

PUBLIC WORKS STATEMENT

BY

THE HONORABLE

THE MINISTER FOR PUBLIC WORKS.

20TH AUGUST, 1872.

WELLINGTON.

—
1872.

PUBLIC WORKS STATEMENT.

By the Honorable J. D. ORMOND, 20th August, 1872.

SIR,—

The Government have been anxious that a statement of what has been done to give effect to the Public Works Policy should be laid before the House at the earliest possible date; and this would have been done sooner if the returns on which it is based could have been obtained.

It must be remembered that the last Session did not close until the 16th of November, 1871, so that but eight months elapsed between the closing of last and the opening of the present Session; and further, that in accounting for the conduct of the Public Works I can only do so to the end of the last financial year, which includes a period of little more than seven months from the date when Parliament rose.

I think, therefore, that I am justified in asking the House to consider how short a time there has been to give effect to the large measures which were then determined on; and I hope to show that as much has been accomplished as could reasonably be expected, and as was compatible with a due regard to economical and efficient administration.

It has been currently reported throughout the Colony that a very large expenditure has been incurred on Public Works with no sufficient results; and as I believe great anxiety exists, not only in the House but in the country, on this subject, I will, before describing the character and extent of the different works executed, give an account of the expenditure on Public Works and Immigration; and it will be convenient that in doing so I should not only account for the expenditure of the past financial year, but also refer to the expenditure of the previous year, so as to include the whole expenditure under the Public Works policy from its commencement. I only propose, however, to do this generally, and shall quote from the Public Accounts for the year 1870–71, and from the balance sheet of the Honorable the Colonial Treasurer for the financial year 1871–72.

A reference to the Public Accounts for the year 1870–71 will show that in that year a total sum of £111,068 13s. 9d. was placed to the credit of the Public Works Account. Of this amount £110,500 was derived from Temporary Loan, and the remainder made up from recoveries of small items. The expenditure for the same period amounted in all to £100,522 13s., leaving a balance to the credit of the Public Works Account, on 30th June, 1871, of £10,546 0s. 9d. For the year commencing July 1, 1871, and ended 30th June, 1872, the Public Works Account stands as follows:—

PUBLIC WORKS STATEMENT.

—	Receipts to 30 June, 1871-72.			Receipts prior to 30 June, 1871.			Total.	—	Expenditure Year ending 30 June, 1871-72			Expenditure prior to 30 June, 1871.			Total.			
	£	s.	d.	£	s.	d.			£	s.	d.	£	s.	d.	£	s.	d.	
PUBLIC WORKS ACCOUNT— "Immigration and Public Works Loan Act, 1870:"																		
Sales of Debentures	750,000	0	0							33,750	0	0	...					
Moiety of Stamp Revenue	37,295	4	11							18,309	11	1	6,344	5	2			
Deposits for Passages of Immigrants	4,269	0	8							69,522	6	7	52,345	16	2			
Interest received on deposits	4,551	18	3							...	...	...	...	...	...
Recoveries	4,339	2	4							...	...	...	...	...	...
Amount transferred from Temporary Loan Act Account	800,455	6	2							232,889	4	5	11,777	19	1			
Recoveries	...	...	...							2,206	10	6	409	0	0			
										49,434	4	6	230	0	0			
										43,857	12	8	2,798	15	5			
												
										543	5	8	...	...	...
										31,680	11	7	26,616	17	2			
												
										100,000	0	0	...	...	...
												
										39,272	3	4	...	...	...
										3,259	0	6	...	...	...
										92	14	9	...	...	...
										624,817	5	7	100,522	13	0			
												
										110,500	0	0	10,546	0	9			
												
										*75,684	1	4	...	...	...
										£11,001	6	11	111,068	13	9			
										811,001	6	11	111,068	13	9			
										800,455	6	2	800,455	6	2			
										110,500	0	0	110,500	0	0			
										568	13	9	568	13	9			
										111,068	13	9	111,068	13	9			
										10,546	0	9	10,546	0	9			
										811,001	6	11	811,001	6	11			
										922,070	0	8	922,070	0	8			

* Out of this, £40,666 is cash, and £35,018 advanced to officers in London and the Colony, to be accounted for.

From this it will be gathered that the sum of £110,500 derived from Temporary Loan Account in 1870-71 was paid off in 1871-72, out of the £750,000 placed to Public Works Account from the proceeds of the Immigration and Public Works Loan, 1870; and that that sum, £750,000, together with moiety of Stamp Revenue, Deposits, Interest, Recoveries, and Balance of previous year, make up the amount, £811,001 6s. 11d., that accrued to the Public Works Account to the 30th June, 1872. In this statement I have not taken into account the £850,000 recently raised in London.

The expenditure side shows that the £110,500 borrowed under the Temporary Loan Act of 1870 has been paid off; that £624,817 5s. 7d. has been expended on

the various purposes authorized by the Public Works and Immigration Acts during the current year, in addition to £100,522 13s. previously expended there was a balance in hand on 30th June of £75,684 1s. 4d. This explains the position of the Public Works Account to the end of the financial year.

It will now be my object to state what has been done to give effect to the Public Works Policy; and I will refer first to

ROADS, NORTH ISLAND.

NORTH OF AUCKLAND.

The House provided last Session for an expenditure in the district North of Auckland, to be spread over a period of four years, of £60,000. But little had heretofore been done for this district, and but little was known of its road requirements, its wants having been almost entirely supplied by means of the magnificent water communication which exists in all directions. Before entering upon a system of road works in such a district, it was requisite in the first place to decide upon a general plan of operations, the collection of the necessary information for which occupied a considerable time. The main road determined on starts from a point on the Kaipara, near the junction of the Wairoa and Mangakahia, which point will shortly be connected with Auckland by steamer to Helensville, and thence by railway to the Waitemata at Riverhead. Returning thence to the point at which the main road will leave the Kaipara waters, it will go northwards by way of the Mangakahia Valley to Kaikohe, about thirty miles, and thence to Waimate, joining the main cross road leading from the Bay of Islands to Hokianga. A considerable portion of both these lines of road is in course of construction, and will be pushed on as rapidly as circumstances will permit, and they may undoubtedly be classed as the two great roads of the Northern District.

Another line of road, to connect Port Albert with Mahurangi, is surveyed, and will be proceeded with as soon as contracts can be arranged. It is stated this road will be the means of opening a considerable extent of new country, and it is intended to extend it to Mangapai by way of Arapawa, the survey being now in progress. When completed, this road will connect the Kaipara waters with Wangarei.

Roads connecting the Victoria Valley with Mongonui, the Kawakawa with Waimate, and several other minor roads connecting inland districts with the nearest harbour, are either under survey or will shortly be surveyed, whilst in some places, as in the Victoria Valley, works are in course of construction.

Considering the very short time that has elapsed since road works in the Northern District were commenced, and that everything had to be done, the progress made has been considerable, and in a few months more very material results will be produced.

WAIKATO.

A useful piece of road has been opened, connecting Rangiaohia with Cambridge, through the Moana Tua Tua Swamp; this work has been done by the Armed Constabulary working with the Road Boards of the district. Bridges over streams on the left bank of the Waipa, on the road to Raglan, have been constructed. A ferry punt is in course of construction to ply across the Waikato at Ngaruwahia. A road to connect the Waikato with the Thames, and also a road from Waipa to Raglan, have been sanctioned, but difficulties raised have prevented their being carried out.

BAY OF PLENTY.

A very considerable extent of roads has been opened in this district, the chief work being the main road from Tauranga to Taupo, about 92 miles in length. Of this, about 71 miles are now formed and opened, and 21 in progress. Great delay in opening a portion of the road has arisen from some difficult rock-work in the Maungarewa Bush let to Native contractors not having been completed, but arrangements have now been concluded which will ensure the road at these points

being opened within a definite time. Other dray roads, reported last year as being in course of completion, are now open—as for instance, the lines from Tauranga to Maketu, Maketu to Rotorua, Opotiki to Otara, Opotiki to Waioweka, representing a distance of about 64 miles. There are also roads opened by the Native Contingent and Armed Constabulary—namely, Te Teko to Galatea 30 miles, from Galatea southwards $2\frac{1}{2}$ miles, and Te Teko to Otakiri, in progress, $4\frac{1}{4}$ miles—the whole representing a total of 165 miles of dray road opened and 28 in progress. Of horse roads in this district, 87 miles have been opened and $11\frac{1}{4}$ are in progress, besides $4\frac{1}{4}$ opened by the Native Contingent and Armed Constabulary. The chief of these is from Tauranga towards Kati Kati, a distance of about 20 miles, just completed, including dray bridges over several large streams.

A horse road from Tauranga to Tapapa (30 miles) has been surveyed, and will shortly be let by contract; also a dray road has been surveyed between Ohiwa and Waimana, $8\frac{1}{2}$ miles, and the work is ready to be let. Also, surveys and explorations have been made for several lines of road, viz., one from Opotiki to Poverty Bay, a distance of about 75 miles, to be opened as a horse road, at a cost of £3,080, and to be completed in six months.

Arrangements are in progress for the opening of roads between Rotorua and Tapapa, about 29 miles; between Galatea and Ahikereru, about 18 miles; and between Whakatane and Te Teko, 13 miles. Also, branching from the Kati Kati Road, a horse road to Ohineroa, about 15 miles. These various works the Government are desirous to push on; but situate as many of them are in purely Native districts, in some of which the inhabitants were very recently hostile to us, care has to be taken not to unduly press them forward.

NAPIER TO TAUPO.

The main road between these places is 90 miles long, and is open for traffic, with the exception of about 4 miles between Tarawera and Runanga, and arrangements are concluded for the completion of this section, so that the line will shortly be opened from end to end.

