

1873.

NEW ZEALAND.

PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. EDWARD RICHARDSON.

MR. SPEAKER,—

The Statement I am about to make this evening must necessarily be very dry, and, except as regards the Members of each individual district to which I shall refer, not particularly interesting. I shall, therefore, condense my remarks as much as I possibly can consistently with a clear explanation of the proceedings of the Public Works Department during the past financial year, and give a short sketch of what the Government propose to do during the year we have just entered upon.

For the convenience of honorable Members, I intend, in alluding to the various subjects with which I have to deal, to take them as nearly as possible in the order in which they were taken by my predecessor in office last year. Before applying myself to the more immediate objects of this Statement, I wish to take this opportunity of thanking both Mr. Ormond and Mr. Reeves for the assistance they have from time to time rendered me, by giving me, at considerable trouble to themselves, the most useful information as to the position of the various matters which were in hand when they relinquished office.

I found that a very large amount of work had been promised to be done during the few months which were to elapse between the end of the last and commencement of the present Session of Parliament.

I also found that from the enormous amount of work caused by the large number of Returns which were called for and ordered by this House during last Session, the ordinary work of the Department had almost been suspended, and consequently very much leeway had to be made good.

The Tables which have been prepared this year, and to some of which I shall presently refer, are in a somewhat different form to those printed last year, the alteration having been made with the view of meeting, as far as possible, the wishes of honorable Members, and supplying much of the information which was moved for, from time to time, during last Session. This has been done so as to make, if possible, the work of the Department lighter during the present Session.

I have pleasure in saying that all the officers of the Department have done their utmost to carry out the wishes of the Government, and by working very long hours during several months, have succeeded in enabling the Government to fulfil their promises. I will only mention the names of the Engineer-in-Chief, Mr. Carruthers, and that of the Assistant Engineer-in-Chief, Mr. Blackett; both these gentlemen have done an amount of work which few officers of any Government are called upon to do, and each of them has more than once during the past few months been laid up from overwork. The former has had the more immediate

control of the railway works, and the latter that of the roads and bridges; but it must not be supposed that the work of these officers has been kept distinct, each of them at times having as much as it was possible to do of both descriptions.

It was my intention to visit every district where the Department had works in progress. I am of opinion that it is much to the interest of the Colony that whoever is at the head of this Department should have personal knowledge of what is going on, and be able to form his own judgment of the requirements of the several districts. I made my arrangements accordingly to travel from one end of the Colony to the other during the recess: but the changes which took place in the Ministry in the early part of this year kept me in Wellington and prevented me from visiting several important districts.

As will be seen from the Returns which have been laid upon the table of the House, a very large number of contracts have been let, involving a great amount of professional labour in preparation of plans and specifications.

In every case where practicable, public tenders have been called for the works of all descriptions, the exceptions being the contracts let to Messrs. Brogden and Sons, and some small road works in out-of-the-way places. In almost every case the lowest tenders have been accepted.

ROADS, NORTH ISLAND.

I shall now allude to the Road Works in the North Island.

I shall not trouble the House by going into any detailed description of all the roads which have been put in hand, but refer honourable Members to the very exhaustive report of the Assistant Engineer-in-Chief, Mr. Blackett.

It has been the object of the Government throughout the year to bridge, as far as practicable, all the larger and more dangerous rivers and creeks on the various lines of road determined upon. In view of the large loss of life which occurs annually at the crossing places on these rivers, the Government consider it is all important that they should be bridged as speedily as possible.

Wherever it has been found practicable, employment has been given to the Natives on these road works, and in the majority of instances by contract. Although the Maoris have not in some districts availed themselves of the opportunity as much as could be wished, still it is to be noted with satisfaction that they carried out their work very faithfully, and generally at very moderate rates, and that there is a growing inclination amongst them to enter into contracts for public works.

The expenditure in the upper portion of the district North of Auckland has been during the past few months more directly under the Honorable Mr. Katene, whose very large knowledge of the district has been of great assistance in pointing out where road works were most needed. In the district more immediately in the neighbourhood of Auckland, the Provincial Government have taken the superintendence of the expenditure of £10,000, and have assisted the Government in expeditiously carrying out the road works so much wanted.

A considerable amount of work has been done in several of the Road Districts by the Armed Constabulary, full details of which will be found in Table 2, attached to this Statement, the total value of such work during the past year being £2,620.

The amount expended in the districts of the various Provinces is as follows:—

PROVINCE OF AUCKLAND,—			£	s.	d.
Bay of Islands ...	...	...	6,503	0	11
North of Auckland ...	...	...	2,747	10	9
Mangere Bridge ...	...	...	227	17	8
Thames ...	...	...	75	2	9
Waikato ...	...	...	5,832	8	11
Bay of Plenty ...	...	...	37,454	1	2
Poverty Bay ...	...	...	6,197	17	2
Taupo ...	...	...	7,357	10	0
			£66,395 9 4		

With reference to the Mangere Bridge, I would observe, in passing, that its erection was promised by my predecessor in office, and that it was put in hand at the express request of the Superintendent and the Provincial Authorities of Auckland. It is a very large work, and will cost £15,224 7s. 8d.

PROVINCE OF TARANAKI,—				£	s.	d.
Wai-iti-Patea	...	...	...	36,402	14	1
Hawera-New Plymouth, inland	...	...	...	1,205	12	8
				£37,608 6 9		
PROVINCE OF HAWKE'S BAY,—						
Napier	...	...	...	13,428	11	7
Seventy-Mile Bush	...	...	...	16,636	10	9
Wairoa	...	...	...	891	6	9
				£30,956 9 1		
PROVINCE OF WELLINGTON,—						
Wanganui-Patea	...	...	...	24,688	13	2
Wanganui-Taupo	...	...	...	2,091	18	2
Seventy-Mile Bush	...	...	...	5,889	16	8
Manawatu	...	...	...	24,754	5	11
Manawatu Tramway	...	...	...	21,656	19	6
				£79,081 13 5		

It will be seen by reference to the Tables that the amount expended to the 30th June, 1872, out of the North Island Road Fund was—

				£	s.	d.
In the Province of Auckland	...	...	...	30,840	6	11
Taranaki	...	...	...	19,913	15	0
Hawke's Bay	...	...	...	22,448	19	8
Wellington	...	...	...	47,034	7	0
Unapportionable Recoveries	...	...	...	1,747	11	5
Total				£121,985 0 0		

That the amount expended during the year 1872-73 was—

				£	s.	d.
In the Province of Auckland	...	...	...	35,555	2	5
Taranaki	...	...	...	17,694	11	9
Hawke's Bay	...	...	...	8,507	9	5
Wellington	...	...	...	32,047	6	5
Total				£93,804 10 0		

And that the amount of the works which have been let during the year 1872-73 was—

				£	s.	d.
In the Province of Auckland	...	...	...	45,852	11	9
Taranaki	...	...	...	10,205	16	2
Hawke's Bay	...	...	...	9,301	6	3
Wellington	...	...	...	21,480	1	0
In all, this year				£86,839 15 2		

The North Island Road Fund Account now stands thus:—

				£	s.	d.
Expended in Province of Auckland	...	...	...	66,395	9	4
Taranaki	...	...	...	37,608	6	9
Hawke's Bay	...	...	...	30,956	9	1
Wellington	...	...	...	79,081	13	5
Unapportionable	...	...	...	1,747	11	5
				£215,789 10 0		
Liabilities for contracts in hand 30th June, 1873:—						
Auckland	...	...	...	35,934	18	4
Taranaki	...	...	...	5,631	16	7
Hawke's Bay	...	...	...	8,972	10	0
Wellington	...	...	...	24,424	1	10
Together showing a total out of the £400,000 voted of				£290,752 16 9		
Leaving an amount of				£109,247 3 3		

for future allocation and expenditure,—subject, however, to a balance of £43,270 13s. 5d. out of the £60,000 set aside by Resolution of last Session for Roads North of Auckland.

A glance at the map now within this House will give honorable Members a very fair idea as to how far the North Island is opened up by roads.

At the end of the year 1871 and 1872 there were in the North Island 421

miles of dray roads opened and in progress. Horse roads, of a total length of 320 miles, were opened or in progress, at a total expenditure of £121,985.

At the end of the year 1872-73 the total length of dray roads opened and in progress was 1141 miles, and of horse roads a total length of 470 miles were opened or in progress, at a total expenditure, including liabilities, of £290,752 16s. 9d.

Several very large bridges are now in hand, and will be completed during this financial year,—more particularly the Patea, the Waitotara, and the Whenuakura bridges, on the West Coast.

The bridge which is now under contract over the Manawatu River at the Gorge, is being built of sufficient strength to enable the Government hereafter to use it for railway purposes. The Government hope that during next summer the work will have so far progressed as to ensure a good traversable road from Wellington, Napier, and Wanganui.

A large portion of the work on this road has been done by the Scandinavians, and it is only fair to them to state that they have worked very steadily and well, and have every appearance of making very useful settlers.

ROADS, NELSON SOUTH-WEST GOLD FIELDS.

A reference to the Report of the Assistant Engineer-in-Chief shows that during the past year $33\frac{1}{2}$ miles of first-class metalled road has been completed, and 9 miles made passable for heavy traffic, in addition to which surveys have been completed for about 50 miles of main road.

The expenditure in this district has been during past year £26,652 19s. 9d., with outstanding liabilities of £9,233 1s. 6d.

In conformity with the terms of the Act, it is intended to spend the balance during the present year, and it is hoped this expenditure will fully secure to the district the benefit which the Legislature had in view.

WESTLAND ROADS.

The works which it has been decided to carry out are all in hand and a fair rate of progress has been made with them.

It is expected that the whole of the vote will be expended during the current year.

RAILWAYS.

I now come to the subject of Railways; and here I may remind honorable Members of the Statement made by my honorable friend Mr. Ormond at the close of last Session on the second reading of the Railways Bill, in which he gave a very clear outline of the course the Government intended to pursue with regard to railway works throughout the Colony. So far as it has been possible, the expectations raised by that Statement have been realized, and, with the exception of two lines in the Wellington Province, the whole of the railways are now, if not more forward, at least in as far forward a state as it was then expected they would be.

I shall take the railways in the order Mr. Ormond did, and state what has been done in each case. And first, I come to the Riverhead and Helensville Railway. The contractor has made fair progress with the works. At the end of last Session an arrangement was come to with the contractor for this line by which the Government were to find the rails at a fixed price. The rails have long since been ordered, and we have advices of contracts being entered into which lead us to hope that we shall in the course of about three months have the rails here. There is no doubt that between the Provincial and General Governments the contractor has more or less suffered; but we have little doubt that an arrangement satisfactory to all concerned will eventually be arrived at. This line is to cost less per mile than many others; but it must not be supposed that it is equally good, as such is not the case. The gradients are more heavy on this line than on any other, except the Wellington and Masterton at Rimutaka, and as no ballast, in the ordinary sense of the word, has been provided, a considerable additional expense will have to be incurred to make the line serviceable, if there should prove to be much traffic on it.

The next railway is the Riverhead and Auckland. It was intended to have put this line under contract some months since, but it was found on more detailed examination of the country that a very much better line could be adopted, both as regards the cost and the accommodation to the settlers, between the two points. An entirely new survey has been undertaken, which will be the means of saving a considerable amount in construction and in working expenses hereafter. It is expected that this line will be ready for contract in September.

The next line is the Auckland and Mercer, with which I will include the works of the Auckland Station and the Branch to Onehunga. The whole of these works are under contract to Messrs. Brogden and Sons, and the rate of progress is so far satisfactory that there is little room to doubt that the line will be completed to Mercer within the contract time, the 1st of September, 1875. The railway from Auckland to Onehunga will, I am informed by the Engineer-in-Chief, be ready for opening in about six weeks from the present time.

The next line is from Napier to Waipukurau. As you are aware, the first portion, to Pakipaki, has been let to Messrs. Brogden and Sons. The progress on this line has not been considered satisfactory, and it will require very much greater exertions on the part of the contractors to complete it within the contract time, 1st December, 1873. The surveys for the remainder of this line are in a forward state, and it is intended, immediately they are completed, to advertise the work for contract.

