

1882.

NEW ZEALAND.

PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. WALTER WOODS JOHNSTON,
11TH JULY, 1882.

MR. SPEAKER,—

I feel very strongly that the House suffers a disadvantage in receiving a statement of the public works of the colony, dealing not only with the progress made in construction during the past year, but also with the administration of what has now become a very large business, from the hands of a Minister who takes charge only just before the meeting of Parliament. So far as construction is concerned, it is easy to narrate the progress that has been made with the works during the period under review,—easy also to declare the intentions of the Government in respect both of the works it is desirable to complete or extend, and of the amount it is thought prudent to expend in each year. But with regard to the administration of railways open for traffic the case is different. There arise questions affecting the management, demands for altering the present classification of goods, suggestions for a modification of the tariff, for a decrease in passenger fares, inquiries as to the sufficiency and condition of our rolling-stock, and as to whether any share of maintenance charges is not borne upon loan,—upon all of which I believe it would be exceedingly satisfactory to the House were the Minister able to make an authoritative statement based on his knowledge of the facts. But by the time he is familiar with the working of the administration, and is able to leave the impress of his touch visible upon the management, the period usually arrives for his successor in office to begin to make himself acquainted with the facts. In 1880 the Railway Commissioners strongly recommended that the administration of constructed railways should be transferred to a Board of Management, having the same powers and functions as a Board of Directors of an English railway company. So far as my short term of office enables me to form an opinion, I incline to the belief that it might be advantageous to have some such a Board, not only because of the knowledge and experience with which it could deal with the questions that engaged its attention, but also because it would be removed from political pressure. But the House will recognize that it is impossible to hurriedly arrive at any conclusion upon such a large subject, with which, therefore, the Government does not intend to deal during this session.

Honorable members will find attached to this Statement the ordinary tables and statements of expenditure and liabilities, and the annual reports from the General Manager of Railways, from the Engineers-in-Chief of the North and Middle Islands, with explanatory maps, and from the Marine Engineer and the Colonial Architect.

Before proceeding to details of the expenditure during the past year, I may remind the House that although an appropriation was taken last year for a very large sum, £1,892,554, or rather more than the unexpended balance of the Public Works Fund in hand on the 31st March, 1881, yet, owing to the inability of the

colony to enter the London money market for a further loan before next December, and the consequent necessity for husbanding our means, we only spent during the year, as the Treasurer has told us, the sum of £935,508, thus leaving in hand on the 31st March last a balance of £924,865. The Public Works liabilities outstanding have also slightly decreased as compared with the previous year, being at the close of the last financial year £540,528, while they were on the 31st March, 1881, £588,623. I beg to call the particular attention of honorable members to the rate of expenditure, because the Government does not desire to anticipate any portion of the loan before it is raised, and therefore it may happen that fewer contracts will be entered into during this year than during the last. Last year we disbursed nearly a million, and incurred liabilities to more than half a million. We began the current financial year with £924,000 in hand available for the year's disbursements, and we propose not to incur liabilities in excess of this amount until after the loan has been floated. We shall probably, therefore, reach the termination of the financial year with only such outstanding liabilities as we may incur after the floating of the loan. Consequently, when honorable members meet next session, it is probable they will find the three million loan but little encroached upon.

RAILWAYS.

Although the amount voted last session for survey and construction of railways, including additions to opened lines, was £1,026,636, yet the amount spent was only £454,333, and the liabilities outstanding on the 31st March were £320,254. Here I should like to invite the attention of honorable members to this fact, that, of the expenditure, £166,086 was for additions and improvements to lines previously open for traffic, and, of the liabilities, about £122,520 was on same account; and I wish I could state that this recent outlay of £288,606 had fully completed and equipped our open lines, but, as I shall show later on, this is very far from being the case. From one point of view, this insufficiency of accommodation upon our open lines is a matter for congratulation, since it arises from the very large and rapidly-increasing traffic which is much greater than was provided for when the lines were built, and which has necessitated heavier rails, enlarged stations, increased rolling-stock, more extensive workshops, and numerous improvements and stock-yards at the smaller country stations. But, of course, the fact that a large further expenditure is necessary must be borne in mind when considering the question of the feasibility of reducing fares and rates of freight.

The length of railways in various stages of progress during the year was 234 miles, and of this length 46 miles were opened for traffic within the year,—23 miles in each Island.

The total length of railways opened for traffic on the 31st March last was 1,333 miles, there being open in the North Island 458 miles, and in the Middle Island 875 miles.

I will now make a brief reference to each of the lines of railway. To what extent they have been proceeded with or improved is stated in detail in the reports from the Engineers in charge; but it is customary to refer to them in the Statement itself; and on this occasion to do so will make a desirable and convenient preface to the proposals for the expenditure of the new loan.

Kawakawa.—The length of railway undertaken in this case is about eight miles, and of this distance about three miles were completed and opened in 1877. The formation of the remainder having been let in two contracts, the first of these for a length of about one mile was completed in May, 1880, and the other for the remainder of the distance, and including a wharf in deep water, will probably be completed about September next.

Whangarei-Kamo.—The last mile of the seven comprising this line, together with a wharf 714 feet in length, is upon the point of completion.

Kaipara-Waikato.—The last eleven miles of this railway, 140 miles in length, were completed and opened last July; but the line as a whole will still require a large expenditure upon it. In addition to liabilities existing on the 31st March of £17,035, it is estimated that £100,000 more is required for the reclamation and station at Auckland, workshops at Newmarket, minor additions along the line, and further rolling-stock.

Waikato-Thames.—From Hamilton towards Te Aroha the formation is nearly completed for a distance of eighteen miles, with the exception of the bridge over the Waikato River near Hamilton, with which the contractor is not making proper progress; while at the Grahamstown end of the line the formation is completed from Grahamstown to Kopu, with the exception of about three-quarters of a mile at Kauaeranga, the working survey of which will be ready in about three weeks, when tenders will be called for the completion of the formation and the plate-laying. The branch line from Hamilton to Cambridge is in progress, a contract having been accepted for the formation of the first five miles.

Napier-Woodville.—In the first portion of the section of four miles from Makatoko to Matamau is included a large viaduct which will not be finished before June, 1883; and, as there would have been no advantage in completing the section long before the viaduct was finished, tenders for the last portion are only now being called for. Plans are being prepared for two other large viaducts on the next section, for which tenders will be called shortly, and it is expected that these will be completed about the same time as the large viaduct previously mentioned, so that the line from Makatoko to near Danevirke (nine miles) will then be ready for traffic.

Wellington-Woodville.—No further progress has been made with this line, the whole sum spent last year upon it, £25,825, having been required for the payment of liabilities and some improvements. I am informed that £15,000 more is required for improvements to the length open, in addition to the outstanding liabilities, £5,019.

New Plymouth-Foxton.—The House will be glad to learn that, upon the completion in December next of the section between Manutahi and Waverley, there will only remain a gap of ten and a half miles situate between Hawera and Manutahi; and the construction of this short length, the survey of which is nearly finished, will complete a line of one hundred and ninety-five miles.

Wellington-Manawatu.—I am glad to be able to say that a company, formed for the purpose of constructing this line under the Railways Construction Act of last year, will relieve the colony from any demand on its means for the prosecution of this work.

Nelson-Roundell.—A further length of three miles from Foxhill to Belgrove was completed and opened last July.

Picton-Hurunui.—A section from Blenheim towards Awatere, length about five miles, was let for contract in December last, and is now in progress. In connection with this line I may mention that the bridges to be erected over the Clarence and Waiiau Rivers are designed to carry both railway and road traffic.

Hurunui-Bluff.—Honorable members will find in the report from the Engineer in Charge a full statement of the work done, both on the main line and on the various branches. I can here only briefly indicate the nature of the work undertaken during the past year. We have constructed upon the main line the section through the Weka Pass from Waipara to Waikari, and this was opened for traffic shortly after the close of the financial year. A contract has been let for the formation from Waikari to Hurunui; and for the bridge over the Hurunui the designs will shortly be completed. We have also made considerable progress in the construction of the various branches.

The expenditure, including liabilities, on improvements to portions of the main lines and branches previously opened for traffic amounted to £208,020, the chief items being sums on account of new stations at Timaru, Duntroon, Port Chalmers, and Dunedin; for considerable additions to stations at Ashburton, Oamaru, Palmerston, Mosgiel, and Invercargill; and for the lengthening of the Rakaia Bridge about 1,500 feet.

It is estimated that over £280,000 additional, besides outstanding liabilities amounting to £98,000, will be required for further additions and improvements to the opened lengths; of this sum, however, probably some £45,000 or £50,000 will not come in course of payment during the next three years.

Otago Central.—Upon this line the expenditure last year was £21,268, and outstanding liabilities £11,080. Towards the carrying-out of the work the total expenditure, including liabilities, was, on the 31st March, £136,392, and to line the tunnels will cost £17,000 more.

Riverton-Orepuki.—Six miles of this line from Riverton are now open, and the formation onwards from Orepuki is under contract. When it is finished, which will probably be about this time next year, there will be a continuous line from Makarewa Junction, upon the Invercargill-Kingston line, to Orepuki, thirty-six miles, with a branch to Wairio of twenty-two miles; and from Wairio to Nightcaps there is a railway constructed by the coal company, about two miles.

To sum up, honorable members will see that in the North Island no extension has been made of the trunk line from Te Awamutu southwards; but that the coal lines and the branch lines in the Waikato and at the Thames are being proceeded with as rapidly as possible; that the line from New Plymouth to Foxton is approaching completion; and that but little further progress has been made towards connecting Wellington and Napier. That in the Middle Island the trunk line will shortly be completed as far north as the Hurunui, and that fair progress has been made with the different branches under construction; while both in the North and South Islands a large additional expenditure is required to complete and properly equip the opened lines. It is a matter of regret to the Government that, so far, only one company has contracted to construct a railway under the Railways Construction Act of last year. But there is reason to believe that some slight amendment of the Act—to effect which a Bill has already passed its second reading in the other branch of the Legislature—will enable other companies to assist in the work of railway construction.

WORKING RAILWAYS.

The working of the opened lines during the past year shows good results, the increase in revenue being £55,572 against an increase of expenditure of only £1,142, whilst the tonnage carried shows an increase of 59,931 tons, and the number of passengers is 61,916 more than in the preceding year.

Return No. 9 attached to the report of the General Manager, which gives a comparison of revenue and expenditure for the three last financial years, will show honorable members the expansion of our railway business and its careful management. From this table it will be seen that whilst during the three years the increase of revenue is about 17 per cent. the decrease in expenditure is about 10 per cent., and this latter notwithstanding that there has been an extra length of one hundred and forty-seven miles to work and maintain. The true measure of the improvement is, however, found in the statement of the work done, which shows that although the increase of revenue is only 17 per cent. the tonnage moved has increased by about 30 per cent., and the parcels and live stock by about 80 per cent.

These facts are a substantial indication that the department has been dealing liberally with the rates; and, as a matter of fact, the reductions made in the rates in all parts of the colony have been large—the concessions made in the grain rate alone being estimated to benefit the producers to the extent of about £15,000 during the current year.

While the goods traffic, however, shows largely-increased commercial activity, the passenger traffic has not as yet entirely recovered from the heavy fall which took place during 1880–81; that having been the period of the greatest depression of railway traffic in the colony.

The passenger traffic is not, therefore, as great as previous results might have led us to expect, and this fact suggests that it is desirable to consider whether it might not be advantageous to reduce the fares, a subject which must receive attention at an early date. It will require, however, to be treated with caution. The passenger receipts for the year having been £361,705, it will readily be seen that a reduction in fares, if not followed by a corresponding increase in passengers, would considerably diminish the profit of the railways; the more so, because it would be necessary to make a very substantial reduction, in order to give the experiment any reasonable chance of success.

The total expenditure to the 31st March last upon railways, including the cost of the provincial railways taken over, is £10,974,000. Of this sum, it is estimated that £1,531,000 was not in a position to contribute to the revenue during the past year. The cost of the lines open for traffic was therefore £9,443,000, and the surplus of receipts over expenditure, £369,000, gave a return of £3 18s. 2d.

per cent. The lines in the North Island cost £3,194,000, and yielded a net revenue of £68,000, or £2 2s. 8d. per cent. Those in the Middle Island cost £6,249,000, and gave a return of £301,000, or £4 16s. 3d. per cent. The increases over the preceding year being for the North Island £18,000, and £37,000 for the Middle Island, which upon the total cost gives an average increase of ten shillings per cent. This great difference between the traffic carried on the lines in each Island points unmistakably to the advisability of completing the connection between the separate portions of the railway system of the North Island. It must be borne in mind that the total expenditure of £10,974,000 covers not only the expenditure upon all works in progress to date and for plant on hand, but also upon extensive explorations and trial surveys, together with that on some harbour works and wharves in connection with the railways, the revenues derived from which are retained by the local bodies.

The lines generally have during the year been maintained in a thorough state of efficiency, and considerable additions have been made to the station accommodation and stock. In this latter direction much still remains to be done, particularly in the extreme North and South. Fresh orders for carriage and wagon stock are under execution for both Islands.

Notwithstanding that the railways commenced in 1871 have been more substantially carried out than was at that time proposed, we have still but a light system of railways, and stock designed for moderate speeds. In consequence of the growth of the traffic it became necessary to relay the lines in many places with heavier rails, and also to make the necessary additions to rolling-stock of a heavier and more expensive character than that originally provided. This line of action is being continuously followed.

ROADS.

Exclusive of the vote taken for "Roads to open up lands before sale," amounting to £50,000 for the year for both Islands, and for "Roads through lands recently purchased," amounting to £7,883 which was placed under the control of the Minister of Lands, there were votes taken last session for the construction of roads and road bridges in the North Island amounting to £116,815, and in the Middle Island to £88,539.

Of these sums the expenditure in the North Island was £69,871, and the liabilities on the 31st March last £32,103: total, £101,974.

In the Middle Island the expenditure was £28,896, and the liabilities £28,798: total, £57,694.

North Island.—For particulars of the works executed in both Islands I must refer honorable members to the reports of the Engineers in Charge. Here I will merely state generally that in the district north of Auckland considerable progress has been made in continuation of the works undertaken last year towards improving the communication through that part of the colony, which has hitherto been much in want of such facilities; and that in the Waikato the Waipa has been bridged in two places, and a third bridge is in course of construction at Alexandra, leading to the King country.

In the district lying between the Waikato and Rotorua, work has been done on improvements of the Cambridge to Taupo Road; and particular attention has been given to the Cambridge-Rotorua Road, which will be the future highway from the Waikato into the Rotorua country. Various contracts have been let, and 200 Armed Constabulary were transferred to the Rotorua Road after their services were no longer required at Parihaka, and are now actively engaged on that work. For the improvement of the road from Cambridge to Tauranga a subsidy has been given to the local body.

From Tauranga to Opotiki and thence to the East Cape and Gisborne, the roads are being steadily pushed on out of funds provided by Parliament. The first important work on this line is the Haerini Bridge over the Waimapu, which has been finished and opened by the County Council. The road from that point through the Te Puke Settlement to Maketu has been carried on mainly by the County Council under the supervision of the Lands Department, partly by the Armed Constabulary, and partly by Native labour. The line of road from Opotiki to Ormond, by way of the Motu Bridge, will shortly be open for stock-driving purposes. The line of road from Gisborne to Wairoa is being similarly improved,

and the whole chain of communication from Tauranga to the Wairoa will be thus opened for this class of traffic.

In the Waimate Plains, and in connection with Native affairs at Parihaka, several road works were undertaken, amongst which was the continuation of the main road from Stony River southwards to Opunake. This has been formed and gravelled throughout, with the exception of two and a half miles of gravelling at one end. From this road three branch roads running inland are in progress, a length in all of twelve miles of such branch roads having been formed within the year.

South of Opunake, as far as Waingongoro, extensive works have been carried out in the way of improvements; and, with the exception of about six and a half miles the road has been gravelled throughout. A branch from this road to Normanby, six miles in length, has been formed.

Middle Island.—The principal road works undertaken have been metalling and other improvements on the road from the Wairau River, near Blenheim, to the Pelorus Bridge, and a new road from thence to Nelson *viâ* the Rai Valley; bridges and other improvements on the road from Nelson to Westport and Greymouth; the Clarence River Bridge, for which the ironwork has been ordered from England; and the road from Kaikoura to Waiiau, and the Waiiau Bridge. In addition to these may be specially mentioned the Rakaia Gorge Bridge in Canterbury, and the Forest Hill Tramway in Southland.

The whole of the works executed are of great utility, having been much required to keep pace with the increasing demands of settlement.

HARBOUR WORKS AND LIGHTHOUSES.

For harbour works last session a sum of £23,314 was voted, the largest item being £15,000 for the continuation of the training-wall at Greymouth. This has been steadily carried forward, and the whole of the vote was expended or contracted for within the year.

A small sum of £2,000, provided for commencing a training-wall at Westport, has also all been expended or contracted for.

The item of £3,000, in aid of harbour works at Hokitika, has been handed over to the Harbour Board there, under whose supervision the work is being carried out.

The removal of rocks at Catlin's River has taken longer than anticipated, but it will now be completed forthwith.

The buoy rock at Nelson has been lowered so as to obtain a minimum depth of 7 feet of water at lowest tides.

A training-wall at Collingwood of a tentative character is in progress, with the view of restoring the Aorere River to its proper channel.

On harbour works altogether, the expenditure out of Public Works loans within the year has been £18,810, and the liabilities on the 31st March last were £4,755: total, £23,565.

Under the heading of lighthouses the works completed during the year have not been very extensive or costly, but they will be of considerable utility to shipping.

They consist principally of the lighting of Cape Egmont, two leading lights in Tory Channel, and a beacon in the French Pass, erected as part of a proposed complete scheme for lighting that place.

In addition to these completed works, preparations have been made for the construction of lighthouses at Waipapapa Point and in the Hauraki Gulf. For the Waipapapa works the site has been selected, and an order has been sent to England for the light apparatus and lantern; and for the Hauraki Gulf Lighthouse the works were commenced in February last, all the plant necessary being already in hand.

PUBLIC BUILDINGS.

For public buildings generally the amount voted last session was £194,106. Of this sum, £128,356 was expended during the year, and the liabilities at the end of March last amounted to £84,457: total, £212,813. The portion of this expenditure, including liabilities, devoted to the North Island was £71,634, and

to the Middle Island, £141,179; and of these sums, £36,272 in the North Island, and £48,453 in the Middle Island, were devoted to school buildings. As the expenditure on school buildings is not supervised directly by the Public Works Department, the amounts on the expenditure of which the department has had control have therefore been—£35,362 in the North Island, and £92,726 in the Middle Island: total, £128,088.

In the North Island, exclusive of school buildings and the asylum at the Whau, no very large work has been completed, and the only buildings of considerable magnitude commenced have been the new post and telegraph offices, and prison at Mount Cook, Wellington.

In the Middle Island the lunatic asylums at Sunnyside and Seacliff are the principal works in progress. At Sunnyside considerable additions have been made during the year, and others are being proceeded with, while designs have been got out for still further additions. At Seacliff the works, which are of large magnitude, are being gradually carried out. It is expected that these two asylums, when completed, will compare favourably, both in appearance and utility, with the best institutions of a similar kind in England. The only other building of importance in progress is the new courthouse at Oamaru.

In all, about thirty buildings in the North Island and forty buildings in the Middle Island have been either in course of erection, or alteration, or under considerable repair within the year.

COAL FIELDS.

The coal now used on the New Zealand Railways is entirely raised in the colony. Thus the Hurunui-Bluff section is supplied by contract from the following mines: Springfield, Glentunnel, Homebush, Shag Point, Kaitangata, Nightcaps, and Westport; and, with the exception of a supply from the Waikato and Brunner Mines, the remaining sections of the railways obtain their supply mainly from the Westport Colliery company's mine.

The only New Zealand coals in the market of a description suitable for marine purposes is that of the Kawakawa Coal Field, the Kamo Mine, and the coal of the west coast of the South Island; the former is very largely used by the Union Steamship company.

During the past year the development of the New Zealand coal fields has chiefly consisted in the extension of those mines which were already at work. Of these there is a notable improvement in the output from the Banbury or Westport company's mine at Westport, due principally to the increased facilities for transport which have been provided by steamers; and more steamers are in course of construction, which will tax the powers of the company's self-acting tramway to keep them constantly occupied. The Koranui Mine is not yet putting coal in the market, but will shortly be able to do so.

The Riverton-Otautau line has been instrumental in causing the Nightcaps Coal Field to be opened up, and two seams are now being worked there, the company having constructed a short line to connect with the Government railway. It is expected that, when the Orepuki line is completed, the fine coal-seam in this locality will also be worked, and Southland will thus become entirely self-supplying in the matter of coal.

Mines are now opened in Southland, Otago, Canterbury, and Auckland, which are capable of supplying the local wants of those districts; and the mines of Greymouth and Westport are being further developed, yielding very superior gas and steam coal respectively.

The published reports upon the control and inspection of mines show that the quantity of coal raised in the colony during the years 1878 to 1881 has steadily increased; while the quantity imported has as steadily decreased. During 1881, however, there is a slight increase in the imports as compared with 1880; but the increase in the quantity raised in the colony during 1881 is relatively as great as in previous years, and far exceeds the increase in coal imports during same year. In view of these facts, and bearing in mind the increased facilities which are being provided by the railways for the transit of coal from the local mines to the centres of population near the seaboard, it may reasonably be assumed that the consumption of local coal in the colony will become far more general than it is at present, and that the importation of this commodity will gradually diminish, and finally cease.

WATERWORKS ON GOLD FIELDS.

For waterworks on gold fields the sum of £22,000 was voted. Of this amount, £13,272 has been expended, and there were liabilities at the end of March last to the extent of £6,666: total, £19,938. The whole of this expenditure, including liabilities, was in the Middle Island, the principal item having been the Waimea-Kumara Race, £12,086. Of the other expenditures, the only important ones were on the Mikonui Race, £4,388, and on the Charleston Race, £3,223. On the Waimea-Kumara Race the chief work executed during the year has been the completion of the Kumara Sludge-channel, which is now available for sluicing purposes, and is generally considered to be a very useful work. On the Mikonui Race the work has been in continuation of tunnels between Ross and Donnelly's Creek, the amount of tunnelling done between those points to end of year being 121 chains out of a total of 154 chains required. The work on the Charleston Race has consisted chiefly in improvements in head-works, extra catchwater-races to increase the water-supply, and tunnel deviations from original line of race to reduce the cost of future maintenance.

PROPOSALS FOR THE FUTURE.

I now come to the proposals for the current year, which comprise the scheme of distribution of the loan, so far as it is available for railway construction, over such of the works authorized as the Government consider should be pushed on as rapidly as possible. The Treasurer has told the House that the amount of the Public Works Fund which on the 31st March last remained in the hands of the Government free of all liabilities was £384,000, of which £100,000 was required by the Native Minister to conclude the purchase of some Native lands. We have therefore a clear balance, after providing for all money liabilities actually incurred, of £284,000. But I have already indicated to the House that to complete and properly equip our open lines will require a large sum, which is estimated at £376,000 during the next three years, exclusive of fencing and other contingencies; and this expenditure is not only necessary, as I have shown, on account of the unexpected and large increase of traffic, but will also materially facilitate the working of the lines, and it is expected will consequently add to the net revenue. So that even without making provision for land purchases, and without commencing any further construction-works, the required additions and improvements to open lines will practically exhaust the whole sum of £384,000 in hand on the 31st March. The greater part of this expenditure is for works at Auckland, Timaru, and Dunedin, and the remainder—being required for additions to the workshops at Hillside and Addington; for such share of the cost of heavier rails as is usually debited to loan; for minor works upon over 1,300 miles of railway; and for additional rolling-stock—is a necessary expenditure, for a considerable portion of which the House will be asked to make provision this session.

It will, I think, be convenient if we assume, for the purpose of simplifying the Statement, that the £100,000 needed during the current year by the Native Minister will be found out of the new loan, thus enabling the balance in hand to provide for the proposed expenditure upon open lines, and leaving the consideration of the question how best to apply the three million loan to further construction uncomplicated by the necessity for an allocation for improvements or for further rolling-stock.

In considering what shall be the works to be recommended for prosecution, let us look, in the first place, at the probable cost of completing the connection between Auckland and Wellington, and between Picton and Invercargill, and of other trunk lines. This cost is estimated to be as follows:—

From Te Awamutu southwards	...	...	...	...	£1,100,000
To complete Napier to Wellington, and to connect with New Plymouth-Foxton Line	...	...	...	...	670,000
To complete New Plymouth-Foxton Line	...	...	...	...	75,000
To complete Picton and Invercargill	...	...	...	...	1,200,000
To complete Nelson and Greymouth	...	...	...	...	1,200,000
To connect Helensville and Kawakawa	...	...	...	...	880,000
To construct the Otago Central	...	...	...	...	1,000,000
					<u>£6,125,000</u>

When, further, we consider that to complete the various branch lines now in course of construction will cost over £700,000, and that in addition there is a large annual expenditure upon public buildings, roads, immigration, harbours and lighthouses, gold fields, and telegraph extension, besides some £200,000 required to complete our transactions in Native lands, it will be seen that a loan of ten millions to provide for all these objects would not have been excessive. But the Government believed that to increase our public debt by £1,000,000 per annum was as much as prudence would permit, and also that it was inadvisable to take authority to raise this annual million for a period beyond the time for which this present House is elected, with the exception that it is prepared to recommend the House to make special provision for the construction of the line from Te Awamutu southwards. These considerations determined the Government to limit the amount of the loan for immigration and general public works to three millions only, as announced in the Financial Statement, despite the fact that this sum can only accomplish a part of what it desires to be accomplished; and it has decided to recommend the following apportionment of the loan:—

RAILWAYS:—

Kawakawa, to complete	...	...	...	£17,500	
Whangarei-Kamo, to complete	...	...	...	7,500	
Hamilton-Cambridge, to complete	...	...	...	50,000	
Hamilton-Te Aroha, to complete	...	...	...	92,000	
Thames-Te Aroha, Grahamstown to Kopu	...	...	...	23,000	
Main Trunk Line from Te Awamutu Southwards	...	...	...	10,000	
Napier-Woodville, to complete	...	...	...	160,000	
Wellington-Woodville, extension from Masterton	...	...	...	200,000	
New Plymouth-Foxton, to complete line of 195 miles	...	...	...	75,000	
Nelson-Roundell, extension from Belgrove	...	...	...	40,000	
Greymouth-Reefton, extension towards Reefton	...	...	...	100,000	
Main Trunk Line through South Island, extension southwards from Blenheim	...	...	...	90,000	
Completion of Weka Pass and Horsely Downs Section, including Bridge over the Hurunui	...	...	...	75,000	
Main Trunk Line, extension northwards	...	...	...	180,000	
Upper Ashburton Branch, extension	...	...	...	15,000	
Lincoln-Little River, to complete	...	...	...	30,000	
Albury Creek Branch, extension to Burke's Pass	...	...	...	35,000	
Oxford to Sheffield, to complete	...	...	...	12,000	
Livingstone Branch, to complete first section	...	...	...	22,000	
Palmerston-Waihemo, to complete	...	...	...	18,000	
Catlin's River Branch, to complete Section from Main Line to Port Molyneux Road	...	...	...	22,000	
Waipahi-Heriot Burn, to complete Section to Swift's Creek	...	...	...	12,000	
Edendale-Toitois, to complete Section to Mokoreta	...	...	...	13,000	
Otago Central, extension	...	...	...	300,000	
Lumsden-Mararoa Branch, to complete to Centre Hill	...	...	...	35,000	
Riverton-Orepuki, to complete	...	...	...	16,000	
					1,650,000
Purchase of Native Lands	...	...	...	200,000	
Public Buildings	...	...	...	300,000	
Immigration	...	...	...	200,000	
Roads to open up Crown Lands	...	...	...	200,000	
Roads and Bridges	...	...	...	100,000	
Roads, Wharves, and Bridges, North of Auckland	...	...	...	100,000	
Gold Fields	...	...	...	100,000	
Harbours	...	...	...	100,000	
Telegraph Extension	...	...	...	50,000	
					1,350,000
					<u>£3,000,000</u>

Honorable members will observe that towards the construction of the line between Waikato and the railways in the southern part of the North Island only £10,000 has been allocated, whilst the estimated cost of the work is £1,100,000. This is in consequence of the decision arrived at by the Government that, as I have already said, for the construction of this line they would make separate provision. And for this purpose they have come to the conclusion, after careful consideration, to introduce a special Loan Bill for one million, to be solely applied to this purpose as soon as circumstances will permit. In the meantime the £10,000 allocated will enable surveys to be made to determine the best route. With regard to the works proposed generally, it is plain that the expenditure

named is determined to a large extent by the present position of lines in the course of construction, and the necessity of either completing the branch lines, or of carrying them at all events to convenient termini. If the proposals of the Government are adopted by the House, the main lines will be so far advanced as to render their completion by the next Parliament a certainty; the New Plymouth-Foxton line will be completed; most of the branch lines will also be completed; and the remainder will be carried to convenient places for the local traffic, and placed in a position to yield a return upon their cost.

Large as is the share of the Three Million Loan dedicated to works other than railways, it is less than has been the rule since the commencement of our Public Works policy in 1870, even though for some years after its commencement the amount expended upon public buildings was very small. Since 1870 the increase of our public debt, and the contributions in aid of the Public Works Fund, amount to over £19,000,000, only £9,869,000 of which has been spent upon railways. The share of the proposed Three Million Loan to be allocated to each branch of expenditure other than railway construction has been carefully considered, and limited in each case to as small a sum as possible. My honorable colleague the Native Minister hopes that with £100,000, in addition to the £100,000 which the Treasurer informed the House would be wanted very shortly, he will be able to close his transactions in Native lands. For public buildings the amount set aside is very small in comparison with the recent rate of expenditure: for example, last session the House voted for public buildings £194,106, and the amount spent within the year was £128,356, with outstanding liabilities of £84,457. The Government has come to the conclusion that it will be unwise for us to continue to spend annually such a large portion of our borrowed money upon public buildings, and will therefore next year make other provision from the consolidated revenue for a considerable part of them. We may, consequently, reasonably expect that not more than the £300,000 asked for will be required from loan.

The immigration proposed is solely a nominated immigration, except for single women. It is believed the amount devoted to it is sufficient, although I am glad to say, as evidence that the colonists who have come to New Zealand have prospered here, that the Minister for Immigration has in hand at the present moment more than 5,000 nominations of persons whom their friends in the colony desire to bring out; and there is no doubt that, when the Government advertises throughout the colony that it is prepared to receive nominations, this number will be largely increased. I need not say that the expenditure upon immigration is exceedingly profitable. We have spent upon it altogether since 1870 rather less than £2,000,000, or incurred an annual charge of about £100,000, and have introduced in all 101,214 persons. Since 1870 our population has increased from 248,400 to 504,900, whilst, at the same time, our revenue, exclusive of the revenue derived from railways and from Crown lands, has increased from £935,000 to £2,414,000, a sure indication that the introduction of this large body of immigrants, besides being very advantageous to the colony and profitable to the Treasury, has enabled the immigrants themselves to attain to a condition of comparative comfort in their new home.

To the course which has been adopted during the past few years of opening up Crown lands before offering them for sale by a systematic plan of pioneer roads, bridges, and drainage works, the Government attaches very great importance. The effect of the work that has already been done in this direction under the supervision of the Survey Department is very apparent, not only in the increased price which is obtained for lands as they are put in the market—a result which might not, if taken by itself, be always desirable—but in the more rapid occupation and cultivation of the land by those who settle upon it.

The plan which is adopted comprises the laying-off lines of road which will ultimately become main lines of communication through the country, and in the subdivision, for purposes of sale, of blocks of land by the formation of cross roads. The Crown Lands Report which is now upon the table, will supply full information as to the work which has been put in hand during the past year; and the Estimates which will be placed before you will give the details of the works of this character which it is intended to prosecute in the future. The fact

that nearly half a million of acres will be surveyed and available for sale during the current year under the different provisions of the Land Act will show honorable members that largely-increased facilities, as compared with previous years, are being afforded for settlement throughout the country.

Possibly the amount set aside for roads and bridges may seem needlessly large, seeing that the Government proposes to make special provision for works of this class; but it must be remembered that, owing to the necessity which has existed of extending the expenditure of the balance of our Public Works Fund over the interval until we can borrow again, a considerable number of the works authorized last year have not yet been commenced, but that nevertheless the localities interested look upon the grants as being still available; and there are, moreover, works still to be carried out upon such roads as the one from Christchurch to Hokitika, or that between Greymouth and Nelson, or upon the roads north of Auckland. Indeed, seeing that the portion of the colony lying north of Auckland is necessarily excluded from any further railway construction out of the loan now proposed, the Government deemed it only equitable to specially allocate for the roads, wharves, and bridges in that district the sum of £100,000. It is, however, the intention of the Government to afford no further assistance to local works otherwise than under the Bill proposed to be introduced, and it is hoped this class of expenditure will soon cease to be a charge upon our Public Works Fund.

With regard to works on the gold fields, the proposals of the Government, which have already been placed before the House in the ordinary Estimates, involve the expenditure out of the Consolidated Fund of an amount double that which has hitherto been placed upon the Estimates, and upon conditions which, it is believed, will cause the vote to be more largely availed of than has been the case heretofore.

In addition to the above sum from the Consolidated Fund, it is proposed to set aside £100,000 out of the new loan partly for the making of roads, and partly for the construction of water-races, to which the Government has been practically committed by the previous expenditure of considerable sums, the outlay upon which would be thrown away unless the works were carried on to completion.

The Government is sensible that in the past some of these works have been initiated upon estimates of cost which subsequent experience has proved to be entirely inadequate and fallacious, while in other cases the calculations as to the amount of paying ground to be served have been founded on insufficient data.

Reports have been obtained which will give to honorable members a tolerably correct view of the present position of the works in question.

On the Mikonui Water-race the construction of the section now in hand involves an expenditure of £20,000. This expenditure will be entirely useless unless the work is continued over a period of four years—the time which will be occupied in the construction of a tunnel on the line of race—and unless the work is carried on to a point involving more than quadruple the present outlay.

The Government considers that it would not be justified in abandoning the work if satisfactory assurance can be obtained, after careful inquiry, that it can be completed within the estimated cost and that the results likely to be attained are not overestimated. If this be so determined, it is desirable that the tunnel should be at once put in hand, and that no future doubt should overhang a question of such large interest to the people in the Ross District.

The case of the Nelson Creek Water-race is one which also will require further investigation before new works can be put in hand.

A sum of not less than £90,000 has been expended on works which, it appears, will only serve a limited extent of ground, and would have required very large expenditure on renewal and reconstruction of aqueducts if the extent of ground had been larger.

The question which now arises is, whether the head waters of the race, which are admirably constructed, and possess peculiar natural advantages, can be advantageously diverted so as to render a fresh area of ground available. This question will require very careful investigation before works are proceeded with.

At the Kumara the sludge-channel has proved to be a very successful work, and the Government will ask Parliament to proceed at once with the construction of the upper dam.

The Argyle Water-race works at Charleston will be completed during the present year.

Among the proposals which will be submitted to the approval of Parliament is a road to Macetown, at a cost of £8,000. The want of this road has long been felt, and when completed will have the effect of cheapening freights and otherwise assisting a very promising portion of the gold fields.

The reefs at Aroha give considerable promise for the future, and the estimates contain a provision for assisting a tramway for the carriage of quartz from the mines in that district.

The harbour works which it is proposed to proceed with out of the £100,000 allocated to this class are principally the works at Greymouth and Hokitika. At Westport, to make the river serviceable for ships of considerable tonnage, a very large expenditure would be required, which Sir John Coode estimated at £488,776 for the two outer breakwaters alone; and even if these breakwaters are built to only half-tide height, as has been suggested, their construction will still require a very large sum, which it will be difficult to provide for one locality. The Government, therefore, is disposed to consider the possibility of making some concession to the coal companies in consideration of which they would contract to expend within a limited period upon approved harbour works a sum to be agreed upon. This class of expenditure also, it is confidently hoped, will disappear from the Schedule of future Loan Bills.

Generally, it will be the effort of the Government to make, to a much greater extent than has hitherto been the case, all further loans to be loans for railway construction. There can be no doubt of the enormous benefits which have accrued to the colony from its railways. As against the small difference of a little over 1 per cent. between their net earnings and the interest upon the cost of construction, the colonists have gained a cheap, safe and rapid haulage of goods, reaching last year to 1,437,714 tons, besides facilitating the travelling of passengers, increasing to 2,911,477 during the same period. The annual saving to the people thus obtained must of itself amount to a considerable part of the whole expenditure upon railways; in addition, the value of property served by the railway system has greatly increased. Moreover, the burden of the maintenance of a long length of roadway must be very much lessened by the relief afforded by the diversion of the traffic to the railways. The colony has also gained by the promotion of settlement, and by the greatly-increased prices obtained in some cases for Crown lands, as, for instance, on the Waimate Plains. I may be permitted to express here my regret that the State did not, from the commencement of the Public Works policy, take possession, at the then value, of considerable areas of land in suitable localities in the vicinity of the proposed railway lines in order to cut them up or sell them in small homesteads. This course would not only have largely diminished the cost of our railways, but would also have sensibly added to their earnings; and the direct and indirect taxation which this additional population would have contributed to the Treasury might have made it possible to alleviate to some extent taxation generally.

It is, therefore, almost superfluous for me to add, in conclusion, that the Government is thoroughly convinced of the advisability of completing our railway system; that it is an essential part of its policy to complete the construction as rapidly as possible of the main trunk lines in both Islands, and of desirable branch lines as soon as circumstances will permit; and that it will gladly see private enterprise supplement the work undertaken by the colony, by taking advantage of the Railways Construction Act of last year and of the District Railways Act. With this policy the colony will continue to make the progress and enjoy the prosperity which we now happily experience; and if the policy is carried out with prudence there is no reason to doubt that the prosperity will be enduring.

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TABLE NO. 1.

SUMMARY showing the TOTAL EXPENDITURE ON PUBLIC WORKS and OTHER SERVICES, out of Immigration and Public Works Loan, to 31st March, 1882, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Expenditure to 31st March, 1881, (see last year's table (No. 1).)			Deduct Amounts recovered since 31st March, 1881, but which are for Services prior to that date.			Total Net Expenditure to 31st March, 1881.			Expenditure during 12 Months ended 31st March, 1882.			Total Expenditure to 31st March, 1882.			Liabilities on Accounts, &c., 31st March, 1882.			Total Expenditure and Liabilities.			Works.				
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.								
2	Railways	9,437	145	9	2	21,808	12	9	9,415	336	16	5	454,332	14	10	9,869,669	11	3	320,254	6	10	10,189,923	18	1	Railways.		
5	Roads	983,323	9	2	0	17	10	983,322	11	4	0	145,477	17	6	1,128,800	8	10	1,246,641	4	0	117,840	15	2	Roads.			
11 of 1877	Payments to Road Boards.	225,000	0	0	...	...	...	225,000	0	0	...	...	...	225,000	0	0	225,000	0	0	...	...	...	225,000	0	0	Payments to Road Boards.	
10 of 1878	Coal exploration and mine development	10,835	8	0	...	...	...	10,835	8	0	...	...	...	10,835	8	0	10,835	8	0	...	...	...	10,835	8	0	Coal exploration and mine development.	
8	Water supply on gold fields	447,506	10	11	...	...	...	447,506	10	11	...	13,272	9	7	460,779	0	6	6,665	16	9	6,665	16	9	467,444	17	3	Water supply on gold fields.
9	Miscellaneous public works	557,449	7	11*	108	6	5	557,041	1	6	0	237	0	0	557,278	1	6	...	...	...	557,278	1	6	557,278	1	6	Miscellaneous public works.
11 of 1877	Aiding works on Thames Gold Fields	50,000	0	0	...	...	...	50,000	0	0	...	...	...	50,000	0	0	50,000	0	0	...	...	...	50,000	0	0	Aiding works on Thames Gold Fields.	
10	Telegraphs	412,546	17	3	32	6	11	412,514	10	4	...	7,517	4	9	420,031	15	1	3,500	0	0	3,500	0	0	423,531	15	1	Telegraphs.
11	Public buildings	857,753	5	0	4	2	6	857,749	2	6	...	128,356	5	9	986,105	8	3	84,457	9	1	84,457	9	1	1,070,562	17	4	Public buildings.
12	Lighthouses and Harbour Works	87,838	19	0	2	0	6	87,836	18	6	...	21,207	15	6	109,044	14	0	7,554	11	8	7,554	11	8	116,599	5	8	Lighthouses and Harbour Works.
...	Departmental	157,343	1	11	87	13	5	157,255	8	6	...	13,320	6	5†	170,575	14	11	255	11	1	255	11	1	170,831	6	0	Departmental.
	TOTALS, PUBLIC WORKS	13,226,442	8	4*	22,044	0	4	13,204,398	8	0	...	783,721	14	4	13,988,120	2	4	540,528	10	7	540,528	10	7	14,528,648	12	11	TOTALS, PUBLIC WORKS.

* Less than last year's table by £1,870 os. 8d., being recoveries on account of Miscellaneous Public Works. † Includes £185 unauthorized expenditure.

W. A. THOMAS,
Accountant, Public Works.

Public Works Department, 26th May, 1882.

TABLE NO. 2.

STATEMENT showing the TOTAL EXPENDITURE on RAILWAYS, out of Immigration and Public Works Loan, to 31st March, 1882, and the LIABILITIES on that Date.

Lines of Railway.	Total Net Expenditure to 31st March, 1881, as per Table No. 3.		Expenditure during 12 Months ended 31st March, 1882.		Total Expenditure to 31st March, 1882, as per Table No. 3.		Liabilities on Authorities, Contracts, &c., 31st March, 1882, as per Table No. 4.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
NORTH ISLAND (as per particulars below)	3,567,129	17 0	218,225	9 3	3,785,355	6 3	135,224	18 7	3,920,580	4 10
MIDDLE ISLAND (as per particulars below)	5,847,371	6 1	234,543	7 3	6,081,914	13 4*	184,982	9 9	6,266,897	3 1
CONTINGENT EXPENSES, BROGDEN'S CLAIMS	...		1,563	18 4	1,563	18 4	46	18 6	1,610	16 10
MISCELLANEOUS SURVEYS ...	470	17 11	...		470	17 11	...		470	17 11
UNAPPORTIONABLE ...	364	15 5	...		364	15 5	...		364	15 5
Total ...	9,415,336	16 5	454,332	14 10	9,869,669	11 3	320,254	6 10†	10,189,923	18 1
NORTH ISLAND.										
Kawakawa... ..	42,695	7 2	14,583	17 8	57,279	4 10	15,552	13 9	72,831	18 7
Whangarei to Kamo... ..	32,923	17 1	8,595	15 9	41,519	12 10	7,241	9 0	48,761	1 10
Kaipara to Waikato... ..	...		...		...		...		...
Main Line ...	1,079,379	4 4	53,813	17 4	1,133,193	1 8	17,035	0 9	1,150,228	2 5
Hamilton-Cambridge Branch	...		0	17 0	0	17 0	...		0	17 0
Waikato to Thames—										
Hamilton to Te Aroha ...	56,334	13 8	18,323	13 2	74,658	6 10	8,565	6 2	83,223	13 0
Te Aroha to Thames ...	39,538	0 7	4,269	2 4	43,807	2 11	1,319	6 11	45,126	9 10
Wellington to Napier—										
Napier to Woodville ...	458,424	2 1	7,453	16 5	465,877	18 6	23,185	1 2	489,062	19 8
Wellington to Woodville ...	768,555	5 5	25,824	10 6	794,379	15 11	5,019	6 0	799,399	1 11
Bunnythorpe Gorge ...	...		...		...		196	0 0	196	0 0
Wellington to Foxton—										
Wellington to Johnsonville... }	42,720	2 3	9,987	1 8‡	52,707	3 11	159	11 0	52,866	14 11
Johnsonville to Foxton ... }	...		...		...		...		...
Foxton to New Plymouth—										
Foxton to Patea ...	767,113	8 3	35,856	10 7	802,969	18 10	33,880	18 7	836,850	17 5
Patea to Waitara ...	267,831	8 5	39,435	0 1	307,266	8 6	23,039	5 0	330,305	13 6
Total ...	3,555,515	9 3	218,144	2 6	3,773,659	11 9	135,193	18 4	3,908,853	10 1
PRELIMINARY SURVEYS:—										
Thames to Waikato ...	1,577	8 11	...		1,577	8 11	...		1,577	8 11
Mercer to Cambridge ...	528	17 3	...		528	17 3	...		528	17 3
Cambridge to Taupo ...	340	14 10	...		340	14 10	...		340	14 10
Masterton to Woodville ...	276	10 11	...		276	10 11	...		276	10 11
Hutt to Waikanae ...	1,717	16 5	...		1,717	16 5	...		1,717	16 5
Tokano to Napier ...	20	16 0	...		20	16 0	...		20	16 0
Waipukurau to Gorge ...	3,179	11 0	...		3,179	11 0	...		3,179	11 0
Waitara to Waitotara ...	265	5 7	...		265	5 7	...		265	5 7
Mountain Road to Opunake ...	1,818	16 8	...		1,818	16 8	...		1,818	16 8
Wellington to Foxton ...	69	1 7	...		69	1 7	...		69	1 7
Normanby to Hawera ...	29	3 4	...		29	3 4	...		29	3 4
Whangarei to Kawakawa ...	46	16 0	...		46	16 0	...		46	16 0
Napier to Wallingford ...	367	18 10	...		367	18 10	...		367	18 10
Auckland to Whangarei ...	1,002	4 3	...		1,002	4 3	...		1,002	4 3
Foxton to Carlyle ...	245	16 8	...		245	16 8	...		245	16 8
Bunnythorpe to Woodville... }	127	9 6	...		127	9 6	...		127	9 6
Pukekohe to Waiuku ... }	...		81	6 9	81	6 9	31	0 3	112	7 0
Total, North Island ...	3,567,129	17 0	218,225	9 3	3,785,355	6 3	135,224	18 7	3,920,580	4 10
MIDDLE ISLAND.										
Nelson to Roundell ...	148,360	8 6§	4,811	2 8	153,171	11 2	260	17 10	152,784	13 1
Greymouth to Nelson Creek ...	241,349	19 7||	3,846	7 0	245,196	6 7	1,547	2 7	247,391	5 1
Greymouth to Hokitika ...	22,009	1 10	964	5 6	22,973	7 4	62	0 0	23,035	7 4
Westport to Ngakawau ...	211,459	5 5	2,197	5 8	213,656	11 1	1,470	11 7	215,127	2 8
Pictou to Hurunui—										
Pictou to Awatere ...	189,447	12 3	2,635	4 3	192,082	16 6	5,991	9 3	198,074	5 9
Hurunui to Waitaki—										
Main Line ...	...		52,863	10 11	...		33,040	7 7	...	
Oxford Branch ...	...		3	12 0	...		792	8 0	...	
Eyreton Branch ...	...		57	10 4	...		137	19 0	...	
Lyttleton Branch... }	...		593	4 11	...		1,899	6 9	...	
Southbridge Branch }	1,791,645	0 5	478	3 8	1,847,205	4 8	1,050	9 9	1,885,251	8 10
Springfield Branch }	...		721	9 8	...		157	13 5	...	
Whitecliffs Branch }	...		529	5 2	...		432	18 10	...	
Opawa Branch ... }	...		313	7 7	...		535	0 0	...	
Waimate Branch ... }	...		...		...		...		...
Carried forward ...	2,604,271	8 0	70,014	9 4	2,674,285	17 4	47,378	4 7	2,721,664	1 11

* See note at end of this table. † This amount does not include a sum of £170,587 for material ordered from England in March, 1882, the order for which would not reach England within the financial year 1881-82. ‡ Includes £40 19s. unauthorised expenditure. § Includes £647 15s. 11d. expenditure charged in previous years to Amberley-Cook Strait. || Includes the expenditure on the Greymouth Harbour Works prior to March, 1881.

TABLE NO. 2—continued.

STATEMENT showing the TOTAL EXPENDITURE and LIABILITIES on RAILWAYS—continued.

Lines of Railway.	Total Net Expenditure to 31st March, 1881, as per Table No. 3.	Expenditure during 12 Months ended 31st March, 1882.	Total Expenditure to 31st March, 1882, as per Table No. 3.	Liabilities on Authorities, Contracts, &c., 31st March, 1882, as per Table No. 4.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward ...	2,604,271 8 0	70,014 9 4	2,674,285 17 4	47,378 4 7	2,721,664 1 11
MIDDLE ISLAND—continued.					
Hurunui to Waitaki—continued.					
Main line to Upper Ashburton	11,225 14 2	5,466 15 5	16,692 9 7	2,193 14 11	18,886 4 6
Lincoln to Little River ...	23,355 10 1	9,944 17 11	33,300 8 0	1,475 10 10	34,775 18 10
Washdyke to Fairlie Creek ...	17,140 2 0	6,418 12 8	23,558 14 8	5,484 12 4	29,043 7 0
Purchase of rolling-stock from Rakaia and Ashburton Forks Company	...	6,930 0 0	6,930 0 0	...	6,930 0 0
Canterbury Interior Main Line—					
Oxford to Malvern ...	12,111 10 0	1,933 2 11	14,044 12 11	15,243 10 6	29,288 3 5
Whitecliffs to Rakaia ...	248 4 4	...	248 4 4	...	248 4 4
Temuka to Raugitata ...	5,152 2 8	...	5,152 2 8	...	5,152 2 8
Waitaki to Bluff—					
Main line ...	...	60,930 10 5	...	55,752 18 3	...
Duntroon Branch ...	...	4,071 8 9	...	1,689 12 8	...
Ngapara Branch ...	...	1,279 8 9	...	4,845 2 11	...
Port Chalmers Branch ...	2,499,544 7 1	3,650 15 6	2,578,582 3 8	1,069 18 0	2,642,211 2 10
Brighton Road Branch ...	...	89 18 3	...	100 0 0	...
Outram Branch ...	...	13 3 4	...	...	...
Lawrence ...	...	2 11 7	...	171 7 4	...
Ngapara Branch to Livingstone	31,267 15 1	1,644 14 11	32,912 10 0	5,368 7 7	38,280 17 7
Palmerston to Waiheke ...	8,056 5 8	605 16 3	8,662 1 11	4,214 4 6	12,876 6 5
Main line to Catlin's River ...	7,641 4 6	1,454 9 6	9,095 14 0	5,560 14 2	14,656 8 2
Waipahi to Heriot Burn ...	64,476 16 3	2,809 10 9	67,286 7 0	233 3 8	67,519 10 8
Edendale to Toitoto ...	10,662 5 4	483 15 5	11,146 0 9	2,562 4 1	13,708 4 10
Line through Seaward Bush *	...	67 10 9	67 10 9	...	67 10 9
Otago Central—					
Chain Hills to Taieri Lake ...	104,044 12 6	21,267 14 7	125,312 7 1	11,079 17 1	136,392 4 2
Invercargill to Kingston—					
Main line ...	240,660 7 11	1,108 4 2	241,768 12 1	3,317 13 10	245,086 5 11
Lumsden to Mararoa ...	9,819 9 0	419 0 4	10,238 9 4	...	10,238 9 4
Western Railways—					
Makarewa to Riverton ...	...	2,550 4 0	...	95 14 6	...
Riverton Branch to Otautau ...	119,834 5 0	8,384 4 10	138,473 6 6	1,317 5 8	152,247 5 11
Riverton to Orepuki ...	...	7,704 12 8	...	12,360 19 3	...
Otautau to Nightcaps ...	8,666 0 8	5,584 8 5	14,250 9 1	3,263 18 4	17,514 7 5
Purchase of wagons ...	22,000 0 0	...	22,000 0 0	...	22,000 0 0
Total ...	5,800,178 0 3	233,830 1 5	6,034,008 1 8	184,778 15 0	6,218,786 16 8
PRELIMINARY SURVEYS:—					
Foxhill to Brunner ...	3,277 4 0	...	3,277 4 0	...	3,277 4 0
Foxhill southwards ...	797 10 0	...	797 10 0	...	797 10 0
Greymouth to Christchurch ...	2,693 14 11	365 6 6	3,059 1 5	...	3,059 1 5
Greymouth to Hokitika ...	2,763 9 8	...	2,763 9 8	...	2,763 9 8
Hokitika to Christchurch ...	34 16 8	...	34 16 8	...	34 16 8
Hokitika to Malvern ...	468 0 3	...	468 0 3	...	468 0 3
Hokitika Office ...	1,200 0 0	...	1,200 0 0	...	1,200 0 0
Greymouth to Amberley ...	10,783 2 0	...	10,783 2 0	...	10,783 2 0
Amberley to Hurunui ...	576 7 1	...	576 7 1	...	576 7 1
Hurunui to Blenheim ...	1,047 11 10	262 11 9	1,310 3 7	4 6 0	1,314 9 7
Ashburton to Alford Forest	229 2 7	...	229 2 7	...	229 2 7
Waimate to Hakateramea ...	207 2 10	...	207 2 10	...	207 2 10
Duntroon to Hakateramea ...	1,435 0 0	...	1,435 0 0	...	1,435 0 0
Orari to Hilton <i>via</i> Geraldine	302 11 2	...	302 11 2	...	302 11 2
Whitecliffs to Rakaia Gorge	218 12 10	...	218 12 10	...	218 12 10
Albury to Fairlie Creek ...	370 6 3	...	370 6 3	...	370 6 3
Oamaru to Wairaka ...	493 6 9	...	493 6 9	...	493 6 9
Wairaka to Livingstone ...	8 2 6	...	8 2 6	...	8 2 6
Dunedin to Moeraki ...	2,175 2 4	...	2,175 2 4	...	2,175 2 4
Clutha to Mataura ...	115 9 6	...	115 9 6	...	115 9 6
Taieri <i>via</i> Strath-Tairai to Clyde	5,352 12 3	...	5,352 12 3	...	5,352 12 3
Taieri River <i>via</i> Brighton ...	3 0 0	...	3 0 0	...	3 0 0
Green Island Extension ...	93 2 0	...	93 2 0	...	93 2 0
Clutha River Survey ...	0 18 6	...	0 18 6	...	0 18 6
Waipahi to Crosswell ...	100 0 0	...	100 0 0	...	100 0 0
Waipahi to Waikaka ...	1,032 13 1	...	1,032 13 1	...	1,032 13 1
Riverton to Orepuki ...	963 14 1	...	963 14 1	...	963 14 1
Gore to Elbow ...	1,177 18 2	...	1,177 18 2	...	1,177 18 2
Otautau to Waiau and Night- caps	845 13 9	...	845 13 9	...	845 13 9
Carried forward ...	5,838,944 5 3	234,457 19 8	6,073,402 4 11	184,783 1 0	6,258,185 5 1

* This expenditure has been charged as unauthorized.

TABLE No. 2—continued.

STATEMENT showing the TOTAL EXPENDITURE and LIABILITIES on RAILWAYS—continued.

Lines of Railway.	Total Net Expenditure to 31st March, 1891, as per Table No. 3.			Expenditure during 12 Months ended 31st March, 1892.			Total Expenditure to 31st March, 1892, as per Table No. 3.			Liabilities on Authorities, Contracts, &c., 31st March, 1892, as per Table No. 4.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ...	5,838,944	5	3	234,457	19	8	6,073,402	4	11	184,783	1	0	6,258,185	5	11
MIDDLE ISLAND—continued.															
PRELIMINARY SURVEYS—contd.															
Lyttelton Station-ground ...	40	0	0	...	...	...	40	0	0	...	...	...	40	0	0
Lumsden to Mararoa ...	688	19	2	...	...	...	688	19	2	...	...	...	688	19	2
Edendale to Fortrose ...	48	13	6	...	...	...	48	13	6	...	...	...	48	13	6
Edendale to Toitoto ...	747	14	3	9	16	0	757	10	3	...	...	...	757	10	3
Glentunnel to Rakaia Gorge	32	9	8	...	...	...	32	9	8	...	...	...	32	9	8
Malvern Branch ...	6	12	8	...	...	...	6	12	8	...	...	...	6	12	8
Oxford to Malvern ...	22	16	0	...	...	...	22	16	0	...	...	...	22	16	0
Aorere Tramway ...	5	15	0	...	...	...	5	15	0	...	...	...	5	15	0
Little River to Akaroa ...	262	15	4	...	...	...	262	15	4	...	...	...	262	15	4
Malvern Ferry Bridge ...	19	16	0	...	...	...	19	16	0	...	...	...	19	16	0
Opawa Branch ...	140	2	2	...	...	...	140	2	2	...	...	...	140	2	2
Oxford to Temuka ...	147	13	7	...	...	...	147	13	7	...	...	...	147	13	7
Christchurch to Sumner ...	36	19	0	...	...	...	36	19	0	...	...	...	36	19	0
Oamaru to Livingstone ...	236	5	0	...	...	...	236	5	0	...	...	...	236	5	0
Winchester to Hilton ...	4	9	0	...	...	...	4	9	0	...	...	...	4	9	0
Amberley to Cook Strait ...	132	9	0	...	...	...	132	9	0	...	...	...	132	9	0
Amberley to Brunner ...	1,925	18	8	...	...	...	1,925	18	8	...	...	...	1,925	18	8
Sheffield to Kowai Pass ...	94	15	9	...	...	...	94	15	9	...	...	...	94	15	9
Otago Central ...	1,838	2	0	75	11	7	1,913	13	7	199	8	9	2,113	2	4
Orepuki Branch ...	108	6	8	...	...	...	108	6	8	...	...	...	108	6	8
Fairlie Creek to Mackenzie Country	390	12	4	...	...	...	390	12	4	...	...	...	390	12	4
Westport to Inangahua ...	656	15	8	...	...	...	656	15	8	...	...	...	656	15	8
Waiau Valley Route, Western Railways	180	0	0	...	...	...	180	0	0	...	...	...	180	0	0
Nelson to Roundell ...	301	8	11	...	...	...	301	8	11	...	...	...	301	8	11
Waimea, Switzer's ...	350	0	0	...	...	...	350	0	0	...	...	...	350	0	0
Incidental, general, &c. ...	7	11	6	...	...	...	7	11	6	...	...	...	7	11	6
Total, Middle Island...	5,847,371	6	1	234,543	7	3	*6,081,914	13	4	184,982	9	9	6,266,897	3	1
CONTINGENT EXPENSES, BROGDEN'S CLAIMS	...	...	...	1,563	18	4	1,563	18	4	46	18	6	1,610	16	10
* NOTE.—This amount does not include £8,066 12s. 5d. for the Maerewhenua and Oreti Bridges out of Roads and Miscellaneous Expenditure, nor the expenditure on the railways of the late Provinces of Canterbury and Otago, which were valued as follows, viz. :—															
CANTERBURY.															
Lyttelton and Christchurch—	£	s.	d.	£	s.	d.									
Fencing and ditching ...	4,024	0	0	...	...	...						
Culverts and diversions ...	6,215	0	0	...	...	...						
Level-crossings ...	1,732	0	0	...	...	...						
Earthwork ...	10,000	0	0	...	...	...						
Heathcote Tunnel ...	186,462	0	0	...	...	...						
Bridges ...	2,214	0	0	...	...	...						
Lyttelton Station Reclamation ...	25,296	0	0	...	...	...						
Permanent-way ...	48,088	0	0	...	...	...						
Station and other buildings	65,178	0	0	...	...	...						
Double narrow-gauge line, with earthwork and buildings ...	3,213	0	0	...	...	...						
Metalling, &c., in station yards ...	1,486	0	0	...	...	...						
Points, crossings, traverses, and turntable ...	14,473	0	0	...	...	...						
Plant, tools, and machinery	13,966	0	0	...	...	...						
				382,347	0	0									
Christchurch and Selwyn—															
Grading, with bridges and culverts ...	20,480	0	0	...	...	...						
Permanent-way, with points and crossings ...	39,470	0	0	...	...	...						
				59,950	0	0									
General—															
Stations and other buildings	9,148	0	0	...	...	...						
Stores at Christchurch ...	11,139	0	0	...	...	...						
Platelayers' tools ...	785	0	0	...	...	...						
Telegraph and stores ...	4,758	0	0	...	...	...						
Furniture and station plant	2,907	0	0	...	...	...						
Land ...	91,357	0	0	...	...	...						
Water-services ...	852	0	0	...	...	...						
Rolling-stock ...	76,063	0	0	...	...	...						
				197,009	0	0									
Opawa Branch, complete ...	...	...	...	71,547	0	0									
Duplicates of engines and carriages	...	...	...	2,656	0	0									
Engineering and management, 5 per cent. on £365,000 ...	...	...	...	18,250	0	0									
				£731,759	0	0									
OTAGO.															
Bluff and Winton—							£	s.	d.	£	s.	d.			
Grading and permanent-way ...	...	...	...	...	...	...	116,388	0	0	...	...	...
Rolling-stock and machinery ...	...	...	...	...	...	...	15,410	0	0	...	...	...
Station buildings	...	...	...	...	...	...	9,830	0	0	...	...	...
Stock, plant, tools, and furniture ...	...	...	...	...	...	...	2,106	0	0	...	...	...
Stores at Invercargill ...	...	...	...	...	...	...	338	0	0	...	...	...
Level-crossings and gates	...	...	...	...	...	...	325	0	0	...	...	...
Points and crossings ...	...	...	...	...	...	...	1,920	0	0	...	...	...
Bluff Wharf ...	...	...	...	...	...	...	9,223	0	0	...	...	...
										155,540	0	0			
Western Railways—															
Works up to formation ...	...	...	...	...	...	...	32,721	0	0	...	...	...
Permanent-way material...	...	...	...	...	...	...	23,226	0	0	...	...	...
										55,947	0	0			
Awamoko Branch, complete ...	...	...	...	...	...	...	...	...	...	29,295	0	0			
Waiareka Branch, complete ...	...	...	...	...	...	...	...	...	...	51,146	0	0			
Green Island Branch, complete...	...	...	...	...	...	...	...	...	...	9,693	0	0			
Outram Branch, as completed up to 30th April, 1877 ...	...	...	...	...	...	...	...	...	...	27,313	0	0			
General—															
Rolling-stock and machinery ...	...	...	...	...	...	...	11,252	0	0	...	...	...
Plants and tools ...	...	...	...	...	...	...	306	0	0	...	...	...
Buildings, Port Chalmers and Clutha ...	...	...	...	...	...	...	1,360	0	0	...	...	...
Permanent-way material in stock ...	...	...	...	...	...	...	1,065	0	0	...	...	...
Stores at Dunedin ...	...	...	...	...	...	...	5,416	0	0	...	...	...
Land ...	...	...	...	...	...	...	11,820	2	5	...	...	...
Station plant and furniture	...	...	...	...	...	...	604	0	0	...	...	...
										31,823	2	5			
Engineering and management, 5 per cent. on work in New Zealand, £235,315 ...	...	...	...	...	...	...	...	...	...	11,765	0	0			
										£372,522	2	5			

TABLE No. 3.