Already coaches run from Napier to Taupo twice a week. The first stage from Napier to Tarawera, 50 miles by coach; then by horse to Runanga, about 10 miles, and the remainder by coach to Tapuaeharuru, at the northern end of Lake Taupo.

POVERTY BAY AND HICKS' BAY.

Arrangements have been made for opening a horse road between these places, at an authorized cost of £4,000, the distance being about 112 miles. Native labour will be employed under careful supervision, and in small contracts, to suit the Natives resident along the line. This road will connect the various Ngatiporou settlements along the East Coast with Poverty Bay, and will be of great assistance to that loyal tribe which has on so many occasions rendered useful service.

WAIROA AND POVERTY BAY.

Dray roads are being opened in Wairoa and Poverty Bay districts of a total length of 29 miles, viz., from Wairoa to Opoiti, 13 miles; this connects the Military Settlements on the Wairoa River with Wairoa. In the Poverty Bay district, from Gisborne to Ormond, 12 miles; and Mahakaraka to Arai, 4 miles are contracted for, and will greatly assist the settlement of this advancing district.

On the bridle track from Wairoa to Poverty Bay, by coast, a distance of about 40 miles, it is proposed to make some improvements. The inland route between these places has been well examined, and a very much improved line selected, shortening the distance and securing a safer road, which will open a considerable pastoral district.

From Te Kapu, a Military Station near Wairoa, it is proposed to open a bridle road to Waikaremoana, a distance of about 24 miles. The line has been examined with care, and the cost of the proposed work is estimated at £1,000. Native labour will be employed on this line, which will be valuable for political purposes;—the Constabulary now occupying a post on Waikaremoana Lake will assist in this work.

SEVENTY-MILE BUSH ROAD.

Through the Seventy-Mile Bush, between the Ruataniwha Plains and the Manawatu Gorge, a road has been cleared one chain wide, and stumped half a chain, the distance being thirty-seven miles and a half. Other works, such as culverts, drains, and bridges, have been executed so as to open the road for horse and packing traffic. Immigrants shortly expected to arrive will be settled along this road, and will be employed in its formation and completion as a dray road.

The same kind of work is now being carried on between the Manawatu Gorge and Masterton, about sixty miles along or near the proposed Railway Line, part of the work being done by Natives, part by contract after public tender, and part by Scandinavian immigrants; the line will soon be cleared throughout, after which the process of formation, either as a road or tramway, as may be decided, will be commenced.

MANAWATU DISTRICT.

Here the main line of road from Foxton to Palmerston, and thence to the Manawatu Gorge, has been formed and opened for traffic, the full distance being 38 miles. Considerable settlement is already taking place along this road, and this will doubtless increase on the completion of the tramway, which is being constructed along the lower portion of this line from Foxton to Palmerston, of a total length of about 25 miles. Four miles have been completed for traffic for some time, and the rest of the work is being rapidly proceeded with; it may be expected to be finished in November next, and cannot fail to advance what is already a growingly prosperous district.

WEST COAST ROADS.

A considerable amount of work has been done on the West Coast of the North Island. Between Wanganui and Patea, about 22 miles of road have been formed and metalled, $4\frac{1}{2}$ formed only, and 3 more are in progress; besides which, three large bridges have been built over the Puketotara, Kai-Iwi, and Okehu. This portion of the main line of road is now in good order for travelling, and the ensuing summer will, it is hoped, see all other improvements now in progress completed satisfactorily.

From Patea northwards to New Plymouth and Waiiti, work has been steadily progressing in various parts of the line, comprising a large amount of forming, many substantial culverts of wood and stone, besides three substantial bridges over the Tongahoe, Manawapou, and Waingongoro Rivers. The length of road formed on this line amounts to about 54 miles, of which a very small portion has been metalled, and about 5 miles are now in progress. Contracts for metalling will be let as the season advances, and meanwhile efforts are being made to find supplies of gravel at convenient distances. There are now in course of construction twelve large bridges over the worst rivers, with some of which good progress has been made, and the rest will be completed during the early summer. On the portion of this line from Umuroa to Waiweranui, about twenty miles, the resident Natives have hitherto objected to road works. I am glad to be able to state, that these prejudices, however, are gradually giving way before the steady perseverance of those intrusted with the execution of the work.

SUMMARY.

To summarise the total result of the expenditure on Roads in the North Island in the past year and previously, shows a total of dray roads opened of about 361 miles, and of those in progress (some of them well advanced) of about 60 miles, while of those already opened a length of about 31 miles has been metalled. Horse roads of a total length of 189 miles have been opened, and a further length of 131 miles is in progress. A total expenditure on these works to the end of June, 1872, has been made of £121,868 2s. 9d.

This, divided by the number of miles of dray and horse roads actually opened (550), would give a cost of about £221 for every mile of road finished; and

adding half the roads in progress, we have a total of 645, which used as a divisor would give the sum of £189 per mile. The principal part of these roads are not metalled, but one example of a road through bush, Palmerston to the Gorge, drained, bridged, and metalled complete, has cost a little under £700 a mile.

The above figures will make it obvious that, notwithstanding the many assertions to the contrary, the cost of road making in the North Island has not been excessive, but extremely moderate when we consider the difficulties under which a great portion of the work was carried out.

Mr. Blackett, Assistant Engineer-in-Chief, has had especial charge of all road works, and has conducted their supervision with much energy.

ROADS IN NELSON SOUTH-WEST GOLD FIELDS.

A road is in course of construction to connect the new district of Reefton with Westport on the one side and Greymouth on the other.

The road connecting with Westport commences at a point known as Christy's, on the Buller, which is the limit of water-carriage from Westport,—and thence proceeds up the Inangahua Valley to Reefton; whence, crossing the watershed it follows the Mawheraiti branch of the Grey to Ahaura, from which point again water-carriage connects with Greymouth.

The Reefton district is thus served from two different shipping places.

The work has been divided into two portions—from the Westport end to Reefton, and from the Greymouth end to Reefton.

The contracts let on the Westport side amount to an approximate sum of £12,082 15s., while the work on the Greymouth side is partly under contract and partly under day labour, and amounts to £13,362 15s.—in all, a sum of £25,445 10s.

ROADS IN WESTLAND.

The object of the works undertaken in this district was to provide a main trunk line from Greymouth at the north to Ross at the southern extremity; and in carrying out this object it was considered advisable to utilize the roads already made by the County authorities to connect the principal mining districts.

Out of a total distance of about 58 miles of trunk line, about 17 miles of local roads were thus utilized, leaving a balance of 41 miles to be constructed. Of these about 17 miles are now completed, and 13 in progress, the remainder, between Omotomoto and Marsden, about 11 miles, being yet untouched.

The importance of this trunk line has been increased by connecting it about midway between Hokitika and the Greenstone with the main coach road to Christchurch, the branch line being about $4\frac{3}{4}$ miles long. This provides for traffic either north or south from the Christchurch road.

The estimated expenditure for the above was £32,000, but this will be exceeded by about £3,000, and no expenditure has yet taken place between Omotomoto and Marsden.

The expenditure on roads in the Middle Island, to end of June, has been—in Nelson, £9,917 15s.; and in Westland, £22,462 14s. 10d.; making a total of £32,380 9s. 10d., which amount is charged to the Middle Island Railway Fund.

The roads in the Nelson South-West Gold Fields will average probably from £600 to £700 a mile, having been laid out less expensively than those in Westland, whilst the roads in Westland, which have been well laid off, and substantially built and gravelled, will vary from about £700 to £1,500. This may be accounted for partly by the high rate of wages, and partly by the difficult nature of the country.

THE RAILWAYS.

The Government is quite aware that some impatience has existed in different parts of the Colony because the construction of these works has not been earlier proceeded with; at the same time we feel satisfied that when the circumstances which have prevented their earlier prosecution are known, it must be

admitted that no unnecessary delay has occurred, and that any hurried action would have certainly resulted in most wasteful expenditure, and possibly in the works being proceeded with on a wrong basis. During the last Session, Parliament authorized the construction of $601\frac{1}{4}$ miles of railway, at a total cost of £2,207,410. Immediately after the Session the Government devoted itself to giving effect to this decision, but as the surveys then made of the whole of the lines, with the exception of a few miles in the Middle Island, were only preliminary surveys, it became necessary before contracts could be entered into or estimates formed that working surveys should be made. Immediate steps were taken to have these surveys commenced; but it was found that the number of Engineers in the Colony accustomed to modern railway construction was exceedingly limited. Every endeavour was, however, made to push on the work, and the result has been that the survey of $180\frac{1}{2}$ miles of railways has been completed, and contracts entered into for their construction, at a total cost of £602,956, whilst $132\frac{1}{2}$ miles additional are now ready for construction, making a total mileage of 330 miles prepared for contract. To those honorable Members acquainted with the subject, no excuse for dilatoriness will be requisite; on the contrary, I believe it will be admitted that the work executed, considering the time allowed, has been very considerable; and I can bear testimony to the unremitting attention devoted to the work by the Engineer-in-Chief and the District Engineers, on whom has devolved the principal labour connected with railways. I should explain that £602,956, the amount I have stated as contracts for Railways entered into, does not cover their whole cost, for, as regards all the contracts let to Messrs. Brogden, the actual cost of rails, rolling stock and buildings, has to be added.

The House will remember that the Government was authorized last Session to enter into a contract with Messrs. Brogden in extension of Contract No. 2; this was effected under an agreement dated the 18th of December, 1871, a copy of which lies upon the Table. Under this agreement, Messrs. Brogden have contracted for railways to the extent of £550,378, and further contracted for purchasing railway material in England to the extent of £250,000.

