

SESS. II.—1879.  
NEW ZEALAND.

# PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. RICHARD OLIVER,  
TUESDAY, 9TH DECEMBER, 1879.

SIR,—

On the 7th of August my predecessor, Mr. Macandrew, made a Public Works Statement to this House, in which he shortly summarized the work of the Department for the last financial year, but avowedly confined himself to such facts as were, in his opinion, needed to accompany the application for the loan then authorized.

I shall now, by the permission of the House, give a brief account of the progress of our Public Works up to a more recent date, and then indicate the opinion of the Government on the course which it is our duty to pursue.

## RAILWAYS. NORTH ISLAND.

Taking the railways in their geographical order, we begin with the Kawakawa, that being the most northern. The first section of this line has been completed, and is being used in conveying coals from the mine to the wharf, where the coal is put into barges and conveyed to ships lying at the deep-water anchorage eight miles below.

The first contract on the Whangarei-Kamo line is within a few weeks of completion, and the work of platelaying will be begun as soon as possible.

The survey of the proposed Helensville-Whangarei Railway has now been begun, and during the summer the whole of this country will be thoroughly examined. It is expected that the wharf at Helensville will be completed in about a month, which will provide a very necessary accommodation. Between Riverhead and Newmarket, work is in progress along the whole twenty-two miles, and should be finished in about ten months. If in the same time the Newmarket Junction Station could be finished, railway communication between Auckland and the Kaipara waters would be completed.

A large reclamation contract is being carried out to obtain increased station accommodation in Auckland; and a site for railway workshops has been bought at Newmarket.

The branch line to Hamilton has been opened for traffic, and in a very short time the southern end of the Kaipara-Puniu line will be finished to within two or three miles of the confiscated boundary.

Some works are being carried on at Grahamstown and Shortland, and Natives are employed at piece-work on another section, about two miles long, farther up the Thames Valley.

The works on the Napier-Manawatu Railway are being pushed on south of Kopua, and sixty-four miles are now open for traffic. Railway workshops are being built at Napier.

Ninety-four miles of the Patea–Manawatu Railway are now open for traffic from Foxton to Kai-iwi, nine miles north of Wanganui, and a further section of thirteen miles is being constructed.

In a few weeks the Stratford contract on the Waitara–Patea line will be finished, and the journey from New Plymouth to Wanganui will then be an affair of one day only.

Surveys are being carefully made north of Carlyle, and this line—desirable for strategic and other reasons—between Waitara and New Plymouth on the North, and Carlyle, the port of Patea, on the South, may be finished at no distant date.

The works on the Wellington–Woodville Railway in the Wairarapa District are being pushed on vigorously. The contract having been abandoned its completion is being carried out by the Public Works Engineers. These works, and the formation on Greytown Branch, are so well advanced, that the line may be open for traffic as far as the latter place early in February.

The Railway Wharf at Wellington, and the Workshops at Petone, are drawing near completion. Machinery for the latter has arrived, and will shortly be placed in position, giving facilities for repairs as well as for the economical manufacture of many articles at present bought at a high rate.

Surveys of the Foxton end of the Wellington–Foxton line are being proceeded with, and some work has been done near Wellington by day labour over a length of nearly five miles.

#### MIDDLE ISLAND.

The original Public Works scheme for the Middle Island was finished in the last financial year, communication by rail being established between Christchurch and Invercargill. The Western Railways in Southland, however, the construction of which was taken over from the Provincial Government, and some small extensions of the General Government lines, are not yet complete. With the exception of the Riverton–Orepuki Branch, these will all be finished during this financial year.

A connection is being made on the Nelson and Foxhill line with the Port at Nelson, and, inland, an extension of three miles from Foxhill is in progress.

The Picton and Blenheim line is being carried into the Town of Blenheim.

The harbour works at Greymouth, which may be regarded as an adjunct to the railway system, seem, as far as they have been completed, to answer the purpose for which they were intended. From the Engineer's report it would seem that the employment of a dredge has materially facilitated the work and reduced the cost of these improvements.

The works in progress during the year on the Amberley–Bluff Railway consisted chiefly of extensions of stations, workshops at the large towns, and increased wharfage at Port Chalmers.

A large expenditure has been proposed in relaying the main line with heavier rails, but after much consideration it seems inadvisable to do this, as before the present rails could be lifted, most of them will be so much worn that it would not be worth while to put them on another line.

Short extensions are made, or are in progress, of the Malvern, Awamoko, and Green Island Branch lines.

The Waipahi–Tapanui Railway contract was undertaken on terms of payment differing from the usual ones, inasmuch as no progress payments were to be required as the work went on, all payments being deferred until the line was completed. It was thought that the adoption of this method would enable us to indefinitely extend our railway system, and to obtain such an increase of price for Crown lands in the neighbourhood of new lines made under similar conditions as would pay the cost of construction. I grieve to say that these expectations have not been fulfilled. The works, which were pushed on with great vigour for some time, are now almost entirely suspended, and the contractors have stated their inability to finish their contract without progress payments being made to them.

## RAILWAYS AUTHORIZED LAST YEAR.

Contracts were let almost to the full extent of the votes on nearly all the lines authorized last year, and in several cases the votes were largely exceeded. Sections were let by piece-work and day labour at Weka Pass and Albury, in Canterbury; on the Livingston Branch and Otago Central Railway, in Otago; and at Kaiwarra, near Wellington. On all these there are about 2,300 men engaged, at wages somewhat less than current rates. It is certain that this number will rapidly become smaller as the summer advances.

## ROADS.

Certain main lines of road in the North Island are being maintained, such as the Great South Road, Auckland, the Tauranga-Taupo Road, the Taupo-Napier Road, and some other short lengths of road in Native districts.

The Government expenditure on Roads and Bridges in the Middle Island during last year was comparatively small, having been almost entirely confined to Westland and the northern end of the Island.

## WATER-RACES.

Detailed reports up to 30th June, on Government expenditure in aiding mining enterprise, have already been laid before you.

From these reports, and the accounts of receipts to the end of the financial year, I find that the colony has spent in these undertakings £387,169 0s. 1d., exclusive of £29,234 2s. 11d. by way of subsidies; of the former sum, £70,626 5s. 3d. has been handed over to the Thames County Council as a grant with an addition of £10,000 from the vote of the current year. It has also been arranged to hand over the debt of £11,000, due to the Government from the Carrick Water-Race Company, to the County of Vincent.

The total receipts from all water-races amount to £15,427 7s. 10d., exclusive of £2,945 0s. 2d. refund of subsidies and interest thereon, being equivalent to an average of about 1 per cent. per annum on the outlay from the date it first became productive, a very unsatisfactory result; still the collateral advantages are considerable. The Nelson Creek and Waimea Races, worked by the Government, were the means last year of obtaining 25,800 ounces of gold, and employing about 700 men.

