

1885.
NEW ZEALAND.

PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. EDWARD RICHARDSON,
25TH AUGUST, 1885.

MR. SPEAKER,—

I shall endeavour, in the Statement I am about to make this evening, to bring under the notice of honourable members, in as concise a manner as possible, an account of the proceedings of the department during the past year, together with a description of the action proposed to be taken during the current one.

There will be attached to this Statement the usual tables and reports made to me by the heads of the several branches of the department: many of these are of great interest, and to some of them I shall presently refer.

For the convenience of honourable members I shall deal with the various subjects very much in the order that I did last year, when I had the honour to address you, Sir, on a similar occasion.

Circumstances over which I had no control have rendered it impossible for me to examine all the lines of railway and other public works throughout the colony, and indeed prevented my visiting several parts of the colony at all. I very much regret this, as I can only speak of the works in those districts from reports made to me by the permanent officers, instead of from my own observation.

This more particularly refers to the Auckland District. I was in the City of Auckland when the defence works were put in hand, and it was considered advisable by my colleagues and myself that I should remain there, instead of travelling over the district, until I was satisfied that those works were well advanced.

I propose speaking first of the railways in course of construction, including the additions made during the year on opened railways; and then of the working of constructed lines.

It will be remembered that on the 31st March, 1884, the colony had 1,404 miles of railway open for traffic, which had cost £11,251,633; and on the 31st March, 1885, we had 1,477 miles open for traffic, being within 3 miles of the length which I estimated last year: and these 1,477 miles have cost £11,810,194.

There was also on the 31st March last a length of 155 miles of railway in course of construction.

Honourable members will recollect that on the 30th October last a resolution of this House was passed authorizing the Government to make agreements for purchasing the various district railways constituted under "The District Railways Act, 1877," and its amendments.

As soon as possible after the end of last session, I placed myself in communication with the following district and other railway companies: The Cambridge and

Rotorua, the Wellington and Manawatu, the Rakaia and Ashburton Forks, the Waimate, the Duntroon and Hakateramea, and the Waimea Plains Railway. The correspondence between these railway companies and the Government is all printed and in the hands of honourable members. It will be seen that agreements have been come to for the purchase of the Cambridge and Rotorua, the Rakaia and Ashburton Forks, the Duntroon and Hakateramea, and the Waimate Railways, subject, of course, to ratification by Parliament.

The long correspondence which has taken place between the Waimea Plains Railway Company and the Government has led to no agreement being come to; and the directors of the Wellington and Manawatu Company have recently declined to proceed with the proposed sale to the Government.

I shall not now refer to the details of the agreements entered into with the other companies, as there will be a better opportunity of doing so when the Bill to authorize the purchase of these lines is being considered. If the lines become the property of the Government there will be a great saving in working them, and in abolishing the troublesome accounting system, akin to the clearing-house system in England, which is at present necessitated by the lines belonging to private companies.

Under the East and West Coast (Middle Island) and Nelson Railway Act of last session, the Government was authorized to enter into a contract for the construction of railways from Springfield to Brunnerton and from Brunnerton to Belgrove, and, after a lengthened negotiation, the terms of an agreement were settled between the promoters of these railways and the Government for their construction. It is unnecessary for me to refer in detail to this contract, as it is printed and has been on the table of the House for some weeks, but I shall refer more fully to the subject of these railways presently.

RAILWAYS IN COURSE OF CONSTRUCTION, AND PROPOSED, INCLUDING ADDITIONS TO OPENED RAILWAYS.

I now propose to refer briefly to the railway works which were under construction during the past year.

Kawakawa.—On this railway several buildings have been erected, and other extra accommodation has also been provided.

Whangarei-Kamo.—A branch line, about 1 mile in length, has recently been constructed from this railway to the Whauwhau coal mine at the cost of a private company, and is now ready for working.

With regard to the main line itself a survey is being made with the view of ascertaining the cost of extending it at the Whangarei end to deep water, to enable the largely-increasing coal output to be economically shipped. Till that survey is completed, and we have a full report on the cost, I cannot state what course I may have to recommend the House to take. There is no doubt, however, that the accommodation at present provided will not be sufficient when the Whauwhau and Kamo mines get into full work, and steps must be taken to have the necessary additional works put in hand without delay.

Railway to the Northward of Helensville.—Honourable members will recollect that last year I promised to procure such information as was necessary to allow of a decision being come to as to the best way of providing additional railway accommodation for the district to the north of Auckland, and I would now call special attention to some reports on this subject which are attached to this statement.

It will be seen, from these reports and the maps attached to them, that although the waters of the Kaipara afford a large amount of accommodation for the shipment of timber, both to our own ports and to those outside the colony, still there is a large tract of heavily-timbered country, as well as a considerable area of rich agricultural land, situated in the valleys all through the district, that, from the contour of the country, can never be accommodated from the seaboard, and therefore can only be brought into communication with a market by railway.

It is proved beyond doubt that the heavy timber grown in the neighbourhood of the railway between Auckland and Helensville, as well as that brought by water to Helensville, can be carried to Auckland at a rate which pays the railway and the timber-owners, and that it is to this traffic we have to look for revenue, for many years to come, to make the railway remunerative.

The Government is therefore of opinion that this railway should be extended from Helensville northwards, and that the extension should be steady and gradual, constructing a short length annually, so that, as the timber is cut away from those localities that now feed the railway, the line should reach successive areas of forest lands, tapping each one in turn; and with that view it is intended to ask for a vote to enable the line to be continued to Kaukapakapa, saving several miles of tortuous navigation of the Kaipara River with all the heavy timber which is now brought to Helensville for the Auckland market. The line can then be continued up the valley of the Kaukapakapa till it reaches a very large and valuable kauri bush about 9 miles distant, and thence onward by way of Wellsford, Port Albert, Kaiwaka, Maungaturoto, Maungakaramea, Wairoa Falls, Maungakahia Valley, Kaikohe, and the Omapere Lake, to the head of the Hokianga River. It will be seen from the Engineer's report that the line will not be a costly one to construct, and that it will provide direct communication with a very large amount of land now in the hands of the Government, as well as a large tract of other lands which will yield a good paying traffic to the railway when constructed.

In connection with the surveys for this railway, I desire to take this opportunity of conveying my thanks to Mr. Mitchelson, the member for Marsden, for the pains he has taken in communicating to the engineers engaged all possible information which could in any way be useful to them in the very difficult task of determining the best route to be adopted.

A map has been carefully prepared, and copies of it will be attached to this Statement, showing the various lines of route explored, and also, by distinguishing colours, the areas respectively of Crown lands and purchased lands adjacent to the railway, and how much of same is forest.

The reports, amongst other things, show conclusively that the railway from Kawakawa to Whangarei cannot at any time form a portion of the main trunk line, and therefore other provision will have to be made for it.

Kaipara-Waikato.—On the portion of this railway between Helensville and Auckland many of the sharp curves and steep grades have been improved, and considerable progress has been made in the new passenger station at Auckland, which will, I hope, be finished in November next.

On the portion between Auckland and Te Awamutu several improvements have been carried out at the way-side stations.

In connection with the proposed Huntly branch line for the purpose of developing coal fields at Taupiri, surveys and plans are now in hand with the view of inviting tenders for the bridge over the Waikato, as soon as a contract is made with the Waikato Coal Company, as directed by the Railways Authorization Act of last session.

Waikato-Thames.—At the time that my Public Works Statement was made last year this railway was completed and opened for traffic from Hamilton to Morrinsville, 18 miles; and the formation of the section from Morrinsville to Te Aroha, 12 miles, and also the construction of the bridge over the Thames River was in hand. Since that date these works have been completed, and the

platelaying on the line is now in progress, and it is anticipated that the railway will be opened to Te Aroha about February or March next. At the Thames (or Grahamstown) end of the line, rails have been laid on the $4\frac{1}{2}$ miles previously formed, and the formation of the Hikutaia Section, being a further length of 8 miles towards Te Aroha, is now under contract. The bridges on this length will shortly be erected, and plans will be prepared for the remaining portion of the line to Te Aroha. In addition to these works, it is also proposed during the current year to complete the station accommodation between Morrinsville and Te Aroha, and to generally equip that portion of the railway for traffic.

Hamilton—Cambridge.—This railway, 12 miles in length, was opened for traffic on the 8th October last.

North Island Trunk Railway, Marton—Te Awamutu.—Immediately after the route of this railway was determined upon by Parliament I gave instructions to have the contract surveys put in hand, and the Engineer-in-Chief employed a large staff of surveyors to permanently locate the line, with the result that the department was able to call for tenders in February last for about 15 miles at the northern end and about 13 miles at the southern end. These contracts were let in April last, and the works have been commenced at both ends. About 6 miles of the formation-works of the northern section were retained to be performed by the Maori population resident in the district, and it must be most satisfactory to honourable members to hear that the whole of this work has been taken up in small contracts by these men, and that the works are well in hand; and not only this, but the Natives are pressing the department to let them have contracts for further works on the extensions of this line. It will be my endeavour to comply with their wishes.

The heaviest work on this line is the Purotarau tunnel, between the watersheds of the Mokau and Wanganui Rivers, about 48 miles south of Te Awamutu, and it was considered desirable that this work should be undertaken at an early stage of the proceedings, in order that there may be no delay in continuing the line when the other lighter works are completed up to the tunnel. Tenders were therefore called for this work some months since, and a contract for its completion has recently been let at satisfactory prices.

Tenders have also recently been called for two further sections of this line—that at the northern end being about 12 miles in length, and that at the southern end about 8 miles, and of these the tenders for the southern section have been received and are now being dealt with.

We have already let contracts for three stationmasters' houses along the line, to be used in the meantime as engineers' offices.

On the road from Kihikihi a contract has been let for a bridge to cross the Puniu River, and beyond this a road is now being constructed to give approach to the various works along the northern end of the railway. Some fifty Maoris are at work upon this road by contract.

A survey has been made for a road about 15 miles long, to connect the Purotarau tunnel with the head of the navigation of the Ongarue and Wanganui Rivers, and this work is now being carried out by small contracts. It will be very beneficial in allowing the contractors access to the railway-works, and will also be valuable after the line is complete as a means of opening up the country.

Another road is being laid out from Ranana, on the Wanganui River, to the railway-line where it traverses the Murimotu Plain. There is also a road from Napier, which it may be found advisable to continue inland till it strikes the railway.

A careful survey has been made of the Wanganui River, with the result that, by the expenditure of a comparatively small sum, that river will be made available for steam navigation, and thus ensure easy communication with the railway. A private company has been established to build steamers to work on this river, so there is every probability that by the time the heavier stores are required for the railway the Government will be able to get them up at a moderate cost. The railway will strike the river about 140 miles from the sea, and it is estimated that the necessary work to render the whole length navigable can be done quickly, and at moderate cost. This work has been put in hand. Independently of

the great value this means of communication will be in reducing the cost of carriage of railway-material, there can be no doubt that there will be a very large passenger-traffic along this river to view the grand scenery through which it traverses.

The permanent-way materials required for the works now under contract at both ends of the line have been already contracted for.

The location of the rest of the line is rapidly being proceeded with, and it will rest with the House, by its votes, to determine at what rate of progress this line shall be continued.

In order to enable honourable members to realize more satisfactorily the state of the case as regards this important railway, a sketch map will be attached to this Statement, showing the position of all the works now in progress in connection with the construction of the line throughout, including the roads leading thereto which I have already described.

Napier to Woodville and Palmerston.—During the last financial year a further length of nearly 12 miles was opened to Tahoraite, being 81 miles from Napier.

A contract has been let for $13\frac{1}{2}$ miles farther, coming within $1\frac{1}{2}$ miles from Woodville; and it is proposed to let another contract shortly to embrace the necessary works to complete the line to Woodville and the station-works there.

A very careful survey has been made for the line through the Manawatu Gorge, and the Engineer-in-Chief has been able to locate it in such a manner as to have no steep grades or very sharp curves.

The contract plans for this length are in a very forward state, and as soon as they are ready it is proposed to call for tenders for the work. Those who are conversant with the nature of the banks of the Manawatu River through the Gorge will understand that it is of the utmost importance to bestow the greatest possible care in locating the railway, as the slightest variation one way or the other in such a position means very large loss or gain in cost of construction; and honourable members will, I hope, agree with me that to ensure attaining the best line it was better to wait a month or two and have this work thoroughly done. This, at least, has been my endeavour.

The line between the Gorge and Palmerston is of the easiest description, and the surveys of this length are now in hand.

On the portion of this railway previously opened for traffic, namely, from Napier to Makatoko, a considerable amount of money has been expended during last year in providing water supplies and other additional accommodation along the line, and also for some improvements to the railway-station at Napier, as it will be necessary during the current year to still further increase the accommodation at some of the stations in order to provide for the increasing traffic.

Wellington-Woodville.—The works on the extension of this line from Masterton to Mauriceville, 17 miles, which have been considerably retarded by floods and bad weather, are now approaching completion, and a portion of this section, reaching from Masterton to Opaki, is expected to be ready for traffic about December next. Beyond Mauriceville the only work done has been the completion of the Awaparua Bridge, which is to be used, in the meantime, for road-traffic. No further extension of this railway at the Masterton end is at present proposed, but a section of about 14 miles, from Woodville southwards to Pahiatua, will shortly be surveyed for contract, and some of the works along it may be put in hand during the current year.

On the portion of the line already constructed the Wellington passenger station has been removed to a more convenient site, and provision has been made for the large increase in traffic which is expected to ensue when the Wellington-Manawatu Railway is completed.

Foxton-New Plymouth.—The last link in this railway was finished in March last, thus completing through communication over a distance of 190 miles from

Foxton to Waitara; and during the present year a contract has been entered into for the construction of a branch railway from New Plymouth to the break-water. This is expected to be completed about November next.

Several small additions have also been made along the line at various places, and a considerable quantity of fencing has been erected at places not previously fenced.

Nelson-Roundell.—The formation-works on the Wai-iti section of this railway beyond Belgrove, for $2\frac{1}{2}$ miles, which were stated last year to be in hand, were completed in February last; and a survey has also been made during the year for the continuation of the line to the Hope Junction.

East to West Coast and Nelson Railway.—I have now to deal with the construction of a railway that has hitherto led to considerable discussion in the House. I allude to the East and West Coast (Middle Island) and Nelson Railways. It is desirable that I should explain the views of the Government in reference to the construction of these lines. I need hardly point out that they were a substantial part of the original scheme of railways in 1870, for it was then contemplated that there should be a main trunk line in both Islands. Parliament has on various occasions sanctioned the construction of both lines. Even before the general scheme of railways and the Public Works policy of 1870 Parliament had authorized the construction of a railway from Nelson to Cobden. The mode that had been provided for its construction was grants of lands. As much as 10,000 acres were to be given for each mile constructed, and, as the estimated length of the railway was 220 miles, this meant the granting of 2,200,000 acres for the construction of the line. Part of the line was commenced, and 31 miles have been completed under various Public Works Acts.

In 1878 provision was made for connecting Christchurch with Cook Strait and with the West Coast. In the Schedule of the Railways Construction Act of that year the lines Amberley to Brunnerton, Greymouth to Hokitika, and Amberley to Cook Strait were provided for. In 1881 Parliament made a further provision for the construction of these lines, for by the Railways Construction and Land Act of that year the railways, East and West Coast (Middle Island), by Waiau and Reefton, as well as Belgrove to Nelson Creek, were scheduled.

The Act of last year—the East and West Coast (Middle Island) and Nelson Railways Act—amended the Railways Construction and Land Act of 1881, and, as honourable members are aware, a contract has been entered into by the Government with some gentlemen in Christchurch and Nelson in pursuance of the authority thus given. It is unnecessary to detail at any length what has been done since this contract was entered into, as the papers laid on the table of the House, coupled with the debates, must have informed members. There now, however, seems some difficulty in obtaining the construction of the lines under the Act of last year; and it remains for the House to consider what should be done. The Government are of opinion that the lines are of immense importance. They will tend to increase the mining population, and to develop a large timber and mineral traffic and commerce generally. There are also considerable tracts of land that will be profitably occupied by settlers; whilst the bringing of the produce of the eastern side of the Middle Island to the west at a cheap rate will tend to promote the welfare of the West Coast settlers, and open a new market for the agriculturists on the eastern side. The North Island will also be benefited, because there will be direct through communication, beginning at Nelson, through the South Island.

It is, I think, to be regretted that the construction of these lines had not been considered by a Committee of this House; but, as that has not been done, the Government, believing that it will benefit the colony as well as the districts concerned to have these lines, intend to ask for a moderate vote this year for the purpose of commencing their construction. A sum of £150,000 has been placed on the Estimates for this purpose.

The Government are of opinion that by this proposal they are placing the matter in a position to which no part of the colony can reasonably object, whilst they are removing from the districts concerned the sense of soreness and injustice under which they now labour. They hope honourable members will combine to aid the Government in dealing with a subject that has engaged the consideration of every Administration that has held office for the past eight or nine years, and which in no sense ought to be dealt with as one of party.

Westport-Ngakawau.—On this railway considerable additions have been made to the rolling-stock, on account of the increased output of coal.

Greymouth-Reefton.—This railway is in the same condition as last year, namely, formed for a distance of 60 chains beyond Brunnerton; but some minor improvements have been made during the year to the stations at Brunnerton and Greymouth, and a considerable increase has been made in the rolling-stock.

Greymouth-Hokitika Railway.—At the date of my last statement there was a length of 10 miles of this railway partly formed, 6 miles at the Greymouth end, and 4 miles at the Hokitika end. Since then a contract has been let for laying the rails on the section at the Hokitika end, reaching from Hokitika to the vicinity of the Arahura, and a further formation contract at this end of the railway, including a bridge over the Arahura River, will also be let during the present financial year, and also a contract for the completion of the formation and platelaying on the 6 miles at the Greymouth end.

Picton-Awatere.—On this railway the formation is completed for $4\frac{1}{2}$ miles to the southward of Blenheim, as stated last year, and a contract for a further length of $3\frac{1}{2}$ miles is in progress. The works on this latter section have not been progressing satisfactorily, and I have, therefore, recently been obliged to take steps to secure a more vigorous method of procedure for the future. A further contract will shortly be let for continuing the formation of the line towards the Dashwood Pass.

HURUNUI-BLUFF AND BRANCHES RAILWAY.

Main Line.—The construction of the bridge over the Hurunui River is now well advanced, and the formation of the section from thence to the Red Post, $9\frac{1}{2}$ miles in length, is already completed, including the station buildings, so that a contract for the platelaying can be let as soon as the bridge is finished, probably about October next.

The extension of the railway station at Dunedin has been continued during the year, and the new platforms have been in use since 1st November last, and it is hoped that sufficient accommodation has now been provided for some years to come.

The new passenger-house, which is designed to be of masonry, has not as yet been commenced, as it is considered that it may be postponed for the present, in view of the very large expenditure which has already taken place.

Malvern Hills, White Cliffs Branch.—A contract for the extension of this railway for about 24 chains, across the Selwyn River, is in hand, and is expected to be completed in about a month or so. It is believed that this work will be of great utility in facilitating the development of further coal-mines. A still further extension of this railway to the vicinity of Lake Coleridge would probably prove reproductive, on account of the high class of coal obtainable there, but the Government does not consider itself justified in undertaking this work at present.

Ashburton Branch Railway.—A contract for the formation of a further length of this railway, about $2\frac{1}{2}$ miles, is now in progress, and expected to be finished about January next. When this is completed the platelaying upon it will be put in hand without delay.

Little River Branch.—The completion of this railway, including platelaying and stations, up to the Little River Township, 36 miles from Christchurch, is now under contract, and is expected to be finished about January next. Any further extensions of the line towards Akaroa will be a charge against the Lake Ellesmere and other endowments, reserved for the purpose of constructing this railway, and which, if sold to advantage, will materially assist in completing the line throughout.

Ngapara-Livingstone Branch.—The tunnelling on this line, which was stated last year to be in progress, has now been completed, and a contract has been entered into for platelaying on the first 4 miles. The formation of the remaining 8 miles is nearly completed, and tenders will shortly be called for the platelaying on this length also.

Palmerston-Waihemo Branch.—A contract for the final completion of this railway, including platelaying and station buildings, is now in progress, and is expected to be completed next month. Length, about 9 miles.

Catlin's River Branch.—The works on this railway, as far as the Port Molyneux Road, will probably be completed and ready for traffic in September or October next. Length, about 8 miles.

Waipahi-Heriotburn Branch.—As regards the extensions of this railway, which have been advocated from time to time, the Government are desirous, if possible, of meeting the views of those interested, but the question is, whether the opening-up of the country, which requires to be developed in this district, can best be done by the extension of this Waipahi-Heriotburn Railway, or by extending the railway from Lawrence, as has been advocated by other persons; and we have therefore decided, that before any further extension is undertaken on either of these lines, a complete survey and report should be obtained as to how the object desired can best be brought about. This survey will be put in hand during the recess, and the decision of the Government upon it will be announced next session.

Edendale-Toitois Branch.—This work remains in the same condition as last year, as it seemed doubtful whether any sensible increase to the traffic would take place if the rails were laid on the 4 miles additional formation already completed beyond Wyndham. The question has, therefore, been kept open till it is decided whether the line should be extended any further at present. A vote will be proposed to cover the cost of the platelaying over the 4 miles now formed, and the Government will ascertain whether a further extension of about 2 miles will command the traffic of the district, and, if so, will recommend the extension.

Waimea-Switzer's Branch.—The formation of the first 7 miles of this railway, which was alluded to last year as in hand, has now been completed, with the exception of the bridges.

Seaward Bush Branch.—On this railway the formation is completed for 5½ miles, and a contract has been entered into for the platelaying.

OTAGO CENTRAL RAILWAY.

So much has been said during the year about the position of the works on this railway that I trust honourable members will bear with me if I refer to them somewhat in detail. It will be remembered that, when taking the vote for this line last year, I stated most distinctly that, although we took a very large vote, it would be impossible to spend much of the money during the financial year then current, and in practice this has proved to be the case to even a greater extent than I then thought.

For the Wingatui Viaduct plans and specifications had been prepared with the view of ordering the ironwork from England, but these I have had altered so

as to admit of the whole of the work being done in the colony, and a contract has already been let for the superstructure of the bridge, by which we shall get it done at a price little, if any, beyond what it would have cost if imported from England. The contract for the masonry and concrete work in the piers, which are exceptionally heavy, has been let in such a manner as not to delay the erection of the superstructure.

The design for the girders for this viaduct has also been so arranged that the same pattern will apply for the other bridges on the line, all of which will be let to be manufactured in the colony, and at such times as will not retard the completion of the other works. The plans and specifications for these bridges are now in course of preparation.

A contract has been let for laying the permanent-way on the first section, about 8 miles in length, and, as soon as the formation is complete up to the Wingatui Viaduct, the permanent-way will be laid thereon also, so as to expedite the viaduct-work as far as possible, and to ensure the railway getting the carriage of all the material to be used for its construction. The whole of the rest of the works required for the formation of this line to the end of the thirty-third mile, where it emerges on to the plain, are now under contract, with the exception of a few short pieces which were left in a very rough state when the works were stopped two years since. These will be put in hand, in small contracts, very shortly. It has been my endeavour to press on this work, and I am satisfied that no time has been unnecessarily lost in getting it in hand. As I stated last year the Wingatui Viaduct is the key to the whole railway, and the colony is suffering the loss of the interest on the outlay on this line owing to that work having been neglected.

INVERCARGILL—KINGSTON AND BRANCHES, INCLUDING WESTERN RAILWAYS.

Lumsden—Mararoa Branch.—A contract for the completion of the first 6½ miles of this railway has now been let, and is expected to be completed in January next.

Riverton—Orepuki.—This line has now been opened for traffic throughout. Length, about 18 miles.

If all these proposals are carried out, there will be 1,557 miles of railway open for traffic before the 31st March, 1886.

CREOSOTED SLEEPERS.

After several attempts, extending over some years, a contract has recently been let for a supply of 150,000 creosoted railway sleepers, with the view of utilizing white pine, rimu, and other timbers, which, without some sort of preserving process, are not fitted for such a purpose. The rate per sleeper is 4s., and, should the contractor succeed in producing them at this price, of which there seems now to be little doubt, a great advantage to the colony will have been gained.

Once a creosoting apparatus, on the scale required by the terms of this contract, is obtained, it will be possible to use white pine not only for all the bridge-work on the railways, but also for harbour works and for the works of local bodies throughout the colony, thus doing away with the necessity of importing so large an amount of timber from abroad as is now done, as well as making all our timber-works last much longer.

WORKING RAILWAYS.

I have already stated that on the 31st March last there were 1,477 miles of railway open for traffic, and that the total cost of these lines was £11,810,194.

The receipts for the past year from all sources amounted to £1,045,712, and the expenditure was £690,026, leaving a net profit of £355,686, which is equal to £3 0s. 3d. per cent. on the outlay.

I think honourable members will agree with me that this result is very favourable. It is 10s. 1d. per cent. more than that earned during the previous year.

The rates of profit were highest on the Brunner and the Napier lines, amounting in those cases to £4 16s. 0d. and £4 0s. 5d. per cent. respectively, while on the Hurunui-Bluff line, with all its branches, the profit was £3 13s. 1d., on the Auckland lines £2 12s. 0d.; on the Wellington-Masterton line £2 2s. 0d., and on the Foxton-New Plymouth line £0 18s. 6d. The rates for the other railways vary considerably, and descend in one case to £0 3s. 5d. per cent. on the Picton line, which was the lowest for the year, the average result being, as I have before stated, £3 0s. 3d. per cent.

A very large number of alterations have been made in the tariff of charges, as also in the classification, the object kept in view having been to assist local production by lowering the charges on all goods which it has been found would help the settlement of the country. A return is attached to this statement showing the changes made during the year. Many more would have been made, which would have had the effect of bringing a large amount of traffic to the railways, had it not been found that the moment any change was made in one direction, where it could be done advantageously, both to the railway and to the owners of the goods, claims were made for similar changes on other lines, where such would have resulted in heavy loss to the railways.

I have not been able to inspect all the railways, but those I have travelled over have been kept up in a good state of efficiency, and the rolling-stock on the whole is in a better condition than it was at the commencement of the year.

I have visited the workshops at Newmarket, Addington, and Hillside, and in all cases have found them in full work and in good order. The returns of work done show good results and fair prices.

It must be very satisfactory to honourable members to hear that we are erecting two large locomotives in the Government workshops, being aided in this by using, so far as practicable, duplicate parts of other locomotives that have been for a long time in stock, having been received here with engines previously imported. There is every reason to believe that these engines will be completed in a satisfactory manner at a cost not much exceeding that of those imported.

The reports which have from time to time appeared in the newspapers of the colony regarding the bad quality of a large quantity of material for wagon-work, as also wheels and axles, will no doubt have attracted the attention of honourable members, and it has been considered desirable that the correspondence which has taken place between the department and the Agent-General on this subject should be laid before the House, which will be done. From this correspondence it will be seen that the difficulty in getting redress from the English contractors has been so great that I have thought it necessary to discontinue getting these articles from England at all, a course which I hope will meet with general satisfaction.

Tenders were called in the colony for a large number of axles to supply the place of those condemned, but with little response; it therefore became absolutely necessary for the department to commence making them, and the result has been that we are now making not only axles but wheels also, and at a price not exceeding that of those which were being imported. These wheels and axles on being tested are also found superior to many, and equal to the best, sent out from England, thus proving that we need import no more of this class. The manufacture of these items alone is providing work for a very large number of workmen, and is also keeping fully employed the very expensive machinery at Hillside and Addington, which had not previously been in full work. The work is as fairly divided between these shops as it can be, with due regard to economy, and the other railway-workshops throughout the colony will be engaged in fitting up the new stock as fast as the wheels, &c., are sent to them.

The whole of the new stock will, I hope, henceforth be made in New Zealand, excepting perhaps certain of the heavier class of locomotive, which may from time to time be required, and such other articles as cannot at present be made in the colony. Amongst these will be some steel axles, which have recently been ordered by way of experiment.

Honourable members will remember that I last year renewed a promise made by my predecessors in office that tenders should be called in the colony for locomotives. I decided, after consulting the officers of the department, that it would afford the best chance of success to local manufacture if we arranged to build ten engines of one pattern. This was done, and the result has been that we received tenders from several of the best firms in the colony, and have let a contract for the manufacture of ten engines at a price not more than about 27 per cent. above the cost of those of the same class imported from England. The colony, through its representatives, having so determinedly expressed its desire that this experiment should be tried, the Government had no hesitation in accepting this tender, as we found that the price was proportionately as favourable as that now being paid in the Colonies of Victoria and New South Wales, where they have been building locomotives for a great many years.

Before leaving this subject it may be desirable that I should refer here to a transaction which has recently taken place with regard to some twenty locomotives which were ordered from England in July and November, 1883, to be delivered for shipment between June, 1884, and March, 1885. In October last I received a cable message from the Agent-General to the effect that two of these engines were shipped, and that they were so heavy that it would be necessary to strengthen all the bridges on the lines they were to run upon; and, on inquiring as to how this could be, I found that the engines, with tenders, as constructed, were 10 tons heavier than they were specified to be.

I immediately refused to take these engines, and after a very long and expensive correspondence by cable and letter, the contractors, finding that we would not take the engines as built, agreed to alter them in a manner satisfactory to the department, at their own cost. These engines as altered are now coming forward.

In the meantime, being disappointed in not receiving these engines at the time they were expected, I was obliged to order others, and succeeded in making a contract with the celebrated Baldwin Company, of Philadelphia, to supply twelve engines on the same specification as that sent to England in 1883. The order left New Zealand on the 6th December, 1884, and we have had advices of the shipment of the whole number at New York by the 1st May, 1885, namely, within five months from the time of the order leaving here; and a still more satisfactory part of the business is, that they will be delivered for fully £400 per engine less than the English ones.

As it is evident from our experience in the case of these locomotives, and also from the case of the defective axles which I have already referred to, that the system of inspection at present in force in England is far from satisfactory, it has been determined by the Government to inaugurate a better system for the future, as it is quite clear that this subject has not been receiving the attention it should have done, and that the colony has suffered great loss in the past from this cause.

In this endeavour to improve the present system of inspection, the department is receiving the cordial assistance of the Agent-General, who has himself also represented that the present condition of things in this respect is unsatisfactory to him, and that he is desirous that the Government should take steps to have it remedied.

The total passenger traffic on the railways, as shown by the printed returns, was—

| | | | | |
|----------------------|------|------|------|-----------|
| For the year 1883-84 | .... | .... | .... | 3,272,644 |
| For the year 1884-85 | .... | .... | .... | 3,232,886 |

From this it would appear that there has been a decrease in the actual number of people travelling; but such is not the case.

An alteration was made towards the end of 1883, for the convenience both of the public and the railways, by which all passengers who got into the trains at flag-stations were booked to their destination, each one only counting therefore as one passenger, whereas during the greater part of 1883, and in all former years, each one was booked twice, and counted as two passengers.

This apparent reduction in number has given rise to a statement, which has

been very widely circulated, to the effect that, owing to our rates being high, the traffic was falling off, but it will be seen, from what I have just stated, that this conclusion is not justifiable.

The total traffic in goods and live-stock for the last two years has been as follows:—

| GOODS TRAFFIC. | | | | | | | | |
|----------------|----------------|------------------|--------------------|-----------------|--------------------|-----------------------|---------------------|--------------------------|
| Year. | Wool. Tons. | Timber. Tons. | Firewood. Tons. | Grain. Tons. | Minerals. Tons. | Merchandise. Tons. | Chaff, &c. Tons. | Total Goods. Tons. |
| 1883-84 ... | 62,067 | 183,449 | 81,255 | 432,224 | 574,313 | 350,262 | 16,470 | 1,700,040 |
| 1884-85 ... | 68,523 | 178,909 | 86,670 | 414,590 | 618,511 | 365,623 | 17,030 | 1,749,856 |

| LIVE STOCK. | | | |
|-------------|------------------------------|---------------------------|-----------------------------|
| Year. | Horses and Cattle. No. | Sheep and Pigs. No. | Total Live Stock. No. |
| 1883-84 ... | 39,230 | 656,612 | 695,842 |
| 1884-85 ... | 43,096 | 696,790 | 739,886 |

From these figures it will be seen that, with the exception of timber and grain, there is a very considerable increase on all heads. The decreases in timber- and grain-carriage are easily accounted for: the former, by reason of a very marked decrease in building in the South Island, and the latter, from the fact that little grain of this season's harvest was carried previously to the end of March.

The returns of the Registrar-General show that the acreage of grain grown in the Provincial Districts of Otago and Canterbury has been only about 4,000 acres less than during the previous year, and I am informed that the increased yield will probably make up the difference; so that we have every reason to expect that much of the loss of tonnage which now appears will be made up during this year.

This brings me to the question of some alterations in the rates for the carriage of grain made during the year.

One of these alterations consisted in the reduction, over the district between Waikari and Oamaru, of the rates on short distances between 8 and 16 miles to the extent of 1s. 6d. per ton, keeping the rates as they were for the first 8 miles, and this has had the effect of securing a large amount of traffic which was being lost to the railways owing to the easy road-carriage. When this alteration was made, however, other parts of the colony complained that the rates in their districts had not also been reduced, and such strong representations were urged in this direction that the Government made the reduction general, except for distances of 8 miles and under. The effect will be a gain by the first reduction and a loss by the second, involving a loss on the whole of from £15,000 to £20,000, but this will, of course, depend upon the tonnage carried.

Another large reduction was made on the carriage of native brown coals carried from the Waikato, Malvern, Shag Point, Green Island, Kaitangata, and the western districts of Southland; the cause of making this reduction being that our statistics showed that, owing to the reduction in price of imported coal, the consumption of the local brown coal, of which we carried last year 164,000 tons, was being seriously affected. Whether this reduction is sufficient to keep up the demand remains to be seen; but it must be borne in mind that our rates now are very low, and relief in the direction of further reduction must not be looked for by the mine-owners.

There are a few items which I think it right to draw the attention of honourable members to, which tend to make a comparison between the New Zealand and other railways appear unfavourable.

First I would refer to the great and increasing cost of repairs to fencing. I find that, by a decision come to in 1882, the Government have undertaken the whole repairs of the railway fences, only stipulating that they must be, or must have been when erected, legal fences in terms of the Act. This appears to me very unfair, and why such a difference should be made in the case of boundary fences between the Government and private individuals, as compared with those between neighbours all over the colony, I am at a loss to understand. The cost is very large, and increasing yearly.

Then there have been granted in the past private sidings in every direction, and to an extent unheard of, I believe, on any other railways in the world. These sidings now number 251, and have the effect of causing a very large additional quantity of rolling-stock to be kept up, and also make the average load per wagon very much smaller than it otherwise would be, besides adding fully £10,000 annually to the cost of shunting, as well as the consequent extra injury to the rolling-stock.

For the Post Office Department, work has been done during the year to the value of about £19,000, and for various other departments, and especially for the Education Department, free tickets have been issued, and reductions made in the rates, to the value of about £9,000, all of which would be credited to the revenue if the railways were in the hands of private companies. These items alone amount to fully 5s. per cent. on the total cost of railway construction.

Much has been said lately as to the prospects of the railway revenue for the current year, and a considerable amount of unnecessary alarm has been created by statements as to probable decreases in revenue made both in this House and out of it.

We have now before us the actual results of the first four months of the year, and although the anticipation expressed in my statement last year, and again in the Financial Statement of my honourable colleague the Colonial Treasurer this session, that there would be a substantial increase in the receipts during the current year, will not be realized, still, considering the depression which has existed all over the colony, and more especially in the Middle Island, I think the result of the year's traffic will not be unsatisfactory.

It is true that a great falling-off in the quantity of grain carried has taken place during the four months ending the 31st July; but it is equally true, and beyond doubt, that the amount of grain now along the lines which has at some time to be carried, is much larger than usual at this period of the year. While it must be admitted therefore that some reduction has taken place in receipts, it is also a fact that a very large reduction in expenditure is at the same time being effected, and this I shall be prepared to explain in detail when the Estimates are before the House.

Comparing the receipts since the date of the last published returns with the same period last year, there is therefore no reason to doubt that the estimates of net revenue from the railways recently brought down by the Hon. the Colonial Treasurer will be fully realized.

EXCURSION TRAINS.

Although some small attempts had been made in previous years to provide cheap excursion trains on some of the lines, they were made on such a limited scale that they did not produce much revenue to the railways, and the season was so far advanced by the time I had an opportunity of looking into the matter that I could not get this traffic organized to such an extent as I had wished.

It will be seen from the General Manager's report, however, that no less than 46,536 passengers availed themselves of these trains during last season, and if present instructions are carried out I hope that fully double this number will be carried during next season.

Independently of the fact that these trains give an opportunity of travelling to a very large class of the public who could not otherwise afford it, they will, I hope, so accustom the public to travel, that a general reduction of the passenger fares may be found possible within a reasonable time.

Before leaving the subject of the railways I have to state that I have seen no reason to alter my opinion that the best method of managing them is by Boards of Commissioners.

I have taken a considerable amount of pains in preparing a Bill providing for the appointment of these Boards, and the measure of success or otherwise which will attend their labours, always providing that due care is exercised in selecting

good men, will much depend upon the amount of power Parliament will give them. After very careful consideration of this question, however, the Government has come to the conclusion that it is not desirable to ask the House to pass such an important measure as this Railways Commissioners Bill until honourable members and the country generally have had an opportunity of fully studying it, and it has therefore been decided that the House shall only be asked to carry the Bill through its primary stages this session. When that is done, it is proposed that the Bill shall be widely circulated, in order that the subject may be fully studied and discussed by all who are interested in it before it is again introduced next session.

The present staff is good, many of the officers having had much more experience than men receiving much higher pay in the adjoining colonies, and our system of accounts is far superior to that in force in some of the colonies, and enables us to complete our accounts much more rapidly and accurately than they can do. Indeed, in one instance lately, we have lost a valuable officer through his being offered higher pay in an adjoining colony, and the same Government which took him from us is adopting many of our methods of keeping statistical accounts.

ROADS NORTH OF AUCKLAND.

The amount voted for these roads last year was £103,800, and against this there were liabilities to the extent of £30,130, leaving £73,670 available for further works. Of this sum, £3,670 was kept in hand to cover contingencies on works in course of construction by the Public Works Department, and the balance (£70,000) was allocated to the various counties for works to be spread over the period ending the 31st December, 1886. The amount allocated to each county was as follows:—

| | | | | | |
|----------------|------|------|------|------|---------|
| Waitemata | .... | .... | .... | .... | £12,000 |
| Rodney | .... | .... | .... | .... | 11,000 |
| Hobson | .... | .... | .... | .... | 9,000 |
| Whangarei | .... | .... | .... | .... | 12,000 |
| Bay of Islands | .... | .... | .... | .... | 10,000 |
| Hokianga | .... | .... | .... | .... | 7,000 |
| Mongonui | .... | .... | .... | .... | 9,000 |
| Total | .... | .... | .... | .... | £70,000 |

Of this amount, £8,200 was for the main north road on the east side of the Island and £3,000 for main road on west side, and there was also the sum of £5,700 directed to be expended on works which were specially defined, leaving £53,100 for ordinary county works. Special care has also been taken to provide in the agreements made with each of the counties concerned that the whole of the money must be expended on new construction-works and not on anything of the nature of maintenance.

ROADS AND BRIDGES GENERALLY, INCLUDING "MAIN ROADS" AND "MISCELLANEOUS ROADS AND BRIDGES."

NORTH ISLAND.—South of Auckland: The road-works in the hands of the Government in this portion of the colony, during last year, have consisted almost entirely of the maintenance and improvement of main roads in outlying districts, such as the roads from Cambridge to Rotorua, Cambridge to Taupo, Tauranga to Napier *via* Taupo, Seventy-Mile Bush, and various roads in the Bay of Plenty; and also the maintenance of the Auckland to Drury Road to such extent as the tolls collected upon it would admit of. As a considerable amount of misapprehension seems to exist as regards the Government's connection with this latter road, and the keeping up of the tolls upon it, it may be well here to state, that as it is not a road in an outlying district, the Government would, under ordinary circumstances, have nothing

to say to it, but has consented to assume control of the maintenance for the reason that the Counties Act is not in force in the district through which it passes, and because the numerous Road Boards concerned have never been able to agree amongst themselves as to what proportion each should bear in the cost of the maintenance. These local bodies, however, are continually urging that the tolls should be taken off, but it is manifest that this cannot be done until they either arrange to take over the control themselves, or else subscribe amongst them the necessary funds for the maintenance in lieu of the tolls.

The amount which it is necessary to contribute towards the Seventy-Mile Bush Road this year will be much less than last year, in consequence of the advance of settlement along it, and the shorter distance which has to be maintained owing to the extension of the railways, and it is hoped that after this year the contributions from General Government funds may cease altogether.

MIDDLE ISLAND.—The chief road-works in the Middle Island have been the completion of the road from Blenheim to Nelson *via* the Pelorus Valley and Rai Saddle, and various improvements in the road from Nelson to Westport and Greymouth; also the construction of the Kaikoura to Waiau Road, length about 30 miles, which is well in hand.

A survey has also been made for a road from Kaikoura to the Clarence, and the works along this distance will soon be put in hand.

The bridge over the Clarence is now well advanced towards completion, and we may therefore shortly expect to have completed a coach-road throughout from the Waiau Township to the north side of the Clarence River, and thus get rid of a long-standing obstruction to the progress of settlement between North Canterbury and Blenheim.

Bridges are also in progress over the Taipo River on the road from Christchurch to Hokitika, the Taieri River in Otago, and the Clutha River at Beaumont and Roxburgh, also in Otago. In the case of the Beaumont Bridge, as in the case of the Wingatui Viaduct, which I have already alluded to, the plans of the superstructure, as originally prepared, would have entailed the work being ordered from England, but I have had these plans altered similarly, so as to admit of the work being done in the colony. A contract has also been let for the construction of a bridge over the Waiau River at the Hammer Plains, and this will supply a want which has long been felt in the shape of a safe road to the thermal springs near Jollie's Pass, as well as to the whole of the interior of the Nelson and Marlborough Districts. The Hammer Plains springs, the curative properties of which are well known, have been almost inaccessible hitherto, in consequence of the dangerous nature of the ford over the Waiau. When the railway is opened to the Red Post the coach journey to the springs will be reduced to about 24 miles, and there is every reason to expect that this sanatorium will then be largely patronized by persons in the South who cannot afford the expense of going to Rotorua, or other similar springs in the North Island. The bridge, which is almost entirely iron-work, is being manufactured in the colony.

ROADS TO OPEN UP CROWN LANDS BEFORE SALE.

On these works, which are under the control of my colleague the Minister of Lands, the expenditure during the last financial year has been £49,314, and the liabilities at end of March last amounted to £70,072.

The individual works done and in progress are so numerous that I cannot conveniently describe them in detail, but they will be found fully recited in Table No. 4 attached to this statement; and from that table honourable members will, I think, be enabled to realize that a fair amount of attention is being given to the opening-up of lands for settlement in all parts of the colony.

There are still, however, many millions of acres of Crown land to be opened up, so that a large amount of work of this class will require to be done for many years to come.

The expenditure during present financial year is expected to reach about the amount of the liabilities existing in March last, namely, the sum of £70,072, and that is all that it is proposed to ask for as a vote; but, in addi-

tion to this sum, it is proposed to ask the House to authorize the incurring of further liabilities during current year to the extent of, say, £80,000.

ROADS UNDER THE ROADS AND BRIDGES CONSTRUCTION ACT.

Main Roads: One-fourth of Cost of Work to be provided, or repaid in Ten Years, by the Local Body, and the Balance to be found by the Government.

Under this heading the total amount of the applications received on the 30th June, 1884, when reduced in accordance with the Act of 1883, came to £250,484.

Of these applications, those which were for bridges were granted in full, while as regards those which were for road-works, exclusive of bridges, the available fund only admitted of their being granted to the extent of 30 per cent. of the amounts applied for.

The total amount thus distributed for bridges and road-works together amounted to £103,294.

In addition to these ordinary applications, there were also applications for repairs of extraordinary damages by floods amounting to £13,577, and grants were made on these to the extent of £9,005.

The total applied for altogether on account of main roads was, therefore, £264,061, and the total granted £112,299, of which £60,975 was for bridges and £51,324 for other works.

The amounts granted within each of the several provincial districts will be found in the following table:—

| Provincial Districts. | Applications. | | Grants. | | | | | |
|-----------------------|---------------|-------|----------|-------|--------|-------|---------|-------|
| | | | Bridges. | | Roads. | | Total. | |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| Auckland | 69,201 | 0 0 | 11,333 | 0 0 | 15,133 | 0 0 | 26,466 | 0 0 |
| Hawke's Bay | 14,921 | 0 0 | 7,144 | 0 0 | 1,294 | 0 0 | 8,438 | 0 0 |
| Taranaki | 10,000 | 0 0 | 2,077 | 0 0 | 2,039 | 0 0 | 4,116 | 0 0 |
| Wellington | 36,934 | 0 0 | 5,663 | 0 0 | 9,909 | 0 0 | 15,572 | 0 0 |
| Nelson | 31,839 | 0 0 | 21,931 | 0 0 | 1,311 | 0 0 | 23,242 | 0 0 |
| Marlborough | 5,125 | 0 0 | 267 | 0 0 | 1,448 | 0 0 | 1,715 | 0 0 |
| Westland | 9,940 | 0 0 | 3,840 | 0 0 | 1,125 | 0 0 | 4,965 | 0 0 |
| Canterbury | 19,715 | 0 0 | 446 | 0 0 | 5,067 | 0 0 | 5,513 | 0 0 |
| Otago | 66,386 | 0 0 | 8,274 | 0 0 | 13,998 | 0 0 | 22,272 | 0 0 |
| Totals | 264,061 | 0 0 | 60,975 | 0 0 | 51,324 | 0 0 | 112,299 | 0 0 |

District Roads and River Works: Total Amount granted to be repaid in Fifteen Years.

On account of this class of works the total amount applied for during the year ended March last has been £34,593 (including applications amounting to £1,186 for flood damages); and, in pursuance of these applications, loans have been granted to the extent of £26,002. Of this sum, £25,402 was for roads and £600 for river works. The several amounts granted within the various provincial districts are shown in the table below:—

| Provincial Districts. | Applications. | | | Grants. | | |
|-----------------------|---------------|----|----|---------|----|----|
| | £ | s. | d. | £ | s. | d. |
| Auckland | 10,880 | 0 | 0 | 5,314 | 0 | 0 |
| Hawke's Bay | 250 | 0 | 0 | 250 | 0 | 0 |
| Taranaki | 800 | 0 | 0 | 800 | 0 | 0 |
| Wellington | 15,958 | 0 | 0 | 15,958 | 0 | 0 |
| Nelson | .. | .. | .. | .. | .. | .. |
| Marlborough | 600 | 0 | 0 | 600 | 0 | 0 |
| Westland | .. | .. | .. | .. | .. | .. |
| Canterbury | 2,101 | 0 | 0 | 451 | 0 | 0 |
| Otago | 4,004 | 0 | 0 | 2,629 | 0 | 0 |
| Totals | 34,593 | 0 | 0 | 26,002 | 0 | 0 |

It will thus be seen that the total amount granted for the year has been £138,301. As several local bodies have, however, since decided to deal with their grants under different sections of the Act to those under which the grants were originally made, the amount finally granted has been thereby reduced to £108,678 for main roads and £25,274 for district roads and river works, so that the grand total for the year, as revised up to 31st March, has been £133,952.

ROADS AND TRACKS, ETC., FOR THE DEVELOPMENT OF GOLD-FIELDS AND OTHER MINING DISTRICTS.

It has hitherto been usual for these works to be described in the Public Works Statement, but as my honourable colleague the Minister of Mines has already made a statement to the House dealing with the whole question of mining works, it will only be necessary for me to allude to them very briefly. I may state, however, from my previous knowledge of such works, that the rough and mountainous character of the country where gold and other minerals exist renders the construction of roads and tracks imperative before the mineral resources of the colony can be developed, and that it is impossible to expect that individual miners, or even mining companies, can do this work without considerable aid from the Government.

The expenditure during the year on works of this character has been £15,630, and the liabilities at the end of the year £33,122.

Of these amounts a considerable portion is represented by subsidies to local bodies, who have undertaken to do the works required on the principle of receiving £2 to £1 on the cost of construction. Further details on this subject will be found in Table No. 5.

WATERWORKS ON GOLDFIELDS.

These works are also under the control of the Minister of Mines, so that I need only state with respect to them that the expenditure on the construction of water-races during the year has been £8,029, and the liabilities at the end of the year £7,369. The principal portion of the expenditure during the year has been on the Mikonui Water-race in Westland, and the Mount Ida Water-race in Otago. Further particulars will, if required, be found in Table No. 7 attached to this Statement.

PURCHASE OF NATIVE LANDS, NORTH ISLAND.

Through the operations of the Native Land Purchase Department during the past year sixteen negotiations, some of which were open for the last thirteen years, have been brought to a close, thus increasing the public estate of the colony by an area of over 70,000 acres. This includes the bulk of the Mangatainoka Block in the Forty-mile Bush, which will form a very valuable addition to the lands available for settlement between Wellington and Hawke's Bay.

Several other open negotiations have been considerably advanced, and are now in the final stages of completion. Under these circumstances it is only considered necessary to ask for an appropriation of £70,000 for the current financial year, as against £90,000 last year.

A return, similar to Parliamentary paper lettered C.—2 of 1884, on this subject, will shortly be laid before the House. This will show the whole of the land-purchase transactions, complete and incomplete, the results being in round numbers about as follows:—

| | | | | | |
|------------------------|-----|-----|-----|-----|------------------|
| Completed transactions | ... | ... | ... | ... | 4,040,000 acres. |
| Incomplete | ... | ... | ... | ... | 1,100,000 " |
| Total expenditure | ... | ... | ... | ... | £1,005,000 |

IMMIGRATION.

The number of immigrants introduced for the year ending the 30th June, 1885, was 1,262.

These consisted principally of persons whose passages had been held over during the temporary suspension of immigration, and to whom I referred in my Statement of last year.

So far as the Government has been able to ascertain, these engagements have now been fulfilled with all persons who wished to take advantage of nominations in their favour, and there are therefore now no outstanding obligations on the part of the department with respect to these passages.

Since the 19th November, 1884, even nominated immigration has been restricted to special cases of separated families. This is done under a system devised to meet cases where husbands have come out to the colony on the understanding that they would be permitted to nominate their wives and families when they had succeeded in providing homes for them.

Nominations in favour of 310 persons have been received since the issue of these instructions. Payment of half passage-money is required to the extent of £8 10s. for each adult and £5 for each child, including cost of outfit.

The total number of immigrants of all classes introduced into the colony since the inauguration of the immigration scheme by the colonial Government is 111,948. A return which has already been laid before the House gives the details of the classes and nationalities of these immigrants.

TELEGRAPH EXTENSION.

The telegraph extension during the year consisted of the erection of 190 miles of new lines and 437 miles of additional wire.

The work of connecting Taupo with Cambridge by a new line, 65 miles in length, has been completed. This was undertaken with the view of providing an alternative route to the north, and has had the effect of shortening the distance to Auckland by 90 miles, besides cutting off a considerable length of coast-line. A line from Collingwood to Cape Farewell Spit Lighthouse has also been finished and opened for public use, and as a weather-reporting and signalling station for passing vessels will be of great value.

The telegraph lines in use in the colony at the end of March last extended to a total length of 4,264 miles, carrying 10,474 miles of wire, of which 2,820 miles is duplexed.

Telephone exchanges were set up during the year at Nelson and Oamaru, and arrangements have been completed for the erection of such exchanges at Timaru and Napier.

The exchanges now in operation are seven, namely, at Auckland, Wellington, Nelson, Christchurch, Oamaru, Dunedin, and Invercargill; and they yielded a gross revenue during the last financial year of £10,008 3s. 6d.

The expenditure on new works and extensions of all classes last year was £25,799, and the vote proposed to be asked for this year is £25,900.

PUBLIC BUILDINGS.

The expenditure on public buildings during the last year has been considerably less than for either the two previous years, having been only £117,361 for 1884-85, as against £164,376 for 1883-84, and £153,072 for 1882-83.

The liabilities on account of public buildings at end of last year were also considerably less than at the end of the two previous years, having been only £10,424 in March, 1885, as against £41,753 in March, 1884, and £82,862 in March, 1883.

The principal works in hand, when considered individually, have been the new convict prisons at Auckland and Wellington; but the largest portion of the expenditure during the year has been—for school buildings, £66,069; lunatic asylums, £24,992; and post and telegraph offices, £8,955. The expenditure on lunatic asylums consisted principally of the final payments on account of contracts for asylums at Sunnyside in Canterbury, and Seacliff in Otago, which had practically been completed before the date of my last Public Works Statement.

The designing and construction of the Industrial Exhibition Building in Wellington has also been carried out by the Public Works Department, and several small courthouses have been erected in various parts of the colony.

Of the works proposed for the current year, the largest item is for school buildings, but there are also considerable additions required and proposed under the headings of Judicial Buildings, Lunatic Asylums, and Hospitals.

LIGHTHOUSES AND HARBOUR WORKS.

The lighthouse at Kaipara, which was stated last year to be in progress, has since been completed, and the light has been exhibited there since the 1st December last.

At Jackson's Head the beacon which was recently erected was unfortunately carried away during the very heavy gale which occurred on the 13th and 14th March last, but steps are now being taken to replace it with a structure of more substantial character.

In pursuance of the Act passed last session the construction of harbour works at Westport, which had only to a very slight extent previously been undertaken by the Government, was placed in the hands of a Board, with power to borrow to the extent of £500,000, and that body is now taking vigorous steps towards the opening-up of quarries by railway, and the acquiring of all necessary plant, in order to carry out the works with efficiency and despatch. All the harbour works plant and rolling-stock which the Government had upon the ground has been handed over to the Board.

The harbour works at Greymouth have also been handed over to a Board, in pursuance of the Act of last session, with power to borrow to the extent of £150,000, and they are being carried on in a vigorous and satisfactory manner; the whole of the harbour works plant and rolling-stock which the Government had upon the ground, and which in this case was of considerable extent, having been handed over to the Board, as in the Westport case. In this Greymouth case, however, a considerable amount of work had previously been done by the Government, costing in all £127,018; and, as I think it desirable to place on record the very great improvement which has resulted from the construction of these works, I will quote here a short extract from the last annual report of the Engineer-in-Chief, which puts the case very clearly:—

It is now about four years since the Greymouth Harbour works began to have a beneficial effect on the bar, and this effect has gone steadily on increasing month by month as the works progressed. The following table, which gives an abstract of the depths on the bar for the last five years, shows the improvement that is taking place. It will be seen that in 1880–81 there were 305 days on which the depth was *less* than 12 feet, whereas in 1884–85 there were 308 days on which the depth was *more* than 12 feet:—

| Depth of Water on Bar. | Number of Days in each Year on which Depth occurred. | | | | |
|---------------------------|--|----------|----------|----------|----------|
| | 1880–81. | 1881–82. | 1882–83. | 1883–84. | 1884–85. |
| Under 10 feet | 165 | 130 | 16 | 27 | 13 |
| 10 feet and under 12 feet | 140 | 144 | 78 | 85 | 44 |
| 12 feet and under 14 feet | 57 | 90 | 230 | 123 | 144 |
| 14 feet and under 16 feet | 3 | 2 | 40 | 100 | 124 |
| 16 feet and over | Nil | Nil | 1 | 30 | 40 |

The improvements indicated in this table have resulted entirely from the construction of a mole at the south side of the river, and, in addition to carrying this on as hitherto, the Harbour Board has recently let a large contract for the construction of a training-wall on the north side.