The plant and rolling stock contracted to be purchased by Messrs Brogden is to be such as the Agent-General shall furnish particulars of from time to time, and will be submitted in their name to the tender of such firms or companies as the Agent-General and Messrs. Brogden may mutually decide. The tenders are to be opened in the presence of the Agent-General, who will determine as to their acceptance or otherwise. All discounts and allowances are to be received by the Government; and as the purchase of railway material was an item on which the Contractors would under Contract 2 have made a profit of 5 per cent., a commission to that amount has been allowed them for their advice and assistance, now that it is to be purchased by the Government direct.

The following are the railways that have been contracted for by Messrs. Brogden:—

	Miles.	Contract Price.	Estimated Cost to Complete.	Total Cost.
		£	£	£
Auckland and Mercer	44	166,724	96,276	263,000
Napier and Paki Paki	18	50,807	23,423	74,230
Wellington to Hutt	8	28,616	11,296	39,912
Pictou to Blenheim	17	75,534	19,982	95,516
Dunedin to Clutha	51	142,000	90,940	276,500*
Invercargill to Mataura	40	86,697	50,303	137,000
	178	£550,378	£292,220	£886,158

The cost of several of these railways will be in excess of the Parliamentary limit, chiefly arising from the largely increased price of iron; but if this limit had not been exceeded, operations would have been entirely stopped. The Government determined to incur the responsibility, and will ask the House to approve the course adopted.

* Sixteen miles of Dunedin and Clutha, let to other contractors for £43,560, and cost is included in estimate to complete.

Before leaving the subject of the Brogden Contracts, I will refer to a statement widely circulated, to the effect that the rates at which these contracts have been let are excessive. I desire to state, that the most careful consideration has been given by the Government to this subject. That the settlement of these Contracts has only been effected after long minute inquiry, and in conformity with the advice of the Engineer-in-Chief, given after careful investigation. The Government has had thrown upon it great responsibility in having to let contracts for such large works without the test of public competition. When the engagements to Messrs. Brogden are completed, the Government propose to submit all Contracts to public tender. I believe, however, that the prices at which Messrs. Brogden have contracted to construct these railways are fair and reasonable. When the difficult nature of the country through which these railways have to be carried, together with the largely increased price of iron, is considered, it will be allowed, that the cost at which these railways are to be constructed and equipped, viz., an average of £4,865 per mile, will compare most favourably with the cost of similar works in any other country in the world.

I will now refer briefly to the different railways in detail :—

AUCKLAND AND MERCER.

The Engineer-in-Chief visited Auckland in February last, to determine the line to be adopted for the first few miles out of Auckland, and generally to examine the whole line to Mercer. He recommended the adoption of a line between Auckland and Newmarket, which required the construction of a tunnel ; and as this work would necessarily occupy considerable time, and unless proceeded with at once, would have delayed the opening of the line to Onehunga, I arranged with Messrs. Brogden to proceed with the construction of the section between Newmarket and Auckland under clauses 5, 6, and 7 of the articles of agreement dated December, 1871, commonly known as “the 10 per cent. arrangement.” Although the line to Mercer had been carefully surveyed, the Engineer-in-Chief found on examining it that the general style of the work was very expensive, and directed such considerable alterations with a view to reducing the cost, that all the plans and sections had to be made over again, new designs prepared and quantities taken out. This work and the preparation of data occupied until the 5th April, when data were supplied Messrs. Brogden to tender upon. Their tender has since been accepted, and the contract concluded.

KAIPARA RAILWAY.

This line was taken over from the Provincial Government of Auckland in February, the work being then considerably advanced. Nothing has occurred in connection with this line except the delay in getting the rails, due to the impossibility of procuring the description of rail specified in the contract taken over by the General Government. An amended order has been sent to England. A survey of the line from Riverhead to Auckland has been made.

NAPIER TO RUATANIWHA.

A section of this line, 18 miles, has been surveyed, and the necessary data to tender were handed to Messrs. Brogden on the 18th of April. A contract has since been concluded for the construction.

WELLINGTON TO MASTERTON.

A section of this line, 8 miles, has been surveyed and contracted for, and a further section of $7\frac{1}{2}$ miles has been tendered for by Messrs. Brogden, and is now under consideration. As in the case of other lines, a working survey has had to be made of the whole, and the engineers are now at work surveying the remainder of the line. As part of the country through which this line passes is difficult, a great deal of trial work requires to be done before the best line can be determined on, and there can be no question that a careful and detailed survey of the country is necessary before the best line over the Rimutaka can be ascertained.

WAITARA TO WANGANUI.

The delay in completing the survey of the section between Waitara and New Plymouth has arisen from a survey of two lines having been undertaken. It has however been completed, and the report will receive early attention. A survey of a considerable portion of the line between New Plymouth and Wanganui has been finished.

MANAWATU TO WANGANUI.

The preliminary surveys of this line are completed, and are being mapped. The portion from Palmerston to Rangitikei is through favourable country, but from Rangitikei to Wanganui the line to be ultimately adopted will require careful consideration.

PICTON TO BLENHEIM.

This line has been let to Messrs. Brogden, who are employing on the work some of the railway labourers brought out by them for the purpose.

NELSON TO FOXHILL.

The working survey of this line is completed, and the plans have very lately been received. Designs and working drawings will be at once made, and the necessary data for tender prepared, when no delay will take place in arranging for the construction of the line.

CANTERBURY GREAT NORTHERN RAILWAY.

The line from Addington to Rangiora will be completed and ready for traffic in the course of two or three months. The portion between Addington and Kaiapoi, a distance of twelve miles, was opened for passenger traffic on the 1st May. The line will be continued at once to the south bank of the Ashley. Plans, sections and specifications, are in preparation for the extension of the line from the Ashley to the south bank of the South Kowai.

CANTERBURY GREAT SOUTHERN RAILWAY.

The line has been formed from Selwyn to the Rakaia and can be finished as soon as the rails and sleepers are delivered. There is reason to hope that it will be opened in time to receive this year's wool.

The working surveys from the Rakaia to Ashburton are finished, and the data prepared to enable this portion of the line to be submitted to tender.

About two-thirds of the formation of the section between Timaru and the Washdyke are completed, and the survey of the country between the latter point and the Orari is now being executed.

CANTERBURY BRANCH RAILWAYS.

These include the Rangiora to Oxford, Kaiapoi to Eyreton, Rolleston to Southbridge, and Rolleston to Malvern. The House will remember that the Province promised a subsidy of £42,000 towards their cost. The whole length of the first has been surveyed and a contract taken for the formation of seven miles, at a cost of £200 per mile. Plans and specifications of the Kaiapoi to Eyreton are being prepared. A deviation in the Southbridge line is required for which authority will be asked of this House. A contract has been entered into for the formation of twelve miles of the Malvern line at a cost of about £90 a mile. A portion of the rails and rolling stock has been ordered.

CANTERBURY RAILWAY BRIDGES.

The Rakaia Bridge advances slowly. This work is considerably endangered from the scouring of the river at both ends of the structure, but more particularly at the north end. Recommendations have been made with a view to protect the banks of the river by erecting groins and planting willows.

The Ashburton Bridge is intended to be constructed upon a plan that will combine a road and a railway bridge—designs are now being prepared.

The precise site of the railway crossing over the Rangitata has not yet been determined, but Messrs. C. N. Bell and T. S. Tancred have recently reported upon the matter. The bridge just completed by the Provincial Government

over the river is of a permanent nature, and will carry all existing road traffic; the railway bridge need not therefore be made suitable for road traffic.

OTAGO RAILWAYS.

A re-survey of the Waitaki and Moeraki line has been made by Mr. C. N. Bell, whereby a large saving will be effected in the cost of construction. No delay will take place in pushing forward this important work.

A reconnaissance survey of the Moeraki and Dunedin line has been made by Mr. Blair. A report of the results has been laid on the table.

The line from Dunedin to Clutha is progressing steadily. The first section from Dunedin to the Chain Hills, which includes the Caversham tunnel and some very heavy cuttings and embankments, is approaching completion. The ten-mile section at the Clutha end has been re-let, the first contractor having failed. The remainder of the line has been let to the Messrs. Brogden, who will commence work without delay.

The construction of the Invercargill and Mataura line has been let to the Messrs. Brogden, who have already entered on the work.

The surveys of the Winton and Kingston line have been proceeded with. Mr. Brunton reports a good workable line along the east bank of the Oreti River, which will avoid the crossings intended by the late Mr. Paterson, who laid off about 52 miles of this line. The total length of this line is about 70 miles. Sixteen miles have been surveyed ready for contract.

A proposal will be submitted to Parliament for the construction of a line from Oamaru to Waireka, on the understanding that the landowners of the district will give the land required for the line, and submit to be rated in order to guarantee the interest on the capital cost of the line.

WAITAKI BRIDGE.

A large part of the iron-work of the Waitaki Bridge has reached Port Chalmers, and is being conveyed to Oamaru and thence to the site.

COAL RAILWAYS.

Working surveys for the Coal Railways at Kawa Kawa and Brunner have been completed.

RECAPITULATION.

The total length of Railway in course of or under contract for construction is 247 miles, consisting of—

	Miles.	Chains.	Miles.
Lines let to Messrs. Brogden (including work let to other contractors on Dunedin and Clutha Line)	7	15	178
Kaiapoi to Rangiora	11	21	
Selwyn to Rakaia	2	44	
Timaru to Washdyke	—	—	21
Works begun by Provincial Governments :—			
Addington to Kaiapoi	12	0	
Kaipara Railway	17	0	29
Branch Railways :—			
Rangiora to Oxford	7	0	
Rolleston to Malvern	12	0	19
	—	—	247

There are $132\frac{1}{4}$ miles of Railway surveyed ready for contract, exclusive of Coal and Branch Railways.