## COAL EXPLORATION.

The most important work of this class which has been undertaken during the past year is the examination of the coal beds of the Mokau District by Dr. Hector, who reports that the coal formation there is of considerable extent, the outcrops having a width of over two miles, and stretching from Kawhia Harbour towards the upper part of the Wanganui River. Coal seams crop out on the banks of the Mokau River, varying from 2 feet to 6 feet in thickness, and the quality is excellent for steam purposes, 1½ tons of Mokau coal having been proved by Dr. Hector's trials to do as much as 2 tons of the best Waikato coal.

In connection with a district in which coal and limestone abound, an extensive deposit of brown hematite has been discovered by the Geological Surveyors at Mount Peel, in the Provincial District of Nelson. It is 50 feet wide, and has been traced for a distance of over 3 miles.

The coal measures of the Tokomairiro District have also been examined as regards their relation to the auriferous cements between the Woolshed Creek and Tuapeka, but no new mines have yet been opened in this field. A new mine has been opened at Fernhill, Green Island.

The Kawakawa Coal Mine, at the Bay of Islands, is undergoing steady development, and the coal is rapidly acquiring an established position in the market as a valuable steam coal. A shaft recently sunk has disclosed the existence of two seams, 4 and 9 feet thick, of superior quality, and at a greater depth than any previous workings.

In the Waikato coal field, the company which were working the Kupakupa Mine have opened another mine on the opposite side of the Waikato River, and indications of an improvement in the quality of the coal with increasing depth have also been shown by recent discoveries.

The heavy works undertaken by the Westport Colliery Company for developing the rich coal-field of the Mount Rochfort district are making rapid progress, and in a few months it is expected that the market will receive supplies from this source.

The further development of the principal coal mines of the colony by increasing the facilities for shipment, deserves most careful consideration, as a means of fostering an industry that will profitably employ at home the large sum of money which is at the present time sent out of the colony for the purchase of foreign coal.

#### WORKING RAILWAYS.

During the first few days of July heavy floods occurred in Canterbury and Otago, doing serious damage to the lines, partially suspending traffic, and causing a heavy outlay in repairs and renewals.

The permanent way is reported to be in good working order, except on some of the branch lines, which, owing to the lightness of the rails and sleepers used in their construction, are becoming seriously impaired.

A very large number of sleepers have required removal during the last four months, and it is worthy of note that they were chiefly American timber. These sleepers were only imported as an experiment, and at a time when the pressure was great and the local supply wholly inadequate.

The traffic returns for July, August, and September show a considerable falling-off compared with the corresponding period of last year. No doubt this is owing to the financial depression; but much may be expected from the grain traffic of the approaching season, which bids fair to be a prosperous one. A good harvest and the revival of trade—symptoms of which are apparent—would speedily produce happier results.

I am glad to say that we are extending the use of New Zealand coal on our railways, and after the expiry of existing contracts for the supply of Australian coal, our arrangements will enable us to dispense to a large extent, if not altogether, with imported fuel, and save several thousand pounds a year.

In the Public Works Statement which was lately made by my predecessor full particulars were given of the length of the railways open for traffic, the cost of their construction, the gross receipts, the working expenses, and the cost of maintenance.

Considering the headlong and rapid rate at which our railways have been constructed, the uncultivated lands through which large portions of nearly all of them pass, and the smallness of our population, it is no doubt a matter for congratulation that the contribution towards interest on the cost of construction is so large.

It may, however, be as well to ascertain how the account really stands. I find that the cost of railways open for traffic at the end of the last financial year is £8,690,417 0s. 4d., including £633,229 0s. 4d. for interest to date of opening; the gross traffic returns amount to £1,729,955 3s. 7d., from which must be deducted £1,250,897 5s. 7d. for working expenses and maintenance, leaving £479,057 18s. for payment of interest on the loans out of which these railways were made. Table No. 11 which will be appended to this Statement, when printed, shows that for the past year the receipts have been £758,096 8s. 2d.; and the working expenses, £545,478 15s., leaving a surplus of £212,617 13s. 2d. This amount represents 2·54 per cent. on the average cost of construction, leaving 2·46 per cent. to be supplied from other sources.

Sir, we all believe that New Zealand is a country of such great resources that, in the course of years, even those railways which are now the farthest from paying will become remunerative; in the meantime, however, the inhabitants of districts which have no railways are taxed to pay for them, as well as those who inhabit more favoured places.

How burdensome this charge has become was lately shown by my honorable colleague the Colonial Treasurer; and the duty is placed on us of considering how to make our railways pay a larger contribution towards their cost, by skilful and economical management, and of submitting all future proposals for new railways to the same rigid scrutiny as private investors would make, and

firmly rejecting them unless a strong probability can be shown that they will prove remunerative.

It must not, however, be forgotten that the demands of the public have forced on the Government the adoption of a more expensive mode of constructing railways, and greater speed in transit, than was at first intended, thus necessarily interfering with the paying character of these undertakings.

No doubt great collateral advantages are gained by the construction of railways, but after all, the practical test of usefulness really is their being or not being used. If, therefore, it is found that on any railway the traffic is so small that a great loss results from its working, it may, I think, be assumed that either it is badly managed, or that, being useful only to a few, it ought not to have been constructed.

To quote from the Statement made by my predecessor in 1878: "The difficulty commenced from the moment when the Legislature repealed that cardinal condition of the Public Works policy, that, in the event of the proceeds of any railway failing to meet interest and sinking fund on the cost of its construction, property in the district should be rated to make up its deficiency."

The proposal of the Government is, as honorable members know, to devote the proceeds of sales of land to local and colonial Public Works; but if this fund is to be supplemented to any great extent by additional borrowing, to complete the general scheme of railways, there is no doubt in my mind that either those already constructed must be made to approach more nearly to a paying condition, or else a system of rating the districts beneficially affected must eventually be resorted to.

Sir, we do not think that the proposals for the various lines of railway which are now in course of construction have been subjected, before their adoption, to so close a scrutiny as their importance demanded. It has, moreover, become apparent that the funds which will be at our disposal for the prosecution of these works will prove inadequate to complete them. We think that the time has come when our whole future policy with regard to Public Works must be reconsidered, and it is therefore our intention to ask Parliament for authority to appoint a Royal Commission, to make a more full and complete investigation into the cost and economical value of the several works commenced and proposed than it would be possible for the Government, unaided, to complete before the next session of Parliament. The Government hope, by means of the report of these Commissioners, to be placed in a position to make proposals to Parliament for the prosecution of Public Works upon a plan carefully adapted to the circumstances of the colony.

Our efforts must now, therefore, be earnestly directed to the economical management of our railways, and, amongst other means, I think the keeping the accounts of the various sections separate and distinct, so that it may be seen what each is earning and spending, will have the good effect of arousing emulation among the officers, as well as of showing on which of the lines a different system of working should be adopted.

#### PROPOSALS FOR THE FUTURE.

Sir, my predecessor has had the gratification of proposing and initiating many new works of great magnitude. To me has fallen the unwelcome task of showing that our resources are inadequate to bear the continued strain of so rapidly constructing these expensive works.

Believing that to be the case, we do not intend to ask for authority to begin many new works. The funds at our disposal for the next few years will be only sufficient to meet the necessary requirements for miscellaneous public works, and for carrying on the works already authorized at a rate proportioned to our resources, and to the point at which they will be of real use to the community.