STATEMENT showing the TOTAL EXPENDITURE on RAILWAYS, out of Immigration and Public Works Loan, to 31st March, 1882.—CLASSIFIED.

LINES OF RAILWAY.	Expenditure to 31st March, 1881. (Vide Table No. 3, of 1881.)	Deduct Amounts recovered since 31st March, 1881, but which are for Services prior to that date.	Total Net Expenditure to 31st March, 1881.	Expenditure during Twelve Months ended 31st March, 1882.	Total Expenditure to 31st March, 1882.	CLASSIFICATION OF TOTAL EXPENDITURE TO 31ST MARCH, 1882.													Total Expenditure.	LINES OF RAILWAY.		
						Land.	Surveys: Preliminary and Working.	CONSTRUCTION.					ROLLING-STOCK.		Workshops, Stations, and Wharves.	Engineering and Office.	Incidental.					
								Grading.	Bridges and Culverts.	Fencing.	Permanent-way, New Zealand.	Permanent-way, England.	New Zealand.	England.								
NORTH ISLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	NORTH ISLAND.	
Kawakawa ...	42,695 7 2	...	42,695 7 2	14,583 17 8	57,279 4 10	352 8 9	1,067 8 11	13,150 16 0	11,252 11 11	7 0 0	6,497 6 9	10,734 4 3	970 3 9	6,807 6 2	1,781 15 8	4,484 12 11	173 9 9	57,279 4 10	...	57,279 4 10	Kawakawa.	
Whangarei to Kamo ...	32,923 17 1	...	32,923 17 1	8,595 15 9	41,519 12 10	2,125 2 10	23 12 3	9,735 7 9	5,166 0 0	2,002 5 3	3,851 1 1	4,988 16 4	424 8 2	8,117 11 0	3,208 15 9	1,734 14 6	141 17 11	41,519 12 10	...	41,519 12 10	Whangarei to Kamo.	
Kaipara to Waikato ...	1,081,646 10 4	2,267 6 0	1,079,379 4 4	53,814 14 4	1,133,193 18 8	52,543 7 3	11,717 0 3	264,710 15 11	114,307 17 2	19,363 12 10	151,141 1 3	152,236 7 9	40,978 3 10	90,883 17 2	171,945 4 3	57,378 15 0	5,987 16 0	1,133,193 18 8	...	1,133,193 18 8	Kaipara to Waikato.	
Waikato to Thames ...	95,890 16 9	18 2 6	95,872 14 3	22,592 15 6	118,465 9 9	2,877 10 10	920 13 4	23,665 6 6	13,447 16 8	3,219 14 8	16,666 5 8	30,257 16 2	1,817 9 5	21,003 17 8	1,365 7 10	3,134 4 2	89 6 10	118,465 9 9	...	118,465 9 9	Waikato to Thames.	
Wellington to Napier ...	1,228,940 16 0	1,961 8 6	1,226,979 7 6	33,278 6 11	1,260,257 14 5	49,141 13 6	24,098 6 8	317,677 17 7	177,156 16 7	30,446 5 11	139,731 11 4	194,556 5 2	28,737 8 8	116,201 15 3	139,631 19 1	50,513 8 1	1,364 6 7	1,260,257 14 5	...	1,260,257 14 5	Wellington to Napier.	
Wellington to Foxton ...	43,364 0 8	643 18 5	42,720 2 3	9,987 1 8	52,707 3 11*	1,729 19 0	4,618 19 5	22,124 18 0	4,647 16 0	721 9 11	2,060 7 5	...	1 6 0	...	12,708 18 2	3,616 14 0	476 16 0	52,707 3 11	...	52,707 3 11	Wellington to Foxton.	
Foxton to New Plymouth ...	1,035,528 6 7	583 9 11	1,034,944 16 8	75,291 10 8	1,110,236 7 4	44,780 14 6	24,464 10 8	222,298 3 3	145,546 13 0	35,394 11 7	164,612 11 6	194,100 18 11	34,861 13 7	73,255 15 5	118,738 13 10	49,948 14 4	2,233 6 9	1,110,236 7 4	...	1,110,236 7 4	Foxton to New Plymouth.	
PRELIMINARY SURVEYS:—																					PRELIMINARY SURVEYS:—	
North Island (for details see Table No. 2)	11,619 17 0	5 9 3	11,614 7 9	81 6 9	11,695 14 6	...	11,658 7 6	37 7 0	...	11,695 14 6	...	11,695 14 6	North Island (for details see Table No. 2).
TOTAL, NORTH ISLAND...	3,572,609 11 7	5,479 14 7	3,567,129 17 0	218,225 9 3	3,785,355 6 3	144,550 16 8	78,568 19 0	873,363 5 0	471,525 11 4	91,155 0 2	484,560 5 0	586,874 8 7	107,790 13 5	316,270 2 8	449,380 14 7	170,848 10 0	10,466 19 10	3,785,355 6 3	11,695 14 6	11,695 14 6	TOTAL, NORTH ISLAND.	
MIDDLE ISLAND.																						MIDDLE ISLAND.
Nelson to Roundell ...	148,569 12 6	209 4 0	148,360 8 6	4,811 2 8	153,171 11 2	19,105 16 9	3,424 6 5	29,995 6 7	18,822 17 3	8,242 14 1	20,698 5 0	21,964 4 4	2,352 7 1	7,591 14 3	13,047 9 8	7,479 9 4	447 0 5	153,171 11 2	...	153,171 11 2	Nelson to Roundell.	
Greymouth to Nelson Creek ...	241,349 19 7	...	241,349 19 7	3,846 7 0	245,196 6 7†	12,741 14 10	2,459 16 0	111,102 19 6	31,826 12 2	834 19 0	11,072 15 7	10,898 16 10	4,314 8 7	14,396 3 0	30,826 7 3	14,112 4 1	609 9 9	245,196 6 7	...	245,196 6 7	Greymouth to Nelson Creek.	
Greymouth to Hokitika ...	22,009 1 10	...	22,009 1 10	964 5 6	22,973 7 4	2,541 15 6	452 18 0	9,770 6 7	5,667 0 0	131 18 5	870 1 6	...	62 17 9	...	138 5 6	2,848 17 8	489 6 5	22,973 7 4	...	22,973 7 4	Greymouth to Hokitika.	
Westport to Ngakawau ...	211,709 5 5	250 0 0	211,459 5 5	2,197 5 8	213,656 11 1	9,098 0 9	6,585 10 2	55,602 9 5	14,482 13 9	117 0 0	22,169 18 7	27,306 7 5	4,348 2 3	18,978 5 10	45,023 2 5	9,323 5 11	531 14 7	213,656 11 1	...	213,656 11 1	Westport to Ngakawau.	
Pictou to Hurunui ...	189,778 7 6	330 15 3	189,447 12 3	2,035 4 3	192,082 16 6	23,488 2 3	2,471 1 7	55,767 2 0	34,746 6 9	1,568 3 1	19,028 4 4	21,828 8 9	2,908 18 4	8,806 7 10	14,876 18 11	6,372 12 9	220 9 11	192,082 16 6	...	192,082 16 6	Pictou to Hurunui.	
Hurunui to Waitaki ...	1,845,255 15 9	1,889 9 1	1,843,366 6 8	84,320 10 3	1,927,686 16 11	62,105 5 1	14,585 0 3	190,427 18 8	372,209 2 4	48,295 10 4	293,482 18 7	340,330 11 1	68,548 6 10	216,972 16 5	263,029 16 0	52,911 18 7	4,787 12 9	1,927,686 16 11	...	1,927,686 16 11	Hurunui to Waitaki.	
Canterbury Interior Main Line ...	17,511 17 0	...	17,511 17 0	1,933 2 11	19,444 19 11	126 8 0	302 8 11	8,176 0 3	8,987 4 1	17 7 1	8 3 9	...	133 11 2	...	1 1 6	1,653 18 5	38 16 9	19,444 19 11	...	19,444 19 11	Canterbury Interior Main Line.	
Waitaki to Bluff ...	2,633,508 12 10	11,859 18 11	2,621,648 13 11	86,103 14 2	2,707,752 8 1†	114,546 11 5	27,456 13 11	778,999 13 10	258,355 19 0	78,489 5 2	329,352 0 2	323,754 10 8	57,384 6 5	251,532 15 0	388,750 0 11	92,242 9 1	6,888 2 6	2,707,752 8 1	...	2,707,752 8 1	Waitaki to Bluff.	
Otago Central ...	104,163 10 6	118 18 0	104,044 12 6	21,267 14 7	125,312 7 1	3,716 8 3	3,422 3 0	89,976 19 3	18,598 8 0	2,477 18 2	508 2 9	...	...	...	490 11 3	6,101 5 7	20 10 10	125,312 7 1	...	125,312 7 1	Otago Central.
Invercargill to Kingston ...	250,479 16 11	...	250,479 16 11	1,527 4 6	252,007 1 5	2,712 19 9	2,964 15 11	44,149 10 1	14,406 9 9	3,878 0 7	56,162 6 8	73,911 16 6	3,183 11 1	24,744 2 4	13,981 10 7	11,236 17 4	675 0 10	252,007 1 5	...	252,007 1 5	Invercargill to Kingston.	
Western Railways ...	130,170 18 7	1,670 12 11	128,500 5 8	24,223 9 11	152,723 15 7	5,600 12 11	407 16 7	31,240 10 2	13,403 13 5	6,852 8 3	42,281 5 10	23,689 12 7	1,928 15 1	8,748 12 0	9,744 1 2	8,591 14 10	234 12 9	152,723 15 7	...	152,723 15 7	Western Railways.	
Purchase of wagons ...	22,000 0 0	...	22,000 0 0	...	22,000 0 0	...	...	...	...	...	...	...	22,000 0 0	...	...	...	...	22,000 0 0	...	22,000 0 0	Purchase of wagons.
PRELIMINARY SURVEYS:—																					PRELIMINARY SURVEYS:—	
Middle Island (for details see Table No. 2)	47,193 5 10	...	47,193 5 10	713 5 10	47,906 11 8	...	47,906 11 8	47,906 11 8	...	47,906 11 8	Middle Island (for details see Table No. 2).
TOTAL, MIDDLE ISLAND	5,863,700 4 3	16,328 18 2	5,847,371 6 1	234,543 7 3	6,081,914 13 4	255,783 15 6	112,439 2 5	1,405,208 16 4	791,506 6 6	150,905 4 2	795,634 2 9	843,774 8 2	167,165 4 7	551,770 16 8	779,909 5 2	212,874 13 7	14,942 17 6	6,081,914 13 4	47,906 11 8	47,906 11 8	TOTAL, MIDDLE ISLAND.	
SUMMARY.																					SUMMARY.	
NORTH ISLAND:—																					NORTH ISLAND:—	
Railways ...	3,572,609 11 7	5,479 14 7	3,567,129 17 0	218,225 9 3	3,785,355 6 3	144,550 16 8	78,568 19 0	873,363 5 0	471,525 11 4	91,155 0 2	484,560 5 0	586,874 8 7	107,790 13 5	316,270 2 8	449,380 14 7	170,848 10 0	10,466 19 10	3,785,355 6 3	11,695 14 6	11,695 14 6	Railways.	
MIDDLE ISLAND:—																					MIDDLE ISLAND:—	
Railways ...	5,863,700 4 3	16,328 18 2	5,847,371 6 1	234,543 7 3	6,081,914 13 4	255,783 15 6	112,439 2 5	1,405,208 16 4	791,506 6 6	150,905 4 2	795,634 2 9	843,774 8 2	167,165 4 7	551,770 16 8	779,909 5 2	212,874 13 7	14,942 17 6	6,081,914 13 4	47,906 11 8	47,906 11 8	Railways.	
CONTINGENT EXPENSES, BROGDEN'S CLAIMS	1,563 18 4	1,563 18 4	1,563 18 4	1,563 18 4	1,563 18 4	CONTINGENT EXPENSES, BROGDEN'S CLAIMS
MISCELLANEOUS SURVEYS UNAPPORTIONABLE	470 17 11	...	470 17 11	...	470 17 11	...	470 17 11	470 17 11	...	470 17 11	MISCELLANEOUS SURVEYS UNAPPORTIONABLE
GRAND TOTAL	9,437,145 9 2§	21,808 12 9	9,415,336 16 5	454,332 14 10	9,869,669 11 3	400,334 12 2	191,478 19 4	2,278,572 1 4	1,263,031 17 10	242,060 4 4	1,280,194 7 9	1,430,648 16 9	274,955 18 0	868,040 19 4	1,229,654 15 2	383,723 3 7	26,973 15 8	9,869,669 11 3	11,695 14 6	11,695 14 6	GRAND TOTAL.	

* Includes £40 19s. unauthorized expenditure.

† Includes Greymouth Harbour works expenditure to 31st March, 1881.

‡ Includes £67 10s. 9d. unauthorized expenditure.

§ This amount does not include £8,066 12s. 5d. for the Maerewhenua and Oreti Bridges out of Roads and Miscellaneous Expenditure, nor the expenditure on railways of the late Provinces of Canterbury and Otago, which were valued at £781,759 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.

STATEMENT showing the LIABILITIES on RAILWAYS, out of Immigration and Public Works Loan, on 31st March, 1882.—CLASSIFIED.

LINES.	RAILWAYS UNDER CONSTRUCTION.			ROLLING-STOCK.			MISCELLANEOUS PLANT.	Permanent-way on English Contracts.	TOTAL LIABILITIES.	LINES.	
	On Authorities.		Total.	On Colonial Contracts.		On English Contracts.					Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.					
NORTH ISLAND.											
Kawakawa	1,033 10 2	10,809 3 7	11,832 13 9	...	...	3,720 0 0	...	...	15,552 13 9	NORTH ISLAND.
Whangarei to Kamo	792 2 7	6,107 7 0	6,899 9 7	...	...	337 2 6	...	4 16 11	7,241 9 0	Kawakawa.
Kaipara to Waikato	10,038 0 7	5,783 16 0	15,821 16 7	...	...	1,213 4 2	...	...	17,035 0 9	Whangarei to Kamo.
Waikato to Thames	1,037 4 10	7,993 19 2	8,131 4 0	...	...	624 10 0	...	1,128 19 1	9,884 13 1	Kaipara to Waikato.
Wellington to Napier	9,544 3 6	17,443 7 2	26,987 10 8	588 10 0	...	1,031 16 6	...	165 0 0	28,204 7 2	Waikato to Thames.	
Bunynthorpe Gorge	...	...	196 0 0	15 0 0	...	...	...	...	196 0 0	Wellington to Napier.
Wellington to Foxton	159 11 0	...	159 11 0	...	...	...	...	...	159 11 0	Bunynthorpe Gorge.
Foxton to New Plymouth	28,543 9 2	27,606 7 1	56,149 16 3	...	...	512 3 0	...	258 4 4	56,920 3 7	Wellington to Foxton.
PRELIMINARY SURVEYS:—										Foxton to New Plymouth.	
North Island	31 0 3	...	31 0 3	...	...	...	...	...	31 0 3	PRELIMINARY SURVEYS:—
TOTAL, NORTH ISLAND ...	51,395 2 1	74,844 0 0	126,209 2 1	603 10 0	1,320 0 0	7,458 16 2	...	1,557 0 4	135,224 18 7	TOTAL, NORTH ISLAND.	
MIDDLE ISLAND.											
Nelson to Roundell	165 12 1	...	165 12 1	76 0 0	...	95 5 9	...	...	260 17 10	MIDDLE ISLAND.
Grey-mouth to Nelson Creek	328 11 7	1,218 11 0	1,547 2 7	...	...	...	...	...	1,547 2 7	Nelson to Roundell.
Grey-mouth to Hokitika	62 0 0	...	62 0 0	...	...	...	...	...	62 0 0	Grey-mouth to Nelson Creek.
Westport to Ngakawau	748 17 7	360 0 0	1,108 17 7	...	...	361 14 0	...	...	1,470 11 7	Grey-mouth to Hokitika.
Hurunui to Waitaki	959 19 3	5,901 10 0	5,961 9 3	...	...	30 0 0	...	...	5,991 9 3	Westport to Ngakawau.
Canterbury Interior Main Line	21,843 3 2	16,132 7 2	37,975 10 4	...	...	3,432 9 0	...	5,792 2 1	47,200 1 5	Hurunui to Waitaki.
Waitaki to Bluff	6 10 11	15,236 19 7	15,243 10 6	...	...	...	...	...	15,243 10 6	Canterbury Interior Main Line
Otago Central	3,035 5 9	45,241 5 11	72,276 11 8	...	...	7,981 9 9	...	...	81,567 13 2	Waitaki to Bluff.
Invercargill to Kingston	3,464 0 5	7,015 16 8	11,079 17 1	...	...	...	...	...	11,079 17 1	Otago Central.
Western Railways	3,043 3 10	274 10 0	3,317 13 10	...	...	...	...	...	3,317 13 10	Invercargill to Kingston.
PRELIMINARY SURVEYS:—										Western Railways.	
Middle Island	3,196 7 9	12,664 3 4	15,860 11 1	...	...	...	...	1,177 6 8	17,037 17 9	PRELIMINARY SURVEYS:—
TOTAL, MIDDLE ISLAND ...	64,057 7 1	100,745 3 8	164,802 10 9	76 0 0	1,320 0 0	11,900 18 6	...	8,279 0 6	184,982 9 9	TOTAL, MIDDLE ISLAND.	
SUMMARY.											
NORTH ISLAND	51,395 2 1	74,844 0 0	126,209 2 1	603 10 0	1,320 0 0	7,458 16 2	...	1,557 0 4	135,224 18 7	SUMMARY.	
MIDDLE ISLAND	64,057 7 1	100,745 3 8	164,802 10 9	76 0 0	1,320 0 0	11,900 18 6	...	8,279 0 6	184,982 9 9	NORTH ISLAND.	
CONTINGENT EXPENSES, BROGDEN'S CLAIMS	46 18 6	...	46 18 6	...	...	...	...	...	46 18 6	MIDDLE ISLAND.
GRAND TOTAL	115,469 7 8	175,589 3 8	291,058 11 4	679 10 0	1,320 0 0	19,359 14 8	...	9,836 0 10	320,254 6 10*	GRAND TOTAL.	

* This does not include a sum of £170,587 for material ordered from England in March, 1882, the order for which would not reach England within the financial year 1881-82.

TABLE No. 5.

STATEMENT showing the EXPENDITURE on ROADS (Class V.) out of Immigration and Public Works Loan to 31st March, 1882, and the LIABILITIES on that date.

NOTE.—This table shows only the expenditure under votes forming the Roads class, but does not include expenditure on roads charged to "Miscellaneous Public Works" and "Consolidated Fund" votes, as shown in Tables 8 of 1881, and 7 and 9 of this year. The total amounts expended are shown in detail in Table No. 13.

	Expenditure to 31st March, 1881.			Expenditure during 12 Months ended 31st March, 1882.			Total Expenditure to 31st March, 1882.			Liabilities on Authorities, Contracts, &c., 31st March, 1882.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS AND BRIDGES—AUCKLAND:—															
North of Auckland	85,013	12	11	17,022	8	0	102,036	0	11	5,297	9	11	107,333	10	10
Bay of Islands	33,351	6	9	1,552	9	8	34,903	6	5	2,603	13	8	37,507	10	1
Mangere Bridge	15,486	7	8	...	...	...	15,486	7	8	...	...	...	15,486	7	8
Thames	75	2	9	...	...	...	75	2	9	550	0	0	625	2	9
Waikato (less recovery, Ways and Means, £17 10s.)	22,731	11	0	4,851	0	7	27,582	11	7	2,288	0	10	29,870	12	5
Bay of Plenty	89,273	2	2	760	19	7	90,034	1	9	3,768	1	6	93,802	3	3
Poverty Bay	21,349	5	4	150	0	0	21,499	5	4	...	...	...	21,499	5	4
Taupo	9,336	17	1	...	...	...	9,336	17	1	...	...	...	9,336	17	1
Tools, &c.*	714	13	6	...	...	...	714	13	6	...	...	...	714	13	6
Main Road, Mahurangi to Whangarei ... ..	...	...	...	129	15	3	129	15	3	...	...	...	129	15	3
Mangere Bridge repairs ... ..	...	...	...	...	...	...	...	...	...	14	0	0	14	0	0
Road from Pukekohe Railway - station to Waiuku ... ..	...	...	...	55	16	0	55	16	0	128	5	6	184	1	6
Road from Pukekohe Railway - station through East Pukekohe District to Bombay ... ..	...	...	...	15	2	2	15	2	2	6	6	4	21	8	6
Road to Buckland Station ... ..	...	...	...	300	0	0	300	0	0	...	...	...	300	0	0
Bridge over Waipa on Raglan Main Road	...	...	...	1,006	4	8	1,006	4	8	35	10	0	1,041	14	8
Tuhikaramea to Hamilton ... ..	...	...	...	...	...	...	...	...	...	350	0	0	350	0	0
Hamilton to Waipa ... ..	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
Raglan to Kawhia ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Road, Te Awamutu Station to Township ... ..	...	...	...	315	16	3	315	16	3	...	...	...	315	16	3
Bridge over Waikato at Hamilton, contribution ... ..	...	...	...	Cr. 42	5	0	Cr. 42	5	0	322	5	0	Cr. 42	5	0
Waimapu Bridge ... ..	...	...	...	5,500	0	0	5,500	0	0	...	...	...	5,500	0	0
Cambridge to Taupo ... ..	...	...	...	116	6	0	116	6	0	250	0	0	366	6	0
Cambridge to Rotorua ... ..	...	...	...	3,259	14	9	3,259	14	9	362	17	6	3,622	12	3
Cambridge to Tauranga ... ..	...	...	...	...	...	...	...	...	2,000	0	0	2,000	0	0	
Repairing flood-damages at the Thames, being half the cost thereof, viz.:—	...	...	...	4,928	10	0	4,928	10	0	...	...	...	4,928	10	0
Thames County ... ..	...	...	...	2,452	10	0	2,452	10	0	...	...	...	2,452	10	0
Thames Borough ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tararu Tramway, amount agreed to be paid to Thames Borough Council in lieu of putting said tramway in good order, as provided by section 18 of "The Public Works Act, 1880" ... ..	...	...	...	1,000	0	0	1,000	0	0	...	...	...	1,000	0	0
Thames-Tauranga ... ..	...	...	...	1,000	0	0	1,000	0	0	1,000	0	0	2,000	0	0
Tauranga, East Cape, Whakatane, Te Teko, and sundry roads, Bay of Plenty	...	...	...	892	14	5	892	14	5	1,344	18	5	2,237	12	10
Road, Tauranga to Opotiki ... ..	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Road, Tauranga to Taupo ... ..	...	...	...	1,463	1	5	1,463	1	5	381	19	7	1,845	1	0
Road, Ormond to Opotiki ... ..	...	...	...	894	18	8	894	18	8	32	18	0	927	16	8
Road, Gisborne to East Cape ... ..	...	...	...	...	...	...	...	...	...	2	12	0	2	12	0
Road, Napier to Taupo ... ..	...	...	...	72	18	3	72	18	3	1,036	16	2	1,109	14	5
				47,840	5	8	325,172	4	10				347,447	19	3
				Cr. 42	5	0	Cr. 42	5	0				Cr. 42	5	0
Total	277,331	19	2	47,798	0	8	325,129	19	10	22,275	14	5	347,405	14	3
ROADS AND BRIDGES—HAWKE'S BAY:—															
Napier	32,189	19	2	4	3	0	32,189	19	2	...	...	...	32,189	19	2
Seventy-Mile Bush	45,770	17	11	{ 820	0	0	{ 46,830	19	2	192	19	10	47,023	19	0
Wairoa	1,212	7	8	{ 240	1	3	{ 1,212	7	8	...	...	...	1,212	7	8
Tools, &c.*	248	15	0	...	...	...	248	15	0	...	...	...	248	15	0
Kuripapanga to inland Patea	See also	...	...	...	...	...	...	...	2,000	0	0	2,000	0	0	
Bridge over Ahuriri Harbour	Table	...	...	624	5	1	624	5	1	...	...	...	624	5	1
Taupo to Napier (Hawke's Bay)	No. 13.	...	...	1,062	2	6	1,062	2	6	2	14	1	1,064	16	7
Total	79,417	16	9	2,750	11	10	82,168	8	7	2,195	13	11	84,364	2	6
ROADS AND BRIDGES—WELLINGTON:—															
Patea to Wanganui	36,246	5	4	29	13	5	36,275	18	9	...	...	...	36,275	18	9
Wanganui to Taupo	5,267	2	2	...	...	...	5,267	2	2	...	...	...	5,267	2	2
Manawatu Gorge	45,732	13	4	{ 50	12	0	{ 46,082	9	0	254	19	9	46,337	8	9
Opaki, Manawatu Gorge	66,783	7	5	{ 299	3	8	{ 69,115	5	3	...	...	...	69,115	5	3
Hutt to Lowry Bay	290	0	0	{ 2,001	12	0	{ 290	0	0	...	...	...	290	0	0
				{ 330	5	10	{ 290	0	0	...	...	...	290	0	0
Carried forward	154,319	8	3	2,300	15	8	156,620	3	11	254	19	9	156,875	3	8

See also Table No. 13.

TABLE No. 5—continued.

STATEMENT showing the EXPENDITURE and LIABILITIES ON ROADS (Class V.)—continued.

	Expenditure to 31st March, 1881.		Expenditure during 12 Months ended 31st March, 1882.		Total Expenditure to 31st March, 1882.		Liabilities on Authorities, Contracts, &c., 31st March, 1882.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS AND BRIDGES—WELLINGTON—contd.										
Brought forward	154,319	8 3	2,300	15 8	156,620	3 11	254	19 9	156,875	3 8
Tools, &c.*	504	9 8	...	...	504	9 8	...	...	504	9 8
Road in Manchester Block ... ..	...	...	...	...	...	...	16	0 0	16	0 0
Road, Foxton to Otaki, inland ... ..	...	...	99	10 9	99	10 9	143	12 7	243	3 4
Grant in aid for bridge over Manawatu River ... ..	...	...	...	...	...	...	4	10 0	4	10 0
Roads in Fitzherbert Block ... ..	...	...	50	5 3	...	...	170	5 3	170	5 3
Bridge over Waiohine ... ..	...	...	13	15 6	13	15 6	...	...	13	15 6
Seventy-Mile Bush ... ..	...	...	7	7 0	7	7 0	2,000	0 0	2,007	7 0
Parakaretu Block ... ..	...	...	149	0 0	149	0 0	...	...	149	0 0
Total	154,823	17 11	3,031	5 5	157,855	3 4	2,569	2 4	160,424	5 8
ROADS AND BRIDGES—TARANAKI :—										
New Plymouth, inland	3,760	17 3	...	...	3,760	17 3	...	...	3,760	17 3
Hawera-Waitara	14,469	19 2	...	...	14,469	19 2	...	...	14,469	19 2
Wai-iti to Patea	58,566	6 9	...	...	58,566	6 9	...	...	58,566	6 9
Tools, &c.*	254	4 2	...	...	254	4 2	...	...	254	4 2
Unsettled Districts—Patea and Taranaki	26,553	13 10	18,179	3 3	44,732	17 1	3,631	6 6	48,364	3 7
Total	103,605	1 2	18,179	3 3	121,784	4 5	3,631	6 6	125,415	10 11
ROADS AND BRIDGES—NELSON :—										
Buller to Arnold	73,197	4 8	...	...	73,197	4 8	...	...	73,197	4 8
Main road to Boatman's	844	10 0	...	...	844	10 0	...	...	844	10 0
Westport to Lyell	7,273	13 10	...	...	7,273	13 10	...	...	7,273	13 10
Ahaura to Amuri	6,210	13 10	...	...	6,210	13 10	...	...	6,210	13 10
Nile Bridge... ..	1,115	16 4	...	...	1,115	16 4	...	...	1,115	16 4
Takaka Valley	2,000	0 0	...	...	2,000	0 0	...	...	2,000	0 0
Collingwood to Quartz Range... ..	507	1 1	...	...	507	1 1	...	...	507	1 1
Nelson to Westport and Greymouth	5,315	2 0	8,759	19 4	14,075	1 4	3,978	7 0	18,053	8 4
Takaka Road ... ..	...	...	21	6 0	21	6 0	...	...	21	6 0
Takaka Tramway ... ..	...	...	1,500	0 0	1,500	0 0	1,500	0 0	3,000	0 0
Bridge over Wairoa, in Waimea District ... ..	...	...	3	18 0	3	18 0	...	...	3	18 0
Road, Nelson to Tophouse and Tarndale ... ..	...	...	710	0 9	710	0 9	298	17 5	1,008	18 2
Bridge over Owen ... ..	...	...	...	...	...	...	1,634	18 2	1,634	18 2
Bridge over Matiri ... ..	...	...	...	...	...	...	...	...	...	...
Bridge over Inangahua at Reefton ... ..	...	...	2,099	6 7	2,099	6 7	...	...	2,099	6 7
Bridge over Inangahua at Buller Junction ... ..	...	...	107	0 9	107	0 9	17	3 3	124	4 0
Bridge over Little Grey at Devery's ... ..	...	...	42	10 0	42	10 0	3,456	12 0	3,499	2 0
Bridge over Ahaura ... ..	...	...	117	10 0	117	10 0	85	0 0	202	10 0
Bridge over Waiiau, in Amuri County ... ..	...	...	229	17 0	229	17 0	9,696	5 0	9,926	2 0
Total	96,464	1 9	13,591	8 5	110,055	10 2	20,667	2 10	130,722	13 0
ROADS AND BRIDGES—MARLBOROUGH :—										
Main Road through Pelorus District and Rai Valley ... ..	...	...	6,188	4 2	6,188	4 2	3,444	12 0	9,632	16 2
Tracks, Pelorus and Queen Charlotte Sounds ... ..	...	...	58	12 5	58	12 5	291	7 7	350	0 0
Bridge over Clarence River ... ..	...	...	26	8 6	26	8 6	223	11 6	250	0 0
Road, Kaikoura to Waiiau ... ..	...	...	283	1 0	283	1 0	116	10 0	399	11 0
Total ... ..	...	...	6,556	6 1	6,556	6 1	4,076	1 1	10,632	7 2
ROADS AND BRIDGES—WESTLAND :—										
Greymouth to Arnold	5,058	1 5	...	...	5,058	1 5	...	...	5,058	1 5
Greymouth to Okarito	98,527	10 10	3,319	6 1	101,846	16 11	31	2 8	101,877	19 7
South Creek to main line	281	17 6	...	...	281	17 6	...	...	281	17 6
Junction Line	3,923	9 5	...	...	3,923	9 5	...	...	3,923	9 5
Greenstone to Lake Brunner	2,756	5 6	...	...	2,756	5 6	...	...	2,756	5 6
Marsden to Maori Creek	2,538	3 0	...	...	2,538	3 0	...	...	2,538	3 0
Marsden to Paroa	798	8 0	...	...	798	8 0	...	...	798	8 0
Stillwater to Maori Gully	1,869	2 0	...	...	1,869	2 0	...	...	1,869	2 0
Kanieri Forks to Kanieri Lakes	1,578	1 0	...	...	1,578	1 0	...	...	1,578	1 0
Hokitika to Blue Spur	2,520	3 5	...	...	2,520	3 5	...	...	2,520	3 5
Kanieri Bridge	489	15 0	...	...	489	15 0	...	...	489	15 0
Waimea Bridge	207	12 6	...	...	207	12 6	...	...	207	12 6
Westland, general	2,613	13 3	...	...	2,613	13 3	...	...	2,613	13 3
Bridge over Teremakau, Kumara ... ..	...	...	1,079	18 0	1,079	18 0	38	9 9	1,118	7 9
Haast Pass Track ... ..	...	...	199	4 11	199	4 11	420	18 2	620	3 1
Jackson's Bay Jetty ... ..	...	...	...	...	...	...	...	...	...	...
Extension of road south of Okarito ... ..	...	...	16	11 0	16	11 0	93	9 0	110	0 0
Total	123,162	2 10	4,615	0 0	127,777	2 10	583	19 7	128,361	2 5

* These items in the tables of past years will be found under the heading "Unapportionable—Tools, &c. £1,722 2s. 4d."

TABLE No. 5—continued.

STATEMENT showing the EXPENDITURE and LIABILITIES ON ROADS (Class V.)—continued.

	Expenditure to 31st March, 1881.			Expenditure during 12 Months ended 31st March, 1882.			Total Expenditure to 31st March, 1882.			Liabilities on Authorities, Contracts, &c. 31st March, 1882.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
HOKITIKA—CHRISTCHURCH ROAD ...	52,109	14	5	5,884	18	4	57,994	12	9	908	17	9	58,903	10	6
ROADS AND BRIDGES—OTAGO:—															
Upper Waitaki Bridge ...				510	18	3	510	18	3	...			510	18	3
Kawarau Bridge at junction Arrow River ...				...			...			25	0	0	25	0	0
Queenstown Jetty ...				453	2	3	453	2	3	0	6	6	453	8	9
Completion of road, Waikari to Waitahi ...				65	16	5	65	16	5	684	3	7	750	0	0
Completion of road from Maori Kaika to Tairua Head Lighthouse ...				118	10	6	118	10	6	69	4	7	187	15	1
Portobello Road ...				...			...			67	9	6	67	9	6
Anderson's Bay Road ...				...			...			...			...
Bridge over Kaikorai Stream ...				400	0	0	400	0	0	...			400	0	0
Grant in aid of bridge at Kaikorai, on Main South Road ...				...			...			456	0	0	456	0	0
Purchase of Beaumont Bridge ...				...			...			1,982	10	0	1,982	10	0
Subsidy to complete Clutha Bridge ...				2,500	0	0	2,500	0	0	...			2,500	0	0
Bridge over Oreti at Elbow ...				9	0	0	9	0	0	60	16	9	69	16	9
Total ...				4,057	7	5	4,057	7	5	3,345	10	11	7,402	18	4
ROADS AND BRIDGES—NATIVE DISTRICTS:—															
Bay of Islands ...				1,000	0	0	1,000	0	0	200	0	0	1,200	0	0
Thames ...				907	4	0	907	4	0	...			907	4	0
Waikato ...				125	14	3	125	14	3	2,509	2	4	2,634	16	7
Bay of Plenty ...				856	3	4	856	3	4	370	0	0	1,226	3	4
Napier ...				13	0	0	13	0	0	...			13	0	0
Wairoa ...				100	0	0	100	0	0	100	0	0	200	0	0
Taranaki ...				...			...			500	0	0	500	0	0
Marlborough ...				76	5	0	76	5	0	125	0	0	201	5	0
Total ...				3,078	6	7	3,078	6	7	3,804	2	4	6,882	8	11
SUMMARY.															
ROADS AND BRIDGES, AUCKLAND ...	277,331	19	2	47,798	0	8	325,129	19	10	22,275	14	5	347,405	14	3
" " HAWKE'S BAY ...	79,417	16	9	2,750	11	10	82,168	8	7	2,195	13	11	84,364	2	6
" " WELLINGTON ...	154,823	17	11	3,031	5	5	157,855	3	4	2,569	2	4	160,424	5	8
" " TARANAKI ...	103,605	1	2	18,179	3	3	121,784	4	5	3,631	6	6	125,415	10	11
" " NELSON ...	96,464	1	9	13,591	8	5	110,055	10	2	20,667	2	10	130,722	13	0
" " MARLBOROUGH ...	...			6,556	6	1	6,556	6	1	4,076	1	1	10,632	7	2
" " WESTLAND ...	123,162	2	10	4,615	0	0	127,777	2	10	583	19	7	128,361	2	5
HOKITIKA—CHRISTCHURCH ROAD ...	52,109	14	5	5,884	18	4	57,994	12	9	908	17	9	58,903	10	6
ROADS AND BRIDGES, OTAGO ...	...			4,057	7	5	4,057	7	5	3,345	10	11	7,402	18	4
" " NATIVE DISTRICTS ...	...			3,078	6	7	3,078	6	7	3,804	2	4	6,882	8	11
ROADS TO OPEN UP LANDS BEFORE SALE (see Table No. 6) ...	78,791	0	2	33,434	16	0	112,225	16	2	51,392	3	3	163,617	19	5
THROUGH LANDS RECENTLY PURCHASED ...	17,616	17	2	2,500	13	6	20,117	10	8	2,391	0	3	22,508	10	11
GRAND TOTAL ...	983,322	11	4	145,477	17	6	1,128,800	8	10	117,840	15	2	1,246,641	4	0

TABLE No. 6.

STATEMENT showing the EXPENDITURE on ROADS under the control of the Minister of Lands, to 31st March, 1882, and the LIABILITIES on that date.

	Expenditure to 31st March, 1881.			Expenditure during 12 Months ended 31st March, 1882.			Total Expenditure to 31st March, 1882.			Liabilities on Authorities, Contracts, &c., 31st March, 1882.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE:—															
<i>North Island.</i>															
Auckland—															
Takahue to Herd's Point	2,660	8	4	52	10	1	2,712	18	5	...	...	...	2,712	18	5
Purua and Mangakahia Districts	700	1	9	...	...	...	700	1	9	...	...	...	700	1	9
Block II., Tangihua	635	6	0	...	...	...	635	6	0	...	...	...	635	6	0
Lake Whangape to Block VII., Awaroa District	828	15	6	635	10	3	1,464	5	9	714	9	9	2,178	15	6
Waikato River to Block XVI., Awaroa District...	1,612	12	8	604	13	0	2,217	5	8	195	7	0	2,412	12	8
Gisborne and Wairoa, road through Patutahi Block to Hangaroa Village site	386	13	0	300	0	0	686	13	0	2,400	0	0	3,086	13	0
Wairoa and Waikaremoana, bridle-track through the Waian District, Poverty Bay	544	18	6	...	...	...	544	18	6	...	...	...	544	18	6
Takahue to Manganuiwai	1,560	3	7	1,371	4	0	2,931	7	7	...	...	...	2,931	7	7
Maunganui Bluff	888	19	10	207	19	7	1,096	19	5	1,892	0	5	2,988	19	10
Te Puke	3,222	0	5	2,547	17	8	5,769	18	1	1,752	2	4	7,522	0	5
Te Aroha Block	2,347	17	10	1,135	18	7	3,483	16	5	4	1	5	3,487	17	10
Opotiki to Motu and Ormond	462	4	6	2,206	1	4	2,668	5	10	2,293	18	8	4,962	4	6
Gisborne to Waimata ... ..	...	...	...	534	9	0	534	9	0	1,265	11	0	1,800	0	0
Ormond to Waiapu ... ..	...	...	...	...	...	...	...	...	...	2,574	0	0	2,574	0	0
Through Ruakituri Block ... ..	...	...	...	120	0	0	120	0	0	1,080	0	0	1,200	0	0
Huihuitaha, Patetere ... ..	...	...	...	177	10	6	177	10	6	522	9	6	700	0	0
Opotiki to Waiotahi ... ..	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
Hikutaia to Ohinemuri ... ..	...	...	...	3,228	6	6	3,228	6	6	400	0	0	3,628	6	6
Helensville to Kaipatiki ... ..	...	...	...	39	17	6	39	17	6	1,460	2	6	1,500	0	0
Head of Kaihu Valley to Kaikohe ... ..	...	...	...	334	2	0	334	2	0	...	...	...	334	2	0
Taranaki—															
Mountain Road to blocks under survey	890	14	0	...	...	...	890	14	0	...	...	...	890	14	0
Opening up Huiroa Block	906	0	9	...	...	...	906	0	9	...	...	...	906	0	9
Huiroa Block, bridge over Manganui River	781	1	3	...	...	...	781	1	3	...	...	...	781	1	3
Opening lands between Manganui and Patea Rivers	918	2	3	3,357	15	8	4,275	17	11	642	4	4	4,918	2	3
To complete bush-felling, Stratford	34	0	0	...	...	...	34	0	0	...	...	...	34	0	0
Cross roads at Stratford	760	9	6	116	5	0	876	14	6	210	0	0	1,086	14	6
Through parts of Blocks I., II., V., VI., X., Ngaire District	2,041	0	10	...	...	...	2,041	0	10	...	...	...	2,041	0	10
Through parts of Blocks III., V., X., Ngaire Districts	1,146	3	6	...	...	...	1,146	3	6	...	...	...	1,146	3	6
Block X., Huiroa	745	17	0	...	...	...	745	17	0	...	...	...	745	17	0
Egmont District	158	12	0	...	...	...	158	12	0	...	...	...	158	12	0
Bush land inland from Patea ... ..	...	...	...	123	17	0	123	17	0	136	3	0	260	0	0
Miscellaneous ... ..	...	...	...	3	13	6	3	13	6	...	...	...	3	13	6
Hawke's Bay—															
Tahoraiti District, Puketoi Blocks	2,619	16	8	43	16	2	2,663	12	10	331	3	10	2,994	16	8
Norsewood District, Ngamoko Block	1,079	7	3	109	5	6	1,188	12	9	...	...	...	1,188	12	9
Tukituki to Waipawa, through Makaretu Reserve	160	13	1	357	14	7	518	7	8	...	...	...	518	7	8
Waitara Block	781	0	6	...	...	...	781	0	6	...	...	...	781	0	6
To open up Puketitiri Bush ... ..	...	...	...	520	0	0	520	0	0	...	...	...	520	0	0
Tautane Bush ... ..	...	...	...	...	...	...	...	...	...	300	0	0	300	0	0
Woodville District, Ahuaturanga Block	1,013	15	11	347	11	3	1,361	7	2	502	8	9	1,863	15	11
Wellington—															
Blocks V., VI., IX., and XIII., Kairanga Survey District, Palmerston North	3,738	8	0	...	...	...	3,738	8	0	...	...	...	3,738	8	0
Blocks II., III., VI., VII., X., and XI., Mangaone District, and Blocks XIV. and XV., Mangahoe District, Forty-Mile Bush	5,560	0	0	661	16	7	8,221	16	7	5,673	3	5	13,895	0	0
Pahiatua and Puketoi Blocks	2,000	0	0	...	...	...	...	...	...	...	...	...	...	...	...
Sandon Township, Manawatu District, Kiwitea Block	1,370	7	9	60	0	0	1,430	7	9	...	...	...	1,430	7	9
Blocks IV., X., and XIII., Wellington Country District	2,599	12	10	1,659	17	0	4,373	2	11	459	17	0	4,832	19	11
Mungaroa to Waikanae	113	13	1	...	...	...	...	...	...	...	...	...	...	...	...
Tokomaru Block	212	3	2	...	...	...	212	3	2	...	...	...	212	3	2
Otamakapua Block... ..	600	0	0	...	...	...	600	0	0	...	...	...	600	0	0
Repairs, Fitzherbert Bridge ... ..	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
Roads, Fitzherbert Block ... ..	...	...	...	...	...	...	...	...	...	250	0	0	250	0	0
Blocks V., VI., IX., X., and XIII., Kairanga Survey District	...	...	...	1,524	7	2	1,524	7	2	...	...	...	1,524	7	2
Palmerston North, 24 miles, to open 8,582 acres	...	...	...	384	6	5	384	6	5	365	13	7	750	0	0
To open up Momahaki Block ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Middle Island.</i>															
Nelson—															
Aoreere Valley, Collingwood	4,454	13	2	244	14	3	4,699	7	5	54	11	8	4,753	19	1
Ahaura to Kopara Flat	1,965	1	8	...	...	...	1,965	1	8	...	...	...	1,965	1	8
Reefton to Maruia, Matakītiki, and Buller	3,500	0	0	51	19	9	3,551	19	9	362	0	3	3,914	0	0
Grey Valley to Teremakau, <i>via</i> Bell Hill and Bruce's Paddock to Upper Ahura	...	...	...	30	7	6	30	7	6	469	12	6	500	0	0
Cobden, <i>via</i> Coal Creek, to Seventeen-Mile Diggings	...	...	...	290	1	6	290	1	6	1,209	18	6	1,500	0	0
Carried forward	56,000	16	1	23,383	8	10	79,384	4	11	28,520	19	5	107,905	4	4

TABLE No. 6—continued.

ROADS, &c.—continued.

	Expenditure to 31st March, 1881.			Expenditure during 12 Months ended 31st March, 1882.			Total Expenditure to 31st March, 1882.			Liabilities on Authorities, Contracts, &c., 31st March, 1882.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE—contd.															
Brought forward ...	56,000	16	1	23,383	8	10	79,384	4	11	28,520	19	5	107,905	4	4
Middle Island—continued.															
Canterbury—															
Road to Upper Ashley ...	5,000	0	0	...	...	...	5,000	0	0	...	...	...	5,000	0	0
Through Mathias Pass, Rakaia, to Hokitika ...	...	...	...	63	16	10	63	16	10	1,436	3	2	1,500	0	0
Westland—															
Kokatahi River to Hokitika River ...	970	0	0	...	...	...	970	0	0	...	...	...	970	0	0
Mount Bonar to Poerua River ...	900	0	0	...	...	...	900	0	0	...	...	...	900	0	0
Mapourika Lake to Waihou River ...	1,410	0	0	476	2	0	1,886	2	0	2,182	18	0	4,069	0	0
Mahitahi River to Haast River ...	3,454	8	1	2,636	7	10	6,090	15	11	4,763	12	2	10,854	8	1
Wataroa and Waitangi-taone ...	1,500	0	0	...	...	...	1,500	0	0	...	...	...	1,500	0	0
In the County of Westland ...	...	...	...	1,220	0	0	1,220	0	0	...	...	...	1,220	0	0
Through Mathias Pass, Rakaia, to Hokitika ...	...	...	...	116	0	0	116	0	0	1,384	0	0	1,500	0	0
Marlborough—															
Through Awatere Shearing Reserve ...	...	...	...	2,756	14	1	2,756	14	1	1,243	5	11	4,000	0	0
Otago—															
Otara to Waikawa, and bridge over Tokanui Creek	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Benger District, from Minion Burn Bridge up	500	0	0	...	...	...	500	0	0	500	0	0	1,000	0	0
graded road-line to land under survey															
Arrowtown to Crown Terrace ...	1,500	0	0	...	...	...	1,500	0	0	...	...	...	1,500	0	0
Waitahuna to Run 520 ...	1,200	0	0	...	...	...	1,200	0	0	...	...	...	1,200	0	0
Run No. 75 (Boyd's) ...	3,000	0	0	...	...	...	3,000	0	0	...	...	...	3,000	0	0
Opening up country between Seaward Forest and	1,855	16	0	382	1	7	2,237	17	7	2,042	11	5	4,280	9	0
coast-line															
Orepuki to Waiau ...	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Beaumont to Miller's Flat ...	...	...	...	...	...	...	...	...	...	3,000	0	0	3,000	0	0
Opening up County Forest Hill by a tramway ...	...	...	...	2,400	4	10	2,400	4	10	1,318	13	2	3,718	18	0
To open up Run 106 ...	...	...	...	...	...	...	...	...	...	1,000	0	0	1,000	0	0
Kelso to Block XIII., Greenvale ...	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
Tapanui Railway to Run 140 ...	...	...	...	...	...	...	...	...	...	1,000	0	0	1,000	0	0
To open up Otago and Southland runs expiring in	...	...	...	...	...	...	...	...	...	1,500	0	0	1,500	0	0
in 1883															
Branch roads to south end of Forest Hill Crown	...	...	...	...	...	...	...	...	...	1,000	0	0	1,000	0	0
lands															
Total ...	78,791	0	2	33,434	16	0	112,225	16	2	51,392	3	3	163,617	19	5
ROADS THROUGH LANDS RECENTLY PURCHASED ...	17,616	17	2	2,500	13	6	20,117	10	8	2,391	0	3	22,508	10	11

TABLE No. 7.

STATEMENT showing the EXPENDITURE for REPAIRS and MAINTENANCE of ROADS, out of Consolidated Fund, 1st July, 1875, to 31st March, 1882, and the LIABILITIES on latter Date.

Districts.	Expenditure to 31st March, 1881, out of Votes for 1875-81.			Expenditure during the 12 Months ended 31st March, 1882.			Total Liabilities on Authorities and Contracts, to 31st March, 1882.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS AND BRIDGES, NATIVE DISTRICTS,—												
Bay of Islands ...	2,589	16	2	...	...	...	...	...	...	2,589	16	2
Thames ...	2,201	16	3	...	...	...	...	...	...	2,201	16	3
Waikato ...	16,625	11	0	...	...	...	...	...	...	16,625	11	0
Bay of Plenty ...	14,619	9	4	...	...	...	...	...	...	14,619	9	4
Poverty Bay ...	2,041	6	11	...	...	...	...	...	...	2,041	6	11
Napier ...	2,840	14	7	...	...	...	...	...	...	2,840	14	7
Taupo ...	249	12	2	...	...	...	...	...	...	249	12	2
Manawatu ...	2,358	6	0	...	...	...	...	...	...	2,358	6	0
Opaki ...	1,184	14	5	...	...	...	...	...	...	1,184	14	5
Patea-Wai-iti ...	3,688	2	3	...	...	...	...	...	...	3,688	2	3
Wanganui ...	5,638	7	2	...	...	...	...	...	...	5,638	7	2
Mangere Bridge ...	63	0	9	...	...	...	...	...	...	63	0	9
Wairoa ...	58	11	9	...	...	...	...	...	...	58	11	9
Seventy-Mile Bush, Hawke's Bay ...	780	3	0	...	...	...	...	...	...	780	3	0
Stewart Island ...	100	0	0	...	...	...	...	...	...	100	0	0
Marlborough ...	11	9	5	...	...	...	...	...	...	11	9	5
	55,051	1	2	*	...	...	...	...	...	55,051	1	2
GREAT SOUTH ROAD ...	6,700	6	4	1,992	15	9	571	12	11	9,264	15	0
Total ...	61,751	7	6	1,992	15	9	571	12	11	64,315	16	2

* The vote for roads in Native districts was transferred in the appropriation for 1881-82 to the Public Works Fund; the expenditure for the year will therefore be found in Tables Nos. 5 and 13.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLD FIELDS, out of Immigration and Public Works Loan, to 31st March, 1882, and the LIABILITIES on that Date.

LOCALITY AND NAME OF COMPANY.	EXPENDITURE.					LIABILITIES.					Total Expenditure and Liabilities.			
	Survey and Construction, 1870-81.		Subsidies, 1870-81.		Survey and Construction, 1881-82.		Subsidies, 1881-82.		Totals.					
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.				
NORTH ISLAND.														
AUCKLAND PROVINCIAL DISTRICT:--	80,708	19 3	...	...	...	80,708	19 3	...	...	...	80,708	19 3
Thames	...	...	...	...	...	...	...	...	...	...	...	...
MIDDLE ISLAND.														
WESTLAND PROVINCIAL DISTRICT:--	3 7	0	1,955	12 1	...	1,958	19 1	...	...	...	1,958	19 1
Hobouu	...	...	1,992	14 8	...	2,005	0 4	...	...	...	2,005	0 4
Hibernian	...	...	3,496	0 3	...	3,517	5 3	...	...	...	3,517	5 3
New River	...	...	...	...	11,231	14 3	...	...	854	5 10	163,452	2 8
Waimea	151,366	2 7	...	...	1,847	15 4	...	...	2,540	5 4	14,187	13 6
Mikouui	9,799	12 10	...	...	...	...	...	...	...	...	10,312	3 10
Kameri	1	5 6	10,310	18 4	...	...	...	...	...	...	...	...
NELSON PROVINCIAL DISTRICT:--	89,764	14 1	...	...	...	89,764	14 1	40	0 0	...	89,804	14 1
Nelson Creek	...	...	...	...	...	...	...	...	...	...	...	...
Napoleon Hill	257	16 7	...	...	...	257	16 7	...	...	...	257	16 7
Charleston Four-Mile	6,950	17 10	...	97	2 4	7,048	0 2	997	10 0	2,127	19 7	10,173	9 9	
Black's Point	244	9 0	...	...	...	244	9 0	...	...	...	244	9 0
OTAGO PROVINCIAL DISTRICT:--	62,666	3 8	...	...	...	62,666	3 8	...	...	...	62,666	3 8
Mount Ida	...	...	...	612	10 0	612	10 0	...	...	...	612	10 0
Arrow	...	...	...	...	...	...	...	...	...	...	...	...
Beaumont and Tuapeka	4	6 2	640	0 0	...	644	6 2	...	...	...	644	6 2
Carrick Range	...	...	9,249	13 1	...	9,249	13 1	...	...	...	9,249	13 1
Waipori	...	...	...	...	...	11,263	1 0	...	...	...	11,263	1 0
Mount Pisgah	...	...	200	0 0	...	200	0 0	...	...	...	200	0 0
DEPARTMENTAL:--	5,984	16 4	...	95	17 8	6,080	14 0	105	16 0	...	6,186	10 0		
Salaries, Travelling, Advertising, &c.	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	338,340	3 3	28,457	8 5	13,272	9 7	380,070	1 3	2,143	5 2	4,522	11 7	6,665	16 9
SUMMARY.														
NORTH ISLAND	80,708	19 3	...	...	...	80,708	19 3	...	...	...	80,708	19 3
MIDDLE ISLAND	338,340	3 3	28,457	8 5	13,272	9 7	380,070	1 3	2,143	5 2	4,522	11 7	6,665	16 9
TOTAL	419,049	2 6	28,457	8 5	13,272	9 7	460,779	0 6	2,143	5 2	4,522	11 7	6,665	16 9

TABLE No. 9.

STATEMENT showing the EXPENDITURE on MISCELLANEOUS PUBLIC WORKS, out of Immigration and Public Works Loan, to the 31st March, 1881.

	£	s.	d.
Total expenditure to the 31st March, 1880, as shown in Table No. 8 of year 1881	559,019	8	7
Deduct amount recovered during the year 1880-81 on account of expenditure made prior to 31st March, 1880	1,870	0	8
	£557,149	7	11
Deduct amount recovered during the year 1881-82 on account of expenditure made prior to 31st March, 1881	108	6	5
Total expenditure to 31st March, 1881	557,041	1	6
Expenditure during the twelve months ending 31st March, 1882, under the provisions of the 9th section of "The Immigration and Public Works Appropriation Act, 1881"	237	0	0
Total expenditure to the 31st March, 1882	£557,278	1	6

TABLE No. 10.

STATEMENT showing the EXPENDITURE on TELEGRAPHS, out of Immigration and Public Works Loan, to 31st March, 1882, and the LIABILITIES on that Date.

	Miles of		Expenditure to 31st March, 1881, as per Table No. 9 of last Year.	Deduct Amounts recovered since 31st March, 1881, for Services prior to that Date.	Net Expenditure and Liabilities.						
	Poles.	Wire.									
Expenditure, &c., to 31st March, 1881	2,511	6,978	£ 412,546	s. 17	d. 3	£ 32	s. 6	d. 11	£ 412,514	s. 10	d. 4
Paeroa line	359	5	9
Addington to Rakaia and South line, repairs, 36 miles	973	14	0
Cape Egmont line	7	7	...	...	...	...	...	...	160	19	10
Riverton to Otautau line, additional expenditure, 18 miles	84	15	6
Motueka to Collingwood, additional expenditure, 76 miles	125	17	5
Waiuu Crossing	36	0	6
Timaru to Albury line	28	28	...	...	...	...	...	...	910	17	1
Mataura to Gore line	20	18	1
Featherston to Waihenga line	13	13	...	...	...	...	...	...	401	1	6
North Shore cable	46	18	4
Kahikohu line	6	15	6
Greymouth to Reefton, reconstruction	196	8	4
Tiki line	5	8	8
Wellington to Pahautanui line	...	18	...	...	...	...	...	...	264	17	9
Kopua to Ormondville	22	16	0
Christchurch to Ahaura, reconstruction	80	9	2
Fortrose line	48	4	2
Private wires throughout the colony	131	16	1
Telephone exchange, Auckland	412	3	0
" Christchurch	435	7	4
" Dunedin	456	2	2
Sundry material in stock not yet issued	2,336	8	7
	2,559	7,044	...	...	...	...	...	...	420,031	15	1
Total expenditure to 31st March, 1882	3,500	0	0
Liabilities on 31st March, 1882	423,531	15	1
Total Expenditure and Liabilities, 31st March, 1882	423,531	15	1

TABLE No. 11.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS, out of Immigration and Public Works Loan, to 31st March, 1882, and the Liabilities on that Date.

	Expenditure to 31st March, 1881.		Deduct Amounts Recovered since 31st March, 1881, for Services prior to that Date.		Net Expenditure to 31st March, 1881.		Expenditure for Year ended 31st March, 1882.		Total Expenditure to 31st March, 1882.		Liabilities on Authorities, Contracts, &c., 31st March, 1882.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Judicial	133,900	9 0	...	...	133,900	9 0	16,259	5 1	150,159	14 1	8,747	10 9	158,907	4 10
Postal and Telegraphic	88,279	16 4	...	...	88,279	16 4	1,751	11 3	90,031	7 7	14,612	0 0	104,643	7 7
Customs	1,968	13 9	...	...	1,968	13 9	...	...	1,968	13 9	...	...	1,968	13 9
Offices for Public Departments	144,928	6 8	...	...	144,928	6 8	...	...	144,928	6 8	...	...	144,928	6 8
Lunatic Asylums	84,656	5 7	4 2 6	...	84,652	3 1	26,698	19 6	111,351	2 7	58,446	1 9	169,797	4 4
School Buildings	377,691	12 4	...	...	377,691	12 4	82,535	7 6	460,226	19 10	2,189	19 4	462,416	19 2
Hospitals	16,522	19 0	...	...	16,522	19 0	140	4 11	16,663	3 11	...	...	16,663	3 11
Miscellaneous	9,805	2 4	...	...	9,805	2 4	...	...	9,805	2 4	...	...	9,805	2 4
Quarantine Stations	...	...	...	...	...	...	970	17 6	970	17 6	461	17 3	1,432	14 9
Total	857,753	5 0	4 2 6	857,749	2 6	128,356	5 9	986,105	8 3	84,457	9 1	1,070,562	17 4	

TABLE NO. 12.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES and HARBOUR WORKS, out of Immigration and Public Works Loan, to 31st March 1882, and the LIABILITIES on that Date.

	Expenditure to 31st March, 1881.			Deduct Amounts recovered since the 31st March, 1881, but which are for Services prior to that date.			Total Net Expenditure to 31st March, 1881.			Net Expenditure during 12 Months ended 31st March, 1882.			Total Expenditure to 31st March, 1882.			Liabilities on Accounts, &c., to 31st March, 1882.			Total Expenditure and Liabilities.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
LIGHTHOUSES.																						
Akaroa ...	7,148	16	5	...	...	...	7,148	16	5	...	...	...	7,148	16	5	...	...	...	7,148	16	5
Brothers ...	6,241	0	0	...	...	...	6,241	0	0	...	...	...	6,241	0	0	...	...	...	6,241	0	0
Cape Egmont ...	2,419	1	0	...	...	...	2,417	0	6	...	...	...	6,955	9	1	...	...	...	3,354	6	4
Cape Foulwind ...	6,955	9	1	...	...	...	6,955	9	1	...	...	...	7,028	14	8	...	...	...	6,955	9	1
Cape Maria Van Dieman ...	7,028	14	8	...	...	...	7,028	14	8	...	...	...	7,028	14	8	...	...	...	7,028	14	8
Cape Saunders ...	6,066	6	3	...	...	...	6,066	6	3	...	...	...	6,066	6	3	...	...	...	6,066	6	3
Centre Island ...	5,785	19	0	...	...	...	5,785	19	0	...	...	...	5,785	19	0	...	...	...	5,785	19	0
French Pass Beacon ...	...	...	...	...	...	...	...	...	...	...	...	...	668	15	8	...	...	...	668	15	8
Hokitika ...	801	9	7	...	...	...	801	9	7	...	...	...	801	9	7	...	...	...	801	9	7
Marine Store ...	499	11	3	...	...	...	499	11	3	...	...	...	499	11	3	...	...	...	499	11	3
Moeraki ...	2,943	1	11	...	...	...	2,943	1	11	...	...	...	2,943	1	11	...	...	...	2,943	1	11
Mokohinau ...	3,607	14	11	...	...	...	3,607	14	11	...	...	...	4,039	12	4	...	...	...	4,039	12	4
Portland Island ...	6,554	14	5	...	...	...	6,554	14	5	...	...	...	6,554	14	5	...	...	...	6,554	14	5
Puyssegur Point ...	9,958	19	5	...	...	...	9,958	19	5	...	...	...	9,958	19	5	...	...	...	9,958	19	5
Stephen's Island ...	70	18	1	...	...	...	70	18	1	...	...	...	70	18	1	...	...	...	70	18	1
Timaru ...	1,116	17	3	...	...	...	1,116	17	3	...	...	...	1,116	17	3	...	...	...	1,116	17	3
Tory Channel ...	50	0	0	...	...	...	50	0	0	...	...	...	303	7	7	...	...	...	353	7	7
Waipapa Point ...	20,590	5	9	...	...	...	20,590	5	9	...	...	...	56	1	6	...	...	...	2,200	0	0
Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella"	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
HARBOUR WORKS.*																						
Loan to Waitara Harbour Board ...	...	...	...	...	...	...	...	...	...	...	...	...	437	11	7	...	...	...	437	11	7
Kaikoura Jetty and Harbour ...	...	...	...	...	...	...	...	...	...	...	...	...	312	3	2	...	...	...	1,176	8	5
Pictou, removal of old wharf ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	94	0	0
Collingwood Harbour Works ...	...	...	...	...	...	...	...	...	...	...	...	...	69	8	0	...	...	...	280	12	0
Westport Harbour Works ...	...	...	...	...	...	...	...	...	...	...	...	...	243	15	3	...	...	...	2,124	4	9
Greymouth Harbour Works ...	...	...	...	...	...	...	...	...	...	...	...	...	14,422	9	6	...	...	...	855	12	7
Hokitika Harbour Works ...	...	...	...	...	...	...	...	...	...	...	...	...	3,000	0	0	...	...	...	3,000	0	0
Removal of rocks, Catlin's River ...	...	...	...	...	...	...	...	...	...	...	...	...	325	0	0	...	...	...	223	13	11
Totals	87,838	19	0	2	0	6	87,836	18	6	21,207	15	6	109,044	14	0	7,554	11	8	116,599	5	8	

* The expenditure on harbour works prior to the year 1881-82 was charged to "Railway," "Miscellaneous Public Works," and other classes. For total expenditure see Table No. 13.

