

1914.
NEW ZEALAND.

PUBLIC WORKS STATEMENT.

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

MR. SPEAKER,—

In one respect at least the Statement which I have the honour to submit to the House this evening is unique, in that it is the first time in the history of the Dominion that a Public Works Statement has been delivered during the currency of a war involving nearly all the great Powers of Europe.

My colleague the Minister of Finance announced in his Budget that it was proposed to provide largely increased ways and means for public-works purposes this year, but that statement was penned prior to the outbreak of hostilities and when the money-market was favourable. The events that have happened since have rendered it doubtful whether money can now be borrowed on advantageous terms, and on the satisfactory determination of that question must, of course, depend the carrying-out of any extensive public-works proposals.

The Statement and estimates submitted to the House this evening have been prepared on the assumption that the requisite funds will be procurable when needed; but if, unfortunately, that proves to be erroneous, then, of course, the programme will necessarily have to be curtailed so as to keep our expenditure within our means.

In my last year's Statement I said that the public-works expenditure of the year 1912-13 was the largest of any single year for over thirty years, and I am now able to state that the expenditure of 1913-14 was even greater, having amounted to no less a sum than £2,949,992—viz., £2,824,526 out of the Public Works Fund and allied special accounts, and £125,466 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:—

i—D. 1.

TOTAL EXPENDITURE.

Class of Work.	Expenditure.	
	Expenditure for Year ended 31st March, 1914.	Total Expenditure to 31st March, 1914.
Railways—	£	£
New construction	606,448	22,546,765
Additions to open lines	498,449	8,351,866
Roads	377,979	10,101,329
Public buildings	369,600	5,856,825
Immigration	33,914	2,288,520
Purchase of Native lands	...	2,064,863
Lighthouses, harbour-works, and harbour-defences	9,059	1,105,504
Tourist and health resorts... ..	14,989	244,528
Telegraph-extension	392,648	2,669,773
Development of goldfields	4,889	882,691
Defence-works (general)	30,186	974,395
Departmental	66,650	850,745
Development of water-power	...	18,451
Irrigation and water-supply	...	4,356
Payment to Midland Railway bondholders	...	150,000
Lands-improvement	16,996	121,277
Minor works and services	...	312,607
Cost and discount, raising loans, &c.	105,450	1,252,400
	2,527,257	59,796,895
Wellington-Manawatu Railway Purchase Account	...	1,000,000
Wellington-Hutt Railway improvement	Cr. 8	228,373
New Hutt Road	4,126	102,948
Railways Improvement Account	39,563	636,332
Opening up Crown Lands for Settlement Account	63,245	695,398
National Endowment Account	4,282	24,120
Waihou and Ohinemuri Rivers Account	9,632	22,956
Aid to Water-power Works Account	142,827	177,837
Irrigation and Water-supply Account	33,602	48,291
Totals	2,824,526	62,733,150

WAYS AND MEANS.

On the 1st April, 1913, the available ways and means for public-works purposes were	£
and further funds were received as under:—	626,741
Under the Aid to Public Works and Land Settlement Act, 1911	100,000
Under the Aid to Public Works and Land Settlement Act, 1912	893,674
Under the Aid to Public Works and Land Settlement Act, 1913	1,532,222
Under the Immigration and Public Works Loan Act, 1870	113,224
Under the New Zealand Loans Act, 1908	96,238
Premium on sale of 4-per-cent. stock, 1929	500
Transfer from revenue	675,000
Other receipts	32,242
Making a gross total of	£4,069,841

The ordinary expenditure of the year amounted to £2,421,807, charges and expenses in respect of raising loans £105,450, and redemption of debentures £364,000, thus bringing the total disbursements up to £2,891,257, and leaving a credit balance at the end of the year of £1,178,584.

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

	£
Balance of authorized loan-moneys	227,628
Transfer from Consolidated Fund	350,000
Proposed new loan	3,000,000

The above, with the balance brought forward, gives a gross total of £4,756,212. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £3,402,758, leaving an estimated balance of £1,353,454 to be carried forward to next year (1915–16).

In addition to the above we have authority to raise, outside the Public Works Fund, the undermentioned sums:—

	£
Under the Aid to Water-power Works Act, 1910....	285,000
Under the Irrigation and Water-supply Act, 1913....	65,000
Under the Waihou and Ohinemuri Rivers Improvement Act, 1910	50,000

RAILWAY-CONSTRUCTION.

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

	M.	ch.	
Coal Creek Extension	3	69	January, 1914.
Otiria to Kaikohe	16	25	May, 1914.
Kaihu to Tarawhati	2	35	June, 1914.
Cass to Arthur's Pass	14	65	July, 1914.
Cronadun to Inangahua	13	7	June, 1914.
Pohokura to Whangamomona	6	13	July, 1914.
Kaiwaka to Otamatea	2	45	August, 1914.
Total	59	19	

The following lengths are practically completed, but have not yet been handed over to the Railway authorities for traffic:—

	M.	ch.
Maunganui to Te Puke	13	27
Otoko to Rakauroa	6	60
Big Hill to Beaumont	5	36
Houipapa to Papatowai	12	52

In addition to the above, the following sections are approaching completion, and are expected to be ready to open for traffic during the current financial year:—

	M.	ch.
Te Puke to Paengaroa	5	50
Rakauroa to Matawai	5	70
Mount Egmont Branch	2	56
Whangamomona to Kohuratahi	4	49
Ward to Mills	7	76
Papatowai to Tahakopa	5	21

The total expenditure on railway-construction and improvement-work during last financial year amounted to £1,144,459, as under:—

	£
Construction of new lines	606,448
Additions to open lines	498,448
Railways Improvement Account	39,563

KAIHU EXTENSION.

The construction of the extension from the booms at Kaihu to Waima was completed during the year, and the new section of 2 miles 35 chains, ending at Tarawhati Station, was taken over by the Railway authorities for regular traffic on 1st June last. The further extension of over four miles and a half to a terminus at Donnelly's Crossing, authorized last year, has been surveyed and the route located.

The expenditure on this line during the last financial year amounted to £6,476, and for the current year a vote of £10,000 is proposed.

KAWAKAWA—HOKIANGA.

The ballasting of the line to Kaikohe, 16½ miles from the junction at Otiria, was completed, yards formed, and buildings erected at the five stations along the route, during the year, and the section opened for traffic on 1st May last. Construction of a further section of three miles and a quarter from Kaikohe towards Omapere was commenced in January last, and is well in hand over the first two miles. A contract has been let for 60 chains of heavy formation, including a 7-chain tunnel, at the end of this section. A road about eight miles in length is being formed from Kaikohe to Okaihau to give access to the new railway to the settlers of that locality.

The expenditure on this line during the last financial year was £29,056, and for the current year a vote of £25,000 is proposed.

WHANGAREI—NORTH AUCKLAND.

A contract has been let for formation-work and the construction of bridges over the first four miles of the new branch line which is to connect the North Auckland Trunk line with the Whangarei system, and arrangements are being made for the formation of a further length of four miles, which will carry the line to Oakleigh, from which point a siding will run down to Mangapai Wharf. The route of this line has been located down the Tauraroa and Waiotera Valleys to a suitable junction with the North Auckland Trunk Railway, about twenty miles from the starting-point at Kioreroa.

The expenditure on this line during the last financial year, principally for survey-work, was £2,155, and for the current year a vote of £35,000 is proposed.

NORTH AUCKLAND MAIN TRUNK.

The terminus was advanced about two miles and a half by the opening on 1st August last of the section from Kaiwaka to Otamatea. The opening was delayed owing to slips, which are frequent in the country traversed by this line. A fine bridge carries the line over the Otamatea waterway, and a wharf with sidings has been built there and connected with the railway. Formation over the next section of four miles and a half is well advanced, but the Maungaturoto Tunnel, 24 chains long, in difficult country, will take some time yet to complete. Earthworks are in progress up to a point eight miles and a half beyond Otamatea, and for most of the distance are well advanced. The completion of the tunnel will permit of rails being laid up to Bickerstaffe Station, four miles and a half north of Otamatea. Metal for concrete-work and ballast is scarce in this district, and has to be conveyed by rail from Hoteo, over twenty miles south of the rail-head.

The expenditure on this line during last financial year amounted to £48,250.

Owing to the inevitable delay from the presence of so much tunnelling and other heavy work on the North Auckland Trunk line, it has been determined to start working southwards from the neighbourhood of Kirikopuni, on the Wairoa River, to meet the northward extension.

Votes for the northern and southern sections of this railway are proposed as under:—

				£
Kirikopuni southwards	....	....	....	15,000
Kaiwaka northwards	....	....	....	60,000
Total	....	....	....	£75,000

HUNTLY—AWAROA.

Formation is complete over the first section of three miles, and is in hand by co-operative labour over the next length of two miles and a half, which is well advanced. Five small contracts have been let, which are making fair pro-

gress, and will carry the line to a proposed station seven miles and a quarter from Huntly, where coal from the Pukemiro Collieries will be delivered for transport. An addition is being made to the combined bridge over the Waikato River to carry it over the Main South Road. It is hoped by the end of the ensuing summer to have the rails laid to the junction with the Pukemiro Collieries line.

As the works now in hand draw to a close, it is proposed to continue operations on this line in the direction of the Burnt Bridge.

The expenditure upon the railway and bridge during last financial year amounted to £16,503, and for the current year a vote of £30,000 is proposed.

WAIUKU BRANCH.

After several trials had been run the route for this railway was located to leave the main line at Paerata, passing through Patumahoe to Waiuku, twelve miles distant. Three small contracts covering formation-work over the first two miles and a half have been let. Co-operative parties are employed on cuttings further on, and further work will be opened up during the current year.

The expenditure which came to charge up to the end of last year was only £664, but for the current year a vote of £25,000 is asked for.

EAST COAST MAIN TRUNK.

The completed length of thirteen miles between Maunganui and Te Puke still remains in the hands of the Public Works Department, which runs a regular goods and passenger service over it for the convenience of settlers and others along the route. Earthworks on the section to Paengaroa, five miles and three-quarters further, are practically completed, and rails are laid up to Paengaroa Station. Over the next four miles formation-work is in hand under nine small contracts, and satisfactory progress is being made. Several bridges on this section are to be put in hand during the next few months. A temporary branch line two miles and three-quarters long is being laid into a quarry at Te Puke, from which ballast for the main line and road in the locality will be obtained.

Several parties have been employed since April last on the formation of the approaches to the proposed bridge which is to carry the line over Tauranga Harbour, and the progress has been as rapid as was expected. Tenders have been called for the supply of the necessary steel for the cylinders. As soon as this is to hand a start will be made with the construction.

On the Waihi-Tauranga Section construction-work was recommenced in May last, the first portion by co-operative labour and the balance under five small contracts. An increased vote is provided on the estimates for this work.

At the Gisborne end work has been in progress throughout the year over a length of seventeen miles between the present terminus at Otoko and Motu. Continual slipping in the heavy cuttings, and a severe flood in May last, caused considerable damage to the formation and ballasting, which has, however, been repaired. The line is completed past Rakauroa Station, and only a little ballasting and finishing-work is required to complete up to Matawai, 12½ miles beyond Otoko. The Public Works Department runs a goods and passenger service over this length, which will be continued until the section is ready to hand over to the Railway authorities. There are some heavy works on the Motu Section, about four miles in length, but they are well in hand, and rails are laid to within three miles of Motu Township. Most of the material for ballasting this section had to be hauled by locomotive for over twenty miles, mostly up a steep grade. The route of the main line beyond Motu has not yet been definitely decided.

Between Gisborne and Napier the rails have been laid to Ngatapa, over twelve miles from the junction at Makaraka (Gisborne end), but the bridges over the Waipaoa River and some other smaller streams are only temporary structures. A contract has been let for the supply of steel-work for the permanent bridges, some of which has been delivered, and a start has been made

with the erection. Beyond Ngatapa earthworks are in hand over a length of two miles under small contracts and by co-operative labour. A supply of stone suitable for ballast has been located near Ngatapa, and will be utilized for practically the whole of the line already formed. A survey party has been in the field throughout the year locating the route ahead of construction, besides laying out deviations found necessary since the original location was made. Permanent plans have been prepared to carry the line thirty-six miles from the Makaraka junction.

A satisfactory arrangement has been arrived at between the Government, the Napier Harbour Board, and the Hawke's Bay County Council regarding the terms on which an embankment and bridge to carry the railway over the Inner Harbour will be constructed, and formal agreements relating to the matter have lately been entered into. The Department is also considering whether it would not be desirable to survey the route of this railway north and south from Wairoa, with a view to putting the construction of a central section in hand before the line could reach Wairoa from either Gisborne or Napier. This course would doubtless considerably expedite the construction of the through line.

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

	£
Waihi to Tauranga	205
Tauranga to Taneatua	40,346
Gisborne to Motu	44,464
Gisborne to Napier, north end	29,647
Gisborne to Napier, south end	2,982

For the current year votes are proposed as under :—

	£
Waihi to Tauranga	25,000
Tauranga to Te Maunga	20,000
Maunganui to Taneatua	50,000
Gisborne to Motu	30,000
Gisborne to Napier, north end	45,000
Gisborne to Napier, south end	20,000
	£190,000

STRATFORD—MAIN TRUNK.

Another important section of this railway—from Pohokura to Whangamomona—6 miles 13 chains in length, including a tunnel through the Whangamomona Ridge, was completed and opened for traffic on 1st July last. Beyond the new terminus earthworks are completed and rails laid for a distance of four miles to a station-site at Kohuratahi, and formation, principally heavy cuttings and banks, is in hand over a further length of three miles. There are two tunnels just beyond Kohuratahi, one of which (23 chains long) is approaching completion, and the second is just opened out. Ballast is not obtainable in this locality and has to be hauled all the way from Mount Egmont. It is expected that the section to Kohuratahi will be completed during the coming summer. From Tahora a new route for the line has been adopted, following the Raekohua Stream, crossing the Tangarakau below its gorge, then across some rough country to the Haeo Valley. By this route some difficult and costly works on the original location through the Tangarakau Gorge will be avoided.

At the eastern end of this line there has been increased activity during the year, and formation-work is in progress over a length of six miles from the junction with the Main Trunk line at Okahukura. Included in this length is the Okahu Tunnel now being excavated under contract, and due for completion in July, 1916. The tunnel contract covers two miles and a half of the railway—namely, one mile and a half of formation in addition to the tunnel itself. Six small contracts are in hand besides, and several co-operative parties are also employed on railway and service-road formation.

As suitable material for concrete is not obtainable in this locality, the Department is installing a plant for the manufacture on a large scale of bricks to be used in tunnels and culverts on the railways.

The expenditure on this line during the past financial year was £67,432 at the western end, and £21,443 at the eastern end, or a total of £88,875. For the current year a vote of £100,000 is proposed.

MOUNT EGMONT BRANCH.

The quarry-site has been finally fixed on a ridge to the south of the Mangamawhete Creek, where there is a mass of rock sufficient to provide nearly 2,000,000 cubic yards of metal. Formation-work extending over 60 chains was completed during the year, and some culverts put in. There still remains to be done some alteration of grades at the selected quarry-site, and the installation of the machinery for quarrying and crushing the rock and transporting it down the mountain-side to the railway.

During the last financial year £5,933 was expended on this line, and for the current year a vote of £7,500 is proposed.

It is also proposed to construct a short branch line from the main line near Marton to a point in the Rangitikei River bed, whence a very considerable quantity of excellent road-metal can be obtained.

It is confidently expected that the South Taranaki and other intervening districts where metal is scarce can be supplied from this proposed new source with this very necessary material at quite a moderate cost.

Provision for the authorization of this branch line will be made in the Railways Authorization Bill, and an amount of £7,500 is provided on the estimates to enable its construction to be proceeded with.

OPUNAKE BRANCH.

Surveys along alternative suggested routes between the main line and Opunake were completed during the year, and after full consideration a route was adopted from Te Roti, along section boundaries north of Skeet Road, past Kapuni, Auroa, and Pihama, to a station-site near Opunake. It is proposed to commence construction-work on this line forthwith, and a tender has already been accepted for the first section. The survey of the Manaia Branch is proceeding, and work will be commenced thereon as soon as it is warranted by the progress made on the Opunake line.

The expenditure during the past financial year in connection with the surveys amounted to £828, and for the current year a vote of £40,000 is proposed.

OHAKUNE-RAETIHI BRANCH.

The tenders received for formation contracts on this line were not very satisfactory, and only one contract was let, the work covered by which is practically finished. The Railway Department is doing the formation-work for the first 15 chains, which is inside the Ohakune Station-yard, and bushfelling and formation-work is in hand under the co-operative system over nearly five miles of the remainder of the route.

The expenditure on this line during the past financial year amounted to £5,031, and for the current year a vote of £30,000 is proposed.

FEATHERSTON-MARTINBOROUGH.

The survey of the route for the branch to Martinborough was completed and estimates prepared, but no construction-work has yet been undertaken. The survey shows that the proposed line will be 11 miles 50 chains long, mostly of inexpensive formation, but two substantial bridges over the Tauherinikau and Ruamahanga Rivers respectively will bring the cost per mile up to the average figure of recent years.

The expenditure out of last year's vote amounted to only £311, but for the current financial year a vote of £15,000 is proposed.

SOUTH ISLAND MAIN TRUNK.

Earthworks on the section between Ward and Mills were completed during the year, and the combined road and railway bridge over the Ure River has been

finished under contract. One large contract has been let for platelaying and ballasting over the whole eight miles to Mills Station, the work to be completed by February next.

It is intended to put formation-work in hand beyond Mills during the current year.

No formation-work beyond Parnassus (the terminus of the southern end of the line) was undertaken during the year, nor is any provision made therefor on this year's Railway estimates. A very substantial sum, however, is provided on the Roads estimates for bridging, grading, and metalling the main road between Parnassus and Kaikoura.

The expenditure during the financial year (mostly to meet liabilities previously incurred) was £7,801 at the north end and £3,145 at the south end. For the current year a vote of £26,000 is proposed for the north end.

CULVERDEN—WAI AU.

The route for this extension has been laid out, and two small contracts let for easy formation-work, which will carry the line over five miles from Culverden. These contracts are expected to be completed during the summer, and it is proposed to extend operations covering formation-work over practically the whole route to Wai au.

The expenditure on this line during the past financial year was £605 for survey-work, and for the current year a vote of £25,000 is proposed.

WAIMATE BRANCH EXTENSION.

The survey of the authorized extension beyond Waihao Downs was taken in hand during the year, a trial line run for about five miles, and two miles permanently located. Construction was commenced early in July.

It is proposed to take a vote of £15,000 on the current year's estimates.

MIDLAND.

At the Glenhope end formation-work has been suspended since April, 1913, but it is intended to resume the construction of the Kawatiri Section during the current year.

The section between Cronadun and Inangahua Junction, thirteen miles in length, was completed and opened for traffic on 4th June last.

On the Canterbury side the line from Cass to Arthur's Pass Station, a fifteen-mile section, was completed and opened for traffic on 1st July. The long tunnel is now the only remaining obstacle to through communication by rail between Canterbury and Westland.

The driving of the tunnel has continued steadily during the year under the direct supervision of the Department's Engineers. At the Otira end very wet ground has been met with and progress has consequently been retarded. The work at this end is being done by day labour, but at the Bealey end the co-operative system is in force. A steam plant has been installed at Otira to augment the electric power during periods of low-water flow at its source. During the twelve months ended June last the bottom heading was driven a total distance of 34·29 chains. There still remains to be driven 2 miles 23·83 chains between the Otira and Bealey headings, and the enlarged tunnels at either end are still 2 miles 61·5 chains apart. The year has been one of slow progress owing to wet and unstable country being encountered, requiring heavy timbering, which rendered it undesirable to open out the tunnel very far ahead of the lining-work. It is hoped that the worst of this class of country has now been passed and that the current year will show a better record of progress.

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

	£
Nelson end	2,293
Reefton end	12,397
Otira-Bealey	93,872
Bealey-Cass	28,170

For the current year votes are proposed as follows :—

	£
Nelson end	20,000
Reefton end	4,000
Otira-Bealey	70,000
Bealey-Cass	10,000
Total	£104,000

WESTPORT-INANGAHUA.

Nine out of eighteen contracts let for rock-excavation and bushfelling on this line are still unfinished, but several of them will be out of hand within the next few months.

During last financial year the expenditure on this line amounted to £15,337, and to meet liabilities during the current year a vote of £18,000 is proposed.

GREYMOUTH — POINT ELIZABETH.

The extension of this line, to serve the new Liverpool State Coal-mine, was handed over to the Railway Department on 21st January last. Previous to that date some finishing-work, ballasting, and removal of slips were carried out.

The expenditure during the financial year reached £15,852, and expenditure which has come to charge since the end of the financial year will require a vote of £3,000 for the current year.

OTAGO CENTRAL.

The route for the authorized extension of the Otago Central Railway from Clyde to Cromwell has been fixed as far as the Half-way House—a distance of over seven miles—and construction-work has been put in hand on the co-operative system over a length of about four miles.

No expenditure came to charge against last year's appropriation, but for the current year a vote of £20,000 is proposed.

LAWRENCE-ROXBURGH.

Formation-work was completed and rails laid over the length from Big Hill to Beaumont Station, about five miles and a half farther on. The erection of buildings at two stations is in hand, and it is proposed to open the section for traffic immediately.

The expenditure during the last financial year amounted to £9,984, and for the current year a vote of £15,000 is proposed.

CATLINS-WAIMAHAKA.

Formation has been completed and rails laid up to the proposed Tahakopa Station, seventeen miles beyond the present terminus at Houipapa, but no part of the length has been opened for traffic yet, because it is desired to keep it in the hands of the Public Works Department until the haulage of ballast from Houipapa and Balclutha is finished. The bridge over the Maclellan River was completed during the year, station buildings erected at Caberfeidh and Maclellan, while others are in progress at Stuarts and Tahakopa, to which point it is hoped to open the line during the coming summer.

The expenditure on this line during the past financial year was £17,780, and for the current year a vote of £20,000 is proposed.

HEDDON BUSH BRANCH.

The detailed survey of the Winton – Heddon Bush line disclosed the fact that a wide valley, subject to heavy floods, would have to be crossed, necessitating somewhat expensive works. Two other routes serving the Heddon Bush district have been surveyed, but no decision has yet been arrived at as to which of the three should be adopted.

A vote of £8,000 to proceed with the work when this point has been decided appears on the estimates.

OREPUKI—WAI AU EXTENSION.

I have had exhaustive reports furnished to me regarding the proposed line to Orawia, and have decided to adhere to the authorized route from Tuatapere.

A vote of £10,000 is proposed.

BALCLUTHA—TUAPEKA MOUTH.

This line was authorized last year, and the detailed survey is proceeding. On completion of the survey it is proposed to place construction-work in hand, and a vote of £10,000 is accordingly asked for.

TOTAL APPROPRIATIONS FOR RAILWAY-CONSTRUCTION.

In addition to the votes already mentioned, an appropriation of £1,000 is required to provide for old land claims and other liabilities on construction account, £5,000 for surveys of projected new lines of railway, and £90,000 for permanent-way materials, thus bringing the gross total appropriations for railway-construction purposes up to £960,000.

OTHER RAILWAY-WORKS.

During the year the sum of £299,644 was spent on rolling-stock, tarpaulins, pneumatic coaling-cranes, Westinghouse brake, car-lighting, petrol-car, and workshops machinery.

A further £198,402 was spent on additions and improvements to workshops, signals and interlocking, new district offices (Christchurch), telegraph and telephone facilities, reduction in grades, improvement of curves, reclamation of land, and Parnell Tunnel duplication.

The expenditure on grade-improvements on the North Island Main Trunk line was £25,585, and on the Mechanics Bay reclamation £30,002. These amounts are included in the figures quoted above.

The new Chain Hills Tunnel on the Dunedin–Mosgiel duplication was opened, and a single line, working by the new route between Abbot's Creek and Wingatui, was brought into operation on the 23rd March last. The duplication is now approaching completion.

The new Hutt Road was formally vested in the Wellington City Corporation by Proclamation on the 17th March, 1914.

The vote for the current year includes £500,000 under the heading of "Additions to open lines," of which amount about £300,000 will be spent on new rolling-stock and workshops machinery, and £200,000 on various new works to be carried out by the Working Railways Department during the current year.

A vote of £10,000 is also provided for the Dunedin–Mosgiel duplication.

LIGHT RAILWAYS.

Mr. Furkert, Inspecting Engineer in the Public Works Department, paid a visit during last year to Europe and America. At the request of the Right Hon. the Prime Minister, he has prepared a report on the subject of Belgian light railways. This report is attached to this Statement, and will well repay perusal.

ROADS AND BRIDGES.

The total amount provided for road and bridge purposes on last year's appropriations under all votes and accounts (including the Consolidated Fund vote for maintenance) was £785,000. The amount authorized for expenditure

during the year added to the balance of authorities unexpended at 31st March, 1913, totalled £962,811. The expenditure for the twelve months amounted to £493,638, leaving an unexpended balance of authorities at 31st March last of £469,173.

Between 1st April and 30th September a further £301,719 was authorized for expenditure, and a further £316,713 brought to charge, making the total expenditure between 1st April, 1913, and 30th September, 1914, £810,351.

Honourable members are aware that owing to the unsettled condition of the money-market after the close of last session it was not considered advisable to float the loan for public-works purposes until the end of January. Prudence dictated that the authorization of expenditure of new money should in the interim be restricted to urgent works, until such time as further loan-moneys were available. Between the passing of the public-works appropriations and the raising of the loan, therefore, only metalling and other urgent works were authorized. This did not, however, mean that any very great restriction was placed upon expenditure, as there was a very large sum indeed in the hands of local bodies in the shape of authorities previously issued but unexpended. The prudence then exercised has resulted in our being able at the present juncture to keep public works going, and so relieve "unemployed" difficulties arising as a result of the European war.

I have on previous occasions referred to disabilities imposed by the present system of making grants for road and bridge works, and trust that the Local Grants and Subsidies Bill now before Parliament will afford machinery resulting in greater efficiency and progress in providing that essential factor in successful settlement of the land—good roads and bridges.

ROADS ON GOLDFIELDS (MINES DEPARTMENT).

The total authorizations under this head last year amounted to £66,743, on account of which a vote of £51,000 was taken. The expenditure during the year was £24,143.

The sum proposed to be authorized for the current year is £69,109, on account of which a vote of £50,000 is asked for.

TOTAL APPROPRIATIONS FOR ROADWORKS.

Last year's appropriations were as under :—					£
Roads, &c.....	....	....	....	....	360,925
Backblock roads	....	....	....	....	201,225
Roads on goldfields	....	....	....	....	51,000
Opening up Crown Lands for Settlement Account					100,100
National Endowment Account			....	....	22,750
New Hutt Road	....	....	....	....	4,000
Maintenance of roads (Consolidated Fund)			....	....	45,000
Total	....	....	....	....	£785,000

The provision for the current year is as under :—					£
Roads, &c.....	....	....	....	....	500,000
Backblock roads	....	....	....	....	200,000
Roads on goldfields	....	....	....	....	50,000
Land for Settlements Account			....	....	170,000
National Endowment Account			....	....	40,000
Maintenance of roads (Consolidated Fund)			....	....	45,000
Total	....	....	....	....	£1,005,000

DEVELOPMENT OF GOLDFIELDS.

The value of the mineral output for the year amounted to £3,187,798, being a slight increase as compared with the output of the previous year.

It is to be regretted that mining is not in so flourishing a condition as some of our other great primary industries. This is due partly to the diminishing

production of gold and silver, and partly to the fact that our long-continued prosperity in other fields of enterprise has diverted much capital from mining investment. Nevertheless, as regards the more useful minerals, steady and hopeful progress is visible; and an industry which every year adds several million pounds to the wealth of the Dominion is worthy of generous assistance on the part of the State.

Expenditure under this heading during the year was £4,890, and a vote of £4,600 is proposed to be taken this year.

PUBLIC BUILDINGS.

The total expenditure on public buildings during the last financial year amounted to £611,041, made up as follows:—

	£
New buildings (Class XVIII, Public Works Fund)	369,600
Maintenance-works (Class V, Consolidated Fund)....	78,877
Maintenance-works, schools (Class XV, Consolidated Fund)	97,407
	£545,884

For the current year the following appropriations are proposed:—

	£
New buildings (Public Works Fund)	538,000
Maintenance-works (Consolidated Fund)	69,600
Maintenance-works, schools (Consolidated Fund)	103,156
	£710,756

GENERAL.

The most important building provided for under this heading is the new Parliament Buildings, for the first and major portion of which the tender of Messrs. Hansford, Mills, and Hardie, for £151,639, was accepted on 12th December last.

The contractors were unable to undertake very much work on the ground at once, as the obtaining of stone and steel-work, and the getting-together of a suitable plant, took some time; but considerable progress is now being made, and the contractors anticipate being able to finish their contract by the date stipulated therein—viz., 12th December, 1915.

The large new departmental buildings in Worcester Street, Christchurch, have been completed and occupied, and considerable progress has been made with the Gisborne building; while the departmental buildings at Stratford and Hokitika have been completed, also the Public Works workshops and store in Wellington.

The principal item on the current year's vote is for the continuation of the work at the new Parliament Buildings, but substantial sums are also provided for the completion of the Gisborne building and the Public Works workshop and store in Wellington. Smaller items are provided for converting the old Magistrates' Court at Auckland into fireproof offices for the Lands and Deeds Registry Department, for making a commencement with the proposed new fireproof departmental buildings in Wellington, for a new building at Tauranga, for new magazines at Dunedin, for the acquisition of much-needed additional land at Blenheim, for additions to the Government Printing Office, and for new Public Works stores at Auckland and Dunedin.

JUDICIAL.

Courthouses.—The new Magistrates' Court, Auckland, has been completed and opened; also new buildings at Kaitaia, Kaikohe, and Martinborough; additions at Wanganui, and sundry minor works elsewhere.

For the current year votes are proposed for new Courthouses at Waipu, Te Puke, Wairoa, Waipukurau, Raetihi, Motueka, Kumara, Amberley, Balclutha,

Wyndham, and Chatham Islands; and for additions at Whangarei, Hikurangi, Wellington, and Lawrence.

Gaols.—The principal expenditure last year took place in connection with the buildings at Auckland, Waikeria, and Invercargill, but none of the amounts were very large.

Appropriations are provided this year for new buildings at Auckland, Waikeria, Wellington, Picton, Templeton, and Invercargill; for additions at Addington; and sundry minor works.

Police-stations.—New buildings were erected at Warkworth, Papakura, Huntly, Otorohanga, Tokaanu, Gisborne, Porangahau, Masterton, Cobden, Ashburton, Tapanui, and Mataura; additions at Taihape; and a suitable property was purchased at Takapuna.

For the current year votes are provided for new stations at Freeman's Bay, Tuakau, Hamilton, Ohura, Putaruru, Waikare, Wairoa, Waipukurau, Hawera, Inglewood, Kaponga, Marton, Martinborough, Riccarton, Geraldine, Hokitika, Port Chalmers, Roslyn, St. Clair, St. Kilda, Woodhaugh, Portobello, Queenstown, and Stewart Island.

In addition to the above, votes are renewed (and in some cases increased in amount) for stations at Herekino, Houhora, Patutahi, Auckland, Epsom, Ponsonby, Devonport, Northcote, Ngaruawahia, Hamilton, Raurimu, Opotiki, Tokomaru Bay, Motu, Whangamomona, Wanganui, Wellington, Brooklyn, Eastbourne, Island Bay, Karori, Wellington (Mount Cook), Wellington (Taranaki Street), Charleston, Ahaura, Stafford, Fendalton, Darfield, Coalgate, Clyde, Middlemarch, Waitati, Dunedin (King Street), Caversham, Mornington, North-east Valley, Kaitangata, Gladstone, and Invercargill North.

Votes are also provided for the purchase of properties at Mount Eden Road (Auckland), Mount Roskill, and Nightcaps; and for additions at Dunedin, and minor works at other places.

POST AND TELEGRAPH.

The expenditure on buildings for Post and Telegraph purposes has been heavy for some years past, and last year was no exception to the rule. The disbursements under the Public Works Fund amounted to £78,815, and under the Consolidated Fund to £17,260, or a total for the year of £96,075.

The buildings responsible for the principal items of this expenditure were the new General Post Offices at Auckland and Wellington and the Postal Department's new bulk store. Considerable expenditure, however, took place at the following offices—viz., Kaitia, Kaikohe, Opotiki, Papakura, Rotorua, Tirau, Waiuku, Ohaupo, Tuakau, Tokaanu, Waipukurau, Halcombe, Roxburgh, and North-east Valley. Lesser amounts were spent on the undermentioned offices: Dargaville, Ponsonby, Awakino, Taihape, Pongaroa, Petone, Brooklyn, Waka-puaka, Fairlie, Lumsden, Invercargill (store), and numerous others.

The vote now proposed (£115,000) provides for quite a large number of buildings, of which the following are the more important: Dargaville, Auckland (Wellesley Street), Gisborne (additions), Napier, Christchurch (alterations and additions), and Dunedin.

New buildings are also provided for at Hikurangi, Ponsonby (telephone exchange), Mount Eden, Northcote, Remuera, Stratford, Ross, St. Albans, Alexandra, and Milton; and last year's votes are renewed and in some cases are considerably increased for the following: Mount Albert, Takapuna, Papatoetoe, Raglan, Hamilton, Raurimu, Owango, Patea, Raetihi, Kimbolton, Palmerston North, Havelock North, Ormondville, Masterton (exchange), Island Bay, Nelson (Port), Blenheim, Reefton, Seddon, Papanui, Oxford, Akaroa, Methven, Timaru, South Dunedin, Anderson's Bay, Mataura, Edendale, Orepuki, and Riversdale.

There are also numerous other items of smaller magnitude.

MENTAL HOSPITALS.

The erection of one substantial auxiliary building at Auckland is just completed, and a second similar building is now well in hand. At Tokanui electric-lighting plant is being installed, and a mess-room provided. Minor

improvements have been effected at Porirua, Seacliff, and Waitati, and the damage caused by fire at Sunnyside has been repaired.

Works in progress or contemplated include two separate blocks of buildings at Tokanui, each of which will accommodate fifty patients; day-rooms for male and female patients at Porirua; dormitory and single rooms, and an annexe with quarters, at Sunnyside. A male admission block is in progress at Seacliff, and additional accommodation for female patients is proposed.

HOSPITALS.

The expenditure last year under this head was not large, and took place principally in connection with the St. Helens Hospital at Christchurch and the Rotorua Hospital.

On the current year's vote provision is made for the St. Helens Hospitals at Auckland and Christchurch, and one or two other minor works.

AGRICULTURE.

During the past year a considerable amount of land drainage was carried out at Ruakura Farm of Instruction, and as the work has proved of great value both to the farm itself and as a demonstration to the settlers it will be continued during the present year. Better accommodation is to be provided at the live-stock quarantine-stations at Auckland, Wellington, and Lyttelton, the present buildings being more or less out of date. Improved accommodation is specially needed in view of the probable influx of live-stock from Great Britain as soon as the present embargo on account of foot-and-mouth disease can be removed.

SCHOOL BUILDINGS.

The expenditure out of the Public Works Fund on school buildings during the past year amounted to £121,954. Of this amount nearly £108,000 was paid in grants to the respective governing bodies to provide for new buildings, additions, equipment, and sites for public schools and residences, training-colleges, technical and secondary schools, and University colleges.

The balance was expended on works carried out directly under the control of the Government. At the Boys' Training Farm, Nelson, the water-supply system was extended, and the erection of three new cottages for the staff was commenced; the Wellington Receiving Home building was enlarged, and the property, which for some years has been leased for the purposes of Te Oranga Home (Girls' Reformatory) at Christchurch was purchased. Additions to the existing buildings were erected at the School for the Deaf, Sumner. Buildings were provided for seven new Native schools, and four old ones were enlarged. For the current year, with the extension of settlement, demands for new school buildings will certainly occur, and it is necessary to meet these as far as possible. Similarly, additions to existing school buildings will in many cases require to be made because of the increase of children in average attendance.

New buildings are being provided for the Auckland Grammar School, and a grant has been made towards the cost.

An extension to the Medical School buildings at Otago University is being erected, and in this case, too, a grant towards the cost has been made.

By reason of the increase in the number of children at industrial schools additional accommodation is necessary.

At the Special School, Otekaieke, the buildings for which preparations have been made must be put in hand, and this will require considerable expenditure.

WORKERS' DWELLINGS.

The expenditure under this head during the past year amounted to £41,741, as compared with £46,455 expended during the preceding year. The demand for dwellings is increasing, and in order to meet the requirements an authorization of £100,000, and a vote on account of same of £92,000, is proposed for the acquisition of land, road-formation, and erection of dwellings.

DEVELOPMENT OF WATER-POWER.

The first stage of the development of the Lake Coleridge scheme has now been practically completed.

The total expenditure to date amounts to £218,633, and the commitments to £34,805, and a further expenditure of about £10,000 will be required to complete, making a gross total of £263,438, which, I am glad to say, is substantially in accordance with the original estimate.

The tariff for the supply of electrical energy has been fixed on as low a basis as possible, and allows only a small margin for contingencies and profit, and it is found that the prices are acceptable to power-users, even in cases where the user already has an efficient steam plant. It follows, therefore, that the prices quoted should ensure a strong demand and ready sale for current where new industries are being established.

Contracts have already been entered into which will require the output of from 3,000 to 4,000 horse-power in from two to three years' time, which approaches the capacity of the machinery now installed, and arrangements will accordingly have to be made to add to the plant from time to time in order to keep pace with the demand. The prospect of business is good, and steps will be taken to extend the use of electricity to the farming community and settlers generally.

It is scarcely anticipated that the works will be able to pay interest and depreciation on all the capital charges as well as all the working-expenses at the present stage—that is to say, with only three units of plant in the power-house—but there is every indication that the business will be self-supporting when four units of plant are installed and working.

There is an excellent prospect of obtaining cheap fertilizers for our farmers by combining the electro-chemical production of these commodities with the business of the freezing-works. By this means that part of the plant which is perforce idle during part of the year under present conditions could be profitably utilized for the production of manures.

Last year's expenditure on the development of water-power was somewhat heavy, having amounted to £142,827. For the current year a vote of £52,000 is proposed.

LICENSES FOR ELECTRIC LIGHT AND POWER.

Numerous licenses have been issued to local authorities and companies to enable them to distribute electricity for light and power, also a number of water-power licenses, and numerous inspections have been made of existing plants.

A considerable development has taken place in the use of electricity throughout the Dominion, and the demand for this form of power and light is still increasing.

IRRIGATION.

At the Otekaike Settlement fair progress has been made with the construction under contract of the six miles of water-race on the eastern side of the river, commenced last year, and the work is approaching completion. The water should be available for the settlers during the coming summer. Up to the present full use has not been made of the water which has already been brought to the holdings on the western side of the Otekaike River.

The important scheme to irrigate a large area of fertile land in the Ida Valley, Central Otago, was advanced a stage by the completion of about half the concrete-work on the Manorburn Dam before last winter set in. Excavation for the diverting-weir at Moa Creek was finished, and concrete-work at this point and at the Poolburn Weir will be carried on vigorously during the summer months. The construction of the main race, known as Black's No. 3, was started from the upper end at Moa Creek, and during the year has been carried, by flume and rock-cutting, over nearly ten miles of its course. The German Hill Race, on the other side of the Valley, has been partly constructed for a length of nearly three miles. The widening of the old Bonanza Race was continued when weather-conditions would permit.

The completion of the Manorburn Dam, Moa Creek and Poolburn Weirs, three main races, and some of the distributing-races during the current year will carry the scheme appreciably nearer completion.

The scheme designed to irrigate several suitable areas of Government land between Alexandra and Clyde, at present not very productive, by means of water taken from the Manuherikia River has been advanced a stage. A tender has been accepted for the construction of the first section of the water-race in the Manuherikia Gorge, and tenders for further sections have been received.

A supplementary scheme to serve a portion of the Galloway Flat from the above-mentioned race at Chatto Creek has been investigated and has turned out very well, and its construction will be commenced in due course.

The expenditure out of last year's vote during the financial year was £33,602, and for the current year a vote of £40,000 is proposed.

WAIHOU AND OHINEMURI RIVERS IMPROVEMENT.

Steady progress is being made with protective works designed in accordance with the recommendations of the Commission. The Ngararahi Cut, to divert a portion of the flow of the Waihou to a more direct course, has been completed under contract, and, although it has not been excavated down to the level of the river-bed, is already carrying an appreciable portion of the flow of the river, which is likely to increase as the new channel scours out to a greater depth. The smaller Koutou Cut in the same river has also been completed, and flood-gates constructed to drain adjacent land. The long stop-bank along the Paeroa River front has been completed, and it is now proposed to undertake a 25-chain cut at Pereniki's Bend, also the extension of the Paeroa Bank, the construction of which is expected to ensure the safety of the township and the lands along the river-banks in this locality. Much work in the shape of stop-bank construction still remains to be done, and will be carried out by the powerful dredge now being built for the purpose and approaching completion. The occupiers of the lands along the rivers are already experiencing the benefit of these improvement-works, and are able to cultivate areas which for years past have been liable to frequent inundation. Although the Commission recommended the taking by the Government of the areas of land required for stop-banks, the Department is in most instances securing easements from the owners over the areas required, thus reducing the initial cost and not interfering to any great extent with the owners' enjoyment and profitable cultivation of their farms. Many miles of surveys have been made in connection with these works.

Last year's expenditure in connection with these river-improvement works amounted to £9,632, and for the current year a vote of £20,000 is proposed.

TOURIST AND HEALTH RESORTS.

The expenditure under this heading for the year amounted to £14,989, the principal part being used in the erection and furnishing of the new hostel at the Hermitage, Mount Cook. There was a moderate expenditure at Rotorua on works and improvements, and smaller sums were absorbed in improvements at Waitomo Caves and in the development of the Helensville Hot Springs.

It is intended to re-erect the Hanmer Springs Sanatorium recently destroyed by fire; replace by cast-iron or steel pipes a portion of the wooden pipes originally laid down in connection with the water-supply system at Rotorua; to further improve the electrical supply system at Rotorua; make additions to the Rotorua Sanatorium rendered necessary by the increased number of patients; to increase the accommodation at the Waitomo Caves Hostel, which has at times been greatly overcrowded, and sundry minor works.

A vote is also provided for assistance to the development of the Maruia Springs on the west coast of the South Island.

The work provided for in the estimates will involve an expenditure of nearly £30,000, on account of which a vote of £20,000 is proposed for the current year.

TELEGRAPH-EXTENSION.

The expenditure on telegraph and telephone extension during the year amounted to £392,648.

Among the larger works undertaken may be mentioned the construction of the following land lines: Auckland-Wellington, Hamilton-Auckland, Tokomaru Bay-Gisborne, Palmerston North-Marton, Havelock-Renwicktown, Christchurch-Ashburton, Christchurch-Kaikoura, Christchurch-Sockburn, Little River-Akaroa, Waitara-New Plymouth, Cambridge-Rotorua, and Te Araroa-Whangaparaoa; while a low-power wireless station has been completed and opened for business at Chatham Islands, thus bringing that isolated part of the Dominion into communication with the rest of the world. The Awanui and Awarua wireless stations have been finally taken over by the Department.

Telephone-exchange development has been abnormal. Twenty-five new telephone exchanges were opened during the year, and the number of exchange connections has increased by 6,481.

Five hundred and thirty-six miles of pole-line and 2,750 miles of wire were added to the telegraph and inter-urban telephone systems, and 537 miles of pole-line and 32,149 miles of wire to the telephone-exchange systems.

Buildings are being erected or adapted to accommodate the new automatic telephone system.

The proposed vote for the current year amounts to £410,000, made up as under:—

	£
Automatic installation	61,200
Material (telephone and telegraph)	260,000
New telephone-exchange connections	70,000
Erection of new telegraph and telephone lines	18,800
	£410,000

LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR-DEFENCES.

LIGHTHOUSES.

The lighthouse-works undertaken during the year were—The preparation of the ground and formation of the track on Channel Islet, off Cape Colville, Hauraki Gulf, for the automatic light which is shortly to be placed there; the erection of the new Marine Store at Wellington; the commencement of the tower for the automatic light on Karori Rock; the construction of a suitable road to Godley Head Lighthouse; and the protection of the track from Godley Head Lighthouse to the fog-signal.

To provide for the completion of these works, and for the erection of an automatic light on Flat Rock (in Hauraki Gulf) and of a fog-signal on Stephen Island, a sum of £4,758 will be required during the current financial year.

HARBOUR-WORKS.

The principal works carried out during the year were—The erection of the launch-landing at Kohukohu; the deepening of the Ngunguru River; the erection of the Leigh Wharf; improvement to the Waipu River navigation; the deepening of the Mahurangi River; improvement of Matakana Harbour; erection of a wharf at Moana, Lake Brunner; and repairs to the protective works at Karamea. The work of improving the entrance to the Wairau River, for which a sum of £1,500 was voted last year, is now in hand, also the erection of a retaining-wall around the reclamation at Kohukohu.

The principal new works to be provided for this year are—Protective works at Hokitika (owing to the inroads made by the sea there); launch-landing at Rawene; a light on the rocks in The Narrows, Hokianga Harbour; wharves at Mapau, Shelly Beach, and Tokatoka (Kaipara), Te Akau (Raglan), Parengarenga, Mahurangi, Kennedy Bay, Katikati, and a jetty at Pounaweia; further works at Wairau, Waipu, Takaka, Raglan, and Nugget Bay; and the re-erection of a landing and road at Bruce Bay; the erection of a dolphin off Rawene

(Hokianga) Wharf; and clearing snags out of the Mangamuka and Orira Rivers, Hokianga.

For these works, and for the renewal of the unexpended votes last year, it is estimated that a sum of £23,888 will be required, on account of which a vote of £15,000 is asked for.

HARBOUR-DEFENCES.

Very little was done under this heading last year, the expenditure having amounted to £539 only. For the current year a vote of £1,000 is proposed.

GROSS TOTAL APPROPRIATIONS.

In addition to the votes already specially mentioned, the estimates make provision for the undermentioned services:—

	£
Departmental	93,500
Immigration ...	36,000
Contingent defence	50,000
Lands improvement	19,900

thus bringing the total amount of the proposed appropriations, including special accounts, up to £3,734,758, as against £3,478,731 voted and £2,719,053 actually expended last year.

It will perhaps be observed that the amount under the heading "Departmental" is a good deal in excess of last year's appropriation for the same purpose, the reason being that under the Public Service classification scheme a number of officers' salaries are now provided under the heading of "Departmental" which were previously provided for out of the votes for individual works.

CONCLUSION.

The programme outlined in the Statement and provided for in the estimates is a fairly extensive one and gives promise of a busy year.

All the expenditure proposed is, however, absolutely necessary, and more could be spent to advantage; but sufficient work is to be undertaken to fully occupy all the labour that is likely to be available, and to propose to undertake more than this would only lead us into difficulty.

Every effort has been made to allocate the funds available fairly amongst the different districts, and I think this will readily be realized by the House, and I therefore, with every confidence, commend the proposals to the careful consideration of honourable members.

PUBLIC WORKS STATEMENT, 1914.

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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, 1914, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1913.	Expenditure during Twelve Months ended 31st March, 1914.	Recoveries on Account of Services of Previous Years.	Total Net Expenditure to 31st March, 1914.	Liabilities on 31st March, 1914.	Total Net Expenditure and Liabilities.	Works.
3*	Railways ..	£ 29,799,219	£ 1,104,897	£ 5,485	£ 30,898,631	£ 287,777	£ 31,186,408	Railways.
4†	Roads ..	9,723,865	377,979	515	10,101,329	226,115	10,327,444	Roads.
5 and 5A	Development of goldfields ..	827,802	4,889	..	832,691	1,192	833,883	Development of goldfields.
6	Telegraphs ..	2,277,125	392,648	..	2,669,773	235,666	2,905,439	Telegraphs.
7	Public buildings ..	5,487,225	369,600	..	5,856,825	235,149	6,091,974	Public buildings.
8	Lighthouses, harbour-works, and harbour-defences ..	1,098,207	9,059	1,762	1,105,504	945	1,106,449	Lighthouses, harbour-works, and harbour-defences.
9§	Departmental ..	784,095	66,650†	..	850,745	106	850,851	Departmental.
18 of 1878	Development of water-power ..	18,451	..	..	18,451	..	18,451	Development of water-power.
11 of 1877	Coal-exploration and mine-development ..	10,835	..	..	10,835	..	10,835	Coal-exploration and mine-development.
..	Aiding works on Thames goldfields ..	50,000	..	..	50,000	..	50,000	Aiding works on Thames goldfields.
..	Immigration ..	2,254,606	33,914	..	2,288,520	..	2,288,520	Immigration.
..	Purchase of Native lands ..	2,065,720	..	857	2,064,863	..	2,064,863	Purchase of Native lands.
..	Defence ..	944,209	30,186	..	974,395	55	974,450	Defence.
..	Charges and expenses of raising loans ..	1,243,692	8,708	..	1,252,400	..	1,252,400	Charges and expenses of raising loans.
..	Interest and sinking fund ..	218,500	..	..	218,500	..	218,500	Interest and sinking fund.
..	Rates on Native lands ..	68,672	..	..	68,672	..	68,672	Rates on Native lands.
..	Thermal springs ..	14,600	..	..	14,600	..	14,600	Thermal springs.
..	Tourist and health resorts ..	229,539	14,989	..	244,528	4,889	249,417	Tourist and health resorts.
..	Lands improvement ..	104,713	16,996	432	121,277	204	121,481	Lands improvement.
..	Payment to Midland Railway bond-holders ..	150,000	..	..	150,000	..	150,000	Payment to Midland Railway bond-holders.
..	Irrigation and water-supply||	4,356	..	..	4,356	..	4,356	Irrigation and water-supply.
..	Totals ..	57,375,431	2,430,515	9,051	59,796,895	992,098	60,788,993	Totals.

* Table 3 also includes expenditure under Wellington-Manawatu Railway Purchase, Hutt Railway and Road Improvement, and Railways Improvement Accounts. † Table 4 also contains details of expenditure under Loans to Local Bodies and other Accounts. ‡ Includes £23 10s. charged to "Unauthorized." § Table 9 also includes expenditure under the Aid to Water-power Works Account. || 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, 1892-93 to 1913-14.

N.B.—The figures in italics, prefixed by "Cr.," are either recoveries on account of services of previous years or receipts-in-aid applied in reduction of expenditure. The totals from 1892-93 to 1896-97, inclusive, include expenditure under Native Lands Purchase Account; and from 1894-95 to 1896-97, inclusive, expenditure under Lands Improvement Account.

Description of Services.	Total Net Expenditure to 31st March, 1892.	Expenditure.										
		1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1.	1901-2.	1902-3.
Immigration	£ 2,145,968	£ 242	£ 343	£ 101	£ Cr. 70	£ 301	£ 70	£ 105	£ 385	£ 214	£ 139	£ 142
Public Works (Departmental)	359,965	7,790	8,406	8,680	14,300	14,892	9,689	10,090	12,572	12,932	17,771	13,949
Development of Water-power	..	..	..	..	..	..	..	..	..	..	..	..
Irrigation and Water-supply	..	..	..	..	..	..	..	..	..	..	..	..
Railways	14,257,829	220,894	176,304	247,545	197,105	207,231 Cr. 334	351,600	374,192	417,937	717,723	1,333,940	759,752
Payment to Midland Railway Bondholders	..	..	..	..	..	..	..	..	..	..	..	..
Roads:—												
Roads North of Auckland	229,674	..	22,235	22,731	27,959	4,289	..	..	..	..	..	..
Main Roads	1,444,910	12,588	10,443	9,972	17,075	11,195	241,209	248,934	237,351	267,374	354,687	230,349
Miscellaneous Roads and Bridges	630,753	21,989	58,042	..	..	..	..	..	..	..	..	..
Roads to open up Lands	799,750	7,144	8,951	..	..	..	..	..	..	..	..	..
Grants-in-aid	40,772	4,412	2,898	..	..	..	..	..	..	..	..	..
Village Settlements	785	..	390	..	227	207	..	..	..	..	..	..
Local Bodies	183,759	19,490	20,387	17,577	21,513	32,578	49,569	46,550	48,039	48,417	47,573	51,690
Roads on Goldfields.. .. .	226,411	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous	..	Cr. 1,613	Cr. 1,030	Cr. 7,050	Cr. 573	Cr. 365	Cr. 365	Cr. 365	Cr. 347	..	..	..
Development of Thermal Springs and Natural Scenery	..	..	..	..	..	..	..	..	..	..	..	..
Roads to give Access to North Island Trunk Railway	78,109	29,440	34,765	17,841	..	16,023	..	..	..	..	..	..
Lands Improvement Account	..	..	..	89,207	108,168	103,555	..	..	..	..	..	..
Total, Roads	3,634,923	103,893	146,638	150,278	174,369	167,482	290,413	295,119	285,043	315,791	402,260	282,039
Development of Goldfields	563,358	3,811	5,272	5,865	9,345	10,508	33,117	17,355	21,815	15,907	15,326	24,213
Purchase of Native Lands	1,248,876	57,187	4,320	349	..	Cr. 37	61,503	53,182	32,025	28,688	18,261	15,782
Native Lands Purchase Account	..	Cr. 10,438	Cr. 2,428	Cr. 12	163,411	129,000	..	..	..	..	..	..
Total, Land Purchases	1,248,876	66,324	80,877	101,346	163,411	128,963	61,503	52,957	32,025	28,688	18,261	15,782
Telegraph Extension	634,421	29,245	16,127	19,229	35,538	36,791	29,384	28,551	26,771	50,101	31,729	68,578

Continued on page 5.

TABLE NO. 2—continued.

GENERAL SUMMARY—continued.

Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1892-93 to 1913-14—continued.

Description of Services.	Total Net Expenditure to 31st March, 1892.	Expenditure.										
		1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.	1900-1.	1901-2.	1902-3.
Public Buildings :—	£	£	£	£	£	£	£	£	£	£	£	£
General (including Miscellaneous)	194,149	1,588	621	2,551	3,724	8,178	14,797	8,764	3,957	5,594	12,513	9,031
Parliamentary ..	13,962	..	209	6,822	..	9	466	20,636	9,883	3,039	4,424	1,503
Judicial ..	275,304	2,779	5,262	11,487	27,341	14,806	12,727	11,109	19,882	29,630	28,728	33,224
Post and Telegraph ..	144,595	6,843	3,154	3,542	6,194	7,504	5,888	5,168	13,483	20,954	40,361	74,686
Customs ..	5,189	5	666	12	647	16	385	..	107	875	2,066	6,630
Quarantine-stations ..	3,525	..	3	306	..	..	..	..	..	2,607	424	..
Mental Hospitals ..	318,655	11,887	18,957	13,633	10,935	16,404	14,130	17,667	17,712	18,872	16,743	10,167
Public Health ..	..	..	..	..	..	..	..	..	..	..	..	..
Hospitals and Charitable Institutions ..	33,184	7,999	..	..	6,561	700	..	..	899	5,141	1,200	3,540
School Buildings ..	827,014	..	15,000	15,000	20,000	22,143	23,864	43,403	49,256	33,681	38,606	57,790
Agricultural ..	..	..	160	837	1,127	819	1,328	520	447	971	535	883
Workers' Dwellings ..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Public Buildings ..	1,815,577	31,101	44,032	54,190	76,529	70,579	73,585	107,267	115,426	121,364	145,600	197,454
Lighthouses, Harbour-works, and Harbour-defences :—	..	..	..	..	..	..	..	..	..	..	..	..
Lighthouses ..	119,566	6,642	2,612	..	234	6,067	2,180	3,727	3,333	1,017	2,060	6,082
Harbour-works ..	310,107	..	..	650	3,861	866	568	1,777	365	1,540	3,421	1,373
Harbour-defences ..	459,493	4,563	3,976	2,495	3,314	4,667	2,547	10,158	5,328	3,960	6,678	6,126
Total, Lighthouses, &c. ..	889,166	11,205	6,588	3,145	7,409	11,600	5,295	15,662	9,026	6,517	12,159	13,581
Rates on Native Lands ..	60,051	615	415	561	340	332	156	347	744	673	571	471
Contingent Defence ..	429,719	..	..	..	5,000	10,554	10,360	13,867	42,810	37,650	146,875	37,005
Tourist and Health Resorts ..	..	..	..	..	..	..	..	..	..	..	11,260	10,949
Lands Improvement* ..	..	..	..	..	..	..	..	..	..	..	1,741	2,349
Charges and Expenses of raising Loans ..	1,021,472	5,356	..	..	..	943	5	224	28,322	1,460	5,620	88,180
Interest and Sinking Funds ..	218,500	..	..	..	..	..	..	..	..	..	Cr. 516	..
Coal-exploration and Mine-development ..	10,835	..	..	..	..	..	..	..	..	..	..	..
Thermal Springs ..	14,600	..	..	..	..	..	..	..	..	..	..	..
Total Ways and Means Credits ..	..	12,059	3,458	7,062	573	705	370	590	347	..	516	..
Grand Total—Net Expenditure ..	27,305,260	480,468	485,002	590,940	683,336	659,836	865,172	915,736	992,876	1,309,020	2,142,736	1,514,444

* For previous expenditure see Roads Class.

Continued on page 6.

TABLE NO. 2—continued.

GENERAL SUMMARY—continued.

Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1892-93 to 1913-14—continued.

Description of Services.	Expenditure.											Total Net Expenditure to 31st March, 1914.
	1903-4	1904-5.	1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	
Immigration	£ Cr. 7	£ 6,481	£ 8,753	£ 14,353	£ 9,132	£ 15,075	£ 17,003	£ 9,441	£ 11,681	£ 14,694	£ 33,914	£ 2,288,520
Public Works (Departmental)	16,088	12,814	13,517	16,710	18,219	24,512	41,176	42,733	49,864	57,426	*66,650	850,745
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	828,704	779,891	1,021,265	1,227,880	1,093,535	1,116,184	1,128,400	1,104,071 Cr. 652	1,125,905 Cr. 6,987	1,148,832 Cr. 29,528	1,104,897 Cr. 5,485	30,898,631
Payment to Midland Railway Bondholders	150,000	..	..	..	..	..	..	..	..	..	..	150,000
Roads :—	..	..	..	..	..	..	..	..	..	..	..	..
Roads North of Auckland	..	..	..	..	..	..	..	..	..	..	..	..
Main Roads	316,248	202,850	306,065	308,500	285,248	422,174	297,932	229,537	383,511	337,584	353,836 Cr. 515	..
Miscellaneous Roads and Bridges	..	..	..	..	..	..	..	..	..	..	..	..
Roads to open up Lands	..	..	..	..	..	..	..	..	..	..	..	..
Grants-in-aid	..	..	..	..	..	..	..	..	..	..	..	..
Village Settlements	..	..	..	..	..	..	..	..	..	..	..	..
Local Bodies	..	..	..	..	..	..	..	..	..	..	..	..
Roads on Goldfields.. .. .	45,594	26,112	45,139	38,970	38,494	47,375	40,830	25,626	41,067	36,761	24,143	..
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..	..
Development of Thermal Springs and Natural Scenery	..	..	..	..	..	..	..	..	..	..	..	..
Roads to give Access to North Island Trunk Railway	..	..	..	..	..	..	..	..	..	..	..	..
Lands Improvement Account	..	..	..	..	..	..	..	..	..	..	..	..
Total, Roads	361,842	228,962	351,204	347,470	323,742	469,549	338,762	255,163	424,578	374,345	377,464	10,101,329
Development of Goldfields	16,278	6,258	18,533	11,064	8,633	32,859	18,597 Cr. 1,000	10,845 Cr. 1,000	21,244 Cr. 30	10,644 Cr. 1,015	4,889	882,691
Purchase of Native Lands	5,352	6,281	13,777	9,135	2,190	2,099	30,567	2,976 Cr. 2,286	Cr. 2,466	Cr. 917	Cr. 857	..
Native Lands Purchase Account	..	..	..	..	..	..	..	..	..	..	..	..
Total, Land Purchases	5,352	6,281	13,777	9,135	2,190	2,099	30,567	690	Cr. 2,466	Cr. 917	Cr. 857	2,064,863
Telegraph Extension	47,228	79,298	77,186	114,068	155,491	163,033	123,423	111,867	147,692	251,375	392,648	2,669,773

* Includes "Unauthorized," £23.

† Previously included under Lands Improvement.

§ Expenditure for 1912-13 is under the Irrigation and Water-supply Account.

‡ Expenditure from 1912-13 is under the Aid to Water-power Works Account.

TABLE No. 2—continued.

GENERAL SUMMARY—continued.

Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1892-93 to 1913-14—continued.