The next railway is from Waitara to Wanganui. Eleven miles of this line, being the portion from Waitara to New Plymouth, are let to Messrs. Brogden and Sons, at rates which will allow of its completion within the amount appropriated by Parliament. It is proposed to push on the survey of this railway, and to incur an additional expenditure of £100,000. The earth-works on the route by which it is proposed to take this railway, behind Mount Egmont, are expected to be of a very light nature; but many bridges will be required, so that the cost will be somewhere about £5,000 per mile. Great care will be taken with the survey of this line, and the works not put in hand till the engineers are sure that they have the best route which can be obtained. This railway is of more consequence now that large tracts of adjacent land are coming into the hands of the Government, and require to be opened up by easy means of communication. It has not been found possible to have this survey completed, owing to difficulties to which I need not here allude, previously to the meeting of the Assembly. This line will also be commenced at the Wanganui end.

The next line is the Wellington and Masterton line. The Engineer-in-Chief reports fully on this line, and I much regret that a more favourable account cannot be given as to the progress of the works on the first section let to Messrs. Brogden and Sons. The waggons and carriages for this line have arrived, and we have advices as to completion of locomotives. I am assured by Messrs. Brogden and Sons, that there will not be much delay beyond contract time, 1st September, in completing the line. The works on the second contract are reported by the Engineer to be progressing favourably.

I am aware that a great deal of uneasiness has been felt at the delay in putting more of this railway under contract, but I feel satisfied that every day's delay that has taken place has been for the benefit of the country, and that no more has been incurred than was necessary to satisfy the Government that the cheapest and best means of crossing the Rimutaka had been ascertained. This has now been done, and the line to Featherston will be speedily put under contract.

I now come to the Wanganui and Manawatu. On this line we were unfortunate in not getting as good surveyors as we ought to have had, and very serious changes have had to be made in laying out the line before final adoption. The best route has now been determined on as far as the Turakina, as also the crossing place at the Wanganui River. Designs are being prepared for the bridge, which is a large one, and immediately the contract plans are complete, tenders will be invited. Although some time has been lost here, still a very considerable saving in the cost will be effected by the changes made by the Engineer-in-Chief.

The Provincial Government of Wellington have agreed to make over the
2—E.—1.

Parae Karetu Block, containing 46,000 acres of land, as part of the security asked for the construction of this line as a railway instead of a tramway as was originally proposed, and have expressed their willingness to hand over to the General Government additional lands as the works proceed. The speed at which this line is to be constructed will depend upon the success or otherwise of the Feilding Contract.

This brings me to the South Island; the first line in which is the Nelson and Foxhill. The works on this railway are well in hand. The contract for the first length has not yet been advertised, owing to the Government being determined to hear all that there is to be said in favour of the more expensive line by the sea coast out of the City of Nelson. As at present advised, it is intended that the direct line shall be taken, for the reasons given by the Engineer-in-Chief in his report. This line ought to be finished in about eighteen months from the present time.

The Picton and Blenheim line is the next to which I shall refer. Messrs. Brogden and Sons are making good progress with this line, and there is no doubt that it will be finished within the contract time, and that the cost will be within the amount authorized. The severe floods of last month have done some injury, but the inspecting Engineer reports that it is of little consequence.

The next railway I have to notice is the Rangiora and North Kowai. On this line is a very heavy bridge over the Ashley River, which has been let by contract to Mr. E. G. Wright. Considerable progress has been made with the work, and it is proposed to call for tenders for the construction of the rest of the line, so that it may be completed in about eighteen months from the present time. The Provincial Government of Canterbury have resolved to avail themselves of the amendment of the Railways Act of last Session, and pay for the difference in cost of broad over that of narrow gauge.

The next line is that portion of the Great Southern Railway of Canterbury known as the Rakaia and Ashburton; this, together with the large bridge over the Ashburton River, has been let to Mr. Wright. The formation of this line is nearly finished; the rails for the whole length have been advised as shipped, and two-thirds are already in Canterbury. The completion of this line depends upon the supply of sleepers, which are now coming to hand.

The next length of the same railway is from Ashburton to Temuka. A considerable difficulty has arisen about the proper route for this line, and although the report of the Engineer-in-Chief was at first in favour of making use of the present bridge, recent experiments have led him so far to alter his opinion as to recommend the lower crossing and direct line of railway, although in justice to him it should be stated that he considers a good deal of careful conservancy of the river will be required. The greater portion of this line has been offered, under the terms of their old agreement, to Messrs. Brogden and Sons, but their offer has been declined. The whole is now being divided into smaller contracts, and tenders will be invited immediately; the plans and specifications are ready.

The Timaru and Temuka line is under contract as far as Young's Creek, to be completed on 3rd January, 1874; and as the rails for it are advised, its completion depends upon the delivery of sleepers now under contract.

The Waitaki Bridge is the next work now in hand proceeding Southwards. The erection of this bridge has been delayed by change of design in England, and by the non-arrival of the lower lengths of the cylinders in Colony at the time expected. There is no doubt that the bridge sent out is of a more substantial character than was intended to be built, but there is equally no doubt that had the plan of the Engineer-in-Chief been adhered to, a useful bridge would have been by this time erected over the river. As soon as sufficient information is obtained as to what is a fair price for sinking the cylinders, tenders will be called for the erection of the bridge.

The Waitaki and Moeraki Railway was first offered to Messrs. Brogden and Sons; but their tender was declined, and a portion has been let to Messrs. Allan and Stumbles, the contractors for the Timaru and Young's Creek contract. The works are proceeding satisfactorily. Messrs. Brogden and Sons subsequently sent in an amended tender for the balance of this line, and their offer was accepted. Satisfactory progress is being made.

The next line is the Dunedin and Clutha. Sufficient progress is being made with the contract of Messrs. Brogden and Sons to enable them to complete the line within the contract time. The Government have intimated to them that they will be prepared to pay a bonus per month on every month saved on the opening of this line for traffic, with a view of expediting its completion. Several slips have occurred on cuttings on this line, but none of a more serious nature than might be expected in the country traversed; they have been provided for in the appropriation taken for construction. The cheapening of works on lines of this sort is always subject to risks of this kind, and there is no reason to complain so far of what has occurred.

The Tokomairiro and Lawrence line has been put under contract, as was promised by my predecessor, and will in all probability be completed concurrently with the line to Dunedin.

The Invercargill and Mataura line is reported by the Engineer as not progressing as fast as it should. Messrs. Brogden and Sons will have to use much more energy to get it completed by their contract date, 1st September, 1874.

The first section of the Winton and Kingston line has been let, and it is proposed to let another section towards the end of this year.

Of the Coal Fields Railways, the only one at present put in hand is the Brunner and Greymouth line. The amount of protective works required at Greymouth has hardly been ascertained, nor will it be till the trade likely to be done there in shipment of coal is ascertained.

It will be remembered that, in the Railways Act of last year, the Government were authorized to purchase the Dunedin and Port Chalmers Railway, the Provincial authorities being consenting parties to the terms of purchase. As soon as Parliament rose, negotiations were opened with the then owners of this line, which were continued till the end of March, when a decision was arrived at, and terms of purchase agreed upon between the several parties concerned. The deed of sale is upon the table of the House, and speaks for itself. It shows that the Government have paid the sum of £175,000 for the line; that a further sum has been paid for extra rolling stock over and above that which the owners undertook, in their agreement with the Provincial Government, to place upon the line, and for materials provided by the contractors for the extension of railway wharfage accommodation at Port Chalmers. The whole cost of this line, with the improvements now contemplated, is £210,000, and this sum the House will be asked to vote. The line was handed over to the Province at the date of the purchase, and is leased by it from the General Government, under terms of the Act, from year to year, the Province being charged with the interest on the cost of the line. It was considered, after most anxious deliberation, and taking into account the engagements made by the Province with the owners of this line, that no other course was open to the Government than the one they took, that any delay in the purchase would have very largely added to the value of the property, and that sooner or later it would have to be bought by the Government, as it is the key to the railway system of Otago. If the purchase had not been concluded when it was, the Government would have had to pay a much larger price for it. Immediately on the line being purchased, the Government had a substantial offer to lease it for a period of years, at a rate which would have given $7\frac{1}{2}$ per cent. on the outlay. The additional works which are now in hand will, it is estimated, make the line capable of doing all the traffic which will offer for some time to come.

On the Canterbury Branch Railways considerable progress has been made. Contracts have been entered into for the whole of the sleepers required to complete the Malvern, White Cliffs, the Oxford and the Racecourse and South-bridge Lines, and the rails are advised to arrive in due time. It is not calculated that the whole will be completed before the end of the year 1874.

Briefly to summarize the above, it is estimated that in addition to the 31 miles of railway now open in Canterbury, and 8 miles at Port Chalmers, there will be opened during this financial year an additional length of 125 miles, making in all 164 miles open and in full working order; and, in addition to that, there is every probability of 42 miles more being opened in the months of May and June, although

not in thorough working order. As will be seen from the Engineer-in-Chief's Report, there are at present 404 miles under contract beyond the lines already open, and 160 miles more about to be let in the course of the next few months, for which surveys and plans may be said to be complete, leaving of the railways at present authorized 168 miles for which plans have still to be prepared.

As far as the Government are able to judge at the present time, the whole of the railways will be constructed and equipped within the total amount authorized by this House. Although it is true some delay has taken place in the delivery of the rails and other necessary plant, all that is required is now coming to hand very freely, and I see no reason to fear that the works will not be completed within the time named by my predecessor last year.

With the exception of the short length between the Ashburton and Rangitata Rivers in Canterbury, all the railways which the Government bound themselves, by the agreement dated the 18th December, 1871, to offer Messrs. Brogden and Sons, have been so offered; and after this length has been offered to them, every work will be advertised for public tender.

GOLD FIELDS WATER SUPPLY.

In Table 9, which will be attached to this Statement, all details will be found relative to what has been done during the year, in carrying into effect the provisions of the Public Works and Immigration Acts, 1870, 1871, and 1872, relating to Gold Fields Water Supply. It will be seen that four large works have been undertaken by the Government, and are now in process of construction or survey—

1. The Thames Water Race, estimated to cost £48,594 18s. 11d.
2. The Waimea Water Race, Westland, estimated to cost £61,235 10s. 2d.
3. The Nelson Creek Water Race, estimated to cost £30,466 7s.
4. The Mount Ida Water Race and Sluicing Channel, estimated to cost £42,375 8s.

Under the Acts of 1871 and 1872, subsidies have been granted to the following Companies:—

	£	s.	d.
Hohonu, Westland	1,533	6	1
Hibernian, Westland	2,000	0	0
New River, Westland	3,333	6	8
Arrow River, Otago	612	10	0

The following applications have been received, but in consequence of the provisions of the Acts and Regulations not having been complied with, have not been finally dealt with:—

	£	s.	d.
Totara and Jones' Creek Company, Westland	3,484	10	0
Golden Point Company, Otago	1,000	0	0
Beaumont and Tuapeka Company, Otago	2,000	0	0
Carrick Range Company, Otago	5,000	0	0
Caledonian Company, Westland. This application was definitely refused	1,500	0	0
Mount Pisgah, Otago	1,000	0	0

The Kanieri Company, Westland, have applied for a subsidy of £10,000. The plans and specifications of the proposed work are now under consideration of the Engineer-in-Chief.

COAL FIELDS.

The examination and development of the Coal resources of the Colony are being prosecuted as vigorously as is consistent with due caution so as to avoid the misdirection of capital.

The principle adopted has been to give substantial assistance in those cases where there is a fair prospect of obtaining a supply of steam coal.

In other cases, small grants have been placed at the disposal of local committees formed for the purpose of exploring coal deposits, which, though valuable in the localities where they occur, are not likely to acquire Colonial importance. Inquiries are being made with a view, if possible, of utilizing the brown coal in working the railways in some parts of the Colony, and with every probability that a large quantity will hereafter be used in the locomotives.

The amount spent during the year for coal exploration has been £1,609 18s. 4d., and there are liabilities on this head of £1,405 1s. 6s.

NATIVE LAND PURCHASES.

Negotiations have been carried on throughout the year for the purchase of Native lands, and a reference to Tables 11 and 12 will show that a great deal of land has been acquired.

The Government realize how necessary it is to obtain as much of this land as possible, and have already intimated their intention to ask for a further loan for the purpose.

They are now in treaty, through their agents, not only for buying several very large blocks, for which they propose paying the Natives fair value, but they have also succeeded in securing by lease several other large tracts of land for a long period of years.

Although paid for under the Public Works Department, the initiatory steps for the acquisition of these lands are undertaken by the Hon. Minister for Native Affairs. The amount expended during the past year was £36,655 0s. 11d., making, with sums previously spent, £86,319 5s. 5d.: for this 771,849 acres have been purchased outright, and 556,569 acres are under negotiation, the completion of the purchase of which it is estimated will absorb all that remains of the present appropriation for that purpose.