TABLE No. 13—continued.

STATEMENT showing the TOTAL EXPENDITURE out of various Classes of the Consolidated and Public Works Funds on the under-mentioned Works (mentioned in Tables 8 of 1881, and 5, 6, 7, 9, and 12 of 1882), up to the 31st March, 1882, and the Liabilities on account thereof on that Date.

Table with multiple columns: Total Net Expenditure to 31st March, 1881; Expenditure during the Twelve Months ended 31st March, 1882; Total Expenditure to 31st March, 1882; Liabilities on Authorities, Contracts, &c., to 31st March, 1882; Total Liabilities on Authorities, Contracts, &c., to 31st March, 1882; Total Expenditure and Liabilities. Rows include various works like Greymouth to Okarito, South Creek to Main Line, etc.

TABLE No. 13.

STATEMENT showing the TOTAL EXPENDITURE out of various Classes of the Consolidated and Public Works Funds on the under-mentioned Works (mentioned in Tables 8 of 1881, and 5, 6, 7, 9, and 12 of 1882), up to the 31st March, 1882, and the Liabilities on account thereof on that Date.

Table with 17 columns: Roads: Consolidated Fund, as per Table 7; Roads: Public Works Fund, as per Tables 5 and 6; Lighthouses and Harbour Works: as per Table 12; Miscellaneous Public Works: as per Table 8 of 1881, and 9 of 1882; Total Expenditure to 31st March, 1881; Expenditure during the Twelve Months ended 31st March, 1882, out of the following Classes: Roads: Consolidated Fund, as per Table 7; Roads: Public Works Fund, as per Tables 5 and 6; Lighthouses and Harbour Works: as per Table 12; Miscellaneous Public Works: as per Table 8 of 1881, and 9 of 1882; Total Expenditure during Twelve Months ended 31st March, 1882; Total Expenditure to 31st March, 1882; Liabilities on Authorities, Contracts, &c., to 31st March, 1882; Total Liabilities on Authorities, Contracts, &c., 31st March, 1882; Total Expenditure and Liabilities.

TABLE No. 13—continued.

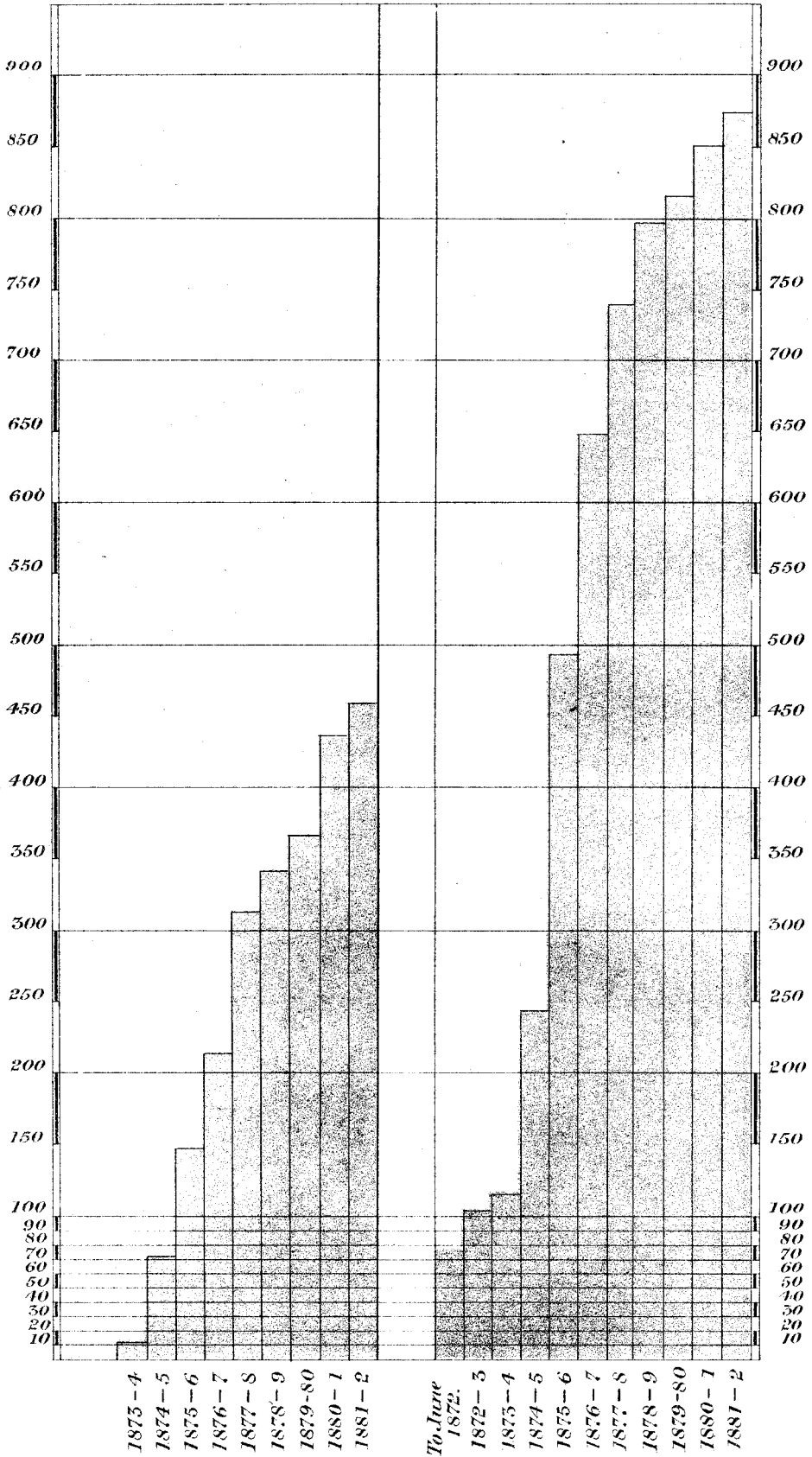
STATEMENT showing the TOTAL EXPENDITURE out of various Classes of the Consolidated and Public Works Funds on the under-mentioned Works (mentioned in Tables 8 of 1881, and 5, 6, 7, 9, and 12 of 1882), up to the 31st March, 1882, and the Liabilities on account thereof on that Date.

	Total Net Expenditure to 31st March, 1881, out of the following Classes:					Expenditure during the Twelve Months ended 31st March, 1882, out of the following Classes:—					Total Expenditure to 31st March, 1882.	Liabilities on Authorities, Contracts, &c., to 31st March, 1882.			Total Liabilities on Authorities, Contracts, &c., 31st March, 1882.	Total Expenditure and Liabilities.
	Roads: Consolidated Fund, as per Table 7.	Roads: Public Works Fund, as per Tables 5 and 6.	Lighthouses and Harbour Works: as per Table 12.	Miscellaneous Public Works: as per Table 8 of 1881, and 9 of 1882.	Total Net Expenditure to 31st March, 1881.	Roads: Consolidated Fund, as per Table 7.	Roads: Public Works Fund, as per Tables 5 and 6.	Lighthouses and Harbour Works: as per Table 12.	Miscellaneous Public Works: as per Table 8 of 1881, and 9 of 1882.	Total Expenditure during Twelve Months ended 31st March, 1882.		Roads: Consolidated Fund, as per Table 7.	Roads: Public Works Fund, as per Tables 5 and 6.	Lighthouses and Harbour Works: as per Table 12.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward ...	61,751 7 6	983,322 11 4	...	267,247 9 5	1,312,321 8 3	1,992 15 9	145,024 15 3	...	147,017 11 0	1,459,338 19 3	571 12 11	117,840 8 8	...	118,412 1 7	1,577,751 0 10	
LIGHTHOUSES:—																
Akaroa	7,148 16 5	...	7,148 16 5	...	...	...	...	7,148 16 5	...	...	...	...	7,148 16 5	
Brothers	6,241 0 0	...	6,241 0 0	...	...	...	...	6,241 0 0	...	...	...	...	6,241 0 0	
Cape Egmont	2,417 0 6	...	2,417 0 6	...	...	937 5 10	937 5 10	3,354 6 4	...	...	...	...	3,354 6 4	
Cape Foulwind	6,955 9 1	...	6,955 9 1	...	...	...	...	6,955 9 1	...	...	...	...	6,955 9 1	
Cape Maria Van Dieman	7,028 14 8	...	7,028 14 8	...	...	...	...	7,028 14 8	...	...	...	...	7,028 14 8	
Cape Saunders	6,066 6 3	...	6,066 6 3	...	...	...	...	6,066 6 3	...	...	...	...	6,066 6 3	
Centre Island	5,785 19 0	...	5,785 19 0	...	...	...	...	5,785 19 0	...	...	...	...	5,785 19 0	
French Pass Beacon	668 15 8	668 15 8	668 15 8	...	...	...	...	668 15 8	
Hokitika	801 9 7	...	801 9 7	...	...	...	...	801 9 7	...	...	...	...	801 9 7	
Marine Store	499 11 3	...	499 11 3	...	...	...	...	499 11 3	...	...	...	...	499 11 3	
Moeraki	2,943 1 11	...	2,943 1 11	...	...	...	...	2,943 1 11	...	...	...	...	2,943 1 11	
Mokohinau	3,607 14 11	...	3,607 14 11	...	...	431 17 5	431 17 5	4,039 12 4	...	600 0 0	600 0 0	4,639 12 4		
Portland Island	6,554 14 5	...	6,554 14 5	...	...	...	...	6,554 14 5	...	...	...	...	6,554 14 5	
Puysgur Point	9,958 19 5	...	9,958 19 5	...	...	...	...	9,958 19 5	...	...	...	...	9,958 19 5	
Stephen's Island	70 18 1	...	70 18 1	...	...	...	...	70 18 1	...	...	...	...	70 18 1	
Timaru	1,116 17 3	...	1,116 17 3	...	...	...	...	1,116 17 3	...	...	...	...	1,116 17 3	
Tory Channel	50 0 0	...	50 0 0	...	...	303 7 7	303 7 7	353 7 7	...	...	...	...	353 7 7	
Waipapa Point	56 1 6	56 1 6	56 1 6	...	2,200 0 0	2,200 0 0	2,256 1 6		
Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella"	20,590 5 9	...	20,590 5 9	...	...	...	...	20,590 5 9	...	...	...	...	20,590 5 9	
Beacon at Queenstown	35 0 0	...	35 0 0	...	...	...	...	35 0 0	...	...	...	...	35 0 0	
HARBOUR WORKS:—																
Loan to Waitara Harbour Board	437 11 7	437 11 7	437 11 7	...	...	...	...	437 11 7	
Kaikoura Jetty and Harbour	1,012 8 5	...	1,012 8 5	...	...	312 3 2	312 3 2	1,324 11 7	...	1,176 8 5	1,176 8 5	2,501 0 0		
Picton, removal of old wharf	94 0 0	94 0 0	94 0 0		
Collingwood Harbour Works	69 8 0	69 8 0	69 8 0	...	280 12 0	280 12 0	350 0 0		
Westport Harbour Works	243 15 3	243 15 3	243 15 3	...	2,124 4 9	2,124 4 9	2,368 0 0		
Greymouth Harbour Works	14,422 9 6	14,422 9 6	14,422 9 6	...	855 12 7	855 12 7	15,278 2 1		
Hokitika Harbour Works	25,000 0 0	28,000 0 0	28,000 0 0	...	...	3,000 0 0	3,000 0 0	31,000 0 0	...	...	...	31,000 0 0		
Removal of rocks, Catlin's River	277 19 0	...	277 19 0	...	...	325 0 0	325 0 0	602 19 0	...	223 13 11	223 13 11	826 12 11		
Removal of rocks, Martin's Bay	5 0 0	...	5 0 0	...	...	...	...	5 0 0	...	...	...	5 0 0		
Matakana Wharf	556 10 3	...	556 10 3	...	...	...	...	556 10 3	...	...	...	556 10 3		
Wharf at Whangarei Heads	600 0 0	...	600 0 0	...	...	...	...	600 0 0	...	...	...	600 0 0		
Wharf at Pollock, Manukau Harbour	150 0 0	...	150 0 0	...	...	...	...	150 0 0	...	...	...	150 0 0		
Loan to Waitara Harbour Board	1,500 0 0	...	1,500 0 0	...	...	...	...	1,500 0 0	...	...	...	1,500 0 0		
Jetty at Port Levy	250 0 0	...	250 0 0	...	...	...	...	250 0 0	...	...	...	250 0 0		
Jetty at Queenstown	297 8 0	...	297 8 0	...	...	...	...	297 8 0	...	...	...	297 8 0		
Jetty at Jackson's Bay	32 6 4	...	32 6 4	...	453 2 3	...	453 2 3	750 10 3	...	0 6 6	0 6 6	750 16 9		
Jetty at Toitoto	1,000 0 0	...	1,000 0 0	...	...	...	...	1,000 0 0	...	...	...	1,000 0 0		
Erection of jetty and shed, Catlin's River	465 7 6	...	465 7 6	...	...	...	...	465 7 6	...	...	...	465 7 6		
Jetty at Balclutha	250 0 0	...	250 0 0	...	...	...	...	250 0 0	...	...	...	250 0 0		
Protective Works, Dipton	500 0 0	...	500 0 0	...	...	...	...	500 0 0	...	...	...	500 0 0		
Harbour Defences	35,417 19 11	...	35,417 19 11	...	...	...	...	35,417 19 11	...	...	...	35,417 19 11		
MISCELLANEOUS PUBLIC WORKS:—																
Drainage, lagoon, Mount Eden	348 12 0	...	348 12 0	...	...	...	...	348 12 0	...	...	...	...	348 12 0	
Drainage, Patutahi Block	1,290 17 11	...	1,290 17 11	...	...	...	...	1,290 17 11	...	...	...	...	1,290 17 11	
Compensation to A. Stitt	620 0 0	...	620 0 0	...	...	...	...	620 0 0	...	...	...	...	620 0 0	
Maerewhenua Railway Bridge	2,138 5 5	...	2,138 5 5	...	...	...	...	2,138 5 5	...	...	...	...	2,138 5 5	
Sundry compensations	1,736 10 10	...	1,736 10 10	...	...	...	...	1,736 10 10	...	...	...	...	1,736 10 10	
Loans to local bodies to repair damages caused by floods	48,198 0 0	...	48,198 0 0	...	...	...	...	48,435 0 0	...	...	...	...	48,435 0 0	
Railway material, Gisborne to Ormond	4,975 1 7	...	4,975 1 7	...	...	...	...	4,975 1 7	...	...	...	...	4,975 1 7	
Amount payable to counties in respect of stoppages of land revenue,—																
Canterbury	100,000 0 0	...	100,000 0 0	...	...	...	...	100,000 0 0	...	...	...	...	100,000 0 0	
Otago	54,791 13 4	...	54,791 13 4	...	...	...	...	54,791 13 4	...	...	...	...	54,791 13 4	
Railway Commission	2,732 0 3	...	2,732 0 3	...	...	...	...	2,732 0 3	...	...	...	...	2,732 0 3	
Clutha Commission	567 14 8	...	567 14 8	...	...	...	...	567 14 8	...	...	...	...	567 14 8	
Allowance to widow of D. Marchbanks	164 7 9	...	164 7 9	...	...	...	...	164 7 9	...	...	...	...	164 7 9	
Contingencies	9 6 0	...	9 6 0	...	...	...	...	9 6 0	...	...	...	...	9 6 0	
Tramway at Kamo	1,992 10 0	...	1,992 10 0	...	...	...	...	1,992 10 0	...	...	...	...	1,992 10 0	
Less,—																
Jackson's Bay Settlement ...	£ 13 0 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rangitata Road Bridge ...	106 1 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Waipipi Road ...	2 5 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	61,751 7 6	983,322 11 4	87,836 18 6	557,162 8 7	1,690,073 5 11	1,992 15 9	145,477 17 6	21,207 15 6	237 0 0	168,915 8 9	1,858,988 14 8	571 12 11	117,840 15 2	7,554 11 8	1,984,955 14 5	
	121 7 1	121 7 1	...	...	...	...	...	...	...	...	...	121 7 1	
	61,751 7 6	983,322 11 4	87,836 18 6	557,041 1 6	1,689,951 18 10	1,992 15 9	145,477 17 6	21,207 15 6	237 0 0	168,915 8 9	1,858,867 7 7	571 12 11	117,840 15 2	7,554 11 8	1,984,834 7 4	

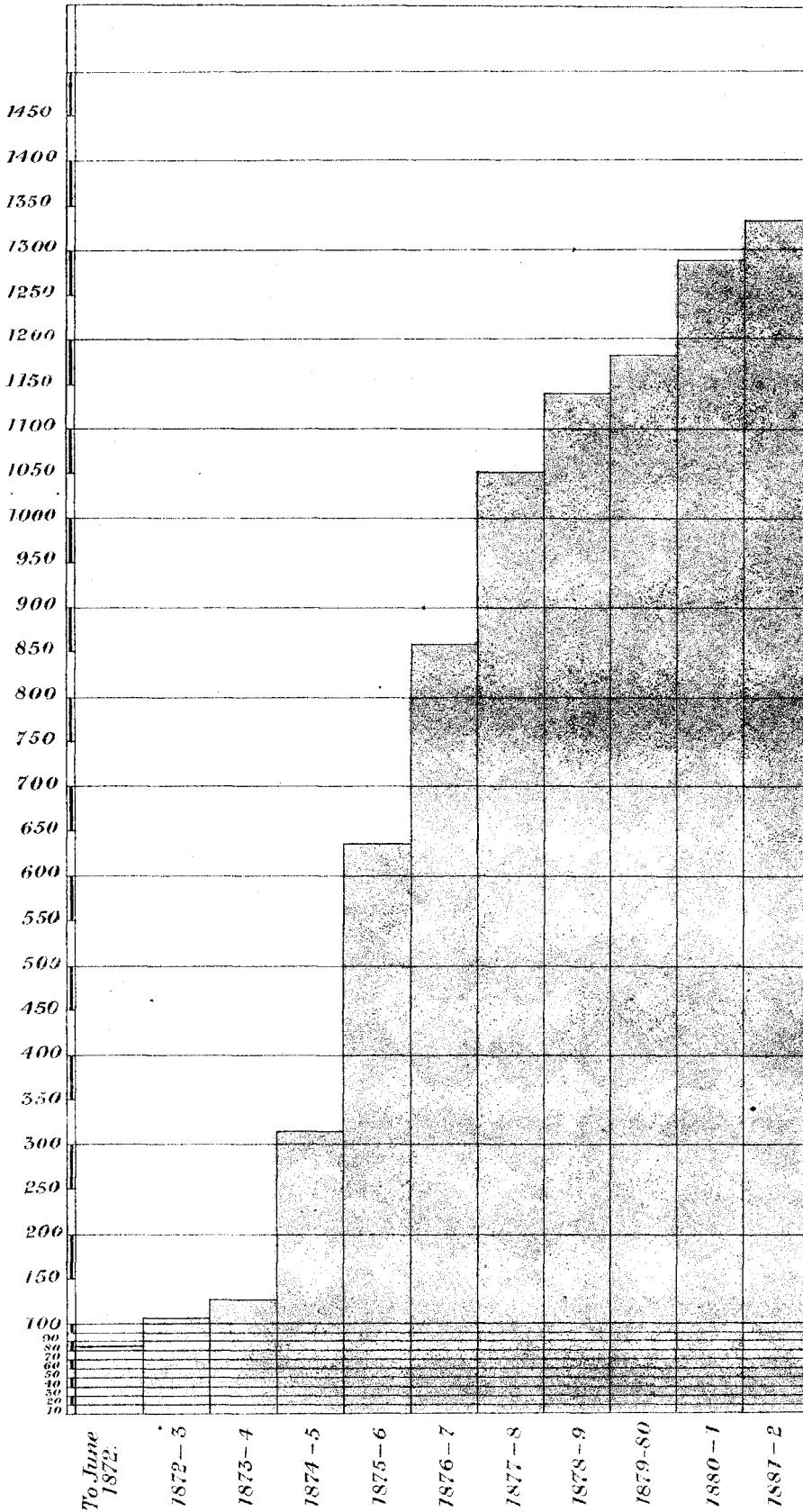
NO OF MILES OPEN OF GOVERNMENT LINES

NORTH ISLAND

MIDDLE ISLAND



***Nº OF MILES OPEN OF GOVERNMENT LINES
NORTH AND MIDDLE ISLANDS COMBINED***



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APPENDICES TO THE PUBLIC WORKS STATEMENT, 1882.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS OUT OF THE IMMIGRATION AND PUBLIC WORKS LOAN FOR THE YEAR 1881-82.

Prepared in compliance with Section 9 of "The Public Works Act, 1876."

SIR,—

Public Works Department, Wellington, 6th June, 1882.

In compliance with the 9th section of "The Public Works Act, 1876," I enclose a statement of the expenditure during the preceding financial year upon all Government works authorized by Parliament under "The Immigration and Public Works Appropriation Act, 1881."

I have, &c.,

WALTER W. JOHNSTON,
Minister for Public Works.

The Controller and Auditor-General,
Wellington.

STATEMENT of NET EXPENDITURE on GOVERNMENT WORKS for the Year 1881-82 out of IMMIGRATION and PUBLIC WORKS LOAN, to be forwarded to the Audit in compliance with Section 9 of "The Public Works Act, 1876."

CLASS.	SUMMARY.	NET EXPENDITURE.	
		£	s. d.
III.	RAILWAYS	453,429	12 6
IV.	SURVEYS	794	12 7
V.	ROADS	145,477	17 6
VII.	WATERWORKS ON GOLD FIELDS	13,272	9 7
VIII.	TELEGRAPH EXTENSION	7,517	4 9
IX.	PUBLIC BUILDINGS	128,356	5 9
X.	LIGHTHOUSES AND HARBOUR WORKS	21,207	15 6
	MISCELLANEOUS PUBLIC WORKS	237	0 0
	TOTAL NET EXPENDITURE ON WORKS OUT OF IMMIGRATION AND PUBLIC WORKS LOAN	770,292	18 2

Public Works Department,
5th June, 1882.

W. A. THOMAS,
Accountant, Public Works.

Examined and found correct.

JAMES EDWARD FITZGERALD,
Controller and Auditor-General,
8th June, 1882.

Appendix A.—continued

PUBLIC WORKS NET EXPENDITURE, 1881-82.

Vote.	Item.	Particulars.	Appropriation.	Expended out of Appropriation.	Expenditure in Excess of Appropriation.	Total Expenditure.	
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	
		CLASS III.—RAILWAYS.					
75		Kawakawa	42,060 0 0	14,583 17 8	...	14,583 17 8	
76		Whangarei to Kamo	24,850 0 0	8,595 15 9	...	8,595 15 9	
77		Kaipara to Waikato,—					
		Main Line	111,110 0 0	53,813 17 4	...	53,814 14 4	
		Hamilton-Cambridge Branch					
78		Waikato to Thames,—					
		Hamilton-Te Aroha	60,000 0 0	18,323 13 2	...	22,592 15 6	
		Te Aroha-Thames					
79		Wellington to Napier,—					
		Napier-Woodville (to Tahoraite)	73,079 0 0	7,453 16 5	...	33,278 6 11	
		Wellington-Woodville, with Greytown Branch					
80		Bunynthorpe-Gorge	675 0 0	...	...	...
81		Wellington to Foxton	10,100 0 0	9,946 2 8	...	9,946 2 8	
82		Foxton to New Plymouth,—					
		Foxton-Patea, with branches	146,632 0 0	35,856 10 7	...	75,291 10 8	
		Patea-Waitara					
83		Nelson to Roundell	6,200 0 0	4,811 2 8	...	4,811 2 8	
84		Greymouth to Nelson Creek	11,000 0 0	3,846 7 0	...	3,846 7 0	
85		Greymouth to Hokitika	500 0 0	500 0 0	464 5 6	964 5 6	
86		Westport to Ngakawau	6,500 0 0	2,197 5 8	...	2,197 5 8	
87		Picton to Hurunui,—					
		Picton-Awatere	11,000 0 0	2,635 4 3	...	2,635 4 3	
88		Hurunui to Waitaki,—					
		Main Line	207,930 0 0	52,863 10 11	...	84,320 10 3	
		Oxford Branch		3 12 0			
		Eyreton Branch		57 10 4			
		Lyttelton Branch		593 4 11			
		Southbridge Branch		478 3 8			
		Springfield Branch		721 9 8			
		Whitecliffs Branch		529 5 2			
		Opawa Branch		313 7 7			
		Waimate Branch ... ..		...	
		Main Line to Upper Ashburton		5,466 15 5			
		Lincoln to Little River		9,944 17 11			
		Albury to Fairlie Creek and Burke's Pass		6,418 12 8			
		Purchase of rolling-stock from the Rakaia and Ashburton Forks Company		6,930 0 0			
89		Canterbury Interior Main Line,—					
		Oxford-Malvern	19,000 0 0	1,933 2 11	...	1,933 2 11	
		Whitecliffs-Rakaia					
		Temuka-Rangitata					
90		Waitaki to Bluff,—					
		Main Line	203,000 0 0	69,930 10 5	...	86,036 3 5	
		Duntroon Branch		4,071 8 9			
		Ngapara Branch		1,279 8 9			
		Port Chalmers Branch		3,650 15 6			
		Brighton Road Branch		89 18 3			
		Outram Branch		13 3 4			
		Lawrence Branch		2 11 7			
		Ngapara Branch to Livingstone		1,644 14 11			
		Palmerston to Waihemu		605 16 3			
		Main Line to Catlin's River		1,454 9 6			
		Waipahi to Heriot Burn	2,809 10 9				
		Edendale to Toitois	483 15 5				
91		Otago Central,—					
		Chain Hills to Taieri Lake	36,000 0 0	21,267 14 7	...	21,267 14 7	
92		Invercargill to Kingston,—					
		Main Line	7,000 0 0	1,108 4 2	...	1,527 4 6	
		Lumsden to Mararoa		419 0 4			
93		Western Railways,—					
		Makarewa to Riverton	43,000 0 0	2,550 4 0	...	24,223 9 11	
		Riverton Branch-Otautau		8,384 4 10			
		Otautau to Nightcaps		5,584 8 5			
		Riverton to Orepuki		7,704 12 8			
94		Contingent Expenses,—					
		Legal and other expenses incurred by Government in defending Messrs. Brogden's claims	3,000 0 0	1,563 18 4	...	1,563 18 4	
		Total Appropriation and Expenditure, Class III.	1,022,636 0 0	452,965 7 0	464 5 6	453,429 12 6	
		CLASS IV.—SURVEYS OF NEW LINES OF RAILWAY.					
95		Surveys—North Island	2,000 0 0	81 6 9	...	81 6 9	
96		Surveys—Middle Island	2,000 0 0	713 5 10	...	713 5 10	
		Total Appropriation and Expenditure, Class IV.	4,000 0 0	794 12 7	...	794 12 7	

Appendix A.—continued.

PUBLIC WORKS NET EXPENDITURE—continued.

Vote.	Item.	Particulars.	Appropriation.		Expenditure out of Appropriation.		Expenditure in Excess of Appropriation.		Total Expenditure.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.
		CLASS V.—ROADS.								
97		Roads, bridges, &c., Auckland	76,442	8 7	47,798	0 8	...	...	47,798	0 8
98		Roads, bridges, &c., Hawke's Bay	5,909	7 8	2,750	11 10	...	...	2,750	11 10
99		Roads, bridges, &c., Wellington	8,473	0 5	3,031	5 5	...	...	3,031	5 5
100		Roads and bridges, Taranaki	23,446	6 2	18,179	3 3	...	...	18,179	3 3
101		Roads, bridges, &c., Nelson	48,195	5 10	13,591	8 5	...	...	13,591	8 5
102		Roads, bridges, &c., Marlborough	23,850	0 0	6,556	6 1	...	...	6,556	6 1
103		Roads, bridges, &c., Westland	8,993	4 4	4,615	0 0	...	...	4,615	0 0
104		Hokitika to Christchurch Road	8,260	3 4	5,884	18 4	...	...	5,884	18 4
105		Roads and bridges, Otago	7,500	13 0	4,057	7 5	...	...	4,057	7 5
106		Roads and bridges in Native districts	10,441	7 3	3,078	6 7	...	...	3,078	6 7
107		Roads to open up lands before sale	50,000	0 0	33,434	16 0	...	...	33,434	16 0
108		Roads through lands recently purchased	7,883	2 10	2,500	13 6	...	...	2,500	13 6
		Total Appropriation and Expenditure, Class V.	279,394	19 5	145,477	17 6	...	...	145,477	17 6
		CLASS VII.—WATERWORKS ON GOLD FIELDS.								
110		Water-races, Middle Island	22,000	0 0	13,272	9 7	...	...	13,272	9 7
		CLASS VIII.—TELEGRAPH EXTENSION.								
111		Telegraph extension	11,154	11 2	7,517	4 9	...	...	7,517	4 9
		CLASS IX.—PUBLIC BUILDINGS.								
112		Judicial	30,806	0 0	16,259	5 1	...	...	16,259	5 1
113		Postal and Telegraph	10,680	0 0	1,751	11 3	...	...	1,751	11 3
114		Customs	900	0 0	...	...	...	...	...	...
115		Survey	1,000	0 0	...	...	...	...	...	...
116		Lunatic asylums	60,720	0 0	26,698	19 6	...	...	26,698	19 6
117		Hospitals	2,500	0 0	140	4 11	...	...	140	4 11
118		Quarantine stations	2,500	0 0	970	17 6	...	...	970	17 6
119		School-buildings	85,000	0 0	82,535	7 6	...	...	82,535	7 6
		Total Appropriation and Expenditure, Class IX.	194,106	0 0	128,356	5 9	...	...	128,356	5 9
		CLASS X.—LIGHTHOUSES AND HARBOUR WORKS.								
120		Lighthouses	12,400	0 0	2,397	8 0	...	...	2,397	8 0
121		Harbour Works	23,313	12 6	18,810	7 6	...	...	18,810	7 6
		Total Appropriation and Expenditure, Class X.	35,713	12 6	21,207	15 6	...	...	21,207	15 6
		Miscellaneous Public Works,— Section 9, "Immigration and Public Works Appropriation Act, 1881"	237	0 0	237	0 0	...	...	237	0 0

APPENDIX B.

STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department outstanding at the close of the Financial Period ended 31st March, 1882, prepared in terms of Section 3 of "The Public Revenues Act, 1881," and forwarded, as therein provided, to the Audit Office.

SUMMARY.

Class.	Votes.	Particulars of Service.	Amount.			Total.		
			£	s.	d.	£	s.	d.
IMMIGRATION AND PUBLIC WORKS LOAN.								
II.	72-74	Departmental	255	11	1			
III.	75-94	Railways	320,019	11	10			
IV.	95-96	Surveys of new lines	234	15	0			
V.	97-106	Roads	*64,057	11	8			
VII.	110	Waterworks	6,665	16	9			
X.	121	Harbour works	†4,754	11	8			
Liabilities of the Public Works Department on Immigration and Public Works Loan ... ..			...			£395,987	18	0
CONSOLIDATED FUND.								
XI.	61	Miscellaneous Services	3,628	9	1			
						£3,628	9	1
W. A. THOMAS, Accountant, Public Works. 29th April, 1882.								
DEPARTMENTAL PUBLIC WORKS.								
II.	72	Departmental Head Office,— Contingencies	10	0	0			
	73	Head Office, North Island,— Contingencies	105	6	6		10	0
	74	Head Office, Middle Island,— Contingencies	140	4	7		105	6
Total Class II. ... ..			...				140	4
							£255	11
RAILWAYS.								
III.	75	Kawakawa,— Contingencies	3,423	10	2			
		Contracts	10,809	3	7			
		Material ordered from England	1,320	0	0			
							15,552	13
	76	Whangarei—Kamo,— Contingencies	1,129	5	1			
		Contracts	6,107	7	0			
		Material ordered from England	4	16	11			
							7,241	9
	77	Kaipara—Waikato,— Contingencies	11,251	4	9			
		Contracts	5,783	16	0			
							17,035	0
Carried forward ... ..			...				39,829	3

* Does not include the liability of £53,783 3s. 6d. on roads under the control of the Survey Department. See Table No. 5.
† Does not include the liability of £2,800 for Lighthouses under the control of the Marine Department. See Table No. 12.

STATEMENT of all LIABILITIES, Public Works Department—*continued.*

Class.	Votes.	Particulars of Service.	Amount.			Total.		
			£	s.	d.	£	s.	d.
		Brought forward ...	...			39,829	3	6
III.		RAILWAYS—<i>continued.</i>						
78		<i>Waikato-Thames,—</i>						
		Contingencies ...	1,073	4	10			
		Contracts ...	7,682	9	2			
		Material ordered from England ...	1,128	19	1			
						9,884	13	1
79		<i>Wellington-Napier,—</i>						
		Contingencies ...	10,581	0	0			
		Contracts ...	17,458	7	2			
		Material ordered from England ...	165	0	0			
						28,204	7	2
80		<i>Bunynthorpe-Gorge,—</i>						
		Contingencies ...	196	0	0			
						196	0	0
81		<i>Wellington-Foxton,—</i>						
		Contingencies ...	124	11	0			
		Land ...	35	0	0			
						159	11	0
82		<i>Foxton-New Plymouth,—</i>						
		Salaries ...	50	19	0			
		Contingencies ...	28,744	13	2			
		Contracts ...	27,606	7	1			
		Land compensation ...	260	0	0			
		Material ordered from England ...	258	4	4			
						56,920	3	7
83		<i>Nelson-Roundell,—</i>						
		Contingencies ...	184	17	10			
		Contracts ...	76	0	0			
						260	17	10
84		<i>Greymouth-Nelson Creek,—</i>						
		Contingencies ...	328	11	7			
		Contracts ...	1,218	11	0			
						1,547	2	7
85		<i>Greymouth-Hokitika,—</i>						
		Contingencies ...	62	0	0			
						62	0	0
86		<i>Westport-Ngakawau,—</i>						
		Contingencies ...	1,110	11	7			
		Contracts ...	360	0	0			
						1,470	11	7
87		<i>Picton-Hurunui,—</i>						
		Salaries ...	15	1	2			
		Contingencies ...	974	18	1			
		Contracts ...	5,001	10	0			
						5,991	9	3
88		<i>Hurunui-Waitaki,—</i>						
		Salaries ...	27	10	11			
		Contingencies ...	25,248	1	3			
		Contracts ...	16,132	7	2			
		Material ordered from England ...	5,792	2	1			
						47,200	1	5
89		<i>Canterbury Interior Main Line,—</i>						
		Contingencies ...	6	10	11			
		Contracts ...	15,236	19	7			
						15,243	10	6
90		<i>Waitaki-Bluff,—</i>						
		Salaries ...	31	1	4			
		Contingencies ...	37,985	14	2			
		Contracts ...	42,241	5	11			
		Material ordered from England ...	1,309	11	9			
						81,567	13	2
91		<i>Otago Central,—</i>						
		Salaries ...	17	18	6			
		Contingencies ...	3,446	1	11			
		Contracts ...	7,615	16	8			
						11,079	17	1
		Carried forward ...	...			299,617	1	9

STATEMENT of all LIABILITIES, Public Works Department—*continued.*

Class.	Votes.	Particulars of Service.	Amount.	Total.
			£ s. d.	£ s. d.
		Brought forward ...	...	299,617 1 9
III.		RAILWAYS— <i>continued.</i>		
	92	<i>Invercargill-Kingston,—</i> Contingencies ... Contracts ...	3,043 3 10 274 10 0	3,317 13 10
	93	<i>Western Railways,—</i> Salaries ... Contingencies ... Contracts ... Material ordered from England ...	12 8 8 3,183 19 1 12,664 3 4 1,177 6 8	17,037 17 9
	94	Contingent expenses ...	46 18 6	46 18 6
		Total Class III.—Railways ...	...	£320,019 11 10
IV.		SURVEYS OF NEW LINES OF RAILWAY.		
	95	<i>Surveys, North Island,—</i> Contingencies ...	31 0 3	31 0 3
	96	<i>Surveys, Middle Island,—</i> Contingencies ...	203 14 9	203 14 9
		Total Class IV.—Surveys ...	...	£234 15 0
V.		ROADS.		
	97	<i>Roads and Bridges, Auckland,—</i> Salaries ... Contingencies ... Contracts ...	10 14 4 19,272 2 1 2,992 18 0	22,275 14 5
	98	<i>Roads and Bridges, Hawke's Bay,—</i> Contingencies ...	2,195 13 11	2,195 13 11
	99	<i>Roads and Bridges, Wellington,—</i> Contingencies ...	2,569 2 4	2,569 2 4
	100	<i>Roads and Bridges, Taranaki,—</i> Contingencies ... Contracts ...	1,942 17 0 1,688 9 6	3,631 6 6
	101	<i>Roads and Bridges, Nelson,—</i> Contingencies ... Contracts ...	4,604 3 8 16,062 19 2	20,667 2 10
	102	<i>Roads and Bridges, Marlborough,—</i> Salaries ... Contingencies ... Contracts ...	6 5 7 1,228 13 0 2,841 2 6	4,076 1 1
	103	<i>Roads and Bridges, Westland,—</i> Contingencies ...	583 19 7	583 19 7
	104	<i>Hokitika-Christchurch,—</i> Contingencies ...	908 17 9	908 17 9
		Carried forward ...	...	56,907 18 5

STATEMENT of all LIABILITIES, Public Works Department—*continued.*

Class.	Votes.	Particulars of Service.	Amount.			Total.		
			£	s.	d.	£	s.	d.
		Brought forward ... ..	...			56,907	18	5
V.		ROADS— <i>continued.</i>						
	105	Roads and Bridges, Otago,— Contingencies	3,345	10	11	3,345	10	11
	106	Roads in Native Districts,— Contingencies Contracts	3,659	2	4			
			145	0	0	3,804	2	4
		Total Class V.—Roads ... ..	...			£64,057	11	8
VII.		WATERWORKS ON GOLD FIELDS.						
	110	Water-races, Middle Island,— Salaries Contingencies Contracts		11	4	4		
			2,132	0	10			
			4,522	11	7	6,665	16	9
		Total Class VII.—Waterworks on Gold Fields ... ..	...			£6,665	16	9
X.		LIGHTHOUSES AND HARBOUR WORKS.						
	121	Contingencies Contracts	3,879	7	0			
			875	4	8	4,754	11	8
		*†Class X.—Harbour Works ... ..	...			£4,754	11	8
XI.		CONSOLIDATED FUND.						
	61	Miscellaneous Services,— Contingencies Contracts Land	1,604	12	1			
			1,654	17	0			
			369	0	0	3,628	9	1
		†Class XI.—Miscellaneous Services ... ..	...			£3,628	9	1

* This includes Harbour Works only. † The vote for "Lighthouses," included in Class X., and sundry votes included in Class XI., are not under the control of the Minister for Public Works.

APPENDIX C.
 SCHEDULE of RAILWAY CONTRACTS CURRENT on the 1st April, 1881, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1882.

NORTH ISLAND.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be Completed.	Date Contract was Completed.	Amount of Contract.	Remarks.
Mar. 9, 1880	Kawakawa ...	Taumarere	Formation	M. ch. lk.	M. ch. lk.	William Sims	Mar. 2, 1881	May 13, 1881	£ 9,274 9 10	
Dec. 10, "	"	Kawakawa, No. 3	F. P.L., and Wharf	1 0 0	0 20 0	Larkins and O'Brien	June 6, 1882	"	23,957 0 0	
June 16, 1881	Whangarei-Kamo	Awaroa ...	F. and P.L.	1 27 0	0 19 0	Hector Reid	April 14, "	"	10,773 7 0	
Mar. 21, 1879	Kaipara-Waikato	Waitekare	F. P.L., and Blds.	12 64 0	1 45 0	Taylor and Danaher	Sept. 11, 1880	Dec. 16, 1881	36,601 5 2	
July 13, 1880	"	Auckland Reclamation	"	"	"	Daniel Fallon	Sept. 23, 1881	"	55,542 0 0	The amount of this contract was reduced by £31,787 before any work was commenced, and afterwards by £4,500; work for latter sum being done by Auckland Borough Council.
Oct. 16, "	"	60 Coal-boxes	"	"	"	Peter Birley ...	1/2 Jan. 12, 1/2 Feb. 12, 1881	Dec. 16, 1881	990 0 0	
Jan. 17, 1881	"	No. 20, Station Buildings	"	"	"	Scott and Coombe	April 12, 1881	July 18, "	778 0 0	
May 3, "	"	Kaipara Bridge	"	"	"	Orlando Wells	July 27, "	Oct. 24, "	962 18 0	
May 19, "	"	Fencing Land, Newmarket and Remuera	"	"	"	Samuel White	July 23, "	July 26, "	105 0 0	
July 30, "	"	Goods Shed, Auckland Station	"	"	"	Mercez and Marshall	Oct. 27, "	Jan. 4, 1882	1,100 0 0	
Oct. 8, "	"	Helensville Station Road	"	"	"	William Hill	Nov. 30, "	Dec. 30, 1881	330 5 0	
June 29, "	"	No. 21, Station Buildings	"	"	"	H. P. Kavanagh	Aug. 8, "	Aug. 8, "	44 10 0	
Nov. 3, "	"	No. 22, Station Buildings	"	"	"	F. H. Rackstraw	Nov. 23, "	Nov. 23, "	32 10 0	
Nov. 15, "	"	No. 23, Station Buildings	"	"	"	F. H. Rackstraw	Dec. 22, "	Dec. 22, "	115 13 9	
Mar. 28, 1882	Waikato to Thames.	No. 24, Station Buildings	"	"	"	F. H. Rackstraw	May 9, 1882	"	296 0 0	
Feb. 1, 1881	Hamilton-Te Aroha	10 Low-side and 35 Cattle-wagons	"	"	"	James Campbell	Depends when material handed to contractor	"	585 0 0	
Feb. 1, "	Grahamstown to Kanae-ranga	60 Coal-wagons	"	"	"	H. P. Kavanagh	"	"	585 0 0	
Jan. 31, "	"	60 Coal-wagons	"	"	"	W. Lovett ...	"	"	569 5 0	
Jan. 31, "	Hamilton-Te Aroha	Morrinsville	Formation	4 0 0	"	Matthew Walsh	Mar. 18, 1882	Mar. 31, 1882	569 5 0	
June 24, "	"	Hamilton Branch Extension	F. and P.L.	0 6 0	"	William Sims	Nov. 3, 1881	"	3,494 0 8	
Aug. 22, "	"	Hamilton Railway Bridge	"	"	"	William Sims	June 29, 1882	Dec. 5, 1881	325 0 0	
Nov. 3, "	"	Kopu ...	Formation	2 57 0	"	McDermott and Griffiths	Dec. 19, 1881	"	5,519 13 6	
June 28, "	Grahamstown - Kanae-ranga	Stationmaster's House, Makatoko	"	"	"	Lucas and Humphreys	Sept. 8, "	Oct. 10, 1881	1,489 0 0	
July 18, "	Napier-Woodville	Goods-shed, Wellington Station	F. & Blds.	1 19 0	"	J. Saunders	June 29, 1883	Oct. 10, 1881	194 0 0	
Jan. 3, 1882	Wellington-Woodville	15 Sheep-rans	"	"	"	Andrew Compton	Feb. 16, 1881	April 7, 1881	17,780 16 0	
Nov. 17, 1880	"	"	"	"	"	James Russell	Depends when ironw'k handed to contractor	"	620 0 0	
Dec. 20, "	"	"	"	"	"	T. Power ...	May 18, 1881	Oct. 15, "	630 15 0	
Mar. 12, 1881	"	Fencing at Pakuratahi	"	"	"	G. Handbrook	May 26, "	"	105 8 0	
May 9, "	"	Painting Bridges	"	"	"	McIntyre and Co.	Jan. 9, 1882	Sept. 17, 1881	486 0 0	
Aug. 29, "	"	Freight on Sleepers	"	"	"	James Wilson	Jan. 4, "	Jan. 9, 1882	282 1 8	
Oct. 27, "	"	Mungaroa Fencing	"	"	"	Mills and Cable	Dec. 19, 1881	Feb. 19, "	238 5 0	
Nov. 21, "	"	Ironwork for Bridges	"	"	"	"	Dec. 19, 1881	Dec. 31, 1881	180 0 0	

Date	Location	Description	Contractor	Start	End	Days	Amount	Notes
Oct. 31, 1881	Wellington-Woodville	Petone New Station Additions to Cross's Creek	C. McKirdy and Co.	Jan. 1, 1882	Feb. 1, 1882	31	£15	£50 of this sum contributed by Taranaki - Carterton Highway Board.
Dec. 13, "	"	Station Buildings	Scott and Brown	Feb. 28, "	April 12, "	45	375	
Dec. 31, "	"	Additions to Stationmaster's House, Kaihke	J. Goodfellow	Jan. 28, "	Feb. 10, "	14	111	
Agreement	Wellington-Foxton	Bridge, Fencing, &c., Arnold's Line	John Chew	Aug. 18, 1881	July 22, 1881	30	150	
May 19, 1880	Foxton-New Plymouth	Foxton Station	J. Saunders	Sept. 28, "	Nov. 22, "	55	15,104	
July 1, "	"	Carlyle Station	Downes, Procter, and Co.	Mar. 13, "	April 9, "	27	16,928	
Dec. 15, "	"	Goods-shed, &c., Wanganui	James Tawse	Nov. 19, "	Jan. 1, 1882	44	552	
Jan. 25, 1881	"	Freight on Rails, &c.	R. S. Martin	Mar. 13, 1882	Mar. 13, 1882	1	207	
Jan. 28, "	"	No. 3. Formation, Carlyle Branch	H. Kearns	Completed	Completed	0	75	
Jan. 22, "	"	No. 4. Formation, Carlyle Branch	H. Kearns	Completed	Completed	0	180	
July 30, "	"	Nukumarua Road	Colleary and Brennan	Jan. 5, 1882	Jan. 5, 1882	1	284	
Aug. 6, "	"	Wanganui Station	James Tawse	Nov. 7, 1881	Nov. 7, 1881	0	415	
Aug. 9, "	"	Patea Goods-shed	J. and C. Bull	Nov. 19, "	Nov. 19, "	0	055	
Dec. 14, "	"	Wagon Repairing-shed, East Town	J. Matheson	Mar. 13, 1882	Mar. 13, 1882	0	242	
Feb. 21, 1882	"	Additions, Fordell Station	J. A. Johnston	May 2, "	May 2, "	0	393		£150 of this sum to be paid by Colonial Architect's Department.
Mar. 16, "	"	Freight on Rails and Fastenings	J. H. Heaton	12 weeks from receipt of material	...	3	177	
Mar. 28, "	"	Whenuakura	Wilkie and Crawford	Dec. 28, 1882	June 18, 1881	6	21,379	
June 17, 1880	Patea-Waitara	Wainongoro	Berry and Newman	Mar. 31, 1881	June 10, "	0	13,400	
Jan. 17, 1881	"	Hawera	Walton Pell	Mar. 31, "	June 10, "	0	1,862	
Feb. 23, "	"	Normanby - Hawera Permanent Buildings	Walton Pell	June 18, "	July 27, "	0	2,230	
Mar. 9, "	"	Freight on Rails, &c.	McIntyre and Co.	10 weeks from receipt of material	May 12, "	6	259	
Mar. 14, "	"	Freight on Rails, &c.	McIntyre and Co.	"	June 30, "	9	204	
Mar. 12, "	"	Normanby Station	Berry and Newman	Mar. 31, 1881	June 30, "	0	495	
Mar. 11, "	"	Fencing Normanby Section	W. H. Brightwell	Mar. 31, "	May 27, "	0	235	
Mar. 23, "	"	Normanby-Hawera Permanent way	Mace and Bassett	May 30, "	Oct. 20, "	0	3,520	
Mar. 28, "	"	No. 5. Earthwork, Carlyle-Manutahi Section	Scalley and McLaughlin	July 23, "	Dec. 5, "	6	3,275	
Mar. 15, "	"	No. 2. Formation, Normanby Section	E. Collins	April 12, "	Completed	0	44	
May 6, "	"	Freight on Wagon Ironwork	D. Willmson	June 3, "	May 26, 1881	0	48	
May 17, "	"	Petty Contract, No. 7, Carlyle-Manutahi Section	P. Murphy	...	Completed	4	351	
June 1, "	"	Stationmaster's House, Normanby	W. Lockington	July 11, 1881	July 30, 1881	0	330	
June 8, "	"	No. 2. Fencing, Normanby Section	W. H. Brightwell	July 20, "	Aug. 15, "	6	78	
June 28, "	"	Carting 3,000 Sleepers	J. McKenzie	Aug. 22, "	Aug. 10, "	0	50	
June 28, "	"	Carting 3,000 Sleepers	Deaney and Bourne	Aug. 22, "	Sept. 15, "	0	50	
July 23, "	"	Additions, &c., Waitara Station	Cleary and Co.	Sept. 28, "	Oct. 17, "	0	547	
June 27, "	"	Freight on Rails and Locomotive	McIntyre and Co.	6 weeks from receipt of material	Sept. 6, "	0	134	
July 28, "	"	Office, New Plymouth Station	T. S. Drynan	Oct. 6, 1881	Oct. 20, "	0	211	
Aug. 22, "	"	Sentry Hill Water Supply	Powell and Tonkins	Dec. 17, "	Dec. 24, "	0	848	
May 21, "	"	Petty Contract No. 6, Carlyle-Manutahi Section	Kerrick and Day	...	...	6	296

SCHEDULE of RAILWAY CONTRACTS CURRENT, &c.—continued.
NORTH ISLAND—continued.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be Completed.	Date Contract was Completed.	Amount of Contract.	Remarks.
									£ s. d.	
Jan. 13, 1882	Patea-Waitara	Coal Store, Hawera	...	...	...	W. Lockington	Feb. 22, 1882	Feb. 22, 1882	89 16 0	0 8
Jan. 24, "	"	Carting 14,000 Sleepers	...	...	...	Jans Hansen	April 17, "	...	198 6 8	
Jan. 11, "	"	Cattle-yard at Hawera	...	...	...	Bassett and McLean	Mar. 6, "	Mar. 6, 1882	134 10 0	0 6
Mar. 9, "	"	No. 8, Carlyle-Manutahi Section	...	...	...	W. P. Kendall	Nov. 6, "	...	1,561 2 6	
Mar. 8, "	"	Cattle-yards, Normanby	...	...	...	Bassett and McLean	May 7, "	...	140 12 0	0 0
Mar. 18, "	"	Painting Bridges, Inglewood and Ngairu	...	...	...	R. Wilson	June 16, "	...	132 0 0	

MIDDLE ISLAND.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be Completed.	Date Contract was Completed.	Amount of Contract.	Remarks.
									£ s. d.	
Feb. 26, 1881	Nelson-Roundell	Belgrove Permanent-way	P.L.	M. ch. lk. 3 0 0	M. ch. lk. 0 24 0	H. Shepherd	July 18, 1881	July 16, 1881	1,116 6 8	
Feb. 24, "	"	Belgrove Station Buildings	...	...	...	Mace and Bassett	" 18, "	July 16, "	1,323 5 0	
Oct. 19, "	"	4 Timber-trucks and 6 High-side Wagons	...	...	...	J. Gilbertson	Feb. 18, 1882	Feb. 18, 1882	311 0 0	
Jan. 13, 1882	Greymouth - Nelson Creek	Greymouth Engine-shed, &c.	...	...	...	Arnott and Seabrook	Mar. 23, "	...	1,049 0 3	
Jan. 30, "	"	Greymouth Loading-shed	...	...	...	Arnott and Seabrook	Mar. 22, "	...	169 10 9	
Oct. 5, 1881	Westport-Ngakawau	3-ton Steam-crane	...	...	...	Kircaid, McQueen, & Co.	Dec. 27, 1881	...	560 0 0	
Aug. 26, "	"	Conveyance of Locomotive from Napier to Westport	...	...	...	Cuff and Graham	In 4 weeks	Oct. 28, 1881	78 19 0	
...	"	20 sets Hopper - wagon Iron-work	...	...	...	Robertson and Co.	...	Completed	102 1 8	
Dec. 6, "	Pictou-Hurunui.	Vernon	Formation	4 38 0	...	O'Malley and Eastia	Dec. 2, 1882	...	4,270 10 0	
Dec. 23, "	Pictou-Awakere	Survey of Line, Parnassus to Kahutira	...	25 0 0	...	E. Dobson and Son	July 23, "	...	900 0 0	
Feb. 28, 1880	Hurunui-Waitaki.	Sawing about 100,000 ft. timber	...	...	...	Jagger and Parker	Feb. 28, "	...	387 10 0	
April 18, 1881	Main Line	Additions, Ashburton Engine-shed	...	...	...	Nelson and Coutie	June 13, 1881	Feb. 28, 1882	549 10 0	
June 10, "	"	Summit, Weka Pass Section	F. & Bridges	1 20 0	...	Jesse Coates	Dec. 4, "	Jan. 22, "	2,557 12 6	
July 13, "	"	Pigeon Rock	Formation	0 31 0	...	R. Johnston	Nov. 7, "	Nov. 30, 1881	599 12 0	
Aug. 4, "	"	Viaduct, Weka Pass Section	...	...	...	H. McKenzie and Co.	Dec. 3, "	Nov. 30, "	1,994 9 0	
Aug. 12, "	"	Permanent-way, No. 1, Weka Pass Section	P.L.	3 58 0	...	Jesse Coates	Oct. 13, "	Nov. 10, "	2,625 16 0	
Aug. 26, "	"	Freight on 2 Locomotives, Napier to Lyttelton	...	...	...	Cuff and Graham	Oct. 28, "	Nov. 16, "	128 18 0	
Oct. 3, "	"	Waikari Station Buildings	...	...	...	James Butt	Jan. 26, 1882	Feb. 28, 1882	1,864 18 10	
Nov. 3, "	"	Cliff Protection	...	...	...	R. B. Sibby	Jan. 26, "	Mar. 17, "	1,366 13 4	
Mar. 12, "	"	Rakaia Bridge Extension	...	...	...	J. and A. Anderson	Nov. 10, 1881	Mar. 27, "	7,119 4 11	

SCHEDULE of RAILWAY CONTRACTS CURRENT, &c.—continued.
MIDDLE ISLAND—continued.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be Completed.	Date Contract was Completed.	Amount of Contract.	Remarks.
Feb. 20, 1882	Main Line, Catlin's River	Puerua, No. 1	Formation	M. ch. lk. 2 0 0	M. ch. lk. ...	George Fraser	Aug. 14, 1882	...	£ 5,230 3 2	s. d. 3 2
Mar. 28, 1881	Waipahi-Heriotburn	Cattle-pens at Pomahaka and Kelso	...	...	...	M. Gillies	June 24, 1881	July 31, 1881	531 10 0	0
Mar. 17, 1882	Edendale-Toitoto	No. 1, Permanent-way	P.L. and Station Formation	4 0 0	0 25 0	H. Whittaker	Aug. 14, 1882	...	2,189 2 1	1
May 19, 1879	Otago-Central, Invercargill-Kingston.	Wingatui	Formation	6 65 0	...	D. McKenzie	Jan. 16, 1881	...	48,839 7 10	10
Sept. 28, 1881	Main Line	Cattle-yards at Elbow	...	...	...	A. Springford	Nov. 29, "	Nov. 30, 1881	151 13 0	0
Mar. 23, 1882	" "	Kingston Turntable	...	...	...	A. Menzies	...	...	274 10 0	0
Sept. 20, 1881	" "	Thornbury Cattle-yards	...	...	...	John Coucher	Nov. 17, 1881	Nov. 30, 1881	129 11 5	5
April 22, 1880	Makarewa-Riverton	Waicola	Formation	7 49 0	...	John Forde	April 15, "	Oct. 31, "	4,394 2 4	4
April 26, 1881	Otautau-Nightcaps	No. 1, Permanent-way	P.L.	8 10 0	0 20 0	H. Whittaker	Aug. 21, "	Nov. 3, "	1,979 5 8	8
June 23, 1879	Riverton-Orepuki	Riverton	F. and P.L.	6 0 0	0 30 0	D. Robertson	Feb. 27, 1880	July 30, "	21,700 0 0	0
Jan. 30, 1882	" "	Roundhill	F., P.L., & Station	1 30 0	0 20 0	M. H. L. Bennett	Oct. 9, 1882	...	2,226 13 8	8
Feb. 11, "	" "	Pahia	Formation	10 30 0	...	Davidson and Conyers	May 15, 1883	...	9,754 7 0	0

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS and DELIVERIES CURRENT on the 31st March, 1881, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1882.

NORTH ISLAND.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers Contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date for Completion.	Total Delivered to Date.	Remarks.
9 June, 1879	Gibbons and Darrow	Grahamstown	100,000 kauri	s. d. 2 5	Shortland, Kirikiri, and Puriri	One-tenth first six months, one-twentieth each succeeding month	3 June, 1881	99,887	Completed.*
1 May,	J. B. Hay	Hunua	10,000 kauri	2 11	Hunua	...	...	2,384	Completed.*
"	William Thompson	Mauku	5,000 puriri	4 0	Mercer	...	...	4,763	Completed.*
16 September,	Elijah Hoekin	Waiku	400 puriri	3 9½	Onehunga	...	...	365	Completed.*
12 February, 1880	W. H. Reynolds	Pukekohe	800 puriri	3 6	Pukekohe	...	...	774	Completed.*
12 "	Hugh Kerns	"	300 puriri	3 6	"	...	...	300	Completed.*
16 "	W. Bailey	Waiku	1,000 puriri	3 6	Mercer	...	...	994	Completed.*
"	E. Hoekin	"	500 puriri	3 6	Onehunga	...	...	...	Completed.*
26 "	C. Loraatz	"	1,000 puriri	3 6	Mercer	...	...	...	Completed.*
29 March,	W. Morrow	Pukekohe	100 puriri	3 6	Pukekohe	...	...	...	Completed.*
"	J. Slaton	"	450 puriri	3 6	"	...	...	...	Completed.*
30 May,	Barbour and Dunning	Auckland	8,500 puriri	3 3	Auckland and Pukekohe	...	21 November, 1881	3,778	Completed.
28 "	William Russell	Pukekohe West	700 puriri	3 6	Pukekohe	...	21 "	256	Completed.
"	William Moore	Pukekohe	500 puriri	3 6	"	...	21 "	500	Completed.
28 "	John Hart	"	500 puriri	3 6	"	...	21 "	105	Completed.
4 June	C. McConnell	"	1,000 puriri	3 6	"	...	21 "	1,000	Completed.
"	D. Nolan	Auckland	2,000 puriri	3 5	"	...	21 "	2,000	Completed.
"	Keleher and Hamlin	Waiku	500 puriri	3 6	Pukekohe and Onehunga	...	21 "	500	Completed.
18 "	C. Hoskings	"	1,000 puriri	3 6	Mercer	...	21 "	1,000	Completed.
18 "	P. Drumgool	"	500 puriri	3 6	Onehunga Wharf	...	21 "	500	Completed.
18 "	H. Currie	"	500 puriri	3 6	Mercer	...	21 "	500	Completed.
18 "	A. Bregnen	"	3,000 puriri	3 6	Onehunga Wharf	...	21 "	8,000	Completed.
18 "	William Flavell	"	700 puriri	3 6	"	...	21 "	700	Completed.
AUCKLAND DISTRICT.									
WANGANUI DISTRICT.									
13 June,	Thomas Pearce	Oroua Bridge	5,000 totara	2 0	Oroua Bridge	...	13 December, 1879	5,000	Completed.
10 July,	Henry Adsett, assignee	Palmerston North	100,000 totara	1 3½†	Totara Reserve, Taonui Branch	4,000 first four months, 6,000 each succeeding month	27 June, 1881	46,564	Completed.

* Balance of sleepers not to be delivered.

† Cutting only. The reserve will supply timber for only 5,000 more sleepers.

SCHEDULE OF SLEEPER CONTRACTS &c.—continued.
NORTH ISLAND—continued.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers Contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date for Completion.	Total Delivered to Date.	Remarks.
TARANAKI DISTRICT.									
12 July, 1880	J. Mulree	Ingleswood	6,000 matai	s. d. 1 6½	Between Ngaire and Manga- whero	One-half first three months, balance fourth month	7 November, 1880	6,000	Completed.
12 " "	W. Orr	"	6,000 matai	1 5½	Ditto	Ditto	7 " "	6,000	Completed.
22 September, 1881	J. Mulree	"	166 matai	1 6½	Ditto	Altogether	22 October, 1881	166	Completed.
MIDDLE ISLAND.									
CANTERBURY DISTRICT.									
18 July, 1881	A. Armstrong and Co.	Carterton	15,000 matai	3 7½	Waipara	5,000 first three months, 10,000 per month after	13 December, 1881	1,471	Completed.
7 November, "	Guthrie and Larnach's Company	Dunedin	30,000 totara and matai	2 10	Lytelton, 10,000; Timaru, 20,000	6,000 first three months, 6,000 per month after	5 June, 1882	3,426	Completed.
12 July, "	W. Coop	Little River	5,000 "	3 2	On railway line	Two-fifths first three months, one-fifth per month after	8 December, 1881	5,005	Completed.
OTAGO DISTRICT.									
15 July, 1879	D. and W. Lockhart	Invercargill	30,000 black pine	3 3	On trucks at Centre Bush, Invercargill—Kingston Rail- way	One-twentieth to be delivered in five months, remainder in equal monthly instalments	7 July, 1881	30,000	Completed.
15 " "	John Murdoch	"	60,000 black pine	3 5	Stacked alongside Mataura Railway and Bluff Harbour	One-twentieth to be delivered in five months, remainder in equal monthly instalments	7 " "	60,000	Completed.
7 November, 1881	Guthrie and Larnach's Company	Dunedin	10,000 totara and matai	2 10	Oamaru	2,000 first three months, 2,000 per month after	5 June, 1882	1,082	Completed.
WESTLAND DISTRICT.									
29 July, 1881	T. W. Wilson	Greymouth	30 bl. birch	7 0	P. W. Office, Greymouth	Whole quantity	29 July, 1881	80	Completed.
16 September, "	"	"	250 red pine	1 11	"	"	16 September, "	250	Completed.
23 " "	C. Holder and Co.	"	257 "	1 11	"	"	23 " "	257	Completed.
17 February, 1882	Kilgour and Perotti	"	125 "	1 11	"	"	17 February, "	125	Completed.

