	"	"	579 12 3
	135	McLaughlin's Bridge (Waipu)	"	"	327 6 4
	136	McLaughlin's to Caves	"	"	50 0 0
	137	Ngunguru to Matapouri	"	"	50 0 0
	139	North River Road	"	"	116 14 0
	140	Omaha to Pakiri	Rodney	"	50 0 0
	141	Pakiri to Whangaripo	"	"	37 11 3
	142	Parua to Taheke	Whangarei	"	120 0 0
	143	Poroti to Mangakahia Bridge	"	Bay of Islands and Marsden	46 18 9
	144	Poroti to Tangiteroria	"	Ditto	71 4 0
	145	Puhoi to Warkworth	Rodney	Waitemata	137 18 0
	147	Rawnsley Road	Whangarei	Marsden	Cr. 1 10 0
	150	Waipu Caves to Mangapai	"	"	50 0 0
	152	Waipu to Maereturu	Otamatea and Whangarei	"	128 18 2
	153	Wairua River Bridge approaches	Whangarei	Bay of Islands and Marsden	100 0 0
	157	Warkworth to Kaipara Flats Railway-station ..	Rodney	Waitemata	100 0 0
	158	Warkworth to Matakana	"	"	50 0 0
	159	Warkworth to Sandspit	"	"	50 0 0
	163	Whangaripo to Te Arai	"	Marsden	100 0 0
	164	Whangaripo to Wellsford (£50, £1 for £1) ..	"	"	50 0 0
	165	Whareora Coast Road	Whangarei	"	100 0 0
	166	Whittaker's Deviation	Rodney	Waitemata	50 0 0
	169	Araparera River Bridge	"	Kaipara	198 9 3
	171	Arapohue to Hoyles Trig. (£1 for £1) ..	Hobson	"	100 0 0
	173	Ararua (£20, £1 for £1)	Otamatea	"	20 8 2
	174	Aratapu to Mount Wesley	Hobson	"	200 0 0
	176	Aratapu to West Coast (through Domain) ..	"	"	100 0 0
	177	Avoca Settlement (South Road)	"	"	137 19 9
	178	Avoca Settlement (West Road)	"	"	50 0 0
	180	Awaroa Creek Bridge	Otamatea	"	559 2 7
	181	Awaroa River Canal to Matakoho-Tokatoka Road ..	"	"	198 0 0
	182	Batley Road	"	"	61 1 6
	183	Bickerstaffe to Maungaturoto	"	"	74 14 0
	184	Blong Road	"	"	50 0 0
	185	Bradley's Corner to Raupo	"	"	50 0 0
	186	Burch's to Tokataka-Mangapai Road	"	"	11 12 6
	187	Burch's to Tokataka-Matakoho Road	"	"	200 0 0
	190	Helensville end of Auckland Road	Waitemata	"	150 0 0
	193	Hukatere Access Road	Otamatea	"	64 4 0
	194	Hukatere District roads	"	"	171 18 10
	195	James Road	"	"	46 16 10
	196	Jolly's Range Road	Hobson	"	100 0 0
	197	Kaihu Creek Bridge (Flax-mill)	"	"	400 0 0
	201	Kai Iwi to Kaihu	"	"	100 0 0
	202	Katui to Marlborough Settlement	Hokianga	Bay of Islands	167 18 11
	203	Katui to Waipoua	"	"	163 1 3
	204	Kaukapakapa Bridge Hill Road	Waitemata	Kaipara	150 0 0
	206	Kaukapakapa Road	"	"	100 0 0
	207	Kirk Road (Katui to Aranga)	Hokianga	Bay of Islands	33 3 6
	209	Lusk Road (£1 for £1)	Hobson	Kaipara	100 0 0
	211	Makarau Railway-station to Kanobi	Waitemata	"	60 2 0
	212	Makarau Railway-station to Tahekeroa	"	"	11 11 0
	213	Makarau River Bridge (near Railway-station) ..	"	"	224 14 4
	215	Mangatu to Katui	Hokianga	Bay of Islands	74 5 0
	216	Maropiu to Kairara	Hobson	Kaipara	49 19 5
	217	Matakoho (access road)	Otamatea	"	100 0 0
	222	Mititai to Tokatoka (£2 for £1)	Hobson & Otamatea	"	100 0 0
	224	No. 2 Creamery to No. 4 Outlet (£1 for £1) ..	Otamatea	"	100 0 0
	227	Omano to Maraekura	Hobson	"	150 0 0
	229	Opanaki to Mangonui Bluff (£1 for £1) ..	Hobson & Hokianga	Kaipara and Bay of Islands	73 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, 1900.
		ROADS, ETC.—continued.			£ s. d.
111	230	AUCKLAND ROAD DISTRICT—continued.	Otamatea	Kaipara	57 0 6
	231	Otamatea Road	"	"	107 16 6
	232	Pahi to Paparoa	"	"	65 7 7
	233	Paparoa to Matakohu	"	"	144 12 2
	234	Paparoa to Maungaturoto	"	"	34 12 0
	236	Paparoa to Wairere	Waitemata	"	150 0 0
	237	Parkhurst	Rodney	"	100 0 0
	238	Port Albert to Wellsford Station	Otamatea	"	100 0 0
	239	Raupo to Creamery	"	"	74 18 6
	241	Robertson Road, Raupo	Rodney	"	20 3 5
	242	Sanderson Bridge	Hobson	"	300 0 0
	250	Taita Settlement Bridge	Hobson & Otamatea	"	298 18 2
	251	Tokatoka to Mangonui Bridge (Upper)	Otamatea	"	200 0 0
	252	Tokatoka Post-office Road	"	"	134 19 8
	253	Tokatoka Swamp roads	"	"	250 0 0
	254	Tokatoka Swamp (main access road)	Waitemata	"	50 0 0
	255	Wainui to Makarau Railway-station	Hokianga	Bay of Islands	5 8 0
	256	Waipoua Survey District, Section 26, Block XI (access)	"	"	174 3 0
	257	Waiwau Stream Bridge	Rodney	Kaipara	200 0 0
	258	Wallace Road (Raupo)	Otamatea	"	50 0 0
	260	Wharehine to Wellsford Railway-station	Rodney	"	0 8 0
	261	Bajer Road to Section 273, Waiwera Parish	Waitemata and Rodney	Waitemata	300 0 0
	266	Cuthbert's Gully (£1 for £1)	Waitemata	"	100 0 0
	268	Puhoi to Ahuroa Railway-station	Rodney	"	50 0 0
	270	Puhoi to Tahereroa Tunnel	"	"	250 0 0
	271	Samuel's Bridge (£2 for £1)	Waitemata	"	50 0 0
	274	Swanson to West Coast	"	Eden	50 0 0
	276	Wade to Dairy Flat	"	Waitemata	200 0 0
	277	Waimauku to West Coast to Frost's	"	Kaipara	100 0 0
	279	Wainui to Kaukapakapa Railway-station	"	Waitemata and Kaipara	50 0 0
	281	Waiwera Hot Springs Road	"	Waitemata	195 17 4
	287	Waiwera to Wainui	"	"	50 0 0
	288	Kaimarama Settlement to Waikawau	Coromandel	Thames	150 18 8
	289	Kikowhakare to Cabbage Bay (coast road)	"	"	100 0 0
	291	Port Charles to Ahuroa	"	"	2,120 10 0
	293	Great North Road deviation (Surrey Crescent to Meola Creek) (£1 to £1)	Eden	Grey Lynn	50 0 0
	294	New Lynn to Huia	Waitemata	Eden	95 7 9
	296	Waikumete to West Coast	"	"	41 18 3
	297	Ararimu	Manukau	Franklin	51 0 0
	298	Ardmore Range Road	"	Manukau	11 16 3
	299	Brookby Creamery Road (£1 for £1)	"	"	66 9 2
	300	Drury Road District bridges	"	Franklin	187 19 2
	301	Great South Road (Papakura Road District) (£4 for £1)	"	Manukau	16 17 4
	303	Hay's Creek Bridge	"	"	1,153 8 6
	304	Hunua to Railway-station (on account of £1,500)	"	"	19 8 6
	310	Kawakawa Bay to Hauarahi Stream	"	Franklin	27 17 1
	311	Ramarama Bridge (repairs)	"	Manukau	98 9 6
	312	Wairoa Butter-factory to Brookby Creamery	"	"	246 14 4
	313	Wairoa River Bridge (Otau)	"	Manukau & Franklin	41 0 0
	314	Abraham's Gully	"	Franklin	25 0 0
	315	Akaaka Drain Outlet	"	"	60 0 0
	316	Akaaka Gravel Reserve Road	"	"	100 0 0
	317	Akaaka to Pukehoke Railway-station through Pura pura Block	"	"	44 4 0
	318	Akaaka Swamp Road to Pukekohe Railway-station	"	"	49 11 2
	321	Awhitu Main Road	"	"	100 0 0
	322	Bombay to Paparata	"	"	50 0 0
	323	Bombay to Tuakau, via Buckland	"	"	100 0 0
	324	Bregmen's Landing to Churchill East	Raglan	"	129 18 11
	327	Drury to Waiuku, via Karaka	Manukau	"	50 0 0
	329	Edward Road (access to Section 124, Waipa Parish)	Raglan	"	62 10 0
	330	Glen Murray to Rangiriri (£1 for £1)	"	"	50 0 0
	331	Glen Murray to Woodleigh	"	"	50 0 0
	334	Great South Road (Drury to Rangiriri)	Manukau	"	168 10 3
	336	Harrisville to Tuakau (£100, £1 for £1)	"	"	50 0 0
	337	Huntly to Kahuruhuru	"	"	83 16 0
	339	Kelsey's to Port Waikato	Raglan	"	49 4 3
	344	Mangapiko Valley	Waikato	"	46 1 0
	345	Mangatea Road	"	"	49 19 8
	346	Matahuru Landing Road	"	"	0 1 0
	347	Matahuru Valley to Mangapiko Valley	"	"	48 17 10
	348	Matahuru Valley to Proctor's	"	"	208 16 10
	350	Maungatawhiri Stream Bridge	"	"	4 0 0
	351	Maungatawhiri Stream to Maungatangi Stream	Manukau	"	41 2 9
	352	Maungatawhiri to Waitakaruru	Waikato and Thames	"	36 3 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, 1900.
		ROADS, ETC.— <i>continued</i> . AUCKLAND ROAD DISTRICT— <i>continued</i> .			£ s. d.
111	354	McKinnon Road	Raglan	Franklin	81 0 4
	355	McPherson Road	Waikato	"	0 16 5
	356	Ngaruawahia to Huntly West	Raglan	"	198 7 11
	357	Ohinewai Railway-station to Ngarua Block	Waikato	"	367 2 6
	360	Otoroheao Trig. Road	Raglan	"	83 3 11
	361	Paerata Railway-station to Pukekohe East—Drury Road	Manukau	"	50 0 0
	362	Pairama Road	Raglan	"	51 19 6
	363	Paparata to Maungatawhiri	Manukau	"	39 11 8
	364	Pollok Main Road	"	"	24 16 0
	366	Pukekohe District (Ostrich Farm Road)	"	"	57 9 4
	367	Pukekohe East School to Drury	"	"	60 0 0
	368	Puriri to Huntly	Raglan	"	26 16 0
	369	Rangiriri to Rangiriri Railway-station	Waikato	"	45 0 0
	371	Roose's Hill (Pukekohe—Drury Road)	Manukau	"	300 0 0
	374	Shepherd Road	"	"	100 0 0
	375	Sprowl's Hill	"	"	97 8 0
	378	Tikotiko Road	Raglan	"	50 0 0
	379	Tuakau Bridge to Pukekawa	"	"	99 18 10
	380	Tuakau Bridge to Waingaro (£117, £1 for £1)	"	"	91 13 9
	381	Tuakau Bridge to Raglan	"	"	273 15 10
	382	Tuakau to Onewhero	"	"	24 13 11
	385	Union Road (£1 for £1)	Manukau	"	25 0 0
	388	Waingaro to Ngarnawahia	Raglan	"	150 0 0
	389	Waitangi Bridge (£1 for £1)	Manukau	"	65 17 0
	391	Waiuku to Awhitu	"	"	174 11 8
	392	Waiuku to Pukekohe	"	"	329 3 6
	396	Hikutaia to Paeroa	Ohinemuri	Ohinemuri	200 0 0
	398	Komata North	"	"	180 0 0
	399	Mangawhara	"	"	174 1 4
	400	Matatoke Road and drain	Thames	Thames	42 5 0
	401	Maukoro to Waitakaruru	Ohinemuri	Ohinemuri	274 19 5
	402	Miranda to Waitakaruru	"	"	40 2 6
	403	Morrison's Landing Road	"	"	100 0 0
	404	Netherton to Awaiti Block	"	"	123 16 6
	407	Netherton to Turua	Ohinemuri and Thames	Ohinemuri and Thames	75 0 0
	408	Ngarua to Waikaka	Ohinemuri	Ohinemuri	294 4 1
	412	Rangiora	"	"	100 0 0
	413	Tahuna to Paeroa	"	"	936 16 4
	414	Tahuna to Proctor's	"	"	185 18 8
	415	Te Rohia to Mangaiti	"	"	250 0 0
	420	Waingaro River Bridge	Raglan	Waikato	48 3 4
	421	Waingaro to Waingaro Landing (£100, £1 for £1)	"	"	239 2 0
	422	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	"	"	210 3 3
	423	Supervision	"	"	855 12 8
	424	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	58 0 7
	425	Miscellaneous works and services, including assistance towards the construction and repair of roads, bridges, tracks, &c.	"	"	157 17 8
		Total—Auckland			£34,302 19 11
		TE KUITI ROAD DISTRICT (NORTH)—			
	426	Thames River Traffic-bridge (Te Aroha). (£1 for £1), (on account of £1,500)	Piako	Tauranga	500
	427	Tauhei (£100, £2 for £1)	Waikato and Piako	Waikato and Tauranga	100 0 0
	428	Te Puroa	Raglan	Franklin	20 18 9
	429	Te Puroa to Waingaro—Ngaruawahia Road	"	"	97 17 1
	430	Wilson Road	"	"	99 17 2
	431	Aotea to Raglan	Raglan and Kawhia	Waikato and Taumarunui	90 10 0
	432	Awaroa River Bridge	"	Taumarunui	18 3 1
	434	Billington Hill	Raglan	Waikato	30 11 10
	435	Cogswell Road	"	"	18 1 0
	436	Crow's Nest Hill to No. 4, Maungatautari	Waipa and West Taupo	Tauranga	234 5 0
	437	French Pass to Taotaoroa	Piako	"	39 9 7
	438	Hamilton Combined Bridge (contribution)	Borough of Hamilton	Waikato	500 0 0
	440	Hauturu—Otorohanga Road to Ngutunui Stream	Waitomo	Taumarunui	199 19 1
	442	Kakepuku Improved Farm Settlement	Waitomo and West Taupo	Tauranga	249 17 4
	443	Kakepuku	Ditto	"	37 2 0
	445	Kaniwhaniwha Stream Bridge	Raglan	Waikato	314 13 5
	447	Kauri to Harapepe	"	"	52 11 0
	448	Kaurua to Pakoka	"	Waikato and Taumarunui	142 16 4