Before leaving the subject of harbour works, I may also mention that the Government has decided to ask the House to give the necessary power to both the Greymouth and Westport Harbour Boards to expend some of their funds in supplying further facilities for shipping coal at the ports, and extending the railway accommodation to the mines. In view of these proposals it should be remembered that the works are really being carried out for the benefit of the colony, as it is open to Parliament to claim them at any moment. Meanwhile under local management they appear to be progressing very satisfactorily.

HARBOUR DEFENCES.

EXISTING DEFENCES.—At the end of March last it was considered advisable, owing to the threatened outbreak of war with Russia, to place the chief ports of the colony in a state of defence as far as the means at the disposal of the colony admitted, and to commence the construction of the necessary works for the reception of the guns. These works were proceeded with vigorously, and in about three months the whole of the guns available in the colony were mounted, and the necessary magazines, stores, barracks, and enclosing parapets are now in a fair state of completion.

DEFENCE WORKS.—At Auckland works were undertaken at North Head, Point Resolution, and Mount Victoria. The first two works are almost completed, and the third will be completed for about £1,200. The total cost of these works when completed will be about £13,200.

At Wellington works have been erected at Point Halswell, Gordon Point, and Kaiwarra. These works are all in a fair state of progress, and barracks have also been erected for the constabulary at Haitaitai Peninsula. The cost of the works at Wellington, when finished, will be about £15,000, which includes the making of a considerable extent of road and the erection of a redoubt on Mount Crawford.

At Lyttelton works have been constructed at Battery Point, Spur Point, and Erskine Point, and barracks have been erected for the constabulary working there. The works will shortly be completed, and their cost will be approximately £5,200.

Works have been constructed at Taiaroa Head for the defence of Port Chalmers, and also on the Ocean Beach to protect Dunedin from bombardment. The cost of these works, which are also nearly completed, will be £9,600.

The cost of the land will bring the total for all these works to about £52,000.

TORPEDO DEFENCES.—A small number of submarine mines were supplied by the Admiral commanding the Australian Squadron. These have been laid down at Auckland, and the 64-pounder converted guns, also supplied by the navy, will be mounted at Auckland and Wellington.

PROPOSED ADDITIONAL DEFENCES.—Taking into consideration the recent improvements which have been made in the construction of ordnance, and the methods of mounting guns in coast defences, it was considered advisable, for the better protection of the harbours, and to prevent their bombardment at long range, to provide 23 guns of the latest type, as well as 20 machine-guns, Whitehead torpedoes, and other necessary accessories for coast defences. These will be supplied shortly at a cost of £166,000. It is proposed to mount the twenty-three heavy guns and the twenty machine-guns at the several ports, and also to provide for the defence of the Bluff. The cost of the works will be greatly reduced by the employment of the constabulary in their construction, which

will be extended over a period of about three years. It is also proposed to establish complete systems of torpedo defence for all the ports, as, without this additional outlay, the batteries themselves are not considered to be thoroughly effective. The cost of these, including all necessary firing and observing stations, boats, cables, and stores, will be about £35,000, and will include all the most modern improvements in this branch of military science.

The total cost of the scheme of defence will not exceed £300,000, which is considerably less than has been paid for the fortification of any of the principal Australian ports. At the same time the natural advantages afforded by the places to be defended in New Zealand, and the adoption of the latest improvements in ordnance, should render their security from attack equally well assured.

PUBLIC WORKS FUND.

On the 1st April, 1884, there was £488,912 to the credit of the Public Works Fund, to which had to be added £389,000, the last instalment of the loan of a million negotiated in January, 1884. Together these amounts make £877,912. To this must be added receipts during the year of £100,000, the proceeds of deficiency bills; £500,000 temporary advances; and £845,000, the instalment of the million loan negotiated in January last, which was brought to credit before the end of the financial year. There was besides £4,113 received under section 9 of "The Railways Construction Act, 1878." The receipts, therefore, amounted altogether to £2,327,025. As against this the expenditure was £1,336,727, leaving a balance of £990,298 on the 31st March, 1885. Of this, however, about £250,000 was outstanding as advances in the hands of officers, and there was £600,000 besides required to pay off the deficiency bills and the temporary advances. The expenses of negotiating the last million of the three-million loan had not been brought to account, but on the other hand an instalment of £155,000 of this loan remained to be paid. It will be seen, therefore, that, of that famous three-million loan, together with its little sister, the £250,000 colonial inscribed loan, all had passed away on the 31st March last, excepting about a quarter of a million and about a like amount in the hands of officers to be accounted for.

In these figures the million loan authorized for the North Island Trunk Railway has not been included: that loan, as honourable members are aware, not having as yet been raised, and the funds for the works so far undertaken on that railway having been temporarily provided by advances from loans authorized for other purposes. These advances will, of course, have to be recouped when the loan for the North Island line is floated.

The credit balance, therefore, at the commencement of the present financial year, was, as I have already stated, £990,298. To this has to be added £155,000, the last instalment, to which I have also alluded, of the three-million loan, and £1,500,000 for the loan of that amount floated in May, making together £2,645,298. On the other hand there must be deducted from this sum the £600,000 required to pay off the deficiency bills, and to repay the temporary advances obtained last year. There will thus remain a little over two millions available for expenditure on the 1st April last, subject, however, to the quarter of a million in the hands of officers to be accounted for, and subject to the cost of negotiating the million loan in January, and the million and a half in May last.

It is necessary I should say a few words as to liabilities, because, although the subject is yearly explained by Ministers, there yet seems to be a considerable want of knowledge concerning it. The votes taken each year for Public Works expenditure do not represent, and are not meant to represent, the expenditure within the year. They represent expenditure on account of liabilities already existent, and authority to enter into further liabilities without reference to the time it may take to fulfil them. Hence, with two exceptions, which will be seen in the Estimates when brought before the House, the votes which I shall ask for will represent in all cases a great deal more than the proposed expenditure during the year. But honorable members, before I detail the votes, will like to know the broad estimate I make of the expenditure

within this year, and of the period following it during which Parliament will have probably met, and the session be proceeding. I must first say, that when war seemed imminent, it was deemed expedient to contract expenditure, and it has not been considered desirable to much extend it during the session. Thus, during the first four months of the present year the expenditure from the Public Works Fund has proceeded at little over the rate of £850,000 a year. Some heavy orders for defence material have been given, and payment may have to be made on this account shortly. Even taking the defence expenditure into account, however, I estimate that the amounts coming in for payment up to the 31st March next may be kept within £1,250,000. Expenditure, however, will continue to proceed under the liabilities contracted without reference to any further expenditure to be authorized next session. We must always calculate upon about a quarter of a million being in the hands of officers for advances. Taking this into account and the million and a quarter of expenditure which I anticipate within the year, we shall have available, of the balance with which we began this year, about half a million for next year on the 31st March. Seeing the period at which Parliament generally meets, and the pressing business which first engages its attention, we think it desirable that provision should be made for another million, which might be negotiated at any time after March, when the opportunity seems best. I hope it will take us well into 1887, but of that, of course, the House will best be able to judge next year.

Having already detailed, under their several headings, the nature of the works proposed to be undertaken during the current year, it will now, Sir, be only necessary for me to state the amounts of the votes which we propose to ask for on account of each class of undertaking. This being done, I shall have a few special remarks to make on the subject of expenditure on road works, and then I shall bring this Statement, which for various reasons I have been obliged to make an exceptionally long one, to a close.

For the year now current the amounts which we propose to ask the House to authorize are as follows:—

For Immigration, with liabilities at the end of March amounting to £8,000, we ask for a vote of £20,373; thus providing for new undertakings to the extent of £22,373.

For Departmental Expenditure, with liabilities of £779, we ask for a vote of £28,931.

For Railway Works of all classes, with liabilities of £497,525, we ask for a vote of £1,347,400, the details for the several classes of works being as follows, namely: New works, Construction and Land, with liabilities of £231,444; amount asked for, £904,300. Additions to Opened Lines, with liabilities of £83,563; amount asked for, £172,100. Permanent-way, Sleepers, and Rolling-stock, with liabilities of £181,586; amount asked for, £268,000. Surveys of New Lines of Railway, with liabilities of £932; amount asked for, £3,000. The grand total, as before stated, being £1,347,400, including liabilities existing at end of March last amounting to £497,525. This will give £849,875 for new undertakings.

For Roads of all classes, with liabilities of £380,453, we ask for a vote of £586,704. This includes various classes of roads, as follows: Roads North of Auckland, with liabilities of £66,301; amount asked for, £69,229. Main Roads, with liabilities of £15,209; amount asked for, £45,100. Miscellaneous Roads and Bridges, with liabilities of £29,420; amount asked for, £83,974. Grants-in-aid under the Roads and Bridges Construction Act, and subsidies to local bodies, with liabilities of £166,329; amount asked for, £268,329. Roads to open up Crown Lands, with liabilities of £70,072; amount asked for expenditure this year, £70,072. Roads on Goldfields, with liabilities of £33,122; amount asked for expenditure this year, £50,000. Total for Roads of all classes, as before stated, £586,704, with liabilities of £380,453; being an addition of £206,251.

For Waterworks on Goldfields, with liabilities of £7,369, we ask for a vote of £30,200.

For Public Buildings, with liabilities of £10,424, we ask for a vote of £156,518. This includes school buildings, £68,230, as against liabilities at end of March last of £2,230. The vote proposed for Buildings as a whole this year is considerably less than last year, although the gross amount for school buildings is practically the same, and the amount available for school buildings, exclusive of liabilities, some £6,000 more than last year.

For Lighthouses and Harbour Works (including Harbour Defences), with liabilities of £119,220, we ask for a vote of £266,010; thus providing £146,790 for new undertakings. The amount included in this for Harbour Defences is £250,000, as against liabilities at 31st March of £114,700, but the liabilities since that date have been largely increased, and now mount up to close upon the amount of the vote proposed.

For Telegraph Extension, with liabilities of £6,000, we ask for a vote of £25,900.

For Purchase of Native Lands, with estimated liabilities in all of £173,200, we ask for a vote of £70,000, that being sufficient to meet the probable payments which will become due during the current year.

For Charges and Expenses of raising Loans we ask for a vote of £60,000.

The total amount proposed to be voted is thus, £2,602,036, which includes liabilities amounting to £1,202,970. Deducting from these liabilities the sum of £103,200, prospective liabilities on Native land purchases, which are not at present required to be provided for, the amount available for new undertakings would thus be in all £1,502,266; but, as already stated, it is only contemplated to spend this year about £1,250,000, which is very slightly in excess of the liabilities already existing.

In considering the proposed votes, honourable members will be reminded of what has been pointed out by the Government: the inadequate proportion for railway construction compared with that for other works. Roads and bridges have assumed a position in the expenditure charged to loans that calls for the most earnest consideration of Parliament, and, if the borrowing powers of the colony are to be restrained within reasonable and prudent limits, some change will have to be brought about in the way that sums out of loan are voted for these works. With our present land revenue and our probable future returns from the Land Fund, the Roads and Bridges Construction Act, if left unrepealed, will entail such a burden on the colony that either our borrowing will have to be extended, or our loans will not be spent in the constructing of railways. To show how borrowed money has been expended for roads and bridges, I need only quote the following figures:—

| | | | | | |
|---------|------|------|------|------|----------|
| 1880-81 | .... | .... | .... | .... | £230,844 |
| 1881-82 | .... | .... | .... | .... | 145,948 |
| 1882-83 | .... | .... | .... | .... | 210,605 |
| 1883-84 | .... | .... | .... | .... | 328,641 |
| 1884-85 | .... | .... | .... | .... | 317,043 |

The Roads and Bridges Construction Act only comes into the amounts of the last two years. The amount I have mentioned for 1883-84 includes for grants under the Roads and Bridges Construction Act £106,398, and for 1884-85 £149,982 is included; and, when we are about to propose its repeal, we have to vote £216,000 to fulfil obligations under it. If this Act remains on the statute-book, I hesitate to hazard an estimate of what the yearly vote out of loan would grow to.

The Government does not under-value the need of such colonizing works as roads and bridges, nor has the House denied their utility; but the question is, Shall the Consolidated Fund, and the districts concerned, bear the main part of the burden, or must we go on increasing the debt of the colony for roads and bridges? This is a matter which requires grave consideration; but meanwhile, without risking the dangers of a too hasty alteration of the present system, we shall strive to bring about a change in the mode of charging such votes to loans. At first we can do little more than stop the tendency to increase the votes; but, notwithstanding the increase under the Act last year, we reduced the expenditure on these works by £11,000. The total vote for roads and bridges, including

the amount under the Construction Act, and including the amount for subsidies, is about £170,000 less than last year, and I hope we shall be able to do with a less actual expenditure.

Mr. Speaker,—I have extended my remarks this evening to a somewhat unusual length, so many important points having to be dealt with by any one holding the position of Minister for Public Works, and no doubt I have trespassed too long upon your patience and that of honourable members.

It only now remains for me to thank you, Sir, and the House for the great indulgence you have afforded to me to-night, and to express a hope that when we meet next session the anticipations I have ventured to make may be found to be fully realized.

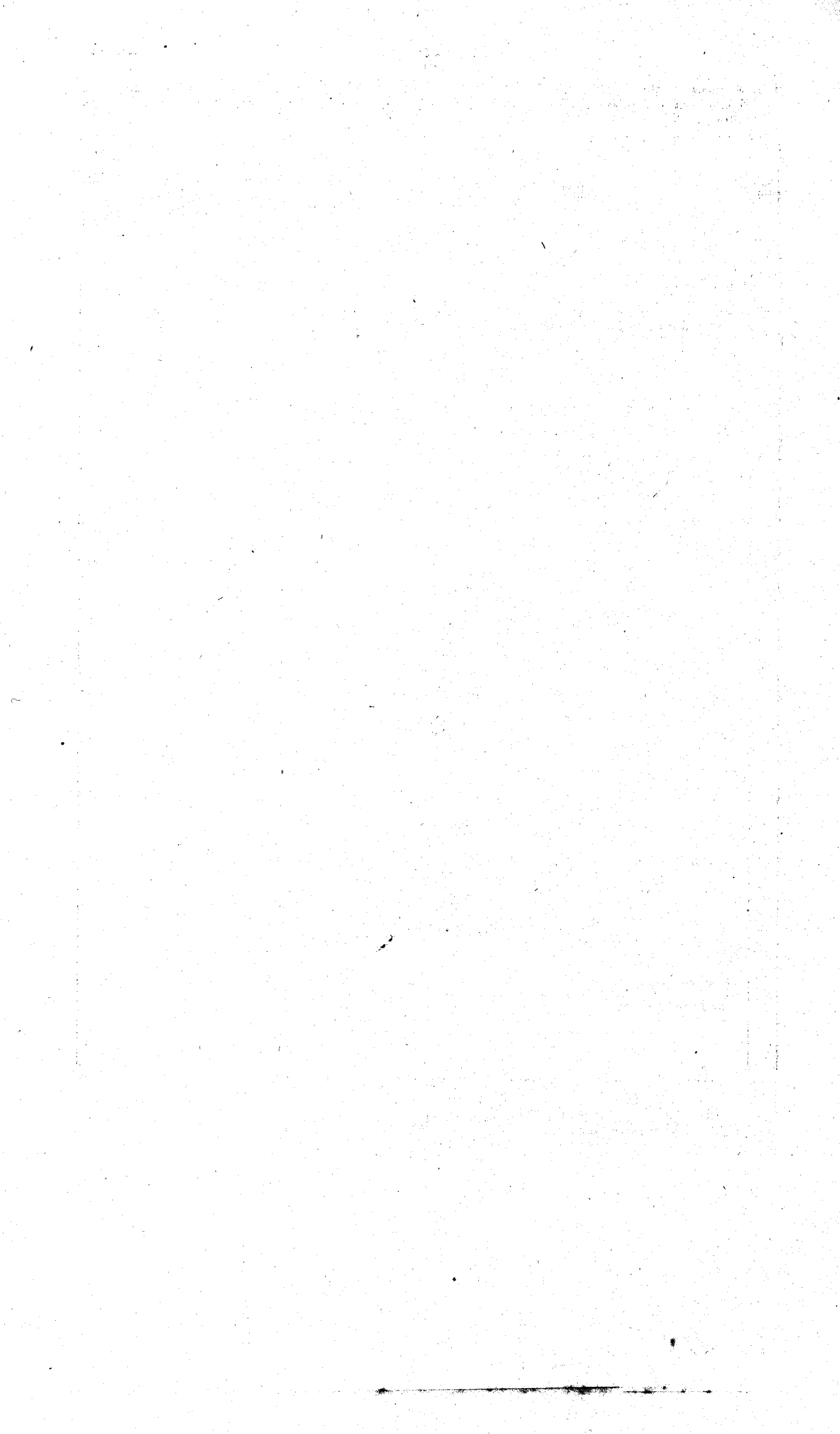
TABLE showing the Liabilities at the End of March, 1885, on each Class of Work, the Total Amount proposed to be voted, and the Balances left available for further Undertakings during 1885-86.

| Item No. | Class of Work or Service. | Liabilities at End of March, 1885. | Amount proposed to be voted. | Amount which would thus be available for further Undertakings this year. |
|-----------|--|------------------------------------|------------------------------|--|
| | | £ | £ | £ |
| 1 | Immigration | 8,000 | 30,373 | 22,373 |
| 2 | General Departmental Expenses, including Cost of defending Messrs. Brogden's Claims, and Expenses of Railway Commissions | 779 | 28,931 | 28,152 |
| Railways— | | | | |
| 3 | Railways in course of Construction | 231,444 | 904,800 | 672,856 |
| 4 | Additions to Open Railways | 83,563 | 172,100 | 88,537 |
| 5 | Permanent-way, Sleepers, and Rolling-stock | 181,586 | 268,000 | 86,414 |
| 6 | Surveys for New Lines of Railway | 932 | 3,000 | 2,068 |
| | Total Railways | 497,525 | 1,347,400 | 849,875 |
| Roads— | | | | |
| 7 | Roads North of Auckland | 66,301 | 69,229 | 2,928 |
| 8 | Main Roads | 15,209 | 45,100 | 29,891 |
| 9 | Miscellaneous Roads and Bridges | 29,420 | 83,974 | 54,554 |
| 10 | Grants-in-aid under the Roads and Bridges Construction Act | 166,329 | 268,329 | 102,000 |
| 11 | Roads to open up Crown Lands | 70,072 | 70,072* | * |
| 12 | Roads on Goldfields | 33,122 | 50,000† | 16,878† |
| | Total Roads | 380,453 | 586,704 | 206,251 |
| 13 | Waterworks on Goldfields | 7,369 | 30,200 | 22,831 |
| 14 | Public Buildings | 10,424 | 156,518 | 146,094 |
| 15 | Lighthouses and Harbour Works, including Harbour Defences | 119,220 | 266,010 | 146,790 |
| 16 | Telegraph Extension | 6,000 | 25,900 | 19,900 |
| 17 | Purchase of Native Lands, North Island | 173,200‡ | 70,000 | .. |
| 18 | Charges and Expenses raising Loans | .. | 60,000 | 60,000 |
| | Grand Totals | 1,202,970 | 2,602,036 | 1,502,266 |

* A further authority of £80,000 is asked for this service, but it has not been considered necessary to ask for it to be voted, as it will not be spent.

† A further amount of £17,709 is asked for in this case also, but is not required to be voted this year.

‡ Of this amount only about £70,000 will be required to meet payments falling due this year, leaving about £103,200 to be met in succeeding years.



PUBLIC WORKS TABLES

AND

ANNUAL REPORTS

OF THE

ENGINEER IN CHIEF.

MARCH, 1885.

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IMMIGRATION AND PUBLIC WORKS LOAN.

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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, 1885, and the LIABILITIES on that Date.

| Number of Table containing Details. | Works. | Total Net Expenditure to 31st March, 1884. | | Expenditure during 12 Months ended 31st March, 1885. | | Total Expenditure to 31st March, 1885. | | Liabilities on Authorities, Contracts, &c. 31st March, 1885. | | Total Expenditure and Liabilities. | |
|-------------------------------------|---------------------------------------|--|-------|--|-------|--|-------|--|-------|------------------------------------|-------|
| | | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| 2 | Railways | 10,953,691 | 0 6 | 663,063 | 7 7 | 11,616,754 | 8 1 | 497,524 | 19 10 | 12,114,279 | 7 11 |
| | Roads | 2,106,068 | 16 6 | 167,060 | 19 3 | 2,273,129 | 15 9 | 214,124 | 3 2 | 2,487,253 | 18 11 |
| | Coal exploration and mine development | 10,835 | 8 0 | ... | ... | 10,835 | 8 0 | ... | ... | 10,835 | 8 0 |
| 7 | Water supply on gold fields | 484,199 | 10 11 | 8,029 | 1 9 | 492,228 | 12 8 | 7,369 | 0 0 | 499,597 | 12 8 |
| | Aiding works on Thames Gold Fields | 50,000 | 0 0 | ... | ... | 50,000 | 0 0 | ... | ... | 50,000 | 0 0 |
| 8 | Telegraphs | 458,217 | 17 3 | 25,799 | 4 9 | 484,017 | 2 0 | 6,000 | 0 0 | 490,017 | 2 0 |
| 6 | Public buildings | 1,303,553 | 5 5 | 117,361 | 2 0 | 1,420,914 | 7 5 | 10,424 | 1 7 | 1,431,338 | 9 0 |
| 9 | Lighthouses and harbour works | 428,586 | 3 3 | 34,033 | 7 0 | 462,619 | 10 3 | 119,220 | 6 11 | 581,839 | 17 2 |
| | Departmental | 197,439 | 13 6 | †30,156 | 10 2 | 227,596 | 3 8 | 778 | 14 3 | 228,374 | 17 11 |
| | TOTALS, PUBLIC WORKS | 15,992,591 | 15 4 | 1,045,503 | 12 6 | 17,038,095 | 7 10 | 855,441 | 5 9 | 17,893,536 | 13 7 |
| | Roads and Bridges Construction Act | *106,398 | 10 1 | 149,982 | 1 10 | 256,380 | 11 11 | 166,329 | 5 5 | 422,709 | 17 4 |
| | Immigration | 2,036,793 | 12 9 | 57,148 | 9 2 | 2,093,942 | 1 11 | 8,000 | 0 0 | 2,101,942 | 1 11 |
| | Land | 921,692 | 13 3 | 70,571 | 13 0 | 992,264 | 6 3 | 173,200 | 0 0 | 1,165,464 | 6 3 |
| | Defence | 392,218 | 19 3 | ... | ... | 392,218 | 19 3 | ... | ... | 392,218 | 19 3 |
| | Charges and expenses of raising loans | 795,411 | 12 1 | 13,521 | 8 5 | 808,933 | 0 6 | ... | ... | 808,933 | 0 6 |
| | Interest and sinking fund ... | 218,500 | 0 0 | ... | ... | 218,500 | 0 0 | ... | ... | 218,500 | 0 0 |
| | TOTALS | 20,463,607 | 2 9 | 1,336,727 | 4 11 | 21,800,334 | 7 8 | 1,202,970 | 11 2 | 23,003,304 | 18 10 |

W. A. THOMAS,
Accountant, Public Works.

Public Works Department,

* This amount was not included in last year's table.

† This amount includes an amount of £6 18s. 6d. charged to "unauthorised."

TABLE No. 2.
TOTAL EXPENDITURE on RAILWAYS to 31st March, 1885, and Liabilities on that Date.

| LINES OF RAILWAY. | Total Expenditure by General Government, 31st March, 1884. | EXPENDITURE DURING YEAR 1884-85. | | | | | | | | | | Total Expenditure by General Government, 31st March, 1885. | LIABILITIES. | | | | Total Expenditure by General Government, and Liabilities, 31st March, 1885. | Valuation of Works constructed by Provinces. | Total Expenditure and Liabilities, 31st March, 1885. | LINES OF RAILWAY. |
|---|--|----------------------------------|--------------------|--------------------|----------------------|----------------|----------------------------|------------|------------------|------------------|---------------------|--|----------------------|--------------------|--------------------|-------------|---|--|--|-------------------|
| | | New Works. | | | Works on Open Lines. | | | Surveys. | Rolling-stock. | | New Works. | | Works on Open Lines. | Surveys. | Total Liabilities. | | | | | |
| | | Construction. | Permanent-way. | Total New Works. | Additional Works. | Permanent-way. | Total Works on Open Lines. | | Additions to. | Reductions from. | | | | | | | | | | |
| Kawakawa | £ s. d. 73,975 5 9 | £ s. d. 6,165 9 11 | £ s. d. 4,890 10 3 | £ s. d. 11,056 0 2 | £ s. d. 721 12 4 | £ s. d. .. | £ s. d. 721 12 4 | £ s. d. .. | £ s. d. 529 17 9 | £ s. d. .. | £ s. d. 86,282 16 0 | £ s. d. 3,050 7 3 | £ s. d. 810 4 10 | £ s. d. 3,860 12 1 | £ s. d. 90,143 8 1 | £ s. d. .. | £ s. d. 90,143 8 1 | Kawakawa. | | |
| Whangarei to Kamo | 61,557 14 11 | 649 9 3 | .. | 649 9 3 | .. | .. | .. | .. | .. | .. | 64,031 15 1 | 1,166 11 8 | 185 0 0 | 1,351 11 8 | 65,383 6 9 | .. | 65,383 6 9 | Whangarei to Kamo. | | |
| Kaipara to Waikato | 1,179,937 0 0 | .. | .. | .. | 40,801 6 0 | 731 10 0 | 41,532 16 0 | .. | 10,190 15 6 | .. | 1,231,660 11 6 | .. | 20,691 10 11 | 20,691 10 11 | 1,252,352 2 5 | .. | 1,252,352 2 5 | Kaipara to Waikato. | | |
| Waikato to Thames— Hamilton to Te Aroha | 56,348 17 10 | 31,607 11 2 | 13,950 1 9 | 45,557 12 11 | .. | .. | .. | .. | 3,005 2 2 | .. | 104,911 12 11 | 3,022 6 3 | .. | 3,022 6 3 | 107,933 19 2 | .. | 107,933 19 2 | Waikato to Thames— Hamilton to Te Aroha. | | |
| Te Aroha to Thames | 30,007 12 1 | 3,936 3 10 | .. | 3,936 3 10 | .. | .. | .. | .. | .. | .. | 33,943 15 11 | 8,603 17 3 | .. | 8,603 17 3 | 42,547 13 2 | .. | 42,547 13 2 | Te Aroha to Thames. | | |
| Hamilton to Cambridge | 19,852 11 2 | 17,673 17 10 | 12,602 4 10 | 30,276 2 8 | .. | .. | .. | .. | 3,026 7 6 | .. | 53,155 1 4 | 1,364 9 7 | .. | 1,364 9 7 | 54,519 10 11 | .. | 54,519 10 11 | Hamilton to Cambridge. | | |
| Huntly Branch | .. | 84 10 11 | .. | 84 10 11 | .. | .. | .. | .. | .. | .. | 34 10 11 | 115 9 1 | .. | 115 9 1 | 150 0 0 | .. | 150 0 0 | Huntly Branch. | | |
| Main Trunk Line—Marton to Te Awamutu | .. | 2,440 19 3 | .. | 2,440 19 3 | .. | .. | .. | .. | .. | .. | 2,440 19 3 | 12,147 2 5 | .. | 12,147 2 5 | 14,588 1 8 | .. | 14,588 1 8 | Main Trunk Line, Marton to Te Awamutu. | | |
| Gisborne to Ormond | 4,975 1 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,975 1 7 | .. | .. | 4,975 1 7 | .. | .. | 4,975 1 7 | Gisborne to Ormond. | | |
| Wellington to Napier— Napier to Woodville | 491,783 16 6 | 32,178 17 2 | 11,630 1 6 | 43,808 18 8 | 4,614 14 3 | 73 0 3 | 4,687 14 6 | .. | 10,937 5 9 | .. | 551,217 15 5 | 4,122 5 9 | 5,418 2 3 | 9,540 8 0 | 560,758 3 5 | .. | 560,758 3 5 | Wellington to Napier— Napier to Woodville. | | |
| Wellington to Woodville | 789,216 16 0 | 45,466 17 10 | .. | 45,466 17 10 | 6,041 0 1 | 2,852 7 0 | 8,893 7 1 | .. | 5,973 8 4 | .. | 849,550 9 3 | 30,725 5 2 | 3,754 15 4 | 884,030 9 9 | 884,030 9 9 | .. | 884,030 9 9 | Wellington to Woodville. | | |
| Bunynthorpe to Gorge | 163 4 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 163 4 0 | .. | .. | 163 4 0 | .. | .. | 163 4 0 | Bunynthorpe to Gorge. | | |
| Wellington to Foxton | 41,191 15 8 | 212 1 11 | .. | 212 1 11 | .. | .. | .. | .. | .. | .. | 41,403 17 7 | 864 0 10 | .. | 864 0 10 | 42,267 18 5 | .. | 42,267 18 5 | Wellington to Foxton. | | |
| Foxton to New Plymouth— Foxton to Patea | 855,252 18 6 | .. | .. | .. | 11,187 17 1 | .. | 11,187 17 1 | .. | 21,862 19 0 | .. | 1,334,573 1 5 | 12,306 17 2 | 2,418 12 10 | 13,522 18 2 | 1,350,514 12 5 | .. | 1,350,514 12 5 | Foxton to New Plymouth— Foxton to Patea. | | |
| Patea to Waitara | 377,190 5 7 | 55,049 2 10 | 11,171 1 3 | 66,220 4 1 | 2,858 17 2 | .. | 2,858 17 2 | .. | .. | .. | 55,034 12 1 | 1,216 1 0 | .. | 172,932 7 6 | 172,932 7 6 | .. | 172,932 7 6 | Patea to Waitara. | | |
| Nelson to Roundell | 162,332 7 0 | 7,500 0 7 | .. | 7,500 0 7 | 578 9 4 | .. | 578 9 4 | .. | 1,529 5 5 | .. | 171,990 2 4 | 869 4 8 | 73 0 6 | 942 5 2 | 174,999 0 10 | .. | 174,999 0 10 | Nelson to Roundell. | | |
| Greyouth to Reefton | 182,268 17 0 | 590 9 11 | .. | 590 9 11 | 5,769 15 1 | 606 0 6 | 6,375 15 7 | .. | 3,750 6 5 | .. | 192,985 8 11 | 29 0 6 | 1,984 11 5 | 2,013 11 11 | 30,301 2 7 | .. | 30,301 2 7 | Greyouth to Reefton. | | |
| Greyouth to Hokitika | 29,094 17 7 | 1,104 16 0 | .. | 1,104 16 0 | .. | .. | .. | .. | .. | .. | 30,199 13 7 | 101 9 0 | .. | 30,301 2 7 | 30,301 2 7 | .. | 30,301 2 7 | Greyouth to Hokitika. | | |
| Westport to Ngakawau | 206,944 17 1 | .. | .. | .. | 360 15 1 | .. | 360 15 1 | .. | 3,580 17 7 | .. | 210,836 9 9 | 205 12 9 | .. | 211,092 2 6 | 211,092 2 6 | .. | 211,092 2 6 | Westport to Ngakawau. | | |
| Pictou Southwards— Pictou to Awatere | 206,646 16 5 | 3,503 6 7 | .. | 3,503 6 7 | 379 2 6 | .. | 379 2 6 | .. | .. | 1,019 6 9 | 209,509 18 9 | 15,529 0 3 | 170 1 2 | 15,699 1 5 | 225,209 0 2 | .. | 225,209 0 2 | Pictou Southwards— Pictou to Awatere. | | |
| Hurunui Northwards— Hurunui to Pahau | 227 9 10 | 18,495 5 7 | .. | 18,495 5 7 | .. | .. | .. | .. | .. | .. | 18,722 15 5 | 1,176 0 4 | .. | 1,176 0 4 | 19,898 15 9 | .. | 19,898 15 9 | Hurunui Northwards— Hurunui to Pahau. | | |
| Hurunui to Waitaki— Main Line | 1,606,069 14 10 | 11,139 12 9 | 8,255 1 3 | 19,394 14 0 | 12,613 3 10 | 9,937 1 2 | 22,550 5 0 | .. | 20,375 8 0 | .. | 1,668,390 1 10 | 8,231 4 5 | 4,923 2 9 | 18,154 7 2 | 1,681,544 9 0 | 416,135 0 0 | 2,097,679 9 0 | Hurunui to Waitaki— Main Line. | | |
| Oxford Branch | 55,034 12 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 55,034 12 1 | .. | .. | 55,034 12 1 | .. | .. | 55,034 12 1 | Oxford Branch. | | |
| Eyreton | 47,560 5 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 47,560 5 9 | .. | .. | 47,560 5 9 | .. | .. | 47,560 5 9 | Eyreton. | | |
| Lytelton | 87,818 15 0 | .. | .. | .. | 89 9 9 | .. | 89 9 9 | .. | 1,514 8 6 | .. | 89,422 13 3 | .. | 987 10 9 | 90,410 4 0 | 240,500 0 0 | .. | 330,910 4 0 | Lytelton. | | |
| Southbridge | 98,487 6 3 | .. | .. | .. | 841 3 6 | .. | 841 3 6 | .. | .. | .. | 98,828 9 9 | .. | .. | 98,828 9 9 | .. | .. | 98,828 9 9 | Southbridge. | | |
| Springfield | 104,448 1 11 | 40 13 7 | .. | 40 13 7 | 261 11 6 | .. | 261 11 6 | .. | .. | .. | 104,750 7 0 | 2,007 6 5 | 150 9 3 | 2,157 15 8 | 106,908 2 8 | .. | 106,908 2 8 | Springfield. | | |
| Whitecliffs | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 104,750 7 0 | 2,007 6 5 | 150 9 3 | 2,157 15 8 | 106,908 2 8 | .. | 106,908 2 8 | Whitecliffs. | | |
| Opawa | 14,859 16 11 | .. | .. | .. | 1 14 8 | .. | 1 14 8 | .. | .. | .. | 14,861 11 7 | .. | 213 5 4 | 15,074 16 11 | 75,124 0 0 | .. | 15,074 16 11 | Opawa. | | |
| Waimate | 15,360 0 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 15,360 0 3 | .. | .. | 15,360 0 3 | .. | .. | 15,360 0 3 | Waimate. | | |
| Main Line, Upper Ashburton | 37,586 19 2 | 216 14 3 | .. | 216 14 3 | 488 6 3 | .. | 488 6 3 | .. | .. | .. | 38,291 19 8 | 921 10 10 | .. | 39,213 10 6 | .. | .. | 39,213 10 6 | Main Line, Upper Ashburton. | | |
| Lincoln to Little River | 57,821 5 5 | 11,875 0 0 | .. | 11,875 0 0 | 306 19 0 | .. | 306 19 0 | .. | .. | .. | 70,003 4 5 | 900 15 9 | 68 15 11 | 70,972 16 1 | .. | .. | 70,972 16 1 | Lincoln to Little River. | | |
| Albury to Fairlie Creek | 56,679 17 2 | 2,063 15 1 | .. | 2,063 15 1 | 19 14 3 | .. | 19 14 3 | .. | .. | .. | 58,763 6 6 | 204 1 5 | 75 0 0 | 59,042 7 11 | .. | .. | 59,042 7 11 | Albury to Fairlie Creek. | | |
| Canterbury Interior Main Line— Oxford to Malvern | 42,327 14 1 | 2,284 7 10 | 8,913 1 0 | 11,197 8 10 | .. | .. | .. | .. | .. | .. | 53,525 2 11 | 45 19 1 | .. | 53,571 2 0 | .. | .. | 53,571 2 0 | Canterbury Interior Main Line— Oxford to Malvern. | | |
| Whitecliffs to Rakaia | 499 6 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 499 6 10 | .. | .. | 499 6 10 | .. | .. | 499 6 10 | Whitecliffs to Rakaia. | | |
| Temuka to Rangitata | 5,152 2 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5,152 2 8 | .. | .. | 5,152 2 8 | .. | .. | 5,152 2 8 | Temuka to Rangitata. | | |
| Waitaki to Bluff— Main Line, with Port Chalmers Branch | 2,499,263 6 6 | .. | .. | .. | 43,261 0 9 | 28,413 1 0 | 71,674 1 9 | .. | 21,408 9 3 | .. | 2,592,345 17 6 | .. | 34,380 13 10 | 34,380 13 10 | 2,626,726 11 4 | 82,258 17 3 | 2,708,985 8 7 | Waitaki to Bluff— Main Line, with Port Chalmers Branch. | | |
| Duntroon Branch | 31,671 10 8 | .. | .. | .. | 2,936 3 0 | .. | 2,936 3 0 | .. | .. | .. | 34,607 13 8 | .. | 851 12 9 | 35,459 6 5 | 37,500 0 0 | .. | 72,959 6 5 | Duntroon Branch. | | |
| Ngapara Branch | 24,701 2 0 | .. | .. | .. | 1,531 6 10 | .. | 1,531 6 10 | .. | .. | .. | 26,232 8 10 | .. | 1,423 10 10 | 27,655 19 8 | 58,009 0 0 | .. | 85,664 19 8 | Ngapara Branch. | | |
| Brighton Road Branch | 7,283 12 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 7,283 12 11 | .. | .. | 7,283 12 11 | .. | .. | 7,283 12 11 | Brighton Road Branch. | | |
| Outram Branch | 14,567 3 0 | .. | .. | .. | 6 15 0 | .. | 6 15 0 | .. | .. | .. | 14,573 18 0 | .. | 95 8 0 | 14,669 6 0 | 29,691 0 0 | .. | 44,360 6 0 | Outram Branch. | | |
| Lawrence Branch | 169,041 8 0 | .. | .. | .. | 187 7 4 | .. | 187 7 4 | .. | .. | .. | 169,228 15 4 | .. | 472 7 0 | 169,701 2 4 | .. | .. | 169,701 2 4 | Lawrence Branch. | | |
| Livingstone Branch | 39,782 9 4 | 6,687 7 8 | .. | 6,687 7 8 | .. | .. | .. | .. | .. | .. | 46,469 17 0 | 1,413 3 3 | .. | 47,883 0 3 | .. | .. | 47,883 0 3 | Livingstone Branch. | | |
| Palmerston to Waihemo | 19,109 0 1 | 2,332 11 9 | .. | 2,332 11 9 | .. | .. | .. | .. | .. | .. | 21,441 11 10 | 6,768 10 8 | .. | 28,210 2 6 | .. | .. | 28,210 2 6 | Palmerston to Waihemo. | | |
| Main Line to Catlin's River | 19,109 12 2 | 1,262 17 0 | .. | 1,262 17 0 | .. | .. | .. | .. | .. | .. | 20,372 9 2 | 9,036 0 6 | .. | 29,408 9 8 | .. | .. | 29,408 9 8 | Main Line to Catlin's River. | | |
| Waipahi to Heriot Burn | 91,404 6 11 | 1,240 1 8 | .. | 1,240 1 8 | 546 9 5 | .. | 546 9 5 | .. | .. | .. | 93,190 18 0 | 175 19 10 | 246 8 1 | 93,613 5 11 | .. | .. | 93,613 5 11 | Waipahi to Heriot Burn. | | |
| Edendale to Toitoto | 25,972 8 0 | 1,031 17 10 | .. | 1,031 17 10 | .. | .. | .. | .. | .. | .. | 27,004 5 10 | 31 6 3 | 289 13 8 | 27,325 5 9 | .. | .. | 27,325 5 9 | Edendale to Toitoto. | | |
| Riversdale to Switzer's | 2,006 7 5 | 1,762 2 1 | .. | 1,762 2 1 | .. | .. | .. | .. | .. | .. | 3,768 9 6 | 13 2 6 | .. | 3,781 12 0 | .. | .. | 3,781 12 0 | Riversdale to Switzer's. | | |
| Kelso to Gore | 367 19 7 | 234 2 10 | .. | 234 2 10 | .. | .. | .. | .. | .. | .. | 602 2 5 | 469 0 5 | .. | 1,071 2 10 | .. | .. | 1,071 2 10 | Kelso to Gore. | | |
| Seaward Bush | 2,812 0 7 | 4,022 2 8 | .. | 4,022 2 8 | .. | .. | .. | .. | .. | .. | 6,834 3 3 | 1,120 9 0 | .. | 7,954 12 3 | .. | .. | 7,954 12 3 | Seaward Bush. | | |
| Otago Central | 162,036 18 5 | 28,098 14 5 | 1,254 0 6 | 29,352 14 11 | .. | .. | .. | .. | .. | .. | 191,889 13 4 | 101,599 15 1 | .. | 292,989 8 5 | .. | .. | 292,989 8 5 | Otago Central. | | |
| Invercargill to Kingston— Main Line | 285,172 2 0 | .. | .. | .. | 1,763 8 9 | .. | 1,763 8 9 | .. | 2,891 7 3 | | | | | | | | | | | |

TABLE No. 3.

STATEMENT showing the EXPENDITURE on ROADS (Class V.) out of Immigration and Public Works Loan to 31st March, 1885, and the LIABILITIES on that date.

| | Expenditure to 31st March, 1884. | | | Expenditure during 12 Months ended 31st March, 1885. | | | Total Expenditure to 31st March, 1885. | | | Liabilities on Authorities, Contracts, &c. 31st March, 1885. | | | Total Expenditure and Liabilities. | | |
|--|----------------------------------|-----------|-----------|--|-----------|----------|--|-----------|-----------|--|-----------|----------|------------------------------------|-----------|----------|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| ROADS, BRIDGES, and WHARVES, NORTH of AUCKLAND | 127,530 | 14 | 10 | 34,571 | 1 | 9 | 162,101 | 16 | 7 | 66,301 | 0 | 7 | 228,402 | 17 | 3 |
| MAIN ROADS:— | | | | | | | | | | | | | | | |
| Cambridge to Taupo | 719 | 9 | 0 | 327 | 1 | 6 | 1,046 | 10 | 6 | 619 | 18 | 6 | 1,666 | 9 | 0 |
| Cambridge to Rotorua | 11,609 | 15 | 4 | 1,554 | 12 | 5 | 13,164 | 7 | 9 | 265 | 19 | 11 | 13,430 | 7 | 8 |
| Tauranga, East Cape, Whakatane, Te Te-ko, and sundry roads, Bay of Plenty | 2,599 | 8 | 1 | 1,007 | 0 | 9 | 3,606 | 8 | 10 | 1,584 | 17 | 8 | 5,191 | 6 | 6 |
| Tauranga to Napier, <i>via</i> Taupo ... | 9,130 | 16 | 6 | 1,476 | 15 | 10 | 10,607 | 12 | 4 | 1,545 | 6 | 8 | 12,152 | 19 | 0 |
| Kurupapanga to inland Patea | 4,000 | 0 | 0 | 500 | 0 | 0 | 4,500 | 0 | 0 | ... | ... | ... | 4,500 | 0 | 0 |
| Seventy-Mile Bush | 55,546 | 5 | 7 | 2,788 | 0 | 0 | 58,334 | 5 | 7 | 1,212 | 0 | 0 | 59,546 | 5 | 7 |
| Manawatu Gorge Road | 116,074 | 18 | 11 | 462 | 0 | 7 | 116,536 | 19 | 6 | 220 | 7 | 2 | 116,757 | 6 | 8 |
| Nelson, Tophouse, and Tarnedale ... | 2,816 | 19 | 4 | 375 | 19 | 2 | 3,192 | 18 | 6 | 296 | 0 | 0 | 3,488 | 18 | 6 |
| Nelson, Westport, and Greymouth ... | 26,337 | 15 | 5 | 7,608 | 10 | 3 | 33,946 | 5 | 8 | 3,361 | 17 | 3 | 37,308 | 2 | 11 |
| Main road through Pelorus District and Rai Valley | 19,986 | 15 | 1 | 4,233 | 4 | 6 | 24,269 | 19 | 7 | 3,575 | 10 | 8 | 27,845 | 10 | 3 |
| Haast Pass Track | 1,383 | 3 | 0 | 924 | 18 | 4 | 2,308 | 1 | 4 | 533 | 13 | 8 | 2,841 | 15 | 0 |
| Hokitika to Christchurch | 69,805 | 19 | 1 | 8,841 | 8 | 3 | 78,647 | 7 | 4 | 1,651 | 2 | 5 | 80,298 | 9 | 9 |
| Roads and bridges in Native districts | 10,563 | 17 | 11 | 230 | 15 | 7 | 10,794 | 13 | 6 | 341 | 12 | 9 | 11,136 | 6 | 3 |
| Totals | 330,575 | 3 | 3 | 30,380 | 7 | 2 | 360,955 | 10 | 5 | 15,208 | 6 | 8 | 376,163 | 17 | 1 |
| MISCELLANEOUS ROADS AND BRIDGES:— | | | | | | | | | | | | | | | |
| <i>Works provided for under Appropriations of 1881-85 and previous years:—</i> | | | | | | | | | | | | | | | |
| Great South Road | ... | ... | ... | 86 | 18 | 8 | 86 | 18 | 8 | 664 | 8 | 0 | 751 | 6 | 8 |
| Waikouiti Bridge and approaches ... | 150 | 0 | 0 | ... | ... | ... | 150 | 0 | 0 | ... | ... | ... | 150 | 0 | 0 |
| Payment to Ferryman, Port Waikato | ... | ... | ... | 7 | 10 | 0 | 7 | 10 | 0 | ... | ... | ... | 7 | 10 | 0 |
| Road from Pukekohe Railway-station to Waiuku | 3,913 | 2 | 5 | 1,360 | 19 | 8 | 5,274 | 2 | 1 | 7 | 8 | 5 | 5,281 | 10 | 6 |
| Punt at Tuakau | 270 | 9 | 6 | ... | ... | ... | 270 | 9 | 6 | ... | ... | ... | 270 | 9 | 6 |
| Road, Tahikarama to Hamilton | 475 | 0 | 0 | 25 | 0 | 0 | 500 | 0 | 0 | ... | ... | ... | 500 | 0 | 0 |
| Road, Raglan to Waipa | 1,137 | 8 | 3 | 252 | 3 | 9 | 1,389 | 12 | 0 | 124 | 8 | 6 | 1,514 | 0 | 6 |
| Bridge over Waikato at Hamilton, contribution | 284 | 12 | 3 | ... | ... | ... | 284 | 12 | 3 | 43 | 10 | 3 | 328 | 2 | 6 |
| Road, Cambridge to Tauranga | 3,000 | 0 | 0 | 400 | 0 | 0 | 3,400 | 0 | 0 | 100 | 0 | 0 | 3,500 | 0 | 0 |
| Road, Katikati to Te Aroha (horse-track) | ... | ... | ... | ... | ... | ... | ... | ... | ... | 400 | 0 | 0 | 400 | 0 | 0 |
| Road, Thames to Tauranga | 3,475 | 0 | 0 | 1,179 | 8 | 0 | 4,654 | 8 | 0 | 169 | 0 | 0 | 4,823 | 8 | 0 |
| Repairing flood damages, Cook County | 1,447 | 8 | 0 | 43 | 4 | 0 | 1,490 | 12 | 0 | ... | ... | ... | 1,490 | 12 | 0 |
| Sundry roads and bridges, Auckland | 6,292 | 11 | 3 | 2,416 | 2 | 11 | 8,708 | 14 | 2 | 2,118 | 14 | 1 | 10,827 | 8 | 3 |
| Road between Manawatu and Makotuku Rivers, Ormondville | 450 | 0 | 0 | ... | ... | ... | 450 | 0 | 0 | ... | ... | ... | 450 | 0 | 0 |
| Sundry roads & bridges, Hawke's Bay | 400 | 0 | 0 | ... | ... | ... | 400 | 0 | 0 | ... | ... | ... | 400 | 0 | 0 |
| Bridge over Wangaehu | ... | ... | ... | 500 | 0 | 0 | 500 | 0 | 0 | 500 | 0 | 0 | 1,000 | 0 | 0 |
| Bridge approach, Orepuli | 150 | 0 | 0 | ... | ... | ... | 150 | 0 | 0 | ... | ... | ... | 150 | 0 | 0 |
| Road, Foxton to Otaki, inland | 321 | 1 | 8 | 278 | 9 | 1 | 599 | 10 | 9 | ... | ... | ... | 599 | 10 | 9 |
| Grant-in-aid for bridge over Manawatu River | 1,735 | 12 | 0 | 267 | 4 | 0 | 2,002 | 16 | 0 | ... | ... | ... | 2,002 | 16 | 0 |
| Roads in Fitzherbert Block | 1,050 | 5 | 3 | ... | ... | ... | 1,050 | 5 | 3 | ... | ... | ... | 1,050 | 5 | 3 |
| Sundry roads, Wellington | 227 | 18 | 4 | 50 | 8 | 4 | 278 | 6 | 8 | 36 | 3 | 10 | 314 | 10 | 6 |
| Roads and bridges in unsettled districts, Patea and Taranaki | 48,296 | 16 | 3 | ... | ... | ... | 48,296 | 16 | 3 | ... | ... | ... | 48,296 | 16 | 3 |
| Completion of Great South Road between Opunake and Manaia | 1,300 | 7 | 6 | 1,645 | 12 | 6 | 2,946 | 0 | 0 | 54 | 0 | 0 | 3,000 | 0 | 0 |
| Bridge over Stony River, and approaches | 912 | 1 | 2 | 239 | 5 | 0 | 1,151 | 6 | 2 | ... | ... | ... | 1,151 | 6 | 2 |
| Inglewood to Whitecliffs | 3,591 | 0 | 0 | 1,409 | 0 | 0 | 5,000 | 0 | 0 | ... | ... | ... | 5,000 | 0 | 0 |
| Henwood and Upland Road | 963 | 19 | 6 | 29 | 13 | 4 | 993 | 12 | 10 | ... | ... | ... | 993 | 12 | 10 |
| Sundry roads, Taranaki | 250 | 3 | 0 | ... | ... | ... | 250 | 3 | 0 | ... | ... | ... | 250 | 3 | 0 |
| Roads, Lower Moutere, flood damages | 547 | 2 | 0 | 968 | 4 | 7 | 1,515 | 6 | 7 | 100 | 9 | 8 | 1,615 | 16 | 3 |
| Bridge over Granity Creek | 762 | 19 | 11 | ... | ... | ... | 762 | 19 | 11 | ... | ... | ... | 762 | 19 | 11 |
| Bridge over Owen Creek | 1,680 | 4 | 1 | 117 | 6 | 0 | 1,797 | 10 | 1 | 42 | 15 | 3 | 1,840 | 5 | 4 |
| Bridge over Matiri River | 2,833 | 19 | 5 | 7 | 16 | 7 | 2,841 | 16 | 0 | ... | ... | ... | 2,841 | 16 | 0 |
| Bridge over Inangahua, at Buller Junction | 6,546 | 0 | 6 | 2,083 | 10 | 10 | 8,629 | 11 | 4 | ... | ... | ... | 8,629 | 11 | 4 |
| Bridge over Little Grey, at Devery's ... | 3,870 | 18 | 1 | ... | ... | ... | 3,870 | 18 | 1 | ... | ... | ... | 3,870 | 18 | 1 |
| Bridge over Grey, at Cobden | 125 | 7 | 6 | 4,846 | 0 | 11 | 4,971 | 8 | 5 | 0 | 11 | 7 | 4,972 | 0 | 0 |
| Bridge over Waiau, in Amuri County | 10,609 | 2 | 1 | 631 | 12 | 10 | 11,240 | 14 | 11 | 54 | 7 | 2 | 11,295 | 2 | 1 |
| Bridge over Waiau, at Hamner Plain ... | 98 | 19 | 5 | 25 | 2 | 0 | 124 | 1 | 5 | 177 | 10 | 6 | 301 | 11 | 11 |
| Sundry roads and bridges, Nelson ... | 408 | 16 | 4 | ... | ... | ... | 408 | 16 | 4 | ... | ... | ... | 408 | 16 | 4 |
| Tracks, Pelorus and Queen Charlotte Sound | 346 | 12 | 7 | 1 | 13 | 6 | 348 | 6 | 1 | 21 | 13 | 11 | 370 | 0 | 0 |
| Bridge over Wairau, near Blenheim ... | 3,222 | 3 | 6 | 940 | 12 | 3 | 4,162 | 15 | 9 | ... | ... | ... | 4,162 | 15 | 9 |
| Bridge over Clarence River | 4,926 | 18 | 1 | 5,059 | 15 | 6 | 9,986 | 13 | 7 | 7,526 | 10 | 7 | 17,513 | 4 | 2 |
| Road, Kaikoura to Clarence | 870 | 4 | 7 | 134 | 10 | 9 | 1,004 | 15 | 4 | 241 | 12 | 2 | 1,246 | 7 | 6 |
| Road, Kaikoura to Waiau | 4,582 | 17 | 2 | 684 | 1 | 7 | 7,266 | 18 | 9 | 9,144 | 19 | 9 | 16,411 | 18 | 6 |
| Wharf at Havelock | 441 | 6 | 10 | ... | ... | ... | 441 | 6 | 10 | ... | ... | ... | 441 | 6 | 10 |
| Sundry Roads & Bridges, Marlborough | ... | ... | ... | ... | ... | ... | ... | ... | ... | 170 | 0 | 0 | 170 | 0 | 0 |
| Roads, Greymouth to Okarito | 103,403 | 5 | 5 | 44 | 7 | 6 | 103,447 | 12 | 11 | 33 | 8 | 0 | 103,481 | 0 | 11 |
| Bridge over Teremakau, Kunnara | 1,079 | 18 | 0 | ... | ... | ... | 1,079 | 18 | 0 | ... | ... | ... | 1,079 | 18 | 0 |
| Carried forward | 226,451 | 11 | 10 | 27,735 | 14 | 1 | 254,187 | 5 | 11 | 21,731 | 11 | 8 | 275,918 | 17 | 7 |

TABLE NO. 3—*continued.*
STATEMENT showing the EXPENDITURE ON ROADS (Class V.)—*continued.*

| | Expenditure to 31st March, 1884. | | Expenditure during 12 Months ended 31st March, 1885. | | Total Expenditure to 31st March, 1885. | | Liabilities on Authorities, Contracts, &c., 31st March, 1885 | | Total Expenditure and Liabilities. | |
|---|----------------------------------|-------|--|-------|--|-------|--|-------|------------------------------------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| MISCELLANEOUS ROADS AND BRIDGES | | | | | | | | | | |
| <i>—continued.</i> | | | | | | | | | | |
| Brought forward ... | 226,451 | 11 10 | 27,735 | 14 1 | 254,187 | 5 11 | 21,731 | 11 8 | 275,918 | 17 7 |
| Bridge over Donnelly's Creek ... | 2,008 | 16 7 | 1 17 | 0 | 2,010 | 13 7 | ... | ... | 2,010 | 13 7 |
| Extension of road south of Okarito ... | 633 | 10 0 | 400 | 0 0 | 1,033 | 10 0 | ... | ... | 1,033 | 10 0 |
| Sundry roads, Canterbury ... | 396 | 3 5 | 47 | 8 0 | 443 | 11 5 | 109 | 3 0 | 552 | 14 5 |
| Completion of road, Waikari to Waitati ... | 2,462 | 14 11 | 578 | 11 5 | 3,041 | 6 4 | 216 | 0 0 | 3,257 | 6 4 |
| Completion of road from Maori Kaika to Taiaroa Head Lighthouse ... | 200 | 8 6 | ... | ... | 200 | 8 6 | 28 | 17 0 | 229 | 5 6 |
| Anderson's Bay Road ... | 100 | 0 0 | ... | ... | 100 | 0 0 | ... | ... | 100 | 0 0 |
| Road, Green Island to Brighton ... | 990 | 13 0 | ... | ... | 990 | 13 0 | ... | ... | 990 | 13 0 |
| Bridge over Taieri, Main South Road ... | 27 | 2 6 | 5,026 | 15 0 | 5,053 | 17 6 | 5,929 | 9 8 | 10,983 | 7 2 |
| Bridges over Clutha at Beaumont and Roxburgh, grant-in-aid towards re-erection ... | 3,726 | 7 8 | 2,285 | 3 9 | 6,011 | 11 5 | 888 | 1 7 | 6,899 | 13 0 |
| Bridge over Mataura, Otama District, grant-in-aid ... | 1,087 | 16 8 | 911 | 0 6 | 1,998 | 17 2 | 1 | 2 10 | 2,000 | 0 0 |
| Sundry roads and bridges, Otago ... | 67 | 9 6 | 178 | 7 3 | 245 | 16 9 | 456 | 1 0 | 701 | 17 9 |
| Road, Stewart Island ... | ... | ... | ... | ... | ... | ... | 60 | 0 0 | 60 | 0 0 |
| <i>Works provided for by Appropriations prior to 1884-85:—</i> | | | | | | | | | | |
| Bay of Islands District ... | 34,903 | 16 5 | ... | ... | 34,903 | 16 5 | ... | ... | 34,903 | 16 5 |
| Mangere Bridge ... | 15,486 | 7 8 | ... | ... | 15,486 | 7 8 | ... | ... | 15,486 | 7 8 |
| Thames ... | 75 | 2 9 | ... | ... | 75 | 2 9 | ... | ... | 75 | 2 9 |
| Waikato ... | 27,582 | 11 7 | ... | ... | 27,582 | 11 7 | ... | ... | 27,582 | 11 7 |
| Bay of Plenty ... | 90,048 | 19 11 | ... | ... | 90,048 | 19 11 | ... | ... | 90,048 | 19 11 |
| Poverty Bay ... | 21,499 | 5 4 | ... | ... | 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 |
| Road from Pukekohe Railway-station, through East Pukekohe, to Bombay ... | 15 | 2 2 | ... | ... | 15 | 2 2 | ... | ... | 15 | 2 2 |
| 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 | ... | ... | 1,006 | 4 8 |
| Road, Te Awamutu Station to Township ... | 315 | 16 3 | ... | ... | 315 | 16 3 | ... | ... | 315 | 16 3 |
| To free Hamilton Bridge from tolls ... | 6,700 | 0 0 | ... | ... | 6,700 | 0 0 | ... | ... | 6,700 | 0 0 |
| Waimapu Bridge ... | 5,655 | 3 0 | ... | ... | 5,655 | 3 0 | ... | ... | 5,655 | 3 0 |
| Repairing flood damages at the Thames, being half the cost thereof, viz.:— | | | | | | | | | | |
| Thames County ... | 4,928 | 10 0 | ... | ... | 4,928 | 10 0 | ... | ... | 4,928 | 10 0 |
| Thames Borough ... | 2,452 | 10 0 | ... | ... | 2,452 | 10 0 | ... | ... | 2,452 | 10 0 |
| 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 |
| Road, Tauranga to Opotiki ... | 100 | 0 0 | ... | ... | 100 | 0 0 | ... | ... | 100 | 0 0 |
| Ormond to Opotiki ... | 912 | 18 8 | ... | ... | 912 | 18 8 | ... | ... | 912 | 18 8 |
| Hamilton to Cambridge ... | 100 | 0 0 | ... | ... | 100 | 0 0 | ... | ... | 100 | 0 0 |
| Coromandel to Thames ... | 200 | 0 0 | ... | ... | 200 | 0 0 | ... | ... | 200 | 0 0 |
| Port Charles ... | 100 | 0 0 | ... | ... | 100 | 0 0 | ... | ... | 100 | 0 0 |
| Tairua ... | 200 | 0 0 | ... | ... | 200 | 0 0 | ... | ... | 200 | 0 0 |
| Maungatawhiri Valley ... | 102 | 0 0 | ... | ... | 102 | 0 0 | ... | ... | 102 | 0 0 |
| Maketu to Ararimu ... | 100 | 0 0 | ... | ... | 100 | 0 0 | ... | ... | 100 | 0 0 |
| to Ohaupo Station ... | 250 | 0 0 | ... | ... | 250 | 0 0 | ... | ... | 250 | 0 0 |
| Whau to Henderson's Creek ... | 400 | 0 0 | ... | ... | 400 | 0 0 | ... | ... | 400 | 0 0 |
| Rukuhia Swamp ... | 693 | 1 8 | ... | ... | 693 | 1 8 | ... | ... | 693 | 1 8 |
| South Bombay to Paparata ... | 100 | 0 0 | ... | ... | 100 | 0 0 | ... | ... | 100 | 0 0 |
| Tuakau to Waikato ... | 50 | 0 0 | ... | ... | 50 | 0 0 | ... | ... | 50 | 0 0 |
| Sundry roads, Waitoa District ... | 400 | 0 0 | ... | ... | 400 | 0 0 | ... | ... | 400 | 0 0 |
| Road, Wade to Waitui ... | 100 | 0 0 | ... | ... | 100 | 0 0 | ... | ... | 100 | 0 0 |
| Road, Helensville to Kaukapakapa ... | 658 | 19 1 | ... | ... | 658 | 19 1 | ... | ... | 658 | 19 1 |
| Komorau Bridge ... | 250 | 0 0 | ... | ... | 250 | 0 0 | ... | ... | 250 | 0 0 |
| Road, Whangaroa to Kaeo ... | 250 | 0 0 | ... | ... | 250 | 0 0 | ... | ... | 250 | 0 0 |
| Clark's Road ... | 50 | 0 0 | ... | ... | 50 | 0 0 | ... | ... | 50 | 0 0 |
| Road to Omaha Wharf ... | 80 | 0 0 | ... | ... | 80 | 0 0 | ... | ... | 80 | 0 0 |
| Road, Stokes Point to Lucas Creek ... | 100 | 0 0 | ... | ... | 100 | 0 0 | ... | ... | 100 | 0 0 |
| Lake District ... | 200 | 0 0 | ... | ... | 200 | 0 0 | ... | ... | 200 | 0 0 |
| Removal of snags, Thames River ... | 636 | 18 11 | ... | ... | 636 | 18 11 | ... | ... | 636 | 18 11 |
| Whatawhata Bridge ... | 34 | 17 0 | ... | ... | 34 | 17 0 | ... | ... | 34 | 17 0 |
| Coromandel Wharf ... | 3 | 9 0 | ... | ... | 3 | 9 0 | ... | ... | 3 | 9 0 |
| Coromandel to Mercury Bay ... | 14 | 4 8 | ... | ... | 14 | 4 8 | ... | ... | 14 | 4 8 |
| Road, Aroha Township to Gold Mines ... | 500 | 0 0 | ... | ... | 500 | 0 0 | ... | ... | 500 | 0 0 |
| Removal of punt, Te Rori to Churchill ... | 40 | 14 9 | ... | ... | 40 | 14 9 | ... | ... | 40 | 14 9 |
| Removal of Churchill punt ... | 42 | 2 0 | ... | ... | 42 | 2 0 | ... | ... | 42 | 2 0 |
| Roads, Napier District ... | 32,189 | 19 2 | ... | ... | 32,189 | 19 2 | ... | ... | 32,189 | 19 2 |
| Roads, Wairoa ... | 1,212 | 7 8 | ... | ... | 1,212 | 7 8 | ... | ... | 1,212 | 7 8 |
| Tools, &c. ... | 248 | 15 0 | ... | ... | 248 | 15 0 | ... | ... | 248 | 15 0 |
| Carried forward ... | 500,623 | 17 9 | 37,164 | 17 0 | 537,788 | 14 9 | 29,420 | 6 9 | 567,209 | 1 6 |

TABLE No. 3—continued.