Description of Services.	Expenditure.										Total Net Expenditure to 31st March, 1914.	
	1903-4.	1904-5.	1905-6.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.	1912-13.		1913-14.
Public Buildings :—												
General (including Miscellaneous)	£ 10,964	£ 9,021	£ 2,231	£ 14,216	£ 16,260	£ 39,635	£ 41,964	£ 44,044	£ 34,721	£ 44,719	£ 43,199	£
Parliamentary	602	697	71	1,047	4,119	5,172	3,157	237	2,004	18,806	23,612	..
Judicial	25,978	13,083	15,899	35,192	28,938	37,211	31,006	22,295	44,133	45,431	28,445	..
Post and Telegraph..	53,918	16,008	38,419	43,918	43,724	62,262	68,574	117,815	130,815	122,999	78,815	..
Customs	8,719	13,018	7,903	414	47	2,507	233	..	..	..	..	..
Quarantine-stations..	..	..	..	..	..	..	..	..	..	..	..	..
Mental Hospitals	15,812	15,949	16,235	8,049	7,987	15,296	19,839	12,707	8,809	46,181	26,001	..
Public Health	6,315	4,265	7,926	1,765	7,497	4,402	319	..	..	376	..	..
Hospitals and Charitable Institutions	4,291	1,204	4,786	10,259	15,576	11,153	7,259	1,484	12,745	8,750	1,435	..
School Buildings	87,089	42,721	69,223	109,459	100,197	102,340	98,103	124,926	90,535	105,000	121,954	..
Agricultural	2,504	1,362	2,618	2,707	1,690	5,543	6,103	1,160	3,684	6,475	4,398	..
Workers' Dwellings ..	..	..	..	..	..	..	..	..	22,644	46,455	41,741	..
Total, Public Buildings	216,192	117,328	165,311	227,026	226,035	285,521	277,157	324,668	350,090	445,192	369,600	5,856,825
Lighthouses, Harbour-works, and Harbour-defences :—												
Lighthouses	6,206	2,167	962	..	1,417	7,481	6,762	1,470	5,428	9,031	5,174	..
Harbour-works	1,773	1,308	2,684	2,963	2,867	4,439	4,548	4,092	6,004	7,415	3,346	..
Harbour-defences ..	2,885	2,515	1,300	1,541	2,579	7,297	5,372	2,865	1,144	339	Cr. 1,462	..
Total, Lighthouses, &c.	10,864	5,990	4,946	4,504	6,863	19,217	16,682	8,427	12,576	16,785	7,297	1,105,504
Rates on Native Lands	666	631	548	695	837	27	..	..	..	..	..	68,672
Contingent Defence	38,723	46,588	35,569	14,874	18,574	10,766	4,977	6,071	10,437	23,790	30,186	974,395
Tourist and Health Resorts	15,643	17,508	15,888	42,271	45,048	24,286	14,507	5,912	13,361	12,906	14,989	244,528
Lands Improvement* ..	2,019	2,248	1,052	5,605	9,561	19,542	6,910	11,125	20,394	22,550	16,996	121,277
Charges and Expenses of raising Loans	87,249	10,764	236	Cr. 5,175	Cr. 8,487	575	17,715	66,367	67,470	72,950	105,449	1,252,400
Interest and Sinking Funds	..	..	..	..	..	..	..	..	..	..	..	218,500
Coal-exploration and Mine-development	..	..	..	..	..	..	..	..	..	..	..	10,835
Thermal Springs	..	..	..	..	..	..	..	..	..	..	..	14,600
Total Ways and Means Credits	7	..	..	5,175	8,487	..	..	..	..	..	..	105,792
Grand Total—Net Expenditure	1,796,841	1,321,510	1,730,686	2,035,144	1,909,688	2,183,245	2,022,876	1,891,918	2,190,731	2,347,965	2,421,464	59,796,895

For previous expenditure see Roads Class.

TABLE NO. 3.
EXPENDITURE ON RAILWAYS to 31st March, 1914, and LIABILITIES on that Date.

Lines of Railway.	Total Expenditure by General Government to 31st March, 1913.	Recoveries on Account of Expenditure of Previous Years.	Expenditure out of Public Works Fund during Year 1913-14.					Expenditure under Special Acts during Year 1913-14.	Amounts previously charged to "Surveys of New Lines" now charged to Individual Lines.	Total Expenditure by General Government to 31st March, 1914.	Valuation of Works constructed by Provinces and Midland Railway Company.*	Liabilities.	Total Expenditure and Liabilities, 31st March, 1914.
			New Works.			Works on Open Lines.	Land-claims and other Old Liabilities.						
			Construction and Surveys.	Permanent-way.	Total New Works.								
Keikū Valley ..	75,527	..	6,476	1,869	8,345	..	..	..	65	83,937	£	50	83,987
Kawakawa to Hokianga ..	116,396	..	29,056	4,378	33,434	..	..	..	..	149,830	..	493	150,323
Kawakawa to Whangarei and Onerahi ..	515,391	..	336	..	336	2,206	..	..	..	517,933	..	..	517,933
Whangarei to North Auckland Main Trunk ..	..	..	2,155	..	2,155	..	..	..	1,076	3,231	..	..	3,231
Helensville Northwards ..	631,201	..	48,250	5,995	54,245	174	..	..	..	685,620	..	5,265	690,885
Helensville to Te Awamutu ..	1,604,957	3,000	..	..	..	103,560	..	..	..	1,705,517	..	..	1,705,517
Waiuku Branch ..	..	..	664	..	664	..	..	..	590	1,254	..	..	1,254
Huntly to Awaroa ..	19,760	..	16,503	12,915	29,418	..	..	..	..	49,178	..	10,593	59,771
Cambridge Branch ..	51,111	..	..	..	..	..	..	..	..	51,111	..	..	51,111
Waikato to Thames—	..	..	..	..	..	..	..	..	..	..	..	..	..
Frankton to Te Aroha ..	149,656	..	..	..	..	57	..	..	..	149,713	..	..	149,713
Te Aroha to Thames ..	203,998	..	..	..	..	..	..	..	..	203,998	..	..	203,998
Paeoroa to Waikato and Tauranga ..	152,044	..	205	..	205	..	..	..	..	152,249	..	..	152,249
Thames Valley to Rotorua—	..	..	..	..	..	..	..	..	..	..	..	..	..
Morrinsville to Lichfield..	163,295	..	..	..	..	2,516	..	..	..	165,811	..	..	165,811
Putaruru to Rotorua ..	196,249	..	..	..	..	2,516	..	..	..	198,765	..	..	198,765
Marton to Te Awamutu ..	2,702,948	50	..	..	..	3,146	..	..	..	2,706,044	..	..	2,706,044
Raeitihi to Ohakune ..	2,802	..	5,031	..	5,031	..	..	..	..	7,833	..	588	8,421
Tauranga to Taneatua ..	94,613	..	40,346	10,549	50,895	..	..	..	396	145,904	..	7,787	153,691
Gisborne to Motu ..	510,985	..	44,464	5,750	50,214	..	..	..	..	561,199	..	1,000	562,199
Gisborne to Ormond Tramway ..	4,975	..	..	..	..	..	..	..	..	4,975	..	..	4,975
Napier to Gisborne—	..	..	..	..	..	..	..	..	..	..	..	..	..
Gisborne Southwards ..	13,006	Dr. 4,238	29,647	14,383	44,030	..	..	..	..	61,274	..	4,551	65,825
Napier Northwards ..	15,972	Cr. 4,238	2,982	..	2,982	..	..	..	..	14,716	..	..	14,716
Wellington to Napier—	..	..	..	..	..	..	..	..	..	..	..	..	..
Napier to Woodville and Palmerston North ..	892,046	22	..	..	..	15,084	..	..	..	907,108	..	..	907,108
Wellington to Woodville, including Te Aro Extension ..	1,591,669	8†	..	..	..	9,499	..	..	..	1,601,160	..	..	1,601,160
Featherston to Martinborough ..	..	..	311	..	311	..	..	..	17	328	..	..	328
Wellington to Waitara—	..	..	..	..	..	..	..	..	..	..	..	..	..
Wellington to Longburn ..	964,272	..	824	..	824	6,940	275	..	..	971,487	..	..	971,487
Foxton to Waitara ..	1,539,242	1,578	5,933	1,211	7,144	3,459	110	..	..	1,542,057	..	..	1,542,057
Mount Egmont Branch ..	60,998	..	828	..	828	..	..	..	..	68,142	..	..	68,142
Opunake Branch ..	..	..	21,443	..	21,443	..	..	..	945	1,773	..	50	1,823
Stratford to Okahukura (East End) ..	26,309	..	67,432	4,284	71,716	..	..	..	..	47,752	..	99,645	147,397
Stratford to Okahukura (West End) ..	496,045	634	..	..	..	..	..	..	..	567,127	..	2,731	569,858
Nelson to Roundell ..	197,923	..	..	..	..	323	10	..	..	198,256	..	..	198,256

* Also includes value for £150,000 paid to debenture-holders under the Midland Railway Petitions Settlement Act Amendment Act, 1903. † Hutt Road and Railway Improvement Account.

TABLE NO. 3—continued.
EXPENDITURE ON RAILWAYS to 31st March, 1914, and LIABILITIES on that Date—continued.

Lines of Railway.	Total Expenditure by General Government to 31st March, 1913.	Recoveries on Account of Expenditure of Previous Years.	Expenditure out of Public Works Fund during Year 1913-14.						Expenditure under Special Acts during Year 1913-14.	Amounts previously charged to "Surveys of New Lines," now charged to Individual Lines.	Total Expenditure by General Government to 31st March, 1914.	Valuation of Works constructed by Provinces and Midland Railway Company.*	Liabilities	Total Expenditure and Liabilities, 31st March, 1914.
			New Works.			Works on Open Lines.	Land-claims and other Old Liabilities.							
			Construction and Surveys.	Permanent way.										
				£	£			£						
Midland Railway—		£	£	£	£	£	£	£	£	£	£	£	£	£
Belgrove to Inangahua ..	246,182	..	2,293	..	2,293	20	..	..	248,495	78,307	..	326,802		
Stillwater to Inangahua ..	183,186	..	12,397	..	16,723	..	..	..	199,909	543,574	149	1,316,139		
Burnerton to Bealey ..	477,628	..	93,872	..	93,872	..	..	..	571,500	..	1,007	1,007		
Springfield to Bealey ..	704,209	..	28,170	..	32,642	..	..	..	736,851	61,579	1,754	1,754		
Westport to Ngakawau ..	188,009	..	..	..	..	..	..	..	188,009	..	..	188,009		
Westport to Inangahua ..	116,760	..	15,337	..	15,337	..	..	..	132,097	..	16,181	148,278		
Ngahere to Blackball ..	147,537	..	..	..	..	..	..	..	147,537	..	..	147,537		
Greyhound to Point Elizabeth ..	235,934	..	15,852	..	2,330	..	..	..	254,116	..	100	254,216		
Greyhound to Brunerton ..	150,513	..	..	..	..	..	30	..	150,543	..	..	150,543		
Greyhound to Ross and Mikonui ..	336,873	..	..	..	..	..	..	..	336,873	..	..	336,873		
Pictou to Waipara—														
Pictou Southwards ..	585,869	..	7,801	..	7,801	..	6,537	..	600,207	..	698	600,905		
Waipara Northwards ..	370,478	..	3,145	..	3,145	..	..	..	373,623	..	..	373,623		
Culverden to Hamner (motor-cars and sheds) ..	3,834	..	..	..	..	..	..	..	3,834	..	..	3,834		
Culverden to Waiau ..	..	..	605	..	605	..	..	..	659	..	..	659		
Hurunui to Waitaki—														
Main Line ..	1,773,726	..	..	..	..	..	39,896	..	1,813,622	316,135	..	2,129,757		
Oxford Branch ..	51,467	..	..	..	..	..	..	..	51,467	..	..	51,467		
Eyreton Branch ..	44,277	..	..	..	..	..	..	..	44,277	..	..	44,277		
Lyttelton Branch ..	80,908	..	..	..	..	..	..	..	80,908	340,500	..	421,408		
Southbridge Branch ..	89,524	..	..	..	..	..	..	..	89,524	..	..	89,524		
Springfield and Whitecliffs Branches ..	95,336	..	..	..	..	..	48	..	95,384	..	..	95,384		
Fairlie Creek Branch ..	67,039	..	..	..	..	..	..	..	67,039	75,124	..	142,163		
Waimate Branch ..	50,158	..	..	..	..	..	..	..	50,158	..	..	50,158		
Ashburton Forks (Methven) Branch ..	74,610	..	..	..	..	..	..	..	74,610	..	..	74,610		
Upper Ashburton (Springburn) Branch ..	61,639	..	..	..	..	..	..	..	61,639	..	..	61,639		
Little River Branch ..	108,113	..	..	..	..	..	..	..	108,113	..	..	108,113		
Canterbury Interior Main Line—														
Oxford to Malvern ..	53,649	..	..	..	..	..	..	..	53,649	..	..	53,649		
Whitecliffs to Rakaiia ..	542	..	..	..	..	..	..	..	542	..	..	542		
Temuka to Rangitata ..	5,152	..	..	..	..	..	..	..	5,152	..	..	5,152		
Waitaki to Bluff—														
Main Line, including Port Chalmers Branch ..	3,208,346	110	..	..	..	..	5,608	39,564†	3,253,408	82,259	..	3,335,667		
Dunroon Branch ..	97,099	..	..	..	..	..	..	..	97,099	37,500	..	134,599		
Ngapara Branch ..	26,090	..	..	..	..	..	..	..	26,090	58,009	..	84,099		

* Also includes value for £150,000 paid to debenture-holders under the Midland Railway Petitions Settlement Act Amendment Act, 1903.
† Expenditure under Railways Improvement Authorization Act Account.

TABLE NO. 3—continued.

EXPENDITURE ON RAILWAYS TO 31st March, 1914, and LIABILITIES on that Date—continued.

Lines of Railway.	Total Expenditure by General Government to 31st March, 1913.	Recoveries on Account of Expenditure of Previous Years.	Expenditure out of Public Works Fund during Year 1913-14.					Expenditure under Special Acts during Year 1913-14.	Amounts previously charged to "Surveys of New Lines" now charged to Individual Lines.	Total Expenditure by General Government to 31st March, 1914.	Valuation of Works constructed by Provinces and Midland Railway Company.*	Liabilities.	Total Expenditure and Liabilities, 31st March, 1914.
			New Works.			Works on Open Lines.	Land-claims and other Old Liabilities.						
			Permanent-way.		Total New Works.								
			Construction and Surveys.										
Waitaki to Bluff—continued.	£ 1,415	£	£	£	£	£	£	£	£	£	£	£	£
Fernhill Railway Purchase	6,474	..	..	..	..	..	..	..	..	12,829	..	..	19,303
Brighton Road Branch ..	11,951	..	..	..	..	..	..	..	..	29,691	..	..	41,642
Outram Branch ..	268,934	..	9,984	10,367	20,351	..	..	..	..	..	..	100	289,385
Lawrence Branch ..	82,785	..	..	..	..	..	..	..	..	..	..	..	82,785
Livingstone Branch ..	33,191	..	..	..	..	..	..	..	..	..	..	..	33,191
Waihemo Branch ..	400,670	..	17,210	7,691	24,901	619	..	..	..	426,190	..	4,240	430,430
Catlin's River Branch ..	123,231	..	..	..	..	..	..	..	..	123,231	..	..	123,231
Heriotburn Branch ..	67,821	..	..	..	..	..	..	..	..	67,821	..	..	67,821
Waikaka Branch ..	111,966	..	..	..	..	..	..	..	..	111,966	..	..	111,966
Waimea Plains Branch ..	52,743	..	..	..	..	..	..	..	..	52,743	..	..	52,743
Toftois Branch..	81,540	..	..	..	..	..	12	..	..	81,552	..	..	81,552
Riversdale to Switzer's ..	602	..	..	..	..	..	..	..	..	602	..	..	602
Kelso to Gore ..	184,319	..	570	..	570	..	..	..	..	184,889	..	..	184,889
Seaward Bush to Catlin's ..	1,280,392	..	..	..	..	244	..	5	..	1,280,641	..	..	1,280,641
Otago Central ..	338,115	91	..	..	..	13,574†	..	..	..	351,598	91,937	..	443,535
Invercargill to Kingston—Main Line ..	27,217	..	60	..	60	..	..	1	..	27,217	..	..	27,217
Mararoa Branch ..	..	..	..	..	..	..	..	..	..	61	..	..	61
Winton to Heddon Bush ..	329,430	..	..	..	..	25	..	..	..	329,455	60,297	..	389,752
Makarewa to Orepuki and Waiau ..	22,984	..	..	..	..	..	..	..	..	22,984	..	..	22,984
Thornbury to Wairoa ..	10,337	..	..	..	..	..	..	..	..	10,337	..	..	10,337
Forest Hill ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Expenses of Railway Commissions and other Expenditure not chargeable to Individual Lines	..	..	..	..	..	..	..	..	..	..	..	..	..
Surveys of New Lines—	..	..	..	..	..	..	..	..	..	..	..	..	..
North Island ..	32,803	..	1,844	..	1,844	..	..	Cr. 3,089	..	31,558	..	..	31,558
Middle Island ..	5,635	..	554	..	554	..	..	Cr. 60	..	6,129	..	..	6,129
Rolling-stock ..	5,421,056	..	..	..	..	282,387	..	..	..	5,703,443	..	127,382	5,830,825
Stock of Permanent-way Materials, 31st March, 1913 ..	100,680	..	..	..	..	..	..	..	..	..	..	..	..
..£100,680	..	..	..	..	..	..	..	..	..	..	..	..	..
Stock of Permanent-way decreased by £17,079	31,624,368	..	..	..	..	..	..	..	..	..	..	..	..
..17,079	..	..	..	..	..	..	..	..	..	..	..	..	..
Stock of Permanent-way Materials, 31st March, 1914 ..	..	..	..	..	..	..	..	..	..	83,601	..	3,413	87,014
..£83,601	..	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	31,607,289	5,493	532,580	90,520	623,100	498,448	427	39,564	..	32,763,335	1,787,741	287,777	34,838,853

* Also includes value for £150,000 paid to debenture-holders under the Midland Railway Petitions Settlement Act Amendment Act, 1903. † Includes £2,335 expended on new steamer and on wharves, Lake Wakatipu.

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, 1914.

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		PUBLIC WORKS FUND.			
		ROADS, ETC.			
		WHANGAREI ROAD DISTRICT—			£
109	1	Ahipara to Herekino (£175, £1 for £1) ..	Mangonui ..	Bay of Islands	125
	2	Auckland Borough Endowment Road ..	Hokianga ..	"	66
	3	Awanui to Waipapakauri (£1 for £1) ..	Mangonui ..	"	101
	5	Broadwood to Herekino (£500, on account of £1,200), (£1 for £1)	Hokianga ..	"	17
	8	Broadwood to Runaruna (£100, £1 for £1) ..	" ..	"	145
	15	Fairburn Road ..	Mangonui ..	"	64
	19	Herekino Post-office to Factory (£1 for £1) ..	Hokianga ..	"	38
	20	Herekino Settlement Road (£1 for £1) ..	Mangonui and Hokianga	"	91
	22	Hikurangi to Marua (£50, £1 for £1) ..	Whangarei ..	"	50
	26	Hukerenui Railway-station to Riponui ..	" ..	"	50
	29	Iwitauna to Mangamuka ..	Mangonui, Hokianga, and Whangaroa	"	23
	30	Jordan to Hikurangi (£100, £1 for £1) ..	Whangarei ..	"	50
	31	Jordan to Otakairangi (£87, £1 for £1) ..	" ..	"	13
	33	Kaeo to Omano ..	Whangaroa ..	"	50
	35	Kaeo to Towai ..	" ..	"	28
	40	Kaikohe to Mangakahia Church ..	Hokianga and Bay of Islands	"	8
	42	Kaimamaku ..	Whangarei ..	"	50
	47	Kapiro Bridge ..	Bay of Islands ..	"	100
	50	Kenana ..	Mangonui ..	"	30
	51	Kereponia (£119, £1 for £1) ..	" ..	"	50
	53	Kohukohu to Mangamuka Ferry (£50, £1 for £1) ..	Hokianga ..	"	100
	54	Kohukohu to Narrows (£124, £1 for £1) ..	" ..	"	126
	55	Kohukohu Township roads (£1 for £2) ..	" ..	"	39
	59	Mamari Village to Pukemiro (£50, £1 for £1) ..	" ..	"	81
	60	Mangakahia Bridge to junction of rivers (£1 for £1)	Whangarei ..	"	49
	61	Mangakahia Stream Bridge (£1 for £1) ..	Hokianga ..	"	140
	65	Mangatoetoe (£1 for £1) ..	Mangonui ..	"	55
	66	Mangonui Beach Road ..	" ..	"	50
	67	Maraeroa to Horeke ..	Hokianga ..	"	100
	68	Marua to Otonga (£50, £1 for £1) ..	Whangarei ..	"	50
	70	Mataitawa to Rangiahua (£100, £1 for £1)	Hokianga ..	"	200
	71	Matapouri ..	Whangarei ..	"	50
	74	Mataraua Bridge ..	Hokianga ..	"	245
	80	Ohaeawai to Kaikohe (£100, £1 for £1) ..	Bay of Islands ..	"	100
	81	Ohaeawai to Okaihau (Ahuahu Hill), (£1 for £1) ..	" ..	"	79
	84	Ohaeawai to Waitangi ..	" ..	"	93
	85	Oika Road ..	Whangaroa ..	"	199
	87	Okaihau to Horeke (£1 for £1) ..	Hokianga and Bay of Islands	"	200
	90	Omanaia to Hokianga Heads (£50, £1 for £1) ..	Hokianga ..	"	118
	91	Omanaia River Bridge ..	" ..	"	167
	93	Opanaki to Hokianga (£1 for £1) ..	H o k i a n g a and Hobson	"	25
	94	Opouteke Block (access road) ..	Hokianga ..	"	212
	96	Opua to Paihia ..	Bay of Islands ..	"	100
	97	Opuawhanga to Marua ..	Whangarei ..	"	92
	100	Oraora Bridge ..	Hokianga ..	"	34
	101	Oruru to Kohumaru (£1 for £1) ..	Mangonui ..	"	11
	106	Otonga to Opuawhanga (£1 for £1) ..	Whangarei ..	"	75
	109	Owae Road (Upper) ..	Bay of Islands ..	"	50
	110	Pakaraka to Oromahoe ..	" ..	"	27
	112	Parapara Bridge ..	Mangonui ..	"	99
	113	Peria to Victoria Valley Post-office (£1 for £1) ..	" ..	"	39
	114	Poroti to Mangakahia Bridge (£200, £1 for £1) ..	Whangarei ..	"	70
	117	Punakitere Bridge ..	Hokianga ..	"	580
	121	Ramarama to Purua (£50, £1 for £1) ..	Whangarei ..	"	100
	124	Rangiahua to Umawera (£1 for £1) ..	Hokianga ..	"	50
	128	Ruatangata to Purua (£100, £1 for £1) ..	Whangarei ..	"	100
	131	Stony Creek to Kaeo ..	Whangaroa ..	"	50
	133	Stony Creek to Mangonui ..	Mangonui ..	"	68
	134	Taheke to Kaikohe (£200, £1 for £1) ..	Hokianga and Bay of Islands	"	72
	137	Te Ahuahu to Waimate (£1 for £1) ..	Bay of Islands ..	"	20
	138	Te Karae Block roads ..	Hokianga ..	"	470
	140	Te Teko to Kauaeranga ..	Whangarei ..	"	93
	142	Towai to Ramarama (£50, £1 for £1) ..	Bay of Islands ..	"	44
	143	Umawera to Mangamuka (£1 for £1) ..	Hokianga ..	"	25
	145	Waihou to Puketi ..	Bay of Islands ..	"	50
	155	Waipapa Bridge ..	" ..	"	200
	156	Waipapakauri to West Coast ..	Mangonui ..	"	50

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.—continued.			£
		WHANGAREI ROAD DISTRICT—continued.			
109	158	Waitangi Bridge to Bull's Road	Bay of Islands ..	Bay of Island	199
	159	Waitangi Stream Bridge	" ..	" ..	433
	162	Whakapara to Hukerenui (£1 for £1)	Whangarei ..	" ..	26
	167	Whangaroa Coast Road (£50, £1 for £1)	Whangaroa ..	" ..	50
	168	Whareware Kauri (£50, £1 for £1)	Hokianga ..	" ..	50
	171	Big Brook Bridge	Whangarei ..	Marsden ..	189
	174	Cork Road	" ..	" ..	50
	176	Foster Road	" ..	" ..	50
	179	Kauriahore to Maratanui	" ..	" ..	100
	182	Kiripaka to Ngunguru, via Kaitaia (£1 for £1)	" ..	" ..	100
	188	Maungakaramea Parish, Sections 111 and 112	" ..	" ..	50
	191	Maungatapere to Waikiekie (£1 for £1)	" ..	" ..	50
	195	Otaika to Maungakaramea (£1 for £1)	" ..	" ..	713
	198	Parua to Taheke	" ..	" ..	100
	199	Parua Wharf to Hall Junction	" ..	" ..	50
	201	Ruatangata to Maungatapere	" ..	" ..	100
	203	Tangihua	" ..	" ..	100
	205	Three-mile Bush Road (£50, £1 for £1)	" ..	" ..	50
	206	Waikiekie to Mareretu	" ..	" ..	7
	210	Waipu Coast Road	" ..	" ..	100
	212	Waipu Gorge Road	" ..	" ..	175
	213	Waipu Gorge to Section 1, Block X, Waipu S.D.	" ..	" ..	50
	217	Waipu S.D., Block VI, access to Section 127	" ..	" ..	50
	218	Wairua Bridge repairs (£1 for £1)	" ..	" ..	95
	219	Whangarei to Kiripaka (£1 for £1)	" ..	" ..	50
	221	Whareora to Horahora	" ..	" ..	50
	222	Whareora to Huanui	" ..	" ..	50
	224	Kaihu to Tarawhati	Hokianga and Hobson	Kaipara ..	24
	226	Mangakahia Bridge to Houtu (£100, £1 for £1)	Whangarei ..	" ..	5
	228	Mangatu to Katui (£144, £1 for £1)	Hokianga ..	" ..	1
	233	Waima River Bridge	" ..	" ..	52
	235	Waipoua S.D., Block X, access to Section 26	" ..	" ..	66
	236	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	578
	237	Supervision	" ..	" ..	819
	239	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	264
		Total—Whangarei			11,092
		AUCKLAND ROAD DISTRICT.			
	242	Hoteo North to Wayby Railway-station	Rodney ..	Marsden ..	100
	244	Hoteo Valley Road	" ..	" ..	75
	246	Mangawai to Waipu (coast road), (£1 for £1)	Otamatea ..	" ..	50
	252	Maungaturoto Wharf Road (£63, £1 for £1)	" ..	" ..	87
	253	North Albertland to Te Hana	Rodney ..	" ..	100
	256	Phillip's Deviation (£1 for £1)	" ..	" ..	150
	257	Puhoi to Ahuroa Railway-station (£1 for £1)	" ..	" ..	50
	259	Puhoi to Tahekeroa Railway-station	" ..	" ..	50
	260	Puhoi to Tahekeroa Tunnel	" ..	" ..	50
	261	Puhoi to Upper Waiwera	" ..	" ..	50
	262	Puhoi to Warkworth (£1 for £1)	" ..	" ..	50
	263	Streamlands to Kaipara Flats Road (£1 for £1)	" ..	" ..	40
	265	Tauwharanui Road Bridge	" ..	" ..	75
	266	Te Arai to Te Hana Railway-station	" ..	" ..	50
	267	Te Hana to Mangawai (£1 for £1)	" ..	" ..	1,050
	269	Waimanu Block (access to)	" ..	" ..	50
	270	Waimanu to Topuni Station	" ..	" ..	50
	271	Waipu to Mareretu (Otamatea County Section)	Otamatea ..	" ..	191
	273	Waiwera to Puhoi	Rodney ..	" ..	100
	275	Warkworth to Ahuroa	" ..	" ..	50
	276	Warkworth to Gleneden Bridge	" ..	" ..	50
	277	Warkworth to Kaipara Flat Railway-station (£250, on account of £2,750), (£1 for £1)	" ..	" ..	500
	279	Warkworth to Wayby (£1 for £1)	" ..	" ..	75
	280	Wayby Road to Railway-station	" ..	" ..	50
	281	Whangaripo to Wellsford (on account of £1,472), (£1 for £1)	" ..	" ..	375
	283	Arapohue to Hoanga	Hobson ..	Kaipara ..	50
	286	Ararua (£900, £1 for £1)	Otamatea ..	" ..	120
	287	Aratapu to Dargaville (£1 for £1)	Hobson ..	" ..	50
	288	Aratapu Domain to Pound	" ..	" ..	100
	289	Aratapu to West Coast Road, via Domain	" ..	" ..	50
	292	Awaroa River Canal to Matakohē-Tokatoka Road (£1 for £1)	Otamatea ..	" ..	158
	293	Batley Road	" ..	" ..	70

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>.			£
109	295	Bradley's Corner to Raupo (£1 for £1)	Otamatea ..	Kaipara ..	41
	300	Dargaville to Opouteke	Hobson ..	" ..	150
	301	Dargaville to Whangarei County Boundary (£850, on account of £1,500), (£1 for £1)	" ..	" ..	250
	304	Hatfield's Bridge (£1 for £1)	Rodney ..	" ..	73
	305	Helensville end of Auckland Road	Waitemata ..	" ..	56
	306	Helensville to Auckland at Downer's Siding	" ..	" ..	50
	307	Helensville to Port Albert (Rodney County Section)	Rodney ..	" ..	100
	308	Helensville to Port Albert (Waitemata County Section)	Waitemata ..	" ..	100
	312	Hukatere (access road), (£325, £1 for £1)	Otamatea ..	" ..	44
	313	Hukatere District Road (£500, £1 for £1)	" ..	" ..	100
	314	Inland Road (Helensville)	Waitemata ..	" ..	50
	316	Kaipara Flats to Tauhoa Railway-station	Rodney ..	" ..	140
	318	Kaiwaka to Railway-station	Otamatea ..	" ..	473
	322	Lusk Road	Hobson ..	" ..	70
	323	Main Road (Museum Endowment), (£1 for £2)	Waitemata ..	" ..	100
	324	Makarau to Komokoriki	Waitemata and Rodney ..	" ..	85
	326	Makarau Railway-station to Tahekeroa	Waitemata ..	" ..	155
	327	Makarau Railway-station to Wainui	" ..	" ..	196
	329	Mangakura to Hotoe Railway-station	Rodney ..	" ..	73
	331	Mangonui Bridge (Lower) to Hokowaiti (£62, £1 for £1)	Hobson ..	" ..	112
	332	Maori Flat to Parkhurst	Waitemata ..	" ..	200
	333	Maropiu to Kairara (£1 for £1)	Hobson ..	" ..	100
	336	Matakoho Riding roads	Otamatea ..	" ..	296
	338	Matakoho to Tokatoka (Tokatoka end)	" ..	" ..	100
	342	Mititai Creamery Road (£1 for £1)	Hobson ..	" ..	250
	345	Mititai to Tokatoka (£1 for £1)	Hobson and Otamatea ..	" ..	50
	347	Mount Wesley to Kaihu (£200, £1 for £1)	Hobson ..	" ..	292
	350	Omano to Maraekura	" ..	" ..	46
	353	Oruawhero Parish (access to Sections 163, 164, 167, and 168), (£1 for £1)	Rodney ..	" ..	100
	359	Paparoa to Mareretu	Otamatea ..	" ..	50
	360	Paparoa to Maungaturoto	" ..	" ..	48
	361	Paparoa to Pahi	" ..	" ..	33
	362	Port Albert to Wellsford Junction (£100, £1 for £1)	Rodney ..	" ..	200
	363	Port Albert to Wellsford Station (£1 for £1)	" ..	" ..	397
	365	Poyner's to Omaru	Otamatea ..	" ..	50
	366	Rewiti to Waimauku (£2 for £1)	Waitemata ..	" ..	150
	369	Ruawai to Robertson's (£1 for £1)	Otamatea ..	" ..	60
	371	South Head Road and Deviation	Waitemata ..	" ..	195
	373	Tahekeroa Creek Bridge	" ..	" ..	112
	374	Tangowahine to Avoca (£150, £1 for £1)	Hobson ..	" ..	200
	377	Tauhoa Block to Ahuroa Railway-station	Rodney ..	" ..	50
	378	Tauhoa to Hotoe Station Road (£150, £1 for £1)	" ..	" ..	50
	379	Taupaki Railway-station to Pomona Fruit Colony	Waitemata ..	" ..	100
	383	Te Kuri Block III, Section 1 (road through)	Otamatea ..	" ..	50
	385	Tokatoka Cemetery Road	" ..	" ..	100
	389	Waimauku to Waikoukou (£2 for £1)	Waitemata ..	" ..	98
	392	Wairoa to Maungaturoto (£1 for £1)	Otamatea ..	" ..	1,303
	393	Wellsford Valley (deviation), (£1 for £1)	Rodney ..	" ..	100
	396	Wharehine to Tauhoa	" ..	" ..	50
	397	Wharehine to Wayby Railway-station	" ..	" ..	150
	398	Wharepapa to Ohirangi Railway-station	Waitemata ..	" ..	100
	403	Dairy Flat to Albany (Kennedy's Hill, through Lots 212 and 213)	" ..	Waitemata ..	200
	405	Duck Creek Bridge	" ..	" ..	100
	407	Greenhithe to Cut Hill	" ..	" ..	100
	408	Greenhithe Wharf Road	" ..	" ..	100
	409	Hobsonville to Weissers and Brigham's Creek (£1 for £1)	" ..	" ..	100
	411	Kaukapakapa to Nanahu Post-office	" ..	" ..	46
	415	Paremoremo Parish Road, through Lot 28	" ..	" ..	50
	416	Rosedale Wharf Road	" ..	" ..	125
	419	Takapuna to Redvale (£117, £1 for £1)	" ..	" ..	32
	420	Wade Bridge (£1 for £1)	" ..	" ..	250
	421	Wade to Dairy Flat (£300, on account of £1,500), (£1 for £1)	" ..	" ..	50
	422	Wade to Kahikatea Flat	" ..	" ..	50
	426	Wainui to Kaukapakapa Railway-station	" ..	" ..	221
	427	Wairau Road	" ..	" ..	200
	428	Waitakerei to Swanson (£1 for £1)	" ..	" ..	100
	431	Ararohe Road (Hetana Hamlet), (£1 for £1)	" ..	Eden ..	100
	434	Henderson to West Coast	" ..	" ..	100
	435	Henderson Valley Road (£1 for £1)	" ..	" ..	135

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.—continued.			
109		AUCKLAND ROAD DISTRICT—continued.			£
	446	Swanson to West Coast	Waitemata	Eden	125
	447	Te Atatu (£1 for £1)	"	"	100
	453	Waikumete to West Coast	"	"	200
	455	Waitakerei to West Coast (£100, £1 for £1) ..	"	"	50
	457	White Swan Road (£1 for £1)	"	"	77
	461	Akaaka Swamp Road to Pukekohe Railway-station (£75, £1 for £1)	Franklin	Franklin	217
	462	Akaaka to Waiuku Road	"	"	396
	468	Awhitu Wharf to Awhitu Central (£1 for £1) ..	"	"	10
	469	Awhitu Wharf Road to Morrison's, via Orua Bay (£1 for £1)	"	"	8
	471	Beach Road (£1 for £1)	"	"	150
	473	Bombay to Paparata	"	"	100
	478	Church Road	"	"	78
	480	Coronation Road (Papatoetoe)	"	"	100
	481	Coronation Road (Waipipi)	Manukau	"	81
	482	Creamery Bridge (£1 for £1)	Franklin	"	150
	484	Deeds Creek Bridge (£1 for £1)	"	"	50
	487	Eastern Drain Extension to Waikato River (£42, £1 for £2)	"	"	92
	491	Great South Road to Papakura Flat (£1 for £1) ..	Manukau	"	91
	493	Great South Road (Papakura Road District), (£1 for £1)	"	"	79
	496	Howick Main Road (£1 for £1)	"	"	50
	501	Kauri Clump Road (No. 1), (£1 for £1)	"	"	16
	505	Mangatangi to Miranda	Franklin	"	207
	507	Mangere Bridge (on account of £4,500)	Manukau	"	435
	508	Manurewa to Weymouth (£1 for £1)	"	"	162
	509	Maraetai to Clevedon (£275, on account of £500), (£1 for £1)	"	"	68
	517	Otaua to Maioro (£1 for £2)	Franklin	"	600
	518	Otau to Hunua	"	"	227
	519	Otau Parish (Sections 6 and 94)	"	"	3
	521	Pakington to Main Road (£1 for £1)	"	"	480
	522	Papakura to Clevedon (£1 for £1)	Manukau	"	100
	527	Patumahoe to Drury, via Woodhouse Hill ..	Franklin	"	94
	528	Patumahoe to Waiau	"	"	50
	531	Pukekohe East to Drury	Manukau	"	180
	533	Quarry Barnaby Road	Franklin	"	150
	539	Salt-water Creek Bridge (Waiuku)	"	"	701
	543	Turangaruru to Waipipi Main Road (£1 for £2) ..	"	"	125
	544	Waihohoe Road (£1 for £1)	Manukau	"	14
	546	Waipipi to Kohekohe Top Road (£2 for £1) ..	Franklin	"	100
	548	Waiuku to Awhitu	"	"	Cr. 15
	550	Whitford Road (£1 for £1)	Manukau	"	7
	555	Cabbage Bay Wharf Road	Coromandel	Thames	50
	556	Coromandel to Manaia	"	"	100
	557	Coromandel to Mercury Bay	"	"	306
	559	Cryer's Landing Ferry Road (east)	Thames ..	"	150
	560	Cryer's Landing Ferry Road (west)	"	"	150
	562	Experimental Farm to Traver's	Waikato	"	100
	574	Kopuku Stream Bridge and approaches	"	"	90
	577	Lang's Point Road	Coromandel	"	150
	581	Maramarua Parish, Section 69 (access)	Waikato	"	120
	582	Maramarua to Waienga (Foote's Hill)	"	"	100
	586	Matahura Valley to Proctor's (£1 for £1)	"	"	119
	587	Matatoke Road and Drain	Thames ..	"	40
	588	Maukoro Landing Road	Ohinemuri	"	50
	591	Miranda to Waitakaruru	Thames ..	"	56
	593	Ohinewai Railway-station to Ngarua Block (on account of £1,485), (£1 for £1)	Waikato	"	452
	594	Ohuka to Wharekaho	Coromandel	"	50
	597	Owaikanae Settlement Road	"	"	50
	599	Puriri Ferry Road (west), (Huirau)	Thames ..	"	30
	602	Stony Bay to Holland's	Coromandel	"	100
	603	Tahuna Landing Road	Ohinemuri	"	100
	606	Tahuna to Waikaka	"	"	38
	608	Taniwha to Okaeria	Waikato	"	47
	609	Te Kauwhata Railway-station Road (£1 for £1) ..	"	"	100
	613	Turua to Kerepehi	Thames and Ohinemuri	"	68
	616	Waiau River protective works	Coromandel	"	137
	617	Waikaka Stream Road	Ohinemuri	"	45
	619	Waikawan to McLoughlin's	Coromandel	"	37
	621	Wairangi Railway-station to Matahuru River (on account of £2,158), (£1 for £1)	Waikato	"	254
	622	Waitakaruru Stream Road	Thames ..	"	183
	627	Wharepoha District roads	"	"	200
	629	Bailey Road	Piako ..	Ohinemuri	100

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.—continued.					
AUCKLAND ROAD DISTRICT—continued.					
109	634	Kaimanawa roads (metalling), (£1 for £1) ..	Ohinemuri ..	Ohinemuri ..	£ 837
	637	Mangaiti to Te Aroha Deviation (£1 for £1) ..	" ..	" ..	317
	639	Netherton to Awaitei Block ..	" ..	" ..	88
	641	Netherton to Turua (£200, £1 for £1) ..	Ohinemuri and Thames ..	" ..	156
	642	Ngutumanga ..	Ohinemuri and Piako ..	" ..	300
	643	No. 1 Road (Waitoa), (£150, £1 for £3) ..	Ditto ..	" ..	150
	644	No. 7 Road (Waitoa), (£1 for £3) ..	Piako ..	" ..	100
	654	Te Rohia to Mangaiti ..	Ohinemuri ..	" ..	38
	656	Waihou River Bridge (between Puke and Junction), (£1 for £1) ..	" ..	" ..	1,367
	659	Awaroa Landing Road (£1 for £1) ..	Raglan ..	Raglan ..	50
	667	Glen Murray to Woodleigh (£1 for £1) ..	" ..	" ..	215
	669	Gordonton to Motumaoho (£1 for £1) ..	Waikato ..	" ..	69
	672	Horokowau bridges ..	Raglan ..	" ..	49
	675	Huntly West ..	" ..	" ..	100
	683	Mangaokahu Bridge ..	" ..	" ..	69
	685	Matakotia ..	" ..	" ..	19
	686	Maungatawhiri Stream to Maungatangi Stream (£1 for £1) ..	Franklin ..	" ..	92
	687	Mercer Punt and approaches ..	Franklin and Raglan ..	" ..	100
	688	Murray River Bank Road (£1 for £1) ..	Raglan ..	" ..	209
	689	Onewhero ..	" ..	" ..	303
	690	Opotoru Bridge approach (north side) ..	" ..	" ..	50
	691	Otoroheao Trig. Road ..	" ..	" ..	33
	696	Pukekawa (£1 for £1) ..	" ..	" ..	1,887
	698	Raglan to Waipa (£125, £1 for £1) ..	" ..	" ..	125
	703	Tauhei to Morrinsville (£1 for £1) ..	Waikato ..	" ..	120
	705	Te Akau Block to Dunmore (£1 for £1) ..	Raglan ..	" ..	127
	706	Te Akau Block roads (metalling), (£1,000, £1 for £1) ..	" ..	" ..	3,313
	707	Te Kirikiriri (£500, £1 for £1) ..	" ..	" ..	1,000
	708	Te Puroa ..	" ..	" ..	19
	709	Three Streams to Kauroa Butter-factory (£150, £1 for £1) ..	" ..	" ..	68
	711	Tuakau Bridge to Waingaro (£1 for £1) ..	" ..	" ..	650
	712	Tuakau Railway-station to Tuakau Bridge (£50, £1 for £1) ..	Franklin ..	" ..	50
	714	Tunaki ..	Raglan ..	" ..	146
	715	Upton Hill to Te Akau Block ..	" ..	" ..	273
	717	Waimai Valley Road ..	" ..	" ..	40
	718	Waingaro Springs to Te Uku ..	" ..	" ..	43
	719	Waingaro to Ngaruawahia (£1 for £1) ..	" ..	" ..	100
	722	Waitetuna to Kauri ..	" ..	" ..	112
	723	Wairamarama Block roads (£1 for £1) ..	" ..	" ..	1,902
	724	Waitetuna to Whatawhata (£1 for £1) ..	" ..	" ..	159
	725	Whaanga ..	" ..	" ..	203
	726	Whatawhata Bridge to Karamu (£1 for £1) ..	" ..	" ..	753
	727	Whangarata (£1 for £1) ..	Franklin ..	" ..	21
	729	Alexandra Road ..	Piako ..	Tauranga ..	150
	730	Bosson Road ..	" ..	" ..	87
	732	Buckland Road (on account of £1,000), (£1 for £1) ..	Matamata ..	" ..	50
	733	Cambridge to Rotorua ..	" ..	" ..	150
	734	Cambridge to Tauranga ..	" ..	" ..	200
	735	Diagonal Road ..	Piako ..	" ..	184
	737	Kirihoni to Walton ..	" ..	" ..	50
	744	Motumaoho Railway-station to Tauhei Road ..	" ..	" ..	250
	752	Tui Road to Government Bush ..	Matamata ..	" ..	50
	753	Waghorn Road (£100, £1 for £1) ..	Piako ..	" ..	100
	755	Waharoa to Turanga-o-moana Creamery (£100, on account of £300), (£1 for £1) ..	Matamata ..	" ..	256
	765	Harapepe to Karamu ..	Raglan ..	Waikato ..	121
	769	Kakepuku Improved-farm Settlement ..	Waitomo and West Taupo ..	" ..	15
	772	Kihikihi to Waotu ..	West Taupo and Waipa ..	" ..	67
	774	Lichfield to Waotu ..	Matamata ..	" ..	100
	777	Ngutunui to Kawa ..	Waitomo ..	" ..	32
	778	Okupata (£1 for £1) ..	Kawhia ..	" ..	1,647
	780	Oparau Bridge and approaches ..	" ..	" ..	949
	784	Pirongia to Kawhia ..	Kawhia and Waitomo ..	" ..	342
	788	Pokaiwhenua Stream Bridge (Lichfield to Taupo) ..	Matamata ..	" ..	50
	790	Puketurua to Waotu Bridge ..	Matamata and West Taupo ..	" ..	4
	791	Puketurua to Waotu—Putaruru Road ..	Matamata ..	" ..	100
	792	Puniu Bridge Road ..	Waipa ..	" ..	Cr. 24
	796	Sainsbury Road ..	Raglan and Waitomo ..	" ..	19

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.—continued.					
AUCKLAND ROAD DISTRICT—continued.					
109	801	Te Pahi	West Taupo ..	Waikato ..	£ 183
	804	Waipa River Bridge (Pirongia), (£1 for £1) ..	Waipa ..	" ..	1,297
	805	Walker's Gully (£1 for £2)	" ..	" ..	330
	807	Waiwhakaata Road (access to Section 16, Block X, Pirongia S.D.), (£100, £1 for £1) ..	Waitomo ..	" ..	107
	809	Caves Road (£1 for £1)	" ..	Taumarunui ..	294
	810	Hangatiki to Waitomo (£1 for £1)	" ..	" ..	1,996
	811	Haurua	" ..	" ..	75
	814	Kawa (£600, £2 for £1)	Waitomo and West Taupo ..	" ..	142
	815	Kawhia to Marokopa River (£1,017, £1 for £1) ..	Kawhia ..	" ..	568
	817	Mangamahoe	Waitomo ..	" ..	2
	820	Otorohanga to Otewa (£300, on account of £1,750), (£1 for £1)	" ..	" ..	293
	822	Otorohanga to Pirongia (£1 for £1)	" ..	" ..	84
	823	Te Rau Mauku (£1 for £1)	" ..	" ..	360
	824	Waiharakeke River Bridge	Kawhia ..	" ..	5
	825	Waipa River Bridge (Kawa Road)	Waitomo ..	" ..	2,970
	827	Waitomo Valley (£1 for £1)	" ..	" ..	1,075
	828	Whakapirau Road bridges	Kawhia ..	" ..	125
	829	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	207
	830	Supervision	" ..	" ..	1,680
	831	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	2
	832	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	256
Total—Auckland					55,975
TAURANGA ROAD DISTRICT—					
	835	Clinkard Road	Rotorua ..	Tauranga ..	100
	840	Ngongotaha Valley	" ..	" ..	78
	842	Oropi Gorge	Tauranga ..	" ..	2
	844	Tahawai Deviation (£1 for £1)	" ..	" ..	100
	847	Te Puna Parish (access to Sections 1 to 7), (£1 for £1) ..	" ..	" ..	35
	851	Wairoa River Bridge	" ..	" ..	3,180
	855	Graham Road	" ..	Bay of Plenty ..	100
	862	Morepara Stream Bridge	Rotorua ..	" ..	227
	863	Orakei-Korako	East Taupo ..	" ..	14
	865	Papamoa No. 2 Road	Tauranga ..	" ..	48
	866	Pongakawa Block (access)	" ..	" ..	150
	867	Pukaingatara Block Road	" ..	" ..	3
	869	Rangitaiki River Bridge	Whakatane ..	" ..	1,045
	876	Taupo Village streets	East Taupo ..	" ..	Cr. 81
	878	Waimana River Bridge and approaches (Opouriao), (£1 for £1)	Whakatane ..	" ..	386
	880	Waimangu to Lake Rotomahana	Rotorua ..	" ..	23
	881	Whakahaupapa Stream Bridge (Pikowai South Road)	Whakatane ..	" ..	302
	884	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	37
	885	Supervision	" ..	" ..	523
	887	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	20
Total—Tauranga					6,292
GISBORNE ROAD DISTRICT—					
	889	Gisborne to Tolago (£1 for £1)	Cook ..	Bay of Plenty ..	98
	893	Kanakanae Settlement Road (£1 for £2)	Waikohu ..	" ..	2,024
	898	Mangonuku	Opotiki ..	" ..	176
	907	Omaramutu to Te Whaite (Waiawa Deviation), £1 for £1)	" ..	" ..	174
	911	Opotiki to Whakatane, via Nukuhou (£1 for £1) ..	Whakatane and Opotiki ..	" ..	222
	918	Riverside Road (£1 for £2)	Cook ..	" ..	500
	920	Small Grazing-run No. 60 (access)	" ..	" ..	278
	930	Waiapu River Traffic-bridge (on account of £3,250), (£1 for £1)	Waiapu ..	" ..	2,500
	932	Waimata S.D. (access to S.G.R. 59), (Perry's) ..	Cook ..	" ..	50
	936	Waioeka River Main Road (£1,680, on account of £4,000), (£1 for £1)	Opotiki ..	" ..	976
	939	Waiotahi Valley and Extension (£1 for £1)	" ..	" ..	37
	940	Wharekopae Stream Bridge (McCredie's Crossing), (£1 for £1)	Waikohu ..	" ..	200
	942	Flood's Crossing Bridge	Cook ..	Gisborne ..	46

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—<i>continued.</i>					
109	943	Frasertown to Wairoa County Boundary (£1 for £1)	Wairoa	Gisborne	£ 750
	946	Gisborne to Wairoa County Boundary, via Tiniroto (£280, £1 for £1)	Cook	"	300
	947	Hangaroa to Tahora (Cook County Section), (£2,000, £1 for £1)	"	"	728
	948	Hangaroa to Waikaremoana (£1 for £1)	"	"	118
	949	Mangaone (£770, on account of £866), (£1 for £1)	Wairoa	"	103
	951	Mangapoike River Bridge (third crossing)	Cook	"	459
	953	Maraenui	Wairoa	"	13
	954	Matoetoe Creek Bridge	"	"	269
	955	Ngatapa Settlement (£250, £1 for £1)	Cook	"	646
	963	Te Arai Valley (£500, £1 for £1)	"	"	1,535
	964	Tokanui to Tarewa	"	"	207
	968	Wairoa to Nuhaka (£1 for £1)	Wairoa	"	1,253
	969	Whareongaonga to Main Road	Cook	"	61
	971	Frasertown to Waikaremoana (£900, £1 for £1)	Wairoa	Hawke's Bay ..	900
	972	Ohuka Branch Road (Omahanui to Whataroa), (£2 for £1)	"	"	93
	974	Ruakituri Valley (£1 for £1)	"	"	1,222
	977	Waikare-Taheke River Bridge	"	"	522
	978	Waikaremoana Accommodation-house Road	"	"	159
	979	Wairoa River Bridge (£1 for £1)	"	"	342
	980	Wairoa to Waihua (£600, £1 for £1)	"	"	616
	981	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	136
	982	Supervision	"	"	845
	984	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	56
Total—Gisborne					18,614
TE KUITI ROAD DISTRICT—					
	985	Aorangi	Ohura	Taumarunui ..	76
	986	Arapae (£1 for £1)	Waitomo	"	2,913
	987	Aukopae to Otunui Landing	Ohura	"	278
	988	Aukopae Stream Bridge	"	"	243
	990	Hanturu (£275, £1 for £1)	Waitomo	"	10
	994	Maire	"	"	7
	995	Mairoa (on account of £1,651), (£1 for £1)	"	"	767
	997	Mangakara	Ohura	"	319
	1004	Ngapaenga Riding roads (£1 for £1)	Waitomo	"	1,370
	1006	Ongarue River Bridge (Taumarunui)	Ohura and West Taupo	"	45
	1009	Owen Road	Waitomo	"	19
	1011	Paro Road bridges	"	"	134
	1012	Pororo-tarao to Taumarunui	Ohura and West Taupo	"	61
	1013	Potaka (on account of £3,339), (£1 for £1)	Waitomo	"	835
	1014	Pukearuhe (metalling), (£1 for £1)	"	"	150
	1016	Pungarehu (on account of £2,800), (£1 for £1)	"	"	81
	1018	Te Kuiti to Rangitoto	"	"	226
	1019	Te Kuiti to Te Kūmi (£1 for £1)	"	"	157
	1021	Tokirima (Kaikara Road to Maraekowhai Block)	Ohura	"	7
	1022	Tongaporutu to Mangaroa (east of Kotare Stream), (£250, on account of £1,500), (£1 for £1)	"	"	148
	1023	Totoro (on account of £3,200), (£1 for £1)	Waitomo	"	1,371
	1024	Waikaka (on account of £2,300), (£1 for £1)	Ohura	"	353
	1025	Waikaka Stream Bridge	"	"	384
	1027	Waitaanga North	"	"	27
	1028	Waitangata	"	"	89
	1031	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	113
	1032	Supervision	"	"	1,662
	1033	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	8
	1034	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	35
Total—Te Kuiti					11,888
NEW PLYMOUTH ROAD DISTRICT.					
	1037	Mangatoa	Awakino	Taumarunui ..	213
	1038	Marakopa River to Mahoenui (£250, on account of £1,000), (£1 for £1)	"	"	1,861
	1039	Marangae Block roads	Whangamomona ..	"	47
	1040	Mimi to Mokau	Clifton	"	229
	1041	Mokau River snagging	Awakino	"	3

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
ROADS, ETC.— <i>continued.</i>					
NEW PLYMOUTH ROAD DISTRICT— <i>continued.</i>					
109	1042	Mokau River Ferry (Mokau), (on account) ..	Clifton ..	Taumarunui ..	£ 261
	1043	Okoke (£1 for £1) ..	" ..	" ..	210
	1044	Piko ..	" ..	" ..	150
	1045	Pukearuhe (£1 for £1) ..	" ..	" ..	175
	1046	Te Kuiti to Mokau (west of Mangaotaki River) ..	Awakino ..	" ..	1,279
	1047	Turipoto ..	" ..	" ..	130
	1049	Waitara River Bridge (Waitara), (£1 for £2) ..	Clifton and Taranaki ..	" ..	402
	1050	Carrington (£1 for £1) ..	Taranaki ..	Taranaki ..	125
	1051	Carrington Road to Frankley Road ..	" ..	" ..	150
	1052	Carrington (Saunders Road to Newall Road), (£390, £1 for £1) ..	Taranaki and Egmont ..	" ..	30
	1053	Egmont Road (Upper) ..	Taranaki ..	" ..	117
	1054	Mangorei (Upper), (£1 for £1) ..	" ..	" ..	70
	1056	Kaupokonui, Mangawhero, and Otakeho River bridges ..	Waimate West ..	Egmont ..	1,000
	1057	Koane ..	Eltham and Patea ..	" ..	53
	1062	Wiremu Road (Kiri Road to Ngariki Road) ..	Egmont ..	" ..	91
	1064	Brewer (Strathmore to Murecott Road), (£1 for £1) ..	Whangamomona ..	Stratford ..	340
	1068	Kohi (£700, £1 for £1) ..	" ..	" ..	146
	1071	Mangaehu (Mangaehu Village to Punewhakau Village), (£1 for £1) ..	Stratford ..	" ..	250
	1072	Mount Humphries Road ..	" ..	" ..	84
	1073	Ohura (south of Paparata Saddle), (£1 for £1 10s.) ..	Whangamomona ..	" ..	360
	1074	Okara ..	" ..	" ..	16
	1077	Tangarakau Valley Road ..	" ..	" ..	12
	1078	Tirohanga Road ..	" ..	" ..	79
	1079	Waitara Valley (Tangitu Road to Mangere Road) ..	Clifton ..	" ..	127
	1080	Waitiri ..	Stratford and Eltham ..	" ..	229
	1081	Whaka ..	Whangamomona and Stratford ..	" ..	173
	1083	Maben ..	Eltham, Hawera, and Patea ..	Patea ..	68
	1084	Mataimoana ..	Patea ..	" ..	131
	1085	Mocawatea Valley ..	Eltham and Patea ..	" ..	185
	1087	Opaku ..	Patea ..	" ..	83
	1088	Wharariki ..	" ..	" ..	237
	1089	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	91
	1090	Supervision ..	" ..	" ..	1,367
	1091	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	6
	1092	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	263
Total—New Plymouth ..					10,843
WANGANUI ROAD DISTRICT—					
	1093	Taringamutu Valley ..	West Taupo ..	Taumarunui ..	146
	1094	Barton and Field's Road (£1 for £2) ..	Wanganui ..	Waimarino ..	762
	1096	Field's Track to Junction ..	Waimarino ..	" ..	1
	1097	Hair Road ..	Wanganui ..	" ..	100
	1100	Kaitieke (£2,792, on account of £3,500), (£1 for £1) ..	Kaitieke ..	" ..	2,238
	1103	Kaukoupou Creek Bridge ..	Wanganui ..	" ..	198
	1106	Makokomiko (£1 for £1) ..	Kaitieke ..	" ..	85
	1107	Mangamahoe (North), (£1 for £1) ..	Rangitikei ..	" ..	240
	1108	Manganui-o-te-ao River Bridge (Hoihenga), (£2 for £1) ..	Waimarino ..	" ..	Cr. 300
	1110	Mangatiti ..	" ..	" ..	50
	1112	Mangawhero River suspension bridges ..	Wanganui ..	" ..	Cr. 534
	1116	Ohakune Township ..	Waimarino ..	" ..	190
	1117	Oio (on account of £500), (£1 for £1) ..	Kaitieke ..	" ..	108
	1118	Orautaha Stream Bridge (£1 for £1) ..	Waimarino ..	" ..	220
	1120	Pokatea (£900, on account of £1,900), (£1 for £1) ..	Kaitieke ..	" ..	720
	1122	Pukeatua (on account of £600), (£1 for £1) ..	" ..	" ..	319
	1126	Rotoaira to Waimarino ..	Kaitieke, East Taupo, and West Taupo ..	" ..	133
	1127	Te Maire (on account of £700), (£1 for £1) ..	Kaitieke ..	" ..	150
	1128	Tokaanu Wharf Road ..	East Taupo ..	" ..	8
	1129	Waimarino to Retaruke (on account of £1,500), (£1 for £1) ..	Kaitieke ..	" ..	687
	1130	Waipapa ..	Wanganui ..	" ..	82
	1131	Waiparuparu ..	" ..	" ..	238
	1132	Waitoka Road ..	" ..	" ..	91
	1133	Wangaehu River Road (£800, £1 for £1) ..	" ..	" ..	337
	1134	Wanganui Valley Road (£150, £1 for £1) ..	Kaitieke ..	" ..	147
	1135	Wilson's Road ..	Wanganui ..	" ..	87

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>			
		WANGANUI ROAD DISTRICT— <i>continued.</i>			£
109	1136	Ahuahu (£565, on account of £2,180), (£1 for £1) ..	Waitotara ..	Patea ..	1,664
	1137	Kai Iwi River Bridge (Watershed Road), (£1 for £1) ..	" ..	" ..	300
	1140	Piercy Road Bridge	" ..	" ..	47
	1142	Waitotara Valley Road (Lower)	Patea and Waitotara ..	" ..	250
	1143	Wanganui River Road (right bank), (on account of £1,000)	Waitotara ..	" ..	602
	1144	Wanganui River Bridge (£1 for £3)	Wanganui ..	Wanganui ..	1,397
	1147	Mangaweka Township (£100, £1 for £1)	Rangitikei ..	Rangitikei ..	100
	1150	Whareroa Road (Parakaretu Block)	" ..	" ..	104
	1152	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	207
	1153	Supervision	" ..	" ..	1,109
	1154	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	12
	1155	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	31
		Total—Wanganui	" ..	" ..	12,326
		NAPIER ROAD DISTRICT—			
	1157	Mangahouhou Road	Hawke's Bay ..	Hawke's Bay ..	76
	1159	Mohaka River Landing	Wairoa ..	" ..	135
	1161	Napier to Wairoa (on account of £5,000) ..	Hawke's Bay and Wairoa ..	" ..	356
	1163	Pohue to Titikura Saddle	Hawke's Bay ..	" ..	980
	1165	Te Ngaru Stream Bridge	Wairoa ..	" ..	501
	1171	Kotuku to Elsthorpe	Hawke's Bay ..	Waipawa ..	101
	1172	Makaretu Block roads	Waipawa ..	" ..	568
	1175	McKenzie Bridge	Patangata ..	" ..	50
	1176	Papanui Creek Bridge (£1 for £1)	" ..	" ..	50
	1177	Ruahine	Waipawa ..	" ..	50
	1178	Tukipo River Bridge (£1 for £1 10s.)	" ..	" ..	244
	1179	Trotter Bridge	Patangata ..	" ..	50
	1181	Waimarama Settlement to Beach	Hawke's Bay ..	" ..	158
	1184	Waipawa to Tikokino	Waipawa ..	" ..	265
	1187	Mangamahaki Creek Bridge (Tamumu), (£1 for £1) ..	Patangata ..	Pahiatua ..	1,000
	1188	Mangaorapa Road (Manawaangiangi Block) ..	" ..	" ..	106
	1190	Ngahape Stream bridges (near Arlington) ..	Waipukurau ..	" ..	377
	1192	Wainui River Bridge (£1 for £1)	Patangata ..	" ..	573
	1194	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	372
	1195	Supervision	" ..	" ..	447
	1196	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	Cr. 2
	1197	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	Cr. 50
		Total—Napier	" ..	" ..	6,407
		WELLINGTON ROAD DISTRICT—			
	1200	Norsewood to Kopua (£1 for £1)	Dannevirke ..	Waipawa ..	60
	1203	Aputa Road (£150, £1 for £1)	Kiwitea ..	Oroua ..	272
	1206	Finnis Road (£1 for £1)	Pohangina ..	" ..	76
	1208	Kiwitea Stream Bridge (Upper), (£1 for £1) ..	Kiwitea ..	" ..	100
	1209	Lagoon Road (north), (£1 for £1)	" ..	" ..	16
	1210	Makino Bridge	Rangitikei ..	" ..	444
	1211	Mangamako (Sandon Block), (£150, £1 for £1) ..	Kiwitea ..	" ..	200
	1212	Mangarere (£1 for £1)	" ..	" ..	100
	1213	Mangatohu	" ..	" ..	194
	1218	Oroua River Bridge (Menzie's Ford), (£1 for £2) ..	Oroua ..	" ..	372
	1221	Rangitane	Rangitikei and Kiwitea ..	" ..	23
	1223	Akitio Mouth River Bridge (Glenora), (£1 for £1) ..	Akitio ..	Pahiatua ..	1,100
	1227	Angora	Weber ..	" ..	90
	1235	Conduit Road (£1 for £1)	Woodville ..	" ..	50
	1236	Cross Road (£100, £1 for £1)	Dannevirke ..	" ..	100
	1237	Dannevirke to Herbertville, via Waipatiki (Weber County Section), (£770, on account of £893), (£1 for £1) ..	Weber ..	" ..	558
	1238	Dew Road	Pahiatua ..	" ..	2
	1239	Esdale (£1 for £1)	Weber ..	" ..	35
	1241	Girdwood Road	Pahiatua ..	" ..	100
	1245	Kumete (£1 for £1)	Dannevirke ..	" ..	46
	1246	Makairo to Coonor	Pahiatua ..	" ..	15
	1252	Mangatoro	" ..	" ..	150
	1254	Mangatoro Stream Footbridge	Dannevirke ..	" ..	123
	1255	Mangatoro Stream Bridge (sixth crossing) ..	" ..	" ..	1,082