ADDITIONAL WORKS.

It has been already stated by the Honorable the Treasurer in his Financial Statement what further railways it is proposed to construct; and therefore I need only mention them here in passing.

First, there are the Mataura and Clutha, a length of 50 miles; the Dunedin and Moeraki, 55 miles; and the Timaru and Waitaki, 41 miles; in the South Island. A survey has been made of the first of these. The survey of the second will be completed during the present month of August; the preliminary survey of the Timaru and Waitaki was made some years since, and affords sufficient information to base an estimate upon.

In the North Island, the survey of the line has been completed from Mercer as far as Newcastle, and the site of the crossing place of the Waikato fixed. Beyond this the route has not been determined. A great deal of information has lately been procured as to the nature of the country, but till regular surveys have been made, it is not proposed to fix the direction the line shall take after crossing the Waikato River. The purpose of the Government, which will be steadily kept in view, is to ascertain what will be the best trunk line between Auckland and Wellington, and to undertake no works beyond Ngaruawahia excepting such as shall form a portion of that trunk line.

It may not be uninteresting here to mention that by the last mail orders were sent Home for the cylinders necessary for the bridge over the Waikato River at Newcastle, the drawings having been prepared by the Engineer-in-Chief immediately on his obtaining the necessary information; this bridge will be constructed so as to be utilized for both road and railway purposes.

In response to the wishes of large numbers of persons interested in the Thames District, a flying survey has been made, with a view of ascertaining whether it is practicable to connect the Thames District with the main trunk line from Auckland southwards.

The Report of the Surveyor is in print and on the Table of the House, but it is not intended to ask authority for any further expenditure in this direction at present.

In any case it would be unwise to do so till the route of the main line has been fixed: the report of Mr. Simpson shows that there is no engineering difficulty in the way of the construction of this line, whenever it may be deemed advisable to construct it.

The Greymouth protective works have been carried on so far with very good results. It is found that to accommodate anything like the amount of trade which, as is now estimated, will be done there, a considerable additional length of wharf will have to be constructed, and to enable the Government to meet this demand for increased accommodation we shall ask for an additional appropriation,

to be spent as it may be found necessary to provide for the increase in the traffic in coal, and on the railway.

The balance of the amount appropriated for surveys in "The Immigration and Public Works Act, 1872," now in hand will be sufficient to survey and explore a route for the proposed railway from Foxhill to the Brunner, in the Nelson Province, as also to enable the Engineer-in-Chief to survey what may be deemed the best line to effect a junction between the West Coast and the main trunk line on the East Coast of the South Island, and the continuation of the Waikato Railway in the North Island. All these surveys will be proceeded with as fast as the professional skill at the disposal of the Department will permit.

A considerable amount of pressure has been brought to bear upon the Government to induce them to expend the amount already appropriated by Parliament for a railway to take the coal of the Mount Rochfort District to a port of shipment. The Government felt that in the interest of the Colony it was necessary to procure the fullest possible information as to the amount of coal deposited in the various parts of this district, and having obtained that information from the exploration undertaken mainly under the direction of Dr. Hector, they instructed the Engineer-in-Chief to have the coast examined. Appended to this latter officer's annual report will be found the suggestion which the Government propose to adopt, to construct a railway from the Ngakawau River to Westport. They also propose at Westport to carry out by degrees the suggestions of Mr. Higginson, the Superintending Engineer, to protect the banks of the Buller river,—the works suggested by him having the twofold object of protecting the town, and improving the means of shipment. We intend asking a further appropriation from Parliament for this purpose.

The works on the various railways are now in such a state that it would be possible, if the House wished it, to take a vote each year for the expenditure proposed on every line in the Colony.

I have endeavoured, in letting the many contracts which have been put in hand during the year, so to arrange them that the principal part of the ordinary labour should be done between the months of March and October, leaving the skilled work to go on throughout the year, with a view of disturbing the labour market as little as possible. I realize fully the necessity for a continuous stream of labour into the Colony, and the necessity, if such immigration does not take place, of retarding the several works, more particularly in the months between October and March.

I will now briefly state the present position of the expenditure under the Immigration and Public Works Acts, up to 30th June, 1873. Up to June 30, 1872, there was a total expenditure under all heads of £678,683 10s. 6d. Up to 30th June, 1873, there was expended the sum of £1,116,259 3s. 2d., making a total expenditure of £1,794,942 13s. 8d.; and there were liabilities in the Colony, and for railway materials, rolling stock ordered from England, sufficient to complete all the railways already authorized, except the coal railways, of £2,035,511 15s. 3d., making a grand total of expenditure and liabilities of £3,830,454 8s.

This, Mr. Speaker, shows in a few words the position of the Public Works of the Colony, the result of the policy adopted in the Session of 1870.

The additional works proposed by the Government this year form a portion of that scheme, and without them much of the work now in hand will be of comparatively little value. I will only add, in conclusion, that during the few months I have had charge of the Public Works Department no endeavour has been wanting on the part of the Government to faithfully carry out the details of the scheme as it was originally intended, entirely irrespective of any political or party motives. Should it be the pleasure of Parliament that we continue to administer the affairs of the country it will be our endeavour, keeping in view the necessity existing for improvement in our subordinate Engineering staff and for maintaining a rigid economy in carrying out the details of all these large works, to bring to a successful termination all the works proposed, which can have no other result than to add enormously to the wealth and prosperity of the country.

Public Works Office, Wellington,
8th August, 1873.

No. 1.

ROADS AND TRAMWAYS—NORTH ISLAND.

STATEMENT of CLASSIFIED EXPENDITURE for SURVEY and CONSTRUCTION, from 1st JULY, 1872, to 30th JUNE, 1873.

LINES OF ROADS.	BY CONTRACT AND PIECE WORK.			BY DAY LABOUR.			EXPLORATION, SURVEY, CUTTING TRACKS AND LINES, SUPERVISION, TOOLS, MATERIALS, AND CONTINGENCIES.	TOTAL.
	Colonial Forces.	Natives.	Others.	Colonial Forces.	Natives.	Others.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
AUCKLAND.								
BAY OF ISLANDS DISTRICT:—								
Mongonui—Victoria Valley	...	...	457 15 0	...	...	...	213 16 0	671 11 0
Awanui—Kaitia	...	...	427 0 0	...	...	...	9 3 0	436 3 0
Waimate—Okaihau	...	100 17 0	132 18 0	...	460 4 6	...	157 4 5	851 3 11
Waimate—Pahia	...	...	829 0 0	...	...	...	297 2 9	1,126 2 9
Wairoa—Kaikohe	...	180 6 0	...	...	242 2 6	...	308 7 0	730 15 6
Wade—Port Albert	...	...	472 19 0	...	...	172 0 6	354 17 6	999 17 0
Mangapai—Arapawa	...	...	30 0 0	...	...	...	311 2 5	341 2 5
Whangarei	...	...	...	...	...	...	140 15 4	140 15 4
Waitangi—Taheke	...	233 0 0	...	...	...	...	1 19 0	234 19 0
Keri Keri—Wangaroa	...	60 0 0	...	...	...	...	143 5 6	203 5 6
Mangapai—Waipu	...	...	...	...	...	...	43 18 3	43 18 3
TOTAL, BAY OF ISLANDS DISTRICT	...	574 3 0	2,349 12 0	...	702 7 0	172 0 6	1,981 1 2	5,779 13 8
NORTH OF AUCKLAND:—								
Shoal Bay—North Shore...	...	...	698 0 0	...	...	...	15 2 6	713 2 6
North of Auckland	...	...	1,507 10 0	...	...	...	484 18 3	1,992 8 3
TOTAL, NORTH OF AUCKLAND	...	...	2,205 10 0	...	...	...	500 0 9	2,705 10 9
MANGERE BRIDGE	...	...	...	...	...	...	227 7 8	227 7 8
THAMES:—								
Shortland—Ohinemuri	...	...	75 2 9	...	...	...	...	75 2 9
WAIKATO DISTRICT:—								
Hamilton—Ohaupo	72 18 4	...	...	...	...	...	...	72 18 4
Mercer—Cambridge	375 9 8	...	1,517 1 0	...	...	99 19 0	456 0 11	2,448 10 2
Newcastle—Alexandra	205 3 9	...	...	...	...	...	0 16 6	206 0 3
Cambridge—Te Papa	...	...	...	...	...	...	79 18 0	79 18 0
Waipa—Raglan	...	20 0 0	275 0 0	...	...	...	6 4 0	301 4 0
Moana-tua-tua Swamp	207 18 8	...	...	...	...	...	...	207 18 8
TOTAL, WAIKATO DISTRICT	861 9 7	20 0 0	1,792 1 0	...	...	99 19 0	542 19 5	3,316 9 0
BAY OF PLENTY DISTRICT:—								
Tauranga—Kati Kati	72 17 3	...	1,325 0 10	...	...	3 10 0	11 1 6	1,412 9 7
Tauranga—Te Papa	...	...	314 6 2	...	...	8 4 0	27 2 10	349 13 0
Tauranga—Mareuui	...	154 8 0	430 5 8	...	14 0 0	...	16 13 2	615 6 10
Horo Horo—Te Whetu	...	122 14 0	...	...	...	...	3 1 6	125 15 6
Tauranga—Tapuaeharuru	...	1,941 2 3	5,630 13 0	...	0 15 0	94 15 6	407 19 6	8,075 5 3
Rotorua—Te Papa	...	...	...	...	...	...	19 10 6	19 10 6
Rotorua—Tarawera	...	...	3 0 0	...	...	...	0 5 0	34 12 0
Maketu—Rotorua	...	352 4 0	602 7 6	...	...	...	49 17 6	1,004 9 0
Richmond—Galatea	...	157 17 6	12 2 0	...	...	10 0 11	185 4 2	315 4 7
Whakatane—Te Teko	...	...	...	...	1 0 0	...	13 5 0	14 5 0
Galatea—Ohikereru	...	...	...	...	...	...	14 14 6	14 14 6
Opotiki—Ohiwa	185 8 6	...	...	...	...	...	...	185 8 6
Ohiwa—Waimana	...	62 10 0	...	...	...	31 5 0	7 12 0	101 7 0
Opotiki—Waioeka	125 5 7	...	122 10 0	...	...	...	1 18 9	249 9 4
Opotiki—Gisborne	...	...	1,118 0 0	...	...	...	11 15 0	1,129 15 0
Opotiki—Table Land	...	...	...	...	...	...	6 16 9	6 16 9
General Expenses	...	...	...	...	...	...	1,767 13 6	1,767 13 6
TOTAL, BAY OF PLENTY DISTRICT	333 11 4	2,790 15 9	9,558 5 2	...	15 15 0	187 2 5	2,494 6 2	15,379 15 10
POVERTY BAY DISTRICT:—								
Gisborne—Hick's Bay	...	1,130 4 1	14 7 0	...	...	63 6 6	411 0 9	1,618 18 4
Gisborne—Ormond	76 2 1	...	727 1 6	...	...	2 9 0	83 8 0	839 0 7
Te Kapu—Waikare Moana	...	458 10 0	1,159 6 10	...	3 18 0	61 10 0	261 19 3	1,945 4 1
TOTAL, POVERTY BAY DISTRICT	76 2 1	1,588 14 1	1,900 15 4	...	3 18 0	127 5 6	706 8 0	4,403 3 0
TAUPO:—								
Tarawera—Tapuaeharuru	891 3 9	308 1 5	1,673 11 1	...	1 10 0	363 1 0	925 2 6	3,667 9 9
HAWKE'S BAY.								
NAPIER:—								
Napier—Tarawera	194 13 1	53 9 6	913 13 9	...	...	738 13 2	643 0 8	2,543 10 2
Ketapu—Meanee	...	...	...	...	...	...	4 15 0	4 15 0
Omahu—Owhiti	...	247 5 0	...	...	...	...	...	247 5 0
TOTAL, NAPIER DISTRICT	194 13 1	300 14 6	913 13 9	...	...	738 13 2	647 15 8	2,795 10 2
SEVENTY MILE BUSH:—								
Takapau—Gorge	...	...	3,728 7 11	...	...	1,066 8 0	764 4 3	5,559 0 2
WAIROA:—								
Te Kapu—Wairoa	...	18 0 0	125 2 1	...	...	5 6 0	4 11 0	152 19 1
WELLINGTON.								
Wanganui—Patea	...	...	6,120 5 0	...	...	455 8 6	882 9 2	7,457 17 8
Wanganui—Taupo	...	...	524 0 0	...	...	36 0 0	181 17 1	741 17 1
MANAWATU:—								
Foxton—Gorge	...	46 0 4	3,180 8 0	...	1 3 0	1,323 7 9	1,213 13 11	5,769 13 0
Palmerston—Rangitikei	...	...	619 0 1	...	...	30 0 0	5 16 8	654 16 9
TOTAL, MANAWATU	...	46 0 4	3,799 8 1	...	1 3 0	1,353 7 9	1,219 10 7	6,424 9 9
MANAWATU TRAMWAY:—								
Foxton—Palmerston	...	332 14 7	9,679 15 6	...	10 14 0	1,832 7 2	603 12 11	12,459 4 2
OPAKI, MANAWATU GORGE:—								
Opaki—Gorge	...	35 0 0	3,695 6 11	...	...	798 8 6	435 2 4	4,963 17 9
TARANAKI.								
INLAND, MOUNT EGDMONT:—								
Hawera—New Plymouth	...	...	330 17 2	...	...	369 13 0	5 2 6	705 12 8
WAI-ITI, PATEA:—								
Wai-iti—Patea	763 3 11	921 8 10	11,814 9 2	...	392 2 0	1,754 19 10	1,342 15 4	16,988 19 1

No. 2.—ROADS AND TRAMWAYS—NORTH ISLAND.
RECAPITULATION of CLASSIFIED EXPENDITURE to 30th JUNE, 1873.