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

| — | Expenditure to 31st March, 1884. | | Expenditure during 12 Months ended 31st March, 1885. | | Total Expenditure to 31st March, 1885. | | Liabilities on Authorities, Contracts, &c., 31st March, 1885. | | Total Expenditure and Liabilities. | |
|---|----------------------------------|-------|--|-------|--|-------|---|-------|------------------------------------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| MISCELLANEOUS ROADS AND BRIDGES | | | | | | | | | | |
| —continued. | | | | | | | | | | |
| Brought forward | 500,623 | 17 9 | 37,164 | 17 0 | 537,788 | 14 9 | 29,420 | 6 9 | 567,209 | 1 6 |
| Bridge over Ahuriri Harbour | 625 | 16 1 | ... | ... | 625 | 16 1 | ... | ... | 625 | 16 1 |
| Patea to Wanganui | 36,275 | 18 9 | ... | ... | 36,275 | 18 9 | ... | ... | 36,275 | 18 9 |
| Wanganui to Taupo | 5,376 | 18 1 | ... | ... | 5,376 | 18 1 | ... | ... | 5,376 | 18 1 |
| Hutt to Lowry Bay | 290 | 0 0 | ... | ... | 290 | 0 0 | ... | ... | 290 | 0 0 |
| Tools, &c. | 504 | 9 8 | ... | ... | 504 | 9 8 | ... | ... | 504 | 9 8 |
| Bridge over Waiohine | 13 | 15 6 | ... | ... | 13 | 15 6 | ... | ... | 13 | 15 6 |
| Parakaretu Block | 149 | 0 0 | ... | ... | 149 | 0 0 | ... | ... | 149 | 0 0 |
| To relieve Wanganui Bridge from tolls | 17,000 | 0 0 | ... | ... | 17,000 | 0 0 | ... | ... | 17,000 | 0 0 |
| Deviation, Karori Road near Water-works | 153 | 1 8 | ... | ... | 153 | 1 8 | ... | ... | 153 | 1 8 |
| Waverley to Patea Road | 130 | 0 0 | ... | ... | 130 | 0 0 | ... | ... | 130 | 0 0 |
| Manawatu Bridge at Foxton | 0 | 18 0 | ... | ... | 0 | 18 0 | ... | ... | 0 | 18 0 |
| New Plymouth, inland | 3,760 | 17 3 | ... | ... | 3,760 | 17 3 | ... | ... | 3,760 | 17 3 |
| Hawera to 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 |
| Waverley to Patea Road | 70 | 0 0 | ... | ... | 70 | 0 0 | ... | ... | 70 | 0 0 |
| General salaries, &c. | 402 | 18 8 | ... | ... | 402 | 18 8 | ... | ... | 402 | 18 8 |
| Refund expenses, T. Kelly, Mountain Road Commission | 19 | 8 0 | ... | ... | 19 | 8 0 | ... | ... | 19 | 8 0 |
| Buller to Arnould | 73,197 | 4 8 | ... | ... | 73,197 | 4 8 | ... | ... | 73,197 | 4 8 |
| Main Road to Boutman'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 |
| Takaka Road | 21 | 6 0 | ... | ... | 21 | 6 0 | ... | ... | 21 | 6 0 |
| Takaka Tramway | 3,000 | 0 0 | ... | ... | 3,000 | 0 0 | ... | ... | 3,000 | 0 0 |
| Bridge over Wairoa, in Waimea District | 3 | 18 0 | ... | ... | 3 | 18 0 | ... | ... | 3 | 18 0 |
| Bridge over Inangahua at Reefton | 2,099 | 6 7 | ... | ... | 2,099 | 6 7 | ... | ... | 2,099 | 6 7 |
| Bridge over Ahaura | 125 | 14 0 | ... | ... | 125 | 14 0 | ... | ... | 125 | 14 0 |
| Dray-road through Cheviot Hill Country | 100 | 8 0 | ... | ... | 100 | 8 0 | ... | ... | 100 | 8 0 |
| Bridge over Grey at Cobden | 13 | 10 0 | ... | ... | 13 | 10 0 | ... | ... | 13 | 10 0 |
| Greymouth to Arnould | 5,058 | 1 5 | ... | ... | 5,058 | 1 5 | ... | ... | 5,058 | 1 5 |
| 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 |
| Kawieri Forks, Kawieri Lakes | 1,578 | 1 0 | ... | ... | 1,578 | 1 0 | ... | ... | 1,578 | 1 0 |
| Hokitika to Bluespur | 2,520 | 3 5 | ... | ... | 2,520 | 3 5 | ... | ... | 2,520 | 3 5 |
| Kawieri 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 Upper Waitaki | 510 | 18 3 | ... | ... | 510 | 18 3 | ... | ... | 510 | 18 3 |
| Queenstown Jetty | 453 | 2 3 | ... | ... | 453 | 2 3 | ... | ... | 453 | 2 3 |
| 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 | ... | ... | 456 | 0 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 | ... | ... | 9 | 0 0 |
| Warrington Road | 200 | 0 0 | ... | ... | 200 | 0 0 | ... | ... | 200 | 0 0 |
| Bridge over Clutha at Alexandra, grant-in-aid | 5,000 | 0 0 | ... | ... | 5,000 | 0 0 | ... | ... | 5,000 | 0 0 |
| *Expenditure under Miscellaneous Public Works Votes (see Table No. 7 of 1884) | 318,948 | 10 3 | ... | ... | 318,948 | 10 3 | ... | ... | 318,948 | 10 3 |
| Totals | 1,088,312 | 14 7 | 37,164 | 17 0 | 1,125,477 | 11 7 | 29,420 | 6 9 | 1,154,897 | 18 4 |
| SUMMARY. | | | | | | | | | | |
| ROADS, BRIDGES, &c., North of Auckland | 127,530 | 14 10 | 34,571 | 1 9 | 162,101 | 16 7 | 66,301 | 0 7 | 228,402 | 17 2 |
| MAIN ROADS | 330,575 | 3 3 | 30,380 | 7 2 | 360,955 | 10 5 | 15,208 | 6 8 | 376,163 | 17 1 |
| MISCELLANEOUS ROADS AND BRIDGES | 1,088,312 | 14 7 | 37,164 | 17 0 | 1,125,477 | 11 7 | 29,420 | 6 9 | 1,154,897 | 18 4 |
| ROADS TO OPEN UP LANDS (see Table No. 4) | 277,081 | 1 9 | 49,314 | 4 10 | 326,395 | 6 7 | 70,072 | 9 2 | 396,467 | 15 9 |
| THROUGH LANDS RECENTLY PURCHASED (see Table No. 5, 1883) | 21,527 | 14 5 | ... | ... | 21,527 | 14 5 | ... | ... | 21,527 | 14 5 |
| GOLD FIELDS ROADS (see Table No. 5) | 36,041 | 7 8 | 15,630 | 8 6 | 51,671 | 16 2 | 33,122 | 0 0 | 84,793 | 16 2 |
| PAYMENTS TO ROAD BOARDS (see Table No. 11, 1877) | 225,000 | 0 0 | ... | ... | 225,000 | 0 0 | ... | ... | 225,000 | 0 0 |
| GRAND TOTALS | 2,106,068 | 16 6 | 167,060 | 19 3 | 2,273,129 | 15 9 | 214,124 | 3 2 | 2,487,253 | 18 11 |

* For the distribution of this expenditure under the several roads, see Table No. 7 of 1884, which should be referred to in ascertaining the total expenditure on roads mentioned in this table. † The expenditure under vote for Grants-in-Aid under the Roads and Bridges Construction Act, 4123, 075 ss. 2d., is excluded from this table.

TABLE No. 4.

STATEMENT showing the EXPENDITURE on ROADS under the Control of the Minister of Lands, to 31st March, 1885, and the LIABILITIES on that date.

| | Expenditure to 31st March, 1884. | | Expenditure during 12 Months ended 31st March, 1885. | | Total Expenditure to 31st March, 1885. | | Liabilities on Authorities, Contracts, &c., 31st March, 1885. | | 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— | | | | | | | | | | |
| Kaihu to Kaikohe | 385 | 1 0 | .. | .. | 385 | 1 0 | .. | .. | 385 | 1 0 |
| Homestead Blocks, Manganui | .. | .. | 414 | 15 6 | 414 | 15 6 | 85 | 4 6 | 500 | 0 0 |
| Pakiri Block | .. | .. | 160 | 0 0 | 282 | 7 6 | .. | .. | 282 | 7 6 |
| Wairua to Sandy Bay | 1,529 | 19 6 | 10 | 4 0 | 1,540 | 3 6 | .. | .. | 1,540 | 3 6 |
| Wairua to Helena Bay | 726 | 8 8 | 315 | 1 6 | 1,041 | 10 2 | .. | .. | 1,041 | 10 2 |
| Whangarei through Taheke | .. | .. | 862 | 9 10 | 862 | 9 10 | 27 | 10 2 | 890 | 0 0 |
| Purua and Mangakahia | 1,257 | 2 3 | 154 | 3 0 | 1,411 | 5 3 | .. | .. | 1,411 | 5 3 |
| Tangihua No. 3 | 204 | 4 1 | 623 | 4 1 | 827 | 8 2 | .. | .. | 827 | 8 2 |
| Manganui Bluff to Kaihu | 4,018 | 15 0 | .. | .. | 4,018 | 15 0 | .. | .. | 4,018 | 15 0 |
| Takahue to Mangonuiowae | 2,931 | 7 7 | .. | .. | 2,931 | 7 7 | .. | .. | 2,931 | 7 7 |
| Okaihū to Victoria Valley | 3,395 | 18 6 | 398 | 16 3 | 3,794 | 14 9 | 2,000 | 0 0 | 5,794 | 14 9 |
| Helensville to Kaipatiki | 2,236 | 5 7 | .. | .. | 2,236 | 5 7 | .. | .. | 2,236 | 5 7 |
| Waikato to Block XVI., Awaroa | 3,751 | 5 7 | 55 | 14 4 | 3,806 | 19 11 | .. | .. | 3,806 | 19 11 |
| Lake Whangape to Block VII., Awaroa | 3,035 | 10 4 | .. | .. | 3,035 | 10 4 | .. | .. | 3,035 | 10 4 |
| Hikutaia to Ohinemuri | 4,022 | 7 7 | .. | .. | 4,022 | 7 7 | .. | .. | 4,022 | 7 7 |
| Tauranga to Te Puke and Matata | 12,610 | 12 2 | 242 | 8 9 | 12,853 | 0 11 | 17 | 16 3 | 12,870 | 17 2 |
| Opotiki to Waioatahi | 562 | 10 0 | .. | .. | 562 | 10 0 | .. | .. | 562 | 10 0 |
| Opotiki to Ormond | 7,915 | 17 0 | 2,070 | 6 11 | 9,986 | 3 11 | 2,321 | 16 3 | 12,908 | 0 2 |
| Te Aroha Block | 5,037 | 19 6 | .. | .. | 5,037 | 19 6 | 104 | 10 0 | 5,142 | 9 6 |
| Takahue to Herd's Point | 2,712 | 18 5 | .. | .. | 2,712 | 18 5 | .. | .. | 2,712 | 18 5 |
| Block II., Tangihua | 635 | 6 0 | .. | .. | 635 | 6 0 | .. | .. | 635 | 6 0 |
| Wairoa and Waikaremoana bridle-track through the Waiau District, Poverty Bay | 544 | 18 6 | .. | .. | 544 | 18 6 | .. | .. | 544 | 18 6 |
| Huihuitaha to Patetere | 705 | 8 2 | .. | .. | 705 | 8 2 | .. | .. | 705 | 8 2 |
| Ruakituri Block | 2,026 | 8 2 | 123 | 6 2 | 2,149 | 14 4 | .. | .. | 2,149 | 14 4 |
| Ormond to Waiapu | 6,455 | 15 7 | 1,464 | 14 6 | 7,920 | 10 1 | 4,500 | 0 0 | 12,420 | 10 1 |
| Gisborne to Waimata | 2,250 | 9 6 | 500 | 0 0 | 2,750 | 9 6 | 1,500 | 0 0 | 4,250 | 9 6 |
| Gisborne to Wairoa | 5,980 | 12 0 | 1,441 | 4 0 | 7,421 | 16 0 | 3,277 | 6 11 | 10,699 | 2 11 |
| Taupo, <i>viâ</i> Rotoaira and Murimotu, to West Coast | 2,703 | 4 5 | 1,874 | 17 8 | 4,583 | 2 1 | .. | .. | 4,583 | 2 1 |
| Katikati to Te Aroha | 785 | 11 1 | .. | .. | 785 | 11 1 | .. | .. | 785 | 11 1 |
| Tolago Bay to Arakihī | 53 | 1 0 | .. | .. | 53 | 1 0 | .. | .. | 53 | 1 0 |
| Kohukohu to Rahutapu | 65 | 14 6 | 2 | 7 6 | 68 | 2 0 | 430 | 0 0 | 498 | 2 0 |
| Ohuka to Waikaremoana | 100 | 0 0 | .. | .. | 100 | 0 0 | .. | .. | 100 | 0 0 |
| Whangaroa to Kahuru | .. | .. | 873 | 10 0 | 873 | 10 0 | .. | .. | 873 | 10 0 |
| Additional Works— | | | | | | | | | | |
| Warerenga Road | .. | .. | .. | .. | .. | .. | 300 | 0 0 | 300 | 0 0 |
| Waimamaku Bridge | .. | .. | .. | .. | .. | .. | 500 | 0 0 | 500 | 0 0 |
| Awaroa Swamp, drains and roads | .. | .. | .. | .. | .. | .. | 359 | 7 6 | 359 | 7 6 |
| Paparoa to Waikiekie | .. | .. | .. | .. | .. | .. | 500 | 0 0 | 500 | 0 0 |
| Otamarakau Bridge | .. | .. | .. | .. | .. | .. | 300 | 0 0 | 300 | 0 0 |
| Pakoka | .. | .. | .. | .. | .. | .. | 50 | 0 0 | 50 | 0 0 |
| Churchill Punt | .. | .. | .. | .. | .. | .. | 100 | 0 0 | 100 | 0 0 |
| Otonga Bridge | .. | .. | 3 | 10 0 | 3 | 10 0 | 245 | 10 0 | 249 | 0 0 |
| Miscellaneous | 98 | 13 3 | 1,365 | 15 3 | 1,464 | 8 6 | 521 | 14 3 | 1,986 | 2 9 |
| Taranaki— | | | | | | | | | | |
| Road through bush, Waimate Plains | 12,626 | 5 4 | 3,088 | 3 5 | 15,714 | 8 9 | .. | .. | 15,714 | 8 9 |
| Roads east of Stratford | 1,108 | 4 11 | .. | .. | 1,108 | 4 11 | .. | .. | 1,108 | 4 11 |
| Bush land inland of Patea | 1,340 | 14 11 | .. | .. | 1,340 | 14 11 | .. | .. | 1,340 | 14 11 |
| Continuous Reserve (to be refunded) | 5,032 | 10 6 | 12 | 19 10 | 5,045 | 10 4 | .. | .. | 5,045 | 10 4 |
| 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 |
| To complete bush-felling, Stratford | 34 | 0 0 | .. | .. | 34 | 0 0 | .. | .. | 34 | 0 0 |
| Through parts of Blocks I., II., V., VI., X., Ngairē District | 2,041 | 0 10 | .. | .. | 2,041 | 0 10 | .. | .. | 2,041 | 0 10 |
| Through parts of Blocks III., V., X., Ngairē District | 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 |
| Carried forward | 105,677 | 17 5 | 16,057 | 12 6 | 121,735 | 9 11 | 17,740 | 15 10 | 139,476 | 5 9 |

TABLE No. 4—continued.
STATEMENT showing the EXPENDITURE on ROADS, &c.—continued.

| | Expenditure to 31st March, 1884. | | Expenditure during 12 Months ended 31st March, 1885. | | Total Expenditure to 31st March, 1885. | | Liabilities on Authorities, Contracts, &c., 31st March, 1885. | | Total Expenditure and Liabilities. | |
|---|----------------------------------|-------|--|-------|--|-------|---|-------|------------------------------------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| ROADS TO OPEN UP LANDS BEFORE SALE | | | | | | | | | | |
| —continued. | | | | | | | | | | |
| Brought forward .. | 105,677 | 17 5 | 16,057 | 12 6 | 121,735 | 9 11 | 17,740 | 15 10 | 139,476 | 5 9 |
| <i>North Island</i> —continued. | | | | | | | | | | |
| Additional Works— | | | | | | | | | | |
| Kahurangi Bridge .. | .. | .. | .. | .. | .. | .. | 600 | 0 0 | 600 | 0 0 |
| Eltham and Branch Roads .. | .. | .. | 325 | 19 4 | 325 | 19 4 | 1,664 | 0 8 | 1,990 | 0 0 |
| Native Trust Blocks .. | .. | .. | .. | .. | .. | .. | 1,000 | 0 0 | 1,000 | 0 0 |
| Ironsand Blocks .. | .. | .. | 15 | 0 0 | 15 | 0 0 | 229 | 7 8 | 244 | 7 8 |
| Hawke's Bay— | | | | | | | | | | |
| Puketitiri Block .. | 520 | 0 0 | .. | .. | 520 | 0 0 | .. | .. | 520 | 0 0 |
| Norsewood District, Ngamoko, and Maharahara | 1,993 | 2 3 | 716 | 14 3 | 2,709 | 16 6 | .. | .. | 2,709 | 16 6 |
| Ahuturanga Block .. | 1,883 | 7 11 | .. | .. | 1,883 | 7 11 | .. | .. | 1,883 | 7 11 |
| Tautane and Tahoraite .. | 4,851 | 14 1 | 1,437 | 9 7 | 6,289 | 3 8 | 3,326 | 12 0 | 9,615 | 15 8 |
| Tukituki to Waipawa .. | 985 | 1 5 | .. | .. | 985 | 1 5 | .. | .. | 985 | 1 5 |
| Mohaka and Waitara .. | 151 | 6 4 | .. | .. | 151 | 6 4 | .. | .. | 151 | 6 4 |
| Waitara Block .. | 781 | 0 6 | .. | .. | 781 | 0 6 | .. | .. | 781 | 0 6 |
| Miscellaneous .. | .. | .. | 510 | 18 6 | 510 | 18 6 | .. | .. | 510 | 18 6 |
| Additional Works— | | | | | | | | | | |
| Umutaoroa Block .. | .. | .. | 229 | 0 9 | 229 | 0 9 | 3,818 | 15 0 | 4,047 | 15 9 |
| Maharahara Block .. | .. | .. | 9 | 10 9 | 9 | 10 9 | 1,865 | 15 0 | 1,875 | 5 9 |
| Victoria and Bush-mills Settlements | .. | .. | 25 | 0 0 | 25 | 0 0 | 775 | 0 0 | 800 | 0 0 |
| Wellington— | | | | | | | | | | |
| Pahiatua, Mangaone, &c. .. | 15,219 | 13 11 | 1,434 | 15 7 | 16,654 | 9 6 | 1,988 | 6 9 | 18,642 | 16 3 |
| Repairs, Fitzherbert Bridge .. | 500 | 0 0 | .. | .. | 500 | 0 0 | .. | .. | 500 | 0 0 |
| Roads, Fitzherbert Block .. | 400 | 0 0 | .. | .. | 400 | 0 0 | .. | .. | 400 | 0 0 |
| Otamakapua .. | 850 | 17 0 | 827 | 9 10 | 1,678 | 6 10 | 1,931 | 10 2 | 3,609 | 17 0 |
| East side of Pohangina River .. | .. | .. | 252 | 15 0 | 252 | 15 0 | 214 | 13 0 | 467 | 8 0 |
| Momahaki Block .. | 2,220 | 10 5 | 130 | 0 0 | 2,350 | 10 5 | 570 | 0 0 | 2,920 | 10 5 |
| Tokomaru Block .. | 1,095 | 6 8 | 107 | 3 6 | 1,202 | 10 2 | 239 | 18 8 | 1,442 | 8 10 |
| Wanganui to Murimotu .. | 2,000 | 0 0 | .. | .. | 2,000 | 0 0 | .. | .. | 2,000 | 0 0 |
| Marton to Murimotu .. | 879 | 18 6 | 590 | 8 0 | 1,470 | 6 6 | 700 | 0 0 | 2,170 | 6 6 |
| Rangitumau Block .. | 500 | 0 0 | .. | .. | 500 | 0 0 | .. | .. | 500 | 0 0 |
| Sandon Township .. | 1,430 | 7 9 | .. | .. | 1,430 | 7 9 | .. | .. | 1,430 | 7 9 |
| Wairarapa East .. | 1,500 | 0 0 | .. | .. | 1,500 | 0 0 | .. | .. | 1,500 | 0 0 |
| Mungaroa to Waikanae .. | 4,373 | 2 11 | .. | .. | 4,373 | 2 11 | .. | .. | 4,373 | 2 11 |
| Miscellaneous .. | 114 | 16 0 | 221 | 10 3 | 336 | 6 3 | 227 | 17 6 | 564 | 3 9 |
| Blocks V., VI., IX., and XIII., Kairanga Survey District, Palmerston North | 3,738 | 8 0 | .. | .. | 3,738 | 8 0 | .. | .. | 3,738 | 8 0 |
| Blocks V., VI., IX., X., and XIII., Kairanga Survey District, Palmerston North, 24 miles, to open 8,582 acres | 1,524 | 7 2 | .. | .. | 1,524 | 7 2 | .. | .. | 1,524 | 7 2 |
| Karewarewa Block .. | .. | .. | 42 | 12 8 | 42 | 12 8 | 575 | 6 0 | 617 | 18 3 |
| Paratieke .. | .. | .. | 7 | 2 6 | 7 | 2 6 | 792 | 17 6 | 800 | 0 0 |
| Rangitumau .. | .. | .. | 103 | 3 6 | 103 | 3 6 | 963 | 5 0 | 1,066 | 8 6 |
| <i>Middle Island.</i> | | | | | | | | | | |
| Nelson— | | | | | | | | | | |
| Cobden to Seventeen-Mile Diggings .. | 1,653 | 11 0 | 25 | 0 0 | 1,678 | 11 0 | .. | .. | 1,678 | 11 0 |
| Hampden to Maruia .. | 10,507 | 5 9 | .. | .. | 10,507 | 5 9 | .. | .. | 10,507 | 5 9 |
| Grey Valley to Teremakau .. | 2,688 | 2 1 | .. | .. | 2,688 | 2 1 | .. | .. | 2,688 | 2 1 |
| Wakefield to Stanley Brook .. | 200 | 0 0 | .. | .. | 200 | 0 0 | .. | .. | 200 | 0 0 |
| Aorere Valley to Karamea .. | 4,699 | 7 5 | .. | .. | 4,699 | 7 5 | .. | .. | 4,699 | 7 5 |
| Tadmor and Sherry to Buller .. | 2,431 | 1 6 | 1,326 | 9 8 | 3,757 | 11 2 | 986 | 9 0 | 4,744 | 0 2 |
| Baton to Karamea .. | 200 | 0 0 | .. | .. | 200 | 0 0 | .. | .. | 200 | 0 0 |
| Marina to Amuri .. | 23 | 11 4 | 241 | 17 2 | 265 | 8 6 | .. | .. | 265 | 8 6 |
| Takaka to Anatoki .. | .. | .. | 74 | 6 4 | 74 | 6 4 | 2,925 | 13 8 | 3,000 | 0 0 |
| Takaka to Karamea .. | 229 | 3 4 | 60 | 0 0 | 289 | 3 4 | .. | .. | 289 | 3 4 |
| Ahaura to Kopara and Amuri .. | 1,965 | 1 8 | .. | .. | 1,965 | 1 8 | 100 | 0 0 | 2,065 | 1 8 |
| Oronoko to Rosedale .. | 864 | 10 3 | 99 | 3 9 | 963 | 14 0 | .. | .. | 963 | 14 0 |
| Miscellaneous .. | 21 | 5 0 | 345 | 7 1 | 366 | 12 1 | 644 | 12 11 | 1,011 | 5 0 |
| Brooklands Valley Road .. | .. | .. | .. | .. | .. | .. | 175 | 0 0 | 175 | 0 0 |
| Karamea to Mokihinui .. | .. | .. | .. | .. | .. | .. | 1,500 | 0 0 | 1,500 | 0 0 |
| Marlborough— | | | | | | | | | | |
| Awatere Valley Road .. | 7,602 | 14 9 | 881 | 16 4 | 8,484 | 11 1 | .. | .. | 8,484 | 11 1 |
| Westland— | | | | | | | | | | |
| Mapourika to Gillespie's .. | 8,052 | 15 0 | 24 | 10 0 | 8,077 | 5 0 | .. | .. | 8,077 | 5 0 |
| Mahitahi to Haast .. | 15,101 | 16 0 | 1,133 | 0 9 | 16,234 | 16 9 | .. | .. | 16,234 | 16 9 |
| Mathias Pass Road .. | 336 | 18 0 | .. | .. | 336 | 18 0 | .. | .. | 336 | 18 0 |
| In the County of Westland .. | 1,980 | 0 0 | .. | .. | 1,980 | 0 0 | .. | .. | 1,980 | 0 0 |
| Kumara to Beach .. | 1,000 | 0 0 | .. | .. | 1,000 | 0 0 | 1,000 | 0 0 | 2,000 | 0 0 |
| Kokatahi River to Hokitika River .. | 970 | 0 0 | .. | .. | 970 | 0 0 | .. | .. | 970 | 0 0 |
| Moeraki Crossing to Otumotu .. | .. | .. | 3 | 15 0 | 3 | 15 0 | 1,496 | 5 0 | 1,500 | 0 0 |
| Carried forward .. | 213,718 | 1 4 | 27,259 | 12 7 | 240,977 | 13 11 | 48,052 | 1 4 | 289,029 | 15 3 |

TABLE No. 4—continued.
STATEMENT showing the EXPENDITURE ON ROADS, &c.—continued.

| | Expenditure to 31st March, 1884. | | Expenditure during 12 Months ended 31st March, 1885. | | Total Expenditure to 31st March, 1885. | | Liabilities on Authorities, Contracts, &c., 31st March, 1885. | | Total Expenditure and Liabilities. | |
|--|----------------------------------|-------|--|-------|--|-------|---|-------|------------------------------------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| ROADS TO OPEN UP LANDS BEFORE SALE—continued. | | | | | | | | | | |
| Brought forward .. | 213,718 | 1 4 | 27,259 | 12 7 | 240,977 | 13 11 | 48,052 | 1 4 | 289,029 | 15 3 |
| Middle Island—continued. | | | | | | | | | | |
| Westland—continued. | | | | | | | | | | |
| Mount Bonar to Pocrua River .. | 900 | 0 0 | .. | .. | 900 | 0 0 | .. | .. | 900 | 0 0 |
| Wataroa and Waitangi-taone .. | 1,500 | 0 0 | .. | .. | 1,500 | 0 0 | .. | .. | 1,500 | 0 0 |
| Miscellaneous .. | .. | .. | 279 | 15 6 | 279 | 15 6 | .. | .. | 279 | 15 6 |
| Canterbury— | | | | | | | | | | |
| Mathias Pass Road .. | 2,046 | 15 10 | .. | .. | 2,046 | 15 10 | .. | .. | 2,046 | 15 10 |
| To Upper Ashley over Kuku Pass .. | 6,143 | 3 5 | 1,550 | 0 0 | 7,693 | 3 5 | 200 | 0 0 | 7,893 | 3 5 |
| Irrigation works, Eyre and Waimakariri .. | 224 | 0 0 | 2,500 | 0 0 | 2,724 | 0 0 | 276 | 0 0 | 3,000 | 0 0 |
| Oxford Bush to Upper Ashley .. | 1,496 | 2 3 | 1,900 | 0 0 | 3,396 | 2 3 | 603 | 17 9 | 4,000 | 0 0 |
| Burke's Pass, Mackenzie County .. | .. | .. | 249 | 18 10 | 249 | 18 10 | 350 | 1 2 | 600 | 0 0 |
| To deferred-payment lands, Teviotdale .. | 1,326 | 16 8 | 437 | 8 3 | 1,764 | 4 11 | .. | .. | 1,764 | 4 11 |
| To deferred-payment lands, Waikari .. | 782 | 14 7 | 2 | 4 6 | 784 | 19 1 | .. | .. | 784 | 19 1 |
| To village and deferred-payment blocks .. | 1,166 | 15 10 | 83 | 0 0 | 1,249 | 15 10 | 120 | 4 2 | 1,370 | 0 0 |
| Blackford to Redcliffe .. | .. | .. | .. | .. | .. | .. | 300 | 0 0 | 300 | 0 0 |
| Blackhill's Road .. | .. | .. | 97 | 6 5 | 97 | 6 5 | 122 | 13 7 | 220 | 0 0 |
| Miscellaneous .. | 866 | 1 0 | 203 | 2 0 | 1,069 | 3 0 | 145 | 18 0 | 1,215 | 1 0 |
| Otago— | | | | | | | | | | |
| Beaumont to Miller's Flat .. | 3,500 | 0 0 | .. | .. | 3,500 | 0 0 | 2,000 | 0 0 | 5,500 | 0 0 |
| Through Blocks VIII. and X., Bengers Run 106 .. | 1,000 | 0 0 | .. | .. | 1,000 | 0 0 | .. | .. | 1,000 | 0 0 |
| Kelso to Greenvale .. | 500 | 0 0 | .. | .. | 500 | 0 0 | .. | .. | 500 | 0 0 |
| Tapanui Railway to Run 140 .. | 1,000 | 0 0 | 145 | 2 3 | 1,145 | 2 3 | .. | .. | 1,145 | 2 3 |
| To open up Otago and Southland runs .. | 12,898 | 13 1 | 43 | 2 6 | 12,941 | 15 7 | 300 | 0 0 | 13,241 | 15 7 |
| Through Runs 171 and 171A .. | 1,500 | 0 0 | .. | .. | 1,500 | 0 0 | .. | .. | 1,500 | 0 0 |
| Otara to Waikawa, and bridge over Tokanui Creek .. | 1,000 | 0 0 | .. | .. | 1,000 | 0 0 | .. | .. | 1,000 | 0 0 |
| Arrowtown to Crown Terrace .. | 1,500 | 0 0 | .. | .. | 1,500 | 0 0 | .. | .. | 1,500 | 0 0 |
| Waitahuna to Run 52c .. | 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 |
| Education reserves .. | 1,698 | 0 6 | 123 | 3 3 | 1,821 | 3 9 | .. | .. | 1,821 | 3 9 |
| Through Runs 177 and 257 .. | .. | .. | .. | .. | .. | .. | 3,000 | 0 0 | 3,000 | 0 0 |
| Glenorchy up Rees and Dart .. | .. | .. | 321 | 12 10 | 321 | 12 10 | 1,168 | 7 2 | 1,490 | 0 0 |
| Lauder Block .. | .. | .. | .. | .. | .. | .. | 800 | 0 0 | 800 | 0 0 |
| Upper Clutha Blocks .. | .. | .. | .. | .. | .. | .. | 500 | 0 0 | 500 | 0 0 |
| Waikaia Bush to Clutha Valley .. | .. | .. | 1,000 | 0 0 | 1,000 | 0 0 | 1,000 | 0 0 | 2,000 | 0 0 |
| Miscellaneous .. | 1,000 | 0 0 | 2,351 | 6 2 | 3,351 | 6 2 | 598 | 13 10 | 3,950 | 0 0 |
| Southland— | | | | | | | | | | |
| Seaward Forest to coast .. | 4,264 | 15 11 | 100 | 0 0 | 4,364 | 15 11 | 1,419 | 0 0 | 5,783 | 15 11 |
| Forest Hill Tramway .. | 6,180 | 11 11 | 3,318 | 2 5 | 9,498 | 14 4 | 2,169 | 4 3 | 11,667 | 18 7 |
| Waikawa to Catlin's .. | 2 | 14 0 | .. | .. | 2 | 14 0 | 1,278 | 6 0 | 1,281 | 0 0 |
| Orepuki to Waiau .. | 900 | 0 0 | .. | .. | 900 | 0 0 | .. | .. | 900 | 0 0 |
| Branch Road to Forest Hill .. | 1,187 | 19 5 | 307 | 0 | 1,494 | 19 5 | .. | .. | 1,494 | 19 5 |
| Tomogalak Creek to deferred-payment land .. | 499 | 5 6 | .. | .. | 499 | 5 6 | .. | .. | 499 | 5 6 |
| Bay Road to Otara Bush .. | 859 | 18 3 | 320 | 0 0 | 1,179 | 18 3 | .. | .. | 1,179 | 18 3 |
| Bush land east of Makarewa .. | 324 | 6 8 | 195 | 13 4 | 520 | 0 0 | .. | .. | 520 | 0 0 |
| Port William to Halfmoon Bay .. | 250 | 0 0 | .. | .. | 250 | 0 0 | .. | .. | 250 | 0 0 |
| Wynndham, via Mimiha to Otaraia .. | .. | .. | .. | .. | .. | .. | 400 | 0 0 | 400 | 0 0 |
| Waikaka to Pyramid .. | .. | .. | .. | .. | .. | .. | 200 | 0 0 | 200 | 0 0 |
| Pyramid Bridge to Waikaia .. | .. | .. | .. | .. | .. | .. | 200 | 0 0 | 200 | 0 0 |
| Wendonside .. | .. | .. | .. | .. | .. | .. | 100 | 0 0 | 100 | 0 0 |
| Pyramid Bridge .. | .. | .. | .. | .. | .. | .. | 850 | 0 0 | 850 | 0 0 |
| Sundry roads .. | 1,644 | 5 7 | 6,526 | 14 0 | 8,170 | 19 7 | 3,918 | 1 11 | 12,089 | 1 6 |
| Totals .. | 277,081 | 1 9 | 49,314 | 4 10 | 326,395 | 6 7 | 70,072 | 9 3 | 396,467 | 15 9 |

TABLE No. 5.

STATEMENT showing the EXPENDITURE on GOLDFIELDS ROADS (Class VII.) out of Immigration and Public Works Loan to 31st March, 1885, and LIABILITIES on that date.

| | Expenditure to 31st March, 1884. | | | Expenditure during Twelve Months ending 31st March, 1885. | | | Total Expenditure to 31st March, 1885. | | | Liabilities on Authorities, Contracts, &c., 31st March, 1885. | | | Total Expenditure and Liabilities. | | |
|--|----------------------------------|----------|----------|---|----------|----------|--|-----------|----------|---|----------|----------|------------------------------------|-----------|----------|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| ROADS ON GOLDFIELDS— | | | | | | | | | | | | | | | |
| Sundry roads | 8,518 | 6 | 0 | .. | .. | .. | 8,518 | 6 | 0 | .. | .. | .. | 8,518 | 6 | 0 |
| Moiety of subsidies towards the construction of tracks and minor works, upon a subscription of one-third being contributed | 9,433 | 5 | 4 | 6,306 | 9 | 4 | 15,739 | 14 | 8 | 16,705 | 0 | 0 | 32,444 | 14 | 8 |
| AUCKLAND— | | | | | | | | | | | | | | | |
| Assistance to Piako County Council towards constructing tramway from Te Aroha Mountain to batteries | 6,000 | 0 | 0 | .. | .. | .. | 6,000 | 0 | 0 | .. | .. | .. | 6,000 | 0 | 0 |
| NELSON— | | | | | | | | | | | | | | | |
| Mokihinui quartz reefs to Specimen Creek | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,500 | 0 | 0 | 1,500 | 0 | 0 |
| Lyell to Mokihinui <i>via</i> Eight-Mile | 1,494 | 17 | 6 | 1,705 | 0 | 0 | 3,199 | 17 | 6 | 600 | 0 | 0 | 3,799 | 17 | 6 |
| Mokihinui to Karamea <i>via</i> Rough-and-Tumble | 2,611 | 8 | 7 | 1,206 | 13 | 4 | 3,818 | 1 | 11 | 5,000 | 0 | 0 | 8,818 | 1 | 11 |
| Brighton to Seventeen-Mile Beach <i>via</i> Terraces | 585 | 19 | 8 | 613 | 9 | 8 | 1,199 | 9 | 4 | 151 | 0 | 0 | 1,350 | 9 | 4 |
| Cobden to Seventeen-Mile Bush | 58 | 8 | 6 | 1,095 | 14 | 10 | 1,154 | 3 | 4 | 505 | 0 | 0 | 1,659 | 3 | 4 |
| Ahaura to Amuri | .. | .. | .. | 78 | 9 | 6 | 78 | 9 | 6 | 2,226 | 0 | 0 | 2,304 | 9 | 6 |
| WESTLAND— | | | | | | | | | | | | | | | |
| Cedar Creek Road | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,000 | 0 | 0 | 3,000 | 0 | 0 |
| MARLBOROUGH— | | | | | | | | | | | | | | | |
| Wakamarina Valley | .. | .. | .. | 11 | 0 | 0 | 11 | 0 | 0 | 9 | 0 | 0 | 20 | 0 | 0 |
| CANTERBURY— | | | | | | | | | | | | | | | |
| Road to open up Wilberforce Reefs | .. | .. | .. | 12 | 10 | 0 | 12 | 10 | 0 | 1,000 | 0 | 0 | 1,012 | 10 | .. |
| OTAGO— | | | | | | | | | | | | | | | |
| Arrowtown to Macetown Quartz Reefs and Motatapu Bush | 5,543 | 15 | 2 | 3,726 | 11 | 6 | 9,270 | 6 | 8 | .. | .. | .. | 9,270 | 6 | 8 |
| Arthur's Point to Skipper's | 1,795 | 6 | 11 | 874 | 10 | 4 | 2,669 | 17 | 3 | 2,426 | 0 | 0 | 5,095 | 17 | 3 |
| Totals | 36,041 | 7 | 8 | 15,630 | 8 | 6 | 51,671 | 16 | 2 | 33,122 | 0 | 0 | 84,793 | 16 | 2 |

TABLE No. 6.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Immigration and Public Works Loan to 31st March, 1885, and the LIABILITIES on that Date.

| | Total Expenditure to 31st March, 1884. | | | Expenditure for Year ended 31st March, 1885. | | | Total Expenditure to 31st March, 1885. | | | Liabilities on Authorities, Contracts, &c., 31st March, 1885. | | | Total Expenditure and Liabilities. | | |
|--|--|----------|----------|--|----------|----------|--|----------|----------|---|----------|----------|------------------------------------|----------|----------|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Judicial | 189,555 | 0 | 4 | 12,227 | 3 | 8 | 201,782 | 4 | 0 | 6,049 | 0 | 5 | 207,831 | 4 | 5 |
| Postal and Telegraphic | 122,586 | 2 | 8 | 8,955 | 0 | 6 | 131,541 | 3 | 2 | 50 | 13 | 6 | 131,591 | 16 | 8 |
| Customs | 3,820 | 10 | 11 | 829 | 17 | 3 | 4,650 | 8 | 2 | 87 | 13 | 1 | 4,738 | 1 | 3 |
| Offices for Public Departments | 144,928 | 6 | 8 | .. | .. | .. | 144,928 | 6 | 8 | .. | .. | .. | 144,928 | 6 | 8 |
| Lunatic Asylums | 201,050 | 6 | 6 | 24,992 | 3 | 3 | 226,042 | 9 | 9 | 1,079 | 8 | 9 | 227,121 | 18 | 6 |
| School-buildings | 598,175 | 1 | 9 | 66,068 | 15 | 3 | 664,243 | 17 | 0 | 2,230 | 0 | 0 | 666,473 | 17 | 0 |
| Hospitals | 16,983 | 5 | 9 | 3,791 | 15 | 1 | 20,775 | 0 | 10 | 921 | 13 | 4 | 21,696 | 14 | 2 |
| Miscellaneous | 9,838 | 14 | 10 | .. | .. | .. | 9,838 | 14 | 10 | .. | .. | .. | 9,838 | 14 | 10 |
| Quarantine Stations | 2,814 | 15 | 9 | 313 | 12 | 8 | 3,128 | 8 | 5 | 5 | 12 | 6 | 3,134 | 0 | 11 |
| Survey | 53 | 8 | 11 | .. | .. | .. | 53 | 8 | 11 | .. | .. | .. | 53 | 8 | 11 |
| Parliament Buildings | 13,747 | 11 | 4 | 182 | 14 | 4 | 13,930 | 5 | 8 | .. | .. | .. | 13,930 | 5 | 8 |
| Totals | 1,803,553 | 5 | 5 | 117,361 | 2 | 0 | 1,420,914 | 7 | 5 | 10,424 | 1 | 7 | 1,431,338 | 9 | 0 |

TABLE NO. 7.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLD FIELDS out of Immigration and Public Works Loan to 31st March, 1885, and the LIABILITIES on that Date.

| LOCALITY AND NAME OF RACE. | EXPENDITURE. | | | | LIABILITIES. | | | Total Expenditure and Liabilities. | |
|--|-----------------------------------|-------------|-----------------------------------|--------------|--------------|--------------|------------|------------------------------------|---------|
| | Survey and Construction, 1870-84. | | Survey and Construction, 1884-85. | | Totals. | Authorities. | Contracts. | | Totals. |
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | | | | |
| NORTH ISLAND. | | | | | | | | | |
| AWKLAND PROVINCIAL DISTRICT— | | | | | | | | | |
| Thames | 80,708 19 3 | .. .. . | 80,708 19 3 | .. .. . | 80,708 19 3 | .. .. . | .. .. . | 80,708 19 3 | |
| MIDDLE ISLAND. | | | | | | | | | |
| WESTLAND PROVINCIAL DISTRICT— | | | | | | | | | |
| Hohonu | 3 7 0 | 1,955 12 1 | .. .. . | 1,958 19 1 | .. .. . | .. .. . | .. .. . | 1,958 19 1 | |
| Hibernian | 12 5 8 | 1,992 14 8 | .. .. . | 2,005 0 4 | .. .. . | .. .. . | .. .. . | 2,005 0 4 | |
| New River | 21 5 0 | 3,496 0 3 | .. .. . | 3,517 5 3 | .. .. . | .. .. . | .. .. . | 3,517 5 3 | |
| Waimea | 173,043 12 3 | .. .. . | 32 18 4 | 173,076 10 7 | .. .. . | .. .. . | .. .. . | 173,076 10 7 | |
| Mikonui | 16,613 7 10 | .. .. . | 5,405 4 6 | 22,018 12 4 | 686 0 0 | 2,409 0 0 | 3,095 0 0 | 25,113 12 4 | |
| Kanieri | 1 5 6 | 10,310 18 4 | .. .. . | 10,312 3 10 | .. .. . | .. .. . | .. .. . | 10,312 3 10 | |
| Kumara Sludge-channel No. 2. | .. .. . | .. .. . | .. .. . | .. .. . | 2,000 0 0 | .. .. . | 2,000 0 0 | 2,000 0 0 | |
| NELSON PROVINCIAL DISTRICT— | | | | | | | | | |
| Nelson Creek | 89,833 19 7 | .. .. . | .. .. . | 89,833 19 7 | .. .. . | .. .. . | .. .. . | 89,833 19 7 | |
| Napoleon Hill | 257 16 7 | .. .. . | .. .. . | 257 16 7 | .. .. . | .. .. . | .. .. . | 257 16 7 | |
| Charleston Four-Mile | 12,563 0 2 | .. .. . | 180 16 7 | 12,743 16 9 | 1,274 0 0 | .. .. . | 1,274 0 0 | 14,017 16 9 | |
| Black's Point | 244 9 0 | .. .. . | .. .. . | 244 9 0 | .. .. . | .. .. . | .. .. . | 244 9 0 | |
| OTAGO PROVINCIAL DISTRICT— | | | | | | | | | |
| Mount Ida | 62,666 8 8 | .. .. . | 2,400 0 0 | 65,066 8 8 | .. .. . | .. .. . | .. .. . | 65,066 8 8 | |
| Arrow .. .. . | .. .. . | 612 10 0 | .. .. . | 612 10 0 | .. .. . | .. .. . | .. .. . | 612 10 0 | |
| 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 | 11,263 1 0 | .. .. . | .. .. . | 200 0 0 | .. .. . | .. .. . | .. .. . | 200 0 0 | |
| Lawrence Drainage Channel .. .. . | .. .. . | 2,000 0 0 | .. .. . | 2,000 0 0 | .. .. . | .. .. . | .. .. . | 2,000 0 0 | |
| Ophi Tail-race .. .. . | .. .. . | .. .. . | .. .. . | .. .. . | 1,000 0 0 | .. .. . | 1,000 0 0 | 1,000 0 0 | |
| DEPARTMENTAL— | | | | | | | | | |
| Salaries, Travelling, Advertising, &c. | 6,505 3 10 | .. .. . | 10 2 4 | 6,515 6 2 | .. .. . | .. .. . | .. .. . | 6,515 6 2 | |
| TOTALS | 373,033 3 3 | 80,457 8 5 | 8,029 1 9 | 411,519 13 5 | 4,960 0 0 | 2,409 0 0 | 7,369 0 0 | 418,888 13 5 | |
| SUMMARY. | | | | | | | | | |
| NORTH ISLAND | 80,708 19 3 | .. .. . | .. .. . | 80,708 19 3 | .. .. . | .. .. . | .. .. . | 80,708 19 3 | |
| MIDDLE ISLAND | 373,033 3 3 | 80,457 8 5 | 8,029 1 9 | 411,519 13 5 | 4,960 0 0 | 2,409 0 0 | 7,369 0 0 | 418,888 13 5 | |
| TOTALS | 453,742 2 6 | 80,457 8 5 | 8,029 1 9 | 492,228 12 8 | 4,960 0 0 | 2,409 0 0 | 7,369 0 0 | 499,597 12 8 | |

TABLE No. 8.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Immigration and Public Works Loan to 31st March, 1885, and the LIABILITIES on that Date.