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>					
WELLINGTON ROAD DISTRICT—<i>continued.</i>					
109	1256	McLeod Road	Akitio	Pahiatua ..	£ 129
	1262	Pahiatua to Makuri	Pahiatua	"	200
	1263	Pahiatua to Pongaroa	"	"	132
	1269	Tamaki River Road	Dannevirke	"	54
	1271	Te Awaputahi Bridle-track	Weber	"	37
	1276	Waitahora (£50, £1 for £1)	Dannevirke	"	100
	1278	Weber to Waiora (£200, £1 for £1)	Weber and Akitio	"	123
	1280	Alfredton to Weber (£700, £1 for £1; and £700, £2 for £1)	Masterton and Akitio	Masterton ..	763
	1282	Central Mangaone Road (east), (£85, £1 for £1)	Eketahuna	"	215
	1287	Henderson Road (£1 for £1)	Pahiatua	"	94
	1290	Hutewai	Masterton	"	195
	1294	Makuri to Pongaroa (£1 for £1)	Akitio and Pahiatua	"	113
	1295	Mangaorongo (£100, £1 for £1)	Mauriceville	"	79
	1299	Newman to Stirling	Eketahuna	"	35
	1305	Saunders Road	Masterton	"	229
	1313	Alfredton to Timui (£330, £1 for £1)	Masterton and Castlepoint	Wairarapa ..	171
	1316	Cross Creek Suspension Footbridge	Wairarapa South	"	60
	1317	Driscoll Road (£1 for £1)	"	"	46
	1318	Fernyhurst Road and Deviation	Masterton	"	251
	1320	Hangman's Bridge (£1 for £1)	Castlepoint	"	400
	1338	Riversdale Road (£50, £1 for £1)	Masterton	"	258
	1340	Ruakokopatuna (£1 for £1)	Featherston	"	100
	1350	Wakarua (£1 for £1)	"	"	75
	1356	Kuku Stream Bridge (£1 for £1)	Horowhenua	Otaki	61
	1358	Mangaone (£1 for £1)	"	"	100
	1359	Manakau North	"	"	42
	1361	Ngatiawa Bridge (£1 for £1)	Horowhenua and Hutt	"	125
	1362	Odlin Road	Hutt	"	200
	1363	Otaki Gorge (£1 for £1)	Horowhenua	"	92
	1365	Phillips Road	Hutt	"	200
	1369	Tokomaru Valley	Horowhenua and Kairanga	"	110
	1370	Waikanae River protective works (£1 for £1)	Horowhenua	"	100
	1372	Waikanae to Upper Hutt (£500, £1 for £1)	Hutt	"	1,065
	1374	Wallace Road Deviation (£1 for £1)	Horowhenua	"	250
	1377	Mungaroa River Bridge	Hutt	Hutt	72
	1379	Trentham Range Road	"	"	102
	1380	Cottle Road to Normandale	"	Wellington Suburbs ..	25
	1381	Hutt River Bridge (£1 for £1)	"	Ditto	1,068
	1382	Melling Settlement Main Road (£1 for £1)	"	"	150
	1383	Moonshine to Wainui	"	"	58
	1385	Pahautanui to Upper Hutt (£105, £1 for £1)	"	"	170
	1386	Plimmerton to Pahautanui	"	"	89
	1387	Plimmerton to Pukerau (£130, £1 for £1)	"	"	170
	1389	Wakefield Gully	Makara	"	8
	1390	Chatham Islands roads	"	"	19
	1391	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	20
	1392	Supervision	"	"	828
	1393	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	5
	1394	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	155
Total—Wellington					14,451
NELSON ROAD DISTRICT—					
	1399	French Pass, Admiralty Bay, and Croixelles Tracks	Sounds	Nelson	17
	1403	Nelson to Rai Saddle (£1 for £1)	Waimea	"	100
	1404	Orphanage Road, Stoke (£1 for £1)	"	"	75
	1408	Alexander Bluff Road (£85, £1 for £1)	"	Motueka	15
	1412	Awaroa to Totaranui	Takaka	"	20
	1415	Brewer Road (£1 for £1)	Collingwood	"	40
	1416	Bronte Road	Waimea	"	100
	1425	Clifton to Pohara (£1 for £1)	Takaka	"	50
	1427	Ducker Creek Bridge	Waimea	"	200
	1428	East Road Extension (£1 for £1)	Takaka	"	31
	1431	Ewer Road	Waimea	"	25
	1432	Glencoe Road	Takaka	"	50
	1435	Harvey Road	Waimea	"	50
	1442	Kelling Road	"	"	50
	1451	Maitai (£1 for £1)	"	"	50
	1454	Motueka River protective works	"	"	730

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.—continued.					
NELSON ROAD DISTRICT—continued.					
109	1455	Motueka River Road (west bank)	Waimea ..	Motueka ..	£ 95
	1458	Moutere Mud-flat and extension	" ..	" ..	490
	1459	Neudorf to Dovedale	" ..	" ..	195
	1460	Old House Road (£1 for £1)	" ..	" ..	75
	1461	Onekaka Bridge	Collingwood ..	" ..	333
	1464	Pariwhakao	Takaka ..	" ..	26
	1466	Peninsula Bridge (£1 for £1)	Waimea ..	" ..	750
	1468	Plumbago	Collingwood ..	" ..	100
	1469	Pohara to Terakohe	Takaka ..	" ..	172
	1470	Pohara to Wainui	" ..	" ..	133
	1473	Redwood Valley Road and extension	Waimea ..	" ..	74
	1474	Reece Road	Collingwood ..	" ..	102
	1475	Riwaka to Sandy Bay and Marahau	Waimea ..	" ..	155
	1478	Sherry Valley to Kaka	" ..	" ..	40
	1479	Sherry Valley to Tui	" ..	" ..	138
	1481	Stanton Creek Bridge	Collingwood ..	" ..	115
	1484	Takaka River Bridge	Takaka ..	" ..	3,065
	1485	Tasman Valley Road Extension	Waimea ..	" ..	92
	1486	Torrent Bay Track	" ..	" ..	96
	1488	Vant's to Bubū	Takaka ..	" ..	51
	1491	Wairoa Gorge Road	Waimea ..	" ..	55
	1492	Waitapu and Totaranui roads	Takaka ..	" ..	21
	1493	Wangapeka Settlement (Baton), (£1 for £1)	Waimea ..	" ..	50
	1496	Wharariki to Nguroa Station	Collingwood ..	" ..	56
	1497	Baigent Road (£36, £1 for £1)	Murchison ..	Buller ..	64
	1499	Braeburn Settlement (Tutaki Road), (£100, £1 for £1)	" ..	" ..	100
	1500	Campbell Creek to Caslani's (£1 for £1)	" ..	" ..	100
	1507	Glenroy to Maruia (£1 for £1)	" ..	" ..	87
	1508	Mangles Valley Road (£185, £1 for £1)	" ..	" ..	30
	1510	Matakitaki River protective works	" ..	" ..	20
	1518	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	158
	1519	Supervision	" ..	" ..	495
	1521	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	132
Total—Nelson					9,268
BLENHEIM ROAD DISTRICT—					
	1523	Elliott Hill (regrading)	Marlborough ..	Nelson ..	500
	1525	Pelorus Bridge to Tinline (£1 for £1)	" ..	" ..	31
	1527	Rai Saddle to Havelock (£1 for £1)	" ..	" ..	48
	1529	Wakamarina (£1 for £1)	" ..	" ..	50
	1531	Awatere Road District flood damage	Awatere ..	Wairau ..	200
	1532	Barefield Pass (Awatere)	" ..	" ..	100
	1536	Clarence Bridge protective works	Wairau ..	" ..	53
	1537	Dashwood Railway-station Road (£1 for £1)	Awatere ..	" ..	75
	1540	Flaxbourne River Bridge (Ward), (£1 for £1)	" ..	" ..	191
	1541	Grassmere to Hawai Railway-station (£1 for £1)	" ..	" ..	100
	1549	Opawa River Bridge and approaches (near Blenheim), (on account of £5,000), (£1 for £1)	Marlborough ..	" ..	Cr. 1,996
	1551	Picton to Grove	" ..	" ..	85
	1552	Port Gore to Endeavour Inlet	Sounds ..	" ..	162
	1554	Resolution Bay Road	" ..	" ..	51
	1555	Richmond Brook to Upton Downs (£1 for £1)	Awatere ..	" ..	50
	1556	Ure to Clarence (£700, £1 for £1)	" ..	" ..	409
	1559	Wairau flood damage (£1 for £1)	Marlborough ..	" ..	1,094
	1561	Wairau River Traffic-bridge (near Renwick), (£1 for £1)	" ..	" ..	391
	1564	Clinton Gorge Bridge (Puhipuhi)	Kaikoura ..	Hurunui ..	385
	1565	Hapuku River Bridge and approaches (on account)	" ..	" ..	38
	1566	Kaikoura County flood damage (£1 for £1), (on account)	" ..	" ..	100
	1568	Kaitao to Kincaid (£1 for £1)	" ..	" ..	200
	1570	Limestone Creek Bridge (£1 for £1)	" ..	" ..	151
	1571	Waipapa	" ..	" ..	100
	1573	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	51
	1574	Supervision	" ..	" ..	291
	1576	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	115
Total—Blenheim					3,025

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>					
WESTPORT ROAD DISTRICT—					
109	1577	Blue Duck Creek Road (£200, £1 for £1) ..	Buller ..	Motueka ..	£ 12
	1580	Neilsen's to Glasseye Creek (£100, £1 for £1) ..	" ..	" ..	90
	1581	Stillwater Creek Bridge ..	" ..	" ..	128
	1582	Carter Junction to Cape Foulwind (£100, £1 for £1) ..	" ..	Buller ..	100
	1583	Charleston to Brighton (£250, £1 for £1) ..	" ..	" ..	344
	1586	Waimangaroa River Bridge ..	" ..	" ..	106
	1589	Supervision.. ..	" ..	" ..	116
		Total—Westport	" ..	" ..	896
GREYMOUTH ROAD DISTRICT—					
	1592	Cochrane Road	Inangahua ..	Buller ..	91
	1593	Inangahua River Suspension Bridge (at landing) ..	" ..	" ..	191
	1595	Reefton to Maruia	" ..	" ..	9
	1601	Grey River protective works (Brunner Tunnel) ..	Grey ..	Grey ..	214
	1602	Inangahua Bridge (Reefton), (£1 for £1) ..	Inangahua ..	" ..	900
	1603	Kumukau Creek Bridge	Grey ..	" ..	500
	1604	Maimai Road	Inangahua ..	" ..	125
	1605	Seven-mile to Barrytown	Grey ..	" ..	280
	1607	Arahura River protective works (£1 for £1) ..	Westland ..	Westland ..	49
	1608	Big Wanganui flood damage	" ..	" ..	2,575
	1609	Big Wanganui River Bridge	" ..	" ..	2,823
	1610	Bird Road (£1 for £1)	" ..	" ..	45
	1612	Brandt Road (£1 for £1)	" ..	" ..	47
	1615	Eastern Hohonu Bridge	Grey ..	" ..	95
	1620	Kaiata Creek Bridge.. ..	" ..	" ..	125
	1622	Kokatahi River protective works	Westland ..	" ..	152
	1623	Kokatahi Road (Lower), (widening)	" ..	" ..	100
	1624	La Fontaine Bridge	" ..	" ..	125
	1628	Mikonui to Bold Head	" ..	" ..	134
	1630	Mullins Creek Bridge	Grey ..	" ..	100
	1631	Municipal Road Extension (£1 for £1) ..	Westland ..	" ..	50
	1633	New River Bridge protective works (Marsden) ..	" ..	" ..	100
	1634	Okuru Road protective works	" ..	" ..	150
	1635	Omotumotu Bridge	Grey ..	" ..	194
	1637	Papakamui (£100, £1 for £1)	Westland ..	" ..	71
	1638	Payne's Gully Road	Grey ..	" ..	335
	1643	Taramakau River Bridge	Grey and Westland ..	" ..	1,285
	1644	Taramakau River protective works	Westland ..	" ..	528
	1645	Tramway Road (Kanieri)	" ..	" ..	16
	1646	Two-mile Road and extension (Arahura) ..	" ..	" ..	54
	1647	Wainihinihi Bridge	" ..	" ..	291
	1653	Walker Creek Road	" ..	" ..	93
	1654	Westland Ferry Service	" ..	" ..	125
	1656	Zigzag Road (Kumara)	" ..	" ..	195
	1657	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	54
	1658	Supervision.. ..	" ..	" ..	875
	1659	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	Cr. 35
	1660	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	73
		Total—Greymouth	" ..	" ..	13,134
CHRISTCHURCH ROAD DISTRICT—					
	1661	Downs Road (£1 for £1)	Cheviot ..	Hurunui ..	200
	1664	Main Kowhai River Bridge (Leithfield), (£1 for £1) ..	Kowai ..	" ..	213
	1666	Okuku Bridge protective works (£1 for £2) ..	Ashley ..	" ..	18
	1667	South Kowai River Bridge (Balcairn), (£1 for £1) ..	Kowai ..	" ..	215
	1669	Waiau Bridge (£1 for £1)	Amuri ..	" ..	500
	1672	Waiau to Conway	" ..	" ..	250
	1673	Waikari Creek Bridge	Waipara ..	" ..	100
	1674	Waipara River Bridge (North Branch), (£1 for £1) ..	" ..	" ..	281
	1675	Waitohi Bridge	" ..	" ..	100
	1680	Wright Road (Hillmorton)	Waimairi ..	Riccarton ..	300
	1682	Radcliffe Road (extension to Hawkin Road), (£1 for £2) ..	" ..	Kaiapoi ..	175
	1683	Rangiora Main Drain Bridge (Ohoka)	Eyre ..	" ..	250
	1686	Coalgate to Gorge Road	Selwyn ..	Selwyn ..	210
	1689	Kowai River Bridge (between Springfield and Kowai Bush), (£1 for £1) ..	Tawera ..	" ..	150
	1693	Taylor Creek Bridge (Roxburgh Crossing), (£1 for £2) ..	Selwyn ..	" ..	500

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> .					
CHRISTCHURCH ROAD DISTRICT— <i>continued</i> .					
109	1694	Burke's Drain (£1 for £1)	Halswell	Ellesmere	£ 33
	1696	Duvauchelles to Barry's Bay Flat (road and wharf), (£50, £1 for £1)	Akaroa	"	180
	1698	Fiddler's Road	Springs	"	275
	1700	Kinloch Settlement roads	Waikarewa	"	352
	1702	Motukarara to Green Park	Springs	"	300
	1706	Hinds River Bridge and protective works (Main South Road), (£1 for £1)	Ashburton	Ashburton	800
	1707	Kakahu Stream Bridge (£1 for £1)	Geraldine	"	425
	1712	Riverside Road	Mackenzie	"	100
	1715	Elder Road (£1 for £1)	Waimate	Temuka	100
	1716	Fork River Bridge	Mackenzie	"	80
	1717	Greenstone Island Road	Geraldine	"	51
	1718	Haldon Pastoral Runs (access), (£1 for £1)	Mackenzie	"	45
	1720	Lyalldale to Pleasant Valley (£1 for £1)	Waimate	"	51
	1721	Mackenzie Main Road (£1 for £1)	Levels	"	125
	1722	Mackenzie Pass Road (£1 for £1)	Mackenzie	"	34
	1723	Makikihi River Bridge (£1 for £1)	Waimate	"	250
	1727	Pareora Bridge (Brassell's Crossing), (£1 for £1)	Waimate and Levels	"	800*
	1730	Silverstream to Lake Tekapo (£1 for £3)	Mackenzie	"	90
	1732	Tengawai River Bridge (£1 for £1)	Levels	"	426
	1733	Tengawai Bridge (Albury Crossing), (£1 for £2)	Mackenzie	"	111
	1738	Rosewill School Road (£1 for £1)	Levels	Timaru	50
	1741	Haldon Road	Waimate	Waitaki	100
	1743	Serpentine Road	"	"	100
	1744	Shearer Hill (£1 for £1)	"	"	160
	1745	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	54
	1746	Supervision	"	"	458
	1747	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	5
	1748	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	139
Total—Christchurch					9,156
DUNEDIN ROAD DISTRICT—					
	1750	Duntroon to Ngapara Road (£1 for £1)	Waitaki	Waitaki	50
	1754	Kurov to Omarama	"	"	150
	1755	Landon Creek Bridge	"	"	99
	1756	Nichols Road (£1 for £1)	"	"	50
	1758	Otamatapao Bridge	"	"	189
	1764	South-west Bluff Road (£1 for £1)	"	"	50
	1769	Donald Road (£1 for £1)	Waikouaiti	Oamaru	43
	1771	Evansdale Bridge (£1 for £1)	"	"	700
	1774	Karitane protective road	"	"	50
	1776	Merton Bridge	"	"	70
	1777	Mount Watkins Road	"	"	100
	1778	Mountain Track (£1 for £1)	"	"	50
	1779	Oamaru Creek Bridge (£1 for £1)	Waitaki	"	200
	1781	Russell Road (£1 for £1)	Waikouaiti	"	100
	1782	Sheep-yards to Merton Railway-station	"	"	200
	1789	Edievale Road	Tuapeka	Otago Central	250
	1791	Garthmyle to Longford Road (£1 for £1)	Taieri	"	80
	1801	Maungatua Hill (£1 for £1)	"	"	100
	1802	Millar Road (Maungatua), (£1 for £1)	"	"	250
	1808	Seddon Road	Clutha	"	100
	1811	Wilson Lane (Ida Valley), (£1 for £1)	Vincent	"	50
	1812	Arrow to Hospital	Lake	Wakatipu	50
	1813	Arrow to Matatapu	"	"	100
	1815	Clutha River Bridge (Luggate), (on account)	Vincent	"	1,391
	1817	Clyde to Pembroke (£250, £1 for £1)	"	"	273
	1818	Cromwell to Kawarau Gorge	"	"	75
	1820	Crown Range Saddle to Cardrona	Lake	"	200
	1830	Lake Harris to Lake Mackenzie	"	"	103
	1838	Rees River Road	"	"	95
	1839	Shotover Bridge and approaches (£1 for £1)	"	"	3,213
	1840	Shotover Valley Road	"	"	150
	1842	Tarras to Lindis Pass (£150, £1 for £1)	Vincent	"	50
	1844	Brighton to Taieri Main Road (Serogg's Hill Deviation)	Taieri	Chalmers	84
	1848	Holmes Bush Road	Waikouaiti	"	36
	1851	Mill Creek Bridge (£1 for £1)	Taieri	"	100
	1853	McIntosh Road (Otakaia), (£1 for £1)	"	"	250
	1854	McKessor Road	Waikouaiti	"	50
	1859	School Road (Anderson's Bay)	Peninsula	"	300
	1864	Whare Flat Road (£100, £1 for £1)	Taieri	"	150

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> . DUNEDIN ROAD DISTRICT— <i>continued</i> .			£
109	1868	Ocean Beach (Forbury Road to Beach Street) ..	Waikouaiti ..	Dunedin South	1,000
	1870	Balclutha Traffic-bridge (on account) ..	Bruce and Clutha ..	Bruce ..	33
	1872	Beaumont to Rae's Junction (£1 for £2) ..	Tuapeka ..	" ..	75
	1873	Berwick to Waipori Falls (£1 for £1) ..	Taieri ..	" ..	937
	1877	Boundary Creek Bridge approaches ..	Bruce ..	" ..	100
	1880	Butt Road (£1 for £1) ..	" ..	" ..	100
	1881	Cairn Road (£1 for £1) ..	" ..	" ..	50
	1886	Coast Road (£1 for £1) ..	" ..	" ..	50
	1887	Cockleshell Road ..	Tuapeka ..	" ..	100
	1890	Crossan Road (£1 for £1) ..	Bruce ..	" ..	50
	1891	Cunningham Road (Barnego) ..	" ..	" ..	100
	1892	Farquharson Road (£1 for £1) ..	" ..	" ..	50
	1893	Forsyth Railway-station Road ..	Tuapeka ..	" ..	100
	1895	Greenfield to Clydevale Punt (£1 for £1) ..	Bruce ..	" ..	26
	1896	Inch-Clutha River protective works (£650, on account of £1,000), (£1 for £1) ..	" ..	" ..	96
	1900	Lawrence to Beaumont ..	Tuapeka ..	" ..	80
	1904	Milburn to Forthill (£1 for £1) ..	Bruce ..	" ..	50
	1909	Mount Stuart (Hillend), (£1 for £1) ..	" ..	" ..	52
	1914	Prentice Road ..	" ..	" ..	150
	1915	Punt Road to Tuapeka Mouth (£1 for £1) ..	" ..	" ..	50
	1924	Tuapeka Flat Deviation ..	Tuapeka ..	" ..	150
	1928	Upper Barnego Settlement Road ..	Bruce ..	" ..	100
	1938	Waronui to Crooked Bridge (£1 for £1) ..	" ..	" ..	50
	1941	Balclutha protective works (on account of £3,000), (£1 for £1) ..	Clutha ..	Clutha ..	37
	1944	Bryant Road ..	" ..	" ..	19
	1946	Catherwood Road ..	" ..	" ..	20
	1947	Catlin's Bridge to Houipapa (£1 for £1) ..	" ..	" ..	51
	1948	Catlin's Railway-station to Section 29, Block VIII, Catlin's S.D. ..	" ..	" ..	100
	1950	Catlin's Valley to Table Hill ..	" ..	" ..	43
	1951	Clinton to Waipahi ..	" ..	" ..	150
	1957	Glenomaru, Block III, Section 18 ..	" ..	" ..	75
	1958	Glenomaru, Block X, Sections 31 and 23 ..	" ..	" ..	74
	1965	Hunt Road (£1 for £1) ..	" ..	" ..	37
	1979	McLennan River Bridge to Caberfeidh Railway-station ..	" ..	" ..	226
	1980	Ollerenshaw Road ..	" ..	" ..	25
	1985	Pomahaka Downs Road (Block XIII, Pomahaka), (£1 for £1) ..	" ..	" ..	50
	1991	Pounawaea Road ..	" ..	" ..	100
	1993	Puaho Road ..	" ..	" ..	229
	1996	Regan Road ..	" ..	" ..	12
	1997	Rimu S.D., Block XIV (access), (on account of £1,000) ..	" ..	" ..	276
	2002	Table Hill Railway-station to Kahuika ..	" ..	" ..	95
	2006	Taumata to Clinton (£1 for £1) ..	" ..	" ..	75
	2011	Warnock Road (£1 for £1) ..	" ..	" ..	48
	2012	Wight Road ..	" ..	" ..	75
	2015	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c. ..	" ..	" ..	135
	2016	Supervision ..	" ..	" ..	708
	2017	Contingencies, including unforeseen expenditure incidental to the other items of the vote ..	" ..	" ..	18
	2018	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. ..	" ..	" ..	117
		Total—Dunedin ..	..	..	15,945
		INVERCARGILL ROAD DISTRICT—			
	2020	Balfour to Waimea (£1 for £1) ..	Southland ..	Wakatipu ..	50
	2021	Beck Road (Wendonside), (£1 for £1) ..	" ..	" ..	50
	2024	Chatton to Maitland Road (£1 for £1) ..	" ..	" ..	50
	2029	Mandeville to Kingston Crossing (£1 for £1) ..	" ..	" ..	100
	2034	Oreti River protective works ..	" ..	" ..	250
	2040	Waimea Valley Road (£1 for £1) ..	" ..	" ..	100
	2041	Barnett Road ..	" ..	Clutha ..	50
	2049	Landship Valley Road (£1 for £1) ..	" ..	" ..	50
	2052	Mokoreta Main Road ..	" ..	" ..	250
	2054	Pascoe Road ..	" ..	" ..	51
	2056	Pukerau to Waipahi ..	" ..	" ..	200
	2058	Toetoes, Block IV, Sections 45, 47, and 48 ..	" ..	" ..	100
	2060	Waikawa, Block I, Sections 48 and 50 (£100, £1 for £1) ..	" ..	" ..	100
	2063	Wyndham, Block V, Sections 1A and 2A ..	" ..	" ..	101

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.—continued.			
109		INVERCARGILL ROAD DISTRICT—continued.			£
	2065	Alton No. 3 Block roads	Wallace..	Wallace ..	180
	2066	Alton No. 4 Block roads	" ..	" ..	6
	2069	Belmont to Blackmount	" ..	" ..	3
	2070	Benmore—Limehills River Channel	Southland ..	" ..	70
	2072	Birchwood to Struan Flat (£2 for £1)	Wallace..	" ..	200
	2073	Cameron Road (Maori Hill), (£1 for £1)	" ..	" ..	76
	2075	Clifden to Lillburn (£1 for £1)	" ..	" ..	100
	2076	Crowe Road (Hillend)	Southland ..	" ..	50
	2079	Dipton to Glenure Bush (£1 for £1)	" ..	" ..	50
	2080	Dipton to Hamilton Burn	Southland and Wallace	" ..	100
	2082	Dunnery's to The Key (£1 for £1)	Wallace..	" ..	63
	2084	Ermedale Road (£1 for £1)	" ..	" ..	58
	2085	Ermedale Settlement roads	" ..	" ..	80
	2086	Falls Creek Road	" ..	" ..	62
	2087	Fernhills to Dipton (£1 for £1)	Southland ..	" ..	100
	2089	Fletcher and Ronald Road (£1 for £1)	Wallace..	" ..	100
	2090	Flynn Road (Waikouro), (£1 for £1)	" ..	" ..	50
	2093	Gorge Hill Deviation	" ..	" ..	100
	2094	Grassy Creek Deviation (£1 for £1)	" ..	" ..	100
	2095	Gully Road (Block XIV, Waiau S.D.)	" ..	" ..	50
	2100	Jacobs River Hundred, Block XVIII, Sections 55 to 49	" ..	" ..	158
	2101	Johnston Road (£1 for £1)	" ..	" ..	50
	2104	Lindsay's Calcium Road (£1 for £1)	" ..	" ..	50
	2105	Line of Hundreds (east of railway), (£1 for £1)	" ..	" ..	50
	2106	Line of Hundreds (west of railway), (£1 for £1)	" ..	" ..	50
	2107	Loneker Bush Road (£1 for £1)	" ..	" ..	50
	2109	Longwood, Block XVI (Sections 3, 4, and 10 to 12)	" ..	" ..	210
	2111	Longwood, Block XVII (Sections 12, 14, and 15), (£50, £1 for £1)	" ..	" ..	100
	2112	Longwood, Block XVIII (Flynn's Road)	" ..	" ..	92
	2113	Longwood, Blocks XVIII and XIX (Sections 9 to 14 and 6 to 17)	" ..	" ..	41
	2114	Lumsden to Te Anau	" ..	" ..	320
	2115	Manuka Road (£1 for £1)	" ..	" ..	146
	2116	McFarlane Road (£1 for £1)	" ..	" ..	50
	2119	Merrivale to Te Tua	" ..	" ..	100
	2122	Mossburn to Hamilton Burn (£1 for £1)	" ..	" ..	100
	2123	Mossburn to Te Anau, via Manapouri (£150, £1 for £1)	" ..	" ..	10
	2125	Newton and Greer Road	" ..	" ..	75
	2126	Nicholson Road	" ..	" ..	148
	2131	Orawia to Tuatapere (£100, £1 for £1)	" ..	" ..	52
	2132	Otahu (£100, £1 for £1)	" ..	" ..	150
	2133	Otaihai Bush Deviation (£1 for £1)	" ..	" ..	23
	2135	Papatotara Settlement Road	" ..	" ..	100
	2136	Riley and McCleery Road	" ..	" ..	76
	2138	Riverton Harbour Endowment Road (£1 for £1)	" ..	" ..	40
	2139	Roby Road (Longwood)	" ..	" ..	100
	2142	Scott's Gap (Lower), (£1 for £1)	" ..	" ..	14
	2143	Sheehan Road (Longwood)	" ..	" ..	34
	2149	Waiau River Bridge and approaches (Tuatapere)	" ..	" ..	2,054
	2150	Wairio to Birchwood (£100, £1 for £1)	" ..	" ..	100
	2151	Wairio to Wrey's Bush	" ..	" ..	100
	2152	Wallace County flood damage (£2,350, £1 for £1)	" ..	" ..	575
	2153	Brown's to Hunter's Bush (£1 for £1)	Southland ..	Mataura ..	100
	2159	Clark and Walker Road (£1 for £1)	" ..	" ..	128
	2160	Craig Road (£1 for £1)	" ..	" ..	100
	2163	Davidson Bush South (£1 for £1)	" ..	" ..	49
	2167	Forest Plantation Road	" ..	" ..	150
	2172	Hedgehope to Mataura (£1 for £1)	" ..	" ..	84
	2173	Hilda Road (£1 for £1)	" ..	" ..	88
	2174	Holtz Road (£125, £1 for £1)	" ..	" ..	100
	2175	Homestead Road (£1 for £1)	" ..	" ..	100
	2176	Invercargill, Block VII (Sections 14 to 18), (£1 for £1)	" ..	" ..	100
	2179	Invercargill, Block XXIV (Sections 6 to 10)	" ..	" ..	150
	2180	Invercargill, Block XXIV (Sections 28 to 30)	" ..	" ..	60
	2181	Irvine Road (£1 for £1)	" ..	" ..	50
	2182	Kamahi (£1 for £1)	" ..	" ..	100
	2184	Kapuka to Gorge (£1 for £1)	" ..	" ..	100
	2185	Kennington to Waimatua	" ..	" ..	100
	2189	Longbush Road	" ..	" ..	271
	2190	Manson Road (£2 for £1)	" ..	" ..	50
	2191	Mataura flood damage	" ..	" ..	66
	2193	McKenzie Road (Horseshoe Bush), (£1 for £1)	" ..	" ..	100
	2194	McAlister Road	" ..	" ..	100
	2196	McKercher Road (Longbush), (£1 for £1)	" ..	" ..	50
	2199	Mokotua School to Church (£1 for £1)	" ..	" ..	40
	2201	Morrison Road (£1 for £1)	" ..	" ..	50

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>			
		INVERCARGILL ROAD DISTRICT— <i>continued.</i>			£
109	2202	Morton Mains to Gorge (£1 for £1)	Southland	Mataura	50
	2205	Osmond Road	"	"	45
	2206	Oteramika, Block I (Sections 69 to 80)	"	"	93
	2207	Oteramika, Block VII, Main Road (continuation)	"	"	55
	2211	Rakahouka to Dacre (£1 for £1)	"	"	175
	2212	Scenic Reserve Road (Lothian Hundred), (£1 for £1)	"	"	115
	2213	Sutton Road (Hedgehope), (£1 for £1)	"	"	50
	2214	Tall Road	"	"	91
	2215	Terrace Road (Edendale), (£1 for £1)	"	"	50
	2216	Terrace Road (Mataura), (£1 for £1)	"	"	100
	2218	Trig. Road (Edendale)	"	"	132
	2219	Trotter Road (£1 for £1)	"	"	50
	2223	Welsh Road (Sections 96 and 97, Block XXIII, Invercargill Hundred)	"	"	87
	2227	Ferguson Road (metalling)	"	Invercargill	80
	2229	Lyon Road	"	"	27
	2230	Perkins Road	"	"	72
	2232	Waihopai River protective works (£1 for £1)	"	"	117
	2234	Bluff Main Road	"	Awarua	750
	2236	Bragg Road	Stewart Island	"	51
	2238	Brooklands to Braggs	"	"	106
	2239	Brown Road (Winton, Block III)	Southland	"	100
	2240	Butterfield Beach to Horseshoe Bay	Stewart Island	"	60
	2241	Campbelltown Hundred to Stanley Township	Southland	"	300
	2242	Campbelltown Reserve	"	"	300
	2245	Centre Bush Village Settlement	"	"	75
	2247	Cochrane Road (Isla Bank), (£1 for £1)	"	"	100
	2254	East Winton (Blocks III and VIII)	"	"	100
	2255	Elles Road and Bridge (Mud Flat)	"	"	472
	2256	Flora Road (Makarewa Township), (£1 for £1)	"	"	50
	2257	Forest Hill Hundred (Sections 112 and 219)	"	"	100
	2258	Forest Hill Hundred (Section 236 to Hodge's Gully Road)	"	"	99
	2261	Forest Hill Hundred (Sections 313, 312, and 256)	"	"	127
	2262	Forest Hill (Sections 359 to 387)	"	"	90
	2263	Forest Hill Hundred (Section 360)	"	"	61
	2266	Half-moon Bay to Mill Creek	Stewart Island	"	118
	2267	Half-moon Bay to Thule	"	"	33
	2268	Harrold Road	"	"	41
	2269	Hedgehope-Makarewa Channel	Southland	"	41
	2272	Horman Road (£75, £1 for £1)	"	"	100
	2273	Invercargill, Block IV (Section 19), (£1 for £1)	"	"	100
	2274	Invercargill Hundred, Block XXII (Sections 6 and 82, and 88 and 1)	"	"	100
	2275	Invercargill Hundred, Block XXI (east side)	"	"	101
	2276	Lee Road, Block XXII (Invercargill Hundred)	"	"	50
	2277	Lepper Road	"	"	100
	2281	Maori Beach to Otagu	Stewart Island	"	43
	2282	Marshall and Lamond Road (Spar Bush), (£1 for £1)	Southland	"	50
	2284	Mason Bay Road	Stewart Island	"	85
	2286	McKenzie Road (Barkly)	Southland	"	50
	2289	Mill Road (south of Oteramika)	"	"	75
	2290	McDonald Road (Hokonui)	"	"	60
	2292	McNaught Road (£1 for £1)	"	"	50
	2293	McNeil and Clark Road (£1 for £1)	"	"	100
	2295	New River Bridge approaches (West Plains)	"	"	79
	2297	New River Estuary Road (south wall)	"	"	114
	2299	New River Hundred, Block VIII (Sections 17 and 18)	"	"	100
	2301	New River Hundred, Block XIX (Sections 7 and 17), (£2 for £1)	"	"	100
	2304	Orion Road (£1 for £1)	"	"	100
	2307	Shand Road (Otapiri), (£1 for £1)	"	"	100
	2308	Spar Bush Bay Road	"	"	300
	2309	Springhills Road (Sections 82 to 297, Forest Hill Hundred)	"	"	88
	2316	Thule to Ryan Creek	Stewart Island	"	54
	2317	Tippett Road (Block VIII, Winton)	Southland	"	100
	2318	Tisbury to east of Waimatua Railway-station	"	"	436
	2319	Ulva Island tracks	Stewart Island	"	25
	2320	Underwood Road	Southland	"	89
	2321	Waihopai River improvement (Thomson Bush)	"	"	20
	2323	West Winton Channel	"	"	91
	2325	Wilson Crossing Road	"	"	100
	2326	Wilson Crossing to Tussock Creek	"	"	500
	2327	Winton Creek Channel (Upper)	"	"	108
	2331	Wright Road	"	"	100
	2332	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	1
	2333	Supervision	"	"	529
	2335	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	261
		Total—Invercargill			19,626

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> .					
GENERAL—					£
109	2337	Advertising tenders, and other initial expenses not fairly chargeable to a specific item	..	..	117
	2338	Compensation for injuries to employees while in discharge of their duties, and contingent expenses in connection with same	..	..	311
	2339	Engineering surveys	..	..	232
	2341	Plant not chargeable to any particular work ..	..	..	2,320
	2342	Roadmen's huts, store-rooms, &c.	..	..	369
	2343	Subsidy towards the construction of roads and bridges, under section 276 of the Native Land Act, 1909 (on account of £10,000), (£1 for £1)	..	..	2,362
	2344	Towards the prevention and restoration of flood damages generally	..	..	481
Total—General					6,192
Vote No. 109—Total for 1913–14					£225,130
BACKBLOCKS ROADS, ETC.					
WHANGAREI ROAD DISTRICT—					£
110	1	Aputerewa Road	Mangonui	Bay of Islands	100
	2	Auckland Special Settlement to Mangakahia ..	Hokianga	..	112
	3	Awanui to Mangatete, via Oturu Block ..	Mangonui	..	100
	4	Awanui to Mangonui, via Taipa	"	..	460
	5	Awaroa Stream Bridge	Hokianga	..	492
	6	Blue Gorge Road	Mangonui	..	96
	7	Broadwood to Takahue	Mangonui and Hokianga	..	62
	10	Driving Creek Bridge	Hokianga	..	28
	11	Fairburn to Otukai	Mangonui	..	64
	12	Haha Bridge	Hokianga	..	174
	18	Humphrey Road	"	..	9
	19	Kaikohe to Huehue	Hokianga and Bay of Islands	..	202
	21	Kohumaru	Mangonui	..	285
	24	Mangakahia River Bridge	Bay of Islands	..	617
	25	Mangamuka to Oruru	Hokianga and Mangonui	..	45
	26	Mangamuka to Victoria Valley	Ditto ..	..	1,576
	28	Mangonui to Kohumaru Block, via Kenana ..	Mangonui	..	153
	29	Mangonuiwae Stream Bridge	Hokianga	..	70
	31	Matawherohia to Kaeo	Whangaroa	..	139
	33	Mangatete Parish (access to Section 47) ..	Mangonui	..	99
	35	Okaharu Stream Bridge	Hokianga	..	45
	36	Okaihau to Kaikohe	Bay of Islands	..	596
	37	Oputeke Road	Hokianga	..	55
	40	Otukai Bridge	Mangonui	..	127
	42	Palmer Road	Hokianga	..	79
	45	Pareokawa Bridge	"	..	116
	47	Pikiparia to Te Karae	"	..	719
	52	Takahue to Herekino	Mangonui	..	304
	53	Takahue S.D., Block VI (access to Sections 13, 15, and 16)	"	..	148
	54	Takahue S.D., Block X (access)	"	..	191
	55	Takitu	Hokianga	..	207
	57	Taratara to Whangae	Bay of Islands	..	49
	58	Te Karae Stream Bridge	Hokianga	..	830
	59	Te Rore to Victoria Valley	Mangonui	..	200
	60	Waiharara to Hohoura	"	..	59
	62	Waiote-Kumarau Bridge	Hokianga	..	179
	65	Whangape to Mangonuiwae, via Rotokakahi Block	"	..	35
	66	Whangape Track	"	..	210
	68	Whirinaki to Taipa	"	..	226
	69	Maungaturoto to Cove, via Rowsell's ..	Whangarei and Otamatea	Mariden	288
	71	Patana to Snelgar Flat	Whangarei	..	150
	72	Poroti to Tangiteroria	"	..	84
	76	Waipu S.D., Block VI (access to Sections 260 and 365)	"	..	100
	80	Mangakahia Road bridges	"	Kaipara	7
	82	Tarawhati	Hokianga	..	344
	84	Waipoua S.D., Section 26, Block XI (access) ..	"	..	303
	85	Supervision	"	..	763
	86	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	..	22
Total—Whangarei					11 319

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.			
		AUCKLAND ROAD DISTRICT—			£
110	87	Bayer Road to Section 273, Waiwera Parish ..	Rodney ..	Marsden ..	280
	90	Mareretu to Bull's	Otamatea ..	" ..	2
	91	Mareretu Central Road	" ..	" ..	191
	92	Mareretu to Waikiekie	" ..	" ..	123
	93	Mason Road (coast road)	" ..	" ..	38
	97	Jolly's Range to Mangonui (Upper) ..	Hobson ..	Kaipara ..	300
	100	Taita to Tutamoe	" ..	" ..	145
	101	Tangiteroria to Tangihua, Block II ..	" ..	" ..	101
	102	Utopia Bridge	Otamatea ..	" ..	100
	103	Waimauku - West Coast to Frost's ..	Waitemata ..	" ..	100
	106	Great Barrier Island (Tryphena to Kaitoke Beach)	Great Barrier Island	Waitemata ..	65
	107	Great Barrier Island (Whangapara to Awanga) ..	" ..	" ..	14
	113	Graham's Beach to Palmer's	Franklin ..	Franklin ..	13
	116	Otau Road	" ..	" ..	53
	117	Paparimu to Maungatawhiri	" ..	" ..	8
	118	Pollok Main Road	" ..	" ..	57
	119	Pollok Wharf approach	" ..	" ..	33
	120	Wairoa River to Otau	Manukau ..	" ..	66
	121	Gumtown to Whenuakite	Coromandel ..	Thames ..	26
	123	Koheroa Parish (access to Section 55) ..	Waikato ..	" ..	18
	124	Manaia Creek Bridge	Coromandel ..	" ..	194
	125	Mangawhara	Ohinemuri ..	" ..	225
	126	Maungatawhiri to Waitakaruru	Waikato ..	" ..	363
	129	Pauhu to Cape Colville	Coromandel ..	" ..	200
	130	Tahuna (access to Sections 2 and 3, Block IX, Waitoa S.D.)	Ohinemuri ..	" ..	50
	133	Waiti	" ..	" ..	27
	134	Aotea to Raglan	Raglan ..	Raglan ..	303
	135	Cogswell Road	" ..	" ..	168
	136	Hetherington Road	" ..	" ..	40
	138	Kauroa to Pakoka	" ..	" ..	17
	140	Klondyke	" ..	" ..	29
	142	Pakihi to Okete	" ..	" ..	110
	144	Ruapuke to Aotea	" ..	" ..	7
	145	Ruapuke Mountain Road	" ..	" ..	77
	146	Ruapuke Mountain Road to Te Mata ..	" ..	" ..	46
	147	Takapaunui to Ruapuke Mountain Road ..	" ..	" ..	2
	149	Te Uku Landing Road	" ..	" ..	49
	150	Turner's Junction to West Coast (through Block VI, Awaroa)	" ..	" ..	150
	153	Kauri to Harapepe	" ..	Waikato ..	127
	154	Maihihi Bridge (Rangitoto No. 2)	West Taupo ..	" ..	73
	155	Mangaorongo Bridge, No. 1	" ..	" ..	69
	156	Mangaorongo Bridge, No. 2	" ..	" ..	76
	161	Okupata Junction to Pekanu	Kawhia and Waitomo	" ..	647
	163	Pehehau to Kaniwhaniwha	Raglan ..	" ..	105
	164	Pokaiwhenua	Matamata ..	" ..	400
	166	Waitetuna to Aotea	Kawhia ..	" ..	454
	168	Awaroa to Mahoe	" ..	Taumarunui ..	1,022
	170	Hauturu	Waitomo ..	" ..	622
	171	Kaimango	Kawhia ..	" ..	539
	172	Kauri	" ..	" ..	139
	173	Kauri Branch Road	" ..	" ..	70
	174	Kihi	" ..	" ..	419
	176	Kinohaku to Waiharakeke	" ..	" ..	1
	177	Lemon Point to Te Maika	" ..	" ..	389
	178	Mahoe	" ..	" ..	494
	181	Otorohanga to Pirongia	Waitomo ..	" ..	25
	182	Owaikura	" ..	" ..	70
	183	Taumatatotara East	Kawhia ..	" ..	179
	184	Taumatatotara West	" ..	" ..	352
	185	Te Maika	" ..	" ..	384
	186	Te Maika to Marokopa	" ..	" ..	182
	187	Waihohonu	Waitomo ..	" ..	4
	189	Supervision	" ..	" ..	971
	190	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	24
		Total—Auckland			11,627
		TAURANGA ROAD DISTRICT—			
	191	Akeake	Tauranga ..	Tauranga ..	100
	193	Clayton Road	Rotorua ..	" ..	32
	195	Harray Road	Tauranga ..	" ..	102
	196	Kaimai	Tauranga and Matamata	" ..	428
	197	Kaimai (access to Sections 579 to 583, Te Papa Parish)	Tauranga ..	" ..	5
	198	Komete	" ..	" ..	50

TABLE No. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
110	BACKBLOCKS ROADS, ETC.—continued.				
	TAURANGA ROAD DISTRICT—continued.				
	201	Ngamuawahine	Tauranga ..	Tauranga ..	£ 120
	202	Ngawaro to Te Puke	Rotorua and Tauranga ..	" ..	77
	203	Omanawa	Tauranga ..	" ..	471
	204	Otawa No. 1 Road	" ..	" ..	140
	205	Otawa No. 2 Road	" ..	" ..	11
	206	Puwhenua	Rotorua ..	" ..	267
	207	Raparapahoe Stream Bridge (Otawa No. 1 Road)	Tauranga ..	" ..	201
	211	Hereperu North	Whakatane ..	Bay of Plenty ..	524
	212	Hereperu South	" ..	" ..	71
	216	Kaituna	Tauranga ..	" ..	117
	217	Korano	" ..	" ..	33
	222	Pikowai North	Whakatane ..	" ..	145
	223	Pikowai South	Rotorua ..	" ..	92
	225	Pungarehu	Whakatane ..	" ..	96
	226	Rangiuru to Mangorewa Gorge	Rotorua and Tauranga ..	" ..	45
	228	Ruatahuna to Waikaremoana	Whakatane ..	" ..	495
	230	Stanley Track	" ..	" ..	231
	232	Waihi Swamp Road	Tauranga ..	" ..	230
	234	Whirinaki Valley	East Taupo and Rotorua ..	" ..	144
	235	Supervision	" ..	" ..	609
	236	Miscellaneous works and services including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	11
	Total—Tauranga				4,847
	GISBORNE ROAD DISTRICT—				
	237	Appleton Road	Opotiki ..	Bay of Plenty ..	75
	243	Kopuapounamu Valley	Waiapu ..	" ..	200
	244	Kowhai	Opotiki ..	" ..	81
	247	Matawai to Motu (Neill Road)	Waikohu ..	" ..	100
	249	Omaukuru	Opotiki ..	" ..	12
	251	Opato	" ..	" ..	126
	252	Opotiki to Motu	" ..	" ..	6,662
	253	Pakihi	" ..	" ..	434
	254	Pakihi Stock Reserve and river protection	" ..	" ..	150
	257	Ruatuna to Ohiwa Landing	" ..	" ..	117
	258	Te Araroa to Awatere	Waiapu ..	" ..	100
	259	Tutaetoko	Opotiki ..	" ..	132
	260	Tutamoe	Cook ..	" ..	250
	267	Waimata to Waiapu Inland Road (Todd's)	" ..	" ..	150
	270	Waioeka River Bridge (Upper)	Opotiki ..	" ..	281
	271	Waioeka River to Matawai	Waikohu ..	" ..	414
	274	Wairata Stream Road (Tahora No. 2 North Block)	Opotiki ..	" ..	137
	275	Whitikau Block to Opotiki—Motu Road	" ..	" ..	238
	276	Whitikau Block roads	" ..	" ..	200
	279	Mangapoike River bridges (Nos. 1 and 2)	Cook ..	Gisborne ..	574
	280	Mangapoike Valley (east end)	Cook and Wairoa ..	" ..	600
	281	Mangapoike Valley (west end)	Wairoa ..	" ..	507
	282	Maraetaha bridges	Cook ..	" ..	1,124
	285	Waikati	Wairoa ..	" ..	183
	287	Erepeti	" ..	Hawke's Bay ..	95
	288	Kokahu	" ..	" ..	55
	289	Mangarewarewa	" ..	" ..	126
	290	Matukuhia	" ..	" ..	89
	291	Ruakituri River Bridge (Boothman's)	" ..	" ..	796
	293	Wairoa River Bridge (Te Reinga Falls)	" ..	" ..	125
	294	Supervision	" ..	" ..	803
	Total—Gisborne				14,936
	TE KUITI ROAD DISTRICT—				
	296	Hapurua	Ohura ..	Taumarunui ..	57
	297	Harvey	" ..	" ..	137
	298	Huhatahi	" ..	" ..	96
	299	Kaikara	" ..	" ..	35
	302	Kakahi Stream Bridge	" ..	" ..	9
	303	Kohua	Waitomo ..	" ..	137
	305	Kopuha	Ohura ..	" ..	8
	306	Kururau	" ..	" ..	20
	307	Kururau Stream Bridge	" ..	" ..	176
	308	Mangakahikatea	" ..	" ..	32
	310	Mangaotaki to Mairoa	Waitomo ..	" ..	134
	312	Mangapapa	Ohura ..	" ..	203
	317	Mangawhero Stream Bridge	Waitomo ..	" ..	189

TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
110	BACKBLOCKS ROADS, ETC.—continued.				
	TE KUITI ROAD DISTRICT—continued.				
	318	Miroahuiiao to Mangaotaki	Waitomo ..	Taumarunui ..	£ 108
	319	Mokauiti Stream Bridge	" ..	" ..	227
	320	Mokauiti Valley Road	" ..	" ..	172
	323	Ohura River Bridge (Mangapapa Road) ..	Ohura ..	" ..	352
	325	Ohura (north of Paparata Saddle) ..	" ..	" ..	177
	326	Opatu Block (access)	" ..	" ..	24
	328	Opetea	" ..	" ..	5
	329	Opura	" ..	" ..	9
	331	Otunui South	" ..	" ..	70
	332	Otunui Stream Bridge (Aramahoe Road) ..	" ..	" ..	8
	333	Otunui Stream Bridge (Kururau Road) ..	" ..	" ..	161
	334	Otunui Stream Bridge (Otunui South Road) ..	" ..	" ..	7
	336	Paraheka	Waitomo ..	" ..	34
	337	Paraketu	Ohura ..	" ..	15
	339	Pirere	" ..	" ..	81
	341	Pungarehu	Waitomo ..	" ..	106
	342	Rata Stream Bridge	Ohura ..	" ..	128
	343	Rotokotuku	Waitomo ..	" ..	178
	344	Ryan Road	Ohura ..	" ..	232
	346	Te Kuiti to Mokau (east of Mangaotaki) ..	Waitomo ..	" ..	6,663
	348	Turoto	Ohura ..	" ..	1
	350	Waikaka Road bridges	" ..	" ..	291
	351	Waipawa	Waitomo ..	" ..	250
	354	Waitawhena	Ohura and Waitomo	" ..	730
	355	Waitawhena Road bridges	" ..	" ..	178
	359	Supervision	" ..	" ..	12
	360	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	51
	Total—Te Kuiti				11,503
	NEW PLYMOUTH ROAD DISTRICT—				
	361	Awakino Valley (Lower), (on account of £3,557) ..	Awakino ..	Taumarunui ..	2,232
	362	Awakino Valley (Upper)	" ..	" ..	205
	363	Kairimu	" ..	" ..	75
	364	Kiritehere (on account of £2,382)	" ..	" ..	1,716
	365	Kiwi	Clifton ..	" ..	845
	366	Kohuratahi	Whangamomona ..	" ..	68
	367	Manganui (on account of £3,957)	Awakino ..	" ..	3,872
	369	Mangaotaki Valley (Upper)	" ..	" ..	170
	370	Mangapapa	Whangamomona ..	" ..	529
	371	Mangapohue	Kawhia, Awakino, and Waitomo	" ..	635
	372	Mangatoro	Clifton ..	" ..	9
	373	Marakopa Valley	Awakino and Kawhia	" ..	560
	374	Moki	Clifton ..	" ..	496
	375	Moki Stream Bridge	" ..	" ..	543
	376	Ohura (south of Paparata Saddle)	Clifton, Whangamomona, and Stratford	" ..	2,445
	377	Pomorangi	Awakino ..	" ..	221
	379	Tongaporutu to Mangaroa (west of Kotare Stream) ..	Clifton ..	" ..	317
	380	Waikawau	Awakino ..	" ..	339
	381	Waipaua	" ..	" ..	97
	383	Rawhitiroa	Eltham ..	Egmont ..	135
	384	Tangahoe (Whareroa to Rehu Village) ..	Hawera ..	" ..	59
	385	Whenuakura Valley	Eltham and Hawera	" ..	295
	386	Mangaoapa (Junction Road to Mohakau Road) ..	Stratford ..	Stratford ..	718
	388	Mangare	Whangamomona ..	" ..	237
	389	Marco	" ..	" ..	543
	390	Matau River bridges (on account of £1,392) ..	Clifton ..	" ..	618
	391	Matau Township to Mangaoapa Road	" ..	" ..	103
	392	Poarangi	Whangamomona ..	" ..	16
	393	Punewhakahu Road to Raoraomouku Block (on account of £2,823)	Whangamomona, Stratford, and Patea	" ..	1,766
	394	Putikituna	Whangamomona ..	" ..	248
	396	Whangamomona to Wanganui River (on account of £2,128)	" ..	" ..	2,424
	397	Ahoroa	Patea ..	Patea ..	684
	398	Tawhiti Stream Bridge	" ..	" ..	223
	399	Supervision	" ..	" ..	308
	400	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	34
	Total—New Plymouth				23,785

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.—<i>continued</i>.					
WANGANUI ROAD DISTRICT—					
110	401	Anderson Road	Wanganui ..	Waimarino ..	£ 40
	402	Burrell Road	" ..	" ..	20
	404	Eherna	Waimarino and Kaitieke ..	" ..	269
	409	Kokakonui	Kaitieke ..	" ..	186
	410	Kokakoriki	" ..	" ..	492
	411	Makino	Waimarino ..	" ..	500
	413	Mangahoe	Kaitieke ..	" ..	24
	414	Mangahowhi	Wanganui ..	" ..	140
	415	Mangahowhi Stream Bridge	" ..	" ..	592
	418	Mangaturuturu	Waimarino ..	" ..	473
	419	Mason's to Raetihi	Wanganui and Waimarino ..	" ..	795
	421	Maungaroa	Kaitieke and Waimarino ..	" ..	250
	422	Motete	Waimarino ..	" ..	34
	424	Ohakune Village Settlement	" ..	" ..	414
	426	Owhango	Kaitieke ..	" ..	469
	427	Patua	" ..	" ..	92
	428	Pitangi	Wanganui ..	" ..	99
	429	Raetihi to Ohura	Waimarino ..	" ..	690
	430	Raupiu	Wanganui ..	" ..	101
	432	Retaruke	Kaitieke ..	" ..	42
	433	Retaruke Valley	" ..	" ..	173
	434	Retaruke Valley (Upper)	" ..	" ..	237
	436	Te Rata	" ..	" ..	50
	437	Tunakotekote	" ..	" ..	91
	438	Turakina Valley	Rangitikei and Wanganui ..	" ..	296
	440	Waipuna Ridge	Waimarino ..	" ..	100
	441	Wanganui River Road (left bank)	Wanganui and Waimarino ..	" ..	384
	443	Bruce Road	Waitotara ..	Patea ..	173
	444	Christie Road Bridge	" ..	" ..	1
	445	Makakaho (Upper Waitotara)	Patea ..	" ..	303
	447	Puraroto	" ..	" ..	426
	448	Taunoka	Waitotara ..	" ..	951
	449	Tawapiko	" ..	" ..	14
	450	Watershed	Waitotara and Patea ..	" ..	176
	451	Supervision	" ..	" ..	992
	452	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	17
Total—Wanganui					10,106
NAPIER ROAD DISTRICT—					
	454	Richmond Road	Hawke's Bay ..	Hawke's Bay ..	45
WELLINGTON ROAD DISTRICT—					
	458	Conspicuous Road	Kiwitea ..	Oroua ..	548
	459	Inland Road	Rangitikei ..	" ..	196
	460	Makino	" ..	" ..	363
	468	Mangapuaka (north of Tunakore Bridge)	Dannevirke ..	Pahiatua ..	69
	469	Mangapuaka Road and bridges (south of Tunakore Bridge)	" ..	" ..	270
	471	Range Road (south)	Akitio ..	" ..	47
	472	Te Uri Road	Dannevirke ..	" ..	250
	473	Tunakore Bridge	" ..	" ..	60
	474	Makoura	Akitio and Masterton ..	Masterton ..	201
	475	Marainanga Stream Bridge	Akitio ..	" ..	145
	476	Spur Road	" ..	" ..	272
	477	Sugar-loaf Road	" ..	" ..	57
	478	Waioakura	" ..	" ..	120
	479	Waiowaka	" ..	" ..	232
	482	Pakowai (Anderson's, towards Tinui to Pakowai Road)	Castlepoint ..	Wairarapa ..	348
	483	Tinui to Pakowai (north end)	" ..	" ..	317
	484	Tinui to Pakowai (south end)	" ..	" ..	448
	487	Supervision	" ..	" ..	690
	488	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	17
Total—Wellington					4,650

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.			
		NELSON ROAD DISTRICT—			£
110	494	Aorere Road (Upper)	Collingwood ..	Motueka ..	26
	495	Awaiti to Marahau	Takaka and Waimea ..	..	121
	498	Big Bush to Rainy River	Waimea ..	..	200
	499	Bowron Road .. .. .	.. ..	..	60
	502	Clarke River Bridge .. .. .	.. ..	..	107
	503	Cooper Road to Bainham	Collingwood ..	..	100
	504	Dart Valley	Waimea ..	..	80
	505	Falls River to Torrent Bay	Takaka ..	..	163
	510	Handcock's to Anatakapon .. .. .	.. ..	..	80
	514	Huia	Waimea ..	..	75
	517	Kereru .. .. .	.. ..	..	100
	520	Kokako .. .. .	.. ..	..	114
	522	Mangarakau	Collingwood ..	..	182
	523	Manu Railway-station to Sherry River Forks	Waimea ..	..	118
	526	Motupiko River Bridge (Korere) .. .. .	.. ..	..	900
	529	Pearse Valley .. .. .	.. ..	..	96
	532	Pohara to Awaroa	Takaka ..	..	180
	533	Rainy River Road	Waimea ..	..	250
	534	Roeske Road .. .. .	.. ..	..	20
	535	Scott Creek Road	Takaka ..	..	50
	536	Stanley Brook Bridge	Waimea ..	..	500
	537	Tadmor to Kaka .. .. .	.. ..	..	150
	539	Wairoa Forks Block Road .. .. .	.. ..	..	189
	540	Wairoa River Road (left branch) .. .. .	.. ..	..	64
	541	Wangapeka River Bridge .. .. .	.. ..	..	2,266
	545	Buller River Bridge (Gowan Road)	Murchison ..	Buller ..	170
	546	Flat Creek Road .. .. .	.. ..	..	103
	547	Glencairn to Maruia North Block .. .. .	.. ..	..	11
	548	Glengarry .. .. .	.. ..	..	46
	549	Glenroy to Rappahannock .. .. .	.. ..	..	29
	556	Mangles River bridges .. .. .	.. ..	..	131
	557	Maruia River Bridge and approaches (Maruia River Road) .. .. .	.. ..	..	2,099
	559	Maruia River Road (west bank) .. .. .	.. ..	..	251
	562	Maruia, via Caslani's .. .. .	.. ..	..	178
	563	Matakitaki River Road (west bank) .. .. .	.. ..	..	53
	564	Matakitaki Valley Road .. .. .	.. ..	..	243
	565	Matiri River Road (east bank) .. .. .	.. ..	..	87
	566	Matiri River Road (west bank) .. .. .	.. ..	..	249
	567	Murchison to Maruia Hot Springs .. .. .	.. ..	..	100
	568	Newman Road .. .. .	.. ..	..	70
	569	Nuggety Creek .. .. .	.. ..	..	18
	570	O'Donnell Road .. .. .	.. ..	..	23
	571	Owen Junction to Murchison Creek .. .. .	.. ..	..	117
	572	Paenga Post-office to Shenandoah Junction .. .. .	.. ..	..	117
	573	Pea Soup Creek Bridge .. .. .	.. ..	..	69
	576	Roberts to Coffee Creek .. .. .	.. ..	..	100
	577	Rotoiti Lake Road (East Road) .. .. .	.. ..	..	139
	578	Sandstone Creek Track .. .. .	.. ..	..	39
	581	Taylor Creek Road .. .. .	.. ..	..	34
	582	Taylor Creek to Pea Soup Creek .. .. .	.. ..	..	96
	586	Valley Creek Road Extension .. .. .	.. ..	..	131
	587	Valley Creek Track to Hyde's and Neilsen's .. .. .	.. ..	..	39
	588	Warwick Junction to Main Road .. .. .	.. ..	..	41
	589	Whale Creek Road .. .. .	.. ..	..	14
	590	Supervision .. .. .	.. ..	..	775
	591	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. .. .. .	.. ..	..	58
		Total—Nelson .. .. .	.. ..	..	11,821
		BLenheim ROAD DISTRICT—			
	592	Fairy Bay to Nydia Bay	Sounds ..	Nelson ..	164
	593	Harvey's Bay to Nydia Bay .. .. .	.. ..	..	33
	594	Mohetapu	Marlborough ..	..	60
	595	Ronga Valley .. .. .	.. ..	..	41
	597	Tinline Road .. .. .	.. ..	..	284
	605	Onahau Bay to Kenepuru Sound .. .. .	.. ..	Wairau ..	20
	606	Queen Charlotte Sound Road	Sounds ..	..	50
	607	Tophouse Road	Marlborough ..	..	50
	608	Top Valley to Bartlett Creek .. .. .	.. ..	..	146
	610	White's Bay to Robin Hood Bay	Sounds ..	..	50
	611	Kahautara River Bridge	Kaikoura ..	Hurunui ..	3,782
	612	Puhipuhi (west) .. .. .	.. ..	..	300
	613	Runs 105A and 105B (Kaitarau) .. .. .	.. ..	..	200
	616	Stag Road .. .. .	.. ..	..	135
	617	Supervision .. .. .	.. ..	..	253
	618	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c. .. .. .	.. ..	..	34
		Total—Blenheim .. .. .	.. ..	..	5,602