	Miles.
Auckland to Onehunga	2
Lower to Upper Hutt	$7\frac{1}{2}$
Nelson to Foxhill	$20\frac{1}{4}$
Rangiora to Kowai	15
Rakaia to Ashburton	20
Moeraki to Waitaki	$40\frac{1}{2}$
Winton to Kingston	16
Waitara to New Plymouth	11
	—
	$132\frac{1}{4}$

The following surveys are in hand :—

Mercer to Upper Waikato.
 Upper Hutt to Wairarapa.
 Napier to Ruataniwha.
 Manawatu to Wanganui.
 Wanganui to Waitotara.
 Washdyke to Orari.
 Waireka Branch.
 Winton to Kingston.
 Tokomairiro to Lawrence.

COAL FIELDS.

A sum of money having been appropriated by Act for the discovery and development of our Coal Fields, the Government employed Drs. Hector and Haast and Captain Hutton to explore the different localities of the Middle Island where coal was supposed to exist. Reports from those gentlemen have been submitted to the House. I hope that arrangements will shortly be made to develop the Brunner Coal Mine on a scale suited to its importance.

The Northern Coal Fields will also receive the attention they so well deserve. The immediate necessity for the development of the Coal Fields of the whole Colony is fully recognized by the Government, and will receive earnest attention. I will take an early opportunity of bringing this subject more fully before the House.

GREYMOUTH PROTECTIVE WORKS.

The recurrence of serious floods in the Grey, had long rendered it apparent that substantial works were needed to prevent their destructive effects on the Town of Greymouth, and after one of more than usual severity, steps were taken to protect the River Bank in a permanent manner. The details of the work have already been laid before the House; they consist of a dry stone quay wall 25 chains long, commencing a little above the town, at the lower end of the Rocky Gorge; this will be built of the largest stones procurable and well protected with groins of the same material. The cost is estimated at £6,000, part of which will be borne by the Native Trust. Below this, for a distance of 20 chains, the original wharf is being repaired and strengthened at a cost of £1,000, and beyond for a further distance of 11 chains, a new wharf or quay is being erected of timber in a substantial manner, at an estimated cost of £2,700. This work is nearly completed, and the others are progressing rapidly. The cost is being defrayed out of a loan of £4,000 from the General Government to the Corporation of Greymouth.

GOLD FIELDS WATER SUPPLY.

The Papers laid upon the Table afford information in detail relative to the action taken by the Government in carrying out those sections of the Public Works and Immigration Acts of 1870 and 1871, authorizing the construction of works for the supply of water upon the Gold Fields, and the granting of assistance by way of subsidy in aid of such works. Under the Act of 1870, the construction of a water race to supply the Thames Gold Field has been approved, and the survey completed, and the iron for the necessary piping was ordered by the last Suez Mail, and in the meantime the work will proceed without any delay. The estimated cost of this work is £47,000. In the Province of Nelson, the construction of a water race upon the South-West Gold Fields has been authorized, and the detailed survey is now proceeding. In Otago, upon the Mount Ida Gold Field, the survey

of a head race or water channel has been completed to supply the workings about Naseby, and a survey is now proceeding in order to ascertain whether the water of the Manuherikia River can be made available for the further development of the auriferous resources of the district. In Westland, the survey of the Waimea Water Race has been completed. Under the Act of 1871, the Government have authorized advances by way of subsidy to six Gold Mining Companies, to the aggregate amount of £13,023. Two other applications are now under consideration; and I have reason to believe that the provisions of this Act will be very largely taken advantage of, now that they begin to be more clearly understood by the public upon the Gold Fields.

PURCHASE OF NATIVE LANDS, NORTH ISLAND.

A large quantity of valuable land has been acquired during the past year, and negotiations are in progress for the acquisition of other blocks. In the Province of Auckland, Mr. James Mackay is negotiating for the purchase of a very extensive tract of country, including the Thames Gold Fields, and reports the arrangements for purchase so far advanced as to justify the expectation that a very considerable portion of the Coromandel peninsula will be shortly acquired. The value of the acquisition of this district will be very great, and must tend to the further development of the Thames Gold Fields.

In the Province of Wellington, a large block, containing upwards of 140,000 acres, at the Wairarapa end of the Seventy-Mile Bush, has been acquired, together with other smaller blocks in the same locality; whilst on the West Coast the purchase of the Paraekaretu Block, of 46,000 acres, has been completed, and negotiations are in progress for a large quantity of land between Wanganui and Waikanae, the Native owners having made application for a sitting of the Native Land Court, to determine the proprietorship of these lands, before selling them to the Government. A large proportion of the land acquired and under negotiation is admirably suited for settlement, and will maintain a very large population when means of access to it are afforded.

In the Province of Taranaki, I am glad to state, the Ngatimaru Tribe have lately disposed of a block of land to the Government, situate inland of the Waitara, and have offered larger blocks so soon as the boundaries can be defined. The fact of the Natives of the Ngatimaru district disposing of their lands to Government is the best evidence of their altered feeling towards Europeans, and, with the acquisition of territory, the rapid advance of the Province of Taranaki is assured.

The total cost of the different blocks acquired, and in respect to which advances have been made, is £49,434.

IMMIGRATION.

Parliament, by the legislation of last year, placed this important subject under the absolute and direct control of the Colonial Government. It may be said that Emigration to New Zealand had practically ceased, except in the cases of the Provinces of Otago and Canterbury, so that, in giving effect to this part of the policy, arrangements have had to be made by the Agent-General for securing a stream of Immigration under circumstances of unusual difficulty, and measures have had to be taken in the Colony for the receipt and distribution of the Immigrants on their arrival. The Papers which have been laid upon the Table will have given the House some insight into the difficulties which the Agent-General has had to surmount. I can best describe this by quoting from his letters of the 16th November, 1871, and 8th February 1872, in which, referring to the difficulties of securing emigrants, he states:—

“ Finding that there was no emigration going on, except in miserable dribbles to Canterbury and Otago, I immediately employed agents to ascertain to what extent you might depend upon a stream of emigration from England and Scotland, availing myself of the services of the Revs. Peter Barclay and David Bruce, in Scotland; and of Mr. C. R. Carter, in England, directing him first to visit Cornwall, where I had been given to understand large numbers of labourers were disposed to emigrate. I also went myself, by invitation, to Aberdeen, with the view more especially of promoting the emigration of single women. I met a committee of ladies and gentlemen connected with the Industrial Institutions, but I soon found that the institutions could supply very few suitable female domestics, and that there was a disposition on the part of many of the ladies to get rid of the inmates of their Reformatories. The boys in all the industrial establishments were too young, and were not being taught any trade or calling that would be useful to them in a Colony. The same may be said of similar institutions in Edinburgh.

“ From the reports of the Rev. Peter Barclay, who has gone into the work with great zeal and enthusiasm, and of Mr. Carter, who is peculiarly qualified, from his personal knowledge of New Zealand, and of the condition of the working classes in the United Kingdom, for the mission intrusted to him, you will gather that the prospects of any large emigration from England and Scotland at present, under the terms offered, are not encouraging.

“ Having, during my former trip to Scandinavia and Germany, satisfied myself that some portion of the large stream of emigration which annually flows thence into America might be diverted to New Zealand, I determined to pay a flying visit to those countries, and I have no reason to be dissatisfied with the result. I only regret that my visit was not made two or three months sooner, as the emigration season closes about the beginning of December, both at the Hamburg and at the Scandinavian ports.”—[16th November, 1871.]

“ I may, however, mention that these regulations were only adopted after a full discussion of two days at a conference held here on the 1st and 9th December, 1871, and at which Mr. Auld, Mr. Morrison, Mr. Ottywell, Rev. P. Barclay, and Mr. C. R. Carter were present. Those gentlemen were unanimous in opinion, 1st, that it was quite impossible to carry on emigration on the scale contemplated by the Government, unless a uniform system was adopted; and, 2nd, that it was utterly beyond the power of the class of emigrants desired, to contribute any considerable amount, if indeed any, towards the cost of their passage in cash; and that, therefore, the adoption of the promissory note system was an inevitable necessity. The Sub-Agents have all given testimony to the same effect.”—[8th February, 1872.]

These letters show clearly that at that time the Agent-General had but faint hopes of being able to secure a sufficient stream of Emigration from Great Britain, and I will not disguise from the House the great anxiety the Government felt upon the subject; for, Sir, we hold the success, or otherwise, of the Public Works Policy depends upon the Colony securing a large and continuous stream of suitable immigrants. Much stress has been laid upon the action of the Agent-General, in having had recourse to other countries than the United Kingdom for emigrants; but, under the circumstances stated in his letter of the 16th November, the Government consider that he acted for the best in making the arrangements he did for securing emigrants from Germany and Scandinavia.

It should be borne in mind that, at the time referred to, the Agent-General had the assistance of Mr. Auld and other gentlemen, who from their experience were fully qualified to form correct opinions, and give reliable advice to the Agent-General as to the probability of securing sufficient emigrants from the United Kingdom.

It is gratifying, however, to learn from later advices that the prospects of securing suitable emigrants from the United Kingdom are good, and the Agent-General's letter of the 21st May, which I will read, shows that he is fully alive to the necessities of the Colony in respect to Immigration, and is doing his utmost to secure what is required. In the letter I have referred to, he states—

“ I trust that the apprehension which has apparently been excited, if not in the mind of the Government, at any rate in that of many of my fellow-colonists, by the arrangements I have entered into for the promotion of emigration from Germany and Scandinavia, will have been completely allayed by the advices you will have subsequently received of the prospects of emigration from the United Kingdom.