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, 1909.
		ROADS, ETC.— <i>continued</i> .			
111		TE KUITI ROAD DISTRICT (NORTH)— <i>continued</i> .			£ s. d.
449		Kawa Drain bridges	Waitomo ..	Taumarunui ..	65 14 5
450		Kawhia to Aotea	Kawhia ..	" ..	109 15 4
451		Kawhia to Oparau	" ..	" ..	66 2 4
452		Kihikihi to Otorohanga	Waitomo and West Taupo ..	Waikato, Tauranga, and Taumarunui ..	20 5 10
453		Kihikihi to Waotu	West Taupo and Piako ..	Tauranga and Waikato ..	117 16 0
454		Kinohaku to Harbour	Kawhia ..	Taumarunui ..	18 7 0
456		Mangamahoe	Waitomo ..	" ..	27 15 4
457		Mangaokahu	Raglan ..	Waikato ..	199 18 8
458		Mangaorino	Waitomo ..	Taumarunui ..	255 4 6
460		Mangawhero Stream Bridge	" ..	" ..	117 6 9
461		Marokopa River Bridge (Marokopa Valley Road) ..	Kawhia and Awakino ..	" ..	53 0 11
462		Marokopa River (snagging)	" ..	" ..	61 8 8
463		Matakotia	Raglan ..	Waikato ..	68 12 3
465		Maungatawhiri to Raglan	" ..	" ..	56 13 4
467		Ngutunui to Kawa	Waitomo ..	Taumarunui ..	98 5 8
468		Okupata	Kawhia ..	" ..	22 16 4
469		Okupata Stream Bridge	" ..	" ..	31 13 7
470		Opotoru River Bridge	Raglan ..	Waikato ..	52 7 7
471		Otorohanga to Ouruwhero	Waitomo ..	Taumarunui ..	43 17 0
473		Pakihi to Okete	Kawhia and Raglan ..	Waikato and Taumarunui ..	115 11 4
474		Piako County flood damage (£1 for £1) ..	Piako ..	Tauranga ..	705 12 3
475		Pirongia to Kawhia	Kawhia and Waitomo ..	Taumarunui ..	226 18 11
476		Pirongia West	Kawhia ..	" ..	333 18 0
477		Puketarata No. 2	Waitomo and West Taupo ..	" ..	9 19 0
479		Raglan County flood damage (£1 for £1) ..	Raglan ..	Waikato ..	50 11 3
480		Raglan to Waipa	" ..	" ..	207 14 0
481		Randall Road (Ngutunui)	Waitomo ..	Taumarunui ..	35 18 10
482		Raupara	" ..	Tauranga ..	18 7 3
483		Rohe Potae tracks	Awakino, Kawhia, and Waitomo ..	Taumarunui ..	32 5 0
484		Ruapuke to Aotea	Raglan ..	Waikato ..	50 6 10
485		Ruapuke to Makoka	" ..	" ..	199 19 9
486		Ruapuke Mountain Road	" ..	" ..	285 0 5
487		Ruapuke Mountain Road to Te Mata	" ..	" ..	119 15 11
488		Sainsbury Road	Raglan and Waitomo ..	" ..	89 6 9
489		Shea Road	Kawhia ..	Taumarunui ..	48 1 8
490		Taumatatotara (East)	" ..	" ..	122 19 6
491		Taumatatotara (West)	" ..	" ..	50 19 6
492		Tawarau	Waitomo ..	" ..	149 18 6
493		Te Awamutu to Kihikihi	Waipa ..	Waikato ..	300 0 0
495		Te Kuiti to Otorohanga	Waitomo ..	Taumarunui ..	204 10 5
496		Te Maika	Kawhia ..	" ..	503 12 0
497		Te Maika to Marokopa	" ..	" ..	101 13 0
498		Te Mata to Ruapuke	Raglan ..	Waikato ..	197 12 10
499		Te Puhi	West Taupo ..	Tauranga ..	22 2 7
500		Te Rapa (£1 for £1)	Waipa ..	Waikato ..	150 0 0
501		Te Rau Mauku	Waitomo ..	Taumarunui ..	193 17 10
502		Te Toto Stream Bridge	Raglan ..	Waikato ..	45 12 0
503		Te Tahī	Waitomo ..	Taumarunui ..	49 17 5
504		Toi	Kawhia ..	" ..	20 14 6
505		Tokanui to Wharepapa	West Taupo ..	Tauranga ..	109 15 3
506		Tumutumu to Waitomo	Waitomo ..	Taumarunui ..	137 6 11
507		Turitea (Lyford's)	" ..	" ..	185 13 11
509		Uruwhao Creamery Road	Piako ..	Tauranga ..	50 0 0
510		Waerenga Falls Road	Kawhia and Raglan ..	Waikato ..	55 16 3
511		Waharoa to Gordon Settlement	Piako ..	Tauranga ..	400 0 0
512		Waiharakeke Bridge (on account)	Kawhia ..	Taumarunui ..	221 18 6
513		Waihohonu	Waitomo ..	" ..	188 7 7
514		Waihou River Bridge (Mangawhero), (on account) ..	Piako ..	Tauranga ..	4 1 9
515		Waikato County flood damage (£1 for £1) ..	Waikato ..	Waikato ..	75 0 0
516		Waimaori Hill	Raglan ..	" ..	30 9 11
517		Waingaro Springs to Te Uku	" ..	Franklin & Waikato ..	33 5 0
518		Wainui	" ..	Waikato ..	122 17 8
521		Waipa River Bridge (Te Kuiti—Otorohanga Road) ..	Waitomo ..	Taumarunui ..	1,143 18 8
522		Waite	Kawhia ..	Waikato ..	18 16 0
523		Waitetuna to Aotea	Kawhia and Raglan ..	Taumarunui ..	207 15 3
524		Waitetuna to Kauri	Raglan ..	Waikato ..	317 8 0
525		Waitetuna Middle Bridge	" ..	" ..	1 14 0
526		Waitetuna Valley	Kawhia ..	" ..	78 9 7
527		Waitetuna to Whatawhata	Raglan ..	" ..	50 6 0
528		Waitomo Stream Bridge (Caves)	Waitomo ..	Taumarunui ..	65 11 4
529		Waitomo Valley (Ruakuri Caves)	" ..	" ..	92 3 1
531		Whaanga	Raglan ..	Waikato ..	234 17 9
532		Whakahau	Awakino ..	Taumarunui ..	88 1 5
533		Whakapirau	Kawhia ..	" ..	53 19 7
534		Wharauroa	" ..	Waikato and Taumarunui ..	132 3 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, 1909.
		ROADS, ETC.— <i>continued</i> .			
		TE KUITI ROAD DISTRICT (NORTH)— <i>continued</i> .			£ s. d.
111	535	Whatawhata Swamp Road	Waipa	Waikato	150 0 0
	536	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	..	..	169 3 2
	537	Supervision .. ..	..	..	565 5 8
	538	Contingencies, including unforeseen expenditure incidental to the other items of the vote	..	..	4 4 11
	539	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	..	..	42 6 1
		Total—Te Kuiti (North) .. ..	..	..	£13,907 8 1
		TE KUITI ROAD DISTRICT (SOUTH)—			
	540	Awakino to Tirua Point (coast track)	Awakino	Taumarunui	52 11 0
	541	Awakino Valley (lower) .. ..	..	..	185 16 0
	542	Huhatabi	Waitomo	..	56 13 4
	543	Hunt Road	Awakino	..	24 19 0
	545	Kohua	Waitomo	..	12 16 0
	546	Kopuha .. ..	..	..	283 3 7
	547	Kururau .. ..	..	..	750 8 9
	548	Mahorahora .. ..	..	..	556 7 2
	549	Mairoa (South of Ngapaenga), (£500, £1 for £1)	..	..	36 12 9
	550	Mangakara .. ..	..	..	143 10 9
	551	Mangaorongo Stream Bridge	Awakino	..	338 12 2
	552	Mangaotaki Valley (lower)	Waitomo and Awakino	..	69 13 0
	553	Mangaotaki Valley (upper)	Awakino	..	313 14 4
	554	Mangapapa	Waitomo	..	179 8 7
	555	Mangapapa Stream Bridge .. ..	..	..	144 11 7
	556	Mangapehi Stream Bridge .. ..	..	..	164 9 4
	557	Mangaparare .. ..	..	..	49 19 9
	558	Mangaroa .. ..	..	..	39 19 10
	559	Miroahuiiao to Mangaotaki .. ..	..	..	289 11 8
	560	Mokau to Awakino Heads	Awakino	..	302 6 0
	561	Mokau Ferry (Upper)	Waitomo	..	14 5 0
	562	Mokau River Bridge (Wairere) .. ..	..	..	358 4 3
	563	Mokauti .. ..	..	..	196 13 11
	567	Ohura (north of Paorae Stream) .. ..	..	..	1,749 16 2
	568	Ohura River Bridge (Matiere) .. ..	..	..	99 5 8
	570	Oniao .. ..	..	..	159 4 1
	571	Otunui South .. ..	..	..	282 8 6
	572	Paemako Improved-farm Settlement .. ..	..	..	56 4 8
	573	Pakihikura	Awakino	..	50 8 5
	574	Pao	Waitomo	..	86 14 0
	575	Pirere .. ..	..	..	97 7 0
	576	Pokoihu .. ..	..	..	25 2 4
	577	Pororo-tarao to Taumarunui	Waitomo and West Taupo	..	5 3 10
	578	Potaka	Waitomo	..	109 0 0
	579	Prentice Road .. ..	..	..	132 6 6
	580	Pukearuhe .. ..	..	..	3 16 9
	582	Rimu .. ..	..	..	21 0 0
	583	Rohe Potae tracks	Awakino, Kawhia, and Waitomo	..	104 8 2
	584	Ryan Road	Waitomo	..	163 3 3
	585	Tapuri .. ..	..	..	39 19 0
	586	Taumarunui to Matapuna	West Taupo	..	99 17 7
	587	Te Kuiti to Mokau	Waitomo and Awakino	..	3,130 19 8
	588	Te Kuiti to Pororo-tarao	Waitomo	..	197 15 2
	589	Te Kuiti to Te Kumi .. ..	..	..	172 0 6
	590	Te Kuiti Village Settlement roads .. ..	..	..	195 0 0
	591	Tolme Road .. ..	..	..	35 2 11
	592	Tongaporutu to Mangaroa (east of Waiaraia Range)	..	..	586 19 4
	593	Totoro .. ..	..	..	37 2 6
	594	Turipoto	Awakino	..	43 12 6
	595	Waikaka Stream Bridge	Waitomo	..	131 0 1
	596	Waikawau	Awakino	..	91 3 3
	597	Wairere to Mokauti	Waitomo	..	18 12 0
	598	Waitangata .. ..	..	..	284 12 10
	600	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	..	..	278 18 2
	601	Supervision .. ..	..	..	551 8 2
	602	Contingencies, including unforeseen expenditure incidental to the other items of the vote	..	..	96 12 3
	603	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	..	..	129 13 10
		Total—Te Kuiti (South) .. ..	..	..	£13,830 6 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, 1909.
		ROADS, ETC.—continued.			
		ROTORUA ROAD DISTRICT—			£ s. d.
111	604	Anderson Road (Waimana Parish), (£1 for £1)	Whakatane	Bay of Plenty	Cr. 50 0 0
	605	Arahiwi to Mamaku Railway-station	Rotorua	"	1 5 10
	606	Bishop Road	"	"	87 15 6
	607	Gorge Road	Tauranga	Tauranga	29 13 0
	608	Hairini Bridge and approaches	"	"	36 0 0
	609	Hamurana Bridge	Rotorua	Bay of Plenty	171 16 0
	610	Harper Road	Rotorua and Piako	"	13 8 2
	611	Hikurangi Gorge bridges	Tauranga	Tauranga	100 0 0
	612	Kaharoa	Rotorua	Bay of Plenty	50 0 0
	613	Kaingaroa to Waiotapu	"	"	98 10 5
	614	Kapukapu	"	"	42 3 9
	615	Lake Rotoma to Te Teko	Whakatane	"	249 2 6
	616	Lichfield to Atiamuri	West Taupo and East Taupo	"	83 4 0
	617	Maketu to Te Ngae	Rotorua & Tauranga	"	228 2 7
	618	Mamaku to Rotorua (East Road)	Rotorua	"	293 13 1
	619	Mamaku Village	"	"	20 10 0
	622	Matata to Tamurenui Junction	Whakatane	"	6 11 11
	624	Omanawa Bridge	Tauranga	Tauranga	17 3 9
	625	Omaramutu to Te Whaita	Opotiki	Bay of Plenty	46 10 0
	626	Opotiki to Ohiwa (£1 for £1)	"	"	100 0 0
	628	Oropi Settlement	Tauranga	Tauranga	11 6 6
	629	Oruanui to Mokai	East Taupo	Bay of Plenty	180 16 1
	630	Oruanui to Wairakei	"	"	31 12 0
	631	Papamoa No. 2	Tauranga	Tauranga	33 5 9
	634	Rangiuuru Settlement to Rangiuuru—Mangorewa Gorge Road	"	Bay of Plenty and Tauranga	28 5 10
	635	Rotorua to Lake Rotoma	Rotorua	Bay of Plenty	365 15 0
	636	Rotorua to Taupo, via Atiamuri	Rotorua and East Taupo	"	259 12 1
	637	Rotorua to Taupo, via Waiotapu	Ditto	"	695 19 6
	638	Rotowhero to Galatea	Rotorua and Whakatane	"	149 10 2
	639	Ruatahuna to Waikaremoana	Whakatane	"	38 5 3
	641	South Road	Rotorua	"	72 15 1
	642	Tahawai Deviation	Tauranga	Tauranga	238 9 2
	643	Tarawera Bridge protection	Whakatane	Bay of Plenty	154 18 9
	644	Tauranga County bridges (£1 for £1)	Tauranga	Tauranga	300 0 0
	645	Tauranga County flood damage (£1 for £1)	"	"	118 0 0
	648	Te Puna (road to Sections 156 and 158)	"	"	23 0 6
	649	Te Waiti Road	Opotiki	Bay of Plenty	18 5 6
	650	Tirau to Ngongotaha	Piako and Rotorua	"	130 19 3
	651	Tokaanu to Taupo	East Taupo	"	140 11 6
	652	Tuapiro Bridge	Tauranga	Tauranga	179 0 0
	655	Waijoeka River to Waiotahi Block	Opotiki	Bay of Plenty	52 4 0
	656	Waiapa Bridge	Tauranga	Tauranga	100 0 0
	658	Whakatane County flood damage (£1 for £1)	Whakatane	Bay of Plenty	171 5 11
	660	Whakatane to Te Teko	"	"	14 19 0
	661	Whakatane River Bridge (£1 for £1)	"	"	290 5 2
	662	Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c.	"	"	405 0 8
	663	Supervision	"	"	377 4 11
	664	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	73 7 2
	665	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	"	"	33 6 0
		Total—Rotorua			£6,313 11 3
		HAWKE'S BAY ROAD DISTRICT—			
	666	Motu to Opotiki	Opotiki	Bay of Plenty	155 0 8
	667	Waiaua River to Waihou Bay	"	"	100 0 0
	668	Gisborne to Hangaroa	Cook	Gisborne	463 7 7
	669	Gisborne to Rotorua (stock), (Hawke's Bay District Section)	"	Gisborne and Bay of Plenty	65 0 0
	671	Gisborne to Wairoa County Boundary, via Tiniroto	"	Gisborne	500 0 0
	672	Hangaroa River Bridge No. 2	"	"	190 8 11
	675	Makarika to Paekawa	Waipapu	Bay of Plenty	200 0 0
	680	Mata River to Waitahaia	"	"	200 0 0
	681	Motu to Motu Bridge	Cook	"	157 14 6
	682	Motu Valley (on account of £700)	"	"	293 8 4
	683	Pahi to Puketiti	Waipapu	"	250 0 0
	684	Poroporo Valley	"	"	22 7 6
	685	Port Awanui (road to public buildings)	"	"	12 0 0
	687	Pouparae	Cook	Gisborne	9 7 11
	688	Poututu to Motu (£1 for £1)	"	Bay of Plenty	451 18 7
	690	Tapuwaeroa Valley	Waipapu	"	250 0 0
	691	Taurangakotuku River Road	"	"	150 0 0
	694	Waipapu to Kawakawa (inland road)	"	"	150 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, 1939.
		ROADS, ETC.— <i>continued.</i>			
111	696	HAWKE'S BAY ROAD DISTRICT— <i>continued.</i>			£ s. d.
	697	Waihora River Bridge (Kanakanae)	Cook ..	Bay of Plenty ..	300 0 0
	698	Waihuka Valley (on account of £1,000)	" ..	" ..	700 0 0
	699	Waimata River bridges (on account of £1,500)	" ..	" ..	1,500 0 0
	700	Wainui to Tolaga Bay	" ..	" ..	400 0 0
	701	Waiwhero Stream Bridge	" ..	" ..	85 0 7
	702	Wharekopae to Tahora No. 2	" ..	" ..	200 0 0
	703	Aorangi (Mangatahi Settlement)	Hawke's Bay ..	Hawke's Bay ..	243 2 2
	704	Cottage Road (Mangatahi Settlement)	" ..	" ..	97 10 0
	705	Havelock North to Waimarama (£1 for £1)	" ..	" ..	500 0 0
	706	Kauhoroa Stream Bridge	Wairoa ..	Gisborne ..	150 0 0
	707	Kereru	Hawke's Bay ..	Hawke's Bay ..	400 0 0
	709	Kopu-a-whara River Bridge	Wairoa ..	Gisborne ..	103 15 6
	710	Makaretu River Bridge	" ..	" ..	375 9 7
	711	Mangaohane	Hawke's Bay ..	Hawke's Bay ..	500 0 0
	712	Mangaohane Stream Bridge	" ..	" ..	386 14 10
	713	Mangaone Stream Bridge	Wairoa ..	Gisborne ..	223 11 11
	714	Mangapurakau Stream Bridge	Dannevirke ..	Waipawa ..	8 12 6
	715	Mangatahi Stream Bridge	Hawke's Bay ..	Hawke's Bay ..	98 7 8
	717	Maraekakaho Stream Bridge (upper crossing)	" ..	" ..	54 15 1
	718	Mason Road	" ..	" ..	0 4 0
	719	Matahoroa Stream Bridge	Wairoa ..	Gisborne ..	69 7 0
	720	Napier to Wairoa	Hawke's Bay and Wairoa ..	" ..	899 11 4
	721	Nuhaka River Bridge (Stewart's Crossing), (on account of £1,800)	Wairoa ..	" ..	500 0 0
	723	Pohue to Titikura Saddle	Hawke's Bay and Wairoa ..	Hawke's Bay and Gisborne ..	394 10 4
	727	Taruarau River Bridge	Hawke's Bay ..	Hawke's Bay ..	232 10 0
	728	Te Aute to Onepu (£1 for £1)	" ..	" ..	40 0 0
	730	Wairoa to Gisborne, via Morere (Sandhills) (£1 for £1)	Wairoa ..	Gisborne ..	200 0 0
	731	Wairoa River Bridge (Frasertown)	" ..	" ..	2,524 17 0
	733	Wairoa to Putere (Cricklewood deviation)	" ..	" ..	100 0 0
	734	Whieri	" ..	" ..	58 19 6
	739	Lindsay Settlement (access to Section 17, Block XI, Waipukurau Survey District)	Waipawa ..	Waipawa ..	50 0 0
	740	Mangatewainui Stream Bridge	Dannevirke ..	" ..	606 19 8
	741	Mangamaire Bridge (£1 for £1)	" ..	Pahiatua ..	325 0 0
	742	Mangapuaka (deviation)	Dannevirke & Weber ..	" ..	319 12 3
	744	Norsewood South to Makaretu	Dannevirke ..	Waipawa ..	99 18 6
	746	Otamaraho	" ..	Pahiatua & Waipawa ..	127 8 3
	747	Ruahine	Waipawa ..	Waipawa ..	10 12 10
	748	Ruaroa (Tamaki Block)	Dannevirke ..	Pahiatua ..	167 17 0
	749	Scenic Road	Waipawa ..	Waipawa ..	50 0 0
	750	Tamaki Settlement to Kiritaki Block	Dannevirke ..	Pahiatua ..	64 1 6
	754	Tunakore Bridge	" ..	" ..	36 16 0
	756	Esdale (£1 for £1)	Weber ..	" ..	220 0 0
	757	Falls Road	" ..	" ..	87 15 6
	759	Mangatoro Stream Bridge (5th crossing)	Dannevirke ..	" ..	793 6 1
	765	Te Hoe Creek Bridge	Weber ..	" ..	17 3 6
	767	Waipatiki and Kereru Stream bridges (£1 for £1)	" ..	" ..	100 0 0
	770	Wimbledon to North-west Boundary, Weber County, via Waipatiki	" ..	" ..	100 0 0
	771	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	252 13 3
	772	Supervision	" ..	" ..	537 9 3
	773	Contingencies, including unforeseen expenditure incidental to the other items of the vote	" ..	" ..	65 15 6
	774	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	" ..	" ..	24 16 0
		Total—Hawke's Bay			£19,024 18 1
		TARANAKI ROAD DISTRICT—			
	775	Aorangi to Opetea	Waitomo ..	Taumarunui ..	54 0 3
	776	Cross Road (Waitara West)	Taranaki ..	" ..	50 0 0
	777	Hutiwai	Clifton ..	" ..	100 0 0
	778	Junction Road (Purangi to Matau)	" ..	Stratford ..	25 0 0
	779	Kaka	" ..	Taumarunui ..	15 6 0
	780	Makarakia	" ..	" ..	88 1 9
	781	Mangatuna	" ..	" ..	15 4 0
	783	May	" ..	" ..	46 18 6
	785	Mokau Ferry Service	" ..	" ..	109 5 0
	786	Mokau River Bridge (Mokau), (on account)	" ..	" ..	25 0 0
	788	Okoke (£52, £1 for £1)	" ..	" ..	56 17 6
	790	Piko	" ..	" ..	182 8 6
	794	Waitara River Bridge (Tangitu Road)	" ..	Stratford ..	3 14 11
	795	Waro	Waitomo ..	Taumarunui ..	25 0 0
	799	Koru (£1 for £1)	Taranaki ..	Taranaki ..	105 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, 1909.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
111	801	TARANAKI ROAD DISTRICT— <i>continued</i> . Oakura Hills (New Plymouth to Opunake Road) (£1 for £1)	Taranaki	Taranaki	143 15 0
	802	Pitone (£1 for £1)	"	"	50 0 0
	803	Stony River Bridge	"	"	172 10 0
	804	Stony River Bridge (protection), (£1 for £1)	"	"	50 0 0
	805	Kaponga Stock Road	Eltham	Egmont	75 0 0
	806	Ball Road	Patea	Patea	21 12 0
	807	Brewer (Strathmore to Murcott Road), (£1 for £1)	Whangamomona	Stratford	250 0 0
	808	Kohuratahi	"	"	42 18 6
	809	Manga	Stratford	"	64 2 5
	812	Mangaehu River Bridge (Tututawa), (£1 for £1, on account of £1,000)	"	"	650 0 0
	813	Mangaehu South	"	"	39 12 0
	815	Mataimoana	Patea	Patea	193 14 0
	816	Moeawatea Ridge	Eltham	Egmont	233 15 0
	817	Mohakau	Stratford	Stratford	188 3 3
	818	Moturoa	Patea	Patea	94 7 0
	820	O'Connor Road (Makahu)	Whangamomona	Stratford	52 3 4
	821	Ohura (south of Paorae)	Stratford, Whangamomona, and Waitomo	"	2,794 5 5
	822	Patupuremu	Hawera	Egmont	8 4 0
	824	Rawhitiroa (on account of £3,000, £1 for £1)	Eltham	"	1,653 0 0
	825	Taihore (£1 for £1)	Stratford	Stratford	57 0 9
	828	Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c.	"	"	436 6 9
	829	Supervision	"	"	198 12 10
	830	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	151 11 9
	831	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	"	"	55 0 8
		Total—Taranaki			£8,577 11 1
		WANGANUI ROAD DISTRICT—			
	832	Tapui Village Settlement	West Taupo	Taumarunui	41 5 11
	836	Huia	Rangitikei	Rangitikei	113 5 3
	837	Huikumu	Waimarino	Taumarunui	90 7 11
	838	Jacobsen Road and Bridge (£1 for £1)	Rangitikei	Rangitikei	76 5 11
	839	Kaimatangi	Wanganui	"	97 3 5
	840	Kauarapaoa	Waitotara	Patea	437 10 8
	841	Kauarapaoa Block Road (£1 for £1)	"	"	75 0 0
	842	Koukoupou	Wanganui	Rangitikei	19 10 0
	843	Makohine Valley (£93, £1 for £1)	Rangitikei	"	116 7 7
	846	Mangahoe	Waimarino	Taumarunui	20 12 6
	847	Mangamahu Bridge and Road (protective works), (£1 for £1)	Wanganui	Rangitikei	21 0 0
	848	Mangarewa	Waimarino	Taumarunui	30 14 0
	849	Mangaweka to Te Kapua	Rangitikei	Rangitikei	525 15 6
	850	Mangaweka Village Settlement	"	"	18 19 10
	851	Mangawhero River Bridge (Raupiu)	Wanganui	"	762 5 3
	852	Matapuna to Ohakune	Waimarino and West Taupo	Taumarunui	639 10 2
	853	Mataroa to Mangaweka (£1 for £1)	Rangitikei	Rangitikei	415 11 6
	854	Ngauinga	"	"	210 19 1
	855	Okaka	"	"	104 12 11
	857	Orautaha River Bridge (Raetihi—Ohura Road)	Waimarino	Taumarunui	15 3 0
	858	Oruakukuru to Karioi	"	"	43 4 4
	860	Pipiriki Township (Akapuka)	"	"	29 4 3
	863	Quarry Road	Rangitikei	Rangitikei	35 10 10
	864	Rotoaira to Waimarino Railway-station	Waimarino, West Taupo, and East Taupo	Taumarunui	100 2 6
	866	Smith's Road	Waimarino	"	79 11 8
	867	Taihape Valley	Rangitikei	Rangitikei	50 0 0
	868	Taihape to Waiouru	Rangitikei and Waimarino	Rangitikei and Taumarunui	55 4 2
	869	Te Hue	Wanganui	Rangitikei	27 4 0
	870	Tokiahuru Bridge (Parapara to Karioi Road)	Waimarino	Taumarunui	10 10 6
	871	Turakina Valley (extension)	Waimarino and Wanganui	Rangitikei and Taumarunui	108 5 5
	872	Utiku Township	Rangitikei	Rangitikei	44 0 6
	873	Waipapa	Wanganui	"	19 1 0
	874	Waiparuparu	"	"	91 19 8
	876	Wangaehu River Bridge (Karioi—Rangiwaea Road)	Waimarino	Taumarunui	571 17 2
	879	Wangaehu River Road (£1 for £1)	Wanganui	Rangitikei	286 2 0
	880	Wanganui River Trust	Wanganui, Waimarino, Stratford, and Waitotara	Patea, Rangitikei, and Taumarunui	500 0 0
	884	Puao	Patea	Patea	245 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, 1909.
		ROADS, ETC.— <i>continued.</i>			
		WANGANUI ROAD DISTRICT— <i>continued.</i>			£ s. d.
111	885	Te Ngaue	Patea ..	Patea ..	86 10 6
	886	Wanganui River Bridge	Wanganui ..	Wanganui ..	1,123 2 0
	888	Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c. .. .. .	..	..	682 11 9
	889	Supervision .. .. .	..	..	463 16 6
	890	Contingencies, including unforeseen expenditure incidental to the other items of the vote .. .. .	..	..	183 0 6
	891	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c. .. .. .	..	..	53 5 10
		Total—Wanganui .. .. .	..	..	£8,721 5 6
		WELLINGTON ROAD DISTRICT—			
	893	Puke Road	Rangitikei ..	Rangitikei ..	230 0 3
	894	Rangitikei Bridge (Omatane) .. .. .	..	..	405 5 9
	895	Apiti Main South (£1 for £1)	Kiwitea ..	Oroua ..	115 1 1
	896	Kawhatau (Upper) .. .. .	..	Rangitikei ..	94 0 2
	897	Lagoon Road (£1 for £1) .. .. .	..	Oroua ..	250 0 0
	898	Mangahua East .. .. .	..	..	94 17 6
	900	Mangapapa (£1 for £1) .. .. .	..	..	50 0 0
	903	Oroua River Bridge (£1 for £1)	Kiwitea and Pohangina ..	..	388 0 0
	907	Peka (£1 for £1)	Kiwitea ..	..	183 7 3
	909	Pohangina River (wire and cage at Piripiri)	Pohangina ..	..	20 0 0
	910	Tunipo .. .. .	..	..	297 19 3
	911	Umutoi (£1 for £1)	Kiwitea ..	..	35 0 0
	912	Gorge Road	Kairanga ..	Palmerston and Pahiatua ..	16 12 0
	914	Manawatu River Bridge (Lower Gorge), (on account of £8,500)	Oroua and Kairanga ..	Palmerston ..	4,423 14 6
	915	Manawatu River Bridge (Shannon), (£1 for £1)	Horowhenua and Manawatu ..	Manawatu and Otaki ..	1,267 16 3
	918	Ballance to Manawatu Gorge (£1 for £1)	Pahiatua ..	Pahiatua ..	75 0 0
	919	Burnett Road (access to Section 1, Block XVI, Makuri Survey District)	Pahiatua and Woodville ..	..	56 9 3
	923	Hutewai (Waterfalls)	Masterton ..	..	77 3 6
	924	Kaituna	Akitio ..	..	138 2 6
	925	Makairo to Coonoor	Pahiatua ..	..	38 11 10
	927	Makuri to Pongaroa (£1 for £1), (on account of £2,312)	Akitio and Pahiatua ..	..	1,094 3 7
	928	Makuri Saddle to Pongaroa, via Rakaunui (£1 for £1)	Akitio ..	..	277 13 11
	929	Manuhara .. .. .	..	..	48 1 11
	930	Mathieson's Bridge and approaches	Pahiatua ..	..	1,017 4 2
	934	Pahiatua to Palmerston	Pahiatua and Kairanga ..	Pahiatua and Palmerston ..	198 1 2
	937	Pongaroa to Aohanga	Akitio ..	Pahiatua ..	214 9 11
	939	Pongaroa Stream Bridge (Huia Road) .. .. .	..	..	209 12 11
	940	Pongaroa Stream Bridge (Cross Road) .. .. .	..	..	71 19 3
	941	Puketoi (Mount Marchant end)	Pahiatua & Masterton ..	Masterton ..	115 1 10
	942	Rakaunui to Pongaroa (£1 for £1)	Akitio ..	Pahiatua ..	175 11 2
	943	Towai	Akitio and Pahiatua ..	..	50 10 5
	945	Umungoero Bridge	Akitio ..	..	220 16 6
	946	Waihi Bridge (Towai Road) .. .. .	..	..	699 17 11
	947	Waihi River Bridge (Lunt's), (on account) .. .. .	..	..	287 13 10
	948	Waihi Valley .. .. .	..	..	1 5 0
	949	Waikereru Road and Bridge .. .. .	..	..	273 14 9
	952	Barton's Line to Mangamahoe	Eketahuna ..	Masterton ..	226 19 8
	953	Bowen Road (South) .. .. .	..	..	199 15 0
	955	Hastwell to Pleckville	Eketahuna and Mauriceville ..	..	331 9 0
	956	Hinemoa to Alfredton	Masterton and Pahiatua ..	..	339 4 0
	959	Kakaamu	Masterton ..	..	68 13 0
	961	Mangahao South	Eketahuna ..	..	100 0 0
	962	Mangamahoe	Mauriceville ..	..	400 0 0
	963	Mangaorongo	Eketahuna ..	..	199 11 9
	965	Mangaraupi Bridge .. .. .	..	..	60 0 0
	966	Mangatainoka River Bridge (Larsen's), (£1 for £1) .. .. .	..	..	200 0 0
	967	Matapihi	Masterton ..	..	34 17 3
	968	Maungatakato .. .. .	..	..	40 15 2
	969	Mikimiki .. .. .	..	..	91 0 0
	970	Mount Baker (£1 for £1)	Mauriceville and Masterton ..	..	250 0 0
	972	Parkville to Mangatainoka	Eketahuna ..	..	200 0 0
	973	Puketoi (Waterfalls end)	Masterton ..	..	57 7 7
	974	Quarry Road	Eketahuna ..	..	74 18 0
	975	Rakaunui Bridle-track	Masterton ..	..	30 0 0
	978	Tinui to Whakataki (£400, £1 for £4)	Castlepoint ..	Wairarapa ..	100 0 0
	979	Tinui Valley .. .. .	..	..	86 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, 1909.
		ROADS, ETC.— <i>continued.</i>			£ s. d.
111		WELLINGTON ROAD DISTRICT— <i>continued.</i>			
980		Tiraumea Stream Bridge	Masterton	Masterton ..	153 0 4
983		Wangaehu Valley	Masterton and Mauriceville	" ..	250 0 0
984		Waterfalls Creek Bridge	Masterton	" ..	110 17 11
985		Whakataki to Castlepoint	Castlepoint	Wairarapa ..	200 0 0
986		Bismarck Road	Masterton and Wairarapa South	" ..	100 0 0
987		Blairlogie to Homewood (£300, £1 for £1)	Masterton	" ..	148 15 10
988		Cross Creek	Featherston	" ..	93 16 3
989		Fernyhurst Road	Masterton	" ..	454 15 4
990		Gladstone to Wharau	Wairarapa South	" ..	350 0 0
991		Homewood to Kaiwhata	Masterton	" ..	85 5 9
992		Huangaroa Bridge (£1 for £1)	Featherston	" ..	250 0 0
993		Manuka Spur (Whakaponi Road), (£1 for £1)	"	" ..	150 0 0
994		Maungahuia (Kokotau) Longbush	Wairarapa South	" ..	199 12 6
996		Ngakonui	Featherston	" ..	2 2 0
998		Ruakokopatuna	"	" ..	128 8 3
999		Waihakeke to Taumata	Wairarapa South	" ..	50 0 0
1000		Waiohine Valley	"	" ..	96 8 0
1001		Weraiti	Masterton	" ..	500 0 0
1002		Wharau to Kaiwhata	Wairarapa South	" ..	98 13 10
1003		Wangaehu Road (Longbush)	"	" ..	200 0 0
1004		Woodside to Waiohine	"	" ..	100 0 0
1005		Florida	Horowhenua	Otaki ..	200 0 0
1006		Gladstone Road	"	" ..	250 0 0
1007		Harris Road	Hutt	" ..	200 0 0
1011		Levin to Foxton	Horowhenua	Otaki & Manawatu	150 0 0
1012		Levin-Kereru-Shannon	"	Otaki ..	100 0 0
1015		Moonshine to Whakatahi	Hutt	" ..	80 0 0
1016		Ngarara	Horowhenua	" ..	100 0 0
1017		Paraparaumu to Beach	Hutt	" ..	58 17 11
1019		Plimmerton to Pahautanui	"	" ..	41 12 1
1022		Rahui	Horowhenua	" ..	35 13 0
1023		Rangiorua Road	"	" ..	48 9 6
1024		Rikiorangi Road to Mangaone Valley Road (£1 for £2 10s.), (on account of £1,000)	"	" ..	500 0 0
1027		Waikanae Beach Road	Hutt	" ..	100 0 0
1030		Hayward's Ford	"	" ..	90 0 0
1032		Hutt River Bridge (Melling Settlement), (£1 for £1)	Borough of Lower Hutt	" ..	950 0 0
1033		Normandale	Hutt	" ..	32 19 0
1036		Trentham Range Road	"	" ..	25 0 0
1039		Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c.	"	" ..	58 2 0
1040		Supervision	"	" ..	568 9 3
1041		Contingencies, including unforeseen expenditure incidental to the other items of the vote.	"	" ..	121 17 5
1042		Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	"	" ..	239 6 4
		Total—Wellington			£23,975 12 3
		NELSON ROAD DISTRICT—			
1043		Elaine Bay to Hope's Section	Sounds	Nelson ..	2 17 0
1044		French Pass, Admiralty Bay, and Croixelles tracks	Waimea	Motueka ..	51 9 0
1047		Neudorf to Dovedale	"	" ..	17 3 9
1048		Northam Bridge approaches (£1 for £1)	"	Nelson ..	86 13 11
1050		Richmond to Collingwood (Main Road)	Waimea, Takaka, and Collingwood	Nelson and Motueka	51 5 4
1051		Teal Valley (Upper)	Waimea	Nelson ..	100 0 0
1052		Alexander Bluff Bridge	"	Motueka ..	1,346 5 6
1053		Anahau Road	"	" ..	100 0 0
1054		Awaroa to Totaranui	Takaka	" ..	34 10 9
1055		Baigent Road	Inangahua	Buller ..	53 17 10
1057		Bonny Doon Road	Collingwood	Motueka ..	45 0 0
1059		Brooklyn Valley to Riwaka River	Waimea	" ..	357 12 6
1061		Buller River Bridge (Mount Murchison Road)	Inangahua	Buller ..	15 1 8
1062		Buller River Bridge (O'Sullivan's), (on account of £3,340)	"	" ..	1,650 1 8
1066		Fairhall to Tadmor	Waimea	Motueka ..	25 0 0
1067		Glencoe to Rameka Creek	Takaka	" ..	100 0 0
1068		Hope Valley bridges	Waimea	" ..	10 7 0
1069		Horse Terrace to Hunter's	Inangahua	Buller ..	62 11 0
1070		Jeffries Road	Collingwood	Motueka ..	42 0 0
1071		Karaka Road (West Wanganui)	"	" ..	70 0 0
1072		Lower Kaituna Road	"	" ..	30 0 0
1074		Mangles Valley	Inangahua	Buller ..	200 0 0
1075		Mokihinui River Road	Buller	Motueka ..	70 0 0
1076		Motueka River protective works	Waimea	" ..	16 3 1
1079		Neame Creek	Inangahua	Buller ..	247 14 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, 1909.
		ROADS, ETC.— <i>continued.</i>			£ s. d.
111		NELSON ROAD DISTRICT— <i>continued.</i>			
1080		Norris Gully to Stewart's	Waimea ..	Motueka ..	100 0 0
1082		Pig Valley, Wairoa Gorge	" ..	" ..	50 0 0
1083		Pohara to Awaroa	Takaka ..	" ..	36 0 0
1084		Pohara to Wainui	" ..	" ..	150 0 0
1088		Sherry Valley	Waimea ..	" ..	50 0 0
1089		Sherry Valley to Manu	" ..	" ..	229 9 6
1090		Slips Road	Inangahua ..	Buller ..	32 8 0
1092		Stanley Brook to Fenemor's	Waimea ..	Motueka ..	3 7 0
1094		Takaka Hill Road	Takaka and Waimea ..	" ..	300 0 0
1100		Wallace Road	Collingwood ..	" ..	30 0 0
1102		West Road to Longford	Takaka ..	" ..	79 6 5
1103		Win's Bank	Inangahua ..	Buller ..	214 17 0
1104		Abattoir to Soap-factory and Orowaiti River ..	Buller ..	" ..	146 10 0
1106		Buller River Road to O'Sullivan's Bridge ..	Inangahua ..	" ..	2,526 7 11
1107		Buller Road (loop-line, Nine-mile to Westport) ..	Buller ..	" ..	1,304 4 7
1108		Carter Junction to Bradshaw Terrace	" ..	" ..	70 0 0
1109		Carter Junction to Cape Foulwind	" ..	" ..	250 0 0
1110		Charleston to Grey County boundary	" ..	" ..	200 0 0
1112		Curtayne Road	" ..	" ..	34 0 0
1113		Gilmer Road	Inangahua ..	" ..	13 15 0
1114		Harben to Neighbour's	Buller ..	" ..	50 0 0
1115		Held's Road	Inangahua ..	" ..	50 0 0
1116		Inangahua Bridge (Reefton)	" ..	Grey ..	62 0 9
1117		Inangahua River Bridge (right-hand branch) (Reefton—Maruia Road) ..	" ..	Buller ..	263 10 6
1120		McKenna Road	Buller ..	" ..	200 0 0
1122		Reefton to Maruia	Inangahua ..	" ..	1,333 10 0
1123		Victoria Road (extension)	Buller ..	" ..	100 10 0
1127		Progress Junction to Slab Hut Creek	Inangahua ..	Grey ..	100 0 0
1128		Snowy Creek Road	" ..	" ..	150 0 0
1129		Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	473 13 2
1130		Supervision	" ..	" ..	234 19 6
1131		Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	14 1 5
1132		Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c. ..	" ..	" ..	17 11 8
		Total—Nelson			£13,665 17 3
		MARLBOROUGH ROAD DISTRICT—			
1136		Rai Falls	Marlborough ..	Nelson ..	93 5 5
1137		Rai Falls Bridge	" ..	" ..	192 0 3
1138		Rai River Bridge and approaches (Carluka) ..	" ..	" ..	2 4 0
1139		Rai Saddle to Havelock	" ..	" ..	315 13 0
1141		Arapawa Island	Sounds ..	Wairau ..	22 0 0
1142		Awatere River to Clarence River	Marlborough ..	" ..	50 18 4
1144		Dumgree Railway-station to Upper Awatere ..	" ..	" ..	350 0 0
1145		Grove Wharf Road	" ..	" ..	4 10 0
1146		Grove Wharf and shed	" ..	" ..	153 12 5
1147		Havelock to Kaituna	" ..	" ..	137 0 0
1148		Kaiaho Canal and Track	Sounds ..	Nelson ..	37 5 0
1151		Mahakipawa to Havelock	Marlborough ..	Wairau ..	1 2 0
1153		Picton to Grove	" ..	" ..	984 14 6
1155		Portage Bay to Waitaria	Sounds ..	Nelson ..	39 2 2
1156		Torea Bay Road	" ..	Wairau and Nelson ..	97 7 6
1159		Wairau Native Reserve (protection)	Marlborough ..	Wairau ..	1 16 0
1160		Waitaria Wharf approaches	Sounds ..	Nelson ..	18 9 0
1162		Horse-shoe Bend	Marlborough ..	Wairau ..	300 0 0
1166		Ure to Clarence	" ..	" ..	245 1 6
1167		Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	383 5 0
1168		Supervision	" ..	" ..	54 12 2
1169		Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	25 12 5
1170		Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c. ..	" ..	" ..	20 9 3
		Total—Marlborough			£3,529 19 11
		WESTLAND ROAD DISTRICT—			
1171		Grey Valley Main Road and bridges	Grey ..	Grey and Westland ..	416 14 3
1172		Racecourse Creek Bridge	" ..	Grey ..	100 19 6
1173		Totara Flat Main Road (protection)	" ..	Westland ..	347 3 4
1174		Upper Moonlight	" ..	Grey ..	183 10 0
1177		Blue Spur Road bridges	Westland ..	Westland ..	50 0 0
1178		Bruce Road	Grey ..	" ..	36 3 0
1179		Christchurch Road (old), (compensation for gravel taken ..	Westland ..	" ..	5 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, 1909.
		ROADS, ETC.—continued.			£ s. d.
111	1180	WESTLAND ROAD DISTRICT—continued. Christchurch Road (old), (protective works), (£1 for £1)	Westland	Westland	40 0 0
	1181	Crooked River Bridge, near Lady Stream	Grey	"	83 2 6
	1182	Cropp Road	Westland	"	249 19 5
	1184	Greenstone Bridge	Grey	"	482 15 2
	1185	Haast to Paringa	Westland	"	166 8 0
	1186	Humphrey Road	"	"	77 14 0
	1187	Koiterangi	"	"	138 2 3
	1188	Koiterangi to Whitcombe Track	"	"	185 14 5
	1189	Kokatahi River Bridge (protection of south approach), (£1 for £1)	"	"	75 0 0
	1190	Kokatahi Road	"	"	100 0 0
	1191	Mikonui to Bold Head (on account of £1,000)	"	"	321 19 9
	1192	Morgan Road	Grey	"	49 16 4
	1194	Ogilvie Road	Westland	"	100 0 0
	1196	Otira Bridge (Upper)	"	"	961 6 2
	1197	Palmer's Creek bridges	"	"	392 13 8
	1198	Peterson Road	"	"	300 4 9
	1201	Turnbull River Road	"	"	14 13 6
	1202	Waiho Wire Bridge (protective works)	"	"	25 10 3
	1203	Wataroa Bridge (on account)	"	"	5,370 19 9
	1204	Westland Ferry Service	"	"	200 0 0
	1205	White Road	"	"	110 17 10
	1206	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	"	"	21 11 3
	1207	Supervision	"	"	194 3 0
	1209	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	"	"	115 4 0
		Total—Westland			£10,917 6 1
		CANTERBURY ROAD DISTRICT—			
	1210	Conway Gorge to Waiau via Hawkswood	Cheviot	Hurunui	50 0 0
	1213	Waiau Ferry to Hammer	Amuri	"	2,657 6 0
	1214	Waiau Ferry Service	Cheviot	"	139 11 9
	1219	Sumner Road	"	Lytelton	100 0 0
	1221	Kinloch Settlement roads	Akaroa	Ellesmere	2,657 19 3
	1224	Ridge Road	Selwyn	"	400 0 0
	1225	Ridge Road extension (Little River Road District)	Akaroa	"	194 5 0
	1226	Stony Bay Road	"	"	196 11 2
	1227	Ford and Newton Extension	Ashburton	Selwyn	73 18 9
	1228	Hewson Road	"	"	100 0 0
	1229	Rangitata River Traffic Bridge (repairs), (£1 for £3)	Ashburton and Geraldine	Ashburton and Geraldine	393 3 11
	1232	Timaru Overhead Footbridge (contribution)	Borough of Timaru	Timaru	150 0 0
	1233	Anderson Road (£1 for £1)	Waimate	Geraldine	100 0 0
	1234	Brown Road (£1 for £1)	"	Waitaki	90 0 0
	1235	Daisy Hill Road (£1 for £1)	"	Geraldine	49 7 0
	1236	Hakataramea (access to bridge)	"	Waitaki	87 17 8
	1239	Knottingly Park Road and Bridge	"	"	100 0 0
	1241	Lyalldale School Road (£1 for £1)	"	Geraldine	60 0 0
	1242	Makikihi Swamp Road (£1 for £1)	"	"	60 0 0
	1243	Morven Township roads	"	Waitaki	167 5 3
	1244	Opihi Bridge (Allendale Road, near Fairlie), (£1 for £2)	Geraldine and Mackenzie	Geraldine	500 0 0
	1245	Pareora Homestead Road (£1 for £1)	Waimate	"	30 0 0
	1246	Pareora Middle Road (£1 for £1)	"	"	30 0 0
	1249	Smithson Road	"	"	70 0 0
	1250	Sodwall Road (£1 for £1)	"	"	110 0 0
	1251	Takitu Road (£1 for £1)	"	Waitaki	57 8 6
	1252	Tekapo Bridge (£1 for £1)	Mackenzie	Geraldine	98 7 4
	1255	Supervision	"	"	170 0 5
	1256	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	4 10 0
		Total—Canterbury			£8,897 12 0
		OTAGO ROAD DISTRICT—			
	1259	Pound Creek Bridge (£1 for £1)	Waitaki	Waitaki	300 0 0
	1263	Blackstone Hills (access to new runs)	Maniototo	Tuapeka	150 0 0
	1266	Blackstone Valley to railway-station	"	"	150 0 0
	1268	Cromwell to Hawea	Vincent	Wakatipu	100 0 0
	1269	Dansy's Pass	Maniototo and Waitaki	Tuapeka	150 0 0
	1271	Hill Creek Settlement Block (access)	Maniototo	"	69 3 3
	1272	Home Hills (new runs), (access)	"	"	84 15 0
	1273	Keenan's Run	"	"	50 0 0
	1274	Lauder to new runs	"	"	178 1 0
	1276	Maniototo County flood damage	"	"	771 7 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, 1909.		
		ROADS, ETC.— <i>continued.</i>			£	s.	d.
111	1277	OTAGO ROAD DISTRICT— <i>continued.</i>					
	1277	Manuherikia Footbridge (Ophir to Omakau) ..	Vincent	Tuapeka	200	0	0
	1278	Naseby to Duntroon (widening) ..	Maniototo	"	150	0	0
	1280	Patearoa to Serpentine (access to runs) ..	"	"	150	0	0
	1283	Rock Cutting to Hutton Bridge ..	Waitaki	Waitaki	132	2	0
	1284	Tarras to Lindis Pass ..	Vincent	Wakatipu	99	12	0
	1285	Tinker's Sludge-channel Bridge ..	"	Tuapeka	100	0	0
	1287	Arrow to Cardrona Saddle ..	Lake	Wakatipu	100	0	0
	1289	Cardrona Coal-pit ..	"	"	100	0	0
	1291	Cardrona to Pembroke ..	"	"	31	15	0
	1292	Cardrona Saddle to Cardrona Township ..	"	"	38	15	0
	1294	Cosgrove Road ..	"	"	55	0	0
	1296	Garston to Black Bridge ..	"	"	100	0	0
	1297	Lake County flood damage ..	"	"	250	0	0
	1299	Matukituki River Foot and Stock Bridge ..	"	"	100	0	0
	1303	Staircase Road ..	"	"	21	9	8
	1310	Karitane School Road ..	Waikouaiti	Chalmers	50	0	0
	1311	Lower Harbour Road ..	"	"	100	0	0
	1312	Lower Harbour School Road ..	"	"	50	0	0
	1313	Main North Road (Hawksbury Riding) ..	"	"	150	0	0
	1314	Moeraki Native Reserve Road ..	Waitaki	Oamaru	78	1	8
	1316	Mount Misery ..	"	"	50	0	0
	1319	Pohure ..	Waikouaiti	Chalmers	100	0	0
	1320	Port Chalmers to Sawyer's Bay ..	"	"	100	0	0
	1321	Pryde Road ..	"	"	150	0	0
	1322	Public Hall Road (Sawyer's Bay) ..	"	"	30	0	0
	1323	Puketiraki Native Reserve ..	"	"	69	6	0
	1325	Quarry Road ..	"	"	57	6	8
	1326	Razorback to Mount Fortune ..	Waitaki	Oamaru	50	0	0
	1328	Round Hill Road ..	Waikouaiti	Chalmers	65	7	0
	1330	Sheepyards to Merton Railway-station ..	"	"	50	0	0
	1332	Tumai Road ..	"	"	50	0	0
	1333	Waitati to Waikari ..	"	"	100	0	0
	1336	Little Lee Culvert ..	Taieri	Taieri	200	0	0
	1337	Taieri Bridge to Pukekura ..	"	"	49	19	8
	1339	Taieri River Bridge (Allanton), (on account of £1,000) ..	"	"	1,000	0	0
	1341	Clark's Flat to Greenfield ..	Tuapeka	Bruce	59	15	0
	1347	Lawrence to Tuapeka West ..	"	"	287	18	0
	1353	Kaikorai Valley Main Road ..	Taieri	Dunedin West	67	5	6
	1354	Baytown Boundary to Camp ..	Peninsula	Chalmers	100	0	0
	1355	Beach Road (Otago Heads) ..	"	"	100	0	0
	1359	Dick Road ..	"	"	108	16	0
	1360	Dunedin to Sawyer's Bay ..	Borough of West Harbour	"	100	0	0
	1361	Gravesend to Taiaroa ..	Peninsula	"	21	0	0
	1364	Lower Port Road ..	"	"	100	0	0
	1372	Tomahawk Road Board roads ..	Peninsula	"	100	0	0
	1374	Weir's Cutting ..	"	"	99	18	11
	1375	Wickliff Bay to Cape Saunders Lighthouse ..	"	"	499	19	11
	1376	Akatore to Fortification (£1 for £1) ..	Bruce	Taieri	30	0	0
	1377	Barnago Settlement (Main Road) ..	"	Bruce	46	10	0
	1378	Begg's Road ..	"	"	310	1	1
	1385	Greenfield to Crookburn ..	"	"	55	0	0
	1387	Hillend Blocks IV and V ..	"	"	100	0	0
	1393	Sunflower Road ..	"	"	42	12	0
	1394	Table Hill Survey District (Block I) ..	"	"	66	3	4
	1397	Tokomairiro River Bridge ..	"	"	100	0	0
	1401	Barr Road ..	Clutha	Clutha	280	17	5
	1403	Catlin's Valley ..	"	"	6	5	1
	1404	Chloris Pass ..	"	"	95	13	0
	1408	Florence Hill ..	"	"	146	14	4
	1411	Kahuika to Houipapa Railway-station ..	"	"	98	19	8
	1412	Kaler Road ..	"	"	138	11	11
	1413	Kaler Road to Houipapa Railway-station ..	"	"	49	19	11
	1414	Katea Dairy Factory to Eason's ..	"	"	58	9	1
	1415	Martin Road ..	"	"	99	19	10
	1418	McLennan River Bridge ..	"	"	122	17	11
	1421	Mouat's Saddle ..	"	"	44	16	1
	1422	Newhaven ..	"	"	37	12	6
	1425	Papatowai to Long Beach Creek ..	"	"	62	15	4
	1426	Pounawea ..	"	"	186	9	0
	1429	Ratanui to Papatowai ..	"	"	133	0	0
	1431	Tahakopa Valley ..	"	"	53	9	6
	1433	Tautuku Block IV (between Sections 14 and 19) ..	"	"	69	1	0
	1434	Tuck Creek Road ..	"	"	102	2	2
	1435	Tweedie's Ford to Tapanui Bridge (£1 for £1) ..	"	"	100	0	0
	1436	Wainui ..	"	"	150	0	0
	1437	Waipahi to Pomahaka (£1 for £1) ..	"	"	50	0	0
	1439	Waipati ..	"	"	91	9	3
	1442	Wright Road ..	"	"	49	19	10
	1443	Survey, acquisition, and legislation of roads, drains, gravel-pits, tramways, &c. ..	"	"	24	8	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, 1909.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
111	1444	OTAGO ROAD DISTRICT— <i>continued</i> . Supervision .. .. .	..	..	124 15 2
	1445	Contingencies, including unforeseen expenditure incidental to the other items of the vote .. .. .	..	..	4 16 6
	1446	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c. .. .. .	..	..	141 7 3
		Total—Otago .. .. .	..	..	£11,101 10 9
		SOUTHLAND ROAD DISTRICT—			
	1447	Black Hill Road	Southland	Wakatipu	50 0 0
	1454	Brown's to McTaggart's	"	"	19 7 9
	1455	Cameron Road (Maori Hill)	Wallace	Wallace	200 0 0
	1457	Centre Hill Gorge (deviation)	"	"	249 11 8
	1459	Clark Road (Wairaki)	"	"	96 0 0
	1460	Clifden to Lower Ferry	"	"	75 0 0
	1463	Crook Road, Thornbury	"	"	100 0 0
	1464	Cupple Road	"	"	50 0 0
	1473	Hanly and Cairn Road	"	"	199 19 3
	1475	Heddon Bush (Sections 7 and 8)	"	"	149 4 6
	1476	Hill Road	"	"	11 0 0
	1480	Jacob's River Bridge (McIntosh Ford), (£1 for £1)	"	"	75 0 0
	1481	Koromiko (Merrivale)	"	"	150 0 0
	1482	Lepper Road	Southland	"	41 17 0
	1484	Limestone Gorge to Merton Creek	Wallace	"	100 0 0
	1485	Line of Hundreds (east of railway)	"	"	150 0 0
	1486	Line of Hundreds (west of railway)	"	"	150 0 0
	1487	Longwood, Block I (Section 40), (access)	"	"	33 17 2
	1488	Longwood, Block XVII (Sections 12, 14, and 15)	"	"	4 8 6
	1490	Merrivale to Waicolo (£100, £1 for £1)	"	"	50 0 0
	1491	Mitchell Road (South Hillend)	Southland	"	99 12 6
	1492	Mossburn to Hamilton Burn	Wallace	"	50 0 0
	1495	McNaughton Road (Merrivale)	"	"	27 18 0
	1498	Ohai Stream Road	"	"	300 0 0
	1502	Otautau Footbridge (£1 for £1)	"	"	50 0 0
	1503	Plunket and O'Brien Road	Southland	"	88 2 0
	1507	Scott's Gap (Lower)	Wallace	"	75 0 0
	1508	Sheddon and Hamilton Road (Boggy Burn—Centre Bush)	Southland	"	75 0 0
	1509	Silverburn Bridge (Dipton), (£1 for £1)	"	"	50 0 0
	1510	South Hillend to Nightcaps	Wallace	"	249 16 0
	1513	Steffen Road (£1 for £1)	Southland	Wakatipu	100 0 0
	1515	Waiau, Blocks XIII and XIV (main roads)	Wallace	Wallace	499 19 11
	1516	Wild Bush to Pourakino (£100, £1 for £1)	"	"	100 0 0
	1518	Bew's Road (Wyndham Valley)	Southland	Clutha	3 3 1
	1519	Brown's to Hunter's Bush	"	Mataura	100 0 0
	1520	Crockett Road	"	"	22 15 0
	1521	Dacre to Titipua	"	"	100 0 0
	1522	Edendale to Dacre	"	"	200 0 0
	1523	Edendale to Seaward Downs	"	"	300 0 0
	1524	Glenham Settlement roads	"	Clutha	50 13 6
	1527	Hand Road	"	"	29 18 0
	1528	Harris and Ellis Road	"	Mataura	149 12 6
	1532	Mabel, Blocks IV and V	"	"	299 18 10
	1537	Mokoreta Block IV (Section 33 to Cemetery)	"	Clutha	13 6 1
	1538	Mokoreta Main Road	"	"	200 0 0
	1539	McFadyen Road	"	Mataura	98 10 6
	1541	Oteramika Block III (Sections 21, 23, 24, 37, and 36)	"	"	61 6 0
	1543	Robertson Road (Niagara)	"	Clutha	50 0 0
	1544	Seaward Downs to Morton Mains School	"	Mataura	200 0 0
	1546	Shepherd Bush (Oteramika)	"	"	100 0 0
	1547	Tall Road	"	"	100 0 0
	1548	Tillard Road	"	Clutha	35 18 9
	1551	Waikawa	"	"	35 3 0
	1553	Waikawa to Waipati River	"	"	150 0 0
	1557	White Road	"	Mataura	131 7 8
	1558	Wild Road (Toetoes)	"	Clutha	101 18 11
	1560	Young Road (Kamahia)	"	Mataura	96 0 0
	1561	Ann Road	"	Invercargill	67 8 4
	1562	Antrim Road	"	"	72 7 8
	1564	Clifton drains	"	"	21 18 10
	1565	Elles Road	"	"	97 16 5
	1566	Findlay Road (£1 for £1)	"	"	100 0 0
	1567	Kelly's Road to Sterrett's (Seaward Bush)	"	"	100 0 0
	1569	Kingswell Creek Drain	"	"	249 10 2
	1571	Moulson Street (Seaward Bush)	"	"	200 0 0
	1572	McMillan Road	"	"	99 12 0
	1573	Richmond Grove roads	"	Awarua	75 0 0
	1574	Scott Road (Seaward Bush)	"	Invercargill	65 15 9
	1575	Seaward Bush drains	"	"	28 8 10
	1576	Victoria Road	"	Awarua	20 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, 1909.
		ROADS, ETC.— <i>continued</i> . SOUTHLAND ROAD DISTRICT— <i>continued</i> .			£ s. d.
111	1577	Walker Road	Southland	Invercargill	112 15 6
	1578	Woolen Mill Road (Cruickshank's)	"	"	23 4 0
	1579	Actaon Road (Makarewa)	"	Awarua	100 0 0
	1580	Awarua Plains Road	"	"	300 0 0
	1583	Campbelltown Reserve	"	"	400 0 0
	1585	Clapham Road	"	"	100 0 0
	1586	Cocker Road	"	"	49 18 0
	1587	Colyer Road	"	"	200 0 0
	1588	Conniff Road	"	"	75 0 0
	1589	Coster and Wright Road (South Forest Hill)	"	"	150 0 0
	1590	Cowie and McLean Road (Oreti), (£1 for £1)	"	"	50 0 0
	1591	Duffy Road	"	"	99 19 6
	1592	East Winton (Blocks III and VIII)	"	"	47 3 0
	1595	Forest Hill (Sections 112 and 219)	"	"	3 1 8
	1596	Forest Hill (Sections 207 and 291), (west of)	"	"	37 0 0
	1597	Henderson Road (Forest Hill), (£1 for £1)	"	"	50 0 0
	1598	Hokonui School Road	"	"	100 0 0
	1599	Lardner Road (Wallacetown)	"	"	49 17 6
	1600	Lawrence Road (£1 for £1)	"	"	100 0 0
	1601	Makarewa Township (outfall drain)	"	"	62 10 0
	1602	Margaret Street (Woodlands)	"	Mataura	100 0 0
	1604	McIvor Road (£1 for £1)	"	Awarua	100 0 0
	1605	McKenzie Road (Forest Hill)	"	"	120 0 0
	1608	New River Bridge (West Plains), (on account)	"	"	1,100 8 6
	1609	Ocean Beach Road	"	"	400 0 0
	1610	Old Oteramika Road (£1 for £1)	"	"	100 0 0
	1611	Pomona (Makarewa)	"	"	150 0 0
	1612	Royd Road (Campbelltown Hundred)	"	"	144 0 10
	1613	Ryan Road (Oreti)	"	"	132 8 10
	1614	Scott Road (Hokonui)	"	"	140 0 0
	1615	Simon Road	"	"	100 0 0
	1616	Smith and McEwan's Road (Block III, Winton Hundred)	"	"	200 0 0
	1617	Springbank School North	"	"	50 0 0
	1618	Springhills School Road	"	"	200 0 0
	1619	Tanner and Wright Road (£1 for £1)	"	"	100 0 0
	1620	Tisbury Road	"	"	86 0 6
	1621	Tobin, Fraser, and McKercher Road	"	"	150 0 0
	1622	Tussock Creek Road (£1 for £1)	"	"	100 0 0
	1623	Waikiwi River Bridge	"	"	59 8 6
	1624	Waipapa Creek Road	"	"	179 19 1
	1625	Point Road	"	"	100 0 0
	1627	Wilson Crossing (South Forest Hill Road)	"	"	236 11 5
	1628	Winton Creek Channel (Limehills)	"	"	62 10 0
	1629	Winton, Blocks II and III (outfall drain)	"	"	236 0 0
	1632	Wood Road (Oreti)	"	"	200 0 0
	1633	Survey, acquisition, and legalisation of roads, drains, gravel-pits, tramways, &c.	"	"	23 2 0
	1634	Supervision	"	"	273 3 8
	1635	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	59 17 2
	1636	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	"	"	174 11 11
		Total—Southland	"	"	£14,737 3 8
		General—			
	1637	Compensation for injuries to employees while in discharge of their duties, and contingent expenses in connection with same	"	"	1,460 11 1
	1638	Engineering surveys	"	"	588 10 11
	1639	Plant not chargeable to any particular work	"	"	1,432 9 3
	1640	Roadmen's huts, storerooms, &c.	"	"	499 19 2
	1641	Stone-crushers and road-making plant	"	"	1,314 1 4
		Total—General	"	"	£5,295 11 9
		Vote No. 111—Total for 1908-9	"	"	£196,798 14 5
		BACKBLOCKS ROADS, ETC.			
112		AUCKLAND ROAD DISTRICT—			
	1	Auckland Special Settlement to Mangakahia	Hokianga	Bay of Islands	1,544 16 8
	2	Awanui to Mangonui, via Taipa	Mangonui	"	119 7 0
	3	Broadwood to Herekino	Hokianga	"	509 11 3
	4	Carpenter Road	"	"	49 19 9
	5	Duncan Road	Mangonui	"	308 18 3
	6	Great North Road to Otukai	"	"	42 14 0
	7	Herd's Point to Takahue	Mangonui and Hokianga	"	305 5 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, 1909.
		BACKBLOCKS ROADS, ETC.—continued.			£ s. d.
		AUCKLAND ROAD DISTRICT—continued.			
112	8	Herekino to Kaitaia	Mangonui ..	Bay of Islands ..	164 7 2
	9	Herekino to Whangape	Hokianga ..	" ..	85 17 8
	10	Horeke to Taheke, via Section 1, Block XII, Mangamuka Survey District	" ..	" ..	46 10 3
	12	Huehue	" ..	" ..	449 16 2
	13	Kaeo to Omanu Block, via Mangaiti	Whangaroa ..	" ..	43 14 0
	14	Kaeo to Upokarau Valley	" ..	" ..	50 0 0
	15	Kaikohe to Mangakahia Church	Bay of Islands and Hokianga ..	" ..	1,304 6 9
	16	Karaka to Rotokakahi Block	Hokianga ..	" ..	180 7 6
	17	Mangamuka to Oruru	Hokianga and Mangonui ..	" ..	95 12 0
	18	Mangataraire	Hokianga ..	" ..	70 18 1
	19	Matawherohia to Kaeo	Whangaroa ..	" ..	100 0 0
	21	Omanaia to Hokianga Heads	Hokianga ..	" ..	362 13 11
	22	Opouteke to Mangakahia	" ..	" ..	409 15 10
	23	Opua to Waimate	Bay of Islands ..	" ..	47 17 0
	24	Oruru to Hikurangi	Mangonui ..	" ..	99 2 2
	26	Takahue to Herekino	" ..	" ..	300 0 0
	27	Umuahero to Victoria Valley	Hokianga ..	" ..	300 0 9
	28	Waimamaku to Opanaki-Hokianga Road	" ..	" ..	711 1 8
	29	Waimatanui	" ..	" ..	366 18 2
	30	Waiote-Kumarau	" ..	" ..	396 19 11
	31	Waiotemarama	" ..	" ..	615 3 11
	32	Waoku Extension Block (access)	" ..	" ..	279 8 2
	33	Whangape to Mangonuiowae, via Rotokakahi Block	" ..	" ..	86 7 0
	34	Whangape Track	" ..	" ..	256 2 0
	35	Civil Road	Rodney ..	Marsden ..	99 17 2
	36	Mangakahia Bridge to Mangakahia Church	Hobson ..	Kaipara ..	638 16 4
	37	Maungaturoto to Cove, via Rowsell's	Whangarei and Otamatea ..	Marsden ..	316 15 0
	38	Paparoa to Waikiekie	Otamatea ..	" ..	100 0 0
	39	Ahuroa Railway-station to Komokoriki	Rodney ..	Kaipara ..	176 1 11
	41	Helensville to Port Albert (Rodney County section)	" ..	" ..	168 1 1
	42	Helensville to Port Albert (Waitemata County Section)	Waitemata ..	" ..	145 1 9
	43	Kirikopini to Mangakahia	Hobson ..	" ..	50 0 0
	44	Kopuru to Tangaihi	" ..	" ..	100 0 0
	45	Makarau Railway-station to West Coast Road	Rodney and Waitemata ..	" ..	17 5 6
	46	Te Pahi to Tauhoa Railway-station	Rodney ..	" ..	150 0 0
	47	Great Barrier Island (Cape Barrier to Tryphena Harbour)	No county ..	Waitemata ..	33 10 0
	48	Great Barrier Island (Harataonga to Oroville)	" ..	" ..	36 17 2
	49	Great Barrier Island (Harataonga to Port Fitzroy)	" ..	" ..	4 16 0
	50	Great Barrier Island (Okiwi Post-office to Katherine Bay, via Tapuwai)	" ..	" ..	2 0 11
	51	Great Barrier Island (Tryphena to Kaitoke Beach)	" ..	" ..	88 8 5
	52	Coromandel to Mercury Bay (continuation of main through road)	Coromandel ..	Thames ..	1,086 3 0
	53	Otau to Hunua	Manukau ..	Franklin ..	485 19 2
	54	Otau Road	" ..	" ..	155 14 0
	55	Wairoa River to Otau	" ..	" ..	197 1 7
	56	Hetherington Road	Raglan ..	" ..	154 6 10
	57	Klondyke	" ..	" ..	399 0 10
	58	Miranda to Maramarua	Waikato and Manukau ..	" ..	98 4 1
	59	Moewaka	Raglan ..	" ..	542 9 5
	60	Ponganui	" ..	" ..	704 7 0
	62	Te Kirikiri	" ..	" ..	199 6 2
	63	Turner's Junction to West Coast (through Block VI, Awaroa)	" ..	" ..	468 12 8
	64	Whangape Parish (Sections 126, 127, and 128)	" ..	" ..	256 1 1
	65	Kaihere	Ohinemuri ..	Ohinemuri ..	977 3 2
	66	Tairua to Hikuwai (Upper Landing)	Thames ..	Thames ..	9 10 0
	67	Torehapa	Ohinemuri ..	Ohinemuri ..	169 13 7
	68	Waiti	" ..	" ..	331 4 9
	69	Waitakaruru to Hazards	" ..	" ..	358 16 10
	70	Supervision	" ..	" ..	701 5 7
		Total—Auckland			£19,176 3 10
		TE KUITI ROAD DISTRICT (NORTH)—			
	72	Awaroa to Mahoe	Kawhia ..	Taumarunui ..	873 6 9
	73	Awaroa to Waiharakeke	" ..	" ..	345 5 4
	74	Caves Road	Waitomo ..	" ..	939 17 1
	75	Hauturu	Kawhia & Waitomo ..	" ..	601 7 8
	76	Hauturu to Otorohanga	Waitomo ..	" ..	1,661 0 7
	78	Kaimango	Kawhia ..	" ..	400 0 0
	79	Kairimu	Awakino ..	" ..	451 18 6
	81	Karioi to Ruapuke Mountain	Raglan ..	Waikato ..	45 14 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, 1909.
		BACKBLOCKS ROADS, ETC.—continued.			
112	82	TE KUITI ROAD DISTRICT (NORTH)—continued.			£ s. d.
	83	Kauri	Kawhia	Taumarunui	336 8 9
		Kawa	Waitomo and West Taupo	Taumarunui & Tauranga	125 17 11
	84	Kawhia to Ngapaenga Junction	Kawhia & Awakino	Taumarunui	1,400 19 0
	85	Kihi	Kawhia	"	631 15 10
	86	Kinohaku to Waiharakeke	"	"	358 8 10
	87	Kiritehere	Awakino	"	161 13 6
	89	Kokakaroa	Kawhia, Awakino, and Waitomo	"	99 19 10
	90	Lemon Point to Te Maika Road	Kawhia	"	293 14 10
	91	Mahoe	"	"	183 11 0
	92	Mairoa (north of Ngapaenga)	Waitomo	"	656 12 8
	93	Mangaiti	Kawhia	"	135 6 2
	94	Mangakino	Raglan and Kawhia	Waikato	70 16 2
	95	Mangakokopu	Awakino	Taumarunui	249 19 10
	96	Mangapohue	Waitomo, Awakino, and Kawhia	"	675 6 1
	97	Marokopa River Bridge (Te Anga), (on account)	Kawhia & Awakino	"	120 11 2
	98	Marokopa Valley	"	"	504 8 6
	99	Oamaru	Waitomo	"	347 7 0
	100	Okupata Junction to Pekanui	Kawhia & Waitomo	"	101 4 1
	101	Orongo	Waitomo	"	27 18 8
	102	Otorohanga to Hangatiki—Waitomo Road	"	"	180 7 11
	103	Otorohanga to Pirongia	"	"	391 15 11
	104	Papanui Bridge	Raglan	Waikato	8 10 0
	105	Pehehau	"	"	170 2 1
	106	Pehehau Road to Kaniwhaniwha	"	"	57 3 0
	107	Pomerangi	Awakino	Taumarunui	513 13 3
	108	Tapuae	Waitomo	"	203 12 9
	109	Waipaua	Awakino	"	999 12 7
	110	Supervision	"	"	202 5 5
		Total—Te Kuiti (North)			£14,527 12 8
		TE KUITI ROAD DISTRICT (SOUTH)—			
	111	Arapae	Waitomo	Taumarunui	1,583 6 4
	112	Awakino Valley (Upper)	Awakino	"	371 4 1
	113	Hapurua	Waitomo	"	339 6 9
	114	Huioteko Stream Bridge	"	"	170 14 0
	115	Kaeaeae	"	"	213 17 3
	116	Kakahi	"	"	91 7 2
	117	Kakahi Stream Bridge	"	"	73 0 10
	118	Kie Kie	"	"	564 13 10
	119	Kumara	"	"	887 1 4
	120	Makaikatoa	"	"	70 0 0
	121	Mangahikatea	"	"	221 8 2
	122	Manganui	Awakino	"	1,086 13 10
	123	Mangaotaki to Mairoa	Waitomo	"	131 4 0
	124	Miroahuiaro to Matiere	"	"	2,615 14 11
	125	Ngapaenga	"	"	960 6 6
	126	Ngapaenga Junction to Mahoenui	Awakino & Waitomo	"	866 16 4
	127	Paraheka	Waitomo	"	529 3 5
	128	Paro	"	"	381 7 0
	129	Pungarehu	"	"	1,179 2 1
	130	Turoto	"	"	1,751 14 5
	131	Waikaka	"	"	1,070 9 9
	132	Waiora	"	"	133 5 10
	133	Waipapa	"	"	159 2 5
	134	Waitawhena	"	"	3,242 4 10
	135	Supervision	"	"	599 10 9
		Total—Te Kuiti (South)			£19,292 15 10
		ROTORUA ROAD DISTRICT—			
	136	Akeake Road	Tauranga	Tauranga	46 1 6
	137	Appleton Road	Opotiki	Bay of Plenty	68 18 0
	138	Clayton Road	Rotorua	"	328 13 1
	139	Clover Road	Tauranga	Tauranga	48 11 0
	140	Dansey Road	Rotorua	Bay of Plenty	116 7 0
	141	Faulkner Road	Tauranga	Tauranga	51 5 10
	142	Harvey Road	"	"	464 3 11
	143	Hereperu North	Whakatane	Bay of Plenty	3 12 0
	144	Hereperu South	"	"	170 7 9
	145	Hewitt Road	"	"	111 18 9
	146	Kaikokupu to Taheke	Rotorua	"	132 1 3
	147	Kaimai	Tauranga	Tauranga	958 2 9
	148	Kaimai Road (to Sections 579, 580, 581, 582, and 583, Te Papa Parish)	"	"	33 10 0
	149	Kaituna	"	"	115 11 6
	150	Karano	"	"	18 0 11
	151	Komete	"	"	19 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, 1909.
		BACKBLOCKS ROADS, ETC.—continued.			
		ROTORUA ROAD DISTRICT—continued.			£ s. d.
112	152	Mamaku to Maraeroa—Oturoa Block	Rotorua ..	Bay of Plenty ..	106 12 2
	153	Mangatoi	" ..	" ..	99 3 2
	154	Mangorewa Gorge to Mamaku	" ..	" ..	48 4 11
	155	Maniatutu	" ..	" ..	99 19 6
	156	Mataorie to Whakatane—Nukuhou Road	Opotiki ..	" ..	66 15 11
	157	Ngamuawahine	Tauranga ..	Tauranga ..	135 1 1
	158	Ngatira to Okoheriki Block	Piako ..	" ..	53 4 0
	159	Ngawaro to Te Puke	Rotorua & Tauranga ..	Bay of Plenty and Tauranga ..	638 6 2
	162	Opotiki to Gisborne (Rotorua District section)	Opotiki ..	Bay of Plenty ..	833 9 11
	163	Opouriao Valley Road to Wainui and Mataorie Landing	Whakatane ..	" ..	0 15 0
	164	Oruanui to Mokai	East Taupo ..	" ..	99 15 7
	165	Pakihi (Rotorua District section)	Opotiki ..	" ..	1,907 13 3
	166	Pikowai North	Whakatane ..	" ..	561 15 3
	167	Pikowai South	Rotorua and Whakatane ..	" ..	193 1 4
	168	Pongakawa to Lake Rotoehu	Rotorua & Tauranga ..	Bay of Plenty and Tauranga ..	32 14 5
	169	Pungarehu	Rotorua ..	Bay of Plenty ..	84 0 10
	170	Puwhenua	" ..	" ..	38 2 11
	171	Rangiuuru to Mangorewa Gorge	Rotorua & Tauranga ..	Bay of Plenty and Tauranga ..	49 7 11
	172	Ross Road	Whakatane ..	Bay of Plenty ..	252 0 9
	173	Rotongata to Hamurana	Rotorua ..	" ..	79 13 3
	174	Ruatuna to Ohiwa Landing	Opotiki ..	" ..	61 17 9
	176	Sladden Road	Whakatane ..	" ..	92 0 6
	177	Stanley Track	" ..	" ..	178 10 9
	178	Stanley Road to Opouriao, via Section 348, Waimana Parish	" ..	" ..	231 4 4
	179	Te Tumu	Tauranga ..	Tauranga ..	62 4 4
	180	Thompson Track	Tauranga and Piako ..	" ..	104 4 4
	181	Tutaetoko	Opotiki ..	Bay of Plenty ..	44 5 4
	182	Waiawa	" ..	" ..	89 15 9
	184	Waimana Gorge	Whakatane ..	" ..	174 3 2
	185	Waimana Gorge Deviation	" ..	" ..	113 2 1
	186	Waioeka Valley	Opotiki ..	" ..	361 19 1
	187	Waioetahi Valley	" ..	" ..	210 3 5
	188	Whataroa	Rotorua ..	" ..	22 19 0
	190	Whirinaki Valley	Rotorua & East Taupo ..	" ..	Cr. 92 18 7
	191	Whitikaui Block to Opotiki—Gisborne Road	Opotiki ..	" ..	79 6 0
	192	Supervision	" ..	" ..	422 12 8
		Total—Rotorua			£10,221 12 6
		HAWKE'S BAY ROAD DISTRICT—			
	193	Kowhai	Opotiki ..	Bay of Plenty ..	176 16 10
	194	Pakihi (Hawke's Bay District section)	" ..	" ..	478 8 4
	195	Philp Road	" ..	" ..	107 10 6
	196	Whinray Road	" ..	" ..	230 18 0
	197	Bushy Knoll Road	Cook ..	Gisborne ..	177 17 4
	198	Fraser Road (near Motu)	" ..	Bay of Plenty ..	507 12 4
	199	Gisborne to Wairoa (deviation, via Te Arai Valley)	" ..	Gisborne ..	591 12 5
	200	Hangaroa to Tahora (Steele's)	" ..	" ..	525 12 7
	201	Hangaroa to Waikaremoana	Cook and Wairoa ..	" ..	381 12 2
	202	Hikurangi S.D. (through Section 2, Block XV)	Waipapu ..	Bay of Plenty ..	148 9 9
	203	Mangapoike Valley (east end), (on account of £2,468)	Cook ..	Gisborne ..	576 6 6
	204	Mutuera	" ..	Gisborne and Bay of Plenty ..	290 11 7
	205	Neill Road	" ..	Bay of Plenty ..	540 9 10
	206	Oliver Road	" ..	" ..	191 2 8
	207	Tauwhareparae	" ..	" ..	175 15 4
	208	Tokanui	" ..	Gisborne ..	672 12 0
	209	Waipapu Inland (access to Section 1, Block I, Waingaromia)	Waipapu ..	Bay of Plenty ..	203 16 0
	210	Waikohu Valley	Cook ..	" ..	279 3 10
	211	Waimata to Waipapu Inland Road (Todd's)	" ..	" ..	241 15 2
	212	Waipiro to Mata	Waipapu ..	" ..	39 5 6
	213	Waitahaia	" ..	" ..	553 14 6
	214	Aruhutorongo	Wairoa ..	Gisborne ..	88 9 0
	215	Cook County Boundary to Mahia	" ..	" ..	86 12 6
	216	Frasertown to Mangapoike River	" ..	" ..	1,051 17 4
	217	Goodwin Road	" ..	" ..	96 6 6
	218	Kakariki	" ..	" ..	111 16 3
	219	Kaweka	Hawke's Bay ..	Hawke's Bay ..	13 11 0
	220	Makahu	" ..	" ..	141 13 0
	221	Mangaone	Wairoa ..	Gisborne ..	369 8 4
	222	Mangapahi	" ..	" ..	479 5 3
	223	Mangarewarewa	" ..	" ..	111 4 0
	224	Maraenui	" ..	" ..	33 18 0
	225	Ohikaka	" ..	" ..	94 9 2