| Line. | Miles of | | Expenditure during Twelve Months ended 31st March, 1885. | Total Expenditure and Liabilities. |
|---|----------|-------|--|------------------------------------|
| | Poles. | Wire. | | |
| Expenditure to the 31st March, 1884 | | | £ s. d. | £ s. d. |
| Mangapai Line | .. | .. | 58 1 2 | 458,217 17 3 |
| Puhoi " | .. | .. | 21 14 5 | |
| Raglan " | 35 | 36 | 1,195 14 5 | |
| Kyber " | .. | .. | 32 16 3 | |
| Avondale " | .. | .. | 49 13 1 | |
| Rotorua Loop " | .. | 6 | 84 2 2 | |
| Morrinsville " | 11 | 11 | 554 6 7 | |
| Wade " | 2 | 7 | 44 0 10 | |
| Auckland South (Alternate Line) | .. | .. | 326 11 9 | |
| Okaihau Line | 7 | 8 | 304 1 6 | |
| Ravensbourne " | .. | 2½ | 36 11 6 | |
| Okaiawa " | .. | .. | 262 5 2 | |
| Danevirk " | 12 | 12 | 462 6 11 | |
| Opua " | 6 | 7 | 94 3 3 | |
| Kurow " | .. | .. | 503 19 7 | |
| Lawrence to Waipori | .. | .. | 301 5 5 | |
| Taradale Line | 3½ | 4½ | 488 1 0 | |
| Tapu " | .. | 12 | 128 4 11 | |
| Somes Island Cable | .. | .. | 81 0 6 | |
| Motupiko to Sherry Line | .. | .. | 194 17 2 | |
| Dillman's Town " | 2 | 2 | 88 5 9 | |
| Port Molyneux " | .. | .. | 3 15 6 | |
| Seacliff " | .. | .. | 2 12 11 | |
| Bluff Signal Station | 3 | 3 | 113 17 0 | |
| Akaroa Lighthouse | .. | .. | 431 12 6 | |
| Havelock Line | .. | 3½ | 122 12 5 | |
| Stony Creek Line | .. | .. | 22 1 7 | |
| Koronui " | .. | .. | 475 5 10 | |
| Makaraka " | .. | .. | 1 7 6 | |
| View Hill " | .. | .. | 392 3 1 | |
| Fern Flat " | .. | .. | 67 19 2 | |
| Kanieri " | .. | 3 | 169 4 7 | |
| Christchurch to Oamaru Wire | .. | 147 | 1,411 8 8 | |
| Fairlie Creek Line | 9½ | 9½ | 534 3 2 | |
| Pukerau " | 8½ | 8½ | 49 1 0 | |
| Riversdale " | 18 | 18 | 621 7 10 | |
| Queenstown to Kinloch | .. | .. | 7 5 0 | |
| Frankton Line | 5 | 5 | 162 1 6 | |
| Wairau to Spring Creek | 5½ | 11 | 363 17 1 | |
| Howick Line | .. | .. | 81 1 4 | |
| Tahoraite Line | .. | .. | 39 5 9 | |
| Wainuiomata Line | .. | .. | 14 2 0 | |
| Heriot to Kelso | .. | .. | 1 19 0 | |
| Railway Wires | .. | .. | 420 11 7 | |
| Telephone Exchanges | .. | .. | 14,880 4 3 | |
| Stock in hand | .. | .. | 98 1 2 | |
| | | | | 25,799 4 9 |
| Liabilities on 31st March, 1885 | .. | .. | .. | 484,017 2 0 |
| | | | | 6,000 0 0 |
| Total Expenditure and Liabilities | .. | .. | .. | £490,017 2 0 |

TABLE No. 9.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES and HARBOUR WORKS out of Immigration and Public Works Loan to 31st March, 1885, and the LIABILITIES on that Date.

| | Total Net Expenditure to 31st March, 1884. | | Net Expenditure during 12 Months ended 31st March, 1885. | | Total Expenditure to 31st March, 1885. | | Liabilities on Authorities, Contracts, &c., to 31st March, 1885. | | Total Expenditure and Liabilities. | |
|--|--|----------|--|------------|--|-------------|--|-------------|------------------------------------|-------------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| LIGHTHOUSES. | | | | | | | | | | |
| Akaroa | 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 |
| Cape Egmont | 3,354 | 6 4 | .. | .. | 3,354 | 6 4 | .. | .. | 3,354 | 6 4 |
| Cape Foulwind | 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 |
| Cape Saunders | 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 |
| French Pass Beacon | 668 | 15 8 | .. | .. | 668 | 15 8 | .. | .. | 668 | 15 8 |
| French Pass | 321 | 15 3 | 1,106 | 2 2 | 1,427 | 17 5 | .. | .. | 1,427 | 17 5 |
| Hokitika | 801 | 9 7 | .. | .. | 801 | 9 7 | .. | .. | 801 | 9 7 |
| Jackson's Reef Beacon | 377 | 3 1 | 314 | 6 3 | 691 | 9 4 | .. | .. | 691 | 9 4 |
| Kaipara | 695 | 3 4 | 4,876 | 4 8 | 5,571 | 8 0 | .. | .. | 5,571 | 8 0 |
| Marine Store | 499 | 11 3 | .. | .. | 499 | 11 3 | .. | .. | 499 | 11 3 |
| Moeraki | 2,943 | 1 11 | .. | .. | 2,943 | 1 11 | .. | .. | 2,943 | 1 11 |
| Mokohinau | 8,185 | 11 0 | .. | .. | 8,185 | 11 0 | .. | .. | 8,185 | 11 0 |
| Portland Island | 6,554 | 14 5 | .. | .. | 6,554 | 14 5 | .. | .. | 6,554 | 14 5 |
| Puysegur Point | 9,958 | 19 5 | .. | .. | 9,958 | 19 5 | .. | .. | 9,958 | 19 5 |
| Stephen's Island | 70 | 18 1 | .. | .. | 70 | 18 1 | .. | .. | 70 | 18 1 |
| Timaru | 1,116 | 17 3 | .. | .. | 1,116 | 17 3 | .. | .. | 1,116 | 17 3 |
| Tiritiri Cable | .. | .. | 1,085 | 19 6 | 1,085 | 19 6 | .. | .. | 1,085 | 19 6 |
| Tory Channel | 353 | 7 7 | .. | .. | 353 | 7 7 | .. | .. | 353 | 7 7 |
| Waipapapa Point | 5,969 | 18 11 | .. | .. | 5,969 | 18 11 | .. | .. | 5,969 | 18 11 |
| Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella" .. | 20,590 | 5 9 | .. | .. | 20,590 | 5 9 | .. | .. | 20,590 | 5 9 |
| HARBOUR WORKS. | | | | | | | | | | |
| Pollock Wharf, Manukau | 150 | 0 0 | .. | .. | 150 | 0 0 | .. | .. | 150 | 0 0 |
| Wharf, Whangarei Heads | 600 | 0 0 | .. | .. | 600 | 0 0 | .. | .. | 600 | 0 0 |
| Matakana Wharf | 556 | 10 3 | .. | .. | 556 | 10 3 | .. | .. | 556 | 10 3 |
| Straightening Waiuku Channel | 357 | 11 6 | .. | .. | 357 | 11 6 | .. | .. | 357 | 11 6 |
| Coromandel Wharf | Cr. 0 | 10 0 | .. | .. | Cr. 0 | 10 0 | .. | .. | Cr. 0 | 10 0 |
| Waitara Harbour | 2,000 | 0 0 | .. | .. | 2,000 | 0 0 | .. | .. | 2,000 | 0 0 |
| Removing eel-weirs, Patea River | 50 | 0 0 | .. | .. | 50 | 0 0 | .. | .. | 50 | 0 0 |
| Napier Harbour Works | 328 | 0 0 | .. | .. | 328 | 0 0 | .. | .. | 328 | 0 0 |
| Castlepoint Jetty | 35 | 1 7 | 16 | 12 6 | 51 | 14 1 | .. | .. | 51 | 14 1 |
| Kaikoura Jetty and Harbour | 2,693 | 14 10 | .. | .. | 2,693 | 14 10 | .. | .. | 2,693 | 14 10 |
| Pictou, removal of old wharf | 94 | 0 0 | .. | .. | 94 | 0 0 | .. | .. | 94 | 0 0 |
| Collingwood Harbour Works | 707 | 7 2 | 30 | 0 0 | 737 | 7 2 | .. | .. | 737 | 7 2 |
| Wharf at Karamea | .. | .. | .. | .. | .. | .. | 75 | 0 0 | 75 | 0 0 |
| Westport Harbour Works | 8,467 | 9 11 | 5,125 | 11 8 | 13,593 | 1 7 | 613 | 19 7 | 14,207 | 1 2 |
| Greymouth Harbour Works | 121,665 | 6 0 | 5,352 | 14 2 | 127,018 | 0 2 | 356 | 2 10 | 127,374 | 3 0 |
| Hokitika Harbour Works | 43,000 | 0 0 | 6,525 | 0 0 | 49,525 | 0 0 | 3,475 | 0 0 | 53,000 | 0 0 |
| Timaru Harbour Works | 100,000 | 0 0 | .. | .. | 100,000 | 0 0 | .. | .. | 100,000 | 0 0 |
| Removal of rock, Martin's Bay | 5 | 0 0 | .. | .. | 5 | 0 0 | .. | .. | 5 | 0 0 |
| Port Levy Jetty | 250 | 0 0 | .. | .. | 250 | 0 0 | .. | .. | 250 | 0 0 |
| Toitoto Jetty | 1,000 | 0 0 | .. | .. | 1,000 | 0 0 | .. | .. | 1,000 | 0 0 |
| Balclutha Jetty | 250 | 0 0 | .. | .. | 250 | 0 0 | .. | .. | 250 | 0 0 |
| Removal of rocks, Catlin's River | 277 | 19 0 | .. | .. | 277 | 19 0 | .. | .. | 277 | 19 0 |
| Jetty at Catlin's River | 1,015 | 7 7 | .. | .. | 1,015 | 7 7 | .. | .. | 1,015 | 7 7 |
| Queenstown Beacon | 35 | 0 0 | .. | .. | 35 | 0 0 | .. | .. | 35 | 0 0 |
| Queenstown Jetty | 297 | 8 0 | .. | .. | 297 | 8 0 | .. | .. | 297 | 8 0 |
| Jackson's Bay Jetty | 32 | 6 4 | .. | .. | 32 | 6 4 | .. | .. | 32 | 6 4 |
| Harbour Defences | 42,630 | 6 10 | 9,600 | 16 1 | 52,231 | 2 11 | 114,700 | 4 6 | 166,931 | 7 5 |
| Miscellaneous | 400 | 0 0 | .. | .. | 400 | 0 0 | .. | .. | 400 | 0 0 |
| Totals | 428,586 | 3 | 34,033 | 7 0 | 462,619 | 10 3 | 119,220 | 6 11 | 581,839 | 17 2 |

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PUBLIC WORKS DEPARTMENT.

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APPENDICES TO THE PUBLIC WORKS STATEMENT, 1885.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE IMMIGRATION AND PUBLIC WORKS LOAN
FOR THE YEAR 1884-85.*Prepared in compliance with Section 8 of "The Public Works Act, 1882."*

SIR,—

Public Works Department, Wellington, 1st June, 1885.

In compliance with the 8th section of "The Public Works Act, 1882," 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, 1884."

I have, &c.,

EDWARD RICHARDSON,
Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT of NET EXPENDITURE on GOVERNMENT WORKS for the Year 1884-85 out of IMMIGRATION and PUBLIC WORKS LOAN, to be forwarded to the Audit in compliance with Section 8 of "The Public Works Act, 1882."

| CLASS. | SUMMARY. | NET EXPENDITURE. | |
|--------|---|------------------|-------|
| | | £ | s. d. |
| III. | RAILWAYS | 676,806 | 4 1 |
| IV. | SURVEYS | 17,851 | 3 1 |
| V. | ROADS | 290,136 | 8 5 |
| VI. | WATERWORKS ON GOLDFIELDS | 8,029 | 1 9 |
| VIII. | TELEGRAPH EXTENSION | 25,799 | 4 9 |
| IX. | PUBLIC BUILDINGS | 117,361 | 2 0 |
| X. | LIGHTHOUSES AND HARBOUR WORKS | 34,033 | 7 0 |
| | TOTAL NET EXPENDITURE ON WORKS OUT OF IMMIGRATION AND PUBLIC WORKS LOAN | 1,170,016 | 11 1 |

Public Works Department,
1st June, 1885.W. A. THOMAS,
Accountant, Public Works.

Examined and found correct.

JAMES EDWARD FITZGERALD,
Controller and Auditor-General.

19th June, 1885.

Appendix A—continued.
PUBLIC WORKS NET EXPENDITURE, 1884—85.

| Vote. | Particulars. | Appropriation. | Expended out of Appropriation. |
|--|---|----------------|--------------------------------------|
| CLASS III.—RAILWAYS. | | | |
| 71 | Kawakawa | £ 9,700 0 0 | £ 6,165 9 11 |
| 72 | Whangarei to Kamo | 2,100 0 0 | 649 9 3 |
| 73 | Huntly Branch | 10,000 0 0 | 34 10 11 |
| 74 | Hamilton to Cambridge | 17,900 0 0 | 17,673 17 10 |
| 75 | Hamilton to Grahamstown | 78,600 0 0 | 35,543 15 0 |
| 76 | Napier to Woodville and Bunnythorpe | 78,300 0 0 | 32,178 17 2 |
| 77 | Wellington to Woodville | 68,000 0 0 | 45,466 17 10 |
| 78 | New Plymouth to Foxton | 80,000 0 0 | 55,049 2 10 |
| 79 | Wellington to Foxton | 1,100 0 0 | 212 1 11 |
| 80 | Main Trunk Line | 50,000 0 0 | 2,440 19 3 |
| 81 | Nelson to Roundell | 9,800 0 0 | 7,500 0 7 |
| 82 | Greymouth to Reefton | 1,000 0 0 | 590 9 11 |
| 83 | Greymouth to Hokitika | 6,000 0 0 | 1,104 16 0 |
| 84 | Picton Southward | 35,900 0 0 | 3,503 6 7 |
| 85 | Hurunui Northward | 25,600 0 0 | 18,495 5 7 |
| 86 | Hurunui to Waipara | 19,300 0 0 | 11,139 12 9 |
| 87 | Upper Ashburton Branch | 10,000 0 0 | 216 14 3 |
| 88 | Lincoln to Little River | 24,700 0 0 | 11,875 0 0 |
| 89 | Albury Branch Extension | 2,500 0 0 | 2,063 15 1 |
| 90 | Oxford to Sheffield | 5,600 0 0 | 2,325 1 5 |
| 91 | Livingstone Branch | 26,000 0 0 | 6,687 7 8 |
| 92 | Palmerston to Waihemo | 6,100 0 0 | 2,332 11 9 |
| 93 | Catlin's River Branch | 12,300 0 0 | 1,262 17 0 |
| 94 | Waipahi to Heriot Burn | 1,400 0 0 | 1,240 1 8 |
| 95 | Edendale to Toitoto | 5,900 0 0 | 1,031 17 10 |
| 96 | Otago Central | 165,000 0 0 | 28,098 14 5 |
| 97 | Lumsden to Mararoa | 5,000 0 0 | .. |
| 98 | Gore to Kelso | 900 0 0 | 234 2 10 |
| 99 | Waimea to Switzer's | 12,000 0 0 | 1,762 2 1 |
| 100 | Seaward Bush | 11,000 0 0 | 4,022 2 8 |
| 101 | Riverton to Orepuki | 13,500 0 0 | 7,605 14 6 |
| 102 | Additions to Open Lines,— Kawakawa | | 721 12 4 |
| | Whangarei to Kamo | | .. |
| | Kaipara to Waikato | | 40,801 6 0 |
| | Napier to Woodville | | 4,614 14 3 |
| | Wellington to Woodville | | 6,041 0 1 |
| | Foxton to New Plymouth | | 14,046 14 3 |
| | Nelson to Belgrove | 303,538 0 0 | 578 9 4 |
| | Picton to Blenheim | | 379 2 6 |
| | Westport to Ngakawau | | 360 15 1 |
| | Greymouth to Brunner | | 5,769 15 1 |
| | Hurunui to Waitaki and Branches | | 14,122 2 9 |
| | Waitaki to Bluff and Branches | | 48,469 2 4 |
| | Invercargill to Kingston with Branches, including Western Railways.. .. . | | 4,421 7 4 |
| 103 | Permanent-way, sleepers, &c. | 455,778 0 0 | 227,973 6 3 |
| | Total Appropriation and Expenditure, Class III. .. | 1,549,516 0 0 | 676,806 4 1 |
| CLASS IV.—SURVEYS OF NEW LINES OF RAILWAYS. | | | |
| 104 | Surveys of new lines, North Island | 16,200 0 0 | 9,077 8 1 |
| 105 | Surveys of new lines, Middle Island | 12,000 0 0 | 8,773 15 0 |
| | Total Appropriation and Expenditure, Class IV. .. | 28,200 0 0 | 17,851 3 1 |
| CLASS V.—ROADS. | | | |
| 106 | North of Auckland | 103,800 0 0 | 34,571 1 9 |
| 107 | Main roads | 56,600 0 0 | 30,380 7 2 |
| 108 | Miscellaneous roads and bridges | 96,919 0 0 | 37,164 17 0 |
| 109 | Grants-in-aid, under "The Roads and Bridges Construction Act, 1882" | 304,200 0 0 | 123,075 9 2 |
| 110 | Roads to open up lands before sale | 146,828 0 0 | 49,314 4 10 |
| 111 | Roads on goldfields | 49,181 0 0 | 15,630 8 6 |
| | Total Appropriation and Expenditure, Class V. .. | 757,528 0 0 | 290,136 8 5 |
| CLASS VI.—WATERWORKS ON GOLDFIELDS. | | | |
| 112 | Waterworks on goldfields | 15,857 0 0 | 8,029 1 9 |
| CLASS VIII.—TELEGRAPH EXTENSION. | | | |
| 114 | Telegraph extension | 31,352 0 0 | 25,799 4 9 |
| CLASS IX.—PUBLIC BUILDINGS. | | | |
| 115 | Judicial | 29,026 0 0 | 12,227 3 8 |
| 116 | Postal and Telegraph | 9,711 0 0 | 8,955 0 6 |
| 117 | Customs | 1,319 0 0 | 829 17 3 |
| 118 | Survey | 3,300 0 0 | .. |
| 119 | Lunatic asylums | 52,700 0 0 | 24,992 3 3 |
| 120 | Hospitals | 13,000 0 0 | 3,791 15 1 |
| 121 | Quarantine stations | 1,000 0 0 | 313 12 8 |
| 122 | School buildings | 68,300 0 0 | 66,068 15 3 |
| 123 | Parliamentary Buildings | 250 0 0 | 182 14 4 |
| | Total Appropriation and Expenditure, Class IX. .. | 178,606 0 0 | 117,361 2 0 |
| CLASS X.—LIGHTHOUSES AND HARBOURS. | | | |
| 124 | Lighthouses | 16,116 0 0 | 7,382 12 7 |
| 125 | Harbour works | 41,300 0 0 | 26,650 14 5 |
| | Total Appropriation and Expenditure, Class X. .. | 57,416 0 0 | 34,033 7 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, 1885, prepared in terms of Section 9, Subsection (2), of "The Public Revenues Act, 1882," and forwarded, as therein provided, to the Audit Office.

| Class. | Votes. | Summary. | Total. |
|--------|---------|---|--------------|
| | | <i>Public Works Fund—</i> | |
| II. | 70 | Departmental | £ 778 14 3 |
| III. | 71-103 | Railways | 496,593 3 11 |
| IV. | 104-105 | Surveys, New Lines | 931 15 11 |
| V. | 106-109 | Roads | 110,929 14 0 |
| IX. | 115-123 | Public Buildings | 10,424 1 7 |
| X. | 125 | Harbour Works | 119,220 6 11 |
| | | Roads and Bridges Construction Act | 166,329 5 5 |
| | | | £905,207 2 0 |
| XI. | 55-77 | <i>Consolidated Fund—</i> Government Domains, Public Buildings, and Miscellaneous Services | £12,261 7 5 |

| Vote No. | Name of Vote. | Works under Contract. | Material, Wages, Salaries, &c. | Material from England. | Total. |
|--------------------|------------------------------------|-----------------------|--------------------------------|------------------------|--------------|
| | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| PUBLIC WORKS FUND. | | | | | |
| | Departmental— | | | | |
| 70 | Head Office | | 774 1 2 | 4 13 1 | 778 14 3 |
| | Railways— | | | | |
| 71 | Kiwakawa | | 3,050 7 3 | | 3,050 7 3 |
| 72 | Whangarei-Kamo | 768 2 8 | 398 9 0 | | 1,166 11 8 |
| 73 | Huntly Branch | | 115 9 1 | | 115 9 1 |
| 74 | Hamilton-Cambridge | 29 7 0 | 1,335 2 7 | | 1,364 9 7 |
| 75 | Hamilton-Grahamstown | 9,255 11 5 | 2,368 7 6 | 2 4 7 | 11,626 3 6 |
| 76 | Napier-Woodville, &c. | 957 0 11 | 3,165 4 10 | | 4,122 5 9 |
| 77 | Wellington-Woodville | 21,510 13 4 | 9,180 4 2 | 34 7 8 | 30,725 5 2 |
| 78 | New Plymouth-Foxton | 5,077 18 9 | 7,228 18 5 | | 12,306 17 2 |
| 79 | Wellington-Foxton | | 864 0 10 | | 864 0 10 |
| 80 | Main Trunk Line, &c. | 715 10 0 | 11,431 12 5 | | 12,147 2 5 |
| 81 | Nelson-Roundell | 630 8 0 | 238 16 8 | | 869 4 8 |
| 82 | Greymouth-Reefton | | 29 0 6 | | 29 0 6 |
| 83 | Greymouth-Hokitika | | 101 9 0 | | 101 9 0 |
| 84 | Pictou, Southward | 15,237 6 8 | 291 13 7 | | 15,529 0 3 |
| 85 | Hurumui, Northward | 1,160 14 3 | 15 6 1 | | 1,176 0 4 |
| 86 | Hurumui-Waipara | 8,079 0 0 | 152 4 5 | | 8,231 4 5 |
| 87 | Upper Ashburton Branch | 622 0 0 | 299 10 10 | | 921 10 10 |
| 88 | Lincoln-Little River | | 900 15 9 | | 900 15 9 |
| 89 | Albury Branch Extension | | 204 1 5 | | 204 1 5 |
| 90 | Oxford, Sheffield, &c. | 1,847 10 0 | 205 15 6 | | 2,053 5 6 |
| 91 | Livingstone Branch | 1,170 15 0 | 242 8 3 | | 1,413 3 3 |
| 92 | Palmerston-Waihemo | 6,639 18 8 | 128 12 0 | | 6,768 10 8 |
| 93 | Catlin's River Branch | 6,509 1 9 | 2,526 18 9 | | 9,036 0 6 |
| 94 | Waipahi-Heriot Burn | | 175 19 10 | | 175 19 10 |
| 95 | Edendale-Toitois | | 31 6 3 | | 31 6 3 |
| 96 | Otago Central | 99,586 12 8 | 2,013 2 5 | | 101,599 15 1 |
| 97 | Lumsden-Mararoa | | 90 0 0 | | 90 0 0 |
| 98 | Gore-Kelso | | 469 0 5 | | 469 0 5 |
| 99 | Waiuea-Switzer's | | 13 2 6 | | 13 2 6 |
| 100 | Seaward Bush | 536 16 8 | 583 12 4 | | 1,120 9 0 |
| 101 | Riverton-Orepuki | 2,152 12 6 | 1,069 12 2 | | 3,222 4 8 |
| 102 | Works on Open Lines | 26,008 18 1 | 57,436 6 11 | 117 14 1 | 83,562 19 1 |
| 103 | Permanent-way, &c. | 36,531 6 0 | 46,774 0 5 | 98,281 1 2 | 181,586 7 7 |
| | | 245,027 4 4 | 153,130 12 1 | 98,435 7 6 | 496,593 3 11 |
| | Surveys, New Lines— | | | | |
| 104 | Surveys, North Island | | 897 13 4 | | 897 13 4 |
| 105 | " Middle Island | | 34 2 7 | | 34 2 7 |
| | | | 931 15 11 | | 931 15 11 |
| | Roads— | | | | |
| 106 | Roads, North of Auckland | | 66,301 0 7 | | 66,301 0 7 |
| 107 | Main Roads | 3,811 1 6 | 11,388 0 9 | 9 4 5 | 15,208 6 8 |
| 108 | Miscellaneous Roads, &c. | 21,238 7 1 | 7,369 16 9 | 812 2 11 | 29,420 6 9 |
| 109 | Grants in aid | | | | |
| | | 25,049 8 7 | 85,058 18 1 | 821 7 4 | 10,929 14 0 |
| | Public Buildings— | | | | |
| 115 | Judicial--Courthouses, &c. | 235 0 0 | 5,814 0 5 | | 6,049 0 5 |
| 116 | Post and Telegraph | | 50 13 6 | | 50 13 6 |
| 117 | Customs | 70 0 0 | 17 13 1 | | 87 13 1 |
| 118 | Survey | | | | |
| 119 | Lunatic Asylums | 75 0 0 | 1,004 8 9 | | 1,079 8 9 |
| 120 | Hospitals, &c. | | 921 13 4 | | 921 13 4 |
| 121 | Quarantine Stations | | 5 12 6 | | 5 12 6 |
| 122 | School Buildings* | | 2,230 0 0 | | 2,230 0 0 |
| 123 | Parliamentary Buildings | | | | |
| | | 380 0 0 | 10,044 1 7 | | 10,424 1 7 |
| | Harbour Works— | | | | |
| 125 | Harbour Works.. .. . | 728 16 0 | 8,491 10 11 | 110,000 0 0 | 119,220 6 11 |
| | Roads and Bridges Construction Act | | | | 166,329 5 5 |
| | CONSOLIDATED FUND. | | | | |
| 55 | Government Domains | | 138 7 0 | | 138 7 0 |
| 56 | Public Buildings | 537 6 0 | 9,937 14 7 | | 10,475 0 7 |
| 57 | Miscellaneous Services | | 1,647 19 10 | | 1,647 19 10 |
| | | 537 6 0 | 11,724 1 5 | | 12,261 7 5 |

*The vote for school buildings is under the control of the Minister for Education, but the liabilities on that vote are included in the above statement for the purpose of showing the total liabilities on account of public buildings.

W. A. THOMAS,
Accountant, Public Works.

Public Works Department, 30th April, 1885.

APPENDIX C.

SCHEDULE of RAILWAY CONTRACTS CURRENT on the 1st April, 1884, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1885.

| Date of Contract. | Lines of Railway and ranches. | 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. |
|-------------------|-------------------------------|---------------------------------------|--------------|---------------------|--------------------------------|-----------------------------|---------------------------|------------------------------|---------------------|--|
| | | | | M. ch. lk. | M. ch. lk. | | | | £ s. d. | |
| March 7, 1884 | Kawakawa .. | No. 42, Station-buildings .. | .. | .. | .. | John J. Friar .. | April 28, 1884 | July 31, 1884 | 1,169 0 0 | |
| Nov. 20, " | " .. | Water Supply and Manager's Office | .. | .. | .. | " .. | Jan. 8, 1885 | Jan. 31, 1885 | 241 3 2 | |
| Feb. 21, " | Hamilton-Cambridge | Cambridge Station-buildings .. | F. & P.L. | 11 62 50 | 3 20 0 | William Lovett | July 18, 1884 | Sept. 29, 1884 | 7,790 15 0 | |
| March 7, " | " .. | Cambridge Station Water-supply | .. | .. | .. | John J. O'Brien | July 1, " | Sept. 29, " | 5,455 15 0 | |
| May 2, " | " .. | Cambridge Station Water-supply | .. | .. | .. | Philip Cooper.. | July 1, " | July 12, " | 133 10 0 | |
| Sept. 9, " | " .. | Water Supply, Steel's Junction | .. | .. | .. | D. Henderson.. | Oct. 9, " | Nov. 5, " | 190 17 0 | |
| | Hamilton-Grahams-town- | | | | | | | | | |
| May 22, 1883 | Hamilton-Te Aroha | Te Aroha Bridge .. | F. & P.L. | 0 8 50 | .. | Hector Reid .. | Jan. 11, " | Sept. 30, 1884 | 4,924 0 0 | |
| May 13, " | " .. | Waihou .. | Formation | 12 3 0 | .. | Hunt White .. | Jan. 25, " | Sept. 8, " | 12,648 10 8 | |
| Dec. 10, " | " .. | Eureka .. | P.L. | 16 73 0 | 2 64 0 | G. Mullinger and Co. | Aug. 5, " | Sept. 2, " | 11,943 0 0 | |
| Feb. 22, 1884 | " .. | Eureka Station-buildings, No. 1 | .. | .. | .. | W. Cameron .. | July 18, " | Aug. 2, " | 2,822 0 0 | |
| March 8, " | " .. | Ditto, No. 2 | .. | .. | .. | Price and Malcolm | Aug. 3, " | Nov. 1, " | 4,827 0 0 | |
| Sept. 24, " | " .. | Water-supply, Morrinsville | .. | .. | .. | " .. | Oct. 18, " | Oct. 30, " | 107 19 0 | |
| Sept. 24, " | " .. | Coal-store at Hamilton | .. | .. | .. | " .. | Oct. 22, " | Nov. 7, " | 185 13 0 | |
| Feb. 22, 1883 | Te Aroha-Thames .. | Kanaeranga .. | F. & P.L. | 4 40 0 | 1 35 0 | Robinson and Gordon | Aug. 13, 1883 | Mar. 10, 1885 | 7,117 10 3 | |
| May 7, " | Napier-Woodville | Awapurua Bridge .. | Formation | 0 49 0 | .. | H. McKenzie and Co. | April 27, 1884 | June 20, 1884 | 7,412 7 5 | |
| Dec. 1, " | " .. | Tahoraite Station-buildings | .. | .. | .. | Alexander & McFarlane | March 28, " | June 4, " | 2,710 8 0 | ½ contract charged against Wellington - Woodville Railway. |
| March 12, " | " .. | Tahoraite Station-buildings, No. 2 | .. | .. | .. | " .. | June 4, " | June 4, " | 516 9 0 | |
| June 27, 1884 | " .. | Danevirik .. | P.L. | 7 43 0 | 1 10 0 | D. Glendinning | Oct. 24, " | Nov. 29, " | 2,933 0 0 | |
| Aug. 27, " | " .. | Bush-felling, Tahoraite | .. | .. | .. | Ormond Brothers and McMahon | Oct. 31, " | Oct. 31, " | 96 0 0 | |
| Aug. 25, " | " .. | " .. | .. | .. | .. | Eneas McFall | Oct. 81, " | Dec. 19, " | 410 0 0 | Part contract. |
| March 3, 1885 | " .. | 4 Air-locks and 2 Pneumatic Apparatus | .. | .. | .. | Kincaid, McQueen, & Co. | April 23, 1885 | .. | 212 13 6 | |
| May 7, 1883 | Wellington-Woodville | Awapurua Bridge .. | Formation | 0 49 0 | .. | H. McKenzie and Co. | April 27, 1884 | .. | 7,412 0 0 | ½ contract charged against Napier-Woodville. |
| Feb. 19, 1884 | " .. | Kopuaranga .. | " .. | 8 9 0 | .. | T. H. Downes.. | Aug. 18, 1885 | .. | 31,425 0 10 | |
| Nov. 12, " | " .. | Cast-iron Cylinders, Waipoua Bridge | .. | .. | .. | Kincaid, McQueen, & Co. | March 3, " | .. | 1,112 19 0 | |
| March 3, 1885 | " .. | 4 Air-locks and 2 Pneumatic Apparatus | .. | .. | .. | " .. | April 25, " | .. | 212 13 6 | Part contract. |
| Dec. 10, 1883 | Foxton-New Plymouth | Tangahoe .. | F. & P.L. | 6 37 40 | 0 40 0 | W. G. Bassett | Oct. 26, 1884 | Mar. 27, 1885 | 27,825 0 0 | |
| Jan. 26, 1884 | " .. | Carting 13,900 Sleepers | .. | .. | .. | Alexander O'Donnell | April 23, " | May 1, 1884 | 173 15 0 | |
| Jan. 3, 1885 | " .. | Tangahoe Station-buildings | .. | .. | .. | Alexander & McFarlane | March 20, 1885 | .. | 840 2 2 | |

| Date | Project | Location | Formation | Value | Contractor | Start | End | Value | Notes |
|----------------|--------------------------|--|-------------------------------|---------|-------------------------|----------------|---------------|--------------|---------------------|
| July 3, 1883 | Nelson-Roundell | Wai-iti | Formation | 2 47 0 | Mace and Bassett | Dec. 25, 1884 | Feb. 5, 1885 | 10,692 0 0 | |
| Oct. 1, 1884 | Grey-mouth-Hokitika | Hokitika-Stafford Street | " | 0 71 0 | W. Whitem | March 29, " | June 4, 1884 | 1,180 11 6 | |
| July 9, 1884 | Pictou Southwards | Dashwood | " | 3 40 0 | Parker and Maddock | July 9, 1886 | July 4, 1884 | 17,746 6 8 | |
| Jan. 12, 1882 | Hurunu Northwards | Balmoral | F. and S. | 8 40 0 | Miller and Smillie | Jan. 3, 1885 | Feb. 18, 1885 | 18,958 0 9 | |
| Dec. 22, 1884 | Hurunu-Waipara | Hurunu River Bridge | " | 1 14 50 | H. McKenzie and Co. | Aug. 14, 1883 | Feb. 18, 1885 | 6,986 0 0 | Contract cancelled. |
| Dec. 5, " | " | Horsley Downs | P.L. & S. | 1 14 50 | Jesse Coates | June 21, 1884 | July 23, 1884 | 3,677 19 0 | |
| Feb. 28, 1885 | Upper Ashburton Branch | Hurunu | F., P.L., & Bridge | .. | Stocks and Wallace | Sept. 26, 1885 | .. | 9,190 0 0 | |
| March 13, 1884 | Lincoln-Little River | Fencing Branch Line | Formation | 1 0 0 | R. Alcorn | May 28, " | .. | 622 0 0 | |
| Dec. 27, 1883 | Albury Branch Extension | Lake Forsyth Extension | Formation | .. | Stocks and Wallace | Aug. 13, 1884 | Nov. 20, 1884 | 6,440 0 0 | |
| March 5, 1885 | Whitecliffs Extension | Station-buildings, No. 3 | " | 0 24 0 | Bignell and Winsley | April 21, " | April 30, " | 1,284 1 6 | |
| April 12, 1883 | Livingstone Branch | Whitecliffs Extension | F. & Bdge. | 5 55 0 | Jesse Coates | July 23, 1885 | .. | 1,847 10 0 | |
| June 3, 1884 | Palmerston-Waihemo | Windsor Section Tunnel, No. 2 | F. & Bdgcs. | 6 76 0 | Cuthbert and Stewart | March 31, " | .. | 6,311 0 0 | |
| Nov. 28, " | Catlin's River Branch | Dunbarck, No. 2 | P.L. & S. | 0 40 0 | Miller and Smillie | April 6, 1884 | April 6, 1884 | 4,131 5 1 | |
| Feb. 14, 1885 | Edendale-Toitois | Puerua | F., Bdgcs. P.L., and Stations | 0 39 0 | Alexander Watson | July 25, " | .. | 6,887 18 8 | |
| May 19, 1879 | Otago Central | Edendale Stationmaster's House | Formation | 6 65 0 | James McNicol | May 11, " | .. | 289 13 8 | |
| March 8, 1884 | " | Wingatui | " | 9 12 65 | D. McKenzie | Jan. 16, 1881 | Aug. 16, 1884 | 48,839 7 10 | |
| Nov. 19, " | " | Deep Stream (completion) | Formation | .. | Collier and Clephane | June 8, 1885 | .. | 23,924 8 6 | |
| Dec. 24, " | " | Nenthorn | " | 5 66 0 | R. Meikie and Co. | May 3, 1886 | .. | 42,833 0 0 | |
| March 5, " | " | Hindon Section Tunnels | " | .. | C. and W. Gore | May 15, " | .. | 20,560 11 4 | |
| Jan. 6, 1885 | " | Deep Stream (completion) | " | .. | Miller and Smillie | Aug. 22, " | .. | 32,874 13 0 | |
| March 8, " | " | Wingatui Viaduct | " | .. | R. S. Sparrow and Co. | Sept. 23, 1885 | .. | 13,922 14 10 | |
| March 5, " | " | 4 Air-locks and 2 Pneumatic Apparatus | " | .. | Kincaid, McQueen, & Co. | April 29, 1885 | .. | 212 13 6 | |
| June 28, 1888 | Waimea-Switzer's | Hindon | Formation | 2 65 16 | Mathison Brothers | March 3, 1886 | .. | 10,790 0 0 | |
| March 23, " | Seaward Bush | Riversdale | " | 7 0 0 | J. Anderson | June 19, 1884 | Sept. 4, 1884 | 2,896 9 8 | |
| July 11, " | " | Appleby | " | 2 40 0 | H. Jaggars | Dec. 19, 1883 | April 24, " | 2,208 0 0 | |
| March 25, 1884 | Riverton-Orepuki | Waimatua | " | 10 30 0 | John Concher | March 11, 1885 | .. | 2,771 16 8 | |
| Dec. 17, " | Additions to Open Lines— | Pahia Permanent-way | P.L. | .. | John Campbell | Dec. 15, 1884 | .. | 4,417 0 6 | |
| Feb. 28, " | Kaipara-Waikato | Station-buildings | " | .. | John Campbell | April 6, 1885 | .. | 2,751 0 0 | |
| Feb. 21, " | " | Drainage, Ohinewai Lake to Waikato River | " | .. | Isaac Coates | April 29, 1884 | May 1, 1884 | 72 1 8 | |
| March 8, " | " | Timber, Auckland Passenger-station | " | .. | P. and J. Bartholomew | June 50, " | Oct. 16, " | 1,490 19 7 | |
| April 16, " | " | Newmarket Workshops, No. 2 | " | .. | Price and Malcolm | June 4, " | Aug. 30, " | 1,177 0 0 | |
| July 11, " | " | Booms and Timber-slip | " | .. | Wells and Gardiner | July 16, " | Nov. 24, " | 1,747 6 8 | |
| July 30, " | " | Fencing, Waikomiti | " | .. | Samuel White | Sept. 10, " | Sept. 10, " | 50 0 0 | |
| Aug. 16, " | " | Auckland Passenger-station | " | .. | William Ahern | Nov. 21, 1885 | .. | 12,168 3 7 | |
| Sept. 27, " | " | Reclamation-wall Gap, Auckland Station | " | .. | James Ferguson | Oct. 13, 1884 | Nov. 29, 1884 | 257 15 0 | |
| Oct. 7, " | " | Fencing at Russell's, Pukekohe | " | .. | T. H. Wilkinson | Dec. 13, " | .. | 144 14 0 | |
| Oct. 13, " | " | Fencing, Kumeu | " | .. | R. Hill, jun. | Jan. 2, 1885 | Dec. 31, 1884 | 290 0 0 | |
| Feb. 13, 1885 | " | Workmen's Cottages at Huntly | " | .. | A. J. Chalmers | Jan. 7, " | Mar. 5, 1885 | 383 8 6 | |
| Feb. 13, 1885 | " | Stationmaster's House at Purose | " | .. | J. Cornwell | April 11, " | .. | 394 0 0 | |

Contract determined, and relet to Miller and Smillie. (See below.)
Part contract.

SCHEDULE of RAILWAY CONTRACTS CURRENT, ETC.—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. |
|-------------------|-----------------------------------|---|--------------|---------------------|--------------------------------|-------------------------|-----------------------------|------------------------------|---------------------|----------|
| | | | | M. ch. lk. | M. ch. lk. | | | | £ s. d. | |
| March 25, " | Additions to Open Lines | Porter's Cottage, Te Awamutu | .. | .. | .. | John M. Lord | May 18, " | .. | 204 11 2 | |
| March 18, 1884 | Napier-Woodville .. | Napier Station (Additions) .. | .. | .. | .. | Lucas and Humphreys | May 12, 1884 | June 30, 1884 | 588 0 0 | |
| Feb. 25, " | Wellington - Woodville | 2 Platelayers' Cottages, Summit | .. | .. | .. | Alexander Leslie | June 2, " | June 2, " | 394 0 0 | |
| March 27, " | " | Woodside Water-supply .. | .. | .. | .. | G. Remington | June 4, " | Aug. 1, " | 695 0 0 | |
| June 25, " | " | Ngahauranga Bridges .. | .. | .. | .. | J. Saunders | Sept. 19, " | Oct. 27, " | 1,139 17 6 | |
| Nov. 24, " | " | Wellington Station Platform | .. | .. | .. | J. P. Shields | Dec. 13, " | Dec. 23, " | 96 9 9 | |
| March 14, " | Foxton-New Plymouth | Fencing Land between Foxton and Camarvon | .. | .. | .. | Nelson and Jensen | June 11, " | July 26, " | 87 10 0 | |
| April 24, " | " | Additions to Goods-shed, Palmerston North | .. | .. | .. | Falloon and O'Donnell | July 3, " | July 3, " | 248 8 5 | |
| Feb. 9, 1885 | " | Fencing at Orana Bridge .. | .. | .. | .. | Bredow and O'Grady | May 6, 1885 | .. | 55 0 0 | |
| March 25, " | " | Mangahua Outlet Drain .. | .. | .. | .. | " | April 20, " | .. | 222 0 0 | |
| Oct. 25, 1884 | " | Hawera Engine-shed (additions) | .. | .. | .. | Woods and Co. | Dec. 19, 1884 | Dec. 22, 1884 | 225 0 0 | |
| Oct. 29, 1883 | Greymouth - Brunton | Johnston Street Wharf .. | .. | .. | .. | J. Goodfellow | Oct. 22, " | Feb. 11, 1885 | 5,234 14 0 | |
| Aug. 15, " | Waitaki-Bluff, Palmerston-Clinton | Piers, &c., Dunedin Station Overbridge | .. | .. | .. | F. Siedeberg | Oct. 14, 1884 | Dec. 6, 1884 | 10,631 0 0 | |
| Sept. 7, " | " | Iron Piers, &c., Dunedin Station Overbridge | .. | .. | .. | Kineaid, McQueen, & Co. | March 6, 1885 | .. | 13,826 19 8 | |
| Nov. 6, " | " | Brick Goods-shed, Dunedin Station | .. | .. | .. | F. Siedeberg | May 6, 1884 | Sept. 30, 1884 | 6,835 0 0 | |
| March 10, 1884 | " | Foundations, Dunedin Station | .. | .. | .. | W. Carlton | June 10, " | May 23, " | 1,256 14 0 | |
| Feb. 14, 1885 | Edendale-Toitoto .. | Edendale Stationmaster's House | .. | .. | .. | James McNicol | May 11, 1885 | .. | 289 13 8 | |
| Jan. 15, 1884 | Invercargill - Kingston | Goods-shed and Approach, Otautau | .. | .. | .. | McLeod and Shaw | May 12, 1884 | May 10, 1884 | 631 10 5 | |
| Dec. 15, " | Otautau-Nightcaps | Woodlaw Goods-shed .. | .. | .. | .. | Reid Brothers | March 11, 1885 | Mar. 13, 1885 | 266 0 0 | |
| May 1, " | Permanent-way, &c... | 25 sets Points and Crossings | .. | .. | .. | Kineaid, McQueen, & Co. | June 25, 1884 | June 25, 1884 | 325 0 0 | |
| Sept. 8, " | " | Freight on Rails, ex "Gairymede," Wellington to Waitara | .. | .. | .. | D. Williamson | 8 weeks from final receipt | Nov. 30, " | 150 0 0 | |
| Oct. 1, " | " | Freight on Rails, ex "Pleione," Wellington to Waitara | .. | .. | .. | " | 10 weeks from final receipt | Jan. 14, 1885 | 150 0 0 | |
| Feb. 20, " | " | Freight on 282 tons Rails, Wellington to Waitara | .. | .. | .. | " | 8 weeks from final receipt | April 30, 1884 | 282 16 6 | |
| Jan. 2, 1885 | " | Freight on 159 tons Rails, ex "Helen Denny," Wellington to Napier | .. | .. | .. | " | " | Mar. 2, 1885 | 144 0 0 | |
| Jan. 19, " | " | Freight on 381 tons Rails, Wellington to Hokitika | .. | .. | .. | John H. Cock | 12 weeks from final receipt | Mar. 26, 1885 | 395 0 0 | |

APPENDIX D.
SCHEDULE of SLEEPER CONTRACTS and DELIVERIES on 1st April, 1884, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1885.

| 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 of Completion. | Total delivered to Date. | Remarks. |
|--------------------------------|---------------------------------------|-------------------------|--|-------------------|---|---|---------------------|--------------------------|------------|
| NORTH ISLAND. | | | | | | | | | |
| AUCKLAND DISTRICT. | | | | | | | | | |
| 20 March, 1885 | John Moore .. | Manku .. | { 2,000 totara* 4,000 puniri† | s. d. 3 6) | Pukekohe .. | .. | 27 Feb., 1886 | Nil | .. |
| 6 " " | Waikato Timber Co. .. | Auckland .. | 30,000 totara* | 4 6) | Ngaurawahia .. | .. | 27 " " | " " | .. |
| 5 " " | New Zealand Timber Co. .. | " .. | 30,000 kauri* | 3 9) | Auckland .. | .. | 27 " " | " " | .. |
| HAWKE'S BAY DISTRICT. | | | | | | | | | |
| 17 Jan., 1884 | C. Weber .. | Napier .. | { 4,000 totara* 1,000 totara† | 2 9) | Makotuku .. | .. | 7 May, 1884 | 1,300 | Completed. |
| 8 " " | F. H. Stevens .. | Makotuku .. | 2,000 totara† | 2 4) | Danevirik .. | .. | 8 " " | 2,000 | " " |
| 14 Mar., 1884 | Henderson Brothers and Wratte .. | Danevirik .. | 1,000 totara* | 2 9) | " .. | .. | 14 " " | 1,000 | " " |
| 14 " " | J. Halvorsen .. | " .. | 1,000 totara† | 2 4) | " .. | .. | 14 " " | 1,000 | " " |
| " July, 1885 | F. H. Stevens .. | Makotuku .. | 15,936 totara* | 2 6) | Danevirik .. | .. | 1 Mar., 1885 | 15,936 | " " |
| 1 August, 1884 | H. Carlson .. | Danevirik .. | 2,000 totara† | 2 5) | Mangatera .. | .. | 30 Sept., 1884 | 2,000 | " " |
| 1 " " | B. Billings .. | " .. | 1,000 totara† | 2 4) | " .. | .. | 30 " " | 1,000 | " " |
| 1 September, 1884 | D. McCallum .. | " .. | 2,000 totara* | 2 6) | Danevirik .. | .. | 31 Dec., 1884 | 2,000 | " " |
| 1 May, 1884 | P. Kiley .. | Makotuku .. | 987 totara† | £10 per 100 | Mangatewainui .. | .. | 25 July, 1884 | 987 | " " |
| 1 " " | J. Halvorsen .. | Danevirik .. | 1,007 totara† | 1 3) | Danevirik .. | .. | 4 June, 1884 | 1,007 | " " |
| WANGANUI DISTRICT. | | | | | | | | | |
| 4 March, 1885 | Alexander Bell .. | Halcombe .. | 15,000 totara* | 3 6) | Halcombe .. | .. | 4 Mar., 1886 | Nil | .. |
| 4 " " | Alfred Grammer .. | Ashurst .. | 7,000 totara* | 3 3) | Terrace End, Palmerston N. .. | .. | 4 " " | " " | .. |
| 4 " " | Whibley Brothers .. | " .. | 1,000 totara* | 3 3) | " .. | .. | 4 " " | " " | .. |
| 5 May, 1883 | John Smith .. | Heathcote, Christchurch | 5,000 matai | 3 6) | Christchurch .. | .. | 5 Nov., 1883 | 5,000 | Completed. |
| MIDDLE ISLAND. | | | | | | | | | |
| CANTERBURY DISTRICT. | | | | | | | | | |
| 16 June, 1882 | J. M. Watson .. | Dunedin .. | 50,000 creosoted sleepers | 3 2) | Dunedin, Christchurch, Port Chalmers, or Invercargill | .. | 15 June, 1883 | .. | Abandoned. |
| 26 March, 1884 | Dunedin Iron and Wood-ware Company .. | " .. | 40,000 jarrah | 4 11) | Dunedin .. | { 12,500 first six months; 12,500 every two months after | 26 Mar., 1885 | 49,943 | Completed. |
| 16 May, 1883 | James Calder .. | Riverton .. | 10,000 matai | 3 0) | Riverton-Orepuki Railway .. | 2,000 first two months; 2,000 per month after | 5 Nov., 1883 | 10,000 | " " |
| OTAGO DISTRICT. | | | | | | | | | |

* Sawd.

† Split.

‡ Hewn.

APPENDIX E.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS CURRENT on the 1st April, 1884, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1885.

| 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. |
|-------------------|---------------------------------------|--|-----------------------------|-----------------------------|------------------------------|---------------------|----------------|
| | | | | | | £ s. d. | |
| Jan. 9, 1884 | Roads and Bridges North of Auckland | No. 121, Whangarei to Kawakawa | J. A. McLeod | June 30, 1884 | Oct. 8, 1884 | 1,579 7 0 | |
| June 2, " | " | No. 125, Port Albert Wharf | Young and Russell | Oct. 16, " | Dec. 23, " | 591 3 4 | |
| " | " | Marsden Point Wharf | M. McInnes | " | Sept. 25, " | 1,256 0 0 | |
| March 14, 1884 | Main Roads— | Formation No. 2, Whakatane-Opotiki | J. R. Rushton | Sept. 4, 1884 | Nov. 21, " | 820 0 0 | |
| March 15, " | Tauranga-East Cape | Pelorus Cart-bridge | Maddock and Stevens | March 10, 1885 | " | 1,312 0 0 | |
| March 18, " | Pelorus District and Rai Valley | Collins | J. W. Hughes | Jan. 15, " | March 14, 1885 | 2,631 7 4 | |
| March 18, " | " | Rai Saddle | " | Jan. 15, " | " | 2,853 13 4 | |
| March 19, " | Hokitika-Christchurch | Completion Taiapo Timber Bridge | Foldie and Kirkpatrick | June 30, 1884 | " | 1,408 2 0 | |
| Aug. 16, " | " | Bridge over Smooth Wainihini | M. O'Connor | Jan. 13, 1885 | Jan. 13, 1885 | 830 10 0 | |
| Oct. 14, " | " | Freight on Bridge-material, Wellington to Hokitika | John H. Cock | 12 weeks from final receipt | Dec. 11, 1884 | 263 0 0 | |
| March 3, 1885 | " | 4 Air-locks and 2 Sets Pneumatic Apparatus | Kincaid, McQueen, and Co. | April 23, 1885 | " | 70 17 10 | Part contract. |
| Feb. 17, " | Miscellaneous Roads— | Rebuilding Drury Bridge | J. J. Marshall | May 11, " | " | 435 0 0 | |
| March 22, 1883 | Great South Road | No. 5, Pukekohe-Waikuku | John Moore | June 13, 1883 | April 4, 1884 | 571 9 11 | |
| March 20, " | " | No. 7, " | May, King, and Barriball | June 13, " | May 8, " | 727 16 0 | |
| March 20, " | " | No. 10, " | " | June 13, " | April 10, " | 554 0 0 | |
| March 20, " | " | No. 11, " | " | June 13, " | April 10, " | 288 0 0 | |
| June 28, 1884 | " | Binding of Metal | A. May, jun. | Sept. 21, 1884 | Dec. 9, " | 58 16 0 | |
| Jan. 17, " | Raglan-Waipua | No. 1 Repairs, Raglan-Waipua Road | T. Cassidy | April 9, " | March 25, " | 353 13 5 | |
| March 10, " | Sundry Roads, Auckland | Karamu Road-diversion | Kay and Miller | Sept. 3, " | Dec. 24, " | 823 7 0 | |
| April 8, " | " | Te Ngae Bridge | T. H. Smith | June 26, " | July 25, " | 144 8 0 | |
| Aug. 22, 1883 | Roads, Lower Moutere | Diversion and Repairs, No. 2 | G. Morley | March 23, " | April 26, " | 775 19 4 | |
| April 5, " | Bridge over Wairau | Wairau Cart-bridge | Blackie and Malcolm | April 2, " | April 7, " | 3,599 10 3 | |
| March 15, 1884 | Bridge over Clarence | Clarence Bridge | " | May 16, 1886 | " | 11,871 15 1 | |
| March 16, 1885 | Kaikoura to Wairau | Quail Range Section | P. Honeybone | Oct. 23, 1885 | " | 3,568 0 0 | |
| Jan. 10, " | Bridge over Taieri | Taieri Bridge | W. Rhodes | Oct. 9, " | " | 5,731 19 8 | |
| March 7, 1883 | Harbour Works— | Stone Contract, No. 3 | Tavendale, Hurst, and party | Aug. 9, 1883 | May 8, 1884 | 2,250 0 0 | |
| " | Westport | " | " | " | " | " | |
| Oct. 5, 1883 | Miscellaneous Services, Middle Island | Flood-channel Bridge, Rakaia Gorge | H. Daulby | April 1, 1884 | Sept. 16, 1884 | 2,102 15 0 | |

CONSOLIDATED FUND.

APPENDIX F.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1884, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1885.

| Date of Contract. | Name of Contract. | Name of Contractor. | Contract to be completed. | Date when Contract was completed. | Amount of Contract. |
|-------------------|---------------------------------|------------------------|---------------------------|-----------------------------------|---------------------|
| AUCKLAND. | | | | | |
| 12 March, 1884 | Mangonui Bridle-track ... | Richards and White... | 30 June, 1884 | 30 Mar., 1884 | £ s. d. 361 4 6 |
| 15 Feb., 1885 | Ormond to Opotiki, Nos. 7-8 ... | J. White ... | 31 Aug., 1885 | ... | 3,541 2 6 |
| 7 Jan., 1883 | " " Nos. 5-6 ... | ... | 30 June, 1884 | 12 May, 1884 | 1,700 0 0 |
| 22 Nov., " | Te Aroha Drainage, No. 5 ... | J. Stanley ... | 22 May, " | 31 Mar., 1885 | 911 8 2 |
| 21 May, " | " " No. 1 ... | O. McCabe ... | 21 Aug., 1883 | 31 Mar., " | 393 10 0 |
| 15 Feb., 1885 | Okaihū to Victoria, No. 1 ... | Fraser and Macdonald | 31 Aug., 1885 | ... | 285 4 0 |
| 15 Feb., " | " " No. 2 ... | McKenzie & McInnes | 31 Aug., " | ... | 515 17 0 |
| 15 Feb., " | " " No. 3 ... | Fraser and Macdonald | 31 Aug., " | ... | 448 1 6 |
| 31 Jan., 1884 | " " No. 114 ... | J. Anderson ... | 31 May, " | ... | 388 12 0 |
| 1 Dec., " | Otongo Bridge ... | J. Monro ... | 30 April, " | ... | 132 0 0 |
| 1 Feb., 1885 | Whau Bridge ... | Wells and Gardner ... | 31 Mar., " | 31 Mar., 1885 | 375 13 10 |
| HAWKE'S BAY. | | | | | |
| 12 Jan., 1884 | Puketoi Bush, No. 3 ... | — McDonald ... | 31 May, 1884 | 30 June, 1884 | 180 0 0 |
| 12 Jan., " | " " No. 4 ... | Kotch and Co. ... | 31 May, " | 30 June, " | 120 7 6 |
| 12 Jan., " | " " No. 6 ... | Buchanan and Co. ... | 31 May, " | 30 June, " | 92 2 0 |
| 12 Jan., " | " " No. 7 ... | A. Gilmour ... | 31 May, " | 30 June, " | 37 0 0 |
| 1 Dec., " | Tautane Roads, Nos. 4-7 ... | Sidwell and Co. ... | 30 Sept., 1885 | ... | 1,096 0 0 |
| 1 Mar., 1885 | " " No. 8 ... | M. Deck ... | 31 July, " | ... | 567 10 0 |
| 1 March, " | " " No. 9 ... | J. Cripps ... | 31 July, " | ... | 460 0 0 |
| 5 Jan., " | Maharahara Block, Nos. 2-6 ... | Miller and Jansen ... | 30 June, " | ... | 995 15 0 |
| 5 Jan., " | Umutaoroa Block, Nos. 1-4 ... | Beaumont and Co. ... | 30 June, " | ... | 638 6 8 |
| WELLINGTON. | | | | | |
| 20 Feb., 1885 | Mangaone Roads, No. 2 ... | Handbrook and Co. ... | 30 June, 1885 | ... | 259 4 4 |
| 20 Feb., " | " " No. 3 ... | J. McCarthy ... | 30 June, " | ... | 133 8 1 |
| 20 Feb., " | " " No. 5 ... | Brightwell and Co. ... | 30 June, " | ... | 234 6 7 |
| NELSON. | | | | | |
| 31 March, 1885 | Takaka Bridge ... | Manson Brothers ... | 31 Oct., 1885 | ... | 3,308 10 4 |
| CANTERBURY. | | | | | |
| 1 Aug., 1884 | Teviotdale Road ... | H. Mackle ... | 31 Dec., 1885 | 31 Jan., 1885 | 247 12 3 |
| WESTLAND. | | | | | |
| 1 March, 1885 | Moeraki to Otamotu ... | P. Jameson ... | 31 Dec., 1885 | ... | 1,386 15 0 |
| SOUTHLAND. | | | | | |
| Nov., 1883 | Forest Hill Tramway, No. 2 ... | H. Jaggars... .. | Nov., 1884 | ... | 5,455 2 8 |

APPENDIX G.