“ During the three months, commencing on the 1st of April last, and ending the 30th June next, there will (I estimate) have been despatched from the United Kingdom a number of emigrants equal to at least 2,000 statute adults, and from Germany and Scandinavia not more than 700.

“ The contracts or agreements for the sending out of Germans and Scandinavians to the number of 6,000 adults will determine at the expiration of two years from the date at which they were entered into, when emigration from Germany and Scandinavia and all other foreign countries may be altogether suspended, should the Government deem it advisable or expedient to do so.

“ I myself should deeply regret such a step, not only because I regard New Zealand as a field capable of profitably absorbing any amount of immigration, but also because I am satisfied that many industries, such for example, amongst many others, as the culture of the vine, the manufacture of sugar from beet, and of paper from wood, and the preparation of desiccated milk, can only be successfully established in New Zealand by means of emigrants from the countries in which those industries are thoroughly understood, and have been long carried on.

“It is recognized on all sides by its opponents, equally as by its supporters, that the present policy of the Government can only be carried out successfully by an immediate and large influx of population. To limit emigration to the United Kingdom, might render it impossible to supply the Colony’s urgent demand for labour; might indefinitely delay the execution of the great public works to which the Colony is committed; might enormously increase their cost, and, as a necessary result, render the payment of the interest on the borrowed money, by which these works are undertaken, an intolerable burden.

“At the same time, it will, I trust, be clear from the strenuous efforts made to promote emigration from the United Kingdom, and from the stream already flowing, and which is daily assuming larger and larger dimensions, that it is neither my intention nor desire to flood the Colony with foreigners to the exclusion or detriment of our own countrymen.”—[21st May, 1872.]

So that it may be concluded a considerable stream of Immigration is secured, and a large number of immigrants now on their way to the Colony. As at present advised, the numbers arrived and to arrive is as follows:—

	Souls.	Adults.
Arrived—selected by the Agent-General ...	844	725
” ” Messrs. Brogden ...	200	175½
	<hr/>	<hr/>
	1,044	900½
To arrive, having sailed prior to 30th June, 1872	1,714	1,433½
	<hr/>	<hr/>
Total arrived and to arrive ...	2,758	2,334

Advices have also been received that a ship will be despatched in the month of July to each of the following Provinces, viz., Otago, Canterbury, Nelson, Wellington, Hawke’s Bay, and Auckland, and that others will follow.

As considerable interest has been shown as to the supposed neglect of Ireland as an immigration field, it will be gratifying to honorable Members to learn that inquiry shows that, excluding the emigrants selected by the Messrs. Brogden, the respective numbers of the different nationalities of the immigrants that have arrived (including a German ship daily expected) is as follows:—English, 388; Irish, 185; Scotch, 127; German, 175; Danish, 173; Norwegian, 87; French, 1. Showing that Ireland has contributed a very fair proportion.

In connection with Immigration, the arrangement made with “The Emigrant and Colonist’s Aid Corporation” for the purchase of land at Manawatu, and the introduction of immigrants, cannot but be considered satisfactory. Such full particulars on this subject are before the House that it is unnecessary for me to say more than that, in concluding that arrangement, the Government was largely influenced by the consideration that a valuable class of immigrants would be secured and settled upon land, and by the hope that attention at Home would thereby be called to New Zealand as a field for special settlement, and so lead to the colonization of other portions of the Islands on the same system. Papers on the Table will have informed honorable Members that, in addition to the immigration promoted by the Colony, immigrants are being brought out by the Messrs. Brogden, and that arrangements for that object have been concluded by the Agent-General in England with that firm; also, that the Agent-General has been instructed to send immigrants to Stewart’s Island, under special arrangements. The necessity of encouraging farmers and small capitalists to emigrate to the Colony has not been lost sight of, and the Agent-General has been instructed that portions of the valuable lands situate on the West Coast north of Wanganui and at Tauranga are available for that purpose, and can be disposed of to suitable persons on a system of deferred payments. Settlements of Scandinavians have been made near Palmerston in the Manawatu district, and also at the Wairarapa end of the Seventy-Mile Bush; and a considerable number of the immigrants now on the way to Hawke’s Bay are intended to be settled on land in a similar manner. In all these cases the immigrants find employment on the Public Works being carried out in the vicinity of their settlements; and experience, so far, has shown them to be suited to the work, and desirous of permanently settling themselves upon their land.

There is another and very important system of Immigration to which I must call attention; I refer to the nomination of immigrants by their friends in the Colony. Regulations for the conduct of this class of Immigration have been

extensively published, and the public have largely availed themselves of the system. A reference to the Return of Nominated Immigration, already on the Table, shows that the total number of passages applied for and secured to the 30th of June was 1,514, of which number 900 $\frac{1}{2}$ are for the Middle Island, and 613 $\frac{1}{2}$ for the Northern Island. It is unnecessary to dwell upon the success which has attended the promotion of this class of Immigration, or on the value it must prove to the Colony.

I will briefly refer to what it has been found necessary to do in the Colony to secure the proper receipt and distribution of the immigrants. Where feasible, the officers who were formerly employed by the Provincial Governments have been transferred to the service of the Colony, and in other cases the best and most economical arrangements open have been made. Barrack accommodation has been or is being provided, and the House will be asked to vote the cost. In the Province of Canterbury, the barracks formerly in use were handed over to the Colony free of charge; whilst in most of the Northern Provinces the old military barracks are being made available at small cost. In connection with Immigration, steps are being taken in the principal ports to provide Quarantine Barracks. The cost will be considerable, but the importance of the subject was too great for the Government to hesitate incurring the necessary expenditure, which the House will be asked to vote.

Considering the great difficulties met with in first starting Immigration on a large scale, from the causes before mentioned—that delays have necessarily arisen from the time occupied in communicating with the Agent-General—that the whole system had to be arranged and given effect to since Parliament was last in Session, I think that large allowances may be made for objections which no doubt can be urged in respect to more than one particular. For, Sir, the Government are not so arrogant as to come down to the House and assert that there is nothing in the system of Immigration, or indeed in that of Public Works, to which some exception might not be taken. In regard to Immigration, the correspondence shows that the Government have deemed it necessary to give specific instructions to the Agent-General on some points, and on others to urge his attention strongly to views they entertain. For example, the Agent-General has been instructed to maintain that agency which has proved so valuable to Otago—the Edinburgh agency—in all its previous efficiency. He has been instructed to keep up a line of ships from Glasgow, and not to send immigrants from Scotland by way of London. He has also been urged not to enter into contracts having for their tendency the maintenance of the injurious monopoly which has done so much to raise to oppressive rates the freights to and from Great Britain. I wish the House to understand, that whilst the Government consider the energy and zeal of the Agent-General beyond all praise, they recognize it to be their duty to regulate his actions by instructions from time to time; and they are aware that now and for some time to come much remains, and will remain, to be done to place the whole system of Immigration upon a thoroughly satisfactory footing.

PAYMENT TO ROAD BOARDS.

With respect to the sum of £100,000 which was last year authorized to be taken from the Public Works Loan for subsidies to Road Boards, the House will remember that in the Payments to Provinces Act it was provided that, on the application of the Superintendent of any Province, one-half of the Road Board Allowance allotted to such Province was to be expended in payment of the cost of Permanent Works in such Province. Advantage was largely taken of this provision;—all the Provinces, with the exception of Auckland and Hawke's Bay, claimed the full half of the sum allotted to the Road Boards. In the case of the Province of Auckland, only £7,718 was expended on Permanent Works, whilst £16,608 18s. was distributed among the Road Boards; and in the case of the Province of Hawke's Bay, £1,031 on Permanent Works, and £1,333 among the

Road Boards. The result of the whole apportionment was, that out of the £100,000, £45,404 8s. 4d. was claimed for Provincial Works, and £54,595 11s. 8d. allotted to the Road Boards; and there can be no doubt that these payments in aid of ordinary Road Board funds have been a great boon and assistance to the country districts.

GENERAL SUMMARY.

I have now given some account of the progress made in the different services conducted by the Public Works Department, and have endeavoured to do so as briefly and plainly as possible. Returns giving detailed information on many of the subjects I have referred to, will be appended to a printed copy of this Statement. I hope what I have said will have satisfied honorable Members that the statements which have been so freely circulated through the country, that vast sums (ranging according to the imagination of the originator of the story from one million to two) have been expended without result, are entirely without foundation; and with a view of placing clearly before the House, and through the House before the Colony, the true state of the case, I will summarise the whole expenditure on Public Works and the results. In the Statement of Accounts I quoted from in an early part of my remarks, I showed that of the sum of £801,023 19s. 11d., which had been placed to the credit of the Public Works Account in the Colony from the starting of the policy to the end of June last, £750,000 was derived from Loan, the remainder being made up chiefly from Stamp Duty.