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, 1909.
112	BACKBLOCKS ROADS, ETC.—continued.				£ s. d.
	HAWKE'S BAY ROAD DISTRICT—continued.				
	227	Omahanui to Whataroa	Wairoa ..	Gisborne ..	42 4 6
	228	Opoiti to Mangapoike	" ..	" ..	616 10 5
	229	Orewha	" ..	" ..	228 18 4
	230	Richmond Road	Hawke's Bay ..	Hawke's Bay ..	52 9 0
	232	Ruakituri Valley	Cook and Wairoa ..	Gisborne ..	707 11 6
	233	Tabaenui	Wairoa ..	" ..	87 3 6
	234	Waikaremoana Survey District (access to Run 79)	" ..	" ..	3 4 0
	235	Makaretu Survey District (access to Section 2, Block V)	Waipawa ..	Waipawa ..	96 3 7
	236	Makotuku to Matamau	Dannevirke ..	" ..	396 1 5
	237	Mangamaire	" ..	Pahiatua ..	121 9 3
	238	Mangapuaka	" ..	" ..	130 11 10
	239	Mangapuaka to Mangahe	" ..	" ..	199 8 0
	240	Maunga Road (extension towards Otanga)	" ..	Waipawa ..	162 8 0
	241	Te Uri bridges	" ..	Pahiatua ..	378 2 7
	242	Te Uri Road	" ..	" ..	199 13 2
	243	Birch Road	Weber & Patangata ..	" ..	135 0 11
	244	Supervision	" ..	" ..	569 18 11
	Total—Hawke's Bay				£13 896 12 5
	TARANAKI ROAD DISTRICT.				
	245	Harvey	Waitomo ..	Taumarunui ..	540 6 1
	246	Kiwi	Clifton ..	" ..	428 18 0
	247	Mangapapa	" ..	" ..	67 8 7
	248	Mangatoro	" ..	" ..	111 18 11
	249	Mataui Township to Mangapapa Road ..	Clifton & Stratford ..	Stratford ..	1,106 1 11
	250	Mataui Township to Tarawai	Clifton ..	" ..	740 1 7
	251	Mohakatino Valley	" ..	Taumarunui ..	74 0 4
	252	Moki	" ..	" ..	1,613 14 11
	253	Ngatoto	" ..	Stratford ..	110 17 9
	254	Ohura River Bridge (Kururau)	Waitomo ..	Taumarunui ..	510 13 2
	255	Otuiti	" ..	" ..	222 10 9
	256	Papakino	Clifton ..	" ..	99 16 0
	257	Pita	" ..	Stratford ..	50 0 0
	258	Puhi	Waitomo ..	Taumarunui ..	49 19 4
	259	Pukemahoe	Clifton ..	Stratford ..	74 19 6
	260	Rerekapa	" ..	Taumarunui ..	145 11 1
	261	Rerekino	" ..	" ..	95 17 6
	262	Tangarakau River Bridge (top crossing)	Waitomo ..	" ..	306 2 7
	263	Tangitu	Clifton ..	" ..	70 16 0
	264	Tokirima Road to Harvey Road (Ohura Deviation)	Waitomo ..	" ..	831 2 1
	265	Tokirima (Kaikara Road to Maraekowhai Block) ..	" ..	" ..	58 16 9
	266	Tokirima Road to Wanganui River	" ..	" ..	938 7 3
	267	Tongaporutu to Mangaroa (west of Waiaraia Range)	Clifton ..	" ..	1,746 7 7
	268	Tongaporutu River Bridge (Mangatawa)	" ..	" ..	455 0 2
	269	Tooi	" ..	" ..	44 0 0
	270	Turoto	Waitomo ..	" ..	97 0 0
	271	Waitaanga North	" ..	" ..	134 14 4
	272	Waitaanga South	Clifton ..	" ..	125 19 5
	273	Waitara River Bridge (Rerekino Road)	" ..	" ..	1 15 0
	274	Waitara Valley (Tangitu Road to Mangare Road) ..	" ..	Stratford ..	122 9 2
	275	Carrington	Taranaki & Egmont ..	Taranaki ..	747 3 0
	276	Okahu (Ngariki Road to Newall Road) ..	Egmont ..	Egmont ..	424 0 2
	277	Tangahoe (Whareroa to Rehu Village) ..	Hawera and Eltham ..	" ..	1,059 2 4
	278	Wiremu (Ngariki Road to Ihaha Road) ..	Egmont ..	" ..	142 7 4
	279	Ahoroa	Patea ..	Patea ..	520 0 11
	280	Arnold Road	Whangamomona ..	Stratford ..	99 18 11
	281	Autawa	Stratford ..	" ..	71 12 7
	282	Epero	Eltham ..	Egmont ..	176 13 8
	283	Heao	Stratford ..	Stratford ..	7 9 0
	284	Koane	Eltham ..	Egmont ..	117 12 0
	285	Kohi	Whangamomona ..	Stratford ..	468 15 5
	286	Maben	Hawera and Patea ..	Egmont and Patea ..	866 18 10
	287	Mangaopapa (Junction Road to Mohakau Road)	Clifton and Stratford ..	Stratford ..	2,324 15 4
	288	Mangaowata	Whangamomona ..	" ..	288 10 7
	289	Mangare	Whangamomona and Clifton ..	" ..	1,509 10 2
	290	Marco	Whangamomona ..	" ..	720 9 8
	291	Moeawatea Valley	Patea and Eltham ..	Patea ..	643 6 5
	292	Moeawatea Road (Upper)	Eltham ..	Egmont ..	87 19 0
	293	Mount Humphries Road	Stratford ..	Stratford ..	21 8 5
	294	Ohura (south of Paoraie)	Stratford, Whangamomona, and Waitomo ..	Stratford and Taumarunui ..	2,628 3 7
	295	Okara	Whangamomona ..	Stratford ..	553 18 0
	296	Okotuku	Patea ..	Patea ..	524 19 4
	297	Poarangi	Stratford ..	Stratford ..	28 0 0
	298	Putikituna	Whangamomona ..	" ..	6 16 0
	299	Rawhitiroa	Eltham ..	Egmont ..	2,359 0 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, 1909.
		BACKBLOCKS ROADS, ETC.— <i>continued.</i>			£ s. d.
112		TARANAKI ROAD DISTRICT— <i>continued.</i>			
300		Kimuputa	Stratford and Clifton	Stratford ..	7 6 0
301		Rotorangi	Patea ..	Patea ..	49 13 0
302		Tahunaroa to Tirohanga	Whangamomona ..	Stratford ..	107 1 9
303		Tangarakau Valley Road	" ..	" ..	239 18 3
304		Tututawa	Stratford ..	" ..	88 10 2
305		Vera	Whangamomona ..	" ..	119 12 0
306		Waitotara Valley Road	Patea ..	Patea ..	80 9 10
307		Weraweraonga	" ..	" ..	215 7 2
308		Whangamomona River Bridge (Tahunaroa)	Whangamomona ..	Stratford ..	496 15 10
309		Whangamomona to Wanganui River	" ..	" ..	3,010 10 6
310		Whenuakura River Bridge	Hawera ..	Egmont ..	505 10 3
311		Whenuakura Valley	Eltham and Hawera ..	" ..	156 15 3
312		Supervision	" ..	" ..	1,139 15 9
		Total—Taranaki			£33,591 2 9
		WANGANUI ROAD DISTRICT—			
313		Hikimutu	West Taupo ..	Taumarunui ..	200 0 0
314		Kawautahi	West Taupo and Waimarino ..	" ..	500 0 0
315		Makokomiko	West Taupo ..	" ..	196 4 7
316		Owhango	" ..	" ..	172 2 10
317		Te Maire	" ..	" ..	150 2 10
318		Wanganui Valley Road	" ..	" ..	749 14 11
319		Ahu Ahu	Waitotara ..	Patea ..	1,098 6 7
320		Ameku	Waimarino ..	Taumarunui ..	63 15 8
321		Hair Road	Wanganui ..	Rangitikei ..	34 3 6
322		Hoibenga	Waimarino ..	Taumarunui ..	151 12 10
323		Horopito	" ..	" ..	431 2 1
324		Hukaroa	" ..	" ..	116 4 9
325		Kaimatawi	Wanganui ..	Rangitikei ..	314 3 5
326		Kaitieke Road	Waimarino ..	Taumarunui ..	832 17 9
327		Karetu	Rangitikei ..	Rangitikei ..	366 16 1
328		Karioi to Rangiwaea	Waimarino ..	Taumarunui ..	600 0 0
329		Karioi to Waitangi	" ..	" ..	939 19 9
330		Kauaekeke	Rangitikei ..	Rangitikei ..	152 15 6
331		Kaweka	" ..	" ..	246 0 6
332		Kokakoriki to Retaruke	Waimarino ..	Taumarunui ..	100 0 0
333		Mangaetoroa	" ..	" ..	250 0 0
334		Mangahouhou	" ..	" ..	99 4 0
335		Mangahowhi	Wanganui ..	Rangitikei ..	394 6 7
336		Mangamahoe	Rangitikei ..	" ..	122 14 7
337		Mangamaire Bridge	Waimarino ..	Taumarunui ..	178 11 1
338		Manganui-o-te-ao	" ..	" ..	369 16 4
339		Mangaohutu	" ..	" ..	196 9 10
340		Mangaturuturu	" ..	" ..	127 8 1
341		Mason's to Parapara	Wanganui and Waimarino ..	Rangitikei ..	2,241 11 3
342		Mataiaponga	Rangitikei ..	" ..	165 11 8
343		Mataroa to Mangaweka	" ..	" ..	365 12 0
344		Middle Road	Waimarino ..	Taumarunui ..	195 0 3
345		Motete	" ..	" ..	571 6 7
346		Motu	Wanganui ..	Rangitikei ..	35 8 6
347		Namunui	Rangitikei ..	" ..	192 0 2
348		Oio	Waimarino and West Taupo ..	Taumarunui ..	602 18 0
349		Otautu	Waimarino ..	" ..	220 11 6
351		Parapara to Karioi	" ..	Taumarunui and Rangitikei ..	143 2 9
352		Parapara to Raetihi (on account of £2,367)	" ..	Taumarunui ..	2,487 14 6
353		Patua	" ..	" ..	191 10 5
354		Pehu	" ..	" ..	234 12 9
356		Pitangi	Wanganui ..	Rangitikei ..	384 13 3
357		Pukeatua	Waimarino ..	Taumarunui ..	48 14 8
358		Pukekaha	" ..	" ..	356 17 10
359		Raetihi to Ohura	" ..	" ..	567 4 0
360		Rangitatau East	Waitotara ..	Patea ..	900 0 0
361		Ratamaire	Waimarino ..	Taumarunui ..	491 15 7
362		Raupiu	Wanganui ..	Rangitikei ..	143 19 9
363		Retaruke River Bridge	Waimarino ..	Taumarunui ..	40 0 0
364		Retaruke Valley	" ..	" ..	377 4 7
365		Retaruke Valley (Upper)	" ..	" ..	583 9 2
366		Taheke	Rangitikei ..	Rangitikei ..	139 12 7
367		Taihape to Otuairei	" ..	" ..	856 7 6
368		Te Komai	Wanganui ..	" ..	744 4 1
369		Te Rata	Waimarino ..	Taumarunui ..	90 8 0
370		Te Tuhi	Waitotara ..	Patea ..	0 4 0
371		Turakina Valley	Rangitikei ..	Rangitikei ..	1,295 9 11
372		Tutupapa	" ..	" ..	213 18 7
373		Upokonui	Wanganui ..	" ..	642 16 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, 1909.
		BACKLOCKS ROADS, ETC.— <i>continued.</i>			£ s. d.
112	374	WANGANUI ROAD DISTRICT— <i>continued.</i>			426 11 7
	375	Waiaruhe	Wanganui ..	Rangitikei ..	100 0 0
	376	Waimarino to Retaruke	Waimarino ..	Taumarunui ..	658 0 6
	377	Wanganui River Road	Wanganui ..	Rangitikei ..	189 17 1
	378	Omata	Patea ..	Patea ..	200 0 0
	379	Ridge Road	" ..	" ..	741 2 1
		Supervision	" ..	" ..	
		Total—Wanganui			£27,094 5 8
		WELLINGTON ROAD DISTRICT.			
	380	Aputa	Kiwitea ..	Rangitikei ..	336 6 4
	381	Conspicuous Road	" ..	Oroua ..	369 18 3
	382	Kew	" ..	Rangitikei ..	472 7 7
	383	Mangatohu	" ..	" ..	504 14 3
	384	Mangoira	" ..	Oroua ..	318 16 10
	385	Pourangaki	" ..	Rangitikei ..	151 12 0
	386	Titirangi	" ..	" ..	970 12 5
	387	Umutoi	Kiwitea & Pohangina ..	Oroua ..	174 3 2
	388	Central Road (Hall Block)	Pahiatua ..	Pahiatua ..	344 15 9
	389	Cross Road (Hall Survey District)	" ..	" ..	884 6 6
	390	Kawakawa	Akitio ..	" ..	109 1 0
	391	Makoura	Akitio & Masterton ..	Masterton and Pahiatua ..	164 10 11
	392	Marainauga	Akitio ..	Pahiatua ..	190 15 7
	393	Pakowai (Anderson s, towards Tinui—Pakowai Road)	" ..	Wairarapa ..	154 10 2
	394	Piper Road	Pahiatua ..	Pahiatua ..	994 8 6
	395	Range Road	Akitio ..	" ..	304 14 6
	396	Range Road (South)	" ..	" ..	93 19 4
	397	Spur Road	" ..	" ..	813 8 9
	398	Sugar-loaf Road	" ..	" ..	471 11 4
	399	Waewaepa	Pahiatua ..	" ..	204 17 4
	400	Waihoki Valley	Akitio ..	Masterton and Pahiatua ..	678 7 8
	401	Waiowaka	" ..	Pahiatua ..	620 0 0
	402	Saunders Road	Masterton ..	Masterton ..	322 5 6
	403	Craigie-lea	Wairarapa South ..	Wairarapa ..	419 10 9
	404	McRae Road	Masterton ..	" ..	389 3 7
	405	Te Awaitei	Featherston ..	" ..	150 0 0
	406	Waikaraka	Masterton ..	" ..	291 12 4
	407	White Rock	Featherston ..	" ..	175 15 0
	410	Moonshine to Upper Hutt	Hutt ..	Otaki ..	200 0 0
	411	Moonshine to Wainui	" ..	" ..	145 14 8
	412	Otaki Gorge Road	Horowhenua ..	" ..	200 0 0
	413	Waikanae to Upper Hutt	Hutt ..	Otaki and Hutt ..	134 14 9
	415	Cottle Road (extension)	" ..	Otaki ..	98 15 3
	416	Mungaroa to Upper Hutt	" ..	Hutt ..	359 12 1
	417	Supervision	" ..	" ..	753 13 2
		Total—Wellington			£12,968 15 3
		NELSON ROAD DISTRICT—			
	419	Maungatapu	Waimea ..	Nelson ..	225 0 0
	420	Alexander Bluff Road	" ..	Motueka ..	719 4 7
	421	Bank Road (Tophouse)	" ..	" ..	183 2 6
	422	Handcock's to Wainui	Takaka ..	" ..	96 10 0
	424	Lee Valley	Waimea ..	" ..	100 0 0
	425	Little Wanganui River Bridge	Buller ..	" ..	8 10 6
	426	Manu to Hope Junction	Waimea ..	" ..	597 16 1
	427	Matakitaki (Upper) to Maruia Saddle	Inangahua ..	Buller ..	250 0 0
	428	Matakitaki to Horse Terrace	" ..	" ..	543 15 9
	429	Matiri River Road	" ..	" ..	350 8 10
	430	Mokihinui to Little Wanganui	Buller ..	Motueka ..	1,997 15 8
	431	Mokihinui River Bridge	" ..	Motueka and Buller ..	12 13 6
	433	Otumahapa to Karamea Bridge (road deviation)	" ..	Motueka ..	174 17 11
	434	Owen Junction to Murchison Creek	Inangahua ..	Buller ..	190 11 0
	435	Rainy River Road	Waimea ..	Motueka ..	57 2 6
	436	Rainy River to Big Bush	" ..	" ..	552 14 8
	437	Slippery Creek to Sherry Valley	" ..	" ..	161 1 5
	439	Wainui to Awaroa	Takaka ..	" ..	5 0 0
	440	Wangapeka Settlement (Sherry Road)	Waimea ..	" ..	2 10 0
	441	Brown Creek Road	Inangahua ..	Buller ..	147 7 6
	442	Glengarry	" ..	" ..	6 5 0
	443	Glenroy to Maruia	" ..	" ..	1,286 8 7
	444	Horse-shoe Road (Maruia Plains)	Buller ..	" ..	4 3 0
	445	Inangahua Landing to Coal Creek	Inangahua ..	" ..	325 10 9
	446	Maruia Valley	" ..	" ..	516 6 2
	447	Utopia	Buller ..	" ..	53 12 0
	448	Supervision	" ..	" ..	120 15 6
		Total—Nelson			£8,689 3 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, 1909.
		BACKBLOCKS ROADS, ETC.—continued..			
112	450	MARLBOROUGH ROAD DISTRICT—			£ s. d.
	451	Elaine Bay to Harvey's Bay	Sounds ..	Nelson ..	87 2 11
	452	Fairy Bay to Nydia Bay	" ..	" ..	58 3 11
	453	Fairy Bay to Tawero Point	" ..	" ..	49 14 0
	454	Harvey's Bay to Nydia Bay	" ..	" ..	165 6 3
	455	Harvey's Bay to Tawero Point	" ..	" ..	116 2 7
	456	Maori Bay to Black Point	" ..	" ..	44 2 6
	457	Nydia Bay to Maori Bay	" ..	" ..	83 12 8
	458	Ronga Valley	Marlborough	" ..	39 16 0
	459	Anakoa to Manaroa	Sounds ..	" ..	74 16 6
	460	Anakiwi to Grove	" ..	Wairau ..	96 19 0
	461	Bartlett's Creek Road	Marlborough	" ..	255 5 0
	462	Crail Bay to Manaroa	Sounds ..	Nelson ..	55 13 4
	463	Crail Bay to South-east Bay	" ..	" ..	91 3 11
	464	Hakahaka to Opihi	" ..	Wairau ..	48 3 7
	465	Kaituna to Tuamarina	Marlborough	" ..	143 8 7
	466	Kenepuru to Anakoa	Sounds ..	Wairau and Nelson	47 15 0
	467	Kenepuru to Endeavour Inlet	" ..	" ..	100 0 0
	468	Mahakipawa to Double Bay	Sounds and Marlborough	Wairau ..	45 3 4
	470	Mahau Sound	Sounds ..	Nelson ..	1 16 0
	471	Ngakuta Bay to Opua	" ..	Wairau ..	58 0 0
	472	Ohinetaha to Te Mahia	" ..	Nelson ..	49 18 4
	473	Onahau to Anakiwi	" ..	Wairau ..	2 19 0
	474	Onahau Bay to Kenepuru Sound	" ..	Wairau and Nelson	840 1 8
	475	Port Underwood to Fighting Bay	" ..	Wairau ..	38 13 9
	476	Queen Charlotte Sound	" ..	" ..	50 8 0
	477	Resolution Bay to Endeavour Inlet	" ..	" ..	77 12 10
	478	Robin Hood Bay to Ocean Bay	" ..	" ..	2 15 0
	479	Rock Ferry to Bartlett's Creek	Marlborough	" ..	184 2 6
	480	Run 74 (Onamalutu)	" ..	" ..	241 10 10
	481	Skiddaw Run to Te Matau-a-Maui	Sounds ..	Nelson ..	33 15 6
	482	Skiddaw to Yncyca Bay	" ..	" ..	123 4 5
	483	Te Mahia to Portage Bay	" ..	" ..	94 13 4
	484	Te Matau to Wet Inlet	" ..	" ..	621 1 9
	485	Tophouse	Marlborough	Wairau ..	199 12 10
	486	Top Valley to Bartlett's Creek	" ..	" ..	434 17 4
	487	Tory Heads to Waikawa	Sounds ..	" ..	57 13 10
	488	Waitaria to Manaroa	" ..	Nelson ..	39 0 4
	489	Waitaria to Te Matau-a-Maui	" ..	" ..	79 5 7
	490	Whatamongo to Dffenbach	" ..	Wairau ..	60 3 3
	491	Whatamongo to Port Underwood	" ..	" ..	98 0 9
	492	White's Bay to Port Underwood	" ..	" ..	41 9 11
	493	White's Bay to Robin Hood Bay	" ..	" ..	22 7 8
	494	Puhipuhi	Kaikoura	Hurunui ..	1,821 4 5
	495	Run 105B (Kaitarua)	" ..	" ..	459 3 7
	496	Waipapa	" ..	" ..	299 9 6
	497	Supervision	" ..	" ..	306 11 5
		Total—Marlborough			£7,937 2 5
		WESTLAND ROAD DISTRICT.			
	500	Abaura to Haupiri	Grey ..	Grey ..	184 1 2
	501	Barrytown to Punakaiki	" ..	" ..	146 0 0
	502	Big River	" ..	" ..	190 0 0
	503	Cobden to Barrytown	" ..	" ..	300 0 0
	504	Cobden to Brighton	" ..	" ..	118 0 0
	505	Cobden to Runanga	" ..	" ..	106 0 0
	506	Grey Valley to Taramakau	" ..	Westland ..	298 18 6
	507	Hatters to Haupiri	" ..	" ..	317 0 0
	508	Kokiri to Moana	" ..	" ..	1,085 10 0
	509	Matthew Road	" ..	Grey ..	32 2 3
	510	Meagher's Creek to Sea-beach	" ..	" ..	132 0 0
	511	Punakaiki	" ..	" ..	243 0 0
	512	Rough River Track	" ..	" ..	81 0 0
	513	Seven-mile Road bridges	" ..	" ..	300 0 0
	514	Waipuna Bridge	" ..	Westland ..	192 18 3
	515	Arawata to Cascade	Westland	" ..	15 17 3
	516	Awatuna to Beach	" ..	" ..	50 0 0
	517	Big Bay	" ..	" ..	175 18 10
	518	Big Wanganui Flat	" ..	" ..	99 19 6
	519	Butement Road	" ..	" ..	31 5 6
	520	Butler Road	" ..	" ..	99 2 4
	521	Clear Creek Bridge	Grey ..	" ..	44 12 10
	522	Collyer's Creek Bridge	Westland	" ..	209 6 0
	523	Doughboy	" ..	" ..	398 7 6
	524	Evans Road	" ..	" ..	199 14 8
	525	Gibb Road	" ..	" ..	47 19 6
	526	Jacobs to Karangarua (Hunt Creek)	" ..	" ..	308 13 2
	527	Kokatahi (Upper) to Doughboy	" ..	" ..	154 13 10
	528	La Fontaine Road and Bridge	" ..	" ..	195 16 7
	529	Mahitahi to Bruce Bay (Paringa Landing)	" ..	" ..	191 4 2
	530	Maori River Bridge	" ..	" ..	843 17 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, 1909.
		BACKBLOCKS ROADS, ETC.— <i>continued.</i>			
		WESTLAND ROAD DISTRICT— <i>continued.</i>			£ s. d.
112	536	Mikonui to Bold Head	Westland	Westland	99 19 6
	538	Omoeroa to Waiho	"	"	650 12 0
	539	Ross to Kokatahi	"	"	482 18 0
	540	Slatey Creek Bridge	Grey	"	230 7 7
	541	Waikukupa Bridge	Westland	"	237 18 4
	542	Waitaha Settlement extension	"	"	40 0 0
	543	Wall Road	"	"	399 18 0
	544	Wataroa Flat	"	"	399 7 8
	545	Whale Creek Road	"	"	75 0 11
	546	Supervision	"	"	70 18 9
		Total—Westland			£8,980 0 0
		OTAGO ROAD DISTRICT.			
	549	Mount Nicholas to Greenstone	Lake	Wakatipu	0 12 8
	555	Andrews Road	Clutha	Clutha	99 19 10
	558	Cubitt Road	"	"	59 19 8
	560	Harrison Road	"	"	151 8 3
	561	Hay Road	"	"	249 18 9
	562	Hewson Road to Section 62, Block IV, Catlins	"	"	2 12 1
	563	Hinahina Creek Road	"	"	99 19 11
	564	McKenzie Road (Block VII, Glenomaru)	"	"	48 8 11
	566	Morris Saddle	"	"	90 8 0
	567	Ratanui to Whitehead	"	"	99 19 4
	568	Rimu (Block XV, Section 15)	"	"	149 19 3
	569	Walton Road	"	"	99 19 3
	570	Supervision	"	"	92 12 9
		Total—Otago			1,245 18 8
		SOUTHLAND ROAD DISTRICT.			
	573	Lillburn, Block II	Wallace	Wallace	62 5 0
	574	Longwood, Block XVI (Sections 3, 4, and 10 to 12)	"	"	105 16 0
	575	Longwood, Block XVIII (Sections 9 to 14 and 6 to 17)	"	"	73 5 9
	576	Matthew Road	Southland	"	130 19 6
	577	McLean Road (Longwood)	Wallace	"	61 8 9
	578	McRae Road (deviation)	"	"	216 19 0
	579	Waiau, Block X (Sections 130 to 138)	"	"	68 17 11
	580	Waiau, Block XI	"	"	91 8 3
	581	Braid Road	Southland	Clutha	94 10 0
	583	Crosbie Road	"	"	29 7 8
	584	Dermoddy Road	"	"	98 16 4
	585	Gallaher Road	"	"	91 0 4
	586	Gibb Road	"	Mataura	186 7 10
	587	Glenham Railway-station (road to)	"	Clutha	120 19 2
	588	Gregg Road (Otago)	"	"	21 7 4
	589	Hodgson Road (Kapuka)	"	Mataura	0 3 0
	590	Kidd Road	"	Clutha	57 1 4
	591	Killen Road (Oteramika)	"	Mataura	148 4 9
	593	Pascoe Road	"	Clutha	72 1 7
	595	Story Road (Venlaw)	"	Mataura	199 5 8
	596	Toe-toes, Block X (Sections 5 and 15)	"	Clutha	27 17 3
	597	Waikawa, Block I	"	"	60 5 0
	598	Waikawa to Wyndham Valley	"	"	100 0 0
	599	Wyndham Valley Road	"	"	195 11 7
	600	Black Road (Otago)	"	Awarua	199 16 0
	601	Brown's to Settlers' Reserve	"	"	111 18 6
	602	Cameron Road (Forest Hill)	"	"	173 16 1
	603	Hughes Road (Otago)	"	"	196 6 9
	604	Invercargill, Blocks IX and X	"	"	150 0 0
	605	Invercargill, Block XI (Sections 4 and 5)	"	"	49 7 0
	606	Invercargill, Block XV (Section 136)	"	"	55 11 11
	607	Invercargill, Blocks XXIII and XXIV (Duck Creek Road)	"	Mataura	319 17 0
	608	Invercargill, Blocks XXIII and XXIV (Finnerty Road)	"	"	249 17 10
	609	Kingswell Creek to Seaward Bush	"	Awarua	160 3 11
	611	Makarewa River Bridge (Grove Bush), (access road)	"	"	61 5 0
	612	Martin Road	"	"	157 14 3
	613	Mason Road (Seaward Bush)	"	"	40 7 2
	614	Massey's Tramway Road	"	"	272 4 6
	615	McAllister Road (Waimatua)	"	Mataura	99 0 10
	616	McKinnon Road and drain	"	Awarua	143 8 4
	617	Miro Road	"	Mataura	42 3 2
	618	Murphy Road (Tisbury)	"	Awarua	49 19 8
	619	One Tree Point to Waimatua	"	"	199 12 7
	620	Pays Road (Waimatua)	"	Mataura	99 16 7
	621	Settlers' Bush Reserve Road	"	Awarua	50 18 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, 1909.
		BACKBLOCKS ROADS, ETC.— <i>continued</i> .			
		SOUTHLAND ROAD DISTRICT— <i>continued</i> .			£ s. d.
112	622	Squeaker Road	Southland ..	Awarua ..	49 19 7
	623	Stewart Island roads	Stewart Island ..	" ..	134 11 6
	624	Taylor Gorge	Southland ..	" ..	188 0 10
	625	Turnbull Road	" ..	" ..	130 0 0
	626	Winton, Block VIII	" ..	" ..	216 5 2
	627	Wood Road, Campbelltown	" ..	" ..	63 16 10
	628	Supervision	" ..	" ..	191 0 4
		Total—Southland .. .. .	..	..	£6,170 19 1
		GENERAL—			
630		Engineering surveys .. .. .	..	..	165 7 0
		Vote No. 112—Total for 1908-9 .. .. .	..	..	£183,957 11 6
		TOURIST ROADS, ETC.			
		AUCKLAND ROAD DISTRICT—			
113	1	Wairua Bridge to Junction of rivers	Whangarei ..	Bay of Islands ..	81 14 0
	2	Waimauku to West Coast	Waitemata ..	Kaipara ..	480 0 0
	3	Pukekohe District (Ostrich Farm Road)	Manukau ..	Franklin ..	33 15 0
		Total—Auckland .. .. .	..	..	£595 9 0
		TE KUITI ROAD DISTRICT (NORTH)—			
4		Hangatiki to Waitomo	Waitomo ..	Taumarunui ..	£448 6 1
		ROTORUA ROAD DISTRICT—			
	5	Awahou to Hamurana	Rotorua ..	Bay of Plenty ..	84 13 11
	6	Bainbridge's Monument (road to)	" ..	" ..	10 16 0
	7	Echo Lake Geyser	" ..	" ..	143 3 2
	8	Galatea to Rangitaiki Falls	Whakatane ..	" ..	49 9 9
	10	Kakaramea Horse-track	Rotorua ..	" ..	47 19 9
	12	Murupara to Rangitaiki	East Taupo ..	" ..	11 10 0
	13	Murupara to Ruatahuna	East Taupo and Whakatane ..	" ..	193 3 0
	14	Okareka Lake to Tikitapu Lake	Rotorua ..	" ..	106 12 9
	16	Okere Falls	" ..	" ..	33 4 0
	18	Orakei Korako Road	East Taupo ..	" ..	112 18 0
	19	Oruanui to Wairakei	" ..	" ..	49 7 10
	20	Rototiti to Tarawera, via Okataina	Rotorua ..	" ..	306 18 10
	21	Rotokakahi Lake Road	" ..	" ..	63 1 6
	22	Rotorua to Ngongotaba Mount	" ..	" ..	127 9 0
	23	Rotorua to Taupo, via Waiotapu	Rotorua and East Taupo ..	" ..	348 19 6
	24	Rotorua to Wairoa	Rotorua ..	" ..	169 15 3
	26	Rotowhero to Murupara	Rotorua and East Taupo ..	" ..	78 5 3
	27	Ruatahuna to Waikaremoana	Whakatane ..	" ..	532 3 6
	29	Tauhara Mountain Track	East Taupo ..	" ..	56 7 10
	30	Taupo to Te Aratiatia Rapids, East and West	" ..	" ..	59 3 10
	31	Tikitere to Green Lake	Rotorua ..	" ..	34 3 0
	32	Tokaanu Wharf Road	East Taupo ..	Hawke's Bay ..	62 6 0
	33	Tokaanu to Waihi	East Taupo & West Taupo ..	" ..	117 0 9
	34	Waikato Bridge, Tokaanu	East Taupo ..	" ..	547 0 8
	36	Waimangu Geyser to Kakaramea	Rotorua ..	Bay of Plenty ..	143 9 6
	37	Waimangu to Lake Rotomahana	" ..	" ..	92 3 1
		Total—Rotorua .. .. .	..	..	£3,581 5 8
		HAWKE'S BAY ROAD DISTRICT—			
39		Taruarau River Bridge	Hawke's Bay ..	Hawke's Bay ..	493 5 5
40		Waikaremoana Accommodation-house Road	Wairoa ..	Gisborne ..	125 6 6
		Total—Hawke's Bay .. .. .	..	..	£618 11 11
		TARANAKI ROAD DISTRICT—			
41		Stratford House to Egmont House	Stratford & Taranaki ..	Stratford ..	35 7 0
42		Upper Egmont	Taranaki ..	" ..	211 19 5
43		Upper Pembroke	Stratford ..	Egmont & Stratford ..	276 19 8
44		Egmont House to Bell's Falls	Taranaki ..	Stratford & Taranaki ..	60 13 6
45		Rahotu House to Bell's Falls	" ..	Taranaki & Egmont ..	21 0 0
46		Dawson's Falls	Stratford ..	Egmont ..	73 17 0
47		Dawson's Falls House to Stratford House	" ..	" ..	47 16 11
		Total—Taranaki .. .. .	..	..	£727 13 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, 1909.
113	TOURIST ROADS, ETC.— <i>continued.</i>				
	WANGANUI ROAD DISTRICT—				
	49	Puketarata Bridge	East Taupo ..	Taumarunui and Hawke's Bay	£ s. d. 9 19 9
	50	Rotoaira to Waimarino	Waimarino, East Taupo, and West Taupo	Taumarunui ..	31 1 11
	51	Tongariro National Park	West Taupo & East Taupo	" ..	95 18 7
	52	Waiouru to Tokaanu	Waimarino and East Taupo	Taumarunui and Hawke's Bay	513 0 3
	53	Pipiriki to Purarato	Waimarino ..	Taumarunui ..	3 10 9
	54	Pipiriki to Raetihi	" ..	" ..	127 13 0
	55	Wanganui River Trust	Wanganui, Waimarino, Stratford, and Waitotara	Rangitikei, Patea, and Taumarunui	250 0 0
		Total—Wanganui .. ..	..	..	£1,031 4 3
	WELLINGTON ROAD DISTRICT—				
	56	Mount Holdsworth Track	Wairarapa South ..	Wairarapa ..	£20 0 0
	NELSON ROAD DISTRICT—				
	57	Hope Junction to Lake Rotoroa	Inangahua ..	Buller ..	1 16 0
	58	Owen Junction to Lake Rotoroa	" ..	" ..	263 10 5
	60	Maruia Hot Springs	" ..	" ..	65 11 8
		Total—Nelson .. ..	..	..	£330 18 1
	MARLBOROUGH ROAD DISTRICT—				
	62	Homewood Wharf	Sounds ..	Nelson ..	£2 19 0
	WESTLAND ROAD DISTRICT—				
	63	Coal Creek Falls	Grey ..	Grey ..	9 19 3
	64	Cobden Hill	" ..	" ..	9 18 0
	65	Haupiri River Foot-bridge	" ..	Westland ..	111 12 5
	66	Parorari Track	" ..	Grey ..	57 10 0
	67	Blue River Horse-bridge	Westland ..	Westland ..	194 8 0
	68	Copland Track	" ..	" ..	347 2 5
	69	Dorothy Falls Track	" ..	" ..	192 10 10
	70	Haast Pass	" ..	" ..	423 18 9
	72	Kanieri Lake Road	" ..	" ..	100 0 0
	73	Kokatahi to Hokitika Gorge	" ..	" ..	64 18 11
	74	Lake Kanieri Hut and Paddock	" ..	" ..	10 5 11
	77	Otira Wire Bridge	" ..	" ..	601 18 3
	79	South Westland Thermal Springs	" ..	" ..	1 0 3
	80	Toaroha Hot Springs	" ..	" ..	33 0 0
	81	Waiho Glacier Tracks	" ..	" ..	41 2 4
	82	Waiho River Foot-bridge	" ..	" ..	1 10 0
		Total—Westland .. ..	..	..	£2,200 15 4
	CANTERBURY ROAD DISTRICT—				
	86	Waiau Ferry to Hammer	Amuri ..	Hurunui ..	2,793 14 5
	87	Summit Road (Lyttelton)	Selwyn ..	Lyttelton & Riccarton	431 18 7
	89	Fairlie to Mount Cook (bridges)	Mackenzie ..	Geraldine ..	2,363 14 2
	91	Mount Cook and Glaciers	" ..	" ..	5 14 0
	92	Pukaki to Mount Cook	" ..	" ..	800 3 6
		Total—Canterbury .. ..	..	..	£6,395 4 8
	OTAGO ROAD DISTRICT—				
	93	Hawea Lake Tracks	Vincent ..	Wakatipu ..	61 6 0
	94	Arthur's Point to Skipper's	Lake ..	" ..	54 12 0
	95	Ben Lomond	" ..	" ..	299 19 0
	98	Kinloch to Routeburn	" ..	" ..	81 8 6
	100	Pembroke to head of Lake Wanaka	" ..	" ..	175 0 0
	101	Pembroke Wharf	" ..	" ..	50 0 0
	102	Rees River Road	" ..	" ..	104 15 1
	104	Routeburn Valley	" ..	" ..	60 9 0
	105	Tucker Beach Road	" ..	" ..	25 7 0
	106	Opito Blowhole (Woodlands District)	Clutha ..	Clutha ..	73 3 6
		Total—Otago .. ..	..	..	£986 0 1
	SOUTHLAND ROAD DISTRICT.				
	107	Glade House to Lake Wakatipu	Wallace and Lake ..	Wakatipu ..	359 0 7
	108	Te Anau to Milford Sound	" ..	Wakatipu and Wallace	88 11 6
	110	Clifden to Manapouri	Wallace ..	Wallace ..	500 0 0
	111	Hinitua Point Track	" ..	" ..	61 19 6
	112	Lake George Track	" ..	" ..	96 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, 1909.
113	TOURIST ROADS, ETC.— <i>continued</i> .				£ s. d.
	SOUTHLAND ROAD DISTRICT— <i>continued</i> .				
	117	Deep Bay to Ringa Ringa Road	Stewart Island ..	Awarua ..	100 0 0
	118	Harrold's Road	" ..	" ..	100 0 0
	119	Hick's Road	" ..	" ..	100 0 0
	120	Horse-shoe Bay Beach Road	" ..	" ..	42 2 2
	122	Stewart Island Main Road	" ..	" ..	100 0 0
		Total—Southland .. ..	..	..	£1,548 13 0
	GENERAL.				
	123	Miscellaneous works and services, including assistance towards the construction and repairs of roads, bridges, tracks, &c.	..	..	3 3 0
	124	Supervision .. ..	..	..	161 1 1
Total—General					£164 4 1
Vote No. 113—Total for 1908-9					£18,651 4 8
22	MAINTENANCE AND IMPROVEMENT OF ROADS.				
	AUCKLAND ROAD DISTRICT—				
	1	Great North Road (Awanui to Warkworth, via Hukerenui, Waipu, and Wellsford)	Mangonui, Whangaroa, Bay of Islands, Whangarei, Otamatea, and Rodney	Bay of Islands, Marsden, and Kaipara	2,751 14 6
	TE KUITI ROAD DISTRICT (SOUTH)—				
		Te Kuiti to Mokau	Waitomo & Awakino	Taumarunui ..	1,204 14 10
		Ohura (north of Paora)	Waitomo ..	" ..	545 11 5
		Total—Te Kuiti .. ..	..	..	£1,750 6 3
	ROTORUA ROAD DISTRICT—				
		Tauranga to Runanga	Tauranga, Rotorua, and East Taupo	Bay of Plenty, Tauranga, & Hawke's Bay	703 9 1
	HAWKE'S BAY ROAD DISTRICT—				
		Runanga to Pohue	Hawke's Bay and Wairoa	Gisborne & Hawke's Bay	846 0 8
	TARANAKI ROAD DISTRICT—				
		Mokau to Uruti	Clifton	Taumarunui ..	716 4 8
		Ohura (south of Paora)	Stratford and Clifton	Stratford and Taumarunui	1,667 12 7
		Total—Taranaki .. ..	..	..	£2,383 17 3
	WANGANUI ROAD DISTRICT—				
		Pipiriki to Waiouru	Waimarino ..	Taumarunui ..	3,120 5 0
	NELSON ROAD DISTRICT—				
		Belgrove to Westport to Reefton	Waimea, Inangahua, and Buller	Motueka and Buller	5,016 9 4
	CANTERBURY AND WESTLAND ROAD DISTRICTS—				
		Kumara to Springfield	Westland and Selwyn	Selwyn and Westland	*3,581 9 0
	WESTLAND ROAD DISTRICT—				
		Ross to Okarito and Fox River	Westland ..	Westland ..	212 10 3
Total—Vote No. 22					£20,366 1 4
131	ROADS TO OPEN UP CROWN LANDS.				
	AUCKLAND ROAD DISTRICT—				
	1	Kenana Block	Mangonui ..	Bay of Islands ..	7 5 2
	3	Kohumaru Block	" ..	" ..	387 8 6
	5	Opouteke Block	Hokianga ..	" ..	1,190 4 4
	9	Otukai Block	Mangonui ..	" ..	300 1 11
	11	Pakanae Block	Hokianga ..	" ..	11 12 5
	14	Pareokawa Block	" ..	" ..	1 15 0
	16	Raetea Block	Mangonui ..	" ..	130 10 2
	18	Rotokakahi Block	Hokianga ..	" ..	129 15 5
	19	Ruaoterei Block	Bay of Islands ..	" ..	8 7 6
	24	Waimatanui Block	Hokianga ..	" ..	631 8 5
	26	Waoku Block	" ..	" ..	84 13 9
	29	Mangakahia Block	Whangarei ..	Bay of Islands and Kaipara ..	281 15 3
	32	Waiotira Block	" ..	Marsden ..	150 5 10
	35	Tokatoka No. 1 Block (additional)	Otamatea ..	Kaipara ..	302 17 6

* Canterbury—net expenditure, £1,331 5s. 8d.; Westland—net expenditure, £2,250 3s. 4d.; total, £3,581 9s.