SCHEDULE of CONTRACTS for WATER-RACES current on the 1st April, 1884, and CONTRACTS entered into by the MINISTER of MINES during the Year ended 31st March, 1885.

| Date of Contract. | Name of Water-race. | Name of Contract. | Name of Contractor. | Contract to be completed. | Date Contract was completed. | Amount of Contract. | Additions authorized. |
|-------------------|---------------------|-------------------|-----------------------|---------------------------|------------------------------|-----------------------|-----------------------|
| June 23, 1883 | Mikonui Water-race | Section 7-1 .. | Pearce and Buckingham | Dec. 15, 1885 | .. | £ s. d. 4,743 15 0 | £ s. d. 2,200 0 0 |
| Dec. 15, " | " | Section 7-2 .. | William Richards | Feb. 23, 1886 | .. | 2,754 5 0 | 1,281 0 0 |

APPENDIX H.

ANNUAL REPORT ON RAILWAYS

BY

THE ENGINEER-IN-CHIEF.

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

SIR,—

Public Works Office, 31st March, 1885.

I have the honour to submit the following report on railway works executed and in progress throughout the colony during the year ending the 31st March, 1885:—

GENERAL.

The following statement shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1885, including preliminary surveys and the valuation of provincial lines:—

| | £ | s. | d. |
|--|-------------|----|----|
| Expenditure out of loan, North Island | 4,369,981 | 16 | 11 |
| Expenditure out of loan, Middle Island | 6,958,637 | 12 | 2 |
| Total expenditure out of loan | 11,328,619 | 9 | 1 |
| Valuation of provincial lines, Middle Island | 1,104,281 | 2 | 5 |
| Total expenditure up to 31st March, 1885 | 12,432,900 | 11 | 6 |
| Liabilities on 31st March, 1885 | 315,938 | 12 | 3 |
| Total expenditure and liabilities | £12,748,839 | 3 | 9 |

The details of the above, together with the length of each railway or section, are given in the following table, the lines taken over from the Provincial Governments of Canterbury and Otago being included:—

| Name of Railway. | Total Length of Railway or Section. | Open for Traffic. | Expenditure to 31st March, 1885. | Liabilities on 31st March, 1885. |
|---|-------------------------------------|-------------------|----------------------------------|----------------------------------|
| | M. ch. | M. ch. | £ s. d. | £ s. d. |
| NORTH ISLAND. | | | | |
| Kawakawa | 7 41 | 7 41 | 86,282 16 0 | 3,860 12 1 |
| Whangarei-Kamo | 6 53 | 6 52 | 64,031 15 1 | 1,251 11 8 |
| Kaipara-Waikato, with Branches | 147 74 | 138 64 | 1,231,695 2 5 | 20,307 0 0 |
| Waikato-Thames, including Hamilton-Cambridge Branch | 73 32 | 30 2 | 192,010 10 2 | 12,990 13 1 |
| Wellington-Napier | 212 22 | 150 42 | 1,499,768 4 8 | 44,020 8 6 |
| Palmerston-Woodville | 15 32 | .. | 163 4 0 | .. |
| Wellington-Foxton | .. | .. | 41,403 17 7 | 864 0 10 |
| Foxton-New Plymouth | 202 64 | 195 25 | 1,334,573 1 5 | 15,941 11 0 |
| Main North Island Trunk | 210 0 | .. | 2,440 19 3 | 12,147 2 5 |
| Preliminary surveys | .. | .. | 16,612 6 4 | 897 13 4 |
| Total North Island | 875 77 | 528 66 | 4,369,981 16 11 | 112,880 12 11 |
| MIDDLE ISLAND. | | | | |
| Nelson-Roundell | 52 0 | 22 73 | 171,990 2 4 | 942 5 2 |
| Greymouth-Nelson Creek | 16 3 | 7 59 | 192,985 8 11 | 2,013 11 11 |
| Greymouth-Hokitika | 23 51 | .. | 30,199 13 7 | 101 9 0 |
| Westport-Ngakawau | 19 63 | 19 19 | 210,886 9 9 | 205 12 9 |
| Picton-Hurumui, Picton-Awatere Section | 34 40 | 17 73 | 209,509 18 9 | 15,699 1 5 |
| " Hurumui-Red Post Section | 9 50 | .. | 18,722 15 5 | 1,176 0 4 |
| Hurumui-Waitaki, with Branches | 444 0 | 390 44 | 2,261,266 12 1 | 18,683 2 10 |
| Oxford-Malvern | 11 44 | 11 44 | 59,176 12 5 | 45 19 1 |
| Waitaki to Bluff, with Branches | 457 15 | 344 8 | 3,063,956 3 3 | 56,787 6 7 |
| Otago Central, Chain Hills, Blair-Taieri Section | 37 0 | .. | 191,389 13 4 | 101,599 15 1 |
| Invercargill-Kingston, with Branch | 117 4 | 89 25 | 305,492 11 4 | 1,043 2 11 |
| Western Railways | 57 51 | 47 21 | 206,944 8 8 | 4,726 9 8 |
| Preliminary surveys | .. | .. | 36,117 2 4 | 34 2 7 |
| Total | 1,280 1 | 950 46 | 6,958,637 12 2 | 203,057 19 4 |
| PROVINCIAL GOVERNMENT LINES. | | | | |
| Canterbury (lengths included above) | .. | .. | 731,759 0 0 | .. |
| Otago | .. | .. | 372,522 2 5 | .. |
| Total Middle Island | 1,280 1 | 950 46 | 8,062,918 14 7 | 203,057 19 4 |
| General total for both Islands | 2,155 78 | 1,479 32 | 12,432,900 11 6 | 315,938 12 3 |

NOTE.—In addition to these amounts a sum of £272,822 17s. 6d. has been expended, and liabilities amounting to £181,586 7s. 7d. incurred, in the purchase of permanent-way and rolling-stock for lines, which is at present in stock.

A total length of 80 miles 1 chain of railway has been opened during the year—55 miles 21 chains in the North and 24 miles 60 chains in the Middle Island. The sections included are as follow:—

| Railway. | Section. | Length. | Date of Opening. |
|----------------------------------|---------------------------|---------|----------------------|
| | | M. ch. | |
| Kawakawa Railway ... | Taumarere—Opua Wharf | 5 11 | 7th April, 1884. |
| Hamilton—Grahamstown Railway ... | Hamilton—Morrinsville ... | 16 79 | 1st October, 1884. |
| Hamilton—Cambridge Branch ... | Hamilton—Cambridge ... | 12 2 | 8th October, 1884. |
| Wellington—Napier Railway ... | Makotuku—Matamau ... | 4 22 | 23rd June, 1884. |
| | Matamau—Tahoraite ... | 7 43 | 15th December, 1884. |
| Foxton—New Plymouth Railway ... | Manutahi—Hawera ... | 9 24 | 23rd March, 1885. |
| Hurunui—Waitaki Railway ... | Horsley Downs ... | 8 40 | 28th October, 1884. |
| Canterbury Interior Railway ... | Oxford—Malvern ... | 11 44 | 7th August, 1884. |
| Waipahi—Heriotburn Branch ... | Swift Creek ... | 4 56 | 1st April, 1884. |
| Total ... | ... | 80 01 | |

A coloured diagram, hereto appended (Enclosure No. 2), shows the length of railway opened each year since the commencement, further details being given in a tabular statement (Enclosure No. 3).

KAWAKAWA RAILWAY.

This railway, which had just been finished at the date of the last annual report, was duly opened for traffic on the 7th April, 1884. Since then a stationmaster's house, engine-shed, manager's office, and water-service have been provided, and a few additions made to the sidings and plant.

WHANGAREI—KAMO RAILWAY.

Beyond minor additions and improvements, there has been no construction-work carried out on this railway during the past year. The department is, however, constructing a branch to the Whauwhau coal mine at the cost of the Whangarei Coal Company.

KAIPARA—WAIKATO RAILWAY AND BRANCH.

Works in Auckland.—The reclamation in the hands of the Harbour Board having been sufficiently far advanced, a contract was let in August for the Auckland passenger-station. There was at first some little delay for want of materials, but latterly the works have been progressing favourably, and they will in all probability be finished within the contract time.

The Auckland station-yard is being re-arranged. A slip for timber has been erected at the goods-station, and various minor works have been carried out in and around the new station.

A carriage-painting shop, coppersmiths' shop, and coal-store have been erected at Newmarket workshops, and extensive additions made to the machinery and other appliances.

Minor Improvements.—A considerable number of improvements and additions have been in progress during the year, the following being the more important: Fencing at various places; improving the alignment and grades on the Kaipara section and at the Pokeno curves on the Waikato line; drainage at Ohinewai, over-bridge at Mount Roskill Road, and foot-bridge at Kyber Pass; stationmasters' houses at Auckland and Penrose; porter's cottage at Te Awamutu; two workmen's cottages; and additions to station yards and buildings at Swanson, Eilerslie, Onehunga, Hunua, Pukekohe, Taupiri and Ohaupo.

Surveys.—A survey of the main line between Auckland and the Waikato, as actually constructed, is in progress; it is completed to near Taupiri.

Detailed surveys have been made between the Auckland and Penrose stations, to see whether easier gradients could readily be obtained by making a deviation seaward. The plans are not yet completed, so no conclusion has been arrived at in the matter.

A survey has been made of the proposed branch railway from Pukekohe to Waiuku. It commences at the Paerata station on the main line, and terminates at the Waiuku Township, the total distance being 12 miles 5 chains.

A survey has also been made for a branch line and bridge across the Waikato River at Huntly, to accommodate the coalfields there, and borings to test the nature of the foundations for the bridge are in progress.

WAIKATO—THAMES RAILWAY.

Main Line.—The first section of this railway, known as the Eureka contract, was opened on the 1st October, 1884; it extends from Frankton junction, on the Kaipara—Waikato Railway, to Morrinsville, a distance of seventeen miles. All the station-buildings were not quite ready when the section was opened, but they were finished within the month following, and since then a few minor additions have been made.

The formation of the Waihou section, which extends from Morrinsville to the Thames River at Te Aroha, has been finished, and tenders are just in for the platelaying.

The works on the Te Aroha bridge, in course of erection at the date of my last report, have been greatly retarded by the softness of the foundations, then referred to. The difficulties have, however, been overcome, and the whole structure will be completed during the ensuing month.

At the Grahamstown end of the Waikato—Thames Railway the platelaying has been finished

on the first—Kauaeranga—section, $4\frac{1}{2}$ miles, and a contract is in preparation for the formation of the Hikutaia section, 8 miles 25 chains farther.

Hamilton—Cambridge Branch.—This branch, which extends from the Ruakura Junction to Hamilton, a distance of 12 miles, was opened on the 8th October, 1884, all the principal station-works being then completed. Since that date a few minor works have been finished, and others carried out.

WELLINGTON—NAPIER RAILWAY.—NAPIER TO WOODVILLE.

Works on Open Line.—The more important of these works carried out, or in progress, during the year are as follows: Fencing from Waipawa to Waipukurau, and Kopua to Makotuku; additions to engine-shed, Hastings; stationmaster's house, Spit; water-supply at Napier, Te Aute, and Makotuku; and general improvements to station yard and buildings at Napier.

Extensions.—The extension of the railway from Makotuku to Matamau—4 miles 22 chains—was opened on the 23rd June, 1884, and from Matamau to Tahoraite—7 miles 43 chains—on the 15th December, 1884. The principal station-buildings and appliances on each of these sections were finished at the opening, but a few additions have since been made.

Tenders are now called for the formation and platelaying on the Tamaki section—13 miles 43 chains—which brings the railway within $1\frac{1}{2}$ miles of Woodville. The station at Woodville, the site of which is now fixed, and the approach thereto, will form a separate contract.

Surveys.—The land-plan surveys for the sections between Makotuku and Tahoraite are finished, and several trial surveys have been made in the vicinity of Woodville for the lines concentrating there.

WELLINGTON—NAPIER RAILWAY.—WELLINGTON TO WOODVILLE.

Works on Open Line.—In anticipation of the increased traffic when the West Coast lines are connected, it was some time since decided to re-arrange the Wellington station, and the work has been commenced. The Ngahauranga station has been entirely remodelled and largely extended.

The other works on the open line during the year of sufficient importance to be enumerated are: Waiohine River protection; strengthening bridges Cross Creek to Featherston; water-service, Woodside; and erection of platelayers' cottages.

Extension from Masterton.—The works on the Opaki Section, which were taken out of the contractor's hands and carried on by the department, have been greatly retarded by floods and bad weather. An exceptionally-large flood, which occurred in September, carried away six 20-ft. spans of the Waipoua bridge and the scaffolding of the Ruamahunga bridge, besides damaging other portions of the works. The Waipoua bridge is being rebuilt with cylinder piers. The completion of this bridge and the platelaying are now the only works unfinished on the Opaki section.

The Kopuaranga section has also been retarded by bad weather, but there has been comparatively little damage from flood. The works are well advanced, but will scarcely be finished within contract time.

Surveys.—Surveys have been made and plans prepared for the continuation of the Wellington—Woodville line for $7\frac{1}{2}$ miles beyond the Kopuaranga section, viz.—to Ekatahuna.

Awapurua Bridge.—This bridge, which is situated near the Woodville end of the Wellington—Woodville line, is intended for both road and railway. Up to the date of my last annual report the work was not progressing satisfactorily, but since then better progress has been made; the difficulties in sinking the foundations have been overcome, and the structure is now rapidly approaching completion.

FOXTON—NEW PLYMOUTH RAILWAY.

Works on open Lines.—The more important works under this head that have been in progress during the year are—Fencing and planting sandhills between Foxton and Carnarvon; fencing and draining near the Oroua bridge, and fencing at Sentry Hill; level crossings between the Oroua bridge and Palmerston; drainage and river-protective works at Patea; cattle-pens and stages at Halcombe, Greatford, Marton, and Smart Road; and additions to station-buildings at Foxton, Palmerston, Manutahi, Hawera, and New Plymouth.

New Sections.—The last link in railway communication between Foxton and New Plymouth was completed on the 23rd instant by the opening of the portion between Manutahi and Hawera. This length, which contains very heavy works, had been divided into two contracts, the Manawapou, 2 miles 67 chains, and the Tangahoe, 6 miles 37 chains. The contractor for the Manawapou section having discontinued the works they were taken up and finished by the department. With the exception of minor details and painting, the stations on the new portions were finished when the line was opened.

New Plymouth to Breakwater.—A contract has been prepared for the extension of the railway from New Plymouth station to the breakwater, and tenders are about to be called for the work. The length of the section, which is called the Moturoa contract, is 2 miles 35 chains.

Surveys.—Eight miles of the survey of the railway as actually constructed have been made at the Taranaki end, and the land plans for about 26 miles at various places between Waitara and Manutahi have been prepared.

PALMERSTON—WOODVILLE RAILWAY.

A vote having been taken for this line last session the detailed survey of the portion through the Manawatu Gorge was commenced in December. As the country is exceedingly rough the survey is a tedious and laborious piece of work, which cannot be done in a hurry. The field-work, however, is now nearly finished and the plans are well advanced; the whole should be completed by the end of May.

Although there is a large quantity of heavy work in the Gorge, there is nothing exceptional in the way of long tunnels and high viaducts, and a good line can be got without an exorbitant outlay.

NORTH ISLAND MAIN TRUNK RAILWAY.

Contracts.—The route of the Main Trunk line having been determined by Parliament, arrangements were made for proceeding vigorously with the detailed survey. Twelve engineers and surveyors were put on the work as soon as it could be apportioned out to them.

At this date two contracts are advertised for tender: the Puniu section, 15 miles 2 chains, at the northern—Te Awamutu—end, and the Porewa section, 12 miles 54 chains, at the southern—Marton—end. The survey is also finished for 12 miles farther at the northern and 8 miles at the southern end. One of the heaviest works on the line is a tunnel through the Purotarau saddle, between the Mokau and Wanganui watersheds, about 48 miles from Te Awamutu. As it will take a long time to construct, and so might retard the other works, it is proposed to put it in hand at once. With this view a survey of the tunnel site has been made, and the contract will be ready for advertising in a few weeks.

Six miles of the formation of the Puniu section was reserved to be given to the Natives by piecework. They have with great alacrity taken the whole of it up, so it is intended to reserve a further length beyond the Puniu section to be done in the same manner. Contracts have been prepared for three stationmasters' houses, to be erected at various places on the line, to be occupied in the meantime by engineers and inspectors engaged on construction.

Roads.—As the Main Trunk Railway goes for the most part through country difficult of access, and in which there has been no European settlement, it is necessary to make roads to certain points, to facilitate the carrying out of the works. A road 2 miles long has been commenced from Wenuahou, on the south side of the Puniu River, to Kawa, the first station on the line. In addition to giving access to the railway, it forms a portion of a road that will ultimately lead to Kawhia. The works are being done entirely by Maori labour, by the piece, about fifty men being employed.

A survey is in progress of a road alongside the line from Te Koura to Waimiha, about 15 miles. This road will connect the Purotarau tunnel with the point up to which the Ongarue branch of the Wanganui is navigable for canoes. It is proposed to have all the work done by the Natives.

Another road is being surveyed from Ranana, on the Wanganui River, westward, in the direction of the Murimotu Plain.

Navigation of Wanganui River.—As a means of giving access to the railway works during construction, it has been proposed to improve the navigation of the Wanganui River, so as to make it available for steamers.

A reconnaissance survey, including particulars of the work required, has been made, and the river has been several times examined by officers of the department. The conclusion arrived at from these investigations is that the Wanganui River can be made navigable for small steamers of light draught at a reasonable cost. There are no serious obstructions right up to Taumaranui—140 miles from the sea—the point where the railway strikes the river.

Independently of giving access to the railway during construction, the improvement of the Wanganui is a work of considerable importance in connection with the traffic on the railway. For the whole distance from Taumaranui to the open country, 10 miles from the sea, the river flows through gorges and cañons of surpassing beauty and grandeur, so it cannot fail to become a popular tourists' route. Tourists will go north and south by rail to Taumaranui, and by road from Napier, and thence down the river to the Town of Wanganui.

NELSON-ROUNDELL RAILWAY.

Open Line.—The additions to the open line carried out during the year have been few and unimportant; they consist mainly of the enlarging of stationmaster's house and other station-buildings and some drainage works. A contract has also been entered into for groins at the Wai-iti bridge.

Extension.—The only extension of the railway in progress during the year was the formation of the Wai-iti section, 2½ miles, commenced in July, 1873. The work was finished in February, 1885.

Surveys.—A preliminary survey has been made of the continuation of the line from Roundell to the Hope Junction, to complete the information supplied to the delegates who went to London in connection with the railway. The land-plan survey of the Wai-iti section has been completed, and the land taken by Proclamation.

WESTPORT-NGAKAWAU RAILWAY.

Railway.—The expenditure on this line during the year has been mainly on additions to the staiths at Westport, shelter-shed at Ngakawau, and additions to the rolling-stock.

Westport Harbour Works.—The half-tide training-wall in progress at the end of last year was finished in May. The quantity of stone deposited during the financial year was 1,400 tons, which completed the wall to its full length.

The other works under this head for the year were the removal of the Nelson Street groin and dredging at the goods wharf, both of which were satisfactorily completed. The survey of the railway to Cape Foulwind has also been finished.

The Westport Harbour works, together with all the plant used on them, were formally handed over to the Harbour Board as soon as that Board was constituted.

Enclosure No. 4 gives a table showing the depth on the Buller bar at each high water of spring- and neap-tides, from June, 1879, to March, 1885. It is compiled from information kindly supplied by the Harbourmaster.

GREYMOUTH-NELSON CREEK RAILWAY.

Railway.—The extension of the wharf at Greymouth, a contract for which had been let in October, 1883, was completed early in February last. Additions have been made to the water-supply at Greymouth, the platform at Omotomoto, and the stationmaster's house at Brunnerton,

and the rolling-stock has been increased. A footway for passengers is in course of construction on the Grey Gorge bridge.

Greymouth Harbour Works.—The appropriation for the previous year having been expended, these works were stopped at the end of May, and, in consequence of the constitution of a Harbour Board last session, they were not resumed by the department.

Up to the time of stoppage the advance in the southern breakwater for the two months of the financial year then expired was 26 feet. The total quantity of materials of all kinds executed and deposited was 7,880 tons. The cost of the material per ton was 3s. 4d., the same as in 1883–84, but the cost of the breakwater per foot had increased from £79 to £93. This increase, however, is mainly due to the necessity for protecting the end of the breakwater with heavy blocks when the work was to be stopped. Although well out and exposed to the full force of the sea in heavy weather for many months, the breakwater has suffered no damage.

It is now about four years since the Greymouth Harbour works began to have a beneficial effect on the bar, and this effect has gone steadily on increasing month by month as the works progressed. The following table, which gives an abstract of the depths on the bar for the last five years, shows the improvement that is taking place. It will be seen that in 1880–81 there were 305 days on which the depth was less than 12 feet, whereas in 1884–85 there were 308 days on which the depth was more than 12 feet:—

| Depth of Water on Bar. | Number of Days in each Year on which Depth occurred. | | | | |
|---------------------------|--|----------|----------|----------|---------|
| | 1880–81. | 1881–82. | 1882–83. | 1883–84. | 1884–85 |
| Under 10 feet | 165 | 130 | 16 | 27 | 13 |
| 10 feet and under 12 feet | 140 | 144 | 78 | 85 | 44 |
| 12 feet and under 14 feet | 57 | 90 | 230 | 123 | 144 |
| 14 feet and under 16 feet | 3 | 2 | 40 | 100 | 124 |
| 16 feet and over | Nil | Nil | 1 | 30 | 40 |

Enclosure No. 4 gives the depth of water on the Grey bar at each high water of spring- and neap-tides every month from June, 1879, to March, 1885. The statement is prepared from information kindly supplied by the Harbourmaster and the captain of the tug.

GREYMOUTH-HOKITIKA RAILWAY.

The small formation section at the Hokitika end of this line was finished in June, and tenders are now advertised for the platelaying of 4 miles. The platelaying contract includes the section just mentioned and 3 miles previously done.

PICTON-HURUNUI RAILWAY.

Picton to Awaiere Section.—Plans have been prepared, and tenders are now invited, for extending Picton wharf 100ft., to increase the accommodation for shipping. The other works on the open line during the year were small unimportant additions to stations. A contract for the formation of the Dashwood section— $3\frac{1}{2}$ miles—was entered into in July. The works, which are rather heavy, have not been pushed on vigorously.

HURUNUI-WAITAKI RAILWAY AND BRANCHES.

Main-line Extension.—The Horsley Downs section, which brings the railway to the terrace on the southern bank of the Hurunui, was finished and handed over to the Working Railway Department on the 15th September, 1884. It was open for goods traffic only on the 28th October, 1884; there being no main road leading to the present terminus, it is not worth while running passenger-trains till a further extension is ready.

A contract for the completion of the Hurunui bridge, with iron cylinders, was entered into in November, and the works are now proceeding rapidly. The contract includes formation and platelaying from the end of the Horsley Downs section to the south end of the bridge.

The Balmoral contract, which included the formation, bridges, and station-buildings between the Hurunui and the proposed terminus near the Red Post, was finished in February. The platelaying on this section cannot, however, be put in hand till the Hurunui bridge is completed, probably by end of September next.

Main Line: Works on Open Lines.—The works under this head for the past year have not been extensive nor numerous. The principal ones are: Fencing Pareora to St. Andrew, cliff-protection near Timaru; engine-driver's house at Waikari; platelayer's cottage at Waihao; coalshed at Ashburton; addition to water-services at Amberley, Rangiora, Kaiapoi, Rolleston, Selwyn, and Studholme; and general improvements and additions at Belfast, Rangiora, Addington, Hinds, Winchester, Timaru, Otaio, and Studholme.

Branch-line Extension.—The second formation-section along Lake Forsyth, on the Lincoln-Little River Branch, was finished in November. This completes the formation to $19\frac{1}{2}$ miles from Lincoln. The section from this point to Little River was commenced in August, 1884, and closed in February, 1885, under piecework. A large quantity of earthwork and pitching was done at reasonable prices. A contract to complete this section, including platelaying and stations, is now advertised.

A contract has been entered into for the extension—24 chains—of the White Cliffs Branch across the Selwyn River, to give better facilities to the coal traffic.

A survey is in progress for the extension of the Upper Ashburton Branch across the river to a convenient point for a station opposite the Mount Somers Township.

The station-buildings on the Fairlie Creek Branch in progress at the date of last year's report were duly completed a month thereafter.

The Oxford-Malvern line, although under a separate appropriation, is really part of the Hurunui-Bluff system; it should therefore be noticed here. The alterations to the Waimakariri Bridge, referred to in the last annual report, having been completed, the line was opened on the 7th August, 1884.

Branch Railways: Works on Open Lines.—These also have been unimportant. The only ones worth mentioning are: Fencing Albury Branch; additions to sidings at Lyttelton, Lincoln, Ladbrookes, and White Cliffs; platform and shelter-sheds at Rabbit Island, Kaituna, Tengawai, and Coal Creek; engine-driver's house at White Cliffs; and additions to buildings at Birdling's and Pleasant Point.

Land Plans.—With the exception of about 30 miles, which are also in hand, complete land plans have now been prepared of all the railways in Canterbury.

WAITAKI-BLUFF RAILWAY AND BRANCHES.

Main-line: Works on Open Line.—The most important construction work in progress on the main line during the year is the Dunedin Station. With the exception of the passenger-station, the superstructure of which has not been gone on with, the various buildings in course of erection at the date of last annual report are finished, and others have been removed to positions in the new station-yard.

The reclamation, platelaying, and buildings were sufficiently far advanced to admit of the whole traffic being turned into the new station on the 1st November; and since then the greater portion of the works necessary for present requirements have been finished.

The only large works not completed are the passenger-station and the over-bridge. It was decided to remove the old station to the arrival-platform, and make it serve for some time; consequently nothing has been done to the new station beyond completing the foundations, which were under contract. The abutments and piers of the over-bridge were finished in December. Nothing has yet been done towards the erection of the superstructure, but the iron for it is now arriving.

The other more important construction-works carried out or in progress on the open portion of the main line during the year are: Fencing at Abbotsford; stream diversion at Owhiro; connection with wharf and additions to engine-shed at Oamaru; additions to water-service at Palmerston and Woodlands; stationmasters' houses at Gore and Edendale; goods-shed at Milburn; loading-bank at Clinton; cattle-yards at Herbert; and general additions and improvements at Teschmaker's, Waihemo, Henley, Arthurton, Pukerau, Otikarama, Waikaka, Matura, and Invercargill.

Branch Railways: Works on Open Lines.—The works under this head for the year have been few and unimportant. The following are the only ones worth enumerating: Fencing at Mount Stuart; relaying Duntroon and Ngapara lines with heavier rails; siding at Queen's Flat; shelter-shed at Waiareka Junction; additional accommodation at Lawrence; water-supply and loading-bank at Waipahi; and removal of engine-shed from Kelso to Heriot.

Branch-line Extensions.—The contract for the second tunnel on the Ngapara-Livingston Branch, which was entered into at the end of last year, has just been completed in a satisfactory manner, and within the contract time. A portion of the formation was thrown open for piecework last winter, but comparatively few men availed themselves of the work, the total expenditure being under £700. It is now proposed to call for tenders for the completion of the works in one contract.

A contract for the permanent-way and stations on the Palmerston-Waihemo Branch was entered into in November, and the works are now well advanced. They are expected to be finished within contract time, the 29th August.

A contract was entered into in November for the completion of the formation and bridges, together with the platelaying and stations, on the Catlin's River Branch. The works, which are going on satisfactorily, will probably be finished in August. This completes the branch to the Port Molyneux Road.

The formation of the first 3 miles of the Seaward Bush Railway was completed early in the year, and the second formation-section—2½ miles farther—is expected to be finished next month.

The formation on the first 7 miles of the Riversdale-Switzer's Branch, a contract for which had been entered into in January, 1883, was satisfactorily completed in September, 1884.

Land Plans.—Out of a total of about 400 miles on the Waitaki-Bluff Railway, 275 miles of land plans are completed, and 100 miles well advanced.

OTAGO CENTRAL RAILWAY.

The formation of the Wingatui section, 7¾ miles, which has been in operation since 1879, was finished in August last, and a contract is now advertised for the platelaying and stations.

The piecework in progress on the Hindon section at the end of last year has been discontinued, and a contract let for the completion of the principal cuttings. A contract has also been let for the five small tunnels that occur on this section. With the exception of finishing some of the smaller cuttings, and the general trimming-up of the earthworks, these works comprise all that is now required to complete the formation on the Hindon section.

One of the most important works on the Otago Central Railway is the bridging of Mullocky Gully, which is crossed at a level of 145ft. above the bed of the creek. After careful consideration it was decided to take the railway across the valley on an iron viaduct of eight spans—three of 106ft. and five of 66ft., called the Wingatui viaduct. The girders which are on the lattice principle, are supported by stone abutments, two concrete piers, and five braced malleable-iron piers. Tenders were called for the manufacture and erection of the ironwork in the colony, the unwrought materials only being imported. After fair competition a contract has been let on

favourable terms. A contract is also in preparation for the masonry and concrete-works, which are of considerable magnitude.

The Deep Stream contract, which had been abandoned by both the original contractor and his sureties, was ultimately re-let in February. The works are now proceeding in a satisfactory manner, some 200 men being employed.

The Nenthorn section, which brings the railway to the beginning of the easy country at Strath-Taieri, has progressed steadily during the year, but scarcely so rapidly as to insure the completion of the work within contract time.

In addition to the small formation-works on the Hindon section, above referred to, all that is now required to make the line ready for the rails right through the heavy country is about 30 chains of bridging at various places. It is proposed to use iron, stone, and concrete in these structures, as in the Wingatui viaduct. Arrangements are now being made to put them in hand. As the work of erecting them must go on simultaneously with the platelaying, nothing would have been gained commencing them sooner.

Being partly chargeable to the Otago Central Railway reference may be made here to the contract for creosoted sleepers now advertised. In order to utilize the less durable native timbers it has been decided to call for tenders for 150,000 of these sleepers, so as to insure the establishment of creosoting works in the colony.

INVERCARGILL-KINGSTON RAILWAY, WITH BRANCH.

There has been no new railway in progress under this head during the year, and the construction-works on the open lines have been few and unimportant. The following are the only ones worth mentioning: River-protective works and water-openings at various places; loading-bank at Parrawa; shelter-shed at Lind's Bridge; and sundry additions to sidings and buildings at Wallacetown Crossing and Winton.

WESTERN RAILWAYS.

After many vicissitudes and delays the Orepuki line, begun by the Province of Otago, is now practically completed; it will be ready for opening during the ensuing month. With the exception of a few minor works, the railway is fully provided with station accommodation and appliances.

The more important construction-works carried out or in progress on the open lines during the year are: water-openings at various places; good-sheds at Woodlaw and Otautau; water-services at Thornbury, Riverton, and Otautau; and minor improvements at Waimutuku.

SURVEYS OF NEW LINES.

The only surveys of importance under this head are those from the East and West Coast Railway of the Middle Island, and from the extension northwards of the Kaipara-Waikato in the North Island.

Although coming into the operations of the year now under review, the East and West Coast surveys were really dealt with last session, a special report having been made by the Assistant Engineer-in-Chief.

With reference to the extension northwards of the Kaipara-Waikato line, further explanations and reconnaissance surveys have been made by the Inspecting Engineer. The result of these, together with detailed information as to the resources of the country intersected by the proposed railway, are appended hereto—Enclosure No. 5.

ENCLOSURES.

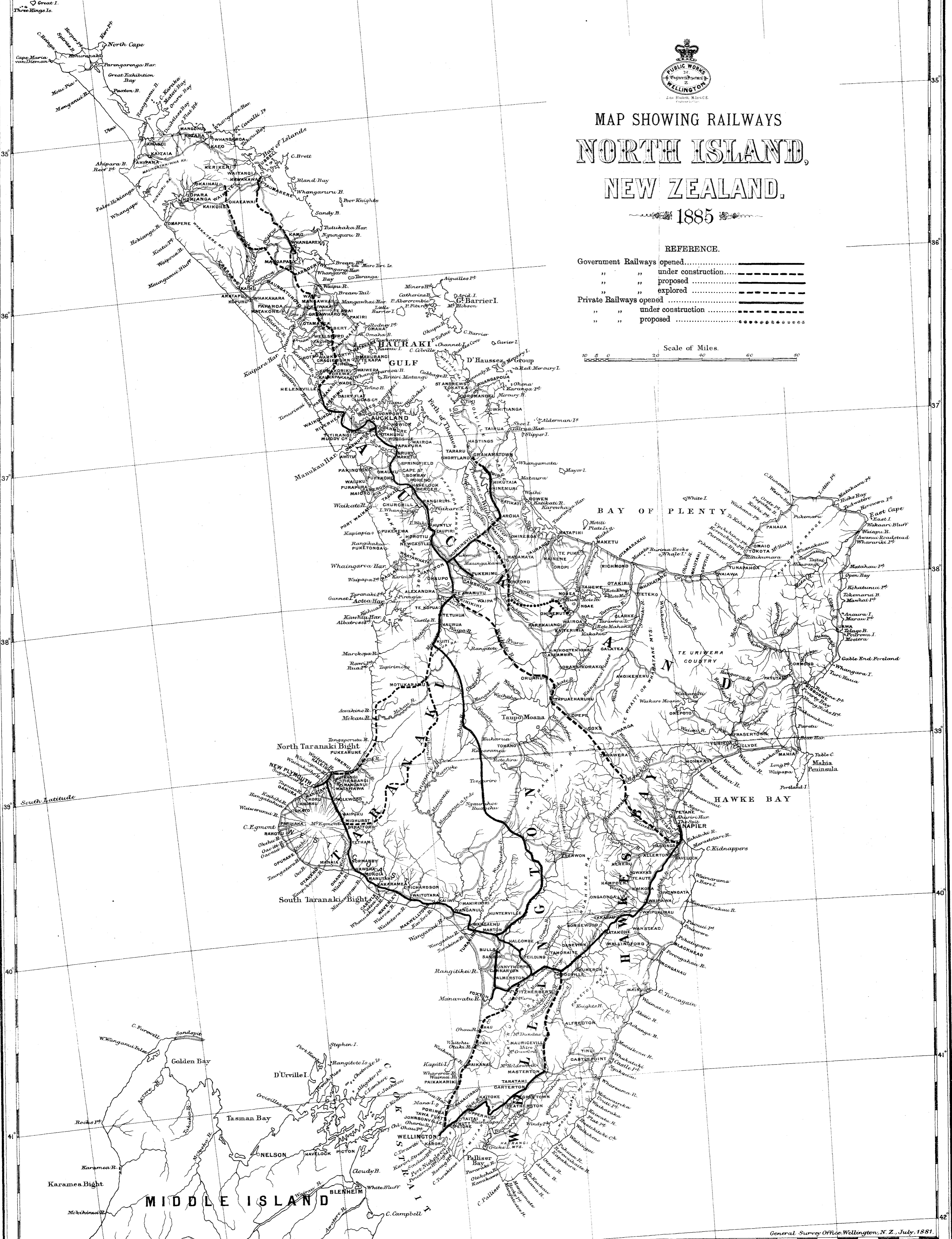
This report is accompanied by the following enclosures:—

1. Maps of the North and Middle Islands, showing, in distinctive colours, the railways open, under construction, and proposed.
2. Diagrams showing mileage of railway opened each year.
3. Statement showing lengths of railways authorized, constructed, and surveyed.
4. Statement of depths of water on Buller and Grey bars.
5. Correspondence relative to, and report, with map, by Inspecting Engineer, on proposed extension northwards of the Kaipara-Waikato Railway.

I have, &c.,

JOHN BLACKETT,
Engineer-in-Chief.

The Hon. the Minister for Public Works.



MAP SHOWING RAILWAYS NORTH ISLAND, NEW ZEALAND.

1885

REFERENCE.

- Government Railways opened.....
- " " under construction.....
- " " proposed.....
- " " explored.....
- Private Railways opened.....
- " " under construction.....
- " " proposed.....

Scale of Miles.



South Latitude

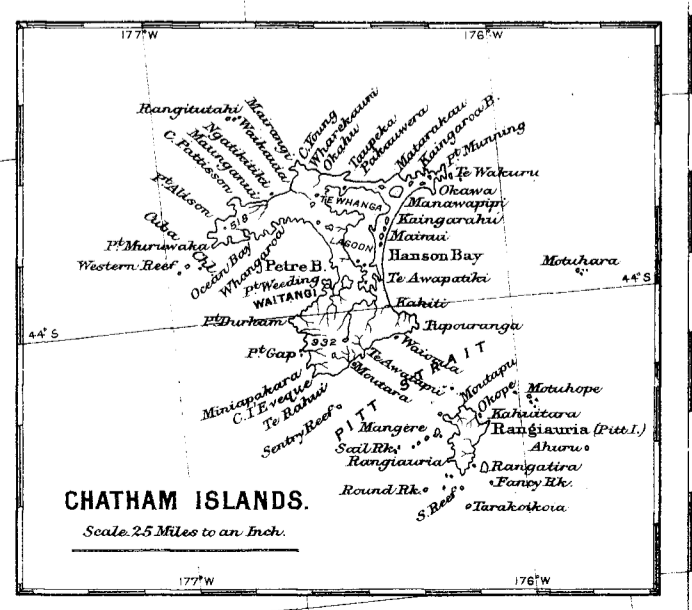
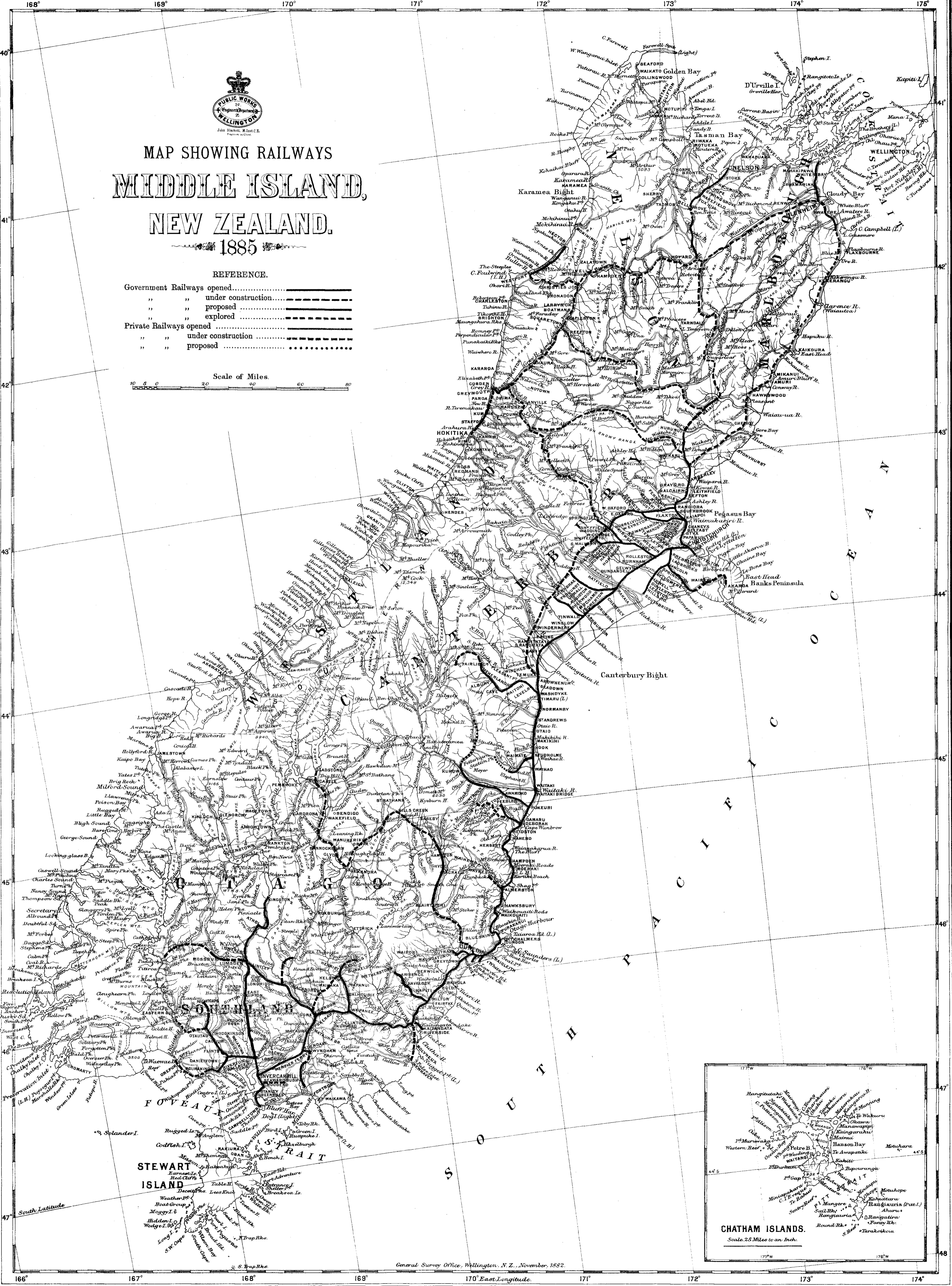
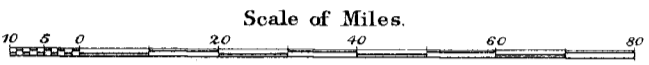


MAP SHOWING RAILWAYS MIDDLE ISLAND, NEW ZEALAND.

1885

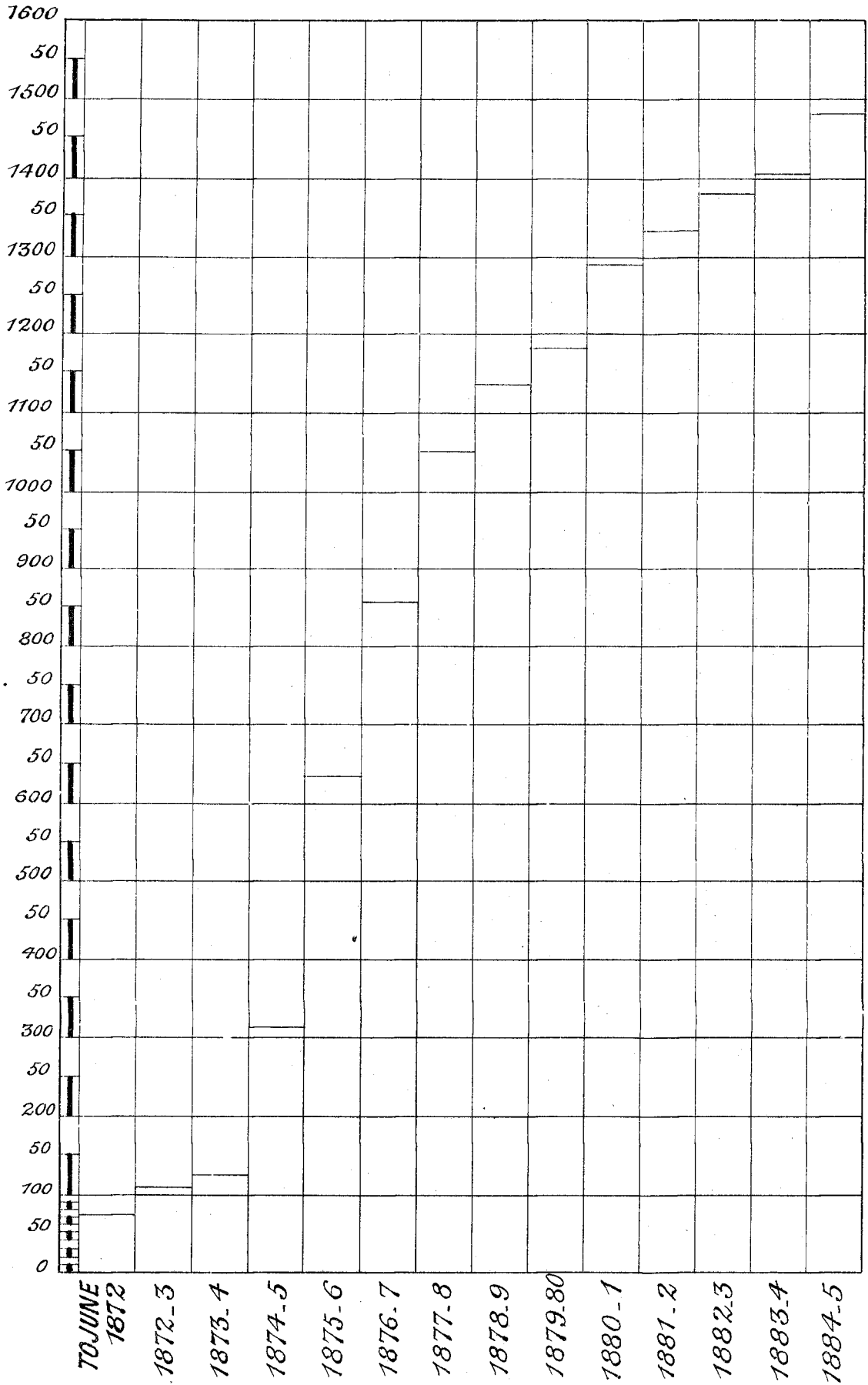
REFERENCE.

- Government Railways opened.....
- " " under construction.....
- " " proposed
- " " explored
- Private Railways opened.....
- " " under construction.....
- " " proposed



Number of miles open of Government Lines.

NORTH AND MIDDLE ISLANDS COMBINED.



Number of miles open of Government Lines.

NORTH ISLAND.

MIDDLE ISLAND.

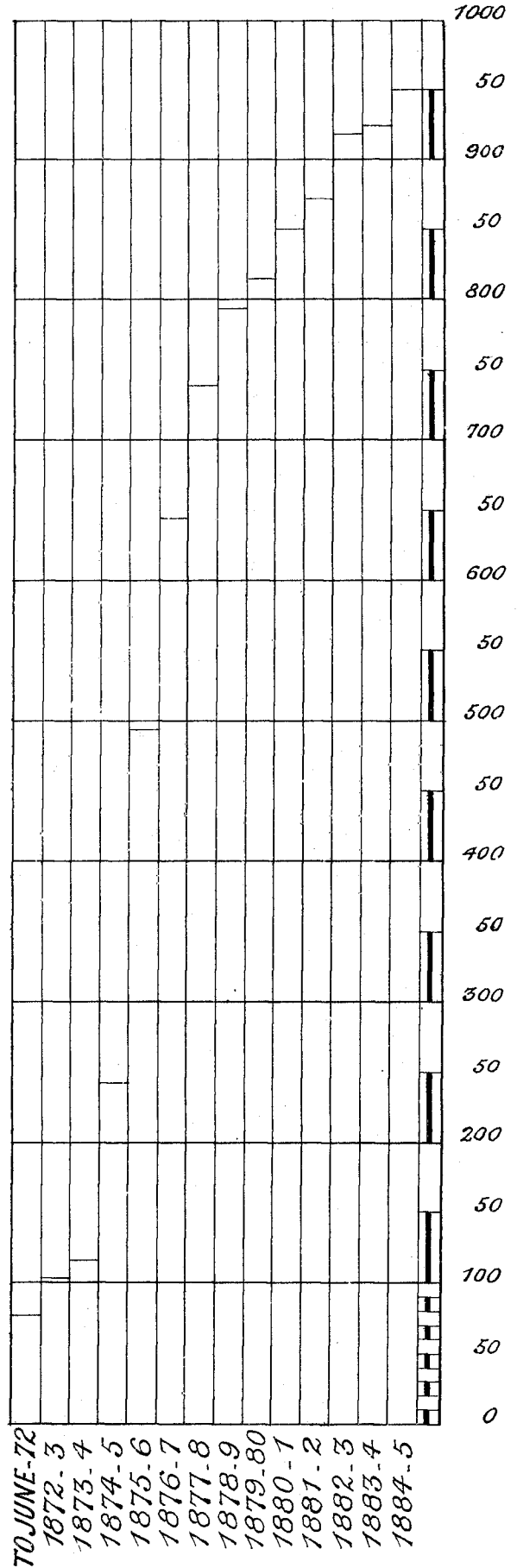
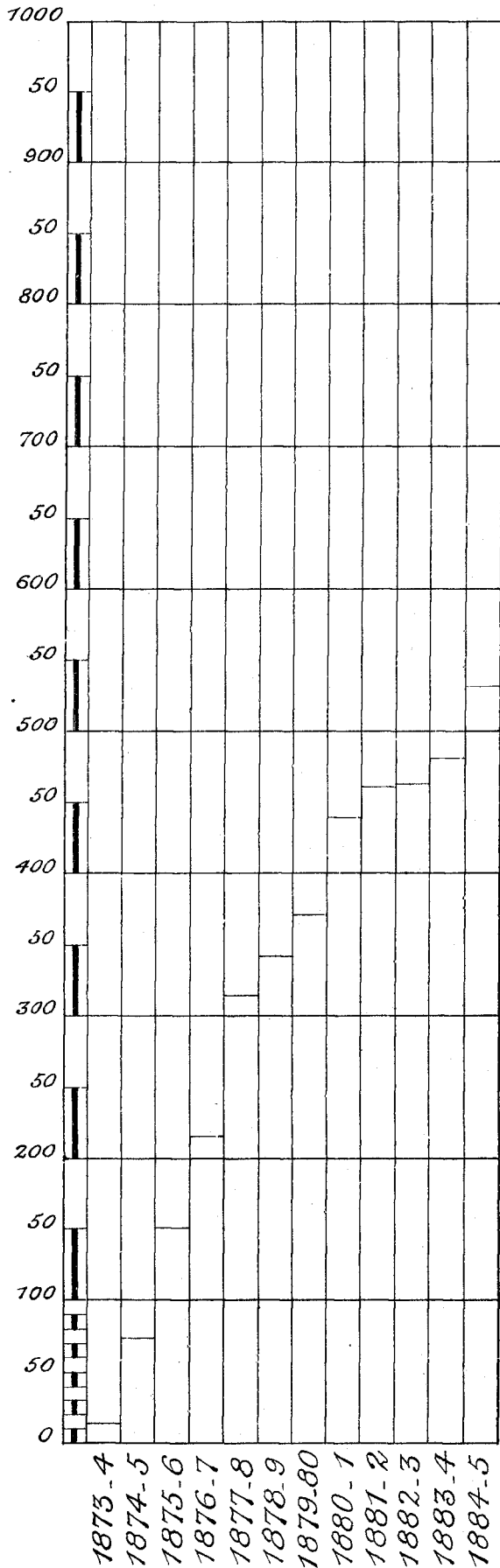


TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED, up to 31st March, 1885.
NORTH ISLAND.

| Appropriation. | Name of Line. | Mileage. | Subdivisions. | Main Line. | Sliding. | Total. | State of Line. | | | | | | | | | | | Total. | | | | | |
|----------------|---------------------|--------------|---------------------------------|----------------|--------------|----------------|----------------|--------------------|----------------------|----------------|------------|---------------|---------------|---------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | | | | | Surveyed. | Under Forma- tion. | Under Plate- laying. | Opened. | | | | | | | | | | | | | |
| | | | | | | | | | | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 1 | Wellington-Napier | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | Napier-Woodville .. | M. chs. 97 0 | Spit-Napier .. | M. chs. 5 58 | M. chs. 3 42 | M. chs. 5 58 | M. chs. .. | M. chs. .. | M. chs. .. | 25 Nov., 1874 | M. chs. .. | M. chs. 2 16 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Napier-Hastings .. | M. chs. 11 64 | M. chs. 2 34 | M. chs. 14 18 | M. chs. .. | M. chs. .. | M. chs. .. | 12 Oct., 1874 | M. chs. .. | M. chs. 11 64 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Hastings-Pakipaki .. | M. chs. 4 45 | M. chs. 0 18 | M. chs. 4 45 | M. chs. .. | M. chs. .. | M. chs. .. | 1 Jan., 1875 | M. chs. .. | M. chs. 4 27 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Pakipaki-Te Aute .. | M. chs. 10 17 | M. chs. 0 44 | M. chs. 10 61 | M. chs. .. | M. chs. .. | M. chs. .. | 17 Feb., 1876 | M. chs. .. | M. chs. .. | M. chs. 10 17 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Te Aute-Waipawa .. | M. chs. 12 53 | M. chs. 1 20 | M. chs. 13 73 | M. chs. .. | M. chs. .. | M. chs. .. | 28 Aug., 1876 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. 12 53 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Waipawa-Waipukurau .. | M. chs. 4 49 | M. chs. 0 70 | M. chs. 5 39 | M. chs. .. | M. chs. .. | M. chs. .. | 1 Sept., 1876 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. 4 49 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Waipukurau-Takapau .. | M. chs. 12 79 | M. chs. 0 48 | M. chs. 13 47 | M. chs. .. | M. chs. .. | M. chs. .. | 12 Mar., 1877 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. 12 79 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Takapau-Kopua .. | M. chs. 5 63 | M. chs. 0 35 | M. chs. 6 18 | M. chs. .. | M. chs. .. | M. chs. .. | 25 Jan., 1878 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Kopua-Makotuku .. | M. chs. 5 22 | M. chs. 0 51 | M. chs. 5 73 | M. chs. .. | M. chs. .. | M. chs. .. | 9 Aug., 1880 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Makotuku-Matamau .. | M. chs. 4 22 | M. chs. 0 22 | M. chs. 4 44 | M. chs. .. | M. chs. .. | M. chs. .. | 23 June, 1884 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Matamau-Tahoraite .. | M. chs. 7 43 | M. chs. 1 18 | M. chs. 8 61 | M. chs. .. | M. chs. .. | M. chs. .. | 15 Dec., 1884 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Tahoraite - Woodville (part) .. | M. chs. 13 55 | M. chs. .. | M. chs. 13 55 | M. chs. 13 55 | M. chs. .. | M. chs. .. | .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Ditto .. | M. chs. 1 50 | M. chs. .. | M. chs. 1 50 | M. chs. 1 50 | M. chs. .. | M. chs. .. | .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Woodville-Eketahuna .. | M. chs. 26 70 | M. chs. .. | M. chs. 26 70 | M. chs. 26 70 | M. chs. Prelim. | M. chs. .. | .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Eketahuna-Kopuaranga .. | M. chs. 8 30 | M. chs. .. | M. chs. 8 30 | M. chs. 8 30 | M. chs. .. | M. chs. .. | .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Kopuaranga Contract .. | M. chs. 8 9 | M. chs. .. | M. chs. 8 9 | M. chs. 8 9 | M. chs. .. | M. chs. .. | .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Opaki Contract .. | M. chs. 18 6 | M. chs. .. | M. chs. 18 6 | M. chs. 18 6 | M. chs. .. | M. chs. .. | .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Masterton-Woodside .. | M. chs. 16 22 | M. chs. 2 46 | M. chs. 18 68 | M. chs. .. | M. chs. .. | M. chs. .. | 1 Nov., 1880 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Woodside-Featherston .. | M. chs. 4 19 | M. chs. 0 39 | M. chs. 4 58 | M. chs. .. | M. chs. .. | M. chs. .. | 14 May, 1880 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Featherston-Kaitoke .. | M. chs. 17 48 | M. chs. 1 67 | M. chs. 19 35 | M. chs. .. | M. chs. .. | M. chs. .. | 12 Oct., 1878 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Kaitoke-Upper Hutt .. | M. chs. 7 47 | M. chs. 0 29 | M. chs. 7 76 | M. chs. .. | M. chs. .. | M. chs. .. | 1 Jan., 1878 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. 7 47 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Upper Hutt - Silverstream .. | M. chs. 3 35 | M. chs. 0 62 | M. chs. 4 17 | M. chs. .. | M. chs. .. | M. chs. .. | 1 Feb., 1876 | M. chs. .. | M. chs. .. | M. chs. 3 35 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Silverstream - Lower Hutt .. | M. chs. 8 0 | M. chs. 0 58 | M. chs. 8 58 | M. chs. .. | M. chs. .. | M. chs. .. | 15 Dec., 1875 | M. chs. .. | M. chs. .. | M. chs. 8 0 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Lower Hutt-Pipitea .. | M. chs. 8 2 | M. chs. 3 49 | M. chs. 11 51 | M. chs. .. | M. chs. .. | M. chs. .. | 14 April, 1874 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Pipitea-Wellington .. | M. chs. 0 47 | M. chs. 6 72 | M. chs. 7 39 | M. chs. .. | M. chs. .. | M. chs. .. | 1 Nov., 1880 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Woodside-Greytown .. | M. chs. 3 7 | M. chs. 0 64 | M. chs. 3 71 | M. chs. .. | M. chs. .. | M. chs. .. | 14 May, 1880 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Foxton-Palmerston .. | M. chs. 23 39 | M. chs. 3 5 | M. chs. 26 44 | M. chs. .. | M. chs. .. | M. chs. .. | 27 April, 1876 | M. chs. .. | M. chs. .. | M. chs. 23 39 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Palmerston-Feilding .. | M. chs. 11 28 | M. chs. 1 75 | M. chs. 13 23 | M. chs. .. | M. chs. .. | M. chs. .. | 20 Oct., 1876 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Feilding-Halcombe .. | M. chs. 7 76 | M. chs. 1 42 | M. chs. 9 38 | M. chs. .. | M. chs. .. | M. chs. .. | 22 April, 1878 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. 11 28 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Halcombe-Marton .. | M. chs. 10 49 | M. chs. 0 37 | M. chs. 11 6 | M. chs. .. | M. chs. .. | M. chs. .. | 20 May, 1878 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Marton-Turakina .. | M. chs. 9 10 | M. chs. 0 48 | M. chs. 9 58 | M. chs. .. | M. chs. .. | M. chs. .. | 4 Feb., 1878 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Turakina-Aramoho .. | M. chs. 20 25 | M. chs. 3 41 | M. chs. 23 66 | M. chs. .. | M. chs. .. | M. chs. .. | 17 May, 1877 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. 20 25 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Aramoho-Kai Iwi .. | M. chs. 9 31 | M. chs. 1 17 | M. chs. 10 48 | M. chs. .. | M. chs. .. | M. chs. .. | 28 June, 1879 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Kai Iwi-Waitotara .. | M. chs. 13 2 | M. chs. 1 3 | M. chs. 14 5 | M. chs. .. | M. chs. .. | M. chs. .. | 20 Sept., 1880 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Waitotara-Waverley .. | M. chs. 6 73 | M. chs. 0 67 | M. chs. 7 60 | M. chs. .. | M. chs. .. | M. chs. .. | 23 Mar., 1881 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Waverley-Patea .. | M. chs. 8 31 | M. chs. 0 60 | M. chs. 9 11 | M. chs. .. | M. chs. .. | M. chs. .. | 28 Aug., 1883 | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Greytown Branch .. | M. chs. 3 7 | M. chs. .. | M. chs. 3 7 | M. chs. .. | M. chs. .. | M. chs. .. | .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |
| | | | Foxton-Patea mouth .. | M. chs. 120 44 | M. chs. .. | M. chs. 120 44 | M. chs. .. | M. chs. .. | M. chs. .. | .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. | M. chs. .. |

Enclosure 4 in Appendix H.