TABLE No. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
110	BACKBLOCKS ROADS, ETC.—continued.				£
	WESTPORT ROAD DISTRICT—				
	620	Little Wanganui to Glasseye	Buller	Motueka ..	81
	621	Little Wanganui to Karamea	"	" ..	35
	622	Mokihinui to Little Wanganui	"	" ..	2,197
	625	Brighton Block Road	"	Buller ..	93
	626	Utopia	"	" ..	100
	627	Supervision.. .. .	"	" ..	263
	628	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	" ..	10
		Total—Westport	"	" ..	2,779
	GREYMOUTH ROAD DISTRICT—				
	629	Coal Creek Bridge	Inangahua ..	Buller ..	898
	631	Inangahua Landing to Brown Creek	"	" ..	152
	632	Inangahua River to Brown Creek	"	" ..	106
	633	Lyell Road to Brown Creek	"	" ..	151
	635	Barrytown to Grey County Boundary	Grey	Grey ..	820
	639	Punakaiki Footbridge	"	" ..	181
	640	Rough River Road	"	" ..	35
	641	Ahaura to Amuri Track	"	Westland ..	100
	642	Arawata to Cascade	Westland ..	" ..	109
	644	Cameron's Terrace Road	Grey	" ..	364
	645	Dawson Road	Westland ..	" ..	100
	647	Gibb Road	"	" ..	60
	648	Haast Pass Track	"	" ..	492
	649	Haast to Paringa	"	" ..	50
	650	Happy Valley Track.. .. .	"	" ..	100
	651	Harris Road	Grey	" ..	45
	652	Hatters to Haupiri	"	" ..	129
	653	Hermitage to Copland Track	Westland ..	" ..	517
	654	Jacob's to Karangarua	"	" ..	96
	655	Jacob's to Mahitahi Road	"	" ..	257
	656	Kokiri to Moana	Grey	" ..	827
	658	La Fontaine Road and extension	Westland ..	" ..	121
	660	Moana to Ruru	Grey	" ..	250
	663	Peterson Road and extension.. .. .	Westland ..	" ..	257
	664	Purcell Road	"	" ..	200
	665	Robertson Road (north end)	"	" ..	200
	666	Robertson Road (south end)	"	" ..	96
	667	Roto Road Bridge	"	" ..	57
	671	Turnbull South Road	"	" ..	75
	672	Waiho to Karangarua	"	" ..	1,669
	673	Waiho Terrace Road	"	" ..	501
	674	Waikukupā.. .. .	"	" ..	49
	676	Wall Road Extension	"	" ..	223
	678	Supervision.. .. .	"	" ..	109
		Total—Greymouth	"	" ..	9,396
	CHRISTCHURCH ROAD DISTRICT—				
	681	Conway Gorge	Cheviot	Hurunui ..	1,451
	683	Hooker River Bridge and approaches	Mackenzie ..	Temuka ..	342
	684	Irishman's Creek Bridge	"	" ..	250
	685	Lake Tekapo to Lake Pukaki.. .. .	"	" ..	500
	686	Lake Tekapo to Lillybank Road	"	" ..	150
		Total—Christchurch	"	" ..	2,693
	DUNEDIN ROAD DISTRICT—				
	689	Gardner Road	Waitaki.. ..	Waitaki ..	156
	690	Mount Fortune Run (access)	"	" ..	100
	702	Routeburn Valley roads	Lake	Wakatipu ..	262
	704	Andrews Road	Clutha	Clutha ..	36
	706	Miscellaneous works and services including assistance towards the construction of roads, bridges, tracks, &c.	"	" ..	50
		Total—Dunedin	"	" ..	604

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.					
INVERCARGILL ROAD DISTRICT—					
110	708	Lake Hauroko Track	Wallace ..	Wallace ..	£ 342
	709	Lillburn to Hauroko	" ..	" ..	294
	710	McLean Road (Longwood)	" ..	" ..	66
	711	McLean Road (Longwood), (extension to Waiau S.D.)	" ..	" ..	200
	712	Round Hill to Longwood	" ..	" ..	301
	713	Round Hill to Pahia	" ..	" ..	155
	714	Hodgson Road (Kapuka)	Southland	Mataura ..	135
	716	Oteramika, Block V (Sections 35 to 40)	" ..	" ..	100
	717	Titipua to Brydone	" ..	" ..	390
	718	Waimatua to Mokotua	" ..	" ..	136
	720	Jenning's Road (Campbelltown)	" ..	Awarua ..	298
	721	Massey's Tramway Road	" ..	" ..	273
	722	McRae Road (deviation)	" ..	" ..	100
	723	Taylor Road	" ..	" ..	100
	724	Supervision	" ..	" ..	103
Total—Invercargill					2,993
Vote No. 110—Total for 1913-14					£128,706
ROADS TO OPEN UP CROWN LANDS.					
WHANGAREI ROAD DISTRICT—					
126	3	Mangakarikari Block	Hokianga ..	Bay of Islands	£ 170
	4	Ngunguru Extension No. 3 Block	Whangarei ..	" ..	225
	8	Ruaoterei Additional and Extension Block	Bay of Islands ..	" ..	300
	13	Te Rore Block	Mangonui ..	" ..	122
	16	Umuhawha Block	Bay of Islands ..	" ..	237
	19	Waiomio Block	" ..	" ..	298
	20	Waiomio Extension Block	" ..	" ..	321
	27	Blocks not specifically provided for	" ..	" ..	22
Total—Whangarei					1,695
AUCKLAND ROAD DISTRICT—					
	29	Tangowahine Block	Hobson ..	Kaipara ..	13
	30	Tangowahine Extension Block	" ..	" ..	180
	32	Oteha Block	Waitemata ..	Waitemata ..	605
	33	Paremoremo Block	" ..	" ..	845
	35	Takaruru Block	Waikato ..	Thames ..	1
	36	Waitakaruru Block	Thames ..	" ..	338
	37	Waitawheta Block	Ohinemuri ..	Ohinemuri ..	897
	41	Roto Ngaro Block	Raglan ..	Raglan ..	789
	42	Tamatakohe Block	" ..	" ..	446
	44	Waimai Block	" ..	" ..	2,121
	48	Rotongata Block	West Taupo ..	Waikato ..	338
	49	Tokanui Block	" ..	" ..	25
	51	Wharepuhunga Block	" ..	" ..	4,827
	58	Blocks not specifically provided for	" ..	" ..	61
Total—Auckland					11,486
TAURANGA ROAD DISTRICT—					
	61	Minden Block	Tauranga ..	Tauranga ..	22
	62	Okohiriki No. 2 Block	Rotorua ..	" ..	523
	68	Tauhara Block	East Taupo ..	Bay of Plenty	405
Total—Tauranga					950
GISBORNE ROAD DISTRICT—					
	74	Ngatapa Block	Waikohu ..	Bay of Plenty	569
	76	Oamarnu No. 4 Block (additional)	Opotiki ..	" ..	143
	82	Waipaoa Block	Wairoa ..	Hawke's Bay ..	97
	83	Blocks not specifically provided for	" ..	" ..	49
Total—Gisborne					858
TE KUITI ROAD DISTRICT—					
	84	Ararimu Block	Ohura ..	Taumarunui ..	4,436
	86	Kopaki Block	Waitomo ..	" ..	115
	87	Mangaiti Block	" ..	" ..	146
	90	Matiere Township No. 2 Block	Ohura ..	" ..	47
	93	Orekopa Block	Waitomo ..	" ..	1,620
	94	Orekopa Extension Block	" ..	" ..	61
	95	Orongomai Block	Ohura ..	" ..	4,125
	98	Tapuae Block	Waitomo ..	" ..	241
	100	Tauraroa Block	" ..	" ..	1,746
Total—Te Kuiti					12,537

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
126	ROADS TO OPEN UP CROWN LANDS—contd.				
	NEW PLYMOUTH ROAD DISTRICT—				
	110	Taumatamahoe Block	Whangamomona ..	Stratford ..	£ 3,011
	112	Taurakawa Block	Stratford ..	" ..	1,673
	113	Whangamomona Township Block	Whangamomona ..	" ..	66
	115	Blocks not specifically provided for	" ..	" ..	5
	Total—New Plymouth				4,755
	WANGANUI ROAD DISTRICT—				
	121	Horopito West Block	Waimarino ..	Waimarino ..	150
	123	Kaitieke Township Block	Kaitieke ..	" ..	148
	126	Mangatiti Block	Waimarino ..	" ..	953
	127	Manunui Village Settlement Block	Kaitieke ..	" ..	562
	129	Morinni Block	" ..	" ..	6,082
	130	Ngamatea Forest Block	Wanganui ..	" ..	379
	131	North Waimarino Block	Kaitieke ..	" ..	2,181
	135	Otara Block	Wanganui ..	" ..	59
	137	Owhango Township Extension No. 1 Block ..	Kaitieke ..	" ..	282
	138	Raetihi Township Extension No. 1 Block ..	Waimarino ..	" ..	106
	139	Rangataua Block	" ..	" ..	62
	142	Riariaki Block	Waimarino and Kaitieke ..	" ..	1,651
	143	Ruatiti Block	Waimarino ..	" ..	1,424
	145	Waipapa Valley Block	" ..	" ..	344
	147	Momohaki Block	Patea ..	Patea ..	571
	148	Rangitatau Block	Patea and Waitotara ..	" ..	809
	149	Taunoka Block	Waitotara ..	" ..	1,480
	150	Whakaihuwaka Block	Patea ..	" ..	1,779
	152	Blocks not specifically provided for	" ..	" ..	31
	Total—Wanganui				19,053
	NAPIER ROAD DISTRICT—				
	154	Makaretu Block	Waipawa ..	Waipawa ..	144
	156	Otawhao Block	" ..	" ..	253
	157	Manawaangi Block	Patangata ..	Pahiatua ..	2,152
	Total—Napier				2,549
	WELLINGTON ROAD DISTRICT—				
	159	Te Whitiata Block	Dannevirke ..	Waipawa ..	57
	160	Awarua 1b Block	Rangitikei ..	Oroua ..	8
	161	Piripiri Block	Pohangina ..	" ..	7
	166	Ahuaturanga Block	Woodville ..	Pahiatua ..	947
	168	Mangatainoka Block	Pahiatua ..	" ..	1,263
	171	Rokai Block	Dannevirke ..	" ..	332
	174	Heckler Block	Mauriceville and Masterton ..	Masterton ..	304
	177	Mawaihakona Township Block	Hutt ..	Hutt ..	395
	179	Blocks not specifically provided for	" ..	" ..	38
	Total—Wellington				3,351
	NELSON ROAD DISTRICT—				
	180	Hope Block	Waimea ..	Motueka ..	18
	183	Howard Block	Murchison ..	Buller ..	11
	185	Mangles to Blackwater Block	" ..	" ..	96
	187	Mid-Marua Block	" ..	" ..	19
	188	Nuggety Block	" ..	" ..	74
	190	Warwick Block	" ..	" ..	35
	191	Blocks not specifically provided for	" ..	" ..	3
	Total—Nelson				256
	BLENHEIM ROAD DISTRICT—				
	193	Ronga Valley No. 2 Block	Marlborough ..	Nelson ..	296
	194	Tinline No. 2 Block	" ..	" ..	630
	196	Blue Mountain Block	Awatere ..	Wairau ..	127
	198	Neutral Spur Block	Marlborough ..	" ..	100
	Total—Blenheim				1,153
	WESTPORT ROAD DISTRICT—				
	203	Otumahana Block	Buller ..	Motueka ..	15
	204	Brighton No. 2 Block	" ..	Buller ..	1,151
	Total—Westport				1,166
	GREYMOUTH ROAD DISTRICT—				
	209	Wanganui Block	Westland ..	Westland ..	240
	210	Blocks not specifically provided for	" ..	" ..	30
	Total—Greymouth				270

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
126	ROADS TO OPEN UP CROWN LANDS—contd.				
	INVERCARGILL ROAD DISTRICT—				
	216	Aparima No. 1 Block	Wallace ..	Wallace ..	£ 462
	217	Aparima No. 2 Block	" ..	" ..	5
	219	Jacobs River No. 1 Block	" ..	" ..	42
	222	Oraki Block	" ..	" ..	171
	223	Round Hill Block	" ..	" ..	80
	226	Terepa Block	" ..	" ..	66
	227	Campbelltown Block	Southland ..	Mataura ..	1,189
	228	Campbelltown No. 1 Block	" ..	" ..	312
	229	Gore Block	" ..	" ..	322
	231	Oteramika No. 1 Block	" ..	" ..	88
	232	Waimatua No. 1 Block	" ..	" ..	157
	233	Forest Hill Block	" ..	Awarua ..	58
	236	Spar Bush Block	" ..	" ..	214
	Total—Invercargill				3,166
	Vote No. 126—Total for 1913–14				63,245
127	ROADS TO OPEN UP NATIONAL ENDOWMENT LANDS.				
	TAURANGA ROAD DISTRICT—				
	10	Te Rerenga Extension Block	Rotorua ..	Tauranga ..	£ 232
	11	Kaituna Block	" ..	Bay of Plenty ..	1,630
	Total—Tauranga				1,862
	GISBORNE ROAD DISTRICT—				
	18	Waihau Block	Cook ..	Gisborne ..	36
	TE KUITI ROAD DISTRICT—				
	20	Opatu Block	Ohura ..	Taumarunui ..	196
	21	Otunui Block	" ..	" ..	236
	Total—Te Kuiti				432
	NEW PLYMOUTH ROAD DISTRICT—				
	24	Mohakatino Block	Clifton ..	Taumarunui ..	730
	WANGANUI ROAD DISTRICT—				
	27	Tauakira No. 1 Block	Wanganui ..	Waimarino ..	535
	WELLINGTON ROAD DISTRICT—				
	29	Waimata Block	Akitio ..	Pahiatua ..	61
	NELSON ROAD DISTRICT—				
	33	Wangamoia Block	Waimoa ..	Nelson ..	3
	38	Matakitaki Block	Murchison ..	Buller ..	69
Total—Nelson				72	
GREYMOUTH ROAD DISTRICT—					
43	Maimai Block	Inangahua ..	Grey ..	454	
45	Middle Bush Block	Westland ..	" ..	100	
Total—Greymouth				554	
Vote No. 127—Total for 1913–14				£4,282	
20	CONSOLIDATED FUND.				
	MAINTENANCE AND IMPROVEMENT OF ROADS.				
	1	Expenses incidental to the maintenance and improvement of roads	..	..	£44,014
	Total of Votes 109, 110, 126, 127, and 20				£ 465,377
Add expenditure for previous years				9,519,878*	
Total expenditure to 31st March, 1914				£9,985,255*	

* 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. 111.—Item No. 1.—Assistance towards the construction and repair of roads, &c.							£	s.	d.
							1,139	16	11
							£1,139	16	11
AUCKLAND.									
Coromandel County.							£	s.	d.
3. Cabbage Bay—Matamataharakeke	..	..	..	..	..	..	100	0	0
4. Cabbage Bay—Cape Colville	..	..	..	..	..	..	203	7	8
5. Cabbage Bay—Port Charles	..	..	..	..	..	..	45	11	3
7. Coromandel—Kuaotunu, via Matarangi	..	..	..	..	..	..	246	2	6
8. Coromandel—Tererenga	..	..	..	..	..	..	100	0	0
9. Coromandel—Waikawau	..	..	..	..	..	..	100	0	0
13. Kikowhakarere—Cabbage Bay	..	..	..	..	..	..	200	0	0
16. Kuaotunu—Mercury Bay	..	..	..	..	..	..	100	0	0
18. Mataiterangi Stream Bridge	..	..	..	..	..	..	74	4	3
20. Mount Welcome Low-level Road	..	..	..	..	..	..	52	1	8
21. Success Mine Road	..	..	..	..	..	..	30	17	6
22. Tererenga—Whangapoua	..	..	..	..	..	..	110	0	0
24. Waitaia Company's Low-level Road	..	..	..	..	..	..	100	0	0
Thames County.							75	0	0
27. Hikutaia—hangamata "Wires"	..	..	..	..	..	..	43	19	9
28. Hikuwai—Fourth Branch	..	..	..	..	..	..	75	0	0
29. Hikuwai—Ohui	..	..	..	..	..	..	267	5	10
30. Hikuwai—Tairua	..	..	..	..	..	..	100	0	0
31. Karaka Creek Road	..	..	..	..	..	..	750	0	0
32. Kauaeranga—Tairua	..	..	..	..	..	..	16	0	0
33. Kauaeranga Valley Road	..	..	..	..	..	..	100	0	0
35. Maratoto Road	..	..	..	..	..	..	250	0	0
38. Omahu Road	..	..	..	..	..	..	200	0	0
39. Puriri—Neavesville	..	..	..	..	..	..	100	0	0
40. Puriri Wharf Road	..	..	..	..	..	..	100	0	0
41. Sunbeam Creek Road	..	..	..	..	..	..	50	0	0
42. Sylvia Mine Road	..	..	..	..	..	..	49	15	0
44. Tapu Creek Road	..	..	..	..	..	..	65	15	0
45. Tapu—Gumtown	..	..	..	..	..	..	100	0	0
46. Tararu Creek Road	..	..	..	..	..	..	139	7	6
47. Thames—Hikutaia (£1 for £1)	..	..	..	..	..	..	125	17	6
48. Thames—Waikawau (£1 for £1)	..	..	..	..	..	..	150	0	0
50. Waikiekie Creek Bridge (£1 for £1)	..	..	..	..	..	..	99	18	11
51. Waiomo Creek Road	..	..	..	..	..	..	100	0	0
53. Whangamata—Luck-at-Last	..	..	..	..	..	..	200	0	0
54. Whangamata—Ohui	..	..	..	..	..	..			
Thames Borough.							50	0	0
55. Karaka Creek (clearing)	..	..	..	..	..	..			
Ohinemuri County.							390	0	0
58. Bridge Road—Karangahake	..	..	..	..	..	..	77	19	0
60. Dominion Mine Track	..	..	..	..	..	..	90	0	0
63. Hill Road	..	..	..	..	..	..	43	0	0
64. Hoununga Road	..	..	..	..	..	..	33	0	0
65. Jubilee Road	..	..	..	..	..	..	150	0	0
67. Komata—Maratoto	..	..	..	..	..	..	100	0	0
68. Mackaytown—Waikino (£1 for £1)	..	..	..	..	..	..	70	0	0
73. Old Tauranga Road	..	..	..	..	..	..	89	0	0
74. Paeroa—Hikutaia Road—Robinson's	..	..	..	..	..	..	173	0	0
77. Paeroa—Te Aroha	..	..	..	..	..	..	80	0	0
79. Paeroa—Waitoa	..	..	..	..	..	..	31	0	0
83. Rotokohu Road	..	..	..	..	..	..	50	0	0
85. Thames Road—Komata Railway-station	..	..	..	..	..	..	100	0	0
86. Tui—Mangakino	..	..	..	..	..	..	100	0	0
88. United—Maratoto	..	..	..	..	..	..	75	0	0
89. Victoria Road—Waikino	..	..	..	..	..	..	80	10	0
97. Willows Prospecting Track	..	..	..	..	..	..			
							£6,402	13	4

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

MARLBOROUGH.

Marlborough County.

[illegible]

£385 18 6

NELSON.

Collingwood County.

<i>Collingwood County.</i>								£	s.	d.
102. Aorere (Upper Road)	..	..	..	..	..	..	133	18	0	
104. Beach Road	..	..	..	..	..	..	196	0	0	

Takaka County.

117. Takaka - Collingwood Inland Road	..	..	..	..	..	81 15 6
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Waimea County.

123. Wangapeka-Baton	..	..	..	90	0	0
124. Wangapeka Valley - Chandler's - Flanagan's	..	..	..	306	4	2

Buller County.

129.	Granite Creek Road	43	15	0
130.	Granite Creek Road Extension	83	10	0
136.	Mokihinui - Little Wanganui River Road	265	19	1
137.	Mokihinui - Ngakawau	228	3	0
138.	Mokihinui River Bridge - mouth of Mokihinui River	40	0	0
139.	Mokihinui River Road	200	0	0
140.	Mount Radiant Track Bridge	60	0	0
141.	Oparara Bridge-South Beach	100	0	0
144.	Promised Land - Allan's	100	0	0
145.	Rough-and-tumble - Maori Gully.. .. .	100	0	0
149.	Wanganui-Wangapeka	16	15	0
150.	Alpine-Eight-mile	50	0	0
151.	Bins Road - Ngakawau	76	6	0
154.	Brighton-Richard's	120	15	0
155.	Buller Creek Track	100	0	0
156.	Bull's Siding - Dennehy's Sluicing Claim	60	0	0
159.	Channel Flat - Mackley's and Bridge	115	18	4
161.	Coalbrookdale Road	19	0	0
165.	Crow's Nest Road	80	0	0
169.	Denniston Streets	81	4	6
172.	Easton's Road	91	1	4
174.	Four-mile-Brighton	57	0	0
185.	Joachim's Road (Denniston-Hospital)	87	12	0
188.	Little Totara River Bridge	100	0	0
197.	Millerton - Stockton Mine	300	0	0
204.	Ngakawau-Stockton	373	7	6
206.	Nine-mile Beach - Totara Bridge.. .. .	209	18	0
208.	Orawaiti River Bridge and Road.. .. .	450	0	0
212.	Pensini Creek Road	100	0	0
217.	Richard's - Gentle Annie	100	0	0
222.	Stephen's - Sergeant's Hill	100	0	0
224.	Suspension Bridge, Inangahua Junction - Smith's	55	5	0
226.	Totara Bridge (Main Road, Westport - Charleston).. .. .	105	0	0
228.	Utopia Road	100	0	0
229.	Utopia Road - Sergeant's Hill	100	0	0
232.	Victory - Mahr's Reefs Road, Lyell (on account)	190	17	0
233.	Waimangaroa-Barrowman's	10	0	0
234.	Waimangaroa-Waratea	22	0	0

Murchison County.

157. Campbell's Creek - Caslani's	16	4	6
192. Maruia Bridge - Robert's	1	0	0
193. Maruia South Road	88	18	4
194. Matakītaki River Road (West Bank)	31	0	6
210. Paenga Post-office - Shenandoah Junction	1	7	0
211. Pea Soup Creek - Paenga Post-office	40	11	9
214. Rappahannoc Creek Track (widening) (on account)	29	10	1
219. Roberts's - Coffee Creek	69	10	9
225. Taylor's Creek - Pea Soup Creek	39	18	8

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

NELSON—*continued.**Inangahua County.*

	£	s.	d.
164. Cronadun - Capleston	160	0	0
167. Crusington Suspension Bridge - Cornishtown Track	100	0	0
202. Murray Creek Bridge (Black's Point)	95	0	0
203. Murray Creek Road	13	0	0
231. Victoria Range Track	54	14	2
241. Blackwater-Waiuta	62	13	6
250. Grey Road - Lloyd's	77	12	6
251. Hukarere - Blackwater Company's Battery-site (on account of £5,000)	1,009	18	1
252. Hukarere - Millerton Mine Road	150	0	0
263. Slab Hut Creek - Big River	201	7	6
264. Soldier's Creek Bridge	150	0	0
265. Soldier's Road, Bonanza	40	0	0
266. Soldier's Road, Bonanza - Auld's Creek Track	50	0	0
288. Mossy Creek Dray-bridge (Snowy Creek Road)	50	1	2
303. Waiuta Township Drainage (£1 for £1)	71	2	6
304. Waiuta Township Roads	150	0	0
306. Waiuta - Snowy Creek	126	0	0
307. Waiuta - St. George Mine Track	212	0	0

£8,392 15 5

WESTLAND.

Grey County.

	£	s.	d.
244. Cobden - Brighton	88	0	0
245. Cobden - Point Elizabeth	100	0	0
246. Cobden-Runanga	200	0	0
247. Deep Creek Bridge (on account)	109	16	4
253. Liddy's Creek Bridge (Barrytown - Punakaikae Road)	150	0	0
254. McLean's Creek Track and Road	93	4	0
255. Moonlight Gorge Track	100	0	0
259. Roa-Braeton	100	0	0
260. Runanga Village Settlement Roads	40	0	0
261. Seven-mile Creek Bridge	667	0	0
262. Scott's Creek Bridge, Barrytown - Punakaikae Road	150	0	0
267. Upper Moonlight Bridge	52	15	4
268. Upper Moonlight Road	200	0	0
269. Upper Moonlight Prospecting Track	150	0	0
272. Arnold River Bridge at Kotuku	152	13	4
287. Molloy's Creek Bridge (on account)	86	0	0
289. Nelson Creek Footbridge (£1 for £1)	458	16	2
290. Nelson Creek - Bell Hill	200	0	0
294. Pott's Creek Bridge	150	0	0
295. Red Jack's Creek Road	100	0	0
298. Spring Creek Bridge (Kotuku - Moana Road)	346	12	5
308. Westbrook Road (deviation) (on account of £2,100)	513	16	1

Westland County.

270. Adair's Road	100	0	0
271. Arahura - Wainihinihi Track	16	17	6
273. Back Creek Road	98	9	0
276. Eel Creek Track Protection	49	7	0
277. Gillam's Gully Road Extension and Overflow Bridge	86	0	0
278. Gillespie's Track	75	0	0
282. Hokitika Boundary Road	72	6	1
283. Kanieri Tramway Road	100	0	0
285. Larrikin's - Loopline Road	100	0	0
291. No. 4 Channel Road, Dillman's	100	0	0
292. Okarito - Forks Road and Track	69	4	0
293. Piper's Flat Bridge	455	18	6
297. Seddon's Terrace	100	0	0
299. Stafford Tracks	51	11	0
309. Westland Reefs Prospecting Track	75	0	0
310. Whitcombe Valley Track	64	16	0
311. Wilberforce Track	75	2	6

Ross Borough.

296. Ross - Railway-station, Ross	100	0	0
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£5,998 5 3

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

OTAGO.

Tuapeka County.

	£	s.	d.
313. Lawrence-Tuapeka (£1 for £1)	100	0	0
320. Rae's Junction - Island Block (£1 for £1)	60	0	0

Lake County.

331. Glenorchy - Reid's Mine	150	0	0
332. Macetown-Reefs	26	4	6
339. Reid's Battery - Bonnie Jean	150	0	0
	<u>£486</u>	<u>4</u>	<u>6</u>

SOUTHLAND.

Southland County.

	£	s.	d.
333. McKenzie's Hill Road, Waikaka (£1 for £1)	50	0	0
342. Waikaia - Dredges Road (repairs), (£3 for £2)	139	7	0
343. Waikaia Township - Block X (£1 for £1)	50	0	0
345. Waikaka - Edge's Coal-pit (£1 for £1)	100	0	0
352. Charlton Creek Dredging Claims	50	0	0
353. Christopherson's Road (£1 for £1)	123	6	0
354. Gore - Kelvin Road (£50, £1 for £1)	150	0	0
358. Parker's Bridge and Approaches	100	0	0

Wallace County.

348. Colac - Round Hill	300	0	0
350. Riverton - Beach	123	10	1
351. Ruahine - Beach	151	5	0
	<u>£1,337</u>	<u>8</u>	<u>1</u>

	£	s.	d.
Expenditure for year ended 31st March, 1914	24,143	2	0
Expenditure for previous years	973,107	16	10

Total expenditure to 31st March, 1914, on Roads on Goldfields .. £997,250 18 10

TABLE NO. 5.

DEVELOPMENT OF GOLDFIELDS.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1914, 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, 1870-1913.	Grants, Subsidies, 1870-1913.	Survey and Construction, 1913-1914.	Grants, Subsidies, 1913-1914.	Totals.	Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.			Totals.			
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
NORTH ISLAND.														
AUCKLAND PROVINCIAL DISTRICT—														
Thames ..	80,708	19	3	..	..	..	..	..	..	..	..	80,708	19	3
Tairua Water-race ..	..	34	5	4	..	..	..	..	..	..	..	34	5	4
Compensation, Thames Water-race ..	..	1,250	0	0	..	..	..	..	..	..	..	1,250	0	0
R. Kelly's water-race, Mata ..	..	40	0	0	..	..	..	..	..	..	..	40	0	0
Kuaotunu Sludge-channel ..	..	230	0	0	..	..	..	..	..	..	..	230	0	0
Drain, Te Aroha West ..	..	61	0	0	..	..	..	..	..	..	..	61	0	0
..	80,708	19	3	1,615	5	4	..	..	..	..	..	82,324	4	7
SOUTH ISLAND.														
WESTLAND PROVINCIAL DISTRICT—														
Subsidies—	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hobonui ..	3	7	0	1,955	12	1	..	..	..	..	..	1,958	19	1
Hibernian ..	12	5	8	1,992	14	8	..	..	..	..	..	2,005	0	4
New River ..	21	5	0	3,496	0	3	..	..	..	..	..	3,517	5	3
Kanieri ..	1	5	6	10,310	18	4	..	..	..	..	..	10,312	3	10
Rimu Drainage-tunnel ..	191	19	6	32	0	0	..	..	..	..	..	223	19	6
Ross Sludge-channel ..	..	..	..	1,554	10	6	..	..	..	..	..	1,554	10	6
Kumara Sludge-channel No. 2 ..	..	..	..	2,762	17	2	..	..	..	..	..	2,762	17	2
Kumara Sludge-channel No. 3 ..	75	0	0	1,199	7	6	..	..	..	..	..	1,274	7	6
Kumara No. 4 Main Tail-race ..	..	..	..	1,151	10	8	..	..	..	..	..	1,151	10	8
Kumara No. 5 Main Tail-race ..	..	..	..	5,666	14	11	..	..	..	..	..	5,666	14	11
Trustees Main Tail-race, Waimea ..	..	..	..	2,294	6	8	..	..	..	..	..	2,294	6	8
Branch Tail-race to No. 4 Channel, Payne and party ..	..	..	..	100	0	0	..	..	..	..	..	100	0	0
Kelly's Terrace Tunnel ..	..	..	..	2,587	13	0	..	..	..	..	..	2,587	13	0
Quinn's Creek Water-race (purchase) ..	..	..	..	70	0	0	..	..	..	..	..	70	0	0
Raising dam, Loop-line ..	1,125	16	6	..	..	..	..	..	..	..	..	1,125	16	6
Ngahere-Blackball ..	..	..	..	200	0	0	..	..	..	..	..	200	0	0
Donnelly's Creek Tail-race ..	..	..	..	444	4	5	..	..	..	..	..	444	4	5
Purchase of Byrne, O'Hallahan, and Murdoch's water-rights ..	..	..	..	35	0	0	..	..	..	..	..	35	0	0
Jones Creek Storm-channel ..	100	0	0	325	0	0	..	..	..	..	..	425	0	0
Back Creek Water-race ..	330	1	0	..	..	..	..	..	..	..	..	330	1	0
Ford and party, Park Terrace ..	..	..	..	108	18	0	..	..	..	..	..	108	18	0
McConnon and Garner, Dilmans-town ..	..	..	..	300	0	0	..	..	..	..	..	300	0	0
Murchie and Benyon, Kumara ..	..	..	..	150	0	0	..	..	..	..	..	150	0	0
Government Works—	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Erin-go-Bragh (deviation) ..	..	..	..	458	4	8	..	..	..	..	..	458	4	8
Erin-go-Bragh (purchase) ..	..	..	..	..	..	..	1,800	0	0	..	..	1,800	0	0
Waimea-Kumara ..	195,850	9	4	62	15	1	1,086	3	1	..	..	197,630	3	6
Wainihini Water-race ..	14,152	17	7	..	..	..	..	..	..	..	..	14,152	17	7
Mikonui ..	25,927	4	6	..	..	..	..	..	..	..	..	25,927	4	6
NELSON PROVINCIAL DISTRICT—														
Government Works—	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nelson Creek ..	90,722	10	8	..	..	..	..	..	..	..	..	90,722	10	8
Napoleon Hill ..	..	..	..	..	..	..	..	..	..	..	..	257	16	7
Argyle (Charleston) ..	..	..	..	150	0	0	..	..	..	..	..	16,101	15	3
Black's Point ..	..	..	..	..	..	..	..	..	..	..	..	244	9	0
Carried forward ..	344,963	3	136,950	3	3	1,544	7	9	1,800	0	0	385,262	14	1
..	..	..	..	..	..	..	..	..	..	..	..	630	16	0
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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TABLE NO. 5—continued.

DEVELOPMENT OF GOLDFIELDS—continued.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1914, and the LIABILITIES on that Date—continued.

LOCALITY AND NAME OF RACE.	EXPENDITURE.				LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.
	Survey and Construction, 1870-1913.	Grants, Subsidies, 1870-1913.	Survey and Construction, 1913-1914.	Grants, Subsidies, 1913-1914.	Totals.	Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.	Totals.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward ..	344,968 3	136,950 3	1,544 7	1,800 0	385,262 14	..	..	630 16	0	SOUTH ISLAND—continued.
SOUTH ISLAND—continued.										NELSON PROVINCIAL DISTRICT—old.
NELSON PROVINCIAL DISTRICT—old.										Subsidies—
Subsidies—										Jones, Baxter, and party, water-race from Roaring Meg.
Jones, Baxter, and party, water-race from Roaring Meg.	..	800 0 0	..	..	800 0 0	..	..	..	..	Bell Hill Co.'s Race.
Bell Hill Co.'s Race.	..	500 0 0	..	..	500 0 0	..	..	..	..	Randall Creek Water-race.
Randall Creek Water-race.	322 18 2	..	..	..	322 18 2	..	..	..	..	Wills and party, water-race at Sulky Gully.
Wills and party, water-race at Sulky Gully.	..	218 0 0	..	..	218 0 0	..	..	..	..	Otago Provincial District—
Sulky Gully.	..	..	..	..	..	..	..	..	..	Subsidies—
Otago Provincial District—										Arrow.
Subsidies—										Beaumont and Tuapeka.
Arrow.	..	612 10 0	..	..	612 10 0	..	..	..	..	Carrick Range.
Beaumont and Tuapeka.	4 6 2	640 0 0	..	..	644 6 2	..	..	..	..	Mount Pisgah.
Carrick Range.	..	9,249 13 1	..	..	9,249 13 1	..	..	..	..	Lawrence Drainage-channel.
Mount Pisgah.	..	200 0 0	..	..	200 0 0	..	..	..	..	Ophir Tail-race.
Lawrence Drainage-channel.	..	3,092 19 0	..	..	3,092 19 0	..	..	..	..	Muddy Creek Channel.
Ophir Tail-race.	..	1,150 0 0	..	..	1,150 0 0	..	..	..	..	St. Bathian's.
Muddy Creek Channel.	..	850 0 0	..	..	850 0 0	..	..	..	..	Maerewhenua.
St. Bathian's.	..	2,314 4 0	..	..	2,314 4 0	..	..	..	..	Artesian wells, Maniototo.
Maerewhenua.	1,065 0 0	..	..	..	1,065 0 0	..	..	..	..	Improving water-supply, Oamaru.
Artesian wells, Maniototo.	20 0 0	..	..	..	20 0 0	..	..	..	..	Mountain Hut Water-race.
Improving water-supply, Oamaru.	1,600 7 2	..	..	..	1,600 7 2	..	..	..	..	Government Works—
Mountain Hut Water-race.	4,879 12 0	..	..	..	4,879 12 0	..	..	..	..	Mount Ida.
Government Works—										Waipori.
Mount Ida.	..	..	44 19 6	..	73,877 10 0	..	..	..	..	Alexandra (purchase).
Waipori.	..	..	..	..	11,263 1 0	..	..	..	..	CANTERBURY PROVINCIAL DISTRICT—
Alexandra (purchase).	..	..	..	..	16,956 7 3	..	..	..	..	Subsidy—
CANTERBURY PROVINCIAL DISTRICT—										Ninety-mile Beach Water-race.
Subsidy—										SOUTH LAND PROVINCIAL DISTRICT—
Ninety-mile Beach Water-race.	65 6 7	..	..	..	65 6 7	..	..	..	..	Subsidy—
SOUTH LAND PROVINCIAL DISTRICT—										Round Hill.
Subsidy—										GENERAL—
Round Hill.	..	133 19 4	..	..	133 19 4	..	..	..	..	Increased water-supply.
GENERAL—										DEPARTMENTAL—
Increased water-supply.	530 4 0	100 0 0	..	..	630 4 0	..	..	..	..	Salaries travelling, advertising, &c.
DEPARTMENTAL—										TOTALS.
Salaries travelling, advertising, &c.	6,763 9 6	..	..	..	6,763 9 6	..	..	..	..	
TOTALS.	462,271 5	556,811 8	1,589 7	1,800 0	522,472 14	..	..	630 16	0	
										SUMMARY.
										NORTH ISLAND.
	80,708 19	3 1,615 5	4	..	82,324 4	..	..	..	..	
	462,271 5	556,811 8	8	1,589 7	523,472 14	..	..	630 16	0	
										SOUTH ISLAND.
	542,980 4	858,426 14	0	1,589 7	604,796 5	..	..	630 16	0	
										TOTALS.

TABLE No. 5A.
DEVELOPMENT OF GOLDFIELDS.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1914, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1913.			Net Expenditure during Twelve Months ended 31st March, 1914.			Total Net Expenditure to 31st March, 1914.			Liabilities on 31st March, 1914.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Assistance towards prospecting ..	41,217	5	9	*			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	16,043	2	9	399	10	0	16,442	12	9	561	8	9	17,004	1	6
Prospecting deep levels, Thames—															
Deep Levels crosscut subsidy ..	6,000	0	0	714	14	4	6,714	14	4	..			6,714	14	4
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.	7,097	18	10	..			7,097	18	10	..			7,097	18	10
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	42,924	2	5	*			42,924	2	5	..			42,924	2	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
Gimmerburn 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
Compensation, kin of late R. Bel- lamy	60	0	0	..			60	0	0	..			60	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
Waitekauri ..	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 ..	149	19	0	..			149	19	0	..			149	19	0
Ohinemuri River silting ..	3	12	0	..			3	12	0	..			3	12	0
Thames Drainage Board contribution	1,000	0	0	..			1,000	0	0	..			1,000	0	0
Kumara Water-race extension across Taramakau River	21,195	17	1	385	16	4	21,581	13	5	..			21,581	13	5
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 Dam, Bow Bell Flat ..	346	6	8	*			346	6	8	..			346	6	8
Dam, Bow Bell Flat ..	270	0	0	..			270	0	0	..			270	0	0
Totals ..	227,410	3	2	1,500	0	8	228,910	3	10	561	8	9	229,471	12	7

* Now paid out of Consolidated Fund.

TABLE No. 6

TABLE SHOWING THE EXPENDITURE ON, AND THE COST OF, TELEGRAPH AND TELEPHONE CONSTRUCTION DURING THE YEAR ENDED 31ST MARCH, 1914.

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Telephone Exchanges—			
Ashburton	398 19 4	420 18 4	819 17 8
Auckland	28,870 1 6	40,020 14 1	68,890 15 7
Blenheim	2,514 10 1	3,760 3 2	6,274 13 3
Christchurch	5,459 16 11	10,707 5 2	16,167 2 1
Dannevirke	164 0 9	603 1 9	767 2 6
Dunedin	4,753 2 9	7,422 2 9	12,175 5 6
Feilding	404 3 2	732 2 3	1,136 5 5
Gisborne	3,349 5 4	4,560 6 5	7,909 11 9
Greymouth	112 0 8	172 9 4	284 10 0
Hamilton	1,838 14 4	1,323 4 7	3,161 18 11
Hawera	2,441 13 4	5,644 10 6	8,086 3 10
Hokitika	58 3 3	161 15 4	219 18 7
Invercargill	3,505 8 2	4,744 4 7	8,249 12 9
Levin	281 2 7	488 12 6	769 15 1
Masterton	1,129 4 10	2,058 7 11	3,187 12 9
Napier	4,199 17 9	7,640 7 1	11,840 4 10
Nelson	586 18 11	1,642 4 0	2,229 2 11
New Plymouth	1,115 7 0	3,256 13 6	4,372 0 6
Oamaru	252 13 3	324 16 11	577 10 2
Pahiatua	466 6 10	700 19 5	1,167 6 3
Palmerston North	503 15 7	929 10 3	1,433 5 10
Rotorua	125 3 5	291 3 7	416 7 0
Stratford	1,162 12 9	350 4 1	1,512 16 10
Thames	772 17 4	1,630 0 5	2,402 17 9
Timaru	2,258 9 5	3,132 6 5	5,390 15 10
Wanganui	2,468 14 2	5,397 8 11	7,866 3 1
Wellington	19,561 1 0	40,149 3 2	59,710 4 2
Westport	57 17 5	131 6 11	189 4 4
Whangarei	376 17 6	894 0 8	1,270 18 2
Total exchanges	89,188 19 4	149,290 4 0	238,479 3 4
Te Hapua Extension	4 14 6	34 18 11	39 13 5
Kaurinui Extension	5 2 0	..	5 2 0
Ohaeawai Telephone-office	..	0 9 1	0 9 1
Mangonui-Ohaeawai-Kawakawa (metallic circuit)	88 2 0	22 2 4	110 4 4
Kaitaia-Takahue Extension	1 7 0	21 3 4	22 10 4
Mangamuka Extension	246 12 6	..	246 12 6
Mangatangirau Extension	7 2 0	3 1 5	10 3 5
Otoroa - Matauri Bay Extension	64 13 0	..	64 13 0
Kerikeri-Purerua Extension	..	132 17 5	132 17 5
Broadwood-Whakarapa Extension	374 10 4	3 4 5	377 14 9
Taikawhana Extension	6 9 1	13 7 9	19 16 10
Punakitere Extension	14 6 8	7 1 10	21 8 6
Mairi Extension	11 2 8	3 15 4	14 18 0
Oue Extension	14 0 9	..	14 0 9
Kawakawa-Ohaeawai (metallic circuit)	47 3 4	..	47 3 4
Tanekaha Extension	0 4 0	..	0 4 0
Tutukaka Extension	1 13 5	4 11 10	6 5 3
Maungakohatu Extension	2 0 10	29 0 1	31 0 11
Dargaville-Whangarei	3.10 0	..	3 10 0
Whangarei (metallic circuit)	..	269 3 7	269 3 7
Pukehuia Extension	36 16 3	20 13 5	57 9 8
Puera Telephone-office	7 2 6	12 5 2	19 7 8
Waipu-Paparoa (metallic circuit)	3 9 1	6 1 7	9 10 8
Waipu - Maungaturoto Junction (metallic circuit)	7 4 0	34 5 7	41 9 7
Waipu-Ruakaka (metallic circuit)	..	125 11 6	125 11 6
Otamatea Extension	51 3 3	29 10 7	80 13 10
Waihiu Extension	2 1 0	3 15 1	5 16 1

TABLE No. 6—continued.

TABLE SHOWING THE EXPENDITURE ON, AND THE COST OF, TELEGRAPH AND TELEPHONE CONSTRUCTION DURING THE YEAR ENDED 31ST MARCH, 1914—continued.

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Woodcocks Extension	14 13 3	12 9 6	27 2 9
Te Mara	1 6 6	3 15 0	5 1 6
Waiake	25 18 1	40 17 1	66 15 2
Dairy Flat	15 7 5	..	15 7 5
Reweti Telephone-office	0 10 0	..	0 10 0
Kennedy's Bay Extension	91 0 11	0 11 11	91 12 10
Auckland-Wellington New Line	20 17 9	8,916 3 10	8,937 1 7
Auckland-Helensville (metallic circuit)	112 10 7	341 14 9	454 5 4
Onehunga East Extension	17 6 6	22 2 8	39 9 2
Panmure-Ellerslie (metallic circuit)	18 19 6	..	18 19 6
Milford Extension	..	4 0 5	4 0 5
Birkenhead-Wainoni Extension	105 10 7	50 5 1	155 15 8
Papatoetoe-Manurewa (metallic circuit)	12 13 1	..	12 13 1
Kohimarama Extension	5 8 0	53 18 2	59 6 2
Te Marama Extension	2 4 0	19 13 11	21 17 11
Parawera Camp Bureau	1 5 0	..	1 5 0
Oparakau Extension	2 19 6	4 0 2	6 19 8
Waipipi Extension	19 1 4	18 3 7	37 4 11
Pukekohe Telephone-line	..	0 16 9	0 16 9
Manurewa-Pukekohe (metallic circuit)	104 4 9	..	104 4 9
Pukekohe-Patumahoe (metallic circuit)	15 8 10	20 10 6	35 19 4
Drury-Waiuku (metallic circuit)	1 10 2	36 7 3	37 17 5
Patumahoe - Waiau Pa Extension	..	3 15 4	3 15 4
Waiau Pa Extension	99 2 8	124 3 8	223 6 4
Paparimu Extension	48 0 5	88 5 4	136 5 9
Piarere Extension	..	19 11 2	19 11 2
Pokeno-Pukekohe (metallic circuit)	60 2 9	232 6 10	292 9 7
Razorback Extension	15 13 5	12 6 1	27 19 6
Thames-Pokeno Morse Wire	580 0 0	..	580 0 0
Motutieke Telephone-office	3 6 11	7 17 4	11 4 3
Tuketuke Extension	0 2 6	..	0 2 6
Kopuarahi Extension	0 13 0	4 7 7	5 0 7
Tairua-Hikuai Extension	97 4 10	98 10 10	195 15 8
Whangamarino Extension	36 19 1	..	36 19 1
Tehoe Extension	133 9 8	1 6 9	134 16 5
Taihaia Extension	12 14 0	1 5 10	13 19 10
Eastport Extension	101 5 8	214 15 9	316 1 5
Pipitoa Telephone-office	..	4 5 10	4 5 10
Te Araroa - Whangaparaoa	611 10 8	423 11 5	1,035 2 1
Te Araroa (Morse and metallic circuit)	118 8 0	79 12 1	198 0 1
Raglan - Te Mata - Aotea Telephone-wire	135 15 10	39 5 5	175 1 3
Te Mata - Aotea Telephone-wire	..	2 15 4	2 15 4
Kauroa Extension	13 0 3	9 12 6	22 12 9
Raglan - Te Aku Extension	25 13 6	..	25 13 6
Te Pahu Extension	37 12 11	64 12 8	102 5 7
Harapipi Extension	57 14 10	34 17 9	92 12 7
Hamilton-Auckland (metallic circuit)	499 11 0	3,829 7 7	4,328 18 7
Morrinsville-Hamilton (telephone circuit)	98 18 7	211 5 10	310 4 5
Hamilton-Raglan Telephone-wire	231 14 6	188 4 10	419 19 4
Maungatautari-Horahora	..	0 3 1	0 3 1
Cambridge-Horahora-Maungatautari (metallic circuit)	130 0 9	66 6 11	196 7 8
Cambridge - Te Awamutu (metallic circuit)	256 12 7	76 10 0	333 2 7
Ohaupo-Cambridge (metallic circuit)	..	32 7 4	32 7 4
Matanuku Extension	89 16 9	108 12 2	198 8 11
Cambridge-Rotorua (metallic circuit)	380 15 11	763 10 7	1,144 6 6
Te Mawhia Extension	0 3 4	4 6 2	4 9 6
Komakorau Extension	18 4 8	34 13 0	52 17 8
Ranginui Extension	15 19 7	..	15 19 7
Matapara Extension	34 16 8	3 17 0	38 13 8
Horsham Downs Extension	21 10 6	56 9 1	77 19 7
Tirau Post-office	..	0 8 6	0 8 6

TABLE No. 6—continued.

TABLE SHOWING THE EXPENDITURE ON, AND THE COST OF, TELEGRAPH AND TELEPHONE CONSTRUCTION DURING THE YEAR ENDED 31ST MARCH, 1914—continued.

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Tirau-Okoroire (metallic circuit)	65 18 7	37 4 4	103 2 11
Okoroire Extension .. ..	.. ..	16 0 8	16 0 8
Puketurua Extension	33 19 0	135 2 3	169 1 3
Te Poi Extension	38 6 7	5 11 3	43 17 10
Kaimai Extension	289 4 4	449 4 10	738 9 2
Waharoa-Matamata (metallic circuit) ..	.. ..	26 12 10	26 12 10
Kawhia-Te Awamutu Telephonic Communication	8 6 0	.. ..	8 6 0
Kawhia-Te Rauamo Extension .. ..	.. ..	0 8 2	0 8 2
Puketotara Extension	10 6 9	121 4 2	131 10 11
Rangiatea Extension	93 19 8	50 0 0	143 19 8
Maihihi Extension	30 16 6	91 5 7	122 2 1
Pukeatua (Tauriri) Extension .. ..	.. ..	167 8 7	167 8 7
Taihoa Extension	13 13 3	.. ..	13 13 3
Ngongotahi-Tauranga (metallic circuit) ..	1 17 3	0 8 4	2 5 7
Nohoroa Extension	5 5 6	47 11 8	52 17 2
Wharepapa Extension	0 13 9	.. ..	0 13 9
Rotorua-Te Teko Extension	293 7 6	49 2 1	342 9 7
Putaruru-Rotorua (metallic circuit) ..	421 2 0	.. ..	421 2 0
Rotorua-Waiotapu (metallic circuit) ..	113 4 7	163 18 1	277 2 8
Fort Galatea Extension	2 19 0	3 13 4	6 12 4
Otangihakau Telephone-office	0 3 3	3 12 10	3 16 1
Matakanea-Oponae Extension	272 9 8	4 14 6	277 4 2
Opotiki-Cape Runaway Telephone-line	387 5 11	363 13 10	750 19 9
Cape Runaway Line .. ..	.. ..	160 13 6	160 13 6
Moeatoa-Mangaoahae Extension	20 12 4	161 19 2	182 11 6
Parakoko Telephone-office .. ..	.. ..	196 2 4	196 2 4
Parakoko Valley Extension	89 9 4	13 12 8	103 2 0
Rira Telephone-office	18 5 6	19 3 1	37 8 7
Kaeaea-Rira Extension .. ..	.. ..	2 1 1	2 1 1
Tokaanu Morse .. ..	.. ..	17 4 4	17 4 4
Taumatawhenga Extension	0 5 7	.. ..	0 5 7
Muripara-Te Houhi Extension	327 14 1	.. ..	327 14 1
Awamarino Telephone-office .. ..	.. ..	23 1 8	23 1 8
Onekeneke Junction-Taupo Wires	3 2 5	6 17 3	9 19 8
Paraheka Valley Extension .. ..	.. ..	7 13 6	7 13 6
Whenuanui Extension	112 14 7	229 7 7	342 2 2
Whenuanui Line .. ..	.. ..	255 6 4	255 6 4
Mangapapa Extension	0 7 0	7 1 11	7 8 11
Waitaanga Extension	8 18 6	.. ..	8 18 6
Mahirakau Extension	1 0 7	3 15 5	4 16 0
Roto Extension	28 11 0	.. ..	28 11 0
Taumarunui-Otonui Extension .. ..	.. ..	136 11 8	136 11 8
Otonui Extension	0 10 0	.. ..	0 10 0
Tangitere Extension	33 14 5	.. ..	33 14 5
Miritu Extension	13 17 6	48 9 9	62 7 3
Waitara-New Plymouth, Waitara-Stratford, Stratford-New Plymouth Telephone-wires	205 9 4	1,027 13 11	1,233 3 3
Matara-New Plymouth Line .. ..	.. ..	2 11 8	2 11 8
Hillborough Extension	1 4 0	.. ..	1 4 0
Ratapiko Extension	36 12 4	1 11 10	38 4 2
Motonui Extension	0 19 9	4 19 4	5 19 1
Ngatimiro Extension	49 15 3	71 2 0	120 17 3
Maraekowhai Extension	25 5 0	.. ..	25 5 0
Te Huia Extension .. ..	.. ..	6 15 3	6 15 3
Mangaohutu Extension	32 4 7	32 2 4	64 6 11
Potae Ma Extension	100 9 9	144 9 4	244 19 1
Wanganui-Pipiriki Telephone-wire	131 9 11	115 4 0	246 13 11
Manaia-Auroa (metallic circuit)	7 4 0	20 1 5	27 5 5
Hawera-Manutahi (metallic circuit)	3 15 0	.. ..	3 15 0
Hawera-Manawapou .. ..	.. ..	15 1 5	15 1 5
Maungakaretu Extension	28 0 0	.. ..	28 0 0

TABLE NO. 6—*continued.*TABLE SHOWING THE EXPENDITURE ON, AND THE COST OF, TELEGRAPH AND TELEPHONE CONSTRUCTION DURING THE YEAR ENDED 31ST MARCH, 1914—*continued.*

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Matukuroa Telephone-office	0 4 0	3 18 9	4 2 9
Quarantine Island - Napier Bureau	..	12 14 9	12 14 9
Napier-Waipawa (metallic circuit)	2 9 0	..	2 9 0
Napier-Taradale, Hastings-Havelock Circuit	..	0 6 0	0 6 0
Tokomaru Bay - Gisborne (metallic circuit)	833 6 5	1,256 19 4	2,090 5 9
Napier South Telephone-office	..	4 9 3	4 9 3
Haumoana Telephone-line	60 9 1	2 7 3	62 16 4
Mangatahi Extension	49 9 10	181 0 5	230 10 3
Hastings-Taradale (metallic circuit)	..	2 2 5	2 2 5
Waverley-Waitotara (metallic circuit)	8 6 8	..	8 6 8
Waiouru-Karioi Telephone-wire	..	4 16 7	4 16 7
Tauangatutu Extension	1 18 7	3 8 7	5 7 2
Karioi Extension	..	5 12 11	5 12 11
Turakina South Extension	0 13 0	4 8 10	5 1 10
Marton-Hunterville (metallic circuit)	64 10 0	322 11 11	387 1 11
Rongotea Siding Bureau	0 11 0	..	0 11 0
Palmerston North - Waipawa (metallic circuit)	6 0 0	501 10 10	507 10 10
Porirua Hospital - Post-office	..	13 3 2	13 3 2
Bainesse Telephone-office	1 0 0	..	1 0 0
Palmerston North - Marton (metallic circuit)	484 13 3	791 11 10	1,276 5 1
Palmerston North - Woodville (metallic circuit)	313 7 3	224 3 5	537 10 8
Maharahara West Extension	12 4 6	75 9 9	87 14 3
Masterton-Alfredton (metallic circuit)	..	9 3 9	9 3 9
Wellington - Palmerston North (metallic circuit)	76 16 10	0 4 3	77 1 1
Wellington-Porirua	..	8 1 9	8 1 9
Wellington-Hutt (underground)	1 4 9	..	1 4 9
Wellington-Paekakariki	..	8 2 10	8 2 10
Tahamoana Extension	22 17 0	153 3 4	176 0 4
Upper Hutt - Akatarawa	..	4 3 7	4 3 7
Maymorn Extension	..	28 2 6	28 2 6
Neudorf Telephone-office	22 3 6	42 8 11	64 12 5
Matariki Telephone-office	0 18 0	8 14 3	9 12 3
Bainham Bureau	..	3 0 0	3 0 0
Port Hardy Extension	4 1 8	..	4 1 8
Whareatea Extension	2 0 0	4 12 10	6 12 10
Nelson - Port Nelson Wire	..	4 2 2	4 2 2
Tadmor-Glenhope Extension	46 6 4	47 16 0	94 2 4
Mapua Extension	40 2 1	66 4 3	106 6 4
Harakeke Extension	5 16 0	12 0 8	17 16 8
Upper Moutere Bureau	..	0 6 6	0 6 6
Wakefield-Belgrove (metallic circuit)	47 2 3	27 10 3	74 12 6
Havelock-Mahakipawa, Picton-Mahakipawa, Manaroa (metallic circuit)	327 18 0	55 8 1	383 6 1
Havelock-Renwicktown Telephone-line	321 12 4	982 11 1	1,304 3 5
Te Mehia Telephone-office	1 0 0	..	1 0 0
Denniston - Burnett's Face (metallic circuit)	14 14 2	10 9 11	25 4 1
Granity-Mokihinui Extension	34 0 2	38 10 0	72 10 2
Katanga Telephone-line	3 3 0	..	3 3 0
Waitaiawa Extension	25 2 2	25 0 3	50 2 5
Oparara Extension	89 14 5	24 0 9	113 15 2
Mangatina Extension	2 0 0	..	2 0 0
Kotinga Extension	..	26 13 9	26 13 9
Katanga Telephone-office	12 12 2	..	12 12 2
Fairdown Telephone-office	1 0 10	4 4 7	5 5 5
Kawatiri-Glenhope Extension	186 9 7	128 5 8	314 15 3
Fabian's Valley Extension	47 5 0	41 16 1	89 1 1
Mangarata Extension	1 5 0	6 9 5	7 14 5
Poito Extension	..	32 8 4	32 8 4
Maruawera Telephone-office	2 6 6	4 0 9	6 7 3
Hapuka - Clarence Bridge (metallic circuit)	22 2 0	..	22 2 0
Hapuka-Kaikoura (metallic circuit)	54 5 4	..	54 5 4

TABLE No. 6—continued.

TABLE SHOWING THE EXPENDITURE ON, AND THE COST OF, TELEGRAPH AND TELEPHONE CONSTRUCTION DURING THE YEAR ENDED 31ST MARCH, 1914—continued.