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, 1900.
		ROADS TO OPEN UP CROWN LANDS— <i>continued.</i>			£ s. d.
131	37	AUCKLAND ROAD DISTRICT— <i>continued.</i>			
	37	Kaimarama Block	Coromandel ..	Thames ..	129 0 0
	39	Roto Ngaro Block	Raglan ..	Franklin ..	181 14 2
	41	Mangawhara Block	Ohinemuri ..	Ohinemuri ..	151 18 11
	42	Waitoa Block .. .. .	.. .. .	.. .. .	854 16 7
	43	Te Akau Block	Raglan ..	Franklin ..	1,615 13 4
		Total—Auckland .. .. .	.. .. .	.. .. .	£6,551 4 2
		TE KUITI ROAD DISTRICT (NORTH)—			
	45	Kaimango Block	Kawhia ..	Taumarunui ..	7 8 5
	46	Kakepuku Block	Waitomo and West Taupo ..	Tauranga ..	649 2 1
	48	Kinohaku West Block	Awakino and Waitomo ..	Taumarunui ..	1,112 18 4
	49	Kinohaku West No. 2 Block	Kawhia ..	" ..	77 1 8
	55	Moeatoa Block	Awakino ..	" ..	25 14 10
	56	Ngutunui Block	Waitomo ..	" ..	110 15 4
	67	Te Pahu Block	Raglan ..	Waikato ..	9 3 8
	68	Te Pahi Block	Waitomo ..	Taumarunui ..	221 19 6
	71	Turoto Block	" ..	" ..	332 11 6
	72	Wharepungua Block	West Taupo ..	Tauranga ..	1,021 19 4
		Total—Te Kuiti (North) .. .. .	.. .. .	.. .. .	£3,568 14 8
		TE KUITI ROAD DISTRICT (SOUTH)—			
	73	Aorangi Block	Waitomo ..	Taumarunui ..	107 19 7
	74	Awakino Block	Awakino ..	" ..	165 13 4
	77	Kururau Block	Waitomo ..	" ..	45 1 1
	78	Mangapu Block	" ..	" ..	601 0 0
	79	Mangaroa Block	" ..	" ..	13 19 10
	80	Mokau—Ohura Block	" ..	" ..	3 10 9
	82	Otanake Special Settlement Block	" ..	" ..	244 3 9
	83	Otunui Block	" ..	" ..	2,473 6 11
	86	Puketiti Block	" ..	" ..	151 0 0
	89	Waikaka Block	" ..	" ..	51 8 9
	90	Wairere Block	" ..	" ..	3 0 6
	91	Waitangata Block	" ..	" ..	54 1 3
	92	Whareorino Block	Awakino ..	" ..	1,050 11 6
		Total—Te Kuiti (South) .. .. .	.. .. .	.. .. .	£4,964 17 3
		ROTORUA ROAD DISTRICT—			
	94	Kowaunui Block	Opotiki ..	Bay of Plenty ..	4 0 0
	95	Manawabe Block	Whakatane ..	" ..	897 7 0
	98	Oamaru No. 1 Block	Opotiki ..	" ..	1,210 11 7
	99	Oamaru No. 2 Block	" ..	" ..	837 4 6
	100	Oamaru No. 3 Block	" ..	" ..	6 17 5
	104	Tahora No. 2 North Block	" ..	" ..	1,943 16 7
	105	Waiawa Block	" ..	" ..	343 5 5
	108	Whitikaui Block	" ..	" ..	841 10 8
		Total—Rotorua .. .. .	.. .. .	.. .. .	£6,084 13 2
		HAWKE'S BAY ROAD DISTRICT—			
	110	Koranga Block	Cook ..	Bay of Plenty ..	807 16 6
	111	Moanui Block	" ..	" ..	303 19 6
	114	Tutamoe Block	" ..	" ..	975 11 3
	115	Waitahaia Block	Waiaapu ..	" ..	55 0 4
	118	Waipaoa Block	Wairoa ..	Gisborne ..	1,749 16 11
	122	Tamaki No. 1 Block	Dannevirke ..	Waipawa ..	1,646 19 3
		Total—Hawke's Bay .. .. .	.. .. .	.. .. .	£5,539 3 9
		TARANAKI ROAD DISTRICT—			
	123	Eao Block	Waitomo ..	Taumarunui ..	20 1 11
	124	Makino Block	Clifton ..	" ..	1,327 1 1
	125	Mangaowata Block	" ..	Taumarunui and Stratford ..	23 17 2
	127	Rerekapa—Moanataire Block	" ..	Taumarunui ..	124 19 10
	128	Tirangi Block	" ..	Stratford ..	1 13 6
	129	Kaitangiwhenua Special Settlement Block	Eltham ..	Egmont ..	38 11 8
	133	Taumata Block	Stratford ..	Stratford ..	623 13 4
		Total—Taranaki .. .. .	.. .. .	.. .. .	£2,159 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, 1909.
		ROADS TO OPEN UP CROWN LANDS—continued.			£ s. d.
131		WANGANUI ROAD DISTRICT—			
137		Hikimutu Block	West Taupo ..	Taumarunui ..	2,496 4 9
138		Kawautahi Block	West Taupo and Waimarino ..	" ..	1,168 13 0
139		Ahu Ahu Block	Waitotara ..	Patea ..	2,383 19 3
142		Kaitieke Block	Waimarino ..	Taumarunui ..	9 1 8
143		Kirikau Block	" ..	" ..	1,774 2 1
145		Ohakune Block	" ..	" ..	93 15 3
148		Retaruke Block	" ..	" ..	1,671 11 10
151		Ruatiti Block	" ..	" ..	1,552 7 5
152		South Kaitieke Block	" ..	" ..	1,591 10 7
153		Taonui—Maratua—Pukewhakapu Block	Wanganui ..	Rangitikei ..	53 8 4
154		Tupapanui Block	Waimarino ..	Taumarunui ..	388 13 10
		Total—Wanganui .. .. .	..	..	£13,133 8 0
		WELLINGTON ROAD DISTRICT—			
155		Awarua 1B Block	Rangitikei ..	Rangitikei ..	£2,804 9 1
		NELSON ROAD DISTRICT—			
157		Maungatapu Block	Waimea ..	Nelson ..	28 7 2
159		Big Bush Block	" ..	Motueka ..	184 14 0
160		Brewerton Block	" ..	" ..	0 16 10
161		Dart Block	" ..	" ..	272 0 5
162		Glenroy Block	Inangahua ..	Buller ..	335 14 11
165		Kongahu Block	Buller ..	Motueka ..	580 18 11
166		Lee River Block	Waimea ..	" ..	313 15 9
170		Matiri Block	Inangahua ..	Buller ..	401 6 0
171		Matiri East Block	" ..	" ..	97 16 9
172		Mokihinui Block	Buller ..	Motueka ..	683 16 7
173		Mount Arthur No. 2 Block	Takaka ..	" ..	664 9 11
175		Oparara Block	Buller ..	" ..	21 0 0
176		Otumahana Block	" ..	" ..	109 0 4
177		Owen Block	Inangahua ..	Buller ..	61 12 2
178		Rainy River Block	Waimea ..	Motueka ..	165 14 5
183		Upper Aorere Block	Collingwood ..	" ..	31 4 1
184		Wairoa Forks Block	Waimea ..	" ..	376 3 7
186		Brighton Block	Buller ..	" ..	130 3 3
187		Inangahua Block	Inangahua ..	" ..	7 18 0
188		Inangahua Junction Block	" ..	" ..	278 5 10
190		Maruia Block	" ..	" ..	988 8 7
191		Maruia North Block	" ..	" ..	1,289 17 11
193		Mid Maruia Block	" ..	" ..	476 10 2
		Total—Nelson .. .. .	..	..	£7,449 15 7
		MARLBOROUGH ROAD DISTRICT—			
199		Rimu Gully Block	Marlborough ..	Nelson ..	310 4 5
200		Pine Valley Block	" ..	Wairau ..	2 4 8
		Total—Marlborough .. .. .	..	..	£312 9 1
		WESTLAND ROAD DISTRICT—			
201		Punakaiki Block	Grey ..	Grey ..	12 10 4
202		Bruce Bay Block	Westland ..	Westland ..	239 18 9
203		Mount Bonar Block	" ..	" ..	99 19 9
205		Wataroa Block	" ..	" ..	45 2 3
		Total—Westland .. .. .	..	..	£397 11 1
		SOUTHLAND ROAD DISTRICT—			
208		Alton No. 2 Block	Wallace ..	Wallace ..	247 19 6
210		Longwood Block	" ..	" ..	16 14 10
211		Oteramika Block	Southland ..	Mataura ..	15 7 8
212		Waikawa, Block II	" ..	Clutha ..	65 4 2
213		Waikawa No. 1 Block	" ..	" ..	187 7 5
214		Waikawa—Otago Extension Block	" ..	" ..	86 8 0
215		Lora Block	" ..	Awarua ..	64 10 6
216		Otapiri Block	" ..	" ..	1 15 0
217		Waimatua Block	" ..	Mataura ..	1,061 2 3
		Total—Southland .. .. .	..	..	£1,746 9 4
		Vote No. 131—Total for 1908-9 .. .. .	..	..	£54,712 13 8
		Votes 111, 112, 113, 22, and 131—Grand total for 1908-9 .. .. .	..	..	474,486 5 7
		Add expenditure for previous years .. .. .	..	..	*7,455,538 5 8
		Total expenditure to 31st March, 1909.. .. .	..	..	£7,930,024 11 3

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

TABLE No. 4—*continued*.
PUBLIC WORKS FUND.

ROADS ON GOLDFIELDS.

Vote No. 114.—Item No. 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

	£	s	d.
2. Roads to open up mineral lands	5,219	16	10
3. Compensation for injuries to employees, &c.	65	4	6
	315	1	0

AUCKLAND.

Whangarei County.

5. Parua Hall to Kauri Mount	100	0	0
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Coromandel County.

6. Awakanae-Shrimpton's	50	0	0
7. Bridles Point—Deepwater	150	0	0
9. Cabbage Bay—Cemetery Road	100	0	0
10. Cabbage Bay—Matamataharakeke	100	0	0
11. Cabbage Bay—Cape Colville...	650	0	0
12. Cabbage Bay—Port Jackson...	50	0	0
13. Coromandel—Cabbage Bay (inland)	100	0	0
14. Coromandel—Kuaotunu, <i>via</i> Matarangi	129	0	0
16. Coromandel—Whangapoua	100	0	0
17. Coromandel Wharf Road extension	100	0	0
20. Kaimarama Settlement Road	200	0	0
22. Kauris—Ecclestone's	140	0	0
23. Kauris—Mahakirau	700	0	0
25. Kikowhakarere—Cabbage Bay	220	0	0
26. Kuaotunu—Mercury Bay	100	0	0
27. Kuaotunu—Opito	50	0	0
28. Manaia—Waikawau	200	0	0
29. Mercury Bay—Tairua	100	0	0
30. Mercury Bay Wharf (repairs)	392	0	0
31. Mercury Bay—Whenuakite and Boat Harbour	50	0	0
34. Tairua—Whenuakite	100	0	0
36. Tiki—Kaimarama	50	0	0
37. Tiki—Manaia	100	0	0
38. Tiki—Te Koumo	210	0	0
39. Tokatea—Kennedy Bay	50	0	0
40. Waikawau—McLaughlin's	35	0	0
41. Whitianga—Gumtown	100	0	0
42. Whitianga—Kaimarama	68	0	0

Thames County.

43. Crosbie Settlement Road	50	0	0
45. Golden Belt Battery to Puketui	56	8	0
46. Hape Creek Road	100	0	0
47. Hikutaia—Whangamata "Wires" Track	220	9	0
48. Hikuwai—Tairua	175	5	0
49. Karaka Creek Road	50	0	0
51. Moanataiari Road	53	10	8
52. Neavesville—Broken Hills—Upper Landing	37	14	2
53. Neavesville Road (protection)	100	0	0
54. Neavesville Golden Belt Battery	245	13	0
55. Ohio Creek Road	50	0	0
57. Omaha—Whangamata	35	5	0
58. Otanui Track	50	0	0
59. Puketui—Hikuwai	250	0	0
60. Puriri—Neavesville	500	0	0
63. Tairua River Bridge	432	0	0
64. Tapu Creek Road	50	0	0
65. Tapu—Gumtown	187	0	0
67. Tararu Creek Road	50	0	0
68. Thames—Hikutaia	373	7	10
69. Thames—Waikawau	600	4	10
72. Waiotahi Road	50	0	0
74. Whangamata—Wentworth	51	0	0

TABLE No. 4—*continued.*
ROADS ON GOLDFIELDS—*continued.*
AUCKLAND—*continued.*

Thames Borough.

	£	s.	d.
75. Karaka Creek (clearing)	100	0	0

Ohinemuri County.

77. Abbot's Road, Waikino	41	7	0
78. Alpha Road, Huanui	43	0	0
79. Alpha Road, Waitekauri—Durbar Mine	250	0	0
80. Bridge Road, Karangahake	35	19	7
82. Collett's Track	50	0	0
83. Dominion Mine Road	18	0	0
84. Durbar Mine, Komata	110	0	0
86. Goldfields Track—Willows	96	19	6
87. Hikutaia—Maratoto	65	0	0
88. Hikutaia—Paeroa	193	1	11
89. Hikutaia—Waihi	51	7	5
90. Hill Road, Karangahake	100	0	0
91. Horn Level Road	75	0	0
92. Hununga Road	41	0	0
93. Jubilee Low-level Road	75	0	0
94. Jubilee Road, Maoriland Mine	100	0	0
95. Karangahake Reservoir Track	50	0	0
97. Komata Creek Road	66	7	0
98. Komata—Thames	400	0	0
100. Mangakino Track	50	0	0
101. Maratoto Road	317	0	0
102. Netherton Road	150	0	0
104. Old Tauranga Road	47	0	0
105. Paeroa—Hikutaia—Robinson's	115	0	0
106. Paeroa—Te Aroha	32	0	0
107. Paeroa—Waitoa	100	0	0
109. Rahu Road	150	12	6
110. Rotokohu Road	184	0	0
111. Seddon—Waikino	87	0	0
112. Seddon Street Waikino—Waitekauri	536	11	8
113. Te Aroha Main Road	200	0	0
114. Te Aroha Road	100	0	0
117. Waitawheta Crossing Bridge	631	0	0
118. Waitawheta Road	247	0	0
119. Waitawheta Road Deviation	101	0	0
120. Waitawheta—Waihi Road	100	0	0
122. Waitekauri—Golden Cross	20	0	0

£13,392 4 7

NELSON.

Collingwood County.

129. Aorere Bridge (£1 for £1)	2,256	0	0
130. Aorere—Parapara	230	0	0
132. Collingwood—Parapara	150	0	0
133. Ferntown—Pakawau	300	0	0
134. Mangarakau Bridge and approaches	50	0	0
135. Pakawau—Mangarakau	200	0	0
136. Pakawau—Puponga	300	0	0
137. Pakawau—Tamatea	50	0	0
139. Takaka—Collingwood Inland Road	391	18	11

Takaka County.

142. Anatoki—Coles	100	0	0
143. Anatoki Track	60	0	0
144. Bubu Bridge	50	0	0
146. Go-ahead Creek Bridge	41	11	10
147. Kill Devil—Waingaro Diggings	100	0	0
148. Long Plain Road	100	0	0
150. Takaka—Collingwood Inland Road	88	1	6
152. Upper Anatoki Track	400	0	0

Waimea County.

153. Aniseed Valley Road	191	18	8
157. Motueka Valley to Wangapeka	40	0	0
161. Thorpe—Baton	45	0	0

TABLE No. 4—*continued.*
ROADS ON GOLDFIELDS—*continued.*

NELSON—*continued.**Buller County.*

	£	s.	d.
164. Brighton—Grey County Boundary	150	0	0
165. Britannia Mine Road	200	0	0
166. Bullock Creek Road	200	0	0
167. Burnett's Face—Coalbrookdale	175	0	0
168. Channel Fleet—Mackley's Bridge	500	0	0
169. Charleston—Four-mile	175	0	0
170. Denniston Hill Road	81	7	2
171. Denniston—Burnett's Face	150	0	0
173. Fairdown—Sergeant's Hill	200	0	0
174. Fairdown—Waimangaroa	175	0	0
175. Four-mile—Brighton	225	0	0
178. Karamea Mud-flat	100	0	0
180. Lyell—Alpine Mine (widening)	150	0	0
182. McFadden's—Gillow's	100	0	0
183. Mears's Road	75	0	0
185. Millerton Road (widening)	400	0	0
186. Millerton Township Streets	150	0	0
187. Mokihinui end of Westport Road	250	0	0
189. Mokihinui—Little Wanganui	1,473	7	8
192. Mount Radiant Track	775	0	0
194. New Fedderson Dredge Road	75	0	0
198. Seddonville Colliery—Township	175	0	0
199. Seddonville Road	175	0	0
200. Seddonville—Mokihinui Mine Road	50	0	0
203. Waimangaroa—Birchfield	100	0	0
204. Waimangaroa—Granity	200	0	0
205. Welshman's Bridge—Husband's	125	0	0
206. Westport—Mokihinui	150	0	0

Inangahua County.

209. Blackwater Creek	2,857	4	11
210. Blackwater—Big River	131	0	6
214. Devil's Creek Bridge	150	0	0
216. Horse Terrace Bridge	175	12	5
217. Horse Terrace—Hunter's	134	12	0
218. Inangahua Bridge	508	6	9
224. Maruia—Glenroy	309	12	0
225. Murray Creek Road	385	6	5
226. Progress Junction—Globe Hill	69	7	7
227. Progress Junction—Slab Hutt Creek	111	0	2
228. Rappahannoc Bridge	8	19	10
230. Six-mile Creek Bridge	100	0	0
231. Specimen Hill Road	95	4	6
232. Upper Blackwater Pack-track	197	13	0

£17,133 6 6

WESTLAND.

Grey County.

234. Ahaura—Moonlight—Shellback	100	0	0
236. Blackball—Healey's Gully	300	0	0
237. Blackball—Paparoa	400	0	0
238. Cobden—Brighton	110	0	0
239. Deadman's Creek Prospecting Track	100	0	0
241. Grey—Barrytown Road—Runanga	200	0	0
242. Maori Creek—Maori Gully	80	0	0
243. Moonlight—Blackball	375	0	0
244. Payne's Gully Track	100	0	0
247. Seven-mile—McLean's	200	0	0
248. Seven-mile—Nine-mile Bluff	175	0	0
249. Seven-mile—Point Elizabeth Colliery	250	0	0
251. Upper Moonlight Prospecting Track	75	0	0

Brunner Borough.

253. Brunner—Blackball	292	15	6
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TABLE No. 4—*continued.*
ROADS ON GOLDFIELDS—*continued.*
WESTLAND—*continued.*

<i>Westland County.</i>							£	s.	d.
240. Fourth and Hatters Terrace ...	...	...	...	...	...	...	85	0	0
254. Adair's Road ...	...	...	...	...	...	...	267	10	0
255. Back Creek Road ...	...	...	...	...	...	...	180	0	0
256. Big Dam Track ...	...	...	...	...	...	...	85	0	0
257. Bullock Creek Track ...	...	...	...	...	...	...	100	0	0
258. Hunt's Creek Bridge ...	...	...	...	...	...	...	165	0	0
259. Kanieri Bridge ...	...	...	...	...	...	...	201	18	7
260. Kanieri Forks—Greeks ...	...	...	...	...	...	...	175	0	0
261. Kapitea Bridge ...	...	...	...	...	...	...	38	19	8
262. Larrikins—Great Westland Road ...	...	...	...	...	...	...	270	0	0
263. Larrikins—Loop-line (widening) ...	...	...	...	...	...	...	190	0	0
264. Larrikins—Main Road ...	...	...	...	...	...	...	185	0	0
265. Mount Hercules Deviation ...	...	...	...	...	...	...	156	4	0
266. Okarito—Forks Road ...	...	...	...	...	...	...	10	0	0
267. Reefton—Hokitika—Ross Road ...	...	...	...	...	...	...	2,273	14	10
269. Seddon Terrace Track Extension ...	...	...	...	...	...	...	80	0	0
270. Taipo—Seven-mile ...	...	...	...	...	...	...	150	0	0
271. Taipo Prospecting Track ...	...	...	...	...	...	...	155	0	0
272. Totara Road ...	...	...	...	...	...	...	165	0	0
273. Westland Reefs Prospecting Track ...	...	...	...	...	...	...	55	0	0
274. Wilberforce—Westland Reefs ...	...	...	...	...	...	...	1,506	8	9
<i>Ross Borough.</i>									
275. Donoghue's Road ...	...	...	...	...	...	...	110	0	0
							<u>£9,362</u>	<u>11</u>	<u>4</u>
<i>OTAGO.</i>									
<i>Tuapeka County.</i>									
278. Waipori—Waitahuna ...	...	...	...	...	...	...	100	0	0
<i>Vincent County.</i>									
282. Clyde Bridge ...	...	...	...	...	...	...	342	16	6
283. Cromwell—Nevis ...	...	...	...	...	...	...	100	0	0
<i>Lake County.</i>									
288. Arrowtown—Macetown ...	...	...	...	...	...	...	200	0	0
291. Gentle Annie Bridge ...	...	...	...	...	...	...	300	0	0
293. Queenstown—Gentle Annie ...	...	...	...	...	...	...	188	0	0
295. Shotover—Valley Road ...	...	...	...	...	...	...	200	0	0
							<u>£1,430</u>	<u>16</u>	<u>6</u>
<i>SOUTHLAND.</i>									
<i>Wallace County.</i>									
299. Colac—Round Hill ...	...	...	...	...	...	...	7	13	0
<i>Southland County.</i>									
301. Garvey Burn Bridge ...	...	...	...	...	...	...	100	0	0
303. Parawai—Cameron's—Nokomai ...	...	...	...	...	...	...	100	0	0
<i>Fiord County.</i>									
307. Orepuki—Preservation Inlet Road ...	...	...	...	...	...	...	97	12	0
<i>Stewart Island County.</i>									
308. Stewart Island roads ...	...	...	...	...	...	...	150	0	0
							<u>£455</u>	<u>5</u>	<u>0</u>
Expenditure for year ended 31st March, 1909 ...							47,374	6	3
Expenditure for previous years. ...							781,449	2	11
Total expenditure to 31st March, 1909, on Roads on Goldfields ...							<u>£828,823</u>	<u>9</u>	<u>2</u>

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1909, 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, 1870-1908.		Grants, Subsidies, 1870-1908.		Survey and Construction, 1908-1909.		Grants, Subsidies, 1908-1909.		Totals.				Authorities on Grants, Subsidies.		Contracts.		Totals.	
	£	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
Tairua Water-race ..	..	..	34 5 4	..	..	..	..	..	..	..	..	..	..	..	..	..	34 5 4
Compensation, Thames Water-race ..	..	..	1,250 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	1,250 0 0
R. Kelly's water-race, Mata ..	..	..	40 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	40 0 0
Kuaotunu Sludge-channel ..	..	..	230 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	230 0 0
Drain, Te Aroha West ..	..	..	61 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	61 0 0
NORTH ISLAND.																		
AUCKLAND PROVINCIAL DISTRICT—																		
Thames ..	80,708	19 3	1,615 5 4	..	..	..	..	..	..	..	..	..	..	..	..	..	82,324 4 7
MIDDLE ISLAND.																		
WESTLAND PROVINCIAL DISTRICT—																		
Subsidies—																		
Hohou ..	3 7 0	1,955 12 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,958 19 1
Hibernian ..	12 5 8	1,992 14 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,005 0 4
New River ..	21 5 0	3,496 0 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,517 5 3
Kanieri ..	1 5 6	10,310 18 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,312 3 10
Rimu Drainage-tunnel ..	191 19 6	32 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	226 19 6
Ross Sludge-channel ..	..	1,554 10 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,554 10 6
Kumara Sludge-channel No. 2 ..	..	2,762 17 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,762 17 2
Kumara Sludge-channel No. 3 ..	..	1,199 7 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,199 7 6
Kumara No. 4 Main Tail-race ..	..	1,151 10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,151 10 8
Kumara No. 5 Main Tail-race ..	..	5,666 14 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,666 14 11
Trustees Main Tail-race, Waimea ..	..	2,294 6 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,294 6 8
Branch Tail-race to No. 4 Channel, Payne and party ..	..	100 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	100 0 0
Kelly's Terrace Tunnel ..	..	2,279 6 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,617 13 0
Quinn's Creek Water-race (purchase) ..	..	70 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	70 0 0
Raising dam, Loop-line ..	1,125	16 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,125 16 6
Ngahere-Blackball ..	..	200 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	200 0 0
Donnelly's Creek Tail-race ..	..	444 4 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	444 4 5
Purchase of Byrne, O'Hallahan, and Murdoch's water-rights ..	..	35 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35 0 0
Jones Creek Storm-channel ..	100	0 0	225 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	325 0 0
Back Creek Water-race ..	330	1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	330 1 0
Ford and Party, Park Terrace ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	175 5 0
Government Works—																		
Waimea-Kumara ..	195,134	9 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	195,688 0 4
Wainihi Water-race ..	14,152	17 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14,152 17 7
Mikonui ..	25,927	4 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25,927 4 6
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
Carried forward ..	344,177	3 8	335,770 3 8	403 10 10	483 9 6	380,784 7 3	433 2 0	..	..	..	..	..	..	..	..	..	433 2 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,151 15 3
Black's Point ..	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	244 9 0
NELSON PROVINCIAL DISTRICT—																		
Government Works—																		
Nelson Creek ..	90,723	10 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90,722 10 8
Napoleon Hill ..	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	257 16 7
Argyle (Charleston) ..	15,951	15 3	..	..	..	..</								

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1909, and the LIABILITIES on that Date—continued.

Development of Goldfields.—Table No. 5—continued.

LOCALITY AND NAME OF RACE.	EXPENDITURE.					LIABILITIES.					Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.								
	Survey and Construction, 1870-1908.		Grants, Subsidies, 1870-1908.		Survey and Construction, 1908-1909.		Grants, Subsidies, 1908-1909.		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.
Brought forward ..	344,177	3 3 35,770	3 8	800	0 0	..	403	10 10	433 9 6	380,784	7 3	..	433 2 0	..	433 2 0	..	433 2 0	..	881,217	9 3
MIDDLE ISLAND—continued.																				
NELSON PROVINCIAL DISTRICT— <i>ctd.</i>																				
Subsidies—																				
Jones, Baxter, and party, water-race from Roaring Meg	..	800	0 0	..	..	..	..	..	..	800	0 0	..	..	..	..	..	..	..	800	0 0
Bell Hill Co.'s Race ..	..	500	0 0	..	..	..	..	..	..	500	0 0	..	..	..	..	..	..	..	500	0 0
Randall Creek Water-race ..	322	18 2	..	..	..	..	..	..	..	322	18 2	..	..	..	..	..	..	..	322	18 2
Wills and party, water-race at Sulky Gully	..	218	0 0	..	..	..	..	..	..	218	0 0	..	..	..	..	..	..	..	218	0 0
OTAGO PROVINCIAL DISTRICT—																				
Subsidies—																				
Arrow	..	612	10 0	..	..	..	..	..	..	612	10 0	..	..	..	..	..	..	..	612	10 0
Beaumont and Tuapeka	..	640	0 0	..	..	..	..	..	..	644	6 2	..	..	..	..	..	..	..	644	6 2
Carrick Range	..	9,249	13 1	..	..	..	..	..	..	9,249	13 1	..	..	..	..	..	..	..	9,249	13 1
Mount Pisgah	..	200	0 0	..	..	..	..	..	..	200	0 0	..	..	..	..	..	..	..	200	0 0
Lawrence Drainage-channel	..	3,092	19 0	..	..	..	..	..	..	3,092	19 0	..	..	..	..	..	..	..	3,092	19 0
Ophir Tail-race	..	1,150	0 0	..	..	..	..	..	..	1,150	0 0	..	..	..	..	..	..	..	1,150	0 0
Muddy Creek Channel	..	850	0 0	..	..	..	..	..	..	850	0 0	..	..	..	..	..	..	..	850	0 0
St. Bathans	..	2,250	0 0	..	..	..	..	..	..	2,250	0 0	..	750 0 0	..	750 0 0	..	..	..	3,000	0 0
Maerewhenua	..	1,065	0 0	..	..	..	..	..	..	1,065	0 0	..	..	..	..	..	..	..	1,065	0 0
Artesian wells, Maniototo	..	20	0 0	..	..	..	..	..	..	20	0 0	..	..	..	..	..	..	..	20	0 0
Improving water-supply, Oamaru	1,600	7 2	..	..	..	..	..	..	..	1,600	7 2	..	..	..	..	..	..	..	1,600	7 2
Mountain Hut Water-race	4,879	12 0	..	..	..	..	..	..	..	4,879	12 0	..	..	..	..	..	..	..	4,879	12 0
Government Works—																				
Mount Ida	73,832	10 6	..	..	..	..	..	..	..	73,832	10 6	..	..	..	..	..	..	..	73,832	10 6
Waipori	11,263	1 0	..	..	..	..	..	..	..	11,263	1 0	..	..	..	..	..	..	..	11,263	1 0
Alexandra (purchase)	16,940	12 3	..	15	15 0	..	..	..	..	16,956	7 3	..	..	..	..	..	..	..	16,956	7 3
CANTERBURY PROVINCIAL DISTRICT—																				
Subsidy—																				
Ninety-mile Beach Water-race	65	6 7	..	..	..	..	..	..	..	65	6 7	..	..	..	..	..	..	..	65	6 7
SOUTHLAND PROVINCIAL DISTRICT—																				
Subsidy—																				
Round Hill	..	133	19 4	..	..	..	..	..	..	133	19 4	..	..	..	..	..	..	..	133	19 4
GENERAL—																				
Increased water-supply	530	4 0	100	0 0	..	..	..	..	..	630	4 0	..	..	..	..	..	..	..	630	4 0
DEPARTMENTAL—																				
Salaries, travelling, advertising, &c.	6,720	6 8	..	43	2 10	..	..	..	..	6,763	9 6	..	..	..	..	..	..	..	6,763	9 6
TOTALS	461,421	7 955,567	5 1	462	8 8	433	9 6	517,884	11 0	1,183	2 0	519,067	13 0	TOTALS.						
SUMMARY.																				
NORTH ISLAND	80,708	19 3	1,615	5 4	..	..	..	82,324	4 7	1,183	2 0	519,067	13 0	NORTH ISLAND.						
MIDDLE ISLAND	461,421	7 955,567	5 1	462	8 8	433	9 6	517,884	11 0	1,183	2 0	519,067	13 0	MIDDLE ISLAND.						
TOTALS	542,130	7 057,182	10 5	462	8 8	433	9 6	600,208	15 7	1,183	2 0	601,391	17 7	TOTALS.						

Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1909, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1908.	Net Expenditure during 12 Months ended 31st March, 1909.	Total Net Expenditure to 31st March, 1909.	Liabilities on 31st March, 1909.	Total Net Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Assistance towards prospecting* ..	25,625 10 9	3,884 14 0	29,510 4 9	3,024 18 8	32,535 3 5
Oil boring, Kotuku ..	..	207 10 0	207 10 0	42 10 0	250 0 0
Purchase of diamond drills ..	7,296 17 10	2,901 9 3	10,198 7 1	..	10,198 7 1
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. ..	5,930 12 0	223 2 2	6,153 14 2	..	6,153 14 2
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	6,016 12 6	7,989 14 6	..	7,989 14 6
Prospecting deep levels, Ross ..	..	8,503 0 5	8,503 0 5	..	8,503 0 5
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—	40,324 7 3	50 0 0	40,374 7 3	..	40,374 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
Gimmerburn Creek embankment ..	..	111 10 0	111 10 0	..	111 10 0
Greenland Swamp Dam ..	..	39 12 0	39 12 0	..	39 12 0
Home Gully Dam ..	1,028 0 6	..	1,028 0 6	..	1,028 0 6
Manorburn Creek weir ..	..	448 3 7	448 3 7	..	448 3 7
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—					
Waikino ..	..	1,193 15 4	1,193 15 4	..	1,193 15 4
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
Ohinemuri River silting ..	..	3 12 0	3 12 0	..	3 12 0
Thames Drainage Board contribution ..	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Kumara Water-race extension across Teremakau River ..	..	83 4 2	83 4 2	..	83 4 2
Waimumu Main Tail-race ..	1,450 6 3	..	1,450 6 3	..	1,450 6 3
Charlton Creek Main Tail-race ..	408 7 1	..	408 7 1	..	408 7 1
Advances to companies ..	..	8,200 0 0	8,200 0 0	..	8,200 0 0
Protective works, Stafford ..	..	97 0 0	97 0 0	..	97 0 0
Totals ..	137,343 11 10	31,963 5 5	169,306 17 3	3,217 8 8	172,524 5 11

* 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, 1909, and the Liabilities on that Date.

Line.	Expenditure during Twelve Months ended 31st March, 1909.	Line.	Expenditure during Twelve Months ended 31st March, 1909.
	£ s. d.		£ s. d.
Telephone Exchanges,—		Brought forward	3,647 17 1
Ashburton	31 18 8	New Wires— <i>continued</i> .	
Auckland	6,945 6 7	Mercer-Miranda	55 13 7
Blenheim	54 16 2	Maramarua (Mercer-Miranda) ..	43 12 8
Christchurch	5,944 1 7	Tuhikaramea (Hamilton-Oketa) ..	64 16 11
Dannevirke	44 9 9	Otagiawai (Ongarue-Ohura) ..	11 18 3
Dunedin	4,130 15 1	Eureka Railway (Cambridge-Eureka) ..	33 14 4
Feilding	137 17 4	Hamilton-Te Kapa	5 19 9
Gisborne	349 4 7	Hamilton-Te Kuiti-Paemako ..	429 5 10
Greymouth	65 2 2	Hamilton-Te Awamutu	58 5 5
Hamilton	598 4 11	Karamu (Hamilton-Oketa)	36 0 3
Hawera	28 0 5	Gordonton-Orini	0 10 6
Hokitika	21 5 4	Kaipaki (Ohaupo-Kaipaki)	33 8 8
Invercargill	3,220 16 10	Matangi-Tauwhare	47 9 0
Lawrence	0 3 6	Otorohanga-Raurimu	2,297 2 9
Levin	56 8 2	Thames-Hikutai	32 4 1
Masterton	227 16 3	Whenuakite (Whitianga-Tairua) ..	5 10 3
Napier	554 5 11	Nevesville (Hikuai-Puketui) ..	197 19 1
Nelson	132 15 11	Otakeo (Thames-Tapu)	2 2 0
New Plymouth	99 13 1	Kereta (Thames-Tapu)	32 16 4
Oamaru	91 19 11	Waiomio (Thames-Tapu)	1 10 0
Pahiatua	82 7 3	Paeroa-Netherton	1 19 10
Palmerston North	105 5 3	Morrinsville-Teawha	93 14 8
Rotorua	61 8 10	Morrinsville-Tahuna	128 15 10
Stratford	11 4 6	Morrinsville-Hamilton (metallic circuit)	40 12 8
Thames	278 4 0	Mokai (Taupo-Atiamuri)	82 11 1
Timaru	2,379 0 7	Tauranga-Te Puke (metallic circuit) ..	109 12 2
Wanganui	1,989 17 0	Te Wairoa (Rotorua-Okere)	0 5 6
Wellington	5,194 5 2	Waimana (Whakatane-Tetoke) ..	136 11 2
Westport	7 10 11	Opotiki-Toatoa	3 6 1
Whangarei	29 12 1	Matahama (Opotiki-Waioweka) ..	1 12 6
Telephone Exchanges	32,873 17 9	Kahukura Junction-Port Awanui ..	22 1 0
		Kahukura-Te Araroa	24 4 7
		Puha (lead off Motu)	1 0 0
New Wires,—		Te Karaka-Motu	336 10 6
Paranui-Mangonui-Victoria Valley line	60 7 6	Tolaga Bay-Hauiti	4 12 6
Kaikohu-Taheke	0 14 10	Wharerata-Morere	157 4 6
Arapohue (Te Kopuru-Raupo)	27 4 9	Taupo-Tokaanu	471 18 2
Dargaville-Te Kopuru-Aratapu	15 13 3	Napier-Dannevirke (metallic circuit) ..	1,174 19 6
Kaihu-Mangata (Tutamoe-Waimatenui)	0 12 6	Dannevirke-Mangatoro-Weber ..	83 9 8
Pakaraka-Turntable Hill	1 2 11	Ngapaeruru-Mangahai	31 14 10
Waitangi-Paihia-Ohaeawai	68 8 7	Makuri-Pongaroa	50 16 8
Kawakawa-Towai	28 4 9	Waihoki Valley-Waterfalls	55 5 0
Towai-Marlow	73 18 7	Maku-Waimiro	88 4 4
Port Charles, Great Barrier	367 12 7	Tiraumea-Haunui	21 4 8
Russell-Cape Brett	368 12 0	Mangatuna-Mangatoro	0 17 0
Tikoki (Whangarei-Poroti)	148 15 1	Mangatoro-Mangawhio	0 17 6
Pakotai (Whangarei-Tikoki)	101 15 3	Mangatoro-Awariki	0 12 6
Raupo (Ruawai-Mapau)	76 4 8	Kaikora North-Waipawa	45 14 9
Batley (Waipu-Whakapirau)	291 7 11	Puketapu-Puketitiri	168 8 9
Ararua (off Matakohu-Waipu line) ..	72 15 0	Napier-Gisborne	12 9 0
Opunahanga (Whangarei-Hukerenui)	34 10 6	Napier-Hastings (metallic circuit) ..	75 12 10
Whangarei-Opau	7 13 6	Napier-Wairoa (metallic circuit) ..	218 3 10
Hikurangi-Whananaki-Marua	80 13 10	New Plymouth-Opunake (metallic circuit)	555 17 0
Hukerenui-Paiaka	29 18 8	New Plymouth-Mahoenui	35 10 6
Whangarei-Hikurangi (Morse)	15 13 11	Inglewood-Kaimiro	74 12 11
Luscombe (Waipu-Matakohu)	6 15 9	Egmont Village-Kaimiro	1 4 0
Waihungarua	45 2 2	Cardiff-Lowgarth-Mahoe	0 17 0
Waihungarua (Waipu-Matakohu) ..	35 9 3	Kaponga-Rowan	14 12 4
Mareretu-Paparoa	3 12 11	Hawera-Waverley (metallic circuit) ..	65 11 7
Kaipara Flats-Waiwawa	7 16 6	Mokoiia-Whakamara-Meremere ..	45 4 0
Taiotea (Auckland-Albany)	13 0 10	Wanganui-Waverley (metallic circuit)	237 13 6
Waitakerei (Auckland-Waimauku) ..	7 0 4	Wanganui-Westmere	11 13 9
Waitakerei-Taupaki	51 18 7	Mangawhio	1 4 6
Manukau Heads-Orua Bay	45 5 10	Makirikiri-Kakatihi	285 4 2
Papakura (Auckland-Papatoetoe) ..	21 10 8	Marton-Hunterville (metallic circuit) ..	78 1 1
Auckland-Hamilton (metallic circuit) ..	608 9 5	Hunterville-Sandon Block	108 18 6
Auckland-Mangonui	50 0 0	Taihape-Winiata	1 1 0
Auckland-Morrinsville	47 2 5	Ngawaka (Taihape-Moewhanga) ..	27 9 2
Auckland-Pukekohe	174 14 5	Ohakune-Horopito	396 18 5
Auckland-Taumarunui	152 1 6	Mangaweka Ruahine	142 11 3
Alfriston (Brookby-Manurewa)	94 0 6	Feilding (Bull's-Marton)	17 4 6
Glen Murray-Woodleigh	81 9 6	Feilding (Stanway)	71 4 10
Marokopa (Kawhia-Temaiku)	310 0 2	Taonui (Feilding-Palmerston North metallic circuit)	0 13 0
Aotea (Hamilton-Kawhia)	72 18 2	Colyton-Waiata	54 12 11
Patu (off Ongarue-Ohura)	7 8 7		
Carried forward	3,647 17 1	Carried forward	12,911 0 8

TABLE NO. 6—continued.

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

Line.	Expenditure during Twelve Months ended 31st March, 1909.	Line.	Expenditure during Twelve Months ended 31st March, 1909.
	£ s. d.		£ s. d.
Brought forward	12,911 0 3	Brought forward	14,865 10 9
New Wires—continued.		New Wires—continued.	
Apiti—Table Flat	78 5 3	Templeton—Weedon's	19 8 4
Komako—Utuwai	1 18 0	Rakaia—Methven—Lyndhurst	35 13 0
Marima—Nikau	14 13 4	Akaroa—French Farm	2 6 6
Palmerston North—Shannon	2 10 6	Christchurch—Little River	308 4 5
Palmerston North—Ashhurst (metallic circuit)	24 9 7	Little River—Puha	50 6 0
Otaki—Otaki Gorge	1 7 6	Leeston—Killiney	78 18 0
Wellington (underground metallic circuit)	9,374 14 9	Bealey Flat	0 7 6
Wellington—Vogeltown (metallic circuit)	7 15 0	Hilton—Wahipai	0 15 0
Wellington—Khandallah—Johnsonville—Ngaio	0 10 8	Timaru—Albury (metallic circuit)	156 13 6
Wellington—Paekakariki	153 15 11	Timaru—Mawaro	5 2 5
Wellington—Levin (metallic circuit)	448 11 1	Pleasant Point—Kerrytown	14 19 2
Wellington—Pahiatua (metallic circuit)	656 0 1	Fairlie—Pusey	2 3 9
Wellington—Pori—Saunders Road	1 19 0	Fairlie—Cattle Valley	134 9 4
Wellington—Dunedin (metallic circuit)	1,396 4 10	Lake Pukaki—Hermitage	950 7 10
Te Paro—Cape Palliser	18 0 9	Kurov—Kowhatu	0 18 1
Hutt—Day's Bay (metallic circuit)	69 3 0	Kurov—Ashwick Flat	66 13 1
Worser Bay—Karaka Bay	30 5 9	Oamaru—Elderslie	21 4 11
Picton—Okukari—Wharehunga	34 18 1	Dunroon—Otekaieke	30 2 9
Blenheim—Seddon (metallic circuit)	233 10 11	Hakataramea—Rocky Point	302 4 0
Blenheim—Flaxbourns (metallic circuit)	132 10 2	Totaratahi—Reidston	3 8 0
Blenheim—Kekerangu—Kaikoura	12 5 7	Otematata	7 6 8
Weld's Hill—Molesworth	4 10 0	Alma Bureau	0 11 6
Pauri—Molesworth	8 18 6	Dunedin—Berwick (metallic circuit)	161 1 8
Wairau Valley—North Bank	35 13 0	Dunedin—Seacliff	72 2 2
Wairau—Tekau	14 13 9	Dunedin—Gore	35 12 4
Havelock—Kaikura	1 5 0	Dunedin—Warrington	85 18 2
Teakau—Waitai—Patuki—D'Urville Island	1 0 0	Naseby—Ranfurly	51 13 10
Woodman's—D'Urville Island	3 17 6	Naseby—Kyeburn	9 9 4
Stephen Island	377 4 7	Lauder—Becks	26 16 7
Nelson—Tatahi	10 8 0	Patearoa—Paerua	230 9 5
Nelson—Atawhai	4 10 0	Outram—Clarks	482 11 5
Top Valley Fork	1 7 6	Waipori Falls	1 16 6
Richmond—Motueka	1 12 0	Middlemarch—Sutton	51 8 7
Appleby—Upper Moutere	27 6 6	Rae's Junction—Edievale	142 8 7
Farewell Spit	4 0 0	Lawrence—Waitahuna	40 16 8
Belgrove—Kohatu	42 5 2	Dunrobin—Moa Flat	188 13 6
Ngatimote—Pikororo	107 3 1	Milton—Table Hill	81 11 0
Ngatimote—Uruwhenua	21 13 6	Balclutha—Clinton	15 2 4
Tophouse—Kikiwa	27 15 11	Nuggets—Tirohanga	1 0 0
Baton	1 0 0	Owaka—Pounawea	55 4 9
Collingwood—Parapara	15 19 6	Invercargill—Otautau (metallic circuit)	416 19 5
Rakopi—Mangarakau	1 0 0	Waianiwa—Otahuti	173 10 0
Longford—Murchison	144 16 6	Colac Bay—Centre Island	136 4 5
Karamea—Lower Wanganui Ferry	47 18 5	Orepuki—Mangarua	1 19 8
Karamea—Arapito	16 0 6	Tuatapere—Puysegur Point	3,493 1 3
St. Helens—Westport	101 1 8	Puysegur—Te Oneroa	125 10 11
Ikamatua—Little Grey Junction	3 19 2	Papatotara	3 2 2
Westport—Karamea	6 19 4	Fairfax—Isle Bank	78 4 5
Blackball—Roa Extension	22 13 10	Drummond—Otautau	368 9 3
Greymouth—Otira (copper wire)	152 0 7	Winton—Benmore	46 4 6
Teremakau—Hohonui	62 17 3	Riverton—Otautau	18 7 11
Kumara—Teremakau Settlement	11 4 0	Clifden—Lillburn	139 0 6
Hokitika—Lyell Mine Creek	62 7 3	Green Hills—Dog Island	343 8 9
Kakapotahi—Waitaha Settlement	35 1 10	Woodlands—Morton Mains	33 19 0
Wataroa—Wataroa Flat—Rotokino	108 4 6	Invercargill—Wyndham	165 10 9
Hari Hari (fork on Okarito line)	3 18 9	Wyndham—Mimiha	132 3 8
Tatare (on Okarito—Bruce Bay line)	9 4 3	Edendale—Seaward Downs	127 10 9
Bruce Bay—Okura	15 0 0	Riversdale—Waikaia	41 1 4
Kaikoura—Clarence Bridge	88 2 9	Riversdale—Waiporamu	52 3 8
Kaikoura—Conway	20 10 0	Riversdale—Kawiku	110 13 11
Kaikoura—Pukekakariki	0 10 0	Tika Bureau	0 5 0
Waiau—Conway	25 11 0	Glenorchy—Paradise	20 5 0
Ashley—Balcairn (Amberley metallic circuit)	27 1 8		
Christchurch—Kaikoura	27 18 8	New wires	37,730 7 10
Christchurch—Kaiapoi (metallic circuit)	14 0 0	Total, telephone exchanges and new wires	70,604 5 7
Christchurch—Timaru (trunk line)	255 9 0	Purchase of material	92,428 8 7
Christchurch—Taitapu	2 0 0		
Christchurch—Hornby	6 5 0	Expenditure to 31st March, 1908	163,032 14 2
Christchurch—Rakaia (metallic circuit)	187 6 7		1,479,736 3 6
Kaiapoi—Eyreton	0 15 0	Liabilities to 31st March, 1909	1,642,768 17 8
Carried forward	14,865 10 9	Total expenditure and liabilities	68,837 0 0
			£ 1,711,605 17 8

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1909, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1908.	Expenditure for Year ended 31st March, 1909.	Total Expenditure to 31st March, 1909.	Liabilities on Authorities, Contracts, &c., 31st March, 1909.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial	591,169 7 0	37,211 3 2	628,380 10 2	11,069 6 11	639,449 17 1
Postal and Telegraph ..	528,356 8 3	62,262 11 9	590,619 0 0	26,572 16 1	617,191 16 1
Customs	46,700 10 3	2,507 3 7	49,207 13 10	..	49,207 13 10
Offices for Public Departments ..	267,318 18 0	40,739 11 6	308,058 9 6	10,020 17 5	318,079 6 11
Mental Hospitals	549,792 4 2	15,296 3 4	565,088 7 6	624 10 2	565,712 17 8
Alexandra Depot, Wellington ..	8,061 16 2	..	8,061 16 2	..	8,061 16 2
School Buildings	1,554,446 18 6	102,339 14 9	1,656,786 13 3	..	1,656,786 13 3
Hospitals	95,451 8 1	11,152 11 11	106,604 0 0	3,868 10 0	110,472 10 0
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	67,490 3 0	*5,171 13 5	72,661 16 7	..	72,661 16 7
Government House, Auckland ..	5,458 6 1	27 0 9	5,485 6 10	..	5,485 6 10
Wellington	8,331 0 2	..	8,331 0 2	..	8,331 0 2
Agricultural	18,509 13 11	5,542 16 6	24,052 10 5	4 13 4	24,057 3 9
Public Health	27,656 9 11	4,402 4 7	32,058 14 6	..	..
Miscellaneous	28,446 15 8	Cr1,131 12 11	27,315 2 9	296 15 6	27,611 18 3
Totals	3,804,597 3 0	285,521 2 4	4,090,118 5 4	52,457 9 5	4,142,575 14 9

* Includes " Unauthorised," £135 14s. 5d.

TABLE No. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Public Works Fund, to 31st March, 1909, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1908.	Net Expenditure during 12 Months ended 31st March, 1909.	Total Expenditure to 31st March, 1909.	Liabilities on Authorities, Contracts, &c., to 31st March, 1909.	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	5,177 7 11	5,181 10 5	350 0 0	5,531 10 5
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	992 12 10	1,656 15 2	25 0 0	1,681 15 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
Jackson's Head Beacon .. .. .	.. .. .	689 7 0	689 7 0	.. .. .	689 7 0
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 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 18 5	.. .. .	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	621 12 10	623 6 4	75 0 0	698 6 4
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	164,271 18 11	7,481 0 7	171,752 19 6	450 0 0	172,202 19 6
HARBOUR WORKS.					
Awanui Wharf and shed .. .. .	.. .. .	100 0 0	100 0 0	.. .. .	100 0 0
Horeke Wharf	250 0 0	100 0 0	350 0 0	.. .. .	350 0 0
Kaipara, removal of rocks	13 9 6	472 3 3	485 12 9	100 0 0	585 12 9
Raupo, Otamatea, wharf repairs	Cr. 80 8 9	.. .. .	Cr. 80 8 9	.. .. .	Cr. 80 8 9
Tangiteroria Wharf .. .. .	.. .. .	200 0 0	200 0 0	.. .. .	200 0 0
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	200 0 0	700 0 0	.. .. .	700 0 0
Waiwera Wharf	350 0 0	.. .. .	350 0 0	.. .. .	350 0 0
Wade River, clearing	104 11 6	.. .. .	104 11 6	.. .. .	104 11 6
Puhoi River, clearing	79 19 0	.. .. .	79 19 0	.. .. .	79 19 0
Awhitu Wharf .. .. .	.. .. .	50 0 0	50 0 0	.. .. .	50 0 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	250 15 0	252 17 3	.. .. .	252 17 3
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
Uretara Wharf .. .. .	.. .. .	100 0 0	100 0 0	.. .. .	100 0 0
Opotiki Wharf	500 0 0	.. .. .	500 0 0	.. .. .	500 0 0
Waikokopu Harbour	651 12 2	180 7 5	831 19 7	.. .. .	831 19 7
Wairoa Harbour	1,500 0 0	.. .. .	1,500 0 0	.. .. .	1,500 0 0
Nubaka, 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 0
Patea River, removing eel-weirs	50 0 0	.. .. .	50 0 0	.. .. .	50 0 0
Waitotara River, snagging	221 1 6	222 13 11	443 15 5	.. .. .	443 15 5

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, 1908.	Net Expenditure during 12 Months ended 31st March, 1909.	Total Expenditure to 31st March, 1909.	Liabilities on Authorities, Contracts, &c., to 31st March, 1909.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
HARBOUR WORKS—continued.					
Manawatu River, snagging ..	214 13 3	..	214 13 3	..	214 13 3
Foxton Marine Reserve, Protection of ..	50 0 0	..	50 0 0	..	50 0 0
Castlepoint Jetty ..	51 14 1	..	51 14 1	..	51 14 1
Pictou, removal of old wharf ..	94 0 0	..	94 0 0	..	94 0 0
Havelock Harbour ..	159 0 11	..	159 0 11	..	159 0 11
Wairangi Bay Wharf, Croixelles ..	..	8 13 8	8 13 8	..	8 13 8
Nelson, dredging harbour ..	2,806 15 8	..	2,806 15 8	..	2,806 15 8
Motueka Wharf, protection ..	300 0 0	..	300 0 0	..	300 0 0
Tata Islands harbour of refuge ..	14 8 6	..	14 8 6	..	14 8 6
Takaka Harbour ..	4 1 6	..	4 1 6	..	4 1 6
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 ..	662 5 4	91 9 5	753 14 9	..	753 14 9
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 ..	1,415 6 7	..	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 ..	1,879 17 7	125 0 0	1,504 17 7	..	1,504 17 7
Okuru Wharf and River improvements ..	500 0 0	4 2 0	504 2 0	..	504 2 0
Martin's Bay, removal of rock ..	5 0 0	..	5 0 0	..	5 0 0
Martin's Bay shed ..	..	14 13 10	14 13 10	..	14 13 10
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	504 11 6	1,004 11 6	..	1,004 11 6
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
Toitois Jetty ..	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Balclutha Jetty ..	250 0 0	..	250 0 0	..	250 0 0
Nugget Bay, landing-slip, &c. ..	..	374 2 3	374 2 3	..	374 2 3
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	400 0 0	500 0 0	..	500 0 0
Stewart Island: Wharf, Golden Bay ..	..	100 0 0	100 0 0	..	100 0 0
Stewart Island: Wharf, Half-moon Bay ..	..	300 0 0	300 0 0	..	300 0 0
Raising dredge "Hapuka" ..	777 7 9	..	777 7 9	..	777 7 9
Grab dredge for harbour-works ..	..	635 0 10	635 0 10	..	635 0 10
Miscellaneous ..	400 0 0	5 12 6	405 12 6	..	405 12 6
Total Harbour Works ..	336,120 8 8	4,439 5 7	340,559 14 3	100 0 0	340,659 14 3
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 ..	247,687 10 11	7,296 19 11	254,984 10 10	243 6 3	255,227 17 1
Land for depots and batteries ..	38,327 14 6	..	38,327 14 6	..	38,327 14 6
Total Harbour Defences ..	524,127 3 2	7,296 19 11	531,424 3 1	243 6 3	531,667 9 4
Grand total ..	1,024,519 10 9	19,217 6 1	1,043,736 16 10	793 6 3	1,044,530 3 1

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1909.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR 1908-9.*Prepared in compliance with Section 8 of "The Public Works Act, 1908."*

SIR,—

Public Works Department, Wellington, 27th May, 1909.

