

## SESSION II.

1912.

NEW ZEALAND.

## PUBLIC WORKS STATEMENT.

BY THE HON. WILLIAM FRASER, MINISTER OF PUBLIC WORKS.

18TH OCTOBER, 1912.

MR. SPEAKER,—

As I only assumed office as Minister of Public Works on 10th July, it is scarcely necessary to state that all references in this Statement to operations during the last financial year are strictly departmental. As regards the future, however, I desire to offer some remarks.

In my opinion, to give the settlers of the Dominion access to their holdings by means of roads should be the first consideration in any scheme of public works. I have no desire to minimize the value of railways to the Dominion, but these are of secondary importance if the settlers cannot reach them. Now, road-making in New Zealand is difficult and expensive, owing to the configuration of the country and to the absence in many localities of suitable metal. Hence considerable sums have to be provided each year for this class of work. In view of the fact that the unexpended balance of authorities for roads and bridges on 31st March, 1912, was £466,367, and that between 1st April last and 31st July further authorities amounting to £145,796 were issued, I found myself at the latter date faced with commitments totalling £612,163 for roads and bridges alone, without allowing for the provision requiring to be made for applications for new votes. These applications now amount to over a million and a half. The total provision for roads and bridges for the current year is very similar in amount to that of last year. The total provision for railway-construction for the year is £847,500, which is £83,789 more than was expended on new railways last year.

Full particulars in regard to each line of railway in hand are furnished under the heading of "Railway-construction"

It will doubtless be a source of disappointment to many resident in Central Otago that no provision is made in this Statement for continuing the Otago Central line towards Hawea, but in view of the present stringency of the London money-market this is quite impossible. Let me now say a few words regarding the so-called co-operative system. Most of the advocates of this system seem to be under the impression that the word "co-operative" is synonymous with small contracts. If the latter is what is desired, then I am in perfect accord with them. True co-operative work presupposes a certain number of workmen voluntarily joining together to execute certain undertakings and sharing the proceeds of their labour. As far as practicable I intend to give effect to this principle. I realize fully, however, that no one system will suffice for carrying on all our public works in a manner satisfactory to the workers and to the community as a whole. This subject will have my careful attention during the recess.



## TOTAL EXPENDITURE.

The total expenditure of the year on public works was not only in excess of that of the previous year, but was the largest in any single year for over thirty years, and amounted to the very large sum of £2,476,156—viz., £2,387,411 out of the Public Works Fund and allied special accounts, and £88,745 out of the Consolidated Fund.

The following table shows the brief particulars of the expenditure of the year, and also the total under each class of work from the inauguration of the public works policy up to the 31st March last :—

Class of Work.	Expenditure.	
	Expenditure for Year ended 31st March, 1912.	Total Expenditure to 31st March, 1912.
Railways—	£	£
New construction ... ..	763,711	21,266,133
Additions to open lines ... ..	362,194	8,413,781
Roads ... ..	424,578	9,349,520
Public buildings ... ..	350,655	5,042,032
Immigration ... ..	11,681	2,239,912
Purchase of Native lands ... ..	...	2,066,638
Lighthouses, harbour-works, and harbour-defences ... ..	12,576	1,081,422
Tourist and health resorts... ..	13,361	216,633
Telegraph-extension ... ..	147,692	2,025,751
Development of goldfields ... ..	21,244	868,173
Defence-works (general) ... ..	10,437	920,419
Departmental ... ..	49,864	726,669
Development of water-power ... ..	9,082	18,451
Irrigation and water-supply ... ..	2,794	4,356
Payment to Midland Railway bondholders ... ..	...	150,000
Lands-improvement ... ..	20,876	82,546
Minor works and services ... ..	...	312,607
Cost and discount, raising loans, &c. ... ..	67,470	1,242,423
	2,268,215	56,027,466
Wellington-Hutt Railway Improvement ... ..	1,635	238,582
New Hutt Road ... ..	6,070	88,799
Railways Improvement Account ... ..	51,428	567,514
Opening up Crown Lands for Settlement Account ... ..	49,739	584,202
National Endowment Account ... ..	6,555	17,149
Waihou and Ohinemuri Rivers Account ... ..	3,769	3,769
Totals ... ..	2,387,411	57,527,481

## WAYS AND MEANS.

At the 31st March, 1911, the available ways and means for public-works purposes were £ 1,140,045 and further funds were received as under :—

Under the Aid to Public Works and Land Settlement Act, 1910 ... ..	181,650
Under the Aid to Public Works and Land Settlement Act, 1911 ... ..	450,000
Under the New Zealand Loans Act, 1908 ... ..	66,950
Transfer from Consolidated Fund ... ..	500,000
Miscellaneous receipts ... ..	12,150
Making a gross total of ... ..	£2,350,795

The ordinary expenditure of the year amounted to £2,200,745, and charges and expenses in respect of raising loans, £67,470, thus bringing the total disbursements up to £2,268,215, and leaving a credit balance at the end of the year of £82,580.



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

	£
Balance of loan of 1911 .. .. .	1,050,000
Transfer from Consolidated Fund .. .. .	750,000
Proposed new loan .. .. .	1,750,000

The above, with the balance brought forward, gives a gross total of £3,632,580. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £2,748,000, leaving an estimated balance of £884,580 to be carried forward to next year.

In addition to the above we have authority to raise the undermentioned sums :—

	£
Under the Aid to Water-power Works Act, 1910 .. .. .	500,000
For irrigation-works (section 20, Appropriation Act, 1910) .. .. .	100,000
Under the Waihou and Ohinemuri Rivers Improvement Act, 1910 (balance) .. .. .	50,000

#### RAILWAY-CONSTRUCTION.

The following sections of railway were opened for traffic during the last financial year or since its close :—

	M.	ch.	
Kawakawa to Towai .. .. .	21	18	April, 1911.
Seddon to Ward .. .. .	14	44	April, 1911.
Waimahaka to Tokonui .. .. .	8	27	September, 1911.
Kioreroa to Onerahi .. .. .	2	50	October, 1911.
Waikohu to Otoko .. .. .	7	75	April, 1912.
Westport to Te Kuha .. .. .	5	74	April, 1912.
Te Wera to Pohokura .. .. .	8	55	August, 1912.
Kiwi to Glenhope .. .. .	12	58	September, 1912.
Total .. .. .	82	1	

In addition to the above the following sections are approaching completion, and are expected to be ready to hand over to the Railway Department for regular traffic during the current year or shortly after its close :—

	Length.
	M. ch.
Kaihu Extension .. .. .	2 44
Otiria to Kaikohe .. .. .	16 25
Te Hana to Otamatea .. .. .	11 30
Maunganui to Te Puke .. .. .	13 0
Pohokura to Whangamomona .. .. .	6 13
Mount Egmont Branch .. .. .	2 56
Otoko to Rakauaroa .. .. .	6 50
Cronadun to Inangahua Junction .. .. .	12 70
Coal Creek Extension .. .. .	3 58
Cass to Bealey .. .. .	14 6
Mina to Parnassus .. .. .	8 43
Big Hill to Athenæum Flat .. .. .	3 0
Houipapa to Papatowai .. .. .	12 72
Total .. .. .	113 67

The total expenditure on railway-construction and improvement-works last year amounted to £1,178,968, as under :—

	£
Construction of new lines .. .. .	763,711
Additions to open lines .. .. .	362,194
Wellington-Hutt Railway duplication .. .. .	1,635
Railways Improvement Account .. .. .	51,428
Total .. .. .	£1,178,968



I will now give as concise an account as I can of the present position of each of the railways under construction, of what has been done on each of the lines during the past year, and what is proposed to be done during the current year.

#### KAIHU EXTENSION.

Formation-works on the extension of this line were completed during the year, but four small bridges have yet to be erected and some culverts put in before the rails can be laid to the end of the line. Timber for the bridges is arriving, and the current year should witness the completion of the extension.

The expenditure on this line during the last financial year amounted to £6,171, and for the current year a vote of £15,000 is proposed.

#### KAWAKAWA-HOKIANGA.

During the year earthworks were completed, rails laid, and ballasting practically finished up to Ngapipito Station, seven miles from the junction point at Otiria. Formation over a further section of eight miles and a half is approaching completion, but several small bridges have yet to be built. Temporary structures are being provided to carry the rails, which are expected to reach Otuhi Station during the coming summer. Formation-work was not carried quite up to Kaikohe, pending a final decision as to the site of the Kaikohe Station-yard.

The expenditure on the line during the last financial year amounted to £50,527, and for the current year a vote of £40,000 is asked for.

#### KAWAKAWA-GRAHAMTOWN.

The final section of this railway between Whangarei and the new wharf at Grahamtown was opened on the 2nd October, 1911, and has been carrying regular traffic since. An oil-engine to operate the lifting span of the Whangarei Bridge was installed, and several details in connection with station buildings attended to.

The expenditure during last financial year amounted to £11,647, and for the current year a vote of £3,000 is provided to meet the expenditure which has come to charge since the 31st March last.

#### NORTH AUCKLAND MAIN TRUNK.

The construction of the section to Kaiwaka, nearly nine miles beyond the Te Hana terminus, was completed in June last, but, owing to the probability of slips in the clay cuttings during the winter months, the section was not handed over to the Railway authorities. Goods and passengers are being carried over it, however, by the ballast-train. Formation is practically completed up to Otamatea, and is well in hand as far as Maungaturoto, seven miles beyond Kaiwaka. There are two tunnels on the last five miles, one of which is more than half-way towards completion, and the more important one, 24 chains in length, is making good progress. A steel bridge over the Otamatea tideway is being erected by contract. The contract time has already expired, but it will, I fear, be some months before the bridge is completed. The same contractor has the erection of a railway-wharf at Otamatea in hand, and is making fair progress with the work. Beyond Maungaturoto a short length of formation is in hand, and from Kaikohe, where the line will ultimately join the Kawakawa-Hokianga system, about two miles of light formation-work has been carried out. The Kaipara tidal waterways have been utilized to some extent for the transport of heavy materials to the sites of construction-works.

During last financial year the total expenditure on this line amounted to £78,622, which is the largest on record for this line, and for the current year a vote of £80,000 is proposed.

#### HUNTLY-AWAROA.

This line has been located for a distance of five miles and a half, and construction-work over the first three miles has been in progress during the year, but much of the country traversed is low-lying, and progress has been interfered with to some extent by the water in the swamps. Trial surveys have been run over the remainder of the authorized line and as far as the Waingaro Saddle, the latter part of the route running through rough and difficult country. The contractor for the erection of



the combined railway and road bridge which will carry the line over the Waikato River is proceeding with his work, but the time fixed for the completion of the bridge has already expired and a good deal still remains to be done.

The total expenditure on the line, including the bridge contract, during last financial year amounted to £7,819, and for the current year a vote of £20,000 is asked for.

#### EAST COAST MAIN TRUNK.

A section from Waihi to Athenree, nine miles in length, was authorized last session, and construction-work commenced on the 11th March last. Formation has since been in progress over a length of about four miles, and the line is located to within a mile of the limit of its authorization. There will be some heavy rock-work on this section, and, as it is not likely to be revenue-producing for quite a considerable period, the Government has decided to suspend operations for the present.

On the Maunganui - Te Puke Section the permanent-way has been laid up to the Te Puke Station. The swamps on the Te Puke Section are giving considerable trouble, and are still not showing much sign of final settlement. After examination of several rock-deposits in the locality it was decided to obtain ballasting-material from Moturiki Island, and a branch line half a mile in length has been laid from the terminal station at Maunganui to a suitable quarry-site, where a complete crushing plant has been installed and in operation since February last. The formed line is now being ballasted with material from this source, which also supplies suitable metal for concrete culverts and other purposes. In order to complete the ballasting as quickly as possible another quarry is to be opened at Te Puke, so that the work may be proceeded with from both ends. Between Te Puke and Paengaroa the line has been located, and formation is in progress over the first two miles, and is within measurable distance of completion.

A trial survey has been made over the country from Tauranga westward to the Wairoa River, and a route selected for this portion of the line.

During the year considerable surveying-work has been done to ascertain whether a route from Pongakawa, the end of the present authorization, *via* Lake Rotoma, to Te Teko would be more favourable for the main line than the previously suggested route along the sea-coast. Plans have been prepared and are still under consideration.

A trial survey has also been made of the country between Rotorua and Paengaroa, *via* Okere, with a view to selecting a route for a line to connect the East Coast Railway with the existing terminus at Rotorua, and a suitable route with fair grades has been located.

At the Gisborne end the important steel viaduct which carries the railway over the Otoko Gorge was satisfactorily completed under contract, the line ballasted up to the Otoko Station, and the section from Waikohu to Otoko, nearly eight miles in length, opened for regular traffic. The opening took place on the 8th April last. Beyond Otoko formation is complete, and the rails laid to Rakauora, but frequent slips in the heavy cuttings have at times to be dealt with. Three bridges have been erected, a fourth is approaching completion, and a tunnel eleven miles beyond Otoko has been excavated. The pit at Te Karaka, from which ballast for this line has hitherto been obtained, is exhausted, and a new pit is about to be opened at Te Puha, two miles further on. The gravel still has to be conveyed a considerable distance, but no more suitable source of supply is available at present. Bushfelling is in progress beyond Matawai, and formation-works are following as rapidly as weather-conditions and difficult roads will permit. The foremost formation parties are located beyond the Matawai Station-yard, forty-five miles from Gisborne.

The section of railway to connect Gisborne with Napier has been located for a distance of eighteen miles from the junction point at Makaraka, and the trial line has been continued to a point opposite Tiniroto, forty-six miles from the junction. Formation-work was commenced at various places up to the ninth mile in April last.



At the Napier end the line has been authorized for about fifteen miles, located for about ten miles, and the light formation along the Western Spit was commenced in February last. Up to the present about six miles of formation have been completed, while work is in hand over another mile, and borings have been made to test the nature of sites for the bridge to carry the line across the Inner Harbour. As the work that has been in hand on this line will be useless until the bridge over the harbour has been built, and liable to deterioration by the weather and wandering stock, it has been decided to suspend it for the present. It can easily be resumed when the bridge is approaching completion.

The expenditure during last financial year on the different sections of the East Coast Railway between Waihi and Napier was as follows:—

Waihi to Athenree	..	..	..	..	£ 22
Tauranga to Paengaroa	..	..	..	..	26,740
Gisborne to Motu	..	..	..	..	78,614
Gisborne to Napier, north end	..	..	..	..	1,437
Gisborne to Napier, south end	..	..	..	..	294

For the current year votes are proposed as under:—

Waihi-Tauranga	..	..	..	..	5,000
Tauranga-Paengaroa	..	..	..	..	25,000
Gisborne-Motu	..	..	..	..	80,000
Napier-Gisborne, north end	..	..	..	..	15,000
Napier-Gisborne, south end	..	..	..	..	12,000
Total	..	..	..	..	137,000

#### STRATFORD—MAIN TRUNK.

Steady progress has been made during the year with the heavy construction-works at the western end of this line, although the nature of the country traversed and the weather-conditions prevailing during the greater part of the year handicapped the operations to an appreciable extent. The section from Te Wera to Pohokura, 8 miles 55 chains in length, has been finished, and handed over to the Railway Department for regular traffic. Beyond Pohokura the 30-chain tunnel through the Whangamomona Saddle was finished in March, the heavy formation-works up to Whangamomona practically completed, and the piers for a bridge between the tunnel and the township built in readiness for the superstructure, which is being manufactured under contract. Some smaller bridges have still to be erected before the township is reached. Slips in several of the heavy cuttings on this length have given trouble, and it is expected that further slips will occur owing to the liability of the papa formation to give way. Rails have been laid to within two miles of Whangamomona, and ballasting completed up to the tunnel, about a mile behind the rail-head. Beyond Whangamomona earthworks are in hand over a length of seven miles and a half, and temporary bridges have been built over most of the streams to facilitate the transport of materials, shingle, and cement. A tunnel through the Tahora Saddle, seven miles from Whangamomona, has been commenced. The country beyond Tahora is of an exceptionally difficult nature for railway-construction, and careful trial surveys are being made so as to ensure the selection of the best available route to carry the line into the Ohura Valley.

With the object of giving the settlers in the fertile Ohura district the benefit of access to a railway during the years which must elapse before the line from Taranaki can reach their settlement, it was last year decided to commence the construction of this line from the eastern end, and after investigation a good route was found, leaving the Main Trunk line about one mile and a half south of Te Koura Station, leading up the Okahukara Valley, negotiating the dividing-range by means of a 74-chain tunnel, running down the Otahu Valley to Matiere, and thence on to Ohura. This route is six miles shorter than the original one from Ongarue. The new line was authorized last year, and formation-work started in November last. A service-road, over seven miles in length, is being formed, which will, on completion, serve as a main road from the Ohura Valley to Taumarunui. The railway-route has been cleared from the junction up to the tunnel-site, and cuttings opened in various places



along the first two miles. Plans of the projected tunnel are being prepared, with a view to inviting tenders for its construction.

During the financial year the expenditure on the works at both ends of this line amounted to £81,806, and for the current year a vote of £90,000 is proposed.

#### MOUNT EGMONT BRANCH.

A small amount of formation-work was carried out during the year, timber for bridges procured, and investigations made as to the best means of working the stone-quarry which the line is to serve.

Expenditure during the last financial year amounted to £2,653, and for the current year a vote of £10,000 is asked for.

#### OPUNAKE BRANCH.

In April last a commission was appointed to inquire and report as to the best means of serving by railway the fertile and closely settled portion of Taranaki lying to the westward of the existing main line. The Commission made a thorough investigation throughout the district, and in its report, which has already been laid before Parliament, recommended the construction of a line from New Plymouth in a south-westerly direction between Mount Egmont and the sea, passing close to Opunake, traversing the rich Waimate Plains, and joining the existing line near Te Roti Station.

A short branch from Kapuni to Kaponga was also recommended, capable of extension to Stratford, and also a second branch from the same place (Kapuni) to Manaia.

The total length of construction recommended by the Commission was 72½ miles, estimated to cost £539,000.

The programme outlined is more comprehensive and costly than appears necessary to serve the present requirements of the district; but railway facilities are undoubtedly required for the transport of the large and increasing output from the dairy factories between the existing main line and the western sea-coast. After mature consideration the Government has decided to ask Parliament to authorize the construction of a branch railway from the main line to Opunake. The line will be twenty-three miles in length, and, the country along the route being for the most part favourable, the cost of construction will probably be below the average of recent years.

#### OHAKUNE-RAETIHI BRANCH.

Construction-work was formally commenced at Ohakune Station in February, but further investigation disclosed a more suitable route than that originally selected, and the line has now been relocated on the new route. Some clearing-work has been carried out near Ohakune Township, two miles distant, where the route is not affected by the change in the junction-point.

The expenditure during the late financial year was very small—namely, £104; but for the current year a vote of £10,000 is proposed.

#### MANAWAPOU DEVIATION.

A deviation of one mile and a quarter of the line between Manutahi and Mokoia (Wellington - New Plymouth main line) in connection with the renewal of the Manawapou Viaduct is in hand under the Railway Department.

The old timber viaduct is being replaced by a modern steel structure on concrete and steel piers at a level 28 ft. above that of the old bridge.

The whole cost of the new bridge (about £8,000) is being charged to railway maintenance.

The deviation, for which funds have been provided by the Public Works Department, comprises heavy earthworks, farm overbridges, &c., on the new alignment.

The gradient approaching the bridge is improved from 1 in 50 to 1 in 70.]

The works on the deviation are nearly finished.

A small proportion of earthwork which cannot be done till the new bridge is erected will complete the job.

The expenditure out of last year's vote amounted to £10,993, and for the current year an amount of £4,000 is asked for.



## SOUTH ISLAND MAIN TRUNK.

Formation from the terminus at Ward to Mirza Station, three miles and a half distant, is almost completed, and the whole length is ready for platelaying. The formation between Mirza and Mills, a little to the south of the Ure River, is of a heavier character, and works are in hand over the whole of it. A tender has just been accepted for the construction of a combined road and railway bridge over the Ure River, two miles and a half south of Mirza, the contract price being £3,859. Extensive plantations of sand-binding grasses and shrubs are being made on the cuttings and banks and adjacent areas on this section. The engineering survey of the Kekerangu Section is in hand.

At the south end work has been carried on principally on the Parnassus Section, eight miles and a half in length, which is practically finished, and is in hand on the Mendip Section for nearly four miles beyond Parnassus.

During the last financial year the expenditure at both ends of this line amounted to £55,661, and for the current year votes of £20,000 and £30,000 are proposed for the north and south ends respectively.

## WESTPORT—INANGAHUA.

The first section of 5 miles 74 chains to Te Kuha was completed and opened for traffic in April last. Construction-work, consisting mainly of rock-cuttings, with occasional short tunnels along the north bank of the Buller River, has been in progress during the year for a further distance of over four miles. The first half-mile is being carried out by co-operative labour, and is approaching completion, and the remainder has been let in seventeen small contracts, principally taken up by parties or workmen. Five of the contracts have been completed, one was abandoned by the contractors, on two others progress is somewhat tardy, but on the remainder the rate of progress is quite satisfactory. The Department's experience on this line is that rock-excavation costs less under the contract system than by co-operative labour, but that there is no appreciable difference in the cost of tunnels or bush-felling. The line is authorized for eight miles beyond the limit of the formation contracts.

During last financial year the expenditure on this line amounted to £21,572, and for the current year a vote of £20,000 is proposed.

## GREYMOUTH — POINT ELIZABETH.

Unfavourable weather-conditions during the greater part of the year, and numerous slips in the heavy cuttings, retarded the completion of this length of railway, which is to serve the new State colliery at Point Elizabeth. Formation is practically complete, and platelaying and ballasting are being pushed on with all possible expedition. The central brake-rail for the Fell system on the incline has yet to be fixed in position, and one small bridge remains to be finished.

The expenditure on the line during last financial year amounted to £25,420, and for the current year a vote of £12,000 is asked for, which should carry the line to completion.

## ROSS—MIKONUI.

The construction of an extension of the railway from Ross to the south side of the Mikonui River, about four miles in length, was authorized last year, and a vote of £5,000 on account of the work appeared on the estimates. During the year a survey of three miles of the route was made and plans prepared, but no construction-work was done.

The expenditure out of the appropriation amounted to £51.

## MIDLAND.

At the Nelson end the section between Kiwi and Glenhope, 12 miles 58 chains in length, was completed and opened for traffic on the 2nd ultimo. The opening of this section is a matter of some importance to the settlers along the Buller River and in the Murchison district, as it brings the line into the watershed of the Buller River, shortening the coach journey by twenty-two miles, and saving the heavy haulage over the Hope Saddle. Bushfelling and clearing along the next two miles



has been completed, and formation-works are in hand over most of the same length, and the survey has been extended to Kawatiri.

At the Reefton end of the line the section between Cronadun and the Inangahua Landing was finished early in the year, but still remains in the hands of the Public Works Department. On the next section of five miles to the Inangahua Junction formation-work is approaching completion, only the platelaying and ballasting remaining to be done. It is proposed to complete the line to a temporary station on the west side of the Inangahua, pending consideration of the best point for a junction with the railways that will eventually connect with Westport and Nelson.

The most important feature on the unfinished portion of the Westland-Canterbury line is the Arthur's Pass Tunnel, a contract for the construction of which was let in August, 1907. The time fixed for the completion of the work expired on the 1st August last, by which time the contractors had driven the bottom heading for a total length of 2 miles 20 chains, and completed excavation for 1 mile 63 chains. There remained 3 miles 5 chains between the headings, and a distance of 3 miles 42 chains between the two ends of the fully excavated tunnel. On the expiry of the contract time the contractors informed the Government that their financial resources were exhausted, and that they were consequently unable to carry the work to completion. They have applied to be relieved of the contract, and their petition is still under consideration by a special Committee of Parliament.

On the Canterbury side steady progress is being made with the formation between the terminus of the opened line at Cass and the Bealey, where the tunnel contract commences. The works are of a very heavy nature, including rock-cuttings, shingle-banks along the Waimakariri and Bealey River beds, and bridges over several snow-fed streams. Stone protective works are necessary in many places. Formation is complete to within about three miles of Bealey, and is well in hand over the remaining length. Three bridges have yet to be built, but it is probable that under favourable conditions the line to the Bealey Valley will be completed during the coming summer. The Bealey Valley Station will be the terminus until the completion of the Arthur's Pass Tunnel.

The expenditure on the different sections of the Midland Railway during last financial year was as follows:—

						£
Nelson end..	..	..	..	..	..	19,869
Reefton end	..	..	..	..	..	14,051
Otira-Bealey	..	..	..	..	..	56,914
Bealey-Cass	..	..	..	..	..	42,290

For the current year the following appropriations are proposed:—

						£
Nelson end	..	..	..	..	..	30,000
Reefton end	..	..	..	..	..	17,000
Otira-Bealey	..	..	..	..	..	70,000
Bealey-Cass	..	..	..	..	..	50,000
Total	..	..	..	..	..	£167,000

#### WAIMATE BRANCH EXTENSION.

Last year's authorizations included an extension of the Waimate Branch line from Waihao Downs to Waihaorunga, about four miles through good grain-growing country, and a vote of £5,000 was provided on the estimates to make a commencement with the work. The route has never been properly surveyed, and during the year the services of a competent Engineer could not be spared to locate the line; consequently no construction-work was undertaken, and there was no expenditure out of the allocation. Last year's vote of £5,000 is repeated on the estimates.

#### CATLIN'S-WAIMAHAKA.

This railway is complete to Puketiro Station, 7 miles 22 chains beyond the terminus of the open line at Houipapa, but the new section is still retained in the hands of the Public Works Department to permit of the convenient haulage of ballast and stone from the quarry at Houipapa for the length ahead. The rails have also been laid on the next section as far as Caberfeidh Station and the line



partly ballasted, and formation-work is in progress to the Papatowai Station site, and progress is satisfactory considering the difficult nature of the country and the unfavourable weather-conditions which have prevailed during the year. Slips have been frequent, in one instance necessitating a deviation of the line to avoid moving ground. A service tramway has been laid ahead of the works for the transport of plant and supplies, as service-road construction in this locality would be difficult and expensive. A temporary goods service is carried on from Houipapa to Puketiro for the convenience of settlers and workmen until the section can be opened for regular traffic. The line has been located up to the end of the present authorization in the Tahakopa Valley.

A contract has been let for the erection of a bridge to carry the railway over the Maclellan River, at a cost of £3,121.

At the Waimahaka end a few minor works to complete the recently opened Tokonui Section were attended to, and a further length of nearly seven miles beyond Tokonui was located. Five miles and a half of the new section was authorized by the Act of last year, but it is not intended to resume construction-work at this end during the current year.

The expenditure on both ends of this line during last financial year was £52,688, and for the current year a total vote of £50,000 is proposed.

#### LAWRENCE-ROXBURGH.

The excavation of the Big Hill Tunnel has been in progress during the year. The bottom heading is through, and enlarging and lining are being carried on from both ends. Formation-work is in hand for two miles beyond the tunnel, and the line has been located up to the Beaumont Township.

The expenditure during the last financial year was £15,964, and for the current year a vote of £20,000 is proposed.

#### OREPUKI - WAIAU EXTENSION.

On last year's appropriations there was a vote of £5,000 for the extension of the railway from Tuatapere, and a line through Orawia to the Wairakei River was authorized. Representations were, however, made to the Government in favour of the adoption of an alternative route from Waikouro, on the Nightcaps Branch, to serve the Orawia and adjoining districts, and it was decided to make a trial survey of the latter route before any construction was begun. The survey has recently been completed, and the result is under consideration. There was no expenditure out of last year's allocation.

#### WINTON - HEDDON BUSH.

Last year also a branch line thirteen miles in length was authorized, from Winton to Heddon Bush, a fertile agricultural district, and a vote of £10,000 provided for commencing its construction.

There was no expenditure out of the allocation, but a vote of £8,000 is proposed for the current year.

#### TOTAL APPROPRIATIONS FOR RAILWAY-CONSTRUCTION.

In addition to the votes already mentioned, an appropriation of £100,000 is required for permanent-way materials for all lines; also £1,500 for land claims and other liabilities on account of votes of previous years which have not been renewed; also a vote of £5,000 for surveys of projected new lines: making a total proposed vote for railway-construction purposes of £847,500.

#### OTHER RAILWAY WORKS.

During the year under review the sum of £134,892 was spent in providing signals and interlocking, lock and block and tablet installation, telegraph and telephone extensions, purchase of land, bridge-work, sidings, wharves, weigh-bridges, turn-tables, water services, additions to workshops, station buildings and dwellings, electric-light and gas installation, deviation of line, reduction of grades, and improvement of curves. £227,302 was spent on rolling-stock, tarpaulins, motor rail-car, pneumatic coaling-cranes, workshops machinery, and the new steamer for Lake Wakatipu.



The work connected with the duplication of the Dunedin-Mosgiel line is being pushed on as fast as practicable. Double track has been opened as far as Abbotsford, but the difficult nature of the ground through which the Chain Hills Tunnel is being pierced has retarded the operations somewhat.

The expenditure last year on railway duplications and contingent works was £59,133, made up as follows :—

	£
Wellington-Hutt duplication-work .. .. .	1,635
New Hutt Road (including land for same) .. .	6,070
Dunedin-Mosgiel duplication and deviation of line ..	51,428
	<hr/>
	£59,133

For the current year provision has been made on the estimates to the extent of £47,300 for,—

	£
Wellington-Hutt duplication-work .. .. .	2,000
New Hutt Road .. .. .	5,300
Dunedin-Mosgiel duplication and deviation .. .	40,000
	<hr/>
Total .. .. .	£47,300

The amount proposed to be voted for the current year for “ Additions to Open Lines ” is £457,000, of which sum £270,000 is for new rolling-stock and workshops machinery, &c. ; £7,000 for Lake Wakatipu new steamer ; and £180,000 for various new works.

#### LIGHT RAILWAYS.

Railway-construction throughout the Dominion has, during the last ten years, been proceeded with at a rate as rapid as can be considered warrantable by any one having regard to the financial obligations which we, as trustees for posterity, are justified in incurring. Each year witnesses an appreciable increase in the mileage of lines completed and opened for traffic ; nevertheless the applications received from all parts of the country for new railways and for extensions of existing lines—in many cases with every prospect of returning a profit sufficient to pay interest on the cost of construction—are more than the Government can see its way with prudent financial administration to entertain. A moderate calculation places the length of railways still required to give an efficient service throughout the Dominion at 1,500 to 2,000 miles, the cost of which, calculated at £8,000 per mile (which is a fair average under prevailing conditions), will amount to £12,000,000 to £16,000,000. Hitherto all our railways have been constructed in accordance with a high standard as regards stability of formation, weight of rails, and quality of permanent-way generally, but I suggest to honourable members that the time has arrived when we should consider the question of providing lighter and cheaper railways to serve the districts where settlement is advancing and where the maintenance of roads, in fit condition to carry produce to the main lines throughout the year, is likely to prove a heavy burden to the settlers. In the interior of the North Island, particularly, road-construction is an expensive undertaking, and the maintenance under heavy and regular traffic is in many instances likely to be a continuous burden owing to the absence of metal and the rapid deterioration of the formation through broken country in wet weather. If the bulk of the produce could be carried on rails to the main lines, or to an outlet to the markets, the roads would be relieved of the worst of the traffic, and the settlers would not be exposed to the heavy charges, and sometimes long delays, now incurred in bringing their produce to a distant railway.

It is not proposed to depart from the standard 3 ft. 6 in. gauge, but considerable saving can be effected by decreasing the width of banks, avoiding tunnels and heavy cuttings by adopting a steeper maximum grade and sharper curves, constructing bridges of light design, using lighter rails than the present minimum of 55 lb., reducing the standard depth of ballasting, and greatly curtailing the expenditure on station buildings. The retention of the 3 ft. 6 in. gauge is important, as the experience of countries where a gauge as narrow as 2 ft. has been adopted is that rolling-stock has still to be provided of standard height with greatly reduced width, which renders the passenger-carriages and covered vans less capable



of resisting wind-pressure unless permanently loaded with dead-weight at the base, which is undesirable. In a country like New Zealand, where high winds are frequent in most parts, it would often not be safe to run regular traffic, particularly in mountainous localities, on a line only 2 ft. wide.

The most favourable lines to operate as light lines are disconnected sections carrying their own locomotives and rolling-stock, which never go off the section. It will not be feasible to adopt much lighter construction where a line is traversed by express trains carrying passengers at a high rate of speed, or on lines where coal or timber forms any considerable portion of the freight to be handled, as both these commodities require heavy rolling-stock and a line up to the standard of strength. It is desirable that any section on which the system is tried should be long enough to maintain in use its own equipment of locomotives and rolling-stock. Short branches of a main line, which would necessarily have to be traversed by the rolling-stock of the main line, would be better built in accordance with the usual standards.

#### ROADS AND BRIDGES.

The provision made on last year's appropriations for road and bridge works under all votes and accounts (including the Consolidated Fund vote for maintenance) amounted to a total of £838,060. As in the previous year, in nearly every case where it was anticipated that the local bodies would undertake the work they were given the opportunity of doing so. The offers of expenditure of available balances on the votes provided on the main and supplementary estimates were despatched on the 16th and 27th October, being the respective dates on which the estimates were presented to Parliament, so that there can be no just complaint of delay in advising local bodies of what moneys were available. Authorities to proceed with works which were to be carried out by the Department's own Engineers were also issued promptly after the passing of the appropriations. Including the unexpended balances of authorities brought forward from the previous financial year, the total authorized during the year amounted to no less a sum than £992,856.

Despite these facts, however, the expenditure of the year amounted to only £526,489, leaving an unexpended balance of authorities amounting to £466,367 as at 31st March last. Between the 1st April last and 31st July further authorities amounting to £145,796 were issued, making the total amount authorized as at 31st July £612,163. The expenditure brought to charge during the four months, 1st April to 31st July, amounted to £160,003. The large sum of money authorized during the financial year shows clearly that an earnest effort was made to give every opportunity of fully expending the votes, but the fact that only £526,489 was expended seems to indicate that it is impossible to expend in the time available so large a sum as was authorized. Shortage of suitable labour at the best time of the year, and the unusually wet weather-conditions which prevailed, doubtless to a large extent adversely affected the progress of works; but one reason I think why the amount voted was not fully expended is the multiplicity of small votes. On last year's appropriations the average amount of votes provided under "Roads, &c." vote for the North Island was approximately £210, the total number of items being about 2,300. It may safely be asserted that the smaller the average amount of individual votes the greater will be the cost of administration and the difficulty of expending them. It is much easier and also less costly to expend £5,000 on one road than to expend £500 on each of ten roads in different localities, and, apart even from the question of facilitating expenditure, I am convinced that a policy of concentrating expenditure of whatever moneys may be available on roads of primary importance instead of doling out a few hundred pounds yearly to each of a ridiculously large number of roads, some of which are only of third- or fourth-rate importance, will result in far greater material progress in the roading of our backblock districts, and eventually prove itself to the best interests of all concerned. The existing obligations in regard to votes previously provided for on the appropriations and works in hand rendered it impracticable to make a commencement with such a policy in compiling the estimates for the current year; but during the recess the question will be carefully gone into, and, combined with a measure giving more assured finance to local governing bodies, I hope to see results achieved in the near future which will speedily remove the disabilities under which many of our settlers at present labour owing to want of adequate means of communication with markets.



Since assuming office I have observed that difficulties frequently arise as to the approval by departmental Engineers of plans prepared by local bodies for erection of bridges to be built out of Government grants. With a view to overcoming this, instructions will be issued for the preparation of standard drawings for bridges of varying sizes and classes, which, when completed, will be available for use by local authorities. By this means I am assured that economy in construction and, generally speaking, a very much better class of bridge should result.

My predecessors have had occasion to draw attention to the unwillingness of some local bodies to accept their proper responsibilities in regard to maintenance-work. I have again to emphasize the matter. The law provides that all roads in a county are county roads unless specially declared by Order in Council to be Government roads, and the duty of maintaining such county roads unquestionably devolves upon the local governing body. Local bodies in some cases plead that they are financially unable to undertake the work, but in such cases it is usually found that they are not levying the full amount of rates which the law allows. The neglect of local bodies in this matter and the exceptionally wet season necessitated the expenditure out of the Consolidated Fund vote for maintenance of £37,449 during last financial year, and during the four months of the current year ended the 31st July last a further sum of £17,290 was authorized. A considerable proportion of the expenditure last year and of that authorized this year represents work which should have been provided for by the local authorities.

#### ROADS ON GOLDFIELDS.

The total authorizations last year under this head amounted to £97,444, on account of which a vote of £55,320 was taken. The vote was made up of no less than 460 different items, so that the average amount voted to each item was only about £120. The expenditure during the year amounted to £41,067. It is necessary to continue to assist local authorities by means of grants and subsidies towards the construction of roads and tracks to facilitate the opening-up of our mineral lands and to enable prospecting operations to be carried on, and a substantial vote for this purpose is included in the estimates. I found on closely examining the items of last year's vote that several of them were really not for roads in connection with mining enterprises at all, and such votes, where it was necessary to renew them, have accordingly been transferred to the general roads vote or to the vote for back-blocks roads.

#### TOTAL APPROPRIATIONS FOR ROAD-WORKS.

Last year's appropriations were as under :—

	£
Roads, &c. . . . .	297,945
Backblock roads . . . . .	301,545
Roads on goldfields . . . . .	55,320
Opening up Crown Lands for Settlement Account . . . . .	100,000
National Endowment Account . . . . .	19,350
Land for Settlements Account . . . . .	14,900
New Hutt Road . . . . .	14,000
Maintenance of roads (Consolidated Fund) . . . . .	35,000
<b>Total . . . . .</b>	<b>£838,060</b>

The provision for the current year is as under :—

	£
Roads, &c. . . . .	300,000
Backblock roads . . . . .	200,000
Roads on goldfields . . . . .	50,000
Opening up Crown Lands for Settlement Account . . . . .	100,000
National Endowment Account . . . . .	19,200
Land for Settlements Account . . . . .	20,000
New Hutt Road . . . . .	5,300
Maintenance of roads (Consolidated Fund) . . . . .	40,000
<b>Total . . . . .</b>	<b>£734,500</b>



## DEVELOPMENT OF GOLDFIELDS.

The extension of the Kumara Water-race referred to in last year's statement has since been completed, and was formally opened by my predecessor on the 12th April last. The miners have since been getting their claims into working-order, and it is hoped that employment for a considerable number of men will be assured for some years to come.

Expenditure under the heading "Assistance towards Prospecting and Mining Companies" is now provided for under the Mines, Miscellaneous, vote of the Consolidated Fund, as it is considered that such expenditure is a fairer charge against a revenue vote than against Capital Account.

Good work has been done by the Department's drills, the results being so satisfactory that it has been decided to procure another keystone drill for use in connection with the alluvial deposits of the West Coast.

The amount expended last year on the development of our goldfields was £21,245, and a vote of £13,000 is proposed for the current year.

## PUBLIC BUILDINGS.

The total expenditure on public buildings last year amounted to £491,921. The amount is made up as under:—

	£
New buildings (Class XVIII, Public Works Fund) ..	350,655
Maintenance-works (Class V, Consolidated Fund) ..	48,864
Maintenance-works (Schools) (Class XV, Consolidated Fund) .. .. .	92,402
	<hr/>
	£491,921

For the current year the following appropriations are proposed:—

	£
New buildings (Public Works Fund) .. ..	465,500
Maintenance-works (Consolidated Fund) .. ..	64,792
Maintenance-works (Schools) (Consolidated Fund) ..	95,550
	<hr/>
	£625,842

## GENERAL.

Under this head the principal expenditure occurred in connection with the new Departmental Buildings at Christchurch and Invercargill, while smaller sums were expended in connection with the Parliament Buildings, and the two Government Houses, &c.

The current year's vote provides a further substantial instalment on account of the Christchurch Departmental Buildings, and also £36,000 in connection with the new Parliament Buildings; also smaller sums for the Departmental Buildings at Hamilton, New Plymouth, Stratford, Blenheim, and Hokitika, and sundry other items.

The alteration of the grounds in connection with the proposed new Parliament Buildings and the rearrangement of the surrounding streets is well in hand and in some respects is approaching completion, and the detailed plans of the buildings themselves are nearly ready, a portion of the plans having already been placed on exhibition in the present temporary Parliament Buildings. The foundations for the first section of the building are being carried out by day labour under the supervision of the Public Works Department and are well advanced. It is proposed to invite tenders for the erection of the building when the foundations are complete. The Government is in hopes that the first section of the building will be completed and available for occupation for the session of 1915.

## JUDICIAL.

*Courthouses.*—The principal buildings in hand during the year were the new Courthouses at Auckland, Masterton, and Greymouth, and the additions at New Plymouth.

The current year's vote provides for completing the buildings already mentioned, and, in addition, provides for new Courthouses at Kaitaia, Kaikohe, Waipu, Otoro-



hanga, Ohakune, Raetihi, Wanganui, Martinborough, Takaka, Methven, Balclutha, and Wyndham, and also covers additions and alterations to buildings at other places.

*Gaols.*—Last year's expenditure was principally in connection with new gaols at Invercargill, Auckland, and Gisborne.

The proposed vote includes further provision on account of the buildings mentioned, and also the purchase of land for a reformatory farm, &c.

*Police-stations.*—A very large number of police-stations were dealt with during the year, the principal being Wellsford, Mount Albert, Grey Lynn, Eden Terrace, Parnell, Morrinsville, Frankton, Te Kuiti, Te Puke, Napier, Waverley, Taihape, Otaki, Johnsonville, Wellington (Mount Cook), Wellington South, Rangiora, New Brighton, Riccarton, Timaru, and South Invercargill.

For the current year provision is made for increased accommodation at Waipu, Herekino, Maungaturoto, Warkworth, Northcote, Takapuna, Devonport, Kingsland, Freeman's Bay, Mount Roskill, Mount Eden, Ponsonby, Epsom, Howick, Huntly, Ngaruawahia, Thames, Tokaanu, Otorohanga, Taumarunui, Tokomaru Bay, Gisborne, Patutahi, Mohaka, Hastings, Porangahau, Whangamomona, Wanganui, Masterton, Wellington, Island Bay, Kilbirnie, Eastbourne, Brooklyn, Wakefield, Murchison, Charleston, Cobden, Ross, Islington, Ashburton, Temuka, Waitati, Dunedin, Mornington, North-east Valley, Middlemarch, Matura, Tapanui, Nightcaps, and sundry other places.

#### POST AND TELEGRAPH.

The business of the Post and Telegraph Department is increasing very rapidly, and to provide the necessary facilities to enable the work to be overtaken an extensive building programme has been and still is necessary. During the last financial year very extensive and handsome buildings have been in course of erection at Auckland and Wellington, which have entailed considerable expenditure; and smaller new offices have been erected or extensive additions provided at Kaeo, Warkworth, Kingsland, Ellerslie, Kirikiriroa, Te Awamutu, Te Aroha, Ongarue, Taupo, Matata, Taneatua, Manutuke, Wairoa, Taradale, Tikokino, Rahotu, Eltham, Manaia, Wanganui, Rangiwhia, Shannon, Hutt, Porirua, Wellington (Tinakori Road), Wellington (Adelaide Road), Kilbirnie, Murchison, Granity, Westport, Runanga, Culverden, Amberley, Leeston, Rakaia, Waimate, Green Island, Balclutha, Kaitangata, and Riverton, while work of less magnitude has also been carried out at numerous other places.

The vote for the current year provides for new buildings or extensive additions at Awanui, Kaitaia, Kaikohe, Kawakawa, Hikurangi, Dargaville, Mangawai, Northcote, Takapuna, Auckland (Wellesley Street), Mount Albert, Ponsonby, Newton, Remuera, Otahuhu, Manurewa, Papakura, Waiuku, Tuakau, Hamilton, Raglan, Ohaupo, Awakino, Waihou, Matamata, Tirau, Putaruru, Rotorua, Taumarunui, Ohura, Kakahi, Owango, Raurimu, Tokaanu, Opotiki, Napier, Clive, Havelock North, Pukehou, Otane, Waipukurau, Ormondville, Whangamomona, Okaiawa, St. John's, Halcombe, Pongaroa, Eketahuna, Petone, Kaiwarra, Brooklyn, Seddon, Wakapuaka, Port Nelson, Takaka, Millerton, Reefton, Waiuta, Woodend, Papanui, Christchurch (Avon Road), Sydenham, Upper Riccarton, Sumner, Lyttelton, Tai Tapu, Akaroa, Little River, Timaru, Pleasant Point, Ravensbourne, North-east Valley, Dunedin, South Dunedin, Anderson's Bay, Hawea Flat, Roxburgh, Arrowtown, Matura, Balfour, Bluff, Otautau, and Orepuki Post-offices, besides the completion of the new buildings at Auckland and Wellington, and a large new bulk store in Wellington.

#### MENTAL HOSPITALS.

At Auckland shelter-sheds have been erected in the male and female airing-courts, and a pavilion on the bowling-green. Plans for additions for seventy-five patients near the main building are now being prepared. Alterations at the old quarantine-station on Motuihi Island are being made for the temporary accommodation of sixty males and thirty females, pending the erection of the permanent buildings at Auckland. Compensation has been paid for the Native land taken at Tokanui, and a contract for the permanent buildings for the accommodation of patients has been let, and a building for fifty patients is under way. The land is being fenced and brought into cultivation, and cottages are being erected for attendants. A pressure water-supply is being provided.



At Porirua additions for the accommodation of forty patients and twenty attendants have been commenced, and an auxiliary reservoir has been provided. The question of a suitable system of filtration for the water-supply has been under consideration, and something in this direction will have to be done shortly. An amount has been placed on the estimates for this.

The old gaol at Hokitika which was handed over by the Justice Department has been fitted up for the accommodation of patients, and sixty males were transferred there from Porirua at the end of June.

At Christchurch a refrigerating plant has been installed, and additions for fifty female patients commenced.

At Seacliff additions to Simla and a new infirmary block at the rear of the main building are under way. A contract for a new water-supply has been let, and the work is now being carried out. There has been a shrinkage in the water-supply in recent years, which rendered the provision of a new supply a matter of necessity.

At the Waitati auxiliary a building to accommodate fifty patients is being erected.

#### SCHOOL BUILDINGS.

The amount expended out of the Public Works Fund on school buildings during last financial year was £89,535. Of this amount, over £78,000 was paid in the form of grants to the respective governing bodies for the erection and equipment of public schools and teachers' residences, secondary schools, and technical schools. The balance of nearly £11,000 was expended on buildings directly under the control of the Education Department—viz., industrial schools, Native schools, and the Home for Backward Children, Otekaike, near Oamaru. The following were the principal works carried out at these schools: A cottage was erected for the gardener at Auckland Industrial School, and a gymnasium was built and an additional cottage home completed at the Boys' Training-farm, Weraroa; this institution was also connected with the Levin Borough water-supply. At the Girls' Reformatory (Te Oranga Home) at Christchurch improvements were made to the water-supply, and a subsidy was granted towards the cost of a swimming-bath. Native schools (and residences) were erected at Taharoa (Kawhia), and at Rangiahua, Waihua, and Whakaki (all in the Wairoa district, Hawke's Bay). At the Home for Backward Children an additional block of buildings was provided.

#### WORKERS' DWELLINGS.

There has been considerable activity in the work of erecting dwellings for workers during the year, the expenditure having amounted to £22,644. A much larger expenditure is anticipated during the current year, however, and provision to the amount of £60,000 is made on the estimates. This sum includes the cost of acquisition of land, road-formation, and the erection, alteration, and enlargement of dwellings. All the work is being carried out under the direction of the Department of Labour.

#### HOSPITALS.

Under the heading of "Hospitals and Charitable Institutions" there was an expenditure of £12,745 on new buildings and additions, principally in connection with the St. Helens Hospital at Wellington. The items on this year's estimates total £17,800, on account of which a vote of £9,500 is required.

It is proposed to provide substantial additions to the St. Helens Hospital, Christchurch, or an entirely new building, the question of which course should be taken not having yet been settled, also an isolation cottage and other additions at St. Helens Hospital, Dunedin. The isolation ward has now been completed and opened. Provision is also made for an infectious-diseases hospital and a cottage hospital at Rotorua, and this work is now well in hand.

There is an item of £2,000 for special cases in general hospitals. This is to provide special accommodation for mental cases which obtain admission to the general hospitals. Such accommodation has already been erected at Palmerston North, Greymouth, Invercargill, Gisborne, and New Plymouth, and other of the larger hospitals are moving in the matter. The Government has undertaken to bear the initial cost incurred by Hospital Boards in providing accommodation of this nature.



## AGRICULTURE.

The steps taken by the Agricultural Department to provide a course of training for lads in practical farming at the experimental farms have proved popular. At Ruakura, where the scheme was inaugurated, all the available accommodation has been taken up, and there are numerous applications on hand for vacancies. Some expenditure was necessary last year in completing and equipping the buildings; but, with the demand for places, it will be necessary to consider the provision of additional accommodation. Further drainage-work was carried out on the farm. Owing to the wet nature of the land, expenditure on drainage will be necessary for some time to come. The cost is, however, amply repaid by the increased productivity of the soil. At Waerenga Experimental Farm the provision of an adequate and permanent water-supply was completed. The Department's lease from the Native owners of portion of the Moumahaki Experimental Farm ran out last year, and it was decided to purchase the area and add it permanently to the farm. Considerable improvements had been effected by the Department on the land acquired. At Weraroa Experimental Farm the stumping of paddocks previously under bush was continued, thus increasing the area available for cultivation. Some alterations were carried out with a view to providing accommodation for a few learners. A fumigation-shed was erected at Invercargill in order to enable the fumigation of fruit and plants to be carried out there, thus avoiding the necessity for sending consignments to Dunedin for this purpose.

## DEVELOPMENT OF WATER-POWER.

The installation of the electric-power plant at Lake Coleridge for the supply of Christchurch and Canterbury generally has been pushed on during the year.

The following contracts for necessary headworks and plant have been placed :—

Contract.	Contractor.	Amount.	Contract Date for Completion.
		£	
Staff cottages ... ..	Mills and Kepple ... ..	2,846	Oct., 1912.
Penstock gates ... ..	Richardson, Blair, and McCabe ...	1,336	Feb., 1913.
Main insulators ... ..	National Electrical and Engineering Company	3,795	March, 1913.
Transformers ... ..	Ditto ... ..	9,673	April, 1913.
Water-wheels and accessories	Australian Metal Company ... ..	4,195	May, 1913.
Generators and accessories ...	Grey Thorne George ... ..	5,561	" "
Lightning-arresters ... ..	National Electrical and Engineering Company	2,588	" "
Bitumen ... ..	Neuchatel Asphalte Company ... ..	1,087	" "
Pipe-line ... ..	Dunedin Engineering and Steel Company	17,623	June, 1913.
Overhead conductors ... ..	Richardson, Blair, and McCabe ...	13,100	July, 1913.
Insulated cables ... ..	P. R. Baillie and Co. ... ..	3,765	" "
Switchboard and accessories	Turnbull and Jones ... ..	4,746	" "
Tunnel ... ..	J. McWilliams ... ..	53,172	August, 1913.

Plans and specifications for the power-house buildings are ready for issue, the excavation for the foundation is already in hand, and this work will be completed by October, 1913. Owing to the proximity of excellent shingle in the Rakaia River bed and to the cost of transport of other materials, the power-house has been designed entirely in ferro-concrete. A site for the main substation near the Addington Workshops is being acquired, and the substation building will be completed by September, 1913.

These will complete the necessary contracts with the exception of the transmission-line poles, tenders for which have been received, under which delivery is to be made within eight months.

It is thus anticipated that the whole of the necessary plant will be to hand between March and July of next year, when erection and installation will be proceeded with at once.



In the meanwhile the necessary extension of the main road (four miles) to give access to the power-house and the necessary service roads (four miles and a half) for the tunnel have been completed, and the tunnel inlet and outlet works are in hand, and will be completed in ample time. The site for the permanent staff village has been fenced and roaded, and the contract for the staff cottages is practically completed.

The determining feature in the completion of the installation and the commencement of supply is the tunnel contract. This was let on the 16th February, 1912, and the contract date for completion is the 16th August, 1913. The country being encountered is very easy and rapid progress should be made, but on the 20th September only 18½ out of 107 chains had been driven, and the lining had not been commenced. Steps are being taken to ensure more rapid progress, and it is anticipated that the tunnel will be completed by the end of next year. Under these circumstances arrangements have been made with the Christchurch City Council and a provisional contract entered into to commence supply as from the 1st May, 1914. The annual charge agreed upon, which will form the basis of other similar agreements, is at the rate of £8 13s. 4d. per kilowatt (£6 10s. per horse-power) of maximum load up to 300 kilowatts (400 horse-power), and £5 per kilowatt (£3 15s. per horse-power) of maximum load for all over 300 kilowatts. This will enable the city authorities to convert, distribute, and retail the energy at about one-half their present charges.

Investigations with regard to the most suitable sources of supply in the North Island have been and are still being made. The question is being dealt with in a comprehensive manner with a view to making electric power generally available throughout the Island, not only in the cities but also in country districts, and for the operation of light railways and ultimately main-line railways. The sources of power investigated so far are Lake Waikaremoana, and the Hutt, Makuri, Waiohine and Tauherenikau Rivers, but as several additional sources still have to be examined in detail no definite and final proposals can yet be drawn up.

Last year's vote for development of water-power was £50,000, but only £9,082 was expended. For the current year an appropriation of £85,000 is proposed.

#### RAILWAY ELECTRIFICATION.

Complete investigations have been made and specifications drawn up for the electrification of the Christchurch-Lyttelton line so that tenders can be invited for this work without delay as soon as the power from Lake Coleridge is available. Similar investigations are in hand in connection with the Wellington - Upper Hutt Railway in conjunction with the electric-power proposals for the North Island.

#### IRRIGATION.

The details of the Ida Valley scheme were pretty fully described in last year's Statement.

The law requires that every proposed scheme shall be authorized by an Order in Council, and that before such Order is issued the owners and occupiers of the lands to be benefited thereby shall be given an opportunity of entering into contracts with the Crown to take water from the works when completed at such price as the Governor may approve, and that unless at least half the holders enter into such contracts the scheme cannot be gone on with. The price fixed for the water in this instance was at the rate of 10s. per acre per annum for the area proposed to be or capable of being irrigated. The landholders were duly interviewed, and a majority of them signed the necessary agreements, and the Order in Council authorizing the scheme was then issued, and a commencement has recently been made with the work. Some of the settlers have since petitioned Parliament, saying that they cannot pay so high a rate as 10s. per acre, and suggesting an alteration to 4s. Some modification of the scheme may therefore have to be made, and with this object in view I propose to visit the district during the recess and go into the details with the settlers affected.

Other very necessary schemes are under consideration: notably one, to bring water from the Manuherikia River towards the Dunstan Flat, *via* Springvale; and



another, the irrigation of the Cromwell Flat from the Roaring Meg or other suitable sources.

Out of last year's vote a sum of £2,794 was expended, and for the current year a vote of £30,000 is proposed.

#### TOURIST AND HEALTH RESORTS.

The principal items of expenditure during the year have been on improvements and new buildings at Rotorua, installation of natural gas at Te Puia, boring for further supplies of hot mineral water at Hanmer Springs, and on the construction of the new hostel at the Mount Cook Hermitage. For the current year a vote of £15,000 is proposed, mainly absorbed by the Nurses' Home, drainage and water-supply at Rotorua, extensions to Waitomo House, the completion of the Mount Cook Hostel, and improvements at the various resorts under the control of the Department.

#### TELEGRAPH EXTENSION.

The expenditure on telegraph and telephone extensions during the year amounted to £147,692. The length of the lines erected was 489 miles, the total length of wire used being 2,153 miles.

Among the principal land lines erected or under erection are the following: Auckland-Wellington new line, Whangarei-Kawakawa (trunk telephone circuit), Auckland-Pukekohe (metallic circuit), Ngaruawahia-Mercer, Rotorua-Tauranga, Taumarunui-Hamilton (metallic circuit), Whakatane-Opotiki, Takapau-Ormondville-Waipukurau, Aohanga-Porangahau, Pahiatua-Dannevirke, Masterton-Tinui-Castlepoint, Wellington-Palmerston North, Hororata-Lake Coleridge, Timaru-Glenavy, Lawrence-Dunedin, Dunedin-Balclutha.

The telephone-exchange construction shows an increase of 154 miles of poles and 4,432 miles of wire. The total telegraph and telephone construction was, therefore, 643 miles of poles and 6,585 miles of wire. The total mileage under all headings in use at the end of the year amounted to 13,343 of poles and 77,242 of wire.

The erection of high-power wireless stations is being carried out at Awanui and Bluff, and low-power stations are nearing completion at Auckland and Wellington.

The vote of £200,000 asked for this year for telegraph and telephone extensions, embracing wireless telegraphy, includes liabilities amounting to £111,372, principally for telegraph and telephone material under order at the commencement of the financial year.

#### LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR DEFENCES.

##### LIGHTHOUSES.

The lighthouse-works undertaken during the year were—the commencement of the erection of the new lighthouse on Castle Point, and of the automatic light on the Chickens Islands; the re-erection of the lighthouse on Tuahine Point, which had to be temporarily dismantled on account of heavy landslips; the replacing of the old light on Dieffenbach Point, Picton, by an automatic acetone-gas light; the completion of erection of the fog-signal on Patiti Point, Timaru; and the purchase of the lantern and apparatus for the new light on the North Cape.

The new works to be provided for in the current year are—a lighthouse in Cook Strait; an automatic light on Channel Island, Hauraki Gulf; the removal and re-erection of the Marine Department's Store at Pipitea Point, owing to the present site being required for railway purposes; and the improvement of the road to Godley Head Lighthouse. For these works, and for the completion of the works commenced during the previous year, a sum of £10,000 will be required this year.

##### HARBOUR-WORKS.

The works carried out during last year were—the erection of a new house for the Boatman at Hokianga; river-improvements at Waipu and Matakana; erection of a beacon light at Shelly Beach, Kaipara Harbour; removal of rocks at Kaipara; cutting-up and roading the Manukau Harbour endowment for leasing purposes; river-improvements at Karamea; repairs to wharves at Half-moon and Horseshoe Bays, Stewart Island. For the current year, in addition to providing for the items unexpended last year, it is proposed to provide for the following works: Improving the navigation of Wade River; harbour improvements at Matakana; wharves at



Rangiriri, Mokau, Marakopa, and German Bay (Akaroa); a launch-landing at Kohukohu; improvements to the rivers at Awakino and Karamea, and to the channel between Lake Waihora and the Taieri River.

The sum of £10,000 will be required to provide for harbour-works during the current year.

#### HARBOUR DEFENCES.

A small amount of work was executed last year entailing an expenditure of £1,144. This work consisted of carrying on the construction of the 6 in., Mk. VII, battery at Auckland, provision of improved telephonic communication between forts, alterations to engine and dynamo rooms, also the formation and maintenance of roads and tracks on Defence reserves. A moderate expenditure will be necessary during the current year to provide for the completion of the works now in hand. A vote of £2,000 for this purpose is provided on the estimates.

#### WAIHOU AND OHINEMURI RIVERS IMPROVEMENT-WORKS.

Work has been commenced under the scheme specially authorized by the Legislature for the improvement of the Waihou and Ohinemuri Rivers. The work so far done consists principally in the poisoning and removal of willows along the beds and banks of both rivers, and the clearing of the bush on the site of the Ngararahi and Koutou diversions. The excavations of these diversions down to ordinary water-level (so as to take flood-water only at present) has also been commenced.

Plans and specifications for the suction dredge to complete the Ngararahi and Koutou cuts and to remove the silt from the beds of the rivers have been prepared, and tenders for the construction of the dredge will shortly be invited.

Last year's expenditure amounted to £3,769, and for the current year a vote of £20,000 is proposed.

The special Act authorizing these improvement-works also empowers the Governor to take, as for a public work, at its present value, all the land that is likely to be largely improved by the carrying-out of the river-improvement works. A committee consisting of the Commissioner of Crown Lands for the district, the Public Works Land Purchase Officer, and the local Engineer in charge of the improvement-works has recently been set up to advise what area of land should be taken under this provision, and their report is just to hand. The matter is an important one, and will receive the careful consideration of Ministers, as it is desirable that the State, which is incurring large expense in this matter, should secure the principal share of the enhancement in the value of the adjoining property due to the Government's operations.

#### GROSS TOTAL APPROPRIATIONS.

In addition to the votes specifically referred to, the estimates make provision for the undermentioned services:—

	£
Departmental .. .. .	54,000
Immigration .. .. .	20,000
Lands Improvement .. .. .	49,000
Contingent Defence .. .. .	55,000

thus bringing the total amount of the proposed appropriations, including special accounts, up to £3,049,500, as against £3,265,317 voted and £2,319,941 actually expended last year.

#### CONCLUSION.

I have endeavoured to distribute the funds at my disposal in such directions as will, in my opinion, conduce most effectively to assist settlement throughout the Dominion, having regard especially to the pressing requirements of the several localities.

Whilst impressed with the advisability of expediting the construction of the several works specified in the estimates it is imperative not to lose sight of the fact that only one-half of our ways and means are immediately available, possession of the remainder being dependent on raising the proposed loan of £1,750,000. The heavy commitments for roads and bridges alone, to which I have drawn attention, involve responsibilities which cannot be ignored when requisitions for new authorities are being made, and in view of the disquieting aspect of affairs in Eastern Europe it will be necessary for the Cabinet to closely observe the financial pulse of the Dominion.



# PUBLIC WORKS STATEMENT, 1912.

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TABLE NO. 1.

