

APPENDIX B.

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

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

SIR,—

I have the honour to submit the following report upon the various works under my control completed and in progress throughout the Dominion during the period from the 1st July, 1919, to the 30th June, 1920.

Although it is now nearly two years since the war closed, matters throughout the world have not reverted to pre-war conditions at anything like the speed it was anticipated before the close of hostilities. This, coupled with the heavy mortality amongst the able-bodied men of the Dominion, has resulted in the Department still having great difficulty in carrying on works vigorously. The immense amount of development work and new construction being carried out by private enterprise still further limited the supply of labour. However, arrangements have been made to house the men and, in general, improve conditions in connection with public works, and it is hoped this will result in the Department being able to man its works more satisfactorily.

The universal inflation of prices has been the cause of very much increased costs of all works.

RAILWAYS.

ABSTRACT.

The following table shows the expenditure on Government railways in New Zealand up to the 31st March, 1920:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1920.
	M. ch.	M. ch.	£
Kaihu Valley	24 30	19 58	121,803
Otiria—Ngapuhi	45 25	16 25	125,771
Opua Wharf—Onerahi	58 6	58 6	523,636
Whangarei—Waioiti	19 79	..	291,615
North Auckland Main Trunk Railway (from Helensville)	85 22	47 77	1,147,351
Helensville—Te Awamutu, with Branches	163 48	150 39	2,637,546
Frankton Junction—Thames, with Branches	127 35	87 20	634,605
Thames Valley—Rotorua	69 33	69 33	373,057
Tauranga—Opotiki, with Branches	138 27	..	478,723
Gisborne—Opotiki	93 45	49 32	623,330
Napier—Gisborne	230 64	..	286,160
Wellington—Napier and Palmerston North (including Te Aro Extension and Greytown and Martinborough Branches)	249 44	233 12	2,580,246
Wellington—Waitara, with Branches	350 11	285 59	2,738,663
Stratford—Okahukura	112 47	42 26	976,646
North Island Main Trunk (Marton—Te Awamutu), including Raetihi Branch and Waipa Gravel-access Branch	225 79	218 39	2,838,652
Picton—Waipara (South Island Main Trunk Railway)—			
Picton southwards	92 38	56 6	654,372
Waipara northwards	90 45	44 14	373,877
Nelson—Greymouth	170 0	118 6	565,515
Greymouth—Arthur's Pass	49 78	49 78	1,071,154
Rolleston—Arthur's Pass (including Whitecliffs Branch)	92 59	84 45	840,743
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	152,820
Ngahere—Blackball	3 40	3 40	147,532
Greymouth—Rewanui and Branches	8 70	8 70	255,273
Greymouth—Waitaha	50 32	38 68	339,048
Hurunui—Waitaki, with Branches	459 34	413 70	2,630,435
Canterbury Interior Main Line—Oxford—Temuka	83 0	11 44	59,934
Waitaki—Bluff, with Branches	600 21	546 12	4,968,260
Otago Central	182 51	134 78	1,404,067
Invercargill—Kingston, with Mararoa Branch	117 4	97 44	386,456
Forest Hill Railway—Winton—Hedgehope‡	12 40	12 40	22,984
Western Railways	94 8	70 31	337,784
Preliminary surveys	..	..	41,652
Miscellaneous	..	..	10,337
Stock of permanent-way on hand	..	..	75,888
Rolling-stock	..	..	6,848,285
Total	4,158 52	3,006 3	\$37,752,229

* 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 Railway Improvement Authorization Act 1914 Accounts.