STATEMENT showing the DEPTH of WATER in feet on the BULLER BAR at each Highwater of Spring- and Neap-tides, every Month, from June, 1879, to March, 1885.

| Month. | 1879-80. | | 1880-81. | | 1881-82. | | 1882-83. | | 1883-84. | | 1884-85. | |
|-----------|--|-------------------------------------|-----------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|--|---------------------------------------|
| | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. |
| April | ... | ... | 13, 13 | 11, 10 | 13 $\frac{1}{2}$, 13 | 11 $\frac{1}{2}$, 11 | 12 $\frac{1}{2}$, 14 | 11 $\frac{1}{2}$, 11 | 13, 11 $\frac{1}{2}$ | 10 $\frac{1}{2}$, 11 $\frac{1}{2}$, 10 | 11 $\frac{3}{4}$, 12 $\frac{3}{4}$ | 10 $\frac{1}{2}$, 9 |
| May | ... | ... | 12 $\frac{1}{2}$, 14 | 10, 11, 12 | 12, 12 $\frac{1}{2}$ | 10, 11 $\frac{1}{2}$ | 12, 14 $\frac{1}{2}$ | 11 $\frac{1}{2}$, 12 | 12, 10 | 9, 9 $\frac{1}{2}$ | 10 $\frac{1}{2}$, 12 $\frac{3}{4}$ | 10, 9 $\frac{1}{2}$ |
| June | ... | ... | 12, 14 | 12, 12 | 13, 11 | 11, 13 | 15 $\frac{1}{2}$, 14 $\frac{1}{2}$ | 13, 12 | 11 $\frac{1}{2}$, 12 | 9, 10 $\frac{1}{2}$ | 11, 12 | 10, 10 |
| July | 14 $\frac{1}{2}$, 14 | 11 $\frac{1}{2}$, 10 $\frac{1}{2}$ | 12, 14 | 11, 12 | 13, 14 $\frac{1}{2}$ | 10, 12 | 14, 13, 14 | 12, 11 | 12, 12 $\frac{1}{2}$ | 10, 12 $\frac{1}{2}$ | 10, 11 $\frac{1}{2}$ | 9, 10 $\frac{1}{2}$, 8 $\frac{1}{2}$ |
| August | 12, 13 $\frac{1}{2}$ | 11, 13 $\frac{1}{2}$ | 12, 13 | 11, 12 | 13 $\frac{1}{2}$, 14 | 12, 12 | 13, 14 | 12, 10 $\frac{1}{2}$ | 13, 14 | 11, 14 | 10 $\frac{1}{2}$, 12 $\frac{1}{2}$ | 9, 9 |
| September | 13, 12 | 11, 11 $\frac{1}{2}$ | 13, 14 | 11, 11 $\frac{1}{2}$ | 13 $\frac{1}{2}$, 12 | 11, 10 $\frac{1}{2}$ | 14, 16 $\frac{1}{2}$ | 11 $\frac{1}{2}$, 13 $\frac{1}{2}$ | 14, 15 | 12, 13 | 11, 14 | 11, 12 |
| October | 12 $\frac{1}{2}$, 13 $\frac{1}{2}$, 13 | 10, 11 $\frac{1}{2}$ | 14, 14 | 12, 12 | 15 $\frac{1}{2}$, 15 | 12, 11, 13 | 14 $\frac{1}{2}$, 15 | 12 $\frac{1}{2}$, 12 $\frac{1}{2}$ | 13 $\frac{1}{2}$, 14, 14 | 12, 10 $\frac{1}{2}$ | 13 $\frac{3}{4}$, 12 $\frac{3}{4}$ | 11 $\frac{1}{2}$, 10 $\frac{1}{2}$ |
| November | 13 $\frac{1}{2}$, 12 | 10 $\frac{1}{2}$, 10 $\frac{1}{2}$ | 15, 13 $\frac{1}{2}$ | 13, 11 $\frac{1}{2}$ | 14 $\frac{1}{2}$, 13 $\frac{1}{2}$ | 10 $\frac{1}{2}$, 12 $\frac{1}{2}$ | 13, 15 | 13, 13 | 15 $\frac{1}{2}$, 13 $\frac{1}{2}$ | 11, 12 $\frac{1}{2}$ | 13 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 13, 10 |
| December | 12 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 11 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 14, 13 | 12 $\frac{1}{2}$, 11 | 13 $\frac{1}{2}$, 14 | 11 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 14, 13 $\frac{1}{2}$ | 12 $\frac{1}{2}$, 14 | 13, 12 | 12, 12 | 13 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 11 $\frac{1}{2}$, 10 $\frac{1}{2}$ |
| January | 12 $\frac{1}{2}$, 12 $\frac{1}{2}$ | 10 $\frac{1}{2}$, 9 $\frac{1}{2}$ | 15, 14, 14 | 12, 13 | 13, 14 $\frac{1}{2}$ | 11, 11 $\frac{1}{2}$ | 14, 14 | 11, 12 | 12, 13 | 10 $\frac{1}{2}$, 10 | 13 $\frac{1}{4}$, 11, 13 $\frac{1}{4}$ | 10 $\frac{1}{2}$, 10 $\frac{1}{2}$ |
| February | 12 $\frac{1}{2}$, 12 $\frac{1}{2}$ | 11 $\frac{1}{2}$, 10 | 13, 15 | 10 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 12, 14 $\frac{1}{2}$ | 11, 11 | 14 $\frac{1}{2}$, 13 | 12, 12 | 12, 12 $\frac{1}{2}$ | 11, 9 | 11 $\frac{1}{4}$ | 9 $\frac{1}{2}$, 10 $\frac{1}{2}$ |
| March | 14 $\frac{1}{2}$, 13 $\frac{1}{2}$ | 11 $\frac{1}{2}$, 10 | 15, 14 | 11, 10 | 12 $\frac{1}{2}$, 15 | 11, 10 $\frac{1}{2}$ | 13 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 10, 10 $\frac{1}{2}$ | 12, 12 $\frac{1}{2}$ | 9 $\frac{1}{2}$, 10 | 13 $\frac{1}{4}$, 11 $\frac{3}{8}$, 13 | 10 $\frac{1}{4}$, 11 |

STATEMENT showing the DEPTH of WATER in feet on the GREY BAR at each Highwater of Spring- and Neap-tides, every Month, from June, 1879, to March, 1885.

| Month. | 1879-80. | | 1880-81. | | 1881-82. | | 1882-83. | | 1883-84. | | 1884-85. | |
|-----------|---------------|-----------------|-----------------------|------------------------------------|-------------------------------------|------------------------------------|-----------------------|-----------------------|-------------------------------------|-------------------------------------|----------------------|-----------------------|
| | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. | Spring-tides. | Neap-tides. |
| April | ... | ... | 12, 13 | 9 $\frac{1}{2}$, 12 | 10 $\frac{1}{2}$, 12, 12 | 9, 9 $\frac{1}{2}$ | 11 $\frac{1}{2}$, 16 | 12, 12 | 12, 10 $\frac{1}{2}$ | 9, 9, 10 | 13, 11 $\frac{1}{2}$ | 11, 7 |
| May | ... | ... | 12, 12 | 11 $\frac{1}{2}$, 9 $\frac{1}{2}$ | 13, 8 | 8 $\frac{1}{2}$, 6 $\frac{1}{2}$ | 13, 15 | 13, 12 | 11, 10 | 7, 8 | 12, 13 | 8 $\frac{1}{2}$, 11 |
| June | ... | ... | 6, 11 | 9, 10 $\frac{1}{2}$ | 11, 10 $\frac{1}{2}$ | 7 $\frac{1}{2}$, 9 $\frac{1}{2}$ | 12, 13 | 12, 12 | 15, 13 | 11, 12 | 13, 17 | 12 $\frac{1}{2}$, 13 |
| July | 10, 7 | 8 $\frac{1}{2}$ | 10, 10 | 8 $\frac{1}{2}$ | 11, 10 | 10, 6 $\frac{1}{2}$ | 12, 12, 12 | 11 $\frac{1}{2}$, 12 | 13 $\frac{1}{2}$, 12 $\frac{1}{2}$ | 11, 12 | 14, 12 | 13, 14, 10 |
| August | 9, 10 | 8, 10 | 10, 10 | 7 $\frac{1}{2}$, 9 | 12 $\frac{1}{2}$, 14 | 8 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 12, 13 | 9, 13 | 12 $\frac{1}{2}$, 13 | 9, 13 | 14, 16 | 17, 11 $\frac{1}{2}$ |
| September | 9, 10, 11 | 8, 10 | 10, 10 | 9, 10, 9 | 13, 12 | 11, 11 | 14, 13 | 11, 11 | 13, 13 | 10 $\frac{1}{2}$, 11 $\frac{1}{2}$ | 13, 16 | 12 $\frac{1}{2}$, 13 |
| October | 10, 10 | 10, 11 | 12, 8 $\frac{1}{2}$ | 10 $\frac{1}{2}$, 8 | 12, 11 $\frac{1}{2}$ | 9, 10 | 12, 14 | 12, 12 | 15, 14 | 10, 14 | 13, 12 | 11, 13 |
| November | 10, 11 | 10, 7 | 10, 10 | 9 $\frac{1}{2}$, 8 | 11, 11 $\frac{1}{2}$ | 9, 8, 9 | 12, 11 | 13, 12 | 16, 13 | 13 $\frac{1}{2}$, 14 | 15, 11 $\frac{1}{2}$ | 14, 10 |
| December | 11, 11 | 11, 11 | 12, 12 | 11, 11 $\frac{1}{2}$ | 10 $\frac{1}{2}$, 14 | 10, 11 $\frac{1}{2}$ | 10 $\frac{1}{2}$, 14 | 11, 13 | 16, 13 | 15, 11 | 13, 14 | 13, 14 |
| January | 13, 10 | 8, 10 | 11, 11 $\frac{1}{2}$ | 9 $\frac{1}{2}$, 9 | 12 $\frac{1}{2}$, 13 $\frac{1}{2}$ | 12, 11 $\frac{1}{2}$ | 13, 12 | 13, 12, 15 | 13, 16 | 12, 15 | 15, 15, 15 | 15, 14 |
| February | 10, 10 | 9, 7 | 10, 10 | 8, 9 | 12, 13 | 10 $\frac{1}{2}$, 13 | 13, 14 | 12, 12 | 16, 14 | 15, 11 | 15, 15 | 13 $\frac{1}{2}$, 13 |
| March | 12, 11 | 9, 9 | 11 $\frac{1}{2}$, 12 | 9 $\frac{1}{2}$, 10 | 11 $\frac{1}{2}$, 13 | 10, 11 | 12, 11 | 13, 13 | 14, 12 | 14, 11 | 15, 13, 13 | 13, 11 |

Enclosure 5 in Appendix H.

No. 1.

MEMORANDUM for the Hon. the MINISTER for PUBLIC WORKS *re* proposed Railway Communication from Whangarei to Kawakawa.

Public Works Department, Wellington, 25th September, 1884.

IN reply to your question concerning the above, I have to state that an aneroid survey was made in 1880 of the proposed route, about thirty miles long. The cost is roughly estimated at about £7,000 per mile. The country is roughish for about four and a half miles, starting from Kamo, beyond which to about 13 miles it is subject to floods after every rain, and considerable drainage-works would be necessary. There are two alternate lines by which a summit about two miles outside of Kamo might be surmounted: the shortest and most favourable would involve making a tunnel about 25 chains long.

At about 10 miles the kauri bush spoken of begins. Particulars of this bush you will find on memorandum attached below.

To construct, say, ten miles of line to connect with this bush would cost £75,000 to £80,000, and I believe this would bring very considerable traffic to the railway. Should the work be approved, I should without hesitation recommend it to be made as a Government line.

JOHN BLACKETT.

Copy of Telegram.

Auckland, 30th May, 1883.

Re Puhipuhi Block, Whangarei—For Hon. Mr. Rolleston's information, the block contains 25,000 acres, about 5,000 acres first-class land, valued at 15s.; the rest, 7s. 6d. The block contains also about 4,000 acres magnificent kauri, worth about 6s. per acre. Total value of the block, £32,250. I am valuing the kauri at very much less than private individuals do.

S. PERCY SMITH,
Assistant Surveyor-General.

The Surveyor-General, Wellington.

MEMORANDUM.—Additional information given by Mr. Gill: The area bought by the Government is 19,290 acres of first-class virgin kauri bush, containing trees varying from 3½ft. to 6½ft. and 7ft. in diameter; much of the bush of a level character. The block is crossed by a range of hills in its northern part.

No. 2.

Mr. KNORPP to the ENGINEER-IN-CHIEF.

Kawakawa-Kamo Railway.

SIR,—

Auckland, 17th November, 1884.

I have the honour to report that I have examined, with Mr. Vickerman, the route connecting these two sections.

If it is intended to connect in the shortest and most inexpensive manner, the line starting from the Kamo Station and ascending the first ridge on the western side should be taken, and then, with few adjustments, the line generally of Mr. Vickerman's preliminary survey.

The section constructed from Kamo up to 13th mile on survey (13 miles 70 chains in length) would open up the good land on it—the Puhipuhi bush and the gumfields adjoining. This line goes to the west of Hikurangi Mountain. If it is, however, intended to give access to the Hikurangi coalfield, then the line should go to the east of Hikurangi Mountain. A survey of this deviation should be made, and will probably be more than a mile longer, and more expensive, than the western route.

At the Kawakawa end, which is the most expensive part of the section, and which passes through poor gumfields, it will be advisable to try a line starting from the end of the present railway, following up the main valley through the Scoria Flat to where the Ramarama branches off to the south, thence along the valley of the Ramarama, till the present survey line is joined at 21 miles. This would probably be four miles longer, but would save the tunnel, the Waiomeo Gorge, and would be nearer to Main Trunk Railway (north), which will eventually probably pass about six miles west of Kawakawa present terminus. From my previous explorations up to Whangarei it appears to me that the main trunk line will pass both Whangarei and Kawakawa to the west, and that it will be advisable to treat both sections as coal lines chiefly, with good ports at each terminus, to which comparatively easy connections can hereafter be made. Mr. Vickerman has been fully instructed, in case you decide to have further preliminary surveys made.

I have, &c.,

C. B. KNORPP, Inspecting Engineer.

No. 3.

Mr. KNORPP to the ENGINEER-IN-CHIEF.

SIR,—

Auckland, 28th February, 1885.

I have the honour to report, according to instructions from Sir J. Vogel contained in the accompanying telegram.

All the kauri timber from the Puhipuhi Forest (with the exception of about a hundred acres) must be taken down the Wairua and its tributaries; that on the Kawakawa side will not go by railway at all, but direct into the bay.

The distance from Kamo of the proposed Puhipuhi-Kamo section is 15 miles 10 chains, and the average distance of the timber to be hauled to Kamo will be about 13 miles 50 chains; whilst the distance from the terminus to Kawakawa by the red line is 15 miles 60 chains, and the average distance which the timber would have to be hauled is 17 miles 20 chains, or 3 miles 30 chains in favour of Kamo. The estimated cost of the line from Puhipuhi terminus to Kawakawa along the red line is £96,000, including the cost of the tunnel, which is 23 chains long; and, although only 50 chains longer than the Kamo portion, its estimated cost is £22,000 higher.

If the green line is adopted, so as to go through the Ramarama and Te Kopuru Valleys, the total distance will be increased by about six miles, and the estimated cost by £15,000, making the total cost of this section on the green line £111,000; whilst the distance of haulage of the timber from the Puhipuhi Forest will be 23 miles 20 chains *via* Kawakawa, against 13 miles 50 chains *via* Kamo. The greater part of the land along the red line belongs to Government; on the green line the greater part belongs to the Natives, and no maps or surveys of it exist. A coal seam about 7ft. thick is known near the point where the red and green line diverge, and there are indications of coal along the Hukerenui Block (which should be reserved from sale), and also north and west of the lines. The country is exceedingly broken, consisting of high ridges only a few feet wide on top, and intersected by gullies several hundred feet deep. There is a little good land in the beds of the Hukerenui and Ramarama Valleys. There is very little kauri timber to be seen, except in a few isolated patches, not amounting to forty acres in all. There are also a few isolated kauri trees on the slopes of the hills, but it would cost more to get them out than they are worth. There are some manganese deposits on these spurs, but until manganese is of more value than at present it will not pay to work it. No doubt the present accommodation for shipping at Opuā, Bay of Islands, is superior to that at Whangarei wharf, but a very few comparatively inexpensive additions to the latter will meet the requirements of traffic.

Unless special additional coal mines are opened out and profitably worked, any further railway extension at the Kawakawa end will cause an unprofitable expenditure, which the small amount of through traffic of passengers and goods that can possibly be expected will not justify.

The Engineer-in-Chief, Wellington.

I have, &c.,
C. B. KNORPP, Inspecting Engineer.

Enclosure in No. 3.

Sir J. VOGEL to Mr. C. B. KNORPP, Inspecting Engineer, Whangarei or elsewhere.

(Telegram.)

Auckland, 21st February, 1885.

A DEPUTATION has waited on me from Kawakawa, representing that it would be much more expedient to tap the Puhipuhi Forest by a line from Kawakawa than from Kamo. Their statements are as follows: The distance between Kawakawa and Puhipuhi is about twelve miles; that the route, excepting one small hill, would be a good one, that only a short tunnel would be required, and that the line on the whole would be cheap, that nearly all the land between Kawakawa and Puhipuhi belongs to the Government, that the land is fairly good and with patches of kauri on it, that also it probably contains extensive coal and manganese deposits. They also state that by diverting the line three miles it would tap a large forest near Kawakawa called Te Kopuru. They finally contend that connection with Kamo means connection with Whangarei, which is a very inferior harbour compared with the harbour of the Bay of Islands, at the Kawakawa end. I want you to thoroughly examine the line between Puhipuhi and Kawakawa, and to report upon these statements. As already agreed, you will do the same between Kamo and Puhipuhi; and we shall know the respective advantages of the two routes.

JULIUS VOGEL.

No. 4.

Mr. KNORPP to the ENGINEER-IN-CHIEF.

SIR,—

Auckland, 28th February, 1885.

As directed by Sir J. Vogel, I have the honour to report that I have examined into the statements made by the seven delegates from Whangarei and find them substantially correct.

If the railway is extended from Kamo to a point marked 13 miles on the accompanying tracing, the whole of the Puhipuhi Forest (with the exception of about a hundred acres) will be tapped, and the valuable kauri timber of this forest, of which 19,490 acres are Crown lands, can be brought to it by the creeks draining into the Wairua. A part of the kauri has been already burnt, and, as there is very little mixed bush with it, its total destruction cannot be delayed for a long time, unless costly precautionary measures are taken. No doubt a township would spring up at the terminus, because the cutting-out of the timber would extend over several years, and because there is some fair land for settlement in the valleys.

A preliminary line, as shown in red, has been taken to the west of Hikurangi Mountain; but, as it runs for some distance through a swamp, liable to heavy floods, it may be advisable to take the railway to the east of the mountain, as shown in green. This will bring the railway about two miles nearer to the coalfield, which is on the east side of the mountain, and includes the Government Coalfield Reserve, Ngatahuna, containing 882 acres. There are three outcrops of coal, of about 6ft. thickness each, known on this and adjoining private land; and limestone is close to the green line. The homestead districts of Otonga and Opuawhanga, on which there are eighty families settled, and of which still 60,000 acres are Crown lands, adjoin and surround the reserve.

The distance from Kamo to 13 miles along the green line will be 15 miles 10 chains, and will, approximately, cost £75,000, exclusive of land, and, although 1 mile 20 chains longer than the red line, will also better accommodate the timber traffic from the Whakapara Stream.

The number of resident occupiers in the Hikurangi District has been given to me as thirty, and in the Kauri-horihori District as forty-four; so that there are 150 families along this route.

The swamps round the Hikurangi Mountain, stated to contain 40,000 acres, have only an area of about 20,000 acres. Accurate sections and cross sections taken by Mr. Vickerman show that the estimated cost of lowering the bed of the Wairau from the falls upwards is £40,000. The straightening the tortuous river-course above the falls cannot be done under £5,000, snagging it will cost £5,000, cutting main and minor drains, £5,000. The total cost of draining the 20,000 acres will be £55,000, or £2 15s. per acre. When thus drained the land may possibly sell at that price, as it includes a large area of kahikatea swamps, which, when burnt off and sown with grass, will make first-class grazing land. Still, the greater part of the swamps consist of deep peat soil, which may not prove profitable. Some of the layers of the Kamo coal coke, and possibly some of the layers of the Hikurangi coal will also coke; still, all these coals cannot be classified and sold as coking coal. I could not procure any evidence that some of the settlers had refused £5 an acre offered them by the Kawakawa Coal Company, but the manager of that company showed me a letter from a settler offering to sell his land in the Hikurangi coalfields at £4 per acre, on terms. Where the Kamo Coal Company have paid from £5 to £17 an acre for land, I am informed that this price included houses and improvements on plots of land which have been worked as farms.

The steamers do not call at the Township of Whangarei, but at the railway wharf; and, although there are now three steamers running twice a week, it is a question if they are doing so at a profit, as the charges for passengers are unusually low, and freight is also taken at competition prices between the rival stean-shiping companies.

The returns from the Whangarei-Kamo Railway show that, from the 19th July, 1884, to the 3rd January, 1885, the expenditure varied from 97.43 to 93.44 per cent. of the receipts; so that this railway may be taken as paying working expenses, but not renewals. The local railway manager expects that, as soon as the Whauwhau branch is completed, the increased income will reduce the expenditure to 75 per cent. of the receipts, which will represent about 2 per cent. interest on the cost of this railway, returned as having been £61,000. The railway is required in the interest of the Puhipuhi Forest, and, with the prospect of the additional traffic from one or two coal mines in the Hikurangi coalfield, it cannot fail to pay very fair interest on the additional £75,000, its estimated cost, as long as the timber traffic lasts, and perhaps after that period if settlement increases along its route, of which there also appear fair prospects.

I have, &c.,

C. B. KNORPP, Inspect ng Engineer.

P.S.—I enclose telegram from Sir J. Vogel to the Hon. the Minister for Public Works, which was given me by the former to inquire into and report on. C.B.K.

No. 5.

MR. KNORPP to the ENGINEER-IN-CHIEF.

SIR,—

Wellington, 23rd April, 1885.

I have the honour to report, as directed, on extension of the Main Trunk Line northwards from Helensville. I have examined the country inland from Whangarei (Maungakaramea) to Omapere Hill, and find, as pointed out in my letter of the 17th November, 1884, that the main railway north of Auckland should not be taken to Whangarei, but carried further inland, as shown approximately on the accompanying plans.

After crossing the Tauraroa Stream, the line should turn off to the west and pass along the stream near the Maungakaramea cheese factory, through the ridge which extends between the Maungakaramea and Maungatapere Hills—this can be done with moderate rise and cutting—down one of the branches of the Waonepu Stream, through some broken country, along the Mangarotiti, across the Whakapirou, round the west of Wharekote Hill, across the Wairua near the falls to below the junction of the Hikurangi and the Mangakahia, follow the Mangakahia through the gorge, on whichever side of the river proves most favourable, to its junction with the Awarua, follow the Awarua to its junction with the Waitukuhuruturu (Paramurua), over this stream generally until it approaches the watershed between the Wairua and Hokianga Basins west of Hautoro Hill, then across the Opau, Punakatere, along the Wairoro, past Kaikohe, through the saddle east of Omapere Hill to the eastern shore of Omapere Lake, beyond which my investigations have not extended. For the whole of this distance, except some four or five miles between Maungakaramea and Maungatapere, and for about four miles through the Mangakahia Gorge, the formation will be of an average nature, with moderate grades and work, the lowest point along this line being near the Wairua Falls, 70ft., and the highest near the Omapere Hill, 700ft., above sea-level. The saddle near Maungakaramea is about 150ft. above the nearest stream, and the saddle between Wairua and Hokianga basins about 80ft. above surrounding lower country and 390ft. above sea-level. Owing to the undulating nature of the country, and the impossibility of getting exactly along the line sketched without cutting special tracks, it will be necessary to run a trial line along it before even an approximate estimate can be made.

The following Crown lands, which have been classified as below by the Survey Department, will be brought into communication by this route: Maungakaramea, first class, 1,750 acres; Maungatapere, one-third first, two-thirds second, class, 6,090 acres; Purua, all first and second class, 13,900 acres; Tongihua, second class, 14,300 acres; One, second class, 3,968 acres; Opukete, second class, 348 acres; Takapekarau, second class, 5,220 acres; Waerekahakaha, second class, 2,520 acres; Kairara, second class, 25,700 acres; Opouteke, two-thirds first, one-third second class, 42,000 acres; Tokawero No. 1, first class, 2,033 acres; Aukumeroa, first class, 3,045 acres; Aukumeroa No. 2, first-class, 1,327 acres; Waimatanui, second class, 4,260 acres; Waaku No. 2, one-fir-thitds,

two-thirds second class, 8,017 acres; Wharoro, second class, 839 acres; Awarua, first class, 3,100 acres; Whaoku No. 1, one-half first, one-half second class, 17,650 acres; One, second class, 1,348 acres: total, 157,415 acres.

Of this, the first-class land is very rich, and equal to the best land in Hawke's Bay or Canterbury. The second class will also form good agricultural and pastoral land when cleared. On the Waaku Nos. 1 and 2 and Waimatanui there is a considerable amount of good kauri forest. The first-class land in Opouteke and Waaku Nos. 1 and 2 will be specially suitable for sub-tropical cultivation.

On the section between Helensville and Maungakaramea there are the following Crown lands: Kaukapakapa, one-fourth first, three-fourths second class, 1,130 acres; Makarau, one-fourth first, three-fourths second class, 6,250 acres; Komokoriki, second class, 1,630 acres; Ahuroa, second class, 6,000 acres; Tauhoa, one-eighth first, seven-eighths second class, 12,000 acres; Hoteo, second class, 3,730 acres; Pakiri, second class, 6,740 acres; Pakiri Block, second class, 15,750 acres; Mangawhai, third class, 7,120 acres; Kaiwaka, one-fourth second, three-fourths third class, 560 acres; Waipu, one-half second, one-half third class, 32,170 acres; Paparua, one-half second, one-half third class, 2,460 acres; Mareretu, one-eighth first, one-eighth second, six-eighths third class, 15,400 acres; Matakoho, one-half second, one-half third class, 1,245 acres; Omaru, one-fourth first, three-fourths second class, 6,120 acres; Tauraroa, one-fourth first, three-fourths second class, 2,610 acres; surplus of Walton's grant, second class, 4,898 acres; Ruakaka, one-half second, one-half third class, 4,940 acres; Waikiekie, second class, 775 acres: total, 131,528 acres.

There is some kauri on Kaukapakapa and Makarau, and much kauri on Omaru and the surplus of Walton's grant.

The distance from Helensville to Omapere Lake is about 110 miles, and, if 1-in-40 grades and $7\frac{1}{2}$ -chain curves are adopted on the difficult parts of the line, it may probably be constructed and equipped at an average cost of £6,500 per mile, or for the sum of £715,000; 67,210 acres of first-class Crown land, 182,296 acres of second-class Crown land, and 39,447 acres of third-class Crown land—288,943 acres—will be brought into communication by it.

The Engineer-in-Chief, Wellington.

I have, &c.,
C. B. KNORPP, Inspecting Engineer.

P.S.—It is stated on good authority that between Maungakaramea and Omapere there are 252,000,000ft. of kauri, 20,000,000ft. of totara, and 2,000,000ft. of puriri; of which, 152,000,000ft. of kauri is on Crown land.—C.B.K.

APPENDIX I.

ANNUAL REPORT ON ROADS, MISCELLANEOUS WORKS, AND BUILDINGS BY THE ENGINEER-IN-CHIEF.

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

SIR,—

Public Works Office, 31st March, 1885.

I have the honour to submit the following report on roads, miscellaneous works, and buildings for the year ending the 31st March, 1885.

AUCKLAND DISTRICT.

Pukekohe-Waiuku Road.—Contracts all completed, as well as an additional contract for blinding the metalling, which work was found to be necessary.

Karamu Road-diversion.—This work, including a bridge and 48 chains of road, was finished on the 24th December, 1884.

Great South and Onehunga Roads.—A contract on the Onehunga Road, called Birdgrove Bridge Contract, including a drain, side-walls, and widening the old embankment to the full width of the road, was finished on the 13th December, 1884.

Drury Creek Bridge.—A contract for rebuilding this bridge was let on the 11th February, and the work is proceeding satisfactorily.

Repairs and Maintenance.—This work has been attended to as usual.

Cambridge-Rotorua Road.—This road has been maintained in a fair state for traffic, except at one or two places in the bush.

Waipa-Raglan Road.—Some repairs to bridges and culverts have been executed on this road, and others are still in progress.

Great North Road.—An improvement on this road has been effected about 7 miles from Whangarei, the work extending over about 3 miles, and consisting of 17 chains of new road, and widening and metalling other portions.

Te Aroha Block: Drainage.—Contract No. 5, including 4 miles 29 chains of main drain and 40 chains of cross-drains, was completed on the 13th February, 1885. Contract No. 6 includes a drain from Johnson's Creek to the road, 52½ chains long, and opening and clearing out the creek; the work was completed on the 29th September, 1884.

ROADS NORTH OF AUCKLAND.

The Assistant Surveyor-General, Auckland, reports as follows, viz.,

The only works done up to the end of March, 1885, when the Public Works Department took charge, were the Port Albert Wharf in Rodney and four miles of main road near Whangarei, mentioned in last year's report as being in progress.

BAY OF PLENTY.

Tauranga-East Cape Road.—In sections, viz. :—

Maketu-Waihi.—1 mile 66 chains of this section has been surveyed and laid off for construction.

Maketu-Matata and Otamarakau-Matata (10 miles).—No work has been done on these sections during the year, and the road is in a bad state for traffic of any kind.

Whakatane-Opotiki.—Section 1, 3 miles: The maintenance of this was let to a Native contractor, but the work has not been satisfactorily carried out, the road not being in good order for wheeled traffic. Section 2, 3 miles: Of this, 2 miles 60 chains have been formed during the year 18ft. wide, comprising side-cuttings, bush-felling, one 20ft. bridge, and twelve 12in. culverts. This piece of road is in fair order for traffic.

Whakatane-Ohope (4 miles).—This has been maintained in good order for horse-traffic by Native contractors.

Opape-Torere (7 miles).—This has been kept in good order for horse-traffic by Native contractors.

Hawai-Maraenui (5¼ miles).—The formation of this length is under contract by the Natives, but as yet very little work has been done.

Maraenui-Omaio (5¾ miles).—This section has been re-formed throughout, new bridges erected, and the whole put in good order for horse-traffic: The maintenance of it has been let to a Native contractor.

Te Kaha-Raukokore (20 miles).—This section has been maintained in good order for horse-traffic by Native contractors.

Rotorua-Te Puke Road.—One bridge of 20ft. span has been erected over the Te Ngae Creek, and the road is in good order for wheeled traffic.

Matata-Te Teko Road (16 miles).—This road is in a bad state of repairs, and not suitable for traffic.

Whakatane-Te Teko Road (12 miles).—This road is impassable for traffic, for want of repair.

Opotiki-Waiotahi Road.—Section 1, 3 miles, section 2, 3 miles, and section 3, 3 miles are all under course of formation.

Opotiki—Ormond Road (60 miles).—Section 6, 5 miles, section 7, 4 miles 52½ chains, and section 8, 19 miles, are being improved and widened, and the bush felled wider where necessary. Four maintenance-men have been employed during the year, and the road is in good order or horse-traffic.

Removal of Rocks, Whakatane River.—This work is now nearly completed. The contractor has been much delayed by unfavourable weather.

Tauranga—Taupo Road.—There was a cessation in the maintenance of this road for a time, but it is now being well looked after, and is in fair order for traffic.

Atiamuri—Taupo, and Taupo—Napier.—The same remarks will apply to this as to the Tauranga—Taupo Road.

MANAWATU DISTRICT.

Manawatu Gorge Road.—This has been maintained as usual during the year, several bridges have been repaired, and several unusually heavy slips have been removed. As a rule not more than two men are employed, but in case of slips a few extra hands are employed for a time.

NELSON DISTRICT.

Pelorus Valley Road.—All that has to be done before this road is formed for dray-traffic right through from Blenheim to Nelson is the completion of the Pelorus Valley bridge and a small section near the Rai Saddle. The former will take several months, but the latter should be finished in three or four weeks.

Tracks in Pelorus and Queen Charlotte's Sound.—Surveys have been made of tracks at Torea Portage, and between Waitaria and Manaroa, and contracts for them are in preparation. The tracks are graded so as to be afterwards convertible into dray-roads.

Clarence Bridge.—This work has progressed slowly owing to the difficulty of sinking the cylinders through the large boulders and cemented shingle that form the bed of the river. The difficulties are now, however, passed, all the cylinders being sunk. The ironwork, which is provided by the Government, and about a third of the timber, which the contractor provides, are on the site of the bridge.

Clarence—Kaikoura Road.—A survey is in progress of the section between the Clarence and Hapuka.

Takaka Bridge.—A contract has just been entered into for the construction of a bridge over the Takaka on the main road. The bridge has two spans of 80ft. and three of 40ft. One of the piers is of concrete, another is composed of iron cylinders, the remainder being of timber.

Lower Moutere Road.—The contracts in progress at the end of last year have been completed, and some river-protection works carried out.

Tophouse and Tardale Road.—A few improvements have been made between Foxhill and Tophouse, and in the Wairau Gorge.

Nelson—Lyell Road.—No work of importance has been done on this road by the Government during the year. The expenditure has been on small improvements of gradients and drainage at odd places.

WESTLAND DISTRICT.

Lyell Road to Westport and Southward to Okarito.—Beyond additional works at the Inangahua Bridge, and repairs to some small bridges between Westport and the Inangahua, there has been no work done by the department on this road during the past year.

Lyell—Mokihinui Track.—A reconnaissance survey of this track by a new route has been made.

Mokihinui—Karamea Track.—The track from the Mokihinui Township to the Halcyon Reefs was completed in May, 1884. The length made by the Government is 8½ miles. A survey is now in hand of the extension to Karamea, and a design has been prepared for a bridge over the Mokihinui.

Brighton—Seventeen-Mile Beach Road.—The detailed survey of this road, referred to in last report, was duly completed during the year.

Ahaura—Amuri Road.—Contracts were entered into in January for the construction of 6½ miles of this road. The works are making satisfactory progress.

Water-races.—The only work of this kind now under construction by the Government is the Mikonui Race at Ross. The two sections of the long tunnel that were let in 1883–84 have made fair progress during the past year, 60 chains out of a total of 85 being now driven. The ground through which the tunnel passes is very peculiar to drive in; although very hard when first opened out it softens on exposure, and will not stand without heavy timbering. On this account the work is very expensive.

CHRISTCHURCH—HOKITIKA ROAD.

The maintenance of this road during the year has been much the same as usual, no extraordinary damage from flood or otherwise having taken place. A bridge has been erected over the smooth Wainihinihi Creek. It consists of an 80ft. timber truss on stone abutments.

The cylinders for the Taipo bridge piers are now in Hokitika, and the timber for the superstructure is on the ground. A contract for the erection has been prepared, and it is intended to call for tenders at once. The bridge is to have six spans of 80ft. and one span of 30ft.

CANTERBURY DISTRICT.

Kaikoura—Waiiau Road.—At the end of last financial year there were about 25 miles of the track between the Waiiau and Kaikoura Townships over which it was impossible to take vehicles, and 5 miles more which are mainly river-bed. Of this length about 10 miles were set apart for piecework, and 10 miles have been let in two contracts.

The piecework sections were opened in October and closed in February, during which time 53,800 cubic yards of cutting were done, at an average of 8½d. for earth and 1s. 2¼d. for rock (labour only). The greatest number of men on the work at any time was 136. Arrangements are now being made to reopen the works for the winter.

The contracts were only entered into one in February and the other in March, so there has not yet been time to do much work on them.

Waiau Bridge.—A contract for painting this bridge was carried out during the summer months.

Rakaia Gorge Flood-Channel Bridge.—This work, which was in progress at the end of last year, was satisfactorily completed in November.

Upper Waiau Bridge.—A contract is in preparation, and nearly ready, for this bridge. After several surveys, a site in the gorge, near that of the old horse-bridge, has been selected. It is intended to make the bridge of iron.

Defence Works, Lyttelton.—The erection of a shed and slip for the torpedo-boat and the mounting of a 64lb. gun are nearly finished.

OTAGO DISTRICT.

Haast Pass Track.—A small road-party was engaged for some months improving and repairing the old portions of this track. They also made 45 chains of new track, and 125 chains more were done by contract. Seven small sections have also been surveyed for contract.

Taireri Road Bridge.—The ironwork of this bridge having arrived from England, a contract for its erection was entered into in January. The bridge has six spans of 80ft. The abutments are masonry, the piers cast-iron cylinders, and the girders steel.

Bridge over the Clutha at Beaumont.—This bridge, which was originally designed by the Department in 1883, was handed over to the county to carry out. After the piers were built the work reverted to the Government, and tenders are now advertised for the superstructure. The bridge has three spans of 115ft. and two spans of 58ft. 6in., the abutments and piers are of masonry, and the superstructure of malleable-iron lattice-girders. The girders are to be manufactured in the colony.

Bridge over the Clutha at Roxburgh.—This bridge is in exactly in much the same position as the one at Beaumont. After being designed by the department, the masonry was carried out by the county, and now the structure is to be finished by the Government. The bridge, which is a suspension one, has a span of 270ft. The towers and archways are of masonry, and the cables wire rope. The rope has been ordered from England, and a contract is in preparation for the superstructure.

Forest Hill Tramway.—The second section, 5 miles, of this tramway, which was in progress at the end of last year, is expected to be finished in about three months.

Crown Lands Roads.—The works on the Otatara Bush Roads and the bush land east of Makarewa have been completed during the year.

Grants under Roads and Bridges Construction Act.—A considerable amount of extra labour has been thrown on the department in Otago through these works. The expenditure certified to during the year has amounted to £18,900.

BUILDINGS.

The expenditure on public buildings during the past financial year is as follows:—

| | £ | s. | d. |
|---|---------|----|----|
| Judicial | 12,227 | 3 | 8 |
| Postal and Telegraph | 8,955 | 0 | 6 |
| Customs | 829 | 17 | 3 |
| Lunatic Asylums | 24,992 | 3 | 3 |
| Hospitals | 3,791 | 15 | 1 |
| Parliament Buildings | 182 | 14 | 4 |
| Quarantine Stations | 313 | 12 | 8 |
| Sundry repairs, alterations, furniture, &c. | 23,751 | 19 | 11 |
| Totals | £75,044 | 6 | 8 |

The expenditure on new buildings during the year has been less than usual. The only important buildings actually in progress are the Wellington Convict Prison and the Auckland Gaol, on both of which prison labour is mainly employed.

The other new buildings in course of erection during the year are courthouses at Ormondville and Woodville; lock-ups at Bull's and Methven; constabulary store at Wellington; post and telegraph office at the Port, Nelson; post, telegraph, and customs office at Picton; house for Natives at Alexandra; laundry at Seacliff; dynamite magazine at Dunedin; and buildings for the Industrial Exhibition at Wellington.

Plans have been prepared and tenders advertised for the following buildings: Post and telegraph office at Greymouth; courthouse at Waiuku; courthouse and police station at Winton; constables' quarters and lock-up at Alexandra.

Plans have also been prepared or are in preparation for gaols at Wanganui and Greymouth; post and telegraph stations at Katikati; police station and lock-up at Wairoa; constables' quarters and lock-up at Pembroke; and constables' quarters and stable at Clyde.

Numerous additions of more or less importance have been made to public buildings all over the colony, and the usual amount of maintenance and repairs has been done.

I have, &c.,

JOHN BLACKETT,
Engineer-in-Chief.

The Hon. the Minister for Public Works.

APPENDIX J.

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

The MARINE ENGINEER to the SECRETARY, Marine Department.

SIR,—

Marine Department, 31st March, 1885.

I have the honour 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, and for other works during the year, viz. :—

Kaipara.—The whole of the works in connection with this lighthouse have been completed, and the light was first exhibited on the 1st December, 1884. The light is of the second order, flashing every ten seconds.

French Pass.—All the works have been satisfactorily completed, and the lights were first exhibited on the 1st October, 1884, viz., one light on the mainland, a sixth-order port-light; and a smaller one, a ship's ordinary riding-light, on the beacon.

Jackson's Head.—The beacon described in the last annual report was completed on the 19th April, 1884, and remained intact until the middle of March, 1885, when it was destroyed during a severe storm. It is proposed to replace it by another beacon of different and more substantial design.

Removal of Rocks, Whakatane River.—It is expected that this contract will be completed towards the end of next month.

Light at Eastern Entrance of Hauraki Gulf.—In April, 1884, this locality was inspected with the view of determining the best site for a lighthouse, and Red Mercury and Cuvier Islands were carefully examined, with the result that the latter island seemed to offer the best site for the purpose intended; and a report to this effect was forwarded in June.

I have, &c.,

JOHN BLACKETT,
Marine Engineer.

The Secretary, Marine Department.

APPENDIX K.

ANNUAL REPORT OF GENERAL MANAGER OF RAILWAYS,

FOR YEAR ENDING 31st MARCH, 1885.

ANNUAL REPORT ON WORKING RAILWAYS.

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

SIR,—

I have the honour to report on the working railways for the year ending the 31st March, 1885.

Kawakawa.—The old line, 2 miles 68 chains, has been taken over, and, with the new line to deep water, 5 miles 11 chains, is worked by the department. The net profits are but small; it will depend upon the output of the coal mine whether any improvement in traffic takes place.

Whangarei.—The traffic and revenue have improved; the opening-out of the Kamo and Whau-whau mines is expected to increase the traffic largely.

Auckland.—The Morrinsville and Cambridge branches, 29 miles 12 chains, have been opened during the year: this has led to increased traffic and revenue. The proportion of expenses to revenue is 67·78 per cent., against 69·53 for the previous year.

Of the many defects on this line in accommodation and appliances, which have been referred to in the annual reports since 1881, the larger proportion has been removed. Convenient siding accommodation has been provided in the country, nearly all the country stations between Auckland and Mercer have been rearranged, improved water-services have been provided, large numbers of wagons have been added, bogie carriage-stock and heavier engines have been introduced, new shops and machinery have been erected at Newmarket, better accommodation has been given at Auckland. The execution of these improvements has occupied four years; it has proceeded as rapidly as the funds provided for the purpose admitted. Auckland goods-station requires extension. When the additional area required from the intake is added, the room will then avail for some years conveniently, but by the time there are 500 miles of line connected with Auckland more area will probably be required. Onehunga station requires improvement. As has been pointed out in former reports, as the line and appliances have been improved the working-railway officers have been able to give more satisfaction to the public in dealing with the traffic, and the working of this line is now proceeding smoothly and well; the completion of the Auckland and Onehunga stations, and of the Kaipara line at an early date, will still further improve matters. On the single line, and with the grades between Auckland and Penrose, and with the appliances available, no more than about 3,000 passengers per hour can be moved in one direction. If an extravagant quantity of stock were available, 6,000 persons might be moved in one hour in the same direction, under very special circumstances. But the cost of providing stock would be unjustifiable, as it may only happen perhaps once or twice in the year that large numbers of persons have to be moved. It has occurred with the race traffic, but the race-traffic fares are so low as to be practically unremunerative. The limit to the number of persons which could be carried in one train from Auckland to the race-course is about 1,000, under very special circumstances. The difference between this line and that between Christchurch and its racecourse is such that three passengers could be carried on the latter to one on the former. It is as well that the public should understand that the grades near Auckland limit the capacity of the line, and that, when the limit of capacity is reached, no activity on the part of the railway staff can accelerate the traffic further.

Napier.—The line has been extended to Tahoraite, 11 miles 55 chains. The traffic and revenue have very largely increased. The proportion of expenses to revenue is 57·12 per cent., against 52·26 for the previous year, which is due to heavier renewals, and to the fact that the extensions of the line are more expensive to work. Additional carriages, wagons, stock, and engines have been placed on the line, and some further additions have to be made to meet the increasing business. The damages by the Ngaruroro and marine encroachments have been successfully overcome for the present. Additional siding accommodation long needed at Napier has been provided for. Accommodation at the Spit is much needed to allow the traffic work to be carried on properly.

Wellington.—The traffic and revenue have increased largely; the percentage of expenses to revenue has dropped from 78·30 per cent. for the previous year to 72·66. Additional room at the workshops is wanted: additional carriage and wagon-stock has been placed on the line, and improvements are being made in substituting bogie stock for the older stock. Some expressions of opinion are occasionally made regarding the route of the line from Wellington to the Wairarapa. The explanations given in the annual report of 1881–82 should conclusively show that the cheapest and quickest route has been selected. Less severe grades might perhaps have been obtained by following a coastal route, but the line would have been longer, the cost of construction greater, the time occupied in travelling the larger distance would have been longer, and the cost of conveyance would have been higher, than by the present route. When persons regard the objectionable

features of the short route they do not, as a rule, realize the greater objections which would have been entailed by a longer one.

This line is susceptible of some improvements, and, as the growth of traffic warrants, they may be gradually effected with advantage.

Wanganui—New Plymouth.—These sections have been connected by the opening of 10 miles 3 chains of line between Hawera and Manutahi. The traffic has not increased, but the revenue has improved, and the proportion of expenses to revenue is 81.41 per cent., against 87.00 during the previous year. The rolling-stock repairs are becoming heavy, owing to age, and additional work-shop-room is much wanted to deal with them.

Greymouth.—Great increase in traffic and revenue has taken place. The expenses are relatively higher than in the previous year, owing to exceptionally heavy maintenance-repairs being done. The stoppage of the Westport traffic, owing to the closing of the coal mines, has led to increased traffic on this line. The output of minerals has reached 116,196 tons for the year.

Westport.—The revenue and traffic have but little increased on this line owing to the stoppage of the coal mines. The output of minerals was 66,639 tons.

Nelson.—The returns show a fair increase in traffic and revenue. The net revenue has increased.

Picton.—The expense of repairs on this line has been high, and the proportion of the expenses to revenue is slightly in advance of the previous year.

Hurunui—Bluff.—The proportion of expenses to revenue is 64.13 per cent., as against 66.84 during the previous year. The traffic in the local productions has decreased slightly, except in wool. The following table includes the chief local products, and shows six years' traffic:—

| | Wool. | Timber. | Grain. | Minerals. | Horses and Cattle. | Sheep and Pigs. |
|---------|--------|---------|---------|-----------|-----------------------|--------------------|
| | Tons. | Tons. | Tons. | Tons. | No. | No. |
| 1879-80 | 35,663 | 94,037 | 227,770 | 220,459 | 14,159 | 182,529 |
| 1880-81 | 35,631 | 104,585 | 405,233 | 277,421 | 13,573 | 195,855 |
| 1881-82 | 37,917 | 113,446 | 353,675 | 288,424 | 18,623 | 219,471 |
| 1882-83 | 43,970 | 111,444 | 343,398 | 308,737 | 21,421 | 280,524 |
| 1883-84 | 49,519 | 89,467 | 407,623 | 331,878 | 20,192 | 446,426 |
| 1884-85 | 54,809 | 86,343 | 389,636 | 310,093 | 21,822 | 437,859 |

The decline in the timber trade is probably, to a partial extent, due to settlement going on at a slower rate than formerly, as well as to the more extensive use of stone and brick for building. In the merchandise, traffic has increased, as shown in Return No. 5.

The total revenue has increased from £669,788 to £701,991.

Twenty-four miles 44 chains have been opened during the year, making a total mileage open of 887 miles 65 chains. Various improvements have been made in carriage stock; additional wagons, tarpaulins, and other accommodation have been provided, commensurate with the increased mileage and number of stations and sidings.

Dunedin and Invercargill Stations have been carried on towards completion as far as is at present necessary.

The Engineer in charge of the maintenance reports that lines are now much less liable to damage from floods than formerly. At one point, on the Taieri Plains, the line is still liable to serious interruption of traffic and to expense by damage from flood. It is very desirable to take steps to remove this risk if possible.

The locomotive, carriage, and wagon stock has been well maintained, and is in good order. With the low price now ruling for grain, this traffic cannot be expected to keep up to its former level, and it seems probable that the revenue from this source will diminish.

General.—The lines have paid £3 0s. 3d. per cent. on the cost of construction of the opened lines, or £2 15s. 4d. per cent. on the gross expenditure on railways opened and unopened. The highest rate, £4 16s. per cent., is paid by the Greymouth Section, and the next highest, £4 0s. 5d. per cent., by the Napier Section.

The traffic as a whole has fairly increased. The proportion of expenses to revenue has been 65.99, against 68.24 in the previous year. The passenger traffic has increased. During 1883-84 a change in the system of booking passengers from flag-stations was introduced, to diminish the inconvenience to the public arising from passengers having to book twice on each journey. This alteration makes an apparent diminution in the numbers travelling, while there has actually been an increase. The revenue from ordinary passengers has increased by £27,000, and that from season tickets by £1,647. The increased number of annual season tickets issued tends also to make the number of ordinary passengers appear less.

The traffic in local productions of the colony during the past six years is as follows:—

| | Wool. | Timber. | Grain. | Minerals. | Horses and Cattle. | Sheep and Pigs. |
|---------|--------|---------|---------|-----------|-----------------------|--------------------|
| | Tons. | Tons. | Tons. | Tons. | No. | No. |
| 1879-80 | 41,895 | 149,428 | 240,144 | 321,060 | 30,393 | 260,816 |
| 1880-81 | 42,387 | 169,695 | 421,142 | 406,266 | 27,230 | 280,683 |
| 1881-82 | 44,681 | 192,905 | 375,725 | 433,659 | 32,511 | 319,837 |
| 1882-83 | 51,703 | 197,231 | 367,428 | 510,088 | 37,455 | 449,470 |
| 1883-84 | 62,066 | 183,449 | 432,223 | 574,312 | 39,230 | 656,612 |
| 1884-85 | 68,523 | 178,909 | 414,590 | 618,512 | 43,096 | 696,790 |

The tables attached contain minute and varied information on points connected with the traffic revenue and expenses. It is to be regretted that prior to the reorganization effected during 1880–81 reliable and complete information was not compiled. Careful investigation of the records, 1879–80, enabled some particulars of that year's work to be fully stated, but it was not found possible to carry investigations further back. We are now, however, enabled to review six years' working. The results will doubtless be held to be favourable, while it should be at the same time remembered that the rates and fares as a whole have been materially lowered during the period under review, and accommodation and conveniences have been much improved and extended. At the same time the expenses of renewals have greatly increased, owing to the age of the lines. On the whole, the railways have greatly advanced in every way during the period referred to: the carriage and wagon stock has been largely added to and improved, station accommodation has been increased, the organization for working has been much improved, a complete system of traffic and statistical accounts has been perfected, the accounting system condensed and simplified, and the staff classified, and in every way the public is much better served than it was; while at the same time the cost of working has been very materially reduced, and the net revenue earned is larger.