SUMMARY showing the TOTAL EXPENDITURE on PUBLIC WORKS and OTHER SERVICES out of PUBLIC WORKS FUND to 31st March, 1912, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1911.			Expenditure during 12 Months ended 31st March, 1912.			Total Expenditure to 31st March, 1912.			Liabilities on Authorities, Contracts, &c., 31st March, 1912.			Total Expenditure and Liabilities.			Works.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
3	Railways ..	27,560,996	8	3	1,125,905	9	6	622,761	12	2	29,309,663	9	11	29,309,663	9	11	Railways.
4*	Roads ..	8,924,941	9	1	424,578	3	10	219,069	0	0	9,568,588	12	11	9,568,588	12	11	Roads.
5 and 5A	Development of goldfields ..	796,958	10	8	21,244	12	6	818,293	3	2	818,293	3	2	818,293	3	2	Development of goldfields.
6	Telegraphs ..	1,878,058	7	10	147,692	6	8	2,025,750	14	6	2,137,122	14	6	2,137,122	14	6	Telegraphs.
7	Public buildings ..	4,691,942	10	3	350,654	17	9†	5,042,597	8	0	5,219,452	14	3	5,219,452	14	3	Public buildings.
8	Lighthouses, harbour-works, and harbour defences ..	1,068,846	5	0	12,575	17	2	1,081,422	2	2	1,082,145	1	8	1,082,145	1	8	Lighthouses, harbour-works, and harbour defences.
..	Departmental ..	676,805	18	3	49,863	11	0	726,669	9	3	726,953	8	6	726,953	8	6	Departmental.
..	Development of water-power ..	9,368	10	1	9,082	4	0	18,450	14	1	74,608	3	2	74,608	3	2	Development of water-power.
18 of 1878	Coal-exploration and mine-development ..	10,835	8	0	..	..	..	10,835	8	0	10,835	8	0	10,835	8	0	Coal-exploration and mine-development.
11 of 1877	Aiding works on Thames goldfields ..	50,000	0	0	..	..	..	50,000	0	0	50,000	0	0	50,000	0	0	Aiding works on Thames goldfields.
..	Immigration ..	2,228,231	11	6	11,680	13	5	2,239,912	4	11	2,243,507	11	9	2,243,507	11	9	Immigration.
..	Purchase of Native lands ..	2,069,103	6	6	..	..	..	2,069,103	6	6	2,069,103	6	6	2,069,103	6	6	Purchase of Native lands.
..	Defence ..	909,981	18	5	10,436	15	8	920,418	14	1	920,418	14	1	920,418	14	1	Defence.
..	Charges and expenses of raising loans ..	1,241,906	13	9	516	5	11	1,242,422	19	8	1,242,422	19	8	1,242,422	19	8	Charges and expenses of raising loans.
..	Interest and sinking fund ..	218,500	0	0	..	..	..	218,500	0	0	218,500	0	0	218,500	0	0	Interest and sinking fund.
..	Rates on Native lands ..	68,671	16	10	..	..	..	68,671	16	10	68,671	16	10	68,671	16	10	Rates on Native lands.
..	Thermal springs ..	14,599	13	2	..	..	..	14,599	13	2	14,599	13	2	14,599	13	2	Thermal springs.
..	Tourist and health resorts ..	203,272	10	5	13,360	11	8	216,633	2	1	217,513	19	7	217,513	19	7	Tourist and health resorts.
..	Lands improvement ..	62,152	1	7	20,875	11	5†	83,027	13	0	83,298	8	2	83,298	8	2	Lands improvement.
..	Payment to Midland Railway bond-holders ..	150,000	0	0	..	..	..	150,000	0	0	150,000	0	0	150,000	0	0	Payment to Midland Railway bond-holders.
..	Irrigation and water-supply § ..	1,562	8	1	2,793	16	11	4,356	5	0	4,356	5	0	4,356	5	0	
..	Totals ..	52,836,735	7	8	2,201,260	17	5	55,037,996	5	1	1,191,969	5	9	56,229,965	10	10	Totals.
..	Less recoveries on account of services of previous years—	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Less recoveries on account of services of previous years—
..	Railways ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Railways ..
..	Public buildings ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Public buildings ..
..	Development of goldfields ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Development of goldfields ..
..	Purchase of Native lands ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Purchase of Native lands ..
..	Lands improvement ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Lands improvement ..
..	£10,530	4	7	..	..	..	..	10,530	4	7	10,530	4	7	10,530	4	7	£10,530 4 7
..	GRAND TOTALS ..	52,836,735	7	8	2,201,260	17	5	55,027,466	0	6	1,191,969	5	9	56,219,435	6	3	GRAND TOTALS.

\* Table 4 also contains details of expenditure under Loans to Local Bodies and other Accounts. † Includes £1,000 charged to "Unauthorized." ‡ Includes £1,660 19s. charged to "Unauthorized." § Previously included under Lands Improvement.

Does not include expenditure on Wellington-Manawatu Railway Purchase, Hutt Railway and Road Improvement, and Railways Improvement Accounts.



TABLE No. 2.  
GENERAL SUMMARY.

Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1890-91 to 1911-12.

Description of Services.	Total Net Expenditure to 31st March, 1890.	Expenditure.																					Total Net Expenditure to 31st March, 1912.	
		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.	1909-10.	1910-11.		1911-12.
Immigration .. .. .	£ 2,143,328	£ 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	£ 15,075	£ 17,003	£ 9,441	£ 11,681	£ 2,239,912
Public Works Departmental .. .. .	341,905	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	16,710	18,219	24,512	41,176	42,733	49,864	726,669
Development of Water-power .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	468	2,901	4,664	315	..	..	1,021	9,082	18,451
Irrigation and Water Supply * .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,562	2,794	4,356
Railways .. .. .	13,924,072	180,021	154,417	220,894	176,304	247,545	197,105	207,231	351,600	374,192	417,937	717,723	1,333,940	759,752	828,704	779,891	1,021,265	1,227,880	1,093,535	1,116,184	1,128,400	1,104,071	1,125,905	28,679,914
Payment to Midland Railway Bondholders .. .. .	..	..	Cr. 681	..	..	..	..	Cr. 334	..	..	..	..	..	..	150,000	..	..	..	..	..	..	..	..	150,000
Roads:—																								
Roads North of Auckland .. .. .	229,674	9,905	11,739	12,588	22,235	22,731	27,959	4,289	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Main Roads .. .. .	1,403,934	12,489	6,843	10,443	22,235	9,972	17,075	11,195	241,209	248,934	237,351	267,374	354,687	230,349	316,248	202,850	306,065	308,500	285,248	422,174	297,932	229,537	383,511	..
Miscellaneous Roads and Bridges .. .. .	578,475	24,285	27,993	21,989	58,042	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Roads to open up Lands .. .. .	787,407	1,586	10,757	7,144	8,951	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grants-in-Aid .. .. .	32,059	4,884	3,829	4,412	2,898	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Village Settlements .. .. .	..	315	470	..	390	..	227	207	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Local Bodies .. .. .	161,277	12,687	9,795	19,490	20,387	17,577	21,513	32,578	49,569	46,550	48,039	48,417	47,573	51,690	45,594	26,112	45,139	38,970	38,494	47,375	40,830	25,626	41,067	..
Roads on Goldfields .. .. .	317,884	Cr. 26,519	Cr. 64,954	Cr. 1,613	Cr. 1,030	Cr. 7,050	Cr. 573	Cr. 365	Cr. 365	Cr. 365	Cr. 347	..	..	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous .. .. .	..	..	..	..	..	..	..	16,023	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Development of Thermal Springs and Natural Scenery .. .. .	42,288	5,532	30,289	29,440	34,765	17,841	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Roads to give access to North Island Trunk Railway .. .. .	..	..	..	..	..	89,207	108,168	103,555	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lands Improvement Account .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Roads .. .. .	3,552,998	45,164	36,761	103,893	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	469,549	338,762	255,163	424,578	9,349,520
Development of Goldfields .. .. .	560,280	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	6,633	32,859	18,597	10,845	21,244	868,173
Purchase of Native Lands .. .. .	1,178,554	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	30,567	2,976	Cr. 2,466	..
Native Lands Purchase Account .. .. .	..	..	..	Cr. 10,438	Cr. 2,428	Cr. 12	101,009	163,411	129,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Land Purchases .. .. .	1,178,554	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	30,567	690	Cr. 2,466	2,066,638
Telegraph Extension .. .. .	590,356	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	163,033	123,423	111,867	147,692	2,025,751
Public Buildings:—																								
General (including Miscellaneous) .. .. .	190,815	2,880	454	1,588	621	2,551	3,724	8,178	14,797	8,764	3,957	5,594	12,513	9,081	10,964	9,021	2,231	14,216	16,260	39,635	41,964	44,044	† 34,721	..
Parliamentary .. .. .	13,962	..	..	..	209	6,822	..	9	466	20,636	9,883	3,039	4,424	1,503	602	697	71	1,047	4,119	5,172	3,157	2,004	237	..
Judicial .. .. .	256,510	9,892	8,901	2,779	5,262	11,487	27,341	14,806	12,727	11,109	19,682	29,630	28,728	33,224	25,978	13,083	15,899	35,192	28,938	37,211	31,606	22,295	44,133	..
Post and Telegraph .. .. .	142,879	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	68,574	117,815	130,815	..
Customs .. .. .	4,768	409	13	5	666	12	647	16	385	..	107	875	2,066	6,630	8,719	13,018	7,903	414	47	2,507	233	..	..	..
Quarantine Stations .. .. .	3,525	..	..	..	3	306	..	..	..	..	..	2,607	424	..	..	..	..	..	..	..	..	..	..	..
Mental Hospitals .. .. .	292,809	8,930	16,914	11,887	18,957	13,633	10,935	16,404	14,130	17,667														



TABLE No. 3.  
EXPENDITURE on RAILWAYS to 31st March, 1912, and LIABILITIES on that Date.

LINES OF RAILWAY.	Total Expenditure by General Government to 31st March, 1911.	Recoveries on Account of Expenditure of Previous Years.	EXPENDITURE OUT OF PUBLIC WORKS FUND DURING YEAR 1911-12.						Expenditure under Special Acts during Year 1911-12.	Amounts previously Charged to "Surveys of New Lines" now Charged to Individual Lines.	Total Expenditure by General Government to 31st March, 1912.	Valuation of Works constructed by Provinces and Midland Railway Company.*	Liabilities.	Total Expenditure and Liabilities, 31st March, 1912.	LINES OF RAILWAY.
			New Works.												
			Construction and Surveys.	Permanent-way.	Total New Works.	Works on Open Lines.	Land-claims and other Old Liabilities.								
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Kaihu Valley .. .. .	57,371 12 2	.. ..	6,170 10 7	.. ..	6,170 10 7	.. ..	.. ..	.. ..	36 7 0	.. ..	63,578 9 9	.. ..	3,213 9 9	66,791 19 6	Kaihu Valley.
Kawakawa to Hokianga .. .. .	13,118 19 6	.. ..	50,527 8 0	7,726 0 0	58,253 8 0	.. ..	.. ..	.. ..	.. ..	.. ..	71,372 7 6	.. ..	1,007 11 0	72,379 18 6	Kawakawa to Hokianga.
Kawakawa to Whangarei and Onerahi .. .. .	498,261 6 4	.. ..	11,646 8 2	.. ..	11,646 8 2	1,291 3 4	.. ..	.. ..	.. ..	.. ..	511,198 17 10	.. ..	7 18 6	511,206 16 4	Kawakawa-Whangarei & Onerahi.
Helensville Northwards .. .. .	470,712 11 5	.. ..	78,621 16 7	3,558 0 0	82,179 16 7	.. ..	.. ..	.. ..	.. ..	.. ..	552,902 8 0	.. ..	22,989 19 9	575,892 7 9	Helensville Northwards.
Helensville to Te Awamutu .. .. .	1,482,502 0 10	.. ..	.. ..	.. ..	.. ..	42,704 8 2	.. ..	.. ..	.. ..	.. ..	1,525,206 9 0	.. ..	.. ..	1,525,206 9 0	Helensville to Te Awamutu.
Huntly to Awaroa .. .. .	29 8 7	.. ..	7,818 17 9	.. ..	7,818 17 9	.. ..	.. ..	.. ..	9 15 4	.. ..	7,858 1 8	.. ..	10,183 16 4	18,041 18 0	Huntly to Awaroa.
Cambridge Branch .. .. .	51,110 9 9	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	51,110 9 9	.. ..	.. ..	51,110 9 9	Cambridge Branch.
Waikato to Thames—	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	Waikato to Thames—
Hamilton to Te Aroha .. .. .	146,113 15 6	.. ..	.. ..	.. ..	.. ..	2,017 14 1	.. ..	.. ..	.. ..	.. ..	148,131 9 7	.. ..	.. ..	148,131 9 7	Hamilton to Te Aroha.
Te Aroha to Thames .. .. .	202,472 13 9	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	202,472 13 9	.. ..	.. ..	202,472 13 9	Te Aroha to Thames.
Paeroa to Waihi and Tauranga .. .. .	143,438 7 10	.. ..	22 2 4	.. ..	22 2 4	.. ..	.. ..	.. ..	3,220 6 5	.. ..	146,680 16 7	.. ..	.. ..	146,680 16 7	Paeroa to Waihi and Tauranga.
Thames Valley to Rotorua—	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	Thames Valley to Rotorua—
Morrinsville to Lichfield .. .. .	161,693 0 10	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	161,693 0 10	.. ..	.. ..	161,693 0 10	Morrinsville to Lichfield.
Putaruru to Rotorua .. .. .	194,406 11 5	.. ..	.. ..	.. ..	.. ..	239 18 6	.. ..	.. ..	.. ..	.. ..	194,646 9 11	.. ..	.. ..	194,646 9 11	Putaruru to Rotorua.
Marton to Te Awamutu .. .. .	2,689,736 2 7	4,129 0 8	.. ..	.. ..	.. ..	8,584 19 9	2 6 9	.. ..	.. ..	.. ..	2,694,194 8 5	.. ..	.. ..	2,694,194 8 5	Marton to Te Awamutu.
Raetihi to Ohakune .. .. .	.. ..	.. ..	104 7 4	.. ..	104 7 4	.. ..	.. ..	.. ..	675 5 2	.. ..	779 12 6	.. ..	4 0 4	783 12 10	Raetihi to Ohakune.
Tauranga to Paengaroa .. .. .	15,291 10 8	.. ..	26,740 4 2	11,320 0 0	38,060 4 2	.. ..	.. ..	.. ..	48 4 0	.. ..	53,399 18 10	.. ..	471 3 7	53,871 2 5	Tauranga to Paengaroa.
Gisborne to Motu .. .. .	356,103 5 2	.. ..	78,614 0 1	3,883 0 0	82,497 0 1	149 12 8	.. ..	.. ..	.. ..	.. ..	438,749 17 11	.. ..	3,358 8 6	442,108 6 5	Gisborne to Motu.
Gisborne to Ormond Tramway .. .. .	4,975 1 7	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	4,975 1 7	.. ..	.. ..	4,975 1 7	Gisborne to Ormond Tramway.
Napier to Gisborne—	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	Napier to Gisborne—
Gisborne Southwards .. .. .	130 14 10	.. ..	1,436 13 10	.. ..	1,436 13 10	.. ..	.. ..	.. ..	.. ..	.. ..	1,567 8 8	.. ..	38 3 0	1,605 11 8	Gisborne Southwards.
Napier Northwards .. .. .	.. ..	.. ..	294 7 5	.. ..	294 7 5	.. ..	.. ..	.. ..	.. ..	.. ..	294 7 5	.. ..	117 12 4	411 19 9	Napier Northwards.
Wellington to Napier—	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	Wellington to Napier—
Napier to Woodville and Palmerston North .. .. .	882,030 3 4	.. ..	.. ..	.. ..	.. ..	5,135 9 10	.. ..	.. ..	.. ..	.. ..	887,165 13 2	.. ..	.. ..	887,165 13 2	Napier to Woodville and Palmerston North.
Wellington to Woodville, including Te Aro Extension .. .. .	1,573,972 6 1	.. ..	.. ..	.. ..	.. ..	12,538 19 2	.. ..	†1,635 1 4	.. ..	.. ..	1,588,146 6 7	.. ..	.. ..	1,588,146 6 7	Wellington to Woodville, including Te Aro Extension.
Wellington to Waitara—	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	Wellington to Waitara—
Wellington to Longburn (including Wellington-Manawatu Railway Purchase) .. .. .	949,260 3 8	.. ..	.. ..	.. ..	.. ..	9,676 4 4	.. ..	.. ..	.. ..	.. ..	958,936 8 0	.. ..	.. ..	958,936 8 0	Wellington to Longburn (including Wellington-Manawatu Railway Purchase).
Foxton to Waitara .. .. .	1,517,002 8 7	2,758 8 5	10,992 16 0	.. ..	10,992 16 0	8,772 9 1	.. ..	.. ..	.. ..	.. ..	1,534,009 5 3	.. ..	350 0 0	1,534,359 5 3	Foxton to Waitara.
Mount Egmont Branch .. .. .	52,530 4 5	.. ..	2,653 6 11	.. ..	2,653 6 11	.. ..	.. ..	.. ..	.. ..	.. ..	55,183 11 4	.. ..	37 6 8	55,220 18 0	Mount Egmont Branch.
Stratford to Te Koura (East End) .. .. .	.. ..	.. ..	2,910 6 3	.. ..	2,910 6 3	.. ..	.. ..	.. ..	951 13 1	.. ..	3,861 19 4	.. ..	171 14 6	4,033 13 10	Stratford to Te Koura (East End).
Stratford to Te Koura (West End) .. .. .	335,511 10 11	.. ..	78,895 19 6	1,212 0 0	80,107 19 6	.. ..	.. ..	.. ..	.. ..	.. ..	415,619 10 5	.. ..	5,770 1 4	421,389 11 9	Stratford to Te Koura (West End).
Nelson to Roundell .. .. .	193,380 15 6	.. ..	.. ..	.. ..	.. ..	3,358 3 0	.. ..	.. ..	.. ..	.. ..	196,738 18 6	.. ..	.. ..	196,738 18 6	Nelson to Roundell.
Midland Railway—	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	Midland Railway—
Belgrove to Inangahua .. .. .	190,994 16 4	.. ..	19,868 11 5	11,600 0 0	31,468 11 5	.. ..	288 16 11	.. ..	.. ..	.. ..	222,752 4 8	78,306 19 9	4,672 7 0	305,731 11 5	Belgrove to Inangahua.
Stillwater to Inangahua .. .. .	152,846 9 3	.. ..	14,050 10 6	2,068 0 0	16,118 10 6	574 4 8	12 6 10	.. ..	.. ..	.. ..	169,551 11 3	543,573 17 9	97 6 11	1,512,938 14 2	Stillwater to Inangahua.
Brunnerton to Bealey .. .. .	357,557 11 6	.. ..	56,913 8 4	.. ..	56,913 8 4	1,348 0 7	.. ..	.. ..	.. ..	.. ..	415,819 0 5	383,896 17 10	383,896 17 10	1,512,938 14 2	Brunnerton to Bealey.
Springfield to Bealey .. .. .	604,804 12 7	.. ..	42,289 19 5	7,003 0 0	49,292 19 5	.. ..	.. ..	.. ..	.. ..	.. ..	654,097 12 0	61,579 5 7	3,704 0 2	719,380 17 9	Springfield to Bealey.
Westport to Ngakawau .. .. .	188,008 17 3	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	188,008 17 3	.. ..	.. ..	188,008 17 3	Westport to Ngakawau.
Westport to Inangahua .. .. .	76,758 3 11	.. ..	21,571 15 4	762 0 0	22,333 15 4	.. ..	.. ..	.. ..	.. ..	.. ..	99,091 19 3	.. ..	34,943 16 11	134,035 16 2	Westport to Inangahua.
Ngahere to Blackball .. .. .	145,961 14 4	.. ..	1,615 7 6	.. ..	1,615 7 6	.. ..	.. ..	.. ..	.. ..	.. ..	147,527 1 10	.. ..	.. ..	147,527 1 10	Ngahere to Blackball



TABLE No. 4.

STATEMENT showing the NET EXPENDITURE on ROADS, BRIDGES, &c., out of the Public Works Fund, Consolidated Fund, and the New Zealand State-guaranteed Advances Act, 1911, for the Year ended 31st March, 1912.

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<b>PUBLIC WORKS FUND.</b>			
		<b>ROADS, ETC.</b>			
		<b>NORTH AUCKLAND ROAD DISTRICT—</b>			£ s. d.
112	1	Ahipara to Herekino .. .. .	Mangonui ..	Bay of Islands	49 9 4
	2	Awanui to Waipapakauri .. .. .	" ..	"	142 15 0
	3	California Swamp (Awanui) .. .. .	" ..	"	50 0 0
	4	Chamberlain Road .. .. .	" ..	"	105 6 1
	6	Double-crossing Bridge to Awanui (£113, £1 for £1) .. .. .	" ..	"	124 17 6
	7	Double-crossing Bridge to Kaitaia Dairy Factory .. .. .	" ..	"	74 9 0
	8	Fairburn Road .. .. .	" ..	"	153 8 0
	9	Fairburn Road Bridges (£1 for £1) .. .. .	" ..	"	32 9 3
	10	Faulkner Road (Ruaekapeka) .. .. .	Bay of Islands ..	"	34 10 0
	11	Ford Road .. .. .	" ..	"	75 0 0
	12	Herekino Post-office to Factory .. .. .	Hokianga ..	"	194 19 6
	13	Herekino School to Factory .. .. .	" ..	"	36 10 0
	14	Herekino Settlement Roads .. .. .	Mangonui and Hokianga ..	"	190 16 0
	15	Hodges Bridge .. .. .	Mangonui ..	"	896 16 7
	16	Hohoura Bridge .. .. .	" ..	"	129 11 1
	18	Hukerenui Railway-station to Riponui .. .. .	Whangarei ..	"	100 0 0
	20	Iwitaia to Mangamuka .. .. .	Mangonui, Whangaroa, and Hokianga ..	"	199 7 0
	22	Kaeo to Matauri .. .. .	Whangaroa ..	"	150 0 0
	23	Kaeo to Omano .. .. .	" ..	"	99 0 0
	24	Kaeo to Pupuke .. .. .	" ..	"	47 16 1
	26	Kaeo to Towai .. .. .	" ..	"	128 0 9
	29	Kaeo to Whangaroa (£1 for £1), (on account of £700) .. .. .	" ..	"	300 7 6
	31	Kaihu to Tarawhati .. .. .	Hokianga and Hobson ..	Bay of Islands and Kaipara	83 5 11
	32	Kaikohe to Kawakawa, via Ngapipito .. .. .	Bay of Islands ..	Bay of Islands	50 0 0
	33	Kaikohe to Rawene .. .. .	Hokianga and Bay of Islands ..	"	199 19 11
	34	Kaimamaku to Helena Bay .. .. .	Whangarei ..	"	155 4 0
	35	Kaimamaku to Marua Boundary .. .. .	" ..	Bay of Islands and Marsden	150 0 0
	36	Kaitaia to Ahipara .. .. .	Mangonui ..	Bay of Islands	60 0 0
	37	Kaitaia Road (factory to church) .. .. .	" ..	"	42 0 0
	38	Kaitaia Police-station Road .. .. .	" ..	"	50 0 0
	40	Karae to Broadwood .. .. .	Hokianga ..	"	449 19 0
	41	Kauaeranga to Purua .. .. .	Whangarei ..	"	100 0 0
	42	Kawakawa to Derrick .. .. .	Bay of Islands ..	"	50 0 0
	43	Kawakawa Flax-mill Road .. .. .	" ..	"	100 0 0
	44	Kawakawa Hospital Road .. .. .	" ..	"	32 10 0
	47	Kohukohu to Mangamuka Ferry .. .. .	Hokianga ..	"	199 19 3
	48	Kohukohu Township roads (£1 for £2) .. .. .	" ..	"	165 12 5
	49	Larner Road (Kaitaia) .. .. .	Mangonui ..	"	62 6 0
	50	Mamari Village to Pukemiro .. .. .	Hokianga ..	"	81 1 0
	52	Mangakahia Bridge to Houto .. .. .	Whangarei and Hobson ..	Bay of Islands and Kaipara	5 10 0
	53	Mangakahia Stream Bridge (£1 for £1) .. .. .	Hokianga ..	Bay of Islands	182 1 10
	54	Mangamuka Ferry .. .. .	" ..	"	50 1 0
	55	Mangataira .. .. .	" ..	"	50 0 0
	57	Mangatoetoe .. .. .	Mangonui ..	"	170 4 0
	59	Mangatu Stream Bridge .. .. .	Hokianga ..	"	235 2 10
	60	Mangonui to Cable-station .. .. .	Mangonui ..	"	181 2 3
	61	Mangonui County flood-damage .. .. .	" ..	"	25 0 0
	62	Mangonui Township roads (£1 for £1) .. .. .	" ..	"	91 0 0
	63	Martin Road .. .. .	Hokianga ..	"	31 14 6
	65	Maungataniwha Block Roads .. .. .	Mangonui ..	"	20 0 0
	66	Maunu Road .. .. .	Whangarei ..	Marsden ..	250 0 0
	67	McCullough and Hood Road .. .. .	Hokianga ..	Bay of Islands	49 19 10
	70	Ngaruawahine .. .. .	Bay of Islands ..	"	70 14 0
	73	Ohaeawai to Waimate .. .. .	" ..	"	100 0 0
	74	Ohaeawai to Waitangi .. .. .	" ..	"	100 0 0
	75	Okaihau to Horeke .. .. .	Hokianga and Bay of Islands ..	"	299 6 11
	76	Okaihau to Kerikeri .. .. .	Bay of Islands ..	"	36 6 4
	79	Okaihau to Waihou .. .. .	" ..	"	121 12 0
	81	Omapere Survey District, Blocks IX and X .. .. .	Hokianga ..	"	99 11 9
	83	Opanaki to Hokianga .. .. .	Hokianga and Hobson ..	"	199 0 0
	84	Opouteke River Bridge .. .. .	Hokianga ..	"	60 10 6
	87	Opuawhanga to Whananaki .. .. .	Whangarei ..	"	50 0 0
	89	Orotere Hill Road .. .. .	Whangaroa ..	"	100 0 0
	91	Otiria Railway-station Road .. .. .	Bay of Islands ..	"	50 0 0
	92	Otonga to Opuawhanga (£1 for £1) .. .. .	Whangarei ..	"	75 0 0
	94	Owae Road (Upper) .. .. .	Bay of Islands ..	"	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.
		ROADS, ETC.— <i>continued.</i>			
112		NORTH AUCKLAND ROAD DISTRICT— <i>continued.</i>			£ s. d.
	96	Pakaraka to Oromahoe .. .. .	Bay of Islands	Bay of Islands	22 16 0
	97	Pakaraka to Whangae .. .. .	"	"	50 0 0
	98	Pakaru Settlement .. .. .	"	"	50 0 0
	100	Peria to Victoria Valley Post-office .. .. .	Mangonui	"	178 15 4
	104	Purua Road and Deviation .. .. .	Whangarei	"	150 0 0
	105	Ramarama to Purua .. .. .	"	"	100 0 0
	107	Ramarama (Upper) .. .. .	Bay of Islands	"	100 0 0
	108	Rangiahua to Umawhero .. .. .	Hokianga	"	3 0 0
	109	Rawene Foreshore Road .. .. .	"	"	100 0 0
	110	Rawene Hospital Road .. .. .	"	"	50 0 0
	111	Rawhia School to Rangiahua .. .. .	"	"	99 19 6
	113	Russell to Waikare .. .. .	Bay of Islands	"	50 0 0
	115	Stoney Creek to Kaeo .. .. .	Whangaroa	"	170 4 0
	116	Takahue Village to Victoria Valley Road .. .. .	Mangonui	"	195 14 2
	118	Te Teko to Kaueranga .. .. .	Whangarei	"	300 0 0
	119	Totara Foreshore (£1 for £1) .. .. .	Whangaroa	"	22 18 9
	120	Totara to Kaeo .. .. .	"	"	99 19 0
	123	Towai to Ramarama .. .. .	Bay of Islands	"	55 19 0
	124	Towai to Ruapekapeka .. .. .	"	"	57 4 0
	125	Umawhero to Mangamuka .. .. .	Hokianga	"	100 0 0
	126	Unahi .. .. .	Mangonui	"	25 4 0
	129	Waiarohia Point .. .. .	Hokianga	"	50 0 0
	130	Waiharakeke Stream Bridge .. .. .	Bay of Islands	"	72 15 5
	132	Waihou to Puketi .. .. .	"	"	100 0 0
	134	Waima River Bridge (Mangatu to Katui) .. .. .	Hokianga	"	511 18 9
	135	Waimamaku to Kawerua .. .. .	"	"	50 0 0
	136	Waimamaku to Pakanae .. .. .	"	"	399 4 8
	137	Waimamaku Settlement .. .. .	"	"	696 12 0
	139	Wainui Bridge (£1 for £1) .. .. .	Mangonui	"	Cr. 75 0 0
	142	Waiotu to Hukerenui (Galbraith's) .. .. .	Bay of Islands and Whangarei	"	100 0 0
	143	Waiotu Railway-station to Jordan .. .. .	Whangarei	"	100 0 0
	147	Waitangi Hill Deviation .. .. .	Bay of Islands	"	200 0 0
	150	Whakarapa to Te Karaka .. .. .	Hokianga	"	231 0 0
	151	Whakapara to Hukerenui (£100, £1 for £1) .. .. .	Whangarei	"	125 0 0
	152	Whakapara southwards (metalling), (£100, £1 for £1) .. .. .	"	Marsden	50 0 0
	156	Whangaroa Coast Road .. .. .	Whangaroa	Bay of Islands	50 0 0
	158	Bull's Road (Waikiekie) .. .. .	Whangarei	Marsden	50 0 0
	160	Carter Road .. .. .	"	"	160 0 0
	162	Hikurangi to Tanekaha .. .. .	"	"	50 0 0
	165	Jordan to Hikurangi .. .. .	"	"	100 0 0
	166	Mangapai to Mangonui Bridge (Upper) .. .. .	"	"	200 0 0
	168	Mangapai to Whangarei (£1 for £1) .. .. .	"	"	42 10 0
	169	Marua to Whananaki .. .. .	"	"	50 0 0
	171	Matapouri to Hikurangi .. .. .	"	"	50 0 0
	172	Matapouri to Whananaki .. .. .	"	"	100 0 0
	174	Maungatapere School Hill (£1 for £1) .. .. .	"	"	140 0 0
	175	Maungatapere to Tangiteroria (£50, £1 for £1) .. .. .	"	"	120 0 0
	177	Otaika to Maungakamea (£1 for £1), (on account of £3,000) .. .. .	"	"	1,192 17 6
	178	Otaika School Bridge .. .. .	"	"	200 0 0
	180	Paparoa to Waikiekie (£1 for £1) .. .. .	"	"	0 15 0
	181	Parua Bay Landing Road .. .. .	"	"	65 0 0
	183	Poroti to Maungakahia Bridge .. .. .	"	Bay of Islands and Marsden	100 0 0
	184	Poroti to Maungatapere .. .. .	"	Marsden	200 0 0
	185	Ruakaka to Otaika .. .. .	"	"	100 0 0
	186	Ruakaka Valley .. .. .	"	"	54 3 10
	187	Urquhart's Bay Road .. .. .	"	"	100 0 0
	189	Waikiekie Post-office to Tokatoka Main Road .. .. .	"	"	53 9 6
	190	Waipu Caves to Mangapai .. .. .	"	"	90 0 0
	191	Waipu to Mangapai (£1 for £1) .. .. .	"	"	50 0 0
	192	Waipu Coast Road .. .. .	"	"	199 19 10
	193	Waipu Gorge Road .. .. .	"	"	Cr. 17 9 11
	194	Waipu Gorge to Section 1, Block X, Waipu S.D. .. .. .	"	"	98 10 0
	195	Waipu North Road District flood damage .. .. .	"	"	120 0 0
	196	Waipu North Road District roads (£1 for £1) .. .. .	"	"	83 5 2
	197	Waipu River Bridge (Jacob's) .. .. .	"	"	150 0 0
	198	Waipu to Ruakaka .. .. .	"	"	400 0 0
	200	Whangarei to Kiripaka (£1 for £1) .. .. .	"	"	50 0 0
	201	Whangarei to Whangarei Heads (£100, £1 for £1) .. .. .	"	"	85 0 0
	203	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. .. .. .	"	"	347 18 1
	204	Supervision .. .. .	"	"	728 18 1
	205	Contingencies, including unforeseen expenditure incidental to the other items of the vote .. .. .	"	"	Cr. 9 1 6
	206	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. .. .. .	"	"	153 5 9
		Total—North Auckland .. .. .			18,403 9 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.
		<b>ROADS, ETC.—<i>continued</i>.</b>			
112		<b>AUCKLAND ROAD DISTRICT—</b>			£ s. d.
209		Civil Road .. .. .	Rodney..	Marsden ..	70 0 0
212		Hoteo North to Wayby Railway-station ..	" ..	" ..	100 0 0
213		Kaiwaka Bridge .. .. .	Otamatea ..	" ..	197 15 0
214		Kaiwaka to Mangawai .. .. .	" ..	" ..	70 10 9
216		Lower Matakana Road (through Sections 25, 26, 27, 38, and 39)	Rodney ..	" ..	95 7 2
218		Mangawai to Waipu (coast road), (£51, £1 for £1)	Otamatea ..	" ..	Cr. 3 6 8
219		Mareretu to Bull's .. .. .	" ..	" ..	29 17 3
220		Mareretu Central .. .. .	" ..	" ..	100 6 6
224		Maungaturoto to Brynderwin .. .. .	" ..	" ..	50 0 0
226		Maungaturoto to Waikiekie (£1 for £1) ..	" ..	" ..	50 0 0
227		Maungaturoto Wharf Road .. .. .	" ..	" ..	100 0 0
231		Pakiri to Whangaripo .. .. .	Rodney ..	" ..	65 10 3
235		Waipu Gorge Bridge .. .. .	Whangarei and Otamatea	" ..	698 19 0
236		Waipu to Mareretu (Otamatea County Section)	Otamatea ..	" ..	40 9 4
237		Waipu to Waikiekie (Otamatea County Section)	" ..	" ..	47 8 3
239		Ahuroa Railway-station to Komokoriki ..	Rodney..	Kaipara ..	158 7 8
240		Angel's to Creamery .. .. .	Otamatea ..	" ..	16 15 3
242		Arapohue to Hoanga .. .. .	Hobson ..	" ..	100 0 0
244		Arapohue Settlement Road, <i>via</i> Education Reserve (£1 for £1)	" ..	" ..	100 0 0
245		Ararua .. .. .	Otamatea ..	" ..	79 11 10
248		Aratapu to West Coast (through Domain) ..	Hobson ..	" ..	150 0 0
249		Aratapu to West Coast, <i>via</i> Redhill .. ..	" ..	" ..	50 0 0
251		Awaroa Creek Bridge .. .. .	Otamatea ..	" ..	48 0 0
252		Awaroa to Te Kowhai .. .. .	" ..	" ..	50 0 0
255		Batley Wharf to Bickerstaffe .. .. .	" ..	" ..	150 0 0
256		Birtle's Bridge .. .. .	" ..	" ..	185 0 0
257		Birtle's Bridge to Paparoa-Maungaturoto Road	" ..	" ..	50 0 0
258		Bradley's Corner to Raupo .. .. .	" ..	" ..	50 0 0
260		Burch's to Tokatoka-Mangapai Road ..	" ..	" ..	48 7 6
268		Helensville to Kaukapakapa (Inland Road)	Waitemata ..	" ..	100 0 0
269		Helensville to Port Albert (Rodney County Section)	Rodney..	" ..	279 13 11
272		Homestead Road .. .. .	Otamatea ..	" ..	50 0 0
278		Jackson Road .. .. .	" ..	Kaipara and Marsden	48 12 0
279		James Road .. .. .	" ..	Kaipara ..	49 19 0
281		Kaihu Stream Bridge (Dargaville), (£1 for £1)	Hobson ..	" ..	260 8 6
287		Kopuru to Northern Wairoa Hospital ..	" ..	" ..	50 0 0
288		Kopuru to Redhill .. .. .	" ..	" ..	50 0 0
292		Makarau to Komokoriki .. .. .	Waitemata and Rodney	" ..	42 10 4
293		Makarau Railway-station to Kaukapakapa	Waitemata ..	" ..	98 2 6
294		Makarau Railway-station to Tahekeroa ..	" ..	" ..	47 1 2
296		Makarau River Bridge (near Railway-station)	" ..	" ..	85 7 10
298		Mangonui Bridge (Lower) to Hokowaiti (£1 for £1)	Hobson ..	" ..	112 10 0
304		Matakohe to Tokatoka (Tokatoka end) ..	Otamatea ..	" ..	69 19 6
305		Matakohe to Wharf .. .. .	" ..	" ..	150 0 0
306		Maungaru S.D., Block I, Section 30 ..	Hobson ..	" ..	100 0 0
308		Maungaturoto to Whakapirau .. .. .	Otamatea ..	Kaipara and Marsden	300 0 0
311		Mititai to Tokatoka .. .. .	Hobson and Otamatea	Kaipara ..	250 0 0
313		Naumai to Bradley's Corner .. .. .	Otamatea ..	" ..	50 0 0
314		Naumai to Tokatoka .. .. .	" ..	" ..	100 0 0
317		Okahu Creek Bridge .. .. .	Hobson ..	" ..	198 13 8
318		Okahu Road (£1 for £1) .. .. .	" ..	" ..	50 0 0
319		Old Makarau Road, <i>via</i> Hooper's .. .. .	Waitemata ..	" ..	30 1 6
323		Otamatea Road .. .. .	Otamatea ..	" ..	150 0 0
328		Paparoa to Waikiekie (Otamatea County Section), (£1 for £1)	" ..	Kaipara and Marsden	48 2 4
329		Paparoa to Wairere .. .. .	" ..	Kaipara ..	50 0 0
331		Parkhurst .. .. .	Waitemata ..	" ..	200 0 0
336		Raupo to Creamery .. .. .	Otamatea ..	" ..	50 0 0
339		Robertson Road .. .. .	" ..	" ..	50 0 0
341		Ruawai to Awaroa Canal .. .. .	" ..	" ..	100 0 0
342		Ruawai to Matakohe .. .. .	" ..	" ..	100 0 0
344		Smith's Canal Road .. .. .	" ..	" ..	50 0 0
347		Tangaibhi to Tikinui .. .. .	Hobson ..	" ..	150 0 0
349		Tangowahine to Avoca (£150, £1 for £1) ..	" ..	" ..	200 0 0
350		Tangowahine to Mangakahia (£50, £1 for £1)	" ..	" ..	100 0 0
351		Tangowahine Valley Road .. .. .	" ..	" ..	105 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.
		ROADS, ETC.— <i>continued.</i>			
		AUCKLAND ROAD DISTRICT— <i>continued.</i>			£ s. d.
112	355	Te Hana Railway-station Road .. ..	Rodney ..	Kaipara ..	46 14 6
	357	Te Kowhai (£1 for £1) .. ..	Otamatea ..	" ..	30 0 0
	358	Te Kowhai to Matakoho .. ..	" ..	" ..	100 0 0
	359	Te Pahi to Hoteo Railway-station .. ..	Rodney ..	" ..	250 0 0
	360	Tokatoka to Mangonui Bridge (Upper) ..	Hobson and Otamatea ..	" ..	133 8 3
	362	Tokatoka to Matakoho (Matakoho end) ..	Otamatea ..	" ..	39 13 5
	363	Tokatoka Post-office Road to Creamery ..	" ..	" ..	100 0 0
	364	Tokatoka Swamp (main access road) ..	" ..	" ..	50 0 0
	372	Wallace Road and Hamilton Drain (Raupo) ..	" ..	" ..	150 0 0
	374	Whakapirau to Birtle's .. ..	" ..	" ..	150 0 0
	376	Wharehine to Wellsford Railway-station ..	Rodney ..	" ..	50 0 0
	378	Whittaker's Hill (£1 for £1) .. ..	Hobson ..	" ..	100 0 0
	380	Wordsworth to Creamery .. ..	" ..	" ..	100 0 0
	382	Ahuroa to Railway-siding .. ..	Rodney ..	Marsden ..	100 0 0
	383	Albany to Cut Hill (£75, £1 for £1) ..	Waitemata ..	Waitemata ..	50 0 0
	384	Albany to Dairy Flat .. ..	" ..	" ..	50 0 0
	385	Albany Main Coach Road (Paremoremo Parish) ..	" ..	" ..	200 0 0
	386	Bayer Road to Section 273, Waiwera Parish ..	Rodney ..	" ..	20 12 6
	387	Bear's Deviation (£1 for £1) .. ..	" ..	Marsden ..	75 0 0
	396	Paremoremo Parish (road through Section 28) ..	Waitemata ..	Waitemata ..	50 0 0
	399	Puhoi to Ahuroa Railway-station .. ..	Rodney ..	Marsden ..	100 0 0
	400	Puhoi to Tahekeroa Railway-station .. ..	" ..	" ..	50 0 0
	401	Puhoi to Tahekeroa Tunnel .. ..	" ..	" ..	100 0 0
	402	Puhoi to Warkworth .. ..	" ..	" ..	140 0 0
	405	Ruxton and Leather Bridges (£1 for £1) ..	" ..	" ..	100 0 0
	412	Wade to Kahikatea Flat .. ..	Waitemata ..	Waitemata ..	100 0 0
	414	Wainui to Kaukapakapa Railway-station ..	" ..	" ..	50 0 0
	415	Wairau Road (£300, £1 for £1) .. ..	" ..	" ..	300 0 0
	416	Waiwera Bridge .. ..	" ..	Marsden and Waitemata ..	100 0 0
	417	Waiwera to Puhoi .. ..	Rodney ..	Marsden ..	150 0 0
	419	Warkworth to Ahuroa .. ..	" ..	" ..	100 0 0
	422	Gladstone Road .. ..	Eden ..	Eden ..	84 0 0
	424	Henderson to West Coast .. ..	Waitemata ..	" ..	100 0 0
	426	Hetana Hamlet roads .. ..	" ..	" ..	150 0 0
	427	Huia to Whatipu .. ..	" ..	" ..	100 0 0
	430	New Lynn to Huia .. ..	" ..	" ..	250 0 0
	432	Swanson to West Coast .. ..	" ..	" ..	20 0 0
	433	Te Atatu (£1 for £1) .. ..	" ..	" ..	100 0 0
	434	Titirangi School Road .. ..	" ..	" ..	50 0 0
	435	Waikumete to West Coast .. ..	" ..	" ..	150 0 0
	436	Wairere Road (£1 for £1) .. ..	" ..	" ..	100 0 0
	440	Ardmore Range Road (£50, £1 for £1) ..	Manukau ..	Franklin ..	50 0 0
	441	Ardmore to Manurewa Railway-station (£1 for £1) ..	" ..	" ..	43 15 0
	443	Brookby to Papakura Railway-station, via Alfreton (£1 for £1) ..	" ..	" ..	78 15 0
	444	Dow Road (£50, £1 for £1) .. ..	" ..	" ..	73 11 4
	445	Flat Bush School Road (£1 for £1) .. ..	" ..	" ..	75 0 0
	447	Great South Road (Papakura Road District), (£1 for £1) ..	" ..	" ..	61 19 7
	448	Great South Road (£1 for £1), (Papakura Town District) ..	" ..	" ..	100 0 0
	450	Howick Main Road (£1 for £1) .. ..	" ..	" ..	100 0 0
	451	Hunua to Railway-station (£1 for £1), (on account of £650) ..	" ..	" ..	172 2 5
	452	Hunua Road District flood-damage (£2 for £1) ..	" ..	" ..	226 1 9
	453	Love's Hill .. ..	Eden ..	Manukau ..	519 4 0
	454	Manurewa to Weymouth (£1 for £1) ..	Manukau ..	Franklin ..	55 0 0
	456	Maungamaungaroa to Maraetai (£8, £1 for £1) ..	" ..	" ..	8 1 9
	459	Rama Rama (£1 for £1) .. ..	" ..	" ..	50 0 0
	461	Tamaki Bridge (Panmure) .. ..	" ..	" ..	414 5 6
	462	Waikopu Bridge .. ..	" ..	" ..	3 0 0
	463	Wairoa Butter-factory to Brookby Creamery ..	" ..	" ..	31 0 0
	465	Queenstown Road .. ..	Eden ..	Manukau ..	150 0 0
	466	Seacliff Road .. ..	" ..	" ..	50 0 0
	467	Akaaka Swamp Road to Pukekohe Railway-station (£300, £1 for £1) ..	Manukau ..	Franklin ..	197 8 7
	469	Awaroa Landing Road (£1 for £1), (on account of £900) ..	Raglan ..	Raglan ..	133 4 9
	470	Awaroa River Clearing (£1 for £1) .. ..	" ..	" ..	24 3 10
	471	Awhitu Wharf to Awhitu Central (£1 for £1) ..	Manukau ..	Franklin ..	22 17 6
	472	Awhitu Wharf Road to Morrison's, via Orua Bay (£50, £1 for £1) ..	" ..	" ..	75 12 3
	473	Box Road .. ..	Raglan ..	Raglan ..	61 6 9
	475	Buckland to Tuakau - Drury Road .. ..	Manukau ..	Franklin and Raglan ..	50 0 0
	478	Drury to Tuakau (£1 for £1) .. ..	" ..	Raglan ..	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.
		ROADS, ETC.— <i>continued.</i>			
112		AUCKLAND ROAD DISTRICT— <i>continued.</i>			£ s. d.
	479	Drury to Waiuku, via Karaka (£1 for £1) ..	Manukau ..	Franklin ..	250 0 0
	482	Glasgow Road ..	Raglan ..	Raglan ..	100 0 0
	483	Glen Murray to Rangiriri (£1 for £1) ..	" ..	" ..	90 0 8
	484	Glen Murray to Woodleigh (£1 for £1), (on account of £1,300) ..	" ..	" ..	528 14 6
	488	Great South Road (Huntly Town District), (£1 for £2), (on account of £1,000) ..	Waikato ..	" ..	433 4 6
	489	Henderson's to Kohunga (£1 for £1) ..	Raglan ..	" ..	34 3 6
	490	Hunt Road (£1 for £1) ..	" ..	" ..	64 10 9
	491	Huntly to Kahuruhuru ..	" ..	" ..	25 15 0
	493	Huntly to Rangiriri West ..	" ..	" ..	100 0 0
	494	Kaipō Flat (Onewhero), (£1 for £1) ..	" ..	" ..	17 3 0
	495	Kawakawa Bay to Haurahi Stream ..	Manukau ..	Franklin ..	107 16 6
	496	Kelsey's to Port Waikato ..	Raglan ..	" ..	75 0 0
	498	Koheroa Parish (access to Section 55) ..	Manukau and Waikato ..	Raglan ..	4 0 0
	499	Kopuku Stream Bridge ..	Waikato ..	Thames ..	299 13 9
	501	Mangapiko Valley (£50, £1 for £1) ..	" ..	" ..	65 5 7
	502	Mangatea Road ..	" ..	" ..	42 1 8
	504	Mauku to Drury - Waiuku Road (£1 for £1) ..	Manukau ..	Franklin ..	25 0 0
	505	Maungatawhiri Stream to Maungatangi Stream (£1 for £1) ..	" ..	" ..	3 1 10
	506	Morgan Road (£1 for £1) ..	Raglan ..	" ..	100 0 0
	507	Morrison Road (£1 for £1) ..	" ..	" ..	100 0 0
	508	Murray River Bank Road (£1 for £1), (on account of £900) ..	" ..	" ..	360 0 0
	509	McGuire Road (£1 for £1) ..	" ..	" ..	35 3 4
	510	McInnes Road (Maramarua), (£2 for £1) ..	Waikato ..	Thames ..	80 0 0
	511	McKinnon Road ..	Raglan ..	Raglan ..	16 3 0
	512	McPherson Road ..	Waikato ..	Thames ..	50 0 0
	513	Ness Valley (£1 for £1) ..	Manukau ..	Franklin ..	23 0 0
	515	Ohinewai Railway-station to Ngarua Block (£55, £1 for £1), (on account of £1,650) ..	Waikato ..	Thames ..	41 19 8
	517	Opaheke Main Road ..	Manukau ..	Franklin ..	100 0 0
	520	Otau Parish (Sections 6 and 94) ..	" ..	" ..	50 13 7
	521	Otorowheao Trig. Road ..	Raglan ..	Raglan ..	83 0 9
	523	Pakington to Main Road (£150, £1 for £1), (on account of £500) ..	Manukau ..	Franklin ..	100 0 0
	524	Palmer's Hill ..	Raglan ..	Raglan ..	299 7 6
	525	Panuatairi Creek Bridge ..	Manukau ..	Franklin ..	118 3 0
	527	Patumahoe to Drury, via Woodhouse Hill ..	" ..	" ..	50 0 0
	528	Patumahoe Township roads (£1 for £1) ..	" ..	" ..	397 10 0
	529	Patumahoe to Waiau ..	" ..	" ..	150 0 0
	531	Pilgrim's Road ..	" ..	" ..	50 0 0
	532	Pollock Main Road ..	" ..	" ..	92 14 3
	533	Priest's Road (£1 for £1) ..	" ..	" ..	50 0 0
	534	Pukekawa (£1 for £1), (on account of £3,200) ..	Raglan ..	Raglan ..	587 15 0
	537	Rangiriri to Rangiriri Railway-station ..	Waikato ..	" ..	100 0 0
	538	Rutherford Road ..	Raglan ..	" ..	32 0 0
	541	Taniwha Gorge Road ..	Waikato ..	Thames ..	100 0 0
	543	Te Akau Block roads ..	Raglan ..	Raglan ..	488 6 4
	545	Te Akau Block to Dunmore (£1 for £1) ..	" ..	" ..	406 9 11
	546	Te Puroa to Waingaro - Ngaruawahia Road (£1 for £1) ..	" ..	" ..	238 15 7
	547	Tikotiko ..	" ..	" ..	70 0 0
	551	Tuakau Railway-station to Tuakau Bridge (£1 for £1) ..	Manukau ..	" ..	50 3 0
	553	Waerenga Main Railway-station Road (£2 for £1) ..	Waikato ..	Thames ..	100 0 0
	555	Waingaro to Ngaruawahia ..	" ..	Raglan ..	100 0 0
	556	Waipuna Valley Road ..	" ..	Thames ..	97 10 2
	558	Wairangi Railway-station to Matahuru River (£1 for £1), (on account of £4,000) ..	" ..	" ..	1,350 18 6
	559	Wairoa Road District bridges ..	Manukau ..	Franklin ..	85 4 9
	560	Waiuku to Awhitu ..	" ..	" ..	65 4 4
	565	Wilcox Hill (Tuakau - Drury Road) ..	" ..	Raglan ..	100 0 0
	567	Wyles Road (Onewhero) ..	Raglan ..	" ..	50 0 0
	568	Ahirau to Otautu ..	Coromandel ..	Thames ..	200 0 0
	569	Amodeo Bay Creek to Bolton's ..	" ..	" ..	100 0 0
	570	Brown's Creek Bridge ..	" ..	" ..	200 0 0
	571	Cabbage Bay Settlement Road ..	" ..	" ..	100 0 0
	572	Coromandel County flood damage ..	" ..	" ..	49 19 4
	573	Kaimarama Creek Bridge ..	" ..	" ..	102 12 3
	574	Kuaotunu to Opito Settlement ..	" ..	" ..	48 5 10
	575	Lang's Point Road ..	" ..	" ..	300 0 0
	576	Loram Road ..	" ..	" ..	75 0 0
	578	Miranda to Waitakaruru ..	" ..	" ..	224 9 1
	579	Ngataipua East ..	" ..	" ..	193 19 5
	580	Opani to Turua ..	" ..	" ..	113 7 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.
		ROADS, ETC.— <i>continued.</i>			£ s. d.
112	585	AUCKLAND ROAD DISTRICT— <i>continued.</i> Pipi Creek Bridge and approaches .. .. .	Thames ..	Thames ..	8 11 7
	586	Port Charles to Ahiroa .. .. .	Coromandel ..	" ..	150 0 0
	589	Turua to Kerepehi .. .. .	Thames and Ohinemuri ..	" ..	163 13 4
	590	Turua to Pipiroa .. .. .	Thames ..	" ..	488 10 9
	591	Waitakaruru Stream Road .. .. .	" ..	" ..	60 0 0
	592	Wharepoha District Road (£1 for £1) .. .. .	" ..	" ..	350 0 0
	594	Whitianga to Kaimarama .. .. .	Coromandel ..	" ..	100 0 0
	595	Whitianga to Ohuka Creek .. .. .	" ..	" ..	200 0 0
	596	Fisher Road (Tahainui), (£1 for £1) .. .. .	Ohinemuri ..	Ohinemuri ..	100 0 0
	600	Mangaiti Bridge Road .. .. .	" ..	" ..	144 0 0
	603	Netherton to Awaiti Block .. .. .	" ..	" ..	125 0 0
	604	Netherton to Kerepehi .. .. .	" ..	" ..	59 0 0
	605	Netherton to Turua (£200, £1 for £1) .. .. .	Ohinemuri and Thames ..	" ..	125 0 0
	606	Ohinemuri County flood-damage (£1 for £1) .. .. .	Ohinemuri ..	" ..	727 11 8
	608	Rangiora .. .. .	" ..	" ..	149 0 0
	612	Te Rohia to Mangaiti .. .. .	" ..	" ..	187 0 0
	614	Waikaka Stream Road .. .. .	" ..	" ..	4 6 2
	616	Aotea to Raglan .. .. .	Raglan and Kawhia ..	Raglan ..	85 8 9
	621	Hamilton Traffic Bridge (£1 for £1) .. .. .	" ..	Waikato ..	1,000 0 0
	625	Heddon Road .. .. .	Raglan ..	Raglan ..	102 12 4
	626	Horokowau bridges .. .. .	" ..	" ..	123 4 10
	628	Kaniwhaniwha Stream Bridge (Steel's Crossing) .. .. .	" ..	Waikato ..	0 9 6
	629	Kaniwhaniwha Bridge (repairs) .. .. .	" ..	" ..	12 13 0
	630	Kauroa to Pakoka .. .. .	" ..	" ..	25 9 0
	639	Opotoru Bridge approaches .. .. .	" ..	Raglan ..	50 0 0
	643	Puniu Bridge .. .. .	Waipa and West Taupo ..	Waikato ..	0 2 6
	644	Raglan to Waipa .. .. .	Raglan ..	Raglan ..	37 16 0
	646	Ruapuke to Aotea .. .. .	" ..	" ..	156 19 5
	648	Sainsbury Road .. .. .	Raglan and Waitomo ..	Waikato ..	70 0 0
	650	Te Awamutu Railway-station to Teasdale Settlement .. .. .	Waipa ..	" ..	200 0 0
	651	Te Kowhai to Te Rapa (£2 for £1) .. .. .	" ..	" ..	200 0 0
	652	Te Mata to Ruapuke .. .. .	Raglan ..	Raglan ..	94 0 0
	653	Te Mata to Te Uku .. .. .	" ..	" ..	100 0 0
	655	Te Rore Bridge (repairs), (£1 for £1) .. .. .	Raglan and Waipa ..	Waikato ..	104 10 5
	658	Tunaki .. .. .	Raglan ..	Raglan ..	189 2 9
	659	Vandy Road .. .. .	" ..	Waikato ..	4 10 6
	661	Waingaro Springs to Te Uku .. .. .	" ..	Raglan ..	136 19 0
	662	Waingaro to Waingaro Landing .. .. .	" ..	" ..	175 5 7
	663	Wainui .. .. .	" ..	" ..	54 1 7
	665	Waitetuna to Kauri .. .. .	" ..	Waikato ..	179 17 6
	666	Waitomotomo bridges .. .. .	" ..	Raglan ..	38 13 6
	668	Whaanga .. .. .	" ..	" ..	279 0 6
	669	Whatawhata Main Road (Frankton) .. .. .	Waipa ..	" ..	50 0 0
	670	Whatawhata Swamp Road (£300, £1 for £1) .. .. .	" ..	" ..	250 0 0
	672	Arahiwi Station Road .. .. .	Matamata ..	Tauranga ..	100 0 0
	674	Cemetery Road (Te Aroha), (£3 for £2) .. .. .	Piako ..	" ..	300 0 0
	677	French Pass to Taotaoroa .. .. .	Matamata ..	" ..	100 0 0
	678	Gordon to Waharoa .. .. .	Piako and Matamata ..	" ..	300 0 0
	680	Kakepuku Improved-farm Settlement .. .. .	Waitomo and West Taupo ..	Waikato ..	213 15 5
	681	Kakepuku .. .. .	Ditto ..	" ..	15 14 0
	683	Kihikihi to Waotu .. .. .	West Taupo ..	" ..	378 8 9
	691	Pokaiwhenua Stream Bridge .. .. .	Matamata ..	" ..	200 0 0
	693	Putaruru to Puketurua .. .. .	" ..	" ..	250 0 0
	694	Raupara .. .. .	West Taupo ..	" ..	42 10 0
	695	Roche's Gully Bridge (£1 for £1), (on account of £200) .. .. .	Piako ..	Tauranga ..	100 0 0
	696	Te Kawana Ngutumanga (£1 for £1) .. .. .	" ..	" ..	54 0 0
	697	Te Puhi .. .. .	West Taupo ..	Waikato ..	1 10 0
	698	Tokanui to Wharepapa .. .. .	" ..	" ..	50 3 4
	703	Waikato River Bridge (Horahora) .. .. .	Matamata ..	" ..	300 0 0
	705	Waotu to Putaruru .. .. .	Matamata and West Taupo ..	Tauranga ..	434 9 3
	706	Awaiti Bridge .. .. .	Kawhia ..	Taumarunui ..	55 1 1
	709	Huaroa Bridge .. .. .	Awakino and Kawhia ..	" ..	271 3 6
	711	Kauri Branch Road .. .. .	Kawhia ..	" ..	49 13 0
	712	Kawa .. .. .	Waitomo and West Taupo ..	" ..	110 0 0
	716	Mangaiti Bridge .. .. .	Kawhia ..	" ..	0 3 0
	717	Mangamahoe .. .. .	Waitomo ..	" ..	148 19 9
	718	Mangaohinga River Bridge .. .. .	Kawhia ..	" ..	107 2 6
	719	Mangatangi Bridge .. .. .	" ..	" ..	209 5 10
	722	Ngutunui to Kawa .. .. .	Waitomo ..	" ..	100 5 0



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.	
		ROADS, ETC.— <i>continued.</i>			£	s. d.
112		AUCKLAND ROAD DISTRICT— <i>continued.</i>				
	724	Okupata (£1 for £1), (on account of £4,000) ..	Kawhia ..	Waikato ..	155	0 0
	725	Okupata Junction to Pekauui ..	Kawhia and Waitomo	Waikato and Taumarunui	97	2 7
	726	Oparau Bridge (on account of £1,000) ..	Kawhia ..	Waikato ..	17	2 0
	727	Oteke River Bridge ..	" ..	Taumarunui ..	167	1 10
	728	Otorohanga to Otewa ..	Waitomo ..	" ..	48	8 2
	730	Otorohanga to Pirongia (£1 for £1) ..	" ..	" ..	109	5 5
	731	Owaikura ..	" ..	" ..	85	0 0
	732	Pirongia to Kawhia ..	Kawhia and Waitomo	Waikato ..	365	19 10
	735	Tapuae (£1 for £1) ..	Waitomo ..	Taumarunui ..	300	0 0
	736	Te Rau Mauku (£156, £1 for £1) ..	" ..	" ..	43	18 0
	737	Toi ..	Kawhia ..	" ..	75	0 0
	739	Waiharakeke Bridge ..	" ..	" ..	211	18 10
	740	Waitetuna to Aotea ..	Kawhia and Raglan	Waikato ..	137	2 7
	741	Waitomo Stream Bridge ..	Waitomo ..	Taumarunui ..	200	12 7
	743	Whakapirau ..	Kawhia ..	" ..	150	0 0
	744	Wharauoa ..	" ..	Waikato ..	178	8 1
	745	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	716	3 11
	746	Supervision ..	" ..	" ..	1,087	16 2
	747	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	Cr. 5	11 9
	748	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	80	18 0
		Total—Auckland ..			39,310	14 9
		TAURANGA ROAD DISTRICT—				
	755	Oropi Settlement ..	Tauranga ..	Tauranga ..	64	13 8
	756	Papamoa to Beach ..	" ..	Bay of Plenty ..	200	0 0
	758	Tahawai deviation (£1 for £1) ..	" ..	" ..	100	0 0
	760	Tauranga County flood damage (£51, £1 for £1) ..	" ..	" ..	67	4 6
	761	Tauranga to Te Puke (£1 for £1) ..	" ..	" ..	75	0 0
	763	Tautau Bridge and approaches ..	" ..	" ..	49	15 3
	766	Uretara Bridge (£1 for £1) ..	" ..	" ..	238	16 8
	770	Anderson Road ..	Whakatane ..	" ..	91	6 3
	773	Awahou to Hamurana ..	Rotorua ..	Tauranga ..	49	18 7
	774	Galatea to Te Teko ..	Whakatane ..	Bay of Plenty ..	64	7 0
	775	Hamurana Bridge ..	Rotorua ..	Tauranga ..	47	9 2
	776	Harper Road ..	" ..	" ..	68	7 0
	777	Kaharoa ..	" ..	" ..	8	0 0
	780	Lake Rotoma to Te Teko ..	Whakatane ..	Bay of Plenty ..	324	13 0
	782	Maketu to Te Ngae ..	Rotorua and Tauranga	" ..	148	14 0
	783	Mangakakahi Stream Bridge ..	Rotorua ..	Tauranga ..	58	0 9
	784	Maraetotara ..	Whakatane ..	Bay of Plenty ..	95	16 5
	785	Matata to Otamarakau ..	" ..	" ..	44	12 8
	786	Matata to Tamurenu Junction ..	" ..	" ..	49	16 11
	787	Mucupara to Ruatahuna ..	East Taupo and Whakatane	" ..	75	12 0
	789	Orakei Korako ..	East Taupo ..	" ..	32	6 6
	790	Oruanui to Mokai ..	West Taupo ..	" ..	49	19 0
	791	Oruanui to Wairakei ..	East Taupo ..	" ..	98	0 3
	792	Rangitaiki River-bank Road ..	Whakatane ..	" ..	91	5 8
	794	Rotoiti to Tarawera, via Okataina ..	Rotorua ..	" ..	13	0 0
	796	Rotorua to Lake Rotoma ..	" ..	" ..	144	0 3
	797	Rotorua to Ngongotaha Mount ..	" ..	Tauranga ..	25	1 1
	798	Rotorua to Taupo, via Waitapu ..	Rotorua and East Taupo	Bay of Plenty ..	465	6 6
	802	South Road ..	Rotorua ..	Tauranga ..	144	18 0
	804	Tauhara Mountain Track ..	East Taupo ..	Bay of Plenty ..	43	8 0
	805	Taupo to Te Aratiatia Rapids (east and west) ..	" ..	" ..	44	15 6
	806	Tirau to Ngongotaha ..	Rotorua and Matamata	Tauranga ..	72	17 0
	807	Utahina Stream Bridge (£1 for £1) ..	Rotorua ..	" ..	165	3 5
	809	Waimana River Bridge (Opouriao), (£1 for £1) ..	Whakatane ..	Bay of Plenty ..	Cr. 891	1 11
	811	Waimangu Geyser to Kakarama ..	Rotorua ..	" ..	20	8 0
	812	Waimangu to Lake Rotomahana ..	" ..	" ..	30	10 0
	813	Waingarara to Wainui ..	Whakatane ..	" ..	200	2 0
	816	Whakatane County flood damage ..	" ..	" ..	311	7 0
	817	Whakatane River Bridge (£1 for £1) ..	" ..	" ..	1,056	12 0
	818	Whakatane to Te Teko (£385, £1 for £1) ..	" ..	" ..	234	15 1
	819	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	277	17 1
	820	Supervision ..	" ..	" ..	605	10 9
	822	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	20	0 0
		Total—Tauranga ..			5,178	5 0