Our position is briefly this in respect of the £5,000,000 loan, and the balance of £517,120, including credits, with which we began the year. The positive engagements on contracts entered into, and liabilities which must be met, together with the expenditure already made during the current year, will absorb £3,799,865,

including £1,210,802 for land purchases, and £154,791 payable to counties in the Provincial Districts of Canterbury and Otago in respect of stoppages from the surplus Land Revenue of those districts. If finished in the stipulated time, these works will require £2,559,082 of this amount to be paid before the 30th June next, and the remainder of the liabilities, excepting a portion of those for land purchases, within the following year.

The balance, therefore, which is available out of the new loan is £1,717,255, and the only method of adding to this for public works, in addition to receipts from land sales, is by diverting to this purpose a sum from one of the other objects for which the loan was authorized.

I have stated generally our intentions, and the principles which we believe must guide our proposals. Whatever may be the opinion of the House as to the expediency of the course which we propose, that course must, to a large extent, be guided by circumstances which we cannot control.

It is my duty to inform the House that the understanding on which the Loan Agents are likely to obtain the £5,000,000 loan is such as will preclude our going upon the English money market for further loans for a period of three years. It is imperative, therefore, in the interest of settlement, that the expenditure of this loan should be judiciously spread over that period.

Our proposals for expenditure will be placed in detail before you. I regret to state that, although an earnest endeavour has been made to keep the Estimates within a reasonable compass, they reach a very much larger sum than honorable members will probably expect.

It will be seen, however, that no less a sum than £2,356,729 7s. in our Estimates is for liabilities which we found in existence upon our assumption of office, and a large portion of the remainder is for works which are necessary to make available those sections already in course of construction.

However much we have desired to contract the large expenditure to which the colony is committed, we have felt bound to ask for appropriations which we are advised will be required for the above purposes; but should Parliament agree to our proposals it will be our anxious endeavour to limit the actual expenditure during the current year considerably within the amount of the votes.

I will proceed, Sir, to briefly indicate the principal works intended to be carried out during the current year.

#### RAILWAYS.

*Kawakawa.*—Another section is nearly ready for tendering, and it is proposed to go on immediately with the work, its prosecution being an obligation imposed on the Government under an agreement between the Superintendent of Auckland and the proprietors of the Kawakawa Coal Mine, ratified by an Act of the General Assembly, the proprietors, under agreement, being bound to pay six per cent. on the cost. Irrespective of the agreement, however, this work would be a very desirable one, developing, as it will, one of the most important coal fields in the colony.

*Whangarei to Kamo.*—Plans have been prepared for the second section, extending into deep water, and tenders will soon be called for.

*Kaipara to Puniu.*—The whole of this work is now under contract, with the exception of the station at the Newmarket Junction. Tenders have been received for this work, and their acceptance is only awaiting the passing of the Estimates. Tenders have likewise been received for levelling and draining the site at Newmarket on which it is proposed to erect the district workshops, as soon as authority has been obtained from Parliament.

*Waikato to the Thames.*—It is intended to construct a bridge over the Waikato, and a section from Hamilton East. Orders for the bridge material will be sent to London by an early mail.

*Napier to Woodville.*—Tenders have been received for the plate-laying on the section south of the present terminus at Kopua, the acceptance of which is awaiting the passing of the Estimates. A further section will be put in hand with a view to contract.

*Wellington to Woodville.*—It will probably not be possible to do more this year than complete the line to Masterton, but arrangements will be made for laying the permanent way on the Greytown branch, and tenders will be called for the erection of the necessary stations, so as to open the line and branch as nearly together as the state of the work will allow. Surveys of the extension of the line beyond Masterton will be proceeded with.

*Bunnythorpe to Woodville.*—A proposal has been received from the Emigrant and Colonist's Aid Corporation to construct a portion of the main line connecting the East and West Coast Railways, with a view to open up the valuable timbered lands through which it passes. The portion suggested is from Bunnythorpe to the Manawatu Gorge, and you will be asked to give the necessary power to enable the Government and the Corporation to enter into arrangements somewhat on the terms indicated in the proposal now laid on the table.

*Wellington to Foxton.*—The necessary extension of the wharf and station at Foxton will be undertaken, and the work on the Crofton section near Wellington will be proceeded with by day labour.

The surveys now going on from Foxton will be continued to completion. A line from Palmerston to join the Wellington and Foxton line is also being surveyed.

*Foxton to Carlyle.*—The section from Kai-iwi to Waitotara is under contract, and the acceptance of a tender for the next section to Waverley is awaiting the passing of the Estimates. The gap of about nine miles thence to Carlyle will be surveyed and plans made ready for tendering as soon as possible.

The formation of the branch line from Greatford to Bull's, and the extension of the Taonui siding through about a mile and a half of timbered land is under consideration.

*Carlyle to Waitara.*—It is proposed to complete, without delay, the remaining sections between the port of Carlyle and Hawera, and from thence to Stratford. A portion of this line is being executed by piecework, it having become expedient to do so owing to the temporary unsettlement of the ordinary avocations of some of the residents.

*Waikato to Taranaki.*—While it is not at present practicable to survey or do any work on this line, you will be asked to grant a small vote to enable the Government to take advantage of any opportunity that may arise in that direction.

*Nelson to Greymouth.*—It is intended to call for tenders for a section at each end of this line, and to carry on the Greymouth Harbour Works more vigorously than circumstances have rendered it possible during the past year.

*Greymouth to Hokitika.*—The continuance of this line will be kept steadily in view.

*Westport to Ngakawau.*—The Buller protective works will be completed, so as to insure the whole district, as well as the railway, against the encroachments of the river. There is every reason to hope that very shortly coal mines in this district will be in full working order, and the expenditure incurred on this line turned to profitable account.

*Picton to Hurunui.*—In addition to completing the line to Blenheim, a section to the south towards Awatere will be surveyed and advertised for contract.

*Hurunui to Waitaki.*—The main line through the Weka Pass to the Hurunui Plains will be completed, and the stations at the large centres improved. The branch lines to the Upper Ashburton, Little River, and Opawa will also be proceeded with.

*Canterbury Interior.*—Three sections will be gone on with—viz., one at each end, and one southwards from the White Cliffs Branch.

*Waitaki to Bluff.*—Further station accommodation will be provided at the principal centres, and increased wharfage at Port Chalmers. The branch lines from Oamaru to Livingston, Palmerston to Waihemo, Clutha to Catlin's River, and Edendale to Toitois will all be proceeded with.

*Waipahi to Heriot Burn.*—In order to facilitate the opening of the line to Tapanui, and thereby place the district in easy communication with a market, it is proposed to assist the contractor in the completion of

his contract. Parliament will be asked to empower the Government to make arrangements with the contractor to ensure the completion of this work.

*Otago Central.*—Tenders will be advertised for a further contract in continuation of the Wingatui and Hindon sections. This will finish the heaviest works in the Taieri Gorge, and bring the line into the open country of the Sutton district.