Return No. 5 exhibits the traffic and the revenue derived therefrom in detail, compared with the previous year's figures.

The cheap excursions, which have during the past year been run on a scale not previously attempted, have been attended with success, some 46,536 passengers have been carried, giving a gross revenue of £6,111 14s. 9d.

The fares applying to these excursions have been especially framed to accommodate those classes of occasional travellers whose occupation and means do not admit of more extended journies, involving hotel expenses, but who are glad to avail themselves of a day's pleasure-trip to places of attraction during the summer months.

Particulars of the changes in the scale of fares and rates made during the year are shown in Return No. 34. While regarding this subject it may be remarked that, out of a total expenditure of some £690,000, not less than £600,000 is paid either in direct pay and wages, or for locally-produced stores whose cost depends on wages. The wages paid for unskilled labour in Great Britain are, less than half the colonial rates; they are also much lower in the United States. Other things being equal, it must not therefore be expected that rates and fares can be placed so low as in the countries named, unless a very much lower percentage of net earnings is looked for.

There are, however, some limited advantages belonging to the New Zealand system, which do not appertain to some other countries. In the United Kingdom, for instance, the separate control of small groups of railways under different companies entails a comparatively heavy outlay, and compels the introduction of an expensive institution, the clearing-house, which deals with the interchanged traffic between the various companies, and to which they all account for the adjustment of their revenues, and for the interchange of wagon-stock, ropes, and sheets.

The negotiations between companies respecting changes in through rates and division thereof, and the vast number of contingent points arising therefrom, also complicate business greatly.

We are fortunately almost free from such expenses in New Zealand, and if the district railways are absorbed, as is anticipated, we shall be wholly free from them.

The speeds of trains on the New Zealand railways are at least 30 per cent. lower than English speeds, and, in this respect, there is also some economy.

It is most important to bear in mind the necessity for moderation in providing for stations and private sidings on the railways, seeing that an undue amount of accommodation in this respect tends to make the cost of working excessive, without increasing the revenue to a corresponding extent. Following are the particulars of the numbers in 1880–81 and in 1884–85:—

| | | | Miles of Line. | | Stations. | | Private Sidings. |
|------|-----|-----|----------------|-----|-----------|-----|------------------|
| 1880 | ... | ... | 1,277 | ... | 467 | ... | 174 |
| 1885 | ... | ... | 1,528 | ... | 597 | ... | 251 |

The Minister has issued a by-law, reminding owners of private property adjacent to the railways that demands for private accommodation can only be allowed to a limited extent. It sometimes occurs that the department incurs some odium from the public through the necessity for declining certain applications. The department has three very important points to consider in dealing with this subject: the public safety, the public convenience, and remunerative working; and, were these points more fully appreciated by the public, the pressure put on the department to accommodate individual interests would be less than it sometimes is, and the public interest would be better served. The annual reports for 1881–82 and 1882–83 have fully dealt with this subject, the importance of which is apt to be overlooked.

The number of accidents during the year is less than for the previous year. The fatal accidents, unhappily nineteen in number, are three in excess of the former year. An attempt has been made, by gazetting a by-law, to induce the public to use greater caution at level-crossings. The danger to life and property arising from the carelessness of drivers of vehicles is not confined to persons crossing the line. Trains are greatly endangered by collisions, and very serious loss of life is liable to occur therefrom to travellers by rail. Bridges would certainly obviate the danger; but an enormous outlay would be involved in providing them, and in very many cases, in towns, the adoption of bridges is impracticable. Crossing-keepers are a great expense. The cost of a crossing-keeper and accommodation may be taken at £70 a year, or £1,500 capitalized at 4½ per cent.; and it is undesirable to increase expenses of this kind if avoidable. As the railways are public property it is but reasonable that caution on the part of the users of level-crossings should be stringently enforced. No public street should ever be permitted to cross station sidings.

The lines and stock have been maintained in good and efficient order.

The following table shows the cost of wages and stores approximately, separately stated, and an estimate for the year 1885–86:—

| Year. | Maintenance. | Locomotive and Stock. | Traffic. | General Charges, &c. | Totals. | Miles. | Total per Mile. |
|----------------------------------|--------------|-----------------------|----------|----------------------|---------|--------|-----------------|
| <i>Wages.</i> | | | | | | | |
| | £ | £ | £ | £ | £ | No. | £ |
| 1880-81 ... | 145,517 | 109,477 | 125,782 | 31,926 | 412,701 | 1,277 | 323 |
| 1881-82 ... | 132,520 | 106,204 | 126,739 | 28,428 | 393,891 | 1,319 | 298 |
| 1882-83 ... | 158,203 | 118,689 | 140,840 | 31,032 | 448,764 | 1,358 | 330 |
| 1883-84 ... | 165,303 | 134,125 | 151,319 | 32,635 | 483,382 | 1,396 | 346 |
| 1884-85 ... | 177,388 | 140,436 | 156,586 | 36,871 | 511,281 | 1,477 | 346 |
| Estimate 1885-86 ... | 181,105 | 145,645 | 161,509 | 35,710 | 523,969 | 1,527 | 343 |
| <i>Stores and Miscellaneous.</i> | | | | | | | |
| 1880-81 ... | 35,931 | 58,117 | 14,266 | 942 | 109,256 | 1,277 | 85 |
| 1881-82 ... | 47,602 | 65,928 | 14,205 | 1,071 | 129,208 | 1,319 | 97 |
| 1882-83 ... | 51,620 | 73,805 | 15,494 | 3,139 | 144,058 | 1,358 | 106 |
| 1883-84 ... | 68,633 | 79,736 | 15,529 | 8,710 | 172,608 | 1,396 | 123 |
| 1884-85 ... | 76,941 | 82,385 | 15,236 | 4,183 | 178,745 | 1,477 | 121 |
| Estimate 1885-86 ... | 98,644 | 90,830 | 17,710 | 4,380 | 211,564 | 1,527 | 140 |

The increase of expenses should be considered in connection with the growth of traffic, as shown in the following statement, as well as in connection with the increased mileage and the increased age of the lines.

| Year. | Miles. | Revenue. | Expenditure. | Tonnage. | Parcels, &c. | Cattle, Sheep, &c. | Passengers. | Season Tickets. |
|-------|--------|-----------|--------------|-----------|--------------|--------------------|-------------|-----------------|
| | | £ | £ | | No. | No. | No. | No. |
| 79-80 | 1,172 | 762,573 | 580,030 | 1,108,108 | 180,331 | 285,209 | 2,967,090 | 5,077 |
| 80-81 | 1,277 | 836,454 | 521,957 | 1,377,783 | 286,865 | 300,704 | 2,849,561 | 6,499 |
| 81-82 | 1,319 | 892,026 | 523,099 | 1,437,714 | 316,611 | 343,751 | 2,911,477 | 7,207 |
| 82-83 | 1,358 | 953,347 | 592,821 | 1,564,793 | 341,186 | 477,075 | 3,283,378 | 8,621 |
| 83-84 | 1,396 | 961,304 | 655,990 | 1,700,040 | 359,896 | 686,287 | 3,272,644 | 9,036 |
| 84-85 | 1,477 | 1,045,712 | 690,026 | 1,749,856 | 347,425 | 729,528 | 3,232,886 | 8,999 |

Return No. 20 furnishes a clue to the demands for sleepers in the future. The renewals must annually increase in numbers for some years; and we may, perhaps, find that the number required during the next year will reach 200,000. About 60 miles of rails were relaid. It is unlikely that this quantity will be much exceeded during the next year.

The expenditure on fencing, which was £14,649 during 1883-84, was £12,940 during 1884-85. It is likely that this item will increase, as the fencing is getting old on many of the lines; and the length is being increased. The assumption of the entire cost of maintenance of fences by the Railway Department in 1882 has added to the expenses.

The average cost of maintenance per mile, which was £167 11s. 6d. in 1883-84, was £172 3s. 10d. in 1884-85.

The extension of the holidays, on which pay is given to all employes, has added to the expenses of the year.

From such information up to date as can be obtained, comparative Returns Nos. 32 and 33 have been compiled. The former of these will be found to be similar to one in the Queensland reports. When the expense under which the New Zealand management labours, in having to work a number of detached sections, is taken into account, and when the much larger receipts per ton of goods which the other colonies are able to levy are regarded, the New Zealand results may be considered very favourable. In respect to the suburban traffic in Victoria and New South Wales, a great advantage operates to give favourable results, the population of Melbourne and Sydney being from six to seven times larger than those of any New Zealand city. The net earnings in pence per train-mile, are as follow:—

| | | | |
|---------------------|-------|---------------------|-------|
| Queensland ... | 42·28 | South Australia ... | 26·61 |
| New South Wales ... | 30·46 | New Zealand ... | 29·55 |
| Victoria ... | 26·29 | Cape Colony ... | 28·40 |

The exceptionally high average receipts per ton which appear to be obtained in Queensland, as shown in Return No. 33, will go far to account for the high net earnings per train-mile.

Much was said about high rates in New Zealand: it is important, however, to notice that Return No. 33 shows the average receipts per ton lower in New Zealand than in any colony, except South Australia, for the years respectively indicated.

In the report for the year 1882 attention was directed to the necessity for the traffic audit being dealt with wholly within the department, the separation of this class of audit from the management being a great source of weakness. The operations of the internal audit under the control of the management have been since then much extended with good results. Much greater efficiency in organization and working has been attained, and the public better served. The practice of forwarding press copies of waybills to the Controller and Auditor-General has been stopped, and much superfluous work thereby abolished.

The staff has worked efficiently during the year. The very great labour expended by the officers of the department in providing complete codes of instructions for each branch of the working establishment is now bearing satisfactory fruits in the improved efficiency shown by the staff, which may now be said to be thoroughly trained to the performance of all routine duties.

I have, &c.,

J. P. MAXWELL,

General Manager, New Zealand Railways.

Wellington, 11th June, 1885.

INDEX OF RETURNS

ACCOMPANYING THE REPORT OF THE GENERAL MANAGER OF NEW ZEALAND RAILWAYS.—
1884-85.

| Nature. | Return No. | Description. |
|-----------------|------------|---|
| ACCOUNTS .. | 1 | Revenue account. |
| | 2 | Expenditure account. |
| | 3 | Detail of classified expenditure. |
| | 4 | Classified expenditure and revenue. |
| | 5 | Comparative statement of passenger and goods traffic. |
| | 6 | Cost of construction and rate of interest. |
| | 7 | Comparison of revenue and expenditure for six financial years. |
| | 8 | Traffic ton-mileage, Auckland, Napier, Wellington, Wanganui, and Hurunui-Bluff. |
| GENERAL RETURNS | 9 | Classified maintenance expenditure. |
| | 10 | Revenue and expenditure of stations. |
| | 11 | Stores contracts. |
| | 12 | Carriage and wagon stock, and tarpaulins. |
| | 13 | Locomotive stock. |
| | 14 | Weighing machines. |
| | | Weighbridges. |
| | | Traversers and turntables. |
| | | Cranes. |
| | | Pumps. |
| | 15 | Renewals of rails. |
| | 16 | Renewals of sleepers. |
| | 17 | Number of stations and sidings. |
| | 18 | Particulars of private-siding traffic. |
| | 19 | Mileage of lines. |
| | 20 | Line opened, and sleepers laid and removed. |
| | 21 | Number of employés. |
| | 22 | Accidents. |
| SPECIAL RETURNS | 23 | Locomotive returns. |
| | 24 | Repairs to rolling-stock, Hurunui-Bluff. |
| | 25 | Traffic from coal mines, Hurunui-Bluff. |
| | 26 | Vessels loaded and discharged at different ports, Hurunui-Bluff. |
| | 27 | Mileage of track, main line, and sidings, Hurunui-Bluff. |
| | 28 | Comparison of expenditure on maintenance for seven years, Hurunui-Bluff. |
| | 29 | Average rate of classified expenditure on maintenance, Hurunui-Bluff. |
| | 30 | Statement of maintenance of different divisions of Hurunui-Bluff. |
| | 31 | Account of transactions with the private companies. |
| | 32 | Comparison of mileage open, and expenses, &c., Colonial and New Zealand railways. |
| | 33 | Comparison of revenue and expenditure, Colonial and New Zealand railways. |
| | 34 | Alterations in scale of charges. |

RETURN No. 3.
CLASSIFIED EXPENDITURE for Twelve Months ended 31st March, 1885.

| Sections. | Maintenance of Way and Works. | | | | | Locomotive Power. | | | | | Carriages. | Wagons. | Traffic. | General Charges. | Sundries. | Grand Total. |
|---------------------|-------------------------------|-------------|-------------|----------------|--------------|----------------------|-----------------|------------------|-----------------------|-------------|-------------|-------------|--------------|------------------|------------|---------------|
| | Permanent-way. | Structures. | Buildings. | Miscellaneous. | Total. | Working Locomotives. | Fuel and Water. | Oil, Tallow, &c. | Renewals and Repairs. | Total. | | | | | | |
| WAGES. | | | | | | | | | | | | | | | | |
| | £ 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. |
| Kawakawa | 869 10 1 | 90 15 0 | 5 1 0 | .. | 965 6 1 | 444 3 4 | 3 18 9 | 9 4 5 | 293 8 7 | 750 15 1 | 16 19 4 | 299 1 7 | 1,031 3 1 | 425 5 7 | 7 17 6 | 3,496 8 3 |
| Whangarei | 687 3 0 | 86 9 6 | 19 6 10 | .. | 792 19 4 | 608 13 11 | 19 3 9 | .. | 74 15 4 | 702 13 0 | 39 18 7 | 16 12 4 | 1,062 3 9 | 292 11 4 | 7 5 9 | 2,914 4 1 |
| Auckland | 16,261 7 0 | 4,107 8 9 | 567 13 9 | 258 15 11 | 21,195 5 5 | 8,177 6 11 | 477 17 9 | .. | 3,491 12 0 | 12,146 16 8 | 1,183 5 4 | 2,452 5 3 | 15,384 2 6 | 4,269 14 3 | 661 19 4 | 57,293 8 9 |
| Napier | 6,816 7 11 | 669 0 4 | 34 16 5 | 1,650 2 11 | 9,170 7 7 | 2,921 6 11 | 6 11 6 | .. | 1,172 7 4 | 4,100 5 9 | 610 4 3 | 304 2 11 | 5,086 5 1 | 1,295 12 10 | 146 3 9 | 20,713 2 2 |
| Wellington | 7,015 8 9 | 1,154 14 7 | 278 19 0 | 25 8 1 | 8,474 10 5 | 4,776 13 1 | 565 9 7 | 100 12 6 | 3,745 4 2 | 9,187 19 4 | 1,625 7 5 | 2,093 12 3 | 6,306 5 4 | 1,902 13 5 | 739 8 11 | 30,329 17 1 |
| Wanganui | 14,123 8 3 | 3,913 2 9 | 348 16 6 | 1,147 9 5 | 19,532 16 11 | 5,113 11 3 | 18 12 10 | 3 18 3 | 3,149 6 9 | 8,285 9 1 | 1,098 10 3 | 765 7 3 | 9,465 16 4 | 2,339 5 11 | 533 0 11 | 42,020 6 8 |
| Hurunui-Bluff | 78,225 17 6 | 18,742 1 3 | 5,783 3 3 | 6,294 6 3 | 109,045 8 3 | 41,060 6 9 | 3,530 13 4 | 437 18 4 | 16,617 2 1 | 61,646 0 6 | 5,835 10 9 | 13,566 13 1 | 106,195 7 6 | 19,146 9 6 | 1,095 10 1 | 316,530 19 8 |
| Greymouth | 1,623 15 9 | 242 5 2 | 162 11 5 | 51 14 10 | 2,080 7 2 | 718 10 6 | .. | .. | 574 2 7 | 1,292 16 7 | 132 17 3 | 355 11 3 | 3,487 3 2 | 677 2 3 | 106 16 9 | 8,132 14 5 |
| Westport | 1,587 11 11 | 17 7 9 | 34 17 0 | .. | 1,639 16 8 | 980 9 4 | .. | .. | 383 12 0 | 1,364 1 4 | .. | 610 9 3 | 1,452 19 5 | 546 2 2 | 96 6 6 | 5,709 15 4 |
| Nelson | 1,558 8 0 | 292 3 7 | 92 5 6 | 8 6 6 | 1,951 3 7 | 728 7 11 | 15 14 0 | .. | 229 9 10 | 973 11 9 | 197 18 7 | 144 6 0 | 2,132 19 9 | 584 18 3 | 75 11 2 | 6,060 9 1 |
| Picton | 1,618 18 8 | 521 2 7 | 20 2 0 | .. | 2,160 3 3 | 444 19 3 | .. | .. | 208 11 11 | 653 11 2 | 34 5 3 | 137 8 0 | 1,039 3 4 | 402 5 10 | 118 19 1 | 4,545 15 11 |
| Total | 130,387 16 10 | 29,836 11 3 | 7,347 12 8 | 9,436 3 11 | 177,008 4 8 | 65,974 9 2 | 4,638 1 6 | 551 17 0 | 29,939 12 7 | 101,104 0 3 | 10,774 17 0 | 20,745 9 2 | 152,643 9 3 | 31,882 1 4 | 3,588 19 9 | 497,747 1 5 |
| STORES. | | | | | | | | | | | | | | | | |
| Kawakawa | 772 14 3 | 48 6 7 | 9 2 3 | .. | 830 3 1 | .. | 39 18 0 | 16 2 9 | 160 14 11 | 216 15 8 | 186 13 2 | 60 18 10 | 68 3 6 | 4 9 9 | .. | 1,367 4 0 |
| Whangarei | 14 2 3 | 41 0 0 | 5 3 9 | .. | 60 6 0 | .. | 160 1 3 | 49 10 4 | 20 3 7 | 229 15 2 | 111 9 8 | 3 13 8 | 60 15 8 | 5 6 0 | .. | 471 6 2 |
| Auckland | 2,283 14 10 | 1,234 6 7 | 249 10 7 | 268 4 2 | 4,035 16 2 | .. | 3,053 4 6 | 722 17 2 | 858 19 2 | 4,635 0 10 | 619 4 10 | 1,111 14 0 | 1,649 6 8 | 122 14 6 | 33 8 6 | 12,207 5 6 |
| Napier | 2,044 6 3 | 263 17 5 | 25 5 9 | 857 13 10 | 3,191 3 3 | .. | 2,801 8 10 | 279 8 5 | 471 2 4 | 3,551 19 7 | 388 6 5 | 337 11 6 | 640 7 11 | 63 18 6 | 22 10 10 | 8,195 18 0 |
| Wellington | 3,129 19 4 | 872 6 4 | 293 0 2 | .. | 4,295 5 10 | .. | 4,647 19 0 | 482 5 0 | 1,050 6 5 | 6,180 10 5 | 624 3 7 | 764 1 3 | 642 15 3 | 77 19 4 | 21 4 2 | 12,605 19 10 |
| Wanganui | 1,289 8 6 | 2,314 10 9 | 198 3 11 | 105 11 0 | 3,907 14 2 | .. | 3,652 3 6 | 461 9 10 | 769 12 0 | 4,883 5 4 | 506 10 10 | 289 15 10 | 1,180 2 2 | 82 3 8 | 9 17 1 | 10,859 7 1 |
| Hurunui-Bluff | 42,251 9 7 | 9,028 6 1 | 3,502 18 6 | 2,615 6 4 | 57,398 0 6 | .. | 29,898 15 8 | 3,269 0 8 | 5,183 5 0 | 38,351 1 4 | 2,039 0 9 | 10,073 6 2 | 9,834 15 9 | 1,037 0 7 | 92 12 8 | 118,825 17 9 |
| Greymouth | 1,101 9 4 | .. | 74 18 9 | 10 5 10 | 1,186 13 11 | .. | 115 16 6 | 34 13 11 | 194 14 4 | 345 4 9 | 17 7 0 | 243 0 10 | 546 6 6 | 20 13 11 | 0 15 8 | 2,360 2 7 |
| Westport | 62 5 5 | 28 17 7 | 23 5 1 | 111 3 11 | 225 12 0 | .. | 215 7 1 | 73 19 10 | 288 6 0 | 577 12 11 | 1 14 8 | 158 19 4 | 54 9 9 | 11 10 11 | .. | 1,029 19 7 |
| Nelson | 334 18 4 | 120 19 6 | 24 14 9 | 44 12 4 | 525 4 11 | .. | 539 1 4 | 61 2 0 | 75 1 1 | 675 4 5 | 35 19 2 | 70 1 4 | 126 13 7 | 8 11 6 | 0 4 6 | 1,441 19 5 |
| Picton | 773 2 0 | 290 14 11 | 57 0 4 | .. | 1,120 17 3 | .. | 320 10 2 | 39 6 4 | 30 16 4 | 390 12 10 | 18 17 5 | 102 7 5 | 49 17 10 | 5 7 3 | .. | 1,688 0 0 |
| Total | 54,057 10 1 | 14,243 5 9 | 4,463 3 10 | 4,012 17 5 | 76,776 17 1 | .. | 45,444 5 10 | 5,489 16 3 | 9,103 1 2 | 60,037 3 3 | 4,549 7 6 | 13,215 10 2 | 14,853 12 7 | 1,439 15 11 | 180 13 5 | 171,052 19 11 |
| MISCELLANEOUS. | | | | | | | | | | | | | | | | |
| Kawakawa | 0 0 4 | 1 19 5 | .. | .. | 1 19 9 | .. | .. | .. | 22 8 9 | 22 8 9 | 0 3 4 | 28 6 11 | 3 10 2 | .. | .. | 56 8 11 |
| Whangarei | 4 9 8 | .. | .. | .. | 4 9 8 | .. | 3 15 3 | .. | 12 4 3 | 15 19 6 | 0 9 11 | 1 13 0 | 12 14 6 | .. | 6 9 6 | 41 16 1 |
| Auckland | 57 7 5 | 28 1 4 | 1 6 10 | 0 4 11 | 87 0 6 | .. | 80 18 4 | .. | 941 9 6 | 1,022 7 10 | 296 17 0 | 698 11 6 | 279 16 10 | 117 7 1 | 85 15 4 | 2,587 16 1 |
| Napier | .. | 15 5 11 | 3 12 6 | 7 12 0 | 26 10 5 | .. | .. | .. | 132 17 6 | 132 17 6 | 141 15 4 | 144 15 7 | 48 19 9 | 0 3 11 | 118 10 11 | 613 13 5 |
| Wellington | 11 0 9 | 12 4 8 | 18 16 11 | .. | 42 2 4 | .. | 0 2 8 | .. | 625 14 5 | 625 17 1 | 336 18 10 | 420 14 9 | 248 3 8 | 6 10 3 | 21 3 5 | 1,701 10 4 |
| Wanganui | 50 15 9 | 113 7 2 | 22 2 6 | 5 14 3 | 191 19 8 | .. | 0 3 2 | .. | 554 1 10 | 554 5 0 | 215 18 8 | 156 13 5 | 117 18 0 | 0 17 9 | 13 18 1 | 1,251 10 7 |
| Hurunui-Bluff | 119 19 11 | 39 19 6 | 6 0 4 | 20 0 7 | 186 0 4 | .. | .. | .. | 3,001 2 1 | 3,004 7 2 | 1,083 17 10 | 3,424 5 4 | 3,572 9 4 | 1,338 17 11 | 2,242 9 11 | 14,852 7 10 |
| Greymouth | 0 0 8 | .. | .. | .. | 0 0 8 | .. | 3 5 1 | .. | 28 17 11 | 28 17 11 | 0 13 7 | 1 10 4 | 20 14 6 | .. | 5 8 11 | 57 5 11 |
| Westport | .. | .. | .. | .. | .. | .. | .. | .. | 17 2 1 | 17 2 1 | 1 5 6 | 1 9 6 | 19 8 6 | .. | .. | 39 5 7 |
| Nelson | .. | 0 17 4 | 0 4 9 | .. | 1 2 1 | .. | .. | .. | 4 17 1 | 4 17 1 | 2 2 2 | .. | 1 1 0 | .. | 5 8 3 | 14 10 7 |
| Picton | 2 6 8 | .. | 0 0 6 | .. | 2 7 2 | .. | .. | .. | 6 0 7 | 6 0 7 | .. | 2 0 7 | .. | .. | .. | 10 8 4 |
| Total | 246 1 2 | 211 15 4 | 52 4 4 | 33 11 9 | 543 12 7 | .. | 88 4 6 | .. | 5,346 16 0 | 5,435 0 6 | 2,080 2 2 | 4,880 0 11 | 4,324 16 3 | 1,463 16 11 | 2,499 4 4 | 21,226 13 8 |
| Grand total | 184,691 8 1 | 44,291 12 4 | 11,863 0 10 | 13,482 13 1 | 254,328 14 4 | 65,974 9 2 | 50,170 11 10 | 6,041 13 3 | 44,389 9 9 | 166,576 4 0 | 17,404 6 8 | 38,841 0 3 | 171,821 18 1 | 34,785 14 2 | 6,268 17 6 | 690,026 15 0 |

RETURN No. 5.
COMPARATIVE STATEMENT of PASSENGERS and GOODS TRAFFIC for the Twelve Months ended 31st March, 1885.

| Sections. | Length Open for Traffic. | Passengers. | | | | | Total Season Tickets. | Parcels, &c. | | | | | Live Stock, Goods, &c. | | | | | | | | | | | | Grand Total Tonnage. | | | | |
|---------------|--------------------------|----------------|----------------|------------------|------------------|------------------|-----------------------|----------------|---------------|------------|---------------|----------------|------------------------|---------------|--------------|----------------|---------------|-------------------|---------------------------|-------------------|--------------------|---------------------|---------------------|-----------------------|------------------------|------------------------|------------------------|----------------------|-----|
| | | First Class. | | Second Class. | | Total. | | Parcels. | Horses. | Carriages. | Dogs. | Total. | Drays, &c. | Cattle. | Calves. | Sheep. | Pigs. | Total. | Total Equivalent Tonnage. | Chaff, &c. | Wool. | Firewood. | Timber. | Grain. | | Merchandise. | Minerals. | Total. | |
| 1884-85. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kawakawa | 8 | Single. 3,373 | Return. 1,030 | Single. 3,954 | Return. 140 | No. 8,497 | No. 5 | No. 3,116 | No. 29 | No. 4 | No. 57 | No. 3,206 | No. 2 | No. ... | No. 81 | No. 3 | No. 86 | Tons c. q. 3 12 2 | Tons c. q. 15 0 0 | Tons c. q. 3 0 0 | Tons c. q. 30 0 0 | Tons c. q. 161 10 0 | Tons c. q. 566 15 0 | Tons c. q. 1,145 18 3 | Tons c. q. 29,296 16 0 | Tons c. q. 31,218 19 3 | Tons c. q. 31,222 12 1 | | |
| Whangarei | 7 | 4,638 | 7,310 | 4,112 | 12,538 | 28,598 | 13 | 415 | 129 | ... | 69 | 613 | 8 | 28 | 342 | 8 | 388 | 20 12 3 | 60 0 0 | 21 12 0 | 10 0 0 | 139 7 0 | 196 12 0 | 2,830 7 2 | 23,051 6 2 | 26,309 5 0 | 26,329 17 3 | | |
| Auckland | 168 | 37,512 | 44,064 | 149,949 | 180,220 | 411,745 | 1,385 | 28,896 | 851 | 54 | 2,582 | 32,383 | 73 | 14,039 | 1,660 | 44,722 | 4,494 | 64,988 | 4,465 6 0 | 2,130 0 0 | 454 12 0 | 6,340 0 0 | 16,491 17 0 | 8,068 15 1 | 28,138 10 1 | 54,968 18 2 | 116,592 13 0 | 121,057 19 0 | |
| Napier | 82 | 32,045 | 18,122 | 81,716 | 56,358 | 188,241 | 282 | 19,839 | 807 | 60 | 1,808 | 22,514 | 50 | 128 | 57 | 15,024 | 186 | 15,445 | 528 15 1 | 605 0 0 | 3,518 12 0 | 13,235 0 0 | 2,656 4 2 | 13,175 5 1 | 7,584 1 1 | 61,656 19 0 | 62,185 14 1 | | |
| Wellington | 69 | 17,216 | 29,272 | 77,827 | 102,478 | 226,793 | 869 | 21,408 | 476 | 38 | 1,511 | 23,433 | 50 | 129 | 279 | 143,570 | 857 | 144,885 | 4,578 1 3 | 1,205 0 0 | 7,571 8 0 | 12,160 0 0 | 21,607 8 0 | 2,443 12 1 | 14,234 3 2 | 3,389 8 1 | 62,611 0 0 | 67,189 1 3 | |
| Wanganui | 191 | 29,184 | 9,650 | 108,183 | 70,748 | 217,765 | 154 | 27,030 | 1,203 | 78 | 2,539 | 30,850 | 53 | 1,294 | 65 | 45,181 | 4,148 | 50,741 | 1,830 1 2 | 1,385 0 0 | 1,866 4 0 | 11,115 0 0 | 22,218 0 0 | 6,356 3 1 | 13,869 13 3 | 4,207 7 1 | 61,017 8 1 | 62,847 9 3 | |
| Hurunui-Bluff | 885 | 207,135 | 280,826 | 707,315 | 777,902 | 1,973,238 | 5,856 | 202,987 | 6,811 | 549 | 14,670 | 225,017 | 505 | 14,319 | 692 | 417,368 | 20,491 | 453,375 | 16,833 19 3 | 11,160 0 0 | 54,808 16 0 | 33,700 0 0 | 86,343 8 0 | 389,635 14 1 | 284,508 11 0 | 310,093 5 3 | 1,170,249 15 0 | 1,187,083 14 3 | |
| Greymouth | 8 | 1,002 | 3,230 | 11,024 | 37,818 | 53,074 | 161 | 2,086 | ... | ... | 120 | 2,206 | ... | ... | 4 | 1 | 13 | 0 12 3 | ... | ... | 380 0 0 | 2,650 0 0 | ... | 2,401 10 1 | 116,196 13 0 | 121,628 3 1 | 121,628 16 0 | | |
| Westport | 18 | ... | 20 | 6,752 | 14,910 | 21,682 | 18 | 1,630 | 3 | ... | 183 | 1,816 | 7 | 22 | 6 | 51 | 1 | 87 | 9 16 2 | ... | ... | 3,945 5 0 | ... | 1,441 8 0 | 66,639 7 1 | 72,026 0 1 | 72,035 16 3 | | |
| Nelson | 23 | 1,763 | 3,838 | 28,817 | 35,476 | 69,894 | 173 | 3,945 | 11 | 5 | 202 | 4,163 | 4 | 2 | 6 | 37 | 8 | 57 | 4 2 1 | 140 0 0 | 189 16 0 | 3,520 0 0 | 2,509 12 0 | 2,098 0 0 | 2,184 11 1 | 1,344 8 1 | 11,986 7 2 | 11,990 9 3 | |
| Picton | 18 | 3,601 | 5,950 | 6,326 | 18,382 | 33,359 | 83 | 1,695 | 38 | 5 | 279 | 2,017 | 4 | 2 | 4 | 145 | 59 | 214 | 8 19 2 | 330 0 0 | 88 12 0 | 6,180 0 0 | 1,959 12 0 | 2,567 16 2 | 1,693 10 0 | 1,739 19 0 | 14,559 9 2 | 14,568 9 0 | |
| Total | 1,477 | 337,469 | 402,412 | 1,185,975 | 1,307,030 | 3,232,886 | 8,999 | 313,047 | 10,358 | 793 | 24,020 | 348,218 | 756 | 29,963 | 2,775 | 666,522 | 30,268 | 730,284 | 28,284 0 2 | 17,030 0 0 | 68,522 12 0 | 86,670 0 0 | 178,908 15 0 | 414,589 13 0 | 365,623 9 2 | 618,511 11 0 | 1,749,856 0 2 | 1,778,140 1 0 | |
| 1883-84. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kawakawa | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Whangarei | 7 | 2,417 | 5,750 | 4,245 | 14,276 | 26,688 | 28 | 773 | 31 | ... | 24 | 828 | ... | ... | 6 | ... | 6 | 0 3 3 | 25 0 0 | 24 0 0 | 20 0 0 | 328 8 2 | 229 19 3 | 1,572 16 2 | 19,048 15 0 | 21,248 19 3 | 21,249 3 2 | | |
| Auckland | 139 | 34,671 | 36,570 | 136,704 | 167,472 | 375,417 | 1,148 | 29,382 | 871 | 48 | 2,318 | 32,619 | 108 | 12,960 | 1,799 | 51,121 | 2,618 | 68,606 | 4,415 5 3 | 1,405 0 0 | 373 12 0 | 5,385 0 0 | 18,819 19 2 | 7,174 7 1 | 28,380 0 3 | 45,458 0 2 | 106,996 0 0 | 111,411 5 3 | |
| Napier | 70 | 29,324 | 14,172 | 72,852 | 56,014 | 172,362 | 269 | 18,724 | 602 | 70 | 1,253 | 20,649 | 37 | 137 | 110 | 19,976 | 100 | 20,360 | 678 15 2 | 730 0 0 | 3,841 8 0 | 10,715 0 0 | 16,787 4 0 | 2,553 18 2 | 9,707 0 2 | 3,739 2 2 | 48,073 13 2 | 48,752 9 0 | |
| Wellington | 69 | 18,880 | 26,438 | 78,361 | 90,778 | 214,466 | 766 | 20,281 | 253 | 37 | 1,215 | 21,786 | 41 | 135 | 360 | 98,477 | 1,439 | 100,452 | 3,187 17 2 | 955 0 0 | 6,207 4 0 | 11,015 0 0 | 22,583 2 0 | 3,628 5 1 | 11,553 19 2 | 7,268 14 3 | 63,211 5 2 | 66,399 3 0 | |
| Wanganui | 183 | 30,508 | 12,626 | 118,188 | 82,102 | 243,424 | 199 | 28,367 | 903 | 48 | 2,463 | 31,781 | 67 | 683 | 64 | 28,904 | 4,157 | 33,875 | 1,206 9 1 | 945 0 0 | 1,867 12 0 | 11,780 0 0 | 25,041 0 0 | 7,338 5 2 | 14,486 12 3 | 4,658 7 0 | 66,116 17 1 | 67,323 6 2 | |
| Hurunui-Bluff | 861 | 240,503 | 258,166 | 803,793 | 760,556 | 2,063,018 | 6,172 | 216,527 | 6,803 | 688 | 16,893 | 240,911 | 660 | 12,466 | 926 | 425,253 | 21,173 | 460,478 | 16,820 6 2 | 11,600 0 0 | 49,519 16 0 | 33,845 0 0 | 89,467 16 0 | 407,623 6 2 | 275,611 11 0 | 331,878 9 1 | 1,199,545 18 3 | 1,216,366 5 1 | |
| Greymouth | 8 | 2,903 | 3,270 | 8,308 | 36,488 | 50,969 | 155 | 2,174 | ... | ... | 86 | 2,260 | ... | ... | 7 | ... | 7 | 0 4 1 | ... | ... | 1,896 12 2 | ... | ... | 3,170 19 1 | 94,138 14 0 | 99,471 5 3 | 99,471 10 0 | | |
| Westport | 18 | 16 | 4 | 7,202 | 12,808 | 20,030 | 13 | 3,215 | 3 | ... | 90 | 3,308 | 5 | 4 | 13 | 213 | 3 | 238 | 10 13 3 | ... | ... | 2,935 14 2 | ... | 1,658 12 3 | 65,645 18 0 | 70,240 5 1 | 70,250 19 0 | | |
| Nelson | 23 | 2,142 | 4,966 | 29,864 | 35,010 | 71,982 | 223 | 4,528 | 15 | 8 | 177 | 4,728 | 10 | ... | 6 | 163 | ... | 179 | 10 8 0 | 270 0 0 | 188 0 0 | 3,070 0 0 | 1,992 13 3 | 2,341 10 1 | 1,235 8 0 | 11,631 18 1 | 11,642 6 1 | | |
| Picton | 18 | 3,472 | 5,064 | 6,436 | 19,316 | 34,288 | 63 | 1,704 | 74 | 7 | 147 | 1,932 | 11 | 8 | 4 | 2,970 | 32 | 3,025 | 101 2 1 | 540 0 0 | 45 0 0 | 5,160 0 0 | 3,055 3 3 | 1,779 8 3 | 1,241 8 0 | 13,503 15 2 | 13,604 17 3 | | |
| Total | 1,396 | 364,845 | 367,026 | 1,265,953 | 1,274,820 | 3,272,644 | 9,036 | 325,675 | 9,555 | 906 | 24,666 | 360,802 | 939 | 26,393 | 3,282 | 627,090 | 29,522 | 687,226 | 26,431 6 2 | 16,470 0 0 | 62,066 12 0 | 81,255 0 0 | 183,449 7 0 | 432,223 11 2 | 350,262 12 0 | 574,312 17 0 | 1,700,939 19 2 | 1,726,471 6 0 | |

| Sections. | Revenue. | | | | | | | | Number of Trains. | | | Miles travelled by Trains. | | | | | |
|---------------|----------------------|-------------------|----------------------|---------------------|---------------------|--------------------|-----------------------|----------------------|------------------------|-----------------------|---------------|----------------------------|-----------------------|----------------|------------------|--------------------------|------------------|
| | Ordinary Passengers. | Season Tickets. | Parcels and Luggage. | Total Coaching. | Goods. | Miscellaneous. | Rents and Commission. | Total Goods. | Grand Total Revenue. | Passengers and Mixed. | Goods. | Total. | Passengers and Mixed. | Goods. | Total. | Shunting and Ballasting. | Total. |
| 1884-85. | | | | | | | | | | | | | | | | | |
| Kawakawa | £ 561 15 9 | £ 52 10 3 | £ 81 15 6 | £ 696 1 6 | £ 4,836 0 7 | £ 7 17 0 | £ 35 6 10 | £ 4,879 4 5 | £ 5,575 5 11 | 4,428 | 74 | 1,502 | 11,688 | 596 | 12,284 | 2,449 | 14,733 |
| Whangarei | 776 5 8 | 37 11 10 | 63 10 4 | 877 7 10 | 2,993 10 6 | 14 4 0 | 30 10 10 | 3,038 5 4 | 3,915 13 2 | 4,386 | 88 | 4,474 | 15,353 | 305 | 15,658 | 2,203 | 17,861 |
| Auckland | 38,774 2 7 | 2,355 6 8 | 3,608 4 5 | 44,737 13 10 | 60,342 12 1 | 261 0 5 | 1,021 14 3 | 61,625 6 9 | 106,363 0 5 | 12,942 | 735 | 13,677 | 335,519 | 3,682 | 339,201 | 122,122 | 461,323 |
| Napier | 20,828 12 3 | 607 10 6 | 1,930 14 3 | 23,426 17 0 | 28,081 2 8 | 102 12 3 | 77 9 3 | 28,261 4 2 | 51,688 1 2 | 5,976 | 222 | 6,198 | 138,969 | 12,042 | 151,011 | 58,427 | 209,438 |
| Wellington | 21,446 5 5 | 1,336 13 4 | 2,279 0 7 | 25,061 19 4 | 35,606 15 11 | 157 18 5 | 608 17 11 | 36,373 12 3 | 61,435 11 7 | 4,946 | 3,687 | 8,633 | 151,606 | 42,515 | 194,121 | 61,949 | 256,070 |
| Wanganui | 28,194 3 8 | 921 4 10 | 2,927 6 1 | 32,042 14 7 | 30,772 14 3 | 3,178 19 11 | 499 3 6 | 34,450 17 8 | 66,493 12 3 | 5,190 | ... | 5,190 | 255,159 | ... | 255,159 | 66,651 | 321,810 |
| Hurunui-Bluff | 226,880 4 11 | 10,289 18 4 | 24,304 15 0 | 261,474 18 3 | 414,231 7 1 | 18,529 17 4 | 7,754 19 2 | 440,516 3 7 | 701,991 1 10 | 62,539 | 10,676 | 73,215 | 1,542,379 | 266,028 | 1,808,407 | 737,219 | 2,545,626 |
| Greymouth | 2,492 14 11 | 201 1 7 | 76 18 6 | 2,770 15 0 | 15,700 6 0 | 457 13 8 | 117 5 0 | 16,275 4 8 | 19,045 19 8 | 2,696 | ... | 2,696 | 21,510 | ... | 21,510 | 25,568 | 47,078 |
| Westport | 1,440 6 8 | 79 2 4 | 69 6 0 | 1,588 15 0 | 10,864 15 3 | 368 1 0 | 85 5 0 | 11,318 1 3 | 12,906 16 3 | 1,098 | ... | 1,098 | 23,527 | ... | 23,527 | 12,593 | 36,120 |
| Nelson | 4,396 10 8 | 299 4 6 | 151 18 11 | 4,847 14 1 | 4,735 12 3 | 34 6 9 | 70 0 0 | 4,839 19 0 | 9,687 13 1 | 1,669 | 218 | 1,887 | 36,587 | 978 | 37,565 | 5,740 | 43,305 |
| Picton | 2,836 19 3 | 165 19 2 | 98 7 3 | 3,101 5 8 | 3,339 1 9 | 47 11 1 | 122 0 0 | 3,508 12 10 | 6,609 18 6 | 1,319 | 101 | 1,420 | 23,670 | 309 | 23,979 | 4,782 | 28,761 |
| Total | 348,628 1 9 | 16,406 3 4 | 35,591 16 10 | 400,626 1 11 | 611,503 18 4 | 23,160 1 10 | 10,422 11 9 | 645,086 11 11 | 1,045,712 13 10 | 104,189 | 15,801 | 119,990 | 2,555,967 | 326,455 | 2,882,422 | 1,099,703 | 3,982,125 |
| 1883-84. | | | | | | | | | | | | | | | | | |
| Kawakawa | ... | ... | ... | ... | 621 2 4 | ... | ... | 621 2 4 | 621 2 4 | ... | ... | ... | | | | | |

RETURN No. 6.

Net Revenue, Approximate Cost of Construction, and Rate of Interest on all Lines, Year ended 31st March, 1885.

| Section. | Gross Cost of Opened and Unopened Lines. | | Cost of Opened Lines. | | Net Revenue. | | Rate of Interest. | |
|---------------------------------------|--|-------|-----------------------|-------|--------------|-------|-------------------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| Kawakawa | 86,283 | 0 0 | 86,283 | 0 0 | 655 | 4 9 | 0 15 | 2 |
| Whangarei-Kamo | 64,032 | 0 0 | 64,032 | 0 0 | 488 | 6 10 | 0 15 | 3 |
| Auckland | 1,349,672 | 0 0 | 1,319,672 | 0 0 | 34,274 | 10 1 | 2 12 | 0 |
| Waikato-Thames | 74,000 | 0 0 | .. | .. | .. | .. | .. | .. |
| Main Trunk Line, North Island | 2,441 | 0 0 | .. | .. | .. | .. | .. | .. |
| Napier | 551,218 | 0 0 | 551,218 | 0 0 | 22,165 | 7 7 | 4 0 | 5 |
| Wellington | 849,714 | 0 0 | 799,714 | 0 0 | 16,798 | 4 4 | 2 2 | 0 |
| Wanganui | 1,334,573 | 0 0 | 1,334,573 | 0 0 | 12,362 | 7 11 | 0 18 | 6 |
| Wellington-Manawatu | 41,404 | 0 0 | .. | .. | .. | .. | .. | .. |
| Surveys, North Island | 16,612 | 0 0 | .. | .. | .. | .. | .. | .. |
| Miscellaneous | 5,168 | 0 0 | .. | .. | .. | .. | .. | .. |
| Hurunui-Bluff | 7,201,507 | 0 0 | 6,890,118 | 0 0 | 251,781 | 16 7 | 9 13 | 1 |
| Greymouth | 192,975 | 0 0 | 176,975 | 0 0 | 8,495 | 16 9 | 4 16 | 0 |
| Greymouth-Hokitika | 30,200 | 0 0 | .. | .. | .. | .. | .. | .. |
| Grey Harbour Works | 127,018 | 0 0 | .. | .. | .. | .. | .. | .. |
| Westport | 210,886 | 0 0 | 210,886 | 0 0 | 6,127 | 15 9 | 2 18 | 1 |
| Westport Harbour Works | 13,593 | 0 0 | .. | .. | .. | .. | .. | .. |
| Nelson | 171,990 | 0 0 | 164,490 | 0 0 | 2,170 | 14 0 | 1 6 | 5 |
| Picton | 228,233 | 0 0 | 212,233 | 0 0 | 365 | 14 3 | 0 3 | 5 |
| Surveys, Middle Island | 36,117 | 0 0 | .. | .. | .. | .. | .. | .. |
| Miscellaneous | 5,168 | 0 0 | .. | .. | .. | .. | .. | .. |
| Stock | 263,823 | 0 0 | .. | .. | .. | .. | .. | .. |
| Total opened | .. | .. | 11,810,194 | 0 0 | 355,685 | 18 10 | 3 0 | 3 |
| Total opened and unopened | 12,856,627 | 0 0 | .. | .. | .. | .. | 2 15 | 4 |

A. C. FIFE, Railway Accountant.

RETURN No. 7.

COMPARISON of TRAFFIC, REVENUE, and EXPENDITURE for the last SIX FINANCIAL YEARS.

| Year. | Miles. | Revenue. | Expenditure. | Expenditure per cent. of Revenue. | Tonnage. | Parcels, Horses, and Dogs. | Cattle, Sheep, and Figs. | Passengers. | Season Tickets. |
|---------|--------|-----------|--------------|-----------------------------------|-----------|----------------------------|--------------------------|-------------|-----------------|
| | | £ | £ | | | No. | No. | No. | No. |
| 1879-80 | 1,172 | 762,573 | 580,030 | 76'06 | 1,108,108 | 180,331 | 285,209 | 2,967,090 | 5,077 |
| 1880-81 | 1,277 | 836,454 | 521,957 | 62'40 | 1,377,783 | 286,865 | 300,704 | 2,849,561 | 6,499 |
| 1881-82 | 1,319 | 892,026 | 523,099 | 58'64 | 1,437,714 | 316,611 | 343,751 | 2,911,477 | 7,207 |
| 1882-83 | 1,358 | 953,347 | 592,821 | 62'18 | 1,504,793 | 341,186 | 477,075 | 3,283,378 | 8,621 |
| 1883-84 | 1,396 | 961,304 | 655,990 | 68'24 | 1,700,040 | 359,896 | 686,287 | 3,272,644 | 9,036 |
| 1884-85 | 1,477 | 1,045,712 | 690,026 | 65'99 | 1,749,856 | 347,425 | 729,528 | 3,232,886 | 8,999 |

A. C. FIFE, Railway Accountant.

RETURN No. 8.

TRAFFIC TON-MILEAGE, and RATE of WORKING, for FIVE CHIEF SECTIONS.

| Section. | 1881-82. | | 1882-83. | | 1883-84.* | | 1884-85.* | |
|-----------------------|--------------|---|--------------|---|--------------|---|--------------|---|
| | Ton-Mileage. | Rate of Working, in Pence per Ton-Mile. | Ton-Mileage. | Rate of Working, in Pence per Ton-Mile. | Ton-Mileage. | Rate of Working, in Pence per Ton-Mile. | Ton-Mileage. | Rate of Working, in Pence per Ton-Mile. |
| Auckland | 4,467,896 | 2'65 | 5,239,016 | 2'47 | 6,372,609 | 2'25 | 7,085,574 | 2'43 |
| Napier | 1,984,211 | 2'20 | 2,144,707 | 2'47 | 2,370,420 | 2'10 | 2,983,237 | 2'13 |
| Wellington | 2,182,066 | 3'44 | 2,623,227 | 3'25 | 3,100,324 | 3'04 | 3,388,925 | 3'18 |
| Wanganui | 2,859,978 | 2'40 | 2,322,819 | 3'51 | 2,591,301 | 3'47 | 2,536,332 | 3'38 |
| Hurunui-Bluff | 37,305,649 | 2'34 | 39,697,746 | 2'47 | 44,627,125 | 2'36 | 42,877,369 | 2'47 |
| Totals | 48,800,700 | 2'42 | 52,027,515 | 2'55 | 59,061,779 | 2'42 | 58,871,437 | 2'53 |

* These statements are for twelve months ending January 5, that for 1883-84 overlaps the previous year.

A. C. FIFE, Railway Accountant.

RETURN No. 9.
SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS for the Year ended 31st March, 1885.

| Classification of Work. | Kawakawa Section. | | Whangarei Section. | | Auckland Section. | | Napier Section. | | Wellington Section. | | Wanganui Section. | | Christchurch Section. | | Gairangi Section. | | Dunedin Section. | | Invercargill Section. | | Grey-mouth Section. | | Westport Section. | | Nelson Section. | | Picton Section. | | Total. | | | |
|---|-------------------|-------------|--------------------|-------------|-------------------|------------|-----------------|------------|---------------------|-------------|-------------------|-------------|-----------------------|-------------|-------------------|-------------|------------------|------------|-----------------------|-------------|---------------------|------------|-------------------|------------|-----------------|-------------|-----------------|------------|----------------|-------------|-----|-------|
| | £ | 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. | | |
| Track surfacing.. | 821 | 4 0 | 541 | 2 9 | 12,935 | 16 6 | 5,250 | 11 4 | 6,153 | 17 10 | 11,117 | 3 4 | 18,299 | 11 10 | 12,085 | 11 1 | 12,587 | 15 3 | 12,996 | 15 11 | 707 | 7 5 | 896 | 13 4 | 694 | 11 4 | 1,186 | 10 11 | 96,274 | 12 10 | | |
| Track renewals.. | 787 | 0 6 | 124 | 10 2 | 3,620 | 16 4 | 2,415 | 15 9 | 2,583 | 7 1 | 2,271 | 17 11 | 17,467 | 4 7 | 11,656 | 14 1 | 12,737 | 17 7 | 8,935 | 9 7 | 1,556 | 19 4 | 259 | 18 9 | 1,048 | 3 9 | 1,082 | 14 5 | 66,548 | 9 10 | | |
| Ballasting .. | 6 | 12 10 | 22 | 3 6 | 1,205 | 18 8 | 1,028 | 17 0 | 513 | 8 6 | 686 | 14 7 | 549 | 3 8 | 368 | 19 7 | 2,187 | 14 6 | 3,143 | 8 6 | 124 | 1 0 | 349 | 10 3 | 55 | 2 0 | 85 | 2 3 | 10,326 | 16 10 | | |
| Banks, cuttings, ditches, tunnels | 27 | 7 4 | 17 | 18 6 | 839 | 17 9 | 165 | 10 1 | 894 | 3 5 | 1,387 | 16 8 | 525 | 1 2 | 1,071 | 8 8 | 3,528 | 13 1 | 2,455 | 17 11 | 336 | 18 0 | 126 | 6 0 | 87 | 16 7 | 39 | 19 9 | 11,504 | 14 11 | | |
| Bridges, culverts, drains | 108 | 7 10 | 102 | 18 6 | 3,254 | 6 11 | 592 | 15 0 | 1,484 | 2 4 | 4,380 | 4 6 | 4,774 | 11 2 | 2,928 | 14 7 | 2,794 | 3 8 | 2,153 | 13 8 | 44 | 18 10 | 39 | 12 3 | 296 | 5 3 | 466 | 14 7 | 23,421 | 9 1 | | |
| Fences, gates, cattle-stops, hedges | 6 | 7 10 | 12 | 8 0 | 1,067 | 14 0 | 65 | 7 8 | 356 | 14 10 | 1,183 | 0 4 | 2,656 | 10 9 | 2,784 | 17 0 | 3,204 | 14 0 | 1,451 | 7 11 | 1 | 4 0 | 13 | 11 4 | 80 | 18 10 | 55 | 6 3 | 12,940 | 2 9 | | |
| Roads, approaches, &c. | .. | .. | 10 | 14 0 | 287 | 9 0 | 23 | 5 7 | 66 | 2 7 | 163 | 8 8 | 601 | 11 1 | 151 | 4 6 | 349 | 15 2 | 558 | 18 11 | 46 | 10 6 | 3 | 7 10 | 3 | 3 0 | 12 | 10 2 | 2,278 | 1 0 | | |
| Water-services, signals, cranes, appliances | 26 | 5 4 | .. | .. | 506 | 17 0 | 266 | 15 5 | 132 | 5 10 | 444 | 14 0 | 1,494 | 10 4 | 438 | 11 7 | 750 | 9 0 | 572 | 11 10 | 17 | 17 4 | 7 | 2 11 | 3 | 16 9 | 34 | 9 4 | 4,696 | 6 8 | | |
| Wharves.. | .. | .. | 1 | 9 0 | 253 | 9 9 | .. | .. | .. | .. | 169 | 13 2 | 16 | 13 4 | .. | .. | 121 | 0 7 | 6 | 7 9 | 129 | 0 1 | .. | .. | 37 | 9 3 | 242 | 17 2 | 978 | 0 1 | | |
| Buildings .. | 14 | 3 3 | 24 | 10 7 | 818 | 11 2 | 63 | 14 8 | 627 | 16 2 | 569 | 2 11 | 3,557 | 18 3 | 1,596 | 2 3 | 2,452 | 6 9 | 1,685 | 14 10 | 240 | 4 7 | 58 | 2 1 | 117 | 5 0 | 77 | 2 10 | 11,902 | 15 4 | | |
| Additions .. | .. | .. | .. | .. | 527 | 5 0 | 2,515 | 8 9 | .. | .. | 1,258 | 14 8 | 3,032 | 17 1 | 1,741 | 6 8 | 3,393 | 16 7 | 761 | 12 10 | 62 | 0 8 | 111 | 3 11 | 52 | 18 10 | .. | .. | 13,457 | 5 0 | | |
| Total expenditure.. | 1,797 | 8 11 | 857 | 15 0 | 25,318 | 2 1 | 12,388 | 1 3 | 12,811 | 18 7 | 23,632 | 10 9 | 52,975 | 13 3 | 34,823 | 10 0 | 44,108 | 6 2 | 34,721 | 19 8 | 3,267 | 1 9 | 1,865 | 8 8 | 2,477 | 10 7 | 3,283 | 7 8 | 254,328 | 14 4 | | |
| Mileage .. | 8 | .. | 7 | .. | 168 | .. | 82 | .. | 69 | .. | 191 | .. | 312 | .. | 179 | .. | 149 | .. | 245 | .. | 8 | .. | 18 | .. | 23 | .. | 18 | .. | 1,477 | .. | | |
| Comparative rates per mile for the year | £ | 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. |
| | 224 | 13 7 | 122 | 10 9 | 150 | 14 0 | 151 | 1 6 | 185 | 13 7 | 123 | 14 7 | 169 | 15 10 | 194 | 10 11 | 296 | 0 7 | 141 | 14 5 | 408 | 7 9 | 103 | 12 9 | 107 | 14 5 | 182 | 8 2 | 172 | 3 10 | 172 | 3 10 |

A. C. FIFE,
Railway Accountant.

RETURN No. 10.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1885.

Main table with columns for Stations, Coaching, Live Stock, Goods, &c., Revenue, and Total Value forwarded. Includes sub-sections for KAWAKAWA SECTION, WHANGAREI SECTION, AUCKLAND SECTION, NAPIER SECTION, and WELLINGTON SECTION.