Line.	Expenditure.	Material from Store.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Hauhunga Telephone-office	33 13 0	..	33 13 0
Kaikoura – Green Hills (metallic circuit) ..	39 8 3	49 8 8	88 16 11
Greymouth–Stillwater Telephone-line ..	0 8 0	..	0 8 0
Hokitika – Kanieri Forks and Hokitika–Ruatapu (metallic circuit)	81 4 5	2 4 2	83 8 7
Hokitika–Kumara Telephone-line	107 10 6	8 10 5	116 0 11
Cameron's Extension	27 1 6	32 4 11	59 6 5
Hawarden Bureau	0 14 2	3 6 8	4 0 10
Hawarden Morse Wire	15 9 0	33 13 2	49 2 2
Tokama Extension	17 8 4	..	17 8 4
Omihi Bureau	0 2 4	3 9 0	3 11 4
Marehoko Extension	3 0 1	13 5 7	16 5 8
Ten-mile Creek Telephone-office	2 15 0	3 11 6	6 6 6
Alterations consequent on erection of Lake Coleridge power line	413 6 7	16 0 8	429 7 3
Cust–Springbank (metallic circuit)	22 15 9	..	22 15 9
Rangiora–Amberley (metallic circuit) ..	194 7 4	244 14 7	439 1 11
Oaro Extension	16 7 7	14 6 4	30 13 11
Christchurch–Rakaia (metallic circuit) ..	1 2 6	..	1 2 6
Christchurch–Kaiapoi (metallic circuit) ..	43 4 0	110 5 1	153 9 1
Christchurch–Ashburton (metallic circuit) ..	327 9 8	1,071 9 2	1,398 18 10
Christchurch–Leeston (metallic circuit) ..	111 7 6	142 2 9	253 10 3
Christchurch–Kaikoura (metallic circuit) ..	1,662 0 5	2,001 2 1	3,663 2 6
Christchurch–Darfield (metallic circuit) ..	175 16 9	220 0 4	395 17 1
Christchurch–Sockburn (metallic circuit) ..	..	1,339 10 1	1,339 10 1
Cashmere Hills – Teddington (metallic circuit)	475 10 0	56 16 2	532 6 2
New Brighton	..	8 16 5	8 16 5
Hororata – Lake Coleridge Line	266 0 0	..	266 0 0
Quail Island	..	10 16 0	10 16 0
Glenroy Extension	0 2 3	74 4 4	74 6 7
Irwell Extension	1 15 2	..	1 15 2
Rolleston Bureau	3 1 0	4 7 4	7 8 4
Upper Riccarton	..	5 17 5	5 17 5
Ashburton–Winslow (metallic circuit) ..	..	27 4 8	27 4 8
Ashburton–Windermere (metallic circuit) ..	46 0 2	34 3 11	80 4 1
Ashburton–Tinwald (metallic circuit) ..	7 18 4	11 14 5	19 12 9
Ashburton–Mayfield (metallic circuit) ..	4 3 8	91 11 2	95 14 10
Little River – Akaroa (metallic circuit) ..	257 7 3	1,058 5 5	1,315 12 8
Maronan Extension	16 16 8	..	16 16 8
Lynnford Extension	20 10 10	14 10 6	35 1 4
Owersby Extension	26 17 4	29 9 10	56 7 2
Walesbach Extension	..	4 0 11	4 0 11
Tripp Extension	0 7 6	..	0 7 6
Motukarara Extension	..	2 12 6	2 12 6
Moura Extension	27 15 4	38 15 3	66 10 7
Rangitata Island Extension	76 19 4	..	76 19 4
Upper Shotover Extension	115 14 0	29 3 5	144 17 5
Kuriheka Extension	113 4 8	25 8 6	138 13 2
Marakerake Extension	101 12 11	21 18 5	123 11 4
Kauru Hill Extension	125 4 5	28 6 8	153 11 1
Palmerston–Waikouaiti (metallic circuit) ..	31 3 11	50 17 9	82 1 8
Palmerston–Hampden (metallic circuit) ..	75 10 1	54 10 3	130 0 4
Parawa Extension	0 13 8	..	0 13 8
Seacliff Telephone-office	131 0 4	21 17 4	152 17 8
Omimi Bureau	28 12 7	23 1 6	51 14 1
Balfour–Gore Morse	0 17 11	42 9 1	43 7 0
Greenvale Telephone Extension	14 17 5	21 8 8	36 6 1
Park Hill Extension	147 3 10	30 11 7	177 15 5
Dunedin – Port Chalmers (metallic circuit) ..	26 6 0	124 0 6	150 6 6
Poatiri Extension	6 11 4	..	6 11 4
Te Tipua Extension	2 3 6	8 3 4	10 6 10
Ngaro Extension	206 4 1	36 6 8	242 10 9

TABLE No. 6—*continued.*TABLE SHOWING THE EXPENDITURE ON, AND THE COST OF, TELEGRAPH AND TELEPHONE CONSTRUCTION DURING THE YEAR ENDED 31ST MARCH, 1914—*continued.*

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Ngamotu Extension	5 9 6	15 18 9	21 8 3
Hawthorndale Extension	1 0 3	15 0 7	16 0 10
Winton-Dipton (metallic circuit)	47 13 11	218 17 5	266 11 4
Glencoe Extension	6 3 1	..	6 3 1
Gore-Tapanui (metallic circuit)	480 16 5	391 6 2	872 2 7
Te Houka Extension	2 17 4	..	2 17 4
Waikirikiri Extension	129 16 3	54 5 6	184 1 9
Waronui Extension	35 11 8	72 6 4	107 18 0
Wangaloa Extension	46 12 4	71 6 9	117 19 1
Papatotara Extension	50 3 9	51 17 10	102 1 7
Invercargill-Lumsden (metallic circuit)	2 8 3	..	2 8 3
Riverton-Otautau-Nightcaps (metallic circuit)	102 1 2	186 17 11	288 19 1
Papatupu Extension	54 19 2	92 13 5	147 12 7
Otekura Extension	24 2 4	10 0 4	34 2 8
Awatea Extension	41 13 5	58 13 2	100 6 7
Papatowai Railway Telephone-office	2 0 9	10 18 10	12 19 7
Wireless Installation—			
Awanui	13,017 10 9	15 12 10	13,033 3 7
Wellington	112 3 3	..	112 3 3
Chatham Islands	3,057 2 5	..	3,057 2 5
Awarua	13,736 15 1	..	13,736 15 1
Rarotonga	401 4 0	..	401 4 0
	49,188 17 5	35,418 12 11	84,607 0 4
Total telephone exchanges and new wires	138,377 16 9	184,708 16 11	323,086 13 8
Stock of material increased by	..	69,560 19 7	69,560 19 7
Total expenditure during year 1913-14	138,377 16 9	254,269 16 6	392,647 13 3
Total expenditure to 31st March, 1913 .. .. .	.. .. .	.. .. .	2,277,125 8 2
Total expenditure 1913-14 .. .. .	.. .. .	.. .. .	392,647 13 3
			2,669,773 1 5
Liabilities at 31st March, 1914 .. .. .	.. .. .	.. .. .	235,665 16 3
Total expenditure and liabilities .. .. .	.. .. .	.. .. .	£2,905,438 17 8

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1914, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1913.	Expenditure for Year ended 31st March, 1914.	Total Expenditure to 31st March, 1914.	Liabilities on Authorities, Contracts, &c., 31st March, 1914.	Total Expenditure and Liabilities.
	£	£	£	£	£
Judicial	771,845	28,445	800,290	1,912	802,202
Postal and Telegraph ..	1,030,822	78,815	1,109,637	24,499	1,134,136
Customs	49,441	..	49,441	..	49,441
Offices for Public Departments	407,071	36,099	443,170	14,771	457,941
Mental Hospitals	652,624	26,001	678,625	20,727	699,352
Alexandra Depot, Wellington ..	8,084	..	8,084	..	8,084
School Buildings	2,075,352	121,954	2,197,306	..	2,197,306
Hospitals	136,842	1,435	138,277	..	138,277
Quarantine stations	6,864	..	6,864	..	6,864
Parliament Buildings	75,949	..	75,949	..	75,949
Parliament Buildings: New buildings	17,642	14,853	32,495	152,350	184,845
Parliament Buildings: Altera- tions to streets surrounding grounds and purchase of land	3,275	8,759	12,034	..	12,034
Government House, Wellington (land and new building)	58,433	1,535	59,968	..	59,968
Agricultural	41,478	4,398	45,871	..	45,871
Public Health	32,754	..	32,754	..	32,754
Workers' Dwellings	69,099	41,741	110,840	9,587	120,427
Miscellaneous	49,655	5,565	55,220	11,303	66,523
Totals	5,487,225	369,600	5,856,825	235,149	6,091,974

TABLE NO. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR-WORKS, and HARBOUR-DEFENCES out of Public Works Fund, to 31st March, 1914, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1913.	Net Expenditure during Twelve Months ended 31st March, 1914.	Total Expenditure to 31st March, 1914.	Liabilities on Authorities, Contracts, &c., to 31st March, 1914.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
LIGHTHOUSES.					
Akaroa	7,148 16 5	..	7,148 16 5	..	7,148 16 5
Brothers	6,241 0 0	..	6,241 0 0	..	6,241 0 0
Cape Brett	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
Castle Point	9,395 9 3	371 14 1	9,767 3 4	..	9,767 3 4
Centre Island	5,785 19 0	..	5,785 19 0	..	5,785 19 0
Channel Islet	..	1,239 2 9	1,239 2 9	..	1,239 2 9
Chicken Island	1,012 8 10	188 1 3	1,200 10 1	..	1,200 10 1
Cuvier Island	7,405 9 11	..	7,405 9 11	..	7,405 9 11
Dieffenbach Point.. .. .	315 12 7	..	315 12 7	..	315 12 7
East Cape	9,270 13 9	..	9,270 13 9	..	9,270 13 9
Fog-signals	2,341 8 0	..	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	254 14 3	406 16 3	..	406 16 3
Godley Head, improving road to light- house	..	578 5 9	578 5 9	9 0 0	587 5 9
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
Karori Rook Light	..	1,976 17 3	1,976 17 3	303 0 0	2,279 17 3
Manukau Heads	600 13 11	..	600 13 11	..	600 13 11
Marine Store	510 19 3	468 8 0	979 7 3	621 0 0	1,600 7 3
Moeraki	2,943 1 11	..	2,943 1 11	..	2,943 1 11
Moko Hinou	8,185 11 0	..	8,185 11 0	..	8,185 11 0
North Cape	2,049 9 6	97 6 11	2,146 16 5	..	2,146 16 5
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
Sugarloaf Light	175 0 0	..	175 0 0	..	175 0 0
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	2,332 6 0	..	2,332 6 0	..	2,332 6 0
Waipapapa Point	5,969 18 11	..	5,969 18 11	..	5,969 18 11
Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella"	20,866 18 1	..	20,866 18 1	..	20,866 18 1
Total Lighthouses	194,444 8 9	5,174 10 3	199,618 19 0	933 0 0	200,551 19 0
HARBOUR-WORKS.					
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	287 17 11	..	287 17 11	..	287 17 11
Kohukohu, launch and horse-landing	..	183 11 0	183 11 0	..	183 11 0
Motukaraka Wharf	..	200 0 0	200 0 0	..	200 0 0
New house for boatman, Hokianga Harbour	289 17 0	..	289 17 0	..	289 17 0
Ngunguru River, deepening	..	275 6 6	275 6 6	..	275 6 6
Kaipara, removal of rocks	1,624 15 5	..	1,624 15 5	..	1,624 15 5
Kaipara, Shelly Beach Beacon	282 13 2	33 16 8	316 9 10	..	316 9 10
Kaipara, Mapuna Wharf	..	50 0 0	50 0 0	..	50 0 0
Kaipara, dredging at Mititai	..	282 0 4	282 0 4	..	282 0 4
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
Tangaihi Wharf	225 0 0	..	225 0 0	..	225 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	1,212 10 6	Cr. 1,212 10 6	..	..	..
Leigh Wharf	..	375 14 7	375 14 7	..	375 14 7
Pollok Wharf, Manukau	150 0 0	..	150 0 0	..	150 0 0

TABLE NO. 8—continued.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR-WORKS, and HARBOUR-DEFENCES out of Public Works Fund, &c.—continued.

	Total Expenditure to 31st March, 1913.	Net Expenditure during Twelve Months ended 31st March, 1914.	Total Expenditure to 31st March, 1914.	Liabilities on Authorities, Contracts, &c., to 31st March, 1914.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
HARBOUR-WORKS—continued.					
Whangarei Heads Wharf ..	600 0 0	..	600 0 0	..	600 0 0
Waipu, improvement of river ..	1,000 0 0	200 0 0	1,200 0 0	..	1,200 0 0
Mahurangi River, deepening ..	..	668 9 7	668 9 7	..	668 9 7
Waiwera Wharf ..	350 0 0	..	350 0 0	..	350 0 0
Wade River, clearing ..	855 1 6	..	855 1 6	..	855 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 ..	655 14 0	490 0 7	1,145 14 7	..	1,145 14 7
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
Waikato River, snagging ..	..	..	..	12 0 0	12 0 0
Waipa River improvements ..	..	6 10 6	6 10 6	..	6 10 6
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 ..	461 1 0	17 0 0	478 1 0	..	478 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 ..	4,097 14 9	..	4,097 14 9	..	4,097 14 9
Lemon Point Wharf ..	300 0 0	..	300 0 0	..	300 0 0
Awakino River improvements ..	110 0 5	58 13 2	168 13 7	..	168 13 7
Mokau Wharf ..	562 13 9	Cr. 250 0 0	312 13 9	..	562 13 9
Mokau River improvements ..	50 0 0	..	50 0 0	..	50 0 0
Ruakiwi Wharf ..	100 0 0	..	100 0 0	..	100 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 Castle Point Jetty ..	50 0 0	..	50 0 0	..	50 0 0
Picton, removal of old wharf ..	51 14 1	..	51 14 1	..	51 14 1
Havelock Harbour ..	94 0 0	..	94 0 0	..	94 0 0
Wairangi Bay Wharf, Croixelles ..	750 0 11	..	750 0 11	..	750 0 11
Nelson, dredging harbour ..	58 13 8	..	58 13 8	..	58 13 8
Elmslie Bay Wharf ..	2,806 15 8	..	2,806 15 8	..	2,806 15 8
Waikawa Bay Wharf ..	150 0 0	..	150 0 0	..	150 0 0
Elaine Bay Wharf ..	85 0 0	..	85 0 0	..	85 0 0
Motueka Wharf, protection ..	50 0 0	..	50 0 0	..	50 0 0
Tata Islands, harbour of refuge ..	300 0 0	..	300 0 0	..	300 0 0
Takaka Harbour ..	1,743 1 7	..	1,743 1 7	..	1,743 1 7
Collingwood Harbour ..	343 7 7	124 18 6	468 6 1	..	468 6 1
Pakawau Wharf ..	1,170 18 8	..	1,170 18 8	..	1,170 18 8
Little Wanganui Wharf, wharf ap- proach and snagging river ..	2 0 0	..	2 0 0	..	2 0 0
German Bay Wharf ..	452 14 1	..	452 14 1	..	452 14 1
Karamea Wharf ..	100 0 0	..	100 0 0	..	100 0 0
Karamea River improvements ..	656 4 11	..	656 4 11	..	656 4 11
Karamea Harbour Light ..	8,924 19 9	128 17 3	9,053 17 0	..	9,053 17 0
Westport Harbour ..	100 3 11	..	100 3 11	..	100 3 11
Point Elizabeth Harbour ..	14,110 18 7	..	14,110 18 7	..	14,110 18 7
Greymouth Harbour ..	1,415 6 7	..	1,415 6 7	..	1,415 6 7
Lake Moana Wharf ..	127,233 19 6	..	127,233 19 6	..	127,233 19 6
Hokitika Harbour ..	..	88 0 0	88 0 0	..	88 0 0
Okarito Harbour ..	58,780 5 10	..	58,780 5 10	..	58,780 5 10
Okuru Wharf and River improve- ments ..	1,504 17 7	..	1,504 17 7	..	1,504 17 7
Martin's Bay, removal of rock ..	812 15 9	..	812 15 9	..	812 15 9
Martin's Bay, shed ..	5 0 0	..	5 0 0	..	5 0 0
Holyford River, removal of rocks ..	14 13 10	..	14 13 10	..	14 13 10
Jackson's Bay Jetty and receiving-shed ..	370 12 1	..	370 12 1	..	370 12 1
Wairau Harbour improvements ..	32 6 4	23 12 8	55 19 0	..	55 19 0
	..	1 5 0	1 5 0	..	1 5 0

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

	Total Expenditure to 31st March, 1913.	Net Expenditure during Twelve Months ended 31st March, 1914.	Total Expenditure to 31st March, 1914.	Liabilities on Authorities, Contracts, &c., to 31st March, 1914.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
HARBOUR-WORKS—<i>continued.</i>					
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
Akaroa, fishing-boat slip ..	..	1 10 11	1 10 11	..	1 10 11
Lyttelton reclamation-works, Stick- ing Point	1,910 18 10	..	1,910 18 10	..	1,910 18 10
Portobello Fish-hatchery Ponds ..	250 0 0	..	250 0 0	..	250 0 0
Wellington Meteorological Observa- tory	268 6 2	..	268 6 2	..	268 6 2
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 ..	25 12 6	..	25 12 6	..	25 12 6
Waikouaiti River improvements ..	100 0 0	..	100 0 0	..	100 0 0
Toitoi 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. ..	951 13 4	0 12 11	952 6 3	..	952 6 3
Tautuku Wharf and River improve- ments	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	780 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	1,050 0 0	..	1,050 0 0	..	1,050 0 0
Raising dredge "Hapuka" ..	777 7 9	..	777 7 9	..	777 7 9
Grab dredge for harbour-works ..	657 9 3	5 10 8	662 19 11	..	662 19 11
Miscellaneous ..	420 4 6	130 1 0	550 5 6	..	550 5 6
Total Harbour-works ..	362,618 5 6	1,883 1 4	364,501 6 10	12 0 0	364,513 6 10
HARBOUR-DEFENCES.					
Guns ..	147,768 18 10	..	147,768 18 10	..	147,768 18 10
Ammunition ..	24,531 6 7	..	24,531 6 7	..	24,531 6 7
War Office stores ..	9,933 10 9	..	9,933 10 9	..	9,933 10 9
Torpedo-boats and torpedoes ..	20,203 13 7	..	20,203 13 7	..	20,203 13 7
Submarine-mining stores ..	17,665 2 2	..	17,665 2 2	..	17,665 2 2
Miscellaneous ..	18,009 5 10	..	18,009 5 10	..	18,009 5 10
Works in Dominion ..	264,704 17 6	238 19 8	264,943 17 2	..	264,943 17 2
Land for depots and batteries ..	38,327 14 6	..	38,327 14 6	..	38,327 14 6
Total Harbour-defences ..	541,144 9 9	238 19 8	541,383 9 5	..	541,383 9 5
Grand total ..	1,098,207 4 0	7,296 11 3	1,105,503 15 3	945 0 0	1,106,448 15 3

TABLE NO. 9.

STATEMENT showing EXPENDITURE ON DEVELOPMENT OF WATER-POWER up to 31st March, 1914,
and LIABILITIES on that Date.

Scheme.	Total Expenditure to 31st March, 1913.	Expenditure during Year ended 31st March, 1914.	Total Expenditure to 31st March, 1914.	Liabilities on 31st March, 1914.	Total Expenditure and Liabilities.
	£	£	£	£	£
Lake Coleridge	45,294	142,390	187,684	34,964	222,648
Surveys, investigation, &c., of poten- tial schemes—					
Wairua	228	6	234	..	234
Huka Falls	329	11	340	..	340
Rotoiti-Kaituna	1,099	7	1,106	..	1,106
Mangapao, Tokomaru, and Ohau Rivers	44	..	44	..	44
Makuri	14	..	14	..	14
Tauherenikau River	852	28	880	..	880
Hutt River (including purchase of dam-site, Akatarawa)	2,786	259	3,045	..	3,045
Lake Kanieri	5	..	5	..	5
Te Aroha River	17	..	17	..	17
Opihi River	520	..	520	..	520
Clarence River	803	..	803	..	803
Teviot River	77	..	77	..	77
Upper Taieri	12	..	12	..	12
Expenditure not chargeable to any individual scheme	4,042	125	4,167	..	4,167
Totals	56,122	142,826	198,948	34,964	233,912

APPENDICES TO THE PUBLIC WORKS STATEMENT. 1914.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR 1913-14.

Prepared in compliance with Section 8 of the Public Works Act, 1908.

SIR,—

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.

The Controller and Auditor-General, Wellington.

Public Works Department, Wellington, 10th June, 1914.

I have, &c.,
W. FRASER,
Minister of Public Works.

STATEMENT of NET EXPENDITURE on all WORKS and SERVICES chargeable to the PUBLIC WORKS
FUND for the Year 1913-14.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
		PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.
XVI	93	Public Works, Departmental ..	67,401	67,358 8 5	731 15 8	66,626 12 9
XVII	94-95	Railways	1,331,600	1,123,024 7 0	18,127 17 8	1,104,896 9 4
XVIII	96-103	Public Buildings	490,000	376,805 8 8	7,205 6 6	369,600 2 2
XIX	104-106	Lighthouses, Harbour-works, and Harbour-defences	22,775	9,087 7 9	28 6 0	9,059 1 9
XX	107	Tourist and Health Resorts ..	18,900	15,060 19 11	72 2 3	14,988 17 8
XXI	108	Immigration	36,055	79,663 3 8	45,749 1 6	33,914 2 2
XXII	109-111	Roads, Bridges, and other Public Works	613,150	390,580 10 3	12,601 2 7	[377,979 7 8
XXIII	112	Development of Goldfields ..	9,300	5,368 9 5	479 1 6	4,889 7 11
XXIV	113	Telegraph Extension	376,000	426,584 14 2	33,937 0 11	392,647 13 3
XXV	114	Contingent Defence	50,000	30,224 16 5	38 16 3	30,186 0 2
XXVI	115-116	Lands Improvement	31,700	20,102 19 3	3,106 17 1	16,996 2 2
		Unauthorized	..	702 7 5	678 17 5	23 10 0
		Total Public Works Fund ..	3,046,881	2,544,563 12 4	122,756 5 4	2,421,807 7 0

Examined and found correct.

ROBERT J. COLLINS,
Controller and Auditor-General.

CHAS. E. BENNETT,
Accountant.

W. S. SHORT,
Acting Under-Secretary.

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

APPENDIX A—continued.

	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
		£	£ s. d.	£ s. d.	£ s. d.
	PUBLIC WORKS FUND.				
	Public Works, Departmental—				
93	Public Works, Departmental	67,401	67,358 8 5	731 15 8	66,626 12 9
	Railways—				
	Railway-construction—				
	Kaihu Railway Extension	10,000	6,584 10 5	108 15 8	6,475 14 9
	Kawakawa-Hokianga	40,000	30,069 17 8	1,013 9 4	29,056 8 4
	Kawakawa-Grahamtown	1,000	384 14 1	48 9 2	336 4 11
	North Auckland Main Trunk	60,000	48,607 9 2	357 11 4	48,249 17 10
	Whangarei - North Auckland Main Trunk	15,000	2,155 1 5	..	2,155 1 5
	Windy Point - Karekare, Construction of Tramway	3,600	..	..	..
	Waiuku Branch	10,000	664 0 0	..	664 0 0
	Huntly-Awaroa	25,000	16,518 7 1	15 16 1	16,502 11 0
	Raetihi - Main Trunk	20,000	5,033 17 10	3 1 10	5,030 16 0
	East Coast Main Trunk—				
	Waihi-Tauranga	10,000	205 3 8	..	205 3 8
	Te Maunga Northward	5,000	..	..	..
	Tauranga-Taneatua	50,000	41,046 4 3	699 16 10	40,346 7 5
	Gisborne-Motu	60,000	47,991 10 3	3,527 19 0	44,463 11 3
	Napier-Gisborne—				
	North End	35,000	29,677 1 7	29,12 6	29,647 9 1
	South End	10,000	3,058 15 3	76 8 6	2,982 6 9
	Mount Egmont Branch	15,000	5,932 19 8	0 10 0	5,932 9 8
	Stratford - Main Trunk	85,000	90,675 14 9	1,800 18 11	88,874 15 10
	Foxton - New Plymouth (Manawapau Deviation)	1,000	824 2 9	..	824 2 9
94	Opunake Branch	15,000	828 3 4	..	828 3 4
	Featherston-Martinborough	5,000	310 13 5	..	310 13 5
	South Island Main Trunk—				
	North End	15,000	8,103 11 11	302 19 0	7,800 12 11
	South End	5,000	3,331 18 0	186 19 4	3,144 18 8
	Midland Railway—				
	Nelson End	5,000	2,374 4 9	80 16 10	2,293 7 11
	Reefton End	10,000	12,765 9 6	368 12 2	12,396 17 4
	Otira-Bealey	70,000	94,644 15 3	772 16 5	93,871 18 10
	Broken River - Bealey	50,000	28,961 1 8	790 16 10	28,170 4 10
	Westport-Inangahua	20,000	15,458 0 9	121 8 0	15,336 12 9
	Greymouth - Point Elizabeth	20,000	16,819 9 8	967 10 8	15,851 19 0
	Culverden-Waiau	5,000	605 2 11	..	605 2 11
	Waimate Branch Extension	5,000	..	..	..
	Lawrence-Roxburgh	10,000	9,988 2 5	3 18 2	9,984 4 3
	Otago Central	7,000	..	..	..
	Catlin's-Waimahaka	30,000	19,348 19 7	1,568 17 2	17,780 2 5
	Winton - Heddon Bush	8,000	60 6 6	..	60 6 6
	Land Claims, &c.	1,000	426 19 3	..	426 19 3
	Surveys, New Lines of Railway	5,000	2,397 15 10	..	2,397 15 10
	Permanent-way Materials	90,000	75,923 11 7	2,482 10 4	73,441 1 3
	Total Vote, Railway-construction	831,600	621,777 16 2	15,329 14 1	606,448 2 1
95	Additions to Open Lines	500,000	501,246 10 10	2,798 3 7	498,448 7 3
	Public Buildings—				
96	General	80,000	72,896 2 9	6,085 5 8	66,810 17 1
97	Judicial	43,375	28,949 2 4	504 1 10	28,445 0 6
98	Postal and Telegraph	110,450	79,211 18 10	397 1 1	78,814 17 9
99	Agricultural	6,175	4,407 14 4	10 0 0	4,397 14 4
100	Mental Hospitals	50,000	26,003 16 6	2 12 11	26,001 3 7
101	Hospitals and Charitable Institutions	10,000	1,435 6 0	..	1,435 6 0
102	School Buildings	125,000	122,119 2 10	165 1 0	121,954 1 10
103	Workers' Dwellings	65,000	41,782 5 1	41 4 0	41,741 1 1
	Lighthouses, Harbour-works, and Harbour-defences—				
104	Lighthouses	7,375	5,178 4 1	3 13 10	5,174 10 3
105	Harbour-works	12,400	3,345 11 10	..	3,345 11 10
106	Harbour-defences	3,000	563 11 10	24 12 2	538 19 8
	Tourist and Health Resorts—				
107	Tourist and Health Resorts	18,900	15,060 19 11	72 2 3	14,988 17 8
	Immigration—				
108	Immigration	36,055	79,663 3 8	45,749 1 6	33,914 2 2
	Construction and Maintenance of Roads, Bridges, and other Public Works—				
109	Roads, &c.	360,925	232,447 14 11	7,317 19 8	225,129 15 3
110	Backblocks Roads, &c.	201,225	133,879 8 7	5,172 18 2	128,706 10 5
111	Road and other Works on Goldfields and Mineral Lands	51,000	24,253 6 9	110 4 9	24,143 2 0
	Development of Goldfields—				
112	Development of Goldfields	9,300	5,368 9 5	479 1 6	4,889 7 11
	Telegraph Extension—				
113	Telegraph Extension	376,000	426,584 14 2	33,937 0 11	392,647 13 3
	Contingent-defence—				
114	Contingent Defence	50,000	30,224 16 5	38 16 3	30,186 0 2
	Lands Improvement—				
115	Improved-farm Settlements	25,000	16,544 3 3	3,106 17 1	13,437 6 2
116	Lands, Miscellaneous	6,700	3,558 16 0	..	3,558 16 0
	Unauthorized—				
	Services not provided for	..	702 7 5	678 17 5	23 10 0
	Total Public Works Fund	3,046,881	2,544,563 12 4	122,756 5 4	2,421,807 7 0

APPENDIX B.

STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department outstanding at the Close of the Financial Year ended 31st March, 1914, 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.			
XVI	93	Public Works, Departmental	106
XVII	94	Railways	160,395
XVIII	96-100	Public Buildings.. .. .	225,562
XIX	106	Lighthouses, Harbour-works, &c.	..
XXII	109-110	Construction of Roads, Bridges, &c.	207,396
			593,459
CONSOLIDATED FUND.			
V	18-20	Public Buildings, Domains, and Maintenance of Roads	7,818
OTHER ACCOUNTS.			
	123	Aid to Water-power Works Account	34,964
	124	Irrigation and Water Supply	200
	125	Waihou and Ohinemuri Rivers Improvement Account	8,216
	126	Opening up Crown Lands for Settlement Account	13,566
	127	National Endowment Account	468
	..	Land for Settlements Account	3,043
			60,457

Vote No.	Name of Vote.	Total.
PUBLIC WORKS FUND.		£
93	Public Works, Departmental	106
94	Railway-construction—	
	Kaihu Railway Extension	50
	Kawakawa-Hokianga	493
	Kawakawa-Grahamtown	..
	North Auckland	5,265
	Huntly-Awaroa	10,593
	Waihi-Tauranga	..
	Tauranga-Taneatua	7,787
	Gisborne-Motu	1,000
	Napier-Gisborne, North End	4,551
	Napier-Gisborne, South End	..
	Mount Egmont Branch	..
	Stratford-Main Trunk	102,376
	Opunake Branch	50
	Foxton - New Plymouth (Manawapou Deviation)	..
	Raetihi-Main Trunk	588
	South Island Main Trunk, North End	698
	South Island Main Trunk, South End	..
	Midland—	
	Nelson End	..
	Reefton End	149
	Otira to Bealey	1,007
	Broken River to Bealey	1,754
	Westport-Inangahua	16,181
	Greymouth-Point Elizabeth	100
	Lawrence-Roxburgh	100
	Catlin's-Waimahaka	4,240
	Surveys of New Lines—	
	North Island	..
	South Island	..
	Permanent-way Materials	3,413
		160,395
	Public Buildings—	
96	General	178,424
97	Judicial	1,912
98	Postal and Telegraph	24,499
99	Agricultural	..
100	Mental Hospitals	20,737
		225,562

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>		£
	Lighthouses, Harbour-works, &c.—	
106	Harbour-defences	..
	Construction of Roads, Bridges, &c.—	
109	Roads, &c.	174,227
110	Backblock Roads, &c.	33,169
		207,396
	Total, Public Works Fund..	593,459
CONSOLIDATED FUND.		
	Public Buildings, Domains, and Maintenance of Roads—	
18	Public Buildings	1,719
19	Government Domains	..
20	Maintenance and Improvement of Roads..	6,099
	Total, Consolidated Fund ..	7,818
OTHER ACCOUNTS.		
123	Aid to Water-power Works Account	34,964
124	Irrigation and Water-supply	200
	Waihou and Ohinemuri Rivers Improvement Account—	
125	Waihou and Ohinemuri Rivers Improvement	8,216
	Opening up Crown Lands for Settlement Account—	
126	Roads to open up Crown Lands	13,566
	National Endowment Account—	
127	Roads to open up National Endowment Lands	468
..	Land for Settlements Account (Roads Portion)	3,043
	Total, Other Accounts	£60,457

C. E. BENNETT,
Accountant.H. J. H. BLOW,
Under-Secretary.

Public Works Department, 30th April, 1914.

APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1913, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1914.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
RAILWAYS.							
Jan., 1912	Kaihu Railway Extension	Hardwood Timber for Waima Bridges	J. W. Wallace and Co.	July, 1912	Sept., 1913	£ 1,437	Extras, £19; reductions, £8.
Aug., 1913	Kawakawa-Hokianga	Station Buildings Joinery	H. G. Foster	Oct., 1913	Jan., 1914	650	Reduction, £3.
"	"	"	Paull and Tobin	Dec., "	Mar., "	250	Extras, £57; reductions, £23.
Sept., 1911	"	"	D. T. Gladden	Jan., 1914	"	460	
Feb., 1911	North Auckland Main Trunk	Otamatea Bridge	G. M. Fraser	Aug., 1912	"	20,841	
June, 1913	"	"	"	June, 1913	May, 1913	6,477	Extras, £110; reductions, £4.
Oct., 1913	"	"	J. Frankham	May, 1914	"	1,696	
Feb., 1912	Huntly-Awaroa	Huntly Bridge	G. M. Fraser	Oct., 1912	Oct., 1913	17,580	Extras, £150.
Jan., 1914	"	"	Steel Construction Company (Limited)	" 1914	"	363	
"	"	Formation No. 1 Contract	E. Mackay	Oct., "	"	2,226	
"	"	"	"	"	"	1,149	
"	"	"	"	"	"	1,396	
"	"	"	"	"	"	2,488	
"	"	"	L. A. Stanley	"	"	2,771	
Nov., 1913	Raetihi - Main Trunk	"	"	"	"	783	
June, "	Tauranga-Taneatua	Te Puke, Papamoa, and Otaramatua Station Buildings	McMahon and Coyle	Aug., "	"	2,460	
Nov., "	"	Formation No. 1 Contract	T. H. Ashton	Jan., 1914	"	577	
"	"	"	J. Kimber	Oct., "	"	1,895	
"	"	"	W. Mapp	Nov., "	"	328	
"	"	"	Burke and Higgins	Aug., "	"	400	
"	"	"	"	"	"	517	
Dec., "	"	"	W. Robertson	Dec., "	"	505	
"	"	"	T. Young	"	"	737	
"	"	"	"	"	"	523	
"	"	"	"	"	"	1,422	
Jan., 1914	"	Supply of Jarrah for Culverts	Miller's West Australian Hardwoods Company (Limited)	June, "	"	274	
Feb., "	"	Ironbark Piles	J. W. Wallace and Co.	"	"	675	
Aug., 1911	Gisborne-Motu	Hardwood Timber for Bridges	S. Brown (Limited)	Feb., 1912	July, 1913	474	Extras, £5.
April, 1913	"	Metalling Neill Road	J. Field	Aug., 1913	June, "	414	
June, "	Napier - Gisborne (North End)	Formation No. 1 Contract	Thomas Lynn	June, 1914	"	1,046	
"	"	"	"	"	"	1,108	
"	"	"	"	"	"	1,553	
Sept., "	"	"	T. Abberton	Sept., "	"	1,021	
"	"	"	H. E. Howard	Jan., 1914	Jan., 1914	299	Reductions, £10.
"	"	"	Small and Morris	Mar., "	Feb., "	487	" £39.
"	"	"	"	"	Dec., 1913	241	" £7.
Aug., "	"	"	Richardson, McCabe, and Co.	Dec., 1913	Feb., 1914	2,468	" £16.
Oct., "	"	Supply of 30 lb. Rails and Fastenings	A. Kirk	Feb., 1914	"	980	
Nov., "	"	Two Cottages at Ngatapa	W. Graham, jun.	"	"	352	
		3,000 Temporary Sleepers	"	"	"		

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1913, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1914—continued.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be Completed.	Date Contract was Completed.	Amount of Contract.	Remarks.
RAILWAYS—continued.							
Dec., 1913	Napier-Gisborne (North End)	5,000 Temporary Sleepers	Shute and Casey	April, 1914	..	£ 604	
Jan., 1914	"	Supply of Steel for Waipoa Bridge	J. Duthie and Co.	..	..	324	
June, 1911	Stratford—Main Trunk	" Steel and Iron Work for Bridges	Sanders Bros.	June, 1912	Sept., 1913	6,195	Extras, £606; reductions, £158.
Nov., "	"	" Hardwood Timber and Piles for Bridges	Fraser and Co. (Limited)	May, "	Aug., "	829	" £236; reductions £59.
Oct., 1912	"	Hardwood, Whangamomona Stream Bridges	Richardson, Blair, and McCabe (Limited)	April, 1913	..	590	
Mar., 1913	"	Toi Road Cottages	F. Lundon	May, "	July, 1913	597	Reductions, £68.
May, "	"	Whangamomona Station Buildings	"	Nov., "	Feb., 1914	4,363	Extras, £42; reductions, £123.
Sept., "	"	Kohurutahi Station Buildings	"	Jan., 1914	..	2,031	
July, "	"	Okahu Tunnel	W. Forrest	July, 1916	..	97,000	
Oct., "	"	Formation No. 6, Matiere Section	Hickey and Barden	Oct., 1914	..	1,607	
Nov., "	"	" No. 5, "	McKean and Ireland	Nov., "	..	3,335	
"	"	" No. 3, "	Smith and Costello	..	..	4,093	
Feb., 1914	"	" No. 2, "	Rothery and Co.	Feb., 1915	..	2,453	
"	South Island Main Trunk (South End)	Steel-plate Girders, Leader River Bridge	E. J. Ruddick	Aug., 1912	July, 1913	879	Reductions, £53.
Oct., "	South Island Main Trunk (North End)	Ure River Bridge	B. Garnham	June, 1913	Feb., 1914	3,859	Extras, £3; reductions, £41.
Nov., 1913	Midland (Reefton End)	Inangahua Station Buildings	G. Ogilvie	Feb., 1914	Mar., "	449	" £380; reductions, £187.
Mar., 1914	"	Cottages at Junction Station	A. G. Wells	June, "	..	820	
Feb., 1912	" (Broken River—Bealey)	Supply of Steel and Iron Work for Bealey Bridges	P. R. Williamson	" 1912	May, 1913	1,472	Reduction, £2.
Jan., 1913	" (Ditto)	Seven Cottages, Arthur's Pass Station	A. Kingsford	July, 1913	Oct., "	3,721	Extras, £1; reductions, £72.
May, 1910	Westport—Inangahua	No. 1 Formation Contract	McWilliams and Andrews	May, 1912	..	4,768	
"	"	No. 2 "	D. McLellan	" 1913	..	5,406	
Mar., 1911	"	No. 7 "	Corby and Foster	" 1913	..	3,806	
"	"	No. 10 "	Maxwell and Mann	"	..	10,708	
April, "	"	No. 8 "	T. Murphy, A. Senior, and D. McNamara	April, "	..	2,493	
"	"	No. 9 "	Maxwell and Mann	"	..	1,587	
May, "	"	No. 11 "	R. H. O'Brien	May, 1913	..	2,676	Extras, £418; reductions, £32.
Dec., "	"	No. 14 "	D. McLellan	Dec., "	..	8,565	
"	"	No. 15 "	Murray and Co.	May, 1913	..	1,187	Extras, £79; reductions, £1.
April, 1912	"	No. 13 "	J. A. Stuart, F. G. Hobbs, and S. Leaman	April, 1914	June, 1914	1,956	" £436.
"	"	No. 16 "	Michael Leddy	"	..	1,971	
"	"	No. 17 "	Brazil and Party	"	..	3,605	Contract determined.
May, "	"	Bushfelling and Clearing	Stuart and Gapper	Sept., 1912	Mar., 1914	600	Reductions, £15.
Sept., 1913	"	No. 17A Formation Contract	Snell and Party	" 1914	..	2,721	
Feb., "	Greymouth—Point Elizabeth	Mount Davey Station Buildings	George Ogilvie	June, 1913	Oct., 1913	1,958	Extras, £283; reductions, £12.
Dec., 1911	Lawrence—Roxburgh	No. 3 Formation, Beaumont Section	G. W. Ryan	Dec., 1912	"	1,119	" £47; reductions, £30.
Aug., 1912	Catlin's—Waimahaka	Macleanan River Bridge	Watson Rhodes and Son	June, 1913	..	3,122	
June, 1913	"	Caberfeid and Papatowai Station Buildings	P. A. Lyders	Feb., 1914	..	4,698	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1913, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1914—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, 1909	Auckland Post-office	Jamieson, J. and W. (Limited), Christchurch	Nov., 1911	Oct., 1912	95,551	Extras, £5,921; reductions, £4,548.
Nov., 1911	" Courthouse	Hutchison, W. E., Auckland	" 1912	June, 1913	14,820	" £741; reductions, £167.
Jan., 1912	Tokanui Mental Hospital	McLean and Sons, D., Wellington	July, 1913	July, "	13,827	" £2,723; reductions, 173.
Sept., "	Kaikōhe Courthouse	Cook, W., and Son, Waimate North	Jan., 1913	June, "	949	Reductions, £3.
Nov., "	Matapihi Native School	Overton, F., Birkenhead	April, "	" "	843	
" "	Mangatapu Native School	Harvey and Co., Tauranga	" "	June, 1913	600	Extras, £12.
" 1913	Papakura Post-office	Mackay, A. M., Auckland	" "	" "	1,194	" £18; reductions, £1.
Mar., 1913	Huntly Police-station	Frankham, C. H., Auckland	Aug., "	Aug., "	1,390	" £34.
Dec., 1912	Tōkaanu Post-office	Aldridge, T., Ohakune	May, "	" "	1,155	
Jan., 1913	Pukelina Native School	Overton, F., Tauranga	June, "	" "	861	
Oct., 1912	Mental Hospital, Tokanui, Steam-boilers	Luke, S., and Co. (Limited), Wellington	Jan., "	Jan., 1914	975	Extras, £29.
April, 1913	Tiakanui Post-office	Rhodes, G., and Son, Auckland	Aug., "	Sept., 1913	1,100	" £45.
May, "	Kirioko Native School	Cook and Sons, Waimate North	" "	Nov., "	1,149	
" "	Ngawa Native School	" "	" "	Oct., "	1,049	
" "	Drill Hall, Huntly	Porter, C. C., Huntly	" "	" "	310	Extras, £43.
" "	Ohaupo Post-office	Moody, A., Claudelands	Nov., "	Nov., "	1,627	" £63.
" "	Tirau Post-office	Macpherson and Harvey	" "	" "	1,060	" £26.
" "	Papakura Police-station	McIntosh, W. M., Papakura	Aug., "	Sept., "	772	" £34; reductions, £8.
" "	Auckland Mental Hospital Auxiliary No. 2	Grevatt, W. J., and Son, Auckland	Sept., 1914	" "	9,877	
" "	Raglan Post-office	Hollow, H. M., Hamilton	Dec., 1913	" "	2,630	
" "	Rotorua Post-office	Snell Bros., Hamilton	Feb., 1914	" "	3,668	
" "	Auckland Mental Hospital Auxiliary No. 3	Hood, W. J., Auckland	Dec., "	" "	15,430	
" "	Waikuku Post-office	Frankham, C. H., Auckland	Jan., "	" "	1,667	
" "	Takapuna Post-office	Davis, J., Auckland	May, "	" "	1,790	
" "	Tōkaanu Police-station	Mackenzie, A. F., Rangiwhia	Mar., "	" "	947	
" "	Tokanui Mental Hospital Electric-lighting Plant	Greenfields, F. S., and Co., Wellington	April, "	" "	2,076	
Nov., "	Dargaville Post-office	Pattison and Brooks, Auckland	Aug., "	" "	3,900	
Dec., "	Engineer's Residence, Okere Falls	Parsons, W. J., Rotorua	April, "	" "	777	
Jan., 1914	Courthouse, Auckland (Caretaker's Residence)	Meaclem, R., and Co., Auckland	" "	" "	669	
HAWKE'S BAY.						
Sept., 1912	Gisborne Police-station	Webb, H., Gisborne	Feb., 1913	May, 1913	2,306	Extras, £146.
Jan., 1913	Mohaka Police-station	Gardiner, A. R., Wairoa	April, "	June, "	247	" £4.
" "	Porangahau Police-station	Cairns and Paton, Havelock North	Nov., "	Nov., "	848	" £21; reductions, £7.
" "	Departmental Buildings, Gisborne	Smith, G., Gisborne	Oct., 1914	" "	14,877	
Oct., "	Waipukurau Post-office	Cairns and Paton, Havelock North	June, "	" "	2,592	
Dec., "	Havelock North Post-office	" "	May, "	" "	1,441	
Feb., 1914	Patutahi Police-station	Jones, A. T., Gisborne	June, "	" "	879	

APPENDIX C—continued.

SCHEDULE OF CONTRACTS CURRENT ON THE 1st APRIL, 1913, AND CONTRACTS ENTERED INTO BY THE PUBLIC WORKS DEPARTMENT DURING THE YEAR ENDED 31st MARCH, 1914—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.
TARANAKI.						
April, 1913	Public Buildings, New Plymouth, Furniture ..	Coleman and Son, New Plymouth ..	May, 1913	July, 1913	292	Reductions, £5.
" "	" " Stratford, Erection ..	Burrell, A. B., Stratford ..	Oct., "	Dec., "	2,567	Extras, £18; reductions, £22.
" "	Stock Inspector's Residence, Opunake ..	Greenhill, J., Opunake ..	Aug., "	Nov., "	921	" £5.
Nov., "	Public Buildings, Stratford, Fittings ..	Brown, H., and Co., Stratford ..	Dec., "	Feb., 1914	261	" £6.
WELLINGTON.						
Aug., 1911	Electric Elevators, General Post Office, Wellington ..	Burt, A. and T. (Limited), Wellington ..	Mar., 1912	April, 1913	887	Extras, £66; reductions, £2.
Oct., 1909	Wellington Post-office, Additions ..	Wilson, J. and A. (Limited), Wellington ..	Oct., 1911	" "	96,923	Extras, £1,685; reductions, £301.
April, 1912	Post and Telegraph Bulk Store, Wellington ..	Sanders Bros., Wellington ..	Jan., 1913	Aug., "	11,652	" £11.
Sept., "	Government Insurance Building, Wanganui ..	Benge, G. F., Wanganui ..	Mar., "	Mar., "	1,610	" £118.
Oct., "	Pongaroa Post-office, Additions ..	Whittaker, W., Pongaroa ..	Feb., "	Dec., "	534	" "
Mar., 1913	Wanganui Courthouse, Additions ..	Benge, G. F., Wanganui ..	July "	Aug., "	1,175	" "
" "	Storekeeper's Cottage, Pipitea ..	McMillan, J. L., Wellington ..	June, "	Sept., "	669	" "
" "	Parliament Buildings, Granite for Piers ..	New Zealand Quarries (Limited), Auckland ..	" "	" "	902	" "
April, "	Petone Post-office, Additions ..	Wakelin, G. L., Wellington ..	July, "	July, "	622	Extras, £46; reductions, £16.
" "	Masterton Police-station ..	Taylor and Hodges, Masterton ..	Oct., "	Nov., "	2,678	" £52.
May, "	Wanganui Departmental Buildings, Alterations ..	Fry and Treloar, Wanganui ..	June, "	July, "	764	" "
June, "	Martinborough Courthouse ..	Humphries, H., Greytown ..	Oct., "	Nov., "	4,389	" "
April, "	Government Printing Office, Additions ..	Wilson, J. and A. (Limited), Wellington ..	Feb., 1914	" "	349	Extras, £176.
June, "	Drill-shed, Levin ..	Pringle and Haste, Levin ..	Aug., 1913	Dec., 1913	2,085	" "
July, "	Marine Store, Pipitea Point ..	Sanders Bros., Wellington ..	July, 1914	" "	405	" "
Aug., "	Kiwitea Post-office, Alterations ..	Banks, W., Kimbolton ..	Aug., 1913	" "	347	" "
Sept., "	Post and Telegraph Bulk Store, Pole Gantry ..	McArthur, Milliken, and Co. (Limited), Wellington ..	Jan., 1914	" "	" "	" "
" "	Halcombe Post-office ..	Wakelin, G. L., Wellington ..	" "	Jan., 1914	1,191	Extras, £21.
" "	Taihape Post-office, Additions ..	Hesketh, H., Taihape ..	" "	Mar., "	929	" £73.
Oct., "	Public Works Store, Pipitea Point ..	Sanders Bros., Wellington ..	May, "	" "	5,522	" "
" "	Police-station, Taihape, Alterations ..	Sexton and Anderson, Taihape ..	Jan., "	Mar., 1914	423	Extras, £31.
" "	Parliament Buildings, Gates ..	Gunson, A. W., and Co., Auckland ..	Feb., "	" "	333	" "
Nov., "	Public Works Workshops, Wellington ..	Bennett, W. H., Wellington ..	April, "	" "	2,532	" "
" "	Raeitihi Post-office ..	Aldridge, T., Ohakune ..	" "	" "	828	" "
" "	Brooklyn Post-office ..	Parkin Bros., Wellington ..	" "	" "	1,120	" "
Dec., "	Parliament Buildings, Wellington ..	Hansford, Mills, and Hardie ..	Dec., 1915	" "	151,639	" "
Jan., 1914	Feilding Post-office, Renovations ..	Cleland, A., Feilding ..	Mar., 1914	" "	287	" "
Feb., "	Post-office Bulk Store, Elevators ..	Andersons Limited, Christchurch ..	June, "	" "	827	" "
NELSON.						
Sept., 1912	Stoke Industrial School, Latrines ..	Robertson Bros., Nelson ..	Dec., 1912	April, 1912	225	" "
Dec., "	Nelson Post-office, Additions ..	Galbraith, S. M., Nelson ..	June, "	" "	395	" "
Mar., 1913	Wakapuaka Cable-station, Water-supply and Drainage ..	Grimmett, T. R. J., Nelson ..	Aug., 1913	July, 1913	682	Extras, £22.
April, "	Takaka Post-office, Alterations ..	Haase and Son, Nelson ..	July, "	June, "	317	" "
" "	Stoke Industrial School, Water-supply ..	Nelson Tinware Company, Nelson ..	" "	Aug., "	776	Extras, £16.

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1913, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1914—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.						
Jan., 1912	Hokitika Public Buildings, Extension	Drake, J., Greymouth	Sept., 1912	May, 1913	£ 5,017	Extras, £30.
Aug., " "	Cobden Police-station	Mordaunt, R., Greymouth	Aug., " "	Sept., " "	774	" £58.
April, 1913	Reefton Drill-shed	Cundy, A., Greymouth	Oct., 1913	" "	535	
Oct., " "	" Post-office	" "	July, 1914	" "	3,112	
Sept., 1910	Departmental Buildings, Christchurch	Jameson, J. and W. (Limited), Christchurch	May, 1912	Mar., 1913	53,564	Extras, £10,816; reductions, £1,885.
" 1911	Mount Cook New Hermitage, Supply and Delivery of Doors and Windows	Jackson, John, and Co. (Limited), Timaru	Sept., " "	" "	374	
Jan., 1912	Clock for Timaru Post-office	Littlejohn, W., and Son, Wellington	June, " "	May, 1913	650	Extras, £236.
Mar., " "	School for the Deaf, Summer, Additions and Alterations	Calvert, Charles, Sydenham	Jan., 1913	" "	3,445	
May, " "	Mount Cook Hermitage, New Hostel, Stamped-steel Ceilings	Bruce, A. S., Christchurch	Nov., 1912	Oct., " "	560	Extras, £154.
Dec., " "	Methven Courthouse	Aitken, K., and Co., Methven	Sept., " "	Nov., 1912	650	
Jan., 1913	Christchurch Departmental Buildings, Electric Wiring	Turnbull and Jones, Wellington	" "	Dec., 1913	1,041	Extras, £12.
" "	Police Sergeant's Residence, Ashburton	Pearce, F., Ashburton	May, " "	June, " "	776	" £20.
" "	Mount Cook Hostel, Plumbing and Gasfitting	Jones, C., Christchurch	" "	" "	600	
" "	Christchurch Departmental Buildings, Fire-alarms	Strimmer and Bridge, Christchurch	" "	Nov., 1913	296	
" "	Mount Cook Hostel, Painting and Glazing	Donn, W., Timaru	May, 1913	" "	308	
Mar., " "	Fairlie Post-office, Additions, &c.	Foden, T., and Sons, Fairlie	" "	July, 1913	431	Extras, £71.
April, " "	Defence Store, Christchurch, Additions	White, G., Christchurch	July, " "	Aug., " "	474	" £15; reductions, £10.
" "	Public Trust Office, Christchurch, Additions	" "	" "	" "	968	" £53.
June, " "	Tenuka Post-office, Additions to Telephone Exchange	Paynter and Hamilton, Christchurch	Sept., " "	Sept., " "	311	
Dec., " "	Akaroa Post-office	Hinkey, H. H., Spreydon	June, 1914	" "	2,205	
Feb., 1914	Woodend Post-office	Harris, J. W., Woodston	May, " "	" "	454	
OTAGO AND SOUTHLAND.						
Jan., 1912	Seacliff Mental Hospital, Water-supply	Burt, A. and T. (Limited), Dunedin	July, 1912	Oct., 1913	5,215	
Oct., " "	Mental Hospital, Waitati, Plumbing and Hot-water Service	Scott, J. and R., Dunedin	Mar., 1913	July, " "	334	
" "	Gore Post-office, Restoration	Rhodes, T., and Son, Gore	Jan., " "	Sept., " "	799	Extras, £29
Dec., 1913	Roxburgh Post-office	Christie, R., Roxburgh	May, " "	Oct., " "	1,650	" £91.
Mar., " "	Mataura Police-station	Latham, A., Gore	July, " "	Sept., " "	760	" £20; reductions, £3.
April, " "	Owaka Police-station, Alterations	Cox, J., and Son, Owaka	May, " "	Oct., " "	215	" £9.
May, " "	Tapanui Police-station	Lyders, P. A., Dunedin	Sept., " "	Dec., " "	695	" £23.
June, " "	Mosgiel Post-office, Additions	Crump and Sons, Dunedin	July, " "	Sept., " "	214	
" "	Oamaru Post-office, Renovations	Allen and Crawshaw, Oamaru	Aug., " "	" "	405	Extras, £3.
" "	Powder-magazine, Port Chalmers, Staging	Love Bros., Port Chalmers	Oct., " "	Nov., " "	238	" £11.
Sept., " "	North-east Valley Post-office	Anderson, A. T., and Son, Dunedin	Mar., 1914	Mar., 1914	1,376	" £6.
Oct., " "	Otautau Post-office	Hardie, J., Invercargill	Jan., " "	" "	526	" £16.
" "	Waitati Mental Hospital, Road-formation	May, A., Dunedin	Feb., " "	Feb., " "	215	
Nov., " "	Awarua Wire-less-station, Cottages	Lister and Philpot, Invercargill	July, 1913	" "	998	
April, " "	Caversham Industrial School, Drainage	Burt, A. and T., Dunedin	Jan., 1914	" "	298	Extras, £2499.
Nov., " "	Telegraph-office, Dunedin, Additions	Scott, D., Dunedin	Mar., " "	" "	219	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1913, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1914—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.
LAKE COLERIDGE SCHEME.						
Feb., 1912	Lake Coleridge Tunnel	McWilliams, J., Wellington	Aug., 1913	..	53,173	
June, "	Section 3, Pipe-lines and Accessories ..	Dunedin Engineering and Steel Company (Limited), Dunedin	June, "	..	17,624	
" "	" 7, Transformers ..	National Electrical and Engineering Company (Limited), Dunedin	April, "	June, 1913	9,673	
" "	" 19, Travelling-crane ..	Greenshields, F. S., and Co., Wellington	" "	April, "	646	
July, "	" 11, Bare Conductors ..	Richardson, Blair, and McCabe (Limited), Wellington	July, "	..	13,101	
" "	" 21, Batteries and Accessories ..	Turnbull and Jones (Limited), Wellington	" "	..	840	
" "	" 15, Testing Transformers ..	Burt, A. and T. (Limited), Wellington	May, "	..	525	
" "	" 16, Meters ..	Baillie, P. R., and Co., Wellington	July, "	April, 1913	292	
" "	" 12, Insulated Cables ..	National Electrical and Engineering Company (Limited), Dunedin	Mar, "	May, "	3,765	
" "	" 9, Transmission-line Insulators ..	Richardson, Blair, and McCabe (Limited), Wellington	" "	..	3,795	
Aug., "	Tunnel and Penstock Gates ..	Richardson, Blair, and McCabe (Limited), Wellington	Aug., "	..	1,336	
" "	Section 8, Lightning-arresters ..	National Electrical and Engineering Company (Limited), Dunedin	May, "	June, 1913	2,588	Extras, £33.
" "	" 13, Distributing-system Insulators ..	Brown, S. (Limited), Wellington	April, "	..	668	
" "	" 3A, Valves and Expansion-joints ..	Dunedin Engineering and Steel Company (Limited), Dunedin	June, "	..	837	
" "	" 5, Generators and Accessories ..	Thorne, George Grey, Auckland	May, "	..	5,561	
" "	" 4, Water-wheels and Accessories ..	Australian Metal Company (Limited), Melbourne	" "	..	4,195	
Sept., "	" 23, Two Motor-lorries ("Albion") ..	Grapes and Riley, Wellington	Feb., "	April, 1913	1,106	
Oct., "	" 10D, 500 Hardwood Poles, delivered Lyttelton	Mitchelson and Co., Auckland	Oct., "	June, "	1,050	
Nov., "	" 10E, 1,200 Ironbark Piles, delivered Lyttelton	Wallace, J. W., and Co., Wellington	Nov., "	..	4,200	
Dec., "	Power-station ..	Taylor Bros. and Muirhead, Christchurch	Oct., "	..	15,635	
Feb., 1913	Section 2, Cable-clamps ..	National Electrical and Engineering Company (Limited), Dunedin	" "	..	884	
Mar., "	" 20, Cross-arms ..	Duncan, P. and D., Christchurch	Dec., "	Jan., 1914	512	
" "	Electric Wiring at Power-house ..	Tolley and Son (Limited), Wellington	Sept., "	..	313	
May, "	Arming Plates and Pole-steps ..	Cooper and Duncan (Limited), Christchurch	Dec., "	Dec., 1913	513	
July, "	200 Blackbutt Poles ..	Baillie, P. R., and Co., Wellington	Jan., 1914	Sept., "	642	
April, "	Sub-station at Addington, Erection ..	Paynter and Hamilton, Christchurch	Oct., 1913	..	3,098	
" "	Section 28, Cable-ducts ..	Christchurch Brick Company (Limited)	Jan., 1914	..	1,056	
" "	" 26, Workshop Tools ..	Niven and Co., Napier	Dec., 1913	Jan., 1914	233	
" "	" 29, Roof Insulators ..	Richardson, Blair, and McCabe (Limited), Wellington	" "	..	594	
May, "	" 31, Telephone-wire ..	Baillie, P. R., and Co., Wellington	Oct., 1913	Sept., 1913	612	
June, "	" 35, U Bolts ..	Lucas Bros., Christchurch	..	..	346	

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.
	LAKE COLERIDGE SCHEME—continued.					
Aug., 1913	Section 34, Pole-erection ..	..	1914	Feb.,	£ 4,689	
Nov., "	" 44, Erection of Transmission-wires ..	..	"	April, "	1,355	
Dec., "	" 37, Telephones ..	..	"	June, "	581	
"	" 41, Transformers ..	..	"	July, "	300	
"	" 41, " ..	..	"	"	733	
Jan., 1914	" 45, Laying Cables ..	..	"	Mar., "	1,393	
Mar., "	" 46, Transformers ..	..	"	Aug., "	284	
"	" 46, " ..	..	"	"	442	
	WAIHOU AND OHINEMURI RIVERS IMPROVEMENT.					
Jan., 1912	Ngararaki and Koutou Cuts ..	..	1912	Oct.,	9,872	Extras, £143.
Feb., 1913	Paeroa Stop-bank ..	..	"	Aug., 1913	2,034	
"	Steam-engine and Condensing-plant for Waihou Dredge ..	..	"	Sept., "	772	
May, "	Dredge for Waihou River ..	..	"	May, 1914	7,677	
	DEVELOPMENT OF WATER-POWER—continued.					
"	Section 34, Pole-erection ..	Baillie, P. R., and Co., Wellington	1914	Feb.,	£ 4,689	
Nov., "	" 44, Erection of Transmission-wires ..	" "	"	April, "	1,355	
Dec., "	" 37, Telephones ..	" "	"	June, "	581	
"	" 41, Transformers ..	National Electrical and Engineering Company (Limited), Wellington	"	July, "	300	
"	" 41, " ..	Tolley and Son, Wellington	"	"	733	
Jan., 1914	" 45, Laying Cables ..	Greenshields and Co., Wellington	"	Mar., "	1,393	
Mar., "	" 46, Transformers ..	Baillie, P. R., and Co., Wellington	"	"	284	
"	" 46, " ..	Tolley and Son, Wellington	"	Aug., "	442	
		National Electrical and Engineering Company (Limited), Wellington	"	"		
Jan., 1912	Ngararaki and Koutou Cuts ..	Lupis, T., Paeroa	1912	Oct.,	9,872	Extras, £143.
Feb., 1913	Paeroa Stop-bank ..	Treanor, P., Paeroa	"	Aug., 1913	2,034	
"	Steam-engine and Condensing-plant for Waihou Dredge ..	Greenshields, F. S., and Co., Wellington	"	Sept., "	772	
May, "	Dredge for Waihou River ..	Stevenson and Cook Engineering Company (Limited), Port Chalmers	"	May, 1914	7,677	
	ROADWORKS.					
June, 1911	Waimana River Bridge (Opouriao) ..	Dixon, J. D., Cambridge ..	1912	Sept.,	1,630	Extras, £260.
Nov., "	Waioeka River Bridge (Suspension) ..	Austin and Mead, Gisborne	"	Feb., "	407	
Mar., 1912	Oparau River Bridge ..	Scott and Forsyth, Te Kuiti	"	Dec., "	1,802	Extras, £260; reductions, £58.
April, "	Mangapoi Road Bridge, No. 1 ..	Baynes, W., Gisborne ..	"	April, "	652	" £15; reductions, £2.
"	" No. 2 ..	" "	"	"	433	
Feb., 1913	Awaroa River Bridge (Erection) ..	McLeod, R. A., Auckland	1913	Nov.,	321	
"	Rankituri River Bridges (Boothman's) ..	Langlands, H. W., Gisborne	"	Oct., "	386	
"	Ngatapa Block Road (Metalling) ..	Newton, J., Mangapapa ..	"	April, "	260	
Mar., "	Mangakahia River Bridge ..	Webster, W. A., Rawene	"	"	1,651	
June, "	Motū-Opotiki Road (Formation) ..	Orchard, F., Opotiki ..	"	Oct., 1913	300	
April, "	Te Karae Stream Road Bridge ..	McGeechie, W., Hokianga	"	"	840	
Sept., "	Wairoa River Bridge (Hardwood for) ..	Porter, L. G., Wellington	1914	Jan.,	1,099	Extras, £44; reductions, £75.
Nov., "	" (Ironwork) ..	Ross, Jory and Co., Wellington	"	"	236	
Jan., 1914	Mangapahi Road Bridge ..	Langlands, H. W., Gisborne	"	May, "	718	
April, 1912	Matan River Bridge (Graham's) ..	Sangster, G., Stratford ..	1913	Oct.,	596	Extras, £10.
May, "	Mangaturuturu Stream Bridge ..	Wallace and Thompson, Rangataua	"	July, "	463	
Aug., "	Moki Stream Road Bridge (Hardwood Timber) ..	Wallace, J. W., and Co., Wellington	"	June, "	208	
Dec., "	Tangarakau River Bridges, Ohoura Road Lower and Middle Crossings ..	Grayling, F. M., New Plymouth ..	"	Sept., "	1,107	Extras, £57.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1913, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1914—continued.

9—D. 1.

APPENDIX C—continued.
SCHEDULE of CONTRACTS CURRENT on the 1st April, 1913, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1914—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.						
Aug., 1911	Waiau River Bridge (Southland)	..	Nov., 1912	..	£ 3,844	Determined.
Jan., 1913	Round Hill to Pahia Road	..	April, 1913	..	262	
April, "	Waiau River Bridge	..	July, "	..	5,989	
July, "	Balcutha Road Bridge, Extension	..	Oct., 1914	..	5,788	
Aug., "	Shotover Bridge (Ironbark)	..	Nov., 1913	..	269	
Nov., "	Jacob's River Block, Bushfelling, No. 1	..	Feb., 1914	Mar., 1914	289	
" 1914	" " " " " " " "	..	" "	..	371	
Jan., "	Lillburn to Hauroko Track	..	April, "	..	235	
Mar., "	Shotover Bridge (Ironwork)	..	July, "	..	368	
ROADWORKS—continued.						
		Everitt and Heffernan, Wellington	Nov., 1912	..	£ 3,844	Determined.
		Pemberton, V., Invercargill	April, 1913	..	262	
		Fraser, G. M., Huntly	July, "	..	5,989	
		Rhodes, W., and Son, Dunedin	Oct., 1914	..	5,788	
		Richardson, McCabe, and Co. (Limited), Wellington	Nov., 1913	..	269	
		Laurie, E., Invercargill	Feb., 1914	Mar., 1914	289	
		Homan and Cosgrove, Invercargill	" "	..	371	
		Withington, C., Invercargill	April, "	..	235	
		Andersons Limited, Christchurch	July, "	..	368	
MISCELLANEOUS.						
Aug., 1912	300 Ironbark Piles	Brown, S. (Limited), Wellington	May, 1913	..	1,289	Reductions, £4.
Nov., "	400 Bedsteads for Mental Hospitals	Wallace, J. W., and Co., Wellington	Nov., "	Feb., 1914	750	
Feb., 1914	Supply of Kauri at Wellington	Kauri Timber Company (Limited), Auckland	April, 1914	..	1,049	

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1913, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1914, showing Deliveries to the latter Date.