APPENDIX E.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS Current on the 1st April, 1881, and CONTRACTS entered into by the Public Works Department during the Year ended 31st March, 1882.

Date of Contract.	Line of Road or Work.	Name of Contract.	Name of Contractor.	Contract to be Completed.	Date Contract was Completed.	Amount of Contract.	Remarks.
ROADS, BRIDGES, ETC., AUCKLAND.							
July 28, 1880	Roads, North of Auckland	Widening Puhoi and Warkworth Road	A. O. Davies	Jan. 19, 1881	April 16, 1881	£ 411 0 0	
Nov. 30, "	"	Contract 42, Wade and Orewa Road	Moffat and Polkinghorne	April 25, 1881	April 30, "	195 9 6	
Jan. 22, 1881	"	Section 3, Maungaturoto to Kaiwaka Road	J. A. McLeod	May 6, "	June 11, "	412 10 0	
Jan. 22, "	"	Section 2, "	"	May 6, "	June 11, "	537 1 3	
March 21, "	"	Section 1, Mongonui to Oruru Road	Thomas Jones	Aug. 9, "	June 30, "	631 1 4	
March 21, "	"	Section 2, "	"	Aug. 9, "	June 30, "	488 18 4	
Jan. 31, "	"	Embankment across Hikurangi Swamp	Thomas Johnston	July 21, "	April 23, "	474 0 0	
Feb. 9, "	"	Bridge over double crossing at Awanui	Joseph Evans	June 18, "	July 2, "	309 6 11	
March 9, "	"	Bridge between Oropo and Kawakawa	Lemon and Marshall	July 2, "	July 1, "	197 3 0	
March 21, "	"	Fencing road between Okura and Wade	Moffat and Grut	Not stated	July 11, "	350 12 6	
March 23, "	"	Metalling road between Puhoi River and Post-man's Hill	J. Wenzlick	June 15, 1881	May 23, "	145 17 6	
March 18, "	"	Metalling road between Waiwera and Puhoi Rivers	John Schollum	June 15, "	May 18, "	197 15 6	
March 22, "	"	Section 2, Waipu to Whangarei Road	William McDonald	Aug. 4, "	July 30, "	584 0 0	
March 30, "	"	Main road near Kaiwaka	A. McMillan	June 26, "	July 23, "	91 10 0	
March 30, "	"	Bridge between Takataka and Stony Creek	G. Thomas	July 26, "	July 25, "	140 0 0	
March 22, "	"	Section 1, Waipu to Whangarei Road	W. McElroy	Aug. 11, "	Aug. 30, "	620 0 0	
April 9, "	"	Metalling between Waiwera and Orewa Rivers	John Sullivan	June 14, "	June 1, "	335 1 0	
April 27, "	"	Section 2, Whangarei to Kawakawa	D. McDonald	Nov. 25, "	Nov. 5, "	899 0 0	
May 5, "	"	Section 1, road, Maungaturoto to Waipu	Reuben Martin	Sept. 21, "	Dec. 12, "	750 0 0	
May 2, "	"	Section 1, main road, Victoria Valley	Joseph Evans	Nov. 20, "	Nov. 30, "	599 8 0	
June 23, "	"	Section 3, Whangarei to Kawakawa	J. A. McLeod	Oct. 7, "	Dec. 31, 1881	1,049 0 0	
May 13, "	"	Section 2, main road, Victoria Valley	R. P. Hodge	Dec. 6, "	Dec. 27, "	551 12 0	
Aug. 4, "	"	Section 1, Kawakawa to Maungaturoto	J. Finlayson	Jan. 31, 1882	Feb. 1, 1882	294 3 6	
Aug. 5, "	"	Section 1A, Mongonui to Oruru	Thomas Jones	Dec. 5, 1881	Feb. 10, 1882	458 10 0	
Sept. 10, "	"	Titirangi Bridge	D. M. and J. Anderson	Jan. 10, 1882	Feb. 10, 1882	295 0 0	
Sept. 18, "	"	Road, Kawakawa to Pakaraka	W. Cullen	Jan. 13, "	Jan. 13, "	153 2 4	
Dec. 17, "	"	Waipu George Bridge	J. B. McKenzie	Feb. 10, "	Feb. 14, "	29 9 0	
Feb. 16, 1882	"	Bridge over East Branch, Oruaiti River	R. P. Hodge	July 13, "	"	572 0 0	
March 9, "	"	Makarau Bridge	Wells and Gardiner	Aug. 9, "	"	559 11 0	
March 18, "	"	Section 3, Helensville to Kaitapaka Road	Hugh Fulton	April 9, "	"	180 6 0	
Feb. 8, "	"	Kawakawa to Waioimoa Road	Stewart and McLennan	July 6, "	"	686 11 9	
Feb. 15, "	"	Bridge over West Branch, Oruaiti River	Albert Mort	June 13, "	"	234 0 0	
March 13, "	"	Kawakawa to Pakaraka	J. A. McLeod	July 6, "	"	469 0 0	
Dec. 24, 1881	"	Repairs to road	May and Chandler	Jan. 20, "	Jan. 23, 1882	44 18 0	
June 10, 1880	"	Whatawhata Bridge	J. McLean and Son	April 2, 1881	April 20, 1881	3,746 19 0	Contractor died; work done by day labour.
Jan. 28, 1882	"	Hamilton Cart Bridge repairs	John C. Booth	Feb. 28, 1882	Feb. 28, 1882	169 4 6	

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS, &c.—continued.

Date of Contract.	Line of Road or Work.	Name of Contract.	Name of Contractor.	Contract to be Completed.	Date Contract was Completed.	Amount of Contract.	Remarks.
ROADS, BRIDGES, ETC., AUCKLAND—continued.							
Dec. 15, 1880	Cambridge to Rotorua ...	No. 2 Formation	A. Graham	June 6, 1881	May 21, 1881	810 0 0	
Dec. 18, "	"	Waitoa Bridges	Mauder Brothers	May 7, "	May 30, "	897 12 2	
April 2, 1881	Tauranga to East Cape, &c.	Fascinating Whakatane to Te Toko Swamp Road	R. Black	Aug. 3, "	"	337 0 0	
July 5, "	"	Repairs, bridges, Whakatane to Matata Road	Ryan and Wilson	Nov. 1, 1881	Nov. 14, 1881	183 0 0	
March 3, 1882	Tauranga to Taupo	Waïtiti Bridge	Ernest Syde	May 2, 1882	"	72 0 0	
Sundry Roads.							
June 19, 1880	Hamilton to Whatawhata	Te Rore Bridge	J. J. O'Brien	April 2, 1881	July 30, 1881	2,591 19 6	
Dec. 11, "	Pokeno to Miranda	Repairs to ferry punt, &c., Churehill	H. Lührs	April 7, "	April 12, "	299 8 0	
Jan. 5, 1882	"	No. 75, Section 1	F. H. Rackstraw	Feb. 9, 1882	Feb. 22, 1882	131 6 0	
Dec. 14, 1881	Helensville to Kaukapakapa	No. 78, Section 4	A. W. N. Cottle	Mar. 10, "	"	220 0 0	
March 18, 1882	"	Cox's Creek Bridge	Hugh Fulton	Feb. 9, "	"	197 3 6	
June 17, 1881	"	"	J. McLean and Son	Oct. 13, 1881	Aug. 31, 1881	276 6 2	
ROADS, BRIDGES, ETC., WELLINGTON.							
Dec. 13, 1881	Opaki to Manawatu Gorge	Painting Opaki Road Bridge	George Coker	Feb. 28, 1882	Mar. 13, 1882	115 0 0	
Sundry Roads.							
ROADS AND BRIDGES, TARANAKI.							
Feb. 14, 1881	Roa's and bridges in unsettled districts	Waingongo Road Bridge, Patea	Thomas Denby	Aug. 9, 1881	June 3, 1881	524 11 8	
Feb. 14, "	"	Waikura Road Bridge, Patea	Thomas Denby	Aug. 9, "	Aug. 12, "	367 14 4	
April 4, "	"	No. 5, Graveling, Stony River, Opunake Road	H. Okey	May 16, "	May 16, "	270 0 0	
April 16, "	"	"	J. Cosgrave	May 26, "	May 26, "	255 4 0	
April 16, "	"	"	R. Sangster	May 26, "	May 26, "	295 0 0	
April 20, "	"	"	M. S. Daniels	May 26, "	May 26, "	198 8 4	
May 7, "	"	"	C. Newsham	June 29, "	Dec. 19, "	427 7 0	
May 7, "	"	"	J. Cosgrave	June 15, "	June 9, "	254 12 0	
May 7, "	"	"	Billing and Cowling	June 15, "	June 24, "	246 0 0	
May 7, "	"	"	W. Newsham	June 15, "	Aug. 24, "	249 0 0	
May 7, "	"	"	N. Hooker	July 6, "	Dec. 31, "	343 0 0	
Dec. 22, "	"	No. 1, Masonry,	J. Cosgrave	Feb. 21, 1882	Mar. 15, 1882	532 10 0	
Dec. 27, "	"	"	Henry Hooker	Mar. 24, "	Mar. 24, "	347 13 10	
Dec. 27, "	"	"	Berry and Newman	Mar. 24, "	"	507 0 6	
Mar. 6, 1882	"	Bridges on	"	Sept. 6, "	"	1,311 5 0	
ROADS, BRIDGES, ETC., NELSON.							
Mar. 11, 1882	Nelson to Tophouse and Tairdale	Four- and Five-Mile Bank deviation	Gribble and Street	July 9, 1882	Sept. 30, 1881	274 0 0	
April 5, 1881	"	Gorge Contract—Road through Waiau Gorge	J. n. Brough	July 1, 1881	June 4, "	512 0 0	
Mar. 16, "	Road, Nelson to Greymouth and Westport	Nos. 1 to 9, Motupiko Section	John McLean	May 18, "	"	2,751 8 0	
Jan. 28, "	"	Matiri Road	A. D. and May	June 17, "	Oct. 25, "	1,832 9 0	
June 20, "	"	Bridges and approaches, Nine-Mile Creek	D. J. L. Cochran and Co.	Sept. 20, "	Dec. 2, "	640 10 0	
June 15, "	"	Bridge over Orawaiti	M. Quane	Sept. 15, "	Oct. 12, "	643 2 3	
June 20, "	"	Bridge over Coal Creek	F. Brewerton	Sept. 16, "	Nov. 19, "	146 5 0	
Mar. 18, 1882	"	Clark's Diversion	"	"	"	985 0 0	
Mar. 1, "	Bridge over Owen	Owen (art-bridge)	T. G. Freeman	Aug. 23, 1882	"	1,384 18 2	
July 27, 1880	Bridge over Inangahua at Reefton	Inangahua Bridge and approaches	D. L. Cochran and Co.	Mar. 28, 1881	June 16, 1881	3,770 17 6	

APPENDIX F.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1881, and CONTRACTS entered into by the Minister of Lands during the Year ended 31st March, 1882.

Date of Contract.	Line of Road or Work.	Name of Contract.	Contractor.	Contract to be Completed.	Was Completed.	Amount of Contract.
AUCKLAND.						
Jan. 4, 1881	Roads to open up lands before sale ...	No. 43, Takahue to Manganuiwai	R. Cochrane	May 4, 1881	June 30, 1881	£ 657 11 3
Jan. 4, "	"	No. 44, " " "	J. Finlayson	May 4, "	June 30, "	718 6 4
Jan. 6, "	"	No. 1, Road, Opotiki to Ormond	M. McLeod	March 17, "	April 2, "	380 19 0
Jan. 6, "	"	No. 2, " " "	M. McLeod	March 17, "	April 2, "	338 5 0
June 21, "	"	Nos 3, 4, " " "	Eru Matini	Sept. 21, "	Sept. 21, "	304 0 0
June 21, "	"	No. 5, " " "	H. Hazell	May 20, "	May 30, "	448 0 0
April 20, "	"	Helensville to Kaipatiki	G. Harnes	June 3, 1882	...	1,136 0 0
Jan. 3, 1882	"	Te Komata Road	W. G. Nicholls	Nov. 30, 1881	Dec. 5, 1881	1,112 10 0
Aug. 24, 1881	"	No. 3, Drainage, Te Aroha	T. Cassidy	May 24, 1882	...	634 11 0
Aug. 24, "	"	No. 4, " " "	D. J. Coleman	Feb. 17, "	...	...
Aug. 17, "	"	" " "	"	"	"	"
WELLINGTON.						
Feb. 19, 1880	Roads to open up lands before sale ...	No. 1, Kairanga Drainage	D. A. Poole	July 19, 1880	April 21, 1881	1,029 8 6
Oct. 28, "	"	No. 3, " " "	Gladstone and Hogan	March 28, 1881	June 15, "	457 4 3
March 9, 1881	"	No. 4, " " "	Michael Shanahan	Aug. 9, "	Aug. 31, "	768 0 0
NELSON.						
Feb. 2, 1882	Roads to open up lands before sale ...	Section 1, Matakitaki Road	Woodcock and Evans	May 31, 1882	...	114 0 0
Nov. 19, 1880	"	Section 4, Roads, Aoreve Valley	G. Cederman	March 30, 1881	May 23, 1881	256 1 0
Nov. 19, "	"	Section 5, " " "	G. Snow	March 30, "	May 23, "	195 6 0
July 12, "	"	Section 7, " " "	Sanders and Nelson	Nov. 23, "	...	280 0 0
WESTLAND.						
Sept. 9, 1880	Roads to open up lands before sale ...	Section 9, Road, Mahitahi to Haast	M. Power and Co.	Jan. 4, 1881	May 3, 1881	305 10 0
Sept. 18, "	"	Section 11, " " "	J. T. Ward	Jan. 18, "	May 3, "	245 5 0
Sept. 18, "	"	Section 12, " " "	J. T. Ward	Jan. 18, "	June 18, "	262 0 0
Oct. 20, "	"	Section 13, " " "	J. T. Ward	Feb. 20, "	Sept. 30, "	454 0 0
Oct. 31, 1881	"	Nos. 14-18, " " "	E. Ryan	March 31, 1882	...	2,084 5 0
Jan. 9, 1882	"	Nos. 25-29, " " "	E. Ryan	June 9, "	...	2,143 10 0
Nov. 15, 1881	"	Nos. 1-11, " " "	Marks and Crowe	April 15, "	...	1,491 9 6
OTAGO.						
May, 1881	Roads to open up lands before sale ...	Section 145, Seaward Moss Road	Marshall and Christie	Oct., 1881	Jan. 15, 1882	502 10 0
May, "	"	Section 146, " " "	T. Knuckey	July, "	July, 1881	91 5 0
May, "	"	Section 147, " " "	Marshall and Christie	Nov., "	Nov. 30, "	56 15 0
Aug, "	"	Section 144, " " "	T. Knuckey	May, 29, 1882	...	166 8 6
Aug, 29, "	"	Section 1, Forest Hill Tramway	M. H. L. Dennett	...	...	3,295 7 0

APPENDIX G.

ANNUAL REPORT ON RAILWAYS IN THE NORTH ISLAND BY
THE ENGINEER IN CHARGE.

The ENGINEER IN CHARGE, North Island, to the Hon. the MINISTER for PUBLIC WORKS.
SIR,— Public Works Office, 31st March, 1882.

I have the honor to forward the annual report on railway works executed and in progress during the year ending 31st March, 1882.

The expenditure on railways in the North Island up to that date,	£	s.	d.
exclusive of preliminary surveys, was	3,773,659	11	9
The amount of contracts let and other liabilities	135,193	18	4
Total expenditure and liabilities	£3,908,853	10	1

Below is a table showing lengths of lines and miles opened for traffic in the North Island, with expenditure and liabilities on each; and at the end of this report is another table giving list of railways and contracts completed or in progress, times of completion, &c.

During the year a length of 23½ miles has been opened for traffic, made up of about 11 miles between Auckland and Kaipara, and 12½ miles between New Plymouth and Hawera.

NAME OF RAILWAY.	Expended to 31st March, 1882.			Liabilities on 31st March, 1882.			Length.	Open for Traffic.
	£	s.	d.	£	s.	d.		
NORTH ISLAND.								
Kawakawa	57,279	4	10	15,552	13	9	M. ch. 7 79	M. ch. 2 68
Whangarei-Kamo	41,519	12	10	7,241	9	0	6 52	4 50
Kaipara-Waikato	1,133,193	18	8	17,035	0	9	146 45	141 45
Waikato-Thames	118,465	9	9	9,884	13	1	62 1	1 1
Wellington-Napier	1,260,257	14	5	28,400	7	2	221 39	138 57
Wellington-Foxton	36,413	13	9*	159	11	0	71 15	...
Foxton-New Plymouth	1,126,529	17	6*	56,920	3	7	216 35	169 2

AUCKLAND DISTRICT.

KAWAKAWA RAILWAY.

Taumarere Contract (1 mile Formation).—This contract was satisfactorily completed on the 31st May, 1881. The works throughout are of a very heavy character, including large cuttings and embankments, and a bridge 19½ chains long, having 22 spans of 40 feet and 19 spans of 20 feet each.

Kawakawa Contract No. 3 (4 miles 5 chains).—Includes remainder of line, and wharf (418 feet) in deep water. This has been carried on energetically, and works are being pressed on; but it will probably be some months after the contract time before the works are completed, as considerable difficulties have been met with in forming some of the embankments.

WHANGAREI-KAMO RAILWAY.

Awaroa Contract.—This includes the remainder of the above line and a wharf in the Whangarei River. The work consists of 1 mile 16 chains formation and platelaying, including Opau Station ground, and the erection of a wharf 714 feet in length. Contract was signed on the 16th June, 1881; date for completion is the 14th April, 1882. Owing to alleged scarcity of efficient workmen and difficulty in obtaining timber, work has been delayed, and it will probably be the end of July before the contract will be finished.

Works on Opened Portions of Railway.—These were the construction of a station-building, platform, and siding at Kamo; draining and trimming slopes of cutting at Coal-Mine Station; putting in siding at Whangarei Town wharf; and fitting up steam crane, 30 platform wagons and 90 boxes for the coal traffic.

KAIPARA-PUNIU RAILWAY.

Waitakerei Contract (12 miles 64 chains of Formation and Platelaying).—This was finished and opened for public traffic on the 18th July, 1881; it completes the through line from Auckland to Helensville, on the Kaipara.

* These amounts have been necessarily readjusted, in consequence of another route having been selected for the Wellington-Manawatu Railway, formerly called Wellington-Foxton.

Station-buildings, Contract No. 10.—This included the erection of goods-sheds, passenger-stations and platforms, and stationmaster's house, on the Waitakerei section, and was completed 18th July, 1881.

Kaipara Bridge Contract.—This contract was for the erection of a new railway bridge over the Kaipara River, on the opened line of railway, and formation, permanent-way, and ballasting 10 chains of railway in connection with it. The work was satisfactorily completed 21st November, 1881.

Ballasting and improving Railway between Kumeu Junction and Helensville.—This work has been carried on by a gang of men under the Working Railways Department: it consists of widening banks, trimming slopes of cuttings, and ballasting the line with scoria from Mount Albert. The line, as originally constructed, had no ballast under the sleepers.

Station-buildings, Contract No. 22.—This included erection of passenger-station building at Morningside, and was completed satisfactorily.

Reclamation Contract, Auckland.—Satisfactory progress has been made with this during the year, and it is expected that the work may be finished in about two or three months: the work consists of the erection of masonry-breastwork and a small quantity of filling behind it.

Filling Contracts.—Three small contracts, respectively 8,000, 2,300, and 15,000 cubic yards, have been entered into and are nearly completed for filling in the above reclamation: when these are done about 126,000 cubic yards will still be required to complete the filling.

Goods-shed Contract, Auckland Station.—This was completed and the shed opened for public traffic 4th January, 1882: the shed is 200 feet long by 42 feet wide.

Improvements, Auckland Station.—A large quantity of permanent-way material and Public Works stores which was stored in this station has been removed to the workshop ground, Newmarket, the lines and sidings, &c., in the station-yard have been rearranged and relaid, and a number of new sidings have been added; the ground around the goods-shed and the approach-roads have also been formed and metalled. Still further improvements and additions are required in this station, which it is proposed to carry out gradually, as arrangements can be made from time to time for doing so.

Timber Slip and Booms.—These have been erected at the outer end of the breakwater reclamation, Auckland Harbour, for receiving and retaining the timber brought in by railway until it can be rafted away to the several mills.

WAIKATO-THAMES RAILWAY.

Hamilton Branch Extension Contract.—This includes formation and permanent-way of 6 chains of railway between Hamilton Station and the west bank of the Waikato River, and the levelling of the ground near the riverbank for the storage and working of material for the railway bridge: it was satisfactorily completed 5th December, 1881.

Hamilton Railway Bridge Contract.—This is for the erection of a railway bridge across the Waikato River, on the line of the Waikato-Thames Railway. The bridge will consist of three spans of iron 132 feet each, supported on two cast-iron cylindrical piers, 80 feet above the bed of the river, and two masonry abutments; also four 20-foot spans of timber between abutments and top of bank. The contract was signed 12th October, 1881, and the work should be completed by 29th June, 1882; but the contractor has as yet not displayed much energy in the prosecution of the work, and it is to be feared he will be behindhand in its completion.

Morrinsville Contract.—Four miles of formation, lying between 14 miles and 18 miles, entered into 24th June, 1881. Work has been carried on steadily, and little now remains to complete it; it should have been finished by 18th March, 1882.

Kopu Contract, Thames.—This includes formation of railway from Kauaeranga Creek, 1 mile 63 chains, to Kopu Wharf, 4 miles 40 chains, and was signed 28th June, 1881. This has been carried on steadily, and little now remains to complete the work.

Rolling-stock Contracts.—These embrace the erection of 60 platform wagons, 60 iron coal-boxes, and 35 cattle-wagons, and have all been completed satisfactorily, excepting 10 of the cattle-wagons, for which iron-work was not in store. The timber and other materials prepared by the contractor for these have been taken over and placed in store.

Three 3-Ton Steam Cranes Contract.—One of these has been completed, tested, and sent (about six months since) to Whangarei, where it has been working ever since. A few small alterations were necessary, but the machine now appears well adapted to its work, which is to lift the coal-boxes from the platform wagons, swing them round over the vessel and tip the coals into the hold, then to replace the coal-boxes on the wagons. A second crane is now ready for testing at the works (Messrs. Fraser and Tinné's, Auckland), and the machinery of the third crane is completed ready for erection.

SURVEYS.

Hamilton-Cambridge Branch.—Contract surveys for 11 miles 77 chains of this railway, starting from 4 miles 21 chains on the Waikato-Thames Railway and ending at the east end of the Whitaker Terrace, in the Township of Cambridge, have been completed, and plans and sections prepared. Tenders for 4 miles 55 chains of the above have been called for (Tamahere Contract).

Pukekohe-Waiuku.—Careful trial surveys have been made of a proposed line of railway, starting from Pukekohe Railway-station, 30 miles from Auckland, and ending at the east side of the Waitiku Creek, near the Township of Waiuku, a total distance of 10 miles 58 chains. Plans and sections are being prepared.

Grahamstown-Kopu.—Surveys have been completed of a deviation of the railway line between Shortland Station and Kauaeranga Creek, made to avoid expense in land purchase: plans and sections and estimates are being prepared, so that a contract for the completion of the formation between Shortland and Kopu may be entered into.

Morrinsville-Te Aroha.—Arrangements are being made to have this survey carried out, extending to the Thames River at Te Aroha, gold-fields township: the smallness of the available staff has caused some delay in beginning this work.

Auckland Reclamation.—Sections of the area to be filled in for a passenger-station and other purposes have been taken, and a survey of the ground at St. Barnabas Point, where it is proposed to obtain the material for filling in, has been made: plans and specifications are now being prepared for a contract to complete the filling of the whole area.

HAWKE'S BAY DISTRICT.

NAPIER-WOODVILLE.

Matamau Section (4 miles 20 chains).—The work on a portion of this—namely, 69 miles 70 chains to 71 miles 31 chains—was done by the “unemployed” mentioned in last year's report; it included formation, culverts, drains, flood-openings, and permanent-way. Beyond this occurs the Mangatewainui Bridge Contract, which includes a large viaduct, and the formation of the line between 71 miles 31 chains and 72 miles 50 chains: work on this was commenced last January. The contractor is not making satisfactory progress, but steps are being taken to insure a better rate of progress, and the work being completed within contract time, which expires 29th June, 1883. The remaining piece up to Matamau, 74 miles, will be executed within the same period; and from thence to the main coach road a connecting road is being formed and metalled.

Works on Opened Line.—Various traffic sidings have been extended and improved, shelter-sheds and platforms erected at various places, and some private sidings have been put in. The great extension of traffic on this line, however, renders necessary the further improvement and enlargement of several of the stations—these remarks apply particularly to Hastings and Kaikora—and plans are being prepared with the view of carrying out the necessary additions. A demand for greater facilities for loading sheep and cattle has arisen, and this will be met by erecting yards at Hastings, Kaikora, Waipukurau, Takapau, and the Spit: the work for these is in hand. Additions to rolling-stock have also been made—namely, 1 locomotive engine (Class F), 1 four-wheeled composite carriage, and 2 horse-boxes.

SURVEYS.

The survey of the alternative line mentioned in last year's report has been finished; it is a decided improvement on the original survey, and will be adopted. It extends from 74 miles 76 chains to 85 miles; it crosses two large gullies, in which flow the Whakaruatapu and Mangatera Streams. Surveys have been made of the crossings of these, and sections of each prepared, with the view of preparing for contract the erection of the necessary viaducts, for which tenders will shortly be called.

A survey of the railway boundaries has been made, and these have been pegged off from Pakipaki to the Mangaharakeke Creek, on the Ruataniwha Plains; the remainder will be proceeded with to completion. The whole of the opened portion of the railway line has also been carefully resurveyed, chained, and pegged off, with a view to the erection of proper mile- and grade-posts.

MISCELLANEOUS WORKS.

Spit Training-Wall.—This has been finished as far as the funds available would allow; its erection, assisted by the dredging operations of the Harbour Board, has had the desired effect—namely, that of keeping a channel open alongside of the breastwork for the use of shipping.

FOXTON-NEW PLYMOUTH RAILWAY.—FOXTON-PATEA SECTION.

Wanganui Passenger-station Contract.—This was completed, in a satisfactory manner, on the 7th November, 1881: it comprised, in addition to buildings formerly erected, stationmaster's office, waiting-room, ladies' waiting-room, lamp-room, and other conveniences.

Other works, necessary to complete this station, have also been executed, and comprise the remainder of the sidings, making a total of 170 chains; fencing of station-ground, 24 chains, with gates and cattle-stops; tank stand with water-supply; carriage-washing stand; landing-stage for horses; old traffic office removed to new station and erected with additional room for District Manager; pipes laid for surface-drainage; and weighing machine, 20 tons; also verandah in front of new passenger-station, traffic offices, and porches to entrance to ticket and luggage offices, with sundry minor works.

Foxton Station Contract.—This was completed on the 22nd July, 1881, and the work has been done in a satisfactory manner. It comprises 1 mile 31 chains of main line, being a deviation of a portion of the line of railway at the Foxton terminus of the Foxton-Patea Railway; also reclamation of new station-ground, with about 91 chains of sidings; erection of passenger-station; water-tanks; fencing of the line and station-ground; erection of goods-shed 120 feet by 30 feet, and a loading-stage; also lengthening of engine-shed and coal-store; erection of cattle- and sheep-pens; repairs to old wharf and 300 feet additional new wharf, giving altogether a total length of wharf-face of 500 feet; and sundry minor works. The trains ran into the new station 20th June, 1881, and the deviation and station-ground were handed over to Working Railways 28th November, 1881, when the maintenance term expired.

Additional works have since been executed at this station: well sunk, and pump and windmill erected; cattle-pens enlarged; old passenger-station removed, and erected at new station as a custom-house and office for Stationmaster; approach-road to passenger-station made, metalled, and fenced complete, with gates and wickets; old tramway-shed removed from Palmerston, widened and erected as a carriage-shed; besides various minor but necessary works.

Nukumarū Railway-station Approach-Road.—This contract was completed 5th January, 1882. It included formation of road from main road to the railway-station, fencing the same, culverts, &c. In connection with this road, a path for passengers has since been made and gravelled.

Wagon-repairing Shed Contract, East Town.—This was completed 13th March, 1882. It consists of a shed 82 feet long by 33 feet wide, and was much needed for the purpose required. Several minor improvements to sidings, water-supply, &c., have been effected.

Sleeper Contract for 100,000 Sleepers, &c. (to be cut off No. 2 Totara Reserve).—20,332 have been delivered during the year, making a total of 46,464. Other timber for public purposes has been cut

off this reserve, at contract rates, to the extent of 267,500 superficial feet, making a total of 404,500 superficial feet since the beginning of the contract. A saving has been effected by thus procuring timber from this reserve.

Additions to Fordell Station Contract.—This work is in hand. It includes stationmaster's house, additions to goods-shed, and enlargement of passenger-station. The latter will be effected by removing part of the old passenger-station at Wanganui and re-erecting it.

Whenuakura Contract (Length, 8 miles 31.20 chains).—This work was let on 28th March, 1882, to be finished in nine months. It extends from Waverley (the end of the present opened line) to Patea, and includes formation and permanent-way. In connection with the above a cottage has been erected for use of engineers while the contract is in progress. It will afterwards be used for platelayers.

Palmerston North Railway-station.—Sundry additions have been made here—well sunk, and pump and windmill erected, water-supply improved, engine-shed floored with wood blocks, &c.

Feilding Station.—New well sunk and pump fixed.

Halcombe Station.—Widened and improved; new sidings laid down 57 chains; and goods-shed and loading-stage moved, &c.

Waitotara Station.—Sundry small improvements effected.

Waverley Station.—An approach-road from main road to the station has had formation and slopes trimmed up and metalled 25 chains. Cattle-pens have been erected, and a road to them metalled, besides sundry other minor improvements.

Grade-posts and Boards.—These, showing changes of grade have been erected along line between Palmerston and Waverley.

Erection of Rolling-stock.—At East Town railway shops have been erected 8 low-side wagons, 4 brake-vans, 2 horse-boxes; and 2 horse-boxes are in progress.

Bunnythorpe-Ashurst.—Along this proposed line of railway the bush is being felled 2 chains wide along the railway reserve, by agreement with the Emigrant and Colonist's Aid Corporation. The extent of work done is 117 chains at the Ashurst end, and 158 chains in progress at Bunnythorpe end. The Emigrant and Colonist's Aid Corporation are also felling 1 chain wide alongside this for road purposes at their own cost.

SURVEYS.

Waverley-Patea.—Two lines were surveyed between these places—one nearly corresponding with the original inland line, which would then be connected with Patea by a branch, and one proceeding in a more seaward direction, and joining the already formed branch at Patea railway wharf and station, thus converting what would have been a branch into part of the main line. This latter, after much consideration, was finally adopted as being the best. The length of the former was 9 miles 76.14 chains to Hukatere (junction of the branch), and of the latter 8 miles 31.20 chains.

Foxton-Palmerston.—A new survey of the section of this line has been made, so that grade-posts may be fixed.

Land Plans, Whenuakura Section.—The survey for these is in hand, and the fieldwork nearly completed.

Manawatu Gorge.—The survey of the railway line through the gorge has been completed, about four miles in length. The ground is very rough and rocky, but the survey shows that the construction of a railway through the gorge is practicable. The line surveyed is on the north side of the gorge, the road through it being on the south side.

PATEA-NEW PLYMOUTH SECTION.

Waingongoro Contract (4 miles 36 chains Formation and Permanent-way).—At date of last annual report there remained about $3\frac{1}{2}$ miles of top-ballasting and the final lifting of rails to complete the contract, which was finished on the 18th June, 1881. On this date a train ran through to Normanby, which is four miles further south than the end of the above contract.

Normanby Station-yard.—The contract for the formation of this was in progress last year, and was completed 30th June, 1881.

Hawera Formation Contract (3 miles 34 chains).—Some work required to complete this was in hand at date of last annual report. This was done by 10th June, 1881.

Hawera-Normanby Permanent-way Contract (6 miles 52.6 chains, beginning at termination of Waingongoro Contract, and ending at Hawera).—In this contract arrangements were made with contractors to run trains on it before final completion; and, as above stated, the first train ran through to Normanby 18th June, 1881. The contract was finally completed 20th October, 1881, when the first train ran through to Hawera, thus completing the line from New Plymouth and Waitara to the Plains. The distance from New Plymouth to Hawera is 47 miles 60 chains.

Hawera-Normanby Station-Buildings Contract.—This contract, comprising passenger-station, goods-shed, engine-shed, &c., was completed 27th July, 1881.

Railway Offices, New Plymouth.—Completed 21st October, 1881.

Additions and Alterations, Waitara Station.—Includes removal of goods-shed to new wharf built by Harbour Board, also of two turn-tables; erecting loading-platforms and sheepyard, all completed 17th October, 1881. Other minor works in sidings, crossings, fencing, removal of tanks, &c., have also been executed.

Norfolk and Tariki Roads Stations.—A siding has been put in at each of these, and a shelter-shed erected.

Sentry Hill Water-Supply Contract.—This work was completed 24th December, 1881. The supply is obtained from the Waingona River, by means of a hydraulic ram which delivers the water into a storage reservoir in the railway-ground; the stations and workshops are supplied thence by gravitation.

Hawera Cattleyards Contract.—Completed 6th March, 1882, with special siding laid down for the purpose.

Hawera Coal Store Contract.—To hold 35 tons. Completed 23rd February, 1882.

Normanby Cattleyards Contract.—Work in progress; nearly all materials on ground.

Normanby Station.—Additional road round north end completed 18th February, 1882.

Painting Bridges Contract.—This includes 16 spans of bridges lying between Inglewood and Ngaire, about 7 miles apart. Contract was signed 18th March, 1882, and work is now in hand.

Rolling-stock.—The following have been erected during the past year, viz.: 30 low-side wagons, 6 timber trucks, 1 goods brake-van. Also erected by Working Railway Department, 10 sheep-vans, 1 horse-box. Four low-side wagons are being converted into cattle-wagons. One Class D locomotive engine has been erected at Patea, in anticipation of platelaying north of that place.

Sundry Miscellaneous Works, such as extra culverts, extra water supplies, approach-roads to stations, crossings, sidings, fencing, grade-posts, mile-posts, stop-blocks, cattle-stops, &c., have also been executed on various parts of the line.

Coming southward to Patea, the following works await description:—

Carlyle Station Contract.—At date of last annual report, this was about one-half completed. It consists of about 1 mile of railway formation and permanent-way, railway-station ground reclamation, and a wharf with a frontage of 540 feet. It was finally completed 22nd November, 1881, and has been executed in a satisfactory manner. A large goods-shed has since been built, and preparations are now being made to complete the necessary rail-laying, the building of passenger-stations and platforms, engine-shed, and other requirements necessary to complete the stations for traffic.

Earthwork Contracts.—Nos. 4, 5, 6, and 7, being railway formation, lying between Patea and Manutahi, of a total length of 2 miles 38 chains, have all been completed; and No. 8, 57 chains long, has lately been let, and is now in progress.

Unemployed.—Several of these were sent from Wellington in July, 1881, and were set to work on railway formation between Patea and Manutahi, first by day-work and afterwards by piece-work; the average number employed was about 27, and the last of these, 5, were discharged January, 1882.

Fencing.—The railway line has been fenced under petty contracts from Patea northwards, about 7½ miles, that is, within about 1½ miles of Manutahi.

Works Generally, Patea to Manutahi.—It is intended that all the unfinished works on this section shall be completed by the time the Whenuakura Contract is finished, which is fixed for end of December, 1882. This will allow a section of railway—Waverley to Manutahi, about 16 miles—to be opened for traffic at that time, leaving a gap of about 10½ miles between Manutahi and Hawera to complete the through connection.

SURVEYS.

Hawera-Manutahi (10½ miles).—Over this section several trial lines have been run, the country being of a difficult nature: the last trial promises to give such a line as may be adopted, the grades not exceeding 1 in 50, and the curves not less than 8 to 10 chains. On any of the lines portions of the work will be very heavy; on the line likely to be adopted, 6½ miles of preliminary survey are completed; 4 miles are yet to be run, and are now in hand; the actual location of the line will follow, and proper plans and sections will then be prepared as quickly as possible.

WELLINGTON DISTRICT.

Wellington Railway-station.—The goods-shed, 150 feet long, has been completed, also the approach-road to it and the approach-road to Railway-station, Featherston Street; several additional sidings have been laid; 10-ton crane has been erected in its proper place with loading-bank; also weighing-machine and sundry minor necessary works, including strengthening of the breastwork between Mills's Foundry and Railway Wharf, to allow of vessels being moored alongside.

Sidings.—Those at Ngahauranga, Hayward's, Silverstream, and at 41 miles, and Booth's, Wairarapa, have all been lengthened to suit requirements of increased traffic.

Shelter-Sheds.—These have been built at Clareville, Kurupuui, Arnold's line (also approach-road here), Waterson's line, and Mungaroa, with platforms 100 feet long at latter place.

Fencing.—Several small contracts for fencing on the railway-line have been completed, at Hayward's, Silverstream, Mungaroa, and Pakuratahi.

Sheep and Cattle Yards, Masterton and Carterton.—These have been built on an improved plan, which gives satisfaction.

Pipitea Station.—On the opening of the line through to Wellington this station was rearranged, main line relaid, platform widened, and fencing erected. A cement-testing machine and office has been erected here.

Protective Works.—These have been found necessary for the safety of the railway at the rivers Tauherenikau and Waingawa: groins have been constructed and large blocks of concrete have been deposited, so far with success. Some work yet remains to be done at the former river, and some additional works will be required at the Waipoua River, on which some work was executed last year.

Additions to Station-Buildings.—At Kaitoke the station-building has been enlarged, and at Cross's Creek (foot of incline) necessary additions are being made to the engine-shed (utilizing the old goods-shed, Kaitoke), coal-store, and other minor works.

Rolling-stock.—Fifteen double-floor sheep-vans have been erected.

Painting Bridges Contracts.—The Tauherenikau, Waiohine, and Waingawa railway bridges have been well painted, as also the Opaki Road bridge; the latter has been so erected that the abutments will serve for a railway bridge when required.

Petone New Station.—This work was completed and opened for traffic on 23rd March, the old station being abandoned. Cattle and sheep yards are now being erected.

SURVEYS.

Wellington-Foxton.—The trial survey, joining the survey from the northern end, was completed in May, 1881, and plans prepared.

Dorset Point, near Entrance to Harbour.—A contour survey of this place has been made, and plans forwarded to Colonel Scratchley, R.E., to enable him to design plan of battery.

Wellington-Masterton.—A complete resurvey of this line, with grades and alignments as made, is now in progress, as usual after completion of a line.

MAPS.

A map of the North Island, showing railway lines, &c., is attached to this report.

I have, &c.,

JOHN BLACKETT,
Engineer in Charge, North Island.

The Hon. the Minister for Public Works,

APPENDIX H.

ANNUAL REPORT ON ROADS IN THE NORTH ISLAND, INCLUDING OTHER MISCELLANEOUS WORKS, BY THE ENGINEER IN CHARGE.

The ENGINEER in CHARGE, North Island, to the Hon. the MINISTER for PUBLIC WORKS.
 SIR,— Public Works Office, Wellington, 31st March, 1882.

I have the honor to forward this annual report on roads, and other miscellaneous works, for the year ending 31st March, 1882.

AUCKLAND.

Helensville Railway-station Road.—A contract for the formation and metalling of a cart-road between the Helensville South and North Railway-stations was satisfactorily completed December 30, 1881.

Cox's Creek Bridge.—Surveys were made for a road and bridge over Cox's Creek to connect the Districts of Ponsonby and Newton. A contract for the erection of a cart-bridge of five spans of 20 feet each was entered into, and satisfactorily completed; but the approaches have yet to be made. There will be required 12 chains of heavy embankment on the flat, and 15 chains of rather heavy formation at the Ponsonby end. The embankment on the flat, on account of the depth of water at high tide and occasional heavy sea, will require to be of considerable height, and protected on the outer slopes with stone pitching and other means.

Great South Road Repairs.—The work done has been of the usual character; a large quantity of new metal has been put on, and in several places between Newmarket and Onehunga the road has been widened and improved.

Craig's Creek Bridge.—The old decayed bridge has been removed, and a new one erected under contract, and thrown open for public traffic.

Drury Bridge.—This was also much decayed, and plans and specifications were prepared and tenders called for a new bridge, but the funds available were not sufficient to allow of tenders being accepted.

Maungatawhiri Bridge.—This is much damaged and in a very shabby condition; it will require renewal.

Panmure Bridge.—This is a swing-bridge, the turntable of which is very much out of order, and will require to be thoroughly overhauled and substantially repaired.

Cambridge-Rotorua Road.—On this line of road the principal contracts were the "Waitoa Bridges Contract," for the erection of four bridges and seven timber culverts, and "No. 2 Formation Contract," for 376 chains of road between the Oraka and Waimakariri Rivers: both these contracts were satisfactorily completed about the end of April, 1881.

A small force of Armed Constabulary has been employed in clearing and fencing the Te Papa section of the road. The total length formed by this party was 5 miles 14 chains, about half of which was tolerably heavy side-cuttings, the other half of formation over fern flats.

A party of 200 men of the Armed Constabulary Force were sent from the West Coast, and arrived at Te Papa on the 16th March, 1882. They commenced work on the 20th, and are now employed in bush-felling, clearing, grubbing, and forming the road—following a properly surveyed and graded line which has been laid out for about half the distance through the bush, which is about 12 miles long. About 19½ miles of formation are now finished—that is, up to the entrance of the bush above described.

Te Rore Cart-bridge.—A contract for the erection of this bridge over the Waipa River has been completed satisfactorily, and the bridge was thrown open for public traffic 13th August, 1881.

Te Aroha Drainage Contracts.—Fair progress has been made with the work on No. 3; about one-half of the drains are completed, and the remaining half nearly so. On No. 4 the progress has been steady but slow; about one-half of the work is completed, and the contract term has expired some time since.

Roads North of Auckland.—The Chief Surveyor, Auckland, has charge of these, and reports as follows, viz. :—

Great North Road.—This, at date of last year's report, had been opened as a carriage-road from the North Shore to Wellsford, 55½ miles. Since that date, metalling to the extent of 4½ miles, fascining 2 miles, and bridging to the extent of 389 lineal feet have been executed; and the works in progress are 4½ miles of road-formation, 2½ miles metalling, and 521 feet of bridging.

West Coast Road.—2½ miles formation finished, one bridge 185 feet long being built.

Helensville-Kaukapakapa Road.—3½ miles of cart-road in progress and nearly finished.

The Chief Surveyor, Auckland, also reports the following, viz. :—

Bridge over Waipa River.—This is near Alexandra, Waikato, and on the road leading to Tawhiao's village. It is 264 feet in length, and the work of building is in progress.

BAY OF PLENTY.

Tauranga—East Cape Road.—Described in section as follows, viz.:—

Otamarakau Road.—Two miles of this have been formed 12 feet wide by the Native contractors during the year; work consists of side-cuttings through open fern country. A contract has been let for the maintenance of this section, 8½ miles, and it is now in a good state for horse-traffic.

Matata—Whakatane.—The two horse-bridges across the western branches of the Whakatane River, on this section, have been repaired during the year, and are now in a good state for horse-traffic.

Whakatane—Ohope.—This section has been maintained and kept in good order during the year, and is now in a good state for horse-traffic; length, 3½ miles; width, 8 feet; lies through broken fern country.

Whakatane—Ohiwa (8 miles).—Three miles of this have been formed 18 feet wide during the year by Native contractors: the work consists of 1 mile through forest and 2 through open fern. The road is not yet open for traffic, the remaining 5 miles being still unformed.

Opape—Torere.—This section has been maintained in a good state for horse-traffic during the year by a Native contractor; length, 7 miles, 8 feet wide; through forest and broken fern country. A contract has been let for widening this road to 18 feet.

Maraenui—Omaio.—This section has been maintained in good order by the Native contractors during the year; it is 6 miles long, 8 feet wide; through broken forest country for two-thirds of its length, the rest through open fern and manuka scrub.

Whakatane—Te Teko Swamp Road.—137 chains of the original formation through the swamp have been fascined and covered with earth, and 60 chains of drain have been cut through the swamp by Native contractors during the year. The road is not in a good state for traffic.

Opotiki—Ormond Road.—Ten miles of road-line have been surveyed and laid off for construction during the year, with improved gradients not steeper than 1 in 14, through a densely-wooded and mountainous country. A contract has been let by the Whakatane County Council for forming 5 miles of this road 12 feet wide: on this work has been done during the year, viz., 400 chains of benching or forming the road 4 feet wide, 120 chains of this widened to 10 feet, and 30 chains widened from 4 feet to 12 feet; 120 chains of forest have been felled and cleared 1 chain wide. The original line of road is in a bad state for traffic.

Tauranga—Taupo Road.—Excepting for about three months in winter this road has been maintained in good order for traffic; the part which then gets into bad order is that in the Mangorewa forest, about 18 miles in extent. In this forest three steep hills have been avoided by felling and clearing the bush 1 chain wide for a distance of about 77 chains, with the necessary formation. It has been found necessary to rebuild Waititi Bridge, which was repaired last year; and the Mangorewa Bridge is decaying so rapidly that arrangements are being made for rebuilding it also. The traffic appears steadily to increase on this road. There are now seventeen large teams of horses and bullocks in regular work, and the coach and other light traffic is also increasing.

Rotorua—Tarawera Road.—This is in good order.

ATIAMURI—TAUPO.—TAUPO—NAPIER.

Atiamuri—Stony Creek (69 miles).—This section of road has been maintained in the usual manner during the year, in fairly good condition considering the limited number of men employed.

Stony Creek—Kaiwhaka (31 miles).—This section has been kept in good order for traffic during the year, and, besides the usual maintenance, has been improved in several places by widening sharp curves and removing projecting points, &c. Besides usual work over the whole of the above road, the Lower Waipunga Bridge, near Tarawera, 87 feet long, has been rebuilt of good, sound timber, totara and matai; the bridge at Taupo over the Waikato River has been overhauled, painted, and tarred; the bridge at the Atiamuri crossing of the same river has also been screwed up, painted, and tarred; all the lesser bridges and culverts have also been well looked to and repaired where necessary.

Taupo—Hot Springs.—This is in usual good order.

Atiamuri—Tokoroa Plains (9½ miles), via Maungaiti, on the Road Atiamuri to Cambridge.—Instructions have recently been issued to proceed at once with the formation of this road and the erection of the necessary bridges and culverts.

Taupo—Orakeikorako (8 miles).—An inspection of the probable route of this road which leaves main road at Puketarata has been made during the year, and an approximate estimate of its cost furnished, amounting to £2,300. No instructions have yet been given as to its construction.

EAST COAST.

Matamau Road.—This road is intended to connect the railway line at 74 miles with the main coach road at Matamau; it is 45 chains long. A contract has been let for constructing the box-culverts on this road, and the work is now in progress. Tenders are being called for the clearing, forming, and metalling.

MANAWATU DISTRICT.

Manawatu Gorge Road.—This has been maintained in good order during the year; some of the projecting rocky points are being removed, so as to widen the track and increase the safety of the road generally.

Kairanga Block: Roads, &c., to open Lands before Sale.—The different works undertaken have been completed; and the totals (including the work done in the previous year) are as follow: Outlet drains cut beyond road-lines, 3 miles 44·96 chains; roads cleared, formed, and drained, 12 miles 16·67 chains; roads, bush felled, and cleared in centre, 4 miles 78·50 chains. The main outlet drain along the road in the centre of the block was damaged by floods after completion: it is now being repaired before being handed over to the local Road Board.

Manchester Block.—The work of constructing roads carried on by the Emigrant and Colonist's Aid Corporation has been overlooked, to see that the proportion of cost authorized by the Government has been laid out in a satisfactory manner.

Motoa Swamp Drainage Contract.—This work is situated near Foxton, and was finally completed on the 9th March, 1882; its length from the Manawatu River to its inland end is 1 mile 60 chains.

TARANAKI DISTRICT.

Manganui Cart-bridge.—Tariki Road: The protective works to western pier, described as in progress last year, have been completed.

Mountain Road, County Patea.—325 chains of catchwater drains were cut alongside of the road where gravelled last year, and 15 small box-drains were put in. This portion of the road is not suitable for winter traffic, as the funds available were not sufficient to provide a proper amount of gravelling, and other necessary works.

Urenui Bridge.—The contract for the erection of this bridge was completed July 9th, 1881. (Length of bridge, 140 feet.)

Urenui Roads Formation.—These are in connection with the Urenui Bridge. No. 1 was completed in June, 1881, and No. 2 in May, 1881. The contracts were for formation only; the roads are not yet metalled.

Waitara Road Bridge.—This has been repaired by the Harbour Board, Waitara, in accordance with plans furnished by the Public Works Department, and may now fairly be expected to stand well for some years longer.

WAIMATE PLAINS AND ADJOINING DISTRICTS.

MAIN SOUTH ROAD.

Stony River-Opunake (22 miles).—The following works have been executed during the year viz.: Two miles of formation, with the necessary cuttings, banks, and drains; half a mile side drains; six dry-stone culverts, 2 to 4 feet openings; two dry-stone culverts 6 feet, with timber covering; two bridges of 20-foot span each, one of 12-foot span, with dry rubble abutments; also $10\frac{3}{4}$ miles of gravelling. Masonry piers and abutments have been built at Motu's Creek, Waiweranui, Warea, Waitotoroa, Waitaha, Rautini, Pungaereere, Okahu, and Oao-iti, and the contractor is now at work at the Oao-nui piers, and when these and the masonry at Kapoiaia are finished everything will be ready for the timber superstructures of all the bridges required, a contract for which has been let and is now in hand.

The road has been kept well, and is now in good order for all kinds of traffic, but the want of the above-described bridges is much felt. The old bridge at Werekino requires new flooring: this should be done at once.

On this section $2\frac{1}{2}$ miles are yet ungravelled, of which half a mile is distributed at the bridge-approaches, and 2 miles between Umuroa and Opunake.

Opunake-Waingongoro.—The work done on this section has been in the way of repairs. Extensive repairs have been carried out at the Waingongoro, Kapuni, Kaupokonui, and Waihua Bridges, besides general repairs at the other bridges. The other works and gravelled portions of the road have been kept in good order: $6\frac{1}{2}$ miles remain yet ungravelled, which become bad in winter; the remainder is good, and fit for any kind of traffic.

Normanby Road (6 miles).—The formation of this road has been completed, as also the bridges and their approaches across the Waingongoro and Waiokura Rivers. A ford has been made at the Inaha, and a 4-foot box culvert put in at the mill-stream. No gravelling has been done on this road. The Armed Constabulary Force executed 4 miles of the formation; the remainder, consisting of larger cuttings and banks, was executed by piecework, and the bridges were built by contract.

Opunake Bay Road.—This work was done by the Armed Constabulary; it is 18 chains long. It consists of a side-cutting on the face of the cliff which surrounds the bay, and gives good access to the landing-place, with a grade of 1 in $16\frac{1}{2}$. It is now in good condition, but is not gravelled, and will therefore be bad in winter.

Lateral Roads.—These are three in number, and run inland from the Stony River-Opunake section of the main road, as follow, viz.:—

Newall Road (5 miles 50 chains), south of Stony River; runs in line for the summit of Mount Egmont; first mile very rough and stony, through scrub and light bush, requiring cuttings and banks all the way, some grades as steep as 1 in 12; beyond the first mile the road lies through bush, $1\frac{1}{2}$ miles, over more level land, requiring little earthwork. Total distance made, $2\frac{1}{2}$ miles.

Parihaka Road.—Leaves main road 8 miles 35 chains south of Stony River, and lies nearly parallel with Newall Road; at 2 miles it passes through part of what was Parihaka Pa; it is made for a distance of 3 miles. The formation generally is very light, and one stream only is crossed, and that by a ford.

Manihi Road.—Leaves main road at 13 miles south of Stony River, taking same direction as the other two. It passes through a very level country, requiring only flat formation. First mile open fern; remainder through bush interspersed with a few Native clearings. It is made for a distance of 4 miles, crossing three small streams.

Work is now going on on the Newall and Manihi Roads, which will each require to be about $5\frac{1}{2}$ miles long, as they are intended to form two boundaries of a block of land 20,000 acres in extent. These roads were laid off by the Survey Department. The work consists of clearing 1 chain wide in the open, and of felling 1 chain wide in the bush, and grubbing 24 feet wide in centre of this. This has lately been altered to clearing track 16 feet wide, and removing surface-roots and stumps for that width, the width of felling remaining the same. The work has been done by the Armed Constabulary Force, under supervision of their officers, and the progress made, as a rule, has been satisfactory.

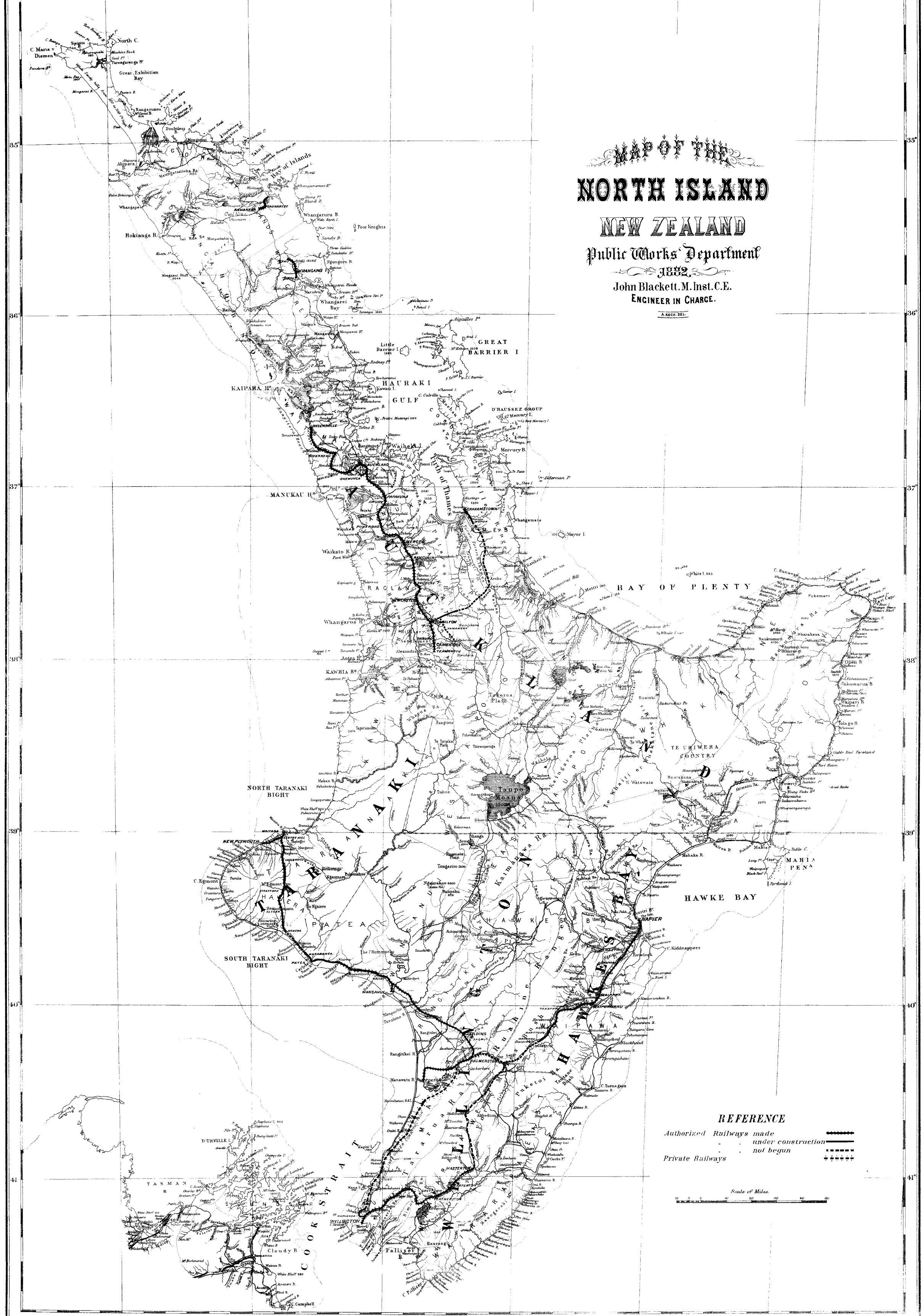
Cape Egmont Lighthouse.—The fencing of the lighthouse reserve has been completed.

Opunake Bay Marine Survey.—The shore-work in connection with this survey has been done for some time; a succession of periods of adverse weather has prevented the work of sounding being proceeded with satisfactorily, but advantage will be taken of the first favourable opportunity to finish it.

I have, &c.,

JOHN BLACKETT,
Engineer-in-Chief, North Island.

MAP OF THE
NORTH ISLAND
NEW ZEALAND
 Public Works Department
 1882.
 John Blackett, M. Inst. C.E.
 ENGINEER IN CHARGE.



REFERENCE
 Authorized Railways made under construction
 Private Railways not begun

Scale of Miles.

Enclosure in Appendix H.

ANNUAL REPORT ON PUBLIC BUILDINGS AND OTHER WORKS,
NORTH ISLAND.

The ARCHITECT to the ENGINEER in CHARGE, North Island.

SIR,—

Public Works Office, Architect's Branch, 31st March, 1882.

I have the honor to report, for your information, relative to the work I have been engaged upon during the year 1881–82.

No large new works have been undertaken or entered upon this year, although orders have been received to prepare plans for several large public institutions; the most important being a new central penal establishment to be erected at Mount Cook (Wellington), a new building to be used as an auxiliary asylum at Auckland, and a new gaol for the same place. It is proposed to construct both the prisons of fire-proof materials and construction, the great bulk of the material required, to be produced by prison labour; that at Wellington to be of brickwork, and that at Auckland of scoria stone. The asylum is to be built of wood, with a corrugated-iron roof.

Preliminary operations have been commenced at Mount Cook, by preparing a site for brickyards and for the manufacture of bricks, &c.; also by converting that portion of the Immigration Depôt lately used to confine the Maori prisoners, into temporary quarters for the accommodation of the hard-labour gangs, who will be employed at, and on the proposed works.

Designs are in course of preparation for the proposed new gaol at Auckland, and, when completed, will provide accommodation on the separate-cell system for about 230 prisoners.

Designs have been made for the following new buildings, the most important being additions to the lunatic asylum at Wellington; new auxiliary asylum at Auckland; residence for the Medical Superintendent, Wellington Asylum; new post offices at Castlepoint and Alexandra; a new courthouse at Masterton; and warders' cottages at Wellington Gaol. In addition to the above, plans and specifications have been prepared for alterations and additions of greater or less magnitude to various Government buildings—namely, to post offices at Carterton, Opunake, Hawera, and Napier; Mount Cook, for temporary prison; stables, Government House; and Ministerial residence, Tinakori Road.

The following contracts for new buildings and works have been completed since my last report: New police-station, Tinui; lock-ups at Mercury Bay, Mongonui, and Carterton; alterations, additions, repairs, &c., to police-station at Ohinemutu; post office, Auckland; Government House stables; Government Printing Office, Wellington; new laundry and gas service, Auckland Asylum; temporary post office, Wellington; painting Ministerial residence, Wellington, and public buildings, Gisborne; repairs to quarantine station, Auckland; minor alterations and repairs at asylums, Auckland and Wellington; repairs to Government Buildings, Tauranga; repairs to kitchen, and fencing, at Parliament Buildings.

The undermentioned works are in progress: New post offices at Alexandra and Castlepoint; dwelling-house for Medical Superintendent, Wellington Asylum; warders' cottages, H.M. gaol, Wellington; alterations and additions, Mount Cook temporary prison; post offices at Opunake, Carterton, and Hokianga; temporary post office, Wellington; repairs to Parliament Buildings, comprising contracts for painting, &c., inside and out, new gas service, renovating, and additional accommodation.

Many miscellaneous works have been executed, such as general repairs to public buildings, Wellington; courthouses at Thames, Patea, and Palmerston; addition to station, Paeroa; fencing courthouse, Wellington; additions to H.M. gaol, New Plymouth (by prison labour); and various works of a like character.

The total expenditure for the North Island has been,—

	£	s.	d.
Judicial	7,243	7	5
Postal and Telegraphic	932	12	11
Lunatic asylums	7,498	12	0
Hospitals	140	4	11
Quarantine stations	970	17	6
Miscellaneous repairs, alterations, furniture, &c.	15,557	1	8
Total	32,342	16	5

I have, &c.,

P. F. M. BURROWS,

Architect.

The Engineer in Charge, North Island, Wellington.

APPENDIX I.

ANNUAL REPORT ON THE PUBLIC WORKS OF THE MIDDLE ISLAND.

The ENGINEER IN CHARGE, Middle Island, to the Hon. the MINISTER for PUBLIC WORKS.
SIR,—
Public Works Office, Dunedin, 31st March, 1882.

I have the honor to submit the following report on the various works completed and in progress in the Middle Island during the past financial year.