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS, ETC.— <i>continued.</i>			
		GISBORNE ROAD DISTRICT—			£ s. d.
112	823	Awanui to Waiomatatine .. ..	Waiapu ..	Bay of Plenty ..	200 0 0
	826	Gisborne to Tologa .. ..	Cook ..	" ..	523 0 0
	828	Hawai to East Cape .. ..	Opotiki ..	" ..	99 17 10
	829	Kaiau to Tologa Bay .. ..	Cook ..	" ..	100 0 0
	830	Kaiawha Stream Bridge .. ..	Waiapu ..	" ..	250 0 0
	831	Kanakanae Settlement Road (£500, £1 for £2), (on account of £3,000)	Waikohu ..	" ..	269 9 8
	832	Karakatuwhero .. ..	Waiapu ..	" ..	150 0 0
	834	Kortes Creek Bridge .. ..	Waikohu ..	" ..	60 0 0
	835	Kutarere .. ..	Opotiki ..	" ..	250 0 0
	836	Mangaharei to Waiomatatine (Waiapu inland)	Waiapu ..	" ..	200 0 0
	838	Mangatokerau .. ..	Cook ..	" ..	30 0 0
	840	Maraetotara Bridge .. ..	Opotiki ..	" ..	125 0 0
	841	Matawai to Moanui (£1 for £1), (on account of £2,000)	Waikohu ..	" ..	1,232 9 5
	844	Motu to Motu Bridge .. ..	" ..	" ..	15 0 0
	845	Motu River Bridge (renewing) .. ..	Waikohu and Opotiki	" ..	32 2 11
	849	Ohiwa to Waimana .. ..	Opotiki and Whakatane	" ..	157 4 9
	851	Opotiki County flood damage .. ..	Opotiki ..	" ..	126 17 1
	852	Opotiki to Matahanea .. ..	" ..	" ..	208 16 9
	853	Opotiki to Ohiwa (£1 for £1) .. ..	" ..	" ..	350 0 0
	854	Opotiki to Whakatane, <i>via</i> Nukuhou (£500; £1 for £1)	Whakatane and Opotiki	" ..	301 14 3
	855	Opotiki to Waiawa River (£1 for £1) ..	Opotiki ..	" ..	294 1 6
	856	Otara River Bridge (£1 for £1 10s.) ..	" ..	" ..	266 12 11
	857	Pahii to Te Puia .. ..	Waiapu ..	" ..	400 0 0
	858	Peoples Road .. ..	Opotiki ..	" ..	33 6 6
	861	Rakauroa to Tahora .. ..	Waikohu ..	" ..	364 6 0
	862	Reporua to Wairoa .. ..	Waiapu ..	" ..	250 0 0
	866	Taurangakautuku River Road .. ..	" ..	" ..	350 0 0
	869	Te Waiti .. ..	Opotiki ..	" ..	57 15 3
	873	Tologa to Wigan .. ..	Cook ..	" ..	500 0 0
	875	Waiapu County flood damage (£1 for £1) ..	Waiapu ..	" ..	400 0 0
	876	Waiapu Inland Road (Waiapu County section)	" ..	" ..	200 0 0
	877	Waiapu to Kawakawa (inland track) ..	" ..	" ..	600 0 0
	879	Waikohu County flood damage (£1 for £1) ..	Waikohu ..	" ..	98 16 0
	881	Wainui to Maraetotara (£1 for £1) ..	Opotiki and Whakatane	" ..	27 15 0
	884	Waipiro to Te Puia .. ..	Waiapu ..	" ..	200 0 0
	889	Awapuni (Willows Settlement), (£75, £1 for £1)	Cook ..	Gisborne ..	200 0 0
	890	Clydebank Settlement .. ..	Wairoa ..	" ..	124 2 8
	891	Cook County flood damage (£1 for £1) ..	Cook ..	" ..	237 0 0
	894	Gisborne to Hangaroa .. ..	" ..	" ..	346 9 3
	896	Gisborne to Wairoa County Boundary, <i>via</i> Tiniroto	" ..	" ..	166 17 2
	897	Gisborne to Waimata (£1 for £1) .. ..	" ..	" ..	500 0 0
	898	Karaua .. ..	" ..	" ..	225 0 0
	901	Muriwai to Morere .. ..	" ..	" ..	200 0 0
	902	Nuhaka River Bridge (Nuhaka Township) ..	Wairoa ..	" ..	1,398 9 3
	903	Nuhaka to Tarewa .. ..	" ..	" ..	61 6 0
	905	Patutahi to Ngatapa (£1 for £1) .. ..	" ..	" ..	204 10 5
	907	Taurau Valley Road (£1 for £1) .. ..	Cook ..	" ..	93 15 0
	908	Te Arai Settlement (metalling), (£1 for £1) ..	" ..	" ..	250 14 2
	914	Waikaremoana Accommodation House Road	Wairoa ..	Hawke's Bay	38 18 6
	915	Wairoa County flood damage (£1,000, £1 for £1)	" ..	" ..	1,000 0 0
	917	Whareongaonga to Main Road .. ..	Cook ..	Gisborne ..	103 10 0
	918	Wharerata to Mahanga .. ..	Cook and Wairoa	" ..	50 0 0
	919	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	34 0 0
	920	Supervision .. ..	" ..	" ..	813 18 4
	922	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	73 14 0
		Total—Gisborne .. ..			14,846 10 7
		TARANAKI ROAD DISTRICT—			
	924	Aorangi .. ..	Ohura ..	Taumarunui ..	2 0 6
	926	Arawata .. ..	Waimarino ..	Waimarino ..	50 0 0
	927	Aukopae to Otunui Landing .. ..	Ohura ..	Taumarunui ..	182 6 3
	929	Awakino to Tirua Point (coast track) ..	Awakino ..	" ..	68 9 6
	935	Maire .. ..	Waitomo ..	" ..	92 0 0
	937	Mangakara .. ..	Ohura ..	" ..	100 0 0
	938	Mangaparare .. ..	" ..	" ..	49 12 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.
		ROADS, ETC.— <i>continued.</i>			£ s. d.
112		TARANAKI ROAD DISTRICT— <i>continued.</i>			
940		Mangatiti .. .. .	Waimarino ..	Waimarino ..	54 1 7
941		Mangatoa Road .. .. .	Awakino ..	Taumarunui ..	64 14 0
943		Manunui Village Settlement .. .. .	Kaitieke ..	Waimarino ..	91 16 1
944		Marangae Block roads .. .. .	Whangamomona ..	Stratford ..	544 1 7
945		Marokopa River (snagging) .. .. .	Awakino and Ka-whia ..	Taumarunui ..	10 18 0
946		Mataro (£1 for £1) .. .. .	Clifton ..	" ..	78 5 4
948		Mimi to Mokau .. .. .	" ..	" ..	377 2 9
950		Mokau River Bridge (Kahuwera Road) .. .. .	Waitomo ..	" ..	696 16 9
953		Ngatarawa .. .. .	Awakino ..	" ..	180 7 1
954		Ohakune Station Road .. .. .	Waimarino ..	Waimarino ..	100 0 0
956		Okoke (£1 for £1), (on account of £700) .. .. .	Clifton ..	Taumarunui ..	223 17 6
957		Ongarue River Bridge (Taumarunui) .. .. .	Ohura and West Taupo ..	" ..	1,253 4 6
958		Oniao .. .. .	Waitomo ..	" ..	52 17 8
960		Otaraoa .. .. .	Clifton ..	" ..	25 0 0
961		Otuiti .. .. .	Ohura ..	" ..	200 4 5
962		Owen Road .. .. .	Waitomo ..	" ..	116 9 5
963		Parakoko .. .. .	" ..	" ..	83 6 10
964		Piko .. .. .	Clifton ..	" ..	296 0 0
966		Pongahuru (Piopio West) .. .. .	Ohura ..	" ..	27 13 0
967		Poru-o-tarao to Taumarunui .. .. .	Ohura and West Taupo ..	" ..	51 7 3
968		Pukearuhe (£1 for £1) .. .. .	Clifton ..	" ..	150 0 0
971		Raetihi Township (£1 for £1) .. .. .	Waimarino ..	Waimarino ..	100 0 0
972		Rotoaira to Waimarino Railway-station .. .. .	Kaitieke, East Taupo, and West Taupo ..	Taumarunui and Waimarino ..	239 12 8
974		Taringamutu Valley Road .. .. .	West Taupo ..	Taumarunui ..	64 3 5
975		Taumarunui to Ohakune (£1 for £1) .. .. .	Waimarino and West Taupo ..	Taumarunui and Waimarino ..	700 0 0
977		Te Kuiti to Rangitoto Improved-farm Settlement .. .. .	Waitomo ..	Taumarunui ..	7 7 6
979		Tokirima (Kaikara Road to Maraekowhai Block) .. .. .	Ohura ..	" ..	262 11 6
982		Turipoto .. .. .	Awakino ..	" ..	4 0 0
983		Urewera .. .. .	Waimarino ..	Waimarino ..	78 3 9
986		Waikaka Stream Bridge .. .. .	Ohura ..	Taumarunui ..	11 5 0
987		Waiouru to Tokaanu .. .. .	Waimarino and East Taupo ..	Waimarino ..	263 7 0
988		Waitaanga North .. .. .	Ohura ..	Taumarunui ..	337 18 2
991		Waitara River Bridge (Waitara), (£1 for £2), (on account of £3,000) .. .. .	Clifton and Taranaki ..	" ..	70 0 0
993		Bell's Falls Side Tracks .. .. .	Taranaki ..	Taranaki ..	20 0 0
994		Carrington (£1 for £1) .. .. .	" ..	" ..	324 19 0
995		Carrington (Saunders Road to Newall Road) .. .. .	Taranaki and Egmont ..	Taranaki and Egmont ..	58 0 0
996		Egmont Road (Upper) .. .. .	Taranaki ..	Taranaki ..	50 0 0
1000		Oxford Road (Upper), (£1 for £1) .. .. .	" ..	" ..	274 10 0
1001		Rahotu House to Bell's Falls .. .. .	" ..	Taranaki and Egmont ..	26 12 6
1002		Saunders Road (£1 for £1) .. .. .	" ..	Taranaki ..	127 0 0
1003		Dawson's Falls .. .. .	Stratford ..	Stratford ..	140 18 9
1005		Koane .. .. .	Eltham and Patea ..	Egmont and Patea ..	409 8 2
1007		Moeawatea Ridge .. .. .	Eltham ..	Egmont ..	176 15 3
1008		Okahu (Ngariki Road to Newall Road) .. .. .	Egmont ..	" ..	107 0 0
1010		Rawhitiroa (£1 for £1) .. .. .	Eltham ..	" ..	660 12 7
1011		Stratford to Stratford Mountain House .. .. .	Stratford ..	Stratford ..	45 0 0
1013		Wiremu (Ngariki Road to Ihia Road) .. .. .	Egmont ..	Egmont ..	126 10 0
1014		Arnold .. .. .	Whangamomona ..	Stratford ..	119 4 5
1015		Autawa .. .. .	Stratford and Clifton ..	" ..	90 14 3
1016		Brewer (Strathmore to Murcott Road), (£1 for £1), (on account of £1,400) .. .. .	Whangamomona ..	" ..	400 0 0
1018		Kohi .. .. .	" ..	" ..	261 4 1
1019		Mangaehu (Mangaehu Village to Punewhakau Village), (£1 for £1), (on account of £1,500) .. .. .	Stratford ..	" ..	493 16 9
1020		Mangaehu River Bridge (Noble's), (£1 for £1) .. .. .	" ..	" ..	159 0 0
1021		Mangaehu Road to Waitiri .. .. .	Eltham and Stratford ..	" ..	99 19 9
1022		Mangaehu (Upper), (£1 for £1), (on account of £1,000) .. .. .	Whangamomona ..	" ..	257 0 0
1023		Mangaone Stream Bridge (Rerekino Road) .. .. .	Clifton ..	Taumarunui ..	39 18 0
1024		Mohakau .. .. .	Whangamomona ..	Stratford ..	27 11 1
1025		Mount Humphries Road .. .. .	Stratford ..	" ..	109 8 9
1026		Ngatoto .. .. .	Clifton ..	" ..	200 0 0
1027		Okara .. .. .	Whangamomona ..	" ..	187 14 9
1028		Okara River Bridge .. .. .	" ..	" ..	106 0 0
1029		Punewhakau (£1 for £1) .. .. .	Stratford ..	" ..	491 10 0
1030		Punewhakau District flood-damage .. .. .	" ..	" ..	200 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.	
		ROADS, ETC.— <i>continued</i> .			£	s. d.
112	1031	TARANAKI ROAD DISTRICT— <i>continued</i> .				
	1032	Rimuputa .. .. .	Whangamomona ..	Stratford ..	98	3 0
	1033	Taihore (£1 for £1) .. .. .	Stratford ..	" ..	53	17 9
	1034	Tangarakau Valley Road .. .. .	Whangamomona ..	" ..	80	5 6
	1035	Tirohanga Creek Bridge .. .. .	" ..	" ..	85	8 1
	1036	Tirohanga Road .. .. .	" ..	" ..	199	19 11
	1037	Waitara Valley (Tangitu Road to Mangare Road)	Clifton ..	" ..	288	1 6
	1038	Waitiri .. .. .	Stratford ..	" ..	79	5 0
	1039	Whangamomona Stream Bridge (Poarangi)	Whangamomona ..	" ..	850	14 6
	1040	Tokaanu to Taupo .. .. .	East Taupo ..	Waimarino ..	199	11 9
	1041	Tokaanu to Waihi .. .. .	" ..	" ..	94	10 10
	1042	Tokaanu Wharf Road .. .. .	" ..	" ..	72	2 8
	1043	Kauarapaoa .. .. .	Waitotara ..	Patea ..	201	19 7
	1044	Mahen .. .. .	Eltham, Hawera, and Patea	" ..	638	2 7
	1045	Mataimoana .. .. .	Patea ..	" ..	261	15 5
	1046	Moaawatea Valley .. .. .	Eltham and Patea	Patea and Egmont	244	15 1
	1048	Ridge Road .. .. .	Patea ..	Patea ..	76	0 0
	1050	Wharariki .. .. .	" ..	" ..	114	4 1
	1051	Barton and Field's Road (£1 for £2), (on account of £3,000)	Wanganui ..	Waimarino ..	327	17 9
	1053	Hales Road .. .. .	" ..	" ..	313	12 6
	1054	Hiwera (£1 for £1) .. .. .	Rangitikei ..	Oroua ..	28	0 0
	1055	Kaimatangi .. .. .	" ..	Waimarino ..	33	10 0
	1058	Makohine Valley .. .. .	" ..	Waimarino and Rangitikei	129	7 6
	1060	Mangamahu Valley .. .. .	" ..	Waimarino ..	265	0 0
	1061	Mangaweka Township Road and Bridge ..	" ..	Rangitikei ..	178	5 0
	1065	Mataroa to Mangaweka .. .. .	" ..	Waimarino and Rangitikei	316	6 10
	1067	Maukuku .. .. .	Wanganui ..	Waimarino ..	244	4 7
	1068	Murray's Track (deviation), (Mataroa Township)	Rangitikei ..	" ..	100	0 0
	1069	Ngamatea to Pungatawa (£1 for £1) ..	Wanganui ..	" ..	73	10 0
	1072	Rongoiti .. .. .	Rangitikei ..	" ..	500	0 0
	1073	Ross Track (continuation), (Mataroa Township)	" ..	" ..	204	1 0
	1074	Taihape to Otuaerei (subsidy, £1 for £1) ..	" ..	Waimarino and Oroua	500	0 0
	1075	Tauakira Block Road (deviation) ..	Wanganui ..	Waimarino ..	424	0 0
	1076	Turakina Valley (extension) .. .. .	Waimarino ..	" ..	37	0 4
	1077	Utiku Township .. .. .	Rangitikei ..	Rangitikei ..	150	0 0
	1078	Waipapa .. .. .	Wanganui ..	Waimarino ..	54	0 0
	1079	Waiparuparu .. .. .	" ..	" ..	112	7 0
	1081	Wangaehu River Bridge (Whiteman's) ..	" ..	" ..	70	0 0
	1082	Wangaehu River Road (£1 for £1) ..	" ..	" ..	100	12 0
	1083	Wanganui River Road (left bank) ..	Wanganui and Waimarino	" ..	63	7 0
	1085	Wilson's Road (£1 for £1) .. .. .	Wanganui ..	" ..	500	0 0
	1086	Wanganui River Bridge (£1 for £3), (on account of £5,000)	" ..	Wanganui ..	2,192	14 10
	1088	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	374	9 4
	1089	Supervision .. .. .	" ..	" ..	2,108	3 0
	1090	Contingencies, including unforeseen expenditure incidental to the other items of the vote	" ..	" ..	4	12 6
	1091	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	213	15 11
		Total—Taranaki .. .. .			26,409	4 0
		WELLINGTON ROAD DISTRICT—			£	s. d.
	1092	Tongoio Lagoon (deviation) .. .. .	Wairoa ..	Hawke's Bay ..	3,045	5 0
	1093	Waitara to Pohukura .. .. .	" ..	" ..	288	19 4
	1095	Brow Road .. .. .	Waipawa ..	Waipawa ..	148	10 0
	1096	Esk River Bridge (£1 for £1), (on account of £1,500)	Hawke's Bay ..	Hawke's Bay ..	600	0 0
	1097	Havelock North to Waimarama (£1 for £1)	" ..	Waipawa ..	200	0 0
	1100	Kaikora Stream Bridge .. .. .	Waipawa ..	" ..	148	14 1
	1101	Knight Road (Argyll) .. .. .	Hawke's Bay ..	" ..	50	0 0
	1104	Moteco to Omahu (£1 for £2) .. .. .	" ..	Hawke's Bay ..	50	0 0
	1105	Napier to Moawhango (£1 for £1) ..	" ..	Waipawa ..	100	0 0
	1107	Pohue to Titiokura Saddle .. .. .	Hawke's Bay and Wairoa	Hawke's Bay ..	429	2 11
	1108	Pohue-Titiokura Road (Napier-Taupo Road, £1,000), (on account)	Ditto ..	" ..	113	16 6



TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.		
		ROADS, ETC.—continued.			£	s.	d.
112	1109	WELLINGTON ROAD DISTRICT—continued. Puketitiri Hot Springs Road to Taharua Station Road (Te Matai)	Hawke's Bay ..	Hawke's Bay and Waimarino	86	7	11
	1110	Puketitiri to Hot Springs .. ..	" ..	Hawke's Bay ..	199	13	7
	1111	Puketitiri to Pakaututu Block .. ..	" ..	" ..	119	7	2
	1112	Runanga to Pohue .. ..	Hawke's Bay and Wairoa	" ..	431	12	0
	1113	Run No. 11, Kaweka Survey District (access)	Hawke's Bay ..	" ..	131	15	7
	1116	Waimarama Block roads .. ..	" ..	Waipawa ..	603	7	0
	1117	Waingongoro .. ..	" ..	" ..	693	8	0
	1119	Howse Road .. ..	Patangata ..	" ..	70	1	4
	1120	Long Range Road (£1 for £1), (on account of £1,500)	" ..	Pahiatua ..	92	0	0
	1124	Mangapurakau Stream Bridge .. ..	Waipawa ..	Waipawa ..	121	3	7
	1125	Middleton Road .. ..	Waipukurau ..	Pahiatua ..	200	0	0
	1127	Ngahape Road (£1 for £1) .. ..	Patangata ..	" ..	200	0	0
	1128	Norsewood South to Makaretu River Road	Dannevirke ..	Waipawa ..	300	0	0
	1132	Tamaki No. 1 to Law Road .. ..	" ..	" ..	309	14	6
	1133	Tangarewai River Bridge and approaches (£1 for £1)	Waipawa ..	" ..	25	0	0
	1136	Waipawa River Bridge, Waipawa (£1 for £1)	" ..	" ..	400	0	0
	1137	Waipawamate .. ..	" ..	" ..	100	0	0
	1139	Waipukurau Traffic-bridge (repairs), (£1 for £1), (on account of £750)	Waipukurau ..	" ..	750	0	0
	1143	Rangitane .. ..	Rangitikei ..	Oroua ..	100	0	0
	1144	Rangitikei Bridge (Omatane) .. ..	" ..	" ..	74	15	7
	1145	Rangitikei River Bridge and approaches (Taoroa), (£1 for £1)	" ..	" ..	350	0	0
	1146	Apiti Main South (£76, £1 for £1) ..	Kiwaita ..	" ..	58	13	0
	1147	Cliff Road (£1 for £1) .. ..	Kiwaita and Pohangina	" ..	80	0	0
	1149	Kiwaita-Tapuae Road .. ..	Kiwaita ..	" ..	150	0	0
	1151	Mangahua Road East .. ..	" ..	" ..	200	0	0
	1154	Mangapipi (£1 for £1) .. ..	" ..	" ..	249	13	0
	1155	Mangarere (£100, £1 for £1) .. ..	" ..	" ..	100	0	0
	1157	Mangoira and Hare's Road (£1 for £1) ..	" ..	" ..	135	4	6
	1162	Angora .. ..	Weber ..	Pahiatua ..	150	0	0
	1163	Ballance to Manawatu Gorge (£4, £1 for £1)	Pahiatua ..	" ..	28	1	5
	1167	Dannevirke to Herbertville, via Waipatiki (Weber County Section), (£870, £1 for £1), (on account of £1,000)	Weber ..	" ..	149	3	4
	1170	Falls Road .. ..	" ..	" ..	100	0	0
	1172	Glenora Road .. ..	Akitio ..	" ..	249	12	0
	1175	Kaituna .. ..	" ..	Pahiatua and Masterton	78	1	2
	1180	Makuri to Pongaroa (£1 for £1) .. ..	Akitio and Pahiatua	Ditto ..	196	0	7
	1181	Makuri Saddle to Pongaroa, via Rakaunui (£1 for £1)	Akitio ..	" ..	126	5	0
	1183	Mangapapa Bridge (£1 for £1) .. ..	Woodville ..	Pahiatua ..	135	0	0
	1186	Mangatoro Stream footbridge .. ..	Dannevirke ..	" ..	14	14	4
	1191	Oporae .. ..	Weber ..	" ..	200	0	0
	1194	Otawhao .. ..	Woodville ..	" ..	181	17	6
	1196	Pahiatua to Pongaroa (£1 for £1) ..	Pahiatua ..	Pahiatua and Masterton	568	2	6
	1201	Ruaroa Road to Te Rehunga .. ..	Dannevirke ..	Pahiatua ..	78	16	3
	1203	Tamaki River Road .. ..	" ..	" ..	395	19	3
	1204	Te Awaputahi Bridle-track .. ..	Weber ..	" ..	180	1	3
	1205	Te Uri (£150, £1 for £1) .. ..	Dannevirke ..	" ..	242	11	2
	1206	Top Grass Road Bridge .. ..	Woodville ..	" ..	72	1	7
	1208	Towai .. ..	Akitio and Pahiatua	" ..	145	10	8
	1209	Tunakore Bridge and approaches ..	Dannevirke ..	" ..	694	7	6
	1210	Waihi River Bridge (Lunt's) .. ..	Akitio ..	Pahiatua ..	0	2	4
	1211	Waikereru .. ..	" ..	Masterton ..	31	2	8
	1213	Waitahora .. ..	Dannevirke ..	Pahiatua ..	94	8	6
	1217	Bowen Road (South) .. ..	Eketahuna and Mauriceville	Masterton ..	213	14	9
	1222	Hinemoa to Alfredton .. ..	Masterton and Pahiatua	" ..	99	12	0
	1224	Hukanui Stream Bridge (£1 for £1) ..	Eketahuna ..	" ..	87	10	0
	1225	Hutewai .. ..	Masterton ..	" ..	29	5	0
	1228	Kakaamu (£200, £1 for £1) .. ..	" ..	" ..	150	0	0
	1230	Kopikopiko (£1 for £1) .. ..	Eketahuna ..	" ..	43	14	4
	1231	Mangaorongo .. ..	Mauriceville ..	" ..	250	0	0
	1239	Ruamahanga River Ford .. ..	Masterton ..	Masterton and Wairarapa	50	0	0
	1245	Admiral Road .. ..	Wairarapa South ..	Wairarapa ..	100	0	0
	1249	Driscoll Road (£1 for £1) .. ..	" ..	" ..	99	7	3
	1257	Kaiwhata Landing .. ..	" ..	" ..	50	0	0
	1260	Mangarai (£400, £1 for £1) .. ..	Masterton ..	Wairarapa and Masterton	400	0	0
	1261	Mangatarere .. ..	Wairarapa South ..	Wairarapa ..	100	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.		
		ROADS, ETC.— <i>continued</i> .			£	s.	d.
112	1262	WELLINGTON ROAD DISTRICT— <i>continued</i> . Masterton to Tinui (£1 for £1) .. ..	Castlepoint ..	Wairarapa ..	150	0	0
	1263	Maungahua (Kokotau), Longbush .. ..	Wairarapa South..	" ..	200	0	0
	1264	Maungaru to Fernyhurst .. ..	Masterton ..	" ..	36	17	6
	1265	Mikimiki (£48, £1 for £1) .. ..	" ..	" ..	52	0	0
	1270	Ruakokopatuna .. ..	Featherston ..	" ..	50	0	0
	1273	Waihenga Bridge (£1 for £3) .. ..	" ..	" ..	2,000	0	0
	1277	Wangaehu Valley Road (Mahupuku) .. ..	Wairarapa South and Featherston	" ..	150	0	0
	1278	Wangaehu Road (Tablelands), (£1 for £1) ..	Featherston ..	" ..	200	0	0
	1279	Whareama River to Spring Hill (£1 for £1)..	Castlepoint ..	" ..	150	0	0
	1280	Cook Road .. ..	Hutt ..	Wellington Suburbs	75	0	0
	1281	Gladstone Road .. ..	Horowhenua ..	Otaki ..	267	0	0
	1283	Hokio Road (£1 for £1) .. ..	" ..	" ..	30	12	9
	1289	Moonshine to Wainui .. ..	Hutt ..	Wellington Suburbs	100	0	0
	1290	Moonshine to Whakatatu (£1 for £1) .. ..	" ..	Ditto ..	50	0	0
	1291	Ngarara Road .. ..	Horowhenua ..	Otaki ..	100	0	0
	1295	Otaki Gorge Road (£1 for £1) .. ..	" ..	" ..	323	0	0
	1296	Otaki River protective works .. ..	" ..	" ..	150	0	0
	1299	Paraparaumu to Beach .. ..	Hutt ..	" ..	100	0	0
	1301	Plimmerton to Pahautanui .. ..	" ..	Wellington Suburbs	58	7	11
	1302	Plimmerton to Pukerua .. ..	" ..	Ditto ..	400	0	0
	1305	Rangioru .. ..	Horowhenua ..	Otaki ..	73	19	6
	1308	Tokomaru Gravel Reserve .. ..	" ..	" ..	100	0	0
	1310	Waikanae River protective works (£1 for £1)	" ..	" ..	100	0	0
	1315	Cottle Road to Normandale Road .. ..	Hutt ..	Wellington Suburbs	100	0	0
	1319	Mungaroa to Upper Hutt .. ..	" ..	Hutt ..	50	0	0
	1322	Whiteman's Valley .. ..	" ..	" ..	150	0	0
	1324	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	193	13	0
	1325	Supervision .. ..	" ..	" ..	1,051	13	6
	1326	Contingencies, including unforeseen expendi- ture incidental to the other items of the vote	" ..	" ..	Cr. 197	14	3
	1327	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	129	10	10
		Total—Wellington .. ..	" ..	" ..	£23,685	7	8
		NELSON ROAD DISTRICT—					
	1330	Elaine Bay to Hope's Section .. ..	Sounds ..	Nelson ..	48	15	5
	1332	Nelson to Rai Saddle .. ..	Waimea ..	" ..	135	0	0
	1334	Teal Valley (Upper) .. ..	" ..	" ..	100	0	0
	1338	Anahau Road .. ..	Takaka ..	Motueka ..	50	0	0
	1341	Awaroa to Totaranui .. ..	" ..	" ..	92	14	0
	1342	Bonny Doon Road .. ..	Collingwood ..	" ..	24	2	6
	1343	Bosselmann's Road (Neudorf) .. ..	Waimea ..	" ..	21	2	0
	1346	Brooklyn Valley to Riwaka River .. ..	" ..	" ..	100	0	0
	1348	Burnt Section Road .. ..	Takaka ..	" ..	31	0	0
	1350	Collingwood Main Road (£1 for £1) .. ..	Collingwood ..	" ..	31	6	11
	1353	East Road extension .. ..	Takaka ..	" ..	100	0	0
	1355	Edward Road (Lower Moutere) .. ..	Waimea ..	" ..	50	0	0
	1356	Ellis Creek Road .. ..	" ..	" ..	72	11	3
	1359	Fowler's to Painter's .. ..	Takaka ..	" ..	60	0	0
	1367	Horopito Road .. ..	Waimea ..	" ..	50	0	0
	1368	Jubilee Bridge .. ..	" ..	" ..	620	0	0
	1373	Longford Road protection .. ..	Takaka ..	" ..	80	2	6
	1384	Motueka Valley to Whangapeka .. ..	Waimea ..	" ..	105	15	0
	1385	Moutere Mud-flat .. ..	" ..	" ..	966	5	1
	1387	Neudorf to Dovedale .. ..	" ..	" ..	20	2	9
	1390	Pariwhakaoho Road .. ..	Takaka ..	" ..	60	0	0
	1391	Pohara to Terakohe .. ..	" ..	" ..	1,000	0	0
	1393	Quail Valley .. ..	Waimea ..	" ..	64	0	0
	1397	Richmond to Collingwood .. ..	Waimea, Takaka, and Collingwood	Motueka and Nelson	201	5	4
	1400	Riwaka Valley (South Branch) .. ..	Waimea ..	Motueka ..	73	6	3
	1401	Riwaka to Sandy Bay and Marahau (Coast Track) .. ..	" ..	" ..	90	0	0
	1402	Rosedale Hill Road .. ..	" ..	" ..	83	5	0
	1403	Rosedale Road .. ..	" ..	" ..	33	15	0
	1405	Salt-water Bridge .. ..	Collingwood ..	" ..	70	0	0
	1406	Setting Sun Valley Road .. ..	Waimea ..	" ..	44	0	0
	1407	Sherry Valley to Manu .. ..	" ..	" ..	140	0	0
	1409	Sherry Valley (Middle Branch) .. ..	" ..	" ..	350	0	0
	1413	Swamp Road .. ..	Collingwood ..	" ..	100	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.
		ROADS, ETC.— <i>continued.</i>			
112		NELSON ROAD DISTRICT— <i>continued.</i>			
	1415	Takaka Hill Road .. .. .	Takaka and Waimea	Motueka ..	£ s. d. 130 2 5
	1416	Takaka Main Road .. .. .	Takaka ..	" ..	100 0 0
	1422	Vant's to Bubū .. .. .	" ..	" ..	123 7 0
	1423	Wai-iti Valley (Upper) .. ..	Waimea ..	" ..	127 10 0
	1424	Waimea County flood-damage (£1 for £1) ..	" ..	Nelson and Motueka	500 0 0
	1425	Wairoa Gorge .. .. .	" ..	Motueka ..	205 0 0
	1426	Wairoa River Bridge .. .. .	" ..	" ..	171 17 6
	1427	Waitapu and Totaranui roads .. ..	Takaka ..	" ..	100 0 0
	1428	Wangapeka to Tadmor River .. ..	Waimea ..	" ..	150 0 0
	1430	Wharariki to Nguroa Station .. ..	Collingwood	" ..	104 0 10
	1432	Baigent Road .. .. .	Murchison	Buller ..	34 0 0
	1433	Braeburn Settlement (Tutaki Road) ..	" ..	" ..	100 0 0
	1435	Clay bank cutting, Buller Road .. ..	" ..	" ..	323 8 0
	1436	Owen bank cutting, Buller Road .. ..	" ..	" ..	6 15 0
	1437	Owen Junction bank .. .. .	" ..	" ..	4 1 0
	1438	Ragg Road .. .. .	" ..	" ..	208 10 0
	1439	Rait Road .. .. .	" ..	" ..	100 0 0
	1440	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	26 16 3
	1441	Supervision .. .. .	" ..	" ..	335 4 8
	1443	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	53 12 10
		Total—Nelson .. .. .	" ..	" ..	7,972 14 6
		MARLBOROUGH ROAD DISTRICT—			
	1445	Brown Stream Bridge .. .. .	Marlborough	Nelson ..	277 1 8
	1446	Carlūke Settlement .. .. .	" ..	" ..	100 0 0
	1447	Deep Creek to Dead Horse Creek .. ..	" ..	" ..	66 7 6
	1448	Elliott's Hill (regrading) .. .. .	" ..	" ..	9 13 0
	1449	Kaiaho Canal Track .. .. .	Sounds ..	Wairau ..	42 0 8
	1450	Kaūma Saddle .. .. .	Sounds and Marlborough	Nelson ..	2 14 0
	1451	Muttontown Creek Road .. .. .	Marlborough	" ..	55 16 0
	1452	Pelorus Bridge to Tinline (£50, £1 for £1) ..	" ..	" ..	91 15 9
	1453	Portage Bay to Waitaria .. .. .	Sounds ..	Wairau ..	70 0 0
	1454	Rai River Bridge and approaches (Carlūke)	Marlborough	Nelson ..	391 7 7
	1455	Rai Saddle to Havelock (£200, £1 for £1) ..	" ..	" ..	550 0 0
	1456	Wakamarina .. .. .	" ..	" ..	350 0 0
	1457	Wakamarina (West) .. .. .	" ..	" ..	85 5 6
	1458	Arapawa Island .. .. .	Sounds ..	Wairau ..	74 4 6
	1460	Beach Road to White's Bay .. .. .	" ..	" ..	100 0 0
	1461	Birch Hill Road .. .. .	Marlborough	" ..	50 0 0
	1463	Clarence Bridge (£1 for £1) .. .. .	" ..	Wairau and Hurunui	200 0 0
	1464	Clarence Bridge protective works .. ..	" ..	Ditto ..	714 2 10
	1465	Dumgree Railway-station to Upper Awatere	" ..	Wairau ..	150 0 0
	1466	Flaxbourne to Clarence River .. .. .	" ..	" ..	40 0 0
	1469	Grassmere to Kaparu .. .. .	" ..	" ..	56 0 0
	1470	Havelock to Kaituna (£1 for £1) .. ..	" ..	" ..	96 0 0
	1471	Havelock Main Road .. .. .	" ..	" ..	100 0 0
	1472	Kaituna to Onamalutu (£1 for £1) .. ..	" ..	" ..	16 18 0
	1474	Mahakipawa to Havelock .. .. .	" ..	" ..	33 12 0
	1477	Onamalutu River Bridge (£1 for £1) .. ..	" ..	" ..	443 0 0
	1478	Pioton to Grove .. .. .	" ..	" ..	270 12 0
	1480	Resolution Bay Road .. .. .	Sounds ..	" ..	2 5 0
	1481	Sounds County Tracks .. .. .	" ..	Wairau and Nelson	1 16 0
	1484	Waikakaho .. .. .	Marlborough	Wairau ..	75 0 0
	1485	Wairau flood damage (£1 for £1), (on account)	" ..	" ..	779 19 7
	1488	Wairau River Traffic-bridge (near Renwick), (£1 for £1), (on account of £5,500)	" ..	" ..	1,250 0 0
	1492	Kaikoura County flood damage (£1 for £1), (on account)	Kaikoura ..	Hurunui ..	1,074 11 3
	1494	Kowhai to Conway (Greenhills) .. ..	" ..	" ..	100 0 0
	1497	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	80 10 0
	1498	Supervision .. .. .	" ..	" ..	264 15 11
	1499	Contingencies, including unforeseen expenditure incidental to the other items of the vote	" ..	" ..	0 11 6
		Total—Marlborough .. .. .	" ..	" ..	8,066 0 3



TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<b>ROADS, ETC.—continued.</b>			£ s. d.
112	1501	<b>WESTPORT ROAD DISTRICT—</b>			
		Blackwater to Beach (Jonesville) .. ..	Buller .. ..	Motueka .. ..	50 0 0
	1503	Connor's to Oparara Beach .. ..	" .. ..	" .. ..	157 0 0
	1504	Karamea River Improvement .. ..	" .. ..	" .. ..	150 0 0
	1505	Karamea to Oparara Cemetery .. ..	" .. ..	" .. ..	200 0 0
	1506	Land of Promise to Issell's .. ..	" .. ..	" .. ..	50 0 0
	1507	Little Wanganui Inland Road to Wharf .. ..	" .. ..	" .. ..	50 0 0
	1508	Neilsen's to Glasseye Creek .. ..	" .. ..	" .. ..	88 0 0
	1509	Buller Road (loop line Nine-mile to Westport)	" .. ..	Buller .. ..	19 7 0
	1511	Carter Junction to Cape Foulwind .. ..	" .. ..	" .. ..	100 0 0
	1512	Charleston to Grey County boundary .. ..	" .. ..	" .. ..	400 0 0
	1513	Curtayne Road .. ..	" .. ..	" .. ..	200 0 0
	1515	McKenna Road .. ..	" .. ..	" .. ..	200 0 0
	1516	Organ Road .. ..	" .. ..	" .. ..	50 0 0
	1517	Three Channel Flat (Buller River protection)	" .. ..	" .. ..	200 0 0
	1518	Waimangaroa Bridge to Beach .. ..	" .. ..	" .. ..	219 0 0
	1519	Waimangaroa River Bridge .. ..	" .. ..	" .. ..	900 0 0
	1521	Supervision .. ..	" .. ..	" .. ..	315 16 8
	1523	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" .. ..	" .. ..	0 10 0
		<b>Total—Westport</b> .. ..			3,349 13 8
		<b>WESTLAND ROAD DISTRICT—</b>			
	1525	Gilmer Road .. ..	Inangahua .. ..	Buller .. ..	49 13 4
	1526	Held Road (Reefton) .. ..	" .. ..	Grey .. ..	40 12 6
	1527	Inangahua River Bridge (right-hand branch)	" .. ..	Buller .. ..	132 10 6
	1528	Larry's Creek Road .. ..	" .. ..	" .. ..	85 0 0
	1532	Cobden to Barrytown .. ..	Grey .. ..	Grey .. ..	380 0 0
	1534	Hibernian Bridge .. ..	" .. ..	" .. ..	94 10 0
	1538	Munn's Creek Bridge .. ..	" .. ..	" .. ..	159 11 6
	1540	New River Bridge (above Cameron's) .. ..	" .. ..	Westland .. ..	100 0 0
	1541	Omotumotu Bridge .. ..	" .. ..	" .. ..	162 10 9
	1543	Reefton to Railway-station (£1 for £1) .. ..	Inangahua .. ..	Grey .. ..	493 10 7
	1547	Upper Grey Road .. ..	" .. ..	Westland .. ..	176 6 8
	1548	Arahura Valley .. ..	Westland .. ..	" .. ..	120 0 0
	1549	Arthur's Pass Tunnel Road .. ..	" .. ..	" .. ..	19 0 6
	1551	Bell Hill to Kopara Lake .. ..	" .. ..	" .. ..	250 0 0
	1552	Big Wanganui River Bridge .. ..	" .. ..	" .. ..	5,053 14 1
	1553	Chesterfield to Kapitea .. ..	" .. ..	" .. ..	20 15 0
	1554	Copland Track .. ..	" .. ..	" .. ..	240 18 3
	1555	Crooked River protective works .. ..	Grey .. ..	" .. ..	50 0 0
	1556	Crooked River protective works (Porua Settlement)	" .. ..	" .. ..	100 0 0
	1557	Dorothy Falls Track .. ..	Westland .. ..	" .. ..	91 2 3
	1558	Duck Creek Bridge .. ..	" .. ..	" .. ..	300 0 0
	1560	Ferguson Road .. ..	" .. ..	" .. ..	240 5 0
	1561	Greenstone Bridge .. ..	Grey .. ..	" .. ..	408 16 5
	1562	Grey Valley to Teremakau .. ..	" .. ..	" .. ..	124 10 10
	1563	Haddock Road (improvement and extension)	Westland .. ..	" .. ..	243 9 7
	1567	Hokitika Gorge protective works .. ..	" .. ..	" .. ..	39 3 6
	1569	Inchbonnie to Lake Brunner .. ..	Grey .. ..	" .. ..	500 0 0
	1570	Kokatahi to Hokitika Gorge .. ..	Westland .. ..	" .. ..	35 0 0
	1571	Kokatahi River protective works (North Bank), (£1 for £1) .. ..	" .. ..	" .. ..	75 0 0
	1572	Kokatahi River protective works (South Bank)	" .. ..	" .. ..	100 0 0
	1573	Kokatahi roads (widening) .. ..	" .. ..	" .. ..	163 17 0
	1575	Lake Kanieri Road (widening) .. ..	" .. ..	" .. ..	10 0 0
	1576	Lake Kanieri Road bridges .. ..	" .. ..	" .. ..	55 9 1
	1578	Main South Road (deviation) .. ..	" .. ..	" .. ..	76 2 11
	1579	Martyn River Bridge .. ..	" .. ..	" .. ..	29 18 6
	1580	Mikonui to Bold Head .. ..	" .. ..	" .. ..	612 1 9
	1581	Mitchell's to Inchbonnie .. ..	Grey .. ..	" .. ..	250 0 0
	1582	Municipal Road (bridge and extension) .. ..	Westland .. ..	" .. ..	300 0 0
	1583	Murray Road extension .. ..	" .. ..	" .. ..	35 0 0
	1584	Otira Bridge (widening) .. ..	" .. ..	" .. ..	339 7 11
	1586	Roto Road (Waitangi) .. ..	" .. ..	" .. ..	123 6 0
	1587	Rotokino .. ..	" .. ..	" .. ..	192 10 0
	1589	Three-mile Bridge .. ..	Grey .. ..	" .. ..	127 13 8
	1591	Two-mile Road and extension (Arahura) .. ..	Westland .. ..	" .. ..	224 4 4
	1592	Vincent Track (Karangarua) .. ..	" .. ..	" .. ..	17 17 6
	1593	Waiho Glacier Tracks .. ..	" .. ..	" .. ..	50 0 0
	1594	Waiho River Footbridge .. ..	" .. ..	" .. ..	0 14 0
	1596	Wainihinihi Footbridge .. ..	" .. ..	" .. ..	231 2 6
	1596	Waitaha Beach Road .. ..	" .. ..	" .. ..	265 10 0



TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS, ETC.—continued.			
112		WESTLAND ROAD DISTRICT—continued.			£ s. d.
1597		Waitaha Settlement .. .. .	Westland	Westland	133 2 0
1598		Waitaha Village Road .. .. .	"	"	73 0 0
1601		Westland Ferry Service .. .. .	"	"	400 0 0
1602		Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	6 1 0
1603		Supervision .. .. .	"	"	401 2 8
1605		Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	443 4 6
		Total—Westland .. .. .			14,447 6 7
		CANTERBURY ROAD DISTRICT—			
1606		Ashley Traffic-bridge (£1 for £2), (on account)	Ashley	Kaiapoi	3,500 0 0
1607		Cheviot County flood damage (£1 for £2) ..	Cheviot	Hurunui	267 0 0
1608		Conway River to Waiau River .. .. .	"	"	100 0 0
1614		Mason River Bridge (£1 for £1) .. .. .	Amuri	"	121 16 3
1621		Waipara River Traffic-bridge (£1 for £1) ..	Waipara and Ashley	"	1,089 8 6
1623		King Edward VII Road .. .. .	Selwyn and Mount Herbert	Lyttelton	587 2 3
1624		Dyer's Pass (£1 for £1) .. .. .	Mount Herbert	"	40 0 0
1626		Lyttelton to Sumner .. .. .	"	"	200 0 0
1633		Tuahiwi Native Reserve Road (Kaiapoi), (£2 for £1)	Ashley	Kaiapoi	86 0 0
1634		Waimakariri River Bridge (Kaiapoi) .. ..	"	"	750 0 0
1636		Carney Road (£100, £1 for £1) .. .. .	Ashburton	Selwyn	95 11 2
1638		Lambie's Road .. .. .	"	"	100 0 0
1642		Clandebye Settlement roads .. .. .	Geraldine	Ashburton	288 6 10
1643		Ruapuna Settlement (Moorhouse Road), (£1 for £1)	Ashburton	Selwyn	125 0 0
1649		Birdling Flat Road (£1 for £1) .. .. .	Wairewa	Ellesmere	150 0 0
1650		Burke's Drain (£1 for £1) .. .. .	Selwyn	"	104 10 3
1651		Duvauchelles to Barry's Bay Flat (road and wharf)	Akaroa	"	250 0 0
1653		Motukarara to Green Park .. .. .	Springs	"	100 0 0
1654		O'Kain's to Little Akaloa (£1 for £1) ..	Akaroa	Lyttelton	150 0 0
1657		Back Limestone Road (£1 for £1) .. .. .	Levels	Temuka	175 0 0
1658		Beach Road (Mills Settlement), (£1 for £1) ..	Waimate	"	57 10 2
1659		Daledew (£1 for £1) .. .. .	"	"	30 0 0
1660		Fairlie to Mount Cook (bridges) .. .. .	Mackenzie	"	16 12 3
1661		Fairlie to Timaru (culverts), (£1 for £1) ..	"	"	93 0 0
1662		Fork River Bridge .. .. .	"	"	216 0 0
1663		Front Limestone Road (£1 for £1) .. .. .	Levels	"	105 0 0
1664		Greenstone Island Road .. .. .	Geraldine	"	414 1 7
1666		Lyalldale to Pleasant Valley Road (£1 for £1)	Waimate	"	74 8 10
1668		North Opuha River Bridge (£2 for £1) ..	Geraldine	Ashburton	166 0 0
1669		O'Connor Road (£1 for £1) .. .. .	Waimate	Temuka	50 0 0
1672		Riverside Road .. .. .	Mackenzie	Ashburton	186 11 3
1673		Sodwall Road (£1 for £1) .. .. .	Waimate	Temuka	81 13 0
1674		Springs Road .. .. .	Mackenzie	"	205 15 0
1675		Station Creek Bridge (£2 for £1) .. .. .	Geraldine	Ashburton	148 0 0
1676		Talbot Road (£1 for £1) .. .. .	Waimate	Temuka	80 0 0
1679		Twizel River Bridge .. .. .	Mackenzie	"	118 3 2
1680		Tycho Main Road (£1 for £1) .. .. .	Levels	"	330 0 0
1682		Cliffs Road (£1 for £1) .. .. .	"	"	120 0 0
1690		Swamp Road (Kereta), (£1 for £1) .. .. .	"	"	110 0 0
1692		Hakataramea River Bridge .. .. .	Waimate	Waitaki	37 14 0
1694		Redcliff Back Road (£1 for £1) .. .. .	"	"	25 2 0
1695		Shearer's Hill (£1 for £1) .. .. .	"	"	554 12 11
1696		Waihuna Road .. .. .	"	"	50 0 0
1697		Wallace Road .. .. .	"	"	200 0 0
1699		Supervision .. .. .	"	"	412 0 11
1700		Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	13 16 6
1701		Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	11 11 0
		Total—Canterbury .. .. .			12,187 7 10
		OTAGO ROAD DISTRICT—			
1702		Ahuriri River Bridge .. .. .	Waitaki	Waitaki	330 5 6
1703		Benmore .. .. .	"	"	100 0 0
1704		Blackcap .. .. .	"	"	100 0 0
1705		Fern Gully Road deviation .. .. .	"	"	244 2 6
1706		Kakanui River Bridge (£1 for £1) .. .. .	"	"	337 19 11



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<b>ROADS, ETC.—<i>continued.</i></b>			£ s. d.
		<b>OTAGO ROAD DISTRICT—<i>continued.</i></b>			
112	1707	Kauroo Hill Road .. .. .	Waitaki..	Waitaki ..	196 10 0
	1709	Ohau Lake Road .. .. .	" ..	" ..	227 10 0
	1711	Parson's Rock Creek Bridge (£1 for £1) .. ..	" ..	" ..	250 0 0
	1712	Sailor's Cutting (Omarama) .. ..	" ..	" ..	150 0 0
	1715	Ardgowan .. .. .	" ..	" ..	200 0 0
	1716	Dunback to Macraes .. .. .	Waihemo ..	Oamaru ..	173 10 0
	1717	Dunback to Pigroot .. .. .	" ..	" ..	238 18 7
	1718	Heathfield to Allandale Coal-pit .. ..	" ..	" ..	194 2 6
	1719	Hillgrove to Port Moeraki .. ..	Waitaki..	" ..	100 0 0
	1721	Moeraki Native Reserve Road .. ..	" ..	" ..	121 8 0
	1722	Muddy Creek to county boundary .. ..	Waihemo ..	" ..	23 18 10
	1724	Port Moeraki Road .. .. .	Waitaki..	" ..	100 0 0
	1725	Puketapu Road .. .. .	Waihemo ..	" ..	100 0 0
	1726	Razorback Pass Road to Shag Valley .. ..	Waitaki..	Waitaki ..	95 10 0
	1728	Alexandra to Spring Vale .. .. .	Vincent..	Otago Central	50 0 0
	1733	Clyde to Hawkesburn .. .. .	" ..	Wakatipu ..	200 0 0
	1735	Crookston to Heriot (£1 for £1) .. ..	Tuapeka ..	Otago Central..	100 0 0
	1737	Edievale to Raes Junction (£1 for £1) .. ..	" ..	" ..	150 0 0
	1738	German Hill (Ida Valley) .. .. .	Vincent ..	" ..	100 0 0
	1744	Matakanui to Disputed Spur .. .. .	" ..	" ..	100 0 0
	1748	Woodend Hill Road .. .. .	Tuapeka ..	" ..	150 0 0
	1749	Arrow to Crown Range Saddle (£97, £1 for £1) ..	Lake ..	Wakatipu ..	52 10 0
	1752	Cardrona to Mount Barker .. .. .	" ..	" ..	54 1 9
	1753	Cardrona to Pembroke .. .. .	" ..	" ..	97 13 6
	1756	Garston to Black Bridge .. .. .	" ..	" ..	100 0 0
	1757	Greenstone River Bridge .. .. .	" ..	" ..	101 8 0
	1758	Greenstone River Suspension Bridge .. ..	" ..	" ..	15 15 6
	1760	Lake Harris to Lake Howden .. .. .	" ..	" ..	98 11 9
	1761	Paradise to Routeburn .. .. .	" ..	" ..	65 0 0
	1764	Rocky Point to Lindis River .. .. .	Vincent ..	" ..	250 0 0
	1767	Vincent County flood damage .. .. .	" ..	" ..	500 0 0
	1768	Beach Road to Camp .. .. .	Peninsula ..	Chalmers ..	50 0 0
	1770	Boundary Road (between West Harbour Borough and Waikouaiti County)	Waikouaiti ..	" ..	99 19 6
	1772	Campbell Road .. .. .	" ..	Dunedin North	100 0 0
	1773	Camp to Portobello .. .. .	Peninsula ..	Chalmers ..	200 0 0
	1776	Dick Road .. .. .	" ..	" ..	100 0 0
	1780	Henry's Bush Road .. .. .	Waikouaiti ..	" ..	50 0 0
	1781	Heyward's Point Road .. .. .	" ..	" ..	50 0 0
	1782	Holmes Bush Road .. .. .	" ..	" ..	50 0 0
	1784	Hooper's Inlet (west side) .. .. .	Peninsula ..	" ..	150 0 0
	1785	Karetai Road .. .. .	" ..	" ..	94 0 0
	1786	Karitane Creamery to Merton Railway-station	Waikouaiti ..	Oamaru ..	75 0 0
	1789	Manse Road .. .. .	" ..	" ..	100 0 0
	1796	Pigeon Flat Road (£1 for £1) .. .. .	" ..	Chalmers ..	25 0 0
	1799	Portobello Road (£150, £1 for £1) .. ..	Peninsula ..	" ..	100 0 0
	1800	Port Chalmers to Blueskin (£1 for £1) .. ..	Waikouaiti ..	" ..	50 0 0
	1801	Puketiraki to Beach .. .. .	" ..	Oamaru ..	50 0 0
	1802	Puketiraki Native Reserve .. .. .	" ..	" ..	94 6 0
	1803	Purakanui Bay Road .. .. .	" ..	" ..	100 0 0
	1806	Quarry Road .. .. .	" ..	" ..	92 13 4
	1809	Sandymount Road .. .. .	Peninsula ..	Chalmers ..	100 0 0
	1810	School Road (Anderson's Bay) .. .. .	" ..	" ..	600 0 0
	1812	Sheep-yards to Merton Railway-station .. ..	Waikouaiti ..	Oamaru ..	99 18 9
	1813	Stringer Road .. .. .	" ..	" ..	100 0 0
	1816	Tommy's Flat Creek Bridge (£1 for £1) .. ..	" ..	" ..	50 5 0
	1817	Turnbull Hill .. .. .	Peninsula ..	Chalmers ..	49 17 4
	1819	Waitati to Waikari .. .. .	Waikouaiti ..	Oamaru ..	184 10 0
	1821	Warrington Township roads .. .. .	" ..	" ..	100 0 0
	1822	West Harbour Road .. .. .	" ..	Chalmers ..	250 0 0
	1824	Fraser Road, Kaikorai .. .. .	Taieri ..	" ..	150 0 0
	1829	Berwick to Lakeside (£1 for £1) .. ..	Bruce ..	Otago Central	60 0 0
	1831	Blackhead Road .. .. .	Taieri ..	Chalmers ..	200 0 0
	1834	Brighton to Taieri Mouth .. .. .	" ..	" ..	200 0 0
	1835	Brighton to Main Road .. .. .	" ..	" ..	400 0 0
	1836	Castle Hill to Barewood .. .. .	" ..	Otago Central..	172 16 0
	1839	Clarendon to Maryhill .. .. .	Bruce ..	Bruce ..	100 0 0
	1840	Clarendon S.D., Blocks VI and XI .. ..	" ..	" ..	60 0 0
	1842	Craigie Road .. .. .	" ..	" ..	50 0 0
	1844	Green Island to Taieri Mouth .. .. .	Taieri ..	Chalmers ..	200 0 0
	1845	Kaikorai Valley roads .. .. .	" ..	Chalmers, Dunedin Central, and Dunedin West	500 0 0
	1849	Maungatua Hill (£1 for £1) .. .. .	Taieri ..	Otago Central	100 0 0
	1850	Middlemarch to Moonlight .. .. .	" ..	" ..	200 0 0
	1856	McLaren's Gully Road .. .. .	" ..	Chalmers ..	200 0 0
	1857	Outram to Middlemarch .. .. .	" ..	Otago Central..	300 0 0
	1864	Taieri Mouth Bridge .. .. .	Taieri and Bruce..	Bruce and Chalmers	3,414 5 11