DISTRICTS.	PERIODS.	BY CONTRACT AND PIECE WORK.			BY DAY LABOUR.			EXPLORATION, SURVEY, CUTTING TRACKS AND LINES, SUPERVISION, TOOLS, MATERIALS, AND CONTINGENCIES.	TOTAL TO 30TH JUNE, 1872.	DURING YEAR 1872-73.	TOTAL TO 30TH JUNE, 1873.
		Colonial Forces.	Natives.	Others.	Colonial Forces.	Natives.	Others.				
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
AUCKLAND.											
Bay of Islands ...	To 30 June, 1872	...	...	...	...	536 3 0	...	187 4 3	723 7 3	...	...
	Year 1872-73	...	574 3 0	2,349 12 0	...	702 7 0	...	1,981 11 2	...	5,779 13 8	6,503 0 11
North of Auckland ...	To 30 June, 1872	...	...	42 0 0	...	...	...	...	42 0 0	...	...
	Year 1872-73	...	...	2,205 10 0	...	...	...	500 0 9	...	2,705 10 9	2,747 10 9
Mangere Bridge ...	...	...	...	...	...	...	...	...	...	...	...
Thames ...	Year 1872-73	...	...	...	...	...	...	227 17 8	...	227 17 8	227 17 8
Waikato ...	To 30 June, 1872	1,188 12 10	185 10 0	575 0 0	245 17 8	39 15 0	...	281 4 5	2,515 19 11	...	...
	Year 1872-73	861 9 7	20 0 0	1,792 1 0	...	...	...	542 19 5	...	3,316 9 0	5,832 8 11
Bay of Plenty ...	To 30 June, 1872	34 13 4	6,593 1 10	7,951 8 8	3,500 13 0	...	...	82 12 0	3,911 16 6	22,074 5 4	...
	Year 1872-73	333 11 4	2,790 15 9	9,558 5 2	...	15 15 0	...	187 2 5	2,494 6 2	15,379 15 10	37,454 1 2
Poverty Bay ...	To 30 June, 1872	...	400 0 0	640 10 0	204 6 4	...	...	...	549 17 10	1,794 14 2	...
	Year 1872-73	76 2 1	1,588 14 1	1,900 15 4	...	3 18 0	...	706 8 0	...	4,403 3 0	6,197 17 2
Taupo ...	To 30 June, 1872	728 5 1	653 12 4	502 15 8	515 11 3	...	...	330 9 1	3,690 0 3	...	...
	Year 1872-73	391 3 9	308 1 5	1,673 11 1	...	1 10 0	...	368 1 0	...	3,667 9 9	7,357 10 0
TOTAL AUCKLAND		3,613 18 0	13,113 18 5	29,266 11 8	4,466 8 3	1,299 8 0	1,367 9 6	13,267 15 6	30,840 6 11	35,555 2 5	66,395 9 4
HAWKE'S BAY.											
Napier ...	To 30 June, 1872	538 17 7	1,381 5 1	5,325 7 6	417 6 3	...	...	806 1 8	2,163 13 4	10,633 1 5	...
	Year 1872-73	194 13 1	300 14 6	913 13 9	...	...	...	738 13 2	647 15 8	2,795 10 2	13,428 11 7
Seventy-Mile Bush ...	To 30 June, 1872	...	540 1 0	9,699 0 11	...	22 4 0	...	20 2 0	796 2 8	11,077 10 7	...
	Year 1872-73	...	...	3,728 7 11	...	...	...	1,066 8 0	764 4 3	5,559 0 2	16,636 10 9
Wairoa ...	To 30 June, 1872	...	306 3 4	211 16 8	37 8 0	...	...	...	182 19 8	738 7 8	...
	Year 1872-73	...	18 0 0	125 2 1	...	...	...	5 6 0	4 11 0	152 19 1	891 6 9
TOTAL HAWKE'S BAY		733 10 8	2,546 3 11	20,003 8 10	454 14 3	22 4 0	2,636 10 10	4,559 16 7	22,448 19 8	8,507 9 5	30,956 9 1
WELLINGTON.											
Wanganui—Patea ...	To 30 June, 1872	65 12 6	99 8 0	9,390 15 0	5,157 13 7	22 0 6	...	100 15 8	2,394 10 3	17,230 15 6	...
	Year 1872-73	...	...	6,120 5 0	...	...	...	455 3 6	882 9 2	7,457 17 8	24,688 13 2
Wanganui—Taupo ...	To 30 June, 1872	...	...	50 0 0	...	...	...	...	1,300 1 1	1,350 1 1	...
	Year 1872-73	...	...	524 0 0	...	...	...	36 0 0	181 17 1	741 17 1	2,091 18 2
Seventy-Mile Bush ...	To 30 June, 1872	...	...	208 5 6	...	...	...	...	717 13 5	925 18 11	...
	Year 1872-73	...	35 0 0	3,695 6 11	...	...	...	798 8 6	435 2 4	4,963 17 9	5,889 16 8
Manawatu ...	To 30 June, 1872	...	2,397 6 11	11,497 17 10	...	8 16 0	...	2,504 15 0	2,011 0 5	18,329 16 2	...
	Year 1872-73	...	46 0 4	3,799 8 1	...	1 3 0	...	1,358 7 9	1,219 10 7	6,424 9 9	24,754 5 11
Manawatu Tramway ...	To 30 June, 1872	...	513 13 8	7,319 4 4	...	4 16 0	...	707 6 4	652 15 0	9,197 15 4	...
	Year 1872-73	...	332 14 7	9,679 15 6	...	10 14 0	...	1,832 7 2	603 12 11	12,459 4 2	21,656 19 6
TOTAL WELLINGTON		65 12 6	3,424 3 6	52,194 18 2	5,157 13 7	47 9 6	7,793 3 11	10,398 12 3	47,034 7 0	32,047 6 5	79,081 13 5
TARANAKI.											
Wai-iti—Patea ...	To 30 June, 1872	370 5 7	3,349 17 3	7,500 12 9	5,107 13 9	93 4 0	...	620 10 6	2,371 11 2	19,413 15 0	...
	Year 1872-73	763 3 11	921 8 10	11,814 9 2	...	392 2 0	...	1,754 19 10	1,342 15 4	16,988 19 1	36,402 14 1
Hawera—New Plymouth, inland...	To 30 June, 1872	...	...	341 15 2	...	...	...	91 16 9	66 8 1	500 0 0	...
	Year 1872-73	...	...	330 17 2	...	...	...	369 13 0	5 2 6	705 12 8	1,205 12 8
TOTAL TARANAKI		1,133 9 6	4,271 6 1	19,987 14 3	5,107 13 9	485 6 0	2,837 0 1	3,785 17 1	19,913 15 0	17,694 11 9	37,608 6 9
SUMMARY.											
AUCKLAND ...		3,613 18 0	13,113 18 5	29,266 11 8	4,466 8 3	1,299 8 0	1,367 9 6	13,267 15 6	30,840 6 11	35,555 2 5	66,395 9 4
HAWKE'S BAY ...		733 10 8	2,546 3 11	20,003 8 10	454 14 3	22 4 0	2,636 10 10	4,559 16 7	22,448 19 8	8,507 9 5	30,956 9 1
WELLINGTON ...		65 12 6	3,424 3 6	52,194 18 2	5,157 13 7	47 9 6	7,793 3 11	10,398 12 3	47,034 7 0	32,047 6 5	79,081 13 5
TARANAKI ...		1,133 9 6	4,271 6 1	19,987 14 3	5,107 13 9	485 6 0	2,837 0 1	3,785 17 1	19,913 15 0	17,694 11 9	37,608 6 9
UNAPPORTIONABLE ...		...	...	...	...	...	...	1,732 18 6	1,732 18 6	...	1,732 18 6
RECOVERIES ...		...	...	...	...	...	...	14 12 11	14 12 11	...	14 12 11
TOTALS		5,546 10 8	23,355 11 11	121,452 12 11	15,186 9 10	1,854 7 6	14,634 4 4	33,759 12 10	121,985 0 0	93,804 10 0	215,789 10 0

No. 3.—ROADS AND TRAMWAYS—NORTH ISLAND.
RETURN of EXPENDITURE and LIABILITIES for SURVEY and CONSTRUCTION, to 30th JUNE, 1873.

LOCALITY.	No. of Miles Constructed or in Progress.	EXPENDITURE.				Total.	LIABILITIES ON CONTRACTS, 30 JUNE, 1873.	TOTAL EXPENDITURE AND LIABILITIES.
		1869-70.	1870-71.	1871-72.	1872-73.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
PROVINCE OF AUCKLAND:—								
Bay of Islands ...	147 10	...	...	723 7 3	5,779 13 8	6,503 0 11	3,006 0 0	9,509 0 11
North of Auckland ...	254 30	...	...	42 0 0	2,705 10 9	2,747 10 9	6,428 4 8	9,175 15 5
Mangere Bridge ...	...	...	...	...	227 17 8	227 17 8	14,997 0 0	15,224 7 8
Thames ...	20 0	...	...	...	75 2 9	75 2 9	...	75 2 9
Waikato ...	34 40	303 6 0	340 17 0	1,871 16 11	3,316 9 0	5,832 8 11	4,198 17 4	10,031 6 3
Bay of Plenty ...	432 60	6,001 1 4	4,327 2 4	11,746 1 8	15,379 15 10	37,454 1 2	5,118 2 9	42,572 3 11
Poverty Bay ...	230 0	...	204 6 4	1,590 7 10	4,403 3 0	6,197 17 2	1,714 3 7	7,912 0 9
Taupo ...	66 0	667 13 11	939 8 2	2,082 18 2	3,667 9 9	7,357 10 0	472 10 0	7,830 0 0
TOTAL, PROVINCE OF AUCKLAND	1,184 60	6,972 1 3	5,811 13 10	18,056 11 10	35,555 2 5	66,395 9 4	35,934 18 4	102,330 7 8
PROVINCE OF HAWKE'S BAY:—								
Napier ...	77 0	732 0 5	3,416 3 0	6,484 18 0	2,795 10 2	13,428 11 7	390 0 0	13,818 11 7
Seventy-Mile Bush ...	37 40	...	4,628 2 6	6,449 8 1	5,559 0 2	16,636 10 9	8,497 0 0	25,133 10 9
Wairoa ...	43 0	...	335 7 0	403 0 8	152 19 1	891 6 9	85 10 0	976 16 9
TOTAL, PROVINCE OF HAWKE'S BAY	157 40	732 0 5	8,379 12 6	13,337 6 9	8,507 9 5	30,956 9 1	8,972 10 0	39,928 19 1
PROVINCE OF TARANAKI:—								
Hawera, New Plymouth, inland, Mount Egmont	40 0	350 8 0	149 12 0	...	705 12 8	1,205 12 8	...	1,205 12 8
Wai-iti, Patea ...	61 40	6,254 9 7	4,648 2 9	8,511 2 8	16,988 19 1	36,402 14 1	5,631 16 7	42,034 10 8
TOTAL, PROVINCE OF TARANAKI	101 40	6,604 17 7	4,797 14 9	8,511 2 8	17,694 11 9	37,608 6 9	5,631 16 7	43,240 3 4
PROVINCE OF WELLINGTON:—								
Patea, Wanganui ...	29 14	6,791 16 1	2,252 10 9	8,186 8 8	7,457 17 8	24,688 13 2	6,901 3 6	31,589 16 8
Wanganui, Taupo ...	22 0	489 13 9	445 17 5	414 9 11	741 17 1	2,091 18 2	524 5 0	2,616 3 2
Manawatu ...	46 0	1,416 3 8	5,596 16 10	11,316 15 8	6,424 9 9	24,754 5 11	11,108 15 4	35,863 1 3
Manawatu Tramway ...	25 0	...	278 13 10	8,919 1 6	12,459 4 2	21,656 19 6	2,051 13 0	23,708 12 6
Opaki, Manawatu Gorge ...	45 29	...	28 12 1	897 6 10	4,963 17 9	5,889 16 8	3,838 5 0	9,728 1 8
TOTAL, PROVINCE OF WELLINGTON...	167 43	8,697 13 6	8,602 10 11	29,734 2 7	32,047 6 5	79,081 13 5	24,424 1 10	103,505 15 3
SUMMARY.								
PROVINCE OF AUCKLAND ...	1,184 60	6,972 1 3	5,811 13 10	18,056 11 10	35,555 2 5	66,395 9 4	35,934 18 4	102,329 17 8
HAWKE'S BAY ...	157 40	732 0 5	8,379 12 6	13,337 6 9	8,507 9 5	30,956 9 1	8,972 10 0	39,928 19 1
TARANAKI ...	101 40	6,604 17 7	4,797 14 9	8,511 2 8	17,694 11 9	37,608 6 9	5,631 16 7	43,248 16 4
WELLINGTON ...	167 43	8,697 13 6	8,602 10 11	29,734 2 7	32,047 6 5	79,081 13 5	24,424 1 10	98,505 15 3
Unapportionable—Tools, Implements, &c.	...	1,732 18 6	...	...	...	1,732 18 6	...	1,732 18 6
Recoveries ...	...	14 12 11	...	...	...	14 12 11	...	14 12 11
TOTALS	1,611 23	24,754 4 2	27,591 12 0	69,639 3 10	93,804 10 0	215,789 10 0	74,963 6 9	290,752 16 9