In compliance with the 8th section of "The Public Works Act, 1908," 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.,

RODERICK MCKENZIE,
Minister of 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 1908-9.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
		PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.
XXVII	93	Public Works, Departmental ..	26,671	25,321 17 0	809 17 2	24,511 19 10
XXVIII	94, 95	Railways	1,285,000	1,202,312 1 0	99,519 2 4	1,102,792 18 8
XXIX	96-104	Public Buildings	325,265	291,156 19 0	5,771 11 1	285,385 7 11
XXX	105-107	Lighthouses, Harbour-works, and Harbour Defences	19,115	19,220 12 6	3 6 5	19,217 6 1
XXXI	108	Tourist and Health Resorts ..	35,830	24,237 15 0	327 4 10	23,910 10 2
XXXII	109	Immigration	10,000	35,020 19 8	19,944 9 3	15,076 10 5
XXXIII	110-114	Roads, Bridges, and other Public Works	636,625	525,241 3 5	55,693 7 0	469,547 16 5
XXXIV	115	Development of Goldfields ..	36,100	33,079 9 10	220 6 3	32,859 3 7
XXXV	116	Purchase of Native Lands ..	4,900	3,040 19 5	942 5 0	2,098 14 5
XXXVI	117	Telegraph Extension	175,000	178,628 9 6	15,595 15 4	163,032 14 2
XXXVII	118	Rates on Native Lands	850	27 1 0	..	27 1 0
XXXVIII	119	Contingent Defence	20,000	10,915 11 4	150 0 0	10,765 11 4
XXXIX	120-122	Lands Improvement	22,150	20,329 9 5	787 10 10	19,541 18 7
		Unauthorised .. ..	..	2,823 9 10	2,312 15 5	510 14 5
		Total Public Works Fund ..	2,597,506	2,371,355 17 11	202,077 10 11	2,169,278 7 0

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 out of special account, Waikaka Branch Railway, not included in above figures.

(Details on next page.)

Vote. No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure
	PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.
93	Public Works, Departmental— Public Works, Departmental	26,671	25,321 17 0	809 17 2	24,511 19 10
	Railways—				
	Railway-construction—				
	Kawakawa-Grahamtown	40,000	32,829 3 8	213 1 0	32,616 2 8
	Helensville Northwards	80,000	51,135 9 2	152 3 11	50,983 5 3
	Gisborne-Rotorua	60,000	40,671 0 0	70 2 0	40,600 18 0
	Stratford-Ongarue	40,000	43,120 1 8	49 3 2	43,070 18 6
	Mount Egmont Branch	15,000	2,762 4 10	24 8 4	2,737 16 6
	Marton - Te Awamutu	225,000	201,038 2 8	60,205 13 0	140,832 9 8
	Blenheim-Waipara	50,000	36,769 8 5	8 6 10	36,760 16 7
	Culverden-Rotherham-Hanmer (bridging Rivers and improving Road) .. .. .	..	165 8 0	165 8 0	..
	Midland Railway	150,000	124,743 12 6	340 5 10	124,403 6 8
	Westport-Inangahua	15,000	8,566 12 4	..	8,566 12 4
	Ngahere-Blackball	20,000	33,932 16 8	129 3 0	33,803 13 8
94	Greymouth-Hokitika (Extension to Ross)	15,000	14,522 1 10	224 8 9	14,297 13 1
	Otago Central	1,000	803 5 4	5 0 0	798 5 4
	Lawrence-Roxburgh	30,000	14,075 14 3	..	14,075 14 3
	Catlin's-Waimahaka	80,000	35,279 3 7	188 4 2	35,090 19 5
	Gore-Waikaka	12,000	16,453 13 11	295 7 1	16,158 6 10
	Riversdale-Switzers	18,000	20,539 12 2	61 18 4	20,477 13 10
	Orepuki-Waiatu	30,000	16,090 3 8	244 14 3	15,845 9 5
	Land Claims, &c.	1,000	656 2 2	..	656 2 2
	Surveys, New Lines of Railway	6,000	5,709 5 5	246 17 11	5,462 7 6
	Permanent-way Materials	112,000	76,251 14 6	369 5 3	75,882 9 3
		1,000,000			
	Appropriation	900,000	776,114 16 9	62,993 15 10	713,121 0 11
95	Additions to Open Lines	385,000	426,197 4 3	36,525 6 6	389,671 17 9
	Public Buildings—				
96	General	55,400	49,155 12 10	4,484 14 6	44,670 18 4
97	Judicial	45,995	37,342 18 8	181 15 6	37,211 3 2
98	Postal and Telegraph	67,520	63,203 9 3	940 17 6	62,262 11 9
99	Customs	2,450	2,509 10 3	2 6 8	2,507 3 7
100	Agricultural	10,000	5,543 9 0	0 12 6	5,542 16 6
101	Mental Hospitals	18,000	15,446 3 4	150 0 0	15,296 3 4
102	Hospitals and Charitable Institutions	18,400	11,152 11 11	..	11,152 11 11
103	Public Health	5,000	4,406 14 7	4 10 0	4,402 4 7
104	School Buildings	102,500	102,396 9 2	56 14 5	102,339 14 9
	Lighthouses, Harbour-works, and Harbour Defences—				
105	Lighthouses	5,000	7,481 0 7	..	7,481 0 7
106	Harbour-works	6,615	4,442 5 7	3 0 0	4,439 5 7
107	Harbour Defences	7,500	7,297 6 4	0 6 5	7,296 19 11
	Tourist and Health Resorts—				
108	Tourist and Health Resorts	35,830	24,237 15 0	327 4 10	23,910 10 2
	Immigration—				
109	Immigration	10,000	35,020 19 8	19,944 9 3	15,076 10 5
	Construction and Maintenance of Roads, Bridges, and other Public Works—				
110	Roads, Departmental	24,275	24,168 12 6	1,402 12 11	22,765 19 7
111	Roads, &c.	283,606	247,226 16 8	50,428 2 3	196,798 14 5
112	Back-blocks Roads &c.,	250,000	187,780 3 4	3,822 11 10	183,957 11 6
113	Tourist Roads, &c.	30,194	18,691 4 8	40 0 0	18,651 4 8
114	Road and other Works on Goldfields and Mineral Lands	48,550	47,374 6 3	..	47,374 6 3
	Development of Goldfields—				
115	Development of Goldfields	36,100	33,079 9 10	220 6 3	32,859 3 7
	Purchase of Native Lands—				
116	Purchase of Native Lands	4,900	3,040 19 5	942 5 0	2,098 14 5
	Telegraph Extension—				
117	Telegraph Extension	175,000	178,628 9 6	15,595 15 4	163,032 14 2
	Rates on Native Lands—				
118	Rates on Native Lands	850	27 1 0	..	27 1 0
	Contingent Defence—				
119	Contingent Defence	20,000	10,915 11 4	150 0 0	10,765 11 4
	Lands Improvement—				
120	Improved-farm Settlements	4,950	2,721 14 9	778 4 8	1,943 10 1
121	Lands, Miscellaneous	12,200	15,639 10 2	7 10 6	15,631 19 8
122	Irrigation and Water-supply	5,000	1,968 4 6	1 15 8	1,966 8 10
	Unauthorised—				
	Services not provided for .. .. .	..	2,823 9 10	2,312 15 5	510 14 5
	Total Public Works Fund	2,597,506	2,371,355 17 11	202,077 10 11	2,169,278 7 0

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, 1909, 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.			
XXVII	93	Public Works, Departmental	£ 97 18 4
XXVIII	94	Railways	654,444 0 5
XXIX	96-101	Public Buildings.. .. .	48,588 19 5
XXX	107	Harbour Defences	243 6 3
			708,374 4 5
CONSOLIDATED FUND.			
VII	20	Public Buildings	832 0 4

Vote No.	Name of Vote.	Total.
PUBLIC WORKS FUND.		
93	Public Works, Departmental	£ 97 18 4
94	Railway-construction—	
	Kawakawa-Grahamtown	20,008 16 7
	Helensville Northwards	2,762 2 0
	Gisborne-Rotorua	4,338 10 2
	Stratford-Ongarue	1,900 11 7
	Marton - Te Awamutu	1,577 14 8
	Blenheim-Waipara	1,688 13 4
	Midland Railway	588,426 19 1
	Westport-Inangahua	634 13 9
	Ngahere-Blackball	1,619 17 10
	Greymouth-Hokitika (extension to Ross)	344 13 6
	Lawrence-Roxburgh	1,162 18 0
	Catlin's-Waimahaka	896 11 9
	Gore-Waikaka	258 9 8
	Riversdale-Switzers	1,743 19 3
	Orepuki-Waiiau	486 6 2
	Land Claims, &c.	24 9 0
	Permanent-way Materials	26,568 14 1
		654,444 0 5
	Public Buildings—	
96	General	10,317 12 11
97	Judicial	11,069 6 11
98	Postal and Telegraph	26,572 16 1
100	Agricultural	4 13 4
101	Mental Hospitals	624 10 2
		48,588 19 5
107	Harbour Defences—	
	Harbour Defences	243 6 3
Total, Public Works Fund.. .. .		708,374 4 5
CONSOLIDATED FUND.		
20	Public Buildings	832 0 4

G. J. CLAPHAM,
Accountant.

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

Public Works Department, 6th May, 1909.

APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1908, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1909.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract completed.	Amount of Contract.	Remarks.
						£ s. d.	
RAILWAYS.							
Feb. 26, 1909	Blenheim-Waipara, S.E.	Platelayers' Cottages, McKenzie Section	Hardie and Thomson	May 26, 1909	Sept. 10, 1908	875 0 0	
May 22, 1908	Catlin's-Waimahaka	Platelayer's Cottage, Houipapa	G. S. Harrington	Aug. 22, 1908	Sept. 10, 1908	374 0 0	
Sept. 22, 1909	"	Officer's Cottage, Waimahaka	H. Morris	Dec. 22, 1909	"	431 9 0	
Jan. 19, 1909	"	Goods-shed, Houipapa	J. Barty	April 9, 1909	"	235 17 0	
Feb. 19, 1907	"	Platelayer's Cottage, Paparupu	A. McNeil	May 19, 1907	"	419 18 6	
Nov. 16, 1907	Gisborne-Rotorua	Erection Waikohu Bridges	F. McLoughlin and Co.	Sept. 16, 1908	Sept. 30, 1908	8,174 12 6	
April 10, 1908	"	Puha and Waikohu Cattle-yards	W. Baynes	July 7, 1908	Jan. 4, 1909	268 17 0	
June 27, 1908	"	Waikohu Station-buildings	Aitken and Wilson	June 13, 1908	June 20, 1908	1,899 0 0	
July 30, 1907	"	Ironbark Timber	Richardson and Blair	Feb. 2, 1908	June 20, 1908	693 14 0	
May 28, 1908	"	Station-buildings, No. 2	Thos. Rhodes and Son	Sept. 28, 1908	" 23, 1909	931 11 6	
" 28, 1908	"	" 4	"	Oct. 28, 1908	" 23, 1909	1,232 14 1	
" 15, 1908	"	" 3	A. Latham	Nov. 15, 1908	Dec. 24, 1908	1,925 0 0	
Aug. 14, 1908	"	" 1	T. F. Slowey	Dec. 14, 1908	Feb. 26, 1909	1,163 0 0	
Feb. 22, 1906	Greymouth-Hokitika (extension to Ross)	Totara Bridges	"	Dec. 7, 1906	Feb. 6, 1907	6,717 10 0	
Aug. 15, 1907	"	Ross Station-buildings	E. and W. Sweetman	Mar. 15, 1908	July 24, 1908	3,949 10 0	
Mar. 13, 1908	Helensville Northwards	Wellsford Station-buildings	J. H. Ashton	July 13, 1908	Nov. 25, 1908	1,217 17 10	
" 13, 1908	"	Land Plan Survey	A. L. Foster	"	"	253 15 0	
April 29, 1908	"	Hardwood Timber for Bridges	J. W. Wallace and Co.	Oct. 29, 1908	"	1,510 4 11	
June 25, 1908	"	Two Platelayers' Cottages, Wellsford	J. G. Mathieson	Sept. 25, 1908	Jan. 30, 1909	1,048 0 0	
" 25, 1908	"	" Te Hana	J. Frankham	" 25, 1908	Dec. 7, 1908	1,112 13 0	
" 12, 1908	"	Ironwork for Te Hana Bridges and Wharf	W. Wilson	Nov. 21, 1909	Feb. 8, 1909	336 17 0	
Oct. 19, 1907	"	Erection of Te Hana Bridges and Wharf	Brown and Sons	July 19, 1909	"	1,618 1 6	
Oct. 19, 1907	"	Hardwood Timber	Richardson and Blair	Feb. 17, 1908	May 26, 1908	484 14 4	
Feb. 18, 1908	Kawakawa-Grahamtown	Erection Towai Bridges	D. H. McMillan	Aug. 8, 1908	Nov. 30, 1908	438 1 0	
July 15, 1908	"	Platelayer's Cottage, Towai	H. G. Foster	Oct. 15, 1908	Dec. 21, 1908	570 0 0	
Feb. 10, 1909	"	Three Platelayers' Cottages, Ramarama	"	June 10, 1909	"	1,219 0 0	
" 25, 1908	"	Grahamtown Wharf	D. McLean and Co.	Feb. 25, 1911	"	17,675 0 0	
" 25, 1908	"	Supply of Ironbark Telephone Poles	J. W. Wallace and Co.	Aug. 25, 1909	"	354 5 0	
Mar. 25, 1908	"	Station-buildings, Towai	H. G. Foster	June 25, 1908	"	602 0 0	
Aug. 3, 1908	Lawrence-Roxburgh	Supply of Ironbark Timber	Dick Michael	July 2, 1908	Dec. 24, 1908	943 5 3	
Aug. 17, 1908	"	Erection of Bridges, Bowler's Creek Section	W. Rhodes and Son	Aug. 7, 1908	"	597 2 3	
Feb. 4, 1909	"	Supply and Delivery of Timber and Joinery for three Platelayers' Cottages	J. Murdoch and Co.	Mar. 11, 1909	Mar. 26, 1909	555 8 0	
June 27, 1905	Marton-Te Awamutu, N.E.	Makatote Viaduct	J. and A. Anderson	June 15, 1908	July 10, 1908	53,369 0 0	
July 6, 1906	"	Manganui-o-te-ao Bridges	"	Feb. 7, 1907	Aug. 9, 1907	8,840 12 6	
Mar. 23, 1907	Marton-Te Awamutu, S.E.	Ironbark Timber	Dick Michael	Oct. 15, 1907	Feb. 2, 1908	408 4 9	
Sept. 4, 1907	"	Stationmaster's House and Platelayer's Cottage, Mataroa	Smyth and Gardiner	Nov. 13, 1907	May 20, 1908	827 0 0	
June 29, 1906	Midland (Reefton-Inangahua)	Larry's Creek Bridge	J. Sigley	July 18, 1906	Aug. 30, 1906	2,915 13 5	
July 11, 1907	"	Station-buildings, Ororodun	E. and W. Sweetman	Nov. 6, 1907	July 15, 1908	1,972 9 0	
May 5, 1908	"	Ironbark and Hardwood Timber for Boatman's Creek Bridges	Fraser and Co. (Limited)	July 28, 1908	Nov. 11, 1908	422 5 8	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1908, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1909—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.
RAILWAYS—continued.							
July 31, 1908	Midland (Reefton-Inangahua ^a)	Erection, Boatman's Creek Bridge ..	H. J. Reynolds ..	Oct. 31, 1908	Feb. 9, 1909	£ 342 7 6	
Aug. 1, 1907	" (Otira end)	Arthur's Pass Tunnel ..	John McLean and Son ..	Aug. 1, 1912	..	599,794 0 0	
July 11, " "	" (Springfield end)	Sloven's Creek Viaduct ..	G. M. Fraser ..	Mar. 11, 1909	..	21,451 3 0	
Oct. 27, 1908	" "	Ironbark for Sloven's Creek Bridges ..	A. Hadecke ..	Dec. 8, 1908	Feb. 3, 1909	327 10 0	
Feb. 10, 1909	" "	Two Platelayers' Cottages, Cass Section ..	Paynter and Hamilton ..	May 10, 1909	..	1,043 12 0	
Dec. 8, 1908	Midland (Tadmor end)	Platelay's Cottage, Manu ..	J. A. Stringer ..	Mar. 8, " "	Feb. 26, 1909	542 7 10	
Sept. 24, 1907	Mount Egmont Branch ..	Crushing-yard Buildings ..	Boon Bros. ..	Jan. 24, 1908	June 30, 1908	1,395 0 0	
Aug. 13, " "	Ngahere-Blackball ..	Supply of Hardwood Timber ..	Duncan McLean ..	Dec. 31, 1907	Aug. 26, 1908	971 18 9	
Mar. 5, 1908	" "	Stationmaster's House, Blackball ..	E. and W. Sweetman ..	June 5, 1908	Sept. 22, " "	478 10 0	
" 16, " "	" "	Erection Soldier's and Ford's Creek Bridges ..	W. G. Mouat ..	July 16, " "	..	1,713 9 10	
Jan. 22, 1909	" "	Station-buildings, Ngahere ..	R. Mordaunt ..	May 22, 1909	..	884 15 8	
July 11, 1907	Orepuki-Waiau ..	Ironbark Timber ..	Dick Michael ..	Oct. 3, 1907	June 22, 1908	598 0 2	
July 30, " "	" "	Station-buildings, Te Tua ..	H. Morris ..	Jan. 30, 1908	Oct. 5, " "	889 0 0	
Nov. 2, 1908	" "	" "	E. W. Bone ..	Dec. 2, " "	..	877 8 0	
Nov. 11, 1907	Riversdale-Swifters ..	Ironbark Timber ..	Richardson and Blair ..	Feb. 12, " "	June 20, 1908	353 17 7	
Dec. 11, 1908	" "	Station-buildings ..	T. Rhodes and Son ..	Apr. 11, 1909	..	1,701 7 6	
Sept. 24, 1907	Stratford-Ongarue ..	Platelayers' Cottages, Huiroa Section ..	J. W. Boon ..	Mar. 24, 1908	July 31, 1908	1,760 0 0	
Oct. 29, " "	" "	Station-buildings, Huiroa ..	" ..	Feb. 29, " "	" 31, " "	850 0 0	
Dec. 5, " "	" "	Platelayers' Cottages, Te Wera Section ..	" ..	Apr. 8, " "	" 31, " "	970 0 0	
Feb. 8, 1909	" "	Station-buildings, Kioro ..	A. B. Burrell ..	June 8, 1909	..	866 0 0	
Nov. 27, 1906	Westport-Inangahua ..	Ironbark Timber ..	Fraser and Co. ..	Aug. 27, 1907	June 8, 1908	3,460 0 3	
Dec. 19, 1907	" "	Ironwork, Orowaita Bridges ..	S. Riley and Sons ..	Feb. 19, 1908	April 22, " "	238.6d. per cwt.	
Mar. 5, 1908	" "	Erection, Orowaita Bridges ..	H. Lange ..	Dec. 5, " "	..	1,139 0 11	Assigned to S. and R. Atkinson.
Feb. 25, 1909	Various Railways ..	Ironbark Telephone Poles ..	Richardson and Blair ..	Aug. 25, 1909	..	2,031 5 11	

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1908, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1909—*continued*.

Date of Contract.	Name of Contractor.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
Oct. 17, 1905	Bath Buildings, Rotorua ..	W. E. Hutcheson, Auckland	Mar. 27, 1907	May 31, 1908	£ 25,720	s. 0 d. 0
Jan. 28, 1907	Post-office, Cambridge ..	W. G. Care, Cambridge	Oct. 24, "	April 16, "	2,694	0 0
Mar. 27, "	Rotorua Bath Building, Electric Wiring ..	Stewart and Fenn, Auckland	Sept. 24, "	July 11, "	734	7 0
May 6, "	Wharf, Motuihi Island ..	J. G. Farry, Puhori ..	Oct. 6, "	Sept. 9, "	959	2 8
" 29, "	Courthouse and Police-station, Raglan ..	F. G. Whiting, Auckland	" 29, "	May 30, "	1,730	0 0
" 13, "	Post-office, Devonport ..	E. Morris, Devonport ..	Feb. 13, 1908	June 6, "	2,159	0 6
" 28, "	Departmental Buildings, Auckland, Additions	J. Morris, Auckland ..	Nov. 28, 1907	April 5, "	16,954	10 6
Oct. 2, "	Courthouse, Kawhia ..	D. Henderson, Auckland	Mar. 2, 1908	" 24, "	663	12 10
Nov. 30, "	Stock-Inspector's House, Gisborne ..	Aitken and Wilson, Gisborne	Feb. 29, "	" 6, "	549	0 0
Dec. 23, "	Native School and Teacher's Residence, Waikare	H. G. Foster, Auckland	May 23, "	July 3, "	852	0 0
" 23, "	Native School, Whangaruru, Additions	" "	Mar. 23, "	April 1, "	245	0 0
" 24, "	Courthouse, Te Kuiti ..	" "	May 24, "	Aug. 25, "	922	3 1
Jan. 14, 1908	Police-station, Newmarket ..	W. A. Clarke, Auckland	Sept. 14, "	Sept. 14, "	1,899	0 0
" 30, "	Cottage Hospital, Taumarunui ..	Taumarunui Timber and Saw-milling Co., Ltd.	May 15, "	" 26, "	1,675	0 0
Mar. 3, "	Government Buildings, Te Kuiti ..	Sheldon and Aitken, Hamilton	Aug. 3, "	" 30, "	1,396	16 0
" 7, "	Post-office, Clevedon ..	J. E. Hampton, Auckland	June 7, "	July 31, "	748	8 0
Apr. 15, "	" Paeroa, Renovations, &c. ..	S. Craig, Paeroa ..	15, "	June 17, "	230	0 0
" 16, "	Stock Inspector's Residence, Te Kuiti ..	H. T. Markurek, Waikato	Aug. 15, "	Nov. 11, "	558	10 0
" 24, "	Courthouse, Whangarei, Additions	F. R. Alderton, Whangarei	June 24, "	Oct. 1, "	345	13 4
" 29, "	Post-office, Matakohē ..	Raddiffe and Burton, Auckland	July 29, "	Sept. 18, "	749	0 0
" 29, "	" Newmarket.. ..	R. Kay, Auckland ..	Oct. 29, "	Dec. 11, "	2,132	0 0
" 29, "	" Birkenhead.. ..	A. Langford, Birkenhead	July 29, "	Sept. 9, "	762	0 0
" 5, "	" Rotorua, Alterations and Additions	D. Lundon, Rotorua ..	May 4, "	Aug. 5, "	215	19 6
" 6, "	" Waihi, Additions ..	Hutchinson and Ludwig, Waihi	Sept. 6, "	Oct. 17, "	749	0 0
" 7, "	" Howick ..	W. W. Skinner, Howick	Aug. 7, "	" 19, "	760	0 0
June 2, "	Agricultural Department, Auckland, Additions and Alterations	E. Morris, Auckland ..	Sept. 2, "	Sept. 2, "	362	0 0
July 9, "	Dais, Queen Street Wharf and Annexe, Drill-hall, Auckland	W. E. Hutchison, Auckland	Aug. 20, "	Aug. 20, "	316	0 0
" 15, "	Rotorua Bath Buildings, Hydraulic Lift ..	S. McCoskie and Son, Auckland..	Sept. 23, "	Oct. 12, "	295	0 0
" 15, "	Stock Inspector's Residence, Te Puia ..	Aitken and Wilson, Gisborne	Dec. 15, "	Oct. 12, "	933	0 0
" 30, "	Post-office, Whangarei ..	W. E. Hutchison, Auckland	April 30, 1909	Jan. 5, 1909	2,889	0 0
" 18, "	" Pukekohe ..	J. W. Dixon, Drury ..	May 18, "	" ..	2,375	0 0
Sept. 6, "	Police-station, Whangarei, Additions	H. G. Foster, Whangarei	Jan. 6, "	Mar. 3, 1909	665	0 0
Oct. 6, "	Post-office, Te Kuiti ..	G. H. Seed, Auckland ..	Feb. 6, "	" 6, "	740	0 0
" 8, "	Police-station, Katata ..	C. H. Frankham, Auckland	" 6, "	" 13, "	989	0 0
" 28, "	Post-office, Huntly ..	E. Morris, Auckland ..	June 28, "	" ..	2,280	0 0
Dec. 7, "	Police Residence and Lockup, Hamilton East	G. Jack, Hamilton East	April 7, "	" ..	816	1 2
" 8, "	Post-office, Morrinsville	R. C. Humphreys, Hamilton	May 8, "	" ..	1,270	16 0
" 18, "	Courthouse, Cambridge ..	F. Potts, Cambridge ..	June 18, "	" ..	1,044	3 4
" 18, "	Post-office, Taumarunui	J. Wright, Hamilton ..	" 18, "	" ..	730	7 0

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1908, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1909—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—continued.						
Dec. 29, 1908	Police-station, Thames ..	W. A. Clarke, Auckland	July 29, 1909	..	1,889 10 9	
Jan. 8, 1909	Harbour Master's House, Hokianga ..	W. Cook and Son, Waimate North	May 8, "	..	498 0 0	
Feb. 26, "	Post-office, Te Puke, Additions, &c. ..	F. G. Whiting, Auckland	April 26, "	..	202 11 6	
Mar. 16, "	" Maungaturoto ..	A. M. Mackay, Waipu ..	June 18, "	..	758 15 0	
" 18, "	" Epsom ..	W. Ball, Devonport ..	Oct. 18, "	..	1,932 0 0	
" 18, "	Police-station, Kaikohe ..	W. Cook and Son, Waimate N. ..	Sept. 18, "	..	985 0 0	
" 25, "	Post-office, Otorohanga ..	J. G. Aitken, Franktown Junction	July 25, "	..	872 3 3	
HAWKE'S BAY.						
Mar. 2, 1908	Police-station, Hastings, Additions, &c. ..	A. E. Curd, Hastings ..	June 2, 1908	July 15, 1908	304 0 0	
April 3, "	Courthouse, Napier, Renovations ..	W. Ward, Awakoto ..	Aug. 3, "	Aug. 24, "	438 0 0	
" 16, "	Government Insurance Buildings, Napier ..	J. Renout, Wellington ..	Dec. 16, "	Mar. 11, 1909	1,446 7 0	
Sept. 23, "	Post-office, Hastings ..	"	July 23, "	..	5,125 0 0	
Mar. 16, 1909	" Nuhaka ..	A. R. Gardiner, Wairoa	" 16, "	..	770 0 0	
TABANAKI.						
Nov. 23, 1906	Courthouse, Eltham ..	F. N. Blackhall, Eltham	June 10, 1907	May 31, "	1,550 0 0	
Jan. 6, 1908	" Waitara ..	W. Howson, New Plymouth	May 6, "	July 31, "	775 19 8	
Aug. 6, "	Post-office, Toko ..	J. McAneny, jun., Hawera	Dec. 6, 1908	Jan. 20, "	709 0 0	
Sept. 18, "	" Hawera, Alterations and Renovations ..	W. Howson, New Plymouth	Dec. 18, "	Feb. 25, "	627 13 0	
Nov. 13, "	Departmental Buildings, New Plymouth, Painting, Renovations, and Drainage ..	"	Jan. 8, 1909	Jan. 31, "	482 6 4	
Jan. 12, 1909	Police-station, New Plymouth ..	R. W. Bond, New Plymouth	June 12, "	..	1,189 10 0	
Mar. 1, "	Post-office, Stratford ..	Haine and McAneny, Hawera	April 26, "	..	360 0 0	
WELLINGTON.						
Dec. 10, 1906	Public Trust Office, Wellington ..	J. and A. Wilson, Wellington	Aug. 3, "	..	40,780 10 0	Contract cancelled on account of fire.
May 2, 1907	Parliament Buildings, Wellington, Additions ..	M. Frain, Wellington ..	June 2, 1907	..	21,453 18 0	
Nov. 12, "	Post-office, Apiti ..	W. Banks, Kimbolton ..	April 12, 1908	Sept. 1, 1908	898 16 0	
Nov. 14, "	Police-station, Wanganui, Repairs and Renovations ..	A. J. Stewart, Wanganui	Jan. 14, "	April 30, "	400 0 0	
Jan. 30, 1908	Post-office, Kimbolton ..	W. Banks, Kimbolton ..	June 30, "	Feb. 18, 1909	1,088 7 0	
Feb. 20, "	" Manakau, Alterations and Additions ..	L. Arcus and Son, Ohau	" 20, "	July 31, 1908	566 0 0	
" 27, "	Old Post-office, Palmerston North, Converting into Offices ..	Geo. McAlister, Palmerston North	" 27, "	Aug. 5, "	1,150 0 0	
Mar. 2, "	Post-office, Utiku ..	W. J. Brown, Utiku ..	July 2, "	June 26, "	639 0 0	
" 2, "	" Eketahuna, Additions ..	McKenzie and Branchley, Mauriceville	Aug. 8, "	Aug. 2, "	488 0 0	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1908, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1909—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
April 29, 1908	Police-station, Newtown	WELLINGTON—continued.	Oct. 29, 1908	Sept. 21, 1908	2,510 18 6	
May 4, "	Post-office, Weraoa	..	Sept. 4, "	..	696 0 0	
" 20, "	Courthouse, Palmerston North, Additions, &c.	..	Nov. 20, "	Mar. 20, 1909	1,838 3 6	
" 30, "	Supreme Court, Wellington, Additions	..	Jan. 20, 1909	Feb. 10, "	2,289 0 0	
June 11, "	Police-station, Petone	..	Nov. 11, 1908	Nov. 23, 1908	1,065 0 0	
" 11, "	Post-office, Aramoho	..	Nov. 11, 1909	Mar. 1, 1909	1,899 0 0	
" 30, "	Courthouse, Wanganui, Renovations	..	Aug. 31, 1908	Aug. 31, 1908	531 10 0	
July 8, "	Post-office, Featherston	..	Mar. 8, 1909	Jan. 21, 1909	2,394 0 0	
Aug. 5, "	Courthouse, Lower Hutt	..	Feb. 5, "	Dec. 23, 1908	1,344 0 0	
Sept. 2, "	Post-office, Upper Hutt	..	April 2, "	Mar. 6, 1909	1,992 15 9	
" 18, "	" Foxton	..	May 18, "	..	2,531 0 0	
" 24, "	" Te Aro	..	July 24, "	..	5,687 0 0	
Oct. 19, "	" Waverley, Additions	..	Jan. 19, "	..	319 0 0	
Dec. 10, "	Courthouse, Feilding	..	July 10, "	..	2,244 0 0	
" 24, "	Public Trust Office, Wellington, Supply and Erection of Passenger-lift	..	May 24, "	..	768 18 6	
Feb. 25, 1909	Post-office, Ohakune	..	June 25, "	..	770 0 0	
Oct. 12, 1907	Public Buildings, Blenheim, Alterations	NELSON.	Jan. 12, 1908	Feb. 15, 1909	548 0 0	
Mar. 6, 1908	Customhouse, Nelson	..	Nov. 6, "	Nov. 3, 1908	2,100 17 8	
Sept. 24, "	Police-station, Richmond	..	Jan. 24, 1909	Feb. 13, 1909	700 10 0	
Jan. 26, 1909	Post-office, Richmond	..	May 26, "	..	743 16 0	
Feb. 13, "	Police-station, Takaka	..	June 13, "	..	733 5 6	
May 25, 1903	Post-office, Greymouth	WESTLAND.	May 16, 1906	June 30, 1909	5,670 0 0	
July 23, 1907	Greymouth Hospital, Additions	..	Apr. 23, 1908	Jan. 8, "	4,269 12 6	
Mar. 12, 1908	Departmental Buildings, Hokitika	..	Mar. 12, 1909	..	6,966 0 0	
June 30, "	Police-station, Dunollie	..	Nov. 30, 1908	..	657 10 0	
Sept. 19, "	Post-office, Blackball	..	Dec. 19, "	Mar. 2, 1909	490 0 0	
Oct. 7, "	" Wallend	..	Feb. 7, 1909	..	664 18 0	
Dec. 17, "	Hokitika Hospital, New Ward, Operating Theatre	..	Sept. 17, "	..	3,782 16 0	
Mar. 16, 1909	Railway and Public Works Offices, Greymouth	..	Dec. 16, "	..	5,740 2 0	

Date of Contract.	Name of Contractor.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
PUBLIC BUILDINGS—continued.						
CANTERBURY.						
Sept. 27, 1907	Post-office, Geraldine ..	..	Mar. 27, 1908	July 24, 1908	£ 1,980 10 0	
Mar. 3, 1908	Police-station, Sheffield, Additions and Repairs ..	..	June 5, "	June 1, "	" 293 0 0	
April 30, "	Mental Hospital, Sunnyside, Bathroom ..	..	Aug. 30, "	Oct. 24, "	" 1,287 10 0	
May 8, "	" " Erection of Dairy ..	..	July 8, "	Aug. 24, "	" 611 3 0	
June 18, "	Post-office, Fairlie ..	..	Oct. 18, "	Jan. 30, 1909	" 813 17 6	
" 26, "	" Woolston ..	..	Dec. 26, "	" 9, "	" 1,584 0 0	
" 29, "	Police-station, Kaiapoi ..	..	Oct. 29, "	Sept. 28, 1908	" 672 11 0	
July 23, "	Post-office, Kaipara Flats ..	..	" Dec. 23, "	Dec. 4, "	" 428 10 0	
" 31, "	Police Residence and Stable, Cheviot ..	..	Dec. 31, "	Oct. 29, "	" 713 17 0	
Sept. 21, "	Magistrate's Court, Christchurch, Additions ..	..	June 21, 1909	" "	" 3,550 0 0	
Nov. 5, "	Residence for Postmistress, Ophir ..	..	Feb. 5, "	" "	" 270 12 0	
" 5, "	Post-office, Christchurch, Additional Sanitary Conveniences ..	..	F. Turvey and Co., Christchurch	" "	" 480 0 0	
Jan. 25, 1909	Police Residence and Stable, Rakata ..	..	Paynter and Hamilton, Christ-church	" May 25, "	" 762 0 0	
OTAGO AND SOUTHLAND.						
Feb. 17, 1908	Post-office, Invercargill, Additions, &c. ..	..	W. Birss, Invercargill ..	May 15, 1908	" 513 0 0	
June 5, "	Courthouse, Otautau ..	..	Thomson and Georgeson, Isla Bank	Feb. 17, 1909	" 1,185 0 0	
" 15, "	Police Residence and Stable, Ranfurly ..	..	Robson and Crawford, Mornington	Oct. 22, 1908	" 818 7 6	
July 27, "	Post-office, Dunedin, Painting and Repairs ..	..	R. Waghorn, Dunedin ..	Jan. 23, 1909	" 507 0 0	
" 29, "	Police-station, Clinton ..	..	Hamilton and Davey, Invercargill	Dec. 23, 1908	" 520 0 0	
Aug. 3, "	Government Insurance Buildings, Dunedin ..	..	H. Lyders ..	Nov. 3, 1909	" 10,746 5 0	
Sept. 22, "	St. Helen's Hospital, Dunedin ..	..	R. Orr ..	Aug. 22, 1908	" 797 9 0	
Nov. 6, "	Post-office, Milton, Alterations and Additions ..	..	G. Lawrence ..	Jan. 29, 1909	" 278 16 0	
Dec. 11, "	" St. Bathans' ..	..	J. Drummev ..	Apr. 11, "	" 685 4 0	
Feb. 9, 1909	" Queensdown, Additions ..	..	R. Orr ..	June 9, "	" 413 13 9	
Mar. 2, "	" George Street, Dunedin, Alterations ..	..	McKinnon and Hamilton	" May 11, "	" 350 0 0	
MISCELLANEOUS.						
AUCKLAND.						
May 23, 1906	Stores-supply, Auckland, Classes I, VI, XI, Items 2, 8, 24, and 25 ..	..	Briscoe and Co. (Limited), Auck-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), Auck-land	" 31, "	" "	
" 23, "	" " Classes V, VII, and XII..	..	Jagger and Harvey, Auckland ..	" 31, "	" "	
" 23, "	" " Class IX ..	..	J. J. Craig (Limited), Auckland..	" 31, "	" "	
" 23, "	" " Class X ..	..	J. and W. Okleston and Co., Auckland	" 31, "	" "	

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1908, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1909—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
MISCELLANEOUS—continued.						
AUCKLAND—continued.						
23, 1906	Stores-supply, Auckland, Class XI, Items 1, 3, 4, 5, 6, 7, 9, 15, 17, 18, 20, 23, 26, 28, and 30	E. Porter and Co., Auckland	Mar. 31, 1909	Mar. 31, 1909	Schedule rates	£ s. d.
6, 1907	Motuhi Island Wharf	J. G. Parry, Puhoi	Oct. 6, 1907	Sept. 9, 1908	959 2 8	
1, 1908	Road Bridge, Frasertown	J. Brown, Gisborne	April 16, 1908	"	6,403 3 0	
12, "	Mooring Buoys for H.M.C.S. "Iris"	S. Luke and Co. (Limited), Wellington	Dec. 2, "	Dec. 7, "	274 0 0	
8, 1909	Ironwork for Cape Brett Lighthouse	C. Judd, Thames	May 8, 1909	"	930 18 9	
26, 1908	Channel Buoys for Marine Department	Dunedin Engineer and Steel Company (Limited)	Jan. 1, "	Mar. 20, 1909	341 0 0	
WELLINGTON.						
23, 1906	Stores-supply, Wellington, Classes I and VI	Briscoe and Co. (Limited), Wellington	Mar. 31, 1909	Mar. 31, 1909	Schedule rates	
23, "	"	Vacuum Oil Company, Wellington	"	"	"	
23, "	"	G. Winder, Wellington	"	"	"	
23, "	"	A. and T. Burt, Wellington	"	"	"	
23, "	"	E. W. Mills and Co., Wellington	"	"	"	
23, "	"	Smith and Smith, Wellington	"	"	"	
23, "	"	P. Hutson and Co., Wellington	"	"	"	
23, "	"	W. M. Bannatyne and Co., Wellington	"	"	"	
23, "	"	Sargood, Son, and Ewen, Wellington	"	"	"	
23, "	"	Edwards and Son, Wellington	"	"	"	
7, 1908	Seddon Memorial	S. Luke and Co. (Limited), Wellington	Nov. 11, 1908	"	2,746 0 0	
8, 1909	Wanganui Bridge Cylinder Castings	"	"	"	578 0 0	
NELSON.						
9, 1905	Bridge over Motneka River at Alexander's Bluff	Langlands and Dixon, Nelson	Aug. 6, 1906	Feb. 19, 1909	3,191 3 6	
23, 1906	Stores-supply, Nelson, Classes I, IV, VI, X	E. Buxton and Co. (Limited), Nelson	Mar. 31, 1909	Mar. 31, "	Schedule rates	
23, "	"	Vacuum Oil Company (Limited)	"	"	"	
23, "	"	Wilkins and Field Company, Nelson	"	"	"	
23, "	"	P. Hutson and Co., Wellington	"	"	"	
23, "	"	W. M. Bannatyne and Co.	"	"	"	
23, "	"	Sargood, Son, and Ewen	"	"	"	
23, "	"	J. Sigley, Greymouth	"	"	"	
16, 1907	O'Sullivan's Road Bridge	"	Nov. 16, 1908	"	4,643 12 0	
WESTLAND.						
23, 1906	Stores-supply, Greymouth, Classes I, II, III, IV, VI, VII, VIII, and X	D. McLean, Greymouth	Mar. 31, 1909	Mar. 31, 1909	Schedule rates	
23, "	"	Forsyth and McKay, Greymouth	"	"	"	
23, "	"	W. M. Bannatyne and Co., Wellington	"	"	"	

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1908, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1909, 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.								
6 June, 1906	E. McMillan ..	Taherora ..	500 totara	s. d. 3 3	Taherora ..	6 Dec., 1906 ..	..	..
13 Aug., "	James Moir ..	Puhoi ..	3,000 "	3 3	Ahuroa ..	31 May, 1907 ..	3,000	18 May, 1908.
6 Dec., "	C. Hargreaves	Waimate North	4,000 puriri	4 6	On completed line	6 " " "	947	Contract cancelled.
6 " "	"	"	3,000 totara	4 0	South of Kawakawa	6 " " "	618	Ditto.
19 Mar., 1907	E. Brenstrum ..	Dargaville ..	2,000 puriri	4 3	Helensville ..	20 April, 1908 ..	2,000	24 Sept., 1908.
11 April, "	Richardson and Blair	Wellington ..	10,000 hardwood	3 10½	Opua ..	21 May, 1907 ..	10,410	21 " 1909.
13 June "	Dick Michael..	Sydney ..	2,100 hardwood	17s. 3d. per 100 ft. C.B.M.	Auckland..	13 Sept., 1908..	2,102	12 Oct., 1908.
16 Aug., "	J. G. Brighthouse	Dannevirke	2,000 totara	3 6	Hukerenui	31 Mar., " ..	2,034	2 July, "
3 Sept., "	Dick Michael..	Sydney ..	2,000 hardwood	5 9	Auckland..	3 Feb., " ..	2,480	3 Aug., "
3 " "	"	"	200 ditto	6 6	Gisborne ..	3 " " "	200	20 July, "
14 Dec., "	James Moir ..	Puhoi ..	500 totara	3 3	Ahuroa ..	31 Mar., " ..	505	7 Dec., "
24 Jan., 1908	S. Brown (Limited)	Wellington ..	12,000 hardwood	4 0	Whangarei	24 July, " ..	11,911	6 Nov., "
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 " " "	1,103	15 Dec., 1908.
28 April, "	Robinson Grant	Hoteo North	600 totara	3 3	Wayby ..	30 April, " ..	523	21 May, 1909.
11 June, "	J. Turnwald ..	Puhoi ..	600 "	3 3	Taherora ..	31 Dec., " ..	612	9 Feb., 1909.
25 " "	W. and A. Bayer	Wellington ..	500 "	3 3	Whangarei	31 Mar., 1909 ..	504	23 Mar., "
25 " "	S. Brown (Limited)	Kawakawa ..	10,500 hardwood	3 11	Kawakawa	25 Oct., 1908 ..	10,470	In hand.
11 Sept., "	Eru Kako ..	Kakahi ..	500 puriri	4 0	Kakahi	11 Mar., 1909 ..	11,559	Nov., 1908.
Various ..	T. Jones ..	"	11,559 totara	2 9*	"	..	9,325	"
"	R. Zimmerman	"	9,325	2 9*	"	..	..	"
"	Millars West Australian	Wellington ..	20,000 hardwood	3 9	Auckland	26 Sept., 1909 ..	..	In hand.
26 Jan., 1909	Hardwood Company	"	16,000 "	3 9	Opua ..	26 " " "	..	"
26 " "	Ditto	"	210 crossing	17s. per 100 ft. C.B.M.	"	26 " " "	..	"
26 " "	"	"	370 "	C.B.M.	Auckland..	26 " " "	..	"
26 " "	Nelson and Robertson	Sydney ..	15,195 hardwood	4 2	Gisborne ..	26 " " "	..	In hand.
29 " "	"	"	bridge	"	"	"	..	"
23 Feb., "	Fred Goodhue	Kawakawa ..	600 totara	3 6	Kawakawa	29 " " "	..	In hand.
"	S. Brown (Limited)	Wellington ..	1,500 hardwood	3 6	Auckland	..	..	"
Various ..	Sundry small contractors	Various ..	500 puriri { 470 totara }	Various	Various ..	Various	{200} {470}	Various.

* Cut in Government bush.