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.		
		ROADS, ETC.— <i>continued.</i>			£	s.	d.
112	1865	OTAGO ROAD DISTRICT— <i>continued.</i>			470	1	9
	1866	Taieri River Bridge (Hindon) .. ..	Taieri ..	Otago Central ..	50	0	0
	1868	Taieri River to Scenic Reserve .. ..	.. ..	Chalmers ..	54	3	1
	1869	Waihola to Ouseburn Valley (£1 for £1) ..	Bruce ..	Bruce ..	73	0	7
	1870	Waipori to Lee Flat (£1 for £1) .. ..	Tuapeka ..	Otago Central ..	250	0	0
	1872	Whare Flat to Silverstream .. ..	Taieri ..	Chalmers ..	138	6	8
	1872	Benhar to Stirling (£1 for £1) .. ..	Bruce ..	Bruce ..	145	3	6
	1873	Black Bridge (Milton), (£1 for £1) ..	.. ..	.. ..	61	18	3
	1874	Blackburn Creamery Road (£1 for £1) ..	.. ..	.. ..	100	0	0
	1878	Clutha River Board (£1 for £1) .. ..	.. ..	.. ..	100	0	0
	1884	Inch-Clutha (Block I, Sections 1 and 2) ..	.. ..	.. ..	100	0	0
	1885	Inch-Clutha protective works .. ..	.. ..	Clutha ..	100	0	0
	1887	Lakeside to Stirling (Morrison's) .. ..	.. ..	Bruce ..	50	0	0
	1889	Lawrence to Waitahuna (main road) ..	.. ..	.. ..	100	0	0
	1891	Lovell's Flat to Upper Barnego (£1 for £1) ..	Tuapeka ..	.. ..	150	0	0
	1894	Milton to Canada Reef .. ..	Bruce ..	.. ..	100	0	0
	1896	Mount Steep Road .. ..	.. ..	.. ..	100	0	0
	1898	Pukepito to Waitahuna Bridge .. ..	.. ..	.. ..	50	0	0
	1899	Railway to Docherty's Bridge (£1 for £1) ..	Tuapeka ..	.. ..	48	19	8
	1903	Tuapeka Flat Hotel to Labe's Bridge (£1 for £1) ..	.. ..	.. ..	50	0	0
	1904	Tuapeka Mouth Bridge (£1 for £1) .. ..	.. ..	.. ..	250	0	0
	1905	Tuapeka West to Tuapeka Mouth .. ..	.. ..	.. ..	200	0	0
	1907	Waitahuna Bridge (Upper) .. ..	.. ..	.. ..	200	0	0
	1908	Waitahuna to Greenfield, <i>via</i> Polson's Creek (£1 for £1) ..	.. ..	.. ..	100	0	0
	1909	Waitahuna to Greenfield, <i>via</i> river .. ..	.. ..	.. ..	100	0	0
	1912	Ahuriri to Cannibal Bay .. ..	Clutha ..	Clutha ..	100	0	0
	1913	Back Creek Road .. ..	.. ..	.. ..	17	5	0
	1914	Beaumont to Tuapeka Mouth .. ..	Tuapeka ..	Bruce ..	100	0	0
	1916	Catlin's Railway-station to Catlin's Bridge ..	Clutha ..	Clutha ..	50	0	0
	1917	Chloris Pass .. ..	.. ..	.. ..	30	0	0
	1918	Clinton to Tapanui (£1 for £1) .. ..	.. ..	.. ..	75	0	0
	1921	Glenomaru, Block VII .. ..	.. ..	.. ..	100	0	0
	1927	Katea Dairy Factory to Eason's .. ..	.. ..	.. ..	109	7	6
	1928	Logan Road .. ..	.. ..	.. ..	50	0	0
	1929	Martin Road .. ..	.. ..	.. ..	50	0	0
	1930	McKenzie Road (Blocks IX and X, Glenomaru) ..	.. ..	.. ..	37	17	6
	1932	Millar Road .. ..	.. ..	.. ..	67	13	0
	1937	Papatowai to Long Beach Creek .. ..	.. ..	.. ..	60	0	0
	1939	Pomahaka S.D. (west side of Sections 48 and 49, Block XI), (£1 for £1) ..	.. ..	.. ..	75	0	0
	1940	Pomahaka S.D. (west side of Sections 46 and 47, Block XI), (£1 for £1) ..	.. ..	.. ..	25	0	0
	1941	Pounawea .. ..	.. ..	.. ..	100	0	0
	1943	Ratanui to Papatowai .. ..	.. ..	.. ..	169	7	0
	1944	Rimu S.D., Block XIV (access) .. ..	.. ..	.. ..	245	19	6
	1945	Rongohere to Blue Mountain Sawmills ..	Tuapeka ..	.. ..	100	0	0
	1946	Seafield Road .. ..	Clutha ..	.. ..	24	12	6
	1952	Tahakopa Valley .. ..	.. ..	.. ..	41	15	0
	1953	Taumata Settlement to Clinton (£10, £1 for £1) ..	.. ..	.. ..	109	8	7
	1955	Waipahi to Pomahaka (£1 for £1) .. ..	.. ..	.. ..	50	0	0
	1956	Waipahi to Pukerau (Otago District Section) ..	.. ..	.. ..	100	0	0
	1959	Supervision .. ..	.. ..	.. ..	595	9	1
	1960	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	.. ..	.. ..	6	14	9
	1961	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	.. ..	.. ..	71	13	4
		Total—Otago .. ..	.. ..	.. ..	20,545	4	5
		SOUTHLAND ROAD DISTRICT—			£	s.	d.
	1962	Balfour to Waimea (£1 for £1) .. ..	Southland ..	Wakatipu ..	50	0	0
	1963	Chatton to Maitland Road (£1 for £1) .. ..	.. ..	.. ..	50	0	0
	1964	Glenure to Josephville (£1 for £2) .. ..	.. ..	.. ..	100	0	0
	1967	Steffen Road (£1 for £1) .. ..	.. ..	.. ..	74	16	10
	1969	Waimea Stream Bridge (£1 for £1) .. ..	.. ..	.. ..	100	0	0
	1970	Waimea Valley Road (£1 for £1) .. ..	.. ..	.. ..	200	0	0
	1972	Brunton Road (Waikawa) .. ..	.. ..	Clutha ..	28	8	0
	1973	Calder and Leonard Road (£1 for £1) .. ..	.. ..	.. ..	110	0	0
	1974	Mitchell Road (Glenham), (£1 for £1) ..	.. ..	.. ..	52	14	8
	1975	Mokoreta Dairy Factory Road .. ..	.. ..	.. ..	100	0	0
	1976	Mokoreta Main Road (£1 for £1) .. ..	.. ..	.. ..	150	0	0
	1978	Tokonui to Haldane .. ..	.. ..	.. ..	600	0	0
	1980	Waikawa River Bridge (Troup's) .. ..	.. ..	.. ..	100	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.
		ROADS, ETC.— <i>continued.</i>			
112		SOUTHLAND ROAD DISTRICT— <i>continued.</i>			
1982		Alton No. 3 Block roads .. ..	Wallace..	Wallace ..	675 5 0
1991		Bluff Harbour Endowment Road (£1 for £1) ..	Southland	" ..	100 0 0
1992		Cameron Road (Maori Hill) .. ..	Wallace..	" ..	200 0 0
1996		Clark Road, Heddon Bush (£1 for £1) .. ..	" ..	" ..	35 0 0
1997		Clifden to Lillburn .. ..	" ..	" ..	100 0 0
1998		Clifden to Lower Ferry (£1 for £1) .. ..	" ..	" ..	50 0 0
1999		Clifden to Otautau (£1 for £1) .. ..	" ..	" ..	30 15 0
2000		Cochrane Road .. ..	" ..	" ..	75 0 0
2004		Dipton to Hamilton Burn .. ..	Wallace and Southland	" ..	100 0 0
2009		Factory Road (Boggy Burn) .. ..	Southland	Awarua ..	150 0 0
2012		Flynn Road (Waikouru), (£1 for £1) .. ..	Wallace..	Wallace ..	50 0 0
2020		Hardwick Road .. ..	" ..	" ..	50 0 0
2021		Heddon Bush (new road), (£1 for £1) .. ..	" ..	" ..	25 0 0
2022		Heel and Mitchell Road (£1 for £1) .. ..	" ..	" ..	50 0 0
2023		Hill Road .. ..	" ..	" ..	41 0 6
2026		Kirkpatrick Road (£1 for £1) .. ..	" ..	" ..	25 0 0
2027		Koromiko (Merrivale) .. ..	" ..	" ..	75 0 0
2030		Lindsay's Calcium Road (£1 for £1) .. ..	" ..	" ..	50 0 0
2031		Line of Hundreds (east of railway), (£50, £1 for £1) .. ..	" ..	" ..	50 0 0
2032		Line of Hundreds (west of railway) .. ..	" ..	" ..	100 0 0
2037		Longwood, Block XVII (Sections 12, 14, and 15) .. ..	" ..	" ..	90 0 0
2040		Manuka Road (£1 for £1) .. ..	" ..	" ..	72 8 1
2041		Marshall Road (£1 for £1) .. ..	" ..	" ..	50 0 0
2047		Mossburn to Hamilton Burn (£1 for £1) .. ..	" ..	" ..	40 0 0
2048		Mossburn to Lumsden (£1 for £1) .. ..	" ..	" ..	50 0 0
2049		Mossburn to Murray Creek (£1 for £1) .. ..	" ..	" ..	50 0 0
2051		Muir Road (Waicolo), (£1 for £1) .. ..	" ..	" ..	100 0 0
2056		Nightcaps to Wrey's Bush (£1 for £1) .. ..	" ..	" ..	50 0 0
2058		O'Connell Road (£1 for £1) .. ..	" ..	" ..	52 11 9
2059		Ohai Stream Road .. ..	" ..	" ..	300 0 0
2061		Orawia Stream Bridge .. ..	" ..	" ..	250 0 0
2062		Orawia to Tuatapere (£100, £1 for £1) .. ..	" ..	" ..	143 2 7
2068		Riley and McCleery Road .. ..	" ..	" ..	102 0 4
2069		Riverton Harbour Endowment Road (£1 for £1) .. ..	" ..	" ..	60 0 0
2070		Ronald Road (Wairio), (£1 for £1) .. ..	" ..	" ..	50 0 0
2072		Scott's Gap (Lower), (£1 for £1) .. ..	" ..	" ..	100 0 0
2074		Smith Road (£1 for £1) .. ..	" ..	" ..	50 0 0
2075		South Hillend Bridge (£1 for £1) .. ..	Southland	" ..	250 0 0
2077		Sutherland Road (£1 for £1) .. ..	Wallace..	" ..	50 0 0
2079		Swale and Cowie Road .. ..	Southland	Awarua ..	100 0 0
2080		Waiau, Block XI .. ..	Wallace..	Wallace ..	90 0 0
2081		Waiau, Blocks XIII and XIV (main roads) .. ..	" ..	" ..	121 1 1
2082		Waiau River Bridge (Tuatapere) .. ..	" ..	" ..	592 6 3
2083		Wairio to Birchwood .. ..	" ..	" ..	100 0 0
2086		Watson's Road (£1 for £1) .. ..	" ..	" ..	25 0 0
2089		Brown's to Morton Mains (£1 for £1) .. ..	Southland	Mataura ..	50 0 0
2090		Bushy Park Road (£1 for £1) .. ..	" ..	Wakatipu ..	50 0 0
2095		Crawford's deviation (£1 for £1) .. ..	" ..	Mataura ..	83 11 6
2098		Croyden Village Road .. ..	" ..	Wakatipu ..	100 0 0
2100		Edendale to Dacre (£1 for £1) .. ..	" ..	Mataura ..	100 0 0
2103		Horne Road .. ..	" ..	" ..	100 0 0
2104		Invercargill, Block VII (Sections 14 to 18), (£1 for £1) .. ..	" ..	" ..	100 0 0
2107		Junction to Dacre (£1 for £1) .. ..	" ..	" ..	75 0 0
2108		Kennington to Waimatua .. ..	" ..	" ..	100 0 0
2109		Mabel, Blocks IV and V (£1 for £1) .. ..	" ..	" ..	50 0 0
2111		Mandeville to Retreat .. ..	" ..	Wakatipu ..	100 0 0
2112		Margaret Road (Longbush), (£1 for £1) .. ..	" ..	Mataura ..	75 0 0
2115		Mokotua School to Church (£1 for £1) .. ..	" ..	" ..	85 19 6
2116		Mona Bush Road (£1 for £1) .. ..	" ..	" ..	75 0 0
2117		Morton Mains to Gorge (£1 for £1) .. ..	" ..	" ..	100 0 0
2118		Morton Mains to Kamahi (£1 for £1) .. ..	" ..	" ..	100 0 0
2119		McFadzien's Road (Mabel), (£1 for £1) .. ..	" ..	" ..	100 0 0
2120		McKercher Road (Longbush), (£1 for £1) .. ..	" ..	" ..	75 0 0
2123		Oteramika, Block IX (Sections 35 to 36) .. ..	" ..	" ..	99 4 8
2126		Scenic Reserve Road (Lothian Hundred), £1 for £1) .. ..	" ..	" ..	65 0 0
2127		Seaward Downs to Gorge Road .. ..	" ..	" ..	200 0 0
2128		Shank Road (Tuturau), (£1 for £1) .. ..	" ..	" ..	50 0 0
2132		Trotter Road (£1 for £1) .. ..	" ..	" ..	75 0 0
2135		Waimumu to Gore (deviation), (£1 for £1) .. ..	" ..	" ..	100 0 0
2138		Wells Road (Titipua), (£1 for £1) .. ..	" ..	" ..	50 0 0
2145		Kingswell Creek Drain .. ..	" ..	Invercargill ..	100 0 0
2146		Moulson Road .. ..	" ..	" ..	150 0 0
2149		Scott Road (Seaward Bush) .. ..	" ..	" ..	100 0 0
2155		Blackler Road (Otahute) .. ..	" ..	Awarua ..	100 0 0



TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS, ETC.—continued.			£ s. d.
112	2157	SOUTHLAND ROAD DISTRICT—continued. Bluff Main Road .. .. .	Southland ..	Awarua ..	120 0 0
	2159	Bragg Road .. .. .	Stewart Island ..	" ..	19 5 0
	2160	Bransholme to River (£1 for £1) ..	Southland ..	" ..	30 0 0
	2161	Bridge Inn North (£1 for £1) ..	" ..	" ..	100 0 0
	2164	Brown Road, through Lora Gorge ..	" ..	" ..	150 0 0
	2173	Dawson's to Popotiku .. .. .	Stewart Island ..	" ..	75 0 0
	2174	Ditch Road (Mason's Bay) .. .. .	" ..	" ..	187 0 0
	2176	Duck Creek Road .. .. .	Southland ..	" ..	44 10 0
	2177	Dunn's Road .. .. .	" ..	" ..	100 0 0
	2178	East Winton (Blocks III and VIII) ..	" ..	" ..	110 0 0
	2179	Elgan Terrace .. .. .	" ..	" ..	13 0 0
	2180	Elles Road Extension .. .. .	" ..	Invercargill ..	100 0 0
	2182	Flagstaff Road .. .. .	" ..	Awarua ..	177 7 3
	2183	Flora Road (Makarewa Township) ..	" ..	" ..	100 0 0
	2184	Forest Hill Hundred (Section 256 to Railway) ..	" ..	" ..	200 0 0
	2185	Forest Hill Hundred (Sections 370 and 381) ..	" ..	" ..	150 0 0
	2190	Ford to Bay Road (£1 for £1) .. ..	" ..	" ..	100 0 0
	2191	Fosbender Road .. .. .	" ..	" ..	200 0 0
	2192	Gerrard and Thompson Road (£1 for £1) ..	" ..	" ..	50 0 0
	2195	Grove Bush Factory Road (£1 for £1) ..	" ..	" ..	100 0 0
	2196	Grove Bush Road (McIntyre's Corner) ..	" ..	" ..	50 0 0
	2197	Half-moon Bay to Mill Creek .. .. .	Stewart Island ..	" ..	47 0 0
	2199	Hamilton and Wishart's Road (Ryal Bush), (£1 for £1) .. .. .	Southland ..	" ..	100 0 0
	2200	Harold's Road .. .. .	Stewart Island ..	" ..	160 3 0
	2205	Horseshoe Bay Back Road .. .. .	" ..	" ..	215 9 6
	2209	Invercargill Hundred, Block XXI (east side) ..	Southland ..	" ..	148 18 5
	2213	Kaipipi Road .. .. .	Stewart Island ..	" ..	220 8 0
	2214	King Road (Hokonui) .. .. .	Southland ..	" ..	100 0 0
	2215	Kingswell Creek to Tisbury Siding (drain) ..	" ..	" ..	149 18 5
	2216	Layard Road .. .. .	" ..	Invercargill ..	100 0 0
	2218	Lee Bay to Bob's Point .. .. .	Stewart Island ..	Awarua ..	31 0 0
	2219	Lee Roa Block XXII (Invercargill Hundred) ..	Southland ..	" ..	25 0 0
	2220	Lee Bay Junction .. .. .	Stewart Island ..	" ..	25 0 0
	2221	Leggett Road (£1 for £1) .. .. .	Southland ..	" ..	37 0 0
	2222	Lind's Bridge to Makarewa River (£1 for £1) ..	" ..	" ..	75 0 0
	2224	Lochiel Main Road to Wilson's Crossing ..	" ..	" ..	500 0 0
	2228	Main Road North .. .. .	" ..	" ..	23 0 0
	2235	Mason Bay Road .. .. .	Stewart Island ..	" ..	233 10 0
	2238	Murchison Road (Springhills) .. .. .	Southland ..	" ..	150 0 0
	2241	McGregor Road (Forest Hill) .. .. .	" ..	" ..	100 0 0
	2242	McLeod and McDowell's Road (£1 for £1) ..	" ..	" ..	25 0 0
	2243	McNeil and Clark Road (£1 for £1) .. ..	" ..	" ..	50 0 0
	2244	New River Bridge approaches (West Plains) ..	" ..	" ..	32 10 0
	2246	New River Estuary Road (south wall) ..	" ..	" ..	160 7 11
	2253	Oreti Bridge (£1 for £1) .. .. .	Southland ..	" ..	150 0 0
	2255	Oughton to Weir's Road (£1 for £1) ..	" ..	" ..	73 8 6
	2259	Ritchie Road .. .. .	" ..	" ..	100 0 0
	2260	Ruggedy to Mason's Track .. .. .	Stewart Island ..	" ..	60 0 0
	2262	Ryan Creek Road .. .. .	" ..	" ..	143 18 6
	2263	Ryan Road (Oreti) .. .. .	Southland ..	" ..	132 8 10
	2264	Ryan Road (Taringatura), (£1 for £1) ..	" ..	" ..	100 0 0
	2266	Spar Bush Hall Road (£1 for £1) .. ..	" ..	" ..	50 0 0
	2268	Springhills Crossing to Section 315, Forest Hill Hundred .. .. .	" ..	" ..	150 0 0
	2271	Stewart Island Main Road .. .. .	Stewart Island ..	" ..	96 7 6
	2272	Sweet Road .. .. .	Southland ..	" ..	25 0 0
	2276	Tobin's Channel Bridge .. .. .	" ..	" ..	150 0 0
	2277	Tobin Road .. .. .	" ..	" ..	100 0 0
	2278	Tourist roads (Stewart Island) .. .. .	Stewart Island ..	" ..	195 17 6
	2284	West Plains Main Road (Fowler's to Leonard's) ..	Southland ..	" ..	100 0 0
	2288	Winton Cemetery Cutting (£1 for £1) ..	" ..	" ..	50 0 0
	2289	Winton Creek Channel (Upper) .. .. .	" ..	" ..	Cr. 50 0 0
	2290	Winton, Block I, Sections 3 and 4 (outfall drain) .. .. .	" ..	" ..	51 15 0
	2294	Winton to Mataura (between Sections 151 and 297, Forest Hill Hundred) ..	" ..	" ..	200 0 0
	2297	Supervision .. .. .	" ..	" ..	308 7 1
	2298	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	4 18 6
	2299	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	73 7 6
		Total—Southland .. .. .	..	..	16,446 2 2
		General—			
2300		Advertising tenders, and other initial expenses not fairly chargeable to a specific item ..	..	..	49 17 2
2301		Compensation for injuries to employees while in discharge of their duties, and contingent expenses in connection with same ..	..	..	811 19 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.
		ROADS, ETC.— <i>continued.</i>			£ s. d.
112	2302	General— <i>continued.</i> Engineering surveys .. .. .	..	..	360 13 6
	2303	Expenses incidental to the maintenance and improvement of roads .. .. .	..	..	2,622 3 4
	2304	Plant not chargeable to any particular work .. .. .	..	..	208 11 9
	2305	Roadmen's huts, store-rooms, &c. .. .. .	..	..	283 4 7
	2306	Stone-crushers and road-making plant .. .. .	..	..	525 11 6
	2307	Payment to R. Parr and J. Troughton for roadwork (Awakino), as recommended by the Public Petitions Committee .. .. .	..	..	116 18 6
		Total—General. . . . .	..	..	4,979 0 2
		Vote No. 112—Total for 1911–12. . . . .	..	..	215,827 1 5
		BACKBLOCKS ROADS, ETC.			
113		NORTH AUCKLAND ROAD DISTRICT—			
	2	Auckland Special Settlement to Mangakahia .. .. .	Hokianga	Bay of Islands	149 5 6
	3	Awanui to Mangatete, <i>via</i> Oturu Block .. .. .	Mangonui	..	99 5 5
	4	Awanui to Mangonui, <i>via</i> Taipa .. .. .	..	..	138 2 0
	5	Awaroa Stream Bridge (on account) .. .. .	Hokianga	..	175 9 4
	6	Awaroa to Onetoki .. .. .	..	..	148 17 4
	8	Broadwood to Herekino. . . . .	..	..	340 4 3
	9	Broadwood to Motukaraka .. .. .	..	..	92 10 0
	10	Broadwood to Runaruna .. .. .	..	..	192 14 3
	11	Broadwood to Takahue .. .. .	Mangonui and Hokianga	..	174 0 0
	13	Duncan Road .. .. .	Mangonui	..	215 7 3
	14	Great North Road to Otukai .. .. .	..	..	43 15 0
	15	Haha .. .. .	Hokianga	..	199 12 6
	17	Harnett Road .. .. .	..	..	150 0 0
	18	Herekino to Kaitaia .. .. .	Mangonui	..	61 10 0
	19	Herekino to Whangape .. .. .	Hokianga	..	44 12 6
	20	Horeke to Taheke, <i>via</i> Section I, Block XII, Mangamuka Survey District .. .. .	..	..	50 0 0
	21	Huahua to Mangakino .. .. .	..	..	130 7 10
	22	Huehue .. .. .	..	..	99 15 0
	23	Huehue Block to Punakitere Settlement Road .. .. .	..	..	99 15 3
	24	Humphrey Road .. .. .	..	..	61 14 7
	26	Jordan Bridge to Ramarama .. .. .	Whangarei	..	100 0 0
	27	Kaero to Upokarau Valley .. .. .	Whangaroa	..	12 0 0
	28	Kaikohe to Huehue .. .. .	Hokianga and Bay of Islands	..	199 14 6
	29	Kaikohe to Mangakahia Church .. .. .	Ditto	..	892 19 1
	30	Karaka to Rotokakahi Block .. .. .	Hokianga	..	120 10 6
	31	Katui to Marlborough Settlement .. .. .	..	..	166 3 6
	32	Katui to Waipoua .. .. .	..	..	149 19 10
	34	Kohe to Awaite Road .. .. .	..	..	100 0 0
	35	Kohukohu to Motukaraka, <i>via</i> Runa Valley .. .. .	..	..	175 15 3
	36	Kohumaru .. .. .	Mangonui	..	285 2 9
	37	Mangakahia Bridge to Mangakahia Church .. .. .	Whangarei, Hokianga, and Bay of Islands	..	1,558 18 9
	40	Mangakahia Road bridges .. .. .	Whangarei	..	1 1 6
	42	Mangamuka to Victoria Valley .. .. .	Hokianga and Mangonui	..	476 16 0
	43	Mangatu to Katui .. .. .	Hokianga	..	29 13 0
	44	Mangonui to Kohumaru Block, <i>via</i> Kenana .. .. .	Mangonui	..	352 13 0
	45	Mangonuiowae River protection .. .. .	Hokianga	..	174 13 6
	46	Mangonuiowae Stream Bridge (Rotokakahi) .. .. .	..	..	383 5 10
	47	Matawherohia to Kaero .. .. .	Whangaroa	..	100 0 0
	48	Maungataniwha Block VI (access to Sections 2 and 3) .. .. .	Mangonui	..	56 0 0
	49	Motukaraka Creamery Road .. .. .	Hokianga	..	184 6 2
	50	Newton Road .. .. .	..	..	99 11 4
	51	Okaharu .. .. .	..	..	150 0 0
	53	Okaihau to Kaikohe .. .. .	Bay of Islands	..	479 5 7
	55	Omawhahe Block roads .. .. .	..	..	48 18 0
	56	Opouteke Block (access road) .. .. .	Hokianga	..	216 2 2
	57	Opouteke to Mangakahia .. .. .	..	..	200 0 0
	58	Opouteke Road .. .. .	..	..	100 0 0
	60	Oruaiti Block Road .. .. .	Mangonui	..	81 7 0
	61	Oruru to Kohumaru .. .. .	..	..	150 2 9
	62	Otaua .. .. .	Hokianga	..	99 10 8
	63	Otukai to Mangatete, <i>via</i> Creamery Reserve .. .. .	Mangonui	..	54 0 0
	64	Oue to Wharekawa Point .. .. .	Hokianga	..	100 0 0
	65	Paewhenua Bridge .. .. .	Mangonui	..	166 7 10
	66	Pakanae Block Road .. .. .	Hokianga	..	241 7 6
	67	Pakotai .. .. .	..	..	120 0 0
	69	Pirikaha .. .. .	Mangonui	..	199 18 9
	70	Raetea Block Road .. .. .	..	..	50 0 0



TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		BACKBLOCKS ROADS, ETC.—continued.			
113		NORTH AUCKLAND ROAD DISTRICT—continued.			£ s. d.
	71	Raparapahoe .. .. .	Hokianga ..	Bay of Islands	99 12 10
	72	Roderick Road .. .. .	" ..	"	199 10 7
	74	Takahue to Herekino .. .. .	Mangonui ..	"	4 0 0
	75	Takahue S.D., Block IV (access) .. .. .	" ..	"	68 11 0
	76	Takahue S.D., Block VI (access to Sections 13, 15, and 16)	" ..	"	100 0 0
	77	Takahue S.D., Block X (access) .. .. .	" ..	"	89 18 7
	78	Takahue S.D., Block XV (access) .. .. .	" ..	"	50 0 0
	79	Takitu .. .. .	Hokianga ..	"	197 18 0
	80	Tapuketaru .. .. .	" ..	"	196 0 0
	81	Tarawhati Block Road .. .. .	" ..	"	43 15 9
	82	Te Karae Block (£1 for £3), (on account of £2,586)	" ..	"	Cr. 1,923 9 4
	83	Te Puia Bridge .. .. .	" ..	"	39 16 4
	84	Te Rio River Bridge .. .. .	Mangonui ..	"	71 5 0
	85	Tutamoe S.D., Block V (access to Section 10)	Hokianga ..	"	35 18 5
	86	Underwood Road .. .. .	" ..	"	46 2 2
	87	Waiharara to Hohoura .. .. .	Mangonui ..	"	9 0 0
	88	Waimamaku to Opanaki-Hokianga Road ..	Hokianga ..	"	249 19 2
	89	Waima to Opouteke .. .. .	" ..	"	245 19 6
	90	Waimatanui .. .. .	" ..	"	1,000 0 0
	91	Waiote-Kumarau .. .. .	" ..	"	260 13 8
	93	Waiotemarama .. .. .	" ..	"	299 7 9
	94	Waipoua S.D., Section 26, Block XI (access)	" ..	"	93 14 4
	95	Wairau Block (access) .. .. .	" ..	"	199 14 8
	96	Waoku Extension Block (access) .. .. .	" ..	"	198 7 8
	97	Waoku S.D. (access to Section 80, Block IX)	" ..	"	99 11 4
	98	Whakapaku roads .. .. .	Mangonui ..	"	50 0 0
	99	Whangape to Mangonuiowae, via Rotokakahi Block	Hokianga ..	"	47 2 4
	100	Whangape Track .. .. .	" ..	"	96 14 9
	101	Whangape to Whakarapa .. .. .	" ..	"	96 4 10
	104	Maungaturoto to Cove, via Rowsell's ..	Whangarei and Otamatea	Marsden ..	199 19 9
	105	Poroti to Tangiteroria .. .. .	Whangarei ..	" ..	100 0 0
	106	Tauranui Bush Road .. .. .	" ..	" ..	50 0 0
	108	Supervision .. .. .	" ..	" ..	771 3 0
		Total—North Auckland .. .. .			14,129 14 10
		AUCKLAND ROAD DISTRICT—			
	109	Waipu to Mareretu (extension to Nutsford's)	Otamatea ..	Marsden ..	250 13 6
	110	Avoca Settlement roads .. .. .	Hobson ..	Kaipara ..	262 19 9
	113	Dargaville to Whangarei County Boundary	" ..	" ..	713 6 6
	114	Hukatere (access road) .. .. .	Otamatea ..	" ..	191 15 5
	115	Hukatere District roads .. .. .	" ..	" ..	166 0 0
	116	Kirikopini to Mangakahia (£150, £1 for £1)	Hobson ..	" ..	243 12 0
	117	Makarau Railway-station to West Coast Road	Waitemata ..	" ..	184 17 5
	118	Mount Wesley to West Coast (£2 for £1) ..	Hobson ..	" ..	70 0 0
	120	Opanake to Mangonui Bluff (£1 for £1) ..	" ..	" ..	100 0 0
	123	Taita to Tutamoe .. .. .	" ..	" ..	55 2 0
	124	Tangihua River Bridge .. .. .	" ..	" ..	150 0 0
	126	Tikinui to Creamery .. .. .	" ..	" ..	300 0 0
	127	Wairoa Road, Tangihua, Block I, Sections 11 and 12	" ..	" ..	500 0 0
	128	Wairoa to Maungaturoto (£1 for £1), (on account of £2,000)	Otamatea ..	Kaipara and Marsden	55 0 0
	129	Great Barrier Island (Cape Barrier to Tryphena Harbour)	No county ..	Waitemata ..	125 7 10
	130	Great Barrier Island (Whangapara to Awanga)	" ..	" ..	3 2 0
	131	Great Barrier Island (Harataonga to Port Fitzroy)	" ..	" ..	56 10 0
	132	Great Barrier Island (Tryphena to Kaitoke Beach)	" ..	" ..	38 16 2
	135	Waiwhiu to Whangaripo .. .. .	Rodney ..	Marsden ..	50 0 0
	137	Hetherington Road .. .. .	Raglan ..	Raglan ..	214 5 0
	139	Kirikiri to Te Akau through Section 60 ..	" ..	" ..	200 2 3
	140	Klondyke .. .. .	" ..	" ..	187 9 6
	142	Maungatawhiri to Waitakaruru .. .. .	Waikato and Thames	Thames ..	3 14 0
	143	Miranda to Maramarua .. .. .	Waikato and Manukau	" ..	57 2 1
	144	Moewaka .. .. .	Raglan ..	Raglan ..	320 18 3
	145	Otau to Hunua .. .. .	Manukau ..	Franklin ..	298 17 9
	146	Otau Road .. .. .	" ..	" ..	203 9 9
	147	Ponganui .. .. .	Raglan ..	Raglan ..	223 4 2
	148	Taupiri Parish (access to Section 485) ..	Waikato ..	" ..	71 13 6
	149	Te Akau Block to Tuakau-Raglan Road ..	Raglan ..	" ..	48 1 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.
		<b>BACKBLOCKS ROADS, ETC.—continued.</b>			
		<b>AUCKLAND ROAD DISTRICT—continued.</b>			£ s. d.
113	150	Te Kirikiri .. .. .	Raglan ..	Raglan ..	867 16 6
	151	Te Puroa .. .. .	" ..	" ..	300 0 0
	152	Turner's Junction to West Coast (through Block VI, Awaroa)	" ..	" ..	38 12 5
	154	Wairoa River to Otatau .. ..	Manukau ..	Franklin ..	211 8 8
	155	Whangape Parish (Sections 126, 127, and 128)	Raglan ..	Raglan ..	50 1 2
	156	Coromandel to Mercury Bay (continuation of main through road)	Coromandel ..	Thames ..	1,573 0 0
	157	Gumtown to Whenuakite .. ..	" ..	" ..	100 0 0
	158	Kaimarama Settlement to Waikawau ..	" ..	" ..	100 0 0
	159	Sandy Bay to Port Charles .. ..	" ..	" ..	200 0 0
	162	Kaihere .. .. .	Ohinemuri ..	Ohinemuri ..	58 19 6
	163	Mangawhara .. .. .	" ..	" ..	64 19 9
	166	Tahuna to Proctor's .. .. .	" ..	" ..	153 8 8
	167	Torehapa .. .. .	" ..	" ..	61 5 9
	168	Waikaka to Waitakaruru .. ..	" ..	" ..	809 19 11
	169	Waiti .. .. .	" ..	" ..	203 18 0
	170	Cogswell Road .. .. .	Raglan ..	Raglan ..	8 9 6
	172	Karioi to Ruapuke Mountain Road ..	" ..	" ..	41 1 6
	173	Kauri to Harapepe .. .. .	" ..	Waikato ..	250 0 0
	175	Mangakino .. .. .	Raglan and Kawhia	Raglan ..	92 13 6
	176	Mangaokahu .. .. .	Raglan ..	" ..	198 18 11
	177	Pakihi to Okete .. .. .	" ..	" ..	0 8 0
	179	Papanui Bridge .. .. .	" ..	" ..	67 13 0
	180	Pehehau .. .. .	" ..	Waikato ..	67 17 10
	181	Pehehau to Kaniwhaniwha .. ..	" ..	" ..	284 14 4
	182	Ruapuke Mountain Road .. .. .	" ..	Raglan ..	168 0 1
	183	Takapaunui to Ruapuke Mountain Road ..	" ..	" ..	6 7 0
	184	Te Pahu Bridge .. .. .	" ..	Waikato ..	100 0 0
	185	Waitetuna to Whatawhata .. ..	" ..	Raglan ..	1,260 16 1
	187	Awaroa to Mahoe .. .. .	Kawhia ..	Taumarunui ..	566 10 10
	188	Awaroa to Waiharakeke .. ..	" ..	" ..	231 9 10
	189	Caves Road .. .. .	Waitomo ..	" ..	125 0 0
	192	Hauturu .. .. .	Waitomo and Kawhia	" ..	420 11 5
	193	Hauturu to Otorohanga .. .. .	Waitomo ..	" ..	66 13 10
	194	Hauturu to Otorohanga (£1 for £1), (on account of £4,000)	" ..	" ..	651 12 6
	195	Kaimango .. .. .	Kawhia ..	" ..	788 19 6
	196	Kauri .. .. .	" ..	" ..	163 16 9
	197	Kawhia to Marokopa River .. ..	" ..	" ..	665 12 0
	198	Kawhia to Marokopa River (£1 for £1), (on account of £2,500)	" ..	" ..	779 0 0
	199	Kihi .. .. .	" ..	" ..	47 15 7
	200	Kinohaku to Waiharakeke .. ..	" ..	" ..	486 7 0
	201	Lemon Point to Te Maika Road ..	" ..	" ..	389 10 4
	202	Mahoe .. .. .	" ..	" ..	125 4 0
	203	Mangaiti .. .. .	Waitomo ..	Waikato ..	5 0 6
	204	Marokopa River Bridge (Mangapohue) ..	Waitomo and Kawhia	Taumarunui ..	4 4 0
	205	Otorohanga to Hangatiki—Waitomo Road ..	Waitomo ..	" ..	149 6 6
	206	Otorohanga to Pirongia .. .. .	" ..	" ..	45 0 0
	207	Tapuae .. .. .	" ..	" ..	119 15 0
	208	Taumatototara East .. .. .	Kawhia ..	" ..	139 4 8
	209	Taumatototara West .. .. .	" ..	" ..	140 1 8
	210	Te Maika .. .. .	" ..	" ..	191 3 4
	211	Te Maika to Marokopa .. .. .	" ..	" ..	68 12 4
	212	Toi Bridge .. .. .	" ..	" ..	230 14 7
	216	Supervision .. .. .	" ..	" ..	1,135 10 1
		<b>Total—Auckland .. .. .</b>			<b>20,423 6 4</b>
		<b>TAURANGA ROAD DISTRICT—</b>			
	217	Akeake .. .. .	Tauranga ..	Tauranga ..	99 19 10
	219	Clover Road .. .. .	" ..	" ..	123 16 7
	220	Faulkner Road .. .. .	" ..	" ..	51 12 0
	221	Harray Road .. .. .	" ..	" ..	99 17 6
	223	Kaimai .. .. .	Tauranga and Matamata	" ..	360 6 5
	224	Kaimai (access to Sections 579 to 583, Te Papa Parish)	Tauranga ..	" ..	4 16 3
	225	Kaituna .. .. .	" ..	Bay of Plenty	16 16 6
	226	Korano .. .. .	" ..	" ..	37 17 3
	227	Komete .. .. .	" ..	Tauranga ..	149 7 10
	228	Ngamuawahine .. .. .	" ..	" ..	209 18 5
	229	Omanawa .. .. .	" ..	" ..	276 2 4
	230	Rangiuru Settlement to Rangiuru—Mangorewa Gorge Road	" ..	Bay of Plenty	56 0 10



TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		BACKBLOCKS ROADS, ETC.—continued.			
113	232	TAURANGA ROAD DISTRICT—continued.			£ s. d.
	232	Te Tumu .. .. .	Tauranga ..	Bay of Plenty	149 19 0
	233	Thompson Track .. .. .	Tauranga and Piako	Tauranga ..	177 7 7
	235	Clayton Road .. .. .	Rotorua ..	" ..	172 19 11
	236	Dansey Road .. .. .	" ..	" ..	10 16 0
	238	Hereperu North .. .. .	Whakatane ..	Bay of Plenty	315 2 8
	239	Hereperu South .. .. .	Rotorua ..	" ..	280 17 2
	240	Hewitt Road .. .. .	Whakatane ..	" ..	250 0 0
	242	Mamaku to Maraeroa - Oturoa Block ..	Rotorua ..	Tauranga ..	38 7 3
	244	Maniatutu .. .. .	" ..	Bay of Plenty	84 3 9
	245	Ngawaro to Te Puke .. .. .	Rotorua and Tauranga	Tauranga ..	177 15 5
	246	Opouriao Valley Road to Wainui and Mataorie Landing ..	Whakatane ..	Bay of Plenty	75 0 0
	247	Pikowai North .. .. .	" ..	" ..	144 8 7
	248	Pikowai South .. .. .	Rotorua ..	" ..	365 13 3
	249	Pongakawa to Lake Rotoehu .. .. .	Rotorua and Tauranga	" ..	160 18 8
	250	Pungarehu .. .. .	Whakatane ..	" ..	238 15 4
	251	Puwhehua .. .. .	Rotorua ..	Tauranga ..	167 16 5
	252	Rangioru to Mangorewa Gorge .. .. .	Rotorua and Tauranga	" ..	76 14 0
	253	Ross Road .. .. .	Whakatane ..	Bay of Plenty	58 1 7
	254	Rotongata to Hamurana .. .. .	Rotorua ..	Tauranga ..	199 3 6
	256	Sladden Road .. .. .	Whakatane ..	Bay of Plenty	40 7 6
	259	Stanley Road to Opouriao, via Section 348, Waimana Parish ..	" ..	" ..	195 9 0
	260	Waimana Gorge and deviations .. .. .	" ..	" ..	1,264 5 3
	261	Whataroa .. .. .	Rotorua ..	Tauranga ..	187 2 0
	263	Whirinaki Valley Road .. .. .	East Taupo and Rotorua	Bay of Plenty	200 14 6
	264	Supervision .. .. .	" ..	" ..	518 0 10
		Total—Tauranga .. .. .	" ..	" ..	7,036 10 11
		GISBORNE ROAD DISTRICT—			
	265	Appleton Road .. .. .	Opotiki ..	Bay of Plenty	123 17 0
	267	Fraser Road .. .. .	Waikohu ..	" ..	198 17 0
	270	Kopuapounamu Valley .. .. .	Waiaapu ..	" ..	100 0 0
	271	Kowhai .. .. .	Opotiki ..	" ..	11 10 0
	272	Mangamaia .. .. .	Waikohu ..	" ..	500 0 0
	273	Mataorie to Whakatane-Nukuhou Road ..	Opotiki ..	" ..	298 16 11
	274	Mata River to Waitahaia .. .. .	Waiaapu ..	" ..	661 5 0
	275	Matawai to Motu (Neill Road) .. .. .	Waikohu ..	" ..	773 18 6
	276	Moody Road .. .. .	Opotiki ..	" ..	50 0 0
	277	Motu Valley .. .. .	Waikohu ..	" ..	650 0 0
	278	Motu River Bridge (Moanui Road), (Upper Crossing) ..	" ..	" ..	541 3 2
	279	Oliver Road .. .. .	" ..	" ..	210 0 0
	280	Omakuru Road .. .. .	Opotiki ..	" ..	55 12 0
	281	Opato Road .. .. .	" ..	" ..	10 0 0
	282	Oponae (Tahora No. 2, North Block) ..	" ..	" ..	199 18 3
	283	Opotiki to Motu .. .. .	" ..	" ..	1,414 16 1
	284	Pakihi .. .. .	" ..	" ..	1,364 11 6
	287	Petepete .. .. .	" ..	" ..	135 13 0
	290	Ruatuna to Ohiwa Landing .. .. .	" ..	" ..	253 4 4
	292	Tapuwaeroa Valley .. .. .	Waiaapu ..	" ..	100 0 0
	293	Tauranga Stream Road (Tahora No. 2 North Block) ..	Opotiki ..	" ..	95 5 6
	294	Te Araroa to Awatere .. .. .	Waiaapu ..	" ..	329 0 0
	295	Tokomaru to Mata .. .. .	" ..	" ..	700 0 0
	296	Tutaetoko .. .. .	Opotiki ..	" ..	381 15 0
	297	Tutamoe .. .. .	Cook ..	" ..	150 0 0
	300	Waiaata (Tahora No. 2 North Block) ..	Opotiki ..	" ..	100 7 3
	302	Waiawa .. .. .	" ..	" ..	200 0 0
	303	Waiawa to Hawaii .. .. .	Opotiki and Waiaapu	" ..	7 11 0
	304	Waimata to Waiaapu Inland Road (Todd's) ..	Cook ..	" ..	99 0 0
	305	Waioeka River Bridge (Upper), (Waioeka River Main Road) ..	Opotiki ..	" ..	1 14 6
	307	Waioeka River Main Road .. .. .	" ..	" ..	719 16 5
	308	Waioeka River to Matawai .. .. .	" ..	" ..	598 19 8
	310	Waiotahi Valley (£110, £1 for £1) .. ..	" ..	" ..	190 0 0
	311	Wairata Stream Road (Tahora No. 2 North Block) ..	" ..	" ..	97 5 0
	312	Waitukuaruhe .. .. .	" ..	" ..	120 7 0
	314	Whitikau Block to Pakihi Road .. .. .	" ..	" ..	300 0 0
	315	Wilton Road (Whitikau Block) .. .. .	" ..	" ..	149 5 3
	317	Gisborne to Rotorua (Stock) .. .. .	Cook and Waikohu	Gisborne	509 6 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.
		BACKBLOCKS ROADS, ETC.—continued.			£ s. d.
113	318	Gisborne Road DISTRICT—continued. Gisborne to Wairoa (deviation, via Te Arai Valley)	Cook .. ..	Gisborne ..	406 8 0
	320	Hangaroa to Tahora (Steele's) .. ..	" .. ..	" ..	1,024 10 5
	326	Mangapoike Valley (east end), (on account of £2,000)	Cook and Wairoa ..	" ..	1,007 18 11
	327	Mangapoike Valley (west end), (on account of £4,000)	Wairoa .. ..	" ..	2,026 8 1
	328	Mangarewarewa .. ..	" .. ..	Hawke's Bay ..	83 12 0
	329	Maraenui (£300, £1 for £1) .. ..	" .. ..	Gisborne ..	10 9 6
	333	Mutuera .. ..	Waikohu .. ..	" ..	172 0 0
	334	Omahanui to Whataroa .. ..	Wairoa .. ..	Hawke's Bay ..	453 1 10
	336	Ruakituri River Bridge (Boothman's) .. ..	" .. ..	" ..	276 7 6
	338	Ruakituri Valley (£594, £1 for £1), (on account of £2,200)	Wairoa and Cook ..	" ..	898 6 10
	341	Waikati .. ..	Wairoa .. ..	Gisborne ..	153 8 0
	345	Supervision .. ..	" .. ..	" ..	782 16 7
		Total—Gisborne .. ..	" .. ..	" ..	19,698 3 5
		TARANAKI ROAD DISTRICT—			
	347	Arapae (widening) .. ..	Waitomo .. ..	Taumarunui ..	700 10 3
	348	Awakino Valley (Lower) .. ..	Awakino .. ..	" ..	541 0 6
	349	Awakino Valley (Upper) .. ..	" .. ..	" ..	278 4 10
	351	Eherua .. ..	Waimarino .. ..	Waimarino ..	219 0 0
	352	Hapurua .. ..	Ohura .. ..	Taumarunui ..	39 17 8
	353	Harvey .. ..	" .. ..	" ..	100 2 0
	354	Horopito .. ..	Waimarino .. ..	Waimarino ..	28 9 1
	355	Huhatahi .. ..	Ohura .. ..	Taumarunui ..	59 13 2
	357	Kairimu .. ..	Awakino .. ..	" ..	348 11 4
	358	Kairimu Stream bridges .. ..	" .. ..	" ..	55 15 6
	359	Kaitieke .. ..	Kaitieke .. ..	Waimarino ..	181 17 1
	360	Kakahi .. ..	Ohura .. ..	Taumarunui ..	247 0 4
	361	Kakahi Stream Bridge .. ..	" .. ..	" ..	407 3 2
	362	Karioi to Rangiwaea .. ..	Waimarino .. ..	Waimarino ..	325 0 3
	363	Karioi to Waitangi .. ..	" .. ..	" ..	194 5 6
	364	Kawautahi .. ..	Kaitieke .. ..	" ..	347 2 10
	366	Kiritehere .. ..	Awakino .. ..	Taumarunui ..	741 5 5
	368	Kiwi .. ..	Clifton .. ..	" ..	974 19 9
	369	Kohua .. ..	Waitomo .. ..	" ..	81 6 0
	370	Kokakonui .. ..	Kaitieke .. ..	Waimarino ..	32 12 10
	371	Kokakoriki .. ..	" .. ..	" ..	172 12 8
	372	Kopuha .. ..	Ohura .. ..	Taumarunui ..	53 1 4
	374	Kumara .. ..	Waitomo .. ..	" ..	35 15 0
	375	Kururau .. ..	Ohura .. ..	" ..	1,094 0 9
	376	Mahoenui to Totoro .. ..	Awakino .. ..	" ..	56 19 5
	378	Makaihikatoa .. ..	Ohura .. ..	" ..	46 3 10
	379	Makarakia .. ..	Clifton .. ..	" ..	98 1 3
	380	Mokokomiko .. ..	Kaitieke .. ..	Waimarino ..	145 8 7
	382	Mangahoe .. ..	" .. ..	" ..	67 1 10
	383	Mangakahikatea .. ..	Ohura .. ..	Taumarunui ..	204 19 8
	384	Mangakokopu .. ..	Awakino .. ..	" ..	51 1 1
	385	Manganui .. ..	" .. ..	" ..	774 16 5
	386	Manganui-o-te-ao .. ..	Waimarino .. ..	Waimarino ..	374 15 10
	387	Manganui-o-te-ao Bridge .. ..	" .. ..	" ..	839 6 0
	388	Mangaohutu .. ..	Kaitieke .. ..	" ..	96 2 10
	389	Mangaotaki to Mairoa .. ..	Waitomo .. ..	Taumarunui ..	72 5 0
	390	Mangaotaki Valley .. ..	Awakino and Waitomo ..	" ..	285 11 2
	391	Mangapapa .. ..	Ohura and Whangamomona ..	" ..	756 12 11
	392	Mangapohue .. ..	Waitomo, Awakino, and Kawhia ..	" ..	704 0 7
	393	Mangatoro .. ..	Clifton .. ..	" ..	248 12 9
	394	Mangaturuturu .. ..	Waimarino .. ..	Waimarino ..	3 16 0
	395	Marokopa River Bridge (Te Anga) .. ..	Awakino and Kawhia ..	Taumarunui ..	78 1 5
	396	Marokopa River to Mahoenui .. ..	Awakino and Waitomo ..	" ..	534 7 3
	397	Marokopa Valley .. ..	Awakino .. ..	" ..	411 16 8
	398	Miroahuiao to Matiere .. ..	Ohura and Waitomo ..	" ..	688 11 7
	399	Miroahuiao to Mangaotaki .. ..	Waitomo .. ..	" ..	189 0 0
	400	Mohakatino Valley .. ..	Clifton .. ..	" ..	561 3 2
	401	Mokauiti .. ..	Waitomo .. ..	" ..	141 16 7
	402	Moki (on account of £2,500) .. ..	Clifton and Whangamomona ..	" ..	772 10 8
	404	Motete .. ..	Waimarino .. ..	Waimarino ..	280 15 1
	405	Ngapaenga .. ..	Waitomo .. ..	Taumarunui ..	73 2 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.
		BACKBLOCKS ROADS, ETC.—continued. TARANAKI ROAD DISTRICT—continued.			£ s. d.
113	408	Ohura .. .. .	Ohura, Stratford, Clifton, and Whangamomona	Taumarunui and Stratford	5,938 2 6
	409	Oio .. .. .	Kaitieke .. .. .	Waimarino .. .. .	209 6 1
	410	Opetea .. .. .	Ohura .. .. .	Taumarunui .. .. .	22 4 0
	412	Otautu .. .. .	Waimarino .. .. .	Waimarino .. .. .	36 11 5
	413	Otunui South .. .. .	Ohura .. .. .	Taumarunui .. .. .	60 2 6
	416	Owhango .. .. .	Kaitieke .. .. .	Waimarino .. .. .	183 17 10
	417	Owhango-Hikimutu .. .. .	" .. .. .	" .. .. .	114 6 0
	418	Papakino .. .. .	Clifton .. .. .	Taumarunui .. .. .	51 2 0
	419	Parakeha .. .. .	Waitomo .. .. .	" .. .. .	385 6 9
	420	Paraketu .. .. .	Ohura .. .. .	" .. .. .	58 3 7
	421	Parapara to Raetihi .. .. .	Waimarino .. .. .	Waimarino .. .. .	1,236 10 8
	422	Paro .. .. .	Waitomo .. .. .	Taumarunui .. .. .	133 17 4
	423	Patua .. .. .	Kaitieke .. .. .	Waimarino .. .. .	241 18 9
	424	Pehu .. .. .	Waimarino .. .. .	" .. .. .	8 6 3
	425	Pipipi .. .. .	" .. .. .	" .. .. .	138 4 0
	426	Pirere .. .. .	Ohura .. .. .	Taumarunui .. .. .	176 15 10
	427	Pokatea to Kokakonui .. .. .	Kaitieke .. .. .	Waimarino .. .. .	427 15 3
	428	Pomorangi .. .. .	Awakino .. .. .	Taumarunui .. .. .	331 2 3
	430	Pukearuhe .. .. .	Waitomo .. .. .	" .. .. .	78 9 0
	432	Pukekaha .. .. .	Waimarino .. .. .	Waimarino .. .. .	84 16 6
	433	Pungarehu .. .. .	Waitomo .. .. .	Taumarunui .. .. .	170 0 0
	434	Raetihi to Ohura .. .. .	Waimarino .. .. .	Waimarino .. .. .	108 13 2
	436	Rerekino (on account of £1,000) .. .. .	Clifton .. .. .	Taumarunui .. .. .	234 5 5
	437	Retaruke .. .. .	Kaitieke .. .. .	Waimarino .. .. .	32 18 0
	438	Retaruke Valley .. .. .	" .. .. .	" .. .. .	355 16 6
	439	Retaruke Valley (Upper) .. .. .	" .. .. .	" .. .. .	222 18 3
	440	Roto .. .. .	Ohura .. .. .	Taumarunui .. .. .	270 9 6
	441	Ryan Road .. .. .	" .. .. .	" .. .. .	112 13 0
	442	Tangarakau River Bridge (Kohuratahi Road) .. .. .	Whangamomona .. .. .	Stratford .. .. .	610 12 9
	443	Tangarakau River Bridge (top crossing) .. .. .	Clifton .. .. .	Taumarunui .. .. .	64 2 0
	444	Tangitu .. .. .	" .. .. .	" .. .. .	54 8 10
	445	Te Kuiti to Mokau .. .. .	Waitomo and Awakino .. .. .	" .. .. .	706 1 8
	446	Te Maire .. .. .	Kaitieke .. .. .	Waimarino .. .. .	57 1 7
	447	Te Rata .. .. .	" .. .. .	" .. .. .	0 3 11
	448	Tokirima Road to Wanganui River .. .. .	Ohura .. .. .	Taumarunui .. .. .	306 11 10
	449	Tongaporutu to Mangaroa .. .. .	Clifton and Ohura .. .. .	" .. .. .	1,578 2 9
	452	Turoto .. .. .	Ohura .. .. .	" .. .. .	540 17 10
	453	Waikaka .. .. .	" .. .. .	" .. .. .	371 0 7
	455	Waikawau .. .. .	Awakino .. .. .	" .. .. .	393 13 0
	456	Waimarino to Retaruke .. .. .	Kaitieke .. .. .	Waimarino .. .. .	152 11 2
	457	Waiora .. .. .	Ohura .. .. .	Taumarunui .. .. .	99 8 6
	458	Waipaua .. .. .	Awakino .. .. .	" .. .. .	43 13 3
	461	Waitawhena (on account of £3,000) .. .. .	Ohura and Waitomo .. .. .	" .. .. .	2,040 1 1
	462	Waitawhena Road bridges .. .. .	Ohura .. .. .	" .. .. .	24 19 6
	463	Wanganui Valley Road .. .. .	Kaitieke .. .. .	Waimarino .. .. .	495 7 3
	464	Whakahanu .. .. .	Awakino .. .. .	Taumarunui .. .. .	129 1 1
	465	Carrington .. .. .	Taranaki .. .. .	Taranaki .. .. .	255 13 6
	466	Carrington to Mangorei .. .. .	" .. .. .	" .. .. .	250 0 0
	467	Rawhitiroa .. .. .	Eltham and Patea .. .. .	Egmont and Patea .. .. .	2,165 0 9
	468	Tangahoe (Whareroa to Rehu Village) .. .. .	Hawera .. .. .	Egmont .. .. .	864 14 11
	469	Whenuakura Valley .. .. .	Eltham .. .. .	" .. .. .	345 7 7
	470	Kohuratahi .. .. .	Whangamomona .. .. .	Stratford .. .. .	167 17 4
	471	Manga (on account of £1,800) .. .. .	Stratford .. .. .	" .. .. .	757 14 6
	472	Mangaopapa (Junction Road to Mohakau Road), (on account of £1,200) .. .. .	" .. .. .	" .. .. .	549 7 6
	473	Mangaowata (on account of £1,000) .. .. .	Whangamomona .. .. .	" .. .. .	351 2 10
	474	Mangare (on account of £1,000) .. .. .	" .. .. .	" .. .. .	139 14 1
	475	Marco (on account of £1,000) .. .. .	" .. .. .	" .. .. .	66 18 10
	477	Matau Township to Mangaopapa Road .. .. .	Stratford and Clifton .. .. .	" .. .. .	38 0 0
	478	Matau Township to Tarawai .. .. .	Clifton .. .. .	" .. .. .	141 10 3
	479	Porangiri .. .. .	Whangamomona .. .. .	" .. .. .	142 12 4
	480	Putikituna .. .. .	" .. .. .	" .. .. .	492 15 6
	481	Tapuni .. .. .	" .. .. .	" .. .. .	250 0 0
	482	Whangamomona to Wanganui River (on account of £2,000) .. .. .	" .. .. .	" .. .. .	869 18 9
	483	Waikato Bridge (Tokaanu) .. .. .	East Taupo .. .. .	Waimarino .. .. .	119 4 4
	484	Ahoroa .. .. .	Patea .. .. .	Patea .. .. .	499 19 9
	485	Ahu Ahu (£500, £1 for £1), on account of £3,000) .. .. .	Waitotara .. .. .	" .. .. .	421 12 8
	486	Ahu Ahu (on account of £1,500) .. .. .	" .. .. .	" .. .. .	267 0 0
	487	Christie Road Bridge .. .. .	" .. .. .	" .. .. .	50 18 7
	488	Makakaho (Upper Waitotara), (on account of £1,950) .. .. .	Patea .. .. .	" .. .. .	244 9 8
	489	Makakaho River Bridge .. .. .	" .. .. .	" .. .. .	27 3 0
	490	Moturoa .. .. .	" .. .. .	" .. .. .	160 7 6
	491	Omata .. .. .	" .. .. .	" .. .. .	39 12 0
	492	Opaku .. .. .	" .. .. .	" .. .. .	108 5 11



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<b>BACKBLOCKS ROADS, ETC.—continued.</b>			
		<b>TARANAKI ROAD DISTRICT—continued.</b>			£ s. d.
113	493	Puao .. .. .	Patea ..	Patea ..	55 15 0
	498	Watershed Road .. .. .	Waitotara and Patea ..	" ..	499 19 3
	501	Karetu .. .. .	Rangitikei ..	Waimarino ..	365 15 7
	502	Mangahowhi .. .. .	Wanganui ..	" ..	39 15 0
	505	Mason's to Parapara .. .. .	Wanganui and Waimarino ..	" ..	2,549 13 10
	506	Mataiaponga .. .. .	Rangitikei ..	" ..	165 11 8
	508	Namunui .. .. .	" ..	" ..	605 0 0
	511	Pitangi .. .. .	Wanganui ..	" ..	250 0 0
	512	Raupiu .. .. .	" ..	" ..	444 1 3
	513	Taheke .. .. .	Rangitikei ..	" ..	200 0 0
	514	Taihape to Waiouru .. .. .	" ..	Waimarino and Oroua ..	285 0 0
	515	Te Komai .. .. .	Wanganui ..	Waimarino ..	119 3 10
	516	Turakina Valley .. .. .	Rangitikei ..	" ..	204 10 1
	517	Upokonui .. .. .	Wanganui ..	" ..	408 3 6
	518	Waiaruhe .. .. .	" ..	" ..	385 9 0
	520	Wanganui River Road (left bank) ..	Wanganui and Waimarino ..	" ..	264 2 6
	521	Supervision .. .. .	" ..	" ..	2,217 12 1
		<b>Total—Taranaki .. .. .</b>			<b>53,755 12 9</b>
		<b>WELLINGTON ROAD DISTRICT—</b>			
	523	Puanui .. .. .	Wairoa ..	Hawke's Bay ..	500 14 5
	524	Kaweka .. .. .	Hawke's Bay ..	" ..	100 0 0
	525	Richmond Road .. .. .	" ..	" ..	145 10 3
	527	Makotuku to Matamau .. .. .	Dannevirke ..	Waipawa ..	287 7 2
	529	Pipiriri Block .. .. .	" ..	Waipawa and Pahiatua ..	569 8 5
	530	Auputa .. .. .	Kiwitea ..	Oroua ..	127 17 7
	531	Inland Road .. .. .	Rangitikei ..	" ..	896 12 11
	533	Makino Road .. .. .	" ..	" ..	280 0 0
	535	Mangatohu .. .. .	Kiwitea ..	" ..	106 2 6
	536	Omatane .. .. .	Rangitikei ..	" ..	487 3 0
	537	Pourangaki .. .. .	Kiwitea ..	" ..	81 1 11
	538	Titirangi .. .. .	" ..	" ..	139 5 6
	548	Biroh Road .. .. .	Weber and Pata-ngata ..	Pahiatua ..	86 0 0
	550	Kawakawa .. .. .	Akitio ..	" ..	114 7 3
	551	King Creek Bridge .. .. .	" ..	Masterton ..	354 16 6
	553	Mangapuaka (North of Tunakore Bridge) ..	Dannevirke ..	Pahiatua ..	346 6 6
	554	Mangapuaka Road and bridges (South of Tunakore Bridge) ..	" ..	" ..	244 8 0
	555	Marainanga Road and Bridge .. .. .	Akitio ..	Masterton ..	71 16 7
	556	Piper Road .. .. .	Pahiatua ..	Pahiatua ..	368 13 9
	557	Pongaroa to Weber County Boundary (£1 for £1), (on account of £2,500) ..	Akitio ..	Pahiatua and Masterton ..	2,330 15 6
	559	Spur Road .. .. .	" ..	Masterton ..	282 15 6
	560	Sugar-loaf Road .. .. .	" ..	" ..	261 15 4
	561	Te Uri Road .. .. .	Dannevirke ..	Pahiatua ..	92 5 8
	562	Tunakore Bridge .. .. .	" ..	" ..	223 13 6
	564	Waihoki Valley (£200, £1 for £1) ..	Akitio and Masterton ..	Masterton ..	128 18 10
	565	Waioakura .. .. .	Akitio ..	" ..	20 0 0
	566	Waiowaka .. .. .	" ..	" ..	973 17 1
	567	Waiowaka Stream Bridge .. .. .	" ..	" ..	50 0 0
	569	Alfredton to Weber (£1 for £1), (on account of £1,160) ..	Masterton and Akitio ..	Masterton and Pahiatua ..	244 15 1
	570	Naenae .. .. .	Pahiatua ..	Masterton ..	183 12 10
	572	Pakowai (Anderson's, towards Tinui-Pakowai Road) ..	Castlepoint ..	Wairarapa ..	174 0 1
	574	Tinui Valley (£101, £1 for £1) ..	" ..	" ..	49 0 0
	576	Whakataki to Castlepoint (£1 for £1) ..	" ..	" ..	92 11 9
	578	White Rock Road (£1 for £1) ..	Featherston ..	" ..	500 0 0
	580	Waikanae to Upper Hutt (on account of £1,500) ..	Hutt ..	Otaki ..	230 9 0
	582	Supervision .. .. .	" ..	" ..	1,003 19 4
		<b>Total—Wellington .. .. .</b>			<b>12,150 1 9</b>
		<b>NELSON ROAD DISTRICT—</b>			
	583	Deep Bay to Section 4, Block XII, French Pass S.D. ..	Sounds ..	Nelson ..	0 18 0
	585	Serpentine River Road .. .. .	Waimea ..	" ..	1 7 0
	586	Alexander Bluff Road .. .. .	" ..	Motueka ..	715 1 8
	589	Baton Valley (east bank) .. .. .	" ..	" ..	99 0 0
	590	Baton Valley Road .. .. .	" ..	" ..	225 0 0
	601	Goat Creek Road (Pearce River) ..	" ..	" ..	17 7 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.		
		<b>BACKBLOCKS ROADS, ETC.—continued.</b>			£	s.	d.
113	604	NELSON ROAD DISTRICT—continued. Handcock's to Anatakapou .. ..	Takaka ..	Motueka ..	50	0	0
	606	Huia .. ..	Waimea ..	" ..	99	13	6
	607	Ironstone Creek Road .. ..	Takaka ..	" ..	81	0	0
	608	Karaka Road (West Wanganui) .. ..	Collingwood ..	" ..	44	6	0
	609	Kereru .. ..	Waimea ..	" ..	149	3	0
	611	Kiwi Road .. ..	" ..	" ..	199	10	4
	612	Kohaihai to Heaphy .. ..	Collingwood ..	" ..	89	5	0
	613	Kokako .. ..	Waimea ..	" ..	150	6	0
	614	Korere to Big Bush .. ..	" ..	" ..	700	0	0
	615	Lee Valley .. ..	" ..	" ..	25	16	6
	616	Lower Mouere Mud-flat Extension Road ..	" ..	" ..	400	0	0
	617	Mangarakau .. ..	Collingwood ..	" ..	208	9	5
	618	Manu Railway-station to Sherry River Forks	Waimea ..	" ..	251	11	4
	621	Norris Gully to Golden Downs .. ..	" ..	" ..	300	0	0
	622	Pearse Valley .. ..	" ..	" ..	200	0	0
	624	Rainy River Road .. ..	" ..	" ..	150	0	0
	626	Sherry River Bridge (Whangapeka to Sherry)	" ..	" ..	375	0	0
	629	Wairoa Forks Block Road .. ..	" ..	" ..	27	5	6
	630	Wairoa River Road (left branch) .. ..	" ..	" ..	64	2	0
	632	Wangapeka Settlement (Sherry Road) ..	" ..	" ..	43	4	4
	634	Blackwater Bridge .. ..	Murchison ..	Buller ..	2	16	0
	635	Braeburn Settlement (Braeburn-Murchison Road)	" ..	" ..	299	17	0
	638	Glencairn to Maruia North Block .. ..	" ..	" ..	243	14	0
	639	Glengarry .. ..	" ..	" ..	2	16	0
	640	Glenroy to Maruia .. ..	" ..	" ..	414	1	5
	641	Hope Junction to Lake Rotoroa .. ..	" ..	" ..	145	0	0
	642	Horse-shoe Road and Bridge (Maruia Plains)	" ..	" ..	100	0	0
	644	Lester's Bank deviation (Matakitaki Valley Road)	" ..	" ..	85	12	0
	645	Mangles River Bridge .. ..	" ..	" ..	1	10	0
	646	Maruia River Bridge (Maruia River Road)	" ..	" ..	14	6	0
	648	Maruia River Protection (Maruia South Road)	" ..	" ..	96	4	4
	650	Maruia South Road .. ..	" ..	" ..	158	10	0
	651	Maruia Valley .. ..	" ..	" ..	344	16	2
	652	Maruia, via Caslani's .. ..	" ..	" ..	164	19	6
	654	Matakitaki River Bridge (Taylor's) ..	" ..	" ..	2	8	0
	655	Matakitaki Valley Road (Eight-mile Creek to Blue Rock)	" ..	" ..	29	14	0
	656	Matiri River Road (east bank) .. ..	" ..	" ..	444	18	0
	657	Matiri River Road (west bank) .. ..	" ..	" ..	295	19	11
	658	Newman Road .. ..	" ..	" ..	227	12	6
	659	Nuggety Creek .. ..	" ..	" ..	12	3	0
	660	O'Donnell Road .. ..	" ..	" ..	34	0	0
	661	Owen Junction to Murchison Creek .. ..	" ..	" ..	92	15	3
	662	Pea Soup Creek Bridge .. ..	" ..	" ..	9	17	0
	663	Rotoiti Lake Road (east road) .. ..	" ..	" ..	53	12	7
	664	Sheep-pens to Rahu Saddle .. ..	" ..	" ..	162	0	0
	665	Slips Road .. ..	" ..	" ..	33	1	4
	667	Te Wiriki Valley to Lake Rotoroa .. ..	" ..	" ..	150	0	0
	669	Walker's Paddock to Maruia Hot Springs ..	" ..	" ..	200	0	0
	670	Whale's Creek Road .. ..	" ..	" ..	4	1	0
	671	Supervision .. ..	" ..	" ..	307	4	4
		Total—Nelson .. ..			8,800	16	5
		<b>MARLBOROUGH ROAD DISTRICT—</b>					
	672	Anakoa to Manaroa .. ..	Sounds ..	Wairau ..	10	0	0
	674	Crail Bay to Manaroa .. ..	" ..	" ..	104	7	10
	675	Crail Bay to South-east Bay .. ..	" ..	" ..	81	6	3
	682	Mahau Sound .. ..	" ..	" ..	28	7	6
	686	Ronga Valley .. ..	Marlborough ..	Nelson ..	55	18	0
	688	Skiddaw to Yncyca Bay .. ..	Sounds ..	Wairau ..	211	9	11
	689	Te Mahia to Portage Bay .. ..	" ..	" ..	6	13	4
	691	Waitaria to Te Matau-a-Mau .. ..	" ..	" ..	0	12	0
	693	Kaituna to Tuamarina .. ..	Marlborough ..	" ..	200	0	0
	694	Kenepuru to Endeavour Inlet .. ..	Sounds ..	" ..	19	12	2
	700	Run 74 (Onamalutu) .. ..	Marlborough ..	" ..	71	10	10
	701	Tophouse Road .. ..	" ..	" ..	99	0	0
	704	Ure to Clarence .. ..	" ..	" ..	500	0	0
	705	Whatamongo to Diffenbach .. ..	Sounds ..	" ..	72	8	0
	708	Kahautara Bluff .. ..	Kaikoura ..	Hurunui ..	200	10	0
	709	Kahautara River Bridge (on account of £3,000)	" ..	" ..	17	14	1
	714	Seaward Valley Road .. ..	" ..	" ..	763	10	0
	715	Spey roads .. ..	" ..	" ..	200	0	0
	716	Supervision .. ..	" ..	" ..	321	17	8
		Total—Marlborough .. ..			2,964	17	7