No. 4.
ROAD CONSTRUCTION Contracted for during YEAR 1872-73.

						£	s.	d.
NORTH ISLAND.								
AUCKLAND:—								
Bay of Islands	...	...	...	...	...	5,196	16	0
North of Auckland	...	...	...	...	...	7,543	9	8
Mangere Bridge	...	...	...	...	...	14,997	0	0
Waikato	...	...	...	...	...	5,730	18	4
Bay of Plenty	...	...	...	...	...	8,493	2	9
Poverty Bay	...	...	...	...	...	3,891	5	0
						45,852 11 9		
HAWKE'S BAY:—								
Wairoa	...	...	...	...	...	274	6	3
Napier	...	...	...	...	...	170	0	0
Seventy-Mile Bush	...	...	...	...	...	8,857	0	0
						9,301 6 3		
WELLINGTON:—								
Seventy-Mile Bush	...	...	...	...	...	6,978	6	0
Wanganui—Patea	...	...	...	...	...	9,248	10	0
Manawatu	...	...	...	...	...	4,205	0	0
Wanganui	...	...	...	...	...	1,048	5	0
						21,480 1 0		
TARANAKI:—								
Patea—Wai-iti	...	...	...	...	...	10,205	16	2
						10,205 16 2		
						£86,889 15 2		
MIDDLE ISLAND.								
NELSON	...	...	...	...	...	12,520	0	0
WESTLAND	...	...	...	...	...	16,747	5	6
						£29,267 5 6		

No. 5.—ROADS, MIDDLE ISLAND.
RETURN of EXPENDITURE and LIABILITIES for SURVEY and CONSTRUCTION, to 30th JUNE, 1873.

LINES OF ROAD.	MILES.		EXPENDITURE.				LIABILITIES ON CONTRACTS, 30th JUNE, 1873.		TOTAL EXPENDITURE AND LIABILITIES.	
	Surveyed and Surveying.	Completed and in course of Completion.	1870-71.		1871-72.		1872-73.			Total.
			£	s. d.	£	s. d.	£	s. d.		
WESTLAND.										
Greymouth—Arnould ...	4	69	1,073	7 5	2,768	10 10	3,841	18 3	5,511 5 10	
Greymouth—Ross ...	39	10	17,529	12 9	18,513	14 2	36,094	13 2	48,273 2 8	
South Creek—Branch to Main Line	37	37	261	17 6	261	17 6	261	17 6	281 17 6	
Junction Line ...	4	65	3,817	13 5	105	16 0	3,923	9 5	3,923 9 5	
TOTAL, WESTLAND	49	21	22,420	13 7	21,649	18 6	44,121	18 4	57,989 15 5	
NELSON.										
Buller—Arnould ...	61	0	9,917	15 0	26,420	14 9	36,338	9 9	39,536 9 9	
Westport—Nine-Mile Bluff ...	6	40	104	0 0	104	0 0	104	0 0	5,159 1 6	
Ahaura—Amuri ...	12	00	128	5 0	128	5 0	128	5 0	1,108 5 0	
TOTAL, NELSON	79	40	9,917	15 0	26,652	19 9	36,570	14 9	45,803 16 3	
SUMMARY.										
Westland ...	...	...	To 30th June, 1872.		Year 1872-73.		Total.		Total.
Nelson ...	...	...	22,471	19 10	21,649	18 6	44,121	18 4	57,989 15 5
	...	...	9,917	15 0	26,652	19 9	36,570	14 9	45,803 16 3
	...	...	To 30th June, 1873.		Year 1872-73.		Total.		Total.
	...	...	32,389	14 10	48,302	18 3	80,692	13 1	103,793 11 8

No. 6.—ROADS, MIDDLE ISLAND.
STATEMENT of CLASSIFIED EXPENDITURE on, from 1st JULY, 1872, to 30th JUNE, 1873.

LINES OF ROAD.	BY CONTRACT, &c.			BY DAY LABOUR.			SURVEYING, &c., &c.	TOTAL TO 30th JUNE, 1872.	TOTAL FOR YEAR 1872-73.	TOTAL TO 30th JUNE, 1873.
	Colonial Forces.		Others.	Colonial Forces.		Others.				
	£	s. d.	£	s. d.	£	s. d.				
WESTLAND.										
Greymouth—Ross ...	13,696	19 8	55	16 0	3,828	3 4	17,580	19 0	...	...
Christchurch—Junction ...	15,396	1 10	1,207	16 7	1,909	15 9	3,817	13 5	18,513 14 2	...
South Creek—Branch to Main Line	3,567	0 0	...	...	250	13 5	...	...	...	...
Greymouth—Arnould ...	100	0 0	...	...	5	16 0	...	...	105 16 0	...
TOTAL, WESTLAND	1,787	12 5	480	7 5	7	2 6	1,073	7 5	2,768 10 10	...
NELSON.										
Buller—Arnould ...	35,395	8 11	1,843	3 5	6,883	6 8	22,471	19 10	21,649 18 6	44,121 18 4
Ahaura—Amuri ...	6,363	10 0	3,463	14 0	90	11 0	9,917	15 0	26,420 14 9	...
Westport—Nine-Mile Bluff	16,508	8 3	8,690	14 2	1,221	12 4	128	5 0	128 5 0	...
TOTAL, NELSON	22,871	18 3	12,154	8 2	1,544	8 4	9,917	15 0	26,652 19 9	36,570 14 9

No. 7.—RAILWAYS, PLANT, AND ROLLING STOCK.

RETURN of EXPENDITURE and LIABILITIES for SURVEY and CONSTRUCTION, to 30th JUNE, 1873.