	£	£	£
But although ... ..	...	...	801,023
is the sum that has been placed to the credit of the Public Works Account, the whole of that amount has not been really available for Public Works, but has been reduced by such charges as Discount and Expenses	39,272		
Interest and Sinking Fund... ..	33,750		
Buildings, English Agency, &c., the expenditure on which has not been less than say	8,044		
	<hr/>	...	81,066
Leaving a sum of ... ..	...	...	719,957
actually available for Public Works.			
For this expenditure, a most satisfactory return can be shown.			
On Roads in the North Island, there has been expended ... ..	...	121,868	
for which 550 miles of roads have been opened, besides the roads in progress.			
On Roads in the West Coast Gold Fields, there has been expended out of the Middle Island Railway Fund ... ..	...	32,380	
which has opened 27 miles, with 42 still in progress.			
On Railways, a total expenditure has taken place of ... ..	...	12,287	
for which we have to show—			
12 miles of Railway opened, at a cost of about... ..	49,200		
379 miles surveyed and prepared for contract, at a cost of about	19,212		
of which 247 miles have been let,			
and upwards of 50 miles are in course of construction,			
upon which payments have been made to about	103,338		
Plant for Railways and Waitaki Bridge has been paid for, to the amount of	40,537		
	<hr/>		£212,287
In North Island Land Purchases ... ..	...	49,664	
has purchased an Estate of 403,815 acres, besides providing advances on blocks under negotiation.			
On Telegraph Extension there has been spent ... ..	...	58,297	
which has opened 801 miles of line, and no one will dispute the beneficial result of that expenditure.			
There has been contributed to Road Boards ... ..	...	100,000	
and although the Public Works Department cannot point to so many miles of roads made for this expenditure, there can be no doubt the objects achieved are identified with the Policy of Public Works.			

PUBLIC WORKS STATEMENT.

On Immigration we have spent	...	...	...	46,656
of which £21,000 was paid to some of the Provinces on account of Immigration as voted by the Legislature, and the balance has been applied to the Immigration that has already taken place and on expenditure incidental thereto.				
Greymouth Protective Works, Water Supply, Development of Coal Mines, and Refunds of Stamp Duties	...	...	...	6,511
Departmental, including £7,184 for the Salaries and Expenses of Engineers attached to the various lines of road and railway throughout the Colony	...	...	...	16,610
				<u>644,273</u>
And on the 30th June we had an unexpended balance of	...	...	...	<u>75,684</u>

I think these facts cannot fail to satisfy the House, and the more so as reports of so very different a state of things have been industriously circulated.

I will at present trouble the House with but little, as regards the year we have now entered upon. Some amendments in the Public Works and Immigration Act, and Railways Act, are required, and will be submitted at an early date. The Government has no new works of any magnitude to propose; on the contrary, we are of opinion that the Railways, and other Services already authorized by the Legislature, are as much as can with advantage be prudently undertaken at the present time. We believe that the Colony, though fully acquiescing in the necessity of the works authorized, is not prepared to approve of any considerable extensions until what is sanctioned has been given effect to and the result ascertained. We propose, therefore, to devote ourselves to carrying out the Railways and other works authorized with as much despatch as a due regard to economical administration will allow. We believe those works are as extensive as the labour now in the Colony, and expected shortly to arrive, will be able to carry out during the present year without undue interference with the existing industries of the country; but we look forward to the growth and increasing prosperity of the Colony requiring, at no distant date, an extension of undertakings so well calculated to develop its great resources.

No. 1.

ROADS AND TRAMWAYS—NORTH ISLAND.

RETURN of EXPENDITURE and LIABILITIES for SURVEY and CONSTRUCTION to 30th JUNE, 1872.

LINES OF ROAD.	No. of Bridges Constructed or in Progress.	No. of Miles Constructed or in Progress.	EXPENDITURE.			TOTAL EXPENDITURE.	LIABILITIES ON CONTRACTS.	TOTAL EXPENDITURE AND LIABILITIES.	
			1870-71.						1871-72.
			£	s.	d.				
North of Auckland, Shoal Bay, Waimate	...	...	...	...	765 7 3	1,861 6 0	2,626 13 3
Raglan, Waipa, and Waikato	11	16 74	340 17 0	2,780 8 10	3,424 11 10	...	3,424 11 10		
Tauranga, Taupo, Judea, Kati Kati, Torere, Opotiki	38	*20 75	4,186 14 8	10,887 9 3	21,075 5 3	6,314 9 5	27,389 14 8		
Napier, Taupo	16	90 00	4,355 11 2	9,100 10 7	14,855 16 1	2,230 2 11	17,085 19 0		
Takapu, Manawatu Gorge	13	37 40	4,628 2 6	7,463 5 3	12,091 7 9	557 16 0	12,649 3 9		
Poverly Bay	14	193 28	335 7 0	1,993 8 6	2,328 15 6	1,500 6 6	3,829 2 0		
New Plymouth to rear of Mount Egmont	1	4 40	149 12 0	...	500 0 0	...	500 0 0		
Waiti, Patea	21	61 40	4,644 2 3	7,899 7 5	18,797 19 3	8,096 12 7	21,894 11 10		
Patea, Wanganui	7	29 14	2,182 10 9	8,213 5 3	17,187 12 1	868 18 0	18,056 10 1		
Wanganui, Taupo	1	...	445 17 5	127 13 11	1,063 5 1	...	1,063 5 1		
Foxton, Manawatu Gorge	35	46 00	5,594 2 10	11,916 15 8	18,927 2 2	2,162 4 0	21,089 6 2		
Masterton, Manawatu Gorge	...	8 00	28 12 1	...	28 12 1	95 9 0	124 1 1		
Manawatu Tramway	...	*25 00	278 13 10	8,374 14 8	8,653 8 6	7,571 0 2	16,224 8 8		
Unapportionable	...	...	...	...	1,732 18 6	...	1,732 18 6
Recoveries	...	...	24,739 11 3	69,522 6 7	121,432 1 4	26,258 4 7	147,690 5 11
	...	...	14 12 11	...	436 1 5	...	436 1 5
Totals	160	784 46	27,591 12 0	69,522 6 7	121,868 2 9	26,258 4 7	148,126 7 4		

Ordinary Roads.
741 11
Armed Constibly.
*18 35
Tramway.
†25 0

No. 2.
RAILWAY.

RETURN of EXPENDITURE and LIABILITIES for SURVEY and CONSTRUCTION to 30th JUNE, 1872,* but including the Six Railway Contracts entered into with Messrs. Brogden and Sons on the 10th of August, 1872.

LINES OF RAILWAY.	MILES.		EXPENDITURE.		TOTAL EXPENDITURE.	LIABILITIES.		TOTAL LIABILITIES.	TOTAL EXPENDITURE AND LIABILITIES.
	Surveys completed or in course of completion.	Completed on in course of completion.	1870-71.	1871-72.		Contracts, General.	Contracts, Messrs. Brogden.		
	Bridges completed or in progress.	Mls. chs.	Miles chains.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
NORTH ISLAND.									
Kawa Kawa to place of shipment	..	8	0	10,565 10 6	..	105 0 0	..	105 0 0	..
Kanpara to Riverhead, and Survey to Auckland	..	37	0	19,451 14 1	..	35,569 4 0	..	35,569 4 0	..
Auckland to Mercer	32	47	0	920 0 0	20,371 14 1	30,047 13 5	166,724 0 0	196,771 13 5	46,134 14 6
Napier to Ruataniwha	..	57	0	707 7 5	2,415 12 6	..	50,807 0 0	217,143 7 6	..
Wellington to Masterton	..	70	0	1,559 6 10	3,076 11 8	..	28,616 0 0	53,222 12 6	..
Patea to Manawatu Gorge	..	69	0	2,360 0 4	3,029 7 5	..	..	31,692 11 8	..
Waitara to Patea	..	{	7	235 15 6	488 0 4	..	..	3,029 7 5	..
Totals	43	288	0	35,854 19 8	89,946 16 6	65,791 17 5	246,147 0 0	311,868 17 5	351,815 13 11
MIDDLE ISLAND.									
Brunner to Greymouth	..	7	0	422 11 5	422 11 5	..	..	422 11 5	..
Nelson to Foxhill	..	20	20	60 0 0	606 19 6	..	..	606 19 6	..
Picton to Blenheim	..	20	20	1,182 18 8	1,182 18 8	..	..	1,182 18 8	..
Kowai to Rangiora	..	15	0	..	312 5 7	..	..	312 5 7	..
Rangiora to Addington	..	12	0	566 6 11	83,049 14 8	2,785 9 2	..	2,785 9 2	..
Rangiora to Oxford	..	21	0	..	367 0 3	1,400 0 0	..	1,400 0 0	..
Kaipoi to Eyreton	..	10	40	..	71 15 3	..	..	71 15 3	..
Rolleston to Malvern and Southbridge	..	53	40	..	734 17 0	1,227 0 0	..	1,227 0 0	..
Selwyn to Rakaia	..	11	21	..	11,353 18 7	997 6 6	..	997 6 6	..
Rakaia to Ashburton	..	20	0	100 0 0	412 1 2	..	..	412 1 2	..
Ashburton to Temuka	..	32	0	..	247 5 0	..	..	247 5 0	..
Temuka to Timaru	..	12	0	118 7 0	10,981 19 5	..	..	10,981 19 5	..
Timaru to Waitaki	..	41	0	163 17 6	10,105 0 0	..	..	10,105 0 0	..
Waitaki Bridge	122 4 11	..	..	122 4 11	..
Waitaki to Moeraki	..	40	40	..	42,311 3 11	..	..	42,311 3 11	..
Tokomairiro to Lawrence	..	20	0	..	1,245 4 7	..	..	1,245 4 7	..
Dunedin to Clutha	..	51	0	5,982 3 4	48,293 7 3	18,727 13 1	142,000 0 0	160,727 13 1	209,021 0 4
Clutha to Mataura	..	50	0	..	700 1 6	..	..	700 1 6	..
Mataura to Invercargill	..	40	20	654 1 3	1,413 11 11	..	86,697 0 0	88,110 11 11	..
Winton to Kingston	..	16	0	..	888 12 4	..	..	888 12 4	..
Sleepers	26,146 13 4	..	26,146 13 4	..
Unapportionable	500 0 0	..	..	500 0 0	..
Totals	24	500	41	164,705 1 2	172,339 17 2	59,240 4 7	304,231 0 0	363,471 4 7	535,811 1 9

* The "Expenditure" includes the payments made for Plant and Rolling Stock by the Agent-General to the date of his last accounts (31st March); but in the "Liabilities," the plant yet to arrive is not included, owing to the impossibility of apportioning the amount to the various Lines—see separate Table, No. 3.