As in previous years the report will be divided into the following heads: 1st. Railways; 2nd. Roads and Bridges; 3rd. Water-races; 4th. Miscellaneous Works; 5th. Buildings; 6th. Surveys; and 7th. General Remarks.

RAILWAYS.

GENERAL.

The following statement shows the expenditure and liabilities on railways in the Middle Island up to the 31st March, 1882, including surveys and the valuation of provincial lines:—

Total expenditure out of loan	£	s.	d.
Valuation of provincial lines	6,081,914	13	4
	1,104,281	2	5
Total expenditure up to the 31st March, 1882	7,186,195	15	9
Liabilities on the 31st March, 1882	184,982	9	9
Total expenditure and liabilities	£7,371,178	5	6

The details of the above, together with the lengths of railways authorized and open, are given in the following table, the lines taken over from the Provincial Governments of Canterbury and Otago, and the expenditure on preliminary surveys, being included:—

Name of Railway.	Total Length on which Expenditure Authorized.	Open for Traffic.	Expenditure to 31st March, 1882.	Liabilities on 31st March, 1882.
	M. chs.	M. chs.	£ s. d.	£ s. d.
AUTHORIZED BY "THE IMMIGRATION AND PUBLIC WORKS APPROPRIATION ACT, 1881:—				
Nelson to Roundell	52 0	22 73	153,171 11 2	260 17 10
Greymouth to Nelson Creek	18 0	7 59	245,196 6 7	1,547 2 7
Greymouth to Hokitika	24 0	...	22,973 7 4	62 0 0
Westport to Ngakawau	19 19	19 19	213,656 11 1	1,470 11 7
Pictou to Hurunui	31 32	18 11	192,082 16 6	5,991 9 3
Hurunui to Waitaki	41 0	334 38	1,927,686 16 11	47,200 1 5
Canterbury Interior Main Line	41 0	...	19,444 19 11	15,243 10 6
Waitaki to Bluff	398 53	337 17	2,707,752 8 1	81,567 13 2
Otago Central	65 0	...	125,312 7 1	11,079 17 1
Invercargill to Kingston	107 16	89 25	252,007 1 5	3,317 13 10
Western Railways	64 0	46 16	152,723 15 7	17,937 17 9
Preliminary surveys	...	...	47,906 11 8	203 14 9
Purchase of wagons	...	...	22,000 0 0	...
Total	1,236 40	875 18	6,081,914 13 4	184,982 9 9
PROVINCIAL GOVERNMENT LINES:—				
Canterbury (lengths included above)	...	...	731,759 0 0	...
Otago	...	...	372,522 2 5	...
General Total	1,236 40	875 18	7,186,195 15 9	184,982 9 9

The following statement shows the rate at which the several railways in the Middle Island have been constructed during each financial year, further details being given in the table hereto appended (Enclosure No. 1.):—

LENGTHS of RAILWAY OPENED in MIDDLE ISLAND during Financial Year.

Up to June 30, 1872.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	Total.
M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.
76 36	27 62	11 21	127 3	249 44	154 12	93 41	58 46	18 56	35 36	22 61	875 18

The sections included in the lines opened during the year are as follow:—

	M.	chs.
Nelson-Roundell Railway—Foxhill to Belgrove	3	0
Dunroon Branch Railway—Extension across Maerewhenua River	0	50
Lumsden-Mararoa Railway—Lumsden to Elbow	2	21
Otautau-Nightcaps Railway—Otautau to Nightcaps—Wairio	10	67
Makarewa-Riverton and Orepuki Railway—Riverton to Colac Bay	6	3
Total	22	61

In addition to the above, the following sections are all but ready for opening:—

Hurunui-Waitaki Railway—Waipara to Waikari	9	50
Lincoln-Little River and Akaroa—Lincoln to Birdling's Flat	17	0
Total	26	50

The new sections and extensions commenced during the year are as follow:—

Picton-Hurunui Railway—Section south of Blenheim—Vernon Section	4	38
Makarewa, Riverton, and Orepuki Railway—Roundhill Section	1	30
Makarewa-Riverton and Orepuki Railway—Roundhill to Orepuki-Pahia Section	10	30
Oxford-Malvern Line—West Oxford Section	8	35
Palmerston Branch—Dunback Section	2	59
Catlin's River Branch—Puerua Section	2	0
Total	29	32

The Vernon and Pahia Sections are now opened out for the first time, but, as shown by the last annual report, a small quantity of work had previously been done by the "unemployed" on each of the other three.

Contracts are also in course of preparation for the following extensions:—

Picton-Hurunui Line	Section towards Awatere.
Hurunui-Waitaki Line	„ Waikari to Hurunui.
Little River-Akaroa Branch	„ along Lake Forsyth.
Waipahi to Heriot Burn Branch	„ Kelso to Swift Creek.
Edendale-Toitois Branch	„ Wyndham to Mokoreta.

NELSON TO ROUNDELL RAILWAY.

The permanent-way and station-buildings on the Belgrove Section of this railway were finished and the line opened to Belgrove in July last. Since that time the only construction-works executed are a few minor additions to wayside stations, and the erection of ten wagons and timber-trucks. A contract for an engine-shed and workshop at Nelson is being prepared: the work which has been long contemplated is very much required.

WESTPORT TO NGAKAWAU RAILWAY.

Railway.—The expenditure on this line during the past year, which has been very small, was confined almost entirely to providing additional rolling-stock and wharf-plant.

Westport Harbour Works.—Although under a separate vote, this work is so closely connected with the railway that it can best be referred to under this head. The training-wall on the north side of the Buller River was commenced in December, and has since progressed steadily. The amount of work yet done is however too small to have any perceptible effect in confining the river in its proper course. The training-wall is built of loose rubble from the Fairdown Quarries on the Ngakawau Railway, the class of work being the same as at the Greymouth wall.

The following table, compiled from information kindly furnished by the Harbourmaster, shows the depth of water on the Buller bar at each high water of spring- and neap-tides from June, 1879, to March, 1882:—

Month.	1879-80.		1880-81.		1881-82.	
	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.
April ... ..	...	...	13, 13	11, 10	13½, 13	11, 11½
May ... ..	...	...	12½, 14	10, 11, 12	12, 12½	10, 11½
June	14½, 14	12, 12½	12, 14	12, 12	13, 11	11, 13
July	13½, 12½	11½, 10½	12, 14	11, 12	13, 14½	10, 12
August	12, 13½	11, 13½	12, 13	11, 12	13½, 14	12, 12
September... ..	13, 12	11, 11½	13, 14	11, 11½	13½, 12	11, 10½
October	12½, 13½, 13	10, 11½	14, 14	12, 12	15½, 15	12, 11, 13
November... ..	13½, 12	10½, 10½	15, 13½	13, 11½	14½, 13½	10½, 12½
December	12½, 11½	11½, 11½	14, 13	12½, 11	13½, 14	11½, 11½
January	12½, 12½	10½, 9½	15, 14, 14	12, 13	13, 14½	11, 11½
February	12½, 12½	11½, 10	13, 15	10½, 11½	12, 14½	11, 11
March	14½, 13½	11½, 10	15, 14	11, 10	12½, 15	11, 10½

The above statement shows that there has been no material alteration in the depth of water on the bar for the last three years, and, further, that there are no strongly-marked variations through-

out the year. The latter condition might possibly be inferred from the magnitude of the river and the regularity of the rainfall in the watershed.

GREYMOUTH TO NELSON CREEK RAILWAY.

Railway.—The only construction-works of any importance undertaken on this line during the year are the erection of an engine-shed and workshops at Greymouth Station, and a small goods-shed on Greymouth Wharf.

Greymouth Harbour Works.—Until last year, when a separate vote was taken for it, this work has always been considered a portion of the railway. I shall therefore, for convenience of reference, consider it in the same connection.

The work done during the past year consists of the extension seaward of the south training-wall for a distance of 830 feet, and the placing of about 16,500 tons of quarry-refuse and shingle in reclamation-works inside the wall. The exact quantity and prices of the various works are as follow: 69,813 tons of rock quarried and placed in sea-wall, at an average cost of 2s. 10d. per ton; 16,675 tons of quarry-refuse deposited in reclamation, average cost 2s. 10d.; shingle dredged from river-bed, and deposited in reclamation, 11d. per ton. The cost of the rock this year is lower, and that of the quarry-refuse higher, than last year, but the average price of all the quarried material is exactly the same, and this is 4d. per ton less than the average for 1879–80. The cost of dredging for the last three years has been respectively 11d., 11½d., and 11d. Considering the increased length of lead, and the necessity for using heavier blocks of stone, these figures show that the work is being carried out in a systematic and economical manner.

The amount of dredging done during the year is comparatively small. The state of the shingle-banks made it unnecessary to keep berths clear at the wharf for the shipping, and the reclamation is not an urgent matter, consequently dredging operations have been temporarily suspended. With the moderate votes taken, it was considered advisable to confine the expenditure to the training-wall, the most important part of the whole harbour-works.

The small dredge has been lent to the Hokitika Harbour Board for a few months to deepen the channel into the Mahinapouri Lake. The large one is laid up, but in working order, at Greymouth.

The training-wall is now out to a length of 27 chains, or about 4 chains beyond the general line of the beach, and, although subjected to heavy seas and floods, it is standing admirably. The increasing force of the waves in the greater exposure experienced as the work advances is met by widening the wall and using heavier blocks of stone. Of course the cost is also increased in the same proportion; the section now in progress, which is in reality the commencement of the breakwater, being nearly three times as expensive as the training-wall proper. The cost will still further increase as the wall gets into deeper water, but it will be some time yet before a material change in the character of the work is necessary, for the wall is still only costing about an eighth of the average price of breakwaters already constructed in other parts of the colony. It will be necessary, however, to gradually increase the weight of the stone blocks, and for this purpose heavier and stronger cranes and other plant are required.

There can now be no doubt that the construction of the sea-wall has already had a beneficial effect on the Greymouth Harbour. There is no material alteration in the depth of water, but the channel has been kept in a more direct course across the bar, an essential condition to the safe navigation of the port.

The following table shows the depth of water on the Grey bar at each high water of spring- and neap-tides every month, from June, 1879, to March, 1882. It is compiled from information kindly supplied by the harbour authorities:—

Month.	1879-80.		1880-81.		1881-82.	
	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.
April ... ..	...	...	13, 13	11, 10	10½, 12, 12	9, 9½
May ... ..	...	...	12½, 14	10, 11, 12	13, 8	8½, 6½
June	14½, 14	12, 12½	12, 14	12, 12	11, 10½	7½, 9½
July	13¼, 12¼	11½, 10½	12, 14	11, 12	11, 10	10, 6½
August	12, 13½	11, 11½	12, 13	11, 12	12½, 14	8½, 11½
September... ..	13, 12	11, 11½	13, 14	11, 11½	13, 12	11, 11
October	12¼, 13¾, 13	10, 11¼	14, 14	12, 12	12, 11½	9, 10
November	13½, 12	10½, 10¾	15, 13½	13, 11½	11, 11½	9, 8, 9
December	12½, 11½	11½, 11¾	14, 13	12½, 11	10½, 12	10, 11½
January	12¼, 12¼	10¼, 9½	15, 14, 14	12, 13	12½, 13½	12½, 11½
February	12½, 12½	11¼, 10	13, 15	10½, 11½	12, 13	10½, 13
March	14¼, 13½	11¼, 10	15, 14	11, 10	11½, 13	10, 11

PICTON TO HURUNUI RAILWAY.

Section, Picton to Blenheim.—The only construction-works done on or for this section during the year is the erection of ten high-side wagons sent from Christchurch to meet the increasing demands of the traffic, and some small additions to the protective works at the Opawa Bridge.

Section, Blenheim to Awatere.—The extension of the main line southwards from Blenheim has been initiated during the year by the letting of a contract for the formation of the Vernon Section, 4 miles 38 chains in length. The contract was entered into on the 6th December, 1881, but comparatively little work has yet been done. The works, which are moderately light, consist chiefly of low embankments over ground subject to floods, with a few timber-openings at watercourses. The alignments and levels of the section are first class throughout.

A contract survey is also in hand for another small section, which will bring the line to near Dashwood Pass, and a trial survey has been run over the pass to the Awatere watershed. Although not finished, these show that there are no engineering difficulties to contend with in getting to the Awatere.

HURUNUI TO WAITAKI RAILWAY, WITH BRANCHES.

Main Line Extension.—The only extension in progress during the year is the Weka Pass Section extending from the Waipara River to the Waikari Valley, a distance of 9 miles 13 chains.

The greater portion of the formation had been done under the arrangements for giving work to the “unemployed” of Christchurch, but the men were finally discharged in December, 1880, and the line has been finished by contract in the usual way, the completion of small cuttings and trimming-up being done by piecework and day-labour.

Two contracts for formation, one for a viaduct and two for platelaying, were entered into and finished, and the whole section is now ready for opening. This will take place in a few days, so soon as the Railway Department has made the necessary arrangements for working the traffic.

As described in previous reports, the works on the Weka Pass Section are the heaviest on the main line anywhere north of Oamaru, and the altitude attained is much the highest, being 814 feet; the rise through the Pass is 580 feet in $7\frac{1}{2}$ miles, but the ruling gradient and sharpest curve are the same as on other parts of the main line.

The Weka Pass contains very heavy cuttings, chiefly in limestone rock, but some are of soft materials—calcareous clay and earth. The viaduct above alluded to, which crosses the main road and the Weka Creek, has 8 spans of 30 feet, the greatest height being about 45 feet; it is built of timber on concrete foundations.

All the works on the Weka Pass Section have been carried out in a very satisfactory manner, and, although the cuttings are deep, I do not anticipate many serious slips: the dip of the strata in the sidling ground being inward from the line.

A convenient station, with goods and engine-sheds, telegraph office, and stationmaster's house, has been erected at Waikari, the present terminus of the line.

A working survey has been made and tenders are now advertised for the Horseley Downs Section, the continuation of the railway from Waikari to the southern bank of the Hurunui River, a distance of $8\frac{1}{2}$ miles. The contract is for fencing, formation, and bridging. The works generally are very light, the country being easy. There is only one cutting worth noticing, that on the low saddle between the Waikari and Waitohi watersheds; it is about 20 chains long, with an extreme depth in the centre of 12 feet. There are seven small bridges, comprising in the aggregate 14 spans of 40 feet, 20 spans of 13 feet, and 14 spans of 11 feet.

The alignment and levels of the Horseley Downs Section are both first class, the steepest gradient being 1 in 90, and the sharpest curve 25 chains radius. I shall refer to the further extension of this railway under the head of Surveys.

Main Line: Works on Open Line.—The contract for lengthening the Rakaia Bridge 1,460 feet at the southern end was completed in March. Beyond being considerably behind time, the work has been carried out in a satisfactory manner. The groin which stood at the original end of the bridge is now being removed to the end of the extension.

The encroachment of the sea on the cliffs and railway-line north of Timaru which began in 1879, shortly after the commencement of the breakwater, has continued ever since, and it has been necessary to continue the protective works, which consist of large blocks of stone deposited on the beach. The expenditure during the past year has been about £1,200, and the total cost of the works to date, including liabilities, about £7,000. I think, however, that the expenditure will gradually decrease, and in course of time cease altogether, for, anomalous though it may appear, the breakwater which caused the damage by allowing the beach to be denuded of shingle will eventually shelter the cliffs from the heaviest seas. The encroachment has already become less active at Whale Creek, and the point of attack moves further north as the breakwater progresses. The railway will be altogether clear of danger so soon as the shore becomes sheltered to the Waimataitai Lagoon.

A complete survey and plan having been prepared, the work of extending and remodelling the Timaru station is now in progress. A contract has been let for an engine-shed capable of holding eight large locomotives, with their tenders: it is built of timber, covered with slates. Tenders are also advertised for the passenger-station, a commodious building, provided with every convenience for conducting a large business. The re-arranging of the station-yard is being carried out by the employés of the Working Railway department, as the work requires to be done in the intervals of traffic. The complete plan of the Timaru station is very extensive, but it is only proposed to carry out an instalment of the work at present.

The engine-shed and cattle-yards at Ashburton have been removed to more suitable situations, and considerably enlarged. The passenger-station and platform are also being extended and improved, and about 50 chains additional sidings have been put in.

The other more important construction-works carried out or in progress on the open portion of the main line during the year are—flood openings between Eyreton Junction and Flaxton; cattle-yards at Kaiapoi, Tinwald, Washdyke, Makikihi, and Waiho; new water-services and extensions at Amberley, Rangiora, Kaiapoi, and Rolleston; shelter-sheds at Chaney's, Bankside, Seadown, Normanby, and Hook; coal-sheds at Kaiapoi, Rangiora, Rolleston, and Waimate; and additions to sidings at Belfast, Papanui, Addington, Rolleston, and Makikihi.

Old Branches.—In addition to ordinary extensions and improvements of a less important character, the following construction-works have been carried out or put in hand on the old branch lines:—

Lyttelton Branch.—Extensive additions to the sidings in Lyttelton station-yard, and small station at Wilson's Road.

Oxford and Eyreton Branches.—Bridge at Bennett's Junction, additions to water-services at West Oxford and Cust, and coal-shed at West Oxford.

Southbridge Branch.—Goods-shed and loading-bank with sidings between Irwell and Ellesmere, coal-sheds at Lincoln and Southbridge, and additions to water-service and sidings at Ellesmere.

Springfield and Whitecliffs Branches.—Additional water-ways at Kirwee and Springfield, water-services at Darfield and Kirwee, coal-sheds at Darfield and Whitecliffs, and additional sidings at South Malvern and Glentunnel.

Albury Branch.—Water-services at Pleasant Point and Albury, and coal-shed at Pleasant Point.

Lincoln to Little River Branch.—The first section of this line, that from Lincoln to Birdling's Flat, a distance of 17 miles 8 chains, is fast approaching completion; goods-trains have already been run over it occasionally, and it will be opened for regular traffic so soon as the necessary station-accommodation is provided.

The line for a considerable distance runs along the margin of Lake Ellesmere, and within the influence of its floods. Although there is no current, the great area of water enables a considerable sea to rise in stormy weather, and the railway is exposed to its full force. The slopes of the embankment have been covered with rough-stone pitching, which makes it tolerably secure; it would, however, be advisable to make arrangements to let out the lake periodically to keep the water below a certain level. As the floods have a greater effect on the roads and adjoining lands than the railway, the local authorities and residents are more interested in the question than the Government; still it would be reasonable for the latter to contribute a little towards the work. It is proposed when the railway is fenced to plant willows in front of the embankment, which will afford a still further protection from the wash of the waves.

The working survey of the continuation of the branch to Little River, 6 miles, has been finished for some time, and a contract is now in preparation for a subsection of two or three miles. The line will be good and the works comparatively easy.

Ashburton Branch.—The contract for the formation of the second section of this line, 8 miles 39 chains, which was in progress at the end of last year, is now finished, as also the platelaying on a subsection of the same 2 miles 66 chains in length. A second platelaying contract for the balance, 5 miles 53 chains, was entered into on the 21st September. The works, which are considerably behind time, will probably be finished in June. This completes the branch to a distance of 19½ miles. Its further extension will be considered under the head of Surveys.

Albury-Fairlie Creek Branch.—The formation of this line, which was originally set apart to give work to the "unemployed," was finally closed to this class of labour in December, 1880. A contract for the completion of the formation was entered into in August last; but after executing rather more than half the work the contractors became insolvent, and the works have come to a standstill. Operations will, however, be resumed so soon as the necessary formalities for determining the contract are completed.

The Tengawai Bridge, in progress at the date of my last annual report, was finished on the 31st August; the work having been carried out in a satisfactory manner. A contract for painting it has since been entered into.

Five small bridges, that occur on the portion of the line partly done by the "unemployed," were let in one contract on the 17th January, and the work is progressing favourably. The bridges have in all 8 spans of 20 feet, 2 of 13 feet, and 10 of 11 feet.

CANTERBURY INTERIOR MAIN LINE.

The only portion of this line under construction is the section from Oxford to Malvern. Like the Weka Pass Section on the Main Line, and the Albury Downs Section on the Albury-Fairlie Creek Branch, a considerable amount of formation on the Oxford-Malvern line was done by the "unemployed," before December, 1880, when all works of this kind in the colony were closed.

Two contracts have since been let—one, 67 chains long, for the completion of a heavy cutting and other formation works on the south side of the Waimakariri River, which is well advanced; and the other for formation and platelaying between West Oxford and the river, a distance of 8 miles 35 chains, just commenced. They are respectively named the Waimakariri Gorge and West Oxford Sections.

The Waimakariri Gorge Section and the last mile on the West Oxford Section contain the only heavy formation works on the line, the former having a cutting 35 chains long with an extreme depth of 35 feet, and the latter a cutting 30 chains long and 48 feet in extreme depth, both through shingle terraces. The bridge work on the West Oxford Section consists in the aggregate of 5 spans of 40 feet, 4 of 20 feet, 15 of 13 feet, and 11 of 11 feet under the line, with an over-bridge of 3 spans of 20 feet each.

There is a gradient of 1 in 50 for about three-quarters of a mile, falling through the terraces towards the river on each side of the Waimakariri, with curves of 12 chains radius on the north side; but the alignment and gradients on the remainder of the line are much more favourable.

WAITAKI TO BLUFF RAILWAY, WITH BRANCHES.

Main Line. Works on Open Line.—The station works in progress during the year are of considerable extent, but the works on the line itself are of little importance. The latter comprise river protection works and flood openings at Balclutha, drainage of large cuttings and embankments and flattening slopes between Palmerston and Glendernid and at Edendale, pitching embankments at creeks, and minor works of a similar kind at various places.

The protective works at Balclutha, more particularly referred to in my last report, were completed early in the year; and, so far as can yet be judged, they are likely to stand well, and serve the purpose for which they were intended.

The flood openings through the solid embankments between the railway bridge and Balclutha are in progress. They are being carried out in accordance with the recommendation of the Commissioner appointed to investigate the question of the Clutha floods.

The drainage of earthworks, and flattening and protecting slopes, are contingencies inseparable from new works.

The most important construction work in progress on the main line during the past year is the Dunedin Station. Since April, 1881, when the question of the locality from whence the material for filling had to be taken was finally settled, the large reclamation contract has progressed steadily, and the whole work is expected to be finished about the end of August. The smaller contract for the reclamation of that portion of the new passenger station between Willis and Stuart Streets, entered into in September, should have been finished last month; but the construction of a sewer that is being carried through the ground by the Corporation has somewhat retarded the work, so it will not be completed before the middle of May.

After a great deal of careful consideration the general plan of the new station has been finally decided on, and arrangements are being made for proceeding with the work piecemeal. A portion of the sidings in the block immediately south of Rattray Street are now being laid for the coal traffic, so that the land in Crawford Street occupied by the present coal sidings may be at once given up to the Harbour Board. Contracts are in preparation for four goods-sheds, of an aggregate length of 1,750 feet, to be erected on the new site, two on each side; and the laying of the station-yard will be carried out along with them, so that they can be utilized as soon as erected.

In carrying out the new station it is proposed first to finish an instalment of the goods station, sufficient to accommodate the whole traffic; and when the traffic is removed, to proceed with the new passenger station, which comes on the eastern end of the present station-yard. By this means it will be possible to work both the goods and passenger traffic without serious inconvenience.

An agitation having arisen in Dunedin with reference to the extension of Jetty Street across the goods station, it was ultimately decided to construct a bridge over the station between Jetty and Police Streets, with approaches in Vogel Street. The working designs for the structure are now in progress, and it is proposed to send Home for the ironwork so soon as they are ready.

All the works in hand at the Hillside workshop at the end of last year, including the erection of the machinery, have been completed. The extra land taken has also been enclosed, and a timekeeper's house erected. The filling-in of the extension of the yard is in progress.

A detailed survey has been made of Oamaru Station, with the adjoining properties and street, and laid down to a large scale; it being proposed to prepare a complete design for a large station that can be carried out piecemeal, as the traffic requires. With the exception of the completion of the additions to the passenger station and filling-in the lagoon, there have been no construction works in progress at Oamaru during the year.

The principal station works urgently required at Port Chalmers, including a small engine-shed, are now nearly finished. Nothing has yet been done towards the deepening of berths alongside the new wharf, but it is expected that the Harbour Board will undertake the work now that they have had an addition to their dredges.

A circular engine-shed to hold nine of the largest locomotives, with tenders, is in course of erection at Invercargill, and a 50 ft. turntable in connection therewith has been erected. The engine-shed is a segment of a large circle, with the turntable in the centre. It is capable of being extended as required, stall by stall, till twenty-eight engines are accommodated.

In addition to ordinary extensions and alterations of a minor character, the following station works on the main line have been carried out or put in hand during the year:—New eight-stall engine-shed at Palmerston, with addition of two stalls to old sheds at Palmerston and Balclutha; refreshment-rooms at Palmerston, goods-shed at Pukerau, stationmaster's house at Gore, cattle-yards at Lovell's Flat and Gore; water-services at Milton, Balclutha, Clinton, and Edendale; shelter-shed at Oteramika, Mill Road, and Ocean Beach; coal-sheds at Clinton and Bluff; loading-banks at Lovell's Flat, Arthurton, Pukerau, Waikaka, and Oteramika; additions to sidings at Herbert, Sealcliff, Omimi, Purakanui, Glendernid, Ravensbourne, Toiro, Kaihiku, and Wairuna; and general rearrangements at Mosgiel and Gore.

Old Branches.—These are the branches authorized prior to the initiation of the scheme of 1878. The only extension on them is the continuation of the Duntroon Branch across the Maerewhenua River to Duntroon Township, the commencement of the private line to Hakateramea. As shown by previous reports, the work was begun in 1879, but in consequence of difficulties in acquiring the necessary land it was considerably delayed. The matter was finally settled about the beginning of the year, and the work has since been completed, the last of the station works having been taken over from the contractor in November last.

The other more important construction works on the old branches are as follows:—

Duntroon Branch: General improvements at Peebles Station, including water-service and shelter-shed, and additional sidings at Papakaio, Uxbridge, Black's Point, and Bortons.

Ngapara Branch: Relaying with 40-lb. rails up to the fifth mile, and strengthening Waiareka Bridge; shelter-sheds at Cormack's, Windsor, and Ngapara; and cattle-yards at Ngapara.

Ngapara-Livingstone Branch.—Up till December, 1880, when the works were finally closed, about £35,000 had been expended on the formation of this line in giving work to the "unemployed." Since that time nothing has been done but fencing and such maintenance as was necessary to keep the works from being damaged by the accumulation of water.

A contract has, however, just been entered into for piercing the first tunnel on the line, which is 242 yards long. It is expected to be through limestone rock, but too soft to stand without being lined; the lining is therefore provided for in the contract.

Palmerston-Waihemo Branch.—The formation on the first three miles of this line was done in 1879-80, and the platelaying on the first two miles is now in progress; this portion being required to give the Working Railway Department access to a ballast-pit.

A contract for the completion of the formation to 8 miles 55 chains, which is practically the end of the line as authorized, has been entered into this month.

The gradients and curves on the Palmerston-Waihemo Branch are favourable, and the works are very light.

Collin's River Branch.—A contract for the completion of the formation on the Puerua Section, which brings the work up to near the Port Molyneux Road, at 6 miles 76 chains, was entered into on

the 26th February. As more particularly described in my last annual report, the works on this portion of the branch are moderately easy, and the line and levels particularly good.

The working survey of the remainder of the branch has been completed during the year. It shows the works on the unmade portions to be somewhat heavy: there will be 14 chains of tunnelling, and a considerable amount of rock- and earth-cutting and bridging.

The sharpest curves are $7\frac{1}{2}$ chains radius, as on the main line; but the ruling gradient is easier, being 1 in 60. The total length of the branch, from the main line at Invertiel to Catlin's River, is 18 miles 10 chains.

Waipahi-Heriot Burn Branch.—A few station-works have been put in hand, and carried out during the year, viz., cattle-yards at Pomahaka and Kelso, gravitation water-supply at Conical Hills, and approaches to Kelso and Tapanui Stations.

A working survey of the remainder of the distance to Heriot Burn, the point to which the line is authorized, was made in 1880; and it is now proposed to prepare a contract for the formation on a subsection extending to Swift's Creek, about five miles. The works are remarkably easy, and the curves and gradients are good.

Edendale-Toitotois Branch.—The formation on the first section of this branch, a length of about four miles, has been done for nearly two years; and a contract has just been entered into for the platelaying and stations. The section extends from the main line at Edendale to the Township of Wyndham, on the northern side of the Matura, and the centre of a good district. A fair amount of traffic may therefore be expected.

Tenders are also invited for the formation of a further length of three and three-quarter miles, called the Mokoreta Section. The earthworks, which are generally light, consist principally of a low embankment along the river-bed, and small cuttings through spurs. The contract includes a bridge over the Wyndham, of three 40-foot spans, of timber, on concrete piers and abutments.

The working survey of a still further extension of the branch to the Waimahaka Valley has been made during the year. The plans are not complete; they show the works to be heavy, and the line to be somewhat steep and tortuous.

OTAGO CENTRAL RAILWAY.

The earthwork on the Wingatui Section was nearly finished at the date of my last annual report, consequently the only important work in progress during the year was the tunnels. The first tunnel, of 303 yards in length, has been pierced and lined throughout, and 160 yards out of the 446 in the summit tunnel has been pierced by a bottom heading. The material is clay slate, very much distorted and of variable consistency, consequently the whole length will possibly want lining. In order to obviate the expense of draining when working down hill, the tunnel is only driven from the lower end.

With the exception of finishing up the small piecework contracts in progress at the end of last year, and maintaining the works previously done, there has been no work worth mentioning in progress on the Hindon Section during the year.

In anticipation of the disposal of the adjoining Crown lands, a detailed survey has just been commenced of that section of the Otago Central Railway between Hyde and the Rough Ridge. This is the only portion of the line from Chain Hills right to Hawea Lake of which there is no working survey.

INVERCARGILL-KINGSTON RAILWAY, WITH BRANCHES.

The only construction-works carried out or in progress on the Invercargill-Kingston Railway during the year are on the main line. Leaving out minor alterations and additions, they consist principally of the following: River protective works and additional openings at various places in the Upper Matura Valley; shelter-sheds at Waikiwi, Lady Barkly, Ord's, Centre Bush, Nokomai, and Soper's; cattle-yards at Lumsden; water-services at Oreti and Lumsden; turntable at Kingston; and additional sidings at Lumsden.

WESTERN RAILWAYS.

Open Lines.—The work done on the open lines last year has been remarkably small; the only ones worth mentioning are cattle-yards at Thornbury and a siding at Branxholm.

Riverton-Orepuki Line.—The Riverton Section, being the first six miles of this branch, was satisfactorily finished and opened for traffic in July, and the only two small stations on it were completed a few weeks thereafter.

Another small section of a mile and a half, which brings the line to a more convenient terminus near the Roundhill Diggings, was commenced, and the works, which include platelaying and stations, are well advanced.

A contract for the formation of the Pahia section, $10\frac{3}{4}$ miles, which brings the line to Orepuki, was entered into in February, and the works are progressing satisfactorily. With the exception of seven cuttings, ranging from 5 to 20 chains long, and from 8 to 15 feet deep, and embankments to correspond, the earthworks are comparatively light; and there are only eight small bridges, having in all one span of 30 feet, two spans of 20 feet, fourteen of 13 feet, and ten of 11 feet.

The steepest gradient on the Pahia Section is 1 in 55, and the sharpest curve 20 chains radius.

Otautau-Nightcaps Line.—With the exception of a few station-works, which are now also done, the whole of this line was completed in February, and opened for public traffic on the 3rd of this month. The total length of the extension from Otautau to Wairio is 10 miles 55 chains.

The Nightcaps Coal Company has opened out a mine two and a half miles from Wairio, and made a private line to it, so that there is every prospect of a large mineral traffic, this being the only coal-field in Southland as yet accessible by rail.

ROADS AND BRIDGES.

NELSON DISTRICT.

Pelorus Valley Roads.—On the section of the main road between Wairau and Havelock, three and a half miles, which were contracted for last year, have been completed. Another contract for on and a half miles has been let, and a further section of two miles is now advertised. This only leaves

gap of two and a half miles, on which nothing has been done by Government. On the section between Havelock and Pelorus Bridge there have been two and a half miles of new road formed and metalled, a cart-bridge erected over Cooper's Creek, and the old Pelorus Horse-bridge strengthened. A contract has also been entered into for painting the Wakamarina Bridge.

The branch road up the Wakamarina Valley has been formed as far as Deep Creek, and arrangements are now being made to have it metalled.

The extension of the main road from Pelorus Bridge *via* the Rai Valley to the Nelson side of Whangamoia Hill has been surveyed, and thirteen miles let in five small contracts. The work was only begun at the end of last month, so there has been no time to do much.

In addition to the improvement of about four miles between Havelock and the Pelorus Crossing, and the construction of a cart-bridge over the Pelorus, it is necessary to make about thirteen miles more new road before communication for wheel-traffic can be established between Havelock and Nelson.

Tracks in Pelorus Sound.—Tracks have been cut from Kenepuru Sound to Crail Bay, and from Kenepuru Sound to Manaroa, and another is in progress over the Torea Portage, with a boat-channel through Gullery's Neck. It is also intended to cut one between Opouri Bay and Kawai Sound. These tracks, which are all through narrow isthmuses, are intended to shorten the distance for boating between the different parts of the Sound—a much needed convenience.

Aoreere Valley Road.—Two contracts entered into in November, 1880, each for a mile of the cart-road in the upper portion of the valley, were completed early in the financial year.

Motueka Bridge.—Some little additional protective works have been constructed to prevent the encroachment of the river, and the bridge has been painted.

Clarence Bridge.—This bridge was first proposed in 1877, when a vote for £5,000 was taken, but on making the survey it was found that the cost would be about double the amount voted. Nothing was therefore done till this year, when, authority for the extra expenditure having been obtained, designs were prepared for the bridge, also an order to be sent to England for the ironwork, and which goes next month.

In consequence of the size and rapidity of the river, and the difficulties of the site, the bridge will be an important one. It is to have four spans of 120 feet, and one span of 60 feet. The piers are to be cast-iron cylinders filled with concrete, and the superstructure a combined timber and iron truss, like the Clutha and other large bridges already built. The Clarence Bridge is designed to carry both road- and railway-traffic.

Tophouse and Tarnedale Road.—A contract for forming the road round four bad rocky bluffs in the Wairau Gorge was finished early in spring, and tenders have just been received for the completion of the road through the gorge, and widening the portions done last year. A contract for improving the four- and five-mile banks in the Big Bush has been let, and tenders are advertised for similar work at Ray's Saddle. These two latter are on the portion of the road between Foxhill and Tophouse.

As shown by my last annual report, the next most important work required in improving this road, the through communication between Nelson and Canterbury, is the cutting of some spurs to avoid several crossings of the Acheron River.

Nelson to Buller Valley Road.—The metalling contracts in the Motupiko, Clark, and Hope Valleys, which were in operation at the end of the year, were duly completed in May, and the road has since been maintained by Government.

The Matiri contract, which comprised the construction of the last portion of the Dray Road, between Nelson and the West Coast, was finished in October, and a weekly coach has since been run between Foxhill and the Lyell.

A contract has been entered into for improving the gradient and metalling about two miles between the Motupiko and Clark Rivers, and instructions have been issued to widen the worst places between Fern Flat and Lyell.

A contract was entered into on the 23rd February for the erection of a bridge over the Owen River, and tenders are now invited for one over the Matiri. The former has one span of 80 feet, and the latter two spans of 80 feet.

Contracts are in preparation for improving the road at the rocky cutting below the Owen and the western side of Spooner's Range. A considerable diversion is to be made at the latter place, so as to get an easier gradient.

WESTLAND DISTRICT.

Westport-Reefton Road.—The small bridges over Coal Creek, Orawaiti Overflow, and Nine-Mile Creek, tenders for which were advertised at the end of last year, have all been completed in a satisfactory manner. They are all small works of the usual type of construction. A contract has also been entered into for strengthening the Blackwater Bridge.

A contract is in preparation, and tenders will at once be called, for the bridge over the Inangahua near the Buller Junction. In consequence of the difficulties of the site, it was necessary to have a more detailed survey than usual, and to put down a number of borings to ascertain the nature of the ground; this accounts for the delay in getting out the contract.

The design, as finally adopted, is for a bridge of five spans of 80 feet and eleven of 30 feet. The roadway at the highest point will be about 50 feet above the bed of the river.

Reefton-Greymouth Road.—The bridge over the Inangahua, referred to in my last annual report as being nearly finished, was duly completed early in the year.

A contract has just been entered into for the construction of a bridge over the Little Grey, at Devery's Terrace, the only unbridged river between Reefton and Greymouth. The site decided on is not particularly good, but it is the best obtainable anywhere near the direct line of communication. The bridge is to have seven spans of 60 feet and three of 15 feet.

Greymouth-Okarito Road.—A deviation between Kumara and the Teremakau River, and some minor improvements at the Teremakau Bridge and on the Bowen-Okarito Section, were the only works in hand on this road during the past year.

Haast Pass Track.—The amount available for new works out of the vote of last session is now

being expended in improving the portion of the track between the Pass and the mouth of the Haast River. It is expected that all the work in hand will be finished by the end of May.

General.—Hereto is appended a statement (Enclosure No. 2), compiled by the Resident Engineer, which shows in a concise manner the various road-works carried out in Westland up to the 31st March 1882. The only works still required to make the communication for wheel-traffic between Nelson and the West Coast right down to Ross tolerably complete is the bridging of Granity and Larry's Creeks, and the Waitahu River, in the Buller watershed, and Donelly's Creek, near Ross, and general improvements at various places, particularly in the Buller Valley.

CHRISTCHURCH-HOKITIKA ROAD.

The cost of maintaining and repairing this road during the year just ended has been about the average of previous years. It is at present in fair order throughout, but some portions will soon want retaxing.

The wire foot-bridges over the Porter and Broken Rivers, in progress at the date of the last annual report, have been completed; and a further deviation has been made in the Otira Valley, to keep the road clear of the encroachments of the river.

I have in previous reports referred to the question of bridging the rivers and otherwise improving the Christchurch-Hokitika Road, to make it passable in the ordinary state of the weather. At present a very moderate downfall of rain causes a complete interruption to the traffic. The following rivers and creeks are still unbridged: Taipo, Otira, Waimakariri, Rough Wainihini, Smooth Wainihini, and Kelly's Creek. In addition to the above, the Bealey is crossed four times, but this can be avoided by diverting the road for a short distance. If the works above enumerated were carried out, the through journey from Christchurch to Hokitika could easily be accomplished in one day.

CANTERBURY DISTRICT.

Kaikoura-Waiuu Road.—A section of three and a half miles at the Waiuu end has been surveyed, and tenders for its construction are now advertised. A further length of five miles has also been pegged out, and the contract is in preparation. The survey of the remainder of the road across the Whale's Back to Greenhills is in progress.

Waiuu Bridge.—After a careful consideration of the question in all its bearings, the site for this bridge was finally fixed at a point immediately below the junction of the Mason, and opposite the Waiuu Township. Although of considerable width, there is no difficulty in bridging the Waiuu anywhere in this locality, consequently the bridge is of the ordinary type. There are forty-three spans of 40 feet, with two land openings of 8 feet at each end. The piles and straining blocks are of Australian ironbark, all the remainder being native timber. Although at present only intended for road-traffic, extra large beams have been put in, so that the bridge can carry a railway without further strengthening. The contract is just being entered into, so that the works have not yet begun.

The site of the Waiuu Bridge will be again referred to when considering the question of extending the railway northwards from Canterbury.

Rakaia Gorge Bridge.—After innumerable delays and difficulties in getting suitable tenders, and afterwards on the part of the contractor, this work is at last going steadily on, but very slowly. The abutments have been carried up to the level of the cast-iron seats, and the tension bars have been safely launched, and preparations are now being made for rivetting and launching the girders.

OTAGO DISTRICT.

The only work under this head in Otago for the year is the continuation of the Waikari-Waitati Road, commenced in 1880. Arrangements are being made to expend the vote taken last year in completing and extending present sections by small piecework contracts.

WATER-RACES.

Following the practice always adopted hitherto, I enclose the Resident Engineer's report on the Westland Water-races in full. (Enclosure No. 3.)

The maintenance and working of existing races, as well as the construction of new works, are considered in the Resident Engineer's report, but the former will be dealt with more particularly by the Gold Fields department. I will therefore only direct attention to the new works in progress on the Argyle, Kumara, and Mikonui Races. In the case of the Argyle Race the improvements in hand will make the works tolerably complete, and sufficient to meet all reasonable requirements for some years to come. It is considered advisable to augment the Kumara water-supply by the erection of a dam in the Kapitea Valley, at a cost of about £8,000. And with reference to the Mikonui scheme, the expenditure already incurred cannot be utilized unless the long tunnel through the range is made, or the water-rights in Donelly's Creek bought up.

MISCELLANEOUS WORKS.

The most important work under this head carried out or in progress during the year is the Forest Hill Tramway in Southland, intended to connect the Crown lands and settled districts of Forest Hill with the railway at Winton. A contract for the first six miles was entered into in August, and the works have since progressed steadily: the sleepers and ties are laid for three and a half miles, the rails for three miles, and the ballast for two miles. The whole contract is expected to be finished in June. The tramway, which is constructed in a substantial manner, and with good gradients and curves, is laid with 28-lb. rails on longitudinal sleepers, kept together by cross-ties, and well ballasted between, to give a firm pathway for the horses.

The following other miscellaneous works worth mentioning that have been in hand during the year are the following, some of which were done for the Marine and other departments: Removal of Buoy Rock, Nelson Harbour; erection of training-wall at Collingwood; removal of old wharf at Picton; manufacture of cranes at Dunedin and Greymouth; manufacture of diamond-crossings at Dunedin; erection of sheep-dip at Port Chalmers; removal of rock at Catlin's River; and the extension of the wharf at Queenstown.

BUILDINGS.

The total expenditure on public buildings in the Middle Island during the past financial year is as follows:—

	£	s.	d.
Judicial	9,015	17	8
Postal and Telegraph	818	18	4
Lunatic Asylums	19,200	7	6
Miscellaneous repairs, alterations, &c.	8,248	15	0
Total	£37,283	18	6

Hereto is appended a statement (Enclosure No. 4) giving an abstract of what has been done during the year, and showing the state of the work on each building. It shows that forty buildings have been in course of erection, or altered or repaired: they comprise fourteen judicial, twelve postal and telegraph, two lunatic asylums, and twelve miscellaneous—of the latter, eight are offices for public departments, and four various. Out of the total number of forty above given the following are entirely new buildings: five judicial, two lunatic asylums, and one miscellaneous.

Of the whole public buildings in progress in the Middle Island during the year, the more important are the courthouses at Oamaru and Gore, and the lunatic asylums at Sunnyside and Seacliff. At Sunnyside, Contract No. 2, refractory wards and additions to the female divisions are finished, and an extension of the female dormitory is in progress. Designs have also been prepared for the central block containing the dining-hall, kitchen, and other apartments common to the whole institution. The central block at Seacliff is approaching completion, the adjoining block of dormitories in the North wing is well advanced, and the foundations are in for the corresponding block in the South wing.

These two asylums are among the handsomest buildings in New Zealand, and their whole appointments will be so complete as to place them on a par with first-class institutions of the same kind in England.

SURVEYS.

General.—The surveys for works on authorized railways have been considered under their respective heads. I shall now refer to reconnaissance and other preliminary surveys made on unauthorized lines. Although these may, in some cases, appear to be in advance of actual requirements, they are nevertheless essential to the proper location of authorized sections, and the due consideration of probable extensions. The difficulty is to keep the surveys sufficiently advanced, there being always a rush to get works commenced so soon as they are sanctioned by Parliament.

The work of projecting and exploring main lines of communication everywhere throughout the colony should go steadily on year by year, independently of fluctuation in the progress of the works and the immediate requirements of settlement.

Much information is still wanting with reference to the leading valleys in the north end of the Middle Island; the open country between the outside and main ranges in Canterbury; the passes between the principal watersheds in Otago; and the various routes between the east and west coasts, particularly south of Mount Cook. Extravagant though the idea may now appear, I believe there is a possibility of the West Coast Sounds being utilized as harbours, and that some one or other of them may eventually become the principal *entrepôt* for the southern end of the colony. If the good country was confined to the eastern seaboard, the idea would not be worth a moment's consideration, but, in view of continuous settlement being carried to the shore of the Te Anau Lake, within thirty miles of the Sounds, and considering that this is the nearest point in the colony to Australia, that the harbour would be first-class, and that there are no outlying dangers in the navigation, the project may well be set down as worth inquiring into.

Main Trunk Line.—The most important survey in hand during the year is that of the extension of the main trunk line southwards from Blenheim, and northwards from Canterbury. The former has already been referred to under the name of the railway, but the latter requires to be considered more in detail, for a decision must soon be come to with reference to the whole route of the through line.

The work in hand this year is the reconnaissance survey of a portion of the country between the Waiiau and Clarence watersheds at the Amuri and Hanmer Plains; a topographical survey of the Amuri Plains; and a preliminary survey, but more in detail than usual, of the rough country on the coast-line between the Waiiau and Kahautera Rivers.

The explorations made in 1875 contemplated an exceptionally steep line over Jollie's Pass; but an alternative by the Hanmer Valley and Hossack Saddle, to get easier gradients, was suggested. The reconnaissance survey made this year shows that the Hanmer Valley route is very rough at the lower end, and that exceptional gradients cannot be avoided without particularly heavy works.

At the same time a new route was discovered by which gradients of 1 in 50 can be got with comparatively light work. Instead of going up the Waiiau Valley to the Hanmer Plain it commences at the Waiiau Township, follows up the Mason and Lottery to Sherwood, then doubles back by a branch of the Lottery to Whare Saddle, where it crosses into the Upper Hanmer Valley; the line from thence is continued on moderately good ground to the Hossack Saddle. The discovery of this route shows that it is possible to get a railway with workable gradients right through the middle of the Island, from Nelson to Canterbury. Although there may be no immediate prospect of such a railway, it is satisfactory to know that it can be made when required, and the information has been considered an important factor in determining the sites of the Hurunui and Waiiau Bridges, and the course of the railway along the Amuri Plain.

The topographical survey of the Amuri Plain was also undertaken to assist in determining the proper location of the railway and river-crossings, there being no plan in existence that showed the natural features, or even the roads as constructed.

The crossing place of the Hurunui has been fixed at the Balmoral Mound; it is proposed to run the line straight from there right down the middle of the plain to the southern side of the Isolated

Hills, thence along the bank of the river to the Waiau Bridge. The total distance between the two river-bridges will be about twenty-three and a half miles, and the length of the long straight nearly twenty miles. It is scarcely necessary to add that the cost of making a railway along the Amuri Plain will be at the minimum; there will be no earthworks beyond surface-forming, and, with the exception of the Pahau Stream, there is no watercourse worth noticing in the whole distance.

The traffic would be best intercepted and accommodated by making the first stopping-place in the extension of the railway at the main-road-crossing opposite Culverden Mound, eight and a half miles beyond the Hurunui. This point is a mile and a half by road from the Pahau Stream, and two and a half miles from the "Red Post," the junction of the Waiau and Hanmer Plain Roads.

The survey of the section on the coast-line between the Waiau and Kahautera Rivers is being made for the department by Messrs. Dobson and Son, of Christchurch. It is not, however, sufficiently advanced to enable us to come to a definite conclusion with reference to the character and cost of the works.

In considering the extension of the main trunk line, it is necessary to revert to my report of the 21st June, 1879, on "The Proposed Railways in the Northern Districts of the Middle Island" (Parliamentary paper E.-1, page 60), and give an abstract of the leading points and conclusions bearing on the question:—

1. Geographically, and, so far as the Middle Island alone is concerned, the best route for a through railway is what may be called the Inland Line, by the Amuri and Hanmer Plains, Jollie's Pass, and Upper Clarence and Wairau Valleys to Blenheim, with an alternative from Tophouse to Nelson. But the advantages of position are more than counterbalanced by the engineering difficulties met with, the great altitude to be overcome, and the extra length involved,—that is, on the assumption that the line is to be viewed as the means of communication between the two ends of the colony.

2. The Coast Line by Waipara, the Omihi Valley, Cheviot, Kaikoura, Flaxbourne, and Dashwood Pass to Blenheim, is preferable to any other route, inasmuch as it is the shortest from the populous districts of the South to Wellington and other parts of the North Island, and that it only rises to an extreme altitude of 500 feet, against about 3,300 on the Inland Line. These advantages considerably outweigh those of all other routes, as well as its own disadvantages—viz., great difficulties of construction.

3. The Amuri Plain is well worth opening up by a railway, independently of the question as to whether it will form part of the through line, but a connection can be made between it and the coast-line from the Waiau Township to Parnassus.

The above are the salient points determined three years ago, and the additional information since obtained does not materially affect them. The discovery of an easier line between the Waiau and Upper Clarence is so much more in favour of the inland route; still, it in no way alters the ultimate conclusions.

The question has lately arisen as to whether it would not, in the first instance, be advisable to extend the present railway to Waiau, and make the Parnassus connection above mentioned, together with that portion of the coast-line north of Parnassus; then to let the whole line thus described be worked as the through route till the requirements of the traffic demand the shorter one by Waipara and Cheviot. Beyond obviating the inconvenience of working the Amuri line as a branch, there is little to be gained by such a proposal. The country between Waiau and Parnassus is very rough. The line would either require to follow the river, entailing exceedingly heavy works, or go over a range 900 feet high, the difficulties of the coast route would not be avoided, less traffic-producing country would be accommodated, and, so far as can be judged without detailed surveys, nothing would be saved in cost.

The following statement shows approximately the total length from Christchurch to Picton, and the length to make of the two lines now under discussion; also the same information with reference to the inland line previously described:—

Line.	Total length.	Length to make.
	Miles.	Miles.
Coast line—By Waipara, Cheviot, Parnassus, the coast, and Blenheim ...	215	151
Amuri—Coast line—By Waipara, Amuri Plain, Parnassus, the coast, and Blenheim ...	230	150
Inland line—By Amuri, Upper Clarence, Tophouse, and Blenheim ...	245	170

In my report of 1879 I showed that the direct sea route from Lyttelton to Wellington is no longer than the shortest railway route between Christchurch and Picton, and that, when the passage from Picton to Wellington is allowed for, the balance of time in favour of the railway only amounts to an hour and a half. The respective times were calculated at fourteen and a half and sixteen hours. By making the works somewhat heavier than originally contemplated, and running express, the time in the former case could be reduced to twelve hours; but, on the other hand, the fast steamers now coming to the colony can make the passage from Lyttelton to Wellington in fourteen hours in moderate weather. It is therefore of the greatest importance that the railway should be made as short and level as possible. In consequence of the height to be overcome, as well as the additional distance to be travelled, the time by the Parnassus—Amuri diversion could not be less than thirteen hours, and by the Inland line not less than fourteen hours.

From the foregoing remarks it will be seen that the selection of the route to be adopted in extending the main trunk railway is narrowed down to the question as to whether the line is intended to serve the Middle Island alone, or to form a link in the connection between the two ends of the colony. My previous report shows that the resources of the country traversed, and the importance of

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MAP OF THE MIDDLE ISLAND

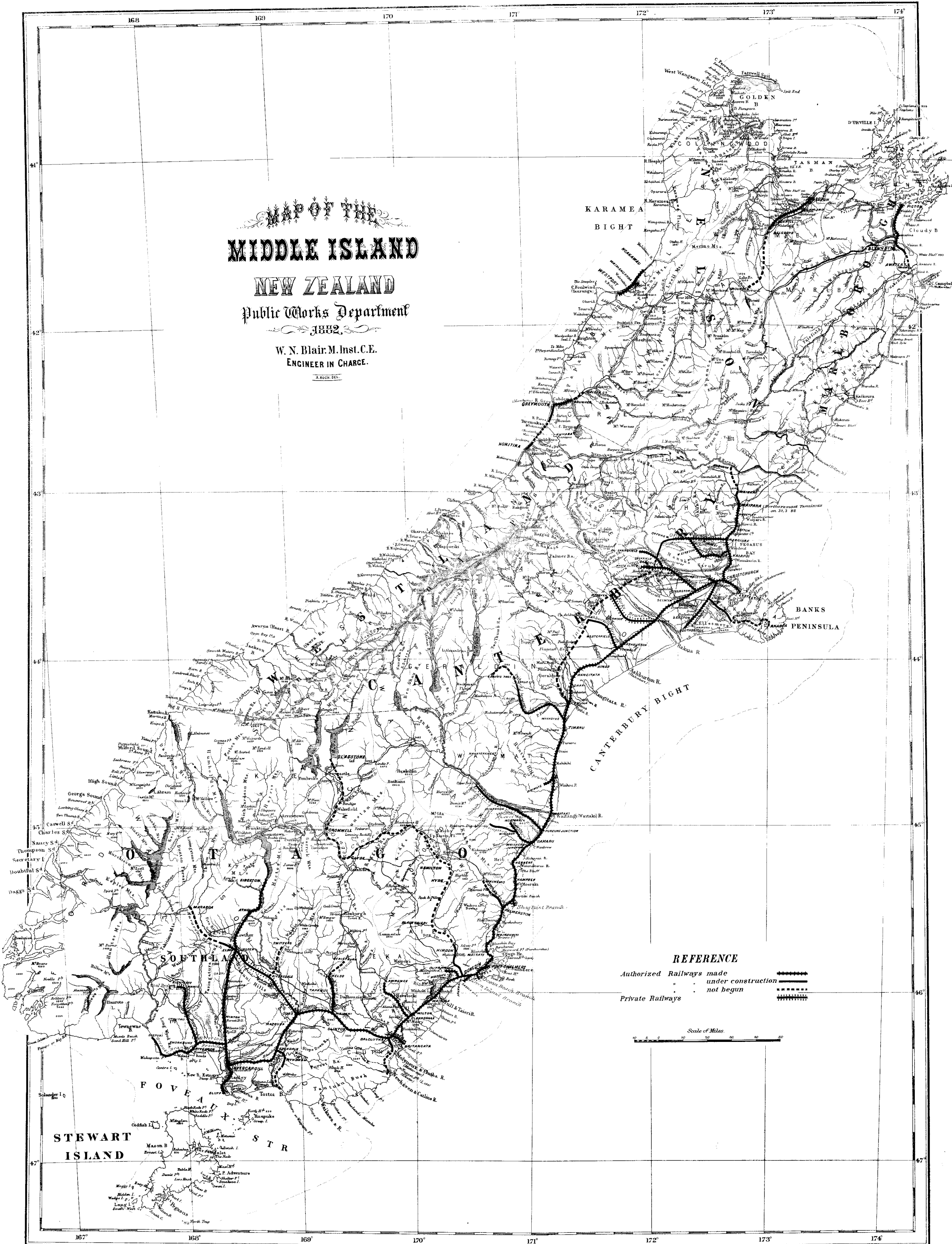
NEW ZEALAND

Public Works Department

1882.

W. N. Blair, M. Inst. C.E.
ENGINEER IN CHARGE.

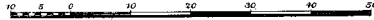
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REFERENCE

- Authorized Railways made under construction
- Private Railways

Scale of Miles.



STEWART ISLAND

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the districts immediately connected, do not alone warrant the construction of a through line of railway in any direction: its main object must, therefore, be to connect the two ends of the colony; and, that being the case, the shortest and quickest route is obviously the best.

Extension of Ashburton Branch.—Preliminary surveys have been made in several directions for the extension of this line. One is to cross the Ashburton River near the present terminus, and run to a point about two miles below the Mount Somers Township, and ultimately to Methven, the end of the Ashburton Forks Private Railway. Another is to continue on the south side of the river for two and a half miles, and then cross to a point half a mile below the township, Methven being also the ultimate destination. A third proposal is to continue the present branch ten miles on the south side of the Ashburton, and then cross to a place where there is a large deposit of coal. A line keeping on the north side of the river had also been surveyed to the same place several years ago: it would join, or be a continuation of, either of the two first described.

The country being all flat there is no difficulty in making any of the extensions above mentioned; but until the mineral resources of the district are further developed it would be difficult to say which is the most suitable. In the meantime, and for several years to come, the requirements of the traffic will be fully met by an extension of two and a half miles to the main-road-crossing.

GENERAL REMARKS.

Prices.—The commercial depression which prevailed throughout the colony in 1879 and 1880 had begun to pass away at the end of the last financial year; and business, particularly in the building trades, is now as brisk as it has been at any time for four or five years. As a consequence the prices of labour and materials of all kinds have gone up at least 15 per cent.; labour generally is scarce, and in the southern districts some classes of artisans cannot be obtained in sufficient numbers at any price. The scarcity of labour is caused, to a great extent, by the large number who left for Australia during the bad times. It has been estimated that between two and three thousand workmen went to New South Wales alone. When we consider that there were at one time, in 1879–80, no less than 1,800 men on the relief works in the Middle Island, who were only earning a bare livelihood, it is quite possible that this estimate is tolerably correct. These remarks show that if many large works are now undertaken and pushed rapidly on they will cost more than the prices current during the past few years. That is, assuming that the tide of labour does not flow back from the neighbouring colonies, or that no special effort is made to get men from Home.

Number of Men on Works.—The following table gives the average number of men directly employed on public works in the various districts of the Middle Island during the past year, contractors' men being shown separate from those employed direct by Government.

DISTRICT.	Employed by Contractors.	Government Labour, including Surveys.	Total Number Employed.
Nelson and Marlborough ...	80	10	90
Westland ...	56	111	167
Canterbury ...	230	26	256
Otago ...	115	120	235
Southland ...	80	6	86
Totals ...	561	273	834

In addition to the above, there were eighty-nine men employed on public buildings, and the numbers do not include contractors' men employed off the works, in shops or otherwise, nor men employed by the Working Railway Department on construction-works.

Map.—A map of the Middle Island, showing the authorized railways made, in progress, and not commenced, is appended hereto (Enclosure No. 5).

Enclosures.—The following enclosures accompany this report:—

- No. 1. Lengths of Railways authorized, constructed, and surveyed, &c., Middle Island.
- „ 2. Statement of Works executed on Roads in Westland.
- „ 3. Annual Report on Water-races.
- „ 4. Statement of Works executed on Public Buildings.
- „ 5. Map of Middle Island.

I have, &c.,
W. N. BLAIR,
Engineer in Charge, Middle Island.

Line	Section	Opened	Length	Area	Volume	Cost	Value	Notes	Year	Month	Day	Value	Value	Value	Value	Value	Value	Value	Value	Value	
Canterbury Interior Main Line	Oxford-Temuka	83 0	0 13	0 15	0 15	0 13	0 15	...	...	...	...	...	...	...	...	...	...	...	...	...
	Temuka Bridge	...	0 15	0 15	0 15	0 13	0 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Oxford-Malvern	...	9 9	9 9	9 9	9 9	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Surveyed	...	16 27	16 27	16 27	16 27	16 27	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Otago Central Railway	Reconnaissance survey	181 0	57 16	57 16	57 16	57 16	57 16	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Wingatui Section	...	6 65	6 65	6 65	6 65	6 65	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Hindon "	...	17 15	17 15	17 15	17 15	17 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Surveyed	...	120 60	120 60	120 60	120 60	120 60	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Preliminary survey	...	36 20	36 20	36 20	36 20	36 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Invercargill-Winton	86 74	18 58	0 45	19 23	18 58	18 58	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Invercargill-Kingston and Branch, Lumsden-Mararoa	Winton-Caroline	...	22 10	1 64	23 74	22 10	22 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Caroline-Elbow	...	8 27	0 40	8 67	8 27	8 27	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Elbow-Lowther	...	5 76	0 20	6 16	5 76	5 76	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lowther-Athol	...	13 18	0 20	13 38	13 18	13 18	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Athol-Fairlight	...	10 10	0 12	18 57	10 10	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Fairlight-Kingston	...	8 35	0 10	0 20	8 35	8 35	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kingston Wharf	0 10	0 10	0 10	0 10	0 10	0 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lumsden-Mararoa	30 0	6 0	0 10	6 10	6 0	6 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Castle Rock "	...	12 60	...	12 60	12 60	12 60	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Reconnaissance	...	11 20	...	11 20	11 20	11 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Makarewa Junction to Riverton	17 66	17 66	0 70	18 56	17 66	17 66	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Western Railways	Thorbury (Aparima Junc.) to Otautau	11 40	11 40	0 40	12 0	11 40	11 40
Otautau Branch		...	10 67	0 37	11 24	10 67	10 67	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Otautau-Nightcaps		17 63	6 3	0 20	6 23	6 3	6 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Orepuki Branch		...	1 30	0 20	1 50	1 30	1 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Roundhill "		...	10 30	...	10 30	10 30	10 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total opened for Traffic	...	76 36	27 62	11 21	127	3249	44154	12	93 41	58 46	18 56	35 36	22 61	875 18	...	...	...	...	...	...

ROADS.—STATEMENT OF WORK DONE ON EACH ROAD UNDER PUBLIC WORKS ACTS TO 31st March, 1882.