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.
NORTH ISLAND.							
WHANGAREI DISTRICT.							
Mar., 1911	V. Trounson	Maropu	500 puriri	s. d. 3 9	Maropu Station	June, 1911	270 puriri ..
July, "	Pickens Bros.	Punaru	1,000 totara	3 3	Opua	Oct., "	{ 1,093 totara .. } Cancelled.
"	S. Doak	Mangatu	2,000 "	4 0	Kaihu	Dec., "	1,168 " ..
"	G. E. Dudding	Kaihu	1,500 "	3 6	"	"	1,378 " ..
Aug., "	Tinioko and others	Otiria	1,000 "	3 6	"	Mar., 1912	616 " ..
Sept., "	G. N. Le Clere	Parua Bay	3,000 puriri	4 6	Onerahi	Dec., 1911	1,736 puriri ..
Mar., "	J. W. Edmonds	Ngawha	2,000 "	4 6	Kaikohe Railway, 11/20	June, "	884 " ..
Various	Various	Various	800 "	3 6	Various	Various ..	800 " ..
			110 puriri and 236 crossing	6s. each and 21s. per 100 ft.			110 puriri and 236 crossing
AUCKLAND DISTRICT.							
Jan., 1909	E. Brenstrum	Dargaville	1,200 puriri	s. d. 4 3	Helensville	July, 1909	412
Sept., 1910	Fraser and Co.	Grafton, N.S.W.	600, 7 ft. 6 in. by 8 in. by 6 in., iron bark	5 0	Auckland	" 1910	572
"	Moir and Resta	Puhoi	3,000 totara	3 3	Ahuroa	Sept., 1911	Nil
Dec., "	E. Brenstrum	Dargaville	350 puriri	4 3	Helensville	Mar., "	"
Aug., 1912	Richardson, Blair, and McCabe (Limited)	Wellington	20,000 hardwood	4 10	Auckland	Aug., 1913	21,767
"	Millar's West Australian Hardwoods Company (Limited)	"	37,000 "	4 9½	"	May, "	{ 36,853 } 454 crossing
Jan., 1914	Wallace, J. W., and Co.	"	454 crossing	23s. per 100 ft.	"	July, 1914	Nil
			735 hardwood cross-ing	25s. 6d. per 100 ft.			In hand.
TAURANGA DISTRICT.							
Oct., 1910	Fraser and Co...	Grafton, New South Wales	7,650 hardwood	s. d. 4 4	Tauranga	April, 1911	5,671
			510 "	4 6			371
			440 "	4 8			212
			200, 8 ft. by 6 in. by 7 in., iron bark	5 3			3
GISBORNE DISTRICT.							
Oct., 1913	Redpath, J. R., and Co.	Christchurch	1,223 hardwood	s. d. 5 0	Gisborne	Open	1,200
"	Richardson, McCabe, and Co. (Limited)	Wellington	5,000 "	5 1	"	"	4,590
							Complete.

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1913, 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.
STRATFORD DISTRICT.								
April, 1912	The New Zealand Powell Wood Process (Limited)	Rangatana	24,500 powdered birch	s. d. 4 0	Rangatana ..	Nov., 1912	10,500	Cancelled.
" "	Ditto	"	580 crossing	19s. 6d. per 100 sup. ft.	"	"	460	"
Feb., 1914	Silver-pine Timber Company	Horopito	1,820 silver-pine	7 0	Horopito	May, 1913	890	In hand.
" 1914	"	"	442 "	3 6	Waipuku	Mar., 1914	442	Completed.
June, 1913	Pukuweka Sawmill Company	Pukuweka	3,170 totara	22s. per 100 ft.	"	Nov., 1913	683	In hand.
WELLINGTON DISTRICT.								
Sept., 1912	Millar's West Australian Hardwoods Company (Limited)	Wellington	35,000 jarrah	s. d. 4 9½	Wellington ..	May, 1913	35,000	Completed.
" "	Ditto	"	2,502 crossing	23s. per 100 sup. ft.	"	"	2,502	"
SOUTH ISLAND.								
WESTLAND DISTRICT.								
April, 1913	Gosling, F. C. ..	Ngahere	1,652 silver-pine	s. d. 3 6	Ngahere	Feb., 1914	1,652	Feb., 1914.
" "	Spence, A. E. ..	Pukekura	592 "	3 6	Ross	"	592	"
" "	Feary, G. ..	Inangahua	1,615 "	3 6	Inangahua	"	1,615	"
May, "	Hunt, T. ..	Cronadun	2,241 "	3 6	Cronadun	Dec., 1913	2,241	Dec., 1913.
Aug., "	Keech, M. ..	Kumara	731 "	3 6	Kumara	Aug., "	731	Aug., "
Nov., "	Stuart and Chapman	Hokitika	850 "	3 6	Ross	Feb., 1914	850	Feb., 1914.
Dec., "	McLaughlin, M. ..	Ngahere	989 "	3 6	Ngahere	Dec., 1913	989	Dec., 1913.
" "	O'Brien, R. J. ..	Rimu	508 "	3 6	Hokitika	"	508	"
" "	Richardson, A. ..	Kumara	778 "	3 6	Kumara	Feb., 1914	778	Feb., 1914.
Various	Various	Various	1,467 "	3 6	Various	Various ..	1,467	"
CHRISTCHURCH DISTRICT.								
Dec., 1913	Millar's West Australian Hardwoods Company (Limited)	Wellington	20,000 jarrah	s. d. 4 7	Lyttelton	Open	Nil	In hand.
Various	Various	Various	690 "	Various	"	Various ..	614	"
DUNEDIN DISTRICT.								
Aug., 1912	J. A. Redpath and Son	Christchurch	11,000 hardwood	s. d. 4 6½	Dunedin	May, 1913	1,232	Nov., 1913.
" "	"	"	839 "	4 6½	"	Open	839	Feb., 1914.
Sept., 1913	Millar's West Australian Hardwoods Company (Limited)	Wellington	Crossing, 8 by 5, 61/11, 25/9	23s. per 100 sup. ft.	"	Dec., 1913	61/11, 25/9	April, "

APPENDIX E.

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

(1ST JULY, 1913, TO 30TH JUNE, 1914.)

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

SIR,—

Public Works Office, Wellington, 30th June, 1914.

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, 1914 :—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1914.	Liabilities on 31st March, 1914.
	M. ch.	M. ch.	£	£
Kaihu Valley	19 58	17 21	83,937	50
Kawakawa-Hokianga	34 12	..	149,830	493
Opua Wharf - Grahamtown (Onerahi)	58 6	58 6	517,933	..
Whangarei southward	..	..	3,231	..
North Auckland Main Trunk Railway (from Helensville)	118 35	45 42	685,620	5,265
Helensville - Te Awamutu, with Branches	151 1	151 1	1,807,060	10,593
Hamilton-Thames, with Branches	75 18	75 18	505,960	..
Thames Valley - Rotorua	69 33	69 33	364,576	..
Tauranga-Paengaroa, with Branch (part of)	18 65	..	145,904	7,787
Gisborne-Motu	51 54	31 69	561,199	1,000
Napier-Gisborne	152 60	..	75,990	4,551
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown and Martinborough Branches)	233 12	233 12	2,508,596	..
Wellington-Waitara, with Branches	289 27	285 59	2,583,459	50
Stratford - Okahukara	101 27	31 40	614,879	102,376
North Island Main Trunk (Marton-Te Awamutu) including Raetihi Branch	217 69	209 69	2,713,877	588
Picton-Waipara (South Island Main Trunk Railway)—				
Picton southwards	92 38	48 10	600,207	698
Waipara northwards	90 45	44 14	373,623	..
Nelson-Belgrove	22 73	22 73	198,256	..
Midland Railway*	239 71	151 66	1,756,755	2,910
Westport-Ngakawau	19 56	19 56	188,009	..
Westport-Ngakawau Extension to Mokihinui†	7 12	7 12	..	..
Mokihinui Colliery Line‡	3 69	3 69	..	..
Westport-Inangahua	26 0	5 74	132,097	16,181
Ngahere-Blackball	3 40	3 40	147,537	..
Greymouth - Coal Creek	8 70	8 70	254,116	100
Greymouth-Brunner	7 51	7 51	150,543	..
Greymouth-Mikonui	41 0	38 68	336,873	..
Culverden-Hammer Motor-cars Shed	..	..	3,834	..
Hurunui-Waitaki, with Branches	483 72	443 8	2,537,400	..
Canterbury Interior Main Line—Oxford-Temuka	83 0	11 44	59,343	..
Waitaki-Bluff, with Branches	616 68	523 1	4,850,692	4,340
Otago Central	182 56	134 76	1,280,641	..
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	378,876	..
Forest Hill Railway—Winton-Hedgehope§	12 40	12 40	22,984	..
Western Railways	82 6	70 31	329,455	..
Preliminary Surveys	..	..	37,687	..
Miscellaneous	..	..	10,337	..
Stock of Permanent-way on hand	..	..	83,601	3,413
Rolling-stock	..	..	5,703,443	127,382
Total	3,732 48	2,864 17	32,758,360	287,777
PROVINCIAL GOVERNMENT LINES, ETC.				
Canterbury (lengths included above)	..	..	781,759	..
Otago and Southland	..	..	372,522	..
Gisborne to Ormond Tramway	..	..	4,975	..
Midland Railway, valuation of works constructed by company	..	..	¶683,460	..
Grand total	3,732 48	2,864 17	34,551,076	287,777

* 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 year a total length of 41 miles 62 chains of railway, as shown in the following table, was handed over to the Railway Department for general traffic :—

Plan Mileage.		Railway.	Section.	Length.	Date.
M. ch.	M. ch.			M. ch.	
16 67	to 19 22	Kaihu Valley	Tarawhati	2 35	1 June, 1914.
0 0	to 16 25	Kawakawa-Hokianga ..	Ngapipito and Kaikohe ..	16 25	1 May, 1914.
31 40	to 37 53	Stratford - Main Trunk (west end)	Whangamomona	6 13	30 June, 1914.
5 1	to 8 70	Greymouth-Point Elizabeth	.. ..	3 69	15 Nov., 1913.
45 40	to 58 40	Midland	Cronadun - Inangahua Junction	13 0	4 June, 1914.

KAIHU VALLEY RAILWAY (16 m. 67 ch. to 23 m. 70 ch.—7 miles 3 chains in length).

This line was completed to Tarawhati (19 m. 22 ch.), and the section was handed over to the Railway Department on the 1st June. A new station was provided at Whatoro (18 m. 30 ch.), and an approach road thereto formed and metalled. A bridge on this road is not quite completed.

KAWAKAWA-HOKIANGA RAILWAY.

Ngapipito Section (0 m. to 7 m.).—At the commencement of the year about one mile of ballasting remained to be done; this has been completed. A new station was put in at 3 m. 10 ch. (Kawhiti). New station buildings were erected at Otiria (0 m.), also at Kawhiti and Ngapipito. The whole section was completed, trimmed up, and handed over to the Railway Department on the 1st May, 1914.

Kaikohe Section (7 m. to 16 m. 25 ch.).—The formation of the Ngapuhi station-yard and the new station-yard at Rakatau were completed, with approach roads, &c., main line and sidings ballasted throughout, approach roads metalled, telephone-line erected, water-services installed, buildings erected at five stations, and the whole section completed and handed over to the Railway Department on the 1st May, 1914.

Goods traffic has been handled throughout the year.

Omapere Section (16 m. 25 ch. onwards).—In connection with this section it was found necessary to make a road from Kaikohe to Okaihau, to act as a service-road to the line and a through coach-road. The formation (about 6 miles) is practically completed, and partly metalled, the remainder of the metalling being deferred until the winter is over. The road will be completed in the spring, and will be available for through traffic to Okaihau, as well as for carting to the railway-works.

Formation of the railway between 16 m. 25 ch. and 18 m. 64 ch. was put in hand about three months ago by co-operative contract, and good progress has been made.

Tenders have been invited for the construction of a further length from 18 m. 64 ch. to 19 m. 44 ch., the end of the permanent location, including the Summit Tunnel. Beyond 19 m. 44 ch. surveys are in progress.

WHANGAREI - NORTH AUCKLAND MAIN TRUNK RAILWAY.

This line, to connect Whangarei with the North Auckland Main Trunk Railway, has been permanently located for a distance of about 15 miles, and a tender has just been accepted for the construction of the first 4 miles. A further contract, covering the length from 4 m. to 7 m. 75 ch., is being prepared.

NORTH AUCKLAND MAIN TRUNK RAILWAY.

Otamatea Section (81 m. 30 ch. to 83 m. 75 ch.).—This section was completed early in the year, but could not be handed over to the Railway Department owing to frequent slips occurring. These have now been cleared. The maintenance period on the Otamatea Wharf contract was satisfactorily completed. The Otamatea Station buildings are completed, and the water-service nearly so. It is expected that the section will be handed over about the 1st August.

The Otamatea Bridge has just been finished. Owing to unsatisfactory foundations, the design was modified to some extent.

Bickerstaffe Section (83 m. 75 ch. to 88 m. 40 ch.).—Rails are laid to 85 m. 60 ch., including the Otamatea Bridge. Fencing is completed to 86 m. 70 ch., and is being continued north of the Maungaturoto Tunnel. Metal has been crushed at Hoteo Quarry, and conveyed to the tunnel for concrete-work. Work has been in progress at both ends of the tunnel, 671 ft. of driving having been done. The lining has been kept close behind the heading. The ground has been heavy and treacherous, necessitating heavy timbering.

The earthwork between the tunnel and the end of the section has been done, but a good many slips have occurred throughout the section.

The bridge over Muddy Creek, 86 m. 70 ch., has been erected.

The Bickerstaffe Station buildings are being erected by day-labour.

Huarau Section (88 m. 40 ch. to 92 m. 25 ch.).—Formation and fencing are in hand on this section.

HUNTLY-AWAROA RAILWAY.

The Huntly Bridge, comprising eight 100 ft. and two 40 ft. spans of hardwood and steel, on reinforced concrete piers and abutments, was completed, and an extension of the bridge across the Main South Road is in hand. The bulk of the earthwork up to 3 m. is completed. Trimming has

been done up to 2 m. 9 ch., and rails laid to 1 m. 70 ch. Formation up to 5 m. 44 ch. is being pushed on, so as not to delay the platelaying. From 5 m. 44 ch. to 7 m. 22.5 ch. the formation-work has been let in five small contracts, of which three are progressing satisfactorily. The culverts are practically finished, and a drainage-drive at 6 m. 53 ch. is in hand. Fencing is complete up to 4 m. 40 ch. Bridges between 3 m. and 5 m. 44 ch. will be put in hand as soon as the Huntly Bridge extension is completed.

WAIUKU BRANCH RAILWAY.

Formation is in hand on the first three miles, three small contracts having been let, besides a short section which is being carried out by co-operative labour. Tenders are being invited for the erection of two cottages at Paerata Junction.

EAST COAST MAIN TRUNK RAILWAY.

Waihi-Tauranga.

Athenree Section.—The work on this section, which has been suspended since November, 1912, was resumed in May, 1914. The unfinished portion between 1 m. and 4 m. is being completed by co-operative contract, and good progress is being made. Small contracts covering a further 2 miles have been let, but little work has yet been done.

Tauranga-Opotiki.

Te Maunga Section.—In April last work was commenced on this section by co-operative contract, and satisfactory progress has been made.

Maunganui-Te Puke Section.—In September last, although portions of the line were not fully ballasted, it was considered advisable to open this section for traffic under the Public Works Department. Rolling-stock was accordingly purchased, and the formal opening took place on the 16th October, 1913, about one thousand six hundred persons being carried during the day between Te Puke and the Mount. Since then the line has not been as well patronized as petitions would have led one to expect, and the goods traffic has been rather disappointing.

Considerable trouble has been caused through embankments subsiding where they cross the swamps.

The station buildings at Otaimatua, Papamoa, and Te Puke are practically complete.

Early in the year it was decided to lengthen the tee of the service-wharf at Maunganui by 40 ft. It was found, however, that the existing birch piles had been completely riddled by the teredo, and the whole structure was therefore renewed, using totara piles. The wharf, with extension, is now complete, and the Northern Steamship Company's steamer calls regularly with passengers and mails, connecting with the trains.

Crushing at the Moturiki Quarry has been continued, and so far all the ballast on the various sections has been supplied from this quarry, besides broken metal for local bodies.

The Te Puke Quarry branch, 2 miles 60 chains in length, has been formed and laid, and partly ballasted. The quarry is being opened up, and part of the plant is at the site. The crusher has been placed in position and bins erected.

Te Puke-Paengaroa Section.—The earthwork on this section is completed except the long Kaituna bank. Piles have been driven for the bridge at 54 m. 44 ch. and a temporary superstructure put on. Temporary bridges have also been erected at 55 m. 40 ch., and at Kaituna River, to enable the Kaituna bank to be formed with locomotive and trucks. The bridge at 54 m. 78 ch. is completed. Rails have been laid to within a short distance of Paengaroa Station (59 m. 50 ch.), and the line partly ballasted.

Pongakawa Section.—Nine formation contracts, comprising the length from 60 m. to 64 m., were let in November last, and excellent progress has been made. Some of the culverts have been constructed, and material for the bridges is on order.

Gisborne-Motu.

Rakauroa Section (31 m. 45 ch. to 38 m. 25 ch.).—The work done during the year was mainly ballasting. The section is completed, with the exception of station buildings, which are well under way. Considerable damage was done to the line by very severe weather in May last, and the numerous slips and washouts are now being repaired.

Matawai Section (38 m. 25 ch. to 44 m. 10 ch.).—This section has been completely ballasted, but has also suffered considerable damage from floods. The country traversed is very unstable, and it has been deemed advisable to cut back many side slopes. The station-buildings contract has been delayed somewhat owing to difficulty in obtaining materials, but the various structures are now approaching completion.

A train service, under the control of the Public Works Department, has been maintained throughout the year. The goods and passenger traffic has been satisfactory, but a shortage of trucks has hampered us to some extent.

Motu Section.—This section commences at 44 m. 10 ch., and has been under construction up to 48 m. Formation up to this point is almost complete. The work on a portion of this length has been very heavy, some of the cuttings being in solid rock. All the culverts are completed, and rails have been laid to 46 m.

Gisborne-Napier (North End).

Ngatapa Section (0 m. to 10 m. 29 ch.).—The formation on this section is practically complete, and the rails have been laid to Ngatapa, crossing the Waipaoa River and other streams on temporary staging.

All the reinforced-concrete piles for the permanent Waipaoa Bridge have been cast, broken metal obtained for cylinders and piers, and a quantity of material ordered.

A quarry-site has been acquired opposite 6 m. 27 ch.

Waikura Section (10 m. 29 ch. to 22 m.).—A good deal of earthwork has been done up to 14 m. An extensive system of service-roads has been laid out, and several of these are under construction. Five small contracts were let, and of these two are completed, work on the others being suspended at present owing to unfavourable weather. A number of culverts have been constructed.

Gisborne-Napier (South End).

Eskdale Section.—Fences and gates have been erected between 4 m. 36 ch. and 7 m. No formation-work has been done during the year.

An agreement has been made between the Hawke's Bay County Council, the Napier Harbour Board, and the Department regarding the construction of the Westshore Bridge and embankment, and this work should be commenced shortly.

STRATFORD—MAIN TRUNK RAILWAY.

West End.

Whangamomona Section (31 m. 40 ch. to 37 m. 53 ch.).—The completion of this section has been delayed by various circumstances, but it was handed over to the Railway Department on the 30th June, 1914, being formally opened by the Hon. the Minister of Railways on the 1st July.

Tahora Section (37 m. 53 ch. to 47 m. 30 ch. and onward).—Earthworks are practically complete to Kohuratahi Station yard, 42 m. 19 ch. Several cuttings are being worked beyond this point. Six bridges have been completed, and three are still in hand. Several culverts and water-drives have been constructed.

The tunnel at 44 m. 32 ch. to 44 m. 55 ch. is under construction, the enlargement and lining having been completed for a distance of about 8 chains.

Another tunnel at 44 m. 77 ch. to 45 m. 9 ch. will be started shortly.

With the exception of a gap of about half a mile, the rails are laid to 42 m. 20 ch., and partly ballasted, ballast being railed from Mount Egmont. It is expected that the line will be complete to Kohuratahi early in the New Year.

East End.

Matiere Section (0 m. to 11 m.).—Formation is practically complete up to 1½ m. From 1½ m. to 4 m. is comprised in the Okahu contract, which is progressing rather slowly. At the Okahu Tunnel the tunnel-heading is being driven at each end, from shafts, the total length driven being about 8 chains. Between 4 m. and 5 m. 53 ch. four small contracts are in hand, making fair progress. Culverts are practically complete to 6 m. 30 ch. A portion of the Ohura Main Road has been reformed and pumiced, to serve as a service-road.

A brickworks has been erected to provide bricks for tunnel-lining, &c., and is now in operation.

MOUNT EGMONT BRANCH RAILWAY.

The formation of this line has been continued, stripping from the quarry being utilized to form the heavy bank between 8 m. 62 ch. and 8 m. 72 ch.

Rails have been laid in the "Foot" Station yard, also on the inclined cable tramway to the quarry. Considerable development-work has been done at the quarry, and a scheme of operations is being worked out.

NORTH ISLAND MAIN TRUNK RAILWAY.

Raetihi Branch.—One small formation contract is nearing completion. Tenders were invited for a number of others, but those received were not considered satisfactory, and the bulk of the work is therefore being carried out by co-operative labour. The Railway Department is constructing the first 15 chains from the junction. Clearing and culverts are complete to 4 m. 66 ch., and formation nearly so.

SOUTH ISLAND MAIN TRUNK RAILWAY.

North End.

Mirza and Mills Sections.—Work on this line has been suspended for some time, but a contract has now been let for the completion of the two sections, and the contractors have commenced work.

The Ure River Bridge was completed in February, 1914.

MIDLAND RAILWAY.

Nelson-Westland Section (South End).

Cronadun-Inangahua Junction Section.—This section was completed and handed over to the Railway Department on the 4th June, 1914.

Canterbury-Westland Section.

The line from Cass to Arthur's Pass (temporary station) was taken over by the Railway Department on the 1st July, 1914, the section to Halpin Creek having been open for traffic since the 1st November, 1913.

Arthur's Pass Tunnel.

At the Otira end of the tunnel all work has been done by day labour, and progress has been slow, owing to the presence of water and the necessity for heavy timbering. At the Bealey end there is very little water, but progress has not been very rapid. The men at this end are now working on the co-operative system.

A steam plant has been installed at the Otira end to supplement the water-power, and has proved very useful. At both ends the plant has been concentrated in order to reduce operating-costs.

The total length of heading driven during the year (both ends) is 34·29 chains, and the length of tunnel completed 32·38 chains.

The distance between the ends of the headings is now 2 miles 23·83 chains, and between the completed portions 2 miles 61·05 chains.

CULVERDEN-WAIAU RAILWAY.

A tender has been accepted for the construction of the first 3 miles of this line, and some progress has been made. Further contracts are in course of preparation, and tenders will be invited shortly.

WESTPORT-INANGAHUA RAILWAY.

Cascade Section (5 m. 74 ch. to 12 m.).—Practically the whole of the earthwork on this section is being carried out by contract, eighteen contracts having been let, of which six have been completed and one abandoned. Further contracts are being prepared, covering the remainder of the section.

GREYMOUTH - POINT ELIZABETH RAILWAY EXTENSION.

This line was completed and handed over to the Railway Department on the 15th November, 1913.

CATLIN'S-WAIMAHAKA RAILWAY.

Catlin's End.

Puketiro Section (24 m. 8 ch. to 31 m. 30 ch.).—This section was completed some time ago, with the exception of a few cattle-stops, buildings, &c., which will be out of hand shortly.

Papatowai Section (31 m. 30 ch. to 36 m. 60 ch.).—The small amount of formation remaining at the end of last year has been completed; also all drains, culverts, fencing, and public crossings. Platelaying was completed to the end of the section, with the exception of a short length in Macleannan (Papatowai) Station yard. The second lift of ballast has been completed. Most of the station buildings at Caberfeigh and Macleannan have been erected. The bridge over the Macleannan River has just been completed under contract.

Tahakopa Section (36 m. 60 ch. to 41 m. 65 ch.).—The formation on this section, which included a large amount of drainage-work, is practically finished. The rails have been laid to 41 m. 34 ch., including Stuart's siding. First lift of ballast extends to 39 m. 63 ch., and second lift to 37 m. 20 ch. A contract has been let for erection of station buildings at Stuart's and Tahakopa. It is expected that the section will be completed about the end of October.

LAWRENCE-ROXBURGH RAILWAY.

Beaumont Section.—Formation, culverts, road-diversions, &c., are completed. A road-bridge was erected on a deviation opposite 32 m. 15·35 ch. The Lowburn Bridge, at 34 m. 36 ch., is in course of erection. Fencing is nearly completed. Rails are laid to Lowburn Bridge, and ballasting is in progress. A contract has been let for station buildings at Craigellachie and Beaumont, but the line will be available for traffic before these buildings are completed.

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

KAWAKAWA-HOKIANGA RAILWAY.

A trial line has been run from 19 m. 44 ch. to the Hokianga waters at Rangiahua, via the Waihou Valley. This is an alternative to a line via Utakura Valley to Horeke, surveyed some years ago. Further surveys are necessary to enable this line to touch deep water in Hokianga Harbour, and to be extended, later on, towards Mangonui. These are now in hand.

A flying survey was run from Rangiahua to Mangonui Wharf via Te Tio, the Mangamuka River, Maungataniwha Saddle, and Oruru Valley, a distance of about 40 miles.

KAIHU VALLEY RAILWAY.

A trial survey was run early in the year from Tarawhati Station (19 m. 22 ch.) to Donnelly's Crossing (23 m. 70 ch.). This has since been permanently pegged.

WHANGAREI SOUTHWARDS RAILWAY.

Several trial lines were run during the year, and one permanently pegged for a distance of 14 miles, following the Whangarei Harbour, passing through Mangapai and down the Tauraroa. From 14 m. onwards the line passes down the Waiotera Valley, joining the North Auckland Main Trunk Railway at about 20 m.

MANGAPAI TO WAIPU.

A trial survey was made of a suggested line from Mangapai Wharf, at 8 m. on the Whangarei Southwards Railway, to join the surveyed railway-line between Marsden Point and Waipu, a distance of 15 miles 47 chains.

KAIKOHE TO OHAEAWAI.

The survey of a railway-line from Kaikohe Station (on the Kawakawa-Hokianga Railway) to Ohaeawai has been commenced. The distance is about 7 miles.

NORTH AUCKLAND MAIN TRUNK RAILWAY.

A tender has been accepted for a land-plan survey between 88 m. 48 ch. and 92 m. 52 ch.

Trial lines have been surveyed north of McCarroll's Gap to 104 m. 40 ch., and plans prepared.

A reconnaissance survey has been started from Kaiwaka to Waipu.

Two alternative trial surveys were made between 102 m. and 114 m. 11 ch., and plans made. Plans of the permanently pegged section between 114 m. 11 ch. and 122 m. have also been prepared. In January, 1914, the pegging of the selected route backwards from 114 m. 11 ch. was put in hand, and is completed back to 104 m. 70 ch.

WAIUKU BRANCH RAILWAY.

Thirty-one miles of trial lines were surveyed, and 9½ miles of permanent line pegged, and plans, &c., prepared. Numerous borings were taken at the principal cuttings and culvert-sites.

A plan for proclamation purposes is being prepared.

EAST COAST MAIN TRUNK RAILWAY.

Gisborne-Motu.—A permanent survey was made, and plans prepared, from 49 m. (Kowhai Road) to 52 m. 30 ch., an extension of the permanent line to Motu Township.

Gisborne-Napier (North End).—Permanent survey and deviation of the located line have been in hand between 11 m. and 20 m., and a good deal of repegging and boring has been done.

Gisborne-Napier (South End).—A survey was made and cross-sections taken at a bluff near 0 m., to obtain information as to the quantity of material available at this place for the Inner Harbour embankment.

An amended centre-line has been pegged between 0 m. and 2 m., and plans, &c., prepared.

STRATFORD—MAIN TRUNK RAILWAY.

West End.—Plans of the completed line from Pohokura to Whangamomona have been prepared.

The permanent line has been surveyed from 47 m. 29 ch. to 49 m. 48 ch., and ranged out to 50 m. 60 ch. This survey has been suspended, and the party transferred to the Opunake Branch.

TE ROTI—OPUNAKE—MOTUROA RAILWAY.

Various trial surveys have been made, and the permanent line has been located to Opunake, and onwards to 34 m. 70 ch., in the direction of Moturoa. Trial lines have also been run in connection with the Stratford-Kaponga and Kapuni-Manaia proposals. The total length of trial line on all routes is 33 m. 14 ch., and of permanent surveys 40 m. 41 ch.

MOUNT EGMONT BRANCH RAILWAY.

Extensive trial surveys have been carried out in connection with the proposed water-supply to the "Top" Station.

NORTH ISLAND MAIN TRUNK RAILWAY.

Raetihi Branch.—The permanent survey has been completed.

SOUTH ISLAND MAIN TRUNK RAILWAY.

North End.—The field operations in connection with the Kekerangu Section have not been extended during the year, but plans of the trial line from 60 m. to 62½ m. (including a comprehensive survey of the large slip about 61 m.) have been completed.

South End.—On the Conway Section trial plans and estimates for various routes were prepared.

CULVERDEN—WAIKOU RAILWAY.

This line was permanently located, and plans and estimates prepared.

WAIMATE BRANCH EXTENSION.

The survey of this extension was put in hand, and trial work for 5 miles practically completed. The first mile has been permanently located and plans prepared.

FEATHERSTON—MARTINBOROUGH RAILWAY.

This line, 11 m. 50 ch. in length, was surveyed, and plans and estimates prepared.

CATLIN'S—WAIMAHAKA RAILWAY.

Catlin's End.—Land-plan surveys, Papatowai and Tahakopa Sections, were carried out under contract.

LAWRENCE—ROXBURGH RAILWAY.

The land-plan survey was completed from Big Hill to Beaumont.

BALCLUTHA—TUAPEKA MOUTH RAILWAY.

A trial survey of this line was commenced in May, 1913, and completed in February, 1914, the distance being about 23 miles, also from 0 m. on the branch to Stirling Station yard. The trial-line plans are nearing completion.

In connection with this line a road-deviation, about 3½ miles long, has been surveyed, where the railway will interfere with the existing road.

OTAGO CENTRAL RAILWAY.

Clyde to Cromwell.—Survey-work was commenced on the 23rd April, 1914. The trial line has been run to the Half-way House, 7 m. 10 ch., and permanent line set out for 2 miles 9 chains.

WINTON—HEDDON BUSH RAILWAY.

Trial lines have been run between Heddon Bush and Winton, and Wright's Bush and Waianiwa, respectively.

GORE—HEDGEHOPE RAILWAY.

A reconnaissance survey was made here, and rough estimates prepared.

WYNDHAM—MOKORETA RAILWAY.

Trial surveys are in progress in connection with this proposed line.

ROADS AND BRIDGES.

On the Te Kuiti—Awakino main road some work has been done in connection with a deviation in the Awakino Valley, and a number of men are still at work.

On the Ohura Road a considerable amount of metalling has been done, besides maintenance-work and various improvements.

The Opotiki-Motu main road has been further widened and improved. Maintenance-work has been heavy, owing to floods and washouts. The Mangapoike Valley Road also suffered severely, and efforts are now being made to render it passable in time for the wool traffic.

The Kohatu-Westport-Reefton main road has been under maintenance throughout, and a considerable amount of metalling has been done. A new bridge over Blackwater Creek is in course of erection, and plans, &c., are being prepared for the renewal of sundry other bridges.

The main road between Arthur's Pass and Waiho, in Westland, 161 miles in length, has been maintained and improved, about 39 miles being metalled; four-mile Creek and Shenandoah Creek bridges renewed, road patched with metal, slips removed, &c. On the Canterbury side the road has been maintained for a distance of 20 miles.

The Blenheim—Hope River Road has been surveyed for a distance of about 18 miles.

The formation of the Conway Gorge Road through Block X, Hawkswood Survey District, is in hand, about 46 chains having been formed out of a total length of 145 chains, half of which comprises very heavy work.

A few of the principal bridges, &c., are mentioned briefly below:—

Tokatoka Swamp Stop-banks, Drainage, and Tramway.—Stop-banks have been raised and protective works carried out at various points. The tramway has been extended a distance of 25 chains, and the 15½ chains required to complete will be constructed shortly. The line and formation have been maintained during the year.

Warkworth Bridge.—The Warkworth Town Board has erected a new ferro-concrete superstructure on the existing concrete piers and abutments at the Mahurangi River crossing near Warkworth.

Mangere Bridge.—The Mangere Road Board has let a contract for the construction of a new ferro-concrete road-bridge over the Manukau Harbour between Mangere and Onehunga, and the work is proceeding briskly.

Piako River Bridge (Paeroa to Tahuna Road).—The Ohinemuri County Council has let a contract for the erection of a bridge on the Paeroa-Tahuna Road, comprising one 51 ft. span and two 21 ft. spans, on timber pile piers.

Waihou River Bridge (between Puke and Junction).—The Ohinemuri County Council has let a contract for the erection of this bridge, and the piles have been driven, but steamers have difficulty in negotiating the swing span and have damaged the bridge. Work has therefore been suspended pending a decision as to the steps to be taken to obviate the difficulty, which is due to the swift current and a bend immediately above the bridge.

Puniu River Bridge.—The Department has let a contract for the construction of a bridge over the Puniu River, in the Wharepuhunga Block.

Waipa River Bridge (Pirongia).—The erection of this bridge has been satisfactorily completed, under the supervision of the Waipa County Council.

Taumatototara Block.—A large amount of road-formation has been carried out in the northern portion of this block, besides bush-work, surveys, &c.

Wharepuhunga Block.—About 11 miles of road-formation has been done here, in addition to clearing and stumping, &c.

Rangiriri Bridge (Waikato River).—Tenders have been invited for the erection of this bridge, which comprises three spans each 120 ft., and thirty-three spans of 25 ft., on reinforced-concrete pile piers.

Waitara River Bridge (Waitara).—Under the Waitara Harbour Board a ferro-concrete and steel bridge, 240 ft. long, has been erected.

Patea River Bridge (Rawhitiroa Road).—A reinforced-concrete bridge, comprising two 60 ft. spans, has been erected by the Eltham County Council.

Wanganui Town Bridge (Dublin Street).—This bridge has been completed, and is under maintenance by the contractor.

Opawa River Bridge (near Blenheim).—A quantity of plant and material has been ordered for this bridge—a ferro-concr. structure 560 ft. long—and the preliminary work is in hand at the site.

Akitio River Mouth Bridge.—This bridge, comprising two 100 ft. and five 25 ft. spans, has been completed.

Aohanga River Bridge (Lookout).—The erection of this bridge is in hand. It consists of one 100 ft., one 41 ft., and five 25 ft. spans.

Aohanga River Bridge (Waterloo).—This bridge, consisting of one 100 ft., one 41 ft., and four 25 ft. spans, is in course of erection, piles having been driven for three piers.

Wairoa River Bridge (Te Reinga Falls).—The timber for this bridge has been ordered, and the ironwork manufactured in Wellington.

Wairoa River Bridge (Te Teko).—The erection of this ferro-concrete bridge is in hand. The piers are practically complete, and one span has been erected; also false-work for two more spans.

Hapuku River Bridge.—A tender was accepted in July, 1913, for the erection of this bridge, which will eventually carry the South Island Main Trunk Railway as well as road traffic. It comprises six 100 ft. Howe trusses on cylinder piers and concrete abutments. The work is making fair progress. A considerable amount of work in the construction of approaches has also been arranged for.

Big Wanganui Flood-damage.—Very extensive protective works have been constructed at the Big Wanganui River.

Taramakau River Bridge.—A contract was let in June, 1913, for the erection of three 80 ft. and one 41 ft. spans. Later it was decided to add another 41 ft. span in lieu of protective works. The work was delayed for some time through non-arrival of timber, but has since made good progress.

Lower Shotover Bridge.—This bridge is not yet completed, the work having been delayed by various circumstances.

Clutha River Bridge (Luggate).—Two sets of reinforced-concrete cylinders have been made, and one pair of cylinders sunk to the required depth. Two concrete abutments have been completed, and temporary staging erected across the river. The 200 ft. and 100 ft. truss spans are being manufactured in Dunedin, and nearing completion. The work is being carried out by contract, under the Vincent County Council, the Department assisting in various ways.

Balclutha Traffic Bridge.—This bridge is being extended so as to give more water-opening, and one span is being raised to allow more clearance for the river-steamers. Two sets of concrete cylinders have been sunk, and one pile pier erected.

Waiau River Bridge (Tuatapere).—Slow progress is being made with this bridge.

Balclutha Protective Works.—The Department is proceeding with the raising of the stop-bank which protects the town of Balclutha, and inserting a puddle core therein. This is a work of some magnitude, and is progressing satisfactorily.

Mataura River Protective Works (Waipounamu).—Stone walls and gabion groynes are being constructed in order to divert the Mataura River from a new channel formed during a recent flood into the former course.

Protective Works, Otago.—Surveys have been made and plans and reports prepared in connection with flood-damages at Gore, Mataura, Barnago Settlement, &c.

IRRIGATION.

Otekaike Settlement.

The contract for the cutting of 6 miles of race on the eastern side of the river is almost finished. All the siphons except one have been put in. Some improvements have been made at the headworks.

Ida Valley Scheme.

All plant, &c., was fixed in position at the Manorburn dam site and the excavation taken out. Owing to bad weather and unforeseen delays the concreting was not commenced until after New Year. Since then 3,787 cubic yards of concrete has been placed in position. In May work was discontinued, frosty weather having set in.

Over 2,000 cubic yards of sand was carted from a pit 5 miles distant. A good deal of stripping was required here, the sand-deposits being patchy.

To obtain stone for crushing a drive was put in at the quarry adjoining the dam-site, with chambers, and a large blast shattered the rock sufficiently to enable it to be quarried easily and cheaply. Given a favourable season, this dam should be completed before next winter.

The excavation for the diverting-weir in Moa Creek was finished, but no concreting was done, everything being concentrated at the Manorburn dam while the fine weather lasted.

The work on Black's No. 3 main race was actively pushed on during last winter and early spring, over 10 miles of race being constructed. At the same time the German Hill race, for the right side of the valley, was started from Moa Creek flume, and the first mile (in broken rock) practically completed, also some plough-and-scoop work beyond.

The excavation on the Bonanza race was continued last winter and during June of this year, and the race has been closely examined, and a scheme of enlargement worked out in detail. The work on this race has been hampered considerably by the winter weather.

The programme for this year will comprise the completion of the Manorburn dam, the Moa Creek and Poolburn weirs, the various main races, and possibly some of the distributaries.

During the irrigation period water was sold to several farmers in the valley.

Manuherikia—Alexandra—Clyde Scheme.

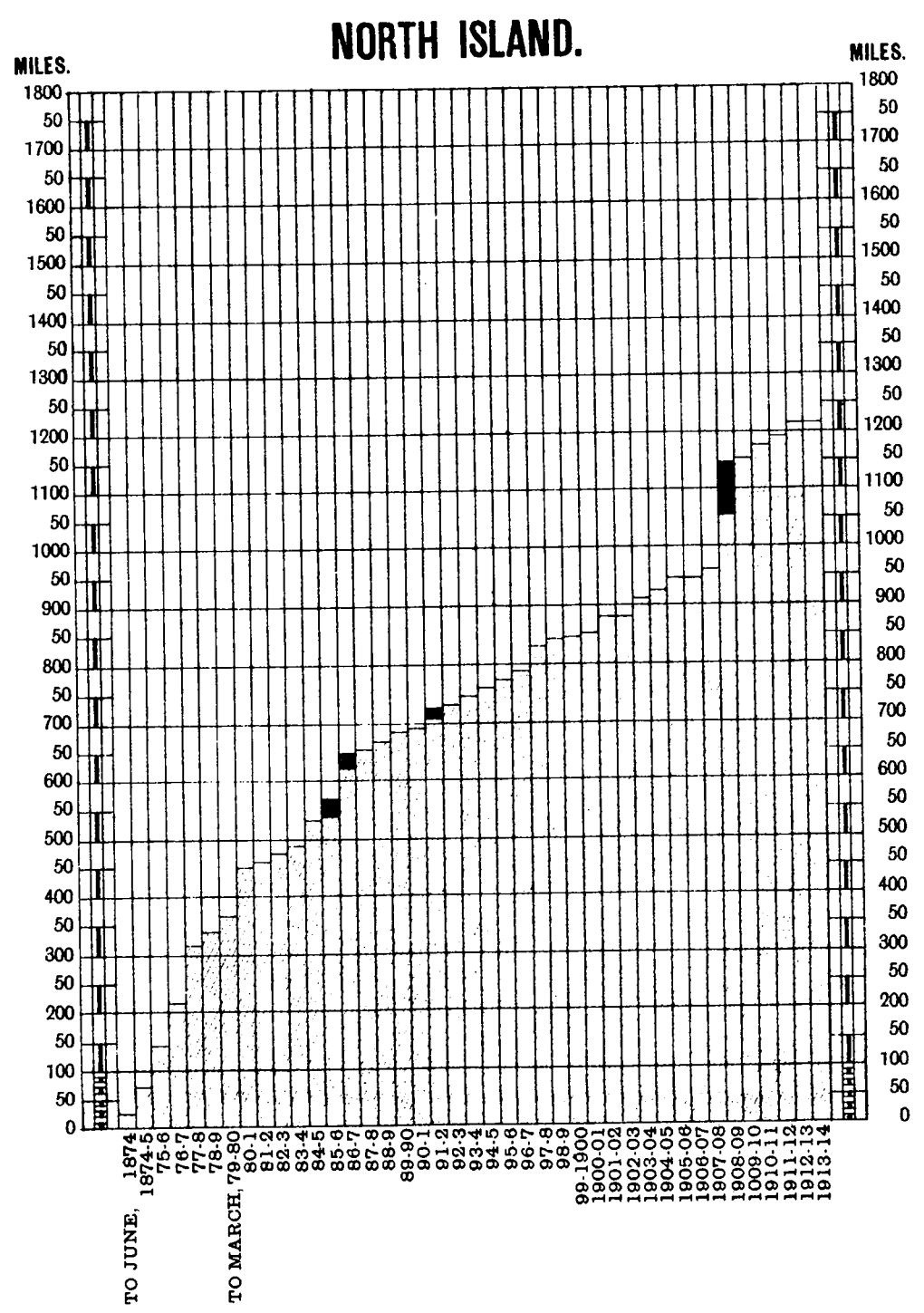
Construction.—Contracts for two sections of race in the Manuherikia Gorge have been prepared and tenders invited.

Survey.—After two long trial lines had been run a final one was decided upon some 32 ft. higher than the first scheme. The intake of the new race is about three-quarters of a mile above the site originally selected. This new race commands a much larger area than the first one—viz., over 7,000 acres, besides about 1,500 acres on Galloway Flat.

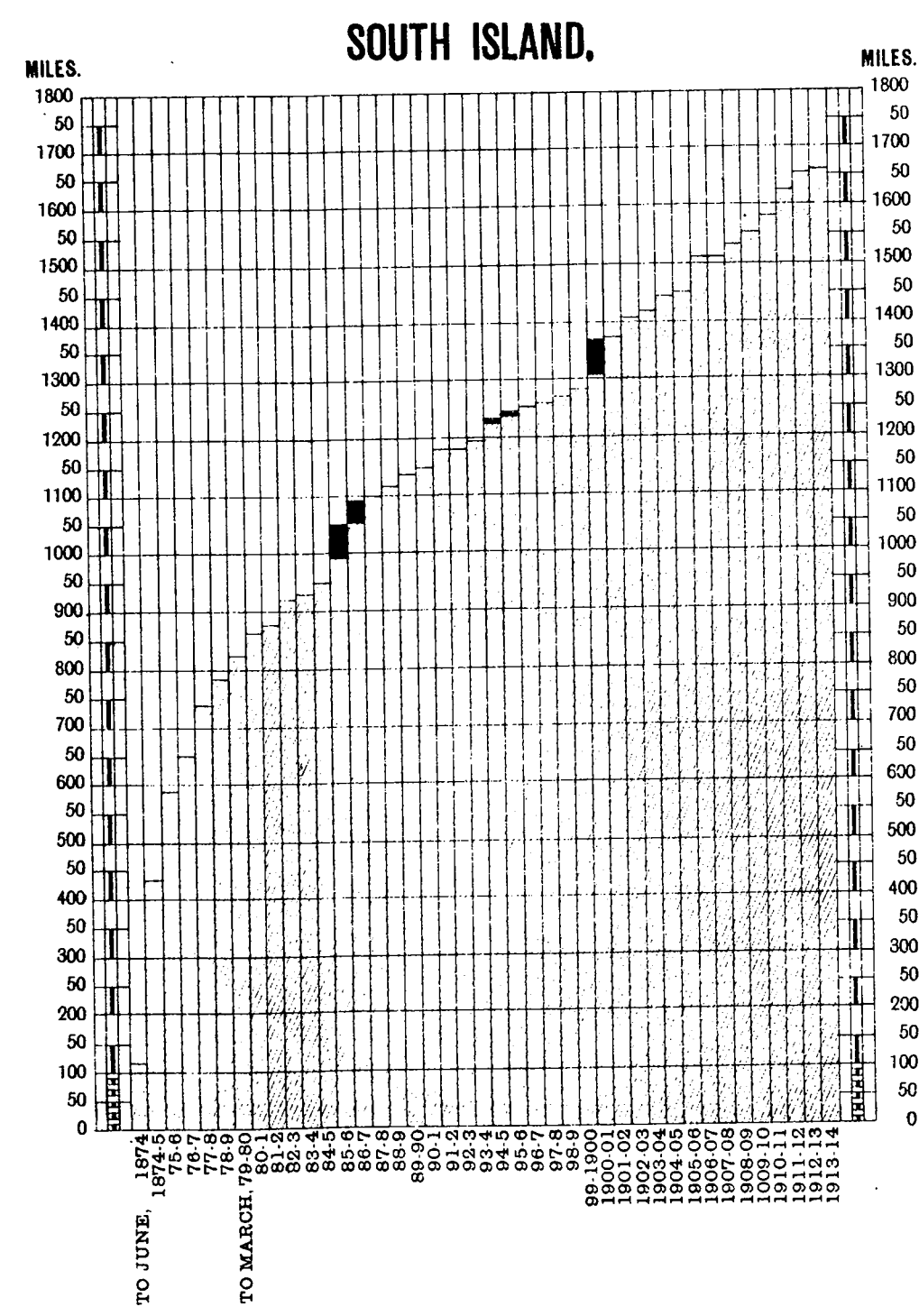
The main race is about 21½ miles in length to a point at the head of Brennan's Gully, where it will divide into two or three long distributaries to irrigate (1) Dunstan Flat, from Manuherikia to Alexandra; (2) the Waikerikeri Flats, and flats near Clyde; and (3) the top of the moraine above Dunstan Flats.

A great many contours were run in connection with the distribution of water to the various properties. The irregular nature of the ground, with long, flat spurs and gullies, isolated knolls and ridges, entails a good deal of work in locating distributaries. For the first 10 miles the irrigable areas

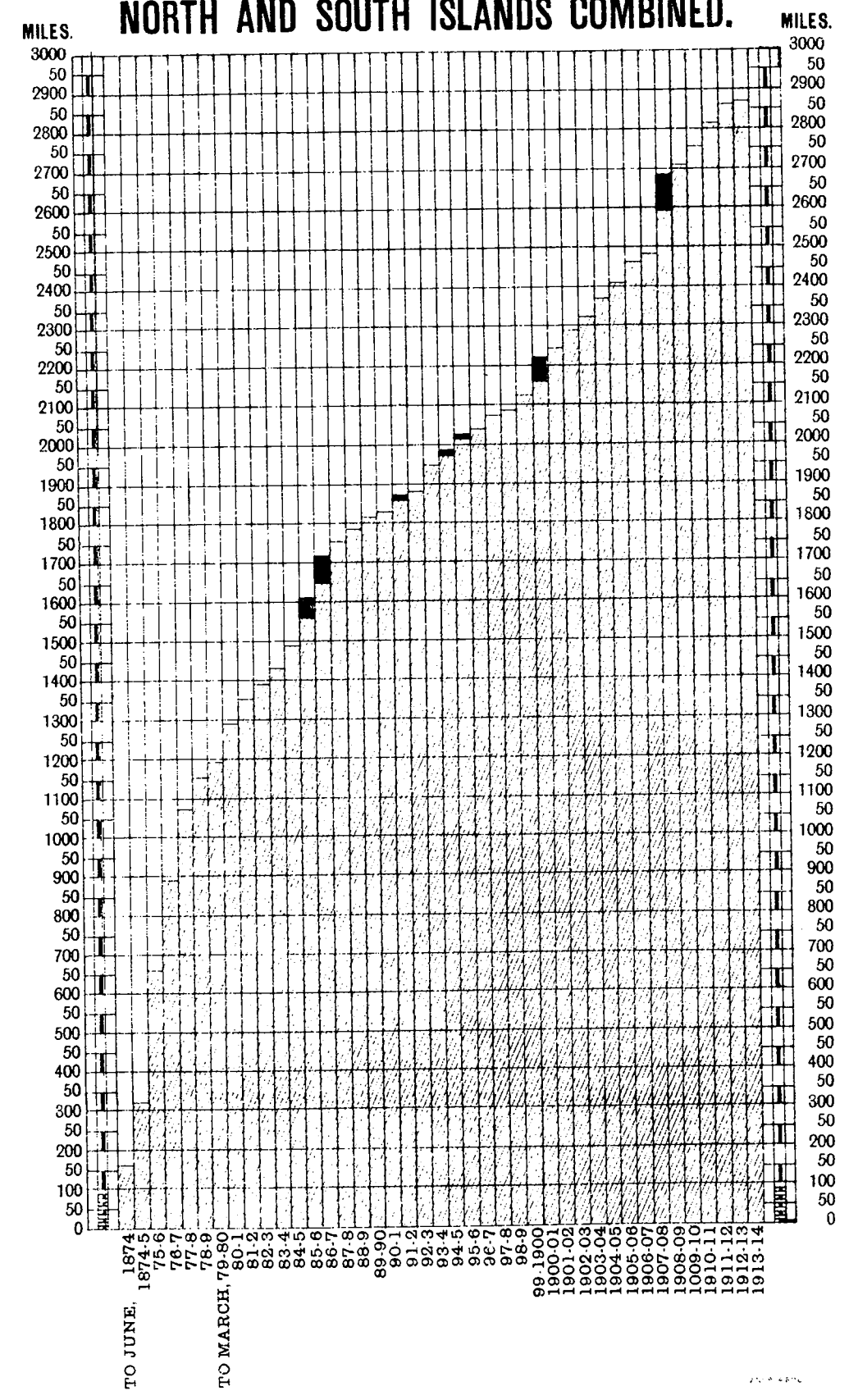
NUMBER OF MILES OPEN
OF
GOVERNMENT LINES.



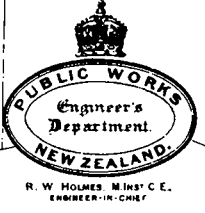
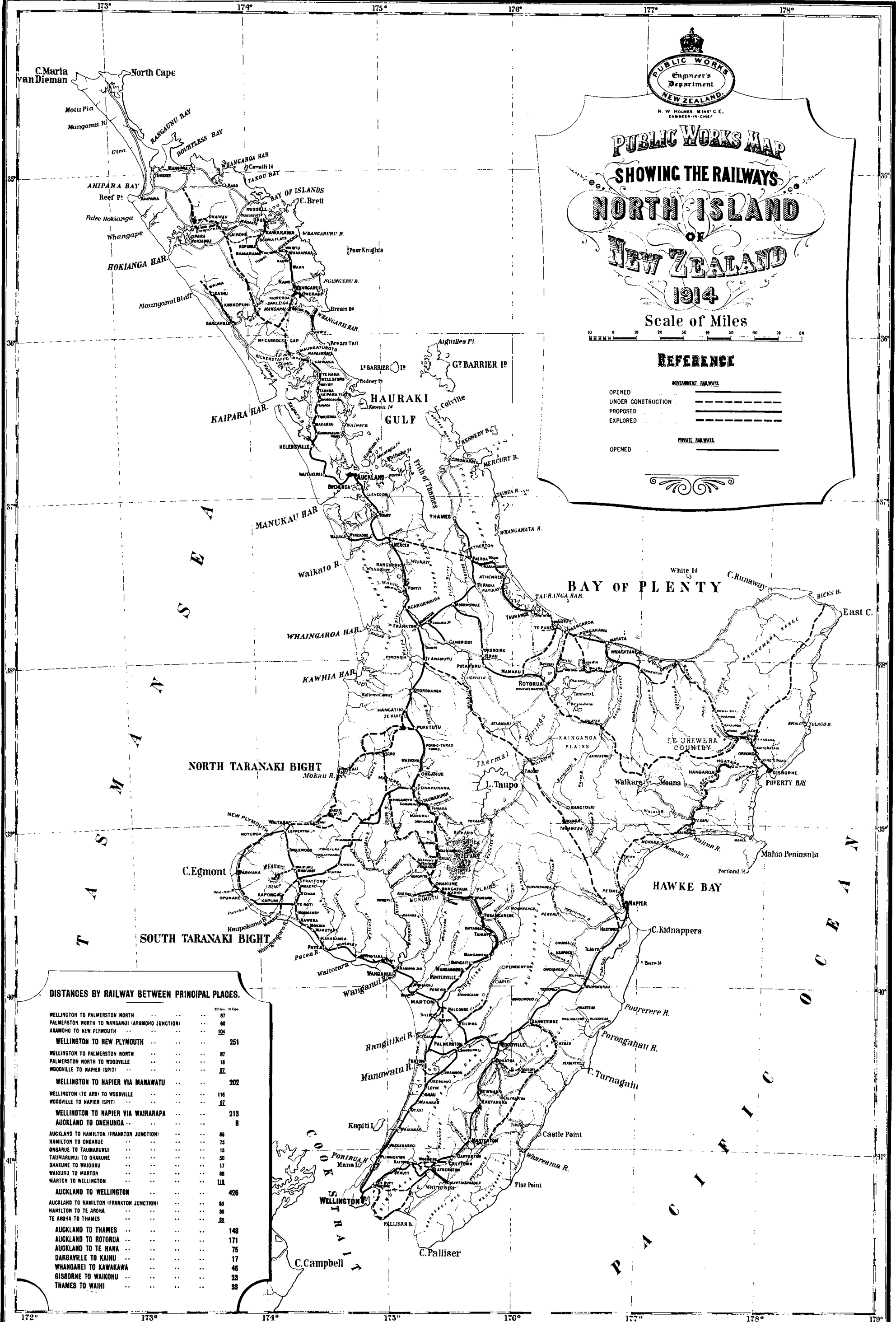
NUMBER OF MILES OPEN
OF
GOVERNMENT LINES.



NUMBER OF MILES OPEN
OF
GOVERNMENT LINES.
NORTH AND SOUTH ISLANDS COMBINED.



PRIVATE RAILWAYS ACQUIRED BY THE GOVERNMENT SHOWN [REDACTED]



PUBLIC WORKS MAP SHOWING THE RAILWAYS NORTH ISLAND OF NEW ZEALAND 1914

Scale of Miles

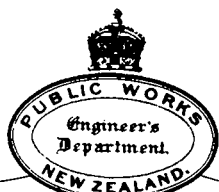


REFERENCE

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

DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

WELLINGTON TO PALMERSTON NORTH	87
PALMERSTON NORTH TO NANGUNI (ARAMOHO JUNCTION)	60
ARAMOHO TO NEW PLYMOUTH	104
WELLINGTON TO NEW PLYMOUTH	251
WELLINGTON TO PALMERSTON NORTH	87
PALMERSTON NORTH TO WOODVILLE	18
WOODVILLE TO NAPIER (SPIT)	82
WELLINGTON TO NAPIER VIA MANAWATU	202
WELLINGTON (TE ARO) TO WOODVILLE	116
WOODVILLE TO NAPIER (SPIT)	82
WELLINGTON TO NAPIER VIA WAIRARAPA	213
AUCKLAND TO ONEHUNGA	8
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO ONGARUE	75
ONGARUE TO TAUMARUNUI	15
TAUMARUNUI TO OHAKUNE	50
OHAKUNE TO WAIKOU	17
WAIKOU TO MARTON	68
MARTON TO WELLINGTON	116
AUCKLAND TO WELLINGTON	426
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO TE AROHA	30
TE AROHA TO THAMES	38
AUCKLAND TO THAMES	148
AUCKLAND TO ROTORUA	171
AUCKLAND TO TE HANA	75
DARGAVILLE TO KAIHU	17
WHANGAREI TO KAWAKAWA	46
BISBORNE TO WAIKOU	23
THAMES TO WAIHI	33



R. W. HOLMES, M. Inst. C.E.
ENGINEER-IN-CHIEF

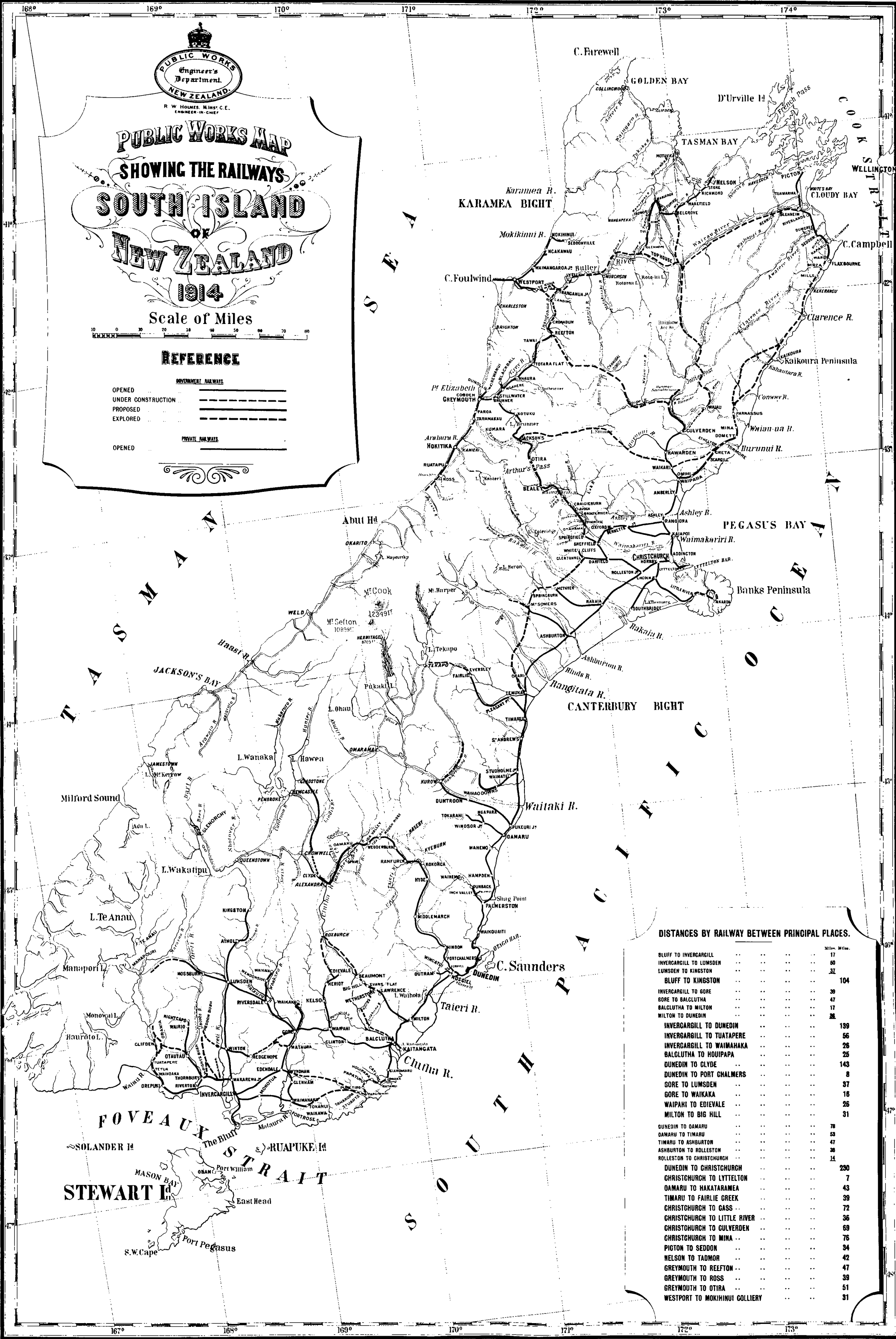
PUBLIC WORKS MAP SHOWING THE RAILWAYS SOUTH ISLAND OF NEW ZEALAND 1914

Scale of Miles



REFERENCE

GOVERNMENT RAILWAYS	
OPENED	
UNDER CONSTRUCTION	
PROPOSED	
EXPLORED	
PRIVATE RAILWAYS	
OPENED	



DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

	Miles.	Miles.
BLUFF TO INVERCARGILL	17	
INVERCARGILL TO LUNSDEN	50	
LUNSDEN TO KINGSTON	32	
BLUFF TO KINGSTON	104	
INVERCARGILL TO GORE	39	
GORE TO BALCLUTHA	47	
BALCLUTHA TO MILTON	17	
MILTON TO DUNEDIN	26	
INVERCARGILL TO DUNEDIN	139	
INVERCARGILL TO TUATAPERE	56	
INVERCARGILL TO WAIMAHAKA	26	
BALCLUTHA TO HOUIPAPA	25	
DUNEDIN TO CLYDE	143	
DUNEDIN TO PORT CHALMERS	8	
GORE TO LUNSDEN	37	
GORE TO WAIKAKA	16	
WAIKAKA TO EDIEVALE	26	
MILTON TO BIG HILL	31	
DUNEDIN TO OAMARU	78	
OAMARU TO TIMARU	53	
TIMARU TO ASHBURTON	47	
ASHBURTON TO ROLLESTON	36	
ROLLESTON TO CHRISTCHURCH	14	
DUNEDIN TO CHRISTCHURCH	230	
CHRISTCHURCH TO LYTTELTON	7	
OAMARU TO HAKATARAMEA	43	
TIMARU TO FAIRLIE CREEK	39	
CHRISTCHURCH TO CASS	72	
CHRISTCHURCH TO LITTLE RIVER	36	
CHRISTCHURCH TO CULVERDEN	69	
CHRISTCHURCH TO MINA	76	
PICTON TO SEDDON	34	
NELSON TO TADMOR	42	
GREYMOUTH TO REEFTON	47	
GREYMOUTH TO ROSS	39	
GREYMOUTH TO OTIRA	51	
WESTPORT TO MOKIKINUI COLLIERY	31	

have been ascertained by surveys, but much remains to be done to ascertain the balance of the irrigable ground to Alexandra and Clyde, and in many cases trial distributaries must be run to ascertain what areas can be conveniently commanded.