*Western Railways.*—The works on the lines from Otautau to Nightcaps, Lumsden to Mararoa, and Riverton to Orepuki, will be steadily carried on.

*East and West Coasts.*—This line will not be lost sight of, and while no special portion can for the present be begun, the surveys will be continued during the summer. Hitherto only preliminary surveys have been made, and even these have not been completed on the routes which seem to present the greatest advantages. In the absence of the fullest information, it would evidently be impossible to give a trustworthy estimate of the cost of this undertaking.

I have abstained from burdening the above proposals with details of the mileage and cost of the various works to be undertaken; but very full information will be found in the Table No. I., attached to the printed Statement. This table is intended to form one of the Schedules to the Immigration and Public Works Appropriation Bill, in compliance with the provision in section 9 of the proposed Public Works Act, 1879, and this Bill, if adopted, will practically provide the guarantees sought to be obtained by Parliament in the Railways Construction Act of last year.

#### DISTRICT RAILWAYS.

Honorable members will regret to learn that nearly all the railway companies formed under the provisions of the District Railways Acts have been compelled to suspend their operations, owing to the general financial depression, and the defects which have been found in working those Acts. Applications have been received from most of these companies for assistance, on the ground that unless the Government assume their responsibilities the expenditure already made will be lost.

Some of these branches would form useful portions of our railway system, and with regard to these the Government propose to take power to treat with such companies as have begun work and are unable to complete their lines, and, in the event of satisfactory arrangements being made, to purchase them for the colony.

As the residents in the districts interested have shown their faith in the remunerative character of these lines, by laying themselves under an obligation to submit to the rating of their properties if the railways do not clear working expenses and interest on the cost of construction, it may, I think, be assumed that there is every prospect of the lines proving commercially successful. As the rating power is intended to be retained by Government, the risk will be reduced to a minimum, the Government being already liable to pay interest at 2 per cent. per annum.

#### WATER-RACES.

The vote proposed to be taken for Water-races is £39,883. This sum will be expended as indicated in the Estimates on works, which, while they promise to be beneficial, cannot be expected to be directly remunerative.

I now come to our proposals with regard to

#### ROADS.

We lay great stress upon these, both as promoting a solution of the Native difficulty in the North Island, and as fostering permanent settlement of the country in connection with the administration of a liberal land law.

Unless we steadily pursue a policy of progress, by opening up the country with roads leading to our main lines of railway, as well as in parts of the country where we are not likely to be able to establish railway communication, we can



have little hope of a revival of the prosperity of past years. This will only be attained by enlarging the area of our cultivation, and affording every facility for the occupation of our lands by a far larger population than is now settled upon them. To the revival of immigration, and the encouragement of an influx of small capitalists, coupled with the active administration of our land laws, we must look, under existing circumstances, for a re-establishment of confidence and a healthy pursuit of our industries, more perhaps than to the extension of works of a costly character, for which the funds may not be immediately available.

The Estimates will show in detail our proposed appropriations under this head.

In conclusion, Sir, I have only to add that I should have made this Statement much earlier in the session if there had been any certainty as to the funds which would be at our disposal. Even now I should have liked to defer making it for a few days until the result of our application for the Five Million Loan had become known to us, but the advanced period of the session and of the year forbade any further delay. Sir, I have to thank you and the House for the patient attention which you have given me.

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NORTH ISLAND.

Railway.		Estimated Length.		The Railway or portions thereof affected by this Act.		Estimated Length.		Estimated Expenditure required on the Length stated in the preceding Column.		Amount Appropriated for Expenditure during the Financial Year ending 30th June, 1880.		Balance for future Appropriation.	
Nam.e.		M.	Ch.	From	To	M.	Ch.	£	£	£	£	£	£
Kawakawa ...	...	8	28	Coal mine	Shipping place	...	8	47,000	10,500	36,500			
Whangarei-Kamo	...	8	0	Kamo Coal mine	Shipping place	...	8	75,000	40,000	35,000			
Keapara-Waikato	...	146	45	Helensville	Te Awamutu	...	144	273,000	202,000	71,000			
Waikato-Thames	...	62	1	Hamilton Railway Station	Near Hamilton West	...	1	7,000	5,600	1,400			
"	...			Hamilton	Te Aroha	...	31	175,000	75,000	100,000			
"	...			Te Aroha	Thames	...	30	122,000	35,000	87,000			
Waikato-Taranaki	...	125	0	Te Awamutu	Punui River	...	2	12,000	5,000	7,000			
Wellington-Napier	...	220	60	Napier	Tahoraite	...	83	156,000	65,000	91,000			
"	...			Wellington	Opaki	...	70	335,000	163,000	72,000			
Wellington-Foxton	...	67	40	Wellington	Johnsonville	...	6	90,000	40,000	50,000			
"	...			Johnsonville	Foxton	...	61	350,000	15,000	335,000			
Foxton-New Plymouth	...	216	6	Bunnynthorpe	Woodville	...	14	150,000	...	150,000			
"	...			Foxton	Carlyle	...	147	314,000	148,000	166,000			
"	...			Carlyle	Waitara	...	65	236,000	85,000	151,000			
Total	...	854	20				673	2,242,000	889,100	1,352,900			

MIDDLE ISLAND.

Railway.		Estimated Length.		The Railway or portions thereof affected by this Act.		Estimated Length.		Estimated Expenditure required on the Length stated in the preceding Column.		Amount Appropriated for Expenditure during the Financial Year ending 30th June, 1880.		Balance for future Appropriation.	
Nam.e.		M.	Ch.	From	To	M.	Ch.	£	£	£	£	£	£
Nelson-Greymouth	...	180	0	Port of Nelson	Roundell	...	52	300,000	57,000	243,000			
Greymouth-Hokitika	...	24	0	Greymouth Harbour Works	Nelson Creek	...	18	90,000	50,000	40,000			
Westport-Ngakawau	...	19	19	Greymouth	Hokitika	...	24	220,000	46,500	173,500			
Pictou-Hurunui	...	140	0	Westport	Ngakawau	...	19	20,000	14,000	6,000			
Hurunui-Waitaki	...	414	0	Pictou	Bienheim	...	18	32,000	27,500	4,500			
Canterbury Interior Main Line	...	85	0	Bienheim	Awatere	...	13	80,000	10,000	70,000			
Waitaki-Bluff	...	433	53	Waitaki	Waitaki with Oxford, Lytton, Southbridge, Springfield, White Cliffs, Opawa, and Waimate Branches	...	349	405,000	295,500	109,500			
	...			Main Line	Upper Ashburton	...	20	55,000	20,000	35,000			
	...			Southbridge Branch	Little River	...	25	95,000	20,500	74,500			
	...			Washlyke	Fairlie Creek	...	12	75,000	25,000	50,000			
	...			Oxford	Malvern	...	11	50,000	16,300	33,700			
	...			Whitecliffs Branch	Rakana	...	15	68,000	12,000	56,000			
	...			Temuka	Rangitata	...	15	68,000	14,300	53,700			
	...			Waitaki	Bluff with Duntroon, Ngapara, Port Chalmers, Brighton Road, Outram, and Lawrence Branches	...	339	499,000	398,000	92,000			
Otago Central	...	160	0	Ngapara Branch towards Palmerston	Livingston	...	12	75,000	30,000	45,000			
Invercargill-Kingston	...	122	16	Main Line towards	Waihemo	...	9	35,000	10,000	25,000			
Western Railways	...	64	0	Waipahi	Catlin's River	...	9	40,000	12,000	28,000			
	...			Edendale	Heriot Burn	...	16	75,000	30,000	45,000			
	...			Chain Hills	Toitois	...	13	55,000	18,000	37,000			
	...			Invercargill	Tairi Lake	...	65	500,000	120,800	379,200			
	...			Lumsden towards	Kingston	...	87	5,000	3,800	1,200			
	...			Makarewa	Mawaroa	...	20	60,000	15,000	45,000			
	...			Riverton Branch	Riverton	...	30	103,000	85,000	17,100			
	...			Otautau	Otautau	...	16	75,000	20,000	55,000			
	...			Riverton	Nightcaps	...	18	128,000	27,500	100,500			
	...			Orepuki	Orepuki	...	18	128,000	27,500	100,500			
Total	...	1,642	8				1,226	3,239,000	1,419,600	1,819,400			