LINES OF RAILWAY.	MILES.		EXPENDITURE.				LIABILITIES ON CONTRACTS, 30 JUNE, 1873.	TOTAL EXPENDITURE AND LIABILITIES.
	Surveyed and Surveying.	Completed or in course of Completion.	1870-71.	1871-72.	1872-73.	Total.		
NORTH ISLAND.								
PROVINCE OF AUCKLAND:—								
Kawa Kawa	8 00	...	...	...	105 0 0	105 0 0	...	105 0 0
Kaipara—Riverhead ... ..	...	17 00	...	10,465 10 6	7,330 18 2	17,796 8 8	27,420 0 0	45,216 8 8
Riverhead—Auckland	23 00	...	...	100 0 0	450 12 3	550 12 3	...	550 12 3
Auckland—Mercer ... ..	...	46 00	920 0 0	19,451 14 1	102,930 10 9	123,302 4 10	170,915 10 11	294,217 15 9
Mercer—Cambridge	60 00	...	...	...	17 3 0	17 3 0	...	17 3 0
Thames—Waikato	60 00	...	...	...	279 1 2	279 1 2	...	279 1 2
TOTAL, PROVINCE OF AUCKLAND ...	151 00	63 00	920 0 0	30,017 4 7	111,113 5 4	142,050 9 11	198,335 10 11	340,386 0 10
PROVINCE OF HAWKE'S BAY:—								
Napier—Waipukurau	26 67	18 13	707 7 5	1,708 5 1	21,560 18 9	23,976 11 3	44,968 10 1	68,945 1 4
PROVINCE OF TARANAKI:—								
Waitara—Patea	20 00	11 13	163 7 0	252 4 10	492 14 5	908 6 3	41,000 0 0	41,908 6 3
PROVINCE OF WELLINGTON:—								
Wellington—Masterton	56 05	13 75	1,559 6 10	1,517 4 10	30,912 15 1	33,989 6 9	40,964 5 1	74,953 11 10
Patea—Wanganui	29 14	...	157 17 0	394 2 9	463 19 0	1,015 18 9	...	1,015 18 9
Wanganui—Manawatu	58 00	...	583 18 7	1,849 0 4	1,381 8 6	3,814 7 5	...	3,814 7 5
TOTAL, PROVINCE OF WELLINGTON ...	143 19	13 75	2,301 2 5	3,760 7 11	32,758 2 7	38,819 12 11	40,964 5 1	79,783 18 0
General Contingencies ... ..	...	...	...	...	45 2 6	45 2 6	...	45 2 6
MIDDLE ISLAND.								
COUNTY OF WESTLAND:—								
Brunner—Greymouth ... ..	...	7 23	...	1,391 19 4	5,493 4 1	6,885 3 5	24,167 19 1	31,053 2 6
PROVINCE OF NELSON:—								
Nelson—Foxhill	7 06	13 14	60 0 0	546 19 6	3,293 19 4	3,900 18 10	11,678 11 7	15,579 10 5
PROVINCE OF MARLBOROUGH:—								
Picton—Blenheim ... ..	...	17 10	...	1,182 18 8	31,954 16 3	33,137 14 11	52,540 6 1	85,678 1 0
PROVINCE OF CANTERBURY:—								
Kowai—Rangiora	14 01	0 79	164 1 9	1,421 6 7	16,470 3 10	18,055 12 2	23,743 10 10	41,799 3 0
Rangiora—Addington ... ..	...	18 53	282 5 2	81,375 14 9	19,299 11 8	100,957 11 7	...	100,957 11 7
Selwyn—Rakaia ... ..	...	12 53	...	11,348 11 3	54,297 2 4	65,645 13 7	4,866 7 3	70,512 0 10
Rakaia—Ashburton ... ..	...	18 00	100 0 0	312 1 2	8,743 6 0	9,155 7 2	29,301 18 2	38,457 5 4
Ashburton—Temuka	32 00	...	...	247 5 0	270 6 7	517 11 7	...	517 11 7
Temuka—Timaru ... ..	...	8 60	118 7 0	9,981 19 5	6,356 11 4	16,456 17 9	7,119 1 10	23,575 19 7
Timaru—Waitaki	41 10	...	...	105 0 0	...	105 0 0	...	105 0 0
Rangiora—Oxford	13 66	7 14	...	367 0 3	19,405 9 9	19,772 10 0	3,860 0 0	23,632 10 0
Kaipoi—Eyreton	10 00	...	...	71 15 3	197 15 4	269 10 7	...	269 10 7
Rolleston—Malvern ... ..	...	35 40	120 0 0	466 10 0	13,193 5 6	13,809 15 6	16,520 9 2	30,330 4 8
Racecourse—Southbridge ... ..	...	15 70	...	205 6 6	1,431 18 1	1,637 4 7	11,061 10 0	12,698 14 7
General Contingencies ... ..	...	...	...	36 19 10	1,522 9 3	1,559 9 1	...	1,559 9 1
TOTAL, PROVINCE OF CANTERBURY ...	110 77	117 49	784 13 11	105,969 10 0	141,187 19 8	247,942 3 7	96,472 17 3	344,415 0 10
CANTERBURY AND OTAGO:								
Waitaki Bridge ... ..	...	...	153 17 6	10,106 3 8	20,475 9 7	30,735 10 9	1,449 0 0	32,184 10 9
PROVINCE OF OTAGO:—								
Waitaki—Moeraki ... ..	...	39 22	...	1,298 2 7	8,935 16 5	10,233 19 0	142,391 11 7	152,625 10 7
Moeraki—Dunedin	52 00	...	...	...	636 11 3	636 11 3	...	636 11 3
Dunedin—Clutha ... ..	...	51 08	5,582 3 4	42,104 2 4	100,642 2 1	148,328 7 9	121,287 14 11	269,616 2 8
Port Chalmers—Dunedin ... ..	...	9 00	...	...	87,267 3 0	87,267 3 0	122,732 17 0	210,000 0 0
Clutha—Mataura	50 00	...	400 0 0	730 10 6	...	1,130 10 6	...	1,130 10 6
Mataura—Invercargill ... ..	...	39 56	654 1 3	729 1 8	35,117 16 1	36,500 19 0	68,384 6 3	104,885 5 3
Oamaru—Waireka ... ..	...	...	...	...	474 1 4	474 1 4	...	474 1 4
Waiphi—Cromwell ... ..	...	...	...	...	100 0 0	100 0 0	...	100 0 0
Tokomairiro—Lawrence ... ..	...	22 00	...	122 4 11	525 10 8	647 15 7	73,555 15 11	74,203 11 6
Winton—Kingston	47 63	22 17	...	851 6 4	1,796 4 3	2,647 10 7	12,760 3 10	15,407 14 5
General Contingencies ... ..	...	...	...	...	452 10 7	452 10 7	...	452 10 7
TOTAL, PROVINCE OF OTAGO ...	149 63	183 23	6,636 4 7	45,835 8 4	235,947 15 8	288,419 8 7	541,112 9 6	829,531 18 1
SUMMARY.								
Auckland	151 00	63 00	920 0 0	30,017 4 7	111,113 5 4	142,050 9 11	198,335 10 11	340,386 0 10
Hawke's Bay	26 67	18 13	707 7 5	1,708 5 1	21,560 18 9	23,976 11 3	44,968 10 1	68,945 1 4
Wellington	143 19	13 75	2,301 2 5	3,760 7 11	32,758 2 7	38,819 12 11	40,964 5 1	79,783 18 0
Taranaki	20 00	11 13	163 7 0	252 4 10	492 14 5	908 6 3	41,000 0 0	41,908 6 3
General Contingencies ... ..	...	...	...	...	45 2 6	45 2 6	...	45 2 6
Westland ... ..	...	7 23	...	1,391 19 4	5,493 4 1	6,885 3 5	24,167 19 1	31,053 2 6
Nelson	7 06	13 14	60 0 0	546 19 6	3,293 19 4	3,900 18 10	11,678 11 7	15,579 10 5
Marlborough ... ..	...	17 10	...	1,182 18 8	31,954 16 3	33,137 14 11	52,540 6 1	85,678 1 0
Canterbury	110 77	117 49	784 13 11	105,969 10 0	141,187 19 8	247,942 3 7	96,472 17 3	344,415 0 10
Waitaki Bridge ... ..	...	...	153 17 6	10,106 3 8	20,475 9 7	30,735 10 9	1,449 0 0	32,184 10 9
Otago	149 63	183 23	6,636 4 7	45,835 8 4	235,947 15 8	288,419 8 7	541,112 9 6	829,531 18 1
TOTAL ...	608 72	444 60	11,726 12 10	200,771 1 11	604,323 8 2	816,821 12 11	1,052,689 9 7	1,869,510 12 6
Unapportionable ... ..	...	...	...	641 9 7	...	641 9 7	...	641 9 7
Sleepers ... ..	...	...	...	...	...	...	23,957 9 4	23,957 9 4
Plant and Material ... ..	...	...	...	...	25,288 13 11	25,288 13 11	576,059 17 6	601,348 11 5
Insurance ... ..	...	...	...	...	2,351 9 10	2,351 9 10	...	2,351 9 10
TOTAL ...	608 72	444 60	11,726 12 10	201,412 11 6	631,963 11 11	845,102 16 3	1,652,706 16 5	2,497,809 12 8

No. 8.—RAILWAYS, BRIDGES, PLANT, AND ROLLING STOCK. CLASSIFIED EXPENDITURE to 30th JUNE, 1873.

Table with columns: LINES OF RAILWAY, PERIOD, LAND (Cost, Expenses), SURVEYS—PRELIMINARY AND WORKING, CONSTRUCTION (Grading, Bridges and Culverts, Fencing, Permanent Way New Zealand, Permanent Way England), ROLLING STOCK (New Zealand, England), STATIONS, ENGINEERING AND OFFICE, INCIDENTAL, PAYMENTS IN RESPECT TO WHICH CLASSIFICATION CANNOT YET BE MADE, YEAR 1872-73, TOTAL EXPENDITURE TO 30 JUNE, 1872, TOTAL EXPENDITURE DURING YEAR 1872-73, TOTAL EXPENDITURE TO 30 JUNE, 1873. Rows include Auckland, Hawke's Bay, Wellington, Marlborough, Canterbury, Otago, and various railway lines.

No. 9.
WATER RACES.
RETURN showing EXPENDITURE and LIABILITIES for SURVEY, CONSTRUCTION of, and SUBSIDIES for WATER RACES on GOLD FIELDS, to 30th JUNE, 1873.

LOCALITY AND NAME OF COMPANY.	DISTANCE.		EXPENDITURE.						LIABILITIES.				TOTAL EXPENDITURE AND LIABILITIES.
	Miles.	Chains.	Survey and Construction.			Subsidies.	Total.	Material Ordered.	Engineer's Estimate to Complete.	Subsidies.	Totals.		
			1870-71.	1871-72.	1872-73.								
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
AUCKLAND:—													
Thames ...	11	70	180 0 0	714 9 1	562 9 10	...	1,456 18 11	22,428 0 0	24,710 0 0	...	47,138 0 0	48,594 18 11	
WREKLAND:—													
Hohouhi ...	4	65	...	...	...	1,533 6 1	1,533 6 1	...	...	...	573 5 9	1,533 6 1
Hibernian ...	4	36	...	...	...	1,426 14 3	1,426 14 3	...	...	...	1,440 10 2	2,000 0 0
New River ...	4	52	...	...	...	1,892 16 6	1,892 16 6	...	...	...	1,440 10 2	3,333 6 8
Waimea ...	16	3	229 0 0	811 4 8	195 5 6	...	1,235 10 2	22,500 0 0	37,500 0 0	...	60,000 0 0	61,235 10 2	
Totara ...	...	...	...	...	...	484 10 0	484 10 0	...	...	...	3,000 0 0	3,484 10 0
NELSON:—													
Nelson Creek ...	16	...	...	...	466 7 0	...	466 7 0	...	30,000 0 0	...	30,000 0 0	30,466 7 0
OTAGO:—													
Mount Ida ...	64	44	...	77 19 0	2,297 9 0	...	2,375 8 0	...	40,000 0 0	...	40,000 0 0	42,375 8 0	
Arrow ...	3	30	...	...	...	500 0 0	500 0 0	...	...	...	112 10 0	612 10 0
Golden Point ...	20	18	...	...	...	...	...	...	...	...	1,000 0 0	1,000 0 0
Beaumont and Tuapeka ...	60	...	...	...	...	...	...	...	...	...	2,000 0 0	2,000 0 0
Carrick Range ...	17	20	...	...	...	...	...	...	...	...	5,000 0 0	5,000 0 0
DEPARTMENTAL:—													
Salaries, Travelling, Advertising, &c. ...	...	...	...	602 17 9	235 5 6	...	838 3 3	...	...	...	...	838 3 3
TOTALS ...	...	...	409 0 0	2,206 10 6	3,756 16 10	5,837 6 10	12,209 14 2	44,928 0 0	132,210 0 0	13,126 5 11	190,264 5 11	202,474 0 1

SUMMARY.

	PERIOD.	EXPENDITURE.		LIABILITIES.		TOTALS.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Survey and Construction ...	Year 1870-71	409 0 0	2,206 10 6	...	...	...	...
	Year 1871-72	...	3,756 16 10	...	...	...	...
	Year 1872-73	...	...	...	...	...	...
Material Ordered	...	...	...	44,928 0 0	...	...	...
Engineer's Estimate to complete ...	...	...	...	132,210 0 0	...	...	...
Total ...	...	...	...	177,138 0 0	183,510 7 4	...	...
Subsidies ...	Year 1872-73	...	5,837 6 10	13,126 5 11	18,963 12 9	...	...
Total ...	...	...	...	190,264 5 11	202,474 0 1	...	...

No. 10.

COAL MINES.

RETURN of EXPENDITURE and LIABILITIES for PROSPECTING for and DEVELOPING, to 30th JUNE, 1873.

PROVINCE.	EXPENDITURE.						LIABILITIES.	TOTALS.
	PROSPECTING.			DEVELOPING.				
	1872-73.			1872-73.				
	1871-72.	1872-73.	Totals.	1871-72.	1872-73.	Totals.		
AUCKLAND	£ s. d. 24 3 9	£ s. d. 150 0 0	£ s. d. 174 3 9	£ s. d. 243 16 6	£ s. d. 301 12 8	£ s. d. 1,000 0 0	£ s. d. 1,174 3 9	
NELSON	238 4 2	216 0 0	698 0 8	...	...	405 1 6	1,098 2 2
WESTLAND	...	58 3 4	359 16 0	...	...	...	1,359 16 0
CANTERBURY	92 8 0	53 0 2	145 8 2	...	...	...	145 8 2
OTAGO	193 9 9	44 0 0	237 9 9	...	...	...	237 9 9
TOTALS	543 5 8	521 3 6	1,609 18 4	545 9 2	1,405 1 6	1,405 1 6	3,014 19 10	

LANDS-NORTH ISLAND.

RETURN of EXPENDITURE and LIABILITIES to 30th JUNE, 1873.

AUCKLAND.