Trial surveys have been made for a race from Chatto Creek to command Galloway Flat as far as the junction of the Manorburn with the Manuherikia.

A survey of a deviation of the Orlig race was made where this race interferes with the proposed irrigation race, but it may be possible to arrange for the two to be combined.

Some levels were taken in connection with a possible dam-site in the Manuherikia River below Lauder. The site appears very favourable, and there is another suitable site farther up. Contours will have to be taken to ascertain the amount of water that can be impounded with dams.

The approximate total length of surveys, longitudinal and cross sections, contours, traverses, distributary lines, &c., done during the year is 350 miles.

Earnscliffe Flat.

In connection with the irrigation of Earnscliffe Flat a suggested dam-site in the Fraser River was surveyed, but found to be of little value, the valley being steep and narrow, and requiring a long and high dam-wall.

General.

During the year the Department has had to oppose various applications for water which would, if granted, have been detrimental to the Department's interests. In all cases the applications were either refused or withdrawn.

SEACLIFF MENTAL HOSPITAL WATER-SUPPLY.

This work was completed during the year. It comprises a concrete dam in Waitiripaka Creek, over 7 miles of pipe-line, and a reinforced-concrete fire service taken at the Hospital, with the necessary piping and hydrants.

WAITATI MENTAL HOSPITAL.

A reservoir to hold 75,000 gallons of water has been excavated, and a drainage system, with septic tank, installed at this institution.

WAIHOU AND OHINEMURI RIVERS IMPROVEMENT.

Ngararahi and Koutou Cuts.—In July, 1913, the Ngararahi portion of this work was completed, and on the 22nd idem was discharging approximately 1,400 cubic feet per second. The excavation of the Koutou cut was completed in February, 1914. The Ngararahi cut is 62 chains long and 165 ft. wide, and the Koutou cut 9½ chains long and 225 ft. wide. Two flood-gates were constructed to drain adjacent land, and the whole of the canal reserve was fenced.

Paeroa Stop-bank Contract.—This work was completed in May, 1914. It comprises a substantial earthen bank, 53 chains long and from 10 ft. to 18 ft. wide on top, along the waterfront at Paeroa, and is intended to prevent the periodic overflow of the Ohinemuri River into Paeroa Township.

Pereniki's Bend Cut and Lower Paeroa Stop-bank.—Complete plans have been prepared in connection with this work. The length of cut proposed is 25 chains, and the width 100 ft. The construction of this work will greatly relieve the Ohinemuri River, and only extremely high floods could thereafter overtop its banks.

Flood-gates.—Flood-gates are being erected at Cassrell's drain and at Cooper's drain, the former being about finished.

Willow-destruction.—The destruction of willows along the Waihou and Ohinemuri Rivers has been continued, with highly beneficial results. The effects of floods are now lessened over many hundreds of acres, and farmers are extending their cultivation along the river-banks.

Dredge.—The suction dredge which is under construction at Port Chalmers is nearing completion. The pontoons for use in connection with the dredge are being constructed, six hulls being complete. A slipway is being constructed, under contract, for use of the dredge.

Surveys.—Extensive surveys have been carried out in accordance with the recommendations of the Commissioners, and part of the work has been plotted. Cross-sections are being taken from time to time to ascertain the extent of the silting going on in the rivers.

TRAMWAYS.

Napier.—The line was completed and opened for traffic on the 8th September, 1913.

Wanganui.—Plans have been received for the Aramoho and Wanganui East extensions, and in connection with the latter the rails have been laid across the new bridge at Dublin Street.

New Plymouth.—Plans of the proposed tramway have been submitted for approval.

Wellington.—The duplication of the Brooklyn line from Nairn Street to the top of the hill was completed.

Short extensions, with "balloon" loops, have been laid at Newtown and Lyall Bay.

Several new cars have been inspected and passed, also a number of "converted" cars.

Dunedin.—The duplications of the lines in North-east Valley and St. Kilda were finished and passed. Alternative lines for the Caversham duplication were examined, also suggested alterations to sharp curves to suit the proposed bogie cars.

New combination cars, Nos. 44 to 49, were tested and passed for traffic, and a number of cars "converted" to comply with the Tramways Amendment Act, 1913, have also been inspected.

Christchurch.—The removal of centre-poles on various routes is proceeding. Proposals to use electric power on the Burwood - New Brighton line were approved, and poles have been erected from Burwood to the Trotting Club grounds. The St. Martin's extension, 1 mile 64 chains in length, was

completed and opened for traffic, and minor improvements made elsewhere. All the cars were altered to comply with the Tramways Amendment Act, 1913, except that the end bulkheads of twenty-six cars have yet to be cut through.

Auckland.—The Kingsland duplication (New North Road) was inspected and passed for traffic. Ten new cars have been put in commission, air-brake equipment being fitted. The company has been granted permission to couple certain cars. Automatic point-controllers have been installed at the junctions.

MARINE.

Karori Rock Beacon.—A beacon is being erected on Karori Rock, in reinforced concrete, and will be illuminated by a powerful automatic acetylene light of the Aga type. The construction has been very much hampered by bad weather, but the base has now been built up to the level of the highest point of the rock.

Kohukohu Launch-landing.—A pontoon launch-landing was completed at Kohukohu Wharf early in the year, and is working satisfactorily.

Parapara Bridge (Mangonui County).—This bridge was raised so as to enable navigation to be carried on at all states of the tide.

Taheke River.—In order to improve the navigation of this river about 600 cubic yards of rocks which fouled the fairway have been removed, and willows overlying the banks at dangerous spots have been cut out. It is also proposed to deepen the river in places, but this cannot be done until the water is lower. The work already done has been very beneficial to navigation.

Kohukohu Reclamation.—Plans have been prepared and tenders invited for the construction of a retaining-wall to reclaim a marine reserve.

Nelson Lighthouse.—Plans have been prepared in connection with a proposal to instal an automatic light at Nelson.

Nuggets Boat-landing.—Concrete blocks have been made in connection with the extension of the breakwater at the Fishermen's Landing.

Moeraki.—A new boat-slip is practically completed.

Karamea Harbour.—A contract for repairing and strengthening the existing training-wall was let recently, and the work is in progress.

A tender has just been accepted for the construction of a further length (160 ft.) of training-wall, being a further instalment of the scheme outlined some years ago. This extension will absorb all the funds available at present, and will no doubt be beneficial, but it is very desirable that the whole scheme should be carried out as rapidly as possible.

Repairs are being carried out at the existing wharf, and steps are being taken to provide new quarters for the Harbourmaster.

Hokitika Sea-encroachment.—For some time past there has been a gradual encroachment by the sea at the back of Revell Street, Hokitika, and this reached a very acute stage during April last. At the request of the Borough Council the Government provided financial assistance, and prepared a scheme of groyne-work which is now being carried out. Considerable progress has been made with the work, in spite of great difficulties due to heavy weather, and the results already attained are sufficient to show that the work is on the correct lines. Every effort is being made to complete the work at the earliest possible date.

Somes Island Lighthouse.—Some repairs, &c., have been carried out at the keeper's cottagè, and plans have been prepared for a new cottage for the caretaker.

Marine Store, Pipitea Point.—This new building has been completed, under contract.

Government Steamers.—Sundry repairs and renovations have been carried out.

Channel Island Light-beacon.—The pedestal for this beacon was completed last year, and a track to the top of the island has been formed for 26 chains, also the anchorage and landing-platform on the small island.

Ponui Passage Lighthouse.—In July, 1913, a scow collided with the lighthouse, but little damage was done. It is proposed to convert this light to the automatic principle, and drawings are in course of preparation.

Mokohinou Lighthouse.—Some additions to the keepers' houses have been carried out.

Beacon Reach Light-buoy.—Tenders have been invited for the construction of a light-buoy for Beacon Reach, Northern Wairoa River.

Kaipara River Beacon.—A new beacon has been erected to replace that which collapsed in January last.

Motuihi Wharf.—Sundry repairs have been carried out.

Rangiriri Wharf.—Plans and specifications for a wharf at Rangiriri have been submitted by the Waikato County Council.

Warkworth Wharf and Shed.—This work was completed last year by the Rodney County Council.

Silverdale Wharf.—This wharf has been erected by the Waitemata County Council under Government subsidy.

Waikato River.—During the year a number of snags have been removed from the main channel, and some willow groynes constructed. The work has proved beneficial, and is being continued.

Miscellaneous.—Proposals submitted by local authorities have been examined, and various surveys made and reports furnished by the district officers of the Department.

DEFENCE WORKS.

Various repairs and improvements have been made in connection with the Defence works throughout the Dominion.

CONTRACTS.

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

I have, &c.,

The Hon. the Minister of Public Works.

R. W. HOLMES, Engineer-in-Chief.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1914—continued.
NORTH ISLAND—continued.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	State of Line.														Total.
							Surveyed.	Under Formation.	Under Plate-laying.	Opened.											
										Date.	—	1910-11	1911-12	1912-13	1913-14	—	—	—	—	—	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
Kaipara-Waikato	Kaipara-Newmarket	M. chs. 35 73	Helensville-Newm'tk't	M. chs. 35 73	M. chs. 6 66	M. chs. 42 59	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. 35 73	
	Onehunga Branch ..	2 73	Penrose - Onehunga Wharf	2 73	1 70	4 63	..	..	..	..	..	..	..	..	..	..	..	..	..	2 73	
	Auckland-Waikato ..	100 13	Auckland-Te Awamutu	100 13	16 66	116 79.	..	..	..	..	..	..	..	..	..	..	..	..	..	100 13	
	Auckland-Penrose—Deviation <i>via</i> Beach	6 50	Deviation <i>via</i> Beach	6 50	..	6 50	6 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Surveys, new lines	Auckland City Branch	2 60	Auckland City Branch	2 60	..	2 60	2 60	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..	
	—Kingsland Station to Auckland Station																				
	<i>via</i> Western Park and Freeman's Bay																				
	Waikato Branch Rly.	12 5	Paerata-Waikato	12 5	..	12 5	12 5	..	..	..	..	..	..	..	..	..	..	..	..	..	
Waikato-Thames	Huntly-Awaroa	9 0	Huntly-Awaroa	9 0	..	9 0	1 57	7 23	..	..	..	..	..	..	..	..	..	..	..	..	
	Paeroa-Pokeno	40 15	Paeroa-Pokeno	40 15	..	40 15	40 15	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Waikato-Thames ..	62 58	Frankton Junction-Thames	62 58	10 17	72 75	..	..	..	..	..	..	..	..	..	..	..	..	..	62 58	
	Paeroa-Waihi	12 40	Paeroa-Waihi	12 40	1 30	13 70	..	..	..	9 Nov., 1905	..	..	..	..	..	..	..	..	..	12 40	
East Coast Railway	Waihi - Opotiki, or East Coast Railway <i>via</i> Matata	124 0	Waihi-Tauranga	41 0	..	41 0	37 0	4 0	..	..	..	..	..	..	..	..	..	..	..	..	
			Tauranga-Te Maunga Junction	4 0	..	4 0	..	3 15	..	..	..	..	..	..	..	..	..	..	..	..	
			Te Maunga Junction-Te Puke	9 0	1 15	10 15	..	..	10 15	..	..	..	..	..	..	..	..	..	..	..	
			Te Puke-Paengaroa...	5 65	1 4	71 4	29 0*	1 29	5 40	..	..	..	..	..	..	..	..	..	..	..	
Hamilton-Cambridge	Branch ..	4 27	Paengaroa-Opotiki ..	64 15	..	..	31 15†	4 0	..	..	..	..	..	..	..	..	..	..	..	..	
			Mount Maunganui	4 27	0 47	4 74	..	..	4 74	..	..	..	..	..	..	..	..	..	..	..	
			Te Maunga Junction	12 2	3 14	15 16	..	..	..	..	..	..	..	..	..	..	..	..	..	12 2	
			Ruakura Junction-Cambridge	69 33	5 27	74 60	..	..	..	..	..	..	..	..	..	..	..	..	..	69 33	
Thames Valley-Rotorua	Thames Valley-Rotorua	69 33	Morrinsville-Rotorua	69 33	5 27	74 60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

* Approximate.

† Trial survey.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to the 31st March, 1914—continued.

NORTH ISLAND—continued.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	State of Line.														
							Surveyed.	Under Formation.	Under Plate-laying.	Opened.											
										Date.	—	1910-11	1911-12	1912-13	1913-14	—	—	—	—	—	—
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
Rimutaka Incline Deviation Surveys	Coach-road Route ..	M. chs. 9 0	Kaitoke-Featherston	M. chs. 9 0	M. chs. ..	M. chs. 9 0	M. chs. 9 0	M. chs. Prelim.	M. chs. ..	..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	M. chs. ..	
	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	
	Foxton-Patea	120 44	Foxton-Patea	120 44	14 75	135 39	..	..	..	..	..	..	..	..	..	..	..	..	..	120 44	
	Route Improvement	26 7	Turakina-Matarawa	11 67	..	11 67	11 57	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Surveys	..	Aramoho-Goat Valley Tunnel	7 40	..	7 40	7 40	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Stratford-Main Trunk	Patea - Waitara and New Plymouth	72 29	Kai Iwi-Okehu	3 60	..	3 60	3 60	..	..	..	..	..	..	..	..	..	..	..	..	72 29	
	Bull's Branch	3 79	Nukumaru-Waitotara	3 0	..	3 0	3 0	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..	
	Wanganui Branch	3 29	Patea-New Plymouth	72 29	11 52	84 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Stratford-Main Trunk	101 27	Breakwater	..	..	3 79	3 79	Prelim.	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Stratford-Main Trunk	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

* Date of purchase.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to the 31st March, 1914—continued.

NORTH ISLAND—continued.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	State of Line.										Total.			
							Surveyed.	Under Formation.	Under Plate-laying.	Opened.										
										Date.	1910-11	1911-12	1912-13	1913-14	—	—		—	—	—
1	Stratford- Main Trunk — <i>ctd.</i>	3	4	M. chs. 33 40 Mangaroa-Puketutu 14 0 Aramatai-Hangatiki 30 0 Deviation Opunake-Mountain Rd. 23 10 Opunake-Pungarehu 12 41 Opunake-Te Roti 22 39 Opunake-Stratford 25 58 Mount Egmont Branch 8 77 Marton-Te Awamutu 209 69	M. chs. 23 10 23 10 12 41 22 39 25 58 2 3 0 60 4 61	M. chs. 33 40 33 40 14 0 30 0 23 10 12 41 22 39 25 58 7 77 3 63 36 48	M. chs. 33 40 33 40 14 0 30 0 23 10 12 41 22 39 25 58 7 77 3 63 36 48	M. chs. Prelim. Prelim. Prelim. Prelim. Prelim. 1 18 1 65	M. chs.	1 April, 908	..	..	..	..	..	..	..	..	21	
North Island Main Trunk Railway	Ohakune - Raetihi Branch Central Route Devia- tion Surveys	8 53 30 0 34 0	Raetihi Section Ohakune to Mokau- Retaruke Divide Makatote Gorge-Ma- rae Kowhai Valley	M. chs. 13 1 5 70 18 10 30 63 35 65 74 33	M. chs. 1 61 0 61 12 50 6 20	M. chs. 14 62 6 51 97 28 80 53	M. chs.	M. chs.	M. chs.	10 Sep., 1904 1 June, 1907 30 June, 1908 13 Feb., 1909 9 Nov., 1908	..	..	..	..	..	..	..	..	..	50 58
											..	..	..	..	..	..	..	..	..	84 58
											..	..	..	..	..	..	..	..	..	74 33
Ngaire-Ongarue	Ngaire-Ongarue	103 58	Ngaire Section Tangarakau Section Heao Section Ohura Section Waitara Section Urenui to Tangitu River Hastings-Te Awamutu	M. chs. 38 73 26 0 10 70 27 75 46 75 12 0 170 0	M. chs. 38 73 26 0 10 70 27 75 46 75 12 0 170 0	M. chs. 38 73 26 0 10 70 27 75 46 75 12 0 170 0	M. chs. 38 73 26 0 10 70 27 75 46 75 12 0 170 0	M. chs. 38 73 26 0 10 70 27 75 46 75 12 0 170 0	M. chs. 38 73 26 0 10 70 27 75 46 75 12 0 170 0	..	..	..	..	..	..	..	..	..	25 35	
										..	..	..	..	..	..	..	..	..	23 68	
										..	..	..	..	..	..	..	..	..	25 35	
Totals ..	..	2604 10	..	2604 10	18 2756 28	1250 18 65 13 79 11	1144 53 14 54 23 68	25 35	..	..	..	..	..	..	..	..	..	..	1208 50	

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

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, 1914.

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.

In December last a contract was let to Messrs. Hansford, Mills, and Hardie for the erection of the superstructure of the first portion of the new building on the foundations and basement prepared by the Department. The contract sum is £151,639, and the time fixed for completion expires in December, 1915. Good progress has been made with the work, notwithstanding that several months had to elapse before the steel for stanchions and girders arrived from Britain. The contractors started without delay on the preparation of Coromandel granite for the facing of the ground-floor story, and have installed power and machinery for sawing the stone, as well as four large electrically driven derricks for moving and setting the steelwork and granite.

Granite gate-piers and wrought-iron gates have been erected at three entrances to the grounds, and smaller gates at three intermediate entrances.

GENERAL.

Government House, Wellington.—A motor-garage has been built, racquet-court erected, and minor works attended to.

Departmental Buildings, Auckland.—Structural alterations to improve the arrangement of offices were made, and an electric elevator is being installed.

Government House, Auckland.—In May last portion of the main building was seriously damaged by fire. Repairs have been started, small additions made, and a new electric-lighting service installed.

Parliament Buildings.—A squash racquet-court has been built, a tennis-court is being laid down, and parts of the ground have been planted.

Government Printing Office.—A contract for substantial additions in brick was let last year, and the work is well in hand.

Departmental Buildings, Wellington.—Alterations to strong-rooms and chimneys were completed.

Marine Store, Wellington.—The erection of a brick building was completed under contract.

Post and Telegraph Store, Wellington.—This large brick building was completed and occupied early this year.

Public Works Store, Wellington.—A contract for the erection of this building was let and good progress is being made.

Public Works Workshop, Wellington.—A commodious brick building was erected under contract during the year.

Storekeeper's Residence, Wellington.—A residence for the Public Works Storekeeper was erected at Pipitea.

Gisborne Departmental Buildings.—A contract was let for the erection of this important block, and the work is now in progress.

Morere Bathhouse.—This building was completed and water-supply laid on.

Public Works Store, Gisborne.—A store for the Gisborne district was erected during the year.

Stratford Departmental Buildings.—The erection of this block was completed under contract, and the offices were fitted up.

Opunake Stock Inspector's Residence.—Erection was completed under contract.

Hokitika Public Buildings.—A substantial building in brick was completed during the year.

Westport School of Mines.—A contract has been let for an extension of the building to provide a new furnace-room.

Christchurch Departmental Buildings.—This large block was completed during the year, and is now fitted up and occupied.

Public Trust Office, Christchurch.—Additions and alterations were completed.

Mount Cook Hostel.—The erection of this large building in concrete was completed during the year.

Caversham Industrial School.—The laundry was reinstated, and drainage and water services installed.

Invercargill Departmental Buildings.—The top floor was renewed, and minor alterations carried out.

POST-OFFICES.

Kaitia.—A wooden building was erected by day labour early in the year.

Awani.—Alterations and additions to the building purchased for postal purposes were carried out by day labour.

Rawene.—Necessary additions were made under contract.

Waipu.—Additions were made, and new outbuildings provided.

Auckland.—Minor alterations to the new building were made, and necessary fittings supplied.

Auckland (Old Building).—Extensive alterations and repairs were effected, and the lighting-services overhauled.

Dargaville.—A contract was let for the erection of a new building, in brick.

Karangahake.—Additions and repairs were carried out.

Matakana.—A contract was let for the erection of a small building.

Ohawpo.—A wooden building was completed under contract.

Raglan.—A two-story building, in brick, is being erected under contract.

Takapuna.—A building of wood with rough-cast finish was completed during the year.

Te Awamutu.—The old office was converted into a store and workshop.

Tirau.—A wooden building is being erected under contract.

Tuakau.—A two-story office and quarters building was completed.

Waikuku.—The erection of a new office building was completed during the year.

Rotorua.—A contract was let for the erection of a new building of special design, which is approaching completion.

Okere.—A contract was let for the re-erection of post-office and Engineer's residence, which had been destroyed by fire.

Tokomaru Bay.—Additions and alterations were carried out by day labour.

Havelock North.—A new office, in wood, was completed in June.

Waipukurau.—A new brick building is nearing completion under contract.

Ormondville.—A contract for the erection of a small building has been let.

Tokaanu.—A wooden building was erected under contract.

Horopito.—A small building, in wood, was erected.

Raetihi.—A new office, in wood, was erected, and the existing building converted into a residence.

Taihape.—Extensive alterations and additions to Post-office and quarters were carried out.

Reefton.—A new brick building is being erected under contract.

Petone.—A substantial addition was made, and several alterations carried out.

Pongaroa.—Extensive additions and alterations were made during the year.

Seatoun.—A private dwelling was converted into a post-office.

Upper Hutt.—Two sheds were built, and water-supply installed.

Wellington.—Many minor alterations were made to the Chief Post-office, and a small addition to the Telephone Exchange.

Brooklyn.—A new building was erected under contract.

Courtenay Place.—A two-story fireproof automatic telephone exchange is being erected by day labour.

Eketahuna.—Renovations were carried out, and water laid on.

Halcombe.—A new building, in wood, was erected under contract.

Glen Oroua.—Tenders are in for the erection of a building in wood.

Hinekura.—A contract has been let for the erection of a small building.

Kimbolton.—A contract has been let for the erection of a small building, in place of the one destroyed by fire.

Kiwitea.—Extensive additions were made during the year.

Masterton.—Renovations were carried out, and small additions made. A contract has been let for the erection of an automatic telephone exchange, in brick.

Seddon.—A building, in wood, was erected during the year.

Motueka.—A contract has been let for the erection of a Postmaster's residence.

Oxford.—A contract for the erection of a building, in wood, is in progress.

Woodend.—A new building, in wood, is being erected.

Akaroa.—A new office is being erected, in brick, under contract.

Temuka.—Additions and renovations were carried out during the year.

Mosgiel.—Additions and alterations were completed under contract.

Dunedin Telegraph-office.—Renovations were carried out under contract.

North-east Valley.—A brick building was completed under contract in March last.

Oamaru.—Repairs and renovations to the Chief Post-office were carried out.

Roxburgh.—A new building, in wood, was completed under contract.

Invercargill.—Main alterations to provide increased accommodation have been carried out.

Mataura.—A contract for the erection of a building, in brick, has been let.

Otautau.—Additions have been carried out under contract.

COURTHOUSES.

Auckland.—A contract has been let for the erection of a cottage, in brick, for the caretaker, Magistrates' Court.

Kaitia.—A new Courthouse was erected by day labour.

Wanganui.—Several rooms were added, Court and library-room enlarged, and lavatory accommodation provided.

Martinborough.—A Courthouse, in wood, has been erected.

Wellington.—A substantial addition, in brick, to provide more accommodation for the Judges has been made to the Supreme Court Building.

Dunedin.—Electric light is being installed in the Law Courts.

Wynndham.—A contract for the erection of a new building, in concrete blocks, has been let.

POLICE-STATIONS.

- Birkenhead*.—Additions and improvements were carried out during the year.
Hamilton.—Tenders are in for the erection of a suitable station.
Huntly.—The erection of a station was completed under contract.
Kingsland.—Alterations to a recently purchased building were carried out.
Ngaruawahia.—A contract was let for the erection of a wooden building.
Papakura.—The erection of a building under contract was completed.
Takapuna.—The erection of a lock-up and stable is in hand.
Patutahi.—A residence with office was erected under contract.
Tokomaru Bay.—The erection of a station and residence by day labour is in hand.
Opotiki.—The old Courthouse is being converted into a police residence.
Porangahau.—The erection of a station was duly completed under contract.
Tokaanu.—A wooden station was erected under contract.
Taihape.—Extensive additions and alterations were made, and drainage and water services installed.
Waitotara.—An addition, in wood, was made during the year.
Kilbirnie.—A new office, in wood, is being erected.
Masterton.—A station and residence were completed under contract.
Wellington.—Plans for a new central station were prepared, but the invitation of tenders for its erection has been deferred.
Coalgate.—A contract was let for the erection of a new building.
Dunedin.—Alterations and improvements to the central station were carried out during the year.
Balclutha.—Additions, in brick, have been completed.
Kaitangata.—A constable's residence is being erected under contract.
Tapanui.—A new constable's residence has been completed.
Mataura.—A new station, in wood, has been erected.

PRISONS.

- Auckland*.—The erection of a new wing, in stone, by prison labour was commenced and is now in progress.
Waikeria.—Plans were prepared for a reformatory prison on a large scale, and the erection of the buildings commenced, at Waikeria, in the Waikato district. Prison labour is being utilized, and the principal building-material is a concrete block made on the site. The portion now being erected consists of an administrative wing, in front, comprising the necessary offices, warders' accommodation, library, and chapel; a kitchen wing, comprising laundry, workshops, and baths. A prison block, comprising eighty-two cells, comes between and joins the wings. Provision is made for adding another story to the prison block if it is required.
Pictou.—A contract has been let for the erection of a police-gaol.
Invercargill.—A second cottage was built and foundations for an extension put in by prison labour, with concrete blocks made in the gaol.

MENTAL HOSPITALS.

- Avondale*.—Auxiliary buildings Nos. 2 and 3, in brick, have been in course of erection under separate contracts during the year. No. 2 is practically finished and No. 3 is well advanced.
Tokanui.—Plans have been prepared for a new wing adjoining that already built, and erection will be commenced immediately. The installation of an electric-lighting plant under contract is practically completed.
Porirua.—A contract was let for additions, in brick, to day-rooms on the north front, and the work is in progress. Plans are in preparation for a reception and hospital block to be erected on the east side of the road leading to the main building.
Sunnyside.—Plans are being prepared for an auxiliary to be erected on a site on the north front of the existing institution. The new building will be used as a reception and hospital block. It will be of one story, of wood, with brick fire-retarding partitions at intervals. Plans are prepared for a Nurses' Home, in wood, plastered within and without. Restoration of portion of the wing destroyed by fire is being carried out.
Seacliff.—More accommodation is being provided in the female wing by the addition of a block, in brick, to contain sixty-five beds. A reception cottage to accommodate fifteen male patients is being erected in brick and wood.

DEFENCE BUILDINGS.

- Whangarei*.—Extensive additions to the drill-shed were made under contract.
Takapuna.—Artillery stables and quarters were completed under contract.
Hamilton.—Artillery stables and quarters were completed under contract.
Huntly.—A drill-shed was completed under contract.
Cambridge.—A contract was let for the erection of a drill-shed.
Opotiki.—The erection of a drill-hall is in progress.
Napier.—Artillery stables and drill-hall were completed under contract.
Wellington.—Various minor alterations and repair works have been carried out at headquarters, drill-hall, and Storekeeper's residence.

Palmerston North.—Artillery stables were completed during the year.

Levin.—A drill-shed has been erected.

Reefton.—A drill-hall was erected under contract.

Christchurch.—Artillery stables and quarters have been completed, and additions made to the district store.

St. Kilda.—The erection of artillery depot and drill-hall has been carried to completion.

Invercargill.—Artillery stables have been completed under contract.

The foregoing report mentions only new works of some importance, and additions and alterations of a more or less extensive character. A large number of minor works consisting of small buildings, additions, improvements, installation of water, lighting and drainage services have been carried out, principally under petty contracts. Maintenance works, repairs, repainting, and renovations to buildings owned by the Government throughout the Dominion have been attended to as usual, and fittings and furniture required have been supplied mostly from the Department's workshops.

I have, &c.,

JOHN CAMPBELL,
Government Architect.

The Hon. the Minister of Public Works, Wellington.

APPENDIX G.

ANNUAL REPORT ON ELECTRICAL WORK AND POWER-SUPPLY UNDERTAKINGS BY THE CHIEF ELECTRICAL ENGINEER.

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

SIR,—

Public Works Department, Wellington, 31st July, 1914.

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

LAKE COLERIDGE WORKS.

The works which have been designed to develop the available power at Lake Coleridge and to utilize the same for transmission and distribution throughout the Canterbury District have made good progress, and it is anticipated that the formal opening will take place in October. The works now approaching completion provide for headworks and buildings for supplying 10,000 h.p., whilst the generating plant consists of three units each capable of supplying 2,000 h.p.; two of these units yielding 4,000 h.p. are available for supply purposes, leaving the third unit as a spare. Transmission-lines have been erected in duplicate between Lake Coleridge and Christchurch, and a transformer station has been erected at Addington for the purpose of reducing the pressure to a value suitable for distribution to Christchurch, and within a radius of twenty miles therefrom.

Contracts have been entered into with the Christchurch City Council, the Christchurch Tramway Board, and other power-users, and negotiations are proceeding with a view to supplying surrounding local authorities and power-users outside the limits of Christchurch, including the Lyttelton Harbour Board.

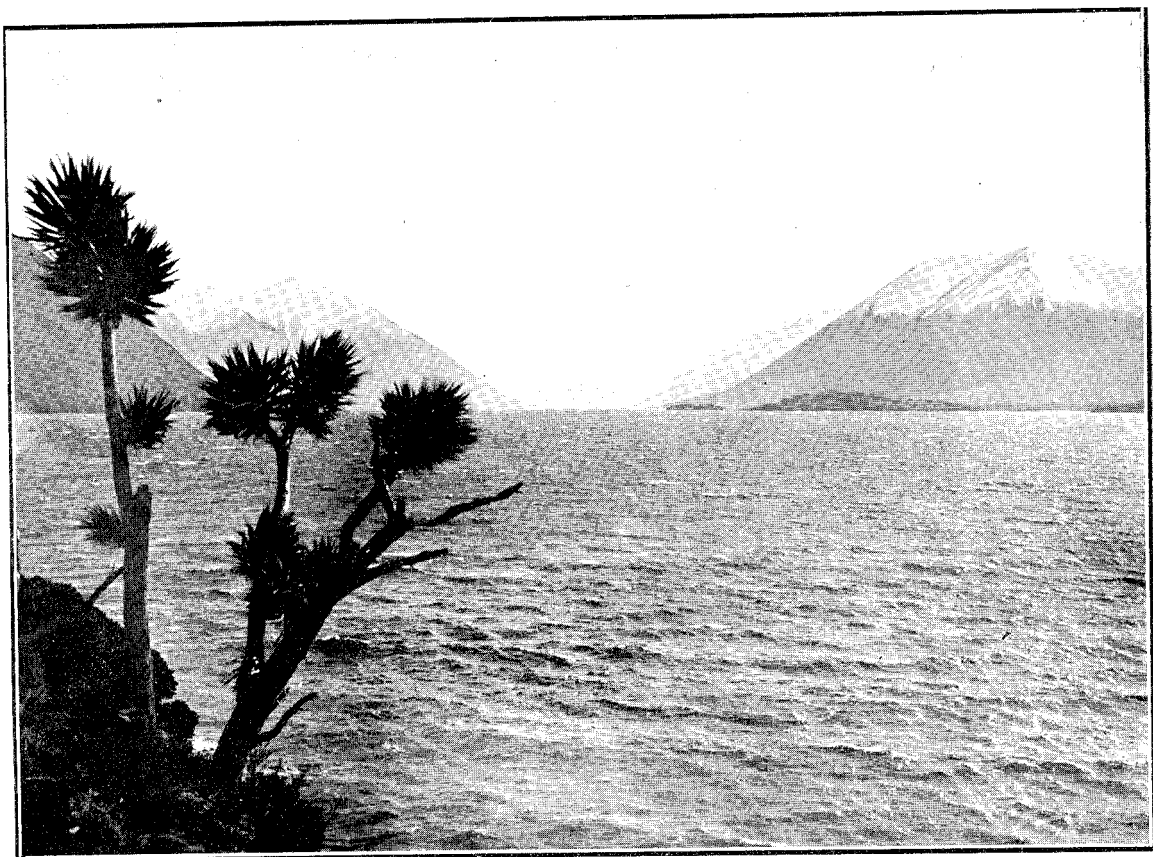
Arrangements are being made for giving a supply to the factories, creameries, and homesteads in the Tai Tapu district, and it is confidently anticipated that the application of electricity to the purposes mentioned will prove a success, and that there will be a considerable development in this respect.

Another application of electricity which shows considerable promise is the manufacture of artificial fertilizers, and it is hoped to combine the manufacture of these products with the freezing-works and utilize that part of the plant which is under present conditions idle during the greater part of the year. By combining the two industries in this way the cost of production will be considerably reduced, with the result that fertilizers should be manufactured at an exceedingly cheap rate.

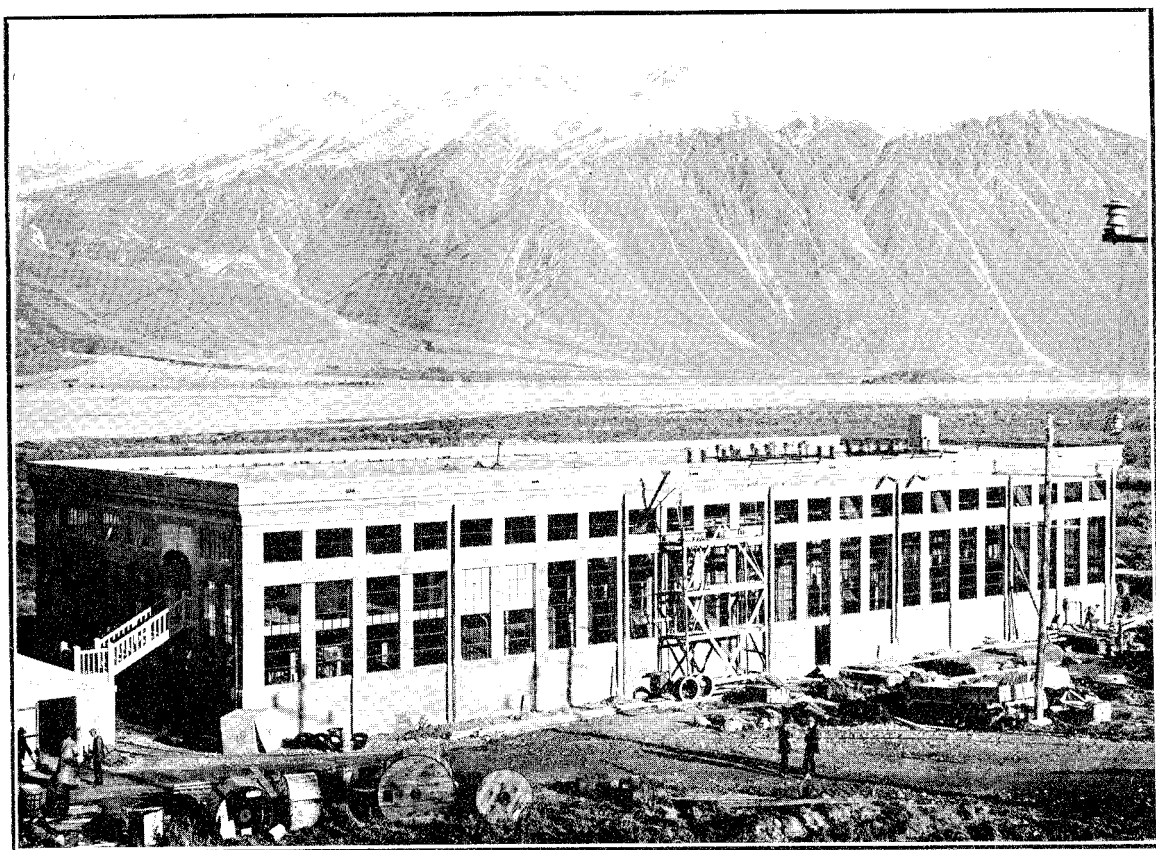
Owing to the growing demand for power, the limits of the plant now installed will be exceeded in about two years' time, and it is necessary to place an order for a fourth unit forthwith, and further arrangements must be made very shortly for providing a fifth unit, together with an additional pipe-line.

As regards the cost of the works now in hand, the expenditure to date amounts to £218,633, and the commitments to £34,805, making a total indebtedness of £253,438. A further expenditure of about £10,000 will be required in order to complete the works, and I am glad to be able to state that the works will be completed substantially in accordance with the original estimate.

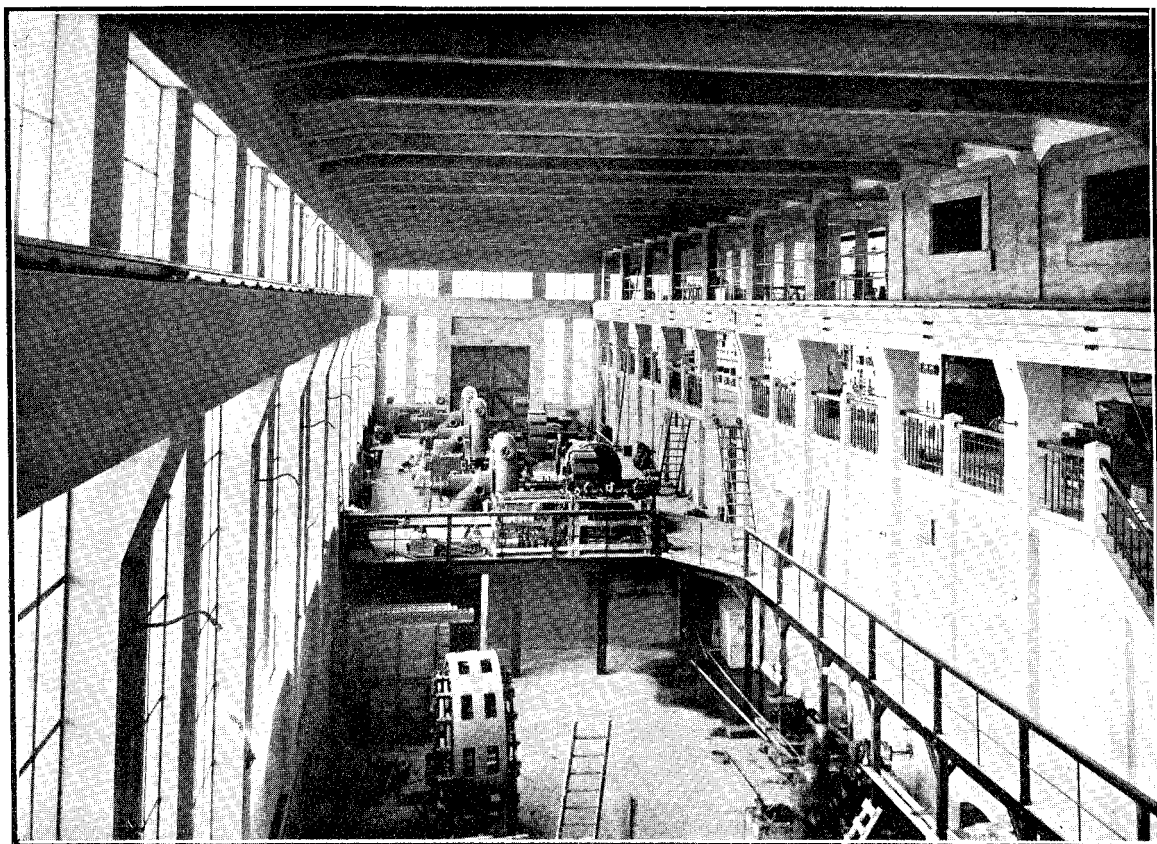
It is generally recognized that a local standby plant is desirable in case of water-power plants with long transmission-lines, and the Department, acting in accordance with what is now common practice, have entered into an arrangement with the Christchurch Tramway Board for the use of part of their steam plant for standby purposes. Inasmuch as their plant is rendered idle in consequence of a supply



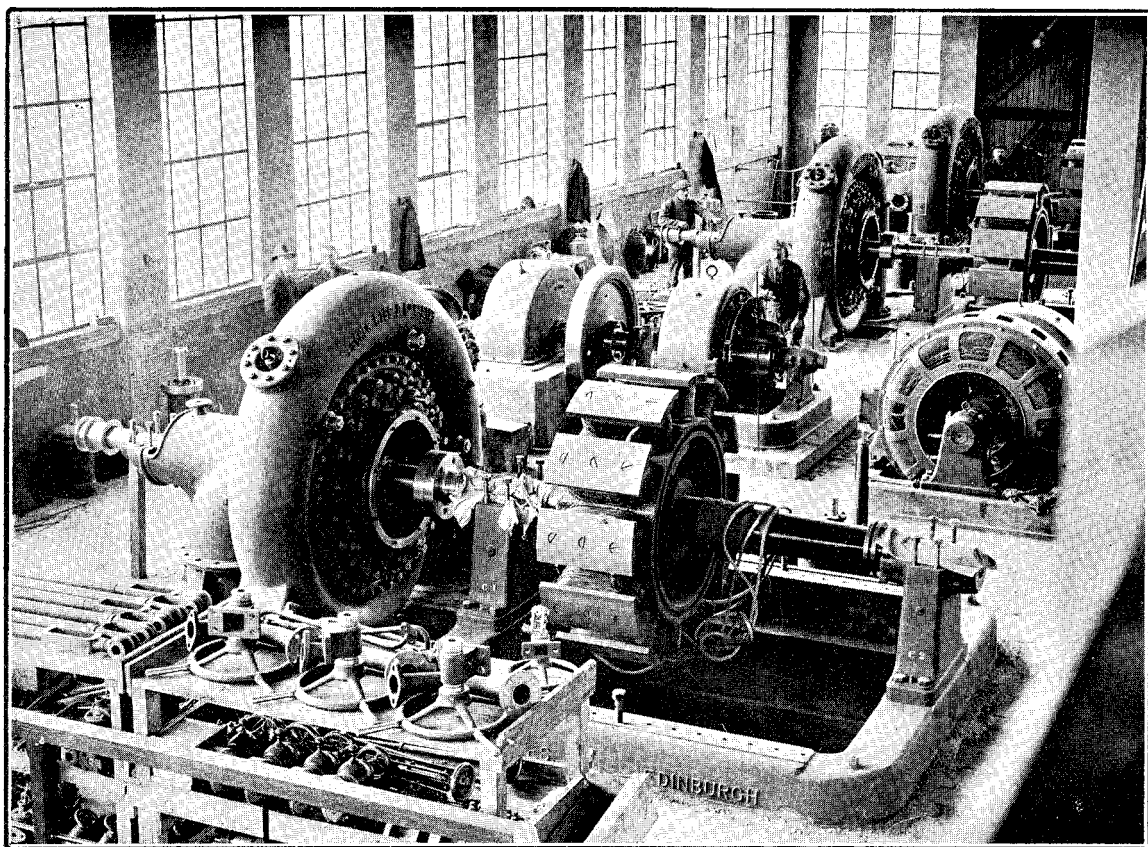
LAKE COLERIDGE, LOOKING NORTH-WEST FROM TUNNEL INTAKE.



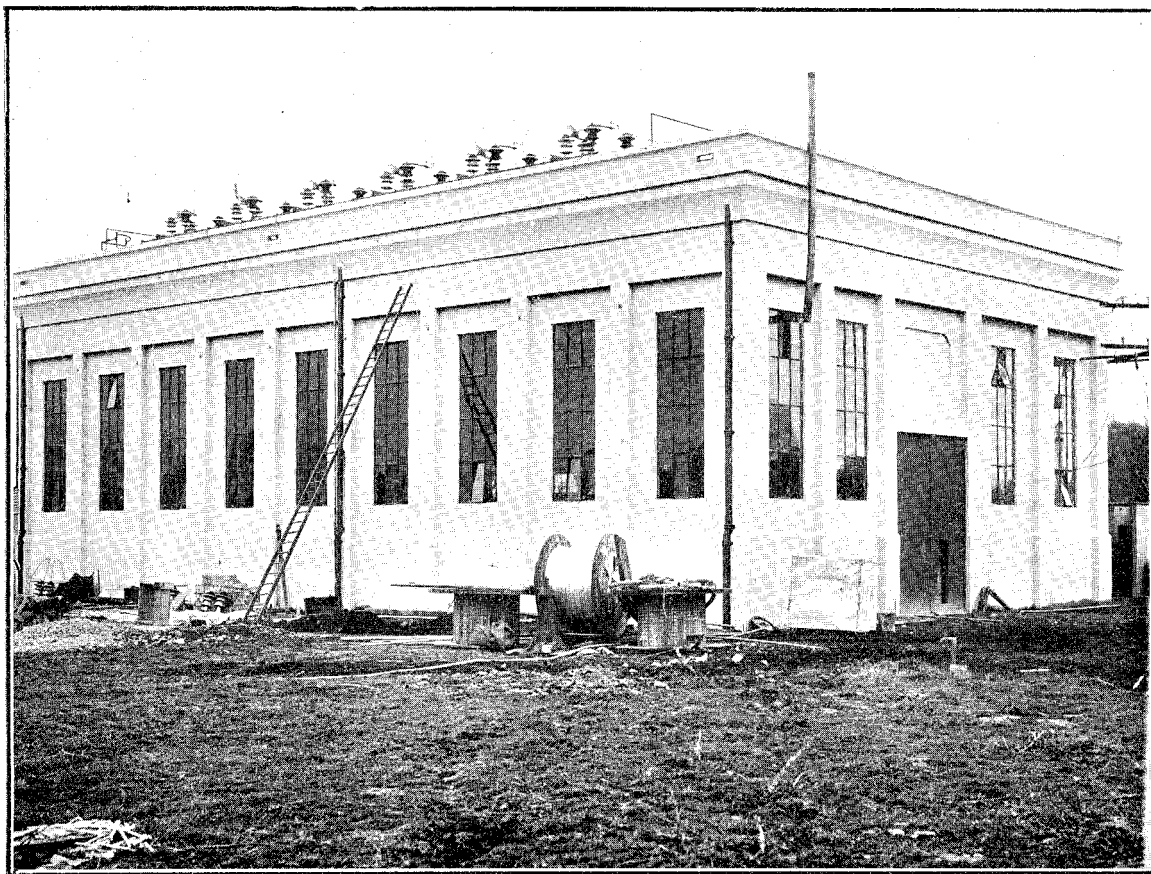
LAKE COLERIDGE POWER-HOUSE. RAKATA RIVER AND MOUNTAINS IN BACKGROUND.



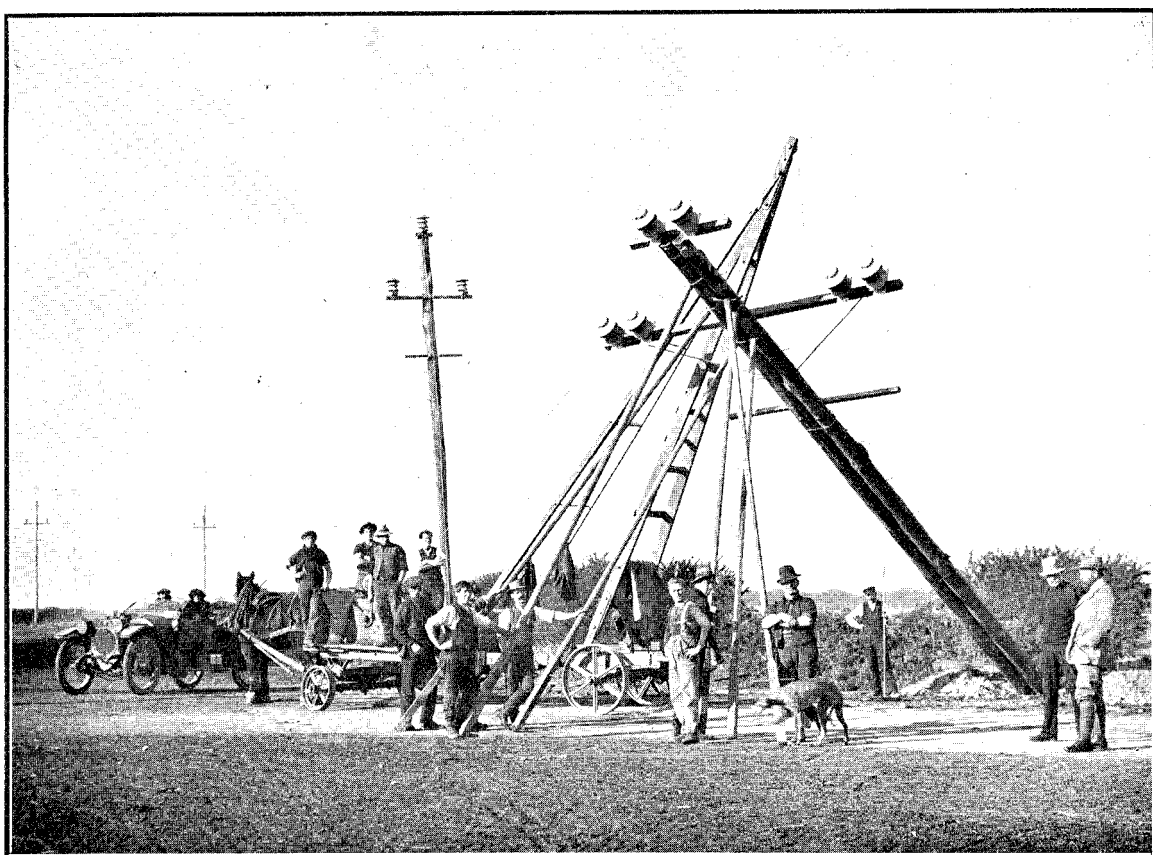
INTERIOR OF LAKE COLERIDGE POWER-HOUSE.



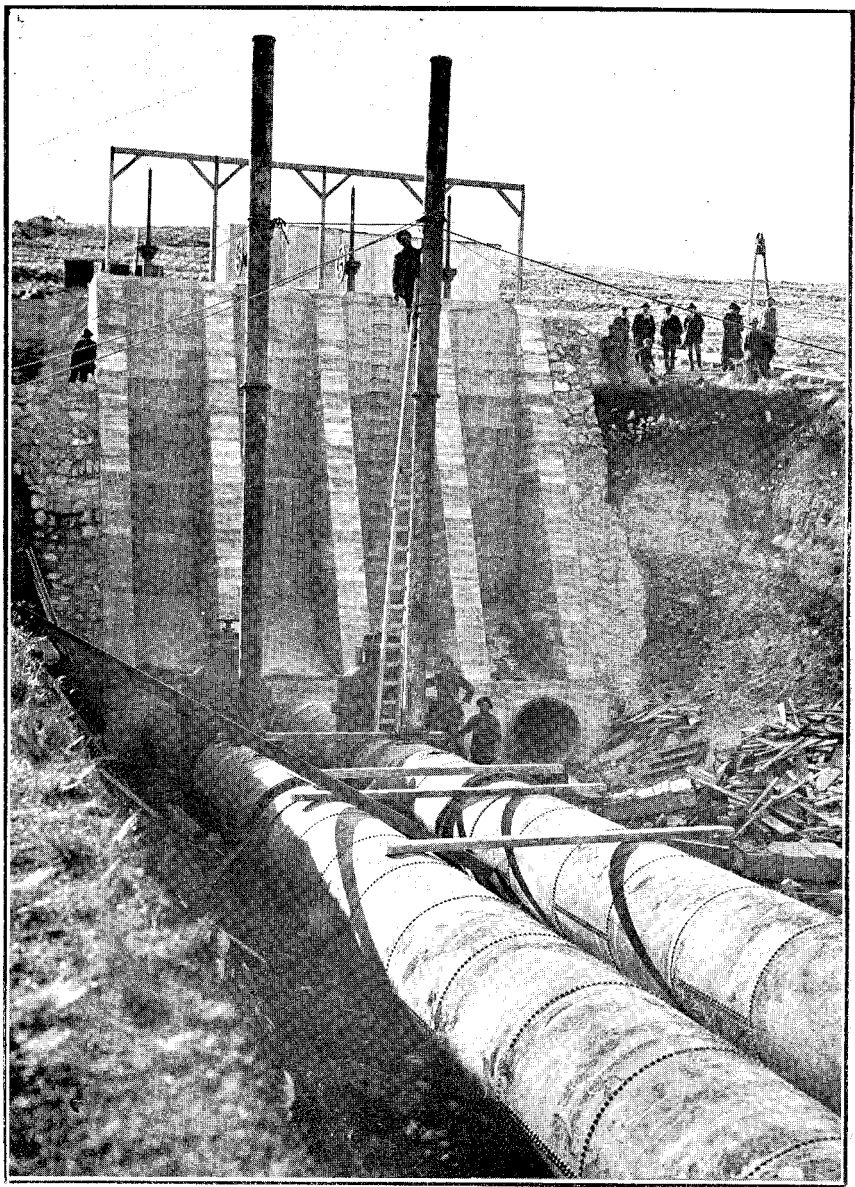
LAKE COLERIDGE POWER-HOUSE.—TURBINES COMPLETED AND GENERATORS IN COURSE OF ERECTION.



SUBSTATION BUILDING, ADDINGTON.



ERECTING THE LAST POLE OF TRANSMISSION-LINE AT CORNER OF BEALEY'S ROAD AND CARPENTER'S ROAD.



SURGE-CHAMBER AND PIPE-LINES.—ERECTING THE AIR-PIPES.

being taken from Lake Coleridge, and inasmuch as there is no further great tramway development to be expected, their steam plant becomes available for the purposes mentioned. The Board will maintain their boilers under steam for emergency purposes, and will supply the Department with power when and as required for any emergencies, or for the purpose of inspecting the lines and headworks. In case of breakdown the Department is under obligation to maintain a supply to the Christchurch City Council to the extent of the capacity of the standby plant. This arrangement is one which is mutually advantageous to all the parties concerned, as it enables the Tramway Board to utilize a plant which is otherwise idle, whilst the Department avoids incurring further capital expenditure.

The permanent staff for the power-house has been appointed, and other appointments will be made during the next two months, when the organization for operating and maintaining the plant and for marketing the power will be completed. The members of the staff already appointed have given every satisfaction, and rendered valuable service in erecting the plant.

ELECTRIC LIGHT AND POWER LICENSES.]

Licenses under the Public Works Act have been issued to the following local authorities and companies: Wellington City Council, Christchurch City Council, Dunedin City Council, Devonport Borough Council, Wanganui Borough Council (two), Feilding Borough Council, Mātaura Borough Council (extensions), Winton Borough Council, Havelock North Town Board, Martinborough Town Board, Ngaruawahia Town Board (extensions), Christchurch Tramway Board (nine), Messrs. Todd Bros. (Limited), Heriot.

The following are under consideration: Heathcote County Council, Wellington City Council, Whangarei Borough Council, Tauranga Borough Council, Miramar Borough Council, New Plymouth Borough Council (amending regulations), Waverley Town Board, Tahaki West Road Board; J. F. Pettie, Waipiro Bay; F. J. Mansell, Bull's; J. Barnett, Leeston; Ellis and Burnand (Limited), Manunui; Farmers' Co-operative Company, Tokomaru Bay; Farmers' Freezing Company, Tokomaru Bay.

Water-power licenses have been issued to the following: Ohakunē Borough Council, Taihape Borough Council, Eltham Co-operative Dairy Company (Limited).

The following installations have been inspected during the year: Te Kuiti Borough Council, Ngaruawahia Town Board, Martinborough Town Board, Winton Borough Council, Invercargill Borough Council; Robert Ellis, Brightwater; Todd Bros., Heriot; Reefton Electric Lighting Company; Thames Borough Council; Silverstream Mines Company (Limited), Maratoto; Inglewood Borough Council; Stratford Electric Light Company; Wanganui Borough Council; Napier Borough Council; Wellington Steam Ferry Company, Day's Bay; Christchurch Tramway Board (private installations supplied from trolley-wire); Horahora (headworks, Waihi Gold-mining Company); Waihi Gold-mining Company's transmission-lines and plant.

I have, &c.,

E. PARRY,

Chief Electrical Engineer.

The Hon. the Minister of Public Works.

APPENDIX H.

REPORT ON BELGIAN LIGHT RAILWAYS BY MR. F. W. FURKERT, A.M.I.C.E., A.M.I.M.E., INSPECTING ENGINEER, PUBLIC WORKS DEPARTMENT.

SIR,—

Public Works Department, Wellington, N.Z., 22nd December, 1913.

In accordance with the Prime Minister's directions, I have to report as follows upon the Belgian system of light railways.

Belgium being the most densely populated country in Europe, if not in the world, and its people being extremely progressive, naturally has the most complete railway system in the world. The railways may be broadly divided into two classes:—

- (1.) The State railways, of standard gauge (4 ft. 8½ in.), mostly double track, and constructed generally in accordance with the highest class of modern practice;
- (2.) The so-called "vicinal railways," mostly of 1-metre gauge (3 ft. 3¼ in.), single line, and, generally speaking, constructed to a much lower standard, and designed for low speeds. (It must not be assumed, however, that because a line is classed as "vicinal" it must be a poor one. The organization of the vicinal railways was designed to exploit the lines through the less important districts; but where the traffic justifies it the standard of construction is raised accordingly.)

The State Railways Department controls all the main lines through the country, both those making through connections with other countries and those connecting the principal cities of Belgium. The National Society for Vicinal Railways controls the secondary lines, which link up the main lines into a complete network, and act as feeders to them. So great is the development of these latter that practically every factory of importance is directly connected by rail, and in all districts where agriculture is well developed no farmer has more than a couple of miles or so to take his produce. Even in such a wild district as the Forest of Ardennes the vicinal

system has attained considerable development, chiefly to cope with the timber industry and tourist traffic.

The light railways of Belgium date from 1875, when a Tramways Act, somewhat similar to our own Act authorizing light railways, was passed. Owing, however, to some causes unknown, probably financial difficulties and lack of enterprise, only one line had been started after three years. The State then, feeling the necessity for something being done, and probably being urged to build lines in which it had not too much faith, decided to have the whole matter closely looked into, and a Royal Commission was accordingly appointed in 1881 to go into the question and report. The order of reference was, shortly, as follows:—

- (1.) To what extent is it necessary for the State to participate in the building and working of light railways?
- (2.) Whether the local bodies might co-operate with the State in this work.
- (3.) To what extent the rigid regulations governing the plant and working of standard railways might be relaxed in connection with light railways.
- (4.) Whether there was any danger of light railways taking away business from the State railways.

The investigations of this Commission were lengthy and careful, and as a result it was 1884 before an Act could be framed and passed embodying their recommendations, and that Act required slight modification in 1885. However, since that time, when the *Societe Nationale des Chemins de Fer Vicinaux* was inaugurated, the record has been one of steady progress—I might almost say phenomenal progress; and even now, when there are, in a country no larger than Otago, over 4,000 km. (2,490 miles) of State railways and over 4,000 km. (2,490 miles) of vicinal railways, we find that extensions are still being vigorously carried on.

The table below will give an idea of how the system of vicinal railways has expanded, and at the same time how its financial side has also developed:—

Year.			Lines open.		Gross Revenue.	
			Kilometres.	Miles.	Francs.	£
1887	..	..	323	201	965,977	38,639
1888	..	..	439	273	1,749,211	69,968
1892	..	..	991	616	3,975,648	159,026
1896	..	..	1,341	833	6,500,667	260,027
1900	..	..	1,840	1,143	9,841,515	393,661
1904	..	..	2,494	1,550	13,534,156	541,366
1908	..	..	3,215	1,998	18,991,353	759,654
1912	..	..	3,981	2,474	26,760,951	1,070,438

NOTE.—The sterling values may be slightly incorrect owing to fluctuations in the exchange value of the franc.

Up to the end of 1912, the date of the last annual report, the National Society had received concessions for 179 lines, totalling 4,744·63 km. This shows a growth of concessions of nineteen lines, totalling 579 km., in the past four years. All these lines are not yet built, but, as shown in the above table, 157 lines, totalling 3,981·51 km., were actually open for traffic on the 31st December, 1912.

In addition to villages, towns, and cities which have local organization, being divided into “communes,” the whole country is divided into nine provinces, something like our counties, except that for the purposes of the provincial government the *whole* of the population of the province is included, the communes not being excluded as our boroughs are excluded from the counties.