No. 3.
RAILWAYS.

RETURN showing LIABILITIES ON PLANT and ROLLING STOCK ordered to 30th JUNE, 1872, but including the Contract for Material entered into with Messrs. Brogden and Sons on the 10th of August, 1872.

NORTH AND MIDDLE ISLANDS.	THROUGH AGENT-GENERAL.	THROUGH AGENT-GENERAL IN CONJUNCTION WITH MESSRS. BROGDEN.	TOTALS.
	£ s. d.	£ s. d.	£ s. d.
Rails	135,300 0 0	...	...
Rolling Stock	89,260 0 0	...	...
Plant and Rolling Stock ... ..	...	250,000 0 0	...
Tools and Machinery ... ..	...	5,100 0 0	...
Totals	224,560 0 0	255,100 0 0	479,660 0 0

No. 4.
ROADS, MIDDLE ISLAND.

RETURN showing EXPENDITURE and LIABILITIES for SURVEY and CONSTRUCTION to 30th JUNE, 1872.

	Bridges con- structed or in progress.	MILES.		EXPENDITURE.				TOTAL EXPENDITURE.	LIABILITIES ON CONTRACTS.	TOTAL EXPENDITURE AND LIABILITIES.
		Surveys.	Con- struction.	1870-71.		1871-72.				
				£ s. d.	£ s. d.	£ s. d.	£ s. d.			
Westland	14	55 0	34 11	51 6 3	22,411 8 7	22,462 14 10	15,018 7 0	37,481 1 10		
Nelson South-West Gold Fields	1	40 0	40 0	...	9,917 15 0	9,917 15 0	*7,330 17 0	17,248 12 0*		
Totals	15	95 0	74 11	51 6 3	32,329 3 7	32,380 9 10	22,349 4 0	54,729 13 10		

* In addition to the Liabilities on Contracts, a portion of the roads in the South-West Gold Fields District is being constructed by day-labour.

No. 5.
WATER RACES.

RETURN of EXPENDITURE and LIABILITIES for SURVEY and CONSTRUCTION to 30th JUNE, 1872, but including Material ordered for the Thames Water Race through the Agent-General on the 27th July, 1872.

PROVINCE.	EXPENDITURE.		TOTAL EXPENDITURE.	LIABILITIES ON MATERIAL ordered through the Agent-General.	TOTAL EXPENDITURE AND LIABILITIES.
	1870-71.	1871-72.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
AUCKLAND: Thames	180 0 0	714 9 1	894 9 1	19,000 0 0	19,894 9 1
WESTLAND: Mokonui, Kanieri, Wai- mea	229 0 0	811 4 8	1,040 4 8	...	1,040 4 8
OTAGO: Mount Ida ... ..	...	77 19 0	77 19 0	...	77 19 0
DEPARTMENTAL: Salaries, Travelling Expenses, Advertising, &c. ... ..	...	602 17 9	602 17 9	...	602 17 9
Total	409 0 0	2,206 10 6	2,615 10 6	19,000 0 0	21,615 10 6

No. 6.
LAND PURCHASES, NORTH ISLAND.
RETURN of EXPENDITURE and LIABILITIES to 30th JUNE, 1872.

PROVINCE.	ACREAGE PURCHASED	ACREAGE UNDER NEGOTIA- TION.	EXPENDITURE.		TOTAL EXPENDITURE.	LIABILITIES.	TOTAL EXPENDITURE AND LIABILITIES.
			1870-71.	1871-72.			
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
AUCKLAND: Thames, Coromandel, Wharau HAWKE'S BAY and WEL- LINGTON,— Seventy-Mile Bush— Hawke's Bay	10,379	233,000	150 0 0	8,635 5 6	8,785 5 6	6,902 8 4	15,687 13 10
Wellington	175,369	}	80 0 0	14,656 11 11	14,736 11 11	290 0 0	15,026 11 11*
WELLINGTON: Seventy- Mile Bush (additional) and West Coast	167,606	253,978	...	26,103 13 7	26,103 13 7	6,569 13 6	32,673 7 1
TARANAKI: Ngatimaru..	...	3,140	...	38 13 6	38 13 6	400 0 0	438 13 6
Totals	501,154	490,118	230 0 0	49,434 4 6	49,664 4 6	14,162 1 10	63,826 6 4

* The exact proportion of acreage in this block not being ascertained, the apportionment of the expenditure is left for future adjustment between the Provinces of Hawke's Bay and Wellington.

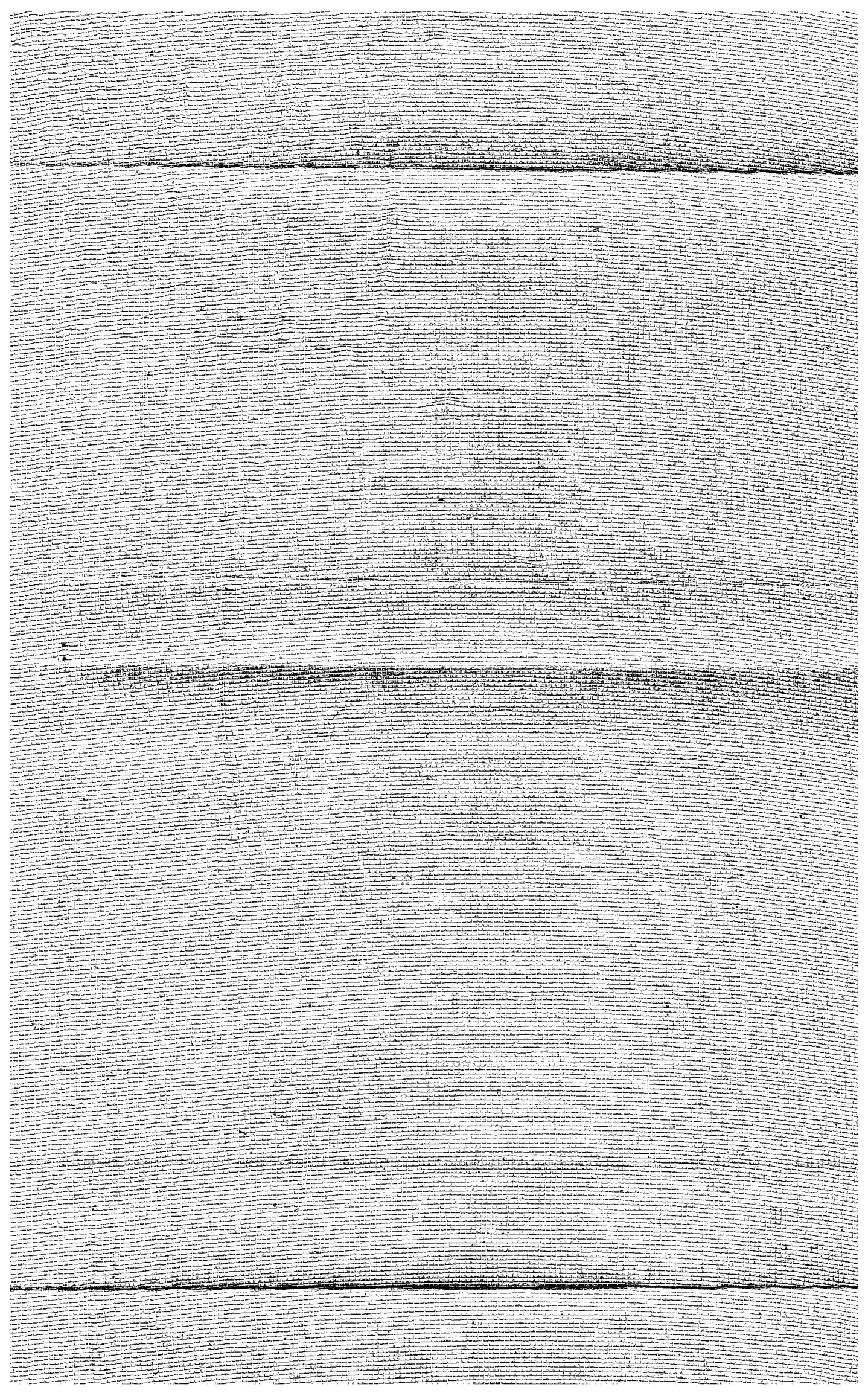
No. 7.
IMMIGRATION.

RETURN showing NATIONALITIES, COST, and LOCATION of IMMIGRANTS sent to NEW ZEALAND by the AGENT-GENERAL, made up to 20th August, 1872.