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		BACKBLOCKS ROADS, ETC.—continued.			
113	717	WESTPORT ROAD DISTRICT—			£ s. d.
	717	Blackwater and Granity Creek bridges ..	Buller ..	Motueka ..	442 13 4
	719	Collingwood—Heaphy Track to Karamea ..	" ..	" ..	70 0 0
	720	Glasseye Creek Road ..	" ..	" ..	133 10 0
	722	Mokihinui to Little Wanganui ..	" ..	" ..	3,165 2 6
	723	Mokihinui River Bridge ..	" ..	" ..	3,549 7 10
	724	Mokihinui River Bridge approaches ..	" ..	" ..	121 13 0
	725	Otumahana to Karamea Bridge ..	" ..	" ..	66 17 11
	726	Six-mile Valley Road ..	" ..	" ..	228 10 0
	728	Brighton Block Road ..	" ..	Buller ..	303 15 3
	729	Utopia ..	" ..	" ..	200 0 0
	730	Supervision ..	" ..	" ..	317 12 8
		Total—Westport ..			8,599 2 6
		WESTLAND ROAD DISTRICT—			
	731	Brown Creek Road ..	Inangahua ..	Buller ..	28 16 1
	734	Inangahua Landing to Brown Creek ..	" ..	" ..	323 13 4
	736	Lyell Road to Brown Creek ..	" ..	" ..	301 7 4
	739	Reefton to Maruia ..	" ..	" ..	2,863 4 8
	740	Barrytown to Brighton ..	Grey ..	Grey ..	33 5 0
	741	Barrytown to Punakaiki ..	" ..	" ..	303 0 0
	742	Big River ..	" ..	" ..	267 0 0
	743	Cameron's Terrace Road ..	" ..	Westland ..	264 0 0
	747	Meagher's Creek to Sea-beach ..	" ..	Grey ..	50 0 0
	748	Porarari ..	" ..	" ..	292 10 0
	749	Punakaiki ..	" ..	" ..	171 10 0
	751	Rough River Road ..	" ..	" ..	99 0 0
	752	Seven-mile Road bridges ..	" ..	" ..	106 2 11
	754	Arawata to Cascade ..	Westland ..	Westland ..	24 9 9
	756	Bell Hill to Haupiri ..	Grey ..	" ..	240 0 0
	757	Bird Road ..	Westland ..	" ..	56 0 0
	758	Brandt Road ..	" ..	" ..	121 11 0
	759	Bruce Bay Road ..	" ..	" ..	40 0 0
	760	Cook River to Karangarua ..	" ..	" ..	167 8 6
	761	Gibb Road ..	" ..	" ..	80 8 0
	762	Haast Pass and deviation ..	" ..	" ..	138 12 4
	763	Haast to Paringa ..	" ..	" ..	150 0 0
	765	Harris Road ..	Grey ..	" ..	186 15 6
	766	Hatters to Haupiri ..	" ..	" ..	129 0 0
	767	Jacobs to Mahitahi Road ..	Westland ..	" ..	247 10 0
	768	Kokatahi (Upper) to Doughboy ..	" ..	" ..	199 1 6
	769	Kokiri to Moana ..	Grey ..	" ..	682 5 0
	770	Kotuku to Moana ..	" ..	" ..	361 10 0
	771	Kotuku ..	" ..	" ..	9 15 0
	772	La Fontaine Road and extension ..	Westland ..	" ..	520 11 5
	773	Matakitaki Saddle ..	" ..	" ..	100 0 0
	774	Mathias Pass Track ..	" ..	" ..	150 0 0
	776	Okuru Road extension ..	" ..	" ..	300 0 0
	777	Okuru Track ..	" ..	" ..	39 10 0
	778	Omoeroa to Waikukupa ..	" ..	" ..	648 4 0
	779	Peterson Road and extension ..	" ..	" ..	607 6 0
	780	Ross to Kokatahi ..	" ..	" ..	464 3 0
	782	Sally Road ..	" ..	" ..	82 8 0
	783	South Westland Glacier Tracks ..	" ..	" ..	100 0 0
	784	Stout Creek Bridge ..	" ..	" ..	19 4 0
	785	Waiho South ..	" ..	" ..	49 0 0
	786	Waikukupa Bridge ..	" ..	" ..	0 8 6
	787	Waikukupa to Cook Flat ..	" ..	" ..	250 0 0
	788	Waipuna Bridge ..	Grey ..	" ..	300 0 0
	789	Waitaha Settlement extension ..	Westland ..	" ..	35 1 3
	790	Wall Road ..	" ..	" ..	92 14 6
	791	Walsh Track (Cook River) ..	" ..	" ..	52 0 0
	792	Wataroa Flat Road (widening) ..	" ..	" ..	12 3 0
	793	Whale Road ..	" ..	" ..	64 17 0
	794	Supervision ..	" ..	" ..	401 19 4
		Total—Westland ..			12,227 5 11
		CANTERBURY ROAD DISTRICT—			
	795	Ashley Gorge Road ..	Ashley ..	Hurunui ..	568 0 1
	797	White Rock to Snowdale (Dobson's Road), (£2 for £1) ..	" ..	" ..	561 6 2
	798	Braemar to Lake Tekapo (£1 for £1) ..	Mackenzie ..	Temuka ..	250 0 0
	799	Burke's Pass to Haldon (£1 for £1) ..	" ..	" ..	214 13 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.
113	BACKBLOCKS ROADS, ETC.—continued.				
	CANTERBURY ROAD DISTRICT—continued.				
	800	Hermitage to Copland Track .. ..	Mackenzie and Westland	Temuka and Westland	661 5 2
	801	Hooker River Bridge and approaches ..	Mackenzie	Temuka	501 14 8
	802	Lake Pukaki to Omarama .. ..	"	Temuka and Waitaki	203 5 0
	803	Lake Tekapo to Lake Pukaki .. ..	"	Temuka	1,000 0 0
	804	Opawa Bridge .. ..	"	"	186 0 0
	805	Pukaki to Mount Cook .. ..	"	"	137 0 7
		Total—Canterbury .. ..	..	..	4,283 4 8
	OTAGO ROAD DISTRICT—				
	809	Mount Stalker Road .. ..	Waitaki..	Waitaki	141 3 5
	813	Pastoral Run No. 11 .. ..	"	"	181 5 0
	815	Ormaglade .. ..	Tuapeka	Otago Central	50 0 0
	817	Ben Lomond .. ..	Lake	Wakatipu	75 0 0
	820	Glenorchy to Paradise .. ..	"	"	100 0 0
	821	Glenorchy to Routeburn .. ..	"	"	73 16 9
	822	Hawea Lake Tracks .. ..	Vincent	"	64 14 3
	824	Luggate Stream Bridge (£1 for £1) ..	"	"	300 0 0
	826	Martin's Bay to Kinloch .. ..	Lake	"	37 12 0
	829	Queenstown to Glenorchy .. ..	"	"	87 0 0
	833	Ballingall Road (adjoining Run 79B, Barewood)	Taieri	Otago Central	70 0 0
	839	Hay Road .. ..	Clutha	Clutha	100 0 0
	845	Supervision .. ..	..	..	238 12 7
		Total—Otago .. ..	..	..	1,519 4 0
	SOUTHLAND ROAD DISTRICT—				
	848	Brewster Road (£1 for £1) .. ..	Southland	Clutha	141 10 6
	849	Buckingham Road .. ..	"	"	50 0 0
	850	Pascoe .. ..	"	"	60 0 9
	851	Toe-toes, Block X (Sections 5 and 15) ..	"	"	41 5 0
	852	Waikawa, Block I .. ..	"	"	65 0 0
	854	Lake Hauroko Track .. ..	Wallace..	Wallace	1 16 0
	856	Matthew Road.. ..	Southland	Awarua	130 0 0
	857	McLean Road (Longwood) .. ..	Wallace..	Wallace	40 0 0
	859	McRae Road deviation .. ..	Southland	"	100 0 0
	860	Oraki Station to Hunt's.. ..	Wallace..	"	200 0 0
	863	Hodgson Road (Kapuka) .. ..	Southland	Mataura	145 10 0
	866	Mimiha Post-office to Burke's Hill ..	"	"	100 0 0
	867	Oteramika, Block V (Sections 35 to 40) ..	"	"	100 0 0
	868	Oteramika, Block V (Sections 34 to 60 and 56 to 68) .. ..	"	"	100 0 0
	874	Hughes Road (Otatarā) .. ..	"	Awarua	125 4 0
	875	Jenning's Road (Campbelltown) .. ..	"	"	100 0 0
	876	Kingswell Creek to Seaward Bush .. ..	"	"	162 6 0
	877	Martin Road (and bridge over Puni Creek)..	"	"	90 0 0
	879	McKinnon Road and drain .. ..	"	"	45 0 0
	881	Supervision .. ..	..	..	207 13 4
		Total—Southland .. ..	..	..	2,005 5 7
882	GENERAL—				
		Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	..	..	90 10 4
		Total—General .. ..	..	..	90 10 4
Vote No. 113—Total for 1911–12					167,683 17



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
ROADS TO OPEN UP CROWN LANDS—					£ s. d.
NORTH AUCKLAND ROAD DISTRICT—					
127	1	Kenana Block .. .. .	Mangonui ..	Bay of Islands	35 4 0
	4	Kohumaru Block .. .. .	" ..	" ..	105 8 0
	5	Omawhake Block .. .. .	Bay of Islands ..	" ..	135 18 6
	6	Opouteke Block .. .. .	Hokianga ..	" ..	680 10 7
	7	Orouaiti Block .. .. .	Mangonui ..	" ..	129 7 0
	10	Oue Block .. .. .	Whangarei ..	" ..	62 1 1
	12	Pukemiro Block .. .. .	Hokianga ..	" ..	146 0 0
	13	Pupuke Block .. .. .	Whangaroa ..	" ..	130 17 5
	14	Rangitane Block .. .. .	Bay of Islands ..	" ..	50 0 0
	15	Rotokakahi Block .. .. .	Hokianga ..	" ..	197 4 6
	16	Taeore Block .. .. .	Mangonui ..	" ..	17 6 3
	20	Tarawhati Block .. .. .	Hokianga ..	" ..	152 17 4
	21	Te Rore Block .. .. .	Mangonui ..	" ..	230 18 2
	22	Umuhawha Block .. .. .	Bay of Islands ..	" ..	94 17 3
	27	Whirinaki Block .. .. .	Whangarei ..	" ..	45 5 0
Total—North Auckland .. .. .					2,213 15 1
AUCKLAND ROAD DISTRICT—					
	38	Te Akau Block .. .. .	Raglan ..	Raglan ..	Cr. 1 0 1
	43	Korokonui Block .. .. .	West Taupo ..	Waikato ..	140 13 2
	45	Tokanui Block .. .. .	" ..	" ..	86 3 6
	51	Kaimango Block .. .. .	Kawhia ..	Taumarunui ..	1 4 0
	52	Kawaroa Block .. .. .	" ..	Waikato ..	15 14 0
	54	Mangamahoe Block .. .. .	Waitomo ..	Taumarunui ..	101 18 0
	56	Oparau Block .. .. .	Kawhia ..	Waikato ..	13 10 0
	59	Rangitoto Block .. .. .	Waitomo ..	Taumarunui ..	346 7 6
	63	Waiwhatawhata Block .. .. .	" ..	" ..	30 7 6
	..	*Rotongata Block .. .. .	West Taupo ..	Waikato ..	0 1 6
Total—Auckland .. .. .					734 19 1
TAURANGA ROAD DISTRICT—					
	67	Manawahe Block .. .. .	Whakatane ..	Bay of Plenty	165 18 5
	68	Mangorewa-Kaharoa Block .. .. .	Rotorua ..	Tauranga ..	190 11 11
	69	Waitahanui Block .. .. .	" ..	Bay of Plenty	53 19 6
Total—Tauranga .. .. .					410 9 10
GISBORNE ROAD DISTRICT—					
	71	Koranga Block .. .. .	Waikohu ..	Bay of Plenty	328 15 4
	73	Ngatapa Block .. .. .	" ..	" ..	5,955 7 0
	74	Oamaru No. 3 Block .. .. .	Opotiki ..	" ..	1,131 14 4
	75	Oamaru No. 4 Block .. .. .	" ..	" ..	1,891 0 6
	77	Tahora No. 2 North Block .. .. .	" ..	" ..	546 3 10
	80	Whitika Block .. .. .	" ..	" ..	1,671 6 9
	81	Hangaroa Block .. .. .	Cook ..	Gisborne ..	1,368 1 8
	83	Waipaoa Block .. .. .	Wairoa ..	Hawke's Bay ..	78 16 0
Total—Gisborne .. .. .					12,971 5 5
TARANAKI ROAD DISTRICT—					
	85	Hikimutu Block .. .. .	Kaitieke ..	Waimarino ..	3 12 3
	87	Horopito West Block .. .. .	Waimarino ..	" ..	182 4 0
	88	Kahuwera Block .. .. .	Waitomo ..	Taumarunui ..	589 8 5
	90	Kakahi Village Settlement Block .. .. .	Kaitieke ..	Waimarino ..	34 4 6
	91	Makino Block .. .. .	Clifton ..	Taumarunui ..	3 1 2
	93	Mangaroa Township Block .. .. .	Ohura ..	" ..	270 8 6
	94	Mangatiti Block .. .. .	Waimarino ..	Waimarino ..	2,343 1 6
	96	Marangae Block .. .. .	Whangamomona ..	Stratford ..	784 6 10
	99	North Waimarino Block .. .. .	Kaitieke ..	Waimarino ..	2,006 14 2
	101	Ohakune No. 2 Block .. .. .	Waimarino ..	" ..	244 16 9
	102	Ohakune Village Settlement Block .. .. .	" ..	" ..	281 0 10
	106	Papakauri Block .. .. .	Awakino ..	Taumarunui ..	1 15 0
	107	Paraketu Block .. .. .	Ohura and Waitomo ..	" ..	248 9 8
	108	Rangataua Block .. .. .	Waimarino ..	Waimarino ..	18 10 0
	109	Rangataua Extension Block .. .. .	" ..	" ..	77 3 2
	110	Retaruke Block .. .. .	Kaitieke ..	" ..	100 10 9
	111	Riariaki Block .. .. .	Waimarino and Kaitieke ..	" ..	3,120 1 0
	113	Ruatiti Block .. .. .	Waimarino ..	" ..	2,538 8 1
	114	South Kaitieke Block .. .. .	Kaitieke ..	" ..	25 9 0
	116	Tahuna Block .. .. .	Waitomo ..	Taumarunui ..	5,937 5 9



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS TO OPEN UP CROWN LANDS—contd.			£ s. d.
127	125	TARANAKI ROAD DISTRICT—continued. Mangaowata Block .. .. .	Clifton and Whangamomona	Taumarunui and Stratford	127 14 11
	127	Taurakawa Block .. .. .	Stratford	Stratford and Patea	40 8 0
	128	Ahu Ahu Block .. .. .	Waitotara	Patea	319 19 8
	129	Rangitatau Block .. .. .	"	"	3,072 10 3
	132	Taonui-Maraetana-Pukewhakapu Block ..	Wanganui	Waimarino	999 6 3
		Total—Taranaki .. .. .			23,370 10 5
		WELLINGTON ROAD DISTRICT—			
	135	Makaretu Block .. .. .	Waipawa	Waipawa	1,874 3 9
	136	Mangatera Block .. .. .	Dannevirke	"	36 12 8
	138	Piripiri Block .. .. .	"	Waipawa and Pahiatua	225 3 5
	139	Rokai Block .. .. .	"	Pahiatua	815 19 10
	142	Awarua 1b Block .. .. .	Rangitikei	Oroua	333 8 10
	146	Kumeti Block .. .. .	Dannevirke	Pahiatua	486 13 4
	147	Makaretu Village Settlement Block ..	Pahiatua	"	131 7 11
	151	Kaiparoro Block .. .. .	Mauriceville	Masterton	87 10 0
	152	Mawaihakona Township Block .. .. .	Hutt	Hutt	1 4 0
		Total—Wellington .. .. .			3,992 3 9
		NELSON ROAD DISTRICT—			
	159	Totaranui Block .. .. .	Takaka	Motueka	88 13 0
	160	Glenroy Block .. .. .	Murchison	Buller	335 19 7
	161	Howard Block .. .. .	"	"	150 17 2
	165	Mid Maruia Block .. .. .	"	"	470 15 8
	168	Rappahannock Block .. .. .	"	"	316 16 6
	169	Warwick Block .. .. .	"	"	117 15 6
		Total—Nelson .. .. .			1,480 17 5
		MARLBOROUGH ROAD DISTRICT—			
	171	Ronga Valley No.2 Block .. .. .	Marlborough	Nelson	387 3 6
	174	Blue Mountain Block .. .. .	"	Wairau	206 6 11
	175	Mahakipawa Block .. .. .	"	"	0 8 0
	176	Neutral Spur Block .. .. .	"	"	76 10 11
		Total—Marlborough .. .. .			670 9 4
		WESTPORT ROAD DISTRICT—			
	177	Kongahu Block .. .. .	Buller	Motueka	563 12 8
	178	Mokihinui Block .. .. .	"	"	111 6 0
	179	Oparara Block .. .. .	"	"	92 15 0
	180	Otumahana Block .. .. .	"	"	879 10 11
		Total—Westport .. .. .			1,647 4 7
		WESTLAND ROAD DISTRICT—			
	182	Inangahua Junction Block .. .. .	Inangahua	Buller	104 19 6
		Total—Westland .. .. .			104 19 6
		SOUTHLAND ROAD DISTRICT—			
	188	Alton No. 2 Block .. .. .	Wallace	Wallace	69 0 0
	189	Alton No. 4 Block .. .. .	"	"	12 6 3
	196	Mabel No. 1 Block .. .. .	Southland	Mataura	215 18 2
	198	Oteramika No. 1 Block .. .. .	"	"	1,172 7 4
	199	Waimatua Block .. .. .	"	"	221 5 0
		Total—Southland .. .. .			1,690 16 9
		Vote No. 127—Total for 1911-12..			49,287 11 2
		UNAUTHORIZED EXPENDITURE—			
		Rotongata Block .. .. .	West Taupo	Waikato	451 6 11



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
128	ROADS TO OPEN UP NATIONAL ENDOWMENT LANDS—				
	NORTH AUCKLAND ROAD DISTRICT—				
	1	Koutu Block .. .. .	Hokianga ..	Bay of Islands	£ s. d. 333 9 9
	2	Otakairanga Block .. .. .	Whangarei ..	"	18 3 0
	4	Ngunguru Extension No. 2 Block .. .. .	" ..	Marsden ..	248 16 0
		Total—North Auckland .. .. .	..	..	600 8 9
	AUCKLAND ROAD DISTRICT—				
	5	Opanake Extension Block .. .. .	Hobson ..	Kaipara ..	0 16 9
	8	Huihuitaha Block .. .. .	West Taupo ..	Waikato ..	3 4 0
		Total—Auckland .. .. .	..	..	4 0 9
	TAURANGA ROAD DISTRICT—				
	9	Otawa No. 2 Block .. .. .	Tauranga ..	Tauranga ..	1,216 4 2
	10	Kaituna Block .. .. .	Rotorua ..	Bay of Plenty	9 10 0
		Total—Tauranga .. .. .	..	..	1,225 14 2
	TARANAKI ROAD DISTRICT—				
	16	Iriwhata Block .. .. .	Ohura ..	Taumarunui ..	1,552 7 6
	17	Mohakatino Block .. .. .	Clifton ..	" ..	432 9 7
	18	Opatu Block .. .. .	Ohura ..	" ..	1,950 0 2
	19	Otunui Block .. .. .	" ..	" ..	242 0 0
	22	Tauakira No. 1 Block .. .. .	Wanganui ..	Waimarino ..	119 1 3
		Total—Taranaki .. .. .	..	..	4,295 18 6
	NELSON ROAD DISTRICT—				
	24	Wangamoa Block .. .. .	Waimea ..	Nelson ..	85 5 8
	27	Lee River Extension Block .. .. .	" ..	Motueka ..	33 2 8
		Total—Nelson .. .. .	..	..	118 8 4
	WESTLAND ROAD DISTRICT—				
	36	Kotuku Block .. .. .	Grey ..	Westland ..	310 0 0
		Total—Westland .. .. .	..	..	310 0 0
		Vote No. 128—Total for 1911–12..	..	..	6,554 10 6
CONSOLIDATED FUND.					
20	MAINTENANCE AND IMPROVEMENT OF ROADS.				
	1	Expenses incidental to the maintenance and improvement of roads	..	..	37,448 16 6
		Total of Votes 112, 113, 127, 128, and 20 ..	..	..	*477,253 3 6
		Add expenditure for previous years ..	..	..	†8,612,152 7 2
		Total expenditure to 31st March, 1912	..	..	£9,089,405 10 8

\* Includes £451 6s. 11d., charged against Unauthorized Expenditure Account, in respect to Rotongata Block.

† Includes expenditure for certain years out of Native Land Purchase Account and Lands Improvement Account.—*Vide* Table No 9.



TABLE No. 4—continued.

## ROADS ON GOLDFIELDS.

Vote No. 114.—Item No. 1.—Assistance towards the construction and repair of roads, &amp;c. . . . .

£	s.	d.
899	2	5
£899	2	5

## AUCKLAND.

## Whangaroa County.

4. Pupuke (Landing-Mines)	£	s.	d.
	100	0	0

## Coromandel County.

5. Bridles Point Extension . . . . .	300	0	0
6. Cabbage Bay - Matamataharakeke . . . . .	72	10	0
7. Cabbage Bay - Cape Colville . . . . .	303	7	8
8. Cabbage Bay - Coromandel . . . . .	50	0	0
9. Cabbage Bay - Port Charles . . . . .	200	0	0
10. Cape Colville - Port Charles . . . . .	100	0	0
12. Coromandel-Kuaotunu, via Matarangi . . . . .	197	7	6
13. Coromandel-Tererenga . . . . .	100	0	0
14. Coromandel-Waikawau . . . . .	200	0	0
15. Coromandel Wharf Road . . . . .	300	0	0
16. Driving Creek - Kikowhakarere . . . . .	200	0	0
21. Kennedy Bay - Matamataharakeke . . . . .	21	0	0
23. Kikowhakarere - Cabbage Bay . . . . .	250	0	0
24. Kuaotunu Creek (diversion) . . . . .	50	0	0
25. Kuaotunu - Mercury Bay . . . . .	136	0	0
29. McLauchlin's - Waikawau Creek Track (widening) . . . . .	100	0	0
32. Tiki - Te Koumu . . . . .	350	0	0
33. Tiki-Kaimarama . . . . .	100	0	0
34. Tiki-Manaia . . . . .	50	0	0
36. Waitaia Company's Low-level Road . . . . .	130	0	0

## Thames County.

39. Hape Creek Road . . . . .	100	0	0
40. Hikutaia-Whangamata "Wires" . . . . .	100	0	0
43. Hikuwai-Tairua . . . . .	252	6	0
44. Karaka Creek Road . . . . .	100	0	0
45. Kauaeranga-Tairua . . . . .	750	0	0
47. Maratoto Road . . . . .	250	0	0
48. Moanataiari Road . . . . .	53	10	8
49. Neavesville, Broken Hills - Upper Landing and Fourth Branch . . . . .	500	0	0
50. Ohio Creek Road . . . . .	50	0	0
53. Omaha-Whangamata . . . . .	250	0	0
54. Parawai Bridge (£1 for £1) . . . . .	150	0	0
55. Puhoi Creek Road . . . . .	250	0	0
56. Puriri-Neavesville . . . . .	495	12	5
57. Puriri Valley Road . . . . .	132	2	6
60. Sylvia Mine Road . . . . .	50	0	0
61. Tairua - Broken Hills - Upper Landing . . . . .	113	17	0
62. Tairua-Hikuwai . . . . .	129	5	0
63. Tapu Creek Road . . . . .	34	15	0
64. Tapu-Gumtown . . . . .	150	0	0
65. Tapu Wharf (protection), (£1 for £1) . . . . .	112	15	0
66. Tararu Creek Road . . . . .	225	0	0
67. Thames-Hikutaia . . . . .	299	13	11
68. Thames-Waikawau . . . . .	300	0	0
69. Tinker's Gully Road . . . . .	50	0	0
70. Upper Landing - Tairua . . . . .	100	0	0
72. Waiomo Creek Road . . . . .	102	18	11
73. Waiotahi Creek Road . . . . .	70	0	0



TABLE NO. 4—continued.  
ROADS ON GOLDFIELDS—continued.

AUCKLAND—continued.						£	s.	d.
<i>Thames Borough.</i>								
77.	Cochrane Street Channel (£1 for £1)	..	..	..	..	350	0	0
78.	Hape Creek (clearing)	..	..	..	..	50	0	0
79.	Karaka Creek (clearing)	..	..	..	..	100	0	0
80.	Moanataiari Creek Aqueduct and Tunnel	..	..	..	..	100	0	0
81.	Shellback Road	..	..	..	..	50	0	0
82.	Sunbeam Mine Road	..	..	..	..	200	0	0
<i>Ohiwemuri County.</i>								
83.	Adeline-Mangakino	..	..	..	..	64	0	0
86.	Bunting Road, Karangahake	..	..	..	..	44	0	0
87.	Bush Street, Waikino	..	..	..	..	25	0	0
88.	Cadman Road (Waikino-Waitekauri)	..	..	..	..	20	0	0
90.	Dominion Mine Track	..	..	..	..	82	0	0
93.	Golden Cross, Maratoto	..	..	..	..	82	2	6
94.	Hikutaia-Paeroa	..	..	..	..	114	17	0
97.	Hoununga Road	..	..	..	..	93	0	0
101.	Karangahake-Rotokohu	..	..	..	..	99	7	0
103.	Komata Creek Road (£51, £1 for £1)	..	..	..	..	86	0	0
104.	Komata Creek - Battery	..	..	..	..	110	0	0
105.	Komata Main Drain (£1 for £1)	..	..	..	..	30	0	0
106.	Komata-Maratoto	..	..	..	..	38	0	0
107.	Larsen Street, Waikino	..	..	..	..	50	0	0
108.	Mackaytown-Waikino (£1 for £1)	..	..	..	..	200	0	0
110.	Main Road - Rahu Road	..	..	..	..	100	0	0
112.	Maoriland Mine - Paeroa	..	..	..	..	36	0	0
113.	Maratoto Road	..	..	..	..	200	0	0
118.	Old Tauranga Road	..	..	..	..	129	0	0
120.	Paeroa - Hikutaia Road - Robinson's	..	..	..	..	60	0	0
123.	Paeroa - Te Aroha	..	..	..	..	13	10	0
124.	Paeroa-Waitoa	..	..	..	..	299	16	8
125.	Peel's Creek - Incognito	..	..	..	..	76	10	0
127.	Poland Street, Waikino	..	..	..	..	50	0	0
129.	Rahu Road	..	..	..	..	100	0	0
131.	Rotokohu Road	..	..	..	..	80	14	4
135.	Thames Road - Komata Railway-station	..	..	..	..	26	5	0
143.	Waimata Road	..	..	..	..	65	14	6
144.	Waitawheta Road	..	..	..	..	50	0	0
145.	Waitawheta-Waihi	..	..	..	..	80	0	0
148.	Waitekauri - Maoriland Mine	..	..	..	..	120	0	0
149.	Waitekauri-Waihi	..	..	..	..	100	0	0
150.	Waverley Road, Karangahake	..	..	..	..	50	0	0
<i>Piako County.</i>								
153.	Waiorongomai Lower Horse-track	..	..	..	..	78	6	3
						<b>£12,186</b>	<b>4</b>	<b>10</b>
MARLBOROUGH.						£	s.	d.
<i>Pelorous Road Board.</i>								
158.	Fulton's Grove Road, Mahakipawa	..	..	..	..	100	0	0
159.	Havelock-Mahakipawa	..	..	..	..	58	11	6
160.	Mountain Creek Bridge	..	..	..	..	350	0	0
161.	Onamalutu - Wakamarina Forks	..	..	..	..	47	1	6
						<b>£555</b>	<b>13</b>	<b>0</b>
NELSON.						£	s.	d.
<i>Collingwood County.</i>								
166.	Collingwood - Parapara Coast Road	..	..	..	..	62	5	6
167.	Ferntown-Pakawau	..	..	..	..	50	0	0
168.	Kaituna-Patarau	..	..	..	..	129	7	6
169.	Keoghan's Road	..	..	..	..	50	0	0
170.	Lunatic Hill Road	..	..	..	..	123	0	0
171.	Pakawau-Puponga	..	..	..	..	300	0	0
172.	Takaka - Collingwood Inland Road	..	..	..	..	379	0	0
173.	Tamatea-Pakawau	..	..	..	..	150	0	0
174.	Tamatea-Ferntown	..	..	..	..	59	9	0



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

NELSON—*continued.*

## Takaka County.

	£	s.	d.
176. Anatoki Track .. .. .	100	0	0
177. Barron's Flat (extension) .. .. .	93	8	9
178. Gridiron Creek Track .. .. .	240	5	0
179. Long Plain Road (extension) .. .. .	50	0	0
180. Pohara-Tarakohe .. .. .	487	10	0
181. Pohara-Wainui .. .. .	150	0	0
182. Table Land Track .. .. .	100	0	0
183. Takaka - Collingwood Inland Road .. .. .	100	4	6

## Waimea County.

185. Graham's River - Mount Arthur .. .. .	79	2	3
187. Skeet River Road .. .. .	4	1	0
188. Takaka Hill Road .. .. .	100	0	0

## Buller County.

193. Bins Road - Ngakawau .. .. .	89	0	0
194. Bins - Camp Denniston .. .. .	100	0	0
196. Brighton - Grey County Boundary - Belfast Creek .. .. .	600	0	0
198. Buller Bridge Road - Carter's .. .. .	150	0	0
200. Bullock Creek Road .. .. .	250	0	0
201. Cairn's Beach Settlement - Birchfield .. .. .	200	0	0
202. Cedar Creek Road .. .. .	213	0	0
205. Coalbrookdale Road .. .. .	200	0	0
206. Coal Creek Bridge .. .. .	150	0	0
209. Denniston - Sanitation Depot .. .. .	250	0	0
212. Easton Creek Bridge .. .. .	177	14	0
213. Easton's Road .. .. .	79	10	0
214. Fairdown - Sergeant's Hill, <i>via</i> Railway .. .. .	174	10	0
216. Four-mile - Brighton .. .. .	375	0	0
222. Harney Road .. .. .	100	0	0
223. Hawas Creek Bridge .. .. .	100	0	0
229. Karamea Mud-flat .. .. .	200	0	0
230. Karamea Overflow Bridge .. .. .	50	0	0
231. Kelly's - Maori Point .. .. .	100	0	0
232. Kohaihai Bridge and Road .. .. .	161	17	0
234. Lyell-Mokihinui .. .. .	85	0	0
235. Mangatini Road (extension) .. .. .	200	10	0
236. McPadden's - Gillow's Dam .. .. .	150	0	0
238. Millerton - Stockton Mine .. .. .	300	0	0
239. Millerton Road Bridge .. .. .	220	6	0
241. Mine Creek Bridge .. .. .	100	0	0
242. Mine Creek Road .. .. .	66	16	9
243. Mokihinui - Little Wanganui River Road .. .. .	453	0	0
244. Mokihinui-Ngakawau .. .. .	296	5	0
246. Mokihinui River Road .. .. .	161	13	0
248. New Creek Foot-bridge .. .. .	97	10	0
249. New Creek Road (extension) .. .. .	200	0	0
250. Ngakawau - Stockton Mine (£1 for £1) .. .. .	75	0	0
252. Nile Bridge, Charleston .. .. .	173	7	6
253. Nile Valley Road (extension) .. .. .	100	0	0
255. North Beach Track .. .. .	100	0	0
258. Outlet - Road Birchfield .. .. .	100	0	0
259. Oparara Bridge - South Beach .. .. .	50	0	0
260. Overflow Road - North Beach .. .. .	220	0	0
261. Pensini Creek Road .. .. .	200	0	0
262. Pororari Footbridge .. .. .	35	0	0
263. Promised Land - Allan's .. .. .	150	0	0
264. Rockland's Bridge .. .. .	100	0	0
265. Seddonville roads .. .. .	100	0	0
266. Seddonville - Mokihinui Mine .. .. .	50	0	0
269. Specimen Creek Road (extension) .. .. .	200	0	0
270. Stables - Bins Road, Denniston .. .. .	467	9	0
273. Totara Bridge, Beach Road .. .. .	83	2	0
275. Utopia Road .. .. .	200	0	0
276. Victoria Road (extension) .. .. .	200	0	0
279. Wanganui - Wangapeka Road Extension - Mount Radiant .. .. .	228	0	0
282. Wilson's Lead Road, Addison's .. .. .	150	0	0



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

NELSON—*continued.**Inangahua County.*

	£	s.	d.
283. Big River - St. George Mine .. .. .	267	2	6
285. Blackwater River Bridge .. .. .	163	2	6
286. Blackwater-Waiuta .. .. .	227	9	2
287. Capleston-Just-in-time .. .. .	177	5	7
288. Cronadun-Capleston .. .. .	150	0	0
290. Crusington Suspension Bridge .. .. .	233	14	4
292. Frying-pan Flat Road .. .. .	114	18	1
293. Globe Hill - Cornishtown .. .. .	200	0	0
300. Murray Creek Road .. .. .	300	9	11
301. Progress Junction - Globe Hill .. .. .	100	7	7
302. Progress Junction - Slab Hut Creek .. .. .	123	8	3
310. Waiuta Township Roads .. .. .	200	0	0

*Murchison County.*

313. Horse Terrace - Hunter's .. .. .	128	5	0
314. Mangles Valley Road .. .. .	62	15	10
315. Maruia Road, <i>via</i> Caslani's .. .. .	4	0	0
316. Matakita - Horse Terrace .. .. .	250	0	0
317. O'Rorke's - Horse Terrace .. .. .	64	0	0
319. Rappahannoc Creek Track (widening), on account .. .. .	22	2	0

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£14,630 4 6

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## WESTLAND.

*Grey County.*

	£	s.	d.
320. Aronld Bridge (approaches) .. .. .	52	10	0
321. Baxter's Creek Bridge, Moonlight .. .. .	100	0	0
325. Cape Terrace Road (deviation), (£1 for £1) .. .. .	65	0	0
326. Cobden-Brighton .. .. .	200	0	0
327. Cobden-Runanga .. .. .	194	0	0
328. Cobden - Point Elizabeth, <i>via</i> Darkie's Terrace .. .. .	140	0	0
333. McLean's Creek Track .. .. .	163	0	0
335. Moonlight Creek Footbridge .. .. .	50	0	0
336. Nelson Creek - Bell Hill .. .. .	200	0	0
339. Paparoa Street, Roa .. .. .	39	11	0
340. Paparoa-Taffy .. .. .	109	10	0
341. Payne's Gully Track .. .. .	46	16	2
342. Poerua Reefs Road .. .. .	200	0	0
343. Runanga-Dunollie .. .. .	400	0	0
344. Saltwater Bridge, Old Marsden Road .. .. .	98	15	0
347. Waterson's Road .. .. .	200	0	0
348. Westbrook Road (deviation) .. .. .	226	4	4

*Brunner Borough.*

349. Brunner-Blackball .. .. .	281	0	9
350. Brunner - North Brunner Coal-mine .. .. .	50	0	0

*Westland County.*

351. Adair's Road .. .. .	515	0	0
352. Arahura Bridge - One-mile Road .. .. .	200	0	0
353. Arahura-Humphrey's .. .. .	150	0	0
354. Arthurstown Road (widening) .. .. .	200	0	0
355. Awatuna Road (widening and bridge) .. .. .	275	4	0
356. Back Creek Road .. .. .	134	5	0
357. Blue Spur Road .. .. .	178	5	0
358. Browning's Pass Track (deviation and repairs) .. .. .	71	16	0
359. Callery Track .. .. .	50	0	0
360. Cedar Creek Road .. .. .	111	15	6
361. Deep Creek Bridge .. .. .	50	0	0
362. Duffers Track (extension) .. .. .	100	0	0
363. Eel Creek Track (protection) .. .. .	100	0	0
364. Forks - Canoe Point .. .. .	21	5	0
365. Fourth Terrace Track .. .. .	36	0	0
366. Gillam's Gully (extension) .. .. .	86	0	0
367. Goldsborough (deviation) .. .. .	221	4	0
368. Goldsborough - Stafford Road and Bridge .. .. .	70	0	0







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

OTAGO— <i>continued</i> .							£	s.	d.
<i>Lake County—continued</i> .									
428. Macetown-Reefs ..	..	..	..	..	..	..	73	15	6
430. Queenstown - Gentle Annie ..	..	..	..	..	..	..	50	0	0
432. Skipper's Main Road ..	..	..	..	..	..	..	150	0	0
433. Skipper's - Stoney Creek ..	..	..	..	..	..	..	100	0	0
434. Shotover Valley Road ..	..	..	..	..	..	..	94	2	5
							£2,967	9	2
SOUTHLAND.							£	s.	d.
<i>Wallace County</i> .									
439. Colac - Round Hill ..	..	..	..	..	..	..	292	0	0
441. Pahia-Orepuki ..	..	..	..	..	..	..	150	0	0
<i>Southland County</i> .									
444. Charlton dredging-claims ..	..	..	..	..	..	..	50	0	0
445. Christopherson's Road (£1 for £1) ..	..	..	..	..	..	..	100	0	0
446. Garston-Nevis ..	..	..	..	..	..	..	50	0	0
452. Reilly and Finlay Road ..	..	..	..	..	..	..	200	0	0
453. Spring Hills - Hedge Hope Road ..	..	..	..	..	..	..	76	18	5
454. Waikaia - Dredges Road (repairs) ..	..	..	..	..	..	..	150	0	0
456. Waikaka Main Road - Coal Reserve ..	..	..	..	..	..	..	50	0	0
457. Waikaka - Edges Coalpit (£1 for £1) ..	..	..	..	..	..	..	100	0	0
458. Waikaka Valley Main Road ..	..	..	..	..	..	..	200	0	0
459. Waimumu dredging-claims ..	..	..	..	..	..	..	100	0	0
460. Waimumu dredging-claims (£1 for £1) ..	..	..	..	..	..	..	100	0	0
							£1,618	18	5
							£	s.	d.
Expenditure for year ended 31st March, 1912 ..							41,067	5	5
Expenditure for previous years ..							895,279	8	1
Total expenditure to 31st March, 1912, on Roads on Goldfields ..							£936,346	13	6



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

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1912, 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, 1870-1911.	Grants, Subsidies, 1870-1911.	Survey and Construction, 1911-1912.	Grants, Subsidies, 1911-1912.	Totals.	Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<b>NORTH ISLAND.</b>										
<b>AUCKLAND PROVINCIAL DISTRICT—</b>										
Thames .. ..	80,708 19 3	..	..	..	80,708 19 3	..	..	..	80,708 19 3	NORTH ISLAND.
Tairua Water-race ..	..	34 5 4	..	..	34 5 4	..	..	..	34 5 4	Thames.
Compensation, Thames Water-race ..	..	1,250 0 0	..	..	1,250 0 0	..	..	..	1,250 0 0	Tairua Water-race.
R. Kelly's water-race, Mata ..	..	40 0 0	..	..	40 0 0	..	..	..	40 0 0	Compensation, Thames Water-race
Kuaotunu Sludge-channel ..	..	230 0 0	..	..	230 0 0	..	..	..	230 0 0	R. Kelly's water-race, Mata.
Drain, Te Aroha West ..	..	61 0 0	..	..	61 0 0	..	..	..	61 0 0	Kuaotunu Sludge-channel.
	80,708 19 3	1,615 5 4	..	..	82,324 4 7	..	..	..	82,324 4 7	Drain, Te Aroha West.
<b>MIDDLE ISLAND.</b>										
<b>WESTLAND PROVINCIAL DISTRICT—</b>										
<b>Subsidies—</b>										
Hohonu .. ..	3 7 0	1,955 12 1	..	..	1,958 19 1	..	..	..	1,958 19 1	MIDDLE ISLAND.
Hibernian .. ..	12 5 8	1,992 14 8	..	..	2,005 0 4	..	..	..	2,005 0 4	Subsidies—
New River .. ..	21 5 0	3,496 0 3	..	..	3,517 5 3	..	..	..	3,517 5 3	Hohonu.
Kanieri .. ..	1 5 6	10,310 18 4	..	..	10,312 3 10	..	..	..	10,312 3 10	Hibernian.
Rimu Drainage-tunnel ..	191 19 6	32 0 0	..	..	223 19 6	..	..	..	223 19 6	New River.
Ross Sludge-channel ..	..	1,554 10 6	..	..	1,554 10 6	..	..	..	1,554 10 6	Kanieri.
Kumara Sludge-channel No. 2 ..	..	2,762 17 2	..	..	2,762 17 2	..	..	..	2,762 17 2	Rimu Drainage-tunnel.
Kumara Sludge-channel No. 3 ..	75 0 0	1,199 7 6	..	..	1,274 7 6	..	..	..	1,274 7 6	Ross Sludge-channel.
Kumara No. 4 Main Tail-race ..	..	1,151 10 8	..	..	1,151 10 8	..	..	..	1,151 10 8	Kumara Sludge-channel No. 2.
Kumara No. 5 Main Tail-race ..	..	5,666 14 11	..	..	5,666 14 11	..	..	..	5,666 14 11	Kumara Sludge-channel No. 3.
Trustees Main Tail-race, Waimea ..	..	2,294 6 8	..	..	2,294 6 8	..	..	..	2,294 6 8	Kumara No. 4 Main Tail-race.
Branch Tail-race to No. 4 Channel, Payne and party ..	..	100 0 0	..	..	100 0 0	..	..	..	100 0 0	Kumara No. 5 Main Tail-race.
Kelly's Terrace Tunnel ..	..	2,587 13 0	..	..	2,587 13 0	..	..	..	2,587 13 0	Trustees Main Tail-race, Waimea.
Quinn's Creek Water-race (purchase)	..	70 0 0	..	..	70 0 0	..	..	..	70 0 0	Branch Tail-race to No. 4 Channel, Payne and party.
Raising dam, Loop-line ..	1,125 16 6	..	..	..	1,125 16 6	..	..	..	1,125 16 6	Kelly's Terrace Tunnel.
Ngahere-Blackball ..	..	200 0 0	..	..	200 0 0	..	..	..	200 0 0	Quinn's Creek Water-race (purchase).
Donnelly's Creek Tail-race ..	..	444 4 5	..	..	444 4 5	..	..	..	444 4 5	Raising dam, Loop-line.
Purchase of Byrne, O'Hallahan, and Murdoch's water-rights ..	..	35 0 0	..	..	35 0 0	..	..	..	35 0 0	Ngahere-Blackball.
Jones Creek Storm-channel ..	100 0 0	325 0 0	..	..	425 0 0	..	..	..	425 0 0	Donnelly's Creek Tail-race.
Back Creek Water-race ..	330 1 0	..	..	..	330 1 0	..	..	..	330 1 0	Purchase of Byrne, O'Hallahan, and Murdoch's water-rights.
Ford and Party, Park Terrace ..	..	108 18 0	..	..	108 18 0	..	..	..	108 18 0	Jones Creek Storm-channel.
McConnon and Garner, Dilmans-town ..	..	181 14 6	..	..	300 0 0	..	..	..	300 0 0	Back Creek Water-race.
Murchie and Benyon, Kumara ..	..	75 12 0	..	..	150 0 0	..	..	..	150 0 0	Ford and Party, Park Terrace.
Government Works—	..	..	..	..	..	..	..	..	..	McConnon and Garner, Dilmans-town.
Waimea-Kumara ..	195,850 9 4	..	..	..	195,850 9 4	..	..	..	195,850 9 4	Murchie and Benyon, Kumara.
Wainihini Water-race ..	14,152 17 7	..	..	..	14,152 17 7	..	..	..	14,152 17 7	Government Works—
Mikoni .. ..	25,927 4 6	..	..	..	25,927 4 6	..	..	..	25,927 4 6	Waimea-Kumara.
<b>NELSON PROVINCIAL DISTRICT—</b>										
<b>Government Works—</b>										
Nelson Creek .. ..	90,732 10 8	..	..	..	90,732 10 8	..	..	..	90,732 10 8	Wainihini Water-race.
Napoleon Hill .. ..	257 16 7	..	..	..	257 16 7	..	..	..	257 16 7	Mikoni.
Argyle (Charleston) ..	15,951 15 3	150 0 0	..	..	16,101 15 3	..	..	..	16,101 15 3	Nelson Creek.
Black's Point .. ..	244 9 0	..	..	..	244 9 0	..	..	..	244 9 0	Napoleon Hill.
Carried forward ..	344,968 3	186,694 14 8	..	..	531,662 17 12	..	..	..	531,662 17 12	Argyle (Charleston).
										Black's Point.







## Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1912, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1911.			Net Expenditure during Twelve Months ended 31st March, 1912.			Total Net Expenditure to 31st March, 1912.			Liabilities on 31st March, 1912.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Assistance towards prospecting ..	37,683	10	9	3,533	15	0	41,217	5	9	..	..	..	41,217	5	9
Oil boring, Kotuku ..	207	10	0	..	..	..	207	10	0	..	..	..	207	10	0
Purchase and expenses of diamond and other drills	11,558	10	6	1,775	18	9	13,334	9	3	..	..	..	13,334	9	3
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.	6,966	0	4	104	4	10	7,070	5	2	..	..	..	7,070	5	2
Lowering water, Queen of Beauty shaft	400	0	0	..	..	..	400	0	0	..	..	..	400	0	0
Deepening and unwatering Queen of Beauty shaft	9,205	16	6	..	..	..	9,205	16	6	..	..	..	9,205	16	6
Prospecting deep levels, Ross ..	15,019	4	4	..	..	..	15,019	4	4	..	..	..	15,019	4	4
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	41,552	9	9	1,188	13	8	42,741	3	5	..	..	..	42,741	3	5
Water-conservation—															
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
Gimberburn Creek embankment	211	12	3	..	..	..	211	12	3	..	..	..	211	12	3
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 ..	457	1	7	..	..	..	457	1	7	..	..	..	457	1	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 ..	2,568	0	0	..	..	..	2,568	0	0	..	..	..	2,568	0	0
Waitekaui ..	445	2	5	..	..	..	445	2	5	..	..	..	445	2	5
Karangahake ..	607	6	5	..	..	..	607	6	5	..	..	..	607	6	5
Mackaytown ..	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 ..	142	10	9	5	19	3	148	10	0	..	..	..	148	10	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	5,212	2	5	14,443	7	6	19,655	9	11	..	..	..	19,655	9	11
across Teremakau River															
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 ..	286	5	5	..	..	..	286	5	5	..	..	..	286	5	5
Dam, Bow Bell Flat ..	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Less Recovery on Account of Ex- penditure of Previous Years—	195,807	0	7	21,051	19	0	216,858	19	7	..	..	..	216,858	19	7
Johnston's dam, Bow Bell Flat ..	..	..	..	..	..	..	30	0	0	..	..	..	30	0	0
Totals ..	195,807	0	7	21,051	19	0	216,828	19	7	..	..	..	216,828	19	7



TABLE No. 6.

STATEMENT showing the EXPENDITURE ON TELEGRAPHS out of Public Works Fund to 31st March, 1912, and the Liabilities on that Date.

Line.	Expenditure during Twelve Months ended 31st March, 1912.		
	Expenditure.	Material issued from Stores.	Total Cost dur- ing the Year.
	£ s. d.	£ s. d.	£ s. d.
Telephone Exchanges—			
Ashburton .. .. .	112 14 9	478 15 0	591 9 9
Auckland .. .. .	11,269 13 10	8,638 2 3	19,907 16 1
Blenheim .. .. .	193 8 7	784 0 11	977 9 6
Christchurch .. .. .	4,039 2 7	6,715 2 2	10,754 4 9
Dannevirke .. .. .	110 10 6	397 13 11	508 4 5
Dunedin .. .. .	3,534 7 4	5,012 7 1	8,546 14 5
Feilding .. .. .	260 1 7	633 12 9	893 14 4
Gisborne .. .. .	645 13 10	1,312 11 8	1,958 5 6
Greymouth .. .. .	83 2 10	271 6 5	354 9 3
Hamilton .. .. .	33 18 7	585 18 11	619 17 6
Hawera .. .. .	213 1 2	309 0 6	522 1 8
Hokitika .. .. .	9 6 8	51 2 2	60 8 10
Invercargill .. .. .	1,356 15 9	2,064 18 11	3,421 14 8
Levin .. .. .	156 13 5	107 6 1	263 19 6
Masterton .. .. .	824 0 8	1,346 7 10	2,170 8 6
Napier .. .. .	4,728 8 5	6,539 12 5	11,268 0 10
Nelson .. .. .	107 13 11	331 1 8	438 15 7
New Plymouth .. .. .	213 12 8	471 7 6	685 0 2
Oamaru .. .. .	2,155 4 1	1,625 5 8	3,780 9 9
Pahiatua .. .. .	46 7 7	118 10 4	164 17 11
Palmerston North .. .. .	317 2 0	830 13 0	1,147 15 0
Rotorua .. .. .	125 6 6	75 8 2	200 14 8
Stratford .. .. .	104 1 5	335 11 0	439 12 5
Thames .. .. .	394 14 2	624 2 3	1,018 16 5
Timaru .. .. .	618 12 0	1,086 15 1	1,705 7 1
Wanganui .. .. .	1,303 4 2	2,999 7 3	4,302 11 5
Wellington .. .. .	6,316 9 8	11,182 3 0	17,498 12 8
Westport .. .. .	33 9 6	145 4 11	178 14 5
Whangarei .. .. .	227 5 11	143 0 4	370 6 3
Total exchanges .. .. .	39,534 4 1	55,216 9 2	94,750 13 3
New Wires—			
Kohumara Extension .. .. .	0 14 6	12 9 9	13 4 3
Kerikeri—Purerua Extension .. .. .	34 17 0	30 3 2	65 0 2
Russell—Opua .. .. .	0 7 6	17 7 4	17 14 10
Ivydale Extension .. .. .	11 1 5	9 19 9	21 1 2
Kawakawa—Opua .. .. .	8 8 8	..	8 8 8
Otonga Extension .. .. .	1 5 8	4 15 0	6 0 8
Tanekaha Extension .. .. .	..	4 12 7	4 12 7
Whangarei—Kawakawa (trunk telephone circuit) .. .. .	144 14 1	332 18 1	477 12 2
Whangarei—H .. .. .	38 15 2	18 1 10	56 17 0
Whangarei Heads—Taurikura Extension .. .. .	13 2 0	12 9 6	25 11 6
Rukuwai—Taraunui—Waiparera .. .. .	146 16 3	30 7 10	177 4 1
Whatoro Extension .. .. .	0 8 9	6 7 8	6 16 5
Parua Bay—Onerahi Extension .. .. .	0 4 6	..	0 4 6
Dargaville—Tangowahine .. .. .	19 19 8	21 6 3	41 5 11
Dargaville—Tekopuru—Tatarariki .. .. .	..	53 7 8	53 7 8
Reotahi Telephone .. .. .	1 11 0	5 1 11	6 12 11
Waipu—North River Extension .. .. .	114 8 7	18 6 4	132 14 11
Maungaturoto—Wairere .. .. .	88 17 9	15 5 10	104 3 7
Okamatea Extension .. .. .	0 18 0	..	0 18 0
Okonga Extension .. .. .	1 12 4	4 16 6	6 8 10
Tauhoa—Mangakura Extension .. .. .	0 12 6	..	0 12 6
Mangakura—Glorit .. .. .	3 10 8	17 19 11	21 10 7
Pakapuka Extension .. .. .	1 12 6	157 7 6	159 0 0
Pohuehue Telephone-office .. .. .	..	5 2 4	5 2 4
Warkworth—Mullet Point—Te Kapa Extension .. .. .	187 1 8	33 16 11	220 18 7
Tahekeroa Extension .. .. .	22 12 3	11 2 11	33 15 2
Dargaville—Whangarei (metallic circuit) .. .. .	4 11 6	..	4 11 6
Redvale Extension .. .. .	23 10 7	80 12 1	104 2 8
Ruahau—Piha Extension .. .. .	..	15 0 7	15 0 7
Waikumete—Karekare .. .. .	9 0 3	54 10 10	63 11 1
Auckland—Dargaville .. .. .	2 7 0	..	2 7 0
Auckland—Waiwera .. .. .	1 8 3	395 10 9	396 19 0
Auckland—Wiri Extension .. .. .	38 19 2	37 4 1	76 3 3
Auckland—Matamata .. .. .	24 0 3	14 4 0	38 4 3
Auckland—Katikati .. .. .	2 6 10	..	2 6 10
Auckland—Wellington (Akaaka—Horopito) .. .. .	3,782 3 10	1,528 0 7	5,310 4 5
Auckland—New Plymouth (line diversion) .. .. .	6 5 10	3 5 8	9 11 6
Auckland—Pukekohe (metallic circuit) .. .. .	..	483 1 6	483 1 6
Otakuhu—Papakura (metallic circuit) .. .. .	4 4 11	130 13 7	134 18 6
Pokeno—Pokeno Valley—Bombay—Paparata Valley—Manga- tawhiri Valley—Miranda—Mercer .. .. .	179 9 7	77 9 3	256 18 10
Waiuku—Ruakohua Extension .. .. .	10 10 4	3 19 7	14 9 11
Otaua—Waiuku and Puni—Akaaka—Otaua Extensions .. .. .	245 8 10	17 2 2	262 11 0
Carried forward.. .. .	5,177 19 7	3,664 1 3	8,842 0 10



TABLE NO. 6—continued.

STATEMENT showing the EXPENDITURE on TELEGRAPHS—continued.

Line.	Expenditure during Twelve Months ended 31st March, 1912.			Expenditure.	Material issued from Stores.	Total Cost dur- ing the Year.			
	£	s.	d.						
Brought forward .. .. .	5,177	19	7	3,664	1	3	8,842	0	10
New Wires—continued.									
Waiterimu Extension .. .. .	3	18	8	25	9	9	29	8	5
Korakonui Extension .. .. .	..	..	..	5	0	8	5	0	8
Ngaruawahia—Mercer .. .. .	121	8	4	349	7	5	470	15	9
Hamilton—Cambridge .. .. .	1	1	6	238	3	2	239	4	8
Hamilton—Kawhia (metallic circuit) .. .. .	12	12	10	35	0	7	47	13	5
Tepapatapu .. .. .	..	..	..	5	19	9	5	19	9
Mairoa—Marakopa .. .. .	331	11	7	62	13	2	394	4	9
Mahoenui—Paemako .. .. .	14	18	7	..	..	..	14	18	7
Wardville Extension .. .. .	10	12	8	..	..	..	10	12	8
Turangaomoana—Okauia .. .. .	44	9	8	11	3	11	55	13	7
Matamata—Monamara .. .. .	1	0	6	..	..	..	1	0	6
Matamata—Tauranga .. .. .	3	5	0	..	..	..	3	5	0
Miranui Extension .. .. .	7	18	0	7	8	10	15	6	10
Waiharakeke—Hauturu—Pukeinui .. .. .	1	10	0	0	10	0	2	0	0
Te Awamutu—Kaputuhi .. .. .	20	9	8	40	5	3	60	14	11
Kihikihi—Wharepungu .. .. .	4	15	7	47	2	1	51	17	8
Pukeatua Extension .. .. .	3	4	6	44	19	8	48	4	2
Rotorua—Hamilton (metallic circuit) .. .. .	1	4	0	..	..	..	1	4	0
Rotorua—Ngongotaha .. .. .	235	0	8	113	3	10	348	4	6
Okere—Rotorua (metallic circuit) .. .. .	27	3	8	..	..	..	27	3	8
Pongakawa—Okere Falls .. .. .	1	0	0	..	..	..	1	0	0
Kaiangaroa Plains Extension .. .. .	45	14	3	..	..	..	45	14	3
Rotorua—Tauranga, via Te Pu and Oropu .. .. .	1	5	0	850	0	0	851	5	0
Muripara—Te Houhe .. .. .	4	10	0	..	..	..	4	10	0
Ohura .. .. .	0	13	6	..	..	..	0	13	6
Roto Extension .. .. .	3	2	0	11	5	8	14	7	8
Tokirima (extension from Tatu) .. .. .	80	7	10	0	10	0	80	17	10
Piopia Extension and Temapara Extension .. .. .	423	13	0	723	13	4	1,147	6	4
Ongarue—Taumarunui (metallic circuit) .. .. .	0	19	2	281	2	10	282	2	0
Taumarunui—Hamilton (metallic circuit) .. .. .	4	2	6	739	19	11	744	2	5
Taumarunui—Raurimu (metallic circuit) .. .. .	0	5	4	222	0	8	222	6	0
Waitewhena Extension .. .. .	197	1	8	32	17	5	229	19	1
Ongarue—Tangitu .. .. .	3	4	1	91	9	11	94	14	0
Taringamotu Extension .. .. .	21	5	2	51	6	9	72	11	11
Waimiha .. .. .	1	3	0	5	12	11	6	15	11
Taumarunui Houseboat .. .. .	3	8	0	..	..	..	3	8	0
Taumarunui—Otunui .. .. .	1	2	6	..	..	..	1	2	6
Taumarunui—Ohakune .. .. .	0	16	6	..	..	..	0	16	6
Piriaka Extension .. .. .	3	16	1	..	..	..	3	16	1
Manunui—Kakahi (metallic circuit) .. .. .	0	16	5	53	18	4	54	14	9
Raurimu—Kaitieke Extension .. .. .	94	0	0	..	..	..	94	0	0
Whakatete Telephone .. .. .	1	0	0	3	7	6	4	7	6
Kerepehi—Waitakaruru .. .. .	92	5	11	80	19	5	173	5	4
Thames—Puriri (metallic circuit) .. .. .	25	12	4	1	3	6	26	15	10
Wharepoa Extension .. .. .	53	0	4	..	..	..	53	0	4
Waitoa—Ngarua .. .. .	64	13	10	79	19	2	144	13	0
Matata—Manawahe .. .. .	0	11	0	..	..	..	0	11	0
Whakatane—Opotiki .. .. .	633	13	4	382	17	11	1,016	11	3
Opouriao—Opouriao West .. .. .	13	14	3	0	10	0	14	4	3
Matahanea—Oponae .. .. .	8	8	9	..	..	..	8	8	9
Te Araroa—Whangaparaoa .. .. .	1	11	0	..	..	..	1	11	0
Otoko—Te Karaka (metallic circuit) .. .. .	1	15	5	102	4	5	103	19	10
Gisborne—Moree .. .. .	7	19	2	..	..	..	7	19	2
Waipawa—Waipukurau .. .. .	13	13	9	4	10	3	18	4	0
Waipawa—Napier .. .. .	..	..	..	146	8	3	146	8	3
Waipukurau—Porangahau .. .. .	156	0	9	4	10	8	160	11	5
Takapau—Ormondville—Waipukurau .. .. .	357	15	11	94	17	3	452	13	2
Ngamoko Extension .. .. .	35	7	8	36	6	2	71	13	10
Te Rehunga—Kiritaki .. .. .	29	2	0	22	10	11	51	12	11
Te Rehunga—Ruaroa .. .. .	23	3	0	57	10	0	80	13	0
Mangatuna Extension .. .. .	34	17	10	..	..	..	34	17	10
Aohanga—Porangahau .. .. .	560	19	7	33	10	10	594	10	5
Pongaroa—Korepo—Akitio .. .. .	58	11	9	..	..	..	58	11	9
Pahiatua—Dannevirke .. .. .	128	2	1	433	16	0	561	18	1
Pahiatua—Pongaroa .. .. .	0	5	0	..	..	..	0	5	0
Kaiwhata Telephone Extension .. .. .	0	10	0	5	0	4	5	10	4
Kuku .. .. .	0	18	11	5	2	11	6	1	10
Levin—Foxton .. .. .	91	16	0	197	0	9	288	16	9
Kaharoa Extension .. .. .	43	14	8	109	13	0	153	7	8
Marotiri Extension .. .. .	2	11	6	6	10	6	9	2	0
Foxton—Rongotea—Bull's (metallic circuit) .. .. .	4	3	3	2	2	9	6	6	0
Weraroa—Levin (metallic circuit) .. .. .	1	15	10	2	1	8	3	17	6
Hukinga Telephone Extension .. .. .	8	0	0	13	12	9	21	12	9
Whatarangi (new office) .. .. .	1	17	0	3	10	11	5	7	11
Carried forward .. .. .	374	2	10	9,544	4	11	18,918	7	9



TABLE No. 6—continued.