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1908, 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.								
TARANAKI DISTRICT.								
26 Jan., 1909	G. Morris	Horopito	3,000 silver-pine	s. d. 3 3	Raurimu	26 June, 1909	..	..
WELLINGTON DISTRICT.								
13 June, 1907	Dick Michael	Sydney	7,250 hardw'd 17s. 3d. per 100ft. C.B.M.		Various	13 Sept., 1907	8,560	12 Oct., 1908.
9 July, 1908	S. Brown Limited	Wellington	" 3 8		Stratford and Wellington	9 Mar., 1909	1,447	In hand.
26 Jan., 1909	Southland Timber Company (Limited)	Dunedin	" 55,800 3/6; 618, 4/0d to 5/6		Wellington and Lyttelton	26 Sept., 1909	..	..
28 Mar., "	South-west Timber Hewers' Co-operative Society (Limited)	West Australia	" 10,000 jarrah.. 3 7		Wellington	12 "	..	In hand.
SOUTH ISLAND.								
MARLBOROUGH DISTRICT.								
3 Oct., 1907	Richardson and Blair	Wellington	1,500 hardw'd 4 4		Picton	3 Feb., 1908	1,500	26 June, 1908.
NELSON DISTRICT.								
3 Oct., 1907	Richardson and Blair	Wellington	2,000 hardw'd 4 5		Nelson	3 Feb., 1908	2,000	26 June, 1908.
WESTLAND DISTRICT.								
16 April, 1908	J. Tibbles	Ngahere	2,000 silver-pine	3 3	Ngahere	Immediate	1,920	Balance cancelled.
23 "	J. Dixon	Kokatahi	1,300 ditto	3 3	Hokitika Wharf	"	1,300	23 April, 1908.
28 "	Stewart and Chapman	Ross	1,000 "	3 3	Ross	"	862	Balance cancelled.
30 "	J. Cowan	Reefton	2,500 "	3 3	Waimaunga	"	2,439	Ditto.
30 "	W. Hunt	Nelson Creek	1,000 "	3 3	Ngahere	"	1,000	30 April, 1908.
7 May	T. Southorn	"	1,200 "	3 3	"	"	1,132	Balance cancelled.
1 "	T. H. Chinn	Ross	700 "	3 3	Ruatapu	"	700	1 May, 1908.
5 June, "	A. Nyberg	Ruru	500 "	3 3	Swede's Siding	"	500	5 June, "

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1908, 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.
15 June, 1908	R. T. O'Brien..	Rimu ..	500 silver-pine	s. d. 3 3	Takatai ..	Immediate	458	Balance cancelled.
24 "	W. Thorpe ..	Nelson Creek	1,500 ditto ..	3 3	Ngahere Station	"	1,500	24 June, 1908.
8 July, "	L. Zala ..	The Forks ..	1,000 " ..	3 3	Hokitika Wharf	"	862	8 July, "
26 "	J. Dixon ..	Hokitika ..	700 " ..	3 3	"	"	676	27 "
27 "	J. Rea ..	Ross ..	500 " ..	3 3	Ruatapu Station	"	444	Balance cancelled.
14 Sept., "	Stewart and Chapman..	"	1,500 " ..	3 3	"	"	1,500	14 Sept., 1908.
25 "	A. Grigg ..	Cronadun ..	1,000 " ..	3 3	"	"	971	Balance cancelled.
29 "	R. T. O'Brien..	Rimu ..	500 " ..	3 3	Hokitika Wharf	"	500	29 Sept., 1908.
3 Nov., "	Baxter Bros. ..	Kokiri ..	600 " ..	3 3	Baxter's Siding	"	591	Balance cancelled.
11 "	G. A. Lawson..	Hokitika ..	600 " ..	3 3	Hokitika Wharf	"	592	Ditto.
23 "	A. Grigg ..	Cronadun ..	1,200 " ..	3 3	Cronadun Station	"	1,060	"
26 "	S. Wallace ..	Kokiri ..	500 " ..	3 3	Kokiri Station	"	500	29 Nov., 1908.
5 Dec., "	Jack Bros. ..	Kotuku ..	700 " ..	3 3	Kotuku Siding	"	700	5 Dec., "
7 "	W. Thorp ..	Nelson Creek	1,300 " ..	3 3	Ngahere ..	"	1,300	7 "
15 "	J. Lundberg ..	Brunnerton..	500 " ..	3 3	Brunner Station	"	471	Balance cancelled.
15 "	J. Dixon ..	Lower Kokatahi	600 " ..	3 3	Hokitika Wharf	"	578	Ditto.
17 "	M. O'Brien ..	Ngahere ..	500 " ..	3 3	Ngahere Station	"	490	"
21 "	A. Nyberg ..	Ruru ..	700 " ..	3 3	Ruru Siding	"	649	"
23 "	G. H. Lawson ..	Hokitika ..	700 " ..	3 3	Hokitika Station	"	681	"
2 Feb., 1909	W. H. Hunt ..	Nelson Creek	800 " ..	3 3	Ngahere ..	"	718	"
2 "	J. Tibbles ..	"	1,000 " ..	3 3	"	"	1,000	2 Feb., 1909.
10 "	E. Gardner ..	Rotomana ..	500 " ..	3 3	Rotomana Siding	"	500	10 "
11 "	Jack Bros. ..	Kotuku ..	2,000 " ..	3 3	Kotuku ..	"	1,787	Balance cancelled.
17 "	L. Zala ..	Okarito ..	1,000 " ..	3 3	Hokitika Wharf	"	900	Ditto.
19 "	A. McDonald ..	Ngakawa ..	500 " ..	3 3	Ngakawa ..	"	282	"
23 "	T. Chinn ..	Ross ..	1,000 " ..	3 3	Ross Station	"	931	"
4 March, "	Noel Peat ..	Moana ..	700 " ..	3 3	Moana ..	"	700	5 Mar., 1909.
10 "	W. Fisher ..	Nelson Creek	500 " ..	3 3	Ngahere ..	"	475	Balance cancelled.
Various ..	Sundry small contracts..	Various ..	10,381 " ..	3 3	Various ..	"	10,381	Various.
26 Jan., 1909	Dick Michael ..	Sydney ..	6,000 hardwood	4 6	Greymouth	26 Sept., 1909..	..	In hand.
26 "	J. W. Wallace and Co..	Wellington ..	6,000 " ..	4 6	Westport ..	26 "	..	"

SOUTH ISLAND—continued.

WESTLAND DISTRICT—continued.

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1908, 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.								
OTAGO DISTRICT.								
13 June, 1907	Dick Michael ..	Sydney	1,750 hard-wood	17/3, C.B.M.	Bluff and Dunedin	13 Sept., 1907..	2,265	8 Sept., 1908.
26 Aug. "	Richardson and Blair ..	Wellington	3,500 ditto	3 8½	Bluff	3 Feb., 1908 ..	3,636	25 June, "
12 Nov., "	J. W. Wallace and Co...	"	1,300 hardw'd bridge	5 6	"	12 " " ..	1,304	30 July, "
15 Jan., 1908	Richardson and Blair ..	"	10,000 hard-wood	3 8½	"	28 " " ..	10,000	4 June, "
24 " "	J. W. Wallace and Co...	"	12,000 ditto	3 7	"	24 July, " ..	12,678	27 Jan., 1909.
1 Feb., "	Richardson and Blair ..	"	10,000 "	3 8½	Dunedin	28 Feb., " ..	10,000	16 May, 1908.
28 " "	Dick Michael ..	Sydney	644 "	17/3, C.B.M.	Bluff	28 " " ..	644	4 Nov., "
6 Mar., "	"	Wellington	10,000 "	3 9	"	28 " " ..	11,410	4 " "
16 " "	Richardson and Blair ..	"	500 hardw'd bridge	5 6	"	16 Mar., " ..	500	14 May, "
16 " "	"	"	500 ditto	6 0	Dunedin	23 " " ..	500	16 " "
26 Jan., 1909	Southland Timber Company	Dunedin	618 hardw'd crossing	£147 14s., contract	"	26 Sept., 1909..	..	..

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, 30th June, 1909.

I have the honour to submit the following report on the various work completed and in progress throughout the Dominion 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, 1909:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1909.	Liabilities on 31st March, 1909.
	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	155,227 6 7	..
Hukerenui-Grahamtown	25 20	22 52	208,610 5 0	20,008 16 7
Helensville Northwards to Maungatapere	75 29	30 12	327,280 12 2	2,762 2 0
Kaipara-Waikato, with Branches	151 1	151 1	1,478,549 10 7	1,302 0 0
Waikato-Thames, with Branches	75 18	75 18	487,314 13 11	..
Thames Valley - Rotorua	69 33	69 33	355,576 11 1	..
Gisborne-Motu	50 25	23 39	206,549 4 4	4,338 10 2
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown Branch)	233 12	233 12	2,364,602 10 9	19,638 0 0
Wellington-Waitara, with Branches	205 42	196 22	1,597,023 13 8	24 9 0
Wellington-Manawatu (purchased 1908)	83 37	83 37	960,008 18 8	..
Stratford-Ongarue	101 0	15 68	143,754 14 10	1,900 11 7
North Island Main Trunk	209 69	209 69	2,669,165 16 0	1,577 14 8
Picton-Waipara—				
Picton-Cheviot	138 15	33 45	421,256 19 3	275 16 2
Waipara-Cheviot	35 35	31 68	243,428 12 1	1,412 17 2
Nelson-Roundell	22 73	22 73	175,623 8 4	..
Midland Railway*	241 67	123 65	935,409 1 0	588,426 19 1
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	..	34,247 16 7	634 13 9
Ngahere-Blackball	3 30	..	103,779 6 10	1,619 17 10
Greymouth - Coal Creek	8 70	5 1	190,531 10 5	..
Greymouth-Brunner	7 51	7 51	150,512 11 11	..
Greymouth-Ross	40 21	31 47	331,907 1 1	344 13 6
Culverden-Hammer Motor-cars and Repairs to Road .. .. .	..	..	3,819 14 0	..
Hurunui-Waitaki, with Branches	483 72	443 8	2,400,502 17 3	2,976 0 0
Canterbury Interior Main Line—Oxford-Temuka	83 0	11 44	59,343 9 2	..
Waitaki-Bluff, with Branches	616 58	490 77	4,176,009 5 7	22,277 18 8
Otago Central	182 56	134 78	1,280,104 11 10	..
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	312,792 10 7	486 6 2
Preliminary Surveys .. .. .	..	..	39,180 11 0	..
Miscellaneous .. .. .	..	..	10,336 19 11	..
Stock of Permanent-way on hand .. .. .	..	..	88,624 19 9	26,563 14 1
Value of Permanent-way in hands of Railway Department .. .. .	..	..	25,000 0 0	..
Rolling-stock .. .. .	..	..	4,433,541 7 0	107,184 0 0
Total	3,454 5	2,675 27	26,870,303 2 8	803,760 0 5
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	3,454 5	2,675 27	28,663,019 9 9	803,760 0 5

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

† 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.

|| Includes expenditure on railways under "Hutt Road and Railway Improvement" and "Railway Improvement Authorisation Act" Accounts.

¶ Includes £24,983 18s. expended out of State Coal-mines Account, 1908-9.

** Includes value for £150,000 paid to debenture-holders under "The Midland Railway Petitions Settlement Act Amendment Act, 1903."

During the financial year a total length of 125 miles 49 chains of railway was opened for general traffic, as shown in the following table:—

Railway.	Section.	Length.	Date of Completion.
		M. ch.	
North Auckland	Tauhoa-Wayby	3 40	May 13, 1908.
Gisborne-Rotorua	Puha - Waikohu Bridge ..	3 29	" 28, "
Stratford-Ongarue	Oruru-Huiroa	4 50	April 1, 1908.
Mount Egmont Branch ..	Manganui Section	6 0	" 1, "
Marton - Te Awamutu ..	Taumarunui	6 48	
	Whakapapa	10 0	
	Owhango	8 0	Nov. 9, 1908.
	Makaretu	7 20	
	Waimarino (part of) ..	3 77	
	Waimarino (part of) ..	8 13	
	Raetihi	8 60	Feb. 13, 1909.
	Murimutu]	13 70	
	Waiouru	7 40	
	Turangarere	10 50	June 30, 1908.
Midland	Tadmor-Kiwi	5 9	Dec. 18, 1908.
	Reefton-Cronadun	5 38	Aug. 7, "
Gore-Waikaka	Waikaka	12 65	Nov. 26, "
		125 49	

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

The great length opened this year is due to the completion of the North Island Main Trunk Railway, on which 84 miles 58 chains, the closing length from Taumarunui to Mataroa, partly completed previously, was finished and finally opened right through for traffic.

OPUA—GRAHAMTOWN (58 miles).

Kawakawa Southwards Section (7 m. 16 ch. to 19 m. from Opuha Wharf).—The line to 15 m. is completed, but has not yet been taken over by the Railway Department. The section has been maintained by the Public Works Department, and trains run as required for the carriage of stores, &c. Felling and clearing has been completed right through the rest of the section, and the formation generally is in a fairly complete condition. Some of the banks require widening. All creek-diversions have been finished and ditching completed. Bridges are all completed up to the bridge at 17 m. 60 ch., with the exception of a small amount of work to be done to the piers of the first three bridges. Timber and materials are on the ground and on order for completing the three bridges at 17 m. 60 ch., 18 m. 19 ch., and 18 m. 66 ch., and arrangements made for erecting them. Fencing is complete as far as 15 m. 20 ch. Platelaying has been recommenced, and rails are laid to 17 m. 38 ch., and line trimmed to 17 m. 59 ch.

The branch line to the ballast-pit at Scoria Flat and the ballast-pit itself have been put in working-order, and ballasting operations resumed.

Ramarama Section (19 m. to 27 m. 64 ch.).—This closing section which connects the Kawakawa and Whangarei Railways has been put in hand during the past year, and at the present date work on all cuttings is in hand, and a long embankment through the swamps is in an advanced state. Formation-work is being pressed on at all points.

A relocation of the line has been carried out from 19 m. to 22 m. in order to avoid the swampy places as much as possible. A short length of line at 27 m. 45 ch. has also been relocated in order to reduce embankment.

Generally the formation-work on this section is nearly completed, except between 19 m. and 22 m., where there is still some light formation to do, and in the heavy cuttings and banks between 26 m. and 27 m. 62 ch., which is the end of the section.

The Ramarama Station yard at 20 m. 20 ch. is three parts finished.

Contracts have been let for the supply of timber and ironwork for bridges on this section, and are well in hand. The erection of the bridges will be gone on with as soon as the rails reach each site, and enable the material to be brought forward by rail, as the roads are not suitable for heavy traffic.

Towai Section (16 m. to 21 m. 1 ch. (chainage from Kamo)).—The line is formed throughout, including the Towai Station yard, except the length of 50 chains between this station and the end of the section, which is in hand.

Platelaying, which was commenced in October, 1908, from Hukerenui, is now finished, including the wayside station at Akerama and the station-yard at Towai.

The deep cutting at Hukerenui has been battered off and made fairly safe from immediate damage by slips, although it may probably slip further at some future time. Formation-level has

been raised where necessary in order to avoid damage by floods. All bridges on this section have been completed. The ballasting of the line is being proceeded with as rapidly as possible.

The contract for Towai Station buildings is well in hand—the goods-shed, station-building, and passenger-platform are finished—fencing, gates, and cattle-stops are all completed. This section should be ready for opening at an early date.

Extension to Grahamtown (2 m. 49 ch.).—The formation on this length is about three parts finished. The work done during the year has consisted principally in clearing slips and fascining banks to protect them from the sea. Some work has also been done in completing some of the cuttings, so that, omitting slips, of which there are some bad ones, there is only one cutting—that adjoining the station-yard—now left to take out; and some further banks in the station-yard at wharf-site to complete, besides the pitching of all the banks with stone, which cannot be done until the rails are laid. A contract for erection of the wharf at Grahamtown for £17,675 was let in February. No work has yet been done by the contractors on the ground, but they have placed orders for materials, and anticipate making an early start.

NORTH AUCKLAND RAILWAY.

Tauhoa to Wayby (62 m. 40 ch. to 66 m.).—This section was completed, and handed over to the Railway Department on the 13th May, 1908.

Wellsford Section (66 m. to 69 m. 18 ch.).—During the year many of the cuttings on this section slipped badly, and the banks subsided to a very considerable extent. This damage, which was caused by exceptionally wet weather and floods, required six months' continuous work to make good, and is not yet quite satisfactory. Cottages, station-buildings, and sheep and cattle yards were all completed at Wellsford by the 28th November, 1908, and the section opened for traffic by the Public Works Department on the 15th February, 1909, and handed over to the Railway Department on the 1st April, 1909. But for the extensive damage already referred to, the line would have been opened for traffic much earlier.

Te Hana Section (69 m. 18 ch. to 72 m. 55 ch.).—Formation, except where the slips have taken place, has been completed and pipes and culverts constructed. The bridge at 71 m. has been finished, and all drains, road and creek diversions made. Erection of fencing, gates, and cattle-stops is in hand. Trimming of formation has been completed, except where slips continue to come in, and rails laid throughout. The line is ballasted, except for the final lift, to Te Hana. The station-yard and branch line to the wharf is also ballasted. The wharf is completed and rails laid thereon. Goods traffic has been carried over this section since the 21st June, 1909. Platelayers' cottages have been erected in the Te Hana Station yard, and a contract has been let for the station-buildings. An overbridge at 70 m. 40 ch. is in hand, and contracts have been let for the timber, ironwork, and erection of the Te Hana, Mainene, and Topuni bridges.

Kaiwaka Section (72 m. 55 ch. to 77 m. 20 ch.).—A commencement was made on this section in June, 1908. Since then earthworks have been pushed on, and are in an advanced state as far as 77 m. 20 ch., and all culverts have been built up to that point. Beyond 77 m. 20 ch. no work has been put in hand owing to the question as to the route the railway was to follow beyond. The bottom heading has been driven through the Mainene tunnel, and arrangements are being made for its enlargement to be taken in hand from both ends—the bridge over the Te Hana River is finished except for the plate girders—the bridge over the Mainene is in progress. Owing to the unsafe nature of the ground at the sites of these two bridges, extra spans had to be added to both. The overbridge at 73 m. 26 ch. is finished and in use. A service road has been made along the line from Te Hana to the Mainene tunnel. Some fencing, where necessary to secure settlers' property, has been erected.

As the ballast for this line has so far had to be railed from Mount Albert, Auckland, now over seventy miles distant, endeavours are being made to find suitable stone or ballast nearer to where the construction-work is in progress. A proposed quarry at Bald Hill, Pukekaroro, has been prospected. Prospecting for stone has also been carried out at the Houtu Mountain, at Maungakarama Mountain, on the Bickerstaffe or western route, at various points, and also at Hukatere, on the Kaipara Harbour.

GISBORNE-ROTORUA.

The Waikohu road and railway bridge, at the Willow Crossing, about 23 m. 18 ch., was in hand in July, 1908, and was completed in January, 1909. So soon as completed rails were laid across the bridge into the Waikohu Station yard, sidings put in, and all necessary station-yard work done, including erection of station-buildings—this short section to Waikohu Station yard, or to 23 m. 50 ch., was opened for traffic by the Railway Department on the 1st April, 1909.

Otoko Section (23 m. 50 ch. to 31 m. 40 ch.).—At the close of last year formation-work was partly in hand on the Otoko Section as far as 27½ m. At this point heavy earthworks began. During July and August parties were advanced to near 29 m. By March last work was in hand up to 31 m., and most of the culverts constructed. In June the greater part of the heavy earthworks were in a well-advanced state, and work was in hand for about a mile beyond Otoko Station. From 26 m. a service road was made along the valley for the convenience of materials and supplies. A considerable portion of this road required rather heavy work, as in parts of the Waihuka Gorge it skirted round high cliffs running abruptly down to the stream.

Bridges at 23 m. 58 ch. and 24 m. 7 ch. have been completed. The concrete piers for bridge at 26 m. 14 ch. have been erected, and pier-foundations for the bridge at 27 m. 41 ch. have been completed.

The Waihuka tunnel at 26 m. 17 ch. was commenced in September, 1908, and finished in April, 1909.

Fencing has been completed up to 26 m.

At Otoko Station three platelayers' cottages and a Stationmaster's house have been erected.

Rails are laid up to 27 m., and the ballasting is practically completed to 26 m.

Plans are being prepared for the Otoko Viaduct at 31 m.

STRATFORD-ONGARUE.

Huiroa Section (11 m. 18 ch. to 15 m. 68 ch.).—The buildings which were incomplete at the time of last report were duly completed, and the section handed over to the Railway Department on the 1st April, 1908.

Te Wera Section (15 m. 68 ch. to 22 m. 65 ch.).—All the earthwork on this section up to 20 m., including Kiore Station, is practically completed. Work in the tunnel just beyond this, through the Mohakau Saddle, is now making fair progress, about 3 chains being complete; three shifts are working at either end; for $1\frac{1}{2}$ chains at the west end the ground was found to be very heavy, necessitating 18 in. lining. This tunnel-work should be finished by about the end of October. Two cottages have been built at Kiore, and station-buildings, platform, cattle-yards, &c., in this yard are nearly finished. Rails and one lift of ballast have been laid to 19 m. 65 ch. The cuttings and big banks between 20 m. 30 ch. and 20 m. 67 ch. are nearing completion; the bank at 20 m. 56 ch. has caused a good deal of difficulty through sinking in swampy foundation. Formation-work from this point to Te Wera Station yard has been finished. Some culverts have been left until the rail-head is more advanced so as to save cartage of cement, timber, and other material. A small bridge at 22 m. 27 ch. has been put in hand. Fair progress has been made in the formation of Te Wera Station yard. One platelayer's cottage is now in course of erection, and a contract for the others will be prepared shortly.

Pohokura Section (22 m. 65 ch. to 31 m. 40 ch.).—The line has been cleared up to 29 m., and clearing-parties are now advanced towards the proposed station at Pohokura. All creek-diversions and side drains have been completed up to 27 m. 40 ch., and the formation-work is in hand to the tunnel-mouth at 28 m. 14 ch. The survey-work on this line is completed to 32 m. 10 ch.

MOUNT EGMONT BRANCH.

Manganui Section (6 miles in length).—This section, which includes the stone-crushing plant, &c., was handed over to the Railway Department on the 1st April, 1908. During the year further stone-prospecting operations for a quarry at Waingongoro Spur have been carried out, and a report and estimate relative to the opening-up of a quarry at that point made. The report was, however, unfavourable, so a survey of the proposed incline to the Manganui quarry on the Surrey Road track has been commenced.

NORTH ISLAND MAIN TRUNK.

Marton-Te Awamutu.—The two railheads from north and south were connected on 3rd August, and the first through train from Wellington to Auckland was run over this line on the 8th August, 1908, on the occasion of the visit of the American fleet to New Zealand. From shortly after that date until the 13th February, 1909, traffic was run over the unopened sections by the Public Works Department. On the latter date the whole of the line intervening between the opened line on the north and south ends was handed over to the Railway Department, and through traffic has been regularly carried on since.

On this length the Makatote Viaduct contract and the Manganui-o-te-ao and Mangaturuturu Viaducts contracts were completed during the year.

The Government sawmill at Kakahi has been steadily employed cutting timber at the rate of about 10,000 superficial feet per day during the year. This mill was handed over on the 1st April, 1909, to the New Zealand Railways Department.

BLLENHEIM-WAIPARA (NORTH END).

Seddon-Blind River Section (33 m. 45 ch. to 37 m. 7 ch.).—Formation-work on this section was practically complete at the date of last annual report, the only earthwork requiring completion being the batters in cuttings at 34 m. 5 ch. and levelling of part of Blind River Station yard, which have been finished. Platelaying has been completed from 36 m. 61 ch. (last year's point) to the end of section, including the laying of sidings and points and crossings in Blind River yard. The whole section has been ballasted. A ballast-pit was opened near the Awatere River, and a line constructed from the main line at the south end of the Awatere Bridge to connect with the pit. Station-buildings at Blind River, consisting of shelter-shed and platform, cottage, goods-shed and loading-bank, cattle-yards, tank-stand and windmill have been completed. The line has been fenced, gates hung, and cattle-stops put in where necessary. An overbridge has been erected at 35 m. 23 ch., and additional work carried out at Hog Swamp Bridge. A party of men has been employed on maintenance of this section for about six months. This section, though completed, has not been handed over to the Railway Department, as doing so would

interfere too much with the haulage of ballast from the Awatere pit and constructional work beyond. Goods traffic is being worked by the Public Works Department in the meantime to give settlers the advantage of railway communication.

Ward Section (37 m. 7 ch. to 48 m. 9 ch.).—Earthworks to 40 m. 79 ch. are practically complete. At this point the formation runs across Lake Grassmere. During last summer the lake dried up to a considerable extent, and advantage was taken of the opportunity thus afforded to rush the formation of the bank across one arm of the lake. The bank across the other arm has been tipped in from a movable stage. Formation-work from the south side of the lake to 47 m. 45 ch. is practically complete. Kaparu Station yard, which has had to be cut out of the solid, was almost completed during the year. Hauwai Station yard formation is completed. Work at Ward Station yard is in hand. Stream-diversions have been cut at various places. A dam was constructed near Kaparu Station yard to obtain fresh water for locomotive. The bank across Lake Grassmere has been fascined, and in order to minimise the risk of its being damaged by floods till the pitching is done, an outlet was cut at the sea end of the lake. A culvert with tide flap was also put in, allowing the lake water to run out at low tide, and preventing the inrush of the sea at high tide.

Seventeen concrete culverts of various sizes and two three-span bridges have been put in on this section, and preparation made for the erection of the remaining bridges.

Platelaying has been completed from 37 m. 7 ch. to 40 m. 60 ch. The first lift of ballast has been completed from 37 m. 7 ch. to 40 m. The line has been fenced on both sides from 37 m. 60 ch. to 39 m. 4 ch., as also has the ballast-pit line, and Kaparu dam. A road has been constructed from the Kaparu Station to give access to the main coach-road, a distance of 1 m. 20 ch. This road has also been fenced on both sides. A telephone-line was erected along the line from Seddon to Ward Station.

MIDLAND.

Nelson-Westland Section, North End.

Tadmor-Kiwi Section (41 m. 29 ch. to 46 m. 38 ch.).—This section was completed and handed over to the Railway Department on the 18th December, 1908.

Kiwi to Tui (46 m. 38 ch. to 49 m. 54 ch.).—All banks and cuttings have been completed from Kiwi 46 m. 38 ch. to 49 m., and the greater part of the next two miles, 49 m. to 51 m., is finished. The Tui Station yard is approaching completion.

Glenhope Section (49 m. 54 ch. to Hope Junction).—Cuttings are in progress at various points up to 55 m. 24 ch. (Tadmor Saddle), and for the next mile beyond. Also some 25 chains of shallow bank-formation from side pits has been partly completed as far as 57 m. Bushfelling and clearing have been done up to the same point.

Bridges and Culverts.—At the bridge at 48 m. 58 ch., concrete abutments have been completed, piles driven, and walings and braces are being fixed. At bridge at 49 m. 30 ch., all concrete foundations for trestles have been completed and two pile piers are being driven. All timber is on the site. Overbridge at 49 m. 55 ch.: concrete foundations have been put in, and timber for completing is on the ground. Bridge at 50 m. 68 ch.: excavations for concrete abutment and foundations of other piers are in hand. Contracts have been let for the necessary ironwork and timber in connection with these bridges.

Various culverts have been constructed where required, and the line has been fenced on both sides for most of its length as far as Tui Station.

Platelaying and ballasting have been carried on up to 48 m. 56 ch.

A deviation of the line about three-quarters of a mile in length at 52 m. in order to avoid two crossings over the Tadmor River has been surveyed and approved. Bushfelling and clearing on this deviation are now in hand.

Nelson-Westland Section, South End, or Reefton-Inangahua.

On the 7th August, 1908, the section to Cronadun (45 m. 40 ch. from Stillwater) was opened for traffic. Since that date the turntable and water-tanks at Reefton Station have been erected, as also have all gates for private crossings.

Cronadun-Landing Section (45 m. 40 ch. to 54 m. 30 ch.).—Larry's Creek bridge, commenced during the previous year, was completed in August, 1908. Boatman's Creek bridge was commenced in September, and completed in January, 1909. A little formation-work had been done previously, and on completion of the Cronadun Section gangs were moved forward.

Earthwork is in hand as far as the big cutting at the Inangahua Landing. The bushfelling is complete. Most of the formation is of an easy character; the heaviest portions being the approaches to Boatman's Creek and Larry's Creek bridges and the Landing Cutting. The two former works are practically complete, and the last well in hand. The culverts and minor water-openings are all being constructed, while the remaining small-bridge sites have been examined and plans prepared.

Canterbury-Westland Section, West End.

Otira Section (50 m. 39 ch. to 51 m. 40 ch.).—The formation from end of the opened line to commencement of tunnel contract has been completed. A considerable amount of stone protective works and groins have been put in, and this work is now nearly finished. A tramway was laid into Goat Creek above the road, and a considerable quantity of big stone obtained. Rails have

been laid and ballasted up to 51 m. 40 ch. Practically nothing more remains to be done except completion of the runaway siding, which is still in hand.

Arthur's Pass Tunnel Contract (51 m. 40 ch. to 59 m. 40 ch.; 8 miles in length).—The tunnel extends from 52 m. 67·22 ch. to 58 m. 12·41 ch., and is 9,354 yards in length. At the beginning of the year the bottom heading of the tunnel at the Otira end had been commenced by hand-labour, whilst the power plant was in course of erection. No work had been done at the Bealey end, but the water-power service was in hand. Considerable activity has since been shown in all sections of the work, the power plants at each end of the tunnel have been installed, and with the advantage of mechanical drills considerable progress has been made with the headings. A temporary installation of a 45-horse-power air-compressor (steam-driven) was first made to enable three drills to be worked, and in September a two-foot fan driven by an oil-engine was set up. In February, 1909, the water-power from Holt's Creek was available, enabling the temporary power-provision to be dispensed with, and in June following the Punchbowl installation at the Bealey end was completed. The work done at the Otira end during the year consists of driving the bottom heading from 52 m. 68·81 ch. to 53 m. 34·81 ch., a distance of 46 chains, or a daily average of 10 ft. In March, 1909, a top heading was commenced at 52 m. 70 ch. and has been worked both ways, and now extends from the mouth to 52 m. 78 ch. Four chains and three-quarters of arch-excavation has been completed. During the final month of the year a commencement was made with concrete and block lining, a length of 16 ft. having been put in. The sheds and machinery for block-making are all in working-order, and a good stock of blocks is being made.

At the Bealey end no driving has been done during the year, but this work has recently been commenced. A temporary bridge has been built over the Bealey River, to enable the spoil from the tunnel-excavation to be used for banks. The concrete abutment for the permanent bridge was brought up to near the full height in April.

On the 30th June, 1909, the heading had advanced a total length of 1,044 yards.

Arrangements were made with the Canterbury Philosophical Institute to collect geological data during the progress of the work, and rock-specimens have been collected and temperatures observed accordingly.

Canterbury—Westland Section, Springfield End.

Torlesse Section (Opened Line).—The wind-screen on Broken River bridge has been extended at each end.

Cass Section (12 m. 18 ch. to 27 m. 40 ch.).—Earthworks are in hand throughout the whole length of this section, and are well on to completion. Slips along Sloven's Creek sideling from 13 m. 25 ch. to 14 m. and peaty ground thence to 16 m. have caused a good deal of trouble. Two months' work should finish all formation on this section.

Tunnels.—Except for two points all tunnels on this section are complete. Two retaining-walls have been finished, and the third is nearly complete.

BRIDGES.—Sloven's Creek Viaduct.—All concrete piers and foundations are built, all steel piers except one; also all pier-approach and head spans. One 80 ft. span is being erected; the other two required have not yet been commenced.

Sloven's Creek Pile Bridges.—Nos. 1, 2, 3, and 4 are complete; No. 5 nearly so; No. 6, piles driven; No. 9, pile-driving commenced. A stream-diversion obviated the necessity for Nos. 7 and 8.

Platelaying.—A commencement was made with rail-laying to Cass in June last, and rails are now up to 12 m. 50 ch. Rails have also been laid on bridges Nos. 1, 2, and 3.

Two platelayers' cottages have been built at Cass.

Bealey Section.—Earthworks, which are of a fairly light description, are in hand from 27 m. 40 ch. to 29 m. A resurvey and relocation of the line from 29 m. to 31 m. 40 ch. has been made.

The depths of foundations required for bridges over the Cass, Waimakariri, Mingha, and Bealey Rivers have been ascertained by borings.

NGAHERE—BLACKBALL (3 m. 40 ch. in length).

At the commencement of the year the formation of main line and bridges up to 2 m. 10 ch. was complete. Earthwork was in hand from that point onward to 3 m. 22 ch. The main work remaining to be done was the erection of Soldiers' Creek bridge, excavation of the big cutting at 3 m. and Blackball Station yard, and the filling-in with the resulting material of the approaches to Soldier's Creek bridge. The bridge and its approaches formed the key to the progress of the line. The erection of the bridge was let by contract, and the time allowed should have been quite sufficient to complete the work and allow the filling of approaches—the material for which had all to come from the north side over the bridge—to proceed. Unfortunately the contractor was ten months over time in completion of his contract, and eventually control of the work had to be practically taken out of his hands. The difficulty caused by this delay became so acute that a temporary trestle had to be erected to enable work to proceed. When this trestle was completed and it was hoped to make good progress heavy slips came down, causing a further two months' delay. In addition to these difficulties the season has been an extremely wet one—at one period rain being almost continuous for three months, thus interfering very greatly with the progress of the work. Pending the completion of the bridge as

many men as possible were employed in breaking down and stacking stone from the cuttings for the approaches and protective works. The big cutting at 3 m. was partly avoided by a deviation. After removal of the slips at 3 m. the work of filling in the approaches to Soldier's Creek bridge was commenced with engine and wagons.

Formation of the Ngahere Station yard has been completed, and the buildings are well in hand.

Permanent-way is laid to the commencement of Blackball Station yard, and most of the sidings in Ngahere Station yard are laid and ballasted.

Ballasting is complete up to Grey River bridge.

Extensive protection-works necessary to save the line from damage by slips have been carried out at 2 m. 15 ch. and 3 m. Groins are being put in to protect banks against encroachment by the Grey River.

HOKITIKA-ROSS.

Rautapu-Ross Section (31 m. 17 ch. to 38 m. 38 ch.).—At the beginning of the year rails were laid and formation more or less complete up to Totara River, and platelaying in the Ross Station yard was in hand. The Totara bridge was commenced, fifty-six piles having been driven. Very poor progress was made with this bridge, which was let by contract, and it was not until Christmas time that a train could pass over. In the meantime ballasting had been proceeded with in the Ross Station yard with shingle obtained on that side of the river. Ballasting on the main line was done from a pit near Rautapu. This material turned out to be of such poor quality that its use was discontinued, advantage being taken of the extreme lowness of the Totara River in October to secure sufficient shingle to complete ballasting of the section from there.

Station-buildings at Ross being completed, the section was handed over to the Railway Department on the 1st April, 1909.

Fencing of the line under an arrangement made with adjoining landowners is now in hand.

GREYMOUTH—POINT ELIZABETH COLLIERIES EXTENSION.

Coal Creek Extension (3 m. 53 ch.).—Work was commenced on this extension in July, 1908, with bushfelling and clearing along the first mile. At the same time formation of a service road extending as far as 5 m. 75 ch. was put in hand, and completed in August, 1908. The first railway-formation work undertaken after the necessary clearing was at the cuttings on the first mile, all of which were put in hand. Several service bridges with a view to subsequent provision for waterways were also erected. In order to work the cutting at 5 m. 42 ch. a loop-line was laid to that point from 5 m. 35 ch. Pipe-culvert construction was commenced in August, but considerable difficulty was experienced in procuring pipes. Bushfelling and clearing continued without interruption until January of this year, when this work was practically completed. Extra felling and clearing has been done as the nature of the ground required, especially at 6 m. 20 ch. to 6 m. 30 ch. and 7 m. 40 ch. to 7 m. 60 ch., where heavy slips threatened.

It was considered advisable to push on the formation-work at the bin-site, and to this end a service track was formed, connecting the service road at 5 m. 75 ch. with the work at the top end. This roadwork proved to be very heavy. Formation-work was put in hand on the bin-site early this year, and required considerable preparatory work in forming drains, &c.

No. 1 tunnel was begun with a 9 ft. by 8 ft. bottom heading in bad ground in October. The timbering, especially in breaking down to full size, has proved very troublesome. The heading of No. 2 tunnel has since been pierced. Gravel for the concrete lining had to be obtained from the Grey River.

Extensive slips have added considerably to the cost of construction.

Contracts for the supply of the timber and iron for the permanent bridges have been prepared, and tenders will be called shortly.

WESTPORT—INANGAHUA.

Te Kuha Section (5 miles 74 chains in length).—During the year formation-work on this section of the line has been completed, with the exception of trimming on the last 2 miles. Plate-laying is finished to 4 m. A ballast-pit near 4 m. 40 ch. proved unsatisfactory, and a new pit has been opened at 2 m. 50 ch., and is ready for work as soon as the ballast-train is available. The entrance roads into Te Kuha Station yard at 5 m. 60 ch. have been completed. Formation of the yard generally is finished.

The bridges on this section comprised in the Orowaiti Bridges contract, five in number, together with two extra bridges, containing in all seventy-nine 20 ft. spans of hardwood timber, have been completed.

Formation-work is now being started on the next 2 miles, but is no longer on flat country. The line at this place hugs the foot of the steep hill against which the Buller River runs, and is chiefly in granite-rock country.

BLENHEIM—WAI PARA.

South End.

Mackenzie Section.—Work was discontinued on this section after the line had been completed to Domett in 1907. In September, 1908, after some preliminary survey-work had been completed,

formation was recommenced, and is now nearly completed from 31 m. 60 ch. to 35 m., or to Mina Station, near Mackenzie Township. From 35 m. to 36 m. formation-work is of a very light character, and little has been done. An overbridge at 33 m. 42 ch. is well in hand, and the bridge over Crystal Creek is completed. Preparations are being made to lay rails and sleepers, which are both due here shortly. Two platelayers' cottages have been built by contract at Mina Station, 35 m. 30 ch.

CATLIN'S-WAIMAHAKA.

Catlin's End.

Houipapa Section (21 m. 60 ch. to 24 m. 10 ch.).—This section is completed, and is ready to hand over to the Railway Department as soon as the quarry sidings and crushing plant are removed.

Papatupu Section (24 m. 10 ch. to 27 m. 40 ch.).—The earthwork is practically completed.

Platelaying is completed to 25 m. 34 ch., and ballasting is three-fourths completed to 25 m. 34 ch.

Culverts and pipe drains are nearly completed, only a few points remaining to be done. Fencing is three-fourths completed.

As the present quarry at 22 m. 34 ch. on the previous section has run out, the crusher and bins will be moved on to 24 m. 22 ch. to break ballast for the road and for the line and metal for concrete culverts on ahead.

Table Hill Section (25 m. 60 ch. to 31 m. 40 ch.).—This section, $5\frac{3}{4}$ miles in length, runs through heavy bush country along the whole route. The upper Catlin's Valley Road is on the north side, but the line leaves it at 27 m. 40 ch., and after grading round a few small gullies runs along the south side of the Papatupu Stream from 30 m. to the saddle of Table Hill. The country is steep and rugged, similar to the latter end of the Papatupu Section, but more difficult of access from roads, while heavier earthworks are encountered. The gullies are very deep, and the spurs between cause heavy cuttings to prevail. Curves of $7\frac{1}{2}$ chains radius are frequent in order to negotiate the gullies and sharp spurs.

Work on this section has been pushed on energetically throughout the year, though wet weather and bad roads have made progress difficult.

Clearing, logging, and burning have been completed to 29 m. 32 ch. Earthworks have been carried on principally between 25 m. 70 ch. and 28 m. 40 ch. The cutting between 28 m. 23 ch. and 28 m. 32 ch. has been pushed on from both ends, and a drive put through in order to work the cutting more expeditiously and economically. Pipe and concrete culverts have been constructed as follows: 246 ft. of 12 in., 433 ft. of 18 in., 713 ft. of 2 ft., 491 ft. of 3 ft., 342 ft. of 4 ft., and one 6 ft. culvert 163 ft. 6 in. long. Numerous stone drains have been put in to carry the water away from springs and from the bottoms of gullies.

Owing to wet weather and heavy cartage, the roads became almost impassable, so that a wooden tramway was laid down from 27 m. 30 ch. (where the line leaves the road) to 28 m. 45 ch., and is being continued to Christie's Creek in order to get materials for culverts and plant forward.

Waimahaka End.

Tokonui Section (24 m. 48 ch. to 33 m.).—Bushfelling is completed to the end of this section. Logging-up is also done, with extra widths required at deep gullies and cuttings.

Formation has been proceeding at intervals between 24 m. 48 ch. and 31 m. 10 ch. Up to the summit at 29½ m. formation is nearing completion.

From the summit to 31 m. 10 ch. is now fully manned, but a great deal of work remains to be done. From 31 m. 10 ch. to end of section no work has been done. Culverts are practically complete to 29½ m. The following have been constructed: Six 12 in. pipe culverts, eight 18 in. pipe culverts, two 2 ft. concrete culverts, two 2 ft. 6 in. concrete culverts, three 3 ft. masonry culverts. A bridge consisting of one 18 ft. span was built at 26 m. 12 ch.

Fencing is done to 26 m. 76 ch. on the right of line, and to 27 m. 60 ch. on the left. A little remains to be done at Te Peka Siding, 26 m.

A service tramway was constructed from 28 m. 60 ch. to 31 m. 6 ch.

An officer's cottage was erected at Waimahaka.

The location of the line from 29 m. 39 ch. to Tokonui Station was revised, and the greater part of it has been repegged.

No platelaying has yet been done, but a commencement will be made shortly.

LAWRENCE-ROXBURGH.

Evans Flat Section (22 m. to 25 m. 39 ch.).—All earthwork and trimming of formation has been completed. Four pile bridges, totalling 440 ft. in length, have been erected. Platelaying and sidings at Evans Flat have been finished. A siding into Tuapeka Stream for the purpose of obtaining ballast has been laid for a distance of 65 chains. The first lift of ballasting has been done over the whole length. A contract has been let for the erection of station-buildings, platform, and loading-bank, and the work commenced. A platelayer's cottage is three-fourths completed. Gates and cattle-stops are also nearing completion.

Big Hill Section (25 m. 39 ch. to 29 m. 35 ch.).—The earthwork is nearly completed, except finishing to tunnel-mouth and widening banks and cuttings in several places. Four private crossings and one public-road crossing have been formed. Formation of Bowler's Creek Station yard is complete, but approaches are not yet done. The following culverts have been put in: 653 ft. of 12 in., 427 ft. of 18 in., 270 ft. of 2 ft., 193 ft. of 3 ft. Two bridges on concrete piers, total length 180 ft., have been erected. Trimming of formation has been done to 27 m. 34 ch., and platelaying continued to same point. A siding at Bowler's Creek has also been put in. The first lift of ballasting has been done to 27 m. 18 ch. Station-buildings and platform at Bowler's Creek have been commenced; frames of two platelayers' cottages have also been erected. Fencing has been completed on the left side of line from 26 m. 5 ch. to 29 m. 20 ch., except at road-crossings.

Big Hill Tunnel and Beyond.—A bottom heading has been driven for a distance of $2\frac{3}{4}$ chains from the west or Beaumont end, and a start made on the next cutting; but no further work has lately been put in hand. It is about $6\frac{1}{2}$ miles from here to Beaumont Station.

GORE-WAIKAKA.

Length, 12 m. 65 ch. During the year platelaying was advanced from 10 m. 73 ch., to the terminus at 12 m. 65 ch. First lift ballasting was carried from 10 m. 35 ch., and final lift from 3 m. to terminus. The small amount of formation-work remaining unfinished at the end of last period was completed. Fencing was continued from 10 m. 35 ch. to the end of line, gaps filled in, and gates erected. Bridges were erected at 3 m. 57 ch., 7 m. 47 ch., 8 m. 51 ch., 10 m. 76 ch. (Waikaka River), and 12 m. 4 ch.—an aggregate length of 540 ft. The few remaining culverts were built, and also concrete ends to all pipe culverts. The banks at ends of Waikaka Bridge were protected with stone pitching and a stone groin constructed. Formation and platelaying of station-yards at Howes, Willowbank, Fleming, Maitland, Pullar, and Waikaka were completed, yards and approaches metalled, and cattle-stops put in.

The line was handed over to the Railway Department on the 26th November, 1908, being then complete, with exception of the buildings. These were finished in February, 1909. Goods traffic for the public was carried over the line by the ballast-train for about two months prior to November, 1908.

RIVERSDALE-SWITZERS.

Length, 13 m. 70 ch. Formation (of which 2 miles had been constructed previously), with the exception of some trimming, has been completed to 13 m. 23 ch. Onwards from that point some small excavations are required to finish the earthwork in cuttings. When rails are laid to end of section the ballast train will be used to complete widening of Waikaka Station yard. The stop-bank at terminus is finished.

Platelaying was commenced in September, 1908, and has advanced to 12 m. 14 ch., including the various sidings *en route*.

A ballast-pit was opened at 5 m., and a siding laid into it. Ballasting is completed to 10 m. 40 ch., and the first lift to 12 m. 14 ch.

Fencing has been erected on both sides of the line to 12 m. 4 ch.

A bridge, 280 ft. long, at Muddy Creek, 9 m. 8 ch., was commenced in November, 1908, and finished in February, 1909. The bridge party then proceeded to Dome Creek, 12 m. 17 ch., where a bridge 300 ft. long is being erected. This work is approaching completion. The ends of banks at the Mataura bridges have been protected with hand-laid stone pitching.

All culverts have been completed.

In December, 1908, a contract was entered into for erection of station-buildings at Waipouamu, Plains, Keith, and Freshford, and for two platelayers' cottages at Riversdale. These buildings are not yet finished, the contract time having been considerably exceeded.

Goods traffic has been carried over the line as far as Freshford during the past two months.

OREPUKI-WAIAU.

Tuatapere Section (40 m. 16 ch. to 48 m. 23 ch.).—Bushfelling was completed to 48 m. 23 ch., which is as far as it is proposed to carry the work at present. Clearing and grubbing are nearing completion.

Formation is completed to the end of section, except a small amount around Tuatapere Station. Culverts are practically all completed.

A deviation of Ford's Road, crossing the line at 46 m. 25 ch., was completed—length about 17 chains. An overbridge was erected at this crossing.

Fencing is completed, except about half a mile at Tuatapere.

Platelaying is completed, except some of the sidings at Tuatapere.

Ballasting is finished to 46 m., and bottom lift to 47 m. 60 ch.

Station-buildings at Te Waewae and Te Tua have been completed, and a platelayer's cottage erected at Waihoaka.

A contract has been entered into for the erection of station-buildings at Tuatapere, and the contractors have made a commencement with the work. This contract includes, in addition to ordinary station-buildings, a Stationmaster's house and seven cottages. A water-supply by means

of an hydraulic ram, which is fed by a water-race, half a mile long, from Boundary Creek, has been installed.

Goods traffic has been carried on over the unopened line between Waihoaka and Te Tua since December, 1908.

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

Kawakawa-Hokianga Railway.—A flying examination has been made of a route in a westerly direction from the ballast-pit at Scoria Flat, Kawakawa, to Kaikohe, and Hokianga Harbour, at Horeke, near Utikura; also of an alternative route to deep water in the Hokianga Harbour, *via* Taheke.