TABLE No. 2.  
STATEMENT showing the RAILS ORDERED during the Year 1878 and up to 31st October, 1879, with Prices and Terms of Payment.

Memo.	Order.		Date of Completion.	Port.	Contractor.	Class of Rail.	Weight.	Rate per Ton.	Value Paid.	Remarks.	Terms of Payment.
		Date.									
9/78	11 Jan., 1878	4 Mar., 1879	Lyttelton	Ebbu Vale Steel &c. Co.	40 lb. steel	Tons crt. qr. lb. 721 5 1 6	£ s. d. 6 6 6	£ s. d. 4,561 19 10	For Ashburton County Council	Payment made by Agent-General (less any sum which he may be entitled to deduct) in cash, fifteen days after receipt of engineer's certificate of delivery on board ship and of amount to be paid.	
41/78	4 Mar., 1878	20 June, 1879	Wellington	Bolckow, Vaughan, and Co.	53 lb.	750 11 3 20	5 17 6	4,409 15 0	...	"	
54/78	19 July, 1878	17 June, 1879	Lyttelton	Guest and Co.	40 lb.	539 15 2 6	6 0 0	3,238 13 5	...	"	
60/78	20 July, 1878	2 Sept., 1879	The Bluff	"	40 lb.	1,284 3 2 23	5 12 6	7,223 10 10	For Western Railways shipped from Cardiff	"	
61/78	16 Aug., 1878	22 July, 1879	Auckland	Bolckow, Vaughan, and Co.	53 lb.	109 16 0 9	...	...	...	"	
"	"	"	"	Guest and Co.	"	1,493 10 0 20	...	...	...	"	
"	"	"	"	"	"	1,603 6 1 1	5 17 6	9,419 9 4	...	"	
"	"	23 July, 1879	Napier	Bolckow, Vaughan, and Co.	"	311 12 1 16	...	...	...	"	
"	"	"	"	Guest and Co.	"	89 13 2 16	...	...	...	"	
"	"	"	"	"	"	401 6 0 4	5 17 6	2,357 12 11	...	"	
"	"	19 Oct., 1879	Wellington	Bolckow, Vaughan, and Co.	"	1,007 10 1 0	5 12 0	5,642 1 5	Shipped from Middlesboro'	"	
"	"	"	"	"	"	1,491 5 1 1	5 17 6	8,761 3 3	...	"	
"	"	"	"	"	"	2,498 15 2 1	...	14,403 4 8	...	"	
"	"	17 June, 1879	Lyttelton	Guest and Co.	"	1,623 13 2 22	5 10 0	8,930 5 4	Shipped from Cardiff	"	
"	"	"	"	Bolckow, Vaughan, and Co.	"	308 12 2 13	5 17 6	1,813 4 2	...	"	
"	"	"	"	"	"	1,932 6 1 7	...	10,743 9 6	...	"	
"	"	23 Sept., 1879	Port Chalmers	The Steel Co. of Scotland	"	1,200 8 3 15	5 17 6	7,052 12 0	Shipped from Glasgow	"	
"	"	"	"	Guest and Co.	"	1,202 8 0 16	5 10 0	6,613 4 9	"	"	
"	"	"	"	Bolckow, Vaughan, and Co.	"	1,172 6 0 4	5 17 6	6,887 5 5	...	"	
				Carried forward	...	3,575 3 0 7	...	20,553 2 2	...	"	

TABLE NO. 2.—*continued.*  
STATEMENT showing the RAILS ORDERED during the Year 1878 and up to 31st October, 1879, with Prices and Terms of Payment—*continued.*

Order.	Date.		Port.	Contractor.	Class of Rail.	Weight.	Rate per Ton.	Value Paid.	Remarks.	Terms of Payment.
	Memo.	Date.								
P.W. 78/2968	26 July, 1878	5 April, 1879	Wellington ...	Brought forward Macpherson and Co., In- vercargill	52 lb. iron	Tons cwt. qr. lb. 820 1 2 21	£ s. d. 6 17 0	£ s. d. 5,617 11 6	Delivered at Wellington Rail- way Station	Agent-General to pay 90 per cent. on value of materials supplied in Europe within fifteen days after receipt of Consulting Engineer's certificate that the materials have been delivered on board ship. Balance to be paid by Minister within fifteen days after Engineer-in-Chief's certificate that contract has been completed to his satisfaction. In case of further inquiry being desirable, Minister has power to suspend payment for period not exceeding one month.
P.W. 79/961	...	31 Mar., 1879	Lyttelton ...	Purchased from Lowcliffe Railway Company	45 lb. steel	530 7 3 2	About	4.039 0 0	Purchased on arrival at Lyttel- ton, and including English and other charges	Payment on delivery.
94/78	9 Nov., 1878	...	Auckland ...	Bolekov, Vaughan, and Co.	53 lb. "	1,125 0 0 0	4 19 0	5,568 15 0	Including 1s. 3d. per ton for dipping	Payment made by Agent-General (less any) sum which he may be entitled to deduct in cash, fifteen days after receipt of Engineer's certificate of delivery on board ship and of amount to be paid.
"	"	...	"	"	40 lb. "	1,445 0 0 0	"	7,152 15 0	"	"
"	"	...	Napier	"	"	445 0 0 0	"	2,202 15 0	"	"
"	"	...	Wellington ...	"	53 lb. "	1,687 10 0 0	"	8,353 2 6	"	"
"	"	...	"	"	40 lb. "	1,445 0 0 0	"	7,152 15 0	"	"
"	"	...	Lyttelton	"	53 lb. "	1,687 10 0 0	"	8,353 2 6	"	"
"	"	...	"	"	40 lb. "	667 0 0 0	"	3,301 13 0	"	"
"	"	...	Port Chalmers	"	53 lb. "	1,687 10 0 0	"	8,353 2 6	"	"
"	"	...	"	"	40 lb. "	1,334 0 0 0	"	6,003 6 0	"	"
"	"	...	The Bluff	"	53 lb. "	562 10 0 0	"	2,784 7 6	"	"
"	"	...	"	"	40 lb. "	1,334 0 0 0	"	6,603 6 0	"	"

NOTE.—For totals see summary next Table.