STATEMENT showing the EXPENDITURE on TELEGRAPHS—continued.

Line.	Expenditure during Twelve Months ended 31st March, 1912.					
	Expenditure.		Material issued from Stores.		Total Cost dur- ing the Year.	
	£	s. d.	£	s. d.	£	s. d.
Brought forward .. .. .	9,374	2 10	9,544	4 11	18,918	7 9
New Wires—continued.						
Masterton—Te Nui—Castlepoint <sup>1</sup> .. .. .	821	0 0	323	9 9	1,144	9 9
Wellington—Palmerston North .. .. .	138	10 5	615	0 2	753	10 7
Wellington—Featherston (metallic circuit) .. .. .	0	10 3	..	..	0	10 3
Wellington—Auckland (Wellington—Horopito) .. .. .	1,881	19 10	1,813	0 2	3,695	0 0
Awakino—Mangaawakino .. .. .	150	0 6	..	..	150	0 6
Waitara—Urenui (metallic circuit) .. .. .	6	18 0	234	19 5	241	17 5
Urenui—Okoke .. .. .	9	7 3	..	..	9	7 3
Urenui—Pukearuhe Extension .. .. .	61	4 4	65	18 9	127	3 1
Whakawhiti .. .. .	0	18 0	4	11 2	5	9 2
Tawhiwhi Extension .. .. .	1	12 0	5	2 6	6	14 6
Tarahua—Moturoa .. .. .	0	1 8	7	11 1	7	12 9
Lower Mangorei Telephone .. .. .	5	15 0	..	..	5	15 0
Mangorei Extension .. .. .	43	2 0	191	13 3	234	15 3
Midhurst—Makara .. .. .	0	13 5	..	..	0	13 5
Stratford—Whangamomona .. .. .	8	17 0	377	14 11	386	11 11
Stratford—Mountain House .. .. .	0	12 6	..	..	0	12 6
Tuna Extension .. .. .	29	17 11	20	16 8	50	14 7
Eltham—Kapinga .. .. .	30	9 7	27	0 5	57	10 0
Oeo Extension .. .. .	1	14 0	7	2 4	8	16 4
Raetihi—Ruatiti Extension .. .. .	27	7 0	50	6 7	77	13 7
Raetihi—Wanganui and Omakukuru—Oreore .. .. .	432	6 2	146	7 8	578	13 10
Hawera—Normanby .. .. .	16	10 6	39	5 1	55	15 7
Hawera—Ararata .. .. .	1	4 0	0	1 11	1	5 11
Kohi—Mataimoana .. .. .	2	3 4	..	..	2	3 4
Nukuhau Extension .. .. .	316	0 6	35	16 9	351	17 3
Moumahaki Farm .. .. .	1	8 6	..	..	1	8 6
Orangimeia—Rangitatau—Puao Extension .. .. .	7	5 8	..	..	7	5 8
Wanganui—Woitotara .. .. .	267	16 9	145	1 4	412	18 1
Wanganui—Raetihi .. .. .	36	8 7	..	..	36	8 7
Waverley—Kohi .. .. .	..	..	0	10 11	0	10 11
Puniwhaka—Turakina .. .. .	0	1 4	..	..	0	1 4
Hunterville—Marton .. .. .	62	16 10	322	1 10	384	18 8
Ohakea Extension .. .. .	1	3 0	22	5 10	23	8 10
Ocean Bay—Kakapo Bay .. .. .	25	4 10	11	17 8	37	2 6
The Grove Telephone Extension .. .. .	7	3 0	15	3 11	22	6 11
Te Rawa Extension .. .. .	105	1 6	238	7 7	343	9 1
Canvastown—Deep Creek .. .. .	10	15 0	..	..	10	15 0
Ward—Kekerangu (metallic circuit) .. .. .	..	..	108	17 9	108	17 9
Mangamaunui Extension .. .. .	0	7 6	4	6 9	4	14 3
Whangakoko Extension .. .. .	2	3 0	5	4 6	7	7 6
Kenepuru Heads—Endeavour Inlet .. .. .	244	3 10	31	5 7	275	9 5
Turnbull River Telephone Extension .. .. .	0	6 6	25	3 4	25	9 10
Richmond—Upper Moutere .. .. .	44	2 5	77	13 7	121	16 0
Glenhope Telephone Extension .. .. .	..	..	3	6 7	3	6 7
Hope Junction Telephone Extension .. .. .	1	3 0	3	8 6	4	11 6
Sandy Bay Telephone Extension .. .. .	55	8 3	48	0 8	103	8 11
Takaka—Puramahoi .. .. .	11	6 3	13	13 3	24	19 6
Nelson—Atawhai Extension .. .. .	8	2 0	17	2 3	25	4 3
Riverina Telephone Extension .. .. .	5	19 5	12	6 1	18	5 6
Nelson—Motueka (metallic circuit) .. .. .	158	15 4	307	11 0	466	6 4
Longford—Tutaki .. .. .	174	5 8	53	6 8	227	12 4
Owen Junction—Kawatiri Extension .. .. .	53	2 0	15	5 1	68	7 1
Arapito—McNab's .. .. .	7	2 0	..	..	7	2 0
Umere Telephone Extension .. .. .	5	8 0	27	4 3	32	12 3
Charleston—Tiromoana .. .. .	4	2 10	52	4 7	56	7 5
Upper Matakita—Warwick Junction .. .. .	349	14 1	46	13 5	396	7 6
Inchbonnie Telephone-office .. .. .	1	1 10	3	8 6	4	10 4
Rewanui Extension .. .. .	20	11 5	21	10 10	42	2 3
Mahinapua Office .. .. .	..	..	3	18 11	3	18 11
Merrijigs .. .. .	..	..	3	19 11	3	19 11
Reefton—Big River .. .. .	328	0 10	36	11 11	364	12 9
Blackwater—Ikamatua Extension .. .. .	0	5 10	..	..	0	5 10
Poerua Extension .. .. .	31	4 11	21	6 7	52	11 6
Greymouth—Runanga .. .. .	1	15 4	11	13 4	13	8 8
Harihari Cheese Factory Extension .. .. .	12	15 4	10	3 6	22	18 10
Kumara—Callaghan's .. .. .	23	13 1	27	12 8	51	5 9
Stafford—Awarere Telephone-line .. .. .	9	0 1	10	12 8	19	12 9
Waiourarangi Bureau .. .. .	3	2 0	..	..	3	2 0
Hawkeswood—Hundalee .. .. .	355	14 7	56	9 9	412	4 4
Leader Extension .. .. .	51	11 10	14	3 9	65	15 7
Waipara—Amberley .. .. .	22	15 7	22	10 1	45	5 8
Leithfield—Amberley .. .. .	12	4 0	15	19 4	28	3 4
Amberley—Balcairn .. .. .	41	9 4	..	..	41	9 4
Rangiora—Southbrook .. .. .	4	6 2	7	12 5	11	18 7
Annat—Russell's Flat .. .. .	80	0 3	14	17 10	94	18 1
Carried forward .. .. .	16,013	7 6	15,400	18 5	31,414	5 11



TABLE No. 6—continued.

STATEMENT showing the EXPENDITURE ON TELEGRAPHS—continued.

Line.	Expenditure during Twelve Months ended 31st March, 1912.								
	Expenditure.			Material issued from Stores.			Total Cost dur- ing the Year.		
	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward .. .. .	16,013	7	6	15,400	18	5	31,414	5	11
New Wires—continued.									
Kirwee-Darfield .. .. .	..	..	..	88	11	4	88	11	4
Kirwee-Courtenay Extension .. .. .	47	16	11	16	6	9	64	3	8
Courtenay-Wakahua .. .. .	..	..	..	62	9	9	62	9	9
Hororata-Lake Coleridge .. .. .	859	4	5	..	..	..	859	4	5
Springfield-Kowai Bush .. .. .	9	19	8	10	7	4	20	7	0
Cass-Springfield (Otira deviation) .. .. .	100	17	11	1	4	6	102	2	5
Craigieburn Extension .. .. .	0	12	11	2	3	0	2	15	11
Akaroa-Gough's Bay .. .. .	2	11	0	..	..	..	2	11	0
Lyndhurst-Methven (metallic circuit) .. .. .	8	4	0	43	11	11	51	15	11
Hinds (metallic circuit) .. .. .	28	19	6	37	7	9	66	7	3
Arundel-Anderson's .. .. .	86	2	5	34	0	11	120	3	4
Clandeboyne-Orton .. .. .	23	14	2	2	13	6	26	7	8
Temuka-Clandeboyne, via Ohape Extension .. .. .	5	14	4	..	..	..	5	14	4
Simons' Pass Bureau .. .. .	1	17	0	6	0	7	7	17	7
Chamberlain Extension .. .. .	92	0	6	27	15	5	119	15	11
Motukaika Extension .. .. .	165	8	9	70	10	5	235	19	2
Fairview Bureau .. .. .	17	6	0	35	15	6	53	1	6
St. Andrew's - Pareora Extension .. .. .	0	10	10	..	..	..	0	10	10
Willowbridge-Waimate .. .. .	42	15	6	35	6	1	78	1	7
Timaru-Raorao-Pareora .. .. .	1	18	7	1	5	3	3	3	10
Timaru-Glenavy .. .. .	243	17	3	609	5	9	853	3	0
Oamaru-Glenavy .. .. .	93	0	9	298	0	10	391	1	7
Oamaru-Windsor .. .. .	56	10	11	..	..	..	56	10	11
Oamaru-Ngapara .. .. .	5	12	4	..	..	..	5	12	4
Oamaru-Duntroon .. .. .	137	0	10	..	..	..	137	0	10
Oamaru-Maheno (metallic circuit) .. .. .	0	16	0	..	..	..	0	16	0
Oamaru-Hampden (metallic circuit) .. .. .	3	14	7	..	..	..	3	14	7
Duntroon-Otekaieke .. .. .	19	6	6	36	13	5	55	19	11
Kiaora Telephone-line .. .. .	36	12	4	30	11	3	67	3	7
Windsor-Balruddery .. .. .	103	6	5	13	17	8	117	4	1
Whitstone Extension .. .. .	1	6	0	6	3	9	7	9	9
Hampden Square-Hillgrove-Moeraki .. .. .	47	2	1	32	6	8	79	8	9
Waikouaiti-Karitane-Puketeraki .. .. .	78	2	2	29	0	8	107	2	10
Green Island Morse Office .. .. .	..	..	..	27	4	8	27	4	8
Mosgiel-Momona .. .. .	4	5	0	..	..	..	4	5	0
Allanton (metallic circuit) .. .. .	66	18	10	42	19	8	109	18	6
Milburn-Clarendon Extension .. .. .	6	19	11	12	17	7	19	17	6
Manuka Creek Telephone-office .. .. .	1	8	1	4	15	10	6	3	11
Stony Creek Telephone-office .. .. .	1	12	1	4	15	5	6	7	6
Merino Downs-Pukewhenua .. .. .	46	9	5	3	14	9	50	4	2
Clinton-Waiwera South .. .. .	56	15	9	4	8	6	61	4	3
Waipahi-Popotunoa .. .. .	0	3	5	..	..	..	0	3	5
Lawrence-Dunedin .. .. .	1,014	11	3	472	17	6	1,487	8	9
Dunedin-Balclutha .. .. .	779	11	1	325	7	3	1,104	18	4
Clyde-Cromwell .. .. .	29	13	4	26	7	2	56	0	6
Bendigo Extension .. .. .	49	15	3	13	6	7	63	1	10
Dunedin-Middlemarch .. .. .	12	15	10	17	6	1	30	1	11
Middlemarch-Mount Stoker .. .. .	6	5	11	33	15	6	40	1	5
Sutton-Barewood .. .. .	8	2	8	..	..	..	8	2	8
Hindon Extension .. .. .	119	18	5	62	18	5	182	16	10
Etal Creek Telephone Extension .. .. .	1	13	0	..	..	..	1	13	0
East Chatton Extension .. .. .	42	18	10	10	8	2	53	7	0
Mataura-Tuturau .. .. .	23	6	11	0	15	0	24	1	11
Springhills Telephone .. .. .	24	18	6	8	10	1	33	8	7
Ryall Bush-Tussock Creek .. .. .	97	4	5	25	10	7	122	15	0
Thornbury-Riverton-Orepuki .. .. .	189	7	9	148	1	0	337	8	9
Invercargill-Winton (second trunk line) .. .. .	10	17	10	11	16	8	22	14	6
Pararahi Extension .. .. .	..	..	..	19	2	5	19	2	5
Five Rivers Extension .. .. .	..	..	..	4	13	11	4	13	11
Menzies Ferry Extension .. .. .	..	..	..	9	7	6	9	7	6
Wireless installation, Awanui .. .. .	1,511	17	3	..	..	..	1,511	17	3
" Wellington .. .. .	1,863	8	4	..	..	..	1,863	8	4
" Christchurch .. .. .	33	18	10	..	..	..	33	18	10
New wires .. .. .	24,340	8	0	18,223	8	8	42,563	16	8
Total Telephone Exchanges and New Wires .. .. .	63,874	12	1	73,439	17	10	137,314	9	11
Stock of materials increased during the year by .. .. .	..	..	..	10,377	16	9	10,377	16	9
Total expenditure during the year ended 31st March, 1912 .. .. .	63,874	12	1	83,817	14	7	147,692	6	8
Total expenditure to 31st March, 1911 .. .. .	..	..	..	..	..	..	1,878,058	7	10
Total expenditure 1911-12 .. .. .	..	..	..	..	..	..	147,692	6	8
Liabilities at 31st March, 1912 .. .. .	..	..	..	..	..	..	2,025,750	14	6
Total expenditure and liabilities .. .. .	..	..	..	..	..	..	111,372	0	0
	..	..	..	..	..	..	£2,137,122	14	6



TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1912, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1911.	Expenditure for Year ended 31st March, 1912.	Total Expenditure to 31st March, 1912.	Liabilities on Authorities, Contracts, &c., 31st March, 1912.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial .. .. .	682,281 17 11	44,132 8 0	726,414 5 11	22,725 9 5	749,139 15 4
Postal and Telegraph .. .. .	777,007 12 4	130,815 6 7	907,822 18 11	74,791 11 3	982,614 10 2
Customs .. .. .	49,440 16 11	.. .. .	49,440 16 11	.. .. .	49,440 16 11
Offices for Public Departments .. .. .	336,176 16 6	29,371 8 0	365,548 4 6	60,150 11 7	425,698 16 1
Mental Hospitals .. .. .	597,633 12 4	8,809 5 1	606,442 17 5	18,855 2 5	625,297 19 10
Alexandra Depot, Wellington .. .. .	8,083 9 6	.. .. .	8,083 9 6	.. .. .	8,083 9 6
School Buildings .. .. .	1,879,816 0 1	90,535 5 11*	1,970,351 6 0	216 15 4	1,970,568 1 4
Hospitals .. .. .	115,347 6 5	12,744 12 11	128,091 19 4	.. .. .	128,091 19 4
Quarantine Stations .. .. .	6,863 19 5	.. .. .	6,863 19 5	.. .. .	6,863 19 5
Parliament Buildings .. .. .	75,949 7 5	.. .. .	75,949 7 5	.. .. .	75,949 7 5
Parliament Buildings: New buildings .. .. .	.. .. .	1,801 5 11	1,801 5 11	.. .. .	1,801 5 11
Parliament Buildings: Altera- tions to streets surrounding grounds and purchase of land .. .. .	106 13 2	203 3 9	309 16 11	.. .. .	309 16 11
Government House, Wellington (land and new building) .. .. .	56,299 1 6	1,088 10 4	57,387 11 10	.. .. .	57,387 11 10
Agricultural .. .. .	31,314 15 10	3,683 15 9	34,998 11 7	115 16 3	35,114 7 10
Public Health .. .. .	32,377 19 4	.. .. .	32,377 19 4	.. .. .	.. .. .
Workers' Dwellings .. .. .	.. .. .	22,644 6 6	22,644 6 6	.. .. .	.. .. .
Miscellaneous .. .. .	43,243 1 7	4,825 9 0	48,068 10 7	.. .. .	48,068 10 7
			5,042,597 8 0		5,219,452 14 3
Less Recovery from Railway Department for value of land at Te Kuiti taken for railway purposes .. .. .	.. .. .	.. .. .	565 0 0	.. .. .	565 0 0
Totals .. .. .	4,691,942 10 3	350,654 17 9	5,042,032 8 0	176,855 6 3	5,218,887 14 3

\* Includes £1,000 paid out of "Unauthorized."

TABLE No. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR-WORKS, and HARBOUR DEFENCES out of Public Works Fund, to 31st March, 1912, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1911.	Net Expenditure during 12 Months ended 31st March, 1912.	Total Expenditure to 31st March, 1912.	Liabilities on Authorities, &c., to 31st March, 1912.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>LIGHTHOUSES.</b>					
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 .. .. .	11,237 3 5	.. .. .	11,237 3 5	.. .. .	11,237 3 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 .. .. .	7,312 9 6	.. .. .	7,312 9 6	.. .. .	7,312 9 6
Cape Saunders .. .. .	6,066 6 3	.. .. .	6,066 6 3	.. .. .	6,066 6 3
Castlepoint .. .. .	.. .. .	3,586 16 7	3,586 16 7	130 10 3	3,717 6 10
Centre Island .. .. .	5,785 19 0	.. .. .	5,785 19 0	.. .. .	5,785 19 0
Chicken Island .. .. .	.. .. .	49 10 1	49 10 1	140 17 9	190 7 10
Cuvier Island .. .. .	7,405 9 11	.. .. .	7,405 9 11	.. .. .	7,405 9 11
Dieffenbach Point .. .. .	71 5 3	240 7 8	311 12 11	2 13 6	314 6 5
East Cape .. .. .	9,270 13 9	.. .. .	9,270 13 9	.. .. .	9,270 13 9
Fog-signals .. .. .	2,117 19 4	223 8 3	2,341 8 0	.. .. .	2,341 8 0
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
Godley Head Fog-signal, protection of road .. .. .	152 2 0	.. .. .	152 2 0	.. .. .	152 2 0
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 .. .. .	1,220 0 7	.. .. .	1,220 0 7	.. .. .	1,220 0 7
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



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, 1911.	Net Expenditure during 12 Months ended 31st March, 1912.	Total Expenditure to 31st March, 1912.	Liabilities on Authorities, Contracts, &c., to 31st March, 1912.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>LIGHTHOUSES—continued.</b>					
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 .. .. .	984 17 1	1,327 15 5	2,312 12 6	..	2,312 12 6
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
<b>Total Lighthouses</b> ..	<b>179,985 8 3</b>	<b>5,427 18 5</b>	<b>185,413 6 8</b>	<b>274 1 6</b>	<b>185,687 8 2</b>
<b>HARBOUR-WORKS.</b>					
Awanui Wharf and shed .. .. .	100 0 0	..	100 0 0	..	100 0 0
Horeke Wharf .. .. .	352 6 6	..	352 6 6	..	352 6 6
Kohukohu reclamation wall .. .. .	..	35 9 11	35 9 11	151 5 6	186 15 5
New house for boatman, Hokianga Harbour	..	289 17 0	289 17 0	..	289 17 0
Kaipara, removal of rocks .. .. .	689 12 9	401 10 10	1,091 3 7	282 6 10	1,973 10 5
Kaipara, Shelly Beach Beacon .. .. .	..	147 2 8	147 2 8	..	147 2 8
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
Kirikopuni Wharf .. .. .	..	150 0 0	150 0 0	..	150 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
Manukau Harbour Endowment, cut- ting up and roading	..	677 16 9	677 16 9	..	677 16 9
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 .. .. .	900 0 0	100 0 0	1,000 0 0	..	1,000 0 0
Waiwera Wharf .. .. .	350 0 0	..	350 0 0	..	350 0 0
Wade River, clearing .. .. .	105 1 6	..	105 1 6	..	105 1 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 Harbour .. .. .	599 3 0	52 5 6	651 8 6	..	651 8 6
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
Port Fitzroy, Great Barrier Wharf .. .. .	8 0 0	..	8 0 0	..	8 0 0
Huia Wharf .. .. .	252 17 3	..	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
Warkworth Wharf .. .. .	1 16 6	..	1 16 6	..	1 16 6
Waiuku Channel .. .. .	357 11 6	..	357 11 6	..	357 11 6
Waiuku berthage and wharf accom- modation	..	150 0 0	150 0 0	..	150 0 0
Waiuku-Waikato Canal survey .. .. .	11 6 2	..	11 6 2	..	11 6 2
Mercury Bay Wharf .. .. .	328 14 6	..	328 14 6	..	328 14 6
Coromandel Wharf .. .. .	Cr. 0 10 0	..	Cr. 0 10 0	..	Cr. 0 10 0
Cabbage Bay Wharf .. .. .	11 1 0	450 0 0	461 1 0	..	461 1 0
Omokoroa Wharf .. .. .	150 0 0	..	150 0 0	..	150 0 0
Uretara Wharf .. .. .	100 0 0	..	100 0 0	..	100 0 0
Matata Wharf .. .. .	50 0 0	..	50 0 0	..	50 0 0
Opotiki Wharf .. .. .	500 0 0	..	500 0 0	..	500 0 0
Waikokopu Harbour .. .. .	831 19 7	..	831 19 7	..	831 19 7
Wairoa Harbour .. .. .	1,500 0 0	..	1,500 0 0	..	1,500 0 0
Nuhaka, land for harbour purposes .. .. .	141 12 6	..	141 12 6	..	141 12 6
Napier Harbour .. .. .	3,847 14 9	250 0 0	4,097 14 9	..	4,097 14 9
Awakino River improvements .. .. .	..	3 9 6	3 9 6	13 4 5	16 13 11
Mokau Wharf .. .. .	312 13 9	..	312 13 9	..	312 13 9
Mokau River Improvements .. .. .	50 0 0	..	50 0 0	..	50 0 0
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
Patea River, snagging .. .. .	100 0 0	..	100 0 0	..	100 0 0
Waitotara River, snagging .. .. .	555 1 3	..	555 1 3	..	555 1 3
Manawatu River, snagging .. .. .	214 13 3	..	214 13 3	..	214 13 3
Foxton Marine Reserve, Protection of Castlepoint Jetty .. .. .	50 0 0	..	50 0 0	..	50 0 0
.. .. .	51 14 1	..	51 14 1	..	51 14 1
Picton, removal of old wharf .. .. .	94 0 0	..	94 0 0	..	94 0 0
Havelock Harbour .. .. .	750 0 11	..	750 0 11	..	750 0 11
Wairangi Bay Wharf, Croixelles .. .. .	58 13 8	..	58 13 8	..	58 13 8
Nelson, dredging harbour .. .. .	2,806 15 8	..	2,806 15 8	..	2,806 15 8



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, 1911.	Net Expenditure during 12 Months ended 31st March, 1912.	Total Expenditure to 31st March, 1912.	Liabilities on Authorities, Contracts, &c., to 31st March, 1912.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>HARBOUR-WORKS—continued.</b>					
Elmslie Bay Wharf .. ..	150 0 0	..	150 0 0	..	150 0 0
Waikawa Bay Wharf .. ..	..	85 0 0	85 0 0	..	85 0 0
Elaine Bay Wharf .. ..	..	50 0 0	50 0 0	..	50 0 0
Motueka Wharf, protection ..	300 0 0	..	300 0 0	..	300 0 0
Tata Islands harbour of refuge ..	1,743 1 7	..	1,743 1 7	..	1,743 1 7
Takaka Harbour .. ..	127 15 9	..	127 15 9	..	127 15 9
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 ..	386 0 10	..	386 0 10	2 1 3	388 2 1
Karamea Wharf .. ..	656 4 11	..	656 4 11	..	656 4 11
Karamea River improvements ..	3,603 2 0	2,397 1 5	6,000 3 5	..	6,000 3 5
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 .. ..	1,504 17 7	..	1,504 17 7	..	1,504 17 7
Okuru Wharf and River improvements ..	812 15 9	..	812 15 9	..	812 15 9
Portobello Fish-hatchery Ponds ..	125 0 0	125 0 0	250 0 0	..	250 0 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 ..	370 12 1	..	370 12 1	..	370 12 1
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 .. ..	3,276 16 10	..	3,276 16 10	..	3,276 16 10
Kaikoura Wharf .. ..	1,004 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, Stick-ing 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
Brighton Boat Harbour .. ..	0 12 6	25 0 0	25 12 6	..	25 12 6
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. ..	677 4 1	12 17 10	690 1 11	..	690 1 11
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 ..	480 0 0	300 0 0	780 0 0	..	780 0 0
Stewart Island, snagging Fresh-water River ..	500 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 ..	450 0 0	300 0 0	750 0 0	..	750 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 .. ..	405 12 6	1 17 6	407 10 0	..	407 10 0
<b>Total Harbour-works ..</b>	<b>349,199 14 2</b>	<b>6,004 8 11</b>	<b>355,204 3 1</b>	<b>448 18 0</b>	<b>355,653 1 1</b>
<b>HARBOUR DEFENCES.</b>					
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 Dominion .. ..	263,221 10 4	1,144 0 2	264,365 10 6	..	264,365 10 6
Land for depots and batteries ..	38,327 14 6	..	38,327 14 6	..	38,327 14 6
<b>Total Harbour Defences ..</b>	<b>539,661 2 7</b>	<b>1,144 0 2</b>	<b>540,805 2 9</b>	<b>..</b>	<b>540,805 2 9</b>
<b>Grand total ..</b>	<b>1,068,846 5 0</b>	<b>12,575 17 2</b>	<b>1,081,422 2 2</b>	<b>722 19 6</b>	<b>1,082,145 1 8</b>



## APPENDICES TO THE PUBLIC WORKS STATEMENT. 1912.

## APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS  
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR 1911-12.*Prepared in compliance with Section 8 of the Public Works Act, 1908.*

SIR,—

Public Works Department, Wellington, 28th May, 1912.

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, &amp;c.,

W. D. S. MACDONALD,  
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 1911-12.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
		PUBLIC WORKS FUND.				
XVI	93	Public Works, Departmental ..	£ 51,802	£ s. d. 50,484 13 8	£ s. d. 621 2 8	£ s. d. 49,863 11 0
XVII	94-95	Railways .. ..	1,472,790	1,137,967 4 7	12,661 15 1	1,125,905 9 6
XVIII	96	Development of Water-power ..	50,000	9,082 4 0	..	9,082 4 0
XIX	97	Irrigation and Water-supply ..	30,000	3,056 14 10	262 17 11	2,793 16 11
XX	98-106	Public Buildings .. ..	484,716	354,516 7 1	4,861 9 4	349,654 17 9
XXI	107-109	Lighthouses, Harbour-works, and Harbour Defences .. ..	19,825	12,578 3 2	2 6 0	12,575 17 2
XXII	110	Tourist and Health Resorts ..	16,200	13,601 4 0	240 12 4	13,360 11 8
XXIII	111	Immigration .. ..	20,000	39,644 7 5	27,963 14 0	11,680 13 5
XXIV	112-114	Roads, Bridges, and other Public Works .. ..	654,810	444,812 17 3	20,234 13 5	424,578 3 10
XXV	115	Development of Goldfields ..	25,000	21,800 10 8	555 18 2	21,244 12 6
XXVI	116	Telegraph Extension .. ..	175,500	175,133 14 6	27,441 7 10	147,692 6 8
XXVII	117	Contingent Defence .. ..	20,000	11,433 13 2	996 17 6	10,436 15 8
XXVIII	118-119	Lands Improvement .. ..	20,000	21,797 17 10	2,583 5 5	19,214 12 5
		Unauthorized .. ..	..	3,819 18 7	1,158 19 7	2,660 19 0
		Total Public Works Fund ..	3,040,643	2,299,729 10 9	98,984 19 3	2,200,744 11 6

G. J. CLAPHAM,  
Accountant.

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

Examined and found correct.

ROBERT J. COLLINS,  
Controller and Auditor-General.

NOTE.—Charges and expenses of raising loans not included in above figures.  
(Details on next page.)



Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
		£	£ s. d.	£ s. d.	£ s. d.
<b>PUBLIC WORKS FUND.</b>					
93	Public Works, Departmental—				
	Public Works, Departmental .. .. .	51,802	50,484 13 8	621 2 8	49,863 11 0
	<b>Railways—</b>				
	Railway-construction—				
	Kaihu Railway Extension .. .. .	15,000	6,171 18 1	1 7 6	6,170 10 7
	Kawakawa-Hokianga .. .. .	60,000	50,707 4 9	179 16 9	50,527 8 0
	Kawakawa-Grahamtown .. .. .	15,000	11,655 18 8	9 10 6	11,646 8 2
	North Auckland Main Trunk .. .. .	120,000	78,730 8 4	108 11 9	78,621 16 7
	Huntly-Awaroa .. .. .	20,000	7,819 18 7	1 0 10	7,818 17 9
	Raetihi—Main Trunk .. .. .	15,000	104 7 4	..	104 7 4
	East Coast Main Trunk—				
	Waihi-Tauranga .. .. .	15,000	22 2 4	..	22 2 4
	Tauranga-Paengaroa .. .. .	30,000	27,482 9 7	742 5 5	26,740 4 2
	Gisborne-Motu .. .. .	85,000	80,977 5 8	2,363 5 7	78,614 0 1
	Napier-Gisborne—				
	North End .. .. .	15,000	1,436 13 10	..	1,436 13 10
	South End .. .. .	20,000	294 7 5	..	294 7 5
	Mount Egmont Branch .. .. .	14,990	2,653 6 11	..	2,653 6 11
	Stratford—Main Trunk .. .. .	100,000	83,025 4 6	1,218 18 9	81,806 5 9
	Foxton—New Plymouth (Manawapau Deviation)	11,000	10,992 16 0	..	10,992 16 0
	South Island Main Trunk—				
	North End .. .. .	20,000	25,000 13 1	159 18 4	24,840 14 9
	South End .. .. .	35,000	31,100 8 9	280 9 7	30,819 19 2
94	Midland Railway—				
	Nelson End .. .. .	35,000	19,997 16 9	129 5 4	19,868 11 5
	Reefton End .. .. .	20,000	14,071 19 8	21 9 2	14,050 10 6
	Otira-Bealey .. .. .	90,000	57,148 10 4	235 2 0	56,913 8 4
	Broken River to Bealey .. .. .	50,000	42,619 18 7	329 19 2	42,289 19 5
	Westport-Inangahua .. .. .	30,000	21,937 15 2	365 19 10	21,571 15 4
	Ngahere-Blackball .. .. .	2,000	1,618 10 0	3 2 6	1,615 7 6
	Greymouth—Point Elizabeth .. .. .	25,000	25,516 8 4	96 1 8	25,420 6 8
	Ross-Mikonui .. .. .	5,000	51 7 2	..	51 7 2
	Waimate Branch Extension .. .. .	5,000	..	..	..
	Lawrence-Roxburgh .. .. .	20,000	15,964 15 9	0 10 0	15,964 5 9
	Catlin's-Waimahaka—				
	East End .. .. .	60,000	44,906 6 3	306 4 4	44,600 1 11
	West End .. .. .	20,000	8,180 12 10	92 9 8	8,088 3 2
	Winton-Heddon Bush .. .. .	10,000	..	..	..
	Orepuki-Waiiau Extension .. .. .	5,000	..	..	..
	Land Claims, &c. .. .. .	2,500	1,812 3 3	..	1,812 3 3
	Surveys, New Lines of Railway .. .. .	2,500	2,759 0 8	..	2,759 0 8
	Permanent-way Materials .. .. .	110,000	95,833 9 8	237 12 7	95,595 17 1
	<b>Total Vote, Railway-construction</b> .. .. .	<b>1,082,990</b>	<b>770,593 18 3</b>	<b>6,883 1 3</b>	<b>763,710 17 0</b>
95	Additions to Open Lines .. .. .	389,800	367,373 6 4	5,178 13 10	362,194 12 6
96	Development of Water-power—				
	Development of Water-power .. .. .	50,000	9,082 4 0	..	9,082 4 0
97	Irrigation and Water-supply—				
	Irrigation and Water-supply .. .. .	30,000	3,056 14 10	262 17 11	2,793 16 11
	<b>Public Buildings—</b>				
98	General .. .. .	70,350	40,615 9 10	3,325 12 10	37,289 17 0
99	Judicial .. .. .	53,250	44,412 19 3	280 11 3	44,132 8 0
100	Postal and Telegraph .. .. .	166,115	131,851 14 1	1,036 7 6	130,815 6 7
101	Agricultural .. .. .	8,850	3,683 15 9	..	3,683 15 9
102	Mental Hospitals .. .. .	20,000	8,809 5 1	..	8,809 5 1
103	Hospitals and Charitable Institutions .. .. .	16,501	12,744 12 11	..	12,744 12 11
104	Public Health .. .. .	650	..	..	..
105	School Buildings .. .. .	119,000	89,754 3 8	218 17 9	89,535 5 11
106	Workers' Dwellings .. .. .	30,000	22,644 6 6	..	22,644 6 6
	<b>Lighthouses, Harbour-works, and Harbour Defences—</b>				
107	Lighthouses .. .. .	7,675	5,430 14 1	2 6 0	5,428 8 1
108	Harbour-works .. .. .	9,150	6,003 8 11	..	6,003 8 11
109	Harbour Defences .. .. .	3,000	1,144 0 2	..	1,144 0 2
	<b>Tourist and Health Resorts—</b>				
110	Tourist and Health Resorts .. .. .	16,200	13,601 4 0	240 12 4	13,360 11 8
	<b>Immigration—</b>				
111	Immigration .. .. .	20,000	39,644 7 5	27,963 14 0	11,680 13 5
	<b>Construction and Maintenance of Roads, Bridges, and other Public Works—</b>				
112	Roads, &c. .. .. .	297,945	231,022 16 11	15,195 15 6	215,827 1 5
113	Backblocks Roads, &c. .. .. .	301,545	172,532 14 11	4,848 17 11	167,683 17 0
114	Road and other Works on Goldfields and Mineral Lands	55,320	41,257 5 5	190 0 0	41,067 5 5
	<b>Development of Goldfields—</b>				
115	Development of Goldfields .. .. .	25,000	21,800 10 8	555 18 2	21,244 12 6
	<b>Telegraph Extension—</b>				
116	Telegraph Extension .. .. .	175,500	175,133 14 6	27,441 7 10	147,692 6 8
	<b>Contingent Defence—</b>				
117	Contingent Defence .. .. .	20,000	11,433 13 2	996 17 6	10,436 15 8
	<b>Lands Improvement—</b>				
118	Improved-farm Settlements .. .. .	16,000	20,729 3 10	2,583 5 5	18,145 18 5
119	Lands, Miscellaneous .. .. .	4,000	1,068 14 0	..	1,068 14 0
	<b>Unauthorized—</b>				
	Services not provided for .. .. .	..	3,819 18 7	1,158 19 7	2,660 19 0
	<b>Total Public Works Fund</b> .. .. .	<b>3,040,643</b>	<b>2,299,729 10 9</b>	<b>98,984 19 3</b>	<b>2,200,744 11 6</b>



## 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, 1912, prepared in Terms of Section 42 of the Public Revenues Act, 1910, and forwarded, as therein provided, to the Treasury.

Class.	Votes.	Summary.	Total.
PUBLIC WORKS FUND.			£ s. d.
XVI	93	Public Works, Departmental .. .. .	283 19 3
XVII	94	Railways .. .. .	491,500 12 2
XVIII	96	Development of Water-power .. .. .	56,157 9 1
XX	98-102	Public Buildings.. .. .	176,638 10 11
XXIV	112-113	Construction of Roads, Bridges, &c. .. .. .	219,069 0 0
			943,649 11 5
CONSOLIDATED FUND.			
V	18-20	Public Buildings, Domains, and Maintenance of Roads .. .. .	7,433 15 11
OTHER ACCOUNTS.			
	126	Waihou and Ohinemuri Rivers Improvement Account .. .. .	9,902 5 6
	127	Opening up Crown Lands for Settlement Account .. .. .	9,552 0 0
	128	National Endowment Account .. .. .	655 0 0
	..	Land for Settlements Account .. .. .	2,865 0 0
			23,004 5 6

Vote No.	Name of Vote.	Total.
PUBLIC WORKS FUND.		£ s. d.
93	Public Works, Departmental .. .. .	283 19 3
94	Railway-construction—	
	Kaihu Railway Extension .. .. .	3,213 9 9
	Kawakawa-Hokianga .. .. .	1,007 11 0
	Kawakawa-Grahamtown .. .. .	7 18 6
	North Auckland .. .. .	22,989 19 9
	Huntly-Awaroa .. .. .	10,183 16 4
	Tauranga-Paengaroa .. .. .	471 3 7
	Gisborne-Motu .. .. .	3,358 8 6
	Napier-Gisborne .. .. .	155 15 4
	Mount Egmont Branch .. .. .	37 6 8
	Stratford-Main Trunk .. .. .	5,941 15 10
	Foxton - New Plymouth (Manawapou Deviation) .. .. .	350 0 0
	Raetihi-Main Trunk .. .. .	4 0 4
	South Island Main Trunk, North End .. .. .	382 6 3
	South Island Main Trunk, South End .. .. .	3,627 19 7
	Midland—	
	Nelson End .. .. .	4,672 7 0
	Reefton End .. .. .	97 6 11
	Otira to Bealey .. .. .	383,896 17 10
	Broken River to Bealey .. .. .	3,704 0 2
	Westport-Inangahua .. .. .	34,943 16 11
	Greymouth-Point Elizabeth .. .. .	20 19 7
	Lawrence-Roxburgh .. .. .	1,536 1 0
	Catlin's-Waimahaka .. .. .	713 13 7
	Permanent-way Materials .. .. .	10,183 17 9
		491,500 12 2
96	Development of Water-power .. .. .	56,157 9 1
	Public Buildings—	
98	General .. .. .	60,150 11 7
99	Judicial .. .. .	22,725 9 5
100	Postal and Telegraph .. .. .	74,791 11 3
101	Agricultural .. .. .	115 16 3
102	Mental Hospitals .. .. .	18,855 2 5
		176,638 10 11



APPENDIX B—*continued.*STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department  
—*continued.*

Vote No.	Name of Vote.	Total.		
PUBLIC WORKS FUND— <i>continued.</i>		£	s.	d.
Construction of Roads, Bridges, &c.—				
112	Roads, &c. .. .. .	141,379	0	0
113	Back-block Roads, &c. .. .. .	77,690	0	0
		219,069	0	0
	Total, Public Works Fund.. .. .	943,649	11	5
CONSOLIDATED FUND.				
Public Buildings, Domains, and Maintenance of Roads—				
18	Public Buildings .. .. .	1,950	4	6
19	Government Domains .. .. .	11	11	5
20	Maintenance and Improvement of Roads.. .. .	5,472	0	0
		7,433	15	11
OTHER ACCOUNTS.				
Waihou and Ohinemuri Rivers Improvement Account—				
126	Waihou and Ohinemuri Rivers Improvement .. .. .	9,902	5	6
Opening up Crown Lands for Settlement Account—				
127	Roads to open up Crown Lands .. .. .	9,582	0	0
National Endowment Account—				
128	Roads to open up National Endowment Lands .. .. .	655	0	0
..	Land for Settlements Account (Roads Portion) .. .. .	2,865	0	0
	Total, Other Accounts .. .. .	23,004	5	6

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

Public Works Department, 30th April, 1912.



# APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1912.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
						£ s. d.	
Jan. 6, 1912	Kaihu Railway Extension	Steel and Ironwork for Waima Bridges	Andersons Limited ..	July 6, 1912	..	1,773 4 0	
" 9, "	"	Hardwood Timber for Waima Bridges	J. W. Wallace and Co. ..	" 9, "	..	1,437 2 0	
April 26, 1911	Kawakawa-Hokianga ..	" " for Ngapipito Bridges	Fraser and Co. (Limited) ..	Oct. 26, 1911	..	845 0 2	
June 10, "	"	Rolled Steel Joist-spans ..	Sanders Bros. ..	Jan. 10, 1912	..	1,041 8 9	
" 12, "	"	Steel and Ironwork for Ngapipito Bridges	Massey Bros. (Limited) ..	Dec. 12, 1911	..	670 14 9	
" 16, "	"	Hardwood Timber for Bridges between 3 miles 40 chains and 11 miles 4 chains	Fraser and Co. (Limited) ..	" 16, "	..	978 18 5	
Feb. 17, "	Kawakawa-Grahamtown	Two Platelayers' Cottages, Otira ..	G. M. Wright ..	May 17, "	July 3, 1911	692 5 2	
Mar. 23, "	"	" " and Two Huts ..	H. G. Foster ..	June 23, "	Nov. 15, "	820 0 0	
" 29, "	"	Onerahi Station Buildings..	" " ..	July 23, "	Dec. 23, "	2,290 0 0	
July 29, 1910	North Auckland Main Trunk	Hardwood Timber for Bridges	Dick Michael ..	Jan. 29, "	..	317 0 0	
Dec. 19, "	"	Topuni Station Buildings ..	W. Brown and Sons ..	Mar. 19, "	Sept. 7, "	662 12 6	
Feb. 13, 1911	"	Otamatea Bridge ..	G. M. Fraser ..	Aug. 13, 1912	..	20,841 0 0	
" 16, "	"	Kaiwaka Station Buildings ..	W. Brown and Sons ..	June 16, 1911	Oct. 30, "	651 11 2	
May 23, "	"	Otamatea Station Cottages (3) ..	W. Rowsell ..	Aug. 23, "	" 10, "	1,219 16 9	
June 12, "	"	" Wharf ..	G. M. Fraser ..	June 12, 1912	..	6,476 15 0	
Nov. 27, "	"	Maungaturoto Station, Two Platelayers' Cottages	W. Rowsell ..	Feb. 27, "	Mar. 28, 1912	873 19 6	
Feb. 13, "	Huntly-Awaroa	Huntly Bridge ..	G. M. Fraser ..	May 13, "	..	17,580 6 0	
Oct. 13, 1910	Tauranga-Paengaroa ..	Supply of Ironbark Telephone-poles	Fraser and Co. ..	April 21, 1911	Feb. 29, 1912	520 0 0	
Nov. 2, "	"	Two Platelayers' Cottages, Te Puke	T. E. Palmer ..	Feb. 2, "	April 6, 1911	758 0 0	
June 12, 1911	"	Iron and Steel Supply ..	Sanders Bros. ..	Dec. 12, "	..	543 6 6	
" 16, "	"	Hardwood Piles and Timber for Bridges	Fraser and Co. (Limited) ..	" 16, "	..	549 3 8	
Feb. 12, 1910	Gisborne-Motu	Otoko Viaduct ..	G. Griffiths and Co. ..	May 12, "	Dec. 31, 1911	11,773 0 0	
Sept. 22, "	"	Steel-plate Girder-spans ..	Massey Bros. (Limited) ..	Sept. 22, "	Nov. 24, "	3,002 0 0	
May 6, 1911	"	Erection of Rakaroa Station Cottages	A. F. Gellert ..	" 6, 1912	Oct. 14, "	1,124 0 0	
Aug. 16, "	"	Hardwood Timber for Bridges	S. Brown (Limited) ..	Feb. 16, 1912	..	474 5 4	
Nov. 2, "	"	Supply of Steel and Ironwork for Bridges	G. Griffiths and Co. ..	Aug. 2, "	..	1,034 4 0	
Mar. 25, 1912	"	Four Platelayers' Cottages, Matawai	E. P. Williams ..	June 25, "	..	1,556 0 0	
Sept. 20, 1910	Stratford Main Trunk ..	Supply of Hardwood Piles and Timber for Bridges	S. Brown (Limited) ..	Jan. 20, 1911	..	292 14 7	
Oct. 3, "	"	Pohokura Station Buildings	R. J. Scott ..	April 3, "	Aug. 1, 1911	1,290 0 0	
Feb. 13, 1911	"	Supply of Ironbark and Hardwood Timber for Bridges	S. Brown (Limited) ..	Aug. 13, "	..	338 9 8	
Mar. 20, "	"	Supply of Plate Girder-spans	Sanders Bros. ..	Jan. 20, 1912	Dec. 20, 1911	1,057 6 6	
May 26, "	"	Supply of Ironbark Piles and Mixed Hardwood for Bridges	S. Brown (Limited) ..	Nov. 26, 1911	..	273 5 5	
June 9, "	"	Supply of Steel and Ironwork for Bridges	Sanders Bros. ..	June 9, 1912	..	6,195 0 0	
Nov. 13, "	"	Supply of Hardwood Timber and Piles for Bridges	Fraser and Co. (Limited) ..	May 13, "	..	829 7 9	

## RAILWAYS.



**APPENDIX C—continued.**  
**SCHEDULE of CONTRACTS CURRENT on the 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1912—continued.**

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
						£ s. d.	
June 17, 1910	South Island Main Trunk (North End)	Ward Station Buildings	.. .. C. Hegglin	Dec. 17, 1910	Aug. 21, 1911	2,855 11 0	
Dec. 6, "	Ditto	Supply of Hardwood Piles and Timber for Bridges	J. W. Wallace and Co.	June 6, 1911	July 6, "	363 14 3	
Feb. 16, 1911	"	Platelay's Cottage, Mirza	J. McKinley	May 16, "	May 22, "	367 17 6	
July 11, "	"	Erection of Bridges, Mirza Section	B. Garnham	Jan. 11, 1912	.. ..	249 15 0	
June 28, 1910	South Island Main Trunk (South End)	Supply of Ironbark Telephone-poles	Dick Michael	Dec. 28, 1910	.. ..	149 3 4	Cancelled.
Dec. 21, 1911	Ditto	Parnassus Station Buildings	A. Kingsford	June 21, 1912	.. ..	2,652 12 11	
Feb. 13, 1912	"	Steel-plate Girders, Leader River Bridge	E. J. Ruddick	Aug. 13, "	.. ..	879 5 8	
Sept. 21, 1911	Midland (Nelson End)	Steel-plate Girder-spans	Sanders Bros.	June 21, 1911	June 16, 1911	365 18 6	
Feb. 26, 1912	"	Glenhope Station Buildings	S. M. Galbraith	Aug. 26, 1912	.. ..	4,491 8 4	
Sept. 27, 1910	" (Reefton End)	Erection of Six Bridges	H. J. Reynolds	Mar. 27, 1911	June 15, 1911	647 0 0	
June 15, 1911	"	Landing-station Buildings	W. Kemp	Dec. 15, "	Feb. 24, 1912	1,575 7 0	
Aug. 1, 1907	" (Oira-Bealey)	Oira Tunnel	J. McLean and Sons (Limited)	Aug. 1, 1912	.. ..	599,794 0 0	
June 6, 1910	" (Broken River-Bealey)	Supply of Hardwood Timber for Bridges	E. F. Broad (Limited)	Dec. 6, 1910	April 25, 1911	529 10 6	
Sept. 28, "	"	Supply of Ironbark Telephone-poles	Dick Michael	Dec. 28, "	.. ..	298 6 8	
Sept. 22, "	"	Steel-plate Girder-spans	Scott Bros. (Limited)	Sept. 22, 1911	Nov. 24, 1911	1,678 14 8	
Dec. 14, "	"	Station Buildings, Cass Section	J. Forbes ..	June 14, "	" 23, "	4,022 10 6	Cancelled.
April 26, 1911	"	Supply of Ironbark Piles and Hardwood Timber, Bealey Bridges	J. A. Redpath and Son	Oct. 26, "	.. ..	824 6 8	
Feb. 19, 1912	"	Supply of Steel and Ironwork for Bealey Bridges	P. R. Williamson ..	" 19, 1912	.. ..	1,471 19 2	
" 19, "	"	Erection of Two Cottages at 37 miles 40 chains	Paynter and Hamilton	June 19, "	.. ..	873 0 0	
May 5, 1910	Westport-Inangahua	No. 1 Formation Contract	McWilliams and Andrews	May 5, "	.. ..	4,768 6 8	
" 5, "	"	" 2	D. McLellan	" 5, "	.. ..	5,406 0 0	
" 5, "	"	" 3	D. Hannon and Co.	" 5, "	Oct. 23, 1911	2,279 0 9	
" 5, "	"	" 4	R. H. O'Brien and Party	" 5, "	.. ..	3,531 18 0	
" 5, "	"	" 5	McWilliams and Andrews	" 5, "	.. ..	2,075 0 0	
" 5, "	"	" 6	R. H. O'Brien and Party	" 5, "	.. ..	1,944 6 8	
" 5, "	"	" 7	Corby and Foster ..	" 5, "	.. ..	3,806 5 0	
Mar. 31, 1911	"	" 10	Maxwell and Mann..	Mar. 31, 1913	.. ..	10,708 10 0	
" 31, "	"	" 12	Redmond, Moore, and Cochrane	" 31, "	.. ..	1,167 16 0	
April 29, "	"	" 8	T. Murphy, A. Senior, and D. McNamara	April 29, "	.. ..	2,942 18 0	
" 29, "	"	" 9	Maxwell and Mann..	" 29, "	.. ..	1,587 5 0	
May 25, "	"	" 11	R. H. O'Brien	" 25, "	.. ..	2,676 9 0	
July 10, "	"	Te Kaha Station Buildings	J. H. Carew	Nov. 10, 1911	Feb. 7, 1912	1,501 19 10	
Dec. 19, "	"	No. 14 Formation Contract	D. McLellan	Dec. 19, 1913	.. ..	8,565 5 0	
" 19, "	"	" 15	Murray and Co.	" 19, "	.. ..	1,186 12 6	
Feb. 18, "	" Ngahere Blackball	Gatekeeper's Cottage, Ngahere Railway Bridge	A. Cundy ..	May 18, 1911	Sept. 2, 1911	324 3 2	
June 19, "	Lawrence-Roxburgh	Platelay's Cottage	A. McNeil..	Sept. 19, "	Oct. 14, "	355 0 0	
Dec. 21, "	"	No. 3 Formation Contract, Beaumont Section	G. W. Ryan	Dec. 21, 1912	.. ..	1,118 18 4	
Nov. 8, "	" Catlin's-Waimahaka (East End)	Platelay's Cottages, Papatowai and Puketito	Brown and Mitchell	Feb. 8, "	Mar. 30, 1912	680 5 6	
Dec. 20, 1910	" Tepeka and Tokanui Station Buildings	.. ..	P. A. Lyders	June 20, 1911	Sept. 14, 1911	1,827 0 0	

## RAILWAYS—continued.



# APPENDIX C.—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1912—continued.

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Amount of Extras and Reductions to be added to or deducted from Amount of Contract.
AUCKLAND.						
May 31, 1909	Auckland Post-office	Janieson, J. and W. (Limited), Christchurch	Nov. 30, 1911	..	£ 95,551 0 0	Extras, £14 9s. 4d.
Nov. 10, 1910	Frankton Police-station	Jack, G., Hamilton East	April 10, "	May 19, 1911	878 0 0	" £70 4s. 8d.; reductions,
Dec 9, "	Wellsford Police-station	Ashton, T. H., Kaiwaka	May 9, "	June 30, "	1,087 5 0	" £11 19s. 4d.
" 13, "	Parnell Police-station	Wright, E. W., Ellerslie	April 13, "	May 26, "	1,085 16 10	" £10 6s.
" 9, "	Morrinsville Police-station, Additions	Watts, J. C. R., Morrinsville	Mar. 7, "	June 19, "	438 10 0	" £17 12s.
April 18, 1911	Warkworth Post-office	Mackay, A. M., Mount Eden, Auckland	Sept. 18, "	Oct. 10, "	944 2 6	" £57 13s.; completed by Public Works Department.
June 13, "	Auckland Deeds Office, Strong-room	Frankham, C. H., Auckland	July 24, "	24, "	455 0 0	" £13 3s. 6d.
" 13, 1911	Ellerslie Post-office	Hutchison, W. E., Auckland	Jan. 13, 1912	Nov. 30, "	1,668 0 0	" £45 8s. 8d.; reductions, £34.
" 26, 1911	Te Aroha Post-office	Frankham, C. H., Auckland	Feb. 12, "	..	2,962 0 0	
May 10, "	H.M. Gaol, Cell-doors, &c.	Price, A. and G. (Limited), Auckland	Aug. 22, 1911	Jan. 10, 1912	278 0 0	
" 10, "	" Gallery Railings, &c.	" "	Sept. 10, "	" 10, "	200 18 7	
June 26, "	Hamilton Courthouse, Additions	Jack, G., Hamilton East	Oct. 26, "	Dec. 9, 1911	824 16 6	Extras, £78 14s. 10d.; reductions, £4.
July 17, "	Kingsland Post-office	Page, C. H., Kingsland	Feb. 17, 1912	Feb. 17, 1912	1,595 0 0	" £8 12s.; reductions £3.
" 17, "	Defence Storekeeper's Residence, Additions, &c.	Jenkin, W. H., Grey Lynn, Auckland	Sept. 17, 1911	Sept. 30, 1911	324 0 0	
" 28, "	Te Awamutu Post-office	Orr, R., Auckland	Jan. 28, 1912	Jan. 11, 1912	1,270 0 0	Extras, £8 12s. 8d.; reductions, £28 15s.
Aug. 19, "	Mount Eden Police-station	Mackay, A. M., Mount Eden, Auckland	Dec. 19, 1911	Feb. 2, "	1,234 17 0	" £2 5s.; reductions, 16s.
" 1, "	Auckland Post-office, Electric Elevators	Turnbull and Jones, Wellington	Mar. 1, 1912	..	1,289 0 0	
Nov. 6, "	Auckland Courthouse	Hutchison, W. E., Auckland	Nov. 6, "	..	14,820 0 0	
Dec. 21, "	Putaruru Post-office	Moody, A., Hamilton East	April 21, "	..	999 0 0	
" 21, "	Ponsonby Post-office	McKinstry, L., Ponsonby, Auckland	Aug. 21, "	..	3,697 18 6	
Jan. 3, 1912	Tokanni Mental Hospital	McLean and Sons, D., Wellington	July 3, "	..	13,627 0 0	
" 13, "	Public Works Workshop	Philcox and Sons, W., Auckland	May 13, "	..	580 15 0	
Feb. 19, "	Devonport Post-office, Alterations	Morris, E., Auckland	April 19, "	..	259 0 0	
Jan. 16, "	Post-offices, Auckland and Wellington, Counter Grilles	Riley and Co., A. D., (Limited), Wellington	June 16, "	..	917 0 0	
Mar. 19, "	Hamilton Public Buildings	Snell Bros., Hamilton	Dec. 19, "	..	5,180 0 0	
" 19, "	Matamata Post-office	Moody, A., Hamilton East	Aug. 19, "	..	1,177 0 0	
" 29, "	Auckland New Post-office, Furniture, &c.	Winks and Hall, Auckland	June 19, "	..	607 8 0	
" 29, "	" "	Tonson, Garlick, and Co., Auckland	" 19, "	..	313 3 9	
Aug. 30, 1911	Kaero Post-office	Hare Bros., Kaero	Jan. 30, "	..	833 10 0	
" 12, 1910	Gisborne Gaol	Colley, J., Gisborne	May 12, 1911	June 23, 1911	3,700 0 0	Extras, £175 3s. 8d.
Dec. 10, "	Taupo Post-office	McFarlane, J. R., Rotorua	Mar. 10, "	July 4, "	1,134 0 0	" £74 11s.; reductions, £22 16s.



## APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1912—continued.

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Amount of Extras and Reductions to be added to or deducted from Amount of Contract.
<b>AUCKLAND—continued.</b>						
Dec. 21, 1910	Kohukohu Post-office ..	Cook and Son, W., Waimate North ..	April 21, 1911	May 25, 1911	£ 390 0 0	Extras, £19 4s.
" 29, "	Matata Post-office ..	Grant, C. M., Opoitiki ..	June 29, "	"	779 12 6	
April 18, 1911	Manutuke Post-office ..	Colley, John, Gisborne ..	Aug. 18, "	Sept. 11, 1911	798 0 0	
May 15, "	Boatman's Residence at Hokitanga ..	Constantine and Cook, Rawene ..	May 15, "	" 21, "	279 0 0	
Aug. 19, "	Te Kuiti Police-station ..	McIndoe, J., Te Kuiti ..	Feb. 19, 1912	"	1,152 19 7	
" 19, "	Te Kuiti Post-office, Additions and Alterations ..	"	Oct. 28, 1911	Feb. 24, 1912	252 17 8	
Nov. 2, 1911	Auckland Post-office, Marble Work ..	Edwards and Son, W. (Limited), Wellington ..	May 2, 1912	June 10, "	227 5 0	
Dec. 21, "	Taumarunui Police-station ..	Tolley and Robinson, Taumarunui ..	" 21, "	"	1,276 4 0	
Mar. 20, 1912	Opoitiki Post-office ..	Massey, W., Auckland ..	Oct. 20, "	"	3,386 0 0	
" 27, "	Waipui Police-station ..	Rowell, W., Maungaturoto ..	June 27, "	"	913 0 0	
July 17, 1911	Ongarue Post-office ..	Tolley and Robinson, Taumarunui ..	Dec. 18, 1911	Jan. 29, 1912	959 16 4	
Feb. 5, 1910	Post-office, Wairoa ..	Gardner, A. R., Wairoa ..	Oct. 5, 1910	Jan. 10, 1912	3,100 0 0	Additions (Post-office Tower), £340 7s.
April 18, 1911	" Tikokino ..	Adams, J. H., Waipawa ..	Aug. 18, 1911	Nov. 9, 1911	792 4 2	Extras, £64 9s. 4d.
July 20, "	" Taradale ..	Beagley and Angus, Napier ..	Nov. 20, "	Jan. 2, 1912	828 0 0	" £8 4s.
Aug. 21, "	Police Inspector's Residence, Napier ..	Bailey, T. W., Napier ..	Jan. 21, 1912	"	1,037 17 7	
Jan. 13, 1912	Clive Post Office ..	Cairns and Paton, Havelock North ..	May 13, "	"	820 0 0	
Mar. 16, "	Otane Post-office ..	Scanlon and Cain, Hastings ..	Aug. 16, "	"	1,215 2 0	
<b>TARANAKI.</b>						
Nov. 8, 1910	Rahotu Post-office ..	Petersen and Co. (Limited), Inglewood ..	Mar. 8, 1911	May 31, 1911	672 0 0	Extras, £33.
Jan. 25, 1911	Police-station, Waverley, Additions and Renovations ..	Price, S. J., Waverley ..	" 8, "	" 31, "	515 0 0	
Feb. 21, "	Post-office, Manala ..	Burrell, A. B., Hawera ..	Sept. 21, "	Jan. 31, 1912	3,333 0 0	Extras, £56 18s.; reductions, £2.
June 27, "	Eltham Post-office, Additions and Renovations ..	Ryan and Son, J., Eltham ..	" 27, "	Dec. 27, 1911	1,130 0 0	" £57 10s.
" 13, "	Wairara Police-station, Alterations, &c., new Lockup ..	Howson, W., New Plymouth ..	July 11, "	Aug. 29, "	279 4 6	
July 21, "	New Plymouth Courthouse, Alterations, Additions, &c. ..	Coleman and Son, New Plymouth ..	Oct. 21, "	Oct. 28, "	960 0 0	
Nov. 27, "	Ohura Post-office ..	Tolley and Robinson, Taumarunui ..	July 27, 1912	"	1,476 0 0	
Jan. 3, 1912	Inglewood Post-office, Additions, &c. ..	Coleman and Son, New Plymouth ..	Feb. 28, "	"	348 0 0	
" 11, "	Whangamomona Post-office ..	Hodder, E. W., Whangamomona ..	May 11, "	"	860 0 0	
Feb. 20, "	New Plymouth Public Buildings ..	Coleman and Son, New Plymouth ..	Nov. 20, "	"	3,399 0 0	
Jan. 27, "	Whangamomona Movable School ..	Scott, R. J., Pohokura ..	Mar. 9, "	"	204 15 6	
<b>WELLINGTON.</b>						
April 6, 1909	Public Trust Office, Wellington, Fittings ..	Wilson, J. and A. (Limited), Wellington ..	June 1, 1909	"	718 0 0	
Oct. 27, "	Wellington Post-office, Additions ..	"	Oct. 27, 1911	"	96,923 0 0	
July 2, 1910	Levin Post-office, Additions ..	Pringle, W., Weraoa ..	" 2, 1910	Aug. 16, 1911	447 0 0	Extras, £164 5s. 9d.; reductions, £16 19s.



# APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1912—continued.

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Amount of Extras and Reductions to be added to or deducted from Amount of Contract.
WELLINGTON—continued.						
Oct. 24, 1910	Petone Courthouse	Smart, G. C., Wellington	May 24, 1911	April 24, 1911	£ 1,264 0 0	£1 6s.; reductions, £ 1 6s.
Dec. 9, "	Shannon Post-office	Pringle, W., Weraoa	" 9, "	Nov. 8, "	1,089 0 0	" £269 13s. 5d.
" 8, "	Johnsonville Police-station	Wakelin, G. L., Wellington	April 8, "	April 12, "	946 9 6	" £22 5s.
" 21, "	Okaki Police-station	Pole, J. S., Otaki	" 21, "	July 20, "	735 0 0	" £84 16s.; reductions £80 19s. 5d.
Feb. 16, 1911	Kilbirnie Post-office	Sanders Bros., Wellington	Oct. 16, "	Aug. 18, "	1,407 0 0	" £65 12s. 5d.; reductions, £3.
" 16, "	Masterton Courthouse	King and Son, F., Masterton	Dec. 16, "	May 6, 1912	6,660 10 0	" £67 1s. 10d.; reductions, £17 9s.
April 19, "	Constable's Residence, Taihape	Wrightson, G., Taihape	July 19, "	Aug. 30, 1911	493 0 0	" £21.
" 18, "	Rangwahia Post-office	McKenzie Bros., Rangwahia	Aug. 18, "	Oct. 26, "	724 11 0	" £60 9s. 4d.
May 23, "	Mount Cook Police Barracks	McMillan, J. W., Wellington	Sept. 23, "	Nov. 4, "	648 0 0	" £35 17s. 3d.
" 23, "	Newtown Police-station, Training Depot, New Gymnasium	"	" 23, "	Oct. 12, "	964 0 0	" £71 12s.
" 23, "	Raeath Police-station, Additions and Repairs	Douglas and McDonald, Ohakune East	July 24, "	Aug. 28, "	285 0 0	"
" 29, "	Wanganui Post-office, Alterations and Renovations	Russell and Bignell (Limited), Wanganui	June 29, "	Sept. 22, "	479 4 3	Extras, £4 10s. 9d.
April 11, "	St. Helens Hospital, Wellington	Murdoch and Wallis, Wellington	Feb. 11, 1912	"	9,689 0 0	" £260 17s. 2d.; reductions, (electric lift), £500.
June 21, "	New Store, Mount Cook	Sanders Bros., Wellington	Jan. 21, "	"	1,456 0 0	" £1,855 10s. 8d.
Aug. 21, "	Porirua Post-office	Mildenhall, A. H., Porirua	Dec. 21, 1911	Mar. 30, 1912	671 10 0	" £55 1s. 3d.
Oct. 9, "	Lower Hutt Post-office	Cooper and Son, A., Lower Hutt	Jan. 9, 1912	Feb. 1, "	532 10 0	" £36 8s.
Aug. 1, "	Electric Elevators, General Post Office, Wellington	Burt, A. and T. (Limited), Wellington	Mar. 1, "	"	886 14 0	"
Nov. 2, "	Marble Work, Wellington Post Office	Edwards and Son, W. H., Wellington	May 2, "	"	227 19 0	"
" 28, "	Carterton Post-office, Additions	Rose and Mason, Masterton	Feb. 28, "	Feb. 27, 1912	415 0 0	Extras, £7 3s. 6d.
Dec. 23, "	Ohakune Post-office, Additions and Alterations	Douglas and McDonald, Ohakune East	Jan. 23, "	" 23, "	233 0 0	" £11.
Aug. 1, "	Electric Elevators, General Post Office, Wellington, Passenger-lifts "A" and "B"	Turnbull and Jones (Limited), Wellington	Mar. 1, "	"	1,346 0 0	" £315.
Jan. 19, 1912	Ohakune Courthouse	Aldridge, T., Ohakune	May 20, "	"	667 8 6	"
Feb. 19, "	Kaiwarawara Post-office	Seamer, A., Wellington	Aug. 19, "	"	1,933 0 0	"
NELSON.						
June 18, 1911	Murchison Post-office	Bredbury and Bastin, Murchison	Nov. 18, 1911	Mar. 22, 1912	1,096 5 0	Extras, £21 11s. 3d.
Jan. 9, 1912	" Police-station	"	May 9, 1912	"	940 15 0	"
Mar. 20, "	Stoke Industrial School (Boys)	Chamberlain and Stannard, Nelson	" 15, "	"	428 4 6	"
" 19, "	Postmaster's Residence, Takaka	Green, W. H., Takaka	July 19, "	"	465 8 9	"
" 19, "	Takaka Courthouse	"	" 19, "	"	470 18 3	"
MARLBOROUGH.						
June 20, 1911	Kaikoura Police-station, Additions and Alterations	Jansen, C., Kaikoura	Sept. 20, 1911	Nov. 9, 1911	437 15 0	Extras, £26 11s. 6d.



## APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1912—continued.

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Amount of Extras and Reductions to be added to or deducted from Amount of Contract.
PUBLIC BUILDINGS—continued.						
WESTPORT.						
June 20, 1910	Westport Post-office	Brynildsen, E., Westport	June 20, 1911	..	£ 6,166 17 0	
Feb. 20, 1911	Westport Post-office, Clock and Bells..	Littlejohn and Son, W., Wellington	Open	..	645 0 0	
June 15, "	Granity Post-office	McMaster, A., Westport	Oct. 15, 1911	Oct. 30, 1911	867 8 3	Extras, £27 19s.
Dec. 22, "	Westport Post-office, Furniture and Fittings	Fraser, D., Westport	Feb. 22, 1912	..	313 12 6	
WESTLAND.						
Feb. 18, 1911	Runanga Post-office	Sweetman, E. and W., Greymouth	June 18, 1911	Sept. 22, 1911	695 0 0	Extras, £39.
July 31, "	Greymouth Courthouse	Kelsall and Son, Greymouth	May 31, 1912	..	5,912 8 8	
Jan. 22, 1912	Hokitika Public Buildings, Extension	Drake, J., Greymouth	Sept. 22, "	..	5,016 13 5	
Sept. 6, "	Public Trust Building, Greymouth	Cundy, A., Greymouth	" 6, "	..	1,449 6 0	
CANTERBURY.						
Sept. 1, 1910	Departmental Buildings, Christchurch	Jameson, J. and W. (Limited), Christchurch	May 1, 1912	..	53,564 0 0	
" 23, "	Christchurch Ferry Road Post-office	Taylor, Joseph, Christchurch	Mar. 23, 1911	April 5, 1911	1,235 0 0	Extras, £15 6s. 3d.
Feb. 15, 1911	Culverden Post-office	Calvert, Charles, Sydenham	May 15, 1911	Aug. 15, 1911	932 18 0	" £51 18s. 6d.
" 15, "	Amberley Post-office	" "	" 15, "	" 15, "	914 3 0	" £52 13s. 6d.
Mar. 24, "	Leeston Post-office	Blogg, F., Christchurch	Aug. 24, "	" 14, "	1,068 15 6	" £120 18s. 9d.; reductions, £17 15s.
April 20, "	Waimate Post-office Clock and Chimes	Littlejohn, W., and Sons, Wellington	Open	..	545 0 0	
May 1, "	Hamner Sanatorium, Repainting	Armiger, E. J., Christchurch	June 26, "	June 26, "	237 10 11	Extras, £79 8s. 4d.
" 22, "	Riccarton Police-station Lockup	Kidd, J. H., Christchurch	Sept. 22, "	Oct. 16, "	699 3 6	" £30 0s. 6d.
" 22, "	Cheviot Courthouse	Wharton and Raven, Christchurch	Aug. 22, "	Sept. 11, "	440 0 1	" £33 16s. 2d.
" 24, "	Waimate, Converting old Post-office into Shop	Betten, B., and Co. "	Sept. 24, "	Oct. 10, "	844 18 1	" £8.
June 15, "	Sydenham Post-office	Taylor, Joseph, Linwood	April 15, 1912	..	4,450 0 0	
July 15, "	Rangiora Police-station, Sergeant's Residence	Paynter and Hamilton, Christchurch	Dec. 15, 1911	Dec. 15, 1911	683 0 0	Extras, £195 16s. 6d.; reductions, £4 10s.
" 15, "	Timaru Post-office, Raising Clock-tower	Calvert, Charles, Sydenham	Aug. 26, "	" 22, "	397 0 0	" £14 7s. 6d.; reductions, £18.
" 18, "	New Brighton Police-station	Munns, A. G., New Brighton	Nov. 18, "	" 30, "	710 0 0	" £3.
" 31, "	Timaru Gaol	Donald, James, Timaru	Sept. 30, "	Nov. 11, "	682 0 11	" £17 3s. 6d.
Nov. 4, "	Burwood Swimming-bath, Te Oranga Home	Taylor, Joseph, Linwood	Dec. 16, "	Dec. 23, "	422 0 0	" £16 14s.
" 4, "	Lytelton Post-office, Raising Clock-tower, and Alterations	Calvert Charles, Sydenham	Jan. 4, 1912	..	584 10 0	
" 14, "	Mount Cook New Hermitage, Supply and Delivery of Doors and Windows	Jackson, John, and Co. (Limited), Timaru	Sept. 14, "	..	374 7 6	
Dec. 21, "	Waiau, Lineman's Cottage	Anderson, George, Waiau	Mar. 21, "	..	420 0 0	
Jan. 6, 1912	Clock for Timaru Post-office..	Littlejohn, W., and Son, Wellington	June 6, "	..	650 0 0	
Feb. 17, "	Aldington Post-office Clock-tower	Taylor, Joseph, Linwood	" 17, "	..	309 10 0	
" 19, "	Sumner Post-office, Alterations and Additions	Dibnah and Gant, Woolston	April 29, "	..	412 0 0	







**APPENDIX C—continued.**  
**SCHEDULE OF CONTRACTS CURRENT ON THE 1st April, 1911, and CONTRACTS ENTERED INTO BY THE PUBLIC WORKS DEPARTMENT DURING THE YEAR ENDED 31st March, 1912—continued.**

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Amount of Extras and Reductions to be added to or deducted from Amount of Contract.
<b>AUCKLAND.</b>						
Nov. 11, 1910	Huroa Stream Bridge	Scott and Forsyth, Te Kuiti	Jan. 11, 1911	April 10, 1911	£ 261 3 6	
Feb. 16, 1911	Toi Bridge	Forsyth, W. M., Te Kuiti	May 16, "	Aug. 4, "	230 14 7	
May 27, "	Waipu Gorge Bridge	James Bros., Mount Roskill	Nov. 27, "	Feb. 22, 1912	670 4 4	Extras, £172 1s. 4d.; reductions, £4 10s.
June 16, "	Waimana River Bridge (Opouriao)	Dixon, J. D., Cambridge	Sept. 16, 1912	"	1,630 10 0	
July 17, "	Mangahinga Stream Bridge	Forsyth, W. M., Te Kuiti	Nov. 17, 1911	Mar. 12, 1912	300 17 5	
" 17, "	Kopuku Stream Bridge	James Bros., Auckland	" 17, "	Jan. 20, "	288 11 5	Extras, £21 19s.
Aug. 16, "	Tongariro River Bridge	McLeod, Robert A., Auckland	May 16, 1912	"	1,273 2 11	
Nov. 6, "	Marakopa River Bridge	Scott and Forsyth, Te Kuiti	Aug. 6, "	"	536 16 11	
" 6, "	Wairoa Road District Bridges	James Bros., Auckland	May 6, "	"	791 15 10	
" 9, "	Waioeka River Bridge (Suspension)	Austin and Mead, Gisborne	Feb. 9, "	"	407 10 0	
" 14, "	Te Kuiti—Mokau Road, Supply of 6,000 cubic feet Crushed Limestone Metal	Fouhy, P., King-country	Jan. 23, "	"	485 3 4	
Mar. 8, 1912	Oparau River Bridge	Scott and Forsyth, Te Kuiti	Dec. 8, "	"	1,601 16 8	
" 11, "	Waioeka River Suspension Crossing	Short and Gunn, Gisborne	July 11, "	"	478 0 0	
<b>HAWKE'S BAY.</b>						
Sept. 23, 1910	Clydebank Settlement Roads, Rotoparu Road	Kelliher, J., Wairoa	Mar. 18, 1911	Jan. 31, 1912	284 19 7	
" 23, "	" Maromauku Road	"	" 18, "	" 31, "	307 13 1	
" 23, "	" Rimohangi Road	"	" 18, "	" 31, "	174 15 6	
Dec. 30, "	Nuhaka River Bridge	Gardiner, A. R., Wairoa	Oct. 30, "	"	3,136 4 0	
April 19, 1911	Tongio Lagoon (Deviation), Bridge (Construction)	McGaffin, R., Hastings	Dec. 19, "	"	1,317 17 6	
" 19, "	Tongio Lagoon (Deviation). Embankment and Road Formation	"	Feb. 19, 1912	"	1,950 0 0	
<b>TARANAKI.</b>						
June 21, 1910	Tangarakau River Suspension Bridge	Grayling, F. M., New Plymouth	June 21, 1911	"	1,533 0 0	
Nov. 9, "	Maunganui-o-te-ao River Bridge, Raetihi—Ohura Road	McAlmont, W. D., Masterton	Aug. 9, "	Oct. 5, 1911	1,737 0 0	Extras, £36 3s.
Jan. 27, 1911	Whangamomona River Bridge, Poarangi	Grayling, F. M., New Plymouth	Sept. 27, "	" 10, "	850 0 0	
Feb. 16, "	Ongarie River Bridge, Taumarunui	McLean, D., and Co. (Limited), Wellington	Nov. 16, "	Sept. 13, "	1,170 0 0	Extras, £47 19s.
Mar. 25, "	Mokau River Bridge, Kahuwera Road	Cave and Dixon, Cambridge	" 25, "	Jan. 6, 1912	624 0 0	" £39.
Nov. 13, "	Hardwood Timber and Piles for Tangamau Road Bridges, Lower and Middle Crossings	Fraser and Co., Grafton, N.S.W.	April 13, 1912	"	533 19 2	
<b>MARLBOROUGH.</b>						
Feb. 16, 1911	Rai and Brown River Bridges	Barton Bros., Onamahutu	Nov. 16, 1911	Mar. 1, 1912	1,100 3 0	Extras, £50.
Jan. 6, 1912	Kahautara River Bridge, Kaikoura Country	McLean, D., and Sons, Wellington	April 6, 1913	"	3,255 0 0	







## APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1912—continued.

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Amount of Extras and Reductions to be added to or deducted from Amount of Contract.
OTAGO AND SOUTHLAND—continued.						
Mar. 4, 1911	Hardwood Timber, Taieri Mouth Bridge ..	..	Sept. 4, 1911	..	£ 1,254 4 7	
" 28, "	Steel Reinforcing-bars, Taieri Mouth Bridge ..	..	3 days from July 18, 1911 when required	July 31, 1911	243 0 0	
" 28, "	Steel and Iron Work, Taieri Mouth Bridge ..	..	" 18, "	" 18, "	285 18 9	
" 29, "	Ermidale Settlement, Road-metalling ..	..	" 18, "	" 18, "	1,363 0 0	
May 9, "	Meadow Settlement Roads, Forming and Metalling ..	..	" 9, "	Aug. 12, 1911	326 19 8	Extras, £10 13s.
Aug. 31, "	Waiau River Bridge (Southland) ..	..	Nov. 31, 1912	..	3,844 1 0	
ROAD WORKS—continued.						
		Miller's West Australian Hardwood Company (Limited), Wellington				
		Otago Iron Rolling Mills Company (Limited), Burnside, Dunedin				
		Stevenson and Cook, Port Chalmers ..				
		Beird, W., East Invercargill ..				
		Webb, F., Rangitata ..				
		Everitt and Heffernan, Wellington				
MISCELLANEOUS.						
AUCKLAND.						
Dec. 17, 1910	Coal and Firewood Supply, Government Buildings, Auckland land	Craig, J. J. (Limited), Auckland	Mar. 31, 1912	Mar. 31, 1912	Schedule rates.	
" 17, "	Coal and Firewood Supply, Devonport and Forts	..	" 31, "	" 31, "	"	
April 18, 1911	Erection of Tuahine Lighthouse Tower ..	Nicol, J. A., Gisborne ..	June 27, 1911	Aug. 15, 1911	1,186 15 0	
WESTPORT.						
Feb. 17, 1911	Training-wall at Karamea, No. 2 Contract	Foster, J., Westport ..	Aug. 17, 1911	Aug. 8, 1911	2,315 10 3	Extras, £2 2s.
Mar. 11, 1912	" " No. 3 ..	Hill and Jones, Westport ..	Sept. 11, 1912	..	2,602 9 9	







## APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department, &amp;c.—continued.

Date of Contract or Agreement.	Contractor's Name.	Address.	Number of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
AUCKLAND DISTRICT.								
27 Jan., 1909 ..	E. Brenstrum ..	Dargaville ..	1,200 puriri ..	s. d. 4 3	Helensville ..	27 July, 1909..	412	In hand.
5 Oct., " ..	" ..	" ..	2,000 " ..	4 3	" ..	5 Oct., 1910..	1,952	In hand.
18 June, 1910 ..	Dick Michael (Gollin, agents) ..	Wellington ..	350, 11 ft. by 8 in. by 6 in., ironbark ..	9 6	Auckland ..	18 Sept., " ..	Nil	Cancelled.
30 Sept., " ..	Fraser and Co. ..	Grafton, N.S.W. ..	600, 7 ft. 6 in. by 8 in. by 6 in., ironbark ..	5 0	" ..	1 July, " ..	407	In hand.
30 " ..	Moir and Resta ..	Puhoi ..	3,000 totara ..	3 3	Ahuroa ..	9 Sept., 1911..	Nil	"
6 Dec., " ..	E. Brenstrum ..	Dargaville ..	350 puriri ..	4 3	Helensville ..	20 Mar., " ..	"	"
" ..	S. Brown, Limited ..	Wellington ..	350, 11 ft. by 8 in. by 6 in., ironbark ..	9 3	" ..	31 July, " ..	343	"
" ..	Millar's West Australian Hardwood Company ..	" ..	5,000 jarrah ..	4 3	Auckland ..	23 Dec., " ..	4,956	"
" ..	Ditto ..	" ..	12,000 ft. jarrah crossing 19/- per 100 ft. ..	19/- per 100 ft.	" ..	" ..	12,013 ft.	Completed.
TAURANGA DISTRICT.								
21 Oct., 1910 ..	Fraser and Co. ..	Grafton, New South Wales ..	7,650 hardwood ..	4 4	Tauranga ..	21 April, 1911..	5,671	..
" ..	" ..	" ..	510 " ..	4 6			371	
" ..	" ..	" ..	440 " ..	4 8			212	
21 Dec., " ..	Millar's West Australian Hardwood Company ..	Wellington ..	200, 8' x 6" x 7", ironbark ..	5 3	" ..	" ..	3	"
25 July, 1911 ..	Ditto ..	" ..	45,000 hardwood ..	4 6	" ..	21 June, 1911..	44,987	"
" ..	" ..	" ..	5,000 " ..	4 3	Auckland ..	23 Oct., " ..	4,956	"
GISBORNE DISTRICT.								
16 Aug., 1911 ..	Samuel Brown (Limited) ..	Wellington ..	230, 11' x 8" x 6", ironbark ..	30s. % sup. ft.	Gisborne ..	16 Feb., 1912..	40	"
" ..	" ..	" ..	60, 7' x 8" x 5", hardwood ..	25s. % sup. ft.	" ..	" ..	57	"
" ..	" ..	" ..	124, 8' x 8" x 5", ditto ..	" ..	" ..	" ..	96	"
" ..	" ..	" ..	80, 9' x 8" x 5", " ..	" ..	" ..	" ..	71	"
" ..	" ..	" ..	100, 10' x 8" x 5", " ..	" ..	" ..	" ..	63	"
" ..	" ..	" ..	76, 11' x 8" x 5", " ..	" ..	" ..	" ..	76	"
2 " ..	J. J. Wallace & Co. (Limited) ..	" ..	7,000, 7' x 8" x 5", " ..	4 6	" ..	2 Nov., 1911 ..	7,000	29 Mar., 1912.
" ..	" ..	" ..	2,000, 7' x 8" x 5", " ..	4 6	" ..	Additional ..	800	24 " "
" ..	" ..	" ..	21,000, 7' x 8" x 5", jarrah ..	5 0	" ..	5 Sept., 1912..	Nil	"
" ..	" ..	" ..	80, 7' x 8" x 5", jarrah crossing ..	24s. % sup. ft.	" ..	" ..	"	"
5 Mar., 1912 ..	Millar's West Australian Hardwood Company (Limited) ..	" ..	160, 8' x 8" x 5", ditto ..	" ..	" ..	" ..	"	"
" ..	" ..	" ..	108, 9' x 8" x 5", " ..	" ..	" ..	" ..	"	"
" ..	" ..	" ..	132, 10' x 8" x 5", " ..	" ..	" ..	" ..	"	"
" ..	" ..	" ..	100, 11' x 8" x 5", " ..	" ..	" ..	" ..	"	"
WELLINGTON DISTRICT.								
16 Aug., 1911 ..	Millar's West Australian Hardwood Company (Limited) ..	Wellington ..	7,500 hardwood ..	4 3	7,500 at Wellington ..	16 Feb., 1912..	11,135, Wellington	"



# APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1911, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—continued.

Date of Contract or Agreement.	Contractor's Name.	Address.	Number 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.								
WESTLAND DISTRICT.								
9 May, 1911	F. Fox	Cronadun	518 silver-pine	s. d. 3 3	Cronadun	9 May, 1911	518	9 May, 1911.
9 "	C. Murcott	"	1,227 "	3 3	"	9 "	1,227	9 "
8 July,	G. Feary	"	700 "	3 3	"	8 July	700	8 July,
27 "	P. Brunning	"	775 "	3 3	"	27 "	775	27 "
27 "	T. Chinn	Ross	595 "	3 3	"	27 "	595	27 "
7 Aug.	R. J. O'Brien	Rimu	563 "	3 3	"	7 Aug.	563	7 Aug.,
18 "	C. O'Regan	Cronadun	558 "	3 3	"	18 "	558	18 "
11 Sept.,	A. Brown	Okarito	500 "	3 3	Cronadun	11 Sept.,	500	11 Sept.,
19 "	H. Allison	Cronadun	807 "	3 3	Cronadun	19 "	807	19 "
5 Oct.,	F. Daniels	Nelson Creek	1,813 "	3 3	"	5 Oct.,	1,813	5 Oct.,
11 "	J. Minehan	Rimu	540 "	3 3	Ross	11 Nov.,	540	11 Nov.,
11 "	Stuart and Chapman	Ross	915 "	3 3	"	11 "	915	11 "
2 Dec.,	"	"	792 "	3 3	"	2 Dec.,	792	2 Dec.,
21 "	J. McLaughlin	Ngahere	516 "	3 3	Cronadun	21 "	516	21 "
21 "	R. Wardropp	Capleston	1,216 "	3 3	The Landing	21 "	1,216	21 "
7 Feb., 1912	T. Chinn	Ross	765 "	3 3	Ross	7 Feb., 1912	765	7 Feb., 1912.
13 "	J. Hunt	Cronadun	944 "	3 3	Cronadun	13 "	944	13 "
Various	Various	Various	16,877 "	3 3	Various	Various	16,877	Various.
7 Sept., 1910	J. W. Wallace and Co.	Wellington	421 hardwood	4 5	Greymouth	7 Mar., 1911	421	7 June, 1911.
CHRISTCHURCH DISTRICT.								
7 Sept., 1910	Richardson, Blair, and McCabe (Limited)	Wellington	8,000 hardwood	3 11½	Lyttelton	7 Mar., 1911	12,664	23 Feb., 1912.
Additions	Ditto	"	4,000 "	3 11½	"	Various		
7 Sept., 1910	J. W. Wallace and Co.	"	10,000 "	4 0	"	7 Mar., 1911	10,037	29 Nov., 1911.
16 August, 1911	Millar's West Australian Hardwood Company (Limited)	"	2,500 "	4 3	"	16 Feb., 1912	2,781	21 March, 1912.
16 "	Ditto	"	608 hardwood cross-ing	19s. per 100 super. ft.	"	16 "	608	20 March, 1912.
14 "	L. C. Porter	"	150 hardwood bridge	28s. per 100 super. ft.	"	14 Dec., 1911	Nil	"
"	Public Works Department	Greymouth	8,935 silver-pine	?	"	"	8,935	23 Feb., 1912.
DUNEDIN DISTRICT.								
17 Sept., 1910	Richardson, Blair, and McCabe (Limited)	Wellington	12,000 hardwood	3 10	Dunedin	7 March, 1911	12,000	3 March, 1912.
25 Oct.,	Cooper and Lumsden	Tawaneui	1,000 totara	3 3	Catlin's Railway	15 June, 1911	Nil	Cancelled.
17 Nov.,	Richardson, Blair, and McCabe (Limited)	Wellington	199 crossing	19 0 C.B.M.	Dunedin and Bluff	No date fixed	166 (Dunedin).	"
17 July, 1911	Sharp Bros.	Owaka	Totara, up to 500	3 3	Catlin's Railway	"	133	"
16 Aug.	Millar's West Australian Hardwood Company (Limited)	Wellington	321 jarrah crossing	19s. per 100 C.B.M.	Dunedin	16 Feb., 1912	329	"
INVERCARGILL DISTRICT.								
7 Sept., 1910	Richardson, Blair, and McCabe (Limited)	Wellington	12,000 hardwood	3 10	Bluff	7 March, 1911	9,776*	10 July, 1911.

\* 2,224 sleepers, representing balance of contract not required and diverted to Lyttelton.



## APPENDIX E.

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

(1ST JULY, 1911, TO 30TH JUNE, 1912.)

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

SIR,—

Public Works Office, Wellington, 30th June, 1912.

I have the honour to submit the following report on the various works 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, 1912:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1912.	Liabilities on 31st March, 1912.
	M. ch.	M. ch.	£ s. d.	£ s. d.
Kaihu Valley .. .. .	19 58	17 21	63,578 9 9	3,213 9 9
Kawakawa-Hokianga .. .. .	34 12	..	71,372 7 6	1,007 11 0
Opua Wharf - Grahamtown (Onerahi) .. .. .	58 6	58 6	511,198 17 10	7 18 6
North Auckland Main Trunk Railway (from Helensville) .. .. .	110 0	36 57	552,902 8 0	22,989 19 9
Helensville - Te Awamutu, with Branches .. .. .	151 1	151 1	1,584,175 0 5	10,183 16 4
Hamilton-Thames, with Branches .. .. .	75 18	75 18	497,284 19 11	..
Thames Valley - Rotorua .. .. .	69 33	69 33	356,339 10 9	..
Tauranga-Paengaroa, with Branch (part of) .. .. .	18 65	..	53,399 18 10	471 3 7
Gisborne-Motu .. .. .	52 44	23 74	438,749 17 11	3,358 8 6
Napier-Gisborne .. .. .	120 0	..	1,861 16 1	155 15 4
Wellington - Napier and Palmerston North (including Te Aro Extension and Greytown Branch) .. .. .	233 12	233 12	2,475,311 19 9	..
Wellington-Waitara, with Branches .. .. .	289 27	285 59	2,548,129 4 7	387 6 8
Stratford - Okahukura .. .. .	94 70	22 65	419,481 9 9	5,941 15 10
North Island Main Trunk (Marton - Te Awamutu) including Raetihi Branch .. .. .	217 69	209 69	2,694,974 0 11	4 0 4
Picton-Waipara (South Island Main Trunk Railway)—				
Picton southwards .. .. .	98 30	48 9	548,507 0 4	382 6 3
Waipara northwards .. .. .	74 73	35 51	344,954 13 8	3,627 19 7
Nelson-Belgrove .. .. .	22 73	22 73	196,738 18 6	..
Midland Railway* .. .. .	243 49	139 7	1,462,220 8 4	392,370 11 11
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	..	99,091 19 3	34,943 16 11
Ngahere-Blackball .. .. .	3 40	3 40	147,577 1 10	..
Greymouth - Coal Creek .. .. .	8 70	5 1	224,724 17 1	20 19 7
Greymouth-Brunner .. .. .	7 51	7 51	150,512 11 11	..
Greymouth-Mikonui .. .. .	48 42	38 68	336,799 7 4	..
Culverden-Hammer Motor-cars and Repairs to Road .. .. .	..	..	3,834 0 0	..
Hurunui-Waitaki, with Branches .. .. .	483 72	443 8	2,481,717 13 2	..
Canterbury Interior Main Line—Oxford-Temuka .. .. .	83 0	11 44	59,343 9 2	..
Waitaki-Bluff, with Branches .. .. .	616 68	523 1	4,662,377 0 8	2,249 14 7
Otago Central .. .. .	182 56	134 76	1,280,393 4 3	..
Invercargill-Kingston, with Mararoa Branch .. .. .	117 4	97 44	357,290 17 2	..
Forest Hill Railway—Winton-Hedgehope§ .. .. .	12 40	12 40	22,983 14 5	..
Western Railways .. .. .	71 6	70 31	328,672 12 5	..
Preliminary Surveys .. .. .	..	..	36,534 17 6	..
Miscellaneous .. .. .	..	..	10,336 19 11	..
Stock of Permanent-way on hand .. .. .	..	..	102,850 4 4	10,183 17 9
Value of Permanent-way in hands of Railway Department .. .. .	..	..	25,000 0 0	..
Rolling-stock .. .. .	..	..	5,141,805 9 0	131,261 0 0
Total .. .. .	3,676 26	2,807 56	30,481,035 19 6	622,761 12 2
PROVINCIAL GOVERNMENT LINES, ETC.				
Canterbury (lengths included above) .. .. .	..	..	731,759 0 0	..
Otago and Southland .. .. .	..	..	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 .. .. .	3,676 26	2,807 56	32,273,752 6 7	622,761 12 2

\* 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, Railway Improvement Authorization Act, and Wellington-Manawatu Railway Purchase Act Accounts.

¶ 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 46 miles 59 chains of railway, as shown in the following table, was opened for general traffic :—

Plan Mileages.		Railway.	Section.	Length.	Date of handing over.
M. ch.	M. ch.			M. ch.	1911.
7 16 to 27 64		Kawakawa-Grahamtown..	Kawakawa-Towai ..	21 18	12 April.
20 30 to 21 0					
33 45 to 48 9		Picton-Waipara ..	Seddon-Ward ..	14 44	13 April.
24 47 to 32 74		Catlin's-Seaward Bush ..	Waimahaka-Tokanui ..	8 27	20 September.
2 0 to 4 50		Kawakawa-Grahamtown..	Kioreroa (Opua) - Onerahi (Grahamtown)	2 50	2 October.
				46 59	

KAIHU VALLEY RAILWAY (16 m. 67 ch. to 19 m. 24 ch.—2 miles 37 chains in length).

During the year the formation has been completed, with the exception of four concrete culverts for which stone is ready, and four bridges, the materials for which have been arranged for under contract and are now arriving on the ground. A good deal of swamp-draining has been involved. All the necessary sleepers are in hand, and platelaying can proceed as soon as the temporary bridge at 17 m. 4 ch. has been erected.

A siding 30 chains long is being constructed at Maropiu to tap a ballast-deposit.

OTIRIA-OTUHI RAILWAY (13 miles 35 chains in length).

Two temporary bridges were erected over the Ngapipito, near 2½ m., and the formation is now approaching completion. The rails have been laid to 7 m. 3 ch.

A scoria ballast-pit was opened up at 1 m. 57 ch., from which the line was bottom-ballasted to 7 m. 3 ch. and top-lifted from 5½ m. to 7 m. A stone-crusher was installed at the pit, so that the rougher material could be utilized after crushing. The pit also supplied material for river-protection, swamp-drainage, &c.

The Ngapipito Station yard at 6 m. 32 ch. is formed, sidings laid, and ballasted.

The bridges are nearing completion up to 7 m. 19 ch., except the two crossings of the Ngapipito Stream, where arrangements are now being made to replace the temporary trestles with the permanent structures, materials for which are in course of preparation. The bed of the Ngapipito Stream was lowered from the edge of the waterfall opposite 2 m. 41 ch. to where it crosses the line at 2 m. 45 ch.

#### OPUA-GRAHAMTOWN RAILWAY.

*Kawakawa Southwards Section* (7 m. 16 ch. to 19 m., from Opua Wharf) ; *Ramarama Section* (19 m. to 27 m. 64 ch.) ; and *part of Towai Section* (20 m. 30 ch. to 21 m., from Kamo).—A few details in connection with the water-service were completed, extra station facilities and cottages provided, and line opened 13th April, 1911.

*Deepwater Section* (2 m. 50 ch.).—Slips were removed from various cuttings and extra stone pitching was provided in low places. Station buildings were completed at Onerahi, and a water-supply is being laid to same. The bridge at Kioreroa was overhauled, and the lifting-span arrangements altered so that the lift is now operated by an oil-engine. This section was handed over to the Railway Department on the 2nd October, 1911.

#### NORTH AUCKLAND RAILWAY.

*Kaiwaka Section* (72 m. 45 ch. to 81 m. 30 ch.).—This section of the railway has been completed during the year, including balance of formation, Ross Hill Tunnel, station yards and buildings at Topuni and Kaiwaka. Owing to extensive slips, which have not yet ceased to give trouble, the section has not been handed over to the Railway Department, but the traffic is being worked by the Public Works Department.

*Otamatea Section* (81 m. 30 ch. to 83 m. 75 ch.).—With the exception of the Kaitara bank and culvert, the formation is completed. Platelaying and ballasting are completed to 83 m. 20 ch., also fencing. Of the Otamatea Wharf thirteen bays are completed. Three cottages have been erected at Otamatea Station. The contractor for the Otamatea Bridge contract is making very slow progress, owing to his difficulty in obtaining suitable labour.

*Bickerstaffe Section* (83 m. 75 ch. to 88 m. 20 ch.).—The formation and culverts on this section are well advanced. The Bickerstaffe Tunnel has 5½ chains completed out of 8½ chains, and the fronts are also completed. A start has been made at the Maungaturoto Tunnel (24 chains long) ; the south front is completed, and driving and lining are in hand. The Muddy Creek Bridge is making good progress. Two cottages have been erected at Maungaturoto.

*McCarroll's Section* (88 m. 20 ch. to 96 m. 37 ch.).—The work on this section is just started, 23 chains being in hand.

*Kaikohe Section* (13 m. 35 ch. to 16 m. 25 ch.—2 miles 70 chains in length).—The earthwork on this section, which is being constructed in conjunction with the Otiria-Otuhī connection, is well ad-



vanced up to 15 m. 40 ch. An approach-road over  $\frac{1}{2}$  mile in length has been made to Otuhi Station, 13 m. 60 ch., from the Mangakahia Road. Temporary trestles are being erected over the majority of the culverts. The material for the culverts will be brought up by train when rails are laid.

#### HUNTLY-AWAROA RAILWAY.

*Huntly-Awaroa Section (7 miles 34 chains in length).*—The first 3 miles of formation are in hand, but high water in the swamps has retarded progress. The work on the bridge over the Waikato River is somewhat behind, owing to the contractor's difficulty in obtaining suitable labour. All the ferro-concrete piles are driven, seven piers are completed, two 40 ft. spans are in place, and one 100 ft. span in progress, which is very slow indeed generally.

#### EAST COAST MAIN TRUNK RAILWAY.

##### *Waihi-Tauranga.*

*Waihi Southwards.*—Work was started on this line in March, 1912, and formation and culverts are in hand for a distance of 4 miles.

##### *Tauranga-Opotiki.*

*Maunganui-Te Puke Section (13 miles in length).*—The formation on this section is practically completed, but the subsidence which has taken and is taking place on the swamps crossed by the line renders a large amount of work in lifting the banks necessary. Stability will not be reached for some time yet. Drifting sand has caused some trouble, but is being successfully coped with. The rails have been laid for a distance of  $8\frac{3}{4}$  miles. A ballast-quarry was opened up on Moturiki Island; 1 mile of line constructed thereto; crushers, elevator, and bins have been installed; and ballasting started. The first lift of ballasting has been done for a distance of 3 miles 45 chains, and also a quantity of metal for culverts and road-crossings has been supplied. The telephone-line has been laid from the Mount to Te Puke and from the junction at 45 m. to the Tauranga office, including a cable across the harbour.  $7\frac{1}{4}$  miles of fence (both sides) with gates have been completed. In order to push on with the platelaying and ballasting an additional crusher is being installed, and two locomotives with ballast-trucks are at work.

*Te Puke-Paengaroa Section (5 m. 65 ch.).*—Work has been in progress on this section since April, 1912, and is making satisfactory progress.

##### *Gisborne-Motu.*

*Otoko Section (23 m. 50 ch. to 31 m. 45 ch.—7 miles 75 chains in length).*—A good deal of work has been necessary in the removal of slips. The Otoko Viaduct is completed. Immediately on completion of the viaduct the ballasting of the remainder of the section, including the Otoko Station yard, was finished, and the section was handed over to the Working Railways Department on the 8th April, 1912.

*Rakauroa Section (31 m. 45 ch. to 38 m. 25 ch.—6 miles 60 chains in length).*—The formation on this section is well advanced, although a great deal of trouble has been experienced with heavy slips. On this section the most notable works are a 10-ft.-diameter water-tunnel, 350 ft. long, at 33 m. 61 ch. (the filling over this gully is 250 ft. long by 81 ft. high); three bridges ranging up to 80 ft. in height, with two spans of 66 ft., two of 44 ft., eight of 33 ft., and four of 22 ft. The bridge-piers at the Waikohu River Bridge at 37 m. 52 ch. are ready for the girders. The rails are laid to 37 m. 50 ch. Owing to the exhaustion of the ballast-pit at Te Karaka, ballast for only a light lift could be put on the worst places. A new pit at Te Puha is now being opened up. Four cottages have been erected at Rakauroa Station. The fencing is complete.

*Matawai Section (38 m. 25 ch. to 44 m. 10 ch.—5 miles 65 chains in length).*—The formation on this section is almost complete in the ordinary way, but owing to the unstable nature of the country many of the cuttings are still slipping and bulging, so that it is difficult to say when finality will be reached. The large cutting at 39 m. 55 ch. is making good progress, but is being pushed on and will soon be cut through. The tunnel at  $42\frac{1}{2}$  m. is all excavated, and the lining is in hand. The piers of the bridge at 38 m. 32 ch. are well advanced, and the superstructure is nearly ready. The Matawai Station yard, with approach-road formation, is completed, and four cottages are in course of erection. The fencing is complete, with exception of some gates.

*Motu Section (44 m. 10 ch. to 50 m.).*—Works on this section have just been commenced. The almost impassable state of the roads has prevented a vigorous prosecution of the works on this section during the recent wet weather.

##### *Gisborne-Napier, Gisborne End.*

*Ngatapa Section (0 m. to 11 m. 41 ch.).*—Formation-work on this section has been in hand about three months. The earthworks are manned up to about 9 m. One mile of fencing has been erected, and some culvert-sites excavated. The survey is completed to 11 m., and is in hand beyond.

##### *Gisborne-Napier, Napier End.*

*Eskdale Section (about 10 miles in length).*—The works on the first portion of this section are light, and  $4\frac{1}{2}$  miles have already been formed. The survey is complete for 9 miles. Borings are in progress to test the nature of the bottom of the inner harbour, across which the line runs for nearly 2 miles, and over which one or two bridges will be required.



## STRATFORD—MAIN TRUNK RAILWAY.

*Western End.*

*Pohokura Section (22 m. 65 ch. to 31 m. 40 ch.—8 miles 55 chains in length).*—This section is complete, and arrangements have been made to hand it over to the Railway Department.

*Whangamomona Section (31 m. 40 ch. to 37 m. 53 ch.—6 miles 13 chains in length).*—Most of the earthworks on this section are complete, although several of the cuttings which slipped badly continue to give trouble, especially on the eastern side of Whangamomona Tunnel. At 35 m. the line was slightly deviated to avoid a bad slip. The Whangamomona Tunnel (30½ chains) is complete. The platelaying is complete to 35 m. 71 ch. The first lift of ballasting is done to 35 m. 71 ch. The ballasting is finished to 34 m. 10 ch. To facilitate the transport of materials ahead and hasten the erection of bridges, a horse-tram has been constructed from the rail-head to the Whangamomona Township, and will be extended to the end of works as soon as possible, as carting has become practically impossible. The piers of bridge at 35 m. 71 ch. are nearing completion, and other bridges are in hand.

*Tahora Section (37 m. 53 ch. to 47 m. 30 ch.).*—All earthworks are in hand up to 45 m., and are practically complete to 38 m. There are two bad slips at 37 m. 57 ch. and 38 m. 12 ch. Most of the creeks have been temporarily bridged until material for the culverts can be brought by train and tram. At Tahora Saddle four water-drives, totalling 1,166 ft. in length, have been driven to drain banks between 44 m. 56 ch. and 44 m. 68 ch. The very large cutting at 44 m. 70 ch. is started. To facilitate and expedite its excavation a heading is being driven through. The bottom heading of tunnel at 44 m. 52 ch. is commenced. All the tunnel-blocks and washed gravel for this tunnel are ready at Skinner Road ballast-pit.

*Eastern End.*

*Okaroa Section.*—After exhaustive examination a route was found connecting with the North Island Main Trunk line at Okahukara instead of at Ongarue, as originally intended, which was shorter by a distance of 6 miles. This route was adopted, and has been permanently surveyed for a distance of 9½ miles. A service-road to give access to the line during construction, and which will serve afterwards as a main road through the Whatitokarua Block, is being formed and pumiced. This road is well advanced, and should be available for through traffic before Christmas. The clearing of the line of railway is completed to the eastern side of the Summit Tunnel. The culverts on the first 1½ miles are well advanced, and every cutting on that length that can be conveniently manned is being worked. Information is being collected to enable tenders to be called for the construction of the tunnel, 74 chains in length, and its approaches.

## MOUNT EGMONT RAILWAY.

This line has been cleared up to 8 m. 10 ch., and formation is nearly completed to 8 m.

The Little River diversion is approximately half-finished, as is also the formation of the station-yard at the foot of the Rope incline. Timber for the Little River bridges is being squared in the bush near the site.

Full information has been obtained of the extent and lie of the rock-deposit. The inclination of both the top and bottom of the rock, and also the surrounding country, is such that the devising of a practicable scheme for cheaply working the quarry has been a matter of some difficulty. A contour survey (with plan) extending over a very large area was found necessary and was carried out, and the working arrangements are now being elaborated.

## OHAKUNE—RAETIHI BRANCH RAILWAY.

Though the first sod of this line was turned on the 19th February, very little has been done, owing to the necessity for a considerable amount of trial survey before the best route could be ascertained. The permanent line has been pegged for a distance of 2 miles, and plans are being prepared; meanwhile a few men are engaged on bushwork.

## SOUTH ISLAND MAIN TRUNK RAILWAY.

*North End.*

*Mirza Section (48 m. 9 ch. to 51 m. 45 ch.—3 miles 36 chains in length).*—The formation of this section is so far advanced as to be ready for platelaying throughout, including the Mirza Station yard. Most of the material is on hand for platelaying. A school for the use of workmen's children has been erected at Mirza Station.

*Mills Section (51 m. 45 ch. to 56 m. 6 ch.—4 miles 41 chains in length).*—The formation on this section, which is comparatively heavy, is well advanced as far as the Ure River (54 m.), and is in hand to 54 m. 70 ch. Two water-drives, totalling 384 ft., were driven and lined at 53 m. 14 ch. and 53 m. 24 ch. The excavation of the tunnel at 53 m. 2 ch. is in hand, and lining-material is being obtained and blocks moulded. Owing to the country along the line south of the Ure River being composed entirely of sand, it has been found necessary to thickly plant all the slopes of cuttings with marram-grass and also to partially cover large areas of adjacent bare sand with marram, lupin, and other sand-binding plants. Plans of the Ure River Bridge are ready for the calling of tenders.



*South End.*

*Parnassus Section (35 m. 50 ch. to 44 m. 13 ch.—8 miles 43 chains in length).*—With the exception of one loop at Spotswood, the formation, platelaying, and ballasting are complete. The buildings are in hand, and should be finished and the line ready for handing over in about two months.

*Mendip Section (44 m. 13 ch. to 51 m.—6 miles 67 chains in length).*—A contract has been let for the steel girders of the Leader River Bridge. A fair amount of work has been done up to 48 m., but beyond nothing is in hand except a water-drive at the Hookamsnyvy Creek.

## MIDLAND RAILWAY.

*Nelson–Westland Section, North End.*

*Glenhope Section (49 m. 55 ch. to 59 m. 17 ch.—9 miles 42 chains in length).*—This section is completed with the exception of a few days' work boxing-in the ballasting on the last mile, and the Glenhope Station buildings, which are well advanced. The Summit cutting at 55 m. 30 ch. gave a good deal of trouble in slipping, but now appears stable.

*Kawatiri Section (59 m. 17 ch. to 65 m.—5 miles 63 chains in length).*—The bushfelling and clearing has been done on the first 2 miles of this section, and cuttings are in hand up to 60 m. 60 ch. Culverts are being built in advance of the earthworks as required.

*Nelson–Westland Section, South End.*

*Cronadun–Landing Section (45 m. 40 ch. to 54 m.—8 miles 40 chains in length).*—The station buildings at Rotokohu and Landing are completed, and general maintenance-work has been carried out, pending the handing-over of the section to the Railway Department.

*Landing–Inangahua Junction Section (54 m. to 60 m.—6 miles in length).*—The bushwork is completed as far as 59 m., to which point the formation is also in hand. Pending the construction of the junction with the Westport–Inangahua Railway, a temporary station will be constructed at 58 m. 30 ch. The foundations of the Hard Creek Bridge have been excavated.

*Canterbury–Westland Section, West End.*

*Otira Section (50 m. 38 ch. to 51 m. 40 ch.—1 mile 2 chains in length).*—Extensive groyne protection has been rendered necessary by the encroachment of the Otira River on the railway bank approaching the Rolleston Bridge. This work is now in hand.

*Arthur's Pass Tunnel Contract (51 m. 40 ch. to 59 m. 40 ch.—8 miles in length).*—At the Otira end 1 mile 30½ chains of tunnel have been completed, and the bottom heading is 38½ chains further advanced. At the Bealey end 23½ chains have been completed, and the heading driven a further 4½ chains. This leaves 3 miles 8¼ chains between headings and 3 miles 51 chains between completed portions.

The approach-banks are making fair progress, and the Arthur's Pass Station is being formed.

*Canterbury–Westland Section, East End.*

*Cass Section (12 m. 18 ch. to 27 m. 40 ch.—15 miles 22 chains in length).*—The buildings have been completed and handed over to the Railway Department, who have been operating the line since December, 1910.

*Bealey Section (27 m. 40 ch. to 41 m. 46 ch., or east end of Arthur's Pass Tunnel Contract—13 miles 75 chains in length).*—The formation of the section is complete to 38 m., and the balance is about half-finished. The work includes heavy cuttings and shingle-banks along the Waimakariri and Bealey Rivers, necessitating a large amount of protective works by means of wire gabions and heavy rock. The gabion protection-work is completed to 38 m., but a good deal of heavy rock is still required. The Cass, Waimakariri, and Douglas Creek bridges are finished, and those over the Bealey, Halpin Creek, and Rough Creek are about to be started. The rails are laid to 36 m., and partly ballasted to 31 m. Two cottages have been erected at Coraline.

## WESTPORT–INANGAHUA RAILWAY.

*Te Kuha Section (0 m. to 5 m. 74 ch.—5 miles 74 chains in length).*—This section has been completed and handed over to the Railway Department, 1st April, 1912.

*Cascade Section (5 m. 74 ch. to 12 m.—6 miles 6 chains in length).*—Portion of this work under the co-operative system, 5 m. 74 ch. to 6 m. 35 ch., is almost completed, and the balance as far as 10 m., let in small contracts, is well in hand. The tunnel at 6 m. 15 ch. is completed. Though through granite, it required timbering and then lining throughout. Contract No. 1 (6 m. 35 ch. to 6 m. 70 ch.): Over half the contract is completed. Contract No. 2 (6 m. 70 ch. to 7 m. 2 ch.): This contract should be completed within a month; portion of the tunnel on this contract was taken out as an open cutting; the rest gave no trouble. Contract No. 3 (7 m. 3 ch. to 7 m. 13·5 ch.): Completed. Contract No. 4 (7 m. 13·5 ch. to 7 m. 21 ch.): Completed. Contract No. 5 (7 m. 22 ch. to 7 m. 33 ch.): Completed. Contract No. 6 (7 m. 33·5 ch. to 7 m. 38·5 ch.): Completed. Contract No. 7 (7 m. 46·60 ch. to 8 m.): This contract is about one-third completed; the work done includes the concrete abutments of bridge at 7 m. 65 ch. Contract No. 8 (8 m. to 8 m. 38·5 ch.): Not much progress has been made with this contract. Contract No. 9 (8 m. 42·4 ch. to 8 m. 50·5 ch.): This contract is more than half-finished. Contract No. 10 (8 m. 50·5 ch. to 8 m. 65 ch.): Very little progress is evident on the con-



tract; the contractors have been allowed to take out an open cutting instead of the tunnel between 8 m. 51 ch. and 8 m. 55 ch. without extra payment. Contract No. 11 (7 m. 38·50 ch. to 7 m. 46·60 ch.): Nearing completion. Contract No. 12 (8 m. 65 ch. to 8 m. 79 ch.): Contractors made very poor progress, and finally abandoned their contract in May, 1912. Contract No. 13 (9 m. 5·5 ch. to 9 m. 28 ch.); Contract No. 14 (9 m. 28 ch. to 9 m. 39 ch.); Contract No. 15 (9 m. 39 ch. to 9 m. 53 ch.): These contracts are little more than started, but contractors are attacking the work in earnest. Contract No. 16 (9 m. 53 ch. to 9 m. 59·5 ch.); Contract No. 17 (9 m. 59·5 ch. to 10 m.): Just begun work. A contract has been let for the bushfelling from 10 m. to 12 m., and work is progressing well.

#### NGAHERE-BLACKBALL RAILWAY.

The gatekeeper's cottage at Ngahere Bridge has been completed, and the gates fixed at ends of bridge.

#### GREYMOUTH-POINT ELIZABETH COLLIERIES RAILWAY EXTENSION.

*Coal Creek Section (3 miles 69 chains in length).*—The persistent wet weather and the magnitude of the slips which have required to be removed have resulted in a very small progress for the year. All the formation for the back-shunt sidings is completed, and part of the platelaying of same also. The Fell central braking-rail has not yet been fixed on the incline. The bridges are complete except the superstructure of the Seven-mile Creek. A water-supply has been brought in from the Davey Creek, and a temporary engine-shed erected at 8 m.

#### ROSS-WAITAHA RAILWAY.

Plans of the 3 miles south of Ross have been completed, and drawings and specifications for the bridge over the Mikonui River prepared.

#### CATLIN'S-WAIMAHAKA RAILWAY.

##### *Catlin's End.*

*Papatupu Section (24 m. 8 ch. to 27 m. 50 ch.—3 miles 42 chains in length).*—This section is complete, and goods traffic is being worked by the Public Works Department.

*Puketiro Section (27 m. 50 ch. to 31 m. 30 ch.—3 miles 60 chains in length).*—The formation on this section is completed. In places where slips occurred or threatened it has been necessary to flatten the batters, notably at 31 m. 20 ch. The bank at 26 m. 37 ch. slipped badly after protracted bad weather, and traffic was suspended for a week, during which time the subsidence was made up with rock. The culvert will require lengthening. Platelaying, including the Puketiro Station yard, was completed. Ballasting was carried to 31 m. 17 ch., but final boxing-up was not done beyond 30 m. 5 ch., and on some of the high banks where further settlement under traffic is expected only temporary packing was done. Fencing is complete, also telephone-line. Additions were made to station building at Papatupu, and a cottage was erected at Puketiro.

*Papatowai Section (31 m. 30 ch. to 37 m.—5 miles 50 chains in length).*—The bushwork, including clearing of Papatowai Station yard and sites for four cottages, is completed. The extreme wetness of the year militated against rapid progress in the earthworks, but, as all cuttings were fully manned immediately the culverts were completed, and double shifts worked in the larger cuttings, the progress was substantial. A bad landslide took place near 33 m. 55 ch., consequently the line was deviated for some distance in order to partially avoid the bad ground. Other slips have occurred, and some are still giving trouble. Caberfeidh and Papatowai Station sites are being levelled, and are well advanced. Road overbridges were constructed at 31 m. 31 ch. and 33 m. 46·50 ch. The service-tram was laid to 36 m. 12 ch., and a temporary telephone-line to the same point. A cottage was erected at Papatowai.

##### *Waimahaka End.*

*Tokonui Section (24 m. 48 ch. to 32 m. 75 ch.—8 miles 27 chains in length).*—This section was completed and handed over to the Railway Department on the 20th September, 1911. A turntable has yet to be provided.

#### LAWRENCE-ROXBURGH RAILWAY.

*Beaumont Section (29 m. 33 ch. to 35 m.—5 miles 47 chains in length).*—The approach-cutting to the Lawrence end of the Big Hill Tunnel was completed, and the tunnel put in hand at that end also. The bottom heading is now pierced, and enlarging and concreting are in hand from each end. The Beaumont portal and 10½ chains of the lining are complete. A further portion is enlarged, and it is hoped that the tunnel will be completed by the beginning of 1913. The formation is well advanced to 30 m. 67 ch. On the section 30 m. 67 ch. to 31 m. 35 ch., which has been let by contract, very poor progress has been made. From 31 m. 35 ch. to 32 m. the work is progressing satisfactorily. Fencing has been erected both sides up to 30 m. 76 ch. A cottage has been erected at 31 m. 76 ch., and the telephone-line extended to this point.



## SURVEYS OF RAILWAYS UNDER CONSTRUCTION, NEW LINES OF RAILWAY, LAND PLANS, ETC.

## NORTH AUCKLAND RAILWAY.

The permanent survey has been completed to Huirau, near 90 m. The land plans are completed to 86 m. 69 ch., and are in hand to 88 m. 45 ch.

## HUNTLY-AWAROA.

The permanent survey has been completed to 5 m. 40 ch., and trial surveys for another 3 miles have been made to the Waingarō Saddle. The land plans to 3 m. are in hand.

## EAST COAST RAILWAY.

*Paengaroa to Te Teko via Pongakawa and Rotoma.*—A trial survey of this route was carried out.

*Te Maunga to Wairoa River.*—Several alternative lines were investigated, and one *via* Elizabeth Street, Tauranga, was trial-surveyed.

*Rotorua to Paengaroa via Okere.*—A rough trial survey of this line was carried out.

*Waihi Southwards to Tauranga.*—The permanent survey and plans of this were completed for a distance of 4 miles.

*Tauranga to Te Puke.*—Land plans from The Mount to Te Puke are well in hand, all field-work being done, and plans only awaiting Survey Department's approval. The permanent location survey was completed from Te Puke to Paengaroa.

*Gisborne-Motu.*—The permanent survey and plans to 48 m. are finished.

*Motu-Opotiki.*—Two trial surveys have been carried through. The country is exceedingly rough, and many difficulties had to be surmounted.

*Gisborne-Napier.*—The trial survey has been in hand up to 46 m. at the Gisborne end, and a permanent survey with plans has been made up to 11 m. In addition, some 3½ miles were surveyed on the abandoned King's Road route. The permanent survey has been completed at the Napier end to 9 m., and the plans to 6 m.

## STRATFORD—MAIN TRUNK RAILWAY.

*West End.*—The trial survey has been extended to the banks of the Tangarakau River. The permanent survey has been completed from 42 m. 50 ch. to 49 m., some distance beyond Tahora Station.

*East End.*—The permanent survey is completed to 9 m., and the plans to 5 m. from the junction with the North Island Main Trunk Railway at Okahukura.

## OHAKUNE-RAETIHI BRANCH RAILWAY.

There have been 3½ miles of trial line run, and 2 miles of permanent line pegged, and plans made.

## MIDLAND RAILWAY.

*Nelson End.*—From Glenhope a trial line has been surveyed for 5½ miles, and the permanent line has been pegged for 3 miles along the Kawatiri Section.

*Inangahua End.*—A permanent survey has been made of a deviation of the Reefton Section at Inangahua Junction.

*Canterbury End.*—The permanent survey was completed, joining up with the Westland end.

## SOUTH ISLAND MAIN TRUNK RAILWAY.

*Canterbury (South) End.*—Further trial-survey work has been put in hand to endeavour to obtain an improved route through the heavy country on each side of the Conway River.

## ROSS-WAITAHA RAILWAY.

The permanent survey and plans have been completed to the Mikonui Station, about 3 miles.

## CATLIN'S-WAIMAHAKA RAILWAY.

*East End.*—The permanent line has been pegged to 41 m. 47 ch. (end of authorization), and plans are being prepared. Land plans are in hand up to 36 m. 57 ch. (Papatowai).

*West End.*—Trial survey has been completed to Marinui, 6 miles 73 chains from Tokonui.

## LAWRENCE-ROXBURGH RAILWAY.

Permanent line is pegged to Beaumont, and plans are in hand. Land plans are in hand from 29 m. 30 ch. to 32 m.

## OREPUKI-WAIAU RAILWAY.

A trial survey to Orawia is in hand.



## ROADS AND BRIDGES.

The quantity of work carried out under this head, though considerable, has not been equal to expectations, owing to the extremely wet weather experienced between October, 1911, and the end of this year, during which period the greater part of the year's work is usually done. This year, however, very many of the roads did not dry up sufficiently to allow of any satisfactory work being done. It is feared that the endeavour to get something done in spite of the climatic conditions has not resulted in the usual amount of value being obtained for the expenditure.

Under all votes and accounts, except roads on goldfields, the total expenditure on roads during the last financial year amounted to £485,422. The amount expended during the quarter ended 30th June, 1912, was £113,852.

The *Ohura Road*, connecting the Te Kuiti district with southern Taranaki, and giving access to the greater part of central Taranaki, is now connected through with the exception of two bridges over the Tangarakau, which it is hoped will be sufficiently advanced to admit through road traffic before the New Year. However, numerous slips have occurred for many miles, and a large expenditure will be required to open the road and, for some time yet, to keep it open.

*Hodge's Bridge, Awanui; Waipu Gorge Bridge; Ongarue Bridge, near Taumarunui; Manganui-te-Ao Bridge; Whangamomona (Porangi) Bridge; Kohuratahi Bridge; Hooker Bridge.*—These bridges, mentioned in last year's report as being in hand, are now completed.

The approaches and their protective works at the *Big Wanganui Bridge* are well in hand. The river changed its course somewhat during the erection, rendering protective groynes and a lengthening of the bridge necessary. The lengthening is not yet completed.

*Wanganui Town Bridge (Dublin Street).*—A contract has been let by the Borough Council for the erection of this bridge, and the contractor has all the piles manufactured and a fair amount of plant and material on the site. Pile-driving has been commenced, but has not proved satisfactory, and is now hung up.

*Taieri Mouth Bridge.* This is the structure for which, on the Department's design, the local authorities were unable to obtain tenders anything like the estimate, and called on the Government to make good its estimate. The work was accordingly taken over by the Department, the material purchased, and everything carried out for a sum comfortably within the estimate.

*Waiau Bridge, Southland.*—A contract has been let for this, and the work is in hand. So far the contractors have not made much progress, and have now come to a stop.

*Shotover Bridge.*—The deadlock between the contractor and the local body still continues, but negotiations are in train with the idea of the Government taking over control, and it is hoped that the structure and its approaches will be completed early in the New Year.

*Henderson Pound Bridge.*—This is a reinforced-concrete arched bridge, and was erected by the local authorities. It is now proposed to erect a similar structure at Wade under Government subsidy.

*Waimoko Bridge.*—This structure was completed.

*Nuhaka Bridge.*—This bridge was completed.

*Esk River Bridge.*—This is a ferro-concrete structure built during the current year by the local authority.

*Waipukurau Bridge.*—Extensive repairs were carried out to this bridge.

*Rai and Brown River Bridges.*—Bridges and approaches thereto were constructed over these rivers.

*Wairau Flood Damage.*—An expenditure of nearly £4,000 was necessary to repair the damage as a pound-for-pound subsidy paid to the local authorities, who did the repairs.

*Ashley Traffic-bridge.*—This ferro-concrete structure was erected by the local authorities.