Trial and Location Surveys.—The trial survey has been carried from 100 m., near McCarroll's Gap, to 135 m. 28 ch., on the eastern route, where the junction with the western route occurs. The trial survey of the Bickerstaffe or western route has been completed, and this survey has been continued on to McCarroll's Gap, and thence to the westward of Tangahua Range, junctioning near 135 m. with the eastern route as above. A connection between the two routes has been surveyed at the Wairere Valley. All these are trial lines, the plans for which have been completed. The western route having been approved, the permanent survey thereof has been put in hand across the Bickerstaffe Estate from 86 m. 50 ch. onwards. Some detours of the route near Kaiwaka are still being tried, and as soon as the line here is decided upon the permanent survey will be joined up to that on Bickerstaffe. A trial junction line was run from Brynderwyn to Huirau, and another connecting-line sought for between 127 m. on the eastern route and 133 m. on the western route. From 135 m. 28 ch. onwards the trial survey has been carried up the Maungakawhia Valley towards Kaikohe as far as 142 m., and partly prospected for another four miles further north.

Waihi-Tauranga-Opotiki Trial Survey.—The country which this route would traverse has been explored, the line fixed, and the trial survey completed during the year from 16 miles from Waihi (2 miles north of Katikati) to 79 m. 42 ch., a little beyond Matata, a total length of 63 miles 42 chains. Plans have been completed for the first 22 miles. Preparation of further plans as far as 54 m. 36 ch. are nearing completion. Owing to departmental retrenchment further field-work on this survey has been suspended.

Kaimai Saddle.—A reconnaissance survey has been made over the Kaimai saddle for the East Coast-Waikato Railway. Examination of the country has demonstrated that the saddle is unsuitable as a route, being 1,423 ft. high, with an abrupt and unworkable descent on the Waikato side. The country along the route is also much broken by ravines and deep gullies, and gives steep grades on the Tauranga side.

Paeroa-Pokeno Permanent Survey.—This survey was completed during the year, having been run from 19 m. 55 ch. on the Waitakararu Valley down the Maramarua and Maungatawhiri Valleys to Pokeno. The total length of the line from Paeroa to Pokeno is 40 miles 13 chains. Plans of this survey have been completed, and the necessary action is being taken for reservation of 5 chains width along the route on Crown lands.

Gisborne-Rotorua.—The line is now permanently pegged up to 34 m., 7 miles having been completed and plans made during the year. The permanent location of a further section of the line is now in hand.

Stratford-Ongarue.—The location survey-work has been completed up to 33 m. 10 ch., and the plans finished. Further survey-work will be put in hand as soon as an officer is available.

Puketutu-Mangaroa.—A trial survey was made from towards the north end of the previous line to carry the line more to the west and join the Trunk line to the north of Ongarue either at Puketutu or Te Kumi, the object being to serve the country in the Mokau and Upper Awakino Valleys, the route being that originally explored in 1884.

Mount Egmont Branch.—A party has been engaged prospecting for rock on the site of the proposed quarry at Waingongoro Spur, which has been surveyed, and all results of the prospecting operations recorded. An estimate of the probable quantity of rock available has also been prepared. The result showed a not-altogether-satisfactory quarry. A survey of a proposed alternative incline to the Manganui Quarry site, higher up the mountain on the Surrey Road track, was therefore put in hand. This has not yet been completed.

Midland (Nelson End).—A survey of a short deviation of this line, three-quarters of a mile in length, in order to avoid two crossings of the Tadmor River near 52 m., has been completed.

Plans of the finished line between Tadmor and Kiwi are still incomplete, as some further survey-work must be done.

Westport-Inangahua Railway.—During the year a party has been examining and locating this line from Te Kuha Station, 6 m., on to 10 m. It is most difficult country, and has taken some time to do.

Reefton-Inangahua Railway.—Some small deviations have been surveyed between Cronadun and Inangahua Landing, which have enabled the line to be constructed more satisfactorily.

Blenheim-Waipara (South End).—Trial surveys have been run as far as Tugmutton Flat, across the Conway, and the line has been permanently located to 57 m. (from Waipara—that is, just beyond the Gelt saddle between the Leader and Conway Rivers. From Tugmutton Flat a reconnaissance survey has been made to Green Burn, from which point a trial line was run as far as Hapuka River, a little north of Kaikoura. An examination was also made of the Whale's Back route from Culverden to Kaikoura.

Lawrence-Roxburgh.—It was considered probable that an improvement in the location of the line beyond the Big Hill tunnel could be effected by placing it on the opposite side of the valley from that originally surveyed. A trial line was therefore run from the mouth of the tunnel to a possible ballast-pit site just beyond Beaumont Stream—a distance of 6 miles 45 chains. This

trial proving satisfactory, contour plans were constructed and permanent location fixed for a distance of 1 mile 53 chains. This portion was pegged out, all necessary data obtained, and permanent plans made.

Catlin's-Waimahaka (Catlin's End).—With a view of ascertaining whether an improvement in the location already fixed could not be made at the crossing over the divide between the Catlin's and Pahapaka Rivers (over Table Hill), an extensive contour plan was made for a distance of about 7 miles. Rough alternative estimates were taken out for lines going over the summit, through the hill with a medium cutting, or through the hill with a tunnel. Of these, the first-mentioned was selected, thus avoiding the viaduct on the previously located line, and also the tunnel. This has now been pegged for a distance of 1 mile 30 chains, and all necessary data for permanent plans obtained. The work is being continued, and plans are in course of preparation.

Orepuki-Waiiau.—The country in the Waiiau Valley beyond Tuatapere was examined as far as the junction of the Wairaki, and a report on possible alternative routes, together with plans and rough estimates, prepared.

LAND-PLAN SURVEYS.

North Auckland Railway.—Complete land-plan surveys have been made from Wellsford, on the eastern route, 69 m. 19 ch., to Kaiwaka, 81 m. 40 ch.

Gisborne-Rotorua.—The land-plan survey from 26 m. to 32 m. is now practically complete, and the plans are being examined by the Chief Surveyor.

Midland (Nelson End).—Land-plans have been made of additional pieces of land required between 43 m. and 44 m.

Gore-Waikaka.—The preparation of land-plans of this railway was intrusted to a firm of private surveyors, and has now been completed.

Catlin's-Waimahaka (Catlin's End).—A contract for preparation of land-plans from 26 m. 65 ch. to 29 m. was let in March last to a private surveyor, who has now completed the work, subject to approval of Chief Surveyor.

Riversdale-Switzers.—Preparation of land-plans from 8 m. 30 ch. to 13 m. 70 ch. was intrusted to a private surveyor. Field-work is completed, but plans have not yet been delivered.

ROADS, BRIDGES, ETC.

Alexander's Bluff Bridge (Motueka River).—This bridge was completed in February, 1909.

O'Sullivan's Bridge, Buller Road.—Slow progress was made with this contract during the year, a great deal of the delay being caused through the non-arrival of hardwood timber. The balance of concrete-work on piers has been completed, all the trusses have been erected, and, except for the decking, the bridge is practically finished.

Wairoa, Hawke's Bay: Road-bridge at Frasertown.—A contract is in hand for this large bridge. For a long time it went on very unsatisfactorily, but lately, under fresh management, it has progressed better, and is likely to be finished by the end of October.

Wataroa Bridge, South Westland.—This bridge, which had been in hand for some time, was opened for traffic on the 12th March last.

Wanganui Town Road-bridge.—The scouring-out and deepening of this river rendered two cylinder piers dangerous, as they were originally only sunk to about the depth of the present river-bed. A party of men have been at work staging-up the bridge at each pier, sinking through the concrete inside these cylinders, and then excavating and sinking each cylinder some 30 ft. deeper. It has been a tedious and difficult undertaking, rendered more so by finding one cylinder badly broken below water-level; but it is now in a fair way to completion. The successful carrying-out of this work is largely due to the energy, perseverance, and resource of the officer in charge of the working-party.

Culverden-Hammer Motor Road.—With a view to improvement of the Culverden-Hammer Springs Road for motor-car service, the grades on both sides of the hill between the Waiiau and Hammer Rivers have been lowered from 1 in 9 to 1 in 14, and light timber bridges suitable for motor-car traffic have been built across the Hammer and Percival Rivers.

A road-deviation $1\frac{3}{4}$ miles long has been formed, metalled, and fenced. The deviation commences about a mile beyond the Hammer River. River-protection works for this road have been completed at Hammer and Percival Rivers.

OTAGO CENTRAL IRRIGATION.

During July to mid-September no further survey field-work could be done owing to heavy snowfall and generally bad weather. The time, however, was occupied in plotting as far as possible the previous season's field-work. Since resuming field-work in September, 1908, trial lines for races have been surveyed as under, and rough cross-sections made:—

- (1.) Idaburn Dam towards Naseby, 11 miles.
- (2.) Idaburn Dam towards Gimmerburn, 7 miles.
- (3.) Idaburn Dam upwards to Manuherikia (intake race), 37 m. 54 ch.
- (4.) Idaburn Dam downwards to Dovedale Creek, 31 m. 37 ch.
- (5.) Dovedale Creek to Kirk's Creek, $4\frac{1}{2}$ miles.

The following creeks have been traversed and levelled, and dam and reservoir sites surveyed thereon, with either cross-sections or parallel contours:—

- (1.) Manuherikia River above intake of proposed race: 3 dam-sites.
- (2.) Spenser or East Manuherikia River: 1 dam-site.
- (3.) Boundary or Johnston Creeks (branches of Spenser River): 1 dam-site.
- (4.) Idaburn No. 2 (above Idaburn No. 1): 1 dam-site, to store Idaburn water, the lower dam surveyed in the previous year being required to hold water brought in by the Manuherikia intake-race.
- (5.) Dovedale Creek: 3 dam sites, 2 of which are below the race from Idaburn.
- (6.) Maori Creek: 4 dam-sites, all above race-line from Dovedale Creek.
- (7.) Poolburn: 1 dam-site.
- (8.) Kirk's Creek: 1 dam-site.

A good site for a reservoir occurs at the head of the Poolburn, but the season is too far advanced to survey this at present. It will, however, be taken up during the coming summer.

Moa Creek was examined for some miles up, but no very favourable dam-site was found. The head of the Gimmerburn was also examined, but no suitable place for water-storage could be found.

The greater part of the time of the Engineer in charge of the survey during four months was taken up in conjunction with an officer of the Agricultural Department in inspection of land suitable for irrigation in Central Otago, and in mapping and defining areas of same. Surveys of the different race-lines and reservoir-sites in so many different places far apart necessitated a good deal of time being spent in moving about, and during the past nine months camp has been shifted ten times.

A survey of the large reservoir-site above the Taieri-Styx Junction is now in progress, and will take a considerable time, as the flat rises only about 45 ft. in thirteen miles as far as is known yet, and with a dam 70 ft. high the distance around the proposed edge of water will probably exceed fifty miles.

STEWART SETTLEMENT—IRRIGATION.

Surveys were undertaken to locate the position of the distributaries necessary to render the system complete, the main canal only having been previously constructed. The distributaries, over fifty miles in length, have all been set out, and plans are in course of preparation.

In addition to the plans and longitudinal sections of the races themselves, drawings and specifications have been made for all necessary details such as head-regulators, gauging-weirs, inverted siphons, culverts, &c. Considerable surveys were also undertaken in the vicinity of upper end of race, in order to determine the most suitable class of headworks.

Awamoko Stream Diversion.—A survey was made of the Awamoko Stream for a distance of about three-quarters of a mile in the vicinity of the crossing of main canal of Stewart irrigation scheme, the stream having overflowed its banks and caused damage to properties lower down. From this survey a scheme of protection was decided upon, and plans and specifications prepared in readiness for letting a contract. Work is at present suspended pending a settlement with Native owners.

OTEKAIKE SPECIAL SCHOOL.

A topographical plan of portion of the land connected with Otekaike Special School was made, and a scheme of water-supply and drainage decided upon. The pipe-lines, dam-site, reservoir, &c., are now being pegged out. Water is to be brought a distance of about 70 chains from a creek in the hills by a 2½ in. pipe into a service reservoir close to and 150 ft. above the main building. This reservoir will be constructed of ferro-concrete, and have a storage-capacity of 30,000 gallons. Water will be led from it by 4 in. pipes to various hydrants and service pipes. A septic tank will also be installed for dealing with sewage.

MARINE.

Kaipara River: Removal of Rocks below Mount Rex Wharf.—The Priestman dredge recently imported was sent to undertake this work in December last. The removal of the rocks by blasting and dredging was completed in seven weeks. On completion of this work the dredge was utilised for a fortnight to deepen the water at the Railway Wharf, Helensville, and is now being sent over to Havelock to undertake some dredging there.

Jetty for H.M.C.S. "Iris," at Devonport.—A crane for the end of this wharf was received and erected. Piles and extra framing were provided to carry the crane. A cable-tank was also erected by the Pacific Cable Company. A contract for mooring-buoys has been completed. The buoys have been satisfactorily laid, and are in use by the "Iris." A considerable amount of dredging had to be done as the "Iris" is moored 200 ft. from the end of the wharf instead of 400 ft. as was originally intended.

Huia Wharf, Manukau Harbour.—The Huia wharf and approach, which was let by contract, has been completed.

Motuihi Wharf and Road approach.—The contract for this wharf was completed in September, 1908, in a satisfactory manner. Great difficulty was experienced in getting the piles into the rock bottom. An approach road has been formed and fenced to the wharf from the old landing. Rails have also been laid on the wharf.

Lighted Beacons for Kaipara.—The sites for two lighted beacons proposed to be erected on the Wairoa and Kaipara Rivers have been fixed and surveyed.

Matakana Harbour.—A survey has been made of this harbour, and a report prepared on the silting-up which is taking place.

Whatipu Wharf.—The question of providing a wharf at Whatipu near the north head of Manukau Harbour has been carefully gone into, surveys made, and alternative plans and estimates prepared.

Onelunga Wharf.—The question of utilising satisfactorily the £1,000 voted for dredging at the Onelunga wharf has been gone into, and a survey and report prepared.

Warkworth Wharf and Channel.—An examination and report has been made on the bars in the channel between Wilson's cement-works and Warkworth wharf, and also of the shoaling at the Warkworth Town Wharf.

Helensville River: Beacon at Entrance.—The beacon erected in November, 1907, to mark the entrance to river-channel was raised 10 ft. to give it greater distinction.

Great Barrier Wharf, Port Fitzroy.—Various sites for a wharf at Port Fitzroy have been examined and surveyed, and a report upon the matter prepared.

Clevedon Wharf.—A new wharf, built by contract for the Road Board, on the Wairoa South River, at Clevedon, has been examined.

Leigh Wharf.—A report and plan in connection with a proposed wharf at Leigh has been prepared.

Waikato-Waikuku Canal.—In April last a preliminary examination of the locality was made to find a line for the proposed canal.

Oyster Depot, Auckland.—This depot was erected near the foot of Railway Wharf, and was in readiness for the Customs authorities at the opening of the oyster season.

Harbourmaster's House, Hokianga.—The contract for erection of Harbourmaster's house at Hokianga was completed in April last.

Cape Maria van Diemen Lighthouse.—A new landing-pedestal for the crane, 10 ft. high, has been erected and the crane placed upon it. A landing-store has been built on the cliff behind the crane, a site for same having to be blasted out of the rock. The tramway has been remade for 8 chains, and formed to the old line.

Cape Brett Lighthouse.—Work was commenced at Cape Brett for the new lighthouse in November, 1908, material being landed at Whangamumu and Rawhiti in the first instance, and conveyed from thence by steam-launch to the Cape. The work already done consists of the erection of three keepers' dwellings complete, with concrete-tank water-supplies to each, workmen's quarters (to be used as a school later on), carpenters' and blacksmiths' shops, and landing-shed. About 25 chains of tramway has been laid down, with turntable and winding-gear. The landing-crane pedestal is now being erected, the foundations for the tower are being taken out and fencing erected. The whole of the material required for the various works is on the site, including ironwork for the cast-iron lighthouse-tower, which was manufactured by contract at the Thames. The oil-store and dry store also still remain to be erected.

Tuahine Point Light, Gisborne.—During the year an acetylene-gas light has been placed in position in a small lighthouse structure specially imported from England, and erected on a concrete foundation.

Patea Harbour Works.—The work of construction of the eastern wall as a whole-tide wall has been inspected from time to time and reported upon. The work has been satisfactorily carried out.

Somes Island, Wellington.—Several small repairs to buildings and wharf have been effected, and landing-crane has also been overhauled and repaired.

Havelock Dredging.—Arrangements are being made to lend the Priestman dredge to the Havelock County Council and Harbour Board to dredge the bar leading up to the Havelock wharf.

Godley Head Fog-signal (Lyttelton).—This work was completed in October last, and the fog-signal has been in use since.

Wainono Lagoon, South Canterbury.—An examination was made of this lagoon, and a report prepared in reference to providing an outlet-culvert.

Kaikoura Wharf.—On the completion of this wharf, built by the County Council by contract, a survey was made to ascertain the area in which steamers could manoeuvre in safety, and plan made of it.

Okuru Wharf, South Westland.—The new wharf at Okuru has been completed. Two additional spans were found necessary owing to river-encroachment.

Holyford River.—A party of four men have been engaged in blasting out rocks at the entrance to Holyford River in order to make it more navigable, and they now report a good channel along the sandspit side all the way in.

Karamea Harbour.—An examination of the Karamea Harbour and the encroachment of the sea at the entrance to the Karamea River was made, and a scheme for confining the river and entrance to a proper channel submitted. A contract for the first section of the necessary training-wall is being prepared.

Nuggets Fishing-boat Landing, Otago.—Rocks in the fairway to landing rendered access very dangerous at low tide. These rocks were blown out by subaqueous blasting, and all rocks along

the beach for a distance of 2 chains were blown off and levelled down. A small breakwater of rock and concrete blocks was also built. This work, as far as it has gone, has proved very satisfactory, the breakwater having the effect of keeping the landing covered with sand almost continuously, besides affording a measure of protection to boats immediately they come under its lee. It will want extending at some future date.

Anglem Point Lighthouse.—A sixth-order fixed light in wooden tower was erected at Anglem Point, Stewart Island. An oil-store was also erected.

Channel-buoys.—During the year a contract was let for three mark-buoys for various places and a bell-buoy for Tauranga entrance, which was satisfactorily completed.

ELECTRIC TRAMWAYS, ETC.

Auckland City Electric Tramways.—During the year three additional cars, bringing the number up to ninety, have been examined and passed as safe for traffic. Work on the Mount Eden and Mount Roskill extensions has been finished and passed for traffic on 15th May, 1908, and 24th August, 1909, respectively. The duplication of the line at Eden Terrace has also been carried out and finally inspected and approved. An inquiry as to the efficiency of brakes in use on the Auckland tram-cars was held by Mr. Stuart Richardson and myself as a Royal Commission in July, 1908. The finding being unfavourable to the brakes then in use, the Tramway Company have been required to submit proposals for an improved system of brakes. This matter is now in hand.

Takapuna Tramways (Steam-driven).—The various works in connection with the construction of this tramway are in a well forward state, and are subject to inspection from time to time. The company expect to be in a position to run the cars by about the end of this year, but it is doubtful if the work can be completed so soon.

Wanganui Electric Tramways.—During the year the authorised tracks, totalling 5 miles 10 chains, were constructed in Wanganui, a power-house erected, and the trams started running on the 10th December, 1908.

City of Wellington Electric Tramways.—Alterations to the track in Broadway, Miramar, were completed, and traffic authorised on the 29th September, 1908.

Christchurch.—A double line of rails giving a more direct run through Cathedral Square has been laid down. Inspection of this work and of cars has been made as occasion required.

Dunedin.—Extension of the track to Carisbrook Cricket-ground, a distance of about 10 chains, was completed, and authorised for traffic on the 24th July, 1908.

UTILISATION OF WATER-POWER.

Kaituna Water-power Scheme.—Gauge-readings of the varying levels of the water of Lake Rotoiti have been, and are still, being taken. The flow of the lake has been taken a number of times to ascertain the discharge under varying conditions. The gauges have been referred to permanent bench-marks.

Huka Falls Power Scheme.—Records are being kept of the rainfall at Lake Taupo, and gauge-readings, which show the altering levels of the lake and of the Waikato River, have been continuously observed. The gauges have been referred to permanent bench-marks.

Similar gauge-readings of other rivers in Wellington and Canterbury are being made.

DEFENCES.

Some works in the direction of strengthening the existing harbour defences have been carried out during the past year, and also various maintenance works.

Some repairs and additions have been carried out in connection with the Trentham Rifle Range, also the Drill Hall at Westport.

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, 1909.
NORTH ISLAND.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	State of Line.										
							Surveyed.	Under Formation.	Under Plate-laying.	Opened.							
										Date.		1904-5	1905-6	1906-7	1907-8	1908-9	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		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.	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	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 43	..	2 48	..	2 48	..	..	..	..	..	..	..	..	..
Kaihu Valley	Kaihu Valley ..	19 40	Dargaville-Booms ..	17 21	0 75	18 16	..	..	..	..	..	..	..	..	..	..	17 21
Helensville Northwards	Helensville Northwards	110 0	Booms-Waima ..	2 19	..	2 19	..	2 19	..	..	..	..	..	..	..	..	..
			Extension ..	34 51	..	34 51	34 51	estim.	..	..	..	..	..	..	..	..	..
			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	..	..	..	..	13 May, 1908	..	..	..	..	..	..
			Tauhoa-Kaipara Flats	2 45	0 13	2 58	..	..	..	..	11 June, 1907	..	..	..	..	..	3 40
			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	..	..	..	..
			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—Deviation via Beach	6 50	Deviation via Beach	6 50	..	6 50	6 50	..	..	..	..	..	..	..	..	..	..
	Auckland City Branch	2 60	Auckland City Branch	2 60	..	2 60	2 60	Prelim.	..	..	..	..	..	..	..	..	..
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
New Surveys	Paeroa-Pokeno ..	40 0	Paeroa-Pokeno ..	40 0	..	40 0	40 0	..	..	..	..	..	..	..	..	..	..
	Waihi-Tauranga ..	52 0	Waihi-Katikati ..	18 0	..	18 0	18 0	..	..	..	..	..	..	..	..	..	..
			Katikati-Tauranga ..	34 0	..	34 0	34 0	..	..	..	..	..	..	..	..	..	..
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	..	..	..	..	23 39
			Karaka-Puha ..	1 75	0 24	2 19	..	..	..	20 May, 1907	..	..	..	1 75	..	..	..
			Puha-Waikohu Bridge	3 29	..	3 29	..	..	..	28 May, 1908	..	..	..	..	3 29	..	..
			Waikohu Bridge-Waikohu	0 35	0 32	0 67	..	..	0 35	..	..	..	..	..	..	..	..
			Waikohu-Otoko ..	7 71	..	7 71	2 0	2 71	3 0	..	..	..	..	..	..	..	..
			Otoko-Rakauaroa ..	10 0	..	10 0	10 0	..	..	..	..	..	..	..	..	..	..
			Rakauaroa-Motu ..	8 4	..	8 4	8 4	..	..	..	..	..	..	..	..	..	..
			Motu-Opotiki ..	22 36	..	22 36	22 36	Prelim.	..	..	..	..	..	..	..	..	..
			Napier-Wairoa River	58 0	..	58 0	58 0	Prelim.	..	..	..	..	..	..	..	..	..
New survey	Napier-Gisborne ..	120 0	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
Wellington-Woodville	Woodville-Palmerston North	17 21	Woodville-Palmerston North	17 21	0 51	17 72	..	..	..	..	..	..	..	..	..	..	17 21
	Woodville-Wellington	115 79	Woodville-Wellington [Te Aro]	115 79	21 73	137 72	..	..	..	..	..	..	..	..	..	..	115 79
			Woodside-Greytown	3 7	0 64	3 71	..	..	..	..	..	..	..	..	..	..	3 7
			Kaitoke-Featherston	9 0	..	9 0	9 0	Prelim.	..	..	..	..	..	..	..	..	..
Rimutaka Incline	Coach road Route ..	9 0	Upper Hutt-Woodside	21 30	..	21 30	21 30	..	..	..	..	..	..	..	..	..	..
	Tauherenikau Route	21 30	Petone-Pigeon Bush	31 40	..	31 40	31 40	..	..	..	..	..	..	..	..	..	..
	Wainui-o-mata Route	31 40	Petone-Pigeon Bush	52 0	..	52 0	52 0	..	..	..	..	..	..	..	..	..	..
	Coast Route ..	52 0	Petone-Carterton, via Martinborough	70 0	..	70 0	70 0	..	..	..	..	..	..	..	..	..	..
Foxton-New Plymouth	Coast Route ..	70 0	Wellington-Longburn	83 37	15 76	99 33	..	..	..	7 Dec., 1908*	..	..	..	..	..	83 37	..
			Foxton-Patea ..	120 44	14 75	135 39	..	..	..	..	..	..	..	..	..	..	120 44
			Route Improvement Surveys	26 7	..	11 67	11 67	..	..	..	..	..	..	..	..	..	..
			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											

TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1909—*continued*.
SOUTH ISLAND.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	State of Line.										
							Surveyed.	Under Formation.	Under Laying.	Opened.							Total.
										Date.	1904-5.	1905-6.	1906-7.	1907-8.	1908-9.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Nelson-Roundell Midland Railway	Nelson-Belgrove..	M. ch. 22 73	Nelson-Belgrove ..	M. ch. 22 73	M. ch. 2 52	M. ch. 25 45	M. ch. ..	M. ch. ..	M. ch. ..	..	M. ch. ..	M. ch. ..	M. ch. ..	M. ch. ..	M. ch. ..	M. ch. ..	M. ch. 22 73
	Stillwater - Belgrove (via Tadmor)	148 65	Stillwater-Reefton S. Reefton S.-Reefton N Reefton N.-Cronadun Cronadun-Inangahua Inangahua-Glenhope Glenhope-Tui Tui-Kiwi Kiwi -Tadmor Tadmor-Kohatu Kohatu-Belgrove Brunner - Springfield Rolleston Section Tunnel Contract Tunnel Contract - Cass Cass - Broken River.. Broken River - Otarama Otarama-Springfield Ngahere-Blackball	37 30 1 30 5 38 13 35 58 33 9 40 3 17 5 9 10 29 9 44 42 27 1 2 8 0 14 13 15 22 7 40 4 58 3 40	4 79 1 0 0 56 5 9 0 69 0 62 2 68 .. 1 2 8 0 .. 1 10 0 30 0 16 1 20	42 29 2 30 6 14 13 35 53 33 9 40 5 9 11 18 10 26 45 15 .. 1 2 8 0 .. 16 32 7 70 4 74 4 60	.. .. .. 4 45 53 33 18 Dec., 1908 7 Aug., 1906 29 Oct., 1906	8 35 0 35 15 22	0 35 1 2 .. .. ..	.. .. .. 18 Dec., 1908 7 Aug., 1906 29 Oct., 1906 .. .. ..	.. .. .. 1 30 7 40 .. .. ..	.. .. .. 1 30 7 40 .. .. ..	.. .. .. 5 38 .. .. ..	.. .. .. 5 9 .. .. ..	.. .. .. 5 9	37 30 1 30 5 38 10 29 9 44 42 27 12 18 7 51 19 56 7 12 3 69 5 1	
Blackball Railway	Ngahere-Blackball	3 40	Ngahere-Blackball ..	3 40	1 20	4 60	..	1 40	2 0	..	..	..	..	..	..	..	..
Greymouth-Nelson Creek	Greymouth - Nelson Creek	7 51	Greymouth-Brunner-Stillwater	7 51	6 18	13 69	..	..	..	..	..	..	..	..	..	..	7 51
Westport-Ngakawau	Westport - Ngakawau	19 56	Westport-Ngakawau	19 56	8 12	27 68	..	..	..	..	..	..	..	..	..	..	19 56
Westport-Ngakawau Extension	Ngakawau - Moki-hinui	7 12	Ngakawau-Moki-hinui	7 12	1 18	8 30	..	..	..	..	..	..	..	..	..	..	7 12
	Mokihinui Colliery Line	3 69	Mokihinui-Seddonville	3 69	0 25	4 14	..	..	..	..	..	..	..	..	..	..	3 69
Westport-Inangahua State Colliery, or Coal Creek Railway	Westport Inangahua Junction Greymouth-Point Elizabeth Col-leries Extension	26 0 5 1 3 69	Westport - Inangahua Junction Greymouth - Runanga Colliery Runanga Colliery-Point Elizabeth Col-leries	26 0 5 1 3 69	.. 2 10 2 20	26 0 7 11 6 9	20 10	5 70 3 69	.. .. ..	1 Dec., 1904	.. 5 1 .. ..	.. .. ..	.. .. ..	.. .. ..	.. .. ..	.. .. ..	..
Greymouth-Hokitika Kumara Branch	Greymouth - Hoki-tika Kumara Branch	24 37 4 10	Greymouth-Hokitika Kumara Branch ..	24 37 4 10	2 10 ..	26 47 4 10	.. 4 10	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	24 37
Hokitika-Ross	Hokitika-Ross ..	15 75	Hokitika-Ruatapu .. Ruatapu-Ross Survey to Ross Town-ship	7 10 7 21 1 44	0 61 0 69 ..	7 71 8 10 1 44	.. .. 1 44	.. .. 7 21	.. .. 7 21	9 Nov., 1906	.. .. 7 10	.. .. 7 10	.. .. 7 10	.. .. 7 10	.. .. 7 10	.. .. 7 10	7 10
Newsurvey Picton-Waipara	Ross-Waitaha .. Picton - Kaikoura	10 0 98 30	Ross-Waitaha .. Picton-Seddon Seddon Kaparu Kaparu-Ward Ward-Kaikoura Kaikoura-Parnassus	10 0 33 45 6 30 8 14 50 21 30 59	.. 3 26 0 76 1 20 50 21 30 59	10 0 36 71 7 26 9 34 50 21 30 59	10 0 8 14 50 21 30 59	Prelim. .. 6 30 ..	.. .. 6 30 ..	.. .. 6 30 ..	.. .. 6 30 ..	.. .. 6 30 ..	.. .. 6 30 ..	.. .. 6 30 ..	.. .. 6 30 ..	.. .. 6 30 ..	39 45
	Kaikoura - Parnassus	30 59	Kaikoura-Parnassus	30 59	..	30 59	30 59	Prelim.	..	..	..	..	..	..	..	..	..
	Parnassus-Domett	12 33	Parnassus-Mina .. Mina-Domett	9 1 3 32	.. 0 70	9 1 4 22	9 1 .. 3 32	.. .. 3 32	.. .. 3 32	.. .. 3 32	.. .. 3 32	.. .. 3 32	.. .. 3 32	.. .. 3 32	.. .. 3 32	.. .. 3 32	..
	Domett - Waipara	31 68	Domett-Tormore Tormore-Ethelton Ethelton-Scargill Scargill-Waipara	3 10 5 28 8 51 14 59	0 66 0 51 1 2	9 22 9 22 15 61	.. .. 9 22 15 61	.. .. 9 22 15 61	.. .. 9 22 15 61	14 Nov., 1906 21 Mar., 1907 3 Nov., 1905	.. .. 3 10 5 28	.. .. 3 10 5 28	.. .. 3 10 5 28	.. .. 3 10 5 28	.. .. 3 10 5 28	.. .. 3 10 5 28	31 68
Hurunui-Waitaki, with Branches	Main Line	206 7	Culverden-South Waitaki	206 7	64 68	270 75	..	..	..	..	..	..	..	..	..	..	206 7
	Branches,—																
	Rangiora-Oxford Eyreton (from Main Line)	21 76 20 7	Rangiora-Oxford West Main Line - West Eyreton-Bennett's Lyttelton - Christ-church	21 76 20 7 6 26	2 36 1 61 ..	24 32 21 68 6 26	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	21 76 20 7 6 26
	Southbridge Little River-Akaroa	25 31 42 10	Hornby-Southbridge Lincoln-Little River	25 31 22 46	3 17 2 5	28 48 24 51	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	25 31 22 46
	Springfield	30 60	Reconnaissance Rolleston-Springfield Springfield-Coalmine	19 44 29 63 0 77	.. 3 7	19 44 33 67	19 44 ..	Prelim. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
	Whitecliffs	11 38	Darfield-Whitecliffs Whitecliffs to Bridge	11 33 0 5	1 53	13 11	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	11 38
	Rakaia-Ash-burton Forks	22 20	Rakaia-Methven	22 20	2 65	25 5	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	22 20
	Ashburton	29 46	Tinwald-Springburn Extension	27 29 2 17	1 52 ..	29 1 2 17	.. .. 2 17	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	27 29
	Opawa and Al-bury to Fairlie Creek and Burke's Pass	55 8 4 42	Washdyke-Eversley Preliminary survey .. Studholme-Waimate	36 5 4 42 8 21	2 45 1 3 0 54	38 50 19 3 5 45 8 75	.. .. 19 3 ..	.. .. Prelim. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. 4 42 8 21
Canterbury Interior Main Line Waitaki-Bluff and Branches	Waimate Gorge Oxford-Temuka ..	8 21 83 0	Waimate - Waihao Downs Oxford-Sheffield	8 21 11 44	.. 0 27	8 75 11 71	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	11 44
	Main Line	246 69	Surveyed Reconnaissance South Waitaki-Bluff	21 7 50 29 246 69	.. .. 59 13	21 7 50 29 306 2	21 7 50 29	Prelim. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	246 69
	Branches,—																
	Duntroon	21 75	Pukeuri-Duntroon	21 75	1 35	23 30	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	21 75
	Duntroon-Hakateramea	15 38	Duntroon - Hakateramea	15 38	1 5	16 43	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	15 38
	Ngapara	14 76	Waiareka-Ngapara	14 76	1 31	16 27	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	14 76
	Livingstone	16 40	Windsor-Tokorahi	12 0	0 50	12 50	.. ..	0 5	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	11 75
	Palmerston-Wai-hemo	9 40	Survey (trial) Palmerston-Dunback	4 40 8 55	.. 0 54	4 40 9 29	4 40 ..	Prelim. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	8 55
	Inch Valley Rail-way	2 29	Palmerston-Dunback Surveyed	0 65 2 29	.. 0 23	0 65 2 52	0 65 ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. 2 29
	Port Chalmers..	1 9	Inch Valley-Lime Kiln	2 29	0 23	2 52	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	1 9
	Green Island	2 44	Glendermid - Port Chalmers	1 9	3 40	4 49	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	2 44
	Green Island to Brighton	4 65	Burnside-Saddle Hill	2 44	0 52	3 16	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
	Fernhill Colliery Line	1 60	Surveyed ..	4 65	..	4 65	4 65	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
	Kaikorai Valley Railway	2 60	Abbotsford to Fern-hill Colliery	1 60	0 24	2 4	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	1 60
	Outram	8 78	Surveyed ..	2 60	..	2 60	2 60	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
	Lawrence	21 76	Mosgiel-Outram	8 78	0 68	9 66	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	8 78
	Lawrence-Rox-burgh	38 25	Clarksville-Lawrence	21 76	2 2	23 78	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	21 76
			Lawrence-Evan's Flat	3 39	0 27	3 66	.. ..	.. ..	3 39	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
			Evan's Flat - Big Hill	4 0	0 10	4 10	4 0	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
			Big Hill - Bowmont..	6 45	..	6 45	6 45	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
			Bowmont-Roxburgh	24 21	..	24 21	24 21	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
	Balclutha-Apple-by Junction, or Catlin's - Sea-ward Bush	105 52	Balclutha-Owaka .. Owaka-Catlin's Catlin's Houipapa .. Houipapa-Papatupu Papatupu-Table Hill Table Hill-Tokanui.. Tokanui-Waimahaka Waimahaka-Appleby	19 20 3 38 2 30 3 30 3 40 40 55 8 27 24 52 20 3	1 63 0 30 0 9 .. 3 40 .. 1 50 2 3	21 3 3 68 2 39 3 30 3 40 40 55 8 27 26 22 22 6	.. .. 2 30 2 0 2 14 40 55 8 27 ..	.. .. 1 Aug., 1904	.. .. 3 38	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	19 20 3 38 24 52 20 3
	Waipahi - Heriot Burn	20 3	Waipahi-Heriot	20 3	2 3	22 6	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
	Heriot Extension	6 20	Heriot-Eadievale	6 20	0 45	6 65	.. ..	.. ..	.. ..	15 Feb., 1905	.. ..	6 20	.. ..	.. ..	.. ..	.. ..	6 20
	Extension to Rox-burgh, via Rae's Junction and Ettrick	28 10	Surveyed	28 10	..	28 10	28 10	Prelim.	..	..	..	..	..	..	..	..	..
	Via Spylaw	25 70	Surveyed	25 70	..	25 70	25 70	Prelim.	..	..	..	..	..	..	..	..	..
	Waimea Plains District Ry.	36 39	Gore-Lumsden	36 39	1 34	37 73	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	36 39
	Kelso-Gore	24 0	Surveyed Preliminary survey ..	9 58 14 22	.. ..	9 58 14 22	9 58 14 22	Prelim. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
	Gore-Waikaka	12 65	Waikaka Section	12 65	1 51	14 36	.. ..	.. ..	.. ..	26 Nov., 1908	.. ..	.. ..	.. ..	.. ..	.. ..	12 65	12 65
	Riversdale-Switz-ers	13 70	Riversdale-Waikaka	13 70	1 40	15 30	.. ..	.. ..	13 70	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
	Edendale-Toitois	19 30	Edendale-Glenham	9 36	0 72	10 28	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	9 36
Otago Central	Waitaki Bluff Main Line to Lake Hawea	182 56	Surveyed Wingatui-Ida Valley Ida Valley-Omakau	9 74 98 18 13 20	.. 5 62 1 16	9 74 104 0 14 36	9 74 ..	.. ..	.. ..	1 Sept., 1904	.. ..	13 20	.. ..	.. ..	.. ..	.. ..	..
			Omakau-Chatto Creek Chatto Cr.-Alexandra Alexandra-Clyde	7 36 10 39 5 45	0 34 1 6 0 77	7 70 11 45 6 42	.. ..	.. ..	.. ..	14 July, 1906 15 Dec., 1906 27 Mar., 1907	.. ..	.. ..	7 36 10 39 5 45	.. ..	.. ..	.. ..	134 78
			Surveyed	47 58	..	47 58	47 58	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
Invercargill-King-ston and Branch, Lumsden-Mararoa	Invercargill-King-ston Lumsden-Mararoa	87 4 30 0	Invercargill-Kingston Wharf Lumsden-Mossburn	87 4 10 40	5 15 1 0	92 19 11 40	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	87 4 10 40
			Surveyed .. Reconnaissance	8 20 11 20	.. ..	8 20 11 20	8 20 11 20	Prelim. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..
Forest Hill Railway Western Railways	Winton to Hedgehope Orepuki Branch	12 40 35 41	Winton - Hedgehope Makarewa-Orepuki ..	12 40 35 41	0 65 6 37	13 25 64 13	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	12 40 35 41
	Otautau Branch	22 15	Thornbury-Wairio	22 15	..	..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	22 15
Orepuki-Waiou River	Orepuki-Waiou ..	13 30	Orepuki-Waihoaka .. Waihoaka-Tuatapere	4 48 8 7 0 55	0 58 1 10 ..	5 26 9 17 0 55	.. .. 0 55	.. ..	8 7	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	4 48
	Totals	2221 71	..	2221 71	247 0	2468 71	552 48	79 60	49 41	..	1,431 32	27 79	8 51	58 27	..	23 32	1540 02

APPENDIX F.

ANNUAL REPORT ON PUBLIC BUILDINGS BY THE GOVERNMENT ARCHITECT.

The GOVERNMENT ARCHITECT to the HON. MINISTER OF PUBLIC WORKS.

SIR,—

Public Works Office, Wellington, 1st July, 1909.

I have the honour to submit the following report on the various buildings works carried out by the Department during the year ended the 30th June last:—

DEPARTMENTAL AND OTHER BUILDINGS.

Government House, Auckland.—A temporary annexe for use in connection with the visit of the American fleet was erected in July, and removed in August, 1908. The main building was also thoroughly overhauled and put in good order.

Departmental Buildings, Auckland (Additions).—This large brick building, the contract for which was completed in April, 1909, provides accommodation for seven Departments. The necessary office fittings and furniture have also been supplied.

New Plymouth Departmental Buildings.—Plans were prepared and tenders invited for the erection of new Departmental Offices. Owing to their being so much above the estimate, however, all tenders were declined.

Public Works Store and Workshop, Auckland.—The old Public Works store has been removed from the railway-station yard, and re-erected as a workshop in the Public Works yard. The old Post-office building from Onehunga has been re-erected in Mount Eden Station yard for use as a Public Works store, and a railway-siding laid into the yard.

Government Buildings, Te Kuiti.—The contract for erection of this building has been completed.

Gisborne Departmental Buildings.—A high-pressure water-service for fire-prevention has been installed.

Government Insurance Building, Napier.—The contract for erection of a brick building with Oamaru-stone front has been completed.

Parliament Buildings, Wellington.—A new building has been erected for the purposes of a Legislative Council Chamber, and includes all necessary offices in connection therewith.

Extensive alterations and improvements have also been carried out in the main building.

The old lobby is being restored and converted into Committee-rooms and offices. The portion known as "Bellamy's" is also being restored, and made available for similar purposes.

Departmental Buildings, Wellington.—The May-Otway fire-alarm has been installed.

Public Trust Offices.—The contract for erection of this building was completed in April, 1909. Contracts for office fittings and furniture, and for an electric elevator, have also been completed.

Seddon Memorial, Wellington.—The reinforced-concrete column faced with Coromandel granite was completed in June, 1909. A bronze figure to surmount the column is being modelled in England.

New Vice-Regal Residence, Mount View, Wellington.—Plans have been prepared for the erection of a new vice-regal residence at Mount View. During the month of June, excavation-work and clearing of site preparatory to erection of the building was put in hand.

Customhouse, Nelson.—This building was erected by contract, and completed during the year.

Burnham Industrial School.—A new brick building, comprising kitchen, dormitories, attendants' rooms, &c., is under construction.

Railway and Public Works Offices, Greymouth.—A contract for the erection of this building was let in March, and is now in progress.

Departmental Buildings, Hokitika.—The contract for erection of this building was completed in June, 1909.

Hospital, Greymouth.—The new wing and administrative block has been completed.

Hospital, Hokitika.—The erection of this building is nearing completion.

Dominion Chambers, Dunedin.—The erection of this building for the Government Insurance Department is being done by contract, and is well in hand.

St. Helens Hospital, Dunedin.—Additions and alterations were carried out by contract.

COURTHOUSES.

Whangarei.—Two additional rooms and a strong-room have been built.

Cambridge.—A new brick building has been erected.

Te Kuiti.—The contract for erection of this building has been completed.

Rotorua.—Additions to this building are in progress.

Waitara.—A new Courthouse has been erected.

Feilding.—The contract for erection of a new Courthouse has been completed.

Palmerston North.—Additions and alterations have been made, including the provision of a new Courtroom for the Stipendiary Magistrate.

Lower Hutt.—A new Courthouse has been built.

Wellington.—Extensive alterations and additions have been carried out at the Supreme Court.

Christchurch.—A new Magistrate's Court House has been built.

Fairlie.—A contract has been let for the erection of a new Courthouse.

Ross.—A new Courthouse is being built by contract.

Dunedin.—Two boilers for heating purposes, and electric light for library, have been installed.

Otautau.—A new brick Courthouse has been built.

GAOLS.

Auckland.—The preparation of stone for the new wing has proceeded during the year. Offices have been plastered and internal furnishing completed. Foundations for the new wing have been laid, and walls carried to top of basement. A large amount of work in alterations, &c., has also been carried through. Area-walling, concreting, and channelling for new south and west wings have been completed.

New Plymouth.—Drainage-works have been completed and yards asphalted.

Lyttelton.—A new drainage scheme to connect the gaol and residences with the borough drainage system is being carried out.

Invercargill.—The erection of a new gaol in concrete, by prison labour, under the supervision of this Department, is still in hand. The main building is nearing completion. One warder's cottage has been completed.

POLICE-STATIONS.

Kaikohe.—The contract for erection of police-station, with office and lock-up, is about half-finished.

Kaitia.—A police residence, with office and lock-up, has been erected by contract.

Whangarei.—A contract for repairs to residence and for erection of a new office, cells, and stable has been completed.

Newmarket.—A brick building, including quarters, offices, and lock-up, has been built.

Ellerslie.—A new lock-up, office, and stable have been built.

Epsom.—The old lock-up from Epsom has been re-erected and a outhouse built.

Hamilton East.—A police residence, with office and lock-up, has been built by contract.

Thames.—A brick building providing offices and quarters has been built.

Rotorua.—A contract has been let for additions to the existing station.

Gisborne.—The police quarters and gaol have been supplied with a proper system of drainage.

New Plymouth.—The contract for erection of a new police-station is well on to completion.

Shannon.—A contract has been let for erection of a new station and lock-up.

Pongaroa.—A new station and lock-up are being built by contract.

Petone.—A new station has been built.

Newtown.—A new residence and barracks have been erected.

Richmond.—A new station has been built.

Takaka.—This building was completed early in the year.

Cheviot.—A new residence and stable have been built, and a drainage system installed.

Kaipoi.—A new residence has been erected, and acetylene-gas plant installed.

Christchurch.—Various improvements have been made, and two rooms added to Sub-Inspector's residence.

Sheffield.—Additions to residence and thorough renovations have been carried out.

Rakaia.—A residence, stable, and outbuildings have been erected.

Waimate.—Two rooms have been added to the cottage, and other improvements effected.

Dunollie.—A new station has been built.

Ranfurly.—Contract for erection of new station, lock-up, and stable has been completed.

Clinton.—A new brick station has been built.

POST-OFFICES.

Whangarei.—The contract for erection of a new office in brick was satisfactorily completed in March, 1909.

Kaipara Flats.—This building was completed in December, 1908.

Maungaturoto.—The erection of this building was completed at the end of June, 1909.

Helensville.—Plans for a new office were prepared.

Matakoke.—This building was completed in September, 1908.

Aratapu.—Additions were made to this office.

Waiwera.—The building was moved back, and repaired and repainted.

Epsom.—A brick office is in course of erection.

Mount Eden.—A brick building similar to that at Epsom is being built.

Devonport.—The brick building which was in course of erection last year was completed.

Newmarket.—The contract for this building, which is also of brick, was completed in December, 1908.

Birkenhead.—The contract for this building was completed in September, 1908.

Upper Symonds Street.—Extensive repairs and alterations to a building purchased for the purposes of a post-office were carried out.

Auckland.—A contract has been let for the erection of a new Chief Post-office.

Howick.—The contract for erection of this building was completed in August, 1908.

Waihi.—Considerable additions were made to this building, and a new store and strong-room built.

Paeroa.—Two rooms have been added to the residence portion of this building.

Pukekohe.—A brick building is in course of erection, but the contractor is much behindhand with the work.