Length of Road Surveyed.	Length Cleared.	Length Formed.	Length Metalled.	Position.	Width of Formation.	Width of Metal.	Thickness of Metal.	Principal Bridge-works Executed on each.	State of Roads for Traffic.	Remarks.
M. ch.	M. ch.	M. ch.	M. ch.		Ft.	Ft.	In.			
0 24	0 19	0 19	0 19	At Ohika River ...	17	12	12	WESTPORT-REEFFON ROAD. 1 bridge, 200 ft. long, consisting of 3 60-ft. spans, trussed, and 1 18-ft. span, trussed	Good	Very difficult river to bridge; rise of water in floods, 39 ft.
0 8	5 0	5 0	5 0	At Coal Creek ...	17	12	12	1 bridge, 33 ft. long, consisting of 2 15-ft. spans, plain	Good	1 small bridge only; rapid and deep creek.
0 34	1 0	1 0	1 0	At Orawaiti overflow ...	17	12	12	1 bridge, 123 ft. long, consisting of 4 30-ft. spans, plain	Good	Bridge across overflow of Buller River; easy to bridge.
0 13	0 6	5 0	5 0	At Nine-Mile Creek ...	17	12	12	1 bridge, 93 ft. long, consisting of 3 30-ft. spans, plain	Good	Rapid mountain torrent.
0 79	0 25	11 19	11 19	Wesport to Reefton ...	17	12	12	4 bridges, 449 ft. total length ...	Passable	Road along steep rocky sidings; narrow and difficult to keep in repair.
0 20	...	0 15	0 15	At Inangahua River ...	17	12	12	GREYMOUTH-REEFFON ROAD. 1 bridge, 365 ft. long, consisting of 5 60-ft. spans, trussed, and 4 15-ft. spans, plain	Good	River carrying heavy timber; not otherwise very difficult to bridge.
0 50	0 39	0 39	0 39	At Grey River Junction ...	17	12	12	1 bridge, 785 ft. long, consisting of 6 55-ft. spans, trussed; 1 47-ft. span, trussed, and 27 15-ft. spans, plain	Good	River very undefined; bad site for bridge.
0 41	0 29	0 29	0 29	At Ahaura ...	17	12	12	1 bridge, 760 ft. long, consisting of 11 55-ft. spans, trussed, and 10 15-ft. spans, plain	Good	Difficult river to bridge; mountain torrent; hard reef close below river-bed.
2 18	...	2 18	2 18	On Ahaura Plains ...	17	12	12	30 lin. ft. culvert covering; no bridges ...	Good	Traffic went across open plains, before road was made.
3 9	3 9	3 9	3 9	At Nelson Creek ...	17	12	12	1 bridge, 260 ft. long, over Nelson Creek ...	Good	Easy stream; to bridge; formation of approaches moderate.
6 58	3 77	6 30	6 30	Greymouth to Reefton ...	17	12	12	3 bridges, 2,170 ft. total length ...	Good.	
6 15	5 71	6 15	6 15	STILLWATER TO MAORI GULLY ...	9½	5	8	4 bridges, 79 ft. total length, and 187 lin. ft. culvert covering	Just passable.	
2 11	2 11	2 11	2 11	Greymouth to Omotumotu ...	17	12	12	GREYMOUTH-ARNOLD ROAD. 124 lin. ft. culvert covering, retaining walls, and 20,400 cub. yds. rocky cutting	Good.	
3 78	3 78	3 78	3 78	Omotumotu to Brunerton ...	17	12	12	8 bridges, 206 ft. total length, and 233 lin. ft. culvert covering; also 10,000 cub. yds. rocky cutting	Good	About 1½ miles very heavy work; remainder about average.
0 34	0 34	0 34	0 34	Omotumotu to Brunerton (deviation at WallSEND)	17	12	12	13 lin. ft. culvert covering ...	Good	Very heavy timber; steep siding cuttings, partly rock, and high embankments in places at crossings of deep ravines.
1 22	...	...	1 22	Brunerton to Stillwater ...	17	12	12	93 lin. ft. culvert covering ...	Good	Work consisted of reconstructing and widening old road, with new culverts.
0 68	0 68	0 68	0 68	Stillwater to Arnold ...	17	12	12	1 bridge, 25 ft. long, and 50 lin. ft. culvert covering...	Good	Heavy embankment approaching Arnold River.
8 53	7 31	7 31	8 53	Greymouth to Arnold River ...	17	12	12	9 bridges, 231 ft. total length; 513 lin. ft. culvert covering, and 39,400 cub. yds. rocky cutting	Good	7 m. 31 ch. of new road along very difficult country, and reconstructing and widening old road for 1 m. 22 ch.; all new formed, 17 ft. wide, with 12 ft. width of metal, 12 in. thick.

Enclosure 3 in Appendix I.

REPORT ON WATER-RACES.

SIR,—

Public Works Office, Greymouth, 31st March, 1882.

I have the honor to report as follows upon the water-races in the Westland District for the financial year 1881–82. The water-races in question are—

Nelson South-West Gold Fields—

- Four-Mile Water-race, Charleston District.
- Nelson Creek Water-race, Grey Valley District.

Westland Gold Fields—

- New River Water-race, Marsden District.
- Hibernian Water-race, Marsden District.
- Hohonu Water-race, Greenstone District.
- Waimea Water-race, Waimea District.
- Waimea Extension to Kumara, Kumara District.
- Kanieri Lake Water-race, Hokitika District.
- Mikonui Water-race, Totara District.

Four-Mile Water-race.—The maintenance of this race during the financial year has cost £478, £280 has also been expended by Mines Department in repairing the dam, which burst on the 11th May, 1881.

The scheme of improvement of the Argyle Race property, referred to in former reports, has been put actively in hand. A contract for the tunnel deviation of the race, known as Section No. 1, has been let, and the work is being pushed ahead by the contractors.

The improvement of the supply races is also going on as rapidly as possible, and I anticipate that by the end of the year at latest the improvements will all be completed, and a considerable increase in revenue, together with a saving in working expenses, will be the result.

Nelson Creek Water-race.—Length, 16 miles 24 chains; capacity, 60 statute heads. The maintenance of this race has cost £1,356 during the financial year. No construction-works have been done.

There are upon this race several large bridges which are now beginning to require very extensive repairs, and these repairs will be increasing year by year. It therefore becomes a very serious question what is to be done in the matter, as the restoration of all these structures will cost nearly £30,000, and it is very questionable whether the prospects of the race are such as to justify this expenditure.

Having an investigation of the matter now in hand, I find, however, that by deviating the race from its present course it can ultimately be brought upon most of the ground commanded by the present race at a cost of about £20,000. It also appears that, by constructing a branch race, at a cost of about £10,000 to the Ahaura River, much new and payable ground will be commanded, and the prospects of the race much improved. Although not prepared to propose a definite scheme at the present moment, I hope to be able to do so soon, and am strongly inclined to think that the prospects of this race are not nearly so bad as they might at first sight appear to be, in view of the large capital (£90,000) sunk in it, and the comparatively-small returns hitherto received.

New River, Hibernian, and Hohonu Water-races.—These water-races were subsidized by the Government many years ago, but have been abandoned by the promoters.

Waimea Water-race.—Length of main race, 16 miles 4 chains; capacity, 40 statute-heads; length of branch race near Goldsborough, 59 chains; capacity, 30 statute-heads. No construction-works have been done on this race during year, but a small extension of the branch race is about to be put in hand. Maintenance of race is defrayed by Gold Fields Department. It cost £1,215 during last year.

Waimea Water-race: Extension to Kumara.—Length of main distribution race, 3 miles 1 chain; capacity, 50 statute-heads. Total length of branch distribution races, 4 miles 4 chains; capacity, varying from 5 to 50 statute-heads. Supply race from Kawhaka Creek: Length, 4 miles 60 chains; capacity, 30 statute-heads.

The cost of ordinary maintenance and management of these races during the year has been £1,593, but a sum of £1,100 has also been spent on extraordinary repairs of damages caused by flood in March, 1881.

The main distribution race at Kumara is being enlarged, with the view of improving the revenue by the sale of flood-waters. This increased capacity will be a great benefit to the miners, and the control of a large body of water, even though only available occasionally, will much facilitate the use of the sludge-channel.

During the year the sludge-channel has been completed, and is now in full working order.

The dam in Kapitea Valley, near the Loop Line Road, has not yet been proceeded with. It is a work of considerable importance, as without it the existing population at Kumara can scarcely be retained, and many of the costly preparations made by the miners, evidently on the faith of its being made, would be useless. It is the necessary counterpart of the sludge-channel, as without it the full capacity of that costly work cannot be realized; and, as the sludge-channel is also a perishable work, the desirability of sluicing as much material through it as possible before the timber lining decays, say, six or seven years hence, is evident.

Kanieri Lake Water-race.—This, like the New River and other water-races mentioned above, was a subsidized work, and has been abandoned by its promoters.

Mikonui Water-race.—Main race: Length, surveyed, 16 miles 40 chains; proposed capacity, 40 statute-heads. Branch race and supply-pipe to Ross: Length surveyed, 60 chains; proposed capacity, 20 statute-heads.

The three contracts in progress at end of last year have been completed, and two more have been let since, and are now in progress. These contracts have all been for tunnelling between Donnelly's Creek and Ross. The total length of race constructed and under contract is 1 mile 61 chains.

As pointed out in previous reports, these works cannot be utilized until either the long tunnel is constructed, and a supply from the Totara and Mikonui watersheds obtained, or the existing water rights in Donnelly's Creek purchased. I think some definite scheme should be fixed before further works are undertaken.

The collateral advantages derived from working water-races during the financial year have been as follow:—

Race.	Number of Men employed.	Number of Ounces of Gold obtained.
Argyle	24	640
Nelson Creek	67	3,808
Waimea	148	4,610
Kumara	265	11,517
Total	504	20,575

The average income of each of the men so engaged would be about £141.

The financial results of working the races during year have been as follows:—

Race.	Profit.	Loss.
Argyle	£ ...	£ 61
Nelson Creek	838	...
Waimea	873	...
Kumara	661	...
Total	2,372	61

Net profit, £2,311; equal to nearly 1 per cent. on capital invested.

I have, &c.,

F. W. MARTIN,
Resident Engineer.

Enclosure 4 in Appendix I.

PUBLIC BUILDINGS IN MIDDLE ISLAND.—STATEMENT OF WORKS EXECUTED DURING YEAR 1881-82.

NELSON PROVINCIAL DISTRICT.

JUDICIAL,—

Lyell, additions to Courthouse	Finished.
Lyell, Police Station	In progress.
Reefton, additions to Courthouse... ..	Finished.

POSTAL AND TELEGRAPH,—

Cable Bay, painting Telegraph Station	Finished.
Motueka, painting Telegraph Station	Finished.
Takaka, additions to Telegraph Station	Finished.
Reefton, roofing Post and Telegraph Office	Finished.
Cheviot, repairs to Post and Telegraph Office	Finished.

OFFICES FOR PUBLIC DEPARTMENTS,—

Blenheim, ceiling contract, Government Buildings	Finished.
Havelock, repairs to Public Offices	Finished.
Nelson, painting Government Buildings	Finished.
Collingwood, combined Courthouse and Post and Telegraph Office	Finished.

WESTLAND PROVINCIAL DISTRICT.

JUDICIAL,—

Dunganville Lock-up	Finished.
Ross, removing cottage at Courthouse	Finished.

POSTAL AND TELEGRAPH,—

Greymouth, repairs to Post Office	Finished.
Brunnerton, additions to Railway Station for Post and Telegraph Office	Finished.

SURVEY,—

Greymouth, repairs to Survey Office	Finished.
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CUSTOMS,—

Greymouth, repairs to residence of Collector of Customs	Finished.
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MISCELLANEOUS,—

Hokitika, new verandah to Government House	Finished.
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CANTERBURY PROVINCIAL DISTRICT.

JUDICIAL,—

Lyttelton, additions to Gaol	In progress.
Lyttelton, gas-piping and fittings for Gaol	...	...	...	...	...	In progress.
Lyttelton, Police Station	...	...	...	...	...	Finished.
Temuka, additions to Courthouse	...	...	...	...	...	Finished.

POSTAL AND TELEGRAPH,—

Oxford, additions to Railway Station for Post and Telegraph Office	...	...	...	...	...	Finished.
Temuka, additions to Post and Telegraph Office	...	...	...	...	...	In progress.

OFFICES FOR PUBLIC DEPARTMENTS,—

Christchurch, painting and repairs to Government Offices	...	...	...	...	...	Finished.
Timaru, clock for Government Buildings	...	...	...	...	...	Finished.

LUNATIC ASYLUM,—

Sunnyside, Christchurch (No. 2 contract)	...	...	...	...	...	Finished.
Sunnyside, Christchurch, repairs, &c., North House	...	...	...	...	...	Finished.
Sunnyside, Christchurch, gas-fittings, New Wing	...	...	...	...	...	Finished.
Sunnyside, Christchurch, furnishing New Wing	...	...	...	...	...	Finished.
Sunnyside, Christchurch, additions to Female Division	...	...	...	...	...	In progress.

OTAGO PROVINCIAL DISTRICT.

JUDICIAL,—

Oamaru, Courthouse	...	...	...	...	...	In progress.
Gore, Courthouse	...	...	...	...	...	In progress.
Invercargill, Gaol wall	...	...	...	...	...	In progress.
Invercargill, furnishing jury-room, Courthouse	...	...	...	...	...	Finished.
Bluff, repairs to Courthouse	...	...	...	...	...	Finished.
Arrowtown, repairs to Warden's Office and Courthouse	...	...	...	...	...	Finished.

POSTAL AND TELEGRAPH,—

Oamaru, alterations to Post and Telegraph Office	...	...	...	...	...	Finished.
Dunedin, repairs to Post and Telegraph Office	...	...	...	...	...	Finished.
Elbow, additions to Railway Station for Post and Telegraph Office	...	...	...	...	...	Finished.

OFFICES FOR PUBLIC DEPARTMENTS,—

Dunedin, repairs to Government Buildings	...	...	...	...	...	Finished.
Invercargill, water-closets, Government Buildings	Finished.

SURVEY,—

Invercargill, erecting strong room	Finished.
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LUNATIC ASYLUMS,—

Seacliff (No. 1 Contract)	In progress.
Seacliff (No. 2 Contract)	In progress.

APPENDIX J.

ANNUAL REPORT ON LIGHTHOUSE WORKS, ETC., BY THE
MARINE ENGINEER.

The MARINE ENGINEER to the SECRETARY, Marine Department.

SIR,—

Marine Office, Wellington, 31st March, 1882.

I have the honor to forward, for the information of the Hon. the Minister having charge of the Marine Department, the annual report on works executed for new lighthouses, &c., during the year, viz. :—

Cape Egmont.—In last annual report it was stated that the light would probably be ready for lighting by the 1st August. The works were completed, as expected, in a satisfactory manner, and the light exhibited on that date. The light will add much to the safety of the navigation of the Strait, and its establishment is highly prized by navigators.

Removal of Rocks, Catlin's River.—The progress made with this work has not been so satisfactory as expected, and some work still remains to be done.

Removal of Buoy-Rock, Nelson Harbour.—This contract has at last been satisfactorily completed, and there is now a minimum depth of 7 feet of water over the rock at low-water spring tides.

Tory Channel Leading Lights.—The work executed here consists of the erection of two wooden buildings of a pyramidal shape, in each of which is placed a light, so that the lights, when seen in line, mark the proper entrance into the channel from Cook Strait. Land has been acquired as a reserve for the purpose, and this has been securely fenced round. The lights were first exhibited on the 1st January, 1882, and are placed in care of a settler who lives near.

French Pass Beacon.—This was built in anticipation of a plan designed for lighting the Pass, and as part of it; which was to place a fixed light on the main land on the east side, and a reflecting light on the west side, that is, on the beacon now erected. It is still a question whether any light at all is needed in the Pass, as even in very dark nights the main land is visible on one side and the beacon on the other, the passage lying between. It is true that since the beacon was erected it has been damaged by a vessel running against it, but this accident was entirely due to a want of ordinary precaution as to the proper time to go through the Pass. The proper time is for vessels to go through *with* the tide, whereas the vessel in question, on her way to Nelson, attempted to pass through *against* the ebb-tide, and this resulted in the accident, which might have been attended with the most disastrous results to the vessel. The beacon is a structure of concrete, 10 feet in diameter at the base, 6 feet in diameter at the top, and about 21 feet high, surmounted by an iron rod and large iron framing: it was finished in September, 1881; damaged in February, 1882; and is now being repaired in a substantial manner.

Collingwood Training-wall.—This work has been let by contract. Its purpose is to restore a portion of the Aorere River to its proper channel, and to avert the destruction of the "Point" at the entrance to Collingwood Harbour. The work is of a tentative character, as it is to be feared that a much larger expenditure than is involved in the above will be necessary to produce satisfactory and permanent results.

Waipapapa Point.—A site for the proposed lighthouse was selected at this place in December, 1881, and an order has been sent Home for the light-apparatus and lantern, which will be of the same character as the Brothers light, in Cook Strait.

Mokohinau, Hauraki Gulf.—The necessary works for establishing a light at this place were commenced in February, 1882, under an experienced overseer and a party of workmen.

Nelson Harbour.—Considerable changes having taken place in the Waimea River, and consequent on them, such changes in the bar and channels through it as rendered the old charts not trustworthy, a new survey has been made by Captain R. Johnson of the bar and entrance to the harbour. This has been plotted, and is now being prepared in the form of a chart which will contain all the amended soundings and proper sailing directions for Nelson Harbour.

I have, &c.,
JOHN BLACKETT,
Marine Engineer.

The Secretary, Marine Department.

APPENDIX K.

ANNUAL REPORT ON WORKING RAILWAYS.

The GENERAL MANAGER, New Zealand Railways, to the Hon. the MINISTER for PUBLIC WORKS.
SIR,—

Wellington, April, 1882.

I have the honor to report on the working railways of the colony for the year ending 31st March, 1882.

Whangarei Section.—The construction of the line to the permanent shipping place not being as yet complete, the results of working are unfavourable; it is not probable that in its present unfinished state good results will be obtained from it.

Auckland Section.—The junction between the Auckland and Kaipara lines was opened on the 19th October, 1881, and the branch from Kumeu to Riverhead was closed. A scale of rates to meet the wants of the Kaipara District has been introduced. More direct means of communication between Kaipara and Auckland has led to increased traffic. Special rates to facilitate traffic between Onehunga and Auckland, and between these ports and the Waikato District, have been introduced. Much difficulty has occurred in conducting the traffic through the defective accommodation at Auckland and other stations alluded to in my last annual report. The telegraphic arrangements have proved insufficient, and require improving. The percentage of expenses to revenue for the year is 68·34 as against 68·95 in the preceding year. Renewals of the line are increasing; extra provision is made in the estimates to meet the expense. The removal of the shops to Newmarket is imperative, in order both that the needful work may be done, and that the room they now occupy may be available for station purposes. A proper system of signals is necessary on this line. More wagons, carriages, and locomotives are needed. New orders for carriage and wagon stock are in hand, and additional locomotives are ordered. Comparisons of the tonnage carried between this and the preceding year cannot well be drawn owing to the two lines being joined, but the increase in receipts is satisfactory. Expenditure in making up the maintenance arrears of former years, alluded to in my last report, has, to some extent, prevented the possibility of reducing the relative cost of working, and the extra mileage opened has added to the total expense.

Napier Section.—In all branches the traffic has increased largely, except in the case of wool. The percentage of expenses to revenue has fallen from 60·61 to 53·87. The increasing cost of repairs on this section render it unlikely that the latter percentage will be further reduced for some time. The line and rolling-stock have been well maintained. The accommodation needed for sheep and stock alluded to in my last report has been put in hand. The general results of working have been satisfactory.

Wellington Section.—All classes of traffic have improved except the most unremunerative one minerals, and wool which remains about the same. The percentage of working expenditure to revenue has fallen from 87·49 to 74·91. The expenses of maintenance have been heavy, four miles of steel rails having been laid in place of worn out iron rails. A more economical train service and speeds better suited to the exceptional character of the line have admitted of a reduced locomotive expenditure, although a larger mileage has been run owing to the shorter length of line working during the whole preceding year. Expenditure on stock repairs has increased considerably. An equivalent of seven miles more has been worked during this year than in the previous one, with a total expenditure somewhat lower. The working results are satisfactory.

Wanganui Section.—All branches of traffic have improved except firewood. The timber trade has increased largely. The line has been worked with a percentage of expenditure to revenue of 65·20 against 66·78 in the preceding year. The expenditure on carriages and wagons is becoming heavy, and the cost of maintenance of way is on the increase. The line and stock have been maintained in good order, and the working results on the whole are satisfactory.

New Plymouth Section.—This line has been extended to Hawera, 11 miles 60 chains. The increase in receipts is larger proportionately; but the traffic is as yet light. There seems, however, to be a prospect of rapid progress now that the railway has been extended through the bush. The percentage of expenditure to revenue is 71·72, as compared with 85·78 in the preceding year. Additions have been made to the rolling-stock, and further supplies are under order. Station accommodation is needed at New Plymouth, and arrangements are made by the Public Works Department to carry out the work. The stock and line have been well maintained.

Greymouth Section.—The traffic has improved; and the percentage of expenditure to revenue, 47·43, is exceptionally low. The line and stock have been maintained in good order. The cost of maintenance is on the increase. The colliery owners are pressing for further conveniences for shipping coal, and this subject demands early and careful consideration.

Westport Section.—A large improvement in the traffic has taken place on this line, due to the Westport Colliery Company's operations. Additional stock has been placed on the line; more will be required, and further facilities for loading ships should be given at the port.

Nelson Section.—This line has been extended 2 miles 75 chains to Belgrove. The traffic was about the same as in the previous year, and the percentage of expenditure to revenue also remains about the same. The line and stock were fairly maintained.

Picton Section.—The traffic on this line has improved, mainly owing to the diversion of the wool and merchandise between Blenheim and Wellington by way of the railway, to meet which special rates have been framed. Maintenance expenses are considerably on the increase. The percentage of expenditure to revenue was 68·55 against 83·11 in the preceding year; results of working have been satisfactory. The line and stock have been improved during the year; and new wagons have been added.

Hurumui Bluff Section.—On this section 19 miles 11 chains of Government line have been opened, and 18 miles 28 chains of private lines have also been added to the system. The total mileage of Government and private lines worked is 886 miles 63 chains. The cost of working per mile was £457 as against £488 in the preceding year, and the percentage of expenditure to revenue was 55·84 against 59·64; a further reduction in expenditure must not now be looked for, the increasing cost of repairs as well as the heavier traffic will tend to raise the expenses. The number of passengers has slightly diminished although the receipts have increased. The grain tonnage moved was less, but under all other heads the tonnage has increased considerably. The parcels, cattle, and sheep traffic show satisfactory increases. Cheap fares for excursions have been extensively adopted, but before this class of traffic can be fully developed a considerable addition must be made to the carriage stock. The express service has been improved between Dunedin and Christchurch by omitting a large number of stoppages. The timber trade has grown largely both from increased exportation from Southland and importation from Wellington and the North Island.

A further supply of trucks have been placed on the line to meet the Southland demands, and more are under erection and order. The amalgamation of the Railway and Post and Telegraph offices has proceeded during the year; 52 stations are now public telegraph offices. The business of working the wharf at Timaru has been undertaken on similar terms to those adopted elsewhere. In the Locomotive Department the engines and stock have been efficiently maintained and improved; a heavier tonnage has been carried at a less cost than in the preceding year. Improvements have been made in the water services, but much remains yet to be done. Extensions of coal-sheds are wanted in several places to make the best of the native coals, which suffer deterioration if exposed to the weather. Extensions are required in the workshops to cope with the work of repairs and renewals. Attention is directed to Return No. 22, showing the very extensive nature of the work carried on, and the heavy responsibility devolving upon the Locomotive Superintendent in his department. The safe conduct of the traffic depends so largely upon the stock being maintained, that no excuse is needed for urging the earliest extension of the shops and appliances. The Hillside shops, already largely improved and extended, require further additions, and the Addington shops require improvements in certain respects. Some further additions to the locomotive stock will be needed early. The type of English goods-engine chiefly in use still prove the most economical, and this corroborates the conclusions arrived at previously, that the English-built stock is preferable to American. A considerable diminution of expenditure has been effected in the Maintenance Department by the Engineer for Working Railways on this section; extensive additions have been made to the station accommodation; throughout the system much remains to be done, especially in the Southland District, where great inconvenience is experienced through the business having far outgrown the appliances. This is particularly marked by the irregularity in the trains, occasioned chiefly by want of proper siding-room. Invercargill and the Bluff Stations are both inconveniently small for the existing traffic. The line is undergoing improvement by renewing the road with heavier rails and sleepers, as the present way is worn out. Lyttelton Station has had additional sidings laid; Timaru Station is being extended to accommodate the wharf and the increasing traffic. The maintenance of the combined bridges falls rather heavily on the Railway Department from the extensive renewals required in the flooring, and from the great additional expense in renewing the bearing part of the structures, due to the intervention of the flooring. The renewal of the Duntroon branch with sleepers and rails, and the reconstruction of the bridges and road, to render it safe for the class of stock needed for the traffic, is a pressing necessity. The Ngapara and Riverton branches require similar treatment.

The Engineer for Working Railways reports that out of 62,000 sleepers renewed 27,000 were of black pine or miro, and these are mostly under six years old. This short life is an element of much cost; during the decay of the sleeper the rail suffers and is deteriorated, and the labour in maintaining the road is increased; and the cost of the renewal of the sleepers is also very heavy, not so much of the sleepers alone as in carriage, handling, and relaying; a more durable sleeper would be found cheaper. The jarrah sleeper is in every respect far superior, being less liable to decay and wear, and being of greater weight; it would be found cheaper to get this class of sleeper in many instances. During the year 675 chains of live hedges have been planted, and 2,345 chains are in course of preparation for planting. Quick and African box plants are being raised for this work at Hillsborough and Sockburn. Some £4,635 has been expended on additions and alterations to line during the year, which has been charged to working expenses.

GENERAL.

The railways as a whole have paid £3 18s. 2d. per cent. on the expenditure upon lines open for traffic, and £3 7s. 3d. per cent. on the total expenditure on railways, including uncompleted lines, accessory works, and new surveys. The course indicated in last year's report has been steadily pursued with regard to rates. General reductions have been made in the grain, wool, stock, and merchandise rates; a large number of local and special rates have been introduced; and several changes in classification and in minor regulations tending to give relief when circumstances have shown it desirable. These concessions have involved considerable sacrifices in revenue, the effects of which in some cases have yet to be felt.

The principal traffic in local products for the past three years is as follows:—

	Wool.	Timber.	Grain.	Minerals.	Horses and Cattle.	Sheep and Pigs.
	Tons.	Tons.	Tons.	Tons.	No.	No.
1881-82	44,681	192,905	375,725	433,659	32,571	319,837
1880-81	42,387	169,695	421,142	406,266	27,930	280,683
1879-80	41,895	149,428	240,144	321,060	30,393	260,816

These figures indicate a very rapid growth in the colonial industries. The revision of rates carried on during the last two years no doubt materially assisted in bringing about these results. Further reductions, however, must receive careful consideration: the tendency, from outside pressure, is to go

too far. The lowering of rates, while it may be attended with additional loss of revenue on work already unremunerative directly, will not stimulate traffic beyond the natural demands and powers of the population. Attention is again directed to the somewhat erroneous views occasionally expressed on the subject of rates. It needs only reference to the scales of charges in force to observe how largely the standard scales have been modified to suit local wants.

We should be careful in making superficial comparisons between rates and charges in New Zealand and those in other countries: the varying conditions of quantities, distance, character of the lines, the cost of labour, fuel, water, and machinery, and a hundred other considerations, will affect the cost of conveyance. We cannot draw comparison between the rates prevailing on some American railways and our own, because every condition is different; and in no greater respects do they differ than in the distances goods are carried, which are counted by hundreds of miles in America, while in this country they are counted by tens.

The average cost of goods moved per ton per mile is as follows for three principal lines: Auckland, 2.25d.; Wellington, 2.74d.; Wanganui, 2.31d. This comparison is interesting, as it is the first year in which the returns have been got out to show the results. The two lines Auckland and Wellington are not very dissimilar in the traffic and in the proportionate quantities moved, and the rates of wages closely approximate. The Wellington line is of a most exceptional character, needing special appliances; the Auckland line is one with comparatively easy features. Yet the difference in the average cost of working has been only $\frac{1}{2}$ d. per ton per mile. This affords some approximate means of judging whether it would have been cheaper to have selected a route for the Wellington line *via* the coast, some thirty miles longer, into the inhabitable country. Taking a 70-mile run for the shorter route as against a 100-mile run for the longer, the difference in cost would be in favour of the shorter by 2s. 8d. per ton. It may be estimated that the cost of a coast line of extended length could not, at any rate, have been less than the route adopted, and it would probably have been more, and the time occupied must also be taken in favour of the shorter route. The selection of this route was, therefore, clearly sound, and, as it is a point on which many doubts have been expressed, it is satisfactory to obtain confirmatory evidence. The question of speed on the railways is one which gives rise to much comment. With the description of lines and stock existing a low speed is essential, and is also most economical. High speeds can be maintained only on lines more expensively built and equipped, and even on these only at a higher cost. The New Zealand railways will be much improved by effecting renewals with heavier rails, and by making the additions to stock of a heavier and more expensive class. But these steps will not overcome the evil of allowing an undue number of stations and private sidings. A mixed train which will traverse twenty miles of line conveniently in an hour will, if ten or twelve stoppages be interposed, take three-quarters of an hour longer; and this is a condition not unfrequently existing on our railways: many cases exist where stations are not more than three-quarters of a mile apart. This difficulty can be only overcome by closing some stations, or by running trains through. The latter course, though apparently simple, is difficult to follow; as an example, the express service between Christchurch and Dunedin may be cited; it was started in 1878 to run in 10 hours 55 minutes, but by 1880 the public had succeeded in increasing the time to 12 hours 40 minutes. During the past year this service was recast to work in 11 hours 30 minutes; but again attempts have been made to increase the time by adding stoppages. There would be little difficulty in running it in 10 hours 30 minutes at moderate speed were the fact more keenly recognised that we cannot have both quick services and numerous stoppages.

The cost of working the lines has been reduced as far as is consistent with safety and convenience, but must be expected to increase every year considerably. The fact that a greatly-increased tonnage and an extended mileage have been worked for an expenditure of £57,000 less than was the case three years ago will indicate that strenuous efforts to economize have been made during the past two years. Should the current rate of wages increase, and this extensively, it will affect the cost of working proportionately.

There is a tendency to assert the view that particular sections of the railways, should be treated with lower rates than others, because they exhibit a higher rate of interest on the cost of construction. It is not readily seen, where the railways are common property, how this view can consistently be maintained, more especially as the prosperity of one part is not independent of the other. The southern community derives extensive advantages from the importation of cheap timber from the North, supplied by means of the northern railways. The North draws its grain supplies from the South by similar means. The interchange of passengers between different localities gives a common advantage to all the railways. The West Coast railways supply cheap fuel all round. No section of the railways could be removed from the influences of the others without being injuriously affected. Wellington and Wanganui lines are, we may infer, better feeders to the Hurunui—Bluff section than many of the attached branches.

There are some internal difficulties in the management owing to the inconvenience of the system on which business is conducted with other departments. Time is occupied by inter-departmental work, which ought to be devoted to matters of larger public interest. The traffic, audit, and ticket work should be within the department, as it is in other colonies and on all other railways. However efficiently and cheaply the work of audit is now performed, as far as it goes, its separation from the railway administration is a source of weakness to both the audit and the management.

The conduct of the staff has been good throughout the year, and commendation is due for the zeal and care with which the various local officers have done their duty.

I have, &c.,

J. P. MAXWELL,

General Manager, New Zealand Railways.

INDEX OF RETURNS

ACCOMPANYING THE REPORT OF THE GENERAL MANAGER OF NEW ZEALAND RAILWAYS.—
1881-82.

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	2	Expenditure account.										
	3	Detail of classified expenditure.										
	4	Traffic accounts.										
	5	Classified expenditure and revenue.										
	6	Cost of construction and rate of interest.										
	7	Sectional accounts, Hurunui-Bluff.										
	8	Comparison of current with previous year's working.										
	9	Comparison of revenue and expenditure for three financial years, 1879-80, 1881-82.										
GENERAL RETURNS	10	Revenue and expenditure of stations.										
	11	Carriage and wagon stock, and tarpaulins.										
	12	Locomotive stock.										
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}	Weighing machines.											
}	Weighbridges.											
}	Traversers and turntables.											
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AUCKLAND SECTION—continued.

Dr.	£	s.	d.	£	s.	d.	Cr.	£	s.	d.	£	s.	d.			
To Amount paid into Public Account, 31st March, 1882	71,447	15	9				By Expenditure to 31st March, 1882				49,294	16	7			
Less cash in hand and outstanding, 1st April, 1881	1,840	7	10				Balance	£22,832	8	4						
				69,607	7	11	Mail service, per other side, unrecovered	850	0	0			23,682	8	4	
Postal Department, for mail service					850	0										
Cash in hand and outstanding, 31st March, 1882						2,519	17	0								
											£72,977	4	11			
														£72,977	4	11

NAPIER SECTION.

Dr.	£	s.	d.	£	s.	d.	Cr.	£	s.	d.	£	s.	d.			
To Cash in hand and outstanding, 1st April, 1881	341	14	7				By Payments into Public Account, 31st March, 1882	33,703	6	2						
Passengers, parcels, goods, &c., 31st March, 1882	33,721	0	10				Less refunds, revenue	127	12	3						
				34,062	15	5					33,575	13	11			
							Cash in hand and outstanding, 31st March, 1882, including £9 6s. for Volunteer service unrecovered				487	1	6			
													£34,062	15	5	
To Amount paid into Public Account, 31st March, 1882	33,575	13	11				By Expenditure to 31st March, 1882				18,164	1	6			
Less cash in hand and outstanding, 1st April, 1881	341	14	7				Balance	£15,556	19	4						
				33,233	19	4	Mail service, on other side, unrecovered	560	0	0						
Postal Department, for mail service					560	0					16,116	19	4			
Cash in hand and outstanding, 31st March, 1882						487	1	6								
											£34,281	0	10			
														£34,281	0	10

WELLINGTON SECTION.

Dr.	£	s.	d.	£	s.	d.	Cr.	£	s.	d.	£	s.	d.			
To Cash in hand and outstanding, 1st April, 1881	413	14	4				By Payments into Public Account to 31st March, 1882	41,537	8	5						
Passengers, parcels, goods, &c., 31st March, 1882	41,815	1	8				Less refunds, wharfage	251	15	2						
				42,228	16	0					41,285	13	3			
							Cash in hand and outstanding, 31st March, 1882, including £190 Os. 11d. for Volunteer service unrecovered				943	2	9			
													£42,228	16	0	
To Amount paid into Public Account, 31st March, 1882	41,285	13	3				By Expenditure to 31st March, 1882				31,324	7	6			
Less cash in hand and outstanding, 1st April, 1881	413	14	4				Balance	£10,490	14	2						
				40,871	18	11	Mail service, per other side, unrecovered	875	0	0						
Postal Department, for mail service					875	0					11,365	14	2			
Cash in hand and outstanding, 31st March, 1882						943	2	9								
											£42,690	1	8			
														£42,690	1	8

WANGANUI SECTION.

Dr.	£	s.	d.	£	s.	d.	Cr.	£	s.	d.	£	s.	d.			
To Cash in hand and outstanding, 1st April, 1881	542	4	9				By Payments into Public Account to 31st March, 1882	47,443	9	0						
Passengers, parcels, goods, &c., 31st March, 1882	43,890	3	7				Less refunds—									
				44,432	8	4	Wharfage	£4,193	10	9						
							Revenue	78	4	9						
											4,271	15	6			
													43,171	13	6	
							Cash in hand and outstanding, 31st March, 1882, including £206 5s. 3d. for Volunteer service unrecovered				1,260	14	10			
											£44,432	8	4			
														£44,432	8	4

WANGANUI SECTION—continued.

Dr.	£	s.	d.	£	s.	d.	Cr.	£	s.	d.				
To Amount paid into Public Account, 31st March, 1882	43,171	13	6				By Expenditure to 31st March, 1882	28,614	4	11				
Less cash in hand and outstanding, 1st April, 1881	542	4	9				Balance	£15,275	18	8				
				42,629	8	9	Mail service, per other side, unrecovered	1,100	0	0				
Postal Department, for mail service				1,100	0	0				16,375	18	8		
Cash in hand and outstanding, 31st March, 1882				1,260	14	10								
				<u>£44,990</u>	<u>3</u>	<u>7</u>						<u>£44,990</u>	<u>3</u>	<u>7</u>

NEW PLYMOUTH SECTION.

Dr.	£	s.	d.	£	s.	d.	Cr.	£	s.	d.				
To Cash in hand and outstanding, 1st April, 1881	278	5	9				By Payments into Public Account to 31st March, 1882	13,352	11	3				
Passengers, parcels, goods, &c., 31st March, 1882	13,231	6	0				Cash in hand and outstanding, 31st March, 1882, including £45 4s. 8d. for Volunteer service unrecovered			157	0	6		
				13,509	11	9								
				<u>£13,509</u>	<u>11</u>	<u>9</u>	By Expenditure to 31st March, 1882	9,489	6	10				
To Amount paid into Public Account, 31st March, 1882	13,352	11	3				Balance	£3,741	19	2				
Less cash in hand and outstanding, 1st April, 1881	278	5	9				Mail service, per other side, unrecovered	275	0	0				
				13,074	5	6				4,016	19	2		
Postal Department, for mail service				275	0	0								
Cash in hand and outstanding, 31st March, 1882				157	0	6				<u>£13,506</u>	<u>6</u>	<u>0</u>		
				<u>£13,506</u>	<u>6</u>	<u>0</u>						<u>£13,506</u>	<u>6</u>	<u>0</u>

HURUNUI-BLUFF SECTION.

Dr.	£	s.	d.	£	s.	d.	Cr.	£	s.	d.	£	s.	d.		
To Cash in hand and outstanding, 1st April, 1881	34,408	13	11				By Payments into Public Account to 31st March, 1882	711,079	9	3					
Passengers, parcels, goods, &c., 31st March, 1882	651,762	7	11				Less refunds—								
				686,171	1	10	Wharfage	£51,161	12	0					
							Revenue	8,422	6	2					
								59,583	18	2					
											651,495	11	1		
							Cash in hand and outstanding, 31st March, 1882, including £2,658 18s. 10d. for Volunteer service unrecovered				34,675	10	9		
				<u>£686,171</u>	<u>1</u>	<u>10</u>					<u>£686,171</u>	<u>1</u>	<u>10</u>		
To Amount paid into Public Account, 31st March, 1882	651,495	11	1				By Expenditure to 31st March, 1882	363,964	10	1					
Less cash in hand and outstanding, 1st April, 1881	34,408	13	11				Balance	£287,797	17	10					
				617,086	17	2	Mail service, per other side, unrecovered	10,500	0	0					
Postal Department, for mail service				10,500	0	0				298,297	17	10			
Cash in hand and outstanding, 31st March, 1882				34,675	10	9									
				<u>£662,262</u>	<u>7</u>	<u>11</u>							<u>£662,262</u>	<u>7</u>	<u>11</u>

GREYMOUTH SECTION.

Dr.	£	s.	d.	£	s.	d.	Cr.	£	s.	d.	£	s.	d.		
To Cash in hand and outstanding, 1st April, 1881	121	12	3				By Payments into Public Account to 31st March, 1882	10,820	17	3					
Passengers, parcels, goods, &c., 31st March, 1882	10,873	14	3				Less refunds, revenue	0	8	0					
				10,995	6	6					10,820	9	3		
							Cash in hand and outstanding, 31st March, 1882, including £2 4s. 4d. for Volunteer service unrecovered				174	17	3		
				<u>£10,995</u>	<u>6</u>	<u>6</u>					<u>£10,995</u>	<u>6</u>	<u>6</u>		
To Amount paid into Public Account, 31st March, 1882	10,820	9	3				By Expenditure to 31st March, 1882	5,157	18	1					
Less cash in hand and outstanding, 1st April, 1881	121	12	3				Balance	£5,715	16	2					
				10,698	17	0	Mail service, per other side, unrecovered	40	0	0					
Postal Department, for mail service				40	0	0				5,755	16	2			
Cash in hand and outstanding, 31st March, 1882				174	17	3									
				<u>£10,913</u>	<u>14</u>	<u>3</u>							<u>£10,913</u>	<u>14</u>	<u>3</u>

WESTPORT SECTION.

DR.	£	s.	d.	£	s.	d.	CR.	£	s.	d.	£	s.	d.
To Cash in hand and outstanding, 1st April, 1881 ...	820	2	0				By Payments into Public Account to 31st March, 1882 ...	7,318	5	11			
Passengers, parcels, goods, &c., 31st March, 1882	6,372	2	1				Less refunds, revenue ...	841	14	6			
				7,192	4	1					6,476	11	5
							Cash in hand and outstanding, 31st March, 1882 ...				715	12	8
				<u>£7,192</u>	<u>4</u>	<u>1</u>					<u>£7,192</u>	<u>4</u>	<u>1</u>
To Amount paid into Public Account, 31st March, 1882 ...	6,476	11	5				By Expenditure to 31st March, 1882 ...				3,784	18	5
Less cash in hand and outstanding, 1st April, 1881	820	2	0				Balance ...	£2,587	3	8			
				5,656	9	5	Mail service, per other side, unrecovered ...	30	0	0			
Postal Department, for mail service ...				30	0	0					2,617	3	8
Cash in hand and outstanding, 31st March, 1882 ...													
				<u>£6,402</u>	<u>2</u>	<u>1</u>					<u>£6,402</u>	<u>2</u>	<u>1</u>

NELSON SECTION.

DR.	£	s.	d.	£	s.	d.	CR.	£	s.	d.			
To Cash in hand and outstanding, 1st April, 1881 ...	185	14	8				By Payments into Public Account to 31st March, 1882 ...	8,364	8	7			
Passengers, parcels, goods, &c., 31st March, 1882	8,518	14	8				Cash in hand and outstanding, 31st March, 1882, including £277 7s. 5d. for Volunteer service unrecovered ...				340	0	9
				8,704	9	4							
											<u>£8,704</u>	<u>9</u>	<u>4</u>
To Amount paid into Public Account, 31st March, 1882 ...	8,364	8	7				By Expenditure to 31st March, 1882 ...				6,235	12	0
Less cash in hand and outstanding, 1st April, 1881	185	14	8				Balance ...	£2,283	2	8			
				8,178	13	11	Mail service, per other side, unrecovered ...	250	0	0			
Postal Department, for mail service ...				250	0	0					2,533	2	8
Cash in hand and outstanding, 31st March, 1882 ...													
				<u>£8,768</u>	<u>14</u>	<u>8</u>					<u>£8,768</u>	<u>14</u>	<u>8</u>

PICTON SECTION.

DR.	£	s.	d.	£	s.	d.	CR.	£	s.	d.	£	s.	d.
To Cash in hand and outstanding, 1st April, 1881 ...	77	5	1				By Payments into Public Account to 31st March, 1882 ...	7,689	19	2			
Passengers, parcels, goods, &c., 31st March, 1882	7,684	16	9				Less refunds, revenue ...	309	15	8			
				7,762	1	10					7,380	3	6
							Cash in hand and outstanding, 31st March, 1882, including £24 18s. 9d. for Volunteer service unrecovered ...				381	18	4
				<u>£7,762</u>	<u>1</u>	<u>10</u>					<u>£7,762</u>	<u>1</u>	<u>10</u>
To Amount paid into Public Account, 31st March, 1882 ...	7,380	3	6				By Expenditure to 31st March, 1882 ...				5,268	3	11
Less cash in hand and outstanding, 1st April, 1881	77	5	1				Balance ...	£2,416	12	10			
				7,302	18	5	Mail service, per other side, unrecovered ...	220	0	0			
Postal Department, for mail service ...				220	0	0					2,636	12	10
Cash in hand and outstanding, 31st March, 1882 ...													
				<u>£7,904</u>	<u>16</u>	<u>9</u>					<u>£7,904</u>	<u>16</u>	<u>9</u>

RETURN OF WHARFAGE, &c., ACCOUNT for the Twelve Months ended 31st March, 1882.

DR.	£	s.	d.	£	s.	d.	CR.	£	s.	d.	£	s.	d.
To Balance, 31st March, 1881	11,719	10	1				By Cash payments, 31st March, 1882 ...	74,038	12	7			
Wharfage, &c., 31st March, 1882 ...	69,362	16	3				Remission to Westport Coal Company, unauthorized voucher 74392 ...	589	3	3			
				81,082	6	4					74,627	15	10
							Balance ...				6,454	10	6
				<u>£81,082</u>	<u>6</u>	<u>4</u>					<u>£81,082</u>	<u>6</u>	<u>4</u>

A. C. FIFE,
Railway Accountant.

RETURN No. 3.

DETAIL of CLASSIFIED EXPENDITURE for Twelve Months ended 31st March, 1882.

	Whangarei Section.	Auckland Section.	Napier Section.	Wellington Section.	Wanganui Section.	New Plymouth Section.	Hurunui-Bluff Section.	Greymouth Section.	Westport Section.	Nelson Section.	Pictou Section.	Totals.	Account Totals.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
A.—MAINTENANCE OF WAY AND WORKS.														
Permanent way,—														
Platelaying,—														
1. Wages	424 18 2	15,542 17 2	5,861 12 9	7,054 0 3	10,084 2 4	4,222 13 7	62,515 10 9	956 2 6	936 14 0	1,544 5 0	1,759 6 9	110,902 3 3	} 113,618 12 3	
Miscellaneous		35 16 3			7 5 0	3 6 4	2,623 13 6					2,670 1 1		
Workshop commission	0 0 5				1 2 6		45 5 0					46 7 11		
Materials,—														
2. Wages, material		120 17 1					1,636 10 11					1,757 8 0	} 31,480 7 8	
Materials	58 17 7	1,580 15 10	834 5 4	2,587 16 3	1,070 10 2	103 6 11	22,519 12 9	91 6 7	25 5 9	223 1 5	319 13 6	29,414 12 1		
Workshop commission	1 11 8	152 17 4	17 9 7	42 4 8	12 5 6	11 13 2	65 12 2				4 13 6	308 7 7		
Repairs, Roads, Bridges, Signals, and Works,—														
3. Wages	0 17 10	786 9 2	10 4 7	4 3 5	13 17 2	80 2 3	13,326 3 10	99 15 7				6 3 0	} 24,746 8 3	
Materials	1 13 1	399 10 2	32 6 2	31 15 4	93 5 4	33 7 10	9,466 2 3	30 1 9	14 6 11	1 18 3	145 8 6	10,249 15 7		
Workshop commission	0 3 4	114 17 8	1 12 2	0 18 2	2 7 1	3 6 11	43 12 8				1 17 10	168 15 10		
Repairs, Stations and Buildings,—														
4. Wages	7 6 8	330 8 6	50 12 4	56 5 2	5 18 2		4,894 18 8					5 13 9	} 10,276 14 3	
Materials	18 0 10	300 19 3	49 13 1	34 4 6	90 7 8	36 4 6	4,222 14 2	19 1 9	0 8 6	12 11 8	18 8 0	4,802 13 11		
Workshop commission	3 16 1	87 8 2	13 5 0	12 19 7	3 14 7		0 16 8				0 17 0	122 17 1		
Total	517 5 8	19,452 16 7	6,871 1 0	9,824 7 4	11,384 15 6	4,494 1 6	121,360 13 4	1,196 8 2	976 15 2	1,781 16 4	2,262 1 10	180,122 2 5	180,122 2 5	
B.—LOCOMOTIVE POWER.														
Running Expenses,—														
1. Wages, working	439 4 0	6,626 1 4	1,875 16 4	4,527 2 1	2,903 5 7	1,179 18 0	35,053 15 11	472 12 9	562 18 1	729 7 9	553 5 4	54,923 7 2	} 55,042 12 4	
Miscellaneous	0 16 6	8 4 0				0 3 0	110 1 8					119 5 2		
2. Wages, fuel, and water		278 7 8	9 15 4		13 15 3	0 4 0	4,170 11 4					4,472 13 7		
Fuel and water	137 11 3	1,965 5 5	1,582 11 3	3,435 18 0	2,201 6 4	657 5 7	27,926 16 7	114 13 6	133 10 7	449 11 3	276 3 10	38,880 13 7	} 43,454 2 5	
Workshop commission		70 6 8	0 7 5	1 0 3	18 19 7		10 1 4					100 15 3		
3. Wages, oil, and stores	0 16 3					6 16 6						7 12 9		
Oil, tallow, and other stores	30 5 7	719 1 11	226 6 11	668 13 11	379 0 1	83 5 0	4,250 0 2	35 14 9	52 13 5	110 10 0	78 13 7	6,634 5 4	} 6,641 18 1	
Renewals and Repairs,—														
4. Wages	30 1 9	2,124 0 10	623 7 5	2,118 4 11	1,213 10 6	421 16 10	12,843 12 2	141 15 1	132 12 2	163 14 7	33 16 4	19,851 12 7		
5. Materials, &c.	34 19 9	702 5 10	471 11 0	762 12 10	463 18 0	* [37 14 3]	5,310 9 1	43 8 2	60 17 3	47 4 8	43 9 3	7,903 1 7	} 31,527 9 3	
Workshop commission	7 1 9	385 0 1	162 14 8	323 3 8	235 15 9	77 11 0	2,563 3 3	5 6 8	3 12 2	1 12 8	7 13 5	3,772 15 1		
Total	680 16 10	12,878 13 9	4,957 10 4	11,836 15 8	7,429 11 1	2,389 5 8	92,238 11 6	813 10 11	946 3 8	1,502 0 11	993 1 9	136,666 2 1		136,666 2 1
C.—REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.														
Carriages,—														
1. Wages	5 3 1	907 8 6	367 0 7	815 0 8	385 18 4	154 11 10	5,617 1 3	10 11 0		88 0 3	190 16 9	8,541 12 3	} 13,681 3 5	
2. Miscellaneous and materials	14 8 5	499 14 9	130 0 1	199 3 4	201 0 4	31 18 10	2,324 0 7	0 17 5	1 6 8	13 11 4	50 1 9	3,466 3 6		
Workshop commission	1 13 2	196 8 10	75 10 5	140 15 9	85 14 3	8 16 7	1,163 13 7				0 15 1	1,673 7 8		
Wagons,—														
3. Wages	12 11 8	991 17 3	495 16 3	1,037 14 10	664 0 0	122 13 1	8,811 16 10	211 15 1	361 1 11	98 18 6	7 12 3	12,815 17 8	} 22,185 15 3	
4. Miscellaneous and materials	5 3 0	889 18 1	237 0 11	309 16 1	517 5 2	22 15 1	4,560 18 10	87 3 9	73 10 3	31 12 1	43 8 2	6,783 11 5		
Workshop commission	2 15 6	247 5 10	95 0 9	155 9 7	172 1 3	9 16 8	1,901 0 0	0 17 4			1 19 3	2,586 6 2		
Total	41 14 10	3,732 13 3	1,400 9 0	2,658 0 3	2,025 19 4	350 12 1	24,378 11 1	311 4 7	435 18 10	232 2 2	299 13 3	35,866 18 8	35,866 18 8	
D.—TRAFFIC EXPENSES.														
1. Wages	345 12 5	9,009 2 6	3,424 11 6	4,420 6 1	5,192 16 3	1,383 1 0	92,528 7 2	1,970 0 8	766 10 8	2,007 2 10	1,082 11 9	122,130 2 10	122,130 2 10	
2. Fuel, lighting, and general stores	22 18 10	340 5 5	179 8 0	300 9 8	311 15 6	49 14 8	6,132 6 7	229 3 8	20 13 0	83 4 0	198 3 2	7,868 2 6	7,868 2 6	
3. Printing, stationery, and tickets	7 6 6	592 3 4	272 0 2	352 15 2	477 9 6	162 5 6	3,816 15 8	41 13 11	45 14 5	42 13 9	16 1 5	5,826 19 4	5,896 19 4	
4. Miscellaneous expenses	15 1 5	309 19 2	86 0 4	77 19 7	268 19 10	72 9 2	3,944 18 7	27 17 8	122 12 1	9 2 7	3 10 0	4,938 10 5	} 5,119 8 10	
Workshop commission	0 7 11	22 16 1	0 3 2	3 1 3	2 15 9		150 13 9	1 0 6				180 18 5		
Total	391 7 1	10,274 6 6	3,962 3 2	5,154 11 9	6,253 16 10	1,667 10 4	106,573 1 9	2,269 16 5	955 10 2	2,142 3 2	1,300 6 4	140,944 13 6		140,944 13 6
E.—GENERAL CHARGES.														
1. General Government expenses	14 16 3	740 5 6	342 8 4	420 5 6	457 17 9	134 18 4	7,031 4 7	110 5 3	59 0 10	85 15 4	78 15 2	9,475 12 10	9,475 12 10	
2. Wages of District Managers and clerks	122 0 11	1,684 2 10	487 13 7	1,188 17 2	929 12 2	385 15 9	10,220 11 11	438 12 9	394 5 10	440 10 11	254 15 0	16,546 18 10	16,546 18 10	
3. Office, incidental, and special expenses	33 7 2	341 14 2	125 13 11	195 17 8	117 17 2	44 1 6	1,032 2 11	18 0 0	13 12 3	36 8 2	79 10 7	2,038 5 6	2,038 5 6	
4. Miscellaneous		10 16 10	0 4 0	10 6 9			325 0 0					346 7 7	} 367 13 1	
Workshop commission		15 3 11		2 3 3			3 18 4					21 5 6		
Total	170 4 4	2,792 3 3	955 19 10	1,817 10 4	1,505 7 1	564 15 7	18,012 17 9	566 18 0	466 18 11	562 14 5	413 0 9	28,428 10 3		28,428 10 3
F.—SUNDRIES.														
1. Miscellaneous and law costs		118 12 0		12 6 6	1 1 0	17 19 2	487 4 0		3 11 8			640 14 4	640 14 4	
2. Compensation		45 11 3	16 18 2	20 15 8	13 14 1	5 2 6	313 10 8			14 15 0		430 7 4	430 7 4	
Total		164 3 3	16 18 2	33 2 2	14 15 1	23 1 8	800 14 8		3 11 8	14 15 0		1,071 1 8	1,071 1 8	
Grand total	1,801 8 9	49,294 16 7	18,164 1 6	31,324 7 6	28,614 4 11	9,489 6 10	363,964 10 1	5,157 18 1	3,784 18 5	6,235 12 0	5,268 3 11	523,099 8 7	523,099 8 7	

* Deduction.

A. C. FIFE, Railway Accountant.

RETURN. No 4.
COMPARATIVE STATEMENT of PASSENGERS and GOODS TRAFFIC for the Twelve Months ending 31st March, 1882.

Sections.	Length Open for Traffic.	Passengers.			Goods, Parcels, and Live Stock.											Receipts.			Number of Trains.			Miles Travelled by Trains.						
		First Class.	Second Class.	Total.	Wool.	Timber.	Grain.	Merchandise.	Minerals.	Firewood.	Total.	Parcels.	Dogs.	Horses.	Cattle.	Sheep and Pigs.	Passengers, &c.	Goods.	Total Passengers and Goods.	Passengers and Mixed.	Goods.	Total.	Passengers and Mixed.	Goods.	Total.	Shunting and Ballasting.	Total.	
1881-82.		No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	No.	No.	No.	No.	No.	£ s. d.	£ s. d.	£ s. d.									
Kawakawa
Whangarei ...	5	3,005	6,476	9,481	1	27	40	164	9,845	...	10,077	...	...	...	...	...	281 11 1	1,127 1 6	1,408 12 7	1,618	470	2,088	8,086	2,350	10,436	2,057	12,493
Auckland ...	139	75,417	265,352	340,769	342	10,804	6,553	25,088	31,819	1,510	76,116	27,254	1,813	805	10,421	33,052	33,881 10 2	38,245 14 9	72,127 4 11	6,742	1,332	8,074	233,576	43,208	276,784	80,743	357,527	
Napier ...	70	33,040	93,714	126,754	3,217	15,210	2,963	8,150	3,399	9,885	42,824	13,921	556	486	184	8,900	15,532 1 1	18,188 19 9	33,721 0 10	2,544	5	2,549	105,344	362	105,706	10,426	116,132	
Wellington ...	69	43,757	156,353	200,110	1,358	15,870	2,456	9,736	4,058	7,745	41,223	14,412	1,083	277	482	46,802	20,174 2 3	21,640 19 5	41,815 1 8	1,675	1,938	3,613	142,453	23,006	165,459	48,478	213,937	
Wanganui ...	115	32,692	121,440	154,132	1,113	22,344	3,702	6,658	9,292	8,850	51,959	17,581	1,481	624	266	5,880	20,371 2 2	23,519 1 5	43,890 3 7	4,009	...	4,009	169,766	...	169,766	36,340	206,106	
New Plymouth ...	51	12,021	68,304	80,325	18	6,075	1,470	3,719	1,361	3,765	16,408	5,189	611	124	126	4,833	7,672 17 11	5,558 8 1	13,231 6 0	4,328	...	4,328	66,574	804	66,574	2,470	69,044	
Hurunui-Bluff ...	810	443,768	1,410,633	1,854,401	37,917	113,446	353,675	256,038	288,424	34,595	1,084,095	201,714	15,389	6,239	12,384	219,471	253,804 17 11	397,957 10 0	651,762 7 11	50,728	9,695	60,423	1,392,785	219,266	1,612,051	674,110	2,286,161	
Greymouth ...	8	7,458	27,048	34,506	...	1,121	...	1,781	51,632	150	54,684	...	...	...	...	...	1,915 17 2	8,957 17 1	10,873 14 3	2,022	...	2,022	15,660	...	15,660	7,721	23,381
Westport ...	10	253	16,133	16,386	...	1,321	...	844	32,512	...	34,677	2,268	87	13	9	51	818 12 4	5,553 9 9	6,372 2 1	794	...	794	20,449	...	20,449	...	20,449	
Nelson ...	23	6,192	56,513	62,705	142	1,798	1,751	1,975	615	2,660	8,941	3,192	29	5	15	117	4,369 2 3	4,149 12 5	8,518 14 8	1,653	92	1,745	35,693	461	36,154	4,895	41,049	
Picton ...	19	7,716	24,192	31,908	573	4,889	3,115	2,936	702	4,495	16,710	1,210	125	24	27	719	2,883 9 11	4,801 6 10	7,684 16 9	1,271	64	1,335	22,910	855	23,765	28,842		
Total ...	1,319	665,319	2,246,158	2,911,477	44,681	192,905	375,725	317,089	433,659	73,655	1,437,714	286,741	21,273	8,597	23,914	319,837	361,705 4 3	530,321 3 4	892,026 7 7	77,384	13,661	91,045	2,212,492	290,312	2,502,804	872,317	3,375,121	
1880-81.		No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	No.	No.	No.	No.	No.	£ s. d.	£ s. d.	£ s. d.									
Kawakawa
Whangarei ...	5	298	574	872	...	...	1	1	5,974	...	5,976	3	3	...	...	...	25 18 0	672 15 7	698 13 7	...	693	693	...	2,873	2,873	901	3,774
Auckland ...	132	91,593	225,116	316,709	280	12,025	4,950	24,931	38,629	470	81,285	25,076	2,140	750	10,994	29,095	29,101 8 10	35,678 13 8	64,780 2 6	8,604	663	9,267	211,948	16,968	228,916	63,428	292,344	
Napier ...	70	29,536	80,631	110,167	3,981	8,551	1,838	6,677	2,922	8,740	32,709	12,167	179	376	144	9,351	13,874 18 7	15,176 18 8	29,051 17 3	1,878	...	1,878	93,747	...	93,747	6,462	100,209	
Wellington ...	69	48,598	129,053	177,651	1,380	10,494	1,863	10,726	12,554	7,455	44,472	9,523	1,138	255	335	30,803	18,261 12 2	17,669 15 6	35,931 7 8	4,319	...	4,319	131,779	14,388	146,167	32,894	179,061	
Wanganui ...	115	30,155	105,149	135,304	832	18,488	3,661	6,361	4,964	12,970	47,276	13,949	1,278	381	234	5,926	17,151 9 6	19,288 16 2	36,440 5 8	2,768	63	2,831	153,144	5,353	158,497	...	158,497	
New Plymouth ...	41	9,620	57,180	66,800	15	3,847	1,544	3,900	1,409	2,045	12,760	3,278	417	111	29	7,985	5,353 12 10	3,717 8 7	9,071 1 5	4,014	...	4,014	49,212	16	49,228	53	49,281	
Hurunui-Bluff ...	788	433,520	1,462,480	1,896,000	35,631	104,585	405,233	206,916	277,421	31,955	1,061,741	187,133	17,209	5,319	8,254	195,835	252,483 5 9	378,111 16 0	630,595 1 9	58,319	14,677	72,996	1,319,532	310,092	1,629,624	730,115	2,359,739	
Greymouth ...	8	7,827	28,109	35,936	...	1,361	...	2,184	46,713	15	50,273	12	71	1	3	3	2,362 16 0	8,358 5 6	10,721 1 6	1,992	...	1,992	15,664	...	15,664	7,767	23,431	
Westport ...	10	369	13,843	14,212	...	1,194	...	484	13,811	...	15,489	1,677	102	3	9	6	728 4 2	3,182 19 0	3,911 3 2	1,024	...	1,024	15,095	...	15,095	277	15,372	
Nelson ...	20	7,765	58,526	66,291	148	2,673	1,238	2,088	422	3,650	10,219	2,475	10	...	10	599	4,439 5 0	4,014 13 9	8,453 18 9	1,693	60	1,753	33,075	239	33,314	4,962	38,276	
Picton ...	19	6,631	22,988	29,619	120	6,477	814	1,345	1,447	5,380	15,583	1,567	249	9	1,080	...	2,498 0 3	3,303 7 6	5,801 7 9	1,260	...	1,260	23,640	...	23,640	3,868	27,508	
Total ...	1,277	665,912	2,183,649	2,849,561	42,387	169,695	421,142	265,613	406,266	72,680	1,377,783	256,860	22,796	7,209	20,021	280,683	346,280 11 1	490,173 10 7	836,454 1 8	85,871	16,156	102,027	2,046,836	349,929	2,396,765	850,727	3,247,492	

A. C. FIFE, Railway Accountant.

RETURN NO. 5. CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure and Revenue, for the Twelve Months ending 31st March, 1882.

Main table with columns: Section, Mileage, Revenue, Proportion of each Class of Expenditure to Mileage and Revenue, Total, and Sundries. It is divided into two parts: 1881-82 and 1880-81.

A. C. FIFE, Railway Accountant.

RETURN No. 6.

NET REVENUE, COST of CONSTRUCTION, and RATE of INTEREST on all Lines.