DATE OF ARRIVAL.	SHIP.	NATIONALITIES.																STATUTE ADULTS.	LANDED AT.	LOCATED AT.	EXPENSES, AS FAR AS ADVISED, PRIOR TO EMBARKATION.	PASSAGE MONEY.	EXPENSES SINCE ARRIVAL.	RECOVERIES UP TO DATE IN LONDON AND COLONY ON ACCOUNT OF PASSAGE MONEY AND EXPENSES.	COST TO THE COLONY TO DATE (SUBJECT TO THE RECOVERIES TO BE MADE ON PROMISSORY NOTES.)	REMARKS.											
		ENGLISH.		SCOTCH.		IRISH.		NORWEGIAN.		DANISH.		GERMAN.		FRENCH.		UNKNOWN.																					
		Adults.	Ch.	Adults.	Ch.	Adults.	Ch.	Adults.	Ch.	Adults.	Ch.	Adults.	Ch.	Adults.	Ch.	Adults.	Ch.																				
1872. February 2	"Celano"	M. 9	F. 13	8	M. 2	F. 3	...	M. 6	F. 8	4	46½	Wellington	Wellington and Hawke's Bay	£ s. d. ...	£ s. d. 627 18 0	Gratuities, Surgeon and others	£ s. d. 30 5 0	£ s. d. 246 19 5	£ s. d. 411 3 7	There are further recoveries to be made on Promissory Notes given by the Immigrants or by their friends in the Colony. Promissory Notes vary from £5 to £10 per statute adult, single women alone excepted, who are, in nearly all cases, free. Out of the 1,136 souls (or 966 statute adults) sent by the Agent-General, there are— Souls. English ... 388 Irish ... 185 Scotch ... 127 German ... 175 Danish ... 173 Norwegian ... 87 French ... 1								
March 8	"Margaret Galbraith"	...	...	4	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	Dunedin	Otago	87 0 0	...	30 0 0	57 0 0
March 9	"England"	2	3	1	4	8	8	...	10	13	5	11	10	21	81	Wellington	Wellington, Hawke's Bay, and Opaki, Wairarapa	2 17 10	1,054 9 3	Quarantining, Med. Officer, Brd. Hlth. Inquiry ... 493 4 2 Compensation for Clothing destroyed ... 294 13 0 Locating, Implements, &c., half recoverable ... 247 5 4	95 16 2	1,996 13 5										
March 9	"Wild Deer"	5	4	2	2	2	...	3	4	...	...	...	...	...	...	...	...	...	...	20½	Dunedin	Otago	297 5 0	...	77 0 0	220 5 0	
May 7	"Dover Castle"	10	3	14	2	1	3	17	13	63½	Lyttelton	Canterbury	4 11 8	866 15 6	Gratuities, £53 10s.; forwarding, £25 0s. 3d.	78 10 3	256 15 0	693 2 5									
July 8	"William Davie"	6	7	7	18	32	10	6	14	4	...	...	...	...	...	...	...	...	...	91½	Dunedin	Otago	1,303 7 6	...	276 0 0	1,027 7 6		
July 27	"Halcione"	32	28	17	6	1	...	11	10	2	...	...	23	19	31	...	...	...	...	149	Wellington	Wellington, Taranaki, Picton, and Opaki, Wairarapa	Approximately, 1,937 0 0	Proportion, Gratuities, Surgeon, &c. ... 148 10 0	58 0 0	2,027 10 0					
July 30	"Celestial Queen"	20	28	23	...	1	...	6	25	5	...	...	...	...	...	...	...	...	...	92	Auckland	Auckland	Approximately, 1,196 0 0	Gratuities, Surgeon, &c. ... 137 0 0	...	1,331 0 0		
August 5	"Merope"	45	56	45	5	9	4	10	19	18	...	...	...	...	...	...	...	1	...	175	Lyttelton	Canterbury	2,275 0 0	Gratuities, Surgeon, &c. ... 207 10 0	...	2,482 10 0				
Not yet arrived	"Friedeberg"	...	...	...	...	...	...	...	...	26	25	8	24	23	11	51	51	73	...	241	Not yet arrived	Intended for Canterbury	Approximately, 2,542 11 0	...	105 4 6	2,437 6 6			
Totals		129	142	117	43	59	25	59	93	33	36	38	13	58	52	63	51	51	73	1	...	Totals	...	7 9 6	12,187 6 3	£1,636 17 9	1,145 15 1	12,683 18 5									
Not yet arrived	"Hovding"	Intended for Hawkes Bay.								
The undermentioned have been sent out by Messrs. Brogden and Sons:																																					
Per "Schiehallion"†		98	14	25	1	...	124	Gratuities, Surgeon, &c. ... 142 0 0									
"Halcione"†		31	14	17	51½	Proportion, Gratuities, Surgeon, &c. ... 51 10 0									
Total		258	170	159	43	59	25	59	93	33	36	38	13	58	52	63	51	51	73	1	...	1,141½	...	£1,830 7 9									

* With Scandinavian emigrants, but no detailed particulars received.

† In letters advising these departures, the Agent-General says:—"I do not forward the usual passage money account, as in all cases the terms on which the workmen are sent out have been arranged between the Messrs. Brogden and the emigrants."



PUBLIC WORKS STATEMENT.

25 B.—No. 2A.

No. 8.

IMMIGRATION.

RETURN showing EXPENDITURE and LIABILITIES to 30th JUNE, 1872.

PROVINCES.	EXPENDITURE.		TOTAL EXPENDITURE.	LIABILITIES ON CONTRACTS, &C. *	TOTAL EXPENDITURE AND LIABILITIES.
	1870-71.	1871-72.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Auckland ... ..	...	415 6 9	415 6 9	805 0 0	1,220 6 9
Hawke's Bay, including Refund ...	...	1,693 1 9	1,693 1 9	...	1,693 1 9
Wellington	2,739 10 5	4,906 0 10	7,645 11 3	4,067 10 0	11,713 1 3
Marlborough ... ..	...	4 11 8	4 11 8	...	4 11 8
Canterbury, including Refund ...	59 5 0	17,257 17 6	17,317 2 6	4,326 2 11	21,643 5 5
Otago, including Refund...	...	14,217 9 7	14,217 9 7	9,137 15 1	23,355 4 8
General—Agent-General, &c. ...	...	5,363 4 7	5,363 4 7	722 10 0	6,085 14 7
" Nominated and Assisted Passages ... ..	...	...	...	65,000 0 0	65,000 0 0
Totals	2,798 15 5	43,857 12 8	46,656 8 1	84,058 18 0	130,715 6 1

* The "Expenditure" includes amounts paid by Agent-General to date of his last Account (31st March, 1872), and Amounts paid in Colony to 30th June, 1872. The "Liabilities" include Contracts in the Colony and an estimated sum of £65,722 10s., to cover probable cost of Immigration during the year ending 31st December, 1872.

No. 9.

TELEGRAPH.

RETURN showing the AMOUNT EXPENDED for TELEGRAPH PURPOSES out of Public Works Loan up to 30th JUNE, 1872.

NO. OF MILES OF POLES.	NO. OF MILES OF WIRE.	LOCALITY.	AMOUNT.
			£ s. d.
24	24	Riverton to Invercargill	906 6 4
54	54	Palmerston to Naseby	1,437 16 9
4	94	3rd Wire, Dunedin to Oamaru, including 4 miles beach line to Kakanui ...	1,522 4 8
...	...	Purchase Queenstown Line	4,432 1 4
140	140	Reconstruction Queenstown Line	2,247 3 10
50	50	Akaroa Line	2,409 16 7
37	43	Waiau Line	2,475 18 11
50	50	Patea to Opunake	7,383 19 4
22	22	New Plymouth to Stoney River	9,887 14 0
73	146	Tauranga to Grahamstown	4,313 16 11
...	210	2nd Wire, Napier to Tauranga	617 19 2
...	40	3rd Wire, Auckland to Mercer	1,580 0 0
32	32	Nelson to Motueka	3,202 2 9
146	146	Christchurch to Hokitika, Reconstruction... ..	3,054 12 9
27	27	Coromandel Line	3,318 2 7
26	26	Reefton Line	1,577 2 7
50	50	Westport, Reconstruction	1,246 17 5
66	66	Invercargill to Balclutha, Reconstruction (66 miles finished) ...	694 9 5
...	40	2nd and 3rd Line, Hokitika to Greymouth	52,308 5 4
801	1,260	New Stations; also sundry material unexpended, lying in stock	5,989 3 5
...	...		58,297 8 9
801	1,260		

PUBLIC WORKS STATEMENT.

No. 10.

TOTAL EXPENDITURE and LIABILITIES ON IMMIGRATION and PUBLIC WORKS to 30th JUNE, 1872; but including the order for Material for the Thames Water Race sent to Agent-General on the 27th of July, 1872, and the Seven Contracts for Railways and Material entered into with Messrs. Brogden and Sons on the 10th of August, 1872.

WORKS, &c.	EXPENDITURE.			LIABILITIES.			TOTALS.		
	£	s.	d.	£	s.	d.	£	s.	d.
Roads, North Island ... As per Return No. 1	121,868	2	9	26,258	4	7	148,126	7	4
Railways, North Island ... " " 2	39,946	16	6	311,868	17	5	351,815	13	11
Railways, Middle Island ... " " 2	172,339	17	2	363,471	4	7	535,811	1	9
Plant, Rolling Stock, Tools, Machinery ... " " 3	...			479,660	0	0	479,660	0	0
Roads, Middle Island ... " " 4	32,380	9	10	22,349	4	0	54,729	13	10
Water Races ... " " 5	2,615	10	6	19,000	0	0	21,615	10	6
Lands, North Island ... " " 6	49,664	4	6	14,162	1	10	63,826	6	4
Immigration ... " " 8	46,656	8	1	84,058	18	0	130,715	6	1
Development of Coal Mines	543	5	8	...			543	5	8
Greymouth Protective Works	3,259	0	6	740	19	6	4,000	0	0
Payments to Provinces	100,000	0	0	...			100,000	0	0
Interest and Sinking Fund	33,750	0	0	11,250	0	0	45,000	0	0
Discount and Charges Raising Loan	39,272	3	4	...			39,272	3	4
Departmental	24,653	16	3	976	16	0	25,630	12	3
Refunds of Stamp Revenue	92	14	9	...			92	14	9
Telegraph Extension ... As per Return No. 9	667,042	9	10	1,333,796	5	11	2,000,838	15	9
	58,297	8	9	...			58,297	8	9
Totals	725,339	18	7	1,333,796	5	11	2,059,136	4	6