- Huntly*.—A new brick office is being erected by contract.
- Morrinsville*.—The erection of a two-story wooden building was completed in June, 1909.
- Ngaruawahia*.—The contract for erection of this building in brick is in progress.
- Otorohanga*.—A contract has been let for the erection of a new office, and work is in progress.
- Te Kuiti*.—Erection of this building was completed in March last. Two additional rooms have since been built.
- Te Puke*.—Additional rooms were built and fitted, and general repairs carried out.
- Rotorua*.—Additions were made to telephone exchange, and two new rooms built.
- Cambridge*.—A brick store for telegraph materials has been built.
- Taumarunui*.—A new office has been built.
- Whitianga*.—A residence for the Postmaster has been built.
- Kauhia*.—Additions and repairs have been carried out.
- Tolaga Bay*.—Additions to this office have been executed by day-labour.
- Waipiro*.—A residence for the Postmaster has been built by day-labour.
- Port Awanui*.—A combined office and residence has been erected.
- Nuhaka*.—A contract for erection of this building is in hand.
- Stratford*.—Additions have been made, and the building painted and renovated.
- Toko*.—A new building, to replace that destroyed by fire, has been erected.
- Hawera*.—Comprehensive alterations to provide improved accommodation have been carried out.
- Waverley*.—Additions, alterations, and improvements have been carried out.
- Aramoho*.—A brick and compo. two-storied office has been built.
- Kimbolton*.—A new office has been erected.
- Ohakune*.—A new office has been erected.
- Hastings*.—A two-storied brick building is in course of erection.
- Napier*.—Extensive alterations and additions are well in hand.
- Foxton*.—The erection of a new brick office is well advanced.
- Ashhurst*.—Alterations and additions are well in hand.
- Norsewood*.—Alterations and additions have been completed.
- Manukau*.—A new office has been built.
- Weraroa*.—A new building has been erected.
- Featherston*.—A brick building has been erected by contract.
- Alfredton*.—Alterations and additions are being carried out.
- Upper Hutt*.—The contract for erection of a new brick office has been completed.
- Te Aro (Wellington)*.—This brick building was practically completed within the year.
- Wellington*.—Telephone exchange: Additions and alterations have been carried out.
- Courtenay Place (Wellington)*.—A brick building was purchased and converted to the purposes of an office and Postmaster's residence.
- Wellington*.—New General Post Office: Good progress has been made with the work of putting in foundations. The building lately occupied by the letter-carriers has been demolished, and the old drill-shed altered and fitted to meet their requirements, and to also accommodate the Parcel Post Branch.
- Kekerangu*.—This building was erected by the Department's men.
- Richmond*.—A new office has been built.
- Cheviot*.—Additions and alterations have been carried out.
- Woolston*.—A new building in brick has been erected by contract.
- Rakaia*.—The old library building was removed from site to provide space for a new post-office, and re-erected.
- Geraldine*.—A brick building providing offices and quarters has been built.
- Fairlie*.—A new office with residence has been erected by contract.
- Timaru*.—Extensive alterations and improvements have been effected, and electric light installed instead of gas.
- Blackball*.—A new office has been built.
- Wallsend*.—A new office has been built.
- Dunedin*.—Chief Post-office: Extensive repairs, repainting, and improvements were carried out during the year.
- Moray Place (Dunedin)*.—The lower portion of a building purchased for the purpose was altered to suit postal requirements.
- St. Bathans*.—A contract for erection of a new building is in progress.
- Ophir*.—A new residence has been built.
- Wyndham*.—A contract has been let for erection of a brick office.
- Queenstown*.—Additions and alterations have been made to office, and residence renovated.
- Invercargill*.—The additions which were in hand last year were completed and furnished.
- Bluff*.—Improved lavatory accommodation and sanitary conveniences are being provided.

MENTAL HOSPITALS.

- Auckland*.—Two small brick buildings have been erected, and general repairs to main buildings carried out as required.
- Nelson*.—The Toi Toi Valley School has been removed to the Mental Hospital site and re-erected, in order to provide increased accommodation for patients. A new day-room and lavatory accommodation are also being provided.
- Sunnyside (Christchurch)*.—A 6 in. artesian well has been sunk; a new general bath-room, containing eight baths and swimming-pool, constructed; a new dairy, fitted with boiler, steriliser, separator, and other modern dairy appliances, completed. A new hot-water circulation system has

also been installed in the main building, and radiator-pipes rearranged. Various other alterations and improvements have been made.

AGRICULTURAL DEPARTMENT BUILDINGS.

Auckland.—A contract for addition of four rooms and alterations to the old building was satisfactorily completed. A retaining-wall was built by day-labour.

Te Kuiti.—The contract for erection of a Stock Inspector's residence has been completed.

Te Pahi.—A residence for the Inspector of Stock was erected by contract.

Wallaceville Laboratory.—Two concrete reservoirs and a windmill have been built.

MAINTENANCE WORKS.

In addition to the foregoing works the Department has maintained, renovated, and improved all other Government buildings throughout the Dominion as occasion required. This work of maintenance and renovation, particularly in the case of wooden buildings, a great number of which have been built for many years, involves a considerable annual expenditure, but the items are altogether too numerous and detailed to particularise here.

I have, &c.,

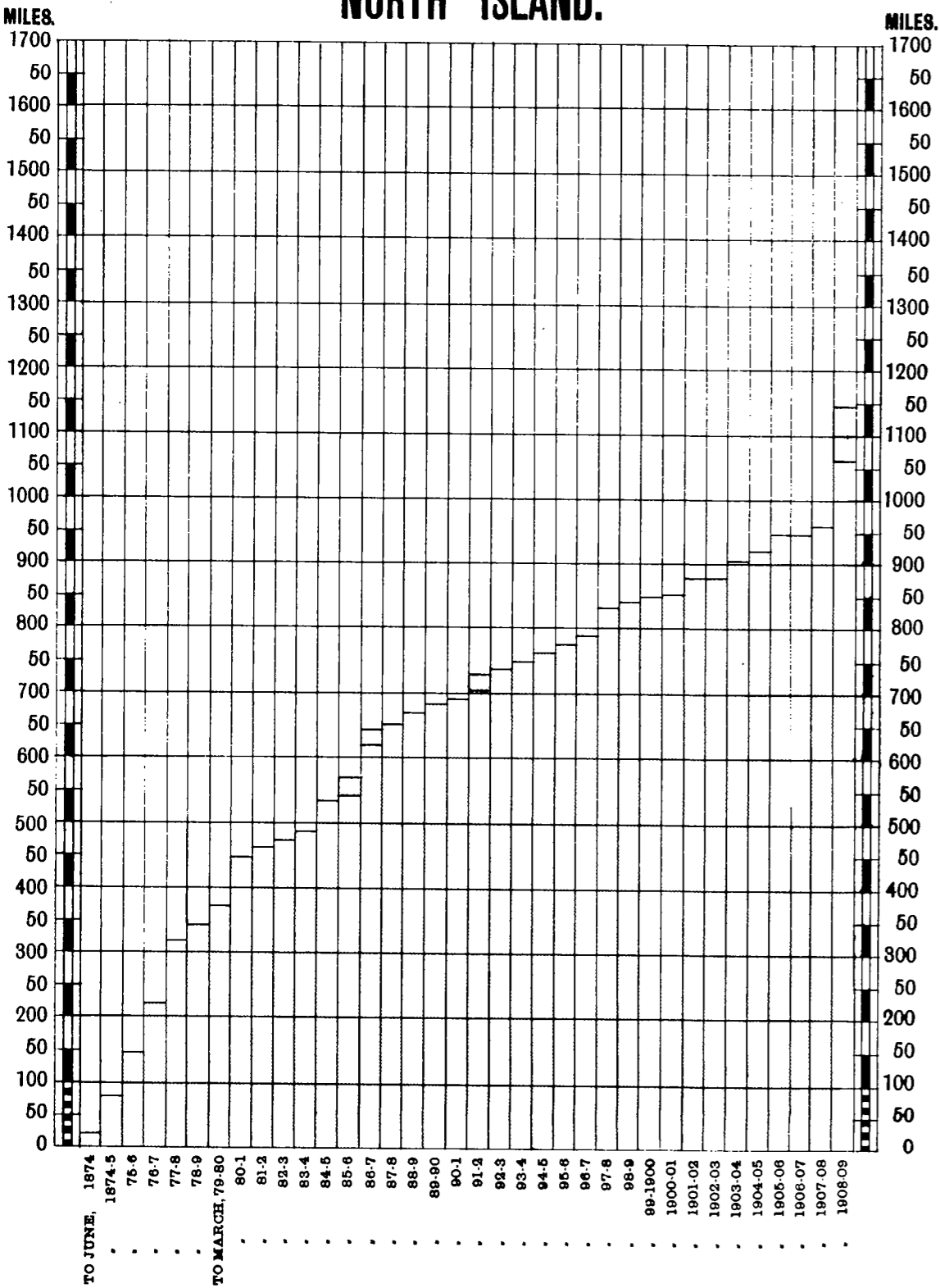
JOHN CAMPBELL,

Government Architect.

The Hon. Minister of Public Works.

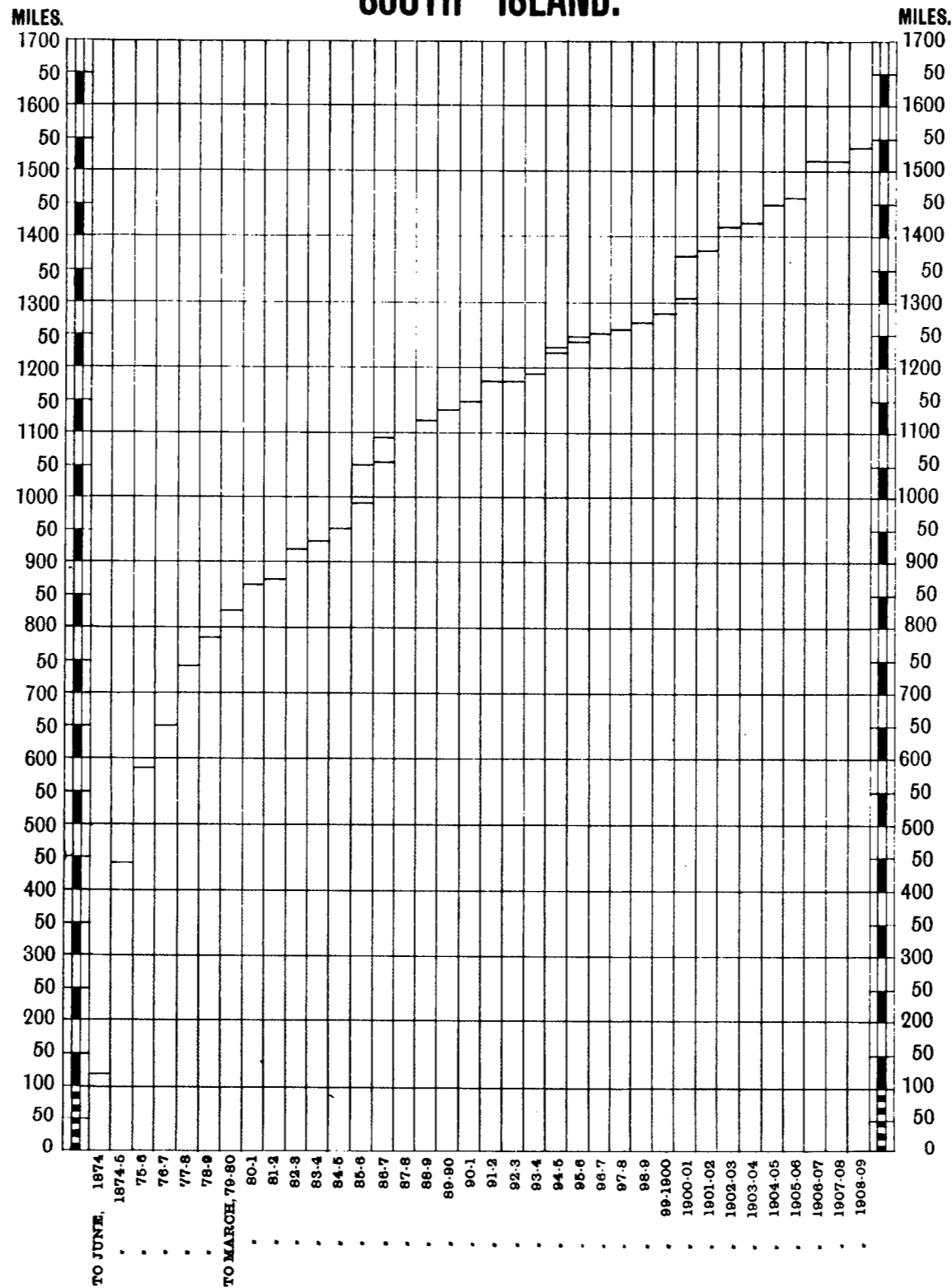
Number of Miles open
of
Government Lines.

NORTH ISLAND.



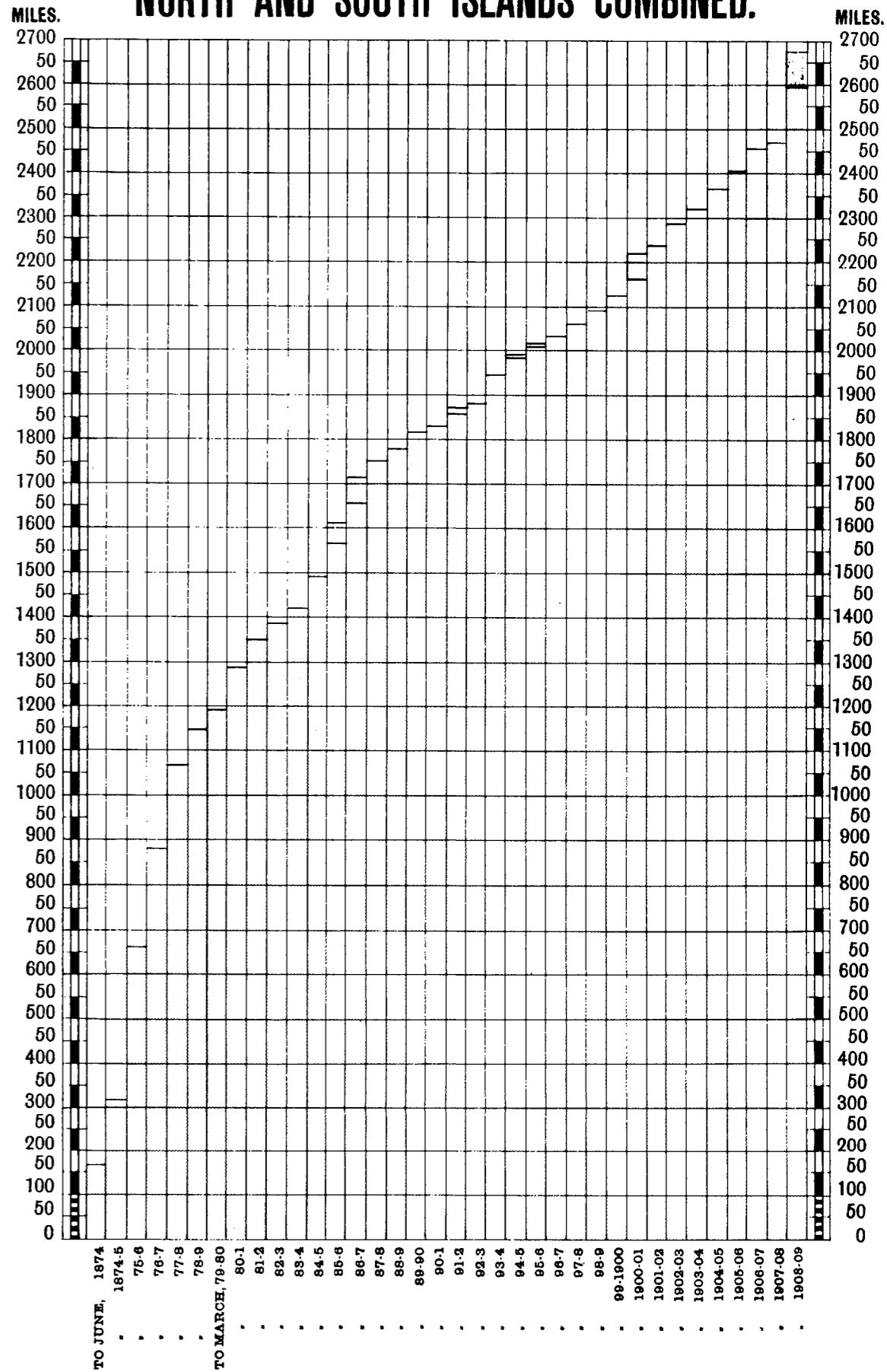
Number of Miles open
of
Government Lines.

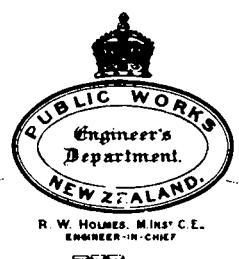
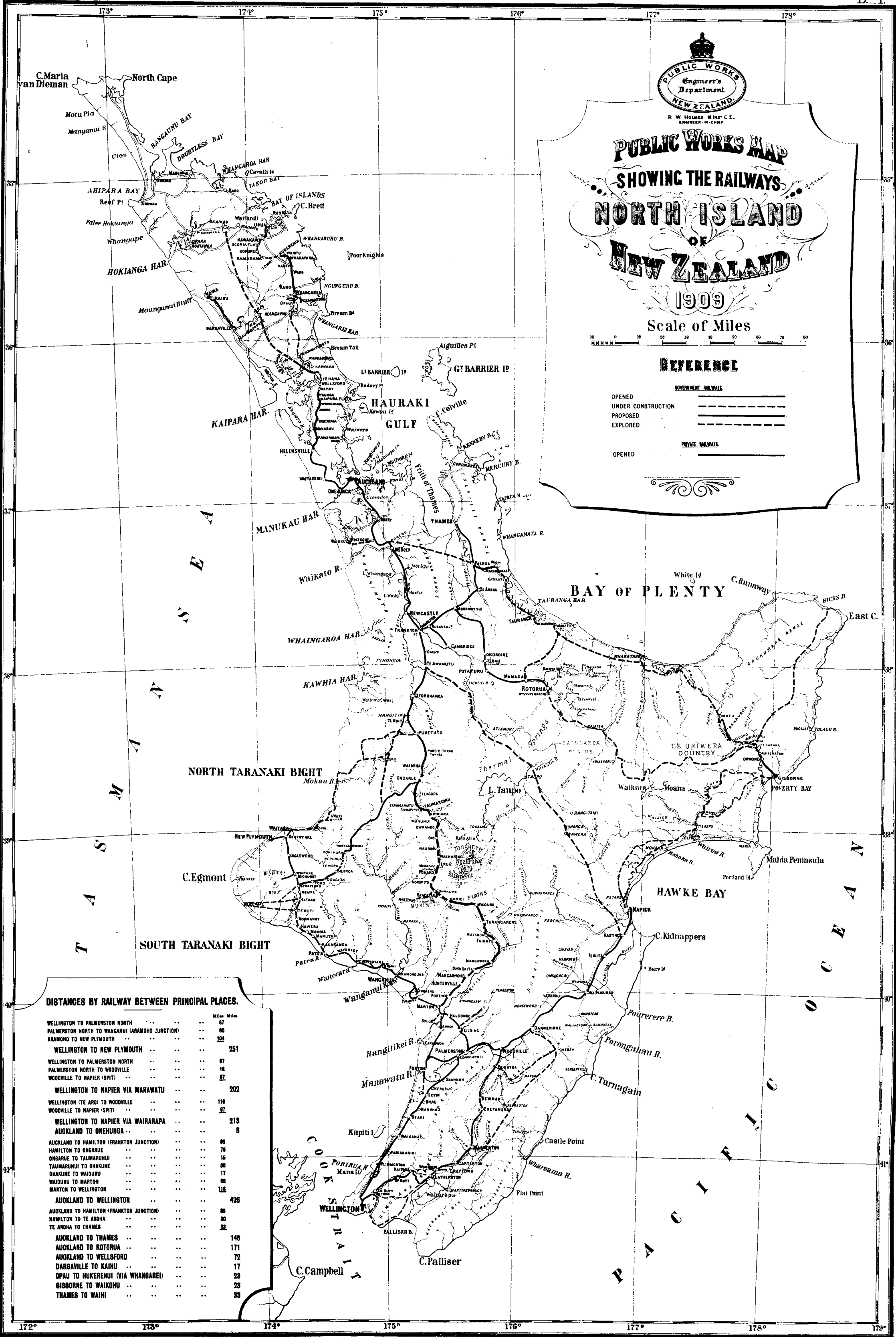
SOUTH ISLAND.



Number of Miles open
of
Government Lines.

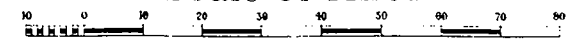
NORTH AND SOUTH ISLANDS COMBINED.





PUBLIC WORKS MAP
SHOWING THE RAILWAYS
NORTH ISLAND
OF
NEW ZEALAND
1909

Scale of Miles

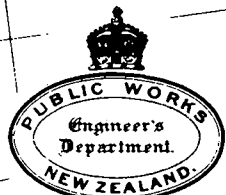


REFERENCE

GOVERNMENT RAILWAYS	
OPENED	
UNDER CONSTRUCTION	
PROPOSED	
EXPLORED	
PRIVATE RAILWAYS	
OPENED	

DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

	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)	87
WELLINGTON TO NAPIER VIA MANAWATU	202
WELLINGTON (TE ARO) TO WOODVILLE	110
WOODVILLE TO NAPIER (SPIT)	87
WELLINGTON TO NAPIER VIA WAIRARAPA	213
AUCKLAND TO ONEHUNGA	8
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	86
HAMILTON TO ONGARUE	76
ONGARUE TO TAUMARUNUI	15
TAUMARUNUI TO OHAKUNE	80
OHAKUNE TO WAIKURU	17
WAIKURU TO MARTON	66
MARTON TO WELLINGTON	118
AUCKLAND TO WELLINGTON	426
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	86
HAMILTON TO TE AROHA	30
TE AROHA TO THAMES	32
AUCKLAND TO THAMES	148
AUCKLAND TO ROTORUA	171
AUCKLAND TO WELLSFORD	72
DARGAVILLE TO KAIHU	17
OPAU TO HUKERENUI (VIA WHANGAREI)	28
GISBORNE TO WAIKOHU	28
THAMES TO WAIHI	83



R. W. HOLMES, MINS. C.E.
ENGINEER-IN-CHIEF

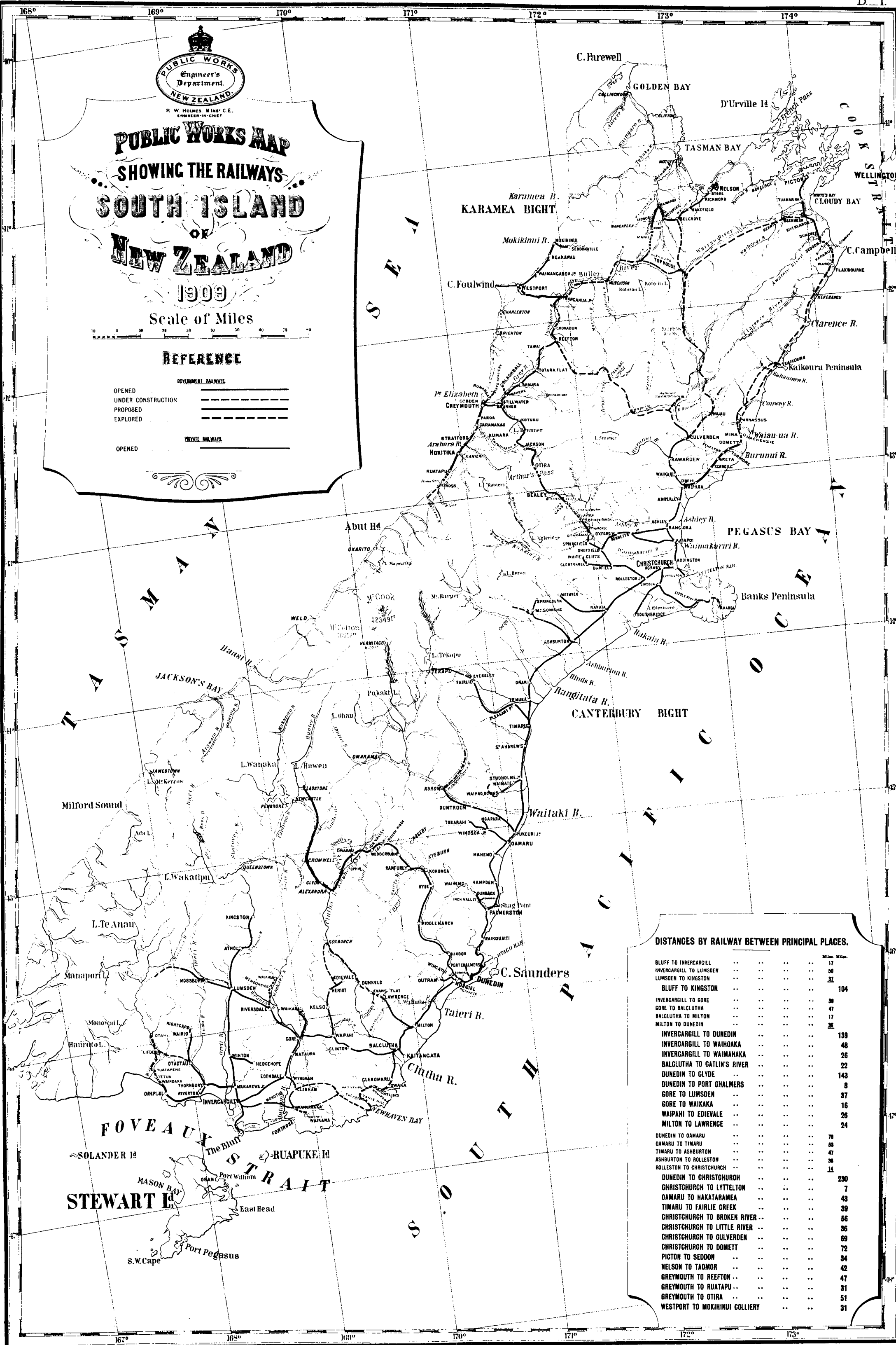
PUBLIC WORKS MAP SHOWING THE RAILWAYS SOUTH ISLAND OF NEW ZEALAND 1909

Scale of Miles



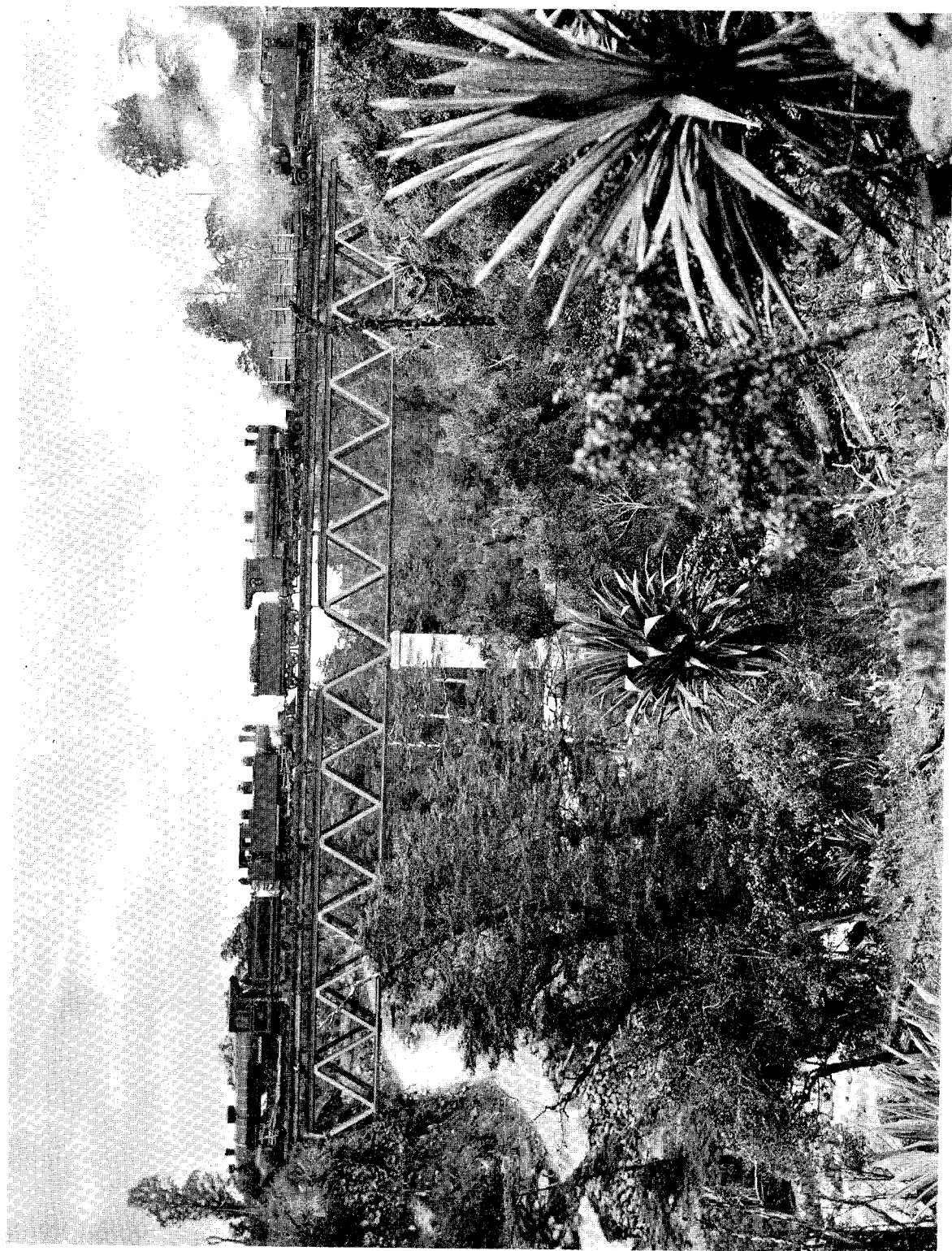
REFERENCE

GOVERNMENT RAILWAYS	
OPENED	
UNDER CONSTRUCTION	
PROPOSED	
EXPLORED	
PRIVATE RAILWAYS	
OPENED	

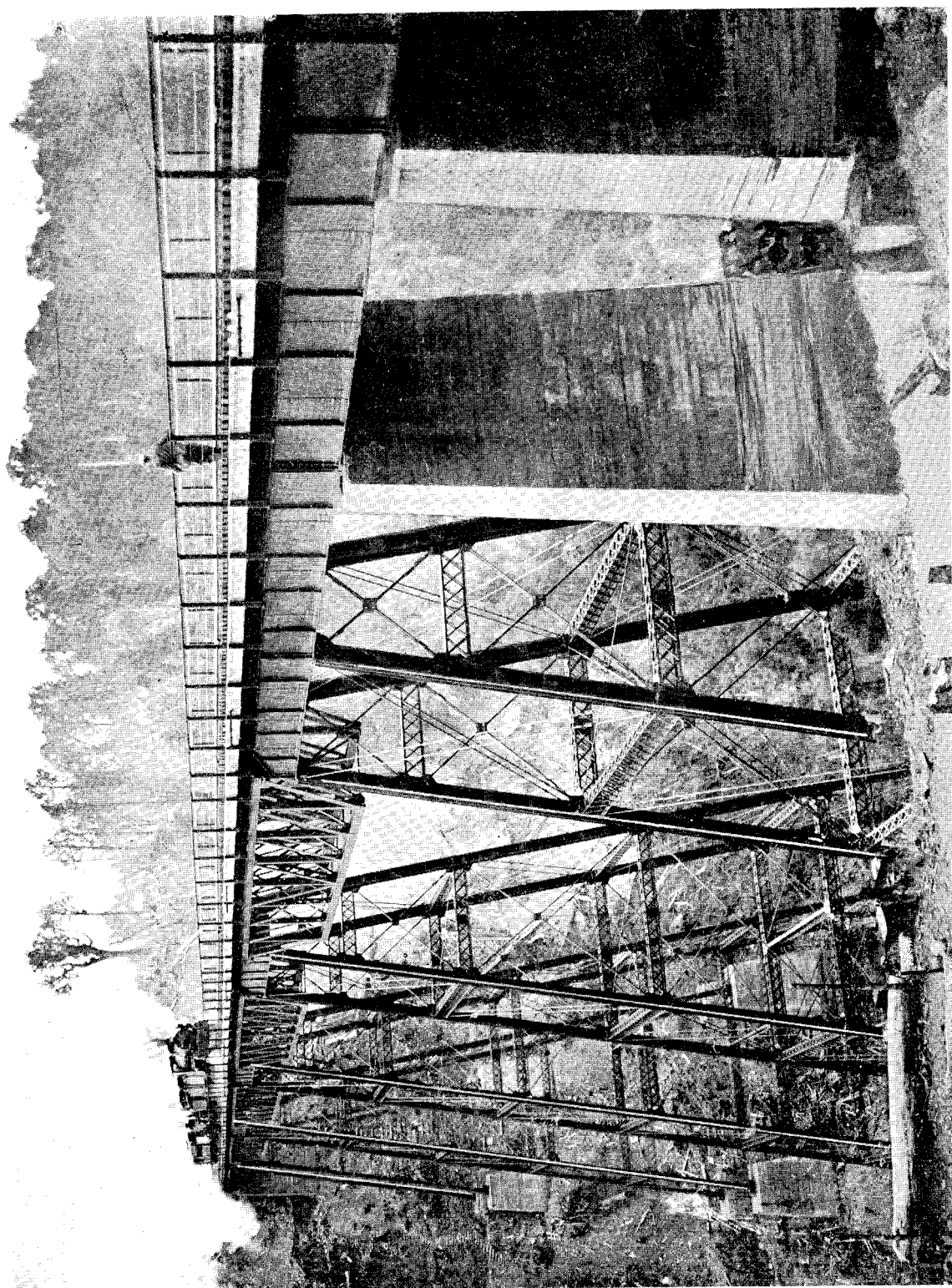


DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

	Miles	Miles
BLUFF TO INVERCARGILL	17	
INVERCARGILL TO LUMSDEN	50	
LUMSDEN TO KINGSTON	31	
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	
GORE TO WAIKAKA	16	
WAIKAKA TO EDIEVALE	26	
MILTON TO LAWRENCE	24	
DUNEDIN TO OAMARU	70	
OAMARU TO TIMARU	53	
TIMARU TO ASHBURTON	47	
ASHBURTON TO ROLLESTON	36	
ROLLESTON TO CHRISTCHURCH	14	
DUNEDIN TO CHRISTCHURCH	230	
CHRISTCHURCH TO LYTTELTON	7	
OAMARU TO HAKATARAMEA	43	
TIMARU TO FAIRLIE CREEK	39	
CHRISTCHURCH TO BROKEN RIVER	56	
CHRISTCHURCH TO LITTLE RIVER	56	
CHRISTCHURCH TO CULVERDEN	69	
CHRISTCHURCH TO DOMETT	72	
PICTON TO SEDDON	34	
NELSON TO TADMOR	42	
GREYMOUTH TO REEFTON	47	
GREYMOUTH TO RUATAPU	31	
GREYMOUTH TO OTIRA	51	
WESTPORT TO MOKIHINUI COLLIERY	31	

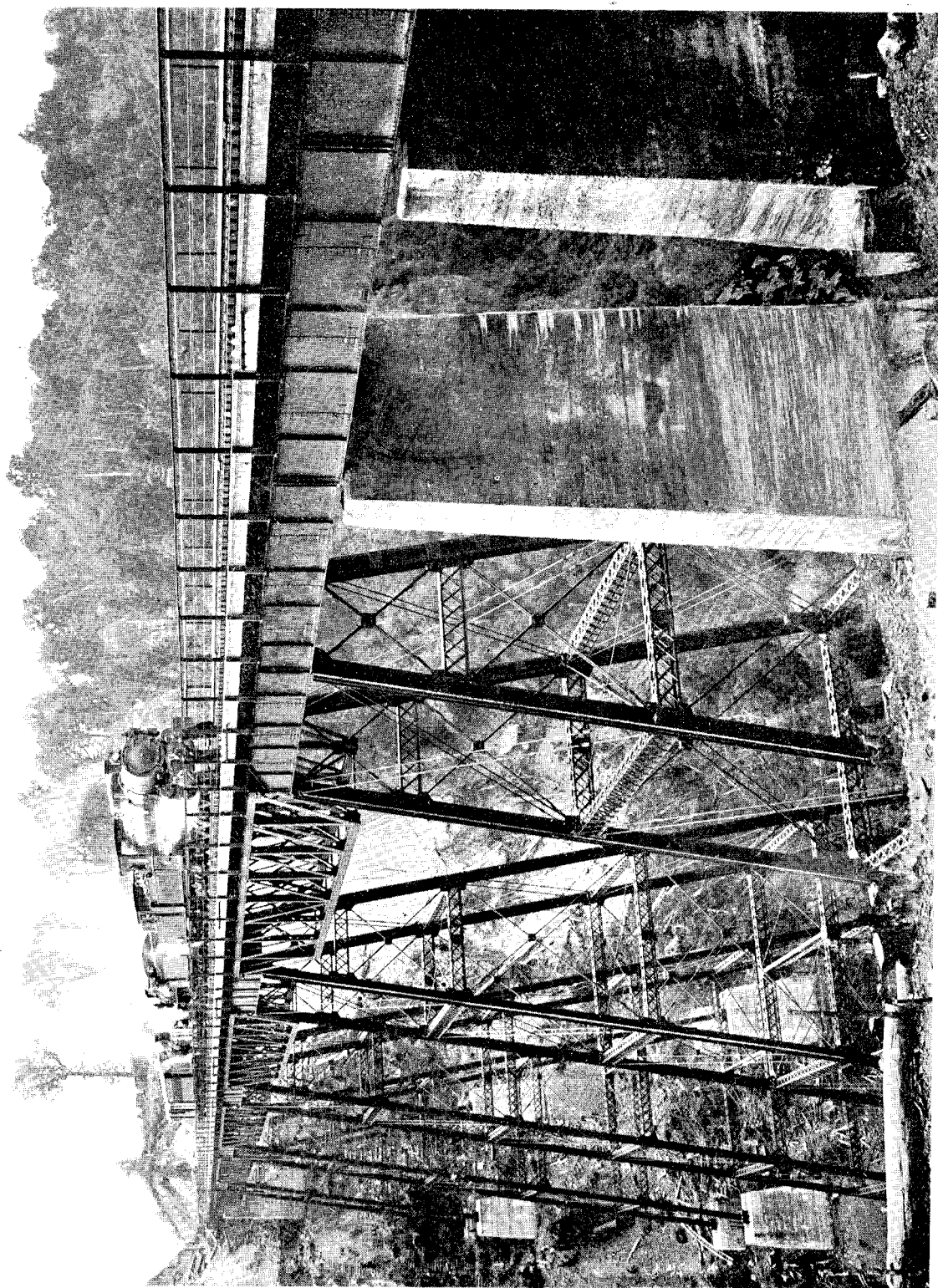


NORTH ISLAND MAIN TRUNK RAILWAY.—TESTING MANGAURUTU RIVER BRIDGE.

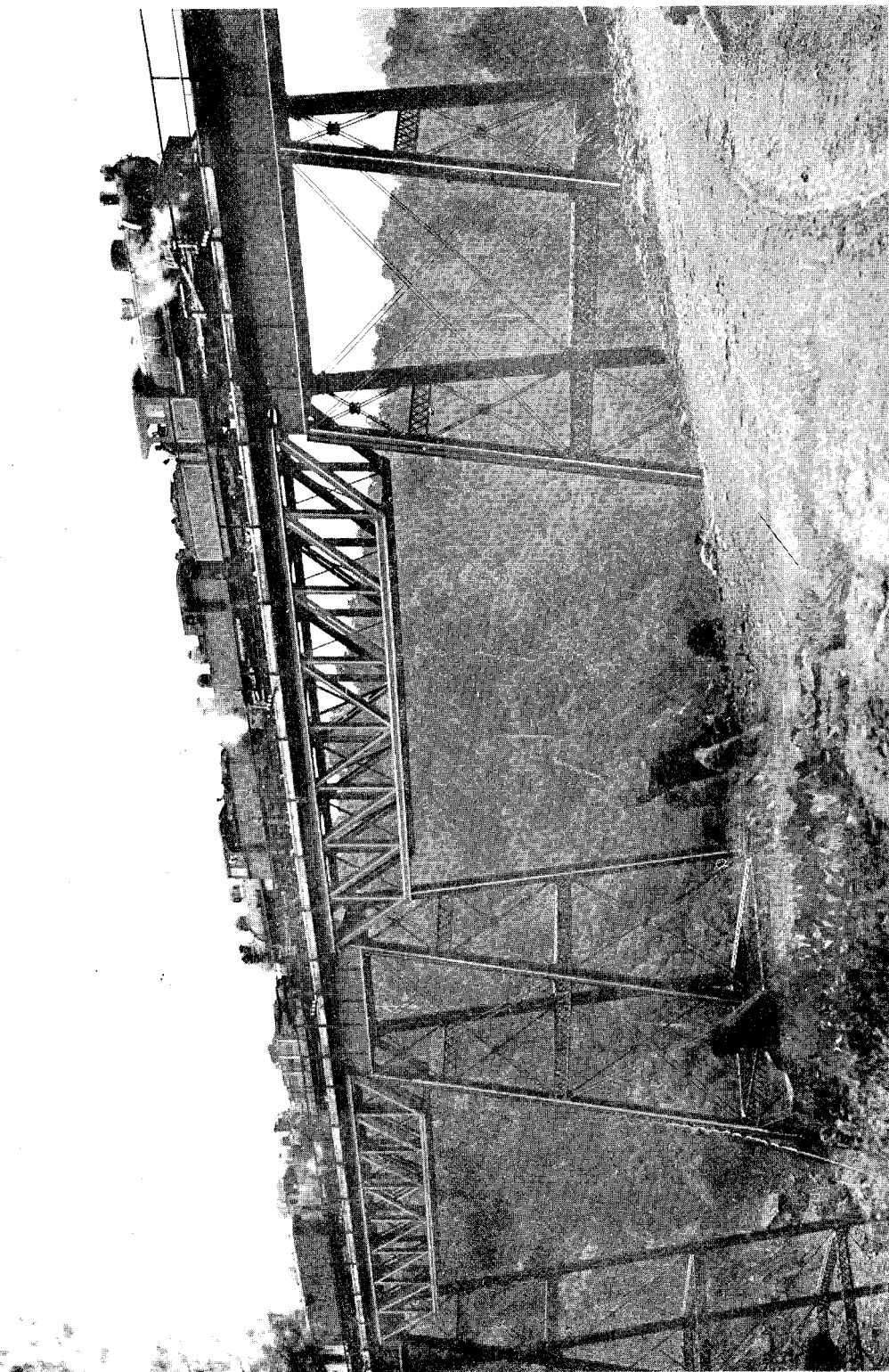


NORTH ISLAND MAIN TRUNK RAILWAY.—MAKATOTE VIADUCT.

Test load of 250 tons approaching at 30 miles per hour.



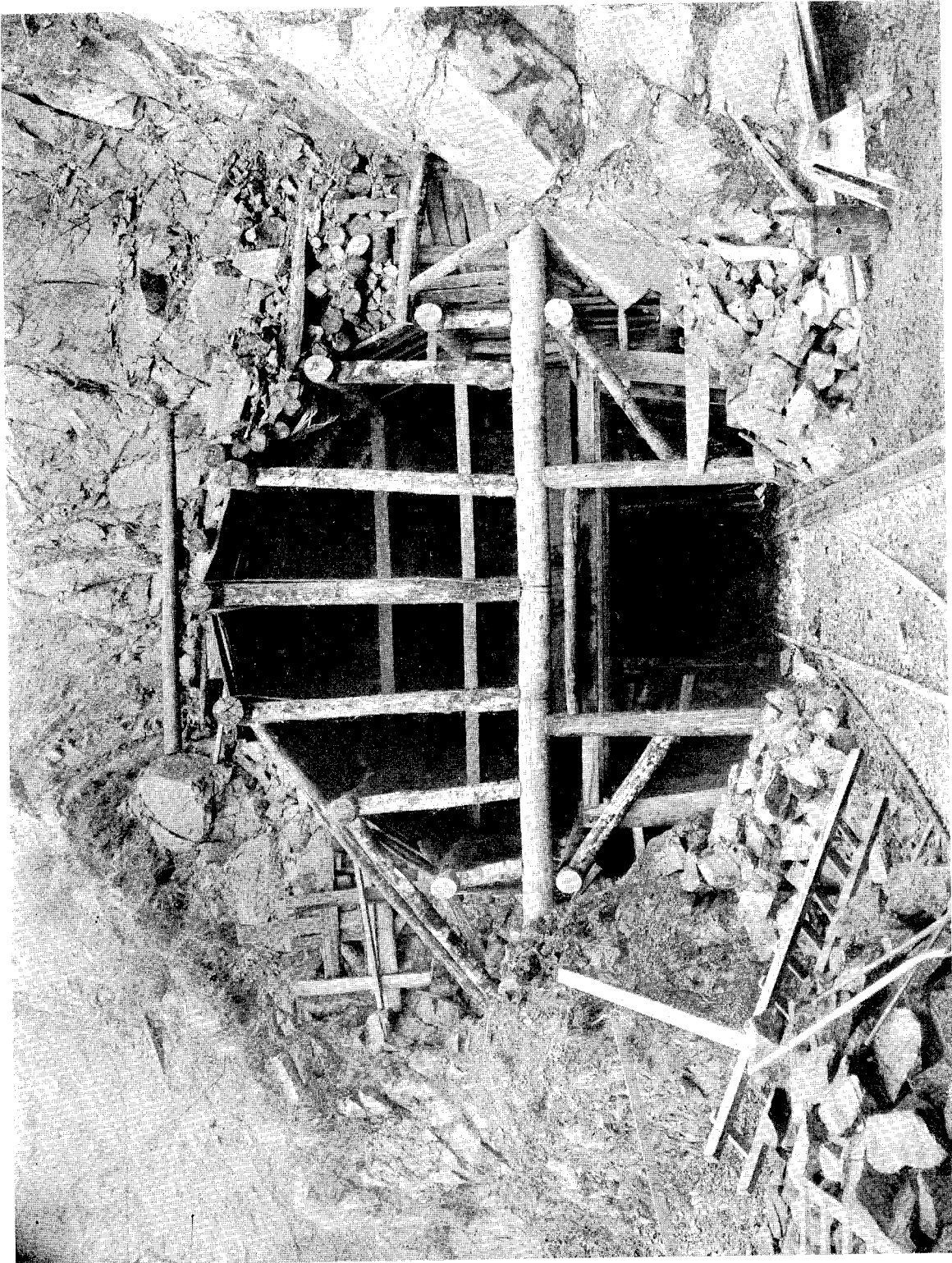
NORTH ISLAND MAIN TRUNK RAILWAY.—MAKATOTE VIADUCT.
Test load of 250 tons braked to an emergency stop from 30 miles per hour.



NORTH ISLAND MAIN TRUNK RAILWAY.—MAKOHINE VIADUCT.
Test load of 250 tons braked to an emergency stop from 30 miles per hour.



NORTH ISLAND MAIN TRUNK RAILWAY.— OHAKUNE STATION :
FERRO-CONCRETE WATER-TANK AND TOWER.



NEW ZEALAND MIDLAND RAILWAY.—CASS SECTION: NO. 12 TUNNEL.



NEW ZEALAND MIDLAND RAILWAY.—CASS SECTION: AN ENGINEERING DIFFICULTY IN NO. 17 TUNNEL.