District.	Block.	Acres.	Date of Deed.	Amount of Purchase Money	Payments made.	Surveys, Supplies, &c.	Total Expenditure.	Sums due to complete.	Remarks.
Hokianga ...	Kaitia ...	5,806	31 July, 1872	£ 725 15 0	£ 725 15 0	£ 34 6 7	£ 760 1 7	£ ...	
	Karuhiruhi ...	5,280	21 Nov., 1872	1,100 0 0	1,100 0 0	44 4 0	1,144 4 0	...	
Bay of Islands ...	Whangaruru ...	2,188	...	328 4 0	328 4 0	...	328 4 0	...	
	Touwai ...	Estimated 7,000	...	...	...	19 2 6	19 2 6	...	
Kaipara ...	Pungare ...	7,184	...	718 8 0	718 8 0	...	718 8 0	...	
	Marunui ...	2,160	8 Mar., 1873	270 0 0	270 0 0	...	270 0 0	...	
	Pakiri ...	3,200	Under negotia- tion	Not fixed	120 0 0	...	120 0 0	Not fixed	
	Opouteke, at 2s. 6d.	Estimated 5,000	Under survey	625 0 0	...	50 0 0	50 0 0	...	
	Waerekahakaha ...	3,000	ditto	375 0 0	...	50 0 0	50 0 0	...	
	Okahu ...	2,408	8 Feb., 1873	500 0 0	500 0 0	...	500 0 0	...	
Coromandel ...	Te Wharau ...	3,891	...	581 10 0	581 10 0	134 1 0	715 11 0	...	
	Otama East ...	1,217	Deed executed	32 0 0	...	...	...	32 0 0	
	Otama West ...	1,298	ditto	100 0 0	...	...	...	100 0 0	
	Hiki and Piraunui ...	6,755	ditto	715 0 0	715 0 0	...	715 0 0	...	
	Hotoritori ...	523	ditto	100 0 0	...	...	...	100 0 0	
	Opango ...	1,000	ditto	103 0 0	...	...	...	103 0 0	
	Taranaho ...	3,796	ditto	380 0 0	...	...	...	880 0 0	
	Tairua ...	36,000	ditto	2,900 0 0	...	...	...	2,900 0 0	
	Te Karo, No. 1 ...	1,270	ditto	100 0 0	...	...	...	100 0 0	
	Te Karo, No. 2 ...	100	ditto	25 0 0	25 0 0	...	25 0 0	...	
	Omahu ...	7,056	ditto	600 0 0	600 0 0	...	600 0 0	...	
	Whangamata, No. 1 ...	8,280	ditto	1,200 0 0	...	...	...	...
	Whangamata, No. 3 ...	8,210	ditto	2,465 0 0	...	...	...	...
	Whangamata, No. 5 ...	5,889	ditto	1,402 0 0	6,650 16 0	...	6,650 16 0	481 18 0	
	Hikutaia, No. 2 ...	2,376	ditto	763 0 0	...	...	...	...
	Hikutaia, No. 3 ...	5,445	ditto	1,302 0 0	...	...	...	...
	Unapportionable	...	...	0 14 0	...	...	...	...
	Wharekawa ...	Estimated 20,000	Negotiations completed: deed not executed	2,280 0 0	200 0 0	...	200 0 0	2,080 0 0	
	Rangahou... ..	9,132	ditto	785 0 0	...	...	...	785 0 0	
	Waiwhakauranga ...	14,186	ditto	1,600 0 0	No payments made	...	...	1,600 0 0	
	Owhao ...	311	ditto	50 0 0	30 0 0	...	80 0 0	20 0 0	
	Kapowai ...	8,663	ditto	730 0 0	No payments made	...	...	730 0 0	
	Kapowai, No. 2 ...	Estimated 8,000	ditto	810 0 0	ditto	...	...	810 0 0	
	Te Weiti ...	4,305	ditto	550 0 0	550 0 0	...	550 0 0	...	
	Waikawau and Mohea, or Cape Colville	118,802	ditto	15,642 5 0	12,966 3 0	...	12,966 3 0	2,676 2 0	
	Manaia ...	5,055	Negotiations in progress	Not fixed	No payments made	...	...	Not fixed	
	Manaia, No. 2 ...	1,724	ditto	ditto	27 0 0	...	27 0 0	ditto	
	Kerita ...	1,098	ditto	ditto	74 0 0	...	74 0 0	ditto	
	Kennedy's Bay ...	8,891	ditto	ditto	96 0 0	25 0 0	121 0 0	ditto	
	Ipuwhakatarā ...	1,015	ditto	ditto	175 0 0	...	175 0 0	ditto	
	Owhataroa ...	707	ditto	ditto	175 0 0	...	175 0 0	ditto	
	Whitipiroua ...	1,245	ditto	ditto	5 0 0	...	5 0 0	ditto	
	Matamata... ..	8,000	ditto	ditto	15 0 0	...	15 0 0	ditto	
	Ohinemuri ...	150,000	ditto	ditto	811 0 0	...	811 0 0	ditto	
	Puriri ...	3,252	ditto	ditto	45 0 0	...	45 0 0	ditto	
	Pukerangiora ...	700	ditto	ditto	70 0 0	...	70 0 0	ditto	
	Mangakirikiri, No. 1 ...	1,683	ditto	ditto	20 0 0	...	20 0 0	ditto	
	Mangakirikiri, No. 2 ...	386	ditto	ditto	No payments made	...	...	ditto	
	Mangakirikiri, No. 3 ...	1,673	ditto	ditto	ditto	...	...	ditto	
	Moowai, No. 2, Mercury Bay	3,500	ditto	ditto	30 0 0	...	30 0 0	ditto	
	Whenuakite, No. 2, Mercury Bay	6,700	ditto	ditto	No payments made	...	...	ditto	
	Kaimarama, Mercury Bay	8,300	ditto	ditto	ditto	...	...	ditto	
	Omahu West ...	8,000	ditto	ditto	100 10 0	...	100 10 0	ditto	
	Waiāu ...	400	ditto	ditto	20 0 0	...	20 0 0	ditto	
	Te Aroha ...	100,000	ditto	ditto	No payments made	...	...	ditto	
	Puketui ...	5,000	ditto	ditto	ditto	...	...	ditto	
	Mangarehu ...	1,825	ditto	ditto	ditto	...	...	ditto	
	Mangarehu East ...	468	ditto	ditto	ditto	...	...	ditto	
	Mataora ...	6,000	ditto	ditto	ditto	...	...	ditto	
	Rubakirahi ...	Not stated	ditto	ditto	50 0 0	...	50 0 0	ditto	
Thames Fore Shore...	Kauaeranga, E 14B...	20 0 0	15 May, 1873	56 0 0	56 0 0	...	56 0 0	...	
	Kauaeranga, B 12 ...	40 2 0	...	15 0 0	15 0 0	...	15 0 0	...	
	Kauaeranga, B 12A...	10 2 0	6 Sept., 1872	42 0 0	42 0 0	...	42 0 0	...	
	Kauaeranga, B 13A...	15 0 0	...	30 0 0	30 0 0	...	30 0 0	...	
	Kauaeranga, B 13 ...	8 0 0	...	20 0 0	20 0 0	...	20 0 0	...	
	Kauaeranga, B 11 ...	8 0 14	13 Aug., 1872	32 7 6	32 7 6	...	32 7 6	...	
	Moanataiari, A 1 ...	11 3 14	...	56 14 0	56 14 0	...	56 14 0	...	
	Kauaeranga, E 13B...	59 0 0	15 May, 1873	118 0 0	118 0 0	...	118 0 0	...	
	Kauaeranga, E 12B...	37 0 0	16 April, 1873	74 0 0	74 0 0	...	74 0 0	...	
	Kauaeranga, B 10 ...	14 0 10	6 April, 1872	56 5 0	56 5 0	...	56 5 0	...	
	Kauaeranga, E 11B...	23 0 0	4 Mar., 1873	56 0 0	56 0 0	...	56 0 0	...	
	Kauaeranga, E 10B...	12 0 0	...	12 0 0	12 0 0	...	12 0 0	...	
	B. Tapuae ...	3 2 11	2 Mar., 1872	7 5 0	7 5 0	...	7 5 0	...	
	B. Rangiriri, D ...	5 3 0	22 Mar., 1872	11 10 0	11 10 0	...	11 10 0	...	
	Karaka, B ...	17 3 0	16 April, 1872	53 5 0	53 5 0	...	53 5 0	...	
	Kauaeranga, E 8B and general claim	3 0 0	15 May, 1873	26 5 0	6 0 0	...	6 0 0	20 5 0	
	Moanataiari, 7 ...	4 2 38	18 Mar., 1872	29 15 0	29 15 0	...	29 15 0	...	
	Rangiriri, G ...	2 3 24	15 Feb., 1872	5 15 0	5 15 0	...	5 15 0	...	
	B. Tapuaeonenuku ...	7 0 34	19 Feb., 1872	14 10 0	14 10 0	...	14 10 0	...	
	Moanataiari, 9 ...	9 2 18	18 Mar., 1872	57 0 0	57 0 0	...	57 0 0	...	
	Rangiriri, H ...	5 3 0	21 June, 1872	11 10 0	11 10 0	...	11 10 0	...	
	Moanataiari, 8B ...	11 2 10	...	46 0 0	46 0 0	...	46 0 0	...	
	Rangiriri, A ...	6 3 0	4 Mar., 1872	13 10 0	13 10 0	...	13 10 0	...	
	Rangiriri, F ...	2 3 24	4 Mar., 1872	5 15 0	5 15 0	...	5 15 0	...	
	Tapuae, B ...	...	...	5 0 0	5 0 0	...	5 0 0	...	
	Pukehināu, 2 ...	50 0 0	31 Mar., 1873	150 0 0	150 0 0	...	150 0 0	...	
	B. Nokenoke, B 13 ...	13 0 25	17 April, 1873	26 5 0	26 5 0	...	26 5 0	...	
	Moanataiari, 2A ...	6 1 36	2 Oct., 1871	38 0 0	38 0 0	...	38 0 0	...	
	Moanataiari, 8A ...	2 2 12	2 Oct., 1871	16 0 0	16 0 0	...	16 0 0	...	
	Kauaeranga, 28A ...	14 0 25	28 Sept., 1871	88 10 0	88 10 0	...	88 10 0	...	
	Moanataiari, 6 ...	3 2 6	28 Sept., 1871	21 0 0	21 0 0	...	21 0 0	...	
	Moanataiari, 3A ...	12 2 2	24 Feb., 1871	75 0 0	75 0 0	...	75 0 0	...	
	Kauaeranga, F 9B ...	4 0 0	12 Feb., 1873	8 0 0	8 0 0	...	8 0 0	...	
	Opoti and Te Puia...	Not stated	...	Not fixed	50 0 0	...	50 0 0	...	

RETURN of EXPENDITURE and LIABILITIES to 30th JUNE, 1873.

AUCKLAND—continued.

District.	Block.	Aores.	Date of Deed.	Amount of Purchase Money	Payments made.	Surveys, Supplies, &c.	Total Expenditure.	Sums due to complete.	Remarks.
Waitoa and Piako ...	Rangiriri, L, and general claim	2 1 38	15 May, 1872	£ 34 0 0	£ 34 0 0	£ ...	£ 34 0 0	£ ...	
	Moanatairi, 4A ...	2 1 24	7 Dec., 1871	15 0 0	15 0 0	...	15 0 0	...	
	And general claim	...	...	8 15 0	8 15 0	...	8 15 0	...	
	Whakaharatau, A ...	7 2 13	6 May, 1872	15 5 0	15 5 0	...	15 5 0	...	
	Tararu ...	Not stated	...	Additional payment	20 5 0	...	20 5 0	...	
	B. Whakaharatau, A Shortland Wharf to Tararu Creek	...	20 May, 1873	1,350 0 0	5 0 0	...	5 0 0	1,350 0 0	
	Waitoa ...	8,000	29 Nov., 1872	750 0 0	725 0 0	...	725 0 0	25 0 0	
	Piako ...	19,500	29 Nov., 1872	235 0 0	200 0 0	...	200 0 0	35 0 0	
	Te Hotu ...	50	29 Nov., 1872	13 0 0	13 0 0	...	13 0 0	...	
	Te Waimaro ...	600	7 Dec., 1872	100 0 0	35 0 0	...	35 0 0	65 0 0	
Otamatai ...	950	Negotiations in progress	Not fixed	No payments made	...	...	Not fixed		
Aronga ...	322	ditto	ditto	ditto	...	...	ditto		
Te Nge ...	1,070	ditto	ditto	ditto	...	...	ditto		
Te Awaroa ...	600	ditto	ditto	ditto	...	...	ditto		
Mangatahika ...	510	ditto	ditto	ditto	...	...	ditto		
Mangawera ...	3,630	ditto	ditto	ditto	...	...	ditto		
Runanga ...	5,000	ditto	ditto	80 0 0	...	80 0 0	...		
General Expenses Province of Auckland	...	...	...	...	1,197 7 2	1,197 7 2	...		
Total	...	...	...	...	30,253 7 6	1,554 1 3	31,807 8 9	...	

TARANAKI.

Waitara ...	Kopua ...	3,140	1 Aug., 1872	230 0 0	230 0 0	42 13 6	272 13 6	...		
	Taramouka ...	12,800	3 July, 1873	1,600 0 0	100 0 0	85 15 8	185 15 8	1,414 4 4		
	Tewera ...	Not stated	...	...	100 0 0	...	100 0 0	...	
	Taramouka ...	ditto	...	...	50 0 0	...	50 0 0	...	
	Pukemahoe ...	ditto	...	...	20 0 0	...	20 0 0	...	
	Onaero-Urenui ...	ditto	...	...	100 0 0	...	100 0 0	...	
	Taramouka-Onaero ...	...	...	...	50 0 0	...	50 0 0	...	
	General Expenses, Taranaki District	...	...	...	...	10 10 0	10 10 0	...	
	Total	650 0 0	138 19 2	788 19 2	...	

HAWKE'S BAY.