**TABLE NO. 3.**  
**SUMMARY of RAILS ordered from 1st January, 1878, to 31st October, 1879.**

Port of Delivery.	Class of Rail.	Weight.	Total Weight.	Value.	ARRIVED IN COLONY.		TO ARRIVE.	
					Weight.	Value.	Weight.	Value.
Auckland	40 lb. Steel	Tons cwt. qr. lb. 1,445 0 0 0	Tons cwt. qr. lb. 2,406 1 3 5	£ s. d. ...	Tons cwt. qr. lb. 1,445 0 0 0	£ s. d. 7,152 15 0	Tons cwt. qr. lb. 1,445 0 0 0	£ s. d. 7,152 15 0
	53 lb. "	2,728 6 1 1	4,173 6 1 1	22,140 19 4	322 4 1 24	1,595 0 5	322 4 1 24	1,595 0 5
Napier	40 lb. "	445 0 0 0	...	...	445 0 0 0	2,202 15 0	...	...
	53 lb. "	401 6 0 4	846 6 0 4	4,560 7 11	...	...	...	...
Wellington	40 lb. "	1,445 0 0 0	...	...	1,445 0 0 0	7,152 15 0	...	...
	53 lb. "	4,936 17 1 21	...	...	834 15 2 16	4,132 3 7	...	...
	52 lb. Iron	820 1 2 21	7,201 19 0 14	39,936 8 8	...	...	...	...
Lyttelton	40 lb. Steel	1,928 0 3 12	...	...	667 0 0 0	3,301 13 0	...	...
	45 lb. "	530 7 3 2	...	...	...	...	...	...
	53 lb. "	3,619 16 1 7	6,078 4 3 21	34,237 18 3	1,286 17 0 10	6,369 18 8	...	...
Port Chalmers	40 lb. "	1,334 0 0 0	...	...	1,334 0 0 0	6,603 6 0	...	...
	53 lb. "	5,262 13 0 7	6,596 13 0 7	35,809 10 8	3,575 3 0 7	20,553 2 2	1,687 10 0 0	8,353 2 6
The Bluff	40 lb. "	2,618 3 2 23	...	...	1,284 3 2 23	7,223 10 10	1,334 0 0 0	6,603 6 0
	53 lb. "	562 10 0 0	3,180 13 2 23	16,611 4 4	...	...	502 10 0 0	2,784 7 6
Total	40 lb. "	...	28,077 3 0 14	152,996 9 2	16,713 5 3 20	96,745 6 6	11,363 17 0 22	56,251 2 8
	45 lb. "	...	9,215 4 2 7	48,040 14 1	2,545 4 2 7	15,024 4 1	6,670 0 0 0	33,016 10 0
"	53 lb. "	...	17,511 9 0 12	95,299 3 7	530 7 3 2	4,039 0 0	...	...
	52 lb. "	...	820 1 2 21	5,617 11 6	12,817 11 3 18	72,004 10 11	4,693 17 0 22	23,234 12 8
Total	40 lb. "	...	28,077 3 0 14	152,996 9 2	16,713 5 3 20	96,745 6 6	11,363 17 0 22	56,251 2 8
	45 lb. "	...	9,215 4 2 7	48,040 14 1	2,545 4 2 7	15,024 4 1	6,670 0 0 0	33,016 10 0

NOTE.—On 31st October, 1879, there were in stock :—  
 North Island : About 109 miles 0 chains 40 lb. and 52 lb. rails of track.  
 Middle " " 98 " 31 " " "  
 Total 207 miles 31 chains of track

TABLE No. 4.

STATEMENT showing RAILS REQUIRED, in addition to those already ordered, to complete Authorized Lines of Railway.

Miles.	53-lb. Steel Rails Tonnage (including fastenings).	Remarks.
154	14,476	To complete authorized lines North Island, excluding Waikato to Taranak Railway.
135	12,690	Waikato to Taranaki Railway.
375	35,250	To complete authorized lines Middle Island, excluding the made portion of the line from Cook Strait to Canterbury.
160	15,040	Unmade portion of the line from Cook Strait to Canterbury.
<b>824</b>	<b>77,456</b>	

NOTE.—If the proposal to relay the Southern Main Line with heavy rails is determined on, a further length of 260 miles (24,440 tons) will be necessary.





TABLE NO. 6.

STATEMENT of ROLLING STOCK ORDERED yet to ARRIVE in the COLONY (31st October, 1879.)

	DATE.	LOCOMOTIVES.				CARRIAGES.				BRAKES.	TRUCKS.			WAGONS.					
		Fair-lies.	Bogies.		6	1st Class.		Compo-site.			2nd Class.		Goods.	Timber.	Cattle.	Horse Boxes.	High Side.	Low Side.	Iron Hopper, Mineral.
			Single Boiler, 6 wheels, coupled.	12 tons, 9½-in. cyl. 4 wheels, coupled.		25 tons, 14-in. cyl. 6 wheels, coupled.	17 tons, 10½-in. cyl. 6 wheels, coupled.	6 wheels.	4 wheels.		6 wheels.	4 wheels.							
Orders incomplete :—																			
24/79.—Auckland	28/2/79	2	...	...	10	...	2	4	4	6	4	*7	*20	*20	*2	*4	*44	*70	
63/78.—Wellington	16/8/78	...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	
24/79.—"	28/2/79	5	6	...	1	1	4	6	2	13	2	*8	*6	*15	*2	...	*50	*34	
63/78.—N. Plymouth	16/8/78	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	
22/79.—Christchurch	22/2/79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	*375	*75	...	
38/79.—"	25/4/79	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
42/79.—"	22/5/79	...	...	...	...	...	...	...	...	...	...	...	...	*50	*25	...	...	...	
22/79.—Dunedin	22/2/79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	*375	*100	...	
P.W. 78/4021.—Acklnd	10/10/78	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	
" Napier	10/10/78	...	...	...	...	...	...	...	...	...	...	...	...	20	20	...	25	25	
" Wton	10/10/78	...	...	...	...	...	...	...	...	...	...	...	...	30	20	...	25	25	
" Wan	10/10/78	...	...	...	...	...	...	...	...	...	...	...	...	30	20	...	50	50	
P.W. 78/4524.—Chch	10/10/78	...	...	...	...	...	...	...	...	...	...	...	100	...	...	...	90	...	
Totals		7	6	10	11	1	6	18	6	19	6	15	206	165	29	854	459	104	

\* Ironwork only.

† These are Guthrie and Larnach's and J. Anderson's contracts, and are now in course of delivery.

TABLE No. 7.

STATEMENT showing the AMOUNT of SUBSIDIES to PRIVATE WATER-RACE COMPANIES AUTHORIZED, PAID, and REFUNDED, together with PAYMENTS of INTEREST of SUMS ADVANCED, for WATER-RACES, out of IMMIGRATION and PUBLIC WORKS LOAN, to 30th September, 1879.