*Waikato Bridge at Tokaanu.*—Owing to erosion of the river-bank and consequent change in course of river, it was found necessary to shift the bridge, and the opportunity was taken during dismantling and re-erecting to thoroughly repair it. The re-erection is nearing completion.

*Tongoio Lagoon Deviation.*—An extensive deviation of the main road to avoid the outlet of the lagoon was constructed.

*Coalgate to Gorge Road.*—Owing to the local body not keeping this road in a fit state to carry the heavy traffic caused by the hydro-electric works at Lake Coleridge, it has been decided that the Department should take over the road, and arrangements are being made accordingly.

*Waimana Bridge, Opouriao.*—The plans of this structure were supplied by the Department to the local body, who are carrying out the work.

*Waihou River Bridge*, including a swing span, for which purpose the swing span in the railway bridge at Paeroa (now no longer required there) is to be utilized, was put in hand under the supervision of the local body.

*Floods Crossing, Mokau River (Kahuwera), Waitara, Opoua, Waipara, Waiapu, and Motupiko Bridges.*—These bridges, for some of which the Government supplied the plans to local bodies, are in hand.

*Clutha River Bridge (at Luggate).*—Plans for two alternative designs at this crossing have been prepared by the local body and sent in for approval.

Working drawings of the following bridges have been prepared in the Head Office during the past year: Waikaka Stream; Maruia River; Ruakituri River; Pea-soup Creek; Oparau River;



Wairoa River, Tauranga ; Wairau River, Renwicktown ; Waitawhena Road, Ohura ; Waiapu River ; Little Hope. Matakītaki, Blackwater, Murchison ; Kahautara River ; Ngatiawa Road ; Waipa River, Pirongia ; Mangaturuturu Stream, Waimarino ; Onekaka River, Collingwood ; Hapuka (Road and Railway) ; Stanley Brook, Waimea County ; Takaka River, Long Plain Road ; Tukituki River, Hawke's Bay.

#### IRRIGATION.

*Otekaike Settlement.*—The scheme for the irrigation of a portion of the Otekaike Estate (acquired for closer settlement), lying on the western side of the Otekaike River, was completed and handed over to the Lands Department, who are arranging with the settlers for its future management and maintenance.

*Central Otago Irrigation.*—Ida Valley No. 1 scheme : All the necessary information was obtained in connection with the location and design of the impounding reservoirs in the Manorburn and Poolburn Valleys, from which the scheme will be supplied. Investigations made to ascertain the possibilities of turning other creeks into the reservoirs and so increasing the water available showed that Maori Creek could be easily turned into the Poolburn No. 2 Reservoir, but other diversions were not favourable. The balance of the smaller distributaries were set out, and plans of same made.

Some of the distributaries in connection with the Ida Valley No. 2 scheme were also set out.

The plans of the Manorburn Dam, the Bonanza Race widening, the Moa Creek diverting weir, and about 70 miles of races are so far advanced as to admit of work being started.

The settlers to be served were met, and the terms of the irrigation agreement discussed, and a considerable majority of those concerned signed agreements. The Order in Council authorizing the work was issued, and a start has just been made with the work.

Surveys of the Manuherikia scheme to supply water from the river to irrigate the country on either side between Chatto Creek and Clyde were started, and a large amount of trial levelling done. Owing to the large number of possible alternatives, a great deal of trial work was necessary to decide on the best routes to be followed by the races.

#### SEACLIFF MENTAL HOSPITAL WATER-SUPPLY.

A contract has been let for bringing in an auxiliary water-supply to the above institution from the Waitiripaka Creek, distant about 10 miles from the institution. The greater part of the material is to hand, but the work is not progressing very fast. The dam-erection was interrupted by the slipping of the hillside above the site, which necessitated the selection of a fresh site.

#### OHINEMURI SILTING.

Contracts have been let for the clearing of the bush on the Ngararahi and Koutou diversions, and for the removal of the material above water-level. This material, having a large proportion of roots in it, is unsuitable for removal by the suction dredge.

A large amount of work has been done in killing and removing willows from the bed and banks of the Ohinemuri River.

Surveys to determine the areas totally and partially destroyed have been made.

The plans and specification of the suction dredge to complete the Ngararahi and Koutou cuts and remove silt from beds of rivers are now nearly completed.

#### TRAMWAYS.

*Auckland.*—The Morningside Extension has been completed and passed for traffic.

The Onehunga line has been duplicated from near the Epsom car-shed to the Royal Oak Hotel.

The car-shed at Epsom has been considerably enlarged and the lines leading into it altered and improved.

A number of cars were constructed and passed, the total number in commission now being 126.

All cars have their air-brake equipment fitted. \*Heavier brake rigging has been fixed on thirty-five cars. Pneumatic sanders have been provided on forty-five cars.

*Gisborne.*—An Order in Council authorizing the construction of a tramway system has been issued, plans approved, and work will shortly commence.

*Napier.*—This system is in the same stage as Gisborne.

*Wanganui.*—Gonville and Castlecliffe Tramway : The first portion, 2 miles 30 chains, or the circuit, known as Route No. 1 of the Order in Council, from its start from the Wanganui Borough Tramway in Boundary Road, and thence by Alma, Matai, Abbott, Begnell, Tawa, and Koromiko Streets to its finish again on Boundary Road has been completed and opened for traffic last June. The rest of the tramway, some 2 miles 76 chains, or Route No. 2, out to Castlecliff is also nearing completion, and should be opened this year.

*Wellington.*—During the year the construction of the connecting-link down Customhouse Quay between the tramway in Willis Street and that in the Quay in the vicinity of the Post-office has been completed and put into use.

The line at Wadestown was extended a few chains at the Wadestown terminus to its final end.



The alteration of the connection of the Molesworth Street tram-line with Lambton Quay *via* Charlotte Street has been made. The Moxham Avenue duplication on the Kelburne Section from Nelson Street to Goa Street intersections has been completed.

During the year several new cars have been put in commission and several old ones have been reconstructed, and the accommodation increased. The number of cars in use is now up to ninety.

*Christchurch*.—Spreydon Tramway: A new line has been constructed from Moorhouse Avenue *via* Windmill Road and the Crescent to Selwyn Street.

Car-shed entrance: A new approach to the car-shed has been made from Moorhouse Avenue, and the car-shed has been considerably enlarged.

Addington line: This has been duplicated along Moorhouse Avenue from Colombo Street to a little past Montreal Street, and from Park Street to Harman Street.

Papanui line: A portion from Bealey Avenue to Leinster Road has been duplicated.

Opawa line: A new line has been laid from Colombo Street *via* Wordsworth Street to join old line, and the superseded portion has been removed.

Cashmere Hills line: The duplication from Moorhouse Avenue to Strickland Street, off Colombo Street, has been completed except the portion covering the railway-line.

Hackthorne Road Tramway: A new line has been laid from the old tramway terminus, Colombo Street, along the flat to Hackthorne Road, thence following this road up the hill to Dyer's Pass Road, a distance of 142½ chains.

New Brighton line: A new loop has been laid at Buckley's corner (near Canal Reserve) and a balloon loop at the terminus to facilitate shunting.

Colombo Street North: This line has been duplicated from Armagh Street to Salisbury Street.

North Beach line: This line has been extended from Bowhill Road along the sea-front to join with the New Brighton line near the pier.

Moorhouse Avenue and Colombo Street: Intersection crossings have been laid allowing traffic to pass in four directions.

Cathedral Square: Loops have been laid and connections made for providing loop for Sumner and New Brighton traffic in order to avoid necessity for shunting trailers.

Ferry Road line: This has been duplicated from Fitzgerald Avenue to Barbour Street.

*Dunedin*.—A portion of the St. Kilda line has been duplicated.

The Anderson's Bay line from Princes Street South to Bay View Road has been duplicated.

The Castle Street line from the railway-station to Albany Street has been duplicated.

*Invercargill*.—During the year the power-house has been erected and equipped, and 5 miles 66½ chains of tramway have been constructed and opened for traffic. The balance of the system is in hand.

## MARINE.

*Hokianga*.—The erection of a new residence for the boatman has been completed.

The timber breastwork for protection of small area of reclamation at Kohukohu has been completed to the extent authorized.

*Kaipara*.—Shelly Beach Beacon: The erection of the concrete pedestal to carry an automatic light to form this beacon has been completed.

*Tuahine Lighthouse*.—The completion of the erection of a pedestal on the foreshore to carry this light was completed, and the light reinstated.

*Chicken Island Lighthouse*.—The tracks required to give access to the light have been completed.

*Cabbage Bay Wharf*.—The local authority has completed the construction of this wharf to plans prepared by the Department.

*Mercury Bay*.—The Waiwawa River wharf and snagging were examined and reported on.

*Auckland Beaches*.—The various beaches in the vicinity of Auckland and Coromandel Peninsula were examined and reported on with regard to the issue of permits for the removal of gravel for building and other purposes in and around Auckland.

*Auckland Naval Base*.—The existing store and yard accommodation are being examined in conjunction with the Defence Department, with a view to reporting upon their suitability in connection with the requirements of His Majesty's Navy when Auckland becomes its base.

*Matakana*.—The river at this place has been examined, and a report prepared on the question of deepening the navigable channel up to the wharf.

*Marakopa River*.—Plans have been prepared for a wharf both at the up-stream and down-stream sites.

*Waikato*.—Oneteta River: A report has been prepared upon the removal of obstructions to navigation in this river.

*Awakino River*.—A report has been prepared on the work necessary to deepen the channel through a small papa rock reef near the entrance.

*Castlepoint Lighthouse*.—Plans were prepared and a contract let to Messrs. Luke and Co. for the manufacture of a cast-iron tower, which work is near completion.

*Wellington*.—Meteorological Observatory: The preparation of the site at Pipitea Point, and the erection of the building required for the new Observatory have been completed.

*Pakawau*.—Some difficulties having arisen between the coal-mine proprietors and landowners in connection with the construction of a tramway required to convey coal to a place of shipment,



the Department's Superintending Engineer proceeded to Pakawau, examined the place, made full inquiries into the position, and reported upon the same.

*Little Wanganui Wharf*.—Plans for a small extension of this wharf have been prepared.

*Karamea Training-wall*.—The second contract for the erection of an extension of this wall has been completed. A third contract has been let for a further extension, and the work is now in hand.

*Godley Head Lighthouse*.—Access-road from the Lyttelton–Sumner Road has been examined and reported on with a view of putting it in good order.

*Moeraki*.—The beaches along this part of the coast have been examined, and a report prepared as to the advisability of allowing the removal of shingle.

#### DEFENCES.

Several minor works in connection with defences have been carried out in Auckland, Wellington and Dunedin.

#### CONTRACTS.

A complete schedule of contracts entered into during the year for the construction of works, and also for the supplies of material and the performance of various services, is given in Appendix C.

I have, &c.,

R. W. HOLMES, M.Inst.C.E.,  
Engineer-in-Chief.

The Hon. the Minister of Public Works.

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Enclosure to Appendix E.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1912.  
NORTH ISLAND.

State of Line.																				
Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	Surveyed.	Under Formation.	Under Plate-laying.	Opened.										
										Date.	1904-5.	1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
		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.	M. chs.	M. chs.	M. chs.
Kawakawa-Grahamtown (Overall)	Kawakawa	7 16	Opua Wharf - Kawakawa	7 16	0 57	7 73	..	..	..	..	..	..	..	..	..	..	..	..	..	7 16
	Kawakawa-Kamo	41 48	Kawakawa-Towai	21 18	0 61	21 79	..	..	..	12 April, 1911	..	..	..	..	..	..	..	..	21 18	21 18
			Towai-Hukerenui	4 30	0 33	4 63	..	..	..	2 May, 1910	..	..	..	..	..	..	..	..	4 30	27 2
	Kamo-Grahamtown	9 22	Hukerenui-Kamo	16 0	3 29	19 29	..	..	..	..	..	..	..	..	..	..	..	..	..	27 2
			Kamo-Kioreroa	6 52	2 27	8 79	..	..	..	2 Oct., 1911	..	..	..	..	..	..	..	..	2 50	2 50
			Kioreroa-Grahamtown Wharf	2 50	1 16	3 66	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Kawakawa-Hokianga	34 12	Kawakawa-Kaikohe	16 25	..	16 25	..	10 0	6 25	..	..	..	..	..	..	..	..	..	..	..
			Kaikohe-Hokianga	17 67	..	17 67	17 67	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
Kaihu Valley	Kaihu Valley	19 62	Dargaville-Booms	17 21	0 75	18 16	..	..	..	..	..	..	..	..	..	..	..	..	..	17 21
North Auckland Railway	Kaipara Northwards	109 75	Booms-Waima	2 37	..	2 37	..	2 37	..	..	..	..	..	..	..	..	..	..	..	..
			Extension	49 31	..	49 31	49 31	Estim.	..	..	..	..	..	..	..	..	..	..	..	..
			McCarroll's - Bickerstaffe	8 17	..	8 17	7 69	0 28	..	..	..	..	..	..	..	..	..	..	..	..
			Bickerstaffe-Otamatea	4 25	..	4 25	..	4 25	..	..	..	..	..	..	..	..	..	..	..	..
			Otamatea - Kaiwaka	2 45	1 45	4 10	..	1 75	0 50	..	..	..	..	..	..	..	..	..	..	..
			Kaiwaka-Te Hana	8 65	1 08	9 68	..	..	8 65	..	..	..	..	..	..	..	..	..	..	..
			Te Hana-Wellsford	3 27	0 58	4 5	..	..	..	16 May, 1910	..	..	..	..	..	..	..	..	..	..
			Wellsford-Wayby	3 18	0 28	3 46	..	..	..	1 April, 1909	..	..	..	..	..	..	..	..	..	..
			Wayby-Hotoe	3 40	0 13	3 53	..	..	..	13 May, 1908	..	..	..	..	..	..	..	..	..	..
			Hotoe-Kaipara Flats	2 45	0 13	2 58	..	..	..	11 June, 1907	..	..	..	..	..	..	..	..	..	..
			Kaipara Flats-Woodcock's	3 5	0 16	3 21	..	..	..	17 Nov., 1905	..	..	3 5	..	2 45	3 40	..	..	..	..
			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	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Onehunga Branch	2 73	Penrose - Onehunga Wharf	2 73	1 70	4 63	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Auckland-Waikato	100 13	Auckland-Te Awamutu	100 13	16 66	116 79	..	..	..	..	..	..	..	..	..	..	..	..	..	100 13
	Auckland-Penrose—	6 50	Deviation via Beach	6 50	..	6 50	6 50	..	..	..	..	..	..	..	..	..	..	..	..	..
	Auckland City Branch	2 60	Auckland City Branch	2 60	..	2 60	2 60	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
	Kingsland Station to Auckland Station via Western Park and Freeman's Bay	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Surveys, new lines	Pukekohe-Waiuku	12 5	Paerata-Waiuku	12 5	..	12 5	12 5	..	..	..	..	..	..	..	..	..	..	..	..	..
	Huntly-Awaroa	7 34	Huntly-Awaroa	7 34	..	7 34	4 34	3 0	..	..	..	..	..	..	..	..	..	..	..	..
	Paeroa-Pokeno	40 15	Paeroa Pokeno	40 15	..	40 15	40 15	..	..	..	..	..	..	..	..	..	..	..	..	..
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
East Coast Railway	Waihi - Opotiki, or East Coast Railway via Matata	124 0	Waihi-Tauranga	41 0	..	41 0	41 0	..	..	..	..	..	..	..	..	..	..	..	..	..
			Tauranga-Te Maunga Junction	4 0	..	4 0	..	..	4 0	..	..	..	..	..	..	..	..	..	..	..
			Te Maunga Junction-Te Puke	9 0	1 15	10 15	..	6 21	2 59	..	..	..	..	..	..	..	..	..	..	..
			Te Puke-Paengaroa	5 65	..	70 0	64 15	5 65	..	..	..	..	..	..	..	..	..	..	..	..
			Paengaroa-Opotiki	64 15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Branch	4 27	Mount Maunganui-Te Maunga Junction	4 27	4 66	9 13	..	..	4 27	..	..	..	..	..	..	..	..	..	..	..
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	93 36	Gisborne Wharf-Kaiteratahi	13 10	2 45	15 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			Kaiteratahi-Karaka	5 5	0 71	5 76	..	..	..	13 April, 1905	..	..	5 5	..	..	..	..	..	..	..
			Karaka-Puha	1 75	0 24	2 19	..	..	..	20 May, 1907	..	..	..	..	..	..	..	..	..	..
			Puha-Waikohu Bridge	3 29	..	3 29	..	..	..	28 May, 1908	..	..	..	..	..	..	..	..	..	..
			Waikohu Bridge-Waikohu	0 35	0 32	0 67	..	..	..	1 April, 1909	..	..	..	..	..	..	..	..	..	..
			Waikohu-Otoko	7 75	0 32	8 27	..	..	..	6 April, 1912	..	..	..	..	..	..	..	..	..	..
			Otoko-Rakaurua	6 60	0 32	7 12	..	2 43	4 17	..	..	..	..	..	..	..	..	..	..	..
			Rakaurua-Matawai	5 65	..	5 65	..	5 65	..	..	..	..	..	..	..	..	..	..	..	..
			Matawai-Motu	8 0	..	8 0	3 60	..	..	..	..	..	..	..	..	..	..	..	..	..
			Motu-Opotiki	41 2	..	41 2	41 2	Estim.	..	..	..	..	..	..	..	..	..	..	..	..
New survey	Napier-Gisborne	120 0	Napier-West Shore	3 23	..	3 23	3 23	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			West Shore-Petane	3 60	..	3 60	2 60	1 0	..	..	..	..	..	..	..	..	..	..	..	..
			Petane-Wairoa	50 77	..	50 77	50 77	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			Wairoa River-Gisborne	62 0	..	62 0	62 0	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
Napier-Woodville and Palmerston North	Napier-Woodville	96 65	Napier Spit-Woodville	96 65	15 5	111 70	..	..	..	..	..	..	..	..	..	..	..	..	..	96 65
Wellington-Woodville	Woodville-Palmerston North	17 21	Woodville-Palmerston North	17 21	0 51	17 72	..	..	..	..	..	..	..	..	..	..	..	..	..	17 21
	Woodville-Wellington	115 79	Woodville-Wellington	115 79	21 73	137 72	..	..	..	..	..	..	..	..	..	..	..	..	..	115 79
			Te Aro	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			Greytown Branch	3 7	0 64	3 71	..	..	..	..	..	..	..	..	..	..	..	..	..	3 7
Rimutaka Incline	Coach-road Route	9 0	Kaitoke-Featherston	9 0	..	9 0	9 0	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
Deviation Surveys	Tauherenikau Route	21 30	Upper Hunt-Woodside	21 30	..	21 30	21 30	..	..	..	..	..	..	..	..	..	..	..	..	..
	Wainui-o-mata Route	31 40	Petone-Pigeon Bush	31 40	..	31 40	31 40	..	..	..	..	..	..	..	..	..	..	..	..	..
	Coast Route	52 0	Petone-Pigeon Bush	52 0	..	52 0	52 0	..	..	..	..	..	..	..	..	..	..	..	..	..
	Coast Route	70 0	Petone-Carterton, via Martinborough	70 0	..	70 0	70 0	..	..	..	..	..	..	..	..	..	..	..	..	..
Foxton-New Plymouth	Wellington-Manawatu	83 37	Wellington-Longburn	83 37	15 76	99 33	..	..	..	7 Dec., 1908	..	..	..	..	..	83 37	..	..	..	83 37
	Foxton-Patea	120 44	Foxton-Patea	120 44	14 75	135 39	..	..	..	..	..	..	..	..	..	..	..	..	..	120 44
	Route Improvement Surveys	26 7	Turakina-Matarawa	11 67	..	11 67	11 67	..	..	..	..	..	..	..	..	..	..	..	..	..
			Aramoho-Goat Valley Tunnel	7 40	..	7 40	7 40	..	..	..	..	..	..	..	..	..	..	..	..	..
			Kai Iwi-Okehu	3 60	..	3 60	3 60	..	..	..	..	..	..	..	..	..	..	..	..	..
			Nukunaru-Waitotara	3 0	..	3 0	3 0	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
	Patea - Waitara and New Plymouth	72 29	Patea-New Plymouth	72 29	11 52	84 1	..	..	..	..	..	..	..	..	..	..	..	..	..	72 29
			Breakwater	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
			Bull's Branch	3 79	..	3 79	3 79	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..
			Aramoho-Wanganui	3 29	2 23	5 52	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stratford-Main Trunk	Wanganui Branch	3 29	Stratford-Toko	6 26	0 40	6 66	..	..	..	..	..	..	..	..	..	..	..	..	..	3 29
			Toko-Oruru	4 72	0 36	5 28	..	..	..	1 Mar., 1905	..	..	..	..	..	..	..	..	..	..
			Oruru-Huiroa	4 50	0 35	5 5	..	..	..	1 April, 1908	..	..	..	..	..	..	..	..	..	..
			Huiroa-Te Wera	6 77	1 16	8 13	..	..	..	20 June, 1910	..	..	..	..	..	4 50	..	6 77	..	..
			Te Wera-Pohokura	8 55	0 65	9 40	..	..	8 55	..	..	..	..	..	..					

NOTE.—Taonui and Lichfield Branches not mentioned above, as the rails have been taken up.



TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1912—*continued.*  
SOUTH ISLAND.

[illegible]



## APPENDIX F.

## ANNUAL REPORT ON BUILDINGS BY THE GOVERNMENT ARCHITECT.

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

SIR,—

Public Works Office, Wellington, 1st July, 1912.

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

## NEW PARLIAMENT BUILDINGS.

The work connected with the scheme for the erection of these buildings was commenced in March last, and the foundation-stone was laid on the 23rd of that month. As the accommodation to be provided in the portion of the building first to be erected was very extensive, including House of Representatives, the Council Chamber, the lobby, Ministers' suites of offices, Cabinet suite, Speakers' suites of rooms for both Houses, offices for the permanent officials of both Houses, Committee-rooms, waiting-rooms, and several members' rooms, it was necessary to occupy a large area of ground and at the same time not to interfere in any way with the temporary wooden Parliament Building (old Government House), nor to encroach on the lawn and garden areas beyond the front of the old Parliament Buildings. It was resolved, therefore, to close Sydney Street so as to permit of the new building extending over it, leaving sufficient space for air and light between the new and the old Parliament Buildings, provision being made also for setting the building well back from Bowen and new Museum Streets. The spoil from the foundation-trenches, the street-widening operations in Bowen Street, and the new Museum Street formation was used to fill in Sydney Street in front of the position of the proposed new building, and also to fill up the low-lying parts of the grounds. These operations occasioned the destruction of picturesque shrubbery, and many trees, most of which were, however, old dingy pines that screened and gave privacy to Government House. The best of the shrubs and trees were either saved in position or are being transplanted, and the result will, when complete, be an open park-like extent of grounds in front with a few selected trees, several clumps of shrubs and flower-beds disposed in a manner suitable to the surroundings of a great national building and in full view for public enjoyment. The close, high fences will be removed, and the whole of the grounds surrounded with a low wall which will not obscure the view of the grounds or of the building. The foundations and basement walls are being erected by day labour under the direction of the Department, and these will be carried up uniformly to the level of the terrace carriage-drive in front. The low level of Sydney Street compared with the grounds on either side affords facilities for extensive fireproof basement cellage for storing State and departmental papers and for heating-chambers. &c. The building as planned will provide all the accommodation required and a few spare rooms additional. Provision has also been made for future extension of the seating-accommodation in both houses should such be required, and for further additional rooms for any required purpose, without in any way disturbing the appearance of the building when completed, or without causing inconvenience during full occupation of the building.

The plans provide for an absolutely fireproof structure throughout, due regard being paid also to resistance to earthquake-shocks. None but the most durable materials will be employed, and these will be obtained within the Dominion, if possible.

Every effort has been made to design a building which should endure, and which should become an historical record wrought in stone and steel for the interest and benefit of many generations.

## GENERAL.

*Government House, Auckland.*—Alterations were made to the interior of the building, and repairs and maintenance-works attended to during the year.

*Departmental Buildings.*—A contract was let during the year for the installation of May-Otway automatic fire-alarms in the Customs Building and Post-office, Auckland; Post-office, Supreme Court, and Magistrate's Court, Christchurch; Post-office building and law-courts, Dunedin.

*Departmental Buildings, Hamilton.*—A contract was let in April for the erection of departmental offices (in brick) at Hamilton, and the work is in progress.

*Public Works Workshop, Auckland.*—A brick workshop of two stories was erected on Beach Road, Auckland.

*Drill-hall, Auckland.*—Plans for drill-hall, stores offices, barracks, and stables at Point Resolution for the accommodation of the new Territorial Artillery have been prepared.

*Departmental Buildings, Gisborne.*—Plans have been prepared ready to invite tenders.

*Government House, Wellington.*—Some minor improvement-works and fencing were carried out during the year, and necessary outbuildings provided.

*Meteorological Observatory, Wellington.*—A building was erected on Thorndon Esplanade.

*Stoke Industrial School.*—A contract was let for the erection of residence and laundry, and the work is now in progress.

*Hokitika Public Buildings.*—A contract was let in January for the erection of buildings in brick, and work has been commenced.

*Public Trust Office, Greymouth.*—A contract for the erection of a brick building was let in March, and the contractor has the work in hand.



*Departmental Buildings, Christchurch.*—The contractors are making satisfactory progress with the erection of new Departmental Buildings (brick and stone) in Cathedral Square. The buildings were designed by an architect in private practice.

*Mount Cook Hostel.*—The erection of a new hostel at Mount Cook has been commenced by day labour.

*Departmental Buildings, Invercargill.*—These buildings were completed by the contractors during the year.

#### HOSPITALS.

*Tokanui Mental Hospital.*—The erection of the new brick building is being carried out as expeditiously as possible by the contractors, and fair progress is being made. Several attendants' cottages have been erected, and three more are being started.

*Rotorua.*—A contract was let for the erection of a cottage hospital, and the building is approaching completion. Tenders have been invited for the erection of an infectious-diseases hospital.

*Porirua.*—Additions to the Mental Hospital have been in progress by day labour since January last.

*St. Helens Hospital, Wellington.*—A new building in brick was completed and opened during the year.

*St. Helens Hospital, Christchurch.*—Plans of a new building have been prepared.

*Seacliff.*—Additions to some of the buildings have been carried out by day labour.

*Waitati Mental Hospital.*—New buildings are being erected by day labour.

#### POST-OFFICES.

*Auckland Chief Post-office.*—This building has been practically completed, and the work of installing the numerous fittings is in progress with the view of opening for public business at an early date. The work has been satisfactorily carried out by the contractors, Messrs. J. and W. Jamieson (Limited), of Christchurch, the contract price being £95,551. Work on the contract was commenced at the beginning of June, 1909, and has thus been over three years in hand. The site, which is at the lower end of Queen Street, where in early days coasting-vessels were moored to a wharf, was reclaimed, and the foundations had therefore to be piled through the reclamation and through many feet of soft alluvial mud below the reclamation material. The piles are of reinforced concrete, ranging from 40 ft. to 50 ft. and over, and the care required in driving the long piles caused considerable delay in carrying out the work. The building is erected in a substantial manner of permanent and fire-resisting materials throughout. The use of timber has been reduced to a minimum, even the window-sashes and private letter-boxes being made of steel. The front—towards Queen Street—is faced with stone, the lower portion for a height of 25 ft. being of Coromandel granite—a very fine durable material. The entire frontage, including side arches, is 236 ft. The accommodation, besides that required by the Postal and Telegraph Department, includes offices for the Traffic and Engineers' Sections of the Working Railways Department.

*Awamui Wireless Telegraph-station.*—Erection of the station was commenced in January last, and is making satisfactory progress. Residences for the officers are also being erected. The work was of an unusual nature, and, being in a locality difficult of access by road, progress at the start was somewhat slow.

*Kaeo.*—A wooden building was erected by contract during the year.

*Kaikohē.*—Designs were prepared, and the erection of a building by day labour commenced.

*Karakawa.*—Erection of new building by day labour commenced, and improvements to existing office carried out.

*Devonport.*—Additions made to quarters, and repairs carried out.

*Avondale.*—Building purchased and altered to adapt it for use for post-office purposes.

*Ellerslie.*—The erection of new brick office was completed during the year.

*Hamilton East.*—A wooden building was erected by day labour after tenders had been invited.

*Huntly.*—The building had been damaged by fire, and repairs were effected.

*Kingsland.*—A brick building, including quarters, was erected under contract.

*Matamata.*—A wooden building, including quarters, was erected by contract.

*Mercer.*—Additional accommodation is being provided by day labour.

*Newton.*—Alterations, including a telephone exchange, were carried out.

*Ponsonby.*—A two-story brick office building is in course of erection under contract, and is approaching completion.

*Putaruru.*—A wooden building was completed and opened during the year.

*Te Aroha.*—A brick building, including quarters, was erected under contract, and completed during the year.

*Te Awamutu.*—A new one-story office in brick was erected under contract.

*Te Kuiti.*—Additions and renovations were made to the office.

*Waikou.*—The erection of a wooden office, including residential quarters, is in progress.

*Wairuku.*—Plans for an office in brick have been prepared.

*Warkworth.*—A new wooden building, including quarters, was completed early in the year.

*Taneatua.*—An office in wood was erected by day labour.

*Matata.*—The erection of a building was completed under contract.

*Taupo.*—A new office (in wood) was erected during the year.

*Tolaga Bay.*—Additions were carried out by day labour.

*Manutuke.*—An office was erected under contract.



*Wairoa*.—The main office and tower were completed under contract.

*Opotiki*.—A contract was let for the erection of a new office.

*Eltham*.—Extensive alterations, additions, and repairs were completed during the year.

*Manaiā*.—A brick office, with residence, was completed during the year.

*Wanganui*.—A building alongside the existing office was purchased and altered to suit postal requirements.

*Ohakune*.—Additional accommodation has been provided.

*Taumarunui*.—Additional accommodation has been provided.

*Ongarue*.—An office building has been erected.

*Ohura*.—A contract for an office building was let, and its erection is in progress.

*Tikokino*.—The erection of an office building was completed under contract.

*Taradale*.—An office building was completed under contract during the year.

*Clive*.—A new office building was erected by contract.

*Otane*.—A new wooden building is in course of erection.

*Hastings*.—Damage to brickwork of clock-tower was repaired.

*Carterton*.—Additions (in brick) were completed.

*Eketahuna*.—Additions (in brick) are in progress under contract.

*Kaiwarra*.—The erection of a brick post-office is approaching completion.

*Lower Hutt*.—Alterations and additions were carried out during the year.

*Palmerston North*.—Alterations and repairs were effected.

*Porirua*.—An office in wood was erected.

*Rangiwahia*.—A wooden building, including residence, was erected.

*Shannon*.—A wooden building, including quarters, was erected.

*Wellington General Post Office*.—This building has been practically completed, and will shortly be opened, though there will still remain to be done by the contractor several alterations to the old building to adapt the accommodation therein for use conjointly with the new building. The contractors are Messrs. J. & A. Wilson (Limited), of Wellington, and the works have been satisfactorily carried out by them, the contract price being £96,923. The foundations, which go down to the hard blue clay beneath the beach, were constructed by day labour under the direction of the Public Works Department. The three street frontages have walls faced with Tonga Bay granite—a durable and excellent building-stone. The building has five floors, including a basement for the Parcels Branch. The design is massive and bold, with thick, solid, and substantial walls, constructed to resist earthquake-shocks. Steel riveted framework enters largely into the construction, which is throughout fire-resisting. Electric elevators are provided—one for the public, one for the staff, and two goods-lifts for parcels and letters. The fittings and conveniences for the transaction of postal and telegraph business are of the latest and most approved description, and the space afforded to the public is ample for many years to come. In the public office three telephones for the use of the public at a small fee are provided, and in the vestibule a slot telephone will be available for public use at all hours. The administrative head and office staff of the Department have accommodation on the second floor, and a suite of rooms is there provided for the Minister in charge, the Postmaster-General.

*Wellington Telephone Exchange*.—Additions were made during the year.

*Bulk Store, Wellington*.—A contract for the erection of a large brick building on the Thorndon Reclamation was let in April, and the work is now in progress. The store is designed and will be equipped for the convenient handling of the large and increasing volume of material imported for postal and telegraph purposes.

*Takaka*.—A residence for the Postmaster is being erected.

*Motueka*.—Additions and renovations are in hand.

*Murchison*.—The erection of a post-office was completed during the year.

*Westport*.—The erection of a new post-office in brick was completed, and clock installed.

*Granity*.—A new office was completed under contract.

*Amberley*.—The new building was completed during the year.

*Ashburton*.—Extensive alterations have been made to accommodate Telegraph officers.

*Culverden*.—The erection of a building was completed under contract.

*Fairlie*.—An additional room and porch have been built.

*Leeston*.—A new building has been completed.

*Lyttelton*.—Alterations and repairs have been effected, and the clock-tower raised.

*Pleasant Point*.—A contract has been let for the erection of an office, and the work is in progress.

*Sunnier*.—Additions have been made to the existing building.

*Sydenham*.—The new brick-and-stone building is approaching completion.

*Timaru*.—The clock-tower has been raised.

*Waimate*.—A new office has been built, and the old office converted into business premises.

*Dunedin*.—Some steel ceilings were fitted, alterations made, and a public telephone bureau erected.

*Balclutha*.—The erection of a new brick office was completed.

*Kaitangata*.—A new office (in brick) was completed during the year.

*Green Island*.—A new office (in brick) was completed and opened.

*Owaka*.—Additions and alterations were carried out under contract.

*Hawea Flat*.—A new building (in wood) is being erected.]

*Port Chalmers*.—The post-office building was renovated.

*Balfour*.—The erection of a new building is approaching completion.

*Riverton*.—A new building (in brick) was completed under contract.

*Awarua Wireless Station*.—Foundations have been excavated and concrete-work commenced.



## POLICE-STATIONS.

*Waipu*.—A station in wood was erected by contract.

*Dargaville*.—Additions and repairs were carried out by day labour.

*Hamilton East*.—An office was built, and additions to lock-up, stables, and outbuildings carried out by day labour.

*Maungaturoto*.—The erection of a residence was undertaken by day labour, and the work is well in hand.

*Morrinsville*.—An office, cells, and stable were erected during the year.

*Mount Eden*.—A new station was erected under contract early in the year.

*Parnell*.—A new residence, office, and cells were commenced, and the work is well in hand.

*Ponsonby*.—Plans have been prepared for new barracks to be erected at Ponsonby.

*Remuera*.—Additions, consisting of an office, lock-up, and outbuildings, were carried out by day labour.

*Richmond*.—A building was purchased and converted into a police residence with cells.

*Te Kuiti*.—A residence, with office and cells, was erected during the year.

*Warkworth*.—Plans were prepared and tenders invited for the erection of a residence and lock-up.

*Wellsford*.—A station, consisting of residence, with office, lock-up, and stables, was erected under contract.

*Katikati*.—Additions and repairs are approaching completion.

*Waitara*.—A building was purchased and renovated, and a lock-up provided.

*Taumarunui*.—A residence, lock-up, and office have been erected.

*Napier*.—A residence for the Police Inspector was completed.

*Mount Cook Depot, Wellington*.—Additions commenced last year were completed.

*Newtown Training Depot*.—Additions (in brick) commenced last year were completed.

*Otaki*.—A residence, with office, was erected.

*Kaikoura*.—A contract was let for additions and alterations.

*Murchison*.—The erection of a police-station is in progress under contract.

*Wakefield*.—A new station is being erected.

*Blackwater*.—A two-cell lock-up was erected.

*Rangiora*.—An office in wood was erected and opened.

*Ashburton*.—Offices and single men's quarters are being built.

*New Brighton*.—A sergeant's residence has been erected.

*Rangiora*.—A sergeant's residence has been erected and the old building renovated.

*Sumner*.—An office has been provided.

*Temuka*.—The erection of a constable's residence is in progress.

*Duntroon*.—A new lock-up was erected.

## GAOLS.

*Mount Eden Gaol*.—The west wing, consisting of three stories, was completed, and the erection of the south wing commenced. The work is being done by prison labour, with the assistance of expert tradesmen.

*Gisborne*.—The erection of the building was completed during the year.

*Timaru*.—Additions are being made for the accommodation of the Gaoler, and a new police gaol built in the station-yard.

*Invercargill*.—The main building has been completed, also a combined chapel and schoolroom. Erection of warders' quarters and hospital accommodation are now in progress by prison labour.

## COURTHOUSES.

*Magistrate's Court, Auckland*.—A contract was let in November for the erection of a new Court-house in brick and stone, and the building is approaching completion.

*Hamilton*.—A law library and prisoners' cells (in brick) were added during the year, and some renovations carried out.

*Auckland*.—A strong-room for the Deeds Office was provided at the existing Courthouse.

*Opotiki*.—Additions were carried out by day labour.

*New Plymouth*.—Extensive additions and repairs were carried out.

*Hastings*.—An addition of two rooms was made to the building.

*Masterton*.—A new building in brick and stone was erected and equipped. The old building is being altered and repaired.

*Takaka*.—A contract for the erection of a Courthouse was let, and the work is in progress.

*Greymouth*.—The erection of a new building in brick and stone is approaching completion.

*Christchurch*.—The Supreme Court offices and caretaker's quarters were altered and enlarged.

*Cheviot*.—A Courthouse was erected and opened.

*Methven*.—A contract has been let for the erection of a wooden building.

*Tapanui*.—Repairs and renovations were carried out under contract.

The foregoing report mentions only new works of some importance, and alterations and additions of a more or less extensive nature. A large number of minor works, consisting of new buildings, additions, and alterations, have also been carried out, principally under petty contracts, and the ordinary maintenance, repair, and repainting of buildings throughout the Dominion owned by the Government has been attended to as usual.

I have, &c.,

JOHN CAMPBELL, F.R.I.B.A.,

Government Architect.

The Hon. the Minister of Public Works.



## APPENDIX G.

### ANNUAL REPORT ON ELECTRICAL WORK AND POWER SCHEMES, BY THE ELECTRICAL ENGINEER.

The ELECTRICAL ENGINEER to the Hon. the MINISTER OF PUBLIC WORKS.

SIR.—

Public Works Office, Wellington, 13th September, 1912.

I have the honour to submit the following report on the various works entrusted to me during the past year:—

#### ELECTRIC LIGHT AND POWER LICENSES.

The duty of issuing licenses authorizing local bodies and other persons to erect and use electric lines for lighting and power purposes, and the preparation of the conditions prescribing the manner in which the work is to be carried out in the interest of public safety, also inspection during and after construction, has been taken over by the Public Works Department since the 1st January, 1912. Since that date the following licenses have been issued:—

Name of Licensee.	Purpose of License.	Date of License.
Christchurch Tramway Board .. ..	Lighting and power .. ..	Jan. 23, 1912.
" .. ..	Power .. ..	Jan. 30, ..
" .. ..	" .. ..	Feb. 19, ..
" .. ..	" .. ..	" .. ..
Te Aroha Borough Council .. ..	Lighting and power .. ..	April 15, ..
Mataura Borough Council .. ..	" .. ..	" .. ..
Christchurch Tramway Board .. ..	Power .. ..	June 5, ..
" .. ..	" .. ..	June 24, ..
Upper Hutt Motion Picture Syndicate .. ..	Electric light .. ..	July 9, ..
Frankton Town Board .. ..	Lighting and power .. ..	July 22, ..
Opotiki Borough Council .. ..	" .. ..	Aug. 19, ..

In addition to the above, licenses have been or are in course of being drawn to authorize the following local bodies and others to erect new electric lines and extensions of existing lines: Napier Borough Council, Hastings Borough Council, Wellington Steam Ferry Company, Wairoa Borough Council, Featherston Motor-garage Company, Gore Borough Council, Invercargill Borough Council, Mangaweka Town Board, Oamaru Borough Council, Thames Borough Council, Thomson-Payne Picture Company of Napier, Taihape Borough Council, Te Kuiti Borough Council, Ngaruawahia Town Board.

#### INSPECTION.

Inspection under licenses for electric lighting have been made for Mataura, Christchurch, Napier, and Hastings.

Reports were made to the following Borough Councils: Akaroa (hydro-electric works) and Whangarei (proposed utilization of Wairua Falls for electric light and power purposes).

Standards of electric pressure and frequency have been adopted as follows: Where alternating current is used the frequency to be 50 cycles per second, and where three-phase currents are used the pressure to be 400 volts between phases and 230 volts between each phase and the neutral. For direct current the pressures adopted are 230 volts and 460 volts. This standardization of pressure and frequency will result ultimately in cheapening the supplies for lighting and power purposes throughout the Dominion.

#### TRAMWAYS.

The duty of supervising the use of electricity as a motive power under the Tramways Act, 1908, has also been taken over by the Public Works Department since the 14th December, 1911. An inspection of the electrical equipment of the Invercargill Borough Tramways and rolling-stock was made, and the work was found to comply with the requirements of the authorizing Order in Council. An inspection was also made of the Hackthorne Road extension of the Christchurch Electric Tramways, which was also satisfactory.

#### GAUGING RIVERS.

Gauge readings are being taken of the following rivers: Kaituna, Waikato, Hutt, Northern Wairoa, and Makuri.



## LAKE COLERIDGE POWER-WORKS.

Roads to gain access to the site of the power-station, and also connecting the power-station to the inlet and outlet works, have been constructed. The main road between Coalgate and Coleridge has been taken over by the Department, and will be maintained during the construction period. A contract has been placed for driving a tunnel between Lake Coleridge and the valley of the Rakaia, and the work is now in progress. A contract has been placed for construction of cottages for the working staff at Lake Coleridge, which is now approaching completion.

The following contracts have been placed for plant and machinery: Pipe-line, turbines, generators, switch-gear, transformers, overhead travelling-crane, insulators for transmission and distribution lines, and the wire conductors for same. For this purpose aluminium has been adopted in place of copper, as the market prices at the time enabled a saving of £10,950 to be thus effected.

Tenders will shortly be invited for the construction of the power-station building and for the supply of poles and standards for the transmission-line.

A provisional contract has been entered into with the Christchurch City Corporation for the supply of electrical energy by the 1st May, 1914. It is anticipated that 4,000 h.p. will be required for this purpose within five years from the date at which the supply becomes available.

Negotiations will shortly be entered into with prospective power-users in Canterbury generally.

## SUPPLY OF ELECTRICAL POWER IN THE NORTH ISLAND.

This subject is being studied in a comprehensive manner with a view to making electricity generally available throughout the Island, not only for town use and industrial purposes in the neighbourhood of towns, but for working light railways, also main lines under construction, and eventually the existing main lines. In this way the interest of the country as a whole is being considered rather than the interest of any particular district. This involves considerable investigation into the probable demand in different districts, the distribution of the population and industries, and the best source or sources of supply.

An estimate has been made of the cost of the works at Waikaremoana and the Hutt River, and the possibilities of the Makuri, Waiohine, and Tauherenikau Rivers have been investigated and estimates made, in order to ascertain their possible use as sources of supply. Estimates have been made of the cost of transmission-lines and of primary distribution necessary to adequately serve the different districts.

Investigations are proceeding with a view to ascertaining the best and most economical method of supplying electricity for all purposes throughout the Island.

## RAILWAY ELECTRIFICATION.

A complete and exhaustive report has been prepared regarding the electrification of the railway between Lyttelton and Christchurch. The report deals with the electrical system to be adopted, the capital cost of the same, also the working and other annual expenses under electrical operation. Characteristics of runs between the different stations for various classes of trains have been calculated and plotted, and from these have been constructed energy-consumption curves, enabling an accurate forecast of the load on the substation to be plotted.

The nature and number of the electrical equipments required have been fully investigated and determined, and an investigation has been made of the general lay-out and design of the overhead-construction. As a result of the latter investigation the catenary system of overhead-construction is considered the most suitable, excepting in the tunnel, for which a special suspension has been designed.

The nature and extent of the railway traffic between Wellington and the Hutt Valley and the best manner of dealing with the same by means of an electric service is being investigated, including the size and frequency of motor-car trains, and also the terminal arrangements in Wellington.

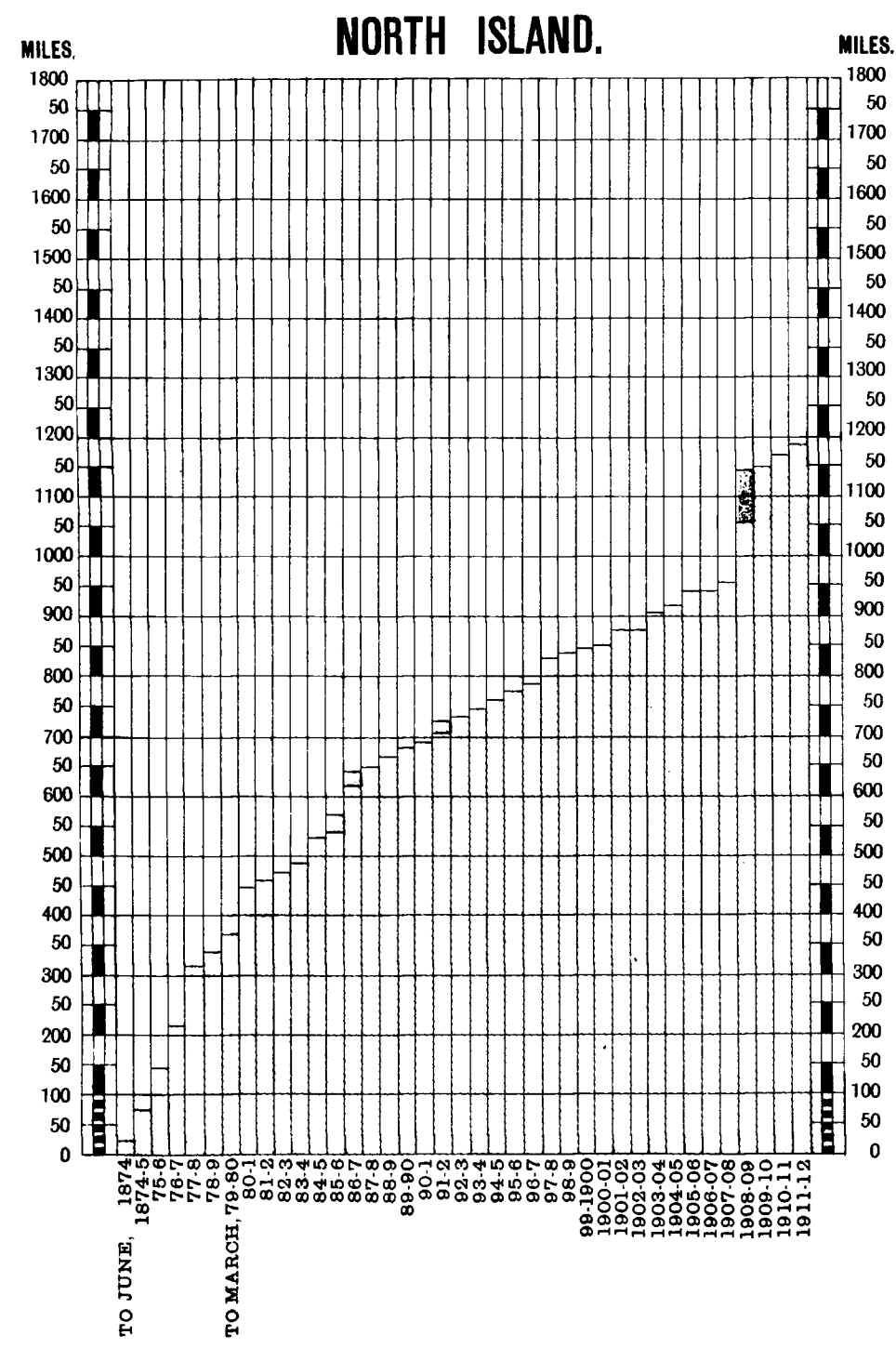
I have, &c.,

EVAN PARRY, M.I.E.E., A.M.I.C.E.,  
Electrical Engineer.

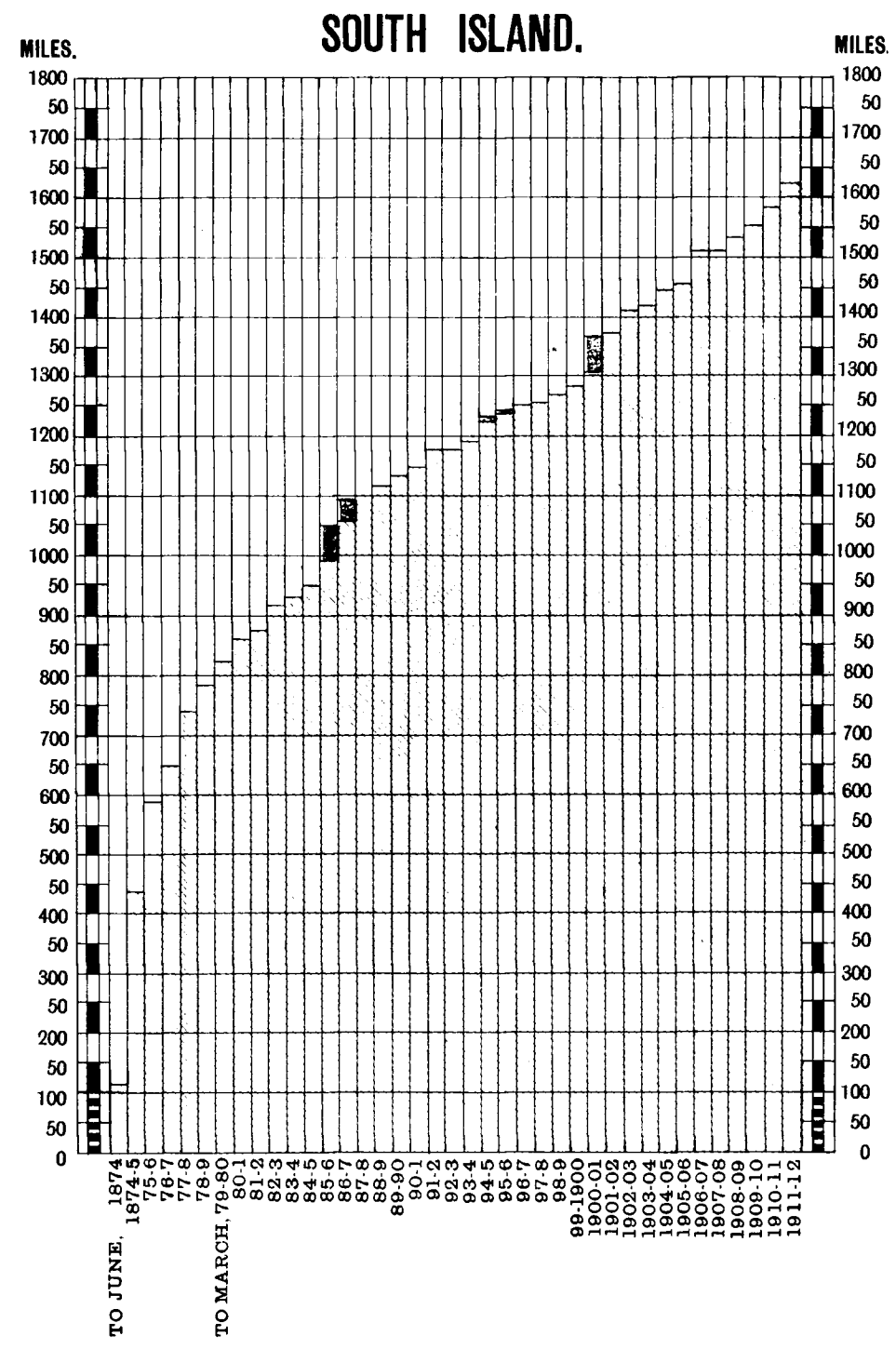
The Hon. the Minister of Public Works.



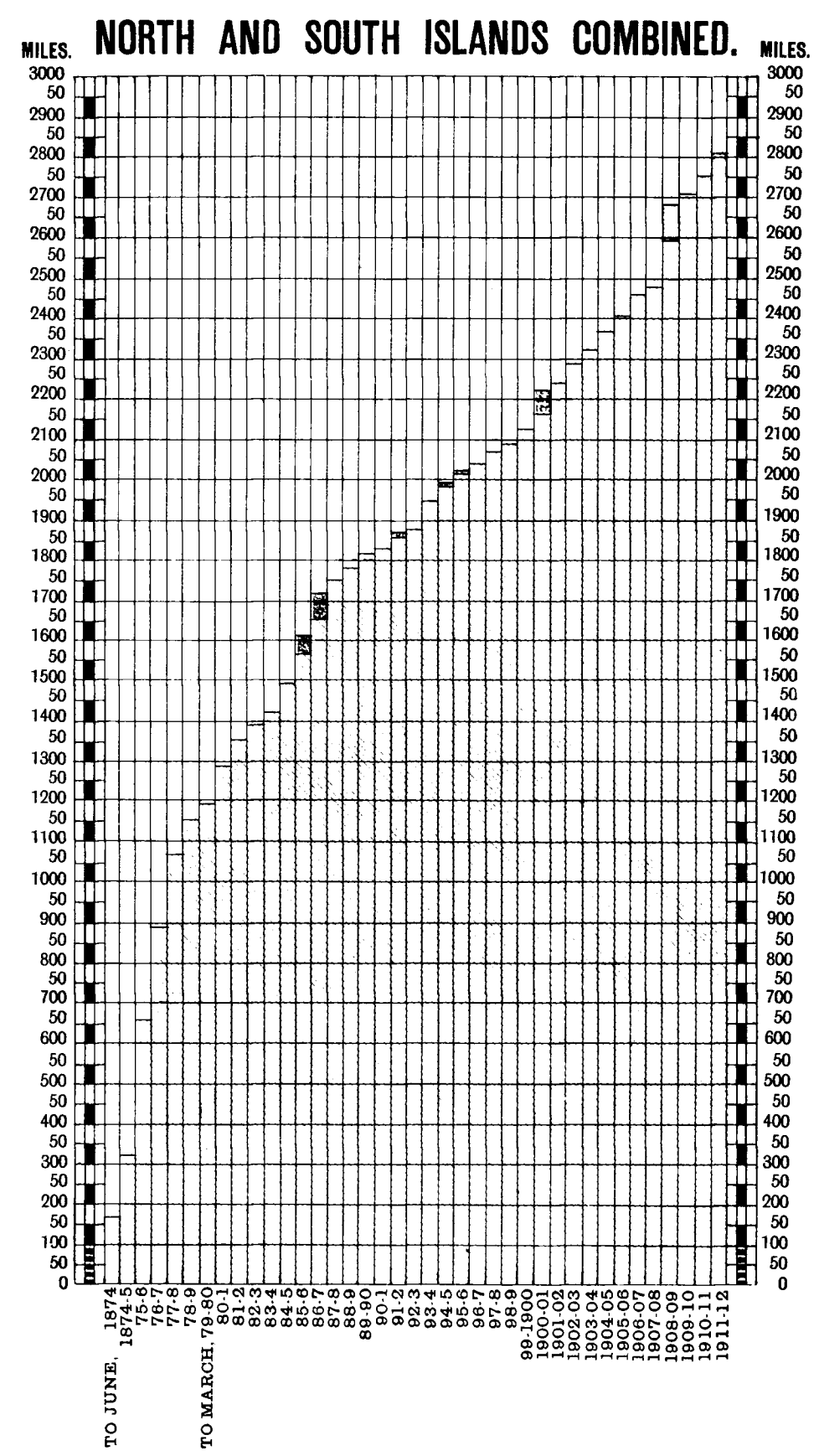
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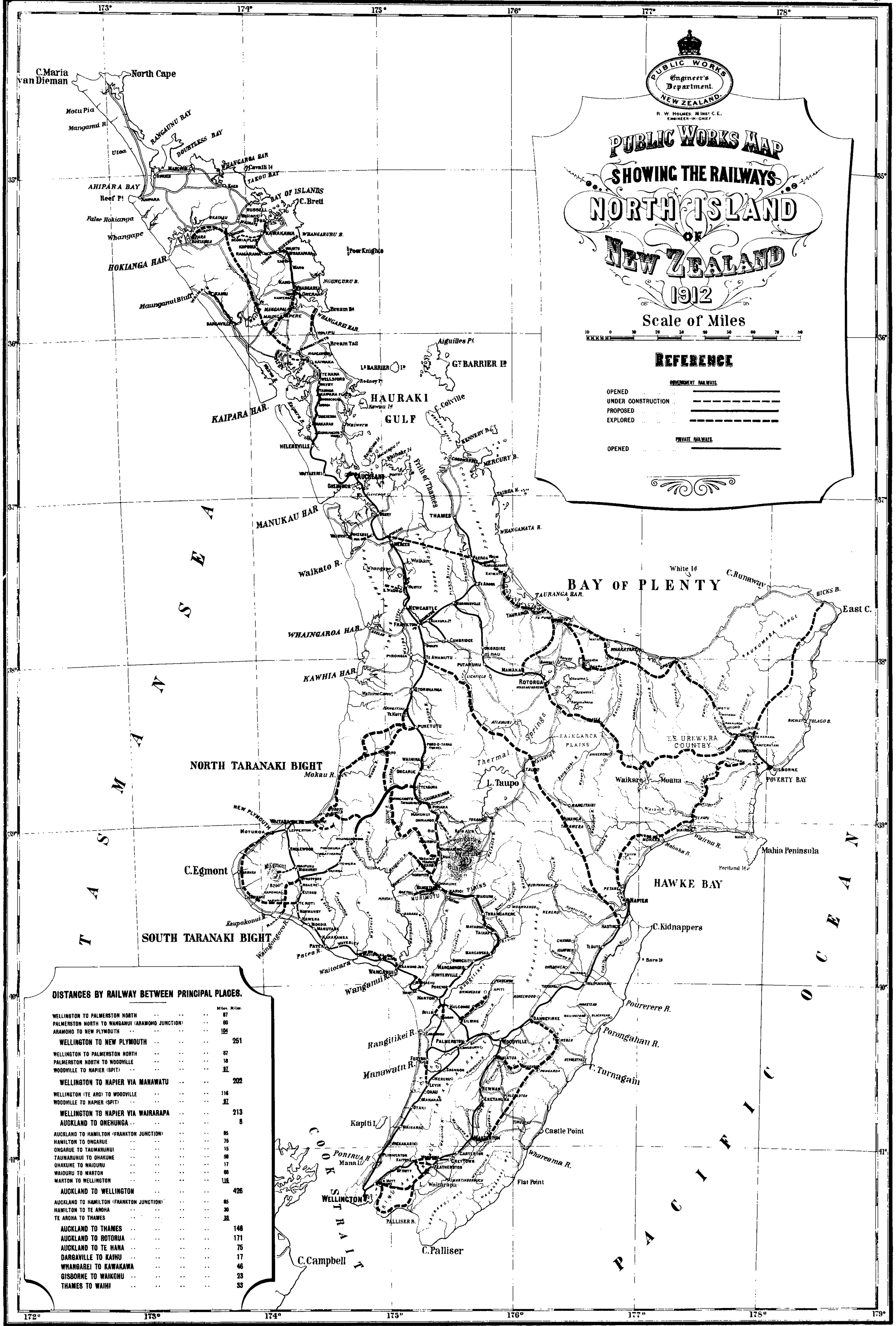


PRIVATE RAILWAYS ACQUIRED BY THE GOVERNMENT SHOWN















BLUFF TO INVERCARGILL	..	..	..	17	104
INVERCARGILL TO LUMSDEN	..	..	..	50	
LUMSDEN TO KINGSTON	..	..	..	37	
BLUFF TO KINGSTON	..	..	..		104
INVERCARGILL TO GORE	..	..	..	39	
GORE TO BALCLUTHA	..	..	..	47	
BALCLUTHA TO MILTON	..	..	..	17	
MILTON TO DUNEDIN	..	..	..	36	
INVERCARGILL TO DUNEDIN	..	..	..		139
INVERCARGILL TO TUATAPERE	..	..	..	56	
INVERCARGILL TO WAIMAHAKA	..	..	..	28	
BALCLUTHA TO HOUIPAPA	..	..	..	26	
DUNEDIN TO GLYDE	..	..	..	143	
DUNEDIN TO PORT CHALMERS	..	..	..	8	
GORE TO LUMSDEN	..	..	..	37	
GORE TO WAIKAKA	..	..	..	16	
WAIKAKA TO EDEVALE	..	..	..	26	
MILTON TO BIG HILL	..	..	..		31
DUNEDIN TO DAMARU	..	..	..	78	
DAMARU TO TIMARU	..	..	..	53	
TIMARU TO ASHBURTON	..	..	..	47	
ASHBURTON TO ROLLESTON	..	..	..	38	
ROLLESTON TO CHRISTCHURCH	..	..	..	14	
DUNEDIN TO CHRISTCHURCH	..	..	..		280
CHRISTCHURCH TO LYTTELTON	..	..	..	7	
DAMARU TO HAKATARAMEA	..	..	..	43	
TIMARU TO FAIRLIE CREEK	..	..	..	39	
CHRISTCHURCH TO GASS	..	..	..	72	
CHRISTCHURCH TO LITTLE RIVER	..	..	..	36	
CHRISTCHURCH TO CULVERDEN	..	..	..	68	
CHRISTCHURCH TO MINA	..	..	..	76	
PICTON TO SEDDON	..	..	..	34	
NELSON TO TADMOR	..	..	..	42	
GREYMOUTH TO REEFTON	..	..	..	47	
GREYMOUTH TO ROSS	..	..	..	35	
GREYMOUTH TO OTIRA	..	..	..	51	
WESTPORT TO MOKIHINUI COLLIERY	..	..	..	37	