Seventy-Mile-Bush ...	Tamaki ...	147,800	...	12,000 0 0	13,643 0 0	1,954 0 4	15,597 0 4	...	
-----------------------	------------	---------	-----	------------	------------	-----------	------------	-----	--

WELLINGTON.

Seventy-Mile Bush ...	Kaihinu, 1 ...	175,369	10 Oct., 1871	10,000 0 0	11,794 7 0	943 13 2	12,736 19 2	...		
	Kaihinu, 2 ...									
	Mongaohao, 1 ...									
	Mongaohao, 2 ...									
	Manawatu - Wairarapa, 1									
	Manawatu - Wairarapa, 2									
	Manawatu - Wairarapa, 2A									
	Manawatu - Wairarapa, 2B									
	Ngatapu, 1 ...									
	Ngatapu, 2 ...									
Manawatu ...	Manawatu - Wairarapa, 3	62,000	28 Mar., 1873	Not fixed	200 0 0	...	200 0 0	...		
	Kauhanga, 1 and 2 ...	7,000	...	550 0 0	550 0 0		
	Manawatu-Kukuta-aki, 2	64,615	...	Not fixed	339 0 9	...	339 0 9	...		
	Manawatu-Kukuta-aki, 3	11,550	...	ditto	133 1 3	...	133 1 3	...		
	Manawatu-Kukuta-aki, 4	3,800	...	ditto	114 13 6	...	114 13 6	...		
	Manawatu-Kukuta-aki, 7	65	...	ditto	62 14 0	...	62 14 0	...		
	Manawatu-Kukuta-aki, G	800	...	ditto	31 14 6	...	31 14 6	...		
	Tuwahakapua ...	Not stated	...	ditto	450 0 0	...	450 0 0	...		
	Aorangi, 2 ...	Estimated	...	ditto	426 0 0	...	426 0 0	...		
	Taonui, Lower Aorangi	Not stated	...	ditto	200 0 0	46 12 7	246 12 7	...		
Rangitikei-Manawatu	Heao ...	8,365	...	1,673 0 0	673 0 0	...	673 0 0	1,000 0 0		
	Piko-Piko, 1 ...	3,600	...	Not fixed	476 0 0	...	476 0 0	...		
	Piko-Piko, 2 ...	310	...	124 0 0	104 0 0	...	104 0 0	20 0 0		
	Oroua River ...	500	23 Jan., 1872	500 0 0	500 0 0	...	500 0 0	...	To A. McDonald and Natives. Advance on mortgage for five years, at 7 per cent., as per agreement.	
	Oroua River ...	4,500								
	Kawa Kawa Reserve	1,035								
	Mangamahoe Reserve Kikongarara ...	1,000 800	23 Jan., 1872	1,000 0 0	1,000 0 0	39 16 10	1,039 16 10	...	To A. McDonald and Natives. Advance on mortgage for five years, at 7 per cent., as per agreement.	
	Wanganui ...	Settlement disputes ...	25,000	2,850 10 0	1,964 4 7	4,814 14 7	...	
		Parae-Karetu ...	46,975	...	9,135 0 0	9,135 0 0	178 5 9	9,313 5 9	...	
		Mangahouhi Reserve	Not stated	...	Not fixed	50 0 0	...	50 0 0	...	
West Coast ...	Moetahanga	ditto	4 0 0	...	4 0 0	...		
	Kaihinu ...	Not stated	}	...	2,044 3 0	2,756 6 10	4,800 9 10	...	Suspense.	
	Muhunoa ...									
	Te Whakatipua ...									
	Ohau ...									
	Te Waho-o-te Marangai									
	Otaki ...									
	Kawarua ...									
	Kohou ...									
	Hikungarima ...									
Papaitonga ...										
Wairarapa ...	Horowhenua ...	10,000	...	750 0 0	200 0 0	...	200 0 0	550 0 0		
	Hengatiraha ...									
	Upper Taueru ...									
	Kurumainono ...									
	Arikirau ...									
Maungaraki ...	3,000	...	300 0 0	180 0 0	...	180 0 0	120 0 0			
General Expenses, Province of Wellington	3,000	...	375 0 0	75 0 0	...	75 0 0	300 0 0			
Maungaraki ...	6,900	...	690 0 0	427 0 0	...	427 0 0	263 0 0			
Total	31,470 4 0	6,655 13 2	38,125 17 2	...		

No. 12.
LAND PURCHASE FUND—NORTH ISLAND.
RETURN of EXPENDITURE and LIABILITIES to 30th JUNE, 1873.

PROVINCE.	ACREAGE.		EXPENDITURE.				LIABILITIES, 30 JUNE, 1873.	TOTAL EXPENDITURE AND LIABILITIES.		
	Purchased.	Under Negotiation.	1870-71.		1871-72.				1872-73.	
			£	s. d.	£	s. d.			£	s. d.	£	s. d.
AUCKLAND:—										
Hokianga, Bay of Islands, Kaipara, Coromandel, Thames, Taupo	339,355	342,304	150 0 0	8,635 5 6	23,022 3 3	31,807 8 9				
HAWKE'S BAY:—										
Seventy-Mile Bush, Tamaki	147,800	...	20 0 0	14,656 11 11	920 8 5	15,597 0 4				
WELLINGTON:—										
Seventy-Mile Bush, Manawatu-Wairarapa, Ren- gitiaki - Manawatu, Manawatu - Wairarapa, Wanganui and West Coast... ..	268,754	153,655	60 0 0	26,103 13 7	11,862 3 7	38,125 17 2				
TARANAKI:—										
Waitara-Taramouku	15,940	60,000	...	38 13 6	750 5 8	788 19 2				
Totals... ..	771,849	556,569	230 0 0	49,434 4 6	36,655 0 11	86,319 5 5				
TRANSFERS UNDER SECTIONS 47 AND 48 "IMMIGRA- TION AND PUBLIC WORKS ACT, 1872:—										
AUCKLAND... ..	...	...	...	...	17,917 0 0	20,917 0 0			
HAWKE'S BAY ... ..	...	...	...	...	3,000 0 0	...			
Totals	771,849	556,569	230 0 0	49,434 4 6	57,572 0 11	107,236 5 5				
It is estimated that the purchases for which negotiations are in progress will absorb the balance of ...							92,763 14 7	200,000 0 0		

No. 13.
TELEGRAPH.

RETURN showing the AMOUNT EXPENDED for TELEGRAPH purposes out of PUBLIC WORKS LOAN,
from 1st JULY, 1872, to 30th JUNE, 1873.

NO. OF MILES POLES.	NO. OF MILES WIRE.	LOCALITY.	AMOUNT.
			£ s. d.
3	3	Coromandel Line	*1,150 5 9
24	24	Greymouth to Reefton	3,668 7 11
17	...	Westport (reconstruction)	384 17 6
4	...	Invercargill to Balclutha	†794 14 0
...	...	Second and Third Wires Hokitika to Greymouth	21 0 0
14	19	Invercargill to Winton	660 7 11
20	20	Hokitika to Ross	982 19 6
8	8	Kaipoi to Rangiora	293 0 2
25	...	Havelock to Nelson (reconstruction)	541 18 8
50	161	Third Wire, Oamaru to Christchurch	3,949 0 8
...	146	Second Wire, Christchurch to Hokitika	2,095 6 6
...	76	Third Wire, Auckland to Grahamstown	2,125 18 0
...	60	Third Wire, Wellington to Masterton ... ..	... ..
...	42	Third Wire, Napier to Waipukurau	} 1,356 6 6
5	...	Onehunga to Junction (reconstruction)	81 10 10
...	...	Manukau Line	822 17 9
...	...	Third Wire, Grahamstown to Napier	} In course 497 10 4
...	...	Poverty Bay Line	} of construction 733 1 4
...	...	Bay of Islands Line	1,274 13 5
170	559		21,433 16 9
...	...	New Stations; also sundry material unexpended lying in stock ...	11,564 6 6
170	559		32,998 3 3

* This includes cost of making road and percentage on contracts held back from previous year.
† This includes percentage on contracts held back from previous year.

SUMMARY of TELEGRAPHIC EXPENDITURE out of PUBLIC WORKS LOAN.

PERIOD.	MILES.		AMOUNT.
	Poles.	Wire.	
To 30th June, 1872	801	1,260	£ s. d. 58,297 8 9
Year 1872-73	170	559	32,998 3 3
TOTALS	971	1,819	91,295 12 0

No. 14.—PUBLIC WORKS.
TOTAL EXPENDITURE and LIABILITIES on, to 30th JUNE, 1873.

	EXPENDITURE TO 30TH JUNE, 1872.			EXPENDITURE DURING YEAR ENDING 30TH JUNE, 1873.			TOTAL EXPENDITURE TO 30TH JUNE, 1873.			LIABILITIES ON 30TH JUNE, 1873, EXTENDING OVER A PERIOD OF YEARS.			TOTAL EXPENDITURE AND LIABILITIES.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Roads—North Island	121,985	0	0	93,804	10	0	215,789	10	0	74,963	6	9	290,752	16	9
Roads—Middle Island	32,389	14	10	48,302	18	3	80,692	13	1	23,100	18	7	103,793	11	8
Railways, Bridges, Plant, and Rolling Stock	213,139	4	4	631,963	11	11	845,102	16	3	1,652,706	16	5	2,497,809	12	8
Water Races on Gold Fields	2,615	10	6	9,594	3	8	12,209	14	2	190,264	5	11	202,474	0	1
Coal Exploration and Mine Development	543	5	8	1,066	12	8	1,609	18	4	1,405	1	6	3,014	19	10
Grey-mouth Protective Works	2,280	7	7	1,412	0	11	3,692	8	6	807	11	6	4,000	0	0
Land Purchases—North Island	49,664	4	6	36,655	0	11	86,319	5	5	92,763	14	7	179,083	0	0
Transfers chargeable on Land Purchase Fund, North Island,— Under "The Immigration and Public Works Act, 1872," section 47—Auckland	...	...	...	17,917	0	0	17,917	0	0	...	...	...	20,917	0	0
" Confiscated Lands, under "The Appropriation Act, 1872," section 48—Hawke's Bay	...	...	...	3,000	0	0	3,000	0	0	...	...	...	16,650	16	11
Advances, Confiscated Lands, under "The Appropriation Act, 1872," section 5*	...	...	...	6,000	0	0	6,000	0	0	...	...	...	6,000	0	0
Native Lands Court and Inspector of Surveys Department:— Under "The Appropriation Act, 1872," section 8	...	...	...	202	2	6	4,292	8	5	...	...	...	4,292	8	5
Under "The Appropriation Act, 1872," section 9—Auckland	...	...	...	4,090	5	11	150,000	0	0	...	...	...	150,000	0	0
Under "The Appropriation Act, 1872," section 9—Wellington	...	...	...	50,000	0	0	143,500	0	0	...	...	...	143,500	0	0
Payments to Provinces and Road Boards	100,000	0	0	109,750	0	0	67,950	15	2	...	...	...	67,950	15	2
Interest and Sinking Fund	33,750	0	0	28,678	11	10	55	19	1	...	...	...	148	13	10
Discount and Charges, Raising Loan	39,272	3	4	88	4	4	88	4	4	...	...	...	88	4	4
Refunds of Stamp Revenue	32	14	9	13,671	11	0	98,325	7	3	...	...	...	98,325	7	3
Refunds, Interest on Deposits	24,653	16	3	...	...	...	...	...	...	...	...	...	...	...	...
Departmental	620,386	1	9	1,072,903	9	11	1,693,289	11	8	2,035,511	15	3	3,728,801	6	11
Unauthorized—Westland	58,297	8	9	10,357	10	0	10,357	10	0	...	...	...	10,357	10	0
Telegraph	678,683	10	6	32,998	3	3	91,295	12	0	...	...	...	91,295	12	0
TOTALS	678,683	10	6	1,116,259	3	2	1,794,942	13	8	2,035,511	15	3	3,830,454	8	11

NOTE.—Recoveries during Year 1872-73 to Credit of Roads—North Island
Roads—Middle Island
Railways, including Canterbury refund, £10,700 4s. 9d.
Water Races on Gold Fields
Land Purchases—North Island
New Zealand Settlements Act Account *
Vote 70—Instruments
Telegraph Extension

£383 18 11
114 0 0
12,555 12 0
747 4 2
56 0 0
8,574 3 7
126 7 4
371 14 8
£22,929 0 8
128 3 5

Interest during year 1872-73 on Subsidies to Water Race Companies