Section.	Earnings over Expenditure, as per Balance-sheet.	Estimated Cost of Opened Lines.	Rate of Interest.
	£ s. d.	£ s. d.	£ s. d.
Kawakawa	621 2 4	19,000 0 0	3 5 5
Whangarei	*392 16 2	28,000 0 0	...
Auckland	22,832 8 4	1,003,000 0 0	2 5 6
Napier	15,556 19 4	422,000 0 0	3 13 9
Wellington	10,490 14 2	720,000 0 0	1 9 2
Wanganui	15,275 18 8	767,000 0 0	1 19 10
New Plymouth	3,741 19 2	235,000 0 0	1 11 10
Harunui-Bluff	287,797 17 10	5,611,000 0 0	5 2 7
Greymouth	5,715 16 2	139,000 0 0	4 2 3
Westport	2,587 3 8	160,000 0 0	1 12 4
Nelson	2,283 2 8	150,000 0 0	1 10 5
Picton	2,416 12 10	189,000 0 0	1 5 7
Total ...	368,926 19 0	9,443,000 0 0	3 18 2
Postal services (Estimated)	14,700 0 0		
Total including Postal Services	383,626 19 0	...	4 1 3
Total expenditure on Railways, including cost of all surveys and works in progress, as yet unutilized,—	Earnings over Expendi- ture, as above.		
Provincial ... £1,104,281 2 5			
Colonial ... 9,869,669 11 3			
Total ... £10,973,950 13 8	368,926 19 0	...	3 7 3

* Loss.

RETURN No. 7.
HURUNUI-BLUFF SECTION.
SECTIONAL ACCOUNTS for Twelve Months ending 31st March, 1882.

Name.	Miles Open for Traffic.	Revenue.	Expenditure.	Per Cent. of Revenue.
		£ s. d.	£ s. d.	
Christchurch Section ...	145	234,185 7 7	108,887 12 9	46.50
Oxford and Eyreton Branch ...	43	7,310 15 1	7,257 15 3	99.28
Southbridge Branch ...	25	13,062 18 4	8,574 9 2	65.64
Springfield Branch ...	43	14,028 5 6	9,524 14 10	67.89
Total ...	256	268,587 6 6	134,244 12 0	49.98
Oamaru Section ...	104	79,813 17 8	51,201 4 1	64.15
Albury Branch ...	26	7,337 4 11	3,953 14 0	53.88
Waimate Branch ...	4	1,761 1 3	1,558 3 7	88.48
Duntroon Branch ...	21	5,256 15 1	3,463 19 5	65.89
Ngapara Branch ...	15	3,192 19 5	2,962 7 11	92.78
Total ...	170	97,361 18 4	63,139 9 0	64.85
Dunedin Section ...	115	185,942 18 4	97,367 19 11	52.36
Walton Park Branch ...	3	839 16 9	927 12 5	110.45
Outram Branch ...	9	2,843 15 2	2,956 13 11	103.97
Lawrence Branch ...	22	7,529 0 9	6,866 9 1	91.19
Total ...	149	197,155 11 0	108,118 15 4	54.84
Invercargill Section ...	172	76,735 16 5	49,367 3 0	64.33
Tapanui Branch ...	15	1,994 12 0	2,353 11 3	117.10
Riverton Branch ...	48	9,927 3 8	6,740 19 6	67.90
Total ...	235	88,657 12 1	58,461 13 9	65.94
Grand total ...	810	651,762 7 11	363,964 10 1	55.84

A. C. FIFE, Railway Accountant.

RETURN No. 8.
COMPARISON of REVENUE and EXPENDITURE Current and Previous Years.

Section.	Revenue.	Expenditure.	Expenditure per cent. of Revenue.	Section.	Revenue.	Expenditure.	Expenditure per cent. of Revenue.
1881-82.—12 Months ending 31st March.				1879-80.—12 Months ending 31st March.			
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Kawakawa ...	621 2 4	...	...	New Plymouth ...	9,071 1 5	7,781 6 7	85.78
Whangarei ...	1,408 12 7	1,801 8 9	127.89	Hurunui-Bluff ...	630,595 1 9	376,082 11 1	59.64
Auckland ...	72,127 4 11	49,294 16 7	68.34	Grey-mouth ...	10,721 1 6	4,897 9 9	45.68
Napier ...	33,721 0 10	18,164 1 6	53.87	Westport ...	3,911 3 2	3,696 15 5	94.52
Wellington ...	41,815 1 8	31,324 7 6	74.91	Nelson ...	8,453 18 9	6,181 6 4	73.12
Wanganui ...	43,890 3 7	28,614 4 11	65.20	Picton ...	5,801 7 9	4,820 16 8	83.11
New Plymouth ...	13,231 6 0	9,489 6 10	71.72	Total ...	836,454 1 8	521,957 14 2	62.40
Hurunui-Bluff ...	651,762 7 11	363,964 10 1	55.84	1880-81.—12 Months ending 31st March.			
Grey-mouth ...	10,873 14 3	5,157 18 1	47.43	Kaipara ...	5,298 7 5	5,179 1 1	95.75
Westport ...	6,372 2 1	3,784 18 5	59.40	Auckland ...	58,576 12 7	39,760 18 3	67.84
Nelson ...	8,518 14 8	6,235 12 0	73.20	Napier ...	25,407 8 7	18,034 1 9	70.98
Picton ...	7,684 16 9	5,268 3 11	68.55	Wellington ...	29,769 15 2	26,735 8 5	89.81
Total ...	892,026 7 7	523,099 8 7	58.64	Wanganui ...	36,207 5 9	25,214 5 0	69.64
				New Plymouth ...	6,883 8 10	6,318 0 7	91.79
				Hurunui-Bluff ...	575,236 6 3	439,717 16 11	76.44
				Grey-mouth ...	9,903 15 6	4,735 14 9	47.81
				Westport ...	3,049 13 5	3,688 14 5	120.95
				Nelson ...	7,478 1 0	6,119 8 10	81.85
				Picton ...	4,762 3 7	4,526 19 6	95.06
				Total ...	762,572 18 1	580,016 9 6	76.06

A. C. FIFE, Railway Accountant.

RETURN No. 9.
COMPARISON of REVENUE and EXPENDITURE for THREE FINANCIAL YEARS, 1879-80, 1881-82.

Year.	Miles.	Revenue.	Expenditure.	Expenditure per cent. of Revenue.	Tonnage.	Parcels, Cattle, &c.	Passengers.
		£ s. d.	£ s. d.			No.	No.
1881-82	1,319	892,026 7 7	523,099 8 7	58.64	1,437,714	286,741	2,911,477
1880-81	1,277	836,454 1 8	521,957 14 2	62.40	1,377,783	256,860	2,849,561
1879-80	1,172	762,572 18 1	580,010 9 6	76.06	1,108,108	158,024	2,967,090

RETURN No. 10.

STATEMENT of REVENUE and EXPENDITURE of each STATION for the Year ending 31st March, 1882.

Stations.	Hours Open.	Number of Hands Employed.	Total Expenditure.	Number of Tickets Issued.	Goods.		Revenue.		Total Value Forwarded.
					Tons Outwards.	Tons Inwards.	Coaching.	Goods.	
WHANGAREI SECTION.									
Wharf	9	3	£ ...	...	49	...	...	£ 7 15 2	£ 7 15 2
Whangarei	9	1	...	3,075	381	9,696	155 19 6	64 0 11	220 0 5
Kamo	8½	...	376 7 4	1,932	...	...	90 2 0	...	90 2 0
Coal Mines	8½	...	...	626	9,647	381	35 9 7	1,055 5 5	1,090 15 0
Totals	...	4	376 7 4	5,633	10,077	10,077	281 11 1	1,127 1 6	1,408 12 7
AUCKLAND SECTION.									
Auckland	14½	37	4,400 0 7	77,783	19,188	31,833	11,792 7 1	16,253 9 7	28,045 16 8
Drury	12	1	147 4 2	4,439	527	1,320	794 3 8	353 10 6	1,147 14 2
Hamilton	8	1	262 0 7	...	151	3,079	16 9 4	198 17 7	215 6 11
Hamilton Junction	8	1	...	5,883	387	...	3,888 16 10	314 18 2	4,203 15 0
Helensville	15	6	485 1 9	10,915	7,735	4,326	2,168 3 4	3,669 8 5	5,837 11 9
Huntly	8	2	181 1 3	1,501	19,063	378	407 16 10	6,743 17 0	7,151 13 10
Mercer	13	1	215 3 0	4,824	1,928	1,875	741 5 9	798 13 10	1,539 19 7
Newmarket	14	3	336 5 0	19,214	2,111	3,969	2,465 19 4	509 9 7	2,975 8 11
Ngaruawahia	8	2	296 4 8	2,321	779	5,013	1,056 8 8	722 3 10	1,778 12 6
Ohaupo	8	1	225 6 1	1,376	742	1,424	674 12 9	2,062 7 9	2,737 0 6
Onehunga	12	3	459 15 1	33,383	4,936	8,113	2,449 13 6	901 15 4	3,351 8 10
Opahuhu	13	1	134 10 5	8,107	1,327	1,446	745 19 3	421 9 2	1,167 8 5
Papakura	11	1	130 19 6	4,563	670	1,011	809 19 6	406 14 2	1,216 13 8
Papaitoi	12	1	128 18 6	3,235	1,433	542	448 16 10	293 11 1	742 7 11
Penrose Junction	13	2	176 15 8	4,897	6,905	119	524 9 4	634 10 7	1,158 19 11
Pokeno	12	1	99 19 7	1,700	161	882	518 13 3	151 6 10	670 0 1
Pukekohe	11	3	263 9 11	5,004	3,337	1,823	1,391 9 7	1,170 18 6	2,562 8 1
Remuera	14	2	204 16 4	6,232	143	295	859 1 4	522 3 4	1,381 4 8
Riverhead	11	3	175 11 7	1,621	1,073	2,270	241 9 1	418 6 1	659 15 2
Te Awamutu	8	4	538 7 3	3,601	731	1,930	1,209 7 4	891 11 5	2,100 18 9
Tuakau	12	1	121 6 4	2,327	483	1,462	496 4 7	286 8 6	782 13 1
Whau	12	1	125 15 0	3,194	2,300	2,707	175 3 0	528 14 1	703 17 1
Accountant	...	...	...	...	...	...	5 0 0	*[8 10 7]	*[3 10 7]
Totals	...	78	9,108 12 3	206,170	76,110	76,110	33,881 10 2	38,245 14 9	72,127 4 11
NAPIER SECTION.									
Farndon	10½	2	240 15 11	12,950	1,537	3,793	1,118 16 8	483 12 11	1,602 9 7
Hastings	10	3	371 19 8	18,179	4,383	8,446	2,862 14 3	1,576 19 4	4,439 13 7
Kaikora	9½	2	249 15 5	3,487	709	1,566	723 9 10	494 4 6	1,217 14 4
Kopua	13	1	147 18 0	2,008	6,440	316	339 6 3	2,136 10 9	2,525 17 0
Makotoko	13½	2	344 4 3	2,842	2,909	1,037	928 14 11	1,375 16 2	2,304 11 1
Napier	12	5	1,196 13 6	22,159	2,217	11,261	4,635 13 1	1,996 11 8	6,032 4 9
Ormondville	13	1	...	2,449	3,952	495	514 11 4	2,118 1 5	2,632 12 9
Pakipaki	...	...	...	...	48	242	0 10 2	19 7 0	19 17 2
Spit	9	2	274 15 9	1,434	7,248	6,351	155 5 4	3,189 16 5	3,345 1 9
Takapau	12	2	137 19 8	2,533	2,318	502	575 14 11	1,246 17 4	1,822 12 3
Te Aute	9	1	160 9 6	3,077	4,569	702	633 5 11	1,007 9 4	1,640 15 3
Waipawa	10	2	279 10 10	6,538	2,709	2,207	1,662 8 8	1,417 17 7	3,080 6 3
Waipukurau	10½	2	291 5 9	4,858	3,785	5,906	1,316 9 9	1,725 15 4	3,042 5 1
Accountant	...	...	...	...	...	...	15 0 0	...	15 0 0
Totals	...	25	3,695 8 3	82,519	42,824	42,824	15,532 1 1	18,188 19 9	33,721 0 10
WELLINGTON SECTION.									
Carterton	12½	2	267 7 4	5,812	10,425	1,207	1,611 13 2	6,157 7 0	7,769 0 2
Cross's Creek	12	1	403 4 2	...	...	...	...	...	...
Featherston	13	3	273 12 5	4,689	785	1,555	1,493 14 2	1,459 10 5	2,953 4 7
Greytown	10½	1	138 4 0	4,438	2,053	853	1,127 2 8	1,269 9 8	2,396 12 4
Kaitoke	11	1	83 14 4	799	450	132	164 14 8	268 12 10	433 7 6
Lower Hutt	12	3	384 19 11	17,412	5,401	2,091	2,066 5 1	815 9 2	2,881 14 3
Masterton	14½	4	591 12 5	9,050	1,654	2,058	3,051 13 6	2,306 4 8	5,357 18 2
Pitone	12½	2	285 13 5	7,847	3,566	3,040	590 16 3	588 3 0	1,178 19 3
Summit	12	1	...	...	...	...	...	...	...
Upper Hutt	12½	4	530 6 10	6,097	7,094	608	1,003 10 10	1,699 18 7	2,703 9 5
Wellington	14	14	1,734 16 4	58,898	7,640	29,603	9,057 1 11	6,893 16 4	15,950 18 3
Wellington Wharf	...	...	...	...	2,155	76	...	107 15 3	107 15 3
Accountant and H.O.	...	...	...	...	...	...	7 10 0	74 12 6	82 2 6
Totals	...	36	4,693 11 2	115,042	41,223	41,223	20,174 2 3	21,640 19 5	41,815 1 8
WANGANUI SECTION.									
Aramoho	15	1	169 5 10	5,215	867	2,885	579 19 6	202 8 3	782 8 2
Feilding	13	4	318 12 4	7,499	16,104	1,242	1,556 9 9	7,338 5 3	8,894 15 0
Foxton	14	6	1,091 0 1	9,499	1,830	12,844	1,822 8 6	2,080 1 0	3,902 9 6
Greatford	11	2	335 6 8	3,446	1,064	1,520	833 17 7	539 16 6	1,373 14 1
Halcombe	12	4	389 3 5	10,056	9,371	679	1,186 6 6	3,481 10 2	4,667 16 8
Marton	12	2	253 1 4	5,855	1,254	2,676	1,468 13 6	636 14 0	2,103 7 6
Carried forward	...	19	2,556 9 8	41,570	30,490	21,846	7,447 15 4	14,278 15 7	21,726 10 11

* Deductions.

RETURN No. 10—continued.

STATEMENT of REVENUE and EXPENDITURE of each STATION for the Year ending 31st March, 1882—
continued.

Stations.	Hours Open.	Number of Hands Employed.	Total Expenditure.	Number of Tickets Issued.	Goods.		Revenue.		Total Value Forwarded.
					Tons Outwards.	Tons Inwards.	Coaching.	Goods.	
WANGANUI SECTION—									
<i>continued.</i>									
Brought forward		19	£ 2,556 9 9	41,570	30,490	21,846	7,447 15 4	14,278 15 7	21,726 10 11
Palmerston	14	4	442 10 5	11,336	11,830	4,248	2,344 7 10	3,064 13 10	5,409 1 8
Turakina	11	2	183 16 5	3,752	1,871	1,631	784 10 9	415 0 5	1,199 11 2
Waitotara	10	1	82 17 8	2,988	2,005	1,576	694 10 10	492 3 1	1,186 13 11
Wanganui	15	13	1,975 8 5	28,436	5,122	15,805	6,960 17 9	4,735 1 7	11,695 19 4
Waverley	10	2	306 19 9	7,235	641	6,853	2,131 9 8	337 12 9	2,469 2 5
Accountant and H.O.	...	...	...	...	...	...	7 10 0	195 14 2	203 4 2
Total	...	41	5,548 2 4	95,317	51,959	51,959	20,371 2 2	23,519 1 5	43,890 3 7
NEW PLYMOUTH SECTION.									
Hawera	13	3	227 8 11	8,044	206	3,244	1,192 19 2	192 4 2	1,385 3 4
Inglewood	9	2	158 6 8	9,821	6,444	1,738	1,213 18 9	1,450 4 1	2,664 2 10
New Plymouth	11½	4	552 16 2	17,051	1,855	7,199	2,673 19 7	1,279 5 2	3,953 4 9
Normanby	12½	1	111 14 1	4,210	269	1,005	694 2 10	161 6 3	855 9 1
Stratford	10½	1	128 19 6	5,210	2,763	1,569	885 14 6	583 15 9	1,469 10 3
Waitara	11	3	286 19 2	8,269	4,871	1,653	1,012 3 1	1,891 12 8	2,903 15 9
Total	...	14	1,466 4 6	52,605	16,408	16,408	7,672 17 11	5,558 8 1	13,231 6 0
GREYMOUTH SECTION.									
Greymouth	11	12	1,644 3 0	11,441	1,763	52,632	967 13 6	3,274 1 9	4,241 15 3
Flag Stations	...	...	...	1,645	1,288	163	133 17 11	234 6 9	368 4 8
Brunner	9	3	522 6 7	8,094	51,633	1,889	814 5 9	5,449 8 7	6,263 14 4
Total	...	15	2,166 9 7	21,180	54,684	54,684	1,915 17 2	8,957 17 1	10,873 14 3
WESTPORT SECTION.									
Westport	8	5	913 6 7	10,849	34,677	34,677	818 12 4	5,553 9 9	6,372 2 1
NELSON SECTION.									
Nelson	9	5	533 6 1	14,714	975	4,615	1,843 6 7	1,236 2 7	3,079 9 2
Richmond	9	1	81 4 2	6,893	1,080	893	547 12 2	432 11 1	980 3 3
Brightwater	10	1	94 5 1	3,234	717	389	506 0 5	169 3 0	675 3 5
Wakefield	10	1	139 5 10	4,003	3,794	1,389	563 16 6	197 12 6	761 9 0
Foxhill	Closed	...	200 19 3	3,053	540	155	279 1 11	65 14 0	344 15 11
Belgrove	11	3	175 2 5	6,451	745	179	626 11 5	106 7 2	732 18 7
Port	9	...	852 15 1	...	1,090	1,321	2 13 3	142 6 4	1,944 15 4
Wharf	...	15	...	...	...	...	...	1,799 15 9	...
Total	...	26	2,076 17 11	38,348	8,941	8,941	4,369 2 3	4,149 12 5	8,518 14 8
PICTON SECTION.									
Picton	11	4	948 17 5	5,150	2,683	6,948	1,116 15 7	1,540 9 1	2,657 4 8
Flag Stations	...	...	...	9,786	11,175	1,638	703 16 1	1,189 4 7	1,893 0 8
Blenheim	9	2	323 14 0	6,836	2,852	8,124	1,062 18 3	2,071 13 2	3,134 11 5
Total	...	6	1,272 11 5	21,772	16,710	16,710	2,883 9 11	4,801 6 10	7,684 16 9
HURUNUI-BLUFF SECTION.									
Amblerley	12	3	517 14 2	13,538	3,446	9,857	2,760 8 4	2,733 17 5	5,494 5 9
Sefton	11	1	138 11 0	3,299	3,000	1,010	529 16 9	1,169 5 6	1,699 2 3
Rangiora	10½	5	670 15 3	15,234	5,696	7,208	2,616 14 8	2,221 11 3	4,838 5 11
Southbrook	10½	1	126 11 10	2,663	1,251	1,459	317 5 4	418 19 0	736 4 4
Kaipoi	11	6	796 5 1	16,760	20,001	10,039	2,238 3 4	5,177 7 7	7,415 10 11
Styx	11½	1	199 13 6	2,300	7,549	1,049	107 2 7	1,925 7 6	2,032 10 1
Papanui	12	2	276 10 1	12,514	3,168	3,717	1,941 5 1	830 10 7	2,771 15 8
Addington	12½	7	1,036 19 1	7,672	19,546	29,378	2,100 19 9	5,906 9 1	8,007 8 10
Christchurch (Coaching)	13	35	6,107 6 11	178,587	...	...	39,955 10 1	...	39,955 10 1
" (Goods)	15	44	8,468 7 5	...	42,891	154,845	...	19,932 0 0	19,932 0 0
Opawa	13½	1	162 7 9	12,119	...	1	549 11 7	*[0 1 9]	549 9 10
Heathcote	14	4	598 1 5	10,212	8,756	3,820	575 11 6	1,200 3 5	1,775 14 11
Lyttelton	14½	77	20,243 16 10	70,701	205,359	147,217	6,382 3 8	64,692 9 11	71,074 13 7
" (Wharves)	...	...	...	...	24,591	51,102	...	970 16 2	970 16 2
Hornby	11½	3	467 5 1	4,706	9,924	1,290	904 12 5	1,160 11 6	2,065 3 11
Templeton	11½	1	168 2 2	2,737	1,949	800	356 5 5	363 14 8	720 0 1
Rolleston	11½	3	424 11 3	4,645	2,908	791	1,254 1 0	986 0 5	2,240 1 5
Burnham	10½	1	176 10 7	1,870	1,578	720	399 7 6	543 14 10	943 2 4
Selwyn	10½	2	248 12 5	1,498	1,992	247	292 12 0	760 2 3	1,052 14 3
Dunsandel	9½	1	256 4 3	4,074	3,491	1,084	1,178 18 7	1,551 6 10	2,730 5 5
Rakaia	11½	6	761 14 11	8,497	5,104	4,488	2,919 19 8	3,046 14 4	5,966 14 0
Chertsey	12	1	370 8 5	2,769	9,419	1,634	761 16 1	4,982 17 5	5,744 13 6
Ashburton	14	14	2,261 3 4	16,996	12,473	16,422	6,501 9 8	8,258 14 0	14,760 3 8
Carried forward	...	219	44,477 12 9	393,391	393,492	448,178	74,643 15 0	128,832 11 11	203,476 6 11

* Deduction.

RETURN No. 10—continued.

STATEMENT of REVENUE and EXPENDITURE of each STATION for the Year ending 31st March, 1882— continued.

Table with columns: Stations, Hours Open, Number of Hands Employed, Total Expenditure (£ s. d.), Number of Tickets Issued, Goods (Tons Outwards, Tons Inwards), Revenue (Coaching, Goods), and Total Value Forwarded (£ s. d.). Rows include stations like Tinwald, Wimslow, Hinds, Ealing, Rangitata, Orari, Winchester, Temuka, Cust, Bennett's Junction, Oxford East, West, Prebbleton, Lincoln, Springston, Ellesmere, Doyleston, Leeston, Southbridge, Kirwee, Darfield Junction, Sheffield, Springfield, Coalgate, Washdyke, Timaru, St. Andrews, Otaio, Makikihi, Studholme Junction, Waitaki, Pukeuri Junction, Oamaru, Breakwater, Waiareka Junction, Maheno, Herbert, Hampden, Hillgrove, Shag Point, Pleasant Point, Albury, Waimate, Duntrou, Ngapara, Palmerston, Waikouaiti, Waitaiti, Port Chalmers (Upper), Glendernid, Port Chalmers, Burke's, Ravensbourne, Pelichet Bay, Dunedin (Coaching), Caversham (Kensington), Burnside, Abbotsford, Mosgiel Junction, Greytown, Waihola, Milburn, Milton, Stirling, Balclutha, Clinton, Outram, Waitahuna, Lawrence, Waipahi, Gore, Matura, and Carried forward.

RETURN No. 10—continued.

STATEMENT OF REVENUE and EXPENDITURE of each STATION for the Year ending 31st March, 1882—

continued.

Stations.	Hours Open.	Number of Hands Employed.	Total Expenditure.			Number of Tickets Issued.	Goods.		Revenue.		Total Value Forwarded.						
							Tons Outwards.	Tons Inwards.	Coaching.	Goods.							
HURUNUI-BLUFF SECTION—continued.			£	s.	d.			£	s.	d.	£	s.	d.				
Brought forward	...	477	91,882	5	11	1,040,735	931,853	955,092	217,779	12	2	320,862	16	6	538,642	8	3
Edendale	10½	2	365	5	9	6,311	3,219	3,493	1,781	7	9	2,569	8	6	4,350	16	3
Woodlands	12	2	241	10	10	4,929	14,813	1,754	983	0	6	9,846	5	5	10,829	5	11
Invercargill	15	19	3,500	6	9	65,673	27,333	34,935	15,833	4	9	16,330	1	7	32,163	6	4
Bluff	10½	4	1,361	18	5	15,824	25,457	23,207	1,749	12	0	5,377	6	9	7,126	18	9
" (Wharf)	...	...	...	...	...	...	641	8,149	...	...	...	42	17	5	42	17	5
Makarewa	11½	1	173	15	9	4,056	19,671	1,330	525	3	3	6,492	2	7	7,017	5	10
Winton	10½	2	326	6	8	7,291	6,752	2,452	1,329	11	1	3,932	10	7	5,262	1	8
Dipton	12½	1	102	7	1	1,517	930	917	397	7	0	308	6	11	705	13	11
Elbow	14½	2	444	12	11	14,873	2,373	2,514	2,266	18	9	1,611	0	5	3,877	19	2
Kingston	11½	2	239	19	5	1,906	1,456	1,951	937	1	5	1,464	16	1	2,401	17	6
Tapau	9	1	176	2	0	2,817	2,526	1,424	1,040	8	9	2,030	3	8	3,070	12	5
Kelso	9	1	342	18	2	2,592	1,741	1,101	525	3	10	1,562	4	5	2,087	8	3
Thornbury	12½	1	253	1	2	5,689	4,067	1,738	758	18	6	1,476	6	8	2,235	5	2
Riverton	13½	2	464	3	5	23,652	3,547	2,429	2,864	19	3	1,598	5	10	4,463	5	1
Otautau	14½	2	377	1	8	7,557	2,744	6,637	1,356	5	11	1,511	12	8	2,867	14	7
Accountant, Wellington	...	...	...	...	...	...	...	...	50	0	0	607	14	8	657	14	8
Rakaia (R. and A. F. Ry.)	10½	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Methven	13	2	...	...	...	...	21,702	21,702	139	17	0	9,929	12	6	10,069	9	6
Kurov (D. and H. Ry.)	12	1	121	0	1	1,521	3,932	3,932	480	7	10	2,013	8	3	2,493	16	1
Waimea Plains Railway	...	...	468	0	0	2,000	9,338	9,338	3,005	18	2	7,376	8	0	10,382	6	2
Christchurch (H.O.)	...	...	...	...	...	...	...	...	...	...	...	46	11	8	46	11	8
" (Cashier)	...	...	...	...	...	...	...	...	...	...	...	967	8	11	967	8	11
Total	...	523	100,840	16	0	1,208,943	1,084,095	1,084,095	253,804	17	11	397,957	10	0	651,762	7	11

A. C. FIFE, Railway Accountant.

RETURN No. 11.

STATEMENT OF CARRIAGE and WAGON STOCK, and TARPULINS, for the Year ending 31st March, 1882.

Description.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.												
1st class, 6-wheel	...	6	1	1	2	...	22	...	...	...	...	32
" 4	...	10	2	3	4	1	10	...	1	2	1	34
" Bogie, 30-feet (converted)	...	...	...	...	...	...	3	...	...	...	...	3
" 40-feet	...	...	...	...	...	...	7	...	...	...	...	7
Composite, 6-wheel	...	8	6	7	12	3	66	...	...	1	2	105
" 4	...	2	8	2	8	2	26	2	...	2	...	58
" Bogie, 30-feet	...	...	...	1	...	...	6	...	...	...	...	7
" 40-feet	...	...	...	...	...	...	1	...	...	...	...	1
2nd class, 6-wheel	...	16	7	7	11	1	61	...	...	...	1	104
" 4	...	2	14	5	5	5	24	2	2	2	1	67
" Bogie, 30-feet	...	...	...	...	...	...	2	...	...	...	...	2
" 40-feet	...	...	...	...	...	...	5	...	...	...	...	5
American, 8-wheel	...	...	...	...	...	...	...	...	...	...	...	...
Mail-cars, Bogie, 30-feet	...	...	...	...	...	...	6	...	...	...	...	6
Total	4	62	23	32	40	12	239	4	3	7	5	431
WAGONS, ETC.												
Passenger brakes	...	3	2	2	...	2	...	2	...	...	2	...
Goods	1	17	4	6	13	2	73	...	2	3	...	134
Fell	...	...	...	2	...	...	...	...	...	...	...	2
Trucks, &c.—	...	...	...	...	...	...	...	...	...	...	...	...
Platform coal	80	1	...	...	...	...	...	...	...	...	...	31
Timber	...	52	14	62	48	12	207	...	4	8	6	413
Cattle	...	77	18	24	27	4	119	...	...	2	1	272
Sheep, single floor	...	...	4	...	...	...	...	...	...	...	...	4
" double "	...	...	12	...	20	...	29	...	...	2	...	73
Horse-boxes	...	9	4	4	9	1	49	...	...	...	1	77
Covered goods	...	37	3	17	30	4	300	...	1	...	3	395
High-side	4	133	94	62	102	24	2,192	7	9	16	18	2,661
Low-side	8	124	58	81	178	51	965	14	10	10	19	1,518
Iron hopper, mineral	...	80	...	...	...	...	152	100	65	...	...	397
Carriage-trucks	...	...	...	2	...	...	2	...	...	...	...	4
Meat-trucks	...	...	...	3	...	...	...	...	...	...	...	3
Unclassified	...	...	...	...	...	...	10	...	18	...	...	28
Total	43	545	201	285	407	110	4,098	123	109	41	50	6,012
TARPULINS												
Total	6	150	50	54	35	17	2,682	8	4	12	28	3,046

RETURN No. 12.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1882.

Class.	Cylinder.		Coupled Wheels.		Truck.		Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	New Plymouth.	Huruui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total Engines.
	Dia-meter.	Stroke.	No.	Dia-meter.	Wheels, No.	Dia-meter.												
Fell	{ 14 } { 12 }	{ 16 } { 14 }	4	2 8	...	...	...	...	...	4	...	...	...	...	...	...	...	4
Double Fairlie	E	10	18	8 3 3	...	...	...	...	...	...	3	...	3	...	...	...	...	6
"	E	10	18	8 3 9	...	...	...	...	...	...	...	...	2	...	...	...	...	2
"	B	9	16	8 3 3	...	...	...	...	...	...	...	...	1	...	...	...	...	2
Single Fairlie	R	12½	16	6 3 0	...	...	...	2	...	3	5	...	7	1	...	...	...	18
American	T	15	18	8 3 0	2	25	...	...	...	...	...	...	6	...	...	...	...	6
"	K	12	20	4 4 0	2	26	...	...	...	...	...	...	3	...	...	...	...	8
"	L	10½	18	4 3 0	2	24	...	4	...	4	1	...	1	...	...	...	...	10
"	J	14	20	6 3 6	2	24	...	...	...	...	...	...	20	...	...	...	...	20
"	D	9½	18	4 3 0	2	18	...	1	2	4	...	3	7	...	3	3	1	21
"	C	9½	18	4 2 6	2	18	...	1	...	1	...	2	4	2	3	...	2	15
"	G	10½	18	4 3 0	4	20	...	...	...	...	...	...	4	...	...	...	...	4
"	M	10½	18	6 3 0	...	...	2	14	5	...	6	...	31	...	...	...	...	58
"	F	13	20	6 3 6	...	...	...	...	...	...	...	...	4	...	...	...	...	4
"	P	8	15	6 2 4	...	...	...	...	...	...	...	...	2	...	...	...	...	2
"	O	10½	18	6 3 0	...	...	...	...	...	...	...	...	5	...	...	...	...	5
"	A	8	15	4 2 6	...	...	...	...	...	...	...	...	12	...	...	...	...	14
"	S	8	20	4 2 6	...	...	...	...	...	...	...	...	1	...	...	...	...	1
"	Q	11	18	4 4 0	2	30	...	...	...	...	...	...	2	...	...	...	...	2
Total	...	...	...	...	...	...	2	23	7	16	15	7	120	3	3	3	3	202

RETURN No. 13.

STATEMENT of WEIGHING MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS, for the Year ending 31st March, 1882.

Description.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	New Plymouth.	Huruui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
WEIGHING MACHINES:—												
1 cwt.	1	...	...	...	...	1
2 "	2	3	...	...	...	...	...	...	5
3 "	...	18	5	2	1	1	6	4	1	2	...	40
4 "	3	4	6	...	4	...	...	...	...	17
5 "	...	9	2	2	4	4	20	...	...	4	4	50
5½ "	3	...	...	...	...	3
6 "	2	...	5	...	...	...	...	7
7 "	2	...	...	...	7	...	...	...	...	9
8 "	1	...	5	...	4	...	...	...	...	10
9 "	1	...	...	...	...	1
10 "	...	3	1	6	2	3	15	...	...	...	2	32
11 "	31	...	...	...	...	31
12 "	1	...	6	...	...	...	...	7
12½ "	1	...	...	...	...	1
13 "	5	...	...	...	...	5
14 "	2	...	...	...	...	2
15 "	...	2	2	...	2	3	6	...	...	2	...	17
16 "	1	...	11	...	...	...	...	12
17 "	3	...	...	...	...	3
18 "	1	...	...	...	...	1
20 "	1	3	...	6	...	...	1	...	11
22 "	2	...	...	...	...	2
25 "	2	...	...	...	...	...	...	2
27 "	2	...	...	...	...	2
Total	1	32	16	17	32	11	142	4	1	9	6	271

RETURN No. 13—continued.

STATEMENT of WEIGHING MACHINES, WEIGHBRIDGES, TRAVERSES, CRANES, and PUMPS, &c.—contd

Description.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Pictou.	Total.
WEIGHBRIDGES :—												
3 tons (cart)	3	...	1	...	...	...	...	...	...	...	4
6 " "	2	...	...	...	...	2
8 " "	1	...	...	...	...	1
10 " "	1	...	...	...	...	1
10 tons (wagon)	1	...	...	...	...	...	1	...	2
12 " "	1	1	...	...	...	2	1	1	...	1	7
14 " "	5	...	...	...	...	5
20 " "	1	...	...	...	...	...	...	1
Total	4	1	2	1	...	11	1	1	1	1	23
TRAVERSES												
...	...	1	...	1	...	...	8	1	1	...	...	12
TURNTABLES :—												
40 feet (engine)	1	...	...	...	...	2	...	...	...	...	3
50 " " "	7	...	...	...	...	7
11 " (wagon) ...	1	...	...	...	...	1	...	...	1	...	...	3
12 " "	2	...	...	...	...	2
13 " "	2	...	...	1	...	22	1	...	...	1	27
14 " "	7	3	2	1	10	...	...	1	...	24
16 " "	1	...	...	...	...	...	1
20 " "
Total ...	1	3	7	3	3	3	43	1	1	1	1	67
CRANES :—												
1 ton, stationary, hand	3	...	...	2	...	5
1½ tons " "	1	...	3	8	...	3	2	1	2	2	22
2 " " "	7	...	1	...	...	8
3 " " "	3	...	...	...	...	3
5 " " "	7	...	...	...	...	7
10 " " "	1	...	1	...	...	3	...	...	...	...	5
2 " " steam	3	...	...	...	...	...	...	1	...	...	4
1½ " travelling, hand	1	1
2 " " "	2	1	1	2	1	...	1	...	1	...	9
3 " " "	2	...	...	...	...	...	...	1	...	...
5 " " "	3	2	1	2	1	...	1	1	1	1	13
7 " " "	2	...	...	...	...	2
10 " " "	1	...	...	...	...	2	...	...	...	...	3
1½ " steam
2 " " "	2	2	...	...	...	4
3 " " " ...	1	...	...	...	...	...	1	...	1	...	...	3
5 " " "
10 " " "
12 " " "	1	1	...	...	2
Total ...	1	11	3	6	12	2	33	7	6	6	4	91
PUMPS :—												
Steam	1	...	...	1	...	4	...	...	...	...	6
Hand ...	1	18	5	5	8	4	66	4	2	3	3	119
Windmill	10	...	...	...	...	10
Hot-air	5	...	...	...	...	5
Hydraulic	3	...	...	4	8	8	...	1	...	...	24
Gravitation	17	...	...	...	...	17
Total ...	1	22	5	5	13	12	110	4	3	3	3	181

RETURN No. 14.

STATEMENT of RAILS RELAID for the Year ending 31st March, 1882.

Weight.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—												
40 „	21	108	...	39	19	30	42	259
40 „ steel	161	...	...	102	2,145	...	...	...	31	2,439
52 „	47	...	132	...	...	...	...	179
53 „ steel	550	1,760	1	...	7,214	...	...	...	...	9,523
Total	550	1,760	69	210	9,491	39	19	30	73	12,402

RETURN No. 15.

STATEMENT of SLEEPERS RELAID for Year ending 31st March, 1882.

Description.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	New Plymouth.	Hurunui-Bluff.		Greymouth.	Westport.	Nelson.	Picton.	Total.
							Relaid.	Removed.					
SLEEPERS RELAID :—													
Black pine	40,753	27,414	...	...	...	372	41,125
Totara	2,679	200	1,579	69	10,859	10,348	...	...	...	...	15,386
Black birch	950	...	...	2,194	2,503	79	72	680	740	4,715
Oregon	149	7,533	...	...	...	...	149
Kauri	...	700	...	...	...	...	430	1,062	...	...	...	...	1,130
Blue gum	5,818	9,910	...	...	...	...	5,818
Jarrah	2,525	51	...	...	...	...	2,525
Red pine	610	...	...	124	...	...	...	734
Puriri	...	1,600	...	...	...	...	...	...	...	...	...	...	1,600
Silver pine	270	...	...	...	270
Matai	495	...	...	...	...	...	...	495
Manuka	3,269	...	...	...	...	...
Total	...	2,300	2,679	1,150	1,579	1,174	62,728	62,090	473	72	680	1,112	73,947

RETURN No. 16.

RETURN of Number of STATIONS and SIDINGS on each Section for the Year ending 31st March, 1882

Section.	Miles.	No. of Stations and Stopping-places on the Time-tables.	No. of Private Sidings		
			At Stations.	Out of Stations.	Total.
Whangarei	5	5	...	...	...
Auckland	139	56	4	5	9
Napier	70	22	8	1	9
Wellington	69	28	2	5	7
Wanganui	115	39	7	6	13
New Plymouth	51	18	...	2	2
Hurunui-Bluff	884	310	109	30	139
Greymouth	8	5	...	1	1
Westport	10	6	...	...	...
Nelson	23	12	1	...	1
Picton	18	9	3	...	3
Total	1,392	510	134	50	184

PARTICULARS of PRIVATE SIDINGS and SHEDS, showing Value of Traffic done during Twelve Months ending 31st March, 1882. AUCKLAND SECTION.

Date of Original Grant.	Present Holder.	Position.	Nearest Station and Distance therefrom.	By Whom Constructed.	Tenure.	Amount of Traffic Guaranteed.	Value of the Traffic through the Siding during Year ending 31st March, 1882.			
							In.	Out.	Total.	
Aug. 27, 1873	J. Bycroft and Co.	M. ch. 7 25	Onehunga Branch...	Government	— month's notice on either side	...	£ 37 4 7	£ 17 7 11	£ 54 12 6	
March 6, 1877	(extension)	7 25	"	"	10 yrs.; 3 mo's notice, £105 damages	300	233 17 2	291 9 0	525 6 2	
Aug. 25, 1874	W. J. Fisher and Co.	7 28	Otauhu	Applicant	Immediate notice	300	231 15 0	...	231 15 0	
July 9, 1875	T. Edwards	4 30	At Auckland	Government	— month's notice on either side	Nil.	...	...	...
Sept. 19, 1876	R. Graham	73 0	" Ellerslie	"	10 yrs.; 3 mo's notice, £50 damages	200	198 19 8	16 10 11	215 10 2	
Oct. 18, 1877	R. Lamb	22 40	Ngarauwaha	"	"	100	1,508 12 10	...	1,508 12 10	
" 10, "	Hammond and Byron	37 43	Auckland	"	"	300	19 19 9	39 6 3	59 6 0	
Nov. 21, 1879	A. Buckland	...	At Runciman's	"	"	300	1,690 7 7	1,690 7 7	1,690 7 7	
Dec. 2, "	P. and J. McLeod	...	Helensville S.	"	"	300	45 4 0	0 11 9	45 15 9	
Store site	Johnston	...	Otauhu	"	"	...	88 15 3	...	88 15 3	
"	A. Williams	...	Mount Eden	"	"	...	...	...	...
"	Hammond	...	Newmarket	"	"	...	...	...	...
"	Peel and Co.	...	"	"	"	...	...	...	...
NAPIER SECTION.										
May 1, 1876	Napier Gas Co.	2 30	Napier	Government	No particulars	...	68 16 0	13 6 0	82 2	
June 9, "	T. P. Russell	50 25	At Woburn	"	10 yrs.; 3 mo's notice, £10 damages	10	414 4 11	397 4 2	811 9 1	
Sept. 6, "	Murray Roberts and Co.	...	Spit	"	"	300	...	...	...
July 4, 1878	(extension)	64 19	" Kopua	"	"	300	38 8 9	1,030 6 1	1,068 14 10	
Sept. 28, 1880	Wilding and Bull	40 59	Waipawa	"	No particulars	...	176 15 8	45 8 7	222 4 3	
Feb. 16, 1881	Miller and Potts	2 0	Napier	Grantee	10 yrs.; 3 mo's notice	...	204 12 9	36 17 9	241 10 6	
" 24, "	Wardrop and Co.	45 29	Waipukurau	"	No particulars	...	1,019 5 2	982 4 3	2,001 9 5	
May 11, "	Wilding and Bull	59 64	Takapau	"	10 yrs.; 3 mo's notice	...	413 1 0	428 13 4	841 14 4	
Not known	Nelson Brothers and Williams	12 10	Tomoana	Government	No particulars	...	399 15 2	193 9 0	593 4 2	
WELLINGTON SECTION.										
Dec. 4, 1877	W. Berry	23 21	At Mangarua	Government	10 yrs.; 3 mo's notice, £70/7	800	12 4 8	384 1 10	396 6 6	
Feb. 10, 1879	Charles Lett	28 44	Kaitoke	"	"	300	1 9 10	111 13 0	113 2 10	
April 12, 1880	W. Booth	57 34	Carterton	"	"	300	85 15 11	3,405 2 2	3,490 18 1	
Dec. 13, "	James Gear	6 19	Petoni	Grantee	"	...	198 14 0	406 11 4	605 5 4	
Feb. 8, 1881	Robert Donald	62 68	Middleton	"	"	...	1 12 0	199 17 0	201 9 0	
Aug. 27, "	John Chew	54 53	At Arnold's Line	"	"	...	34 19 7	526 11 4	561 10 11	
WANGANUI SECTION.										
March 6, 1877	P. and J. Bartholomew	50 72	At Feilding	Government	10 yrs.; 3 mo's notice, £60 damages	300	...	2,215 17 2	2,215 17 2	
April 3, "	Richter, Nannestad, and Co.	54 28	" Trondheim	"	"	300	...	648 4 7	648 4 7	
Nov. 6, "	James Bull	52 20	" Aorangi	"	"	300	...	547 6 9	547 6 9	
Jan. 14, 1878	Richter, Nannestad, and Co.	61 41	" Hokowhitu	"	"	300	142 12 11	492 3 3	634 16 2	
" 23, "	Freeman and Wylde	72 42	" Oroua Bridge	"	"	100	19 18 1	405 12 6	425 10 7	
May 2, "	W. H. Lash	42 34	Halcombe	"	"	300	20 3 11	907 16 1	928 0 0	
Aug. 9, "	Bailey Brothers	53 50	At Taonui	"	"	300	86 2 11	2,703 3 2	2,789 6 1	
Sept. 11, "	Wanganui Meat Co.	3 36	Aramoho...	"	"	300	12 15 6	5 18 1	18 13 7	
Feb. 2, 1879	Gillies and Henderson	60 10	At Kelvin Grove	"	"	300	10 15 11	361 9 9	372 5 8	
Mar. 3, "	Henderson Brothers and Wratf	45 26	" Swainson's	"	"	300	3 7 0	557 1 6	560 8 6	
Jan. 13, 1881	Moore and Currie	13 46	Kai-iwi	Grantee	"	...	14 14 4	12 18 8	27 13 0	
NEW PLYMOUTH SECTION.										
Dec. 20, 1877	H. Brown	15 31	Inglewood	Government	10 yrs.; 3 mo's notice, £35 damages	100	13 10 6	288 16 1	302 6 7	
Oct. 2, 1880	T. Marnes	21 65	Tariki Road	Grantee	"	...	3 15 5	351 4 3	354 19 8	

RETURN NO. 17—continued.
PARTICULARS OF PRIVATE SIDINGS AND SHEDS, &c.—continued.
PICTON SECTION.

Date of Original Grant.	Present Holder.	Position.	Nearest Station and Distance therefrom.	By Whom Constructed.	Tenure.	Amount of Traffic Guaranteed.	Value of the Traffic through the Siding during Year ending 31st March, 1882.			Total.	
							In.	Out.	£ s. d.		
April 4, 1876	Hathaway and Thompson	M. ch. 7 33	Para	Government	No particulars	£	£	£	£	s.	d.
May 30, "	J. Hornby	3 74	Mount Pleasant	"	"	...	32 18 6	298 6 9	331 5 3	3	3
Not known	J. H. Dalton	5 72	Koromiko	"	"	...	13 17 9	180 14 5	194 12 2	2	2
Jan. 19, 1882	Fell Brothers	17 73	Blenheim	Grantee	10 yrs.; 3 mo's notice	...	52 14 10	303 6 3	356 1 1	1	1
Sept. 8, 1881	Neale and Haddow	...	Nelson	Grantee	10 yrs.; 3 mo's notice	...	148 9 6	17 12 0	166 1 6	1	6
Jan. 1, 1876	Wicks and Wilson	3 60	Kaiaia	Government	No particulars	...	0 1 2	185 9 7	185 10 9	9	9
Not known	Vaughan and Cordner	24 49	At Sefton	Government	No particulars	...	324 6 7	585 19 11	910 6 6	6	6
Dec. 16, 1881	Bamberger and Franz	0 27	" Rangiora	Grantee	10 yrs.; 3 mo's notice	...	Nil.	281 15 7	415 15 10	10	10
Feb. 25, 1873	Moir and Co.	16 77	Southbrook	Government	For ever	...	134 0 3	...	37 5 5	5	5
Sept. 19, 1881	T. C. Moorhouse and Co.	7 0	Belfast	Grantee	10 yrs.; 3 mo's notice	...	37 5 5	810 2 7	1,121 3 11	11	11
July 19, 1873	New Zealand Produce Co.	7 1	At Belfast	Government	For ever	...	311 1 4	595 9 2	741 1 10	10	10
Dec. 28, 1870	Wood, Sinclair, and Co.	1 17	At Riccarton	"	10 yrs.; 3 mo's notice	...	145 12 8	40 8 0	40 8 0	0	0
April —, 1876	Sedcole and Rhyde	20 60	" East Oxford	"	No particulars	...	71 10 7	273 9 8	345 0 3	3	3
Nov. 29, 1875	Issac Wilson	1 52	Wilson's Siding	Grantee	10 yrs.; 3 mo's notice	...	Nil.	1,986 2 4	6,041 6 4	4	4
" 24, 1881	J. S. White	2 51	At Jackson's Road	Government	No particulars	...	4,055 4 0	412 11 2	5,678 11 8	8	8
" —, 1877	P. Cunningham	...	" Lyttelton	"	"	...	5,266 0 6	...	...	...	...
" —, "	Talbot and McClatchie	...	" "	"	"	...	Nil.	...	...	...	...
" —, "	New Zealand Shipping Co.	...	" Heathcote	"	"	...	1,389 3 0	1,242 4 3	2,631 7 3	3	3
Oct. 6, 1878	Gasworks Co.	1 78	" "	"	10 yrs.; 3 mo's notice, £180 damages	...	300	42 8 5	1,125 17 9	9	9
March 2, 1878	Miles and Co., (extension)	1 78	Christchurch	"	No particulars	...	300	107 3 4	1,171 18 1	1	1
Not known	Gasworks Co., and W. Booth and Co.	6 1	" "	Government	10 yrs.; 3 mo's notice, £233 damages	...	1,064 14 9	707 10 5	3,356 13 3	3	3
Sept. 7, 1877	W. Montgomery and Co.	6 2	" "	"	"	...	300	20 10 3	871 10 6	6	6
" 26, "	" "	6 49	" "	"	"	...	300	41 10 4	1,295 14 6	6	6
Dec. 4, "	W. H. Hargreaves	6 50	" "	"	"	...	300	174 16 4	1,154 16 6	6	6
Oct. 22, "	James Goss	6 46	" "	"	"	...	300	1,594 18 10	7,055 10 2	2	2
Dec. 22, "	Langdown and Co.	6 62	" "	"	"	...	300	48 5 3	1,135 12 9	9	9
Jan. 14, 1878	C. W. Turner	6 9	" "	"	"	...	300	235 12 0	1,204 11 7	7	7
Sept. 26, 1877	Springfield Coal Co.	6 19	" "	"	"	...	300	142 9 3	1,761 19 8	8	8
March 14, 1878	J. T. Brown	6 51	" "	"	"	...	300	144 15 11	1,150 9 10	10	10
" 14, "	McClatchie and MacIntosh	5 76	" "	"	"	...	300	9 7 5	305 2 5	5	5
Aug. 12, "	N.Z. L. and M. A. Co.	6 15	" "	"	"	...	300	105 6 1	1,409 17 4	4	4
" 24, "	F. B. Lloyd and Co.	6 52	" "	"	"	...	300	...	...	...	...
" 24, "	Dyason	6 53	" "	"	"	...	300	...	...	...	...
Oct. 22, "	T. and E. Parritt	6 65	" "	"	"	...	300	...	...	...	...
Nov. 5, "	"	6 61	" "	"	"	...	300	...	...	...	...

HURUNUI-BLUFF SECTION—continued.

Date	Applicant	Christchurch	Area	Acres	Government	Particulars	Amount	Year	Value	Area	Value	Area	Value
Oct. 21, 1879	J. A. McIlraith	Christchurch	6 15	0 11	Government	10 yrs.; 3 mo's notice, £100 damages...	300	205 11 6	0 12 6	206 4 0			
May 22, "	N.Z. L. and M. A. Co. (cross over)	"	6 53	0 27	Grantee	" " " " " " " "	300	30 2 9	...	30 2 9			
Feb. 20, 1882	"	"	6 50	0 24	Government	" " " " " " " "	300	889 18 10	99 8 7	989 7 5			
Jan. 23, 1878	Dr. Symes	Addington	7 32	0 28	Government	" " " " " " " "	300	Nil.	...	989 7 5			
Oct. 25, 1879	Springfield Coal Co.	"	0 10*	0 10	"	" " " " " " " "	300	Nil.	...	989 7 5			
April 28, 1866	J. T. Brown (Brewery)	"	7 39	0 21	Government, at expense of grantees	For ever (by deed)	...	Nil.	...	989 7 5			
Oct. 1, 1876	A. Moore and Co., and G. King	"	7 57	...	Government	No particulars	...	3,688 11 7	2,684 9 2	6,373 0 9			
Jan. 25, 1881	A. Moore and Co.	"	7 60	...	Grantee	10 yrs.; 3 mo's notice	300	677 7 11	249 1 9	926 9 8			
Mar. 20, 1879	W. White	"	7 46	0 14	Government	" " " " " " " "	300	1,247 18 3	1,095 10 3	2,343 8 6			
Jan. 20, 1880	T. P. Baber	"	7 60	...	Government	" " " " " " " "	...	Nil.	...	2,343 8 6			
Sept. 14, 1881	Hon. J. Hall	"	7 60	0 10	Not made...	For ever	...	Nil.	...	2,343 8 6			
April 21, 1877	Wood, Sinclair, and Co.	"	7 60	...	Grantee	10 yrs.; 3 mo's notice	300	6 0 1	558 17 9	564 17 10			
Feb. 29, 1876	S. Smart	Hornby	12 7	...	Government	10 yrs.; 3 mo's notice, £40 damages	...	4 7 11	22 15 0	27 2 11			
Aug. 7, 1877	John Tossell	Prebbleton	2 78	...	Grantee	6 mo's notice	...	472 5 7	33 9 11	505 13 6			
Oct. 9, "	White and Co.	Leeston	21 29	0 17	Government	No particulars	300	120 4 6	182 18 9	303 3 3			
Nov. 20, "	W. J. G. Bluett and Co.	Southbridge	25 39	0 23	Government	10 yrs.; 3 mo's notice, £25 damages	300	544 19 1	...	544 19 1			
Not known	W. White	"	25 23	0 16	"	" " " " " " " "	300	Nil.	...	544 19 1			
"	W. J. G. Bluett and Co.	"	25 23	...	"	" " " " " " " "	...	136 9 2	149 1 6	285 10 8			
June 27, 1877	New Zealand Produce Co.	Factory	13 8	...	Government	10 yrs.; 3 mo's notice, £120 damages	300	25 15 9	248 14 9	269 10 6			
Jan. 15, 1879	Toswell and Moffit	Kirwee	10 22	...	Government	" " " " " " " "	300	61 3 11	209 16 9	271 0 8			
Nov. 25, 1880	Maxwell and Mathias	Racecourse Hill	19 46	...	Grantee	" " " " " " " "	...	217 19 10	2,051 6 6	2,269 6 4			
Mar. 17, 1876	Springfield Coal Co.	Springfield	29 63	...	Government	" " " " " " " "	...	2 12 7	1,675 18 6	1,678 11 1			
Dec. 22, 1875	McIlraith	Glenmel	8 75	...	Government	No particulars	...	179 3 6	278 13 9	457 17 3			
Nov. 1, 1876	Ford and Ogden	South Malvern	10 71	...	"	" " " " " " " "	...	Not used.	...	457 17 3			
Dec. 2, 1875	Shealth's Trustees	"	10 0	1 0	"	" " " " " " " "	...	104 1 5	307 3 4	411 4 9			
Nov. 17, 1877	Saunders Brothers	Ashburton	57 77	0 62	Government	10 yrs.; 3 mo's notice, £40 damages	300	1,317 10 10	1,565 5 10	2,882 16 8			
May 17, 1877	Friedlander	"	58 73	0 14	"	" " " " " " " "	300	204 16 9	1,021 3 2	1,225 19 11			
Dec. 4, 1877	Jameson and Roberts	"	58 72	0 13	"	" " " " " " " "	300	46 2 3	259 9 11	305 12 2			
April 1, 1881	P. Cunningham	"	59 4	0 25	Grantee	" " " " " " " "	...	348 11 5	450 12 8	799 4 1			
Sept. 23, 1880	Matson, Cox, and Co.	"	58 76	0 17	"	" " " " " " " "	...	Nil.	...	799 4 1			
Nov. 4, 1881	N.Z. L. and M. A. Co.	Tinwald	58 70	0 11	Government	" " " " " " " "	...	Not used.	...	799 4 1			
Not known	J. Clarke	"	60 68	...	"	" " " " " " " "	...	1,398 0 5	1,398 0 5	1,398 0 5			
Nov. 1, 1878	Mossman	"	60 65	...	"	" " " " " " " "	300	Not used.	...	1,398 0 5			
Feb. 4, 1878	J. L. Beswick	"	60 65	...	"	" " " " " " " "	300	Not used.	...	1,398 0 5			
Not known	Grigg	Winslow	64 51	...	"	" " " " " " " "	...	155 11 8	373 16 3	529 7 11			
Oct. 2, 1874	Miles, Archer, and Co.	Tinaru	105 54	0 13	"	Terminable by Govt., by paying £500	...	1,434 11 9	92 8 3	1,527 0 0			
Aug. 16, 1876	National Mortgage and A. Co.	"	105 70	...	"	" " " " " " " "	...	1,871 4 3	61 6 0	1,632 10 3			
Nov. 17, 1872	Cunningham and Co.	"	105 55	0 12	"	No particulars	...	683 8 1	39 12 7	723 0 8			
Aug. 16, 1876	J. Bruce	"	106 21	0 34	"	" " " " " " " "	...	551 3 1	66 14 6	617 17 7			
Nov. 7, 1877	J. G. Allen	"	106 8	0 21	"	" " " " " " " "	...	290 4 1	87 1 7	377 5 8			
Jan. 26, 1880	W. Evans	"	105 72	...	"	10 yrs.; 3 mo's notice, £35 damages	300	1,050 3 11	434 13 0	1,484 16 11			
"	N.Z. L. and M. A. Co.	"	105 75	...	"	" " " " " " " "	300	767 12 7	80 16 5	848 9 0			
"	Canterbury Farming Co-operative Association (Limited)	"	106 10	0 23	Grantee	" " " " " " " "	...	357 14 7	0 8 2	358 2 9			

* North Line.

PARTICULARS OF PRIVATE SIDINGS AND SHEDS, &c.—continued.
HURUNUI-BLUFF SECTION—continued.

Date of Original Grant.	Present Holder.	Position.	Nearest Station and Distance therefrom.	By Whom Constructed.	Tenure.	Amount of Traffic Guaranteed.	Value of the Traffic through the Siding during Year ending 31st March, 1882.			Total.	
							In.	Out.	Total.		
March —, 1880	N.Z. and A. L. Co.	M. ch. 116 9	St. Andrews	Government	No particulars	£ 300	£ 273	£ 16	£ 273	d. 6	
Dec. 24, 1876	Quinn Brothers	121 71	Otaio	"	10 yrs.; 3 mo's notice, £62 damages	300	21	8	7	273	s. 16
Sept. 7, 1876	Studholme Brothers	128 44	Studholme Junction	"	No particulars	...	136	4	6	157	s. 13
Jan. 5, 1882	N.Z. L. and M. A. Co.	...	Studholme Junction	Grantee	10 yrs.; 3 mo's notice	...	23	3	10	69	s. 13
" 29, 1877	Rickman	4 43	Waimate	Government	10 yrs.; 3 mo's notice, £73 damages	300	Nil	...	...	495	s. 16
Nov. —, 1874	J. T. Meek	158 2	Oamaru	"	"	...	1,158	5	5	1,467	s. 16
" 2, 1877	"	158 18	"	"	"	...	...	...	...	309	s. 11
Feb. 28, 1882	"	158 7	"	Grantee	"	...	555	10	0	761	s. 1
April 18, 1876	Craig	157 42	"	Government	10 yrs.; 3 mo's notice, £152 damages	300	34	17	0	34	s. 17
Feb. 18, 1878	Oamaru Town Council	187 41	"	Grantee	No particulars	...	3,909	16	0	5,730	s. 17
Jan. 23, 1878	{ Kerr and McCallum { Oamaru Harbour Board	188 0	"	Government	10 yrs.; 3 mo's notice, £50 damages	300	...	...	...	135	s. 16
Not known	Menlove and Edwards	14 38	Ngapara	"	No particulars	...	165	2	7	534	s. 7
July 18, 1876	N.Z. and A. Land Co.	166 27	Maheno	"	"	...	111	12	0	668	s. 0
Sept. 29, 1875	Teschemaker	165 26	Totara	"	"	...	123	8	3	102	s. 4
Not known	Anderson	204 10	Waikouaiti	"	"	...	Nil	...	...	291	s. 0
— 1881	Logan's Point Quarry	234 53	Port Chalmers	Grantee	10 yrs.; 3 mo's notice	...	2,684	15	4	432	s. 5
Jan. 10, 1882	Port Chalmers Quarry Co.	227 78	" (Upper)	"	"	...	1,347	18	5	301	s. 19
Not known	Findlay and Co.	235 59	Dunedin	Government	No particulars	...	1,566	17	4	31	s. 18
"	N.Z. L. and M.A. Co.	236 0	"	"	"	...	281	13	8	10	s. 4
"	Dunedin Corporation	236 53	"	"	"	...	1,161	8	9	156	s. 15
"	Anderson and Guthrie and Larnach	236 35	"	"	"	...	904	6	10	161	s. 1
"	Clarke and Wright	235 59	"	"	"	...	957	18	9	131	s. 13
"	Cargill, Gibbs, and Co., Tomlinson and Co., and McLean Brothers	236 37	"	"	"	...	252	13	5	228	s. 18
Nov. 1, 1877	Reid and Grey, Henry and Co., and Wilson, Haraway, and Co.	236 45	"	"	10 yrs.; 3 mo's notice, £27/13 damages	300	618	16	8	85	s. 7
Oct. 22, 1879	Martin and Watson	235 54	"	"	"	1,000	24	6	8	45	s. 7
Not known	Smith and Fotheringham	237 11	Kensington	"	No particulars	...	2,940	4	0	220	s. 16
April 26, 1877	W. White	237 0	"	"	10 yrs.; 3 mo's notice, £32/5/10 dings.	300	719	14	4	578	s. 11
July 2, 1881	Kemphorne, Prosser, and Co.	239 24	Burnside	Grantee	"	...	Nil	...	...	80	s. 1
Jan. 28, 1880	Burnside Sale-yards	239 22	"	Government	10 yrs.; 3 mo's notice, £— damages	300	849	8	10	61	s. 1
Not known	Wilson, Haraway, and Co.	0 21	"	"	No particulars	...	56	10	0	1,906	s. 16
April 26, 1877	McGill and Forrest	240 15	"	"	10 yrs.; 3 mo's notice, £42/17/1 dings.	300	890	10	10	988	s. 8
Dec. 5, 1881	Refrigerating Co.	239 23	"	Grantee	"	...	311	5	0	1,172	s. 4
Not known	Runciman's	0 26½	Walton Park	Government	No particulars	...	254	9	10	46	s. 16
"	Walton Park Coal Co.	2 7	Abbotsford	"	"	...	...	...	...	...	...
"	Calverley's	241 70	"	"	"	...	...	...	...	...	...
" 24, 1878	Fernhill Colliery Co.	242 65	"	"	10 yrs.; 3 mo's notice, £49 damages	300	...	...	...	...	...
Not known	Green Island Coal Co.	241 70	"	"	No particulars	...	...	...	...	...	...
"	Freeman	241 71	"	"	"	...	...	...	...	...	...
"	Dunedin Corporation	243 42	Wingatui	"	"	...	...	...	...	...	...
"	Mosgiel Woollen Factory	0 73	Mosgiel	"	"	...	...	...	...	...	...