	Total Subsidy Authorized to be paid.			Payments on Account of such Subsidy.			Amounts not required now written off.			Balance Payable.			Payments of Interest on Advances.			Amount of Subsidy Refunded.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Hohonu ...	2,494	12	11	2,494	12	11	...	...	...	...	...	...	271	16	9	547	1	4
Hibernian ...	2,000	0	0	2,000	0	0	...	...	...	...	...	...	443	11	5	...	...	...
New River... ..	5,000	0	0	3,502	10	3	1,119	17	9	377	12	0	639	14	8	...	...	...
Kanieri ... ..	10,560	18	4	10,560	18	4	...	...	...	...	...	...	560	18	4	...	...	...
Arrow ... ..	612	10	0	612	10	0	...	...	...	...	...	...	139	8	6	...	...	...
Beaumont and Tuapeka	2,000	0	0	640	0	0	1,360	0	0	...	...	...	...	...	...	...	...	...
Carrick Range ...	9,223	11	5	9,223	11	5	...	...	...	...	...	...	338	19	2	...	...	...
Mount Pisgah ...	1,000	0	0	200	0	0	800	0	0	...	...	...	3	10	0	...	...	...
TOTAL	32,891	12	8	29,234	2	11	3,279	17	9	377	12	0	2,397	18	10	547	1	4



TABLE No. 9.

STATEMENT showing the AMOUNT of EXPENDITURE on and REVENUE derived from WATER-RACES from 1st July, 1870, to 30th September, 1879.

Year.				Expenditure.			Revenue.			Average per Cent.		
				£	s.	d.	£	s.	d.	£	s.	d.
1870-71	...	...	...	409	0	0	...	...	...	...	...	...
1871-72	...	...	...	2,206	10	6	...	...	...	...	...	...
1872-73	...	...	...	3,690	2	10	...	...	...	...	...	...
1873-74	...	...	...	76,525	7	11	...	...	...	...	...	...
1874-75	...	...	...	101,992	12	2	...	...	...	...	...	...
1875-76	...	...	...	71,912	0	5	...	...	...	...	...	...
				256,735	13	10	204	0	0	0	1	7
1876-77	...	...	...	71,477	2	4	...	...	...	...	...	...
				328,212	16	2	888	5	10	0	5	4½
1877-78	...	...	...	37,991	5	10	...	...	...	...	...	...
				366,204	2	0	7,362	1	6	2	0	2½
1878-79	...	...	...	20,964	18	1	...	...	...	...	...	...
				387,169	0	1	6,973	0	6	1	16	0½
										4	3	2
Average percentage for four years ...				...			...			1	0	9



TABLE No. 11.

STATEMENT showing the RECEIPTS and WORKING EXPENSES of NEW ZEALAND RAILWAYS for the Years 1877-78 and 1878-79.

Particulars.	1877-78.		1878-79.	
EARNINGS.	£	s. d.	£	s. d.
Passengers, Parcels, Carriages, &c. ... ..	255,051	18 1	355,618	5 4
Merchandise and Live Stock ... ..	281,238	19 1	381,044	5 0
Miscellaneous ... ..	33,607	11 1	21,433	17 10
TOTAL ... ..	£569,898	8 3	758,096	8 2
<b>WORKING EXPENSES.</b>				
Maintenance ... ..	130,913	5 4	193,295	3 5
Locomotive Power ... ..	99,948	10 4	137,774	1 2
Repairs of Carriages and Waggons ... ..	20,348	17 1	32,547	12 9
Traffic Charges ... ..	134,256	5 10	157,960	10 1
General Charges ... ..	18,757	16 11	22,503	10 1
Sundries ... ..	1,670	18 7	1,397	17 6
TOTAL ... ..	405,895	14 1	545,478	15 0
Miles of Line open, average ... ..	955 m.		1,095 m. 65 ch.	
Number of Passengers ... ..	*1,542,695		†2,722,740	
Tonnage of Goods ... ..	864,947		959,756	
Train Miles Run ... ..	1,904,374		2,488,073	
Receipts per Mile of Line open ... ..	£596 os. od. — 87		£691 os. od. — 91	
Receipts per Train Mile ... ..	5s. 11d. — 74		6s. 1d. — 11	
Expenses per Train Mile ... ..	4s. 3d. — 09		4s. 4d. — 64	
Expenses per cent. of Receipts ... ..	£71 os. od. — 32		£71 os. od. — 92	
Average Capital invested on Lines open, inclusive of Interest thereon from approximate date of commencing Works to the opening of the Lines for Traffic ... ..	£7,284,106		£8,362,332	
Percentage on Capital furnished by the working of Lines ... ..	2'25		2'54	
Percentage of deficit furnished out of consolidated revenue ... ..	2'75		2'46	

\* Return Tickets counted as one Passenger.

† Return and Saturday Tickets counted as two Passengers.

SUMMARY showing TOTAL EXPENDITURE and LIABILITIES on PUBLIC WORKS out of IMMIGRATION and PUBLIC WORKS LOAN to 30th September, 1879.

Works.	Total Net Expenditure to 30th June, 1878.			Expenditure during Year ended 30th June, 1879.			Total Expenditure to 30th June, 1879.			Expenditure during three Months ended 30th September, 1879.			Total Expenditure to 30th September, 1879.			Liabilities on Authorities, Contracts, &c., 30th September, 1879; and Requirements for necessary Works.	Total Expenditure and Liabilities on 30th September, 1879.	WORKS.				
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.							
Railways ...	6,818,853	11	8	819,280	14	1	7,638,134	5	9	245,653	10	8	7,883,787	16	5	1,368,172	15	11	9,191,960	12	4	Railways.
Roads ...	703,826	9	3	47,225	15	6	751,052	4	9	23,399	0	10	774,451	5	7	43,090	5	1	817,541	10	8	Roads.
Payments made to Road Boards ...	225,000	0	0	...	...	...	225,000	0	0	...	...	...	225,000	0	0	...	...	...	225,000	0	0	Payment made to Road Boards.
Coal Exploration and Mine Development ...	10,835	8	0	...	...	...	10,835	8	0	...	...	...	10,835	8	0	...	...	...	10,835	8	0	Coal Exploration and Mine Development.
Water Supply on Gold Fields ...	394,661	10	5	20,964	18	1	415,626	8	6	6,174	4	5	421,800	12	11	16,246	13	1	438,047	6	0	Water Supply on Gold Fields.
Aiding Works on Thames Gold Field ...	50,000	0	0	...	...	...	50,000	0	0	...	...	...	50,000	0	0	...	...	...	50,000	0	0	Aiding Works on Thames Gold Field.
Telegraphs ...	297,958	6	8	30,261	10	7	328,219	17	3	16,693	0	7	344,912	17	10	70,250	0	0	415,162	17	10	Telegraphs.
Public Buildings ...	283,631	2	7	166,045	4	8	449,676	7	3	80,317	14	8	529,994	1	11	219,105	0	0	749,099	1	11	Public Buildings.
Lighthouses ...	71,673	3	6	9,566	19	8	81,240	3	2	1,007	14	11	82,247	18	1	2,000	0	0	84,247	18	1	Lighthouses.
Miscellaneous Public Works ...	47,324	5	3	168,070	8	8	215,394	13	11	29,744	2	1	245,138	16	0	87,381	4	3	332,520	0	3	Miscellaneous Public Works.
Departmental ...	116,977	1	5	15,969	16	10	132,946	18	3	3,241	0	8	136,187	18	11	9,375	15	6	145,563	14	5	Departmental.
TOTAL ...	9,020,740	18	9	1,277,385	8	1	10,298,126	6	10	466,230	8	10	10,704,356	15	8	1,755,621	13	10	12,459,978	9	6	TOTAL.