The annual report of the National Society contains a table showing the distribution of the vicinal railways in each province with respect to the population and the area. In the absence of similar information with regard to the State railways, this may give a somewhat misleading proportion, but as a measure of the extent of the lines it is correct, and is therefore given herewith:—

Province.	Population.	Area : Square Miles.	Mileage of Vicinal Railways.		
			Per Province.	Per 10,000 Inhabitants.	Per 100 Square Miles.
Antwerp	987,201	1,094	337	3·45	30·8
Brabant	1,494,416	1,268	397	2·67	31·3
West Flanders	878,417	1,249	411	4·71	32·9
East Flanders	1,125,814	1,158	278	2·92	24·0
Hainault	1,239,712	1,438	523	4·25	36·4
Liege	890,918	1,118	293	3·32	26·2
Limbourg	279,170	932	212	7·67	22·8
Luxembourg	231,314	1,706	257	11·23	15·1
Namur	363,449	1,414	233	6·47	16·5
On frontiers	..	..	4	..	..
Totals and averages ..	7,490,411	11,377	2,945	3·93	25·86

In this report I shall use the name "vicinal railway," as in Belgium, in preference to "light railway." Though the vicinal railway is generally a light railway as we understand it, the name does not imply light construction, but that the line is of local rather than national importance. Its standard of construction must in each case be suitable for the work it has to perform.

The vicinal lines are generally of 1-metre gauge, but not entirely so. There are 163 lines of 1-metre gauge, totalling 4,200·22 kilometres; thirteen lines of 3 ft. 6 in. gauge, totalling 506·30 kilometres; three lines of 4 ft. 8½ in. gauge, totalling 38·11 kilometres. Comparison with past records shows that while the lines of 1-metre gauge are being continually extended and new ones started, no new lines on the other gauges have been made during the past five years, if not longer. Even if the State lines are taken into consideration it will be found that the expansion of the metre gauge in the past four years has been nearly six times as great as that of all the other gauges.

Of the 157 lines open for traffic, twenty are worked entirely by electricity, and ten by the lately developed system of petrol and electricity (used by some of the London omnibuses, and now being tried on the London tram-cars), making altogether 380 kilometres on which electric traction is in force. On the balance steam is the motive power. Although the original Act and regulations seem to have anticipated horse traction, this is now entirely superseded by the more rapid methods mentioned.

As an indication of the progress now going on, the society is occupied with the study of new lines which may be classed as follows:—

	Kilometres.
(1.) Twenty-four lines for which a concession has been requested	343·20
(2.) Forty-nine lines of which the consideration has been definitely decided on, together with the State's promise to provide part of the capital	838·10
(3.) Seven lines under consideration, but concerning which the State has yet to signify concurrence	75·40
(4.) Thirty-six lines of which the consideration is not definitely decided upon, and of which the preliminary reports have been or are being furnished to enable the State to pronounce whether it will assist	410·60
Total	1,667·30 (1,030 miles.)

Thus we have—

	Kilometres.
(A.) In operation	4,037·87
(B.) Under construction	342·34
(C.) To be constructed immediately	474·42
(D.) Concessions applied for	343·20
(E.) Under survey, or otherwise being examined	1,324·10
(F.) Otherwise	60·40

Total lines which will probably be completed within a few years ... 6,472·33
(4,000 miles.)

As an indication that the control of the State over the inauguration of fresh lines or extensions of existing ones is not a dead-letter, we find that permission has been refused for thirty-three lines of an aggregate length of 432 km. The reasons for the refusal are either strategic, or from the opinion being held that the chances of ultimate financial success are too slender.

The organization in connection with vicinal railways is somewhat peculiar, and in order that it may be better comprehended it must be understood that the capital is provided by three, or possibly four, parties—viz., the State, the provinces, the communes, and possibly private individuals—in various proportions, but on the average as follows: State, 43·7 per cent.; provinces, 27·9 per cent.; communes, 27·1 per cent.; individuals, 1·3 per cent.

The following is the method followed in connection with a new line: The local population, having become convinced of the desirability of a line from A to B, approach the local communes and urge them to support the line. The Communal Councils consider the matter, and if favourable write to the National Society, who, after submitting the matter to the Government to ascertain that the Army authorities raise no objection, reply stating that if the communes will lodge £—, being the estimated cost of a preliminary investigation, the matter will be looked into. The communes then vote the necessary money; or some person, such as a large manufacturer deeply concerned, may find it. Then the society sends into the district to be served, its officers, commercial and engineering. The communes and interested parties bring before these officers all the information they have at their disposal with regard to the capabilities of the district to support a line, the population likely to use it, and how it may best be located to avoid conflicting interests and cheapen cost of land-acquisition and other things. On the information obtained by its officers the society formulates a preliminary report (see sample report at end). This is forwarded, with the proposed tariff, to the State Department dealing with these matters (the Ministry of Railways, Posts and Telegraphs), and it is considered by the Government, who approach the question from, firstly, the point of view of its effect on the strategical position in case of war; and, secondly, the effect it will have on the business of the State railways or other vicinal railways with which it might be in competition, or which it might benefit; and, thirdly, the prospects it has of being a paying concern now or in the immediate future; and,

fourthly, whether it is generally in the interests of the country as a whole that the line be constructed. They also, through their own officers, check and confirm the figures of probable traffic, population to be served, and cost, as given in the preliminary report.

When the Government has weighed all considerations and decided favourably they then so notify the National Society, and express their willingness to take up a share—generally half the capital—assuming the same to be somewhat as indicated by the results of the preliminary investigation.

The Government sanction and financial assistance being obtained, the society proceeds to raise the balance of the capital. The local authorities must find at least 50 per cent. The provinces usually find 33 per cent. or 25 per cent., leaving 17 per cent. or 25 per cent. to be found by the communes or private individuals. The last part is usually divided amongst the benefiting communes in proportion to the length of line within each commune and the population of each which will obtain direct benefit. Should any commune consider that it is assessed too high it may reduce its contribution or refuse to contribute at all. In this case the whole scheme would fall through unless the surrounding communes or private parties came forward and agreed to find the balance necessary.

The allocation of the capital having been finally agreed upon, the authorities lodge no cash, but annuities, guaranteeing to pay for ninety years an annual sum equal to $3\frac{1}{2}$ per cent. on their respective shares. The annuities having been duly arranged, the actual cash is raised by the sale of 3-per-cent. debentures guaranteed by the State, repayable in part annually (the part to be chosen by ballot) at such a rate that all are repaid in ninety years.

The capital being satisfactorily arranged, the society proceeds to make a complete survey, with plans in detail, as required by the Act, and close estimates. Assuming the latter not to differ materially from the preliminary estimates, they make formal application for a concession.

The State then examines the route and requests modifications if thought desirable, or, if all is correct, advertises the route (this is equivalent to our centre-line Proclamations, but more thorough), the plans being placed on exhibition in public places in each commune. Objections are then heard, and if well grounded the society may be requested to make such alterations as will obviate hardship (for instance, refrain from putting the line between a man's house and his well, or similar cases). All objections being overcome, or disregarded if considered trivial, and the land being obtained (either by direct purchase or, in the event of non-agreement, by proceedings under the Belgian equivalent of the Public Works Act), the line is then constructed and an adequate supply of rolling-stock provided.

We now come to the most original part of the scheme. The working of the lines is *not controlled directly* by the central organization of the National Society, but each line or group of lines is *leased* by public tender, the line or group being granted for a period of years, usually thirty, with right of resumption in fifteen, to the tenderer offering to pass over to the society the largest sum per annum, or agreeing to carry on the working for the least amount of pay—the first in the case of a line with good prospects, the second in the case of a line of doubtful profit. Thus, in the case of good steam-operated lines tenderers will offer to pay to the central organization from 30 per cent. to 40 per cent. of the gross receipts; or, in the case of electric lines, from 20 per cent. to 30 per cent. of the gross receipts. Of course, tenderers may offer anything they please, and their tenders do vary very widely, but the figures given represent usual results.

When tenderers are unlikely to make offers on the first basis the tenders are called in a different form, thus: The payment is expressed as a formula, in which the terms are as follows: Let R = total annual earnings in francs per kilometre; let x = fixed annual payment required by tenderer: then tenders will be expressed as follows: $\text{Tender} = x + \frac{R-x}{2}$. That is to say, the tender requires an annual payment of x francs per kilometre for working the line plus 50 per cent. of any balance there may be from the gross receipts after payment of the sum x .

Taking a concrete example: First system: Supposing the tenderer considers the line will produce 2,100 fr. per kilometre year, he tenders $33\frac{1}{2}$ per cent.: this means that he takes 1,400 fr. per annum and pays the society 700 fr. Worked out on the second system, and taking the same figures, he would tender $700 + \frac{R-700}{2}$. This again equals 1,400 fr. to the tenderer and 700 fr. to the society.

In order that there might not be too great a multiplication of small bodies, with their inevitable waste, small companies were permitted to undertake the management of a number of lines, and some of them have grown to fairly large dimensions (see table at end of report). Frequently these companies consist of an association of the local bodies interested. At present (1913), out of forty-two subsidiary companies seven are local bodies' associations. The extent of line controlled by different concessionaries varies very much—from 300 km. down to 25 km., and from one small line to a group of sixteen sections.

Occasionally the central organization takes control temporarily for various reasons, but this is not done when avoidable, owing to the difficulty of controlling small scattered enterprises from a central administration situated at a distance.

In order to safeguard the society's interests in its property while the same is under the immediate control of the lessee, guarantees are required from the lessee in the shape of a deposit with tender in proportion to the length of line leased and the amount of rolling-stock and structures. The rolling-stock and buildings must also be insured by the lessee in favour of the society. *The guarantee deposit is the only capital required by the lessee.* The contract also stipulates the minimum number of trains and the tariff to be charged. The latter may be varied by the society, with the consent of the State. The society may also alter the position of stations and stopping-places, and may instal or remove private sidings.

As stated above, before a concession is applied for a tariff is drawn up, based upon the special circumstances of the case, and if approved this is embodied in the deed of concession.

The Government may require the charges to be increased if of opinion that the proposed line is liable to become a competitor of an existing State railway.

Should the earnings of a line be so low that the proportion handed over by the lessee is a less dividend than $3\frac{1}{2}$ per cent. on the capital the public authorities concerned must make up the difference between the dividend and their annuities. Any private shareholders, having subscribed in cash, simply receive the dividend as it stands. Should the dividend equal $3\frac{1}{2}$ per cent. the public authorities are not called upon for their annuities. Should the dividend exceed $3\frac{1}{2}$ per cent. the annuities are settled, and the balance paid out to the public shareholders as a second dividend. Thus, supposing the capital is 1,010,000 fr., of which 1,000,000 fr. are public and 10,000 fr. private holdings. The 10,000 fr. would be paid in cash, and annuities equal to 35,000 fr. would be lodged by the public authorities concerned. Supposing the earnings to produce 40,400 fr., the private shareholders would receive 400 fr., equal to 4 per cent. on capital; the public shareholders would have their annuities for the year met, and receive a cash dividend of 5,000 fr. Should the earnings only produce 30,300 fr. the private shareholders would receive 300 fr. (= 3 per cent. on capital), but the public shareholders would have to pay in their annuities less the dividend—that is, they would require to supplement the earnings of the line by a cash payment of 5,000 fr. to the National Society. This cash payment would be made from the consolidated funds of the General Government, and from the ordinary revenue of the provinces and communes concerned.

The necessary 35,000 fr. having been received from the public shareholders, either from their share of the earnings of the line or from the same augmented by direct payments under the terms of the annuities, the money is applied as follows: 3-per-cent. dividend to the debenture-holders is first paid, this absorbing 30,000 fr. The remaining 5,000 fr. is used to pay off that amount of the debentures, the recipient being chosen by ballot. The next year the 35,000 fr. being again ready for division, 3 per cent. on the capital (now only 995,000 fr.) is first set aside; this, equalling 29,850 fr., leaves 5,150 fr. to pay off debentures, the recipient being again chosen by ballot. Next year 35,000 fr. is divided into 3 per cent. on 989,850 fr. (= 29,695·5 fr.), leaving 5,304·5 fr. to pay off further debentures. Thus the interest is gradually reducing, and the amount available for redemption of debentures is increasing, until at the end of ninety years (the term of the annuities) all the capital is paid off.

As an instance of actual earnings of some of these lines, for passengers alone, on routes serving approximately two hundred persons per mile, the earnings were 1,856 fr., 2,647 fr., and 1,943 fr. per kilometre year, while from goods traffic approximately half the above would be about an average.

In the past the State sometimes contributed less than 50 per cent. of the capital, but now-days the State's share is practically always 50 per cent.

The state of the finances five years ago was as follows:—

		Francs.	Proportion per Cent.
Total capital	.. .. .	249,226,000	..
State	.. .. .	103,606,000	41·6
Provinces	.. .. .	70,559,000	28·3
Communes	.. .. .	71,229,000	28·6
Private	.. .. .	3,832,000	1·5

while in 1912 the situation was as follows:—

Total capital	.. .. .	350,144,000	..
State	.. .. .	153,098,000	43·7
Provinces	.. .. .	97,739,000	27·9
Communes	.. .. .	94,727,000	27·1
Private	.. .. .	4,580,000	1·3

We thus see that communes and private individuals are gradually contributing less to the schemes, the State finding the balance.

Taking the new lines conceded during 1912, ten in number, we find that in only one case was the State's share less than 50 per cent. (44·4 per cent.), while of the lines on which an increase of capital was authorized during the same year, fifteen in number, the State's share was always 50 per cent., and three times over that—as high as 55·1 per cent.

To show the variations in the different lines, I quote herewith the actual capital and percentages of same to the whole subscribed for the various lines conceded last year:—

Line.	Capital.					Percentage.			
	Total.	State.	Provinces.	Communes.	Private.	State.	Provinces.	Com-munes.	Private.
a	468,000	208,000	104,000	156,000	..	44·4	22·3	33·3	..
b	310,000	155,000	77,000	78,000	..	50	25	25	..
c	2,625,000	1,312,000	656,000	657,000	..	50	25	25	..
d	670,000	335,000	167,000	168,000	..	50	25	25	..
e	1,550,000	775,000	387,000	388,000	..	50	25	25	..
f	620,000	310,000	155,000	155,000	..	50	25	25	..
g	1,120,000	560,000	373,000	187,000	..	50	33·3	16·7	..
h	980,000	490,000	245,000	245,000	..	50	25	25	..
j	710,000	355,000	177,000	178,000	..	50	25	25	..
k	1,120,000	600,000	400,000	193,000	7,000	50	33·3	16·1	0·6

Reference :—

- a. Moerbeke to Dutch frontier.
- b. Extension of Brussels-Schepdael-Ninove line.
- c. Dour-Quievrain-Pommeroeul (amalgamation with Mainvault-Quievrain).
- d. Extension of Haine - St. Pierre to Morlanwelz.
- e. Extensions of Wasmes and Sars-la-Bruyere towards Dour, on the vicinal lines of Borinage.
- f. Extension of Meirelbeke-Zwijnaerde-Gand (St. Pierre), of the Meirelbeke-Herzele-Grammont line.
- g. Bree to Hamont.
- h. Pecq to the frontier, towards Roubaix.
- j. Branch from Thoricourt to Silly, from the Lens-Enghien-Soignies line.
- k. Branch from Ohey-Havelange of the line Andenne-Soree-Ciney.

(NOTE.—This year really shows less variation in the proportions than past years.)

The plan attached to this report shows the State railways in black and the vicinal railways in red; those actually working by a full line, and those under construction and to be opened shortly by a dotted line. The rolling-stock is as follows: Steam traction—730 locomotives; 1,900 carriages, first and second and mixed; 84 carriages and van combined; 436 baggage-cars; 5,421 wagons with removable sides; 1,174 wagons (closed); 646 flat cars; 60 special wagons. Electric traction—456 motor-cars; 248 trailers (closed); 197 trailers (open); 9 petrol electric cars; 41 vans and miscellaneous wagons.

The regulations of the enterprises and for leasing provide the following obligations in favour of the workers: (1) Assurance against accident; (2) creation of ambulance service; (3) application of minimum wage and maximum hours; (4) affiliation of the workers of the lessees with a mutual superannuation society. In addition to the mutual superannuation the management of one of the subsidiary companies has created an accident and sickness fund.

The working-expenses of the National Society amounted to 936,633.30 fr., equalling 3.5 per cent. on the gross receipts. This is an average figure, the percentage five years ago having been 3.507.

Of the 146 lines working during the whole of 1912, 109 lines show an increase over 1911, and thirty-seven a diminution. Of the 109 mentioned, 108 showed a larger dividend than last year.

The following shows the financial state of 142 of the lines, for which complete figures are available: Fifty-six gave a dividend greater than the annuity; fifteen gave a dividend greater than 3 per cent.; nineteen gave a dividend greater than 2.5 per cent.; sixteen gave a dividend greater than 2 per cent.; thirty-six gave a dividend less than 2 per cent.

Eliminating the lines open less than a year, the table below gives the mean dividends under different kinds of shareholders for 1912 :—

Shareholders.				Capital subscribed.	Dividend due.
				Francs.	Percentage.
Government of Belgium	..	..	..	101,234,000	2.6602
Province of Antwerp	..	..	..	8,105,000	3.6277
Province of Brabant	..	..	..	10,011,000	3.1778
Province of West Flanders	..	..	..	8,455,000	3.1750
Province of East Flanders	..	..	..	4,848,000	2.0490
Province of Hainaut	..	..	..	11,214,000	2.5158
Province of Liege	..	..	..	9,655,000	2.9941
Province of Limbourg	..	..	..	4,658,000	2.8061
Province of Luxembourg	..	..	..	5,872,000	1.7449
Province of Namur	..	..	..	6,181,000	2.6382
Communes	..	..	..	71,249,000	3.0273
Individuals	..	..	..	4,257,000	4.1602
Total and mean	..	..	..	245,000,000	2.8381

The average dividend has decreased in ten years from 3.27 per cent. to 2.84 per cent. This is due partly to increased cost of working; partly probably to the fact that in the early days insufficient provision was made for renewals now becoming necessary; and partly to the fact that, all the best lines having been made, extensions are now being built into less profitable territory.

It will be seen from the foregoing that the lines, in a strict sense, cannot be considered to pay. The same applies to the standard-gauge State railways, and still more to the State system of canals. The policy of the Government is strongly paternal, the question of actual cash return from the public utilities being secondary to the question of developing internal industry, commerce, and agriculture, the indirect returns from which make up, in a way apparently satisfactory to the rulers of the country, for any loss on the means of communication. The result of that policy is found in the dense population which finds it possible to earn a livelihood in the country, and the fact that they are generally satisfied with the conditions of life is evidenced by the absence of any emigration movement.

The following are the regulations governing the granting of concessions :—

The request for a concession must contain—

- (a.) A statement of the objects sought, the public advantages, method of connection with existing lines, canals, roads, &c., and the affect likely to be produced thereon.
- (b.) Detailed estimate.
- (c.) Rates and charges proposed, and estimated revenue, based on these.]
- (d.) Suggested conditions upon which the work is to be carried out.
- (e.) Ordnance map showing route (about 25 chains = 1 in.).
- (f.) General plan of district, showing line, sidings, crossovers, &c., to be built (about 3 chains = 1 in.).
- (g.) Special plan for each portion of line in urban districts (about 16 ft. = 1 in.).
- (h.) Longitudinal section of line, with levels.
- (i.) Detail plans of larger structures, type of rail, &c.

The plans and other particulars shall be advertised by exhibition in every communal hall concerned for a fortnight, and the Mayor and Councillors shall receive any comments by the public. The witnesses shall supply signed declarations, which shall be embodied in the report which the Mayor and Council shall draw up (based upon the evidence and their own opinion) within eight days of the close of the fortnight before mentioned. On receipt of the communal reports the society shall consider them, draw up its own conclusions, and forward the whole within a fortnight to the Minister of Railways, Posts and Telegraphs. The Minister may make such changes in the scheme as after inquiry he deems advisable, and if the changes are extensive, such as altering the route or position of lines within town areas, he may, if he considers it necessary, order a fresh inquiry, which shall be held as at first, but for a period of eight days instead of fourteen. After being satisfied by all due inquiry the Minister shall definitely approve the works and the conditions upon which the work is to be carried out.

The general conditions upon which concessions are granted to the National Society are as follows :—

Construction.

- (a.) The vicinal railway and all subsidiary works shall be constructed in accordance with the plans attached to the Act of Concession, and any detail plans subsequently approved by the Minister.
- (b.) The National Society shall take such measures as will prevent any interference with the flow of waters, constructing, if necessary, new ditches, sewers, &c.
- (c.) Similar provision *re* public and private roads and access.
- (d.) Safeguards public (during construction temporary roads, &c.).
- (e.) Only good materials shall be used, and all work shall be done in workmanlike manner and under expert supervision.
- (f.) Further safeguards public (dangers to be lighted and fenced, &c.). Also gives power for alterations after Minister's authority is obtained, and empowers Minister to order modification without cost to the State if such appears necessary as the work proceeds.
- (g.) Roads to be widened if necessary.
- (h.) If land is to be taken proceedings to be in accordance with Public Works Act.

Maintenance.

- (a.) The society shall properly maintain—(1) The vicinal line and all its appurtenances for the periods of the concession; (2) all subsidiary works not directly connected with the railway (such as road-diversions, &c.), whether made at the inception of the scheme or at any later date, for a period of one year.
- (b.) Local bodies have right to alter streets traversed by vicinal railway, either in grade, sections, paving, &c., or to lay drains, &c., on them, and the society shall assist by taking up and relaying its line and, if necessary, suspending its traffic without cost to the local body.
- (c), (d), (e), (f), (g) require repairs of various kinds of paving to be carried out in accordance with recognized methods.
- (h.) When any structures are altered, strengthened, or enlarged the division of the future maintenance shall be arranged between the authorities controlling them and the society, amicably if possible, when the conditions must be submitted for approval to the Minister; or, if agreement is impossible, then the matter shall be settled by the Minister, who will decide finally the liabilities of each.
- (i.) If works are not satisfactorily maintained, the Government may carry out necessary works after two notices at three days' interval, or, in case of urgency, on one notice, at the expense of the society and without prejudice to further proceedings against the society as provided for in the regulations, either for neglect or for damages caused by accidents due to neglect.

Working.

- (a.) Each line or section thereof shall only be opened by Minister's authority, granted after receipt of a report stating that the line may be safely and conveniently used (as in New Zealand).
- (b.) At any time the Minister may condemn plant considered unfit for use.
- (c.) Locomotives must be passed by authorities corresponding to our Inspectors of Machinery and Tramways Inspecting Engineer before being used.
- (d.) The society is responsible to the Government for the proper maintenance of everything indispensable to the working, whether it directly undertakes the working or leases out the same.

Control.

(a.) The State shall not bear any responsibility or obligation by reason of its control of management, the same being solely for the purpose of keeping the society faithful to its undertakings.

(b.) The controlling officers shall be furnished with free passes on all vicinal railways, and also free access to all works, buildings, &c.

Connections to Existing Lines.

(a.) When a vicinal line must connect with an existing conceded line, or run into a station, or cross on a level, the conditions of establishment, maintenance, and working of these portions of the line shall be regulated by agreements between the society and the concessionaire of the existing railway, the agreement to be approved by the Minister. Failing agreement, the Minister shall lay down conditions, and the parties shall themselves apportion the expenses caused by acting in accordance with his decree.

(b.) When a vicinal line must connect with a State railway, enter a station, or cross on a level, the conditions, as in (a), must be regulated by the Minister, who shall, before finally laying down the conditions, hear the opinions and objections, if any, of the society.

Private Connections.

(a), (b), (c), (d), and (e) grant permission to the society, with the Minister's sanction—or the Minister, after hearing argument by the society—to establish and control private sidings.

Tariffs.

(a.) Tariffs include, first, prices of passenger and goods transportation; and, second, conditions governing the same.

(b.) Tariffs are fixed in special regulations attached to each concession, the State always reserving the right to order the raising or prohibit the lowering of the same.

(c.) When supplied with the necessary information by the society the Minister shall lay down the conditions of transport, including table of distances between stations.

(d.) The society may alter the tariff after two weeks' advertising in all waiting-rooms on lines affected, after obtaining Ministerial approval.

(e.) No preferential rates shall be granted.

(f.) Minimum distances shall be 2 km. for passengers and 5 km. for goods, every kilometre commenced counting as 1 km.

Post and Telegraph.

(a), (b), (c), (d), (e), (f), (g), (h), and (i). All these clauses deal with details of free service to be rendered by vicinal railway in the collection and carriage of mails, and Postal and Telegraph officers, and postal vans.

Military Transport.

(a.) Soldiers in uniform, with baggage and horses, shall be carried at half-rates, and in accordance with the Government railway regulations.

(b.) The whole equipment of any line which the Government may require for the transport of troops and equipment shall be instantly placed at its disposal.

Customs.

(a.) Customs officers in charge of goods shall be carried free.

(b.) The Minister of Finance (in New Zealand Minister of Customs) may issue free passes to officers whose duties require them to travel on the vicinal lines.

Elections.

At elections the society must grant the same reduced fares as the State railways, and must despatch such trains as the Minister (of Internal Affairs) shall consider necessary and direct.

Purchase by State.

(a.) By giving six months' notice the Government may at any time purchase any line or lines on payment of a sum equal to the average net receipts of the line or lines for the past three years, capitalized at $4\frac{1}{2}$ per cent. plus an increase of 15 per cent. premium.

(b.) Provided, however, that during the first seven years of operation the purchase-money shall not be less than the first cost, including plant and rolling-stock.

(c.) On payment of the above purchase-money the State shall take over the rolling-stock, locomotives, maintenance departments, equipment, and the plant and equipment of the mechanical department, in addition to the line, with all its buildings and other appurtenances.

(d.) Both line and equipment must be handed over in good order, and be adequate to deal with the traffic.

(e.) The State shall take over stores at valuation.

Miscellaneous.

(a.) Before the society may cede the working of any of its lines the Minister reserves the right to approve (or otherwise) the assignee.

(b.) The Government may establish, either directly or by concession, any means of communication that it may deem necessary, or may authorize the State railways, or any other vicinal railway, or the suburban tramways, to be connected with a vicinal railway, without the society having any claim for prejudice which may arise from any of the above causes.

(c.) The Government may grant permission to any other transport agency to run its rolling-stock over sections of the vicinal lines, on payment.

(d.) If the defence of the country requires it the society must, on the first application of the military authority, remove or destroy any part of the vicinal railway; and in urgent cases the military may have the line removed or destroyed at the cost of the society without the society having any claim for damages under this head. (This last seems very unfair.—F.W.F.)

The majority of the lines traverse easy country. The older ones almost invariably follow the roads and streets, without fencing. Where it is absolutely necessary to cross over private land, only the absolute minimum width is taken. Frequently this is not fenced, cultivation extending almost up to the ends of the sleepers.

Of late years there has been a tendency to make lines more direct, cutting across properties and fencing the same, and a somewhat heavier class of formation has been done. (This may have something to do with the decreased dividends being earned—making the line of a more expensive nature than was justified by the probable traffic.) Earthworks generally are very moderate, the grades and curves being adjusted to follow the surface of the ground as closely as possible. Permanent structures are well built, of concrete, brick, and steel. From an æsthetic point of view the track-maintenance is not first-class, weeds being allowed to overrun the ballast, overhanging trees are not trimmed, crop grows up to the line, structures are unpainted, &c.; but a good running top is maintained on the line, and relaying is not unduly delayed. Sleepers are all creosoted. The usual weight of rails is 48 lb., under heavy traffic 60 lb., and where electric traction is in vogue 90 lb. per yard.

The steepest grades are 1 in 25 (4 per cent.) on electric lines, and 1 in 40 to 1 in 33 (2½ per cent. to 3 per cent.) on steam lines. The sharpest curves are 30 m. radius; these, however, are rare. Generally the curves are not sharper than 50 m. (164 ft.; 2½ chains).

All the rolling-stock and locomotives are designed and constructed by the National Society, and are handed over to the lessee. Also workshops for repairs are erected by the National Society at convenient points, and are placed at the disposal of the lessees of the lines.

Generally speaking, the locomotives and carriages are well maintained. The locomotives are of simple design and moderate power. As the policy is to run frequent trains, usually five per day each way, for the convenience of travellers, it is not necessary to have great hauling-capacity. The carriages are light and cheap, there being practically no upholstery (seated much like our electric cars). The moderate speeds and the shortness of the trains make a light carriage possible. The trucks, as a whole, are of ordinary types, like our K, L, and U mostly, and all goods are transhipped from the vicinal-railway cars to standard cars at the junction-points with State railways. This work is done expeditiously by raising the vicinal line or depressing the standard line and bringing them close together, thus bringing the floors of both level and contiguous.

The cost of transferring sugar-beets, of which as much as 3,000 tons per day is handled at one station, is only 1½d. per ton. However, the general charge for transferring is 2½d. per ton for ordinary cargo.

On one line near Dinant, which carries china clay to a pottery-works and brings back manufactured china, unloading from one truck to another would be expensive one way and lead to breakages the other, and as a consequence a type of truck has been developed on to which the loaded standard wagons can be run, and so carried bodily to their destination. This type of car is used elsewhere for special purposes, but is quite the exception. (NOTE.—A very similar car is used in England, India, and elsewhere for the same service.)

Though a fast time-table is not aimed at, the trains are very punctual. Probably this is accounted for by the fact that in case of delay passengers may recover damages.

The passenger-fares are very moderate, being based on 7 centimes first class and 5 centimes second class per kilometre single, with a minimum of 2 kilometres. Returns are still lower, 11 and 8 centimes per kilometre, counting distance one way. As previously mentioned, the tariffs for each line are separately fixed, but, the following may be taken as a fair average of prices:—

Partial Loads.

(Per ton, with minimum of 100 km. = 2 cwt.)

30 centimes per ton per kilometre for 10 kilometres.

22·5	„	20	„
20	„	30	„
19	„	40	„
18	„	50	„
17·5	„	60	„
17	„	70	„
16·8	„	80	„
16·7	„	90	„
16·5	„	100	„

Truck-loads.
(5-ton lots.)

Class A (Covered Trucks).	Class B (Open Trucks).	Class C (Open Trucks).	Kilometres.
Francs.	Francs.	Francs.	
1-80	1-60	1-20	10
3-10	2-70	1-90	20
4-40	3-80	2-60	30
5-70	4-90	3-30	40
7-00	6-00	4-00	50
8-30	7-10	4-70	60
10-90	9-30	6-10	80
13-50	11-50	7-50	100

Many special articles have special treatment, and generally it will be seen that the rates are much lower than in New Zealand. Take, as an instance, Class A, for 100 km.: this costs, in Belgium, 11s., and in New Zealand 37s. Another instance of low rates: Coal, same distance, in Belgium, 3s. 8d.; in New Zealand, 8s. 6d. The cheap, non-perishable cargoes, such as gravel, coal, bricks, &c., mostly carried under Class Q, New Zealand's cheapest rate, are carried at specially cheap rates—about three-fifths of Belgian Class C.

During my stay in Belgium I examined the vicinal railways in every province, and took every opportunity of conversing with the people, and I found that amongst all classes—the city business men, the railway head officials and employees, and the country farmers and workmen—there was an opinion that the vicinal railways were, if not the foundation of, at least a very necessary factor in, the welfare of the country as a whole. I attribute this very largely to the fact that the people themselves, either individually or through their local Councils, are financially connected with the promotion of the lines, and consequently feel themselves part-owners in a way that does not apply to lines constructed entirely by the State and operated by the Railways Department. Having their dividends to look to, and knowing also that a private party, possibly a fellow-townsmen and friend, has undertaken to run the line they use for a term of years, they are not likely to make unreasonable demands on the management or to agitate for improvements in the convenience, time-table, and general style of working which were not anticipated at the first inception of the scheme, and are probably not warranted by the traffic.

It appears to me that there is room in many parts of New Zealand for the application of the principle of vicinal railways, and I trust that the information herein contained may assist in bringing many isolated communities into closer touch with existing railways or ports, to the mutual advantage of themselves and the State.

The Administrative Council of the National Society consists of the following members:—President—M. Fris, Senator: Vice-President—M. Lagasse de Loch, Director-General of Public Works: members—M. the Chevalier de Borman, President of the Provincial Council of Limbourg, and permanent Deputy; M. Ramaeckers, Honorary General Secretary to the Minister of Railways, Posts and Telegraphs; M. Vanderlinden, Inspector-General of Public Works; M. Colaert, solicitor, member of the House of Representatives, and Mayor of the Town of Ypres; M. Chevalier, permanent Deputy for the Province of Hainaut.

In closing I must place on record the assistance I received from the High Commissioner, who furnished me with introductions through the Foreign Office; from M. H. Caufriez, the Director-General of the National Society; and more particularly from M. E. Belpaire, Chief Engineer, who personally conducted me over some of the lines and provided me with the greater part of the detail information herein contained, and generally assisted me in my inquiries.

As appendices hereto I have made a translation of the laws and regulations governing the construction and working of the vicinal railways, and also a translation of a preliminary report upon an actual line.

On my travels I looked into the question of light railways, in a more or less degree, in Australia, Ceylon and India, Egypt, France, Italy, Norway, and England, and, if desired, can make a further report. The figures showing how much cheaper the narrow-gauge lines are to operate than the standard-gauge are interesting.

I have, &c.,

F. W. FURKERT,
Inspecting Engineer.

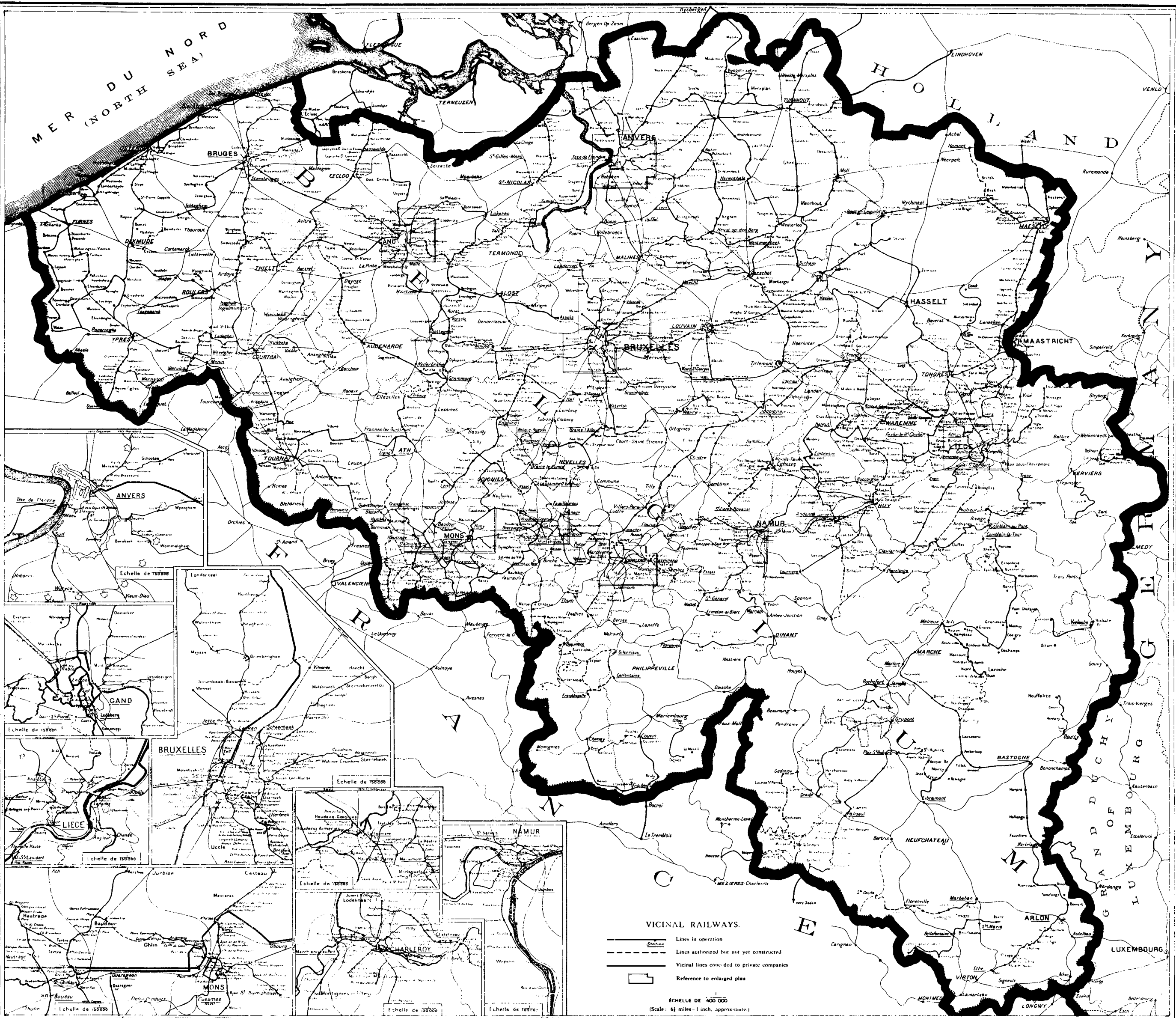
The Engineer-in-Chief, Public Works, Wellington.

MAP SHOWING VICINAL RAILWAYS OF BELGIUM.

To accompany Report by F. W. Furkert, Assoc.M.Inst.C.E., A.M.I.Mech.E., 22nd December, 1913.

Société Nationale des chemins de fer vicinaux

Avril 1913.



APPENDIX I.

TRANSLATION OF DOCUMENTS RELATING TO THE INSTITUTION OF THE NATIONAL SOCIETY OF VICINAL RAILWAYS.

I.

Minister of Finance, and Minister of Agriculture, Industry, and Public Works.

LAW ON THE VICINAL RAILWAYS, REVISED AND AMENDED.

[24th June, 1885.]

LEOPOLD II, KING OF THE BELGIANS.

Greetings.

PARLIAMENT has adopted, and we sanction, the following :—

Article I.

The Government is authorized to approve the statutes of a society constituted at Brussels under the name of "The National Society of Vicinal Railways," as they are annexed to the present law.

Article II.

The vicinal railways are conceded by Royal Proclamation.

They are conceded to the National Society of Vicinal Railways.

Nevertheless they may be conceded to other societies or private individuals if within a year of their request for a concession the National Society has not made a similar request, or has not, within the time fixed by the Government of receiving a concession, constructed the line.

Article III.

No concession is made without consulting Communal Councils and permanent provincial delegates.

All concessions are preceded by an inquiry into the utility of the enterprise, the route, and the proposed tariff.

Article IV.

No concession is accorded to the National Society unless it is assured of the subscription of sufficient shares to secure the construction and satisfactory opening of that line for working.

Article V.

Concessions are accorded to the National Society for so long as it endures, and to other societies or individuals for special periods fixed by the special Proclamation, and in no case exceeding ninety years.

Article VI.

Tariffs are fixed by the National Society under Government approval. Nevertheless Government has power to require the raising or forbid the lowering of any tariff.

Article VII.

Government has the right to control all operations of the society, and with that object to demand all information and returns. It may oppose the carrying-out of any measure which in its opinion may be contrary to law, statutes, or the interests of the State.

Article VIII.

Government controls the policy of the vicinal railways. It may swear in the employees of the concessionaires and confer upon them all the powers and duties of ordinary police in accordance with regulations made under laws of the 15th June, 1843, concerning railway police. It may impose upon the concessionaires in the public interest, either general, provincial, or communal, the obligations and free transport, or transport at reduced rates, which it judges required (?).

The National Society must conform to the law of the 22nd May, 1878, in connection with the employment of the Flemish language in administrative notices.

Article IX.

The intervention of the State as a subscriber in the proceedings of the National Society must not exceed half the nominal capital of each line, unless by special Act.

Article X.

Government is authorized to guarantee to third parties, on conditions determined by it, the interest and sinking fund on the debentures issued by the National Society, representing the annuities due by the communes, the provinces, and the State.

The commitments of the State, as a guarantor, shall not exceed the sums fixed by law.

Article XI.

The concessions of the society are not taxable by provinces or communes; it is exempt from license fees, or any taxes, rates, or tolls for its construction-work directly appertaining to the building or working of the vicinal railways.

Article XII.

The following are exempt from stamp duty: The constitutive Act of the society, copies of or extracts from the Act, the register of shareholders and others, the share-certificates, the deeds of annuities subscribed by the communes and provinces, and the documents which affect the security and profit of the State, such as the bonds issued by the society and the notices in connection with working. Documents are registered free.

Article XIII.

All concessions may be repurchased by the State on the conditions fixed in the Proclamation of concession.

Article XIV.

Every year the Minister of Agriculture, Industry, and Public Works shall place on the table of the House of Representatives a report of the Administrative Council showing the position of the affairs of the society. Attached thereto shall be a list of the concessions issued and the last balance-sheet.

Article XV.

If the society constructs a line for which a concession has been regularly requested, accompanied by a plan of works, before the 12th May, 1882, the person who requested the concession shall receive payment for his survey, &c., at a rate and on conditions to be fixed by Royal decree (? Governor in Council).

Article XVI.

The present law does not apply to tramways designed to serve towns. These will remain as before, under the law of the 9th July, 1875.

Article XVII.

Temporary arrangement. The Government is authorized to guarantee to third parties during ninety years interest and sinking fund of the society's debentures at the rate of 600,000 francs (£24,000) annually, which it was authorized to guarantee by the Law of the Budget of Public Debt for 1885.

Article XVIII.

The present law repeals that of the 28th May, 1884.

We promulgate the present law, and order that it shall receive the State seal, and be gazetted
Given at Ostend, 24th June, 1885.

LEOPOLD.

In the King's name.

A. BEERNAERT, Minister of Finance.

Chevalier de MOREAU, Minister of Agriculture, Industry, and Public Works.

Seen and sealed.

J. DEVOLDER, Minister of Justice.

APPENDIX II.

(Preliminary omitted.)

LAW OF 24TH JULY, 1885, AND SPECIAL ARTICLES OF LAW OF 15TH APRIL, 1898, INTERCOLATED.

CHAPTER I.

Clause 1.—A limited-liability company is founded, under the name of "The National Society of Vicinal Railways." Its headquarters is established in Brussels.

Clause 2.—The society has the object of the construction and working of vicinal railways in the kingdom, and, if necessary, their prolongation into foreign territories. The society may deposit its funds temporarily or open an account current at the General Savings-bank or the National Bank. It may also apply them to the purchase of State, provincial, or communal debentures. All other operations are forbidden.

Clause 3.—The charter of the society is not limited in duration. Its dissolution cannot be pronounced except by special legislation, which shall also determine at the same time the methods and conditions of its liquidation.

Clause 4.—The National Society may abandon the working of a vicinal line in any of the following conditions: (a) If during three consecutive years the gross earnings of that line has been insufficient to cover working-expenses; (b) if during five consecutive years the net earnings has been insufficient to cover 50 per cent. of interest on capital of the first establishment. Proposals for ceasing working of a line under the first condition may be made by the Administrative Council of the National Society, or by one of the shareholders of the group directly interested, and under the second condition by one of the shareholders of the said group. The proposals must be submitted to an extraordinary general meeting of the shareholders of the National Society.

CHAPTER II.

Clause 5.—The capital shall equal the outlay for the construction, plant, and equipment of the line. (Land-purchase, survey, &c., must be included in construction.—F.W.F.) It shall be divided into as many series of shares as there are lines conceded. Each series of shares has

a right to the profits produced by the line to which it corresponds, but only within the limits hereinafter fixed. Two-thirds at least of the shares of each series must be taken by the State, the provinces, and the communes.

Clause 6.—The shareholders are not liable for more than the amounts of their investment in the National Society. All shares are for 1,000 francs. The payments shall be made on the dates fixed by the Administrative Council. The State and the provinces may discharge their liabilities by payment of annuities during ninety years. Communes may do the same if they can prove that they possess the necessary resources. The annuities are fixed in such a manner that the debentures representing them, conforming to clause 2, shall be redeemed in ninety years. The annuity certificates are immediately delivered to the society. They are not transferable.

Clause 7.—Payments in arrears shall bear interest at 6 per cent., payable to the society. After two notices, given at two months' interval, the Administrative Council may forfeit the shares of the shareholders in arrears, and in such case the moneys already paid shall remain the property of the society.

Clause 8.—The shares are apportioned to the State, the provinces, and the communes by name. The provinces and the communes may sell their shares with Government authorization. The shares appertaining to private individuals are individualized and transferable. Nevertheless, they must remain nominative until their entire liberation. ("Toutefois elles doivent demeurer nominatives jusqu'à leur entière libération.") The meaning of this is rather obscure.—F.W.F.)

Clause 9.—The transferable shares and the nominative certificates are signed by two administrators. One of the signatures must be affixed by means of a stamp.

Clause 10.—After the expiration of ninety years' working of the line the State, the provinces, and the communes interested will have the right to repurchase at par the shares belonging to the line originally taken up by private individuals.

Clause 11.—The society may issue debentures representing the annuities which are due to it. The manner and condition of this issue must be approved by the Government.

CHAPTER III.

Clause 12.—

<i>Old.</i>	<i>New.</i>
The society is administered by a council of a president and four administrators, and by one general manager.	As before.
The Government may increase the number of administrators to six. In that case it shall nominate the two new members for the first time.	As before.
There is a supervising committee composed of six members.	There is a supervising committee composed of nine members.

Clause 13.—The president of the administrative council is nominated and may be retired or suspended by the King. This nomination is made for six years. It may be indefinitely renewed for the same time.

Clause 14.—The other members of the administrative council are half nominated by the King and half elected by a general meeting of shareholders. Every three years from the third year half the members retire. Their appointments may be indefinitely renewed. A ballot will determine which members should retire. One of the retiring members will be replaced by the King and one by the shareholders at a general meeting. If three administrators retire simultaneously the third is alternately replaced by the King and the general meeting. In case of a vacancy on the administration amongst those to be appointed by the general meeting, the supervising committee will delegate one of its members to fill the vacant place temporarily. In that case the first general meeting proceeds to the definite election.

Clause 15.—The King nominates a member of the administrative council to replace the president when he is absent, removed, or suspended. This member is styled "vice-president."

Clause 16.—There is taken towards the general expenses an annual sum of 15,000 francs as a minimum and 30,000 francs as a maximum, to be divided according to number of attendances between the president and the members of the administrative council as agreed upon between themselves. The president and each of the members of the council have also the right to receive 2 per cent. in dividing up the profits beyond the first dividend attributed to the shareholders. However, this extra payment must not exceed 10,000 francs for each.

Clause 17.—The administrative council is invested with most extensive powers to manage and administer the society. It sees to all the affairs of the company. For instance, it applies for and receives all concessions, extensions, and prolongations of the vicinal railways; it makes all agreements, buys and sells, for the construction and working of the railways conceded to the society; it fixes and decrees the successive augmentations of the capital; it declares the amount to be paid on the shares; it issues the debentures within the limits fixed by the statutes; it furnishes the guarantees for security for engagements entered into by the society, and accepts the guarantees offered as security in engagements with itself; it sells, transfers, and concedes all the movable property of the society; sells also all the excess land and other unmovable things bought for, but found unnecessary for the working of the lines; it determines the placing of the available funds, and

disposes of funds left in hand or in current account; it decrees the regulations relative to the organization of the services, as well as regulation of administration and the internal management; it fixes and modifies the tariff, under Government approval; it appoints, suspends, and dismisses all agents and employees, determines their powers, fixes their pay, salaries, and allowances, and, if it is required, the amount of their security (fidelity guarantee); it consents to the restitution of the security; it authorizes all actions at law; it negotiates, comes to terms, or refers to arbitration concerning all things connected with the society; it touches and receives all moneys due to the society; it gives withdrawal of all mortgage-deeds, and surrenders the actual rights covered by the documents; it gives equally withdrawal of distress warrants and attachments, the whole without having to be justified by the extinction of the debts to the society; it furnishes an annual report upon the society's operations and position to the Government. The preceding does not limit the powers of the administrative council, which is invested with all the rights which may be lawfully conferred upon it.

Clause 18.—The administrative council meets on the summoning of the president, or at the request of two of its members. The presence of a majority of the members is necessary to form a quorum. Decisions are carried by a majority of those present, and in the event of a tie the chairman has a casting-vote.

Clause 19.—The president can suspend the execution of any decision which appears to him contrary to law, the present statutes, or the interests of the State. He advises the Government accordingly, and if within a fortnight of that advice the Government does not legislate the decision may be carried out.

Clause 20.—The deliberations of the administrative council are recorded in a minute-book kept at the headquarters. This book is signed by the members who have taken part in the discussion. The copies or abstracts are signed by the president and by the general manager. In case of obstruction by the president the copies or abstract are signed in his room and stead by the vice-president or by two administrators.

Clause 21.—The Government has the right to have all registers and information produced if it judge it necessary to exercise its control over the operations of the society.

Clause 22.—General Manager: The director-general is nominated and may be retired by the King. His salary is fixed by a decision of the administrative council, approved by the Government. He has in addition the right of 4 per cent. on the profits in excess of the first dividend due to the shareholders, but this additional sum must not exceed 10,000 francs.

Clause 23.—The general manager is responsible for carrying out the decisions of the administrative council. He assists with a consultative voice at the meetings of the council. The daily management of the affairs of the society is confided to him. He represents the society in all its dealings from day to day, for which he renders an account to the council. He acts in all legal actions. He signs all conventions and acts resolved upon by the council.

Clause 24.—Supervising committee:—

Old.

The supervising committee is composed of six commissioners elected and retired by the general meeting.

The appointment of the commissioners is annual, and may be indefinitely renewed.

Members shall record the number of their attendances at meetings, for which the allowance shall be fixed by the general meeting.

New.

The supervising committee is composed of nine commissioners elected and retired by the general meeting. Each province must be represented.

As before.

As before.

Clause 25.—The committee gives it advice on matters submitted to it by the administrative council. The members have unlimited right of supervision over all operations of the society. It can peruse, but not remove, the books and correspondence, minute-book, and generally all documents. The right of individual supervision may be exercised by one or more of the members delegated by the committee. There is submitted to them each half-year a short statement of the financial position. The committee may submit to the general meeting the result of their mission, with the suggestions they consider desirable, and make known to them the method by which they have conducted the investigation.

CHAPTER IV.—ACCOUNTS, ETC.

Clause 26.—A special account is kept for each line conceded. It includes the expense of establishment, upkeep, and working. The share of each line in the general expenses of administration of the National Society is determined according to the proportion which it supplied of the gross revenue of all the lines.

Clause 27.—The surplus over expenses by which a line should settle its account will be advanced by the National Society. It will be advanced at its risk and peril, save that it may deduct the amount advanced from the first profits which the same line produces during the following years. If the National Society abandons the working of a line before having recouped itself for the whole of its advances the part not recovered remains a charge, and will be deducted from its reserves.

Clause 28.—

Old.

The profit of each line will be divided, by right of first dividend, between the shareholders of that line up to the amount of $4\frac{1}{2}$ per cent. on the capital subscribed or the amount of the annuity due to pay off the capital, conformably to the mode of liberation of the shares to which they are given the preference (?).

New.

Under the profits of each line there will be deducted to the profit of the shareholders of that line a title to the first dividend, thus :—

- (1.) For the paid-up shares taken up before the 1st March, 1898, a sum equal to $4\frac{1}{2}$ per cent. of the capital invested. (2.) For paid-up shares taken up since the 1st March, 1898—
(a) If subscribed by public bodies, a sum equal to the annuity which would be required to pay off the capital in ninety years; (b) if privately subscribed, a sum equal to a dividend determined by the administrative council, so long as it does not exceed 4 per cent. on capital invested. (3.) For shares not fully paid up, a sum equal to the amount of the annuity due to pay up the capital subscribed. If the profits are not sufficient to to pay the whole of these deductions they must be distributed, proportionally to the amounts of each, amongst the shareholders of the different categories.

If there exist a surplus it will, after the deduction of the bonus to the administrators and general manager, be divided as follows : One-fourth for the constitution of a fund to provide for extension and improvement of the line; three-eighths to the shareholders for a second dividend; three-eighths to the National Society to form a reserve fund to cover possible future losses, and to permit of extension and improvement of the system. The funds of special provision (as above) of each line may be used for distribution in dividends, but not without Government sanction.

If there exist a surplus it will, after deduction of bonuses to the administrators and the general manager, be divided as follows :—

As before.

CHAPTER V.—GENERAL MEETINGS.

Clause 29.—The general meeting comprises shareholders personally or by proxy, members of the administrative council, the director-general, and members of the supervising committee. Each province and each commune having shares is represented by one delegate. The shareholders have as many votes as they have shares. Nevertheless, no one person may cast more votes than one-fifth part of the total shares issued, or two-fifths of the shares represented at the meeting.

Clause 30.—The meeting is held each year (first meeting, 1886) at Brussels, on the last Tuesday in April, at 2 p.m. The administrative council may call extraordinary general meetings. It must be called on the request of the supervising committee or of shareholders representing one-fifth of the capital.

Clause 31.—The general meeting is regularly constituted whatever number of shares are represented, and the majority present carry the resolutions. However, when any modification of the statutes or the abandonment of the working of a line is to be considered the meeting is not legally constituted unless the members represent at least the half of the capital. If this condition is not fulfilled a new meeting is necessary, and the new meeting's proceedings are legal whatever the amount of capital there represented. In each of the above cases each proposition requires to be carried by a three-quarters majority.

Clause 32.—

Old.

The vote by ballot may be demanded by ten shareholders, and is required for nominations and retirements.

In order to assure the secrecy of the ballot, no ballot-paper placed in the box must represent more than ten votes. The fractional votes under ten must be cast by ballot-papers representing one vote.

New.

The same.

In order to assure the secrecy of the ballot, no ballot-paper placed in the box must represent more than 500 votes; the fractional votes under 500 must be cast by ballot-papers representing each 100, 50, 10, and 1 vote.

Clause 33.—The notices for all general meetings contain the order of business, and comprise circulars to members and an advertisement inserted in the *Moniteur Belge* (Government Gazette.—F.W.F.), eight days before the meeting.

Clause 34.—The Board of the general meeting is composed of the members of the administrative council. The meeting is presided over by the president of the administrative council, and in his absence by the vice-president or other member of the council appointed by his col-

leagues. The president chooses his secretary. In case of a vote the board appoints two shareholding delegates as scrutineers. Each delegate signs the attendance register at each meeting with his name and the number of shares he represents.

Clause 35.—The minutes of the meetings are signed by the members of the board. Copies of or extracts from the minutes are signed by the president of the administrative council and by the director-general. In case of obstruction by the president the copies or extracts are signed in his room and stead by the vice-president or by two administrators.

CHAPTER VI.—REPURCHASE OF LINES BY THE STATE OR ABANDONMENT OF WORKING BY THE NATIONAL SOCIETY.

Clause 36.—When a line is taken over by the State the price serves to reimburse, in totality if possible, if not in part, the investments in the shares in that line. The balance, if any, will be divided, the half to the shareholders, to be divided amongst them, and the other half to the National Society, to be invested in its reserve fund.

Clause 37.—When the National Society abandons the working of an unproductive line, and the group of shareholders directly interested takes over the working, the line is made over to that group, subject always to the right of the society to draw the amount of the subscribers' annuities. If the said group refuses to take over the working of the line the liquidation of its capital is proceeded with. The portion of the assets due to the holders of paid-up shares shall be paid to them; that due to the subscribers of annuities will be retained by the society, to be applied to partial reimbursement of the obligations taken over. The liabilities of these subscribers will be reduced in proportion to these payments. In each of these cases the National Society will be permitted to deduct the sums which it may have advanced to cover the expense of working.

APPENDIX III.

(Preliminaries omitted.)

AMENDING ACT OF 18TH APRIL, 1898.

PRELIMINARY ARTICLE.

The Government is authorized to approve the modifications appended to clauses 12, 24, 28, and 32 of the statutes of the National Society of Vicinal Railways.

Clause 12.—The society is administered by a council formed of a president and four administrators and by a general manager. The Government can increase the number of administrators to six. In that case it shall nominate the two new members for the first time. There is a supervising committee composed of nine members.

Clause 24.—The supervising committee shall be composed of nine members, elected and deposed by general meeting. Every province must be represented. The election of members is annual, and may be renewed indefinitely. Members shall record their attendance at meetings, the allowance for which is fixed by general meeting.

Clause 28.—Under the profits of each line there will be deducted to the profit of the shareholders of that line a title to the first dividend, thus: (1.) For the paid-up shares taken up before the 1st March, 1898, a sum equal to $4\frac{1}{2}$ per cent. of the capital invested. (2.) For paid-up shares taken up since the 1st March, 1898—(a) If subscribed by public bodies, a sum equal to the amount of annuity which would be necessary to pay off the capital subscribed in ninety years; (b) if privately subscribed, a sum to equal a dividend determined by the administrative council, as long as this does not exceed 4 per cent. on capital invested. (3.) For shares not fully paid up a sum equal to the amount of the annuity due to pay up the capital subscribed. If the profits are not sufficient to pay the whole of these deductions they must be distributed, proportionally to the amounts of each, amongst the shareholders of the different categories. If there exist a surplus it will, after deduction of bonuses for the administrators and the general manager, be divided as follows: One-fourth for the constitution of a fund to provide for the extension and improvement of the line; three-eighths to the shareholders for a second dividend; three-eighths to the National Society to form a reserve fund to cover possible future losses and to permit of the extension and improvement of the system. The funds of special provisions (as above) of each line may be used for distribution in dividends, but not without Government sanction.

Clause 32.—Voting by ballot may be demanded by ten shareholders, and is obligatory in case of appointments or compulsory retirements. In order to secure secrecy of ballot no ballot-paper placed in the box shall represent more than 500 votes, the fractional vote below 500 being represented by ballots corresponding each to 100 votes, 50 votes, 10 votes, and 1 vote.

APPENDIX IV.

(Specimen Preliminary Report.)

Societe National des Chemins de fer Vicinaux.

VICINAL LINE from Binche—St. Vaast (Wazoir) to Haine—St. Pierre.—Length, 11 km. 100 m.
Gauge, 1 m. Capital, 1,275,000 fr. Cost per km., 115,000 fr.

MEMOIR DESCRIPTIVE.

ELECTRIC TRACTION.

(1.) *Description of the Line.*

The line projected, of a gauge of 1 metre, will commence in the Merbes Street at Binche, close to the State railway; from this point along the road called Roelux [*to the cemetery*]. It will connect with the existing line Binche—Bracquegnies. Then it will separate to follow Brussels Street and the road to Morlanuez, up to the castle Evence Coppee. It passes close to the graves of St. Barbara and St. Albert. Rejoining [*here follows a complete detailed description of the route as in a centre-line Proclamation*].

After detailed study of the conditions of working we will determine at which points it will be most suitable to fix the stopping-places so as to serve in the best manner all the interests along the route.

It is believed by some that the route described can be modified during the detail examination on the ground.

No generating-station will be erected. The line will be supplied, like those of Centre II and that from La Louviere to Binche, with current from the works of the Gas and Electricity Company of Hainaut a Bascoup.

(2.) *Utility of the Line.*

On the smallest valuation the following is the population to be served :—

Binche	12,125 inhabitants, one-fourth served = 3,031
Wandrez	1,329 inhabitants, one-fourth served = 332
Ressaix	2,869 inhabitants, one-fourth served = 717
Peronnes (charcoal-works) ..	2,848 inhabitants, one-third served = 949
Haine—St. Pierre	6,582 inhabitants, one-fourth served = 1,645
Haine—St. Paul	7,125 inhabitants, one-third served = 2,375
St. Vaast	1,666 inhabitants, one-third served = 555
Houding Aimeries	7,469 inhabitants, one-eighth served = 933
Crivieres	2,396 inhabitants, one-third served = 798

11,335

This gives 1,030 inhabitants per kilometre of line.

The industrial importance of the localities to be served—Ressaix, Peronnes, Haine—St. Pierre, Crivieres, Bois du Lue, and Strepy—Bracquegnies—permit the expectation of considerable traffic.

Only passenger traffic is to be catered for.

(3.) *Estimates of Costs.*

	Francs.
(a.) Acquisition of land	60,000
(b.) Earthworks	18,000
(c.) Structures (culverts, aqueducts, &c.)	8,000
(d.) Paving	22,450
(e.) Permanent-way	347,165
Laying connection to existing line	20,000
(f.) Buildings and notice-boards	50,800
Electrical equipment	15,000
(g.) Rolling-stock :—	
10 motor-carriages at 18,000 fr.	180,000
8 trailer-carriages at 7,500 fr.	60,000
(h.) Overhead wires	192,900
Sub-station	40,000
Feeder cables and return ditto	50,000
Connection with other lines	16,500
(i.) Miscellaneous :—	
Participation in general expenses of National Society, survey, engineering during construction	81,982
Interest during construction, losses, &c.	14,467
Contingencies	97,735
Total	1,275,000

This equals 115,000 fr. per kilometre.

PROBABLE RESULTS OF WORKING.

One may suppose on the line Binche—St. Vaast (Wazoir) to Haine—St. Pierre a total of 270,000 annual train-kilometres. A comparison with the results of other electric lines in that locality enables one to rely on receipts of 0·45 fr. per train-kilometre. The gross receipts will thus be 121,500 fr., or 10,946 fr. per kilometre year.

Taking the expenses of working and general expenses as $67\frac{1}{2}$ per cent. of the gross receipts, this leaves 39,487·50 fr. to distribute in dividend, which corresponds to 3·10 per cent. on the capital. The annuities having been calculated at 4·35 per cent., the local-authority shareholders would have to supply 1·25 per cent. on their subscriptions.

To cover entirely the charges on capital (interest and amortization) at 4·35 per cent. on 1,275,000 fr. (= 55,462·50 fr.), it would require a gross receipt of 170,654 fr.—*i.e.*, 15,374 fr. per kilometre year.

The capital of the line Binche—St. Vaast (Wazoir) should be merged with that of the lines Binche—Bracquenies—La Louvre—Estinnes-au Mont and Bracquenies—Havre.

By Authority : JOHN MACKAY, Government Printer, Wellington.—1914.