Month	Year	Grantee	Notice	Particulars	Amount	Balance	Interest	Other	Total
May	14, 1881	McKenzie	10 yrs.; 3 mo's notice		305	14	10		305
Jan.	14, 1881	Shand's Berkley	No particulars		330	13	2		349
Not known		McDonald	10 yrs.; 3 mo's notice, £32/12/10 dmgs.		406	7	1	1,604	2,010
April	18, 1877	P. McGill	10 yrs.; 3 mo's notice, £112/15 "		949	1	1	1,809	2,758
Nov.	6, 1878	Capstick and Duthie	10 yrs.; 3 mo's notice, £20/3/4 "		87	19	4	435	523
Oct.	24, 1877	W. Tolcher	No particulars		...	...	...	182	249
Not known		White	No particulars		...	...	...	321	249
"	14, 1881	Nelson	10 yrs.; 3 mo's notice		Nil.	14	1		149
Dec.	22, 1878	F. J. Hopkin	10 yrs.; 3 mo's notice, £64 damages		154	16	0	181	336
Dec.	22, 1878	Bastings, Leary, and Co.	No particulars		...	...	...	32	32
Aug.	15, 1876	Angus	10 yrs.; 3 mo's notice, £109/17 dmgs.		Nil.	17	0	370	371
Sept.	2, 1878	A. McLeod	No particulars		...	...	...	24	81
Jan.	23, 1876	N.Z. and A. L. Co.	10 yrs.; 3 mo's notice, £52/15/2 "		0	17	10	24	81
Feb.	5, 1881	Meat-Preserving Co.	No particulars		56	18	7	24	99
Feb.	5, 1876	McCallum and Co.	10 yrs.; 3 mo's notice		130	4	9	868	998
Oct.	9, 1877	Tapper and Lee	No particulars		100	8	0	3,820	3,920
Oct.	9, 1876	C. W. Dawson	No particulars		1	9	3	465	466
Mar.	18, 1876	J. H. Dawson and Sons	10 yrs.; 3 mo's notice		112	6	1	996	1,109
Oct.	3, 1876	Brown	No particulars		382	11	1	207	590
Not known		Martin, Maitland, and Co.	No particulars		1,754	3	8	208	1,962
Oct.	3, 1876	James Angus	No particulars		26	12	7		26
Hatch		Hatch	No particulars		...	...	...	439	439
Not known		Corporation Waterworks, Inver'gill	10 yrs.; 3 mo's notice, £102 damages		56	5	0	646	703
Not known		Corporation Gasworks	No particulars		1,675	11	6	34	1,709
Aug.	23, 1879	James McLaughlin	10 yrs.; 3 mo's notice, £80 damages		3,252	11	3	153	3,405
Not known		Waddell	No particulars		1,885	14	10	169	2,005
Jan.	21, 1879	N.Z. L. and M. A. Co.	10 yrs.; 3 mo's notice, £27 damages		267	15	1		282
Jan.	15, 1878	Nicholl and Tucker	No particulars		38	12	4	12	51
Not known		Invercargill Corporation	10 yrs.; 3 mo's notice, £45 damages		Not used	...	...	65	71
Aug.	26, 1879	Angus	No particulars		6	7	0	447	466
Dec.	4, 1877	E. Eldred	No particulars		18	4	1		21
Dec.	4, 1877	J. Ramsay	No particulars		Nil	...	...	416	416
Oct.	30, 1879	J. McDonald	10 yrs.; 3 mo's notice		895	8	2	3	898
Nov.	6, 1878	Shand (Sawmills)	No particulars		300	...	...	386	386
Nov.	6, 1878	Hon. M. Holmes	No particulars		300	...	...	386	386
April	5, 1881	Wainawa	No particulars		300	...	...	386	386
Aug.	23, 1879	F. Jack, also Wright's	No particulars		300	...	...	386	386
Aug.	23, 1879	Invercargill Corporation	No particulars		300	...	...	386	386
Dec.	1, 1877	M. Instone	No particulars		300	...	...	386	386
Oct.	30, 1879	Thornbury	No particulars		183	10	4		193
Dec.	1, 1881	McKillop and Trail	No particulars		183	10	4		193

RETURN NO. 18.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1882.

Section.	Mileage Open for Traffic on 31st March, 1881.		Additional Length Opened for Traffic during Year.		Reduced Mileage equivalent for whole Period.		Lengths Closed during Year.		Net Addition to Mileage Open for Traffic.		Net Addition to Mileage under Maintenance.		Total Mileage Open for Traffic on 31st March 1882.
	M. chs.	chs.	Line Opened.	Date of Opening.	M. chs.	chs.	Line.	Length.	M. chs.	chs.	M. chs.	chs.	
Whangarei	4	60	Henderson's ... to Kumeu Junction	18th July, 1881	11	7	...	2	8	5	68	4	60
Auckland	129	61	Hamilton Branch	"	1	2	...	...	1	1	0	139	10
Napier	69	59	...	...	...	...	...	...	...	...	...	69	59
Wellington	68	40	Foxton deviation...	20th June, "	1	16	...	1	0	0	1	68	40
Wanganui	114	52	Wanganui deviation	19th Dec, "	0	27	...	0	8	0	19	114	72
New Plymouth	39	26	Eltham-Normanby	18th June "	8	20	...	...	8	20	7	51	06
Hurunui-Bluff	787	43	Normanby-Hawera	20th Oct, "	3	40	...	...	3	40	1	806	54
"	59	07	Lansden-Mararoa	1st April, "	2	21	...	...	21	33	3	77	35
" (Private Lines)	10	0	Riverton-Orepuki	16th July, "	6	3	...	...	...	...	...	10	0
Westport	7	20	Otautau-Wairoa	2nd March, 1882	10	67	...	...	...	...	...	7	20
Greymouth	19	78	Wairoa-Nightcaps	2nd "	2	22	...	...	16	6	11	22	73
Nelson	17	70	Marewheenu-Kurow	16th July, 1881	16	6	...	...	...	...	...	17	70
Pictou	...	...	Foxhall-Belgrove	25th July, "	2	75	...	...	2	75	2	17	70
Total	1,328	36	...	...	65	66	...	4	61	32	35	1,390	19

RETURN No. 19.

COMPARATIVE STATEMENT of the Number of EMPLOYES for March, 1881, and March, 1882.

Department.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	New Plymouth.	Hurunuui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
1880-1881.												
General	...	...	...	...	...	...	...	...	...	...	...	33
Traffic	1	82	31	39	44	12	639	14	5	12	8	887
Maintenance	4	126	50	70	95	38	912	10	7	14	14	1,340
Locomotive	3	114	24	70	47	12	651	5	6	8	5	945
Totals	8	322	105	179	186	62	2,202	29	18	34	27	3,205
1881-82.												
General	...	...	...	...	...	...	...	...	...	...	...	33
Traffic	5	92	29	55	51	20	576	15	15	14	7	879
Maintenance	4	166	54	92	99	51	1,065	8	10	15	19	1,583
Locomotive	4	140	28	73	58	24	718	6	8	8	8	1,075
Totals	13	398	111	220	208	95	2,359	29	33	37	34	3,570
Increase	5	76	6	41	22	33	157	...	15	3	7	365

RETURN No. 20.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1882.

Section.	Passengers Killed or Injured.				Servants of the Department Killed or Injured.				Persons Killed or Injured while Crossing at level Crossings.		Trespassers.		Workshops.		Miscellaneous.		Total Killed.	Total Injured.
	From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.											
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Whangarei
Auckland	...	2	1	...	1	2	...	...	...	1	2	...	...	4	1	1	5	10
Napier	2	...	...	...	...	...	...	...	...	...	...	...	2
Wellington	1	...	...	...	1
Wanganui	2	...	...	1	...	...	...	...	...	...	1	2
New Plymouth	1	...	...	...	...	...	...	...	...	...	...	1
Hurunuui-Bluff	2	9	1	8	3	3	...	7	4	1	...	...	...	1	10	29
Greymouth	2	...	...	...	3	...	...	...	...	...	...	...	...	...	2
Westport	1	...	...	...	...	...	...	...	...	...	...	...	1	...
Nelson	1	...	...	...	...	...	...	...	...	...	...	...	1
Picton	1	...	...	...	...	...	...	...	...	...	...	...	1
Totals	...	2	3	11	3	14	3	6	...	8	7	1	...	5	1	2	17	49

RETURN NO. 21-continued.
SUMMARY of LOCOMOTIVE RETURNS for the Year ending 31st March, 1882.
HURUNUI-OAMARU DIVISION.

Table with columns: No. of Engines, Type, Engine-Mileage (Train, Shunting, Ballast, Total), Quantity of Stores (Coal, Oil, Tallow, Waste, Repairs), Running (Fuel, Wages, Stores, Fuel, Wages, Total), Cost per Engine-Mile in Pence (Repairs, Running, Total), Haillage (Ton-Miles, Average Tonnage, Cost in Pence per Ton-Mile, Days in Steam).

Table with columns: No. of Engines, Type, Engine-Mileage (Train, Shunting, Ballast, Total), Quantity of Stores (Coal, Oil, Tallow, Waste, Repairs), Running (Fuel, Wages, Stores, Fuel, Wages, Total), Cost per Engine-Mile in Pence (Repairs, Running, Total), Haillage (Ton-Miles, Average Tonnage, Cost in Pence per Ton-Mile, Days in Steam).

Table with columns: No. of Engines, Type, Engine-Mileage (Train, Shunting, Ballast, Total), Quantity of Stores (Coal, Oil, Tallow, Waste, Repairs), Running (Fuel, Wages, Stores, Fuel, Wages, Total), Cost per Engine-Mile in Pence (Repairs, Running, Total), Haillage (Ton-Miles, Average Tonnage, Cost in Pence per Ton-Mile, Days in Steam).

OAMARU-CUNTON DIVISION.

A	1	12	Train, 2,741 Shunting, 17,044 Ballasting, 314	...	20,099	2,899	180	165	173	1 13 7 10 8 6 0 3 10	2 6 3 14 7 1 0 5 4	14 8 11 89 17 4 1 13 2	43 7 6 269 14 0 4 19 4	61 16 3 384 6 11 7 1 8	...	-146	...	202	1 265	3 798	...	147,716	53 89	104	299
B	1	...	...	...	...	...	...	...	...	14 0 7 87 0 4	...	...	...	14 0 7 87 0 4	...	...	...	...	...	...	...	...	...	...	...
D	1	12	Train, 15,228 Shunting, 3,786 Ballasting, 2,965	...	21,979	5,157	277	147	235	75 15 1 18 16 8 14 14 10	15 2 4 3 15 1 2 18 10	120 8 2 29 18 9 23 8 9	258 16 6 64 7 9 50 7 11	470 2 5 116 17 7 91 10 8	...	1 194	...	237	1 898	4 080	7 409	937,963	61 59	120	275
E	4	16	Train, 52,906 Shunting, 13,725 Ballasting, 52	...	66,683	33,904	1,822	921	1,005	1 123 12 291 9 9 1 2 1	7 122 6 2 31 12 6 5 0 2 5	928 19 8 240 11 4 0 18 3	842 12 11 218 1 7 0 16 7	3,017 1 4 781 15 2 2 19 4	...	5 097	...	558	4 206	3 822	13 688	4,454,159	84 19	162	566
F & O	14	15	Train, 41,423 Shunting, 64,055 Ballasting, 57,253	...	162,731	42,925	3,177	1,530	1,971	738 6 11 1,141 15 0 1,020 10 1	65 6 2 0 100 19 9 1 90 5 4	374 19 4 579 16 10 518 5 3	681 8 4 1,053 14 4 941 16 5	1,860 0 9 2,876 5 10 2,570 17 2	...	4 277	...	378	2 172	3 948	10 775	2,463,579	60 19	179	1,871
J	6	16	Train, 173,075 Shunting, 15,547 Ballasting, 5,878	...	194,500	73,380	3,368	1,789	2,693	711 7 6 63 18 0 24 3 0	6 265 16 7 23 17 8 9 0 3	2,229 11 9 200 5 8 75 14 1	2,114 12 11 189 18 11 71 17 2	5,321 8 9 478 0 3 180 14 6	...	987	...	367	3 092	2 983	7 379	18,024,608	104 14	070	1,516
K	4	18	Train, 70,963 Shunting, 6,417 Ballasting	...	77,380	26,739	1,307	957	1,105	368 15 2 33 6 11	2 104 8 11 9 8 10	976 3 6 88 6 0	809 10 8 73 4 0	2,358 18 8 204 5 4	...	1 247	...	353	3 302	2 737	7 639	5,350,149	69 14	101	572
L	1	15	Train, 17,180 Shunting, 5,008 Ballasting, 298	...	22,486	6,093	421	165	249	132 4 1 38 10 7 2 5 10	24 19 5 7 5 7 0 8 8	166 13 6 48 11 5 2 17 10	232 1 6 67 13 1 4 0 6	555 18 6 162 0 8 9 12 10	...	1 846	...	348	2 328	3 243	7 765	985,213	57 34	135	241
P	2	12	Train, 47 Shunting, 2,787 Ballasting	...	2,834	390	14	21	22	0 14 9 43 14 7	0 0 6 1 11 7	0 3 4 10 0 7	0 13 10 40 14 8	1 12 5 96 1 5	...	3 766	...	136	863	3 508	8 273	2,740	58 29	142	40
Q	1	18	Train, 4,889 Shunting, 1,339 Ballasting	...	6,228	1,479	163	112	109	7 11 7 2 1 6	11 15 5 3 4 5	39 6 10 10 15 6	65 7 5 17 18 1	124 1 3 33 19 6	...	372	...	577	1 982	3 209	6 090	351,952	71 98	085	69
R	7	15	Train, 109,256 Shunting, 29,506 Ballasting, 109	...	138,871	51,600	2,772	2,084	1,992	1,016 19 274 15 0 1 0 4	1 205 18 4 55 12 4 0 4 1	1,486 9 0 401 9 1 1 9 8	1,642 8 3 443 9 4 1 12 9	4,351 14 8 1,175 5 9 4 6 10	...	2 235	...	452	3 265	3 607	9 559	8,346,374	76 39	125	1,429
T	6	10	Train, 111,427 Shunting, 12,005 Ballasting, 17,801	...	141,233	75,750	3,217	2,056	2,504	1,181 16 127 6 7 188 16 0	4 235 18 3 25 8 5 0 37 13 11	3,087 9 1 224 18 0 333 9 9	1,575 17 10 169 15 7 251 14 10	5,081 1 6 547 8 7 811 14 6	...	2 546	...	508	4 496	3 394	10 944	13,033,361	116 96	092	1,436
W P R	1	15	Shunting, 55	...	55	14	1	...	...	...	0 1 7	0 9 1	1 0 6	1 11 2	...	345	...	1 982	4 473	6 800	...	...	...	...	1

WHANGAREI SECTION.

F	2	15	Train, 10,436 Shunting, 2,017 Ballasting, 40	...	...	3,270	693	25	349	37	59	67	372	535	...	...	275,257	26	466	287
			Totals	12,493	...	3,270	693	25	349	...	69	80	452	645	84	1-33	275,257	26	466	287

AUCKLAND SECTION.

B	1	20	Train, 23,924 Shunting, 3,212 Ballasting, ...	...	...	9,404	1,020	387	387	185	76	195	405	861	...	...	2,028,552	85	102	200
			Totals	27,136	...	9,404	1,020	387	387	...	...	...	...	...	...	...	2,028,552	85	102	200
C	1	15	Train, 3,419 Shunting, 327 Ballasting, 60	...	...	745	72	77	52	162	11	17	63	253	...	...	132,877	39	456	40
D	1	10	Train, ... Shunting, 41 Ballasting, 216	...	...	68	4	4	...	...	...	...	...	...	...	...	...	...	...	...
F	14	20	Train, 159,888 Shunting, 34,605 Ballasting, 21,861	...	...	41,754	4,467	2,453	3,311	1,077	327	874	3,050	5,328	...	...	9,148,573	57	139	2,212
L	4	21	Train, 57,274 Shunting, 16,189 Ballasting, 3,378	...	...	14,181	2,009	352	1,315	383	189	326	1,154	2,002	...	...	3,250,657	57	148	887
R	2	19	Train, 28,907 Shunting, 4,226 Ballasting, ...	...	...	10,416	875	300	470	108	39	19	70	121	...	...	2,312,928	80	132	243
			Totals	33,133	...	76,568	8,447	3,573	5,539	2,953	806	2,102	6,775	12,636	1-98	54	16,873,587	47	139	3,557

NAPIER SECTION.

C	3	16	Train, 1,327... Shunting, 262 Ballasting, 1,338	...	...	402	75	34	34	28	3	14	26	71	...	...	80,366	60	212	37
D	2	16	Train, 19,187 Shunting, 1,735 Ballasting, 4,739	...	...	3,716	476	455	...	5	1	3	5	14	...	...	1,136,516	59	145	326
F	4	16	Train, 85,852 Shunting, 1,824 Ballasting, 516	...	...	16,448	1,726	994	...	6	38	214	380	696	...	...	5,979,994	70	150	748
			Totals	88,192	...	20,566	2,277	1,408	1,483	1,189	224	1,575	1,918	4,906	2-44	45	7,196,876	66	150	1,111

RETURN NO. 21—continued.
SUMMARY of LOCOMOTIVE RETURN for Year ending 31st March, 1882.
WELLINGTON SECTION.

Type.	No. of Engines.	Average Speed Miles per Hour.	Engine-Mileage.		Quantity of Stores.				Cost.				Cost per Engine-Mile in Fence.				Haulage.		Days in Steam.					
			Detail.	Total.	Running.		Waste.	Repairs.	Running.		Total.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.		Wages.	Total.	Ton Miles.	Average Tonnage per Mile.	Cost in Pence per Ton-Mile, exclu- sive of Ballasting and Shunting.
					Coal.	Coke.			Oil.	Tallow.															Stores.	Fuel.	Wages.	Wages.
C	2	15	Train, 480 Shunting, 1,055 Ballasting, 2,782	...	706	8	131	11	63	7	1	5	11	24	7	1	5	11	24	13,631	28	422	90	
			...	4,317	...	...	...	...	...	15	3	11	26	55	40	6	27	65	188	...	...	...	...
			...	...	9,870	35	1,486	329	1,088	155	83	385	806	1,429	...	...	...	...	...	...	1,443,219	36	287	986
D	4	15	Train, 39,678 Shunting, 16,901 Ballasting, 4,460	61,039	...	...	...	...	...	67	36	165	344	612	17	9	43	91	160	...	...	...	...
			...	...	4,951	5,482	1,312	267	809	262	73	592	450	1,377	...	...	...	...	...	...	349,971	58	944	580
H	4	6	Train, 6,025 Shunting, 3,665 Ballasting, 100	9,790	...	...	...	...	...	159	45	361	272	887	...	...	...	...	...	...	...	...	...
			...	...	17,546	82	2,397	194	1,165	4	1	9	8	22	...	...	...	...	...	...	4,292,232	65	162	822
L	4	15	Train, 65,627 Shunting, 11,746 Ballasting, 40	77,413	...	...	...	...	...	807	158	880	1,052	2,897	145	28	157	188	518	...	...	...	...
			
R	3	14	Train, 53,649 Shunting, 7,582 Ballasting, 147	61,378	...	15,729	264	1,457	979	552	123	831	816	2,322	78	17	118	115	328	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,191,762	59	175	583
			...	...	48,802	5,871	6,783	1,555	4,104	2,310	584	3,587	4,247	10,728	...	...	...	...	...	...	9,290,815	6	208	3,011
			Totals	213,937	48,802	5,871	6,783	1,555	4,104	2,310	584	3,587	4,247	10,728	2,310	584	3,587	4,247	10,728	2,310	9,290,815	6	208	3,011

WANGANUI SECTION.

E	3	19	Train, 29,005 Shunting, 4,709 Ballasting ...	...	8,177	...	819	494	504	389	73	447	425	1,334	...	...	...	...	...	...	1,914,476	66	169	322
			...	83,714	...	...	...	...	...	64	12	73	69	218	...	...	...	...	...	...	...	...	...	...
F	6	17	Train, 68,037 Shunting, 6,740 Ballasting, 6,600	81,377	8,707	...	1,453	853	862	499	123	506	959	2,087	...	...	...	...	...	...	2,463,837	36	203	1,006
			...	...	...	...	...	...	...	50	12	50	95	207	...	...	...	...	...	...	...	...	...	...
L	1	17	Train, 2,236 Shunting, 344 Ballasting, 8,865	11,495	1,067	...	239	161	134	22	5	16	29	72	...	...	...	...	...	...	104,150	46	166	153
			...	...	...	...	...	...	...	49	12	49	93	203	...	...	...	...	...	...	...	...	...	...
R	5	18	Train, 70,442 Shunting, 9,078 Ballasting ...	79,520	14,095	...	1,551	1,071	1,090	664	143	809	1,104	2,720	...	...	...	...	...	...	3,612,376	51	187	894
			...	...	...	...	...	...	...	88	20	63	114	285	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	85	18	104	143	350	...	...	...	...	...	...	...	...	...	...
			Totals	206,106	32,046	...	4,062	2,579	2,690	1,913	419	2,120	3,037	7,489	...	...	...	...	...	...	8,094,839	42	184	2,375

RETURN No. 22.
HURUNUI-BLUFF SECTION.

STATEMENT of REPAIRS executed to ROLLING-STOCK and TARPAULINS for Year ending
31st March, 1882.

Description.	Christchurch and Addington.	Oamaru.	Dunedin and Hillside.	Invercargill.	Total.
ENGINES :—					
Thoroughly overhauled	21	...	10	...	31
General repairs ... ..	...	...	15	...	15
Heavy " (running shed)	11	4	9	4	28
Undergoing repairs, &c.	9	...	7	...	16
Total	41	4	41	4	90
CARRIAGES :—					
Thoroughly overhauled	14	...	26	...	40
General repairs	143	12	104	59	318
Light repairs ... ..	...	36	...	...	36
Converted ... ..	...	...	10	...	10
Total	157	48	140	59	404
BRAKE-VANS :—					
Manufactured	1	...	...	...	1
Rebuilt	7	...	3	...	10
General repairs	38	2	41	14	95
Total	46	2	44	14	106
HORSE-BOXES AND WAGONS :—					
Erected (new) or manufactured	109	...	...	...	109
Rebuilt	32	...	26	...	58
Thoroughly overhauled	1,295	...	185	18	1,498
General repairs	980	524	1,600	88	3,192
Converted ... ..	...	...	19	...	19
Total	2,416	524	1,830	106	4,876
PAINT-WORK :—					
Engines, painted or varnished	9	...	...	...	9
Carriages " "	49	...	44	...	93
Brake-vans " "	11	...	8	...	19
Horse-boxes, &c. " "	236	...	41	20	297
Engines, paint renewed	6	...	...	...	6
Carriages " " ... ..	...	...	...	...	...
Brake-vans " "	3	...	...	...	3
Horse-boxes, &c. " " ... ..	...	...	...	...	...
Total	314	...	93	20	427
TARPAULINS :—					
New manufactured	436	...	...	...	436
Thoroughly repaired	1,923	...	...	...	1,923
General repairs ... ..	...	...	2,865	...	2,865
Painted or varnished	2,326	...	...	...	2,326
Total	4,685	...	2,865	...	7,550

RETURN No. 23.
HURUNUI-BLUFF.

RETURN of COAL TRAFFIC from Local Mines during the Year ending 31st March, 1882.

Mine.	1880-81.	1881-82.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
McIlraith's, Glentunnel	7,750	6,203	...	1,547
McClatchie and Co., Glentunnel	315	2,119	1,804	...
Saunders and Smart, Whitecliffs ... ..	...	323	323	...
Springfield Coal Company	5,782	12,458	6,676	...
Kowai Pass, Springfield	537	628	91	...
Eureka " "	97	...	...	97
Austin and Kirk, Sheffield	1,698	1,941	243	...
Papakaio	600	272	...	328
Ngapara	23	10	...	13
Shag Point	31,685	22,840	...	8,845
Walton Park	15,066	14,181	...	885
Green Island	5,917	6,652	735	...
Freeman's	8,093	10,352	2,259	...
Fernhill	6,490	4,045	...	2,445
Nelson	3,496	2,885	...	611
Kaitangata	24,678	35,423	10,745	...
Otikerama ... ..	...	12	12	...
Pukerau ... ..	...	1,464	1,464	...
Waikawa ... ..	...	80	80	...
Total	112,227	121,888	24,432	14,771

RETURN No. 24.

HURUNUI-BLUFF SECTION.

RETURN of the NUMBER of VESSELS DISCHARGED and LOADED at the Ports of Lyttelton, Timaru, Oamaru, Port Chalmers, and Bluff, for the Year ending 31st March, 1882.

Port.	1880-81.	1881-82.	Increase.	Decrease.
DISCHARGED :—	No.	No.	No.	No.
Lyttelton	1,265	1,346	81	...
Timaru	248	248	...	...
Oamaru	265	224	...	41
Port Chalmers	371	435	64	...
Bluff	170	192	22	...
Total	2,319	2,445	167	41
LOADED :—				
Lyttelton	1,066	1,245	179	...
Timaru	231	263	32	...
Oamaru	345	283	...	62
Port Chalmers	303	436	133	...
Bluff	171	209	38	...
Total	2,116	2,436	382	62

RETURN No. 25.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in Main Lines and Sidings Open for Traffic on 31st March, 1882.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
CHRISTCHURCH SECTION :—	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.
Lyttelton-Temuka	94 40	7 60	...	...	37 23	...	...	139 43
Addington-Waipara	39 18	...	...	...	4 78	...	...	44 16
Rangiora-Oxford Branch ... ..	...	...	22 07	...	...	2 25	...	24 32
Eyreton-Bennett's ... ..	...	...	20 11	...	...	1 37	...	21 48
Southbridge Branch ... ..	...	...	25 39	...	...	2 54	...	28 13
Malvern Branch ... ..	...	...	30 61	...	...	2 59	...	33 40
Darfield-Whitecliffs ... ..	...	...	11 40	...	...	1 35	...	12 75
Tinwald Branch ... ..	...	...	10 60	...	...	0 28	...	11 8
Total	133 58	7 60	120 58	254 36	42 21	10 78	53 19	315 35
OAMARU SECTION :—								
Temuka-Waitaki	49 40	...	...	...	8 45	...	...	58 5
Albury Branch ... ..	...	...	25 54	...	...	1 60	...	27 34
Waimate Branch ... ..	...	...	4 46	...	...	0 56	...	5 22
Waitaki-Palmerston	51 40	...	...	...	8 20	...	...	59 60
Pukeuri-Marewhenua ... ..	...	...	21 33	...	...	0 75	...	22 78
Marewhenua-Duntroon ... ..	...	...	0 50	...	...	...	...	...
Duntroon-Kurow and Extension ... ..	...	...	15 36	...	...	0 65	...	16 21
Ngapara Branch ... ..	...	...	14 77	...	...	1 1	...	15 78
Shag Point Branch ... ..	...	...	1 67	...	...	0 10	...	1 77
Oamaru Breakwater ... ..	...	...	0 64	...	...	0 18	...	1 2
Total	101 0	...	85 27	186 27	16 65	5 45	22 30	208 57
DUNEDIN SECTION :—								
Palmerston-Dunedin	40 39	...	...	...	8 38	...	...	48 77
Dunedin-Clinton	73 19	...	...	...	10 2	...	...	83 21
Glendernid-Port Chalmers ... ..	...	...	1 12	...	...	1 71	...	3 3
Walton Park Branch ... ..	...	...	2 47	...	...	0 35	...	3 2
Outram Branch ... ..	...	...	9 0	...	...	0 61	...	9 61
Lawrence Branch ... ..	...	...	22 0	...	...	1 75	...	23 75
Total	113 58	...	34 59	148 37	18 40	5 2	23 42	171 79
INVERCARGILL SECTION :—								
Clinton-Invercargill	65 42	...	...	...	4 23	...	...	69 65
Invercargill-Bluff	17 1	...	...	...	4 42	...	...	21 43
Invercargill-Kingston ... ..	...	...	86 77	...	...	3 66	...	90 63
Tapanui Branch ... ..	...	...	15 43	...	...	1 41	...	17 4
Makarewa Junction-Riverton ... ..	...	...	17 66	...	...	1 31	...	19 17
Riverton-Orepuki ... ..	...	...	6 03	...	...	0 33	...	6 36
Thornbury-Otautau ... ..	...	...	11 40	...	...	1 6	...	12 46
Otautau-Wairio ... ..	...	...	10 67	...	...	0 37	...	11 24
Wairio-Nightcaps ... ..	...	...	2 22	...	...	0 40	...	2 62
Lumsden-Mararora ... ..	...	...	2 21	...	...	0 27	...	2 48
Total	82 43	...	153 19	235 62	8 65	9 41	18 26	254 8
Grand total	430 79	7 60	394 3	825 2	86 31	31 6	117 37	950 19

RETURN NO. 26.
HURUNUI-BLUFF SECTION.
SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS FOR THE YEAR ENDING 31st MARCH, 1882.

Classification of Work.	Christchurch Section.			Oamaru Section.			Dunedin Section.			Invercargill Section.			Total Hurunui-Bluff and Branches.					Comparative Rates per Mile for the Year.				Total, 82½ Miles.				
	Amount.			Proportion of each Item to the Whole.			Amount.			Proportion of each Item to the Whole.			Christchurch, 29½ Miles.	Oamaru, 186 Miles.	Dunedin, 146 Miles.	Invercargill, 236 Miles.										
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	
Supervision	1,199	5	11	924	7	6	1,126	8	10	598	0	9	3,848	13	0	4.68	5.07	7.54	2.73	4.81	7.54	2.73	4.81	7.54	4.81	
Permanent-way and surfacing	13,164	12	11	10,770	5	10	11,398	6	4	9,327	7	9	44,660	12	10	51.87	59.54	76.44	43.29	59.54	76.44	43.29	59.54	76.44	59.54	
Renovals	1,536	16	9	1,000	0	2	1,203	13	0	869	2	0	4,609	11	11	6.11	5.59	8.06	4.03	5.59	8.06	4.03	5.59	8.06	5.59	
Ballasting	1,223	2	3	946	5	2	1,679	2	1	1,752	12	11	5,601	2	5	4.81	5.20	11.31	8.06	4.81	5.20	11.31	8.06	4.81	5.20	
Turntables and traveisers	27	3	8	6	14	5	22	15	8	5	1	0	61	14	9	.131313131313
Grading	859	13	3	1,459	3	2	2,173	11	8	2,068	5	7	6,560	13	8	3.38	8.06	14.56	9.62	3.38	8.06	14.56	9.62	3.38	8.06	
New permanent-way materials	9,406	11	1	8,205	1	0	3,217	14	4	3,555	0	0	24,384	6	5	37.05	45.37	21.58	16.51	37.05	45.37	21.58	16.51	37.05	45.37	
Roads, approaches	497	0	1	184	9	11	541	7	5	366	3	10	1,589	1	3	1.95	1.04	3.64	1.69	1.95	3.64	1.69	1.95	3.64	1.95	
Bridges, culverts	2,397	5	11	1,914	8	3	2,935	0	10	2,480	13	2	9,727	8	2	7.72	10.53	19.76	11.44	7.72	10.53	19.76	11.44	7.72	10.53	
Fences, cattle-stops	1,831	16	11	901	12	3	2,004	3	7	645	18	6	5,383	11	3	7.15	4.94	13.52	2.99	7.15	4.94	13.52	2.99	7.15	4.94	
Signals	262	5	7	38	8	5	172	14	8	17	14	3	491	2	11	1.04	.26	1.17	.13	1.04	.26	1.17	.13	1.04	.26	
Cranes and weighbridges	64	1	11	21	0	6	31	9	4	43	2	8	159	14	5	.26	.13	.26	.26	.26	.13	.26	.26	.13	.26	.13
Locomotive water-services	690	15	6	424	9	6	527	6	7	614	10	0	2,257	1	7	2.73	2.34	3.51	2.86	2.73	2.34	3.51	2.86	2.73	2.34	
Wharves	13	10	11	235	11	9	25	4	11	274	7	7	1.79	...	1.56	1.3	1.79	...	1.56	1.3	1.79	...	1.56
Station buildings	2,216	2	8	507	13	3	2,020	16	3	1,312	19	11	6,057	12	1	8.71	2.86	13.52	6.11	8.71	2.86	13.52	6.11	8.71	2.86	
Dwelling-houses	651	13	8	84	0	2	646	15	5	1,063	17	3	1,546	6	6	2.60	.52	4.29	.78	2.60	.52	4.29	.78	2.60	.52	
Tools and implements	1,235	19	3	876	0	11	915	16	2	1,039	14	0	4,067	10	4	4.81	4.81	6.11	4.81	4.81	4.81	6.11	4.81	4.81	6.11	4.81
Workshop Commission	29	14	7	31	12	10	65	13	7	28	5	6	155	6	6	.13	.13	.52	.13	.13	.13	.52	.13	.13	.13	.52
Total maintenance, without additions	37,308	2	10	28,295	13	3	30,918	7	6	24,913	14	0	121,435	17	7	146.90	156.39	207.48	115.57	146.90	156.39	207.48	115.57	146.90	156.39	
Additions and alterations	1,419	19	8	483	17	6	2,211	16	9	520	5	5	4,635	19	4	5.59	2.60	14.82	2.47	5.59	2.60	14.82	2.47	5.59	2.60	
Total expenditure	38,728	2	6	28,779	10	9	33,130	4	3	25,433	19	5	126,071	16	11	152.49	158.99	222.30	118.04	152.49	158.99	222.30	118.04	152.49	158.99	

RETURN NO. 27.
HURNNUI-BLUFF SECTION.
COMPARING the CLASSIFIED EXPENDITURE for MAINTENANCE for Four Years, 1878 to 1882.

Classification.	Christchurch Section.				Oamaru Section.				Dunedin Section.				Invercargill Section.				Whole Line, Hurnnui-Bluff.			
	1878-79.	1879-80.	1880-81.	1881-82.	1878-79.	1879-80.	1880-81.	1881-82.	1878-79.	1879-80.	1880-81.	1881-82.	1878-79.	1879-80.	1880-81.	1881-82.	1878-79.	1879-80.	1880-81.	1881-82.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Supervision	793	806	512	468	459	767	497	507	1573	925	754	270	273	603	793	526	481	481	481	481
Permanent-way, surfacing	7176	7085	6029	5187	7522	7293	6369	5954	13893	8833	7644	4788	4329	7478	8073	6327	5590	5590	5590	5590
Renewals	884	884	559	611	923	897	823	559	4043	953	806	176	403	1446	1001	595	572	572	572	572
Ballasting	481	468	461	481	492	1027	1308	520	1339	3237	1131	663	806	817	1391	1052	702	702	702	702
Turntables and trawlers	52	39	22	13	70	39	08	00	390	416	13	31	...	162	182	21	13	13	13	13
Grading	832	1612	463	338	967	1508	1524	806	585	2808	1456	769	962	1117	1716	1181	819	819	819	819
New permanent-way materials	1989	2171	2555	3705	1325	3198	4288	4537	8437	4156	2158	608	1651	2723	2366	2745	3055	3055	3055	3055
Roads, approaches	130	533	156	195	55	143	121	104	260	247	364	78	169	124	286	153	195	195	195	195
Bridges, culverts	3692	2496	1052	949	1331	1417	1300	1053	2496	2379	1976	679	1144	2307	1716	1109	1222	1222	1222	1222
Fences, gates, and cattle-stops	988	403	620	715	440	221	489	494	546	858	1270	1352	299	573	390	601	676	676	676	676
Signals	156	117	70	104	19	13	09	26	...	13	117	07	13	60	39	44	65	65	65	65
Cranes and weighbridges	91	26	28	26	02	13	03	13	...	13	26	26	26	35	13	11	13	13	13	13
Locomotive water-services	416	325	161	273	222	195	153	234	78	104	351	133	286	233	182	286	286	286	286	286
Wharves	1495	858	917	871	314	637	202	286	156	13	484	156	13	32	796	98	26	26	26	26
Station buildings	...	...	...	...	...	...	...	...	871	585	1352	351	611	796	572	586	794	794	794	794
Dwelling-houses	468	351	509	481	557	676	500	481	650	416	611	329	481	462	390	559	507	507	507	507
Tools and implements	91	78	40	13	...	...	02	13	...	91	52	32	13	80	78	43	13	13	13	13
Workshop commission	19747	18252	14258	14690	14598	18044	17621	15639	31629	32188	20748	9117	11557	19048	19188	15899	15184	15184	15184	15184
Total maintenance without additions and alterations	2431	2938	1121	559	1201	1846	1198	260	325	1495	1482	273	247	1404	1833	1067	585	585	585	585
Grand total	22178	21190	15379	15249	15799	19890	18819	15899	31954	33683	22230	9390	11804	20452	21021	16966	15769	15769	15769	15769
Mileage maintained	253 M.	252 M.	250 M.	254 M.	147 M.	170 M.	170 M.	181 M.	136 M.	149 M.	149 M.	199 M.	216 M.	706 M.	750 M.	768 M.	802 M.	802 M.	802 M.	802 M.

RETURN No. 28.
HURUNUI-BLUFF SECTION.

STATEMENT of EXPENDITURE showing COST of MAINTENANCE of different Divisions of Main Line and Branches.

Line of Railway.	Mileage.		Expenditure for Year ending 31st March, 1882.		Average for Four-weekly Period.		Rate per Mile per Annum.		
	Actual Mileage.	Reduced Mileage.			On Mileage Maintained.	Rate per Mile.			
CHRISTCHURCH SECTION:—									
Main Line, Waipara and Lyttelton to Temuka	M. 133	ch. 58	M. 133	ch. 58	£ 26,581	s. d. 0 10	£ 2,045	£ 15·26	£ 198·38
Rangiora-Oxford Branch	22	7	22	7	1,904	8 3	146	6·66	86·58
Eyreton-Bennett's	20	11	20	11	1,883	1 10	145	7·24	94·12
Hornby-Southbridge	25	39	25	39	4,110	17 0	316	12·65	164·45
Rolleston-Springfield Mine	30	61	30	61	3,106	4 1	239	7·71	100·23
Darfield-Whitecliffs	11	40	11	40	1,113	7 9	86	7·14	92·82
Mount Somers Branch	10	60	10	60	29	2 9	2	·20	2·60
Total	254	36	254	36	38,728	2 6	2,979	11·73	152·49
OAMARU SECTION:—									
Main Line, Temuka-Oamaru	63	40	63	40	9,159	13 11	705	11·01	143·13
Oamaru-Palmerston	37	40	37	40	13,392	18 8	1,030	27·84	361·92
Washdyke Junction-Albany	25	54	25	54	1,453	16 11	112	4·30	55·90
Waimate Junction-Waimate	4	46	4	46	281	18 6	22	4·34	56·42
Pukeuri-Marewhenua	21	33	21	33	1,802	14 3	139	6·60	85·80
Marewhenua-Dunroon	0	50	0	35					
Dunroon-Kurow and Extension	15	36	10	74	732	6 4	73	5·14	66·82
Waireka Junction-Ngapara	14	77	14	77	1,628	16 9	125	8·35	108·55
Oamaru-Breakwater	0	64	0	64	183	0 6	14	14·08	183·04
Shag Point Branch	1	67	1	67	144	4 11	11	5·55	72·05
Total	186	27	181	50	28,779	10 9	2,231	12·23	158·99
DUNEDIN SECTION:—									
Main Line, Palmerston-Dunedin	40	39	40	39	12,562	14 6	967	23·86	310·18
Dunedin-Clinton	73	19	73	19	14,432	13 6	1,110	15·21	197·73
Glendernid-Port Chalmers	1	12	1	12	685	11 4	53	52·73	685·49
Walton Park Branch	2	47	2	47	407	13 4	31	12·54	163·02
Mosgiel-Outram	9	0	9	0	1,539	16 8	119	13·16	171·08
Lawrence Branch	22	0	22	0	3,501	14 11	269	12·24	159·12
Total	148	37	148	37	33,130	4 3	2,549	17·10	222·30
INVERCARGILL SECTION:—									
Main Line, Clinton-Invercargill	65	42	65	42	9,987	10 10	768	11·64	151·32
Invercargill-Bluff	17	1	17	1	3,129	2 6	241	14·16	184·08
Invercargill-Kingston	86	77	86	77	8,503	19 11	654	7·52	97·75
Tapanui Branch	15	43	15	43	787	18 6	72	4·48	58·24
Makarewa Junction-Riverton	17	66	17	66	1,646	16 2	126	7·04	91·52
Riverton-Orepuki	6	3	1	26	198	8 0	66	11·02	143·26
Thornbury-Otatau	11	40	11	40	1,036	7 5	80	6·64	86·32
Otatau-Wairoa	10	67	...	...	...	...	...	...	...
Wairoa-Nightcaps	2	22	0	13	16	6 5	16	8·16	106·08
Lumsden-Mararoa	2	21	1	44	127	9 8	13	6·71	87·23
Total	235	62	217	32	25,433	19 5	2,036	9·08	118·04
Grand total	825	2	801	75	126,071	16 11	9,795	12·13	157·20

RETURN No. 29.

HURUNUI-BLUFF SECTION.

COMPARISON of the CLASSIFIED EXPENDITURE on MAINTENANCE of the Line from Waipara to Palmerston for the Five Financial Years 1877 to 1882.

Classification.	Rate per Mile per Annum.					Proportion of each Item to the whole Expenditure.				
	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.
Supervision	£ 6·19	£ 6·72	£ 7·87	£ 5·05	£ 4·84	per cent. 4·0	per cent. 3·4	per cent. 3·8	per cent. 3·0	per cent. 3·2
Track-surfacing	79·54	72·70	71·76	61·52	54·52	51·3	36·7	34·7	36·8	35·4
Renewals	9·87	9·07	8·90	6·64	5·78	6·4	4·6	4·3	4·0	3·8
Ballasting	3·78	4·86	7·05	8·02	4·94	2·4	2·4	3·4	4·8	3·2
Turntables and traversers	·74	·62	·41	·17	·08	·5	·3	·2	·1	·1
Grading	1·37	8·85	15·69	8·90	5·28	·9	4·5	7·6	5·3	3·4
Permanent-way materials	9·13	17·47	26·08	32·48	40·12	5·9	8·8	12·6	19·4	26·1
Roads, approaches	2·48	1·05	3·68	1·41	1·55	1·6	·5	1·8	·8	1·0
Bridges, culverts	17·06	28·20	20·39	11·50	9·82	10·9	14·2	9·9	6·9	6·4
Fences, gates	3·69	7·84	3·23	5·66	6·23	2·4	4·0	1·6	3·4	4·1
Signals	1·27	1·01	·75	·45	·68	·8	·5	·4	·3	·4
Cranes	·68	·61	·21	·18	·19	·4	·3	·1	·1	·1
Water-services	2·15	3·47	2·67	1·57	2·54	1·4	1·7	1·3	·9	1·7
Wharves	...	...	...	...	·03	...	...	...	...	...
Station buildings	11·45	10·52	7·67	6·26	6·21	7·4	5·3	3·7	3·7	4·0
Dwelling-houses	...	...	...	·72	1·68	...	...	...	·4	1·1
Tools and implements	2·74	4·96	4·89	5·04	4·81	1·8	2·5	2·4	3·0	3·1
Workshop commission	·65	·60	·44	·25	·14	·1	·3	·2	·2	·1
Total maintenance	152·79	178·55	181·69	155·82	149·44	98·5	90	88	93·1	97·2
Additions and alterations	2·26	19·78	24·80	11·49	4·34	1·5	10	12	6·9	2·8
Total expenditure	155·05	198·33	206·49	167·31	153·78	100	100	100	100	100
Miles under maintenance	382 M.	400 M.	402 M.	421 M.	435 M.	...	...	...	...	...

HURUNUI-BLUFF SECTION.

SHOWING COMPARATIVE AVERAGE RATES OF CLASSIFIED EXPENDITURE FOR MAINTENANCE OF WAY AND WORKS ON EACH SECTION AND TRAFFIC DISTRICT, PER MILE, PER FOUR WEEKS, FOR THE YEAR ENDING 31st MARCH, 1882.

Sections.	Mile- age.	Super- vision.	Track Sur- facing.	Track Re- newals.	Ballast- ing.	Traverses and Turntables.	Grading.	P.W. Materials.	Roads, Ap- proaches, &c.	Bridges and Gutters.	Fences, Gates, &c.	Signals.	Cranes and Weighbridges.	Water Services.	Wharves.	Station Build- ings.	Dwell- ing- houses.	Tools and Im- plements.	Workshop Com- mission.	Total Maintenance.	Additions.	Total Expenditure.
Main Line, Waipara-Temuka	128	41	3-94	54	23	15	09	3-41	09	1-04	85	09	01	25	17	48	21	56	01	12-21	44	12-64
Lyttelton-Christchurch	6	2-28	18-71	2-99	1-03	01	1-63	13-80	3-08	1-51	1-08	1-35	59	94	01	13-83	81	2-40	02	66-37	4-36	70-93
Rangiora-Oxford	22	20	3-99	17	14	01	03	1-35	02	17	21	01	01	06	01	12	13	10	01	6-62	04	6-66
Kaipoi-Bennett's	20	34	4-47	10	10	01	35	1-51	17	05	03	01	01	06	01	12	13	10	01	7-16	08	7-24
Southbridge Branch	25	34	4-09	50	1-28	01	69	2-81	13	85	76	01	01	08	01	52	15	14	02	12-38	27	12-65
Malvern Branch	31	22	2-71	40	43	02	48	2-03	04	06	02	01	01	36	01	17	27	06	01	7-27	44	7-71
White Cliffs Branch	12	24	2-58	09	86	01	36	88	02	1-19	03	01	01	05	01	25	30	07	01	6-92	22	7-14
Tinwald Branch	11	05	13	01	01	01	01	02	01	01	01	01	01	01	01	01	01	01	01	20	01	20
Total Christchurch Section	254	36	3-99	47	37	01	26	2-85	15	73	55	08	02	21	01	67	20	37	01	11-30	43	11-73
Main Line, Temuka-Waitaki	49	47	4-16	25	03	01	49	2-55	04	1-41	27	03	01	11	01	26	06	35	01	10-50	39	10-89
Waikati-Oamaru	15	31	4-57	17	1-81	01	49	60	03	1-50	36	05	01	30	01	05	12	70	01	11-02	38	11-40
Oamaru-Palmerston	37	73	5-46	1-60	1-00	01	1-93	12-59	17	1-08	93	05	03	35	01	65	01	72	04	27-57	27	27-84
Albany Branch	26	12	3-35	02	01	01	08	48	01	17	03	01	01	01	01	01	01	02	01	4-30	01	4-34
Waimate Branch	5	18	3-92	01	01	01	01	01	01	01	01	01	01	01	01	01	01	02	01	4-34	01	4-34
Dunroon Branch	21	19	5-26	04	01	01	08	35	01	14	23	02	01	05	01	02	01	22	01	6-59	01	6-60
Ngapara Branch	15	27	5-53	07	41	01	13	42	33	15	70	01	01	03	01	01	01	17	01	8-24	11	8-35
Breakwater Branch	1	79	6-23	34	01	01	52	4-62	01	04	01	01	01	01	01	01	01	16	01	14-08	01	14-08
Shag Point Branch	2	48	4-21	01	30	01	01	01	01	01	01	01	01	01	01	01	01	01	01	5-55	01	5-55
Dunroon-Kuroow	11	23	3-57	02	05	01	22	05	01	50	01	01	01	06	01	01	01	37	01	5-10	04	5-14
Total Oamaru Section	182	39	4-58	43	40	01	62	3-49	08	81	38	02	01	18	01	22	04	37	01	12-03	20	12-23
Main Line, Palmerston-Glendermid	33	61	7-13	89	1-02	01	2-23	2-62	16	1-47	55	05	01	32	01	74	40	47	02	18-70	1-06	19-76
Glendermid-Port Chalmers	1	3-85	7-67	3-10	88	01	6-65	3-12	36	1-18	27	67	63	15	01	4-20	02	175	02	52-64	09	52-73
Glendermid-Dunedin	8	2-10	10-57	1-51	1-04	20	3-39	5-91	2-00	1-58	69	44	10	83	01	7-58	05	1-07	23	39-29	4-18	43-47
Dunedin-Clinton	73	53	5-18	50	96	01	38	1-21	21	1-47	1-31	11	01	28	01	7-9	36	53	04	13-87	1-34	15-21
Walton Park Branch	3	54	18-99	01	01	01	47	1-18	12	32	72	01	01	01	01	01	01	18	01	12-54	01	12-54
Outram Branch	9	34	4-24	16	1-36	01	1-80	67	19	3-16	47	01	01	26	01	14	01	36	01	13-16	01	13-16
Lawrence Branch	22	21	5-34	49	21	01	78	82	22	1-25	1-31	01	01	05	01	65	45	13	01	11-92	32	12-24
Total Dunedin Section	149	58	5-88	62	87	01	1-12	1-66	28	1-52	1-04	09	02	27	01	1-04	33	47	04	15-96	1-14	17-10
Main Line, Clinton-Invercargill	66	24	3-80	33	86	01	99	2-16	02	1-39	51	01	01	21	01	35	06	52	03	11-48	16	11-64
Invercargill-Bluff	17	33	4-42	33	01	02	35	1-25	55	92	19	04	16	1-19	01	3-0	01	47	01	13-35	81	14-16
Waipahi-Kelso	13	23	3-32	04	01	01	45	02	01	14	09	01	01	01	01	12	01	06	01	4-48	01	4-48
Invercargill-Winton	19	19	2-39	09	01	01	11	40	01	63	10	01	01	13	01	25	03	22	01	4-95	01	4-95
Winton-Kingston	68	15	2-24	45	93	01	1-01	1-34	07	89	10	02	01	09	01	23	11	38	01	8-00	24	8-24
Makarawa-Riverton	18	20	4-71	29	01	01	47	42	12	16	03	02	01	21	01	17	01	28	01	7-04	01	7-04
Thornbury-Otautau	12	24	4-29	10	65	01	15	25	24	09	17	01	01	06	01	15	01	25	01	6-64	01	6-64
Lumsden-Mararoa	1	59	2-26	01	06	01	27	01	01	3-13	06	01	01	01	01	06	01	26	02	6-71	01	6-71
Riverton-Orepuki	1	86	5-82	01	4-66	01	07	01	01	09	01	01	01	02	01	01	01	17	01	11-02	01	11-02
Wairoa-Nightcaps	2	01	7-99	01	01	01	01	01	01	01	01	01	01	01	01	01	01	17	01	8-16	01	8-16
Total Invercargill Section	217	21	3-33	31	62	01	74	1-27	13	88	23	01	02	22	01	47	06	37	01	8-89	19	9-08
Whole Line	802	37	4-30	44	54	01	63	2-35	15	94	52	05	01	22	02	58	15	39	01	11-68	45	12-13

RETURN No. 31.

HURUNUI-BLUFF SECTION.

STATEMENT of EXPENDITURE charged to ADDITIONS and ALTERATIONS during the Financial Year ended 31st March, 1882.

	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
Surfacing,—							Bridges and Culverts— <i>continued.</i>						
Check-rails round curves, Waitati Cliffs	2	7	0				Footbridge for shunting on overbridge, Pukerau	16	5	11			
Laying loop-line and improvements to Longbush Siding	52	8	8				Bridge over Waihemo River	58	18	6			
Extending ballast-discharging siding, Lyttelton	0	4	3								243	5	5
Completing sidings, on Malvern and Whitecliffs Branches	50	18	4				Fences, Gates, &c.—						
Shifting south crossing over road, Hornby Cross over siding, Addington	19	4	0				Gate, West Oxford	11	1	10			
Extending dummy siding, Southbridge	67	10	4				Alterations to fencing, &c., Templeton	3	6	0			
Dummy siding, 5 chains long, west end of Aylesbury Yard	4	11	0				Fencing Signalman's house, Heathcote	6	9	1			
Siding for cattle-yards, Waihoa	9	0	0				Converting wicket-gate, Herbert, into box-wicket	1	9	5			
Alterations to sidings, Dunedin Yard	25	13	9				Erection of wicket-gate, &c., Temuka	4	13	9			
Buffer-stop in goods-shed, Invercargill	60	18	2				Making fence good, Addington	1	17	5			
Siding, Addington	4	8	9				Alterations to cattle-yards, Addington	7	5	3			
Laying rails to erecting-shops, Addington	2	9	9				Substituting 2 gates for 2 slip-panels, Pukeuri-Dunroon	3	18	8			
Shifting points of siding, Makikihi	24	10	4				Cattle-stops at each end of fencing erected on Bluff Line	17	11	8			
Additional siding, including earthwork to additional ones, Mosgiel	22	8	6								57	13	1
Extending Dome siding	134	16	0				Signals,—						
	40	13	2				Additions to signal-cabin, Kensington	13	19	10			
				522	2	0	Alterations to signals, Waitati Station	64	15	10			
Ballasting,—							" " Burke's	44	3	6			
Completing 6 four-bunk ballast-huts	6	17	4				Fitting up old signal-box from Ocean Beach Railway Junction at north end of Dunedin Yard, and erecting signal-box, Rattray Street	30	18	1			
							Additions to signals, Mosgiel	58	19	6			
Grading—							Starting-signals, Dunedin Yard	40	18	8			
Closing and filling in air-shaft, south end of Deborah Bay Tunnel	20	9	7								253	15	5
Enlarging Caversham Tunnel to its full size	208	19	6				Cranes and Weighbridges,—						
Lining 10 or 12 feet (lineal) of Caversham Tunnel	156	18	11				Erecting new weighbridge, Christchurch	77	7	0			
Forming wing-dam, Mataura River	62	12	3				2-ton crane, Palmerston, coal-shed	72	2	10			
Pitching 4 miles railway embankment beyond Athol	57	18	6				" Balclutha Station	72	2	11			
Making additional rubble-drain in Deep Creek Bank	80	4	3				Weighbridge, Port Chalmers	1	3	8			
Collecting and placing stone at Waitaki Bridge	73	18	5				5-ton jib-cranes, Addington and Kaiapoi	2	5	9			
Extending retaining-wall, north end of Waipahi Station	21	5	0								225	2	2
				682	6	5	Water Services,—						
Road approaches,—							Erecting windmill, Chertsey (completion)	7	12	1			
Erecting lamp, Wilson's Road	4	11	2				Erecting hot-air engine, Rangiora and Amberley	28	19	9			
Forming and metalling road, Lyttelton	14	12	7				Extension of gravitation-pipes, Hampden	41	16	5			
Level crossing, Sheffield, with bridge over water-race	5	6	11				Wooden tank, &c., Mihiwaka	27	18	7			
Level crossing, Eyreton Branch	6	17	5				New well, Mosgiel	48	5	2			
Concrete walls under cattle-stops, Springston Road crossing	15	18	0				Laying water from town mains to engine-shed, Lawrence	92	0	7			
Shifting level crossing from 117 miles 71 chains to 118 miles 7 chains	1	4	0				Boring for water, Waikouaiti	101	10	0			
Lamp-post, Strathallan Street, Timaru	1	5	0				Engine water service, Stirling	88	19	3			
Forming and gravelling pathway, Otaio	6	15	0				Erecting hot-air engine, Clinton	16	10	9			
Raising approach to loading siding, Maheno	21	15	0				Washing-out service, Gore	11	17	1			
Making and erecting lamp at level crossing, north end Palmerston yard	2	5	2				Purchase of No. 6 ram for half-way tanks, Bluff Branch	9	0	0			
Ditto, Start Street, Palmerston	2	13	2				Laying pipes through siding and approach, Lowther	2	2	6			
Making up approach-road to overbridge, south of Kahiku	10	14	6				Washing out pipes, engine-shed, Bluff	29	18	4			
Laying in level crossing timbers, Bluff line	3	11	0				" " " Elbow	42	19	10			
Widening level crossing, Fendal Town Road	15	12	1								549	0	4
Fixing notice-boards on level crossings and yard-gates, Waipara-Temuka	15	11	4				Station-Buildings,—						
Gravelling siding approach, Oamaru	27	14	3				Temporary sheep-yard, Cust	0	8	0			
				156	6	7	Fitting up stages for loading double-deck sheep-wagons, Amberley-Temuka	279	0	10			
Bridges and Culverts,—							Ditto, Southbridge Branch	65	14	4			
12-foot open culvert, 115 miles 43 chains, to take place of old box-culvert	35	18	11				Ditto, Malvern-Whitecliffs	59	6	8			
6-inch pipe under approach to level crossing, Waikouaiti	2	14	0				Ditto, Temuka-Waitaki	57	1	7			
4-foot open masonry culvert, near Goodwood	25	17	1				Alteration of booking-office, Rangiora	3	1	0			
Construction of 3-foot stone culverts, 389 miles 36 chains and 390 miles 26 chains	103	11	0				Altering old fitting-shop, Christchurch, for Stores Department	27	16	4			
							Altering drawing office, Christchurch, for use of Telegraph Department	32	13	3			
							Concreting part of floor of running shed, Christchurch	51	3	6			
							Closing in front of station, Kaiapoi	9	14	10			
							Concreting floor of Miles and Co.'s old shed, Lyttelton	102	2	2			
							Making and fixing window, refreshment-room, Christchurch	2	12	3			
							Building new office, Timaru, for Inspector	37	17	6			
							Tank and spouting, Otaio	0	16	0			
							Erecting temporary bank, Timaru	16	13	4			

RETURN No. 31.—*continued.*
HURUNUI-BLUFF SECTION.

STATEMENT of EXPENDITURE charged to ADDITIONS and ALTERATIONS, &c.—*continued.*

Station-Buildings— <i>continued.</i>	£	s.	d.	£	s.	d.	Dwelling-houses— <i>continued.</i>	£	s.	d.	£	s.	d.
Fixing gas lamp, Oamaru ...	2	7	0				Improvements to Stationmaster's house,						
Timbering back of Weston loading platform ...	10	9	11				Hinds ...	7	8	11			
Extension of loading-bank, Elderslie ...	12	2	7				Shifting and fencing Stationmaster's house, Winslow ...	51	19	3			
Supplying and fitting shelving, fixing cabinet, &c., for Traffic Department, Kurov ...	6	1	11				Adding 2 rooms to Inspector's house, Hornby ...	61	6	0			
Supplying and fixing lamp in lobby, Palmerston ...	2	12	7				Water service, Stationmaster's house, Heathcote ...	11	15	9			
Making water supply to 4 water-closets, Dunedin Station ...	27	8	9				Building new chimney, &c., Signalman's house, Heathcote ...	10	18	2			
Building chimney and fixing grate to Traffic Inspector's office, Dunedin ...	8	11	10				Adding 1 room to Ganger's house, Waddington ...	22	18	7			
Gas lamp, corner of cattle-yard, Dunedin	3	7	11				Laying ½-inch galvanized pipe to Stationmaster's house, Chertsey ...	12	7	11			
Erection of iron rack, shelving, &c., Dunedin Store ...	35	5	5				Adding 1 room to Stationmaster's house, Darfield ...	30	0	7			
Laying on water from town mains to Pelichet Bay Station ...	6	13	7				Additional room and repairs to Engine-driver's house, Whitecliffs ...	33	11	8			
Shifting old telegraph office, Mosgiel, and making same into Stationmaster's house ...	24	0	1				Sinking well, Ganger's house, Pareora ...	11	3	7			
Part cost of shifting goods-shed, Mosgiel, to new site ...	1	11	0				Extra room, Stationmaster's house, Studholme Junction ...	20	11	2			
Removal of Stationmaster's house from Mount Stuart to Pelichet Bay ...	122	10	4				Driving 20 feet pipe and erecting pump, Stationmaster's and Platelayer's house, Temuka ...	5	7	1			
Shifting 6 Government cottages from Greytown and Waihola to the railway	366	6	1				Supplying and fixing cooking-range in Stationmaster's house, Maheno ...	7	16	0			
Store-room for station, and coal-shed for Stationmaster's house, Milburn ...	27	0	1				Purchase of Perkins's house, Bluff ...	11	0	0			
Shifting back of Milton Goods-shed to safe clearance ...	52	19	10				Shifting 2-room cottage from West Eyreton to Bennett's Junction ...	14	6	6			
Tank and spouting for Clinton ...	5	19	5				Driving pipe well and erecting pump, Stationmaster's house, Waihao ...	1	7	0			
Engine wheel drop for Christchurch running-shed ...	0	13	0				Adding 1 room to Stationmaster's house, Abbotsford ...	7	15	0			
Erecting small office in "B" shed, Christchurch ...	12	16	5								413	6	0
Loading platform, Chertsey ...	21	9	3				Wharves,—						
Extension of coal platform, Oamaru ...	14	11	9				Erecting 2 lamps on Kingston Jetty ...	1	11	0			
Alterations to vestibule, Waipahi Junction ...	2	13	3										1 11 0
				1,513	13	7	Sundries,—						
Dwelling-houses,—							Water-meter, ...	11	0	0			
Completing rebuilding of cottages in workshops yard, Addington ...	91	12	10										11 0 0
							Grand total ...				£4,635	19	4

RETURN No. 32.

ACCOUNT of TRANSACTIONS between the NEW ZEALAND RAILWAYS and the RAKAIA and ASHBURTON FORKS RAILWAY.

April 1, 1881,	£	s.	d.	By apportionment as under :—	£	s.	d.
to To Passengers, parcels, goods,				Rakaia and Ashburton Forks Railway ...	5,611	1	5
Mar. 31, 1882. and receipts ...	14,942	9	3	Government ...	9,331	7	10
	£14,942	9	3		£14,942	9	3

ACCOUNT of TRANSACTIONS between the NEW ZEALAND RAILWAYS and the DUNTRON and HAKATERAMEA RAILWAY.

July 2, 1881,	£	s.	d.	By apportionment as under :—	£	s.	d.
to To Passengers, parcels, goods,				Duntron and Hakateramea Railway ...	1,292	6	0
Mar. 31, 1882. and receipts ...	3,786	2	1	Government ...	2,493	16	1
	£3,786	2	1		£3,786	2	1

ACCOUNT of TRANSACTIONS between the NEW ZEALAND RAILWAYS and the WAIMEA PLAINS RAILWAY.

April 1, 1881,	£	s.	d.	By apportionment as under :—	£	s.	d.
to To Passengers, parcels, goods,				Waimea Plains Railway ...	4,553	15	0
Mar. 31, 1882. and receipts ...	14,348	14	8	Government ...	9,794	19	8
	£14,348	14	8		£14,348	14	8