\* This amount does not include the expenditure on Railways by the late Provinces of Canterbury and Otago, which were valued at £731,759 and £372,522 respectively, and were not paid for out of Immigration and Public Works Loan, but were taken in reduction of the provincial debts.  
 Note.—This is a Return of the Expenditure and Liabilities on account of Public Works only, but, to show the total expenditure and liabilities on the Immigration and Public Works Loan, the following items have to be added, viz. :—

	Total Expenditure to 30th Sept., 1879.	Liabilities, &c., on 30th Sept., 1879.				
	£ s. d.	£ s. d.				
Immigration ...	1,801,962	17	7	97,063	0	0
Land Purchases ...	720,454	9	2	1,210,802	9	6
Contingent Defence ...	80,000	0	0	60,000	0	0
Charges and Expenses Raising Loan ...	554,269	16	3	...	...	...
Interest and Sinking Fund ...	218,500	0	0	...	...	...
Total on other Works, as per above Summary ...	3,375,187	3	0	1,367,865	9	6
Total Expenditure and Liabilities on Immigration and Public Works Loan, 30th September, 1879.	10,704,356	15	8	1,755,621	13	10
	£14,079,543	18	8	£3,123,487	3	4

Public Works Department,  
 5th December, 1879.

W. A. THOMAS,  
 Accountant, Public Works.

## APPENDIX.

### EMIGRANT AND COLONIST'S AID CORPORATION.

*Proposals relative to the Extension of the Taonui Siding and Construction of Main Line of Railway from Bunnythorpe to Manawatu Gorge.*

Mr. A. FOLLETT HALCOMBE to the Hon. the MINISTER for PUBLIC WORKS.

Office of the Emigrant and Colonist's Aid Corporation (Limited),

Feilding, 30th September, 1879.

SIR,—

Referring to former correspondence on the subject, I have the honor now to forward plan of proposed extension of the tramway lately formed from the main railway line into the Government Totara Reserve on the Manchester Block, for a distance of 1 mile 16 chains to the Feilding Gorge Road.

This extension has been surveyed and plan prepared by Mr. Howard Jackson, the Chief Surveyor of the Emigrant and Colonist's Aid Corporation, formerly engaged by the Government as Engineer in charge of a portion of the Manawatu-Wanganui Railway: its accuracy can therefore be relied on.

I propose, with the consent of the Government, to complete this extension at the expense of the Corporation, and as part of our road work, if the Government will supply the rails and fastenings, and allow the use of an engine for ballasting; and, on the completion of the work, to hand the line over unconditionally to the Government.

The extension proposed will bring the timber of a large area of very fine and level land, covered with valuable forest, within easy reach of a market; and I have every reason to believe that the tramway, when extended, will shortly be a valuable feeder to the main line.

The work proposed will, of course, be subject to the approval and inspection of the Government Engineer, as though the Corporation were contracting with the Government for the work.

I have to request the favour of a speedy reply, as I purpose at once to commence the work.

I have, &c.,

Emigrant and Colonist's Aid Corporation (Limited), by its Attorney,  
A. FOLLETT HALCOMBE.

The Hon. the Minister for Public Works,  
Wellington.

Mr. A. FOLLETT HALCOMBE to the Hon. the MINISTER for PUBLIC WORKS.

SIR,—

Wellington, 19th November, 1879.

Understanding that it is not the intention to proceed at present with the formation of that portion of the Napier-Wanganui main line of railway which lies between Bunnythorpe and the Manawatu Gorge, and as the speedy formation of that portion of the line is important to the successful settlement of a large part of the Manchester Block, I have the honor to submit, for the consideration of the Government, the following proposals on behalf of the Emigrant and Colonist's Aid Corporation:—

1. The Corporation will advance the whole of the cost of the formation, plate-laying, and ballasting of the line, the Government finding the rails and fastenings, and giving to the Corporation the use of a locomotive when required for ballasting.

2. That before commencing the work a schedule of prices for the work to be performed, or a lump sum, shall be agreed upon between the Corporation and the Government as the cost of the work.

3. That the cost so agreed upon shall be repaid to the Corporation on the 30th June, 1884, or at any previous time in the option of the Government, and that in the meantime the Corporation shall receive interest half-yearly at the rate of 4 per cent. per annum on the amount of its outlay.

4. The relations between the Government and the Corporation with respect to the execution of the work as to time, superintendence, alterations, extras, &c., shall be in every respect similar to those existing between the Government and any other contractor.

5. The payments of interest shall be computed on the engineer's certificate of the value of the work completed at the end of every six months after the commencement of the work, it being contemplated that the work will occupy from eighteen to twenty-four months.

The portion of the main line to which these proposals refer is about six and a half miles in length, commencing at the Bunnythorpe Station and ending in the centre of the Town of Ashurst, at the western end of the Manawatu Gorge. The line has been definitely laid off by the Government Engineers, and is I believe in such a position that the working plans, specifications, and estimates can be at once prepared. The line runs through heavily-timbered country the whole distance, and its formation will give an outlet to some 20,000 to 30,000 acres of first-class timber land, held partly by the above Corporation, and partly by the Wanganui Harbour Board as an endowment for their harbour works.

The object which the Corporation has in view in making these proposals is to enable it to provide an outlet for the timber on that portion of its lands which will be tapped by the proposed line. Experience has proved that, when such an outlet is provided, a large working population can be advantageously settled on these timbered lands. It is also contemplated by the Corporation to make its expenditure on the formation of this line the means of settling a working population on the lands adjacent, which will, when the line is finished, find further occupation in the timber trade. I may also point out that this additional link in the chain of railway communication between Napier and Masterton with Wanganui will greatly facilitate the traffic between the East and West Coast, and the prosecution of the work in this period of depression will be a great boon to the working classes.

The traffic returns from the stations in the timber-producing parts of the Manawatu will abundantly prove that this line is likely to be an important feeder to the main line, and a source of profit to the Government in its working. The receipts from the Feilding Station alone, contributed mainly by the saw-mills, are at the rate of from £700 to £750 a month; and there is every reason to expect that the Ashurst Station will in a short time become equally productive. The plan annexed shows the position of the proposed line, which is coloured red.

I have, &c.,

A. FOLLETT HALCOMBE,  
Agent, Emigrant and Colonist's Aid Corporation (Limited).

The Hon. the Minister for Public Works,  
Wellington.