RETURN NO. 10—continued.

STATEMENT OF REVENUE AND EXPENDITURE of each Station for the Year ended 31st March, 1885.

Table with columns for Stations, Coaching, Live Stock, Goods, &c., Revenue, and Total Value forwarded. Rows include sections like Wanganui, Greytown, Westport, Nelson, Picton, Hurunui-Bluff, and Hornby.

RETURN NO. 10—continued. STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1885.

Main data table with columns for Stations, Revenue, Live Stock, Goods, and Expended. Includes sub-sections for Coaching and Live Stock, Goods, &c. with various sub-columns for different categories.

RETURN No. 11.

STATEMENT OF STORES CONTRACTS current during the Year ending 31st March, 1885.

| Service. | Period. | Name of Contractor. | Rate. |
|--|--------------------------|--------------------------------------|--|
| General stores, viz.— | | | |
| Ironmongery, oils, Auckland &c., and leather | 2 years ending 31/12/84 | T. and S. Morrin and Co. ... | As per schedule. |
| Ship chandlery, building materials | " | E. Porter and Co. ... | " |
| All stores ... Wellington | " | E. W. Mills and Co. ... | " |
| Ironmongery, oils, Christchurch &c., ship chandlery, and leather | " | S. Nashelski ... | " |
| Building materials ... | " | W. Neighbours ... | " |
| Ironmongery, building materials | " | Guthrie and Larnach (in liquidation) | " |
| Oils, colours, &c. ... | " | Esther and Low ... | " |
| Ship chandlery ... | " | A. Briscoe and Co. ... | " |
| Leather ... | " | C. Coombs and Co. ... | " |
| Printed stationery ... Wellington | 2 years ending 30/6/84 | R. Burrett ... | " |
| " ... Christchurch | " | Fergusson and Mitchell ... | " |
| Horse forage ... | Year ending 30/6/84 ... | G. Treleaven and Co. ... | " |
| Uniforms ... Dunedin and Christchurch | 3 years ending 31/12/85 | Hallenstein Brothers and Co. ... | " |
| " ... Newmarket and Petone | " | " | " |
| Brass castings ... Auckland | Year ending 30/6/84 ... | Branston and Forster | { 1/4 per lb. brass. 1/9 per lb. gun-metal 2/ " phosphor-bronze. |
| Iron castings ... Wellington | " | Mills and Cable | 13/ and 12/6 per cwt. |
| " ... Christchurch | " | Booth, Macdonald and Co. | 13/6 and 12/ " |
| " ... | " | Robert Buchanan ... | 13/6 and 12/4 " |
| Timber— | | | |
| Ironbark ... Lyttelton | Delivery by 15/6/84 ... | James Fox ... | { Hewn, 25/6 per 100. |
| " ... Port Chalmers | " | " | { Sawn, 31/ " |
| " ... Lyttelton | Delivery by 27/10/84 ... | " | { Hewn, 24/6 " |
| " ... | " | " | { Sawn, 27/6 " |
| Native timber ... Invercargill | Year ending 31/12/84 ... | A. Tapper ... | As per schedule. |
| " ... Christchurch | " | C. W. Dawson ... | " |
| Kauri and foreign ... Dunedin | " | J. T. Brown ... | " |
| " ... | " | Findlay and Co. ... | " |
| Sleepers, as under— | | | |
| 4,000 totara ... Taonui | Delivery by 22/4/84 ... | H. Adsett ... | 3/ each. |
| 4,000 " ... | " | Bailey Brothers ... | 3/ " |
| 1,500 black birch ... Koromiko | Delivery by 5/4/84 ... | N. and W. Bragg ... | 3/ " |
| 1,500 " ... Para | " | Alexander Thompson ... | 3/ " |
| 3,000 " ... | Delivery by 27/12/84 ... | " | 3/ " |
| 5,000 matai ... Timaru | Delivery by 31/12/84 ... | W. Booth and Co. ... | 3/10 " |
| 5,000 " ... Port Chalmers | " | " | 3/9 " |
| 5,000 " ... Lyttelton | " | H. Baigent ... | 2/11 " |
| 15,000 black birch ... | " | W. and J. Marris ... | 3/4½ " |
| 10,000 " ... | " | George Griffiths ... | 3/ " |
| 25,000 jarrah ... Port Chalmers | " | C. W. Turner ... | 4/9 " |
| 3,000 black birch ... Oxford | " | J. M. Booth ... | 2/8 " |
| 3,000 " ... | " | D. Sladden ... | 2/10 " |
| 5,000 " ... | " | H. Petrie ... | 2/9 " |
| 3,000 " ... Sheffield | " | J. Sharplin ... | 2/8 " |
| 7,000 " ... Oxford | " | D. Sladden ... | 2/9 " |
| 6,000 " ... Bennett's | " | Lugar and Osborne ... | 2/9 " |
| 7,500 " ... Sheffield | " | John Ingram ... | 2/9 " |
| 7,000 " ... | " | Feary Brothers ... | 2/9 " |
| 3,000 " ... | " | H. Feary ... | 2/10 " |
| 3,000 b. pine & totara Rangitata South | " | Taylor and Flatman ... | 3/5 " |
| 10,000 " ... Port Chalmers | " | Findlay and Co. ... | 3/10 " |
| 10,000 " ... Oamaru | " | " | 3/10 " |
| 10,000 " ... Timaru | " | " | 3/10 " |
| 20,000 " ... Colac Bay | " | Frew and Co. ... | 3/ " |
| Coal supply ... Whangarei | Year ending 31/12/84 ... | Kamo Coal Company | 10/ per ton. |
| " ... Auckland | " | Taupiri Coal Company | 10/ and 11/ per ton. |
| " ... New Plymouth | " | Brunner Coal Company | 31/ per ton |
| " ... Wanganui | " | " | 26/6 " |
| " ... Foxton | " | " | 31/ " |
| " ... Wellington | " | W. R. Williams ... | Westport, 24/9 per ton. |
| " ... Napier | " | J. H. Vautier ... | Grey, 31/ per ton. |
| " ... Picton | " | Anchor Steamship Company ... | Grey and Westport, 25/6 per ton. |
| " ... Nelson | " | J. R. Rees ... | Collingwood, 22/6 per ton. |
| Coke ... Wellington | " | J. R. Rees ... | 47/ per ton. |
| Coal supply ... <i>Hurunui-Bluff.</i> Lyttelton | " | C. W. Turner ... | Grey and Westport, 24/11 per ton. |

RETURN No. 11—*continued.*
STATEMENT OF STORES CONTRACTS, &c.—*continued.*

| Service. | Period. | Name of Contractor. | Rate. |
|---|-------------------------|--------------------------------|--|
| Coal supply Springfield | Year ending 31/12/84... | Springfield Colliery Company | 12/ per ton. |
| " Glentunnel | " | J. A. McIlraith | 12/ " |
| " Timaru | " | Westport Colliery Company ... | 27/ " |
| " Shag Point | " | Shag Point " | 10/6 " |
| " Stirling | " | Kaitangata Coal Company ... | 12/6 " |
| " Nightcaps | " | Nightcaps " | 12/ " |
| " Addington shops | " | C. W. Turner | Grey, 24/11 per ton. |
| " Hillside " | " | Westport Colliery Company ... | 29/3 per ton. |
| Horse forage Christchurch | Year ending 30/6/85 ... | E. H. Banks | As per schedule. |
| Iron castings Wellington | " | Luke, Sons, and Williams ... | 12/9 & 12/6 per cwt. |
| " Christchurch | " | Robert Buchanan | 12/6 and 11/ " |
| " Auckland | " | A. Beaney | 20/ and 18/ " |
| Brass castings " | " | Branston and Forster ... | 1/3 per lb. brass. |
| | | | 1/6 per lb. gun-metal. |
| | | | 1/9 " phosphor-bronze |
| Printed stationery ... Christchurch | 2 years ending 30/6/86 | Whitcombe and Tombs ... | As per schedule. |
| " Wellington | " | Fergusson and Mitchell ... | " " |
| Fencing posts (broad leaf) ... Warrington | Delivery by 15/4/85 ... | William Pullar | 59/ per 100 posts. |
| " Sealcliff | " | James Donald | 62/6 & 50/6 " |
| " (kowhai) Tapanui | " | C. W. Dale | 85/ " |
| " (black pine) Winton | " | P. Devereux | 35/ " |
| " (kamai) Colac Bay | " | Dennis Corkery | 30/ " |
| Railway Supplies, as under— | | | |
| 12 tons cotton waste | For 1885 | T. S. Morrin and Co. ... | £39 per ton. |
| 24 " " | " | Dunedin Iron & Woodware Co. | £40 9/ " |
| 40,000yds. 3ft. canvas | " | S. Nashelski | 8 ¹ / ₂ d. per yard. |
| 13,000 " 2 " " | " | " | 5 ¹ / ₂ d. " |
| 5 tons barbed fencing Auckland wire | " | Acme Company, Timaru ... | £35 10/ per ton. |
| 20 tons barbed fencing wire Christchurch and Dunedin | " | " | £35 5/ " |
| 25 tons whitelead | " | T. S. Morrin and Co. ... | £24 12/6 " |
| General stores, viz.— | | | |
| Ironmongery and Auckland drain-pipes | 2 years ending 31/12/86 | E. Porter and Co. ... | As per schedule. |
| Oils, ship chandlery, leather " | " | T. S. Morrin and Co. ... | " " |
| Ironmongery, oils, Wellington ship chandlery, leather | " | E. W. Mills and Co. ... | " " |
| Drain-pipes, &c. ... " | " | P. Hutson and Co. ... | " " |
| Ironmongery, oils, Christchurch ship chandlery, leather | " | S. Nashelski | " " |
| Drain-pipes, &c. ... " | " | Ford and Ogdon | " " |
| Ironmongery ... Dunedin | " | N.Z. Hardware Company ... | " " |
| Oils, colours ... " | " | A. Briscoe and Co. ... | " " |
| Ship chandlery ... " | " | Esther and Low | " " |
| Leather, and drain-pipes | " | Dunedin Iron & Woodware Co. | " " |
| Coal supply Whangarei | Year ending 31/12/85... | Kamo Colliery Company ... | 10/ per ton. |
| " Auckland | " | Taupiri Coal Company ... | 10/ & 11/ per ton. |
| " New Plymouth | " | Brunner " | 29/9 " |
| " Wanganui | " | W. R. Williams | 21/11 per } West- ton } port |
| " Foxton | " | " | 29/3 per } or ton } Grey. |
| " Wellington | " | Brunner Coal Company ... | 19/9 per ton |
| " Napier | " | Westport Colliery Company ... | 25/ " |
| " Picton | " | Brunner Coal Company ... | 23/ " |
| " Nelson | " | Collingwood " | 21/ " |
| Coal supply] <i>Hurunui-Bluff.</i> Whitecliffs | " | William Wilson | Brown, 12/ per ton. |
| " Springfield | " | Springfield Coal Company ... | " " |
| " Glentunnel | " | J. A. McIlraith | " " |
| " Timaru | " | Brunner Coal Company ... | 22/9 per ton. |
| " Oamaru | " | W. R. Williams | 22/3 " West- port or Grey. |
| " Abbotsford | " | Fernhill Coal Company ... | 7/4 per ton. |
| " " | " | Smith and Fotheringham ... | 8/ " |
| " Stirling | " | Kaitangata Coal Company ... | 12/6 " |
| " Nightcaps | " | Nightcaps " | 12/ " |
| " Hirstfield | " | Orepuki " | 9/10 " |
| " Bluff | " | Westport " | 23/8 " |
| " Addington shops | " | Brunner Coal Company ... | 20/9 " |
| " Hillside " | " | " | 22/9 " |
| " Newmarket " | " | Coalpit Heath Colliery Co. ... | 24/ " |

RETURN No. 11—*continued.*
STATEMENT of STORES CONTRACTS, &c.—*continued.*

| Service. | Period. | Name of Contractor. | Rate. |
|--------------------------------------|-------------------------|---------------------------------|-------------------|
| Sleepers, as under— | | | |
| 3,000 birch ... Oxford | Year ending 31/12/85... | Youngman Brothers ... | 3/ each. |
| 8,000 " ... " | " | D. Sladden ... | 3/ " |
| 3,000 " ... " | " | John Sharplin ... | 2/10 " |
| 3,000 " ... " | " | " ... | 3/ " |
| 5,000 " ... Sheffield | " | Feary Brothers ... | 3/ " |
| 5,000 " ... View Hill | " | Lace and Maddrell ... | 3/ " |
| 5,000 " ... Oxford | " | C. H. Petrie ... | 3/ " |
| 1,000 " ... " | " | John M. Booth ... | 3/ " |
| 6,000 black pine ... Lyttelton | " | H. Baigent ... | 3/ " |
| 4,000 " ... Birdling's Flat | " | Johnston, Wood, and Co. ... | 3/ " |
| 8,000 birch ... Oamaru | " | W. and J. Marris ... | 3/10 " |
| 10,000 " ... Henley | " | John Lawson ... | 3/6 " |
| 3,000 black pine ... Tapanui | " | John Perry ... | 3/1 " |
| 3,000 " ... " | " | D. D. Macfarlane ... | 2/9 " |
| 2,500 " ... Orepuke Bay | " | Perkins, Martin, and Perry ... | 3/ " |
| 500 totara ... " | " | " ... | 3/3 " |
| 9,000 black pine ... Pahia | " | Watson Brothers ... | 2/11 " |
| 1,000 totara ... " | " | " ... | 3/ " |
| 4,000 black pine ... Centre Bush | " | A. F. Dawson ... | 2/10 " |
| 1,000 totara ... " | " | " ... | 2/10 " |
| 1,000 black pine ... Waianiwa | " | Boyd and Edwards ... | 2/9 " |
| 3,000 " ... " | " | " ... | 2/10 " |
| 2,000 " ... " | " | " ... | 2/11 " |
| 7,000 " ... Pahia | " | Frew and Co. ... | 3/ " |
| 1,000 totara ... " | " | " ... | 3/3 " |
| 3,000 b. pine & totara Wright's Bush | " | John Murdoch ... | 3/ " |
| 3,000 " ... " | " | " ... | 3/ " |
| Timber supplies, as under— | | | |
| Native timber ... Christchurch | " | Johnston, Wood, and Co. ... | As per schedule. |
| Kauri and foreign ... " | " | " ... | " |
| " ... Dunedin | " | Dunedin Iron & Woodware Co. ... | " |
| Native timber ... Southland | " | A. Tapper ... | " |
| " ... " | " | C. W. Dawson ... | " |
| 50,000 ft. puriri junk Auckland | " | Samuel Geard ... | 15/ per 100 feet. |

R. CARROW, Railway Stores Manager.

RETURN No. 12.
STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1885.

| Description. | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|----------------------|-------------------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|--------|
| | CARRIAGES. | | | | | | | | | | | |
| 1st class, 6-wheel | ... | ... | 5 | 1 | 1 | 2 | 17 | ... | ... | ... | ... | 26 |
| " 4 " | ... | 1 | 9 | 1 | 3 | 5 | 9 | ... | 1 | 2 | 1 | 32 |
| " Bogie, 30-feet | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | 4 |
| " " 40-feet | ... | ... | ... | ... | ... | ... | 7 | ... | ... | ... | ... | 7 |
| Composite, 6-wheel | ... | 1 | 8 | 6 | 4 | 12 | 58 | ... | ... | 1 | 2 | 92 |
| " 4 " | ... | 1 | 2 | 8 | 4 | 8 | 29 | 2 | ... | 2 | ... | 65 |
| " Bogie, 30-feet | ... | ... | ... | ... | ... | ... | 18 | ... | ... | ... | ... | 18 |
| " " 40-feet | ... | ... | 12 | 3 | 9 | 3 | 39 | ... | ... | ... | ... | 66 |
| 2nd class, 6-wheel | ... | ... | 16 | 7 | 6 | 11 | 55 | ... | ... | 1 | 1 | 97 |
| " 4 " | ... | 1 | 2 | 15 | 4 | 5 | 17 | 4 | 1 | 3 | 1 | 63 |
| " Bogie, 30-feet | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | 4 |
| " " 40-feet | ... | ... | 2 | ... | ... | ... | 5 | ... | ... | ... | ... | 7 |
| Total ... | 2 | 6 | 75 | 26 | 36 | 52 | 262 | 6 | 2 | 9 | 5 | 481 |
| WAGONS, ETC. | | | | | | | | | | | | |
| Passenger brakes | ... | 1 | { 26 } | 1 | 2 | 2 | { 83 } | 2 | ... | ... | 2 | } 165 |
| Goods " " | 2 | 1 | | 8 | 10 | 20 | | ... | 2 | 3 | ... | |
| Fell " " | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | |
| Trucks, &c,— | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Platform coal | 68 | 50 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | 119 |
| Timber | 2 | 6 | 74 | 28 | 72 | 92 | 315 | 4 | ... | 8 | 6 | 607 |
| Cattle | ... | 2 | 83 | 18 | 16 | 46 | 172 | ... | ... | 2 | 1 | 340 |
| Sheep, single floor | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | 4 |
| " double " | ... | ... | 27 | 15 | 35 | 45 | 165 | ... | ... | 2 | ... | 289 |
| Horse-boxes | ... | ... | 13 | 7 | 6 | 16 | 52 | ... | ... | ... | 2 | 96 |
| Covered goods | 1 | 2 | 37 | 3 | 16 | 34 | 342 | ... | 1 | ... | 3 | 439 |
| High-side | 3 | 8 | 233 | 133 | 82 | 166 | 2,852 | 7 | 1 | 16 | 18 | 3,519 |
| Low-side | 4 | 8 | 185 | 83 | 89 | 280 | 926 | 14 | ... | 10 | 19 | 1,618 |
| Iron hopper, mineral | ... | ... | 80 | ... | ... | ... | 32 | 150 | 137 | ... | ... | 399 |
| Carriage-trucks | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 2 |
| Meat-trucks | ... | ... | ... | 10 | 18 | ... | ... | ... | ... | ... | ... | 28 |
| Unclassified | ... | ... | ... | ... | ... | ... | 10 | ... | 51 | ... | ... | 61 |
| Total ... | 80 | 78 | 759 | 310 | 350 | 701 | 4,949 | 177 | 192 | 41 | 51 | 7,688 |
| TARPAULINS | 6 | 12 | 339 | 97 | 104 | 250 | 3,875 | 12 | 8 | 15 | 19 | 4,737 |

RETURN No. 13.
STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1885.

| Class. | Cylinder. | | Coupled Wheels. | | Truck-Wheels. | | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total Engines. |
|----------------|-----------|--------------------|-----------------|--------|---------------|--------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|----------------|
| | Dia- | Stroke. | No. | Dia- | No. | Dia- | | | | | | | | | | | | |
| | meter. | | | meter. | | meter. | | | | | | | | | | | | |
| Fell | H | { 14 12 14 } | 4 | 2 | 8 | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | 4 |
| Double Fairlie | E | 10 | 18 | 8 | 3 | 3 | ... | ... | ... | ... | 3 | 3 | ... | ... | ... | ... | ... | 6 |
| " " | E | 10 | 18 | 8 | 3 | 9 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 |
| " " | B | 9 | 16 | 8 | 3 | 3 | ... | ... | 1 | ... | ... | ... | 1 | ... | ... | ... | ... | 2 |
| Single Fairlie | R | 12½ | 16 | 6 | 3 | 0 | ... | ... | 3 | ... | 3 | 5 | 6 | 1 | ... | ... | ... | 18 |
| American | T | 15 | 18 | 8 | 3 | 0 | 2 | 25 | ... | ... | ... | ... | 6 | ... | ... | ... | ... | 6 |
| " " | K | 12 | 20 | 4 | 4 | 0 | 2 | 26 | ... | ... | ... | ... | 8 | ... | ... | ... | ... | 8 |
| " " | L | 10½ | 18 | 4 | 3 | 0 | 2 | 24 | ... | 4 | ... | 4 | 1 | 1 | ... | ... | ... | 10 |
| " " | J | 14 | 20 | 6 | 3 | 6 | 2 | 24 | ... | 6 | ... | ... | 25 | ... | ... | ... | ... | 31 |
| " " | D | 9½ | 18 | 4 | 3 | 0 | 2 | 18 | ... | 1 | 2 | 4 | 4 | 7 | ... | 3 | 1 | 22 |
| " " | C | 9½ | 18 | 4 | 2 | 6 | 2 | 18 | ... | 1 | ... | 2 | 4 | 1 | 3 | ... | 2 | 13 |
| " " | G | 10½ | 18 | 4 | 3 | 0 | 4 | 20 | ... | ... | ... | ... | 4 | ... | ... | ... | ... | 4 |
| " " | F | 10½ | 18 | 6 | 3 | 0 | ... | 2 | 2 | 8 | ... | 6 | 4 | 2 | 1 | 1 | ... | 68 |
| " " | M | 13 | 20 | 6 | 3 | 6 | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | 4 |
| " " | P | 8 | 15 | 6 | 2 | 4 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 1 |
| " " | A | 8 | 15 | 4 | 2 | 6 | ... | 1 | ... | 1 | ... | 2 | 10 | ... | ... | ... | ... | 14 |
| Single Fairlie | S | 13 | 16 | 6 | 3 | 0 | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | 5 |
| " " | Q | 11 | 18 | 4 | 4 | 0 | 2 | 30 | ... | ... | ... | ... | 2 | ... | ... | ... | ... | 2 |
| " " | — | 8 | 20 | 4 | 2 | 6 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 1 |
| Total | ... | ... | ... | ... | ... | ... | 3 | 2 | 28 | 11 | 20 | 24 | 117 | 4 | 4 | 4 | 3 | 220 |

RETURN No. 15.

STATEMENT of RAILS RELAID for the Year ending 31st March, 1885.

| Weight. | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|---------------------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|--------|
| RAILS RELAID :— | | | | | | | | | | | | |
| 40-lb. iron | ... | ... | ... | ... | ... | ... | 1,673 | ... | ... | 6 | ... | 1,679 |
| 40-lb. steel | ... | ... | 537 | 89 | ... | 682 | 487 | ... | 19 | 39 | 156 | 2,009 |
| 53-lb. steel | 121 | 100 | 680 | 6 | 1,552 | 146 | 21,090 | 328 | 5 | ... | ... | 24,028 |
| 52-lb. iron | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total | 121 | 100 | 1,217 | 95 | 1,552 | 828 | 23,250 | 328 | 24 | 45 | 156 | 27,716 |

RETURN No. 16.

STATEMENT of SLEEPERS RELAID for the Year ending 31st March, 1885.

| Description. | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|--------------------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|---------|
| SLEEPERS RELAID :— | | | | | | | | | | | | |
| Black pine | ... | ... | ... | ... | 1 | ... | 55,474 | ... | ... | 15 | ... | 55,490 |
| Totara | 22 | ... | 28 | 3,525 | 174 | 3,751 | 5,814 | ... | ... | ... | ... | 13,314 |
| Black birch | ... | ... | ... | ... | 2,923 | ... | 36,900 | 36 | 140 | 1,978 | 2,983 | 44,960 |
| Oregon | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | 2 |
| Kauri | 435 | ... | 2,068 | ... | ... | ... | 15 | ... | ... | ... | ... | 2,518 |
| Blue gum | ... | ... | ... | ... | ... | 23 | 17 | ... | ... | ... | ... | 40 |
| Jarrah | ... | ... | ... | ... | ... | ... | 21,272 | ... | ... | ... | ... | 21,272 |
| Red pine | ... | ... | ... | ... | ... | 1,596 | ... | 40 | ... | ... | ... | 1,636 |
| Puriri | 470 | 66 | 5,322 | ... | ... | ... | 206 | ... | ... | ... | ... | 6,064 |
| Silver pine | ... | ... | ... | ... | ... | ... | ... | 1,143 | ... | ... | ... | 1,143 |
| Manuka | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 1 |
| Total | 927 | 66 | 7,418 | 3,525 | 3,098 | 5,370 | 119,701 | 1,219 | 140 | 1,993 | 2,983 | 146,440 |

STATEMENT of SLEEPERS REMOVED for the Year ending 31st March, 1885.

| | | | | | | | | | | | | |
|---------------------|-----|-----|-------|-------|-------|-------|---------|-------|-----|-------|-------|---------|
| SLEEPERS REMOVED :— | | | | | | | | | | | | |
| Black pine | ... | ... | 31 | 946 | 244 | 891 | 50,652 | ... | ... | 1,864 | 1,626 | 56,254 |
| Totara | ... | ... | 143 | 281 | 2,219 | 2,359 | 15,648 | ... | ... | ... | 81 | 20,731 |
| Black birch | ... | ... | ... | 206 | 557 | 481 | 10,411 | 423 | 113 | 129 | 1,227 | 13,547 |
| Kauri | 852 | 66 | 6,370 | 879 | 37 | 116 | 2,211 | ... | ... | ... | ... | 10,531 |
| Oregon | ... | ... | ... | 136 | ... | ... | 13,763 | ... | ... | ... | ... | 13,899 |
| Blue gum | ... | ... | ... | 962 | 17 | 683 | 24,450 | ... | ... | ... | ... | 26,112 |
| Jarrah | ... | ... | ... | ... | 15 | 106 | 1,602 | ... | ... | ... | ... | 1,723 |
| Red pine | ... | ... | ... | ... | ... | ... | 508 | ... | ... | ... | ... | 508 |
| Puriri | ... | ... | 421 | ... | ... | ... | ... | ... | ... | ... | ... | 421 |
| Silver pine | ... | ... | ... | ... | ... | ... | ... | 591 | ... | ... | ... | 591 |
| Manuka | ... | ... | ... | ... | ... | ... | 2,174 | ... | ... | ... | ... | 2,174 |
| Red wood | ... | ... | ... | ... | ... | ... | 301 | ... | ... | ... | ... | 301 |
| Rimu | ... | ... | ... | ... | ... | 1,533 | ... | ... | ... | ... | ... | 1,533 |
| Total | 852 | 66 | 6,965 | 3,410 | 3,089 | 6,169 | 121,720 | 1,014 | 113 | 1,993 | 2,934 | 148,325 |

RETURN No. 17.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1885.

| Sections. | Miles. | Number of Stations and Stopping-places on the Time-tables. | Number of Private Sidings. | | |
|-----------------------|--------|--|----------------------------|------------------|--------|
| | | | At Stations. | Out of Stations. | Total. |
| Kawakawa | 8 | 3 | ... | ... | ... |
| Whangarei | 7 | 4 | ... | ... | ... |
| Auckland | 169 | 68 | 6 | 5 | 11 |
| Napier | 82 | 26 | 6 | 3 | 9 |
| Wellington | 69 | 27 | 2 | 7 | 9 |
| Wanganui | 193 | 75 | 9 | 8 | 17 |
| Hurunui-Bluff* | 932 | 363 | 155 | 40 | 195 |
| Greymouth | 8 | 4 | 3 | 2 | 5 |
| Westport | 19 | 6 | ... | ... | ... |
| Nelson | 23 | 12 | 1 | ... | 1 |
| Picton | 18 | 9 | 4 | ... | 4 |
| Total | 1,528 | 597 | 186 | 65 | 251 |

* Including private lines worked by the Railway Department.

RETURN No. 18.

PARTICULARS of PRIVATE SIDING RIGHTS, showing Value of Traffic done during Twelve Months ending 31st March, 1885.

| H.A. Office No. | Papers. | Date of Grant. | Present Holder. | Position. | Nearest Station. | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed Per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1885. | | | Total. |
|---------------------|---------------|----------------|--|-------------|-------------------|-------------------|---------------------|---|--------------------------------|--|------------|------------|----------|
| | | | | | | | | | | In. | Out. | £ s. d. | |
| AUCKLAND SECTION. | | | | | | | | | | | | | |
| 7 | P. W. 77/730 | March 6, 1877 | J. Bycroft and Co. | M. ch. 7 43 | Onehunga | Govt. | 10 years* | £ 300 0 0 | £ 105 0 0 | £ 36 8 4 | £ 18 11 8 | £ 55 0 0 | 717 17 9 |
| 8 | R. 81/2509 | Aug. 25, 1874 | W. J. Fisher and Co. | 7 43 | Otahuhu | " | No limit | " | " | 328 9 9 | 389 8 0 | 717 17 9 | |
| 79 | P. W. 77/4093 | Oct. 18, 1877 | Robert Lamb | 73 23 | Ngawahia | " | 10 years* | 200 0 0 | 50 0 0 | " | " | " | " |
| 267 | R. 82/2043 | Mar. 25, 1882 | Helensville Timber Co. (Limited) | 35 41 | Helensville South | Grantees | " | Premium.. | 164 7 6 | 14 6 9 | 1,957 12 5 | 1,971 19 2 | |
| 279 | R. 83/917 | Oct. 27, 1882 | William Hunt | 6 26 | New Lynn | Grantee | " | " | 473 10 0 | 163 10 11 | 487 7 2 | 650 18 1 | |
| 300 | R. 83/1564 | Sept. 18, 1883 | Thames Valley and Rotorua Railway Company (Limited) | 74 55 | Ngawahia | Grantees | " | " | 60 0 0 | " | " | " | " |
| 303 | R. 83/3494 | Jan. 10, 1884 | Union Oil, Soap, and Candle Company (Limited) | 7 34 | Otahuhu | " | " | " | 86 0 0 | 535 10 11 | 227 7 3 | 762 18 2 | |
| 317 | R. 83/2680 | Jan. 1, 1883 | Hammond and Byron (Lease) | 0 0 | Auckland | " | 7 years | " | 40 0 0 | 3,833 19 0 | " | 3,833 19 0 | |
| 318 | R. 84/3801 | Jan. 1, 1883 | Waikato Coal and Shipping Company (Lease) | 0 0 | Auckland | " | 1 year | " | " | 164 2 5 | " | 164 2 5 | |
| 330 | R. 84/3801 | Nov. 1, 1884 | Waikato Coal and Shipping Company (Lease) | 0 0 | Auckland | Govt. | " | " | " | " | " | " | " |
| 331 | R. 84/2620 | March 1, 1884 | Onehunga Iron-Sand Company | 8 0 | Onehunga | " | No limit; temporary | " | " | 330 7 7 | 7 7 3 | 937 14 10 | |
| NAPIER SECTION. | | | | | | | | | | | | | |
| 24 | C. R. 75/845 | 1875 | Napier Gas Company | 2 30 | Napier | Govt. | No limit | " | " | 138 0 0 | 3 14 9 | 141 14 9 | |
| 56 | P. W. 77/1129 | Mar. 19, 1877 | T. P. Russell | 50 40 | Waipukurau | Govt. | " | " | " | 1 8 6 | 141 1 0 | 142 9 6 | |
| 76 | R. 81/2318 | Oct. 9, 1877 | Murray, Roberts, and Co. | 0 4 | Spit | " | 10 years* | 300 0 0 | 125 0 0 | 572 11 4 | 47 12 6 | 620 3 10 | |
| 222 | R. 84/3632 | 1880 | W. B. Harding | 40 59 | Waipawa | " | No limit | " | " | 48 12 9 | 37 3 11 | 85 16 8 | |
| 229 | R. 81/1671 | Feb. 16, 1881 | Wardrop and Co. | 2 0 | Napier | Grantees | " | Premium.. | 240 0 0 | 10 10 7 | 14 17 5 | 25 8 0 | |
| 233 | R. 85/812 | May 11, 1881 | Wilding and Co. | 60 0 | Takapau | " | " | " | 134 4 10 | 0 3 9 | 862 4 6 | 862 8 3 | |
| 252 | R. 85/813 | Oct. 11, 1881 | Nelson Brothers (Limited) | 45 29 | Waipukurau | Govt. | No limit | " | " | 1,113 15 1 | 1,027 12 8 | 2,141 7 9 | |
| 301 | R. 83/3089 | Oct. 26, 1883 | Ruddock and Fryer | 12 8 1/2 | Tomona | Grantees | 10 years* | Premium.. | 206 0 0 | 1,165 6 10 | 1,555 7 3 | 2,720 14 1 | |
| 323 | R. 84/3540 | Dec. 8, 1884 | | 14 1 | Hastings | " | " | " | 133 0 0 | " | " | " | |
| WELLINGTON SECTION. | | | | | | | | | | | | | |
| 188 | C. R. 79/155 | Feb. 26, 1879 | Charles Lett | 28 44 | Kaitoke | Govt. | 10 years* | 300 0 0 | 70 0 0 | 2 4 5 | 114 8 0 | 116 12 5 | |
| 216 | P. W. 81/2948 | July 7, 1880 | William Booth and Co. | 57 34 | Carterton | " | " | 300 0 0 | 90 0 0 | 57 4 11 | 3,739 18 5 | 3,797 3 4 | |
| 221 | R. 80/1588 | Dec. 13, 1880 | Gear Meat-preserving and Freezing Company (Limited) | 6 37 | Petone | Grantees | " | Premium.. | 117 19 11 | 341 18 8 | 819 8 10 | 1,161 7 6 | |
| 237 | R. 82/2026 | Feb. 8, 1881 | Robert Donald | 63 8 | Middleton | Grantee | " | " | 82 1 8 | 20 18 0 | 29 16 2 | 29 16 2 | |
| 237 | R. 81/1723 | July 28, 1881 | John Chew | 54 55 | Dalefield | " | " | " | 63 5 0 | " | 645 7 3 | 666 5 3 | |
| 242 | R. 82/1335 | Oct. 6, 1881 | W. Booth and Co. (Lease) | 0 0 | Wellington | Grantees | 21 years | " | " | " | " | " | |
| 253 | R. 83/598 | Jan. 1, 1882 | Wellington Harbour Board (Lease) | 62 15 | Wellington | " | 42 years | " | " | " | " | " | |
| 272 | R. 84/133 | July 26, 1882 | Williams and Beetham | 0 0 | Middleton | " | 10 years* | Premium.. | 230 12 9 | 146 6 6 | 704 19 6 | 851 6 0 | |
| 296 | R. 83/2950 | Sept. 21, 1883 | A. S. Duncan (Woodside Saw-mill Company) | 51 0 | Matarawa | " | " | " | 150 1 4 | 3 9 4 | 265 0 10 | 288 10 2 | |
| 313 | R. 84/1443 | May 9, 1884 | Wellington Meat-preserving and Refrigerating Company (Limited) | 3 21 | Ngauranga | " | " | " | 425 19 7 | " | 181 19 3 | 181 19 3 | |
| 325 | R. 84/3359 | Oct. 6, 1884 | William Chalmers (Lease) | 0 0 | Wellington | Govt. | 18 years | " | " | " | " | " | |
| 326 | R. 84/3359 | Oct. 6, 1884 | T. C. Williams, W. H. Beetham, and H. H. Beetham (Lease) | 0 0 | " | " | " | " | " | " | " | " | |

RETURN No. 18—continued.
PARTICULARS of PRIVATE SIDING RIGHTS up to 31st March, 1885—continued.

| No. | Papers. | Date of Grant. | Present Holder. | Position. | Nearest Station. | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages of Premium. | | Value of the Traffic throughout the Siding during the Year ending 31st March, 1885. | | | Total. |
|-----------------------|--------------|----------------|---|--------------|--------------------------------|-------------------|--------------------------|---|--------------------------------|-------------|---|------------|-----|--------|
| | | | | | | | | | £ | s. | d. | £ | s. |  | d. | £ | s. | d. |
| WANGANUI SECTION. | | | | | | | | | | | | | | |
| 19 | P.W. 78/678 | Jan. 14, 1878 | Richter, Nannestad, and Co. | M. ch. 61 41 | Hokowhitu | Govt. | 10 years* | 300 0 0 | 156 0 0 | 269 19 8 | 122 6 6 | 392 6 2 | 6 2 | |
| 52 | P.W. 77/4300 | Nov. 6, 1877 | J. and C. Bull | 52 20 | Aorangi | " | " | 300 0 0 | 80 0 0 | 5 1 6 | 376 17 8 | 381 19 2 | 2 | |
| 55 | P.W. 78/619 | Mar. 6, 1877 | P. and J. Bartholomew | 52 20 | Feilding | " | " | 300 0 0 | 60 0 0 | " | 1,541 7 7 | 1,541 7 7 | | |
| 57 | P.W. 78/678 | April 3, 1877 | Richter, Nannestad, and Co. | 54 28 | Trondjeim | " | " | 300 0 0 | 60 0 0 | 8 7 7 | 440 3 4 | 448 10 11 | | |
| 137 | P.W. 80/4929 | May 9, 1878 | Wanganui Sash & Door Factory Co. | 0 0 | Wanganui | " | 6 months.. | " | " | 1,040 11 11 | 68 14 8 | 1,109 6 7 | | |
| 138 | P.W. 78/1923 | June 10, 1878 | Bailey Brothers, W. H. Lash, and others | 42 34 | Halcombe | " | 10 years* | 300 0 0 | 175 0 0 | 1 3 0 | 1,020 10 5 | 1,021 13 5 | | |
| 142A | C.R. 78/545 | Aug. 8, 1878 | Warrigate Steam Flour-mills | 12 24 | Wanganui | " | 1 year; 1 month's notice | Premium.. | 150 0 0 | " | " | " | " | |
| 147 | P.W. 78/3795 | Sept. 6, 1878 | Bailey Brothers | 53 50 | Taunui | " | 10 years* | 300 0 0 | 150 0 0 | 23 10 2 | 1,657 13 10 | 1,681 4 0 | | |
| 153 | P.W. 78/3808 | Oct. 26, 1878 | Wanganui Meat Company | 3 36 | Aramoho | " | " | 300 0 0 | 127 0 0 | 3 19 8 | 6 10 3 | 10 9 11 | | |
| 154 | P.W. 78/4565 | Oct. 26, 1878 | Corpe and Co. and others | 48 68 | Makino Road | " | " | 300 0 0 | 445 0 0 | " | " | " | " | |
| 191 | P.W. 79/815 | Mar. 24, 1879 | Gillies and Henderson | 60 10 | Kelvin Grove, near Terrace End | " | " | 300 0 0 | 135 0 0 | " | " | " | " | |
| 223 | R. 81/116 | Jan. 13, 1881 | Moore and Currie | 13 46 | Kai Iwi | Grantees | 10 years* | Premium.. | 86 0 0 | 32 15 11 | 36 4 2 | 69 0 1 | | |
| 244 | R. 82/2306 | Oct. 20, 1881 | Wanganui Harbour Board (Lease) | " | Wanganui | " | 14 years* | " | 162 0 0 | " | " | " | " | |
| 264 | R. 82/946 | Mar. 2, 1882 | Newberry and Millard | 7 46 | Okoha | " | 10 years* | " | 381 19 6 | 11 14 6 | 21 11 7 | 33 6 1 | | |
| 287 | R. 83/338 | Jan. 27, 1883 | Wellington and Manawatu Railway Company (Limited) | 66 28 | Longburn Junction | " | " | " | 273 12 0 | 655 3 0 | 15 5 9 | 670 8 9 | | |
| 315 | R. 84/1346 | Sept. 4, 1884 | Manawatu County Council | 79 61 | Carnarvon | " | " | " | " | 115 9 10 | 126 13 1 | 242 2 11 | | |
| NEW PLYMOUTH SECTION. | | | | | | | | | | | | | | |
| 93 | P.W. 77/5168 | Dec. 20, 1877 | Henry Brown | 15 31 | Ingleswood | Govt. | 10 years* | 100 0 0 | 35 0 0 | 11 0 5 | 493 5 9 | 504 6 2 | | |
| 218 | R. 80/1145 | Oct. 22, 1880 | Thomas Marnes | 21 65 | Tariki Road | Grantee | " | Premium.. | 37 14 0 | " | " | " | " | |
| 310 | R. 84/1399 | April 5, 1884 | James Robson | 33 20 | Ngaire | Govt. and grantee | " | " | 200 0 0 | 2 8 6 | 283 10 1 | 285 18 7 | | |
| PICTON SECTION. | | | | | | | | | | | | | | |
| 26 | C.R. 76/679 | — | Captain J. H. Dalton | 5 70 | Koromiko | Govt. | No limit | " | " | 12 6 9 | 106 9 3 | 118 16 0 | | |
| 27 | R. 81/2612 | Jan. 19, 1882 | Fell Brothers and Co. | 17 73 | Blenheim | Grantees | 10 years* | Premium.. | 163 10 0 | 97 13 10 | 373 9 9 | 391 11 8 | | |
| 299 | R. 83/2271 | Oct. 2, 1883 | New Zealand Loan and Mercantile Agency Company (Limited) | 17 63 | " | " | " | " | 275 1 7 | 32 0 4 | 101 8 2 | 133 8 6 | | |
| NELSON SECTION. | | | | | | | | | | | | | | |
| 298 | R. 81/1947 | Aug. 31, 1881 | Neale and Haddow | 1 0 | Nelson | Grantees | 10 years* | Premium.. | 150 0 0 | 377 12 2 | 21 16 2 | 399 8 4 | | |
| GREYMOOUTH SECTION. | | | | | | | | | | | | | | |
| 5A | R. 84/2978 | Aug. 1, 1873 | Westport Coal Co. (Limited) (Lease) | 6 70 | Wallsend | Grantees | 21 years | " | " | 1 7 3 | 213 7 1 | 214 14 4 | | |
| 92 | P.W. 76/603 | Dec. 31, 1875 | T. W. Wilson | 2 53 | Kaiata | Govt. | No limit | " | 143 19 0 | " | " | " | " | |
| 106A | P.W. 76/3446 | Feb. 15, 1877 | Coalpit Heath Coal-mining Company (Limited) (Lease) | 7 10 | Brunner | Grantees | " | Premium.. | 624 19 2 | " | " | " | " | |
| 112A | P.W. 77/5000 | Feb. 16, 1877 | Brunner Coal-mining Company (Limited), M. Kennedy (Lease) | 7 10 | Brunner | " | " | " | 55 0 0 | " | " | " | " | |
| 319 | R. 84/2977 | Oct. 28, 1884 | A. McKenzie and Co. | 5 70 | Wallsend | " | 10 years* | " | " | 13 14 0 | 13 14 0 | 13 14 0 | | |

* Three months' notice.

RETURN No. 18—continued.
PARTICULARS of PRIVATE SIDING RIGHTS up to 31st March, 1885—continued.

| No. | Papers. | Date of Grant. | Present Holder. | Position. | Nearest Station. | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1885. | | | Total. |
|-----|--------------|----------------|--|-------------|------------------------------------|-------------------|----------------|---|--------------------------------|--|------------|------------|--------|
| | | | | | | | | | | In. | Out. | Total. | |
| 91 | P.W. 77/4421 | Dec. 4, 1877 | James Goss | M. ch. 6 61 | Christchurch | Govt. | 10 years* | £ 300 0 0 | £ 95 0 0 | £ 901 17 11 | £ 31 11 6 | £ 933 9 5 | |
| 94 | P.W. 77/5196 | Dec. 22, 1877 | W. Montgomery and Co. | 6 50 | " | " | " | 300 0 0 | 240 0 0 | 558 18 3 | 115 14 6 | 674 12 9 | |
| 95 | " | 1877 | Christchurch Gas, Coal, and Coke Company (Limited) | 6 1 | " | " | No limit | " | " | 1,055 6 4 | 19 11 2 | 1,074 17 6 | |
| 96 | " | 1877 | William Vaughan | 24 49 | Sefton | " | " | " | " | 176 4 8 | 482 11 2 | 658 15 10 | |
| 97 | R. 84/2368 | 1877 | N.Z. Provision and Produce Co. | 13 7 | Factory | " | " | " | 300 0 0 | " | " | " | |
| 100 | " | 1877 | E. Menlove | 14 37 | Ngapara | " | " | " | " | 65 0 0 | 67 18 0 | 67 18 0 | |
| 101 | R. 82/2356 | 1877 | Logan's Point Quarry Company | 234 53 | Peicheit Bay | " | " | " | " | 227 12 6 | 652 16 0 | 717 16 0 | |
| 102 | R. 81/2017 | 1877 | Henry and Co. | 236 45 | Dunedin | " | " | " | " | 154 6 9 | 12 8 11 | 166 15 8 | |
| 103 | " | 1877 | Wilson, Harroway, and Co. | 236 45 | " | " | " | " | " | 2 6 4 | 809 10 7 | 811 16 11 | |
| 105 | " | 1877 | Green Island Coal Company | 241 70 | Abbotsford | " | " | " | " | 144 18 2 | 1 1 0 | 145 19 2 | |
| 107 | " | 1877 | Invercargill Corporation | 374 60 | Invercargill | " | " | " | " | 48 2 4 | 354 10 10 | 402 13 2 | |
| 108 | " | 1877 | T. Buxton | 2 39 | Waikiki | " | " | " | " | 31 19 3 | 170 4 9 | 202 4 0 | |
| 109 | " | 1877 | Hodgkinson Brothers | 6 42 | Buxton's | " | " | " | " | 8 9 9 | 776 0 8 | 784 10 5 | |
| 110 | " | 1877 | Dunedin Iron and Woodware Co. | 377 14 | Kew | " | " | " | " | 44 10 4 | 1,003 16 2 | 1,048 6 6 | |
| 112 | R. 84/1373 | 1877 | Gillies | 378 20 | Clifton | " | " | " | " | 20 6 6 | 21 10 0 | 41 16 6 | |
| 113 | " | 1877 | Parsons | 389 1 | Between Greenhills and Ocean Beach | " | " | " | " | 104 13 10 | 483 13 1 | 598 6 11 | |
| 116 | R. 79/723 | Nov. 6, 1878 | J. A. Duthie | 271 24 | Milton | " | 10 years* | 300 0 0 | 112 15 0 | 817 6 2 | 90 3 5 | 907 9 7 | |
| 117 | P.W. 77/5147 | Jan. 14, 1878 | W. Langdown | 6 9 | Christchurch | " | " | 300 0 0 | 56 0 0 | " | " | " | |
| 120 | P.W. 77/4412 | Jan. 23, 1878 | Oamaru Harbour Board | 157 64 | Oamaru (1st sidg.) | " | " | 300 0 0 | 50 0 0 | " | " | " | |
| 123 | P.W. 77/4413 | Jan. 23, 1878 | " | 157 65 | Oamaru (2nd sidg.) | " | " | 300 0 0 | 90 0 0 | 5,489 7 6 | 2,319 15 5 | 7,809 2 11 | |
| 125 | R. 78/63 | Jan. 26, 1878 | Roberts | 58 72 | Oamaru | " | " | 300 0 0 | 90 0 0 | 152 8 4 | 159 10 1 | 311 18 5 | |
| 128 | R. 78/65 | Feb. 4, 1878 | Joseph Clark | 60 65 | Ashburton | " | " | 300 0 0 | 95 0 0 | 251 0 8 | 759 19 7 | 1,011 0 3 | |
| 129 | P.W. 77/4833 | Feb. 18, 1878 | Oamaru Corporation | 157 41 | Oamaru | Grantees | No limit | 300 0 0 | 60 0 0 | 52 7 8 | 2 5 0 | 54 12 8 | |
| 130 | R. 78/176 | Mar. 2, 1878 | N.Z. Grain Agency and Mercantile Company (Limited) | 1 77 | Heathcote | Govt. | 10 years* | 300 0 0 | 70 0 0 | " | " | " | |
| 131 | R. 78/61 | Mar. 7, 1878 | J. T. Brown | 5 76 | Christchurch | " | " | 300 0 0 | " | 754 17 5 | 184 18 7 | 939 16 0 | |
| 132 | R. 78/199 | Mar. 14, 1878 | Friedlander Brothers | 58 73 | Ashburton | " | " | 300 0 0 | 55 0 0 | 525 18 6 | 1,303 11 4 | 1,829 9 10 | |
| 133 | R. 78/162 | Mar. 14, 1878 | Springfield Coal Company | 6 51 | Christchurch | " | " | 300 0 0 | 73 0 0 | 1,551 4 5 | 52 17 8 | 1,604 2 1 | |
| 134 | R. 81/130 | May 1, 1878 | McClatchie and McIntosh | 6 15 1/2 | " | " | " | 300 0 0 | 260 0 0 | 1,424 19 10 | 65 13 5 | 1,490 13 3 | |
| 135 | P.W. 78/1573 | May 8, 1878 | Anderson and Co. | 204 10 | Waikouaiti | " | " | 300 0 0 | " | 135 0 2 | 115 15 5 | 250 15 7 | |
| 140 | R. 78/360 | June 28, 1878 | Oamaru Stone Company (Limited) | 1 67 1/2 | Weston | " | " | 300 0 0 | 74 0 0 | " | " | " | |
| 142 | R. 78/649 | Aug. 3, 1878 | N.Z. and Australian Land Company (Limited) | 351 60 | Eldendale | " | " | 300 0 0 | 48 0 0 | " | " | " | |
| 149 | R. 81/467 | Sept. 21, 1878 | N.Z. Grain Agency and Mercantile Company (Limited) (Lease) | 0 0 | Lyttelton | " | 21 years | " | " | " | " | " | |
| 150 | " | Sept. 21, 1878 | Ditto (Lease) | 0 0 | Christchurch | " | 10 years* | 300 0 0 | 55 0 0 | " | " | " | |
| 152 | R. 78/506 | Oct. 22, 1878 | C. W. Turner | 6 64 | " | " | " | 300 0 0 | 52 0 0 | 316 0 0 | 21 10 2 | 337 10 8 | |
| 155 | R. 78/539 | Nov. 5, 1878 | Thomas and E. Pavitt | 6 61 | " | " | " | 300 0 0 | 64 0 0 | 5 10 8 | 299 4 5 | 304 15 1 | |
| 156 | R. 78/544 | Nov. 6, 1878 | J. and J. Shand | 26 26 | Centre Bush | " | " | 300 0 0 | " | " | " | " | |
| 158 | R. 81/467 | Nov. 19, 1878 | Talbot and McClatchie (Lease) | 0 0 | Lyttelton | " | 21 years | " | " | 3,877 11 10 | 470 6 11 | 4,347 18 9 | |

HURUNUI-BLUFF SECTION—continued.

(See No. 123.)

(See No. 75.)

(See No. 159.)

(See No. 78.)

| R. No. | Date | Company Name | Capital | Govt. | 21 years | 300 0 0 | 64 0 0 | 4,861 5 1 | 1,075 11 0 | 5,436 16 1 |
|--------|----------------|--|----------|--------------------|----------|-----------|---------|------------|-------------|-------------|
| 159 | Nov. 19, 1878 | N.Z. Grain Agency and Mercantile Company (Limited) (Lease) | 0 0 | Lytelton.. | .. | .. | .. | .. | .. | .. |
| 160 | Dec. 2, 1878 | Fleming, Gilkison, and Co. | 335 2 | Gore | .. | 300 0 0 | 64 0 0 | 41 14 4 | 316 14 0 | 358 8 4 |
| 161 | — | Lytelton Borough Council | 2 71 | Heathcote | .. | .. | .. | 38 9 7 | 4 8 0 | 42 17 7 |
| 162 | — | J. Grigg | 64 51 | Winstow | .. | .. | .. | 275 17 10 | 703 5 9 | 979 3 7 |
| 163 | — | Clarke and Wright | 235 59 | Dunedin | .. | .. | .. | 346 2 2 | 32 2 7 | 378 4 9 |
| 164 | — | Findlay and Co. | 235 59 | " | .. | .. | .. | 1,420 2 0 | 168 13 11 | 1,588 15 11 |
| 165 | — | N.Z. Loan and Mercantile Agency Company (Limited) | 236 0 | " | .. | .. | .. | 4,402 10 4 | 427 14 2 | 4,830 4 6 |
| 166 | — | McLean Brothers | 236 37 | " | .. | .. | .. | 1,175 7 6 | 83 12 3 | 2,258 19 9 |
| 167 | — | T. Tomlinson and Co. | 236 37 | " | .. | .. | .. | 260 17 8 | 10 0 6 | 270 18 2 |
| 168 | — | British and N.Z. Mortgage and Agency Company (Limited) | 236 37 | " | .. | .. | .. | 950 2 4 | 54 5 3 | 1,004 7 7 |
| 169 | — | Dunedin City Corporation | 236 53 | " | .. | .. | .. | 2 9 1 | 338 2 0 | 340 11 1 |
| 170 | — | Smith and Fotheringham | 237 11 | Kensington | .. | .. | .. | 354 9 8 | 84 11 11 | 439 1 7 |
| 171 | — | Wilson, Harroway, and Co. | 0 21 | Burnside | .. | .. | .. | 811 2 8 | 346 1 11 | 1,157 4 7 |
| 172 | — | Runciman | 0 26 | " | .. | .. | .. | 240 10 4 | 103 12 7 | 344 2 11 |
| 173 | — | Walton Park Coal Company | 2 7 | Walton Park | .. | .. | .. | 26 8 4 | 2,661 11 11 | 2,688 0 3 |
| 174 | — | — Calverley | 241 70 | Abbotsford | .. | .. | .. | .. | 311 16 0 | 311 16 0 |
| 175 | — | — Freeman | 241 71 | " | .. | .. | .. | 17 6 11 | 1,291 1 4 | 1,308 8 3 |
| 176 | — | Walton Park Brick and Tile Co. | 2 7 | Walton Park | .. | .. | .. | .. | .. | .. |
| 177 | — | Dunedin Corporation | 243 42 | Wingatui | .. | .. | .. | 338 16 0 | .. | 338 16 0 |
| 178 | — | Mosgiel Woollen Factory Company | 0 73 | Mosgiel | .. | .. | .. | 310 13 0 | 70 17 4 | 381 10 4 |
| 180 | — | — McDonald | 267 51 | Millburn | .. | .. | .. | 270 6 9 | 1,777 16 4 | 2,048 3 1 |
| 181 | — | — White | 278 51 | Levell's Flat | .. | .. | .. | .. | 156 0 6 | 156 0 6 |
| 183 | — | — Nelson | 283 45 | Stirling | .. | .. | .. | 21 17 11 | 862 8 3 | 884 6 2 |
| 185 | Jan. 15, 1879 | Maxwell and Mathias | 19 46 | Racecourse Hill | .. | 300 0 0 | 45 0 0 | 3 9 1 | 480 3 3 | 483 12 4 |
| 186 | Feb. 19, 1879 | Friedlander Brothers (Lease) | 60 67 | Tinwald | .. | 150 0 0 | 104 0 0 | 29 3 8 | 236 4 4 | 265 8 0 |
| 189 | Mar. 20, 1879 | W. White | 7 46 | Addington | .. | 300 0 0 | 22 0 0 | 1,249 4 0 | 301 10 6 | 1,550 14 6 |
| 197 | Aug. 21, 1879 | N.Z. Loan and Mercantile Agency Company (Limited) | 391 61 | Bluff | .. | 300 0 0 | 27 0 0 | 2,351 0 11 | 325 8 10 | 2,676 9 9 |
| 198 | Aug. 23, 1879 | Francis Jack | 6 32 | Wright's Bush | .. | 300 0 0 | 54 0 0 | 4 19 6 | 426 12 5 | 431 11 11 |
| 199 | Aug. 23, 1879 | W. Conyers | 386 23 | Greenhills | .. | 300 0 0 | 80 0 0 | 81 0 0 | 399 8 0 | 480 8 0 |
| 200 | Aug. 26, 1879 | Charles Tullock | 5 22 | Wallacetown | .. | 300 0 0 | 45 0 0 | 1 18 6 | 204 8 7 | 206 7 1 |
| 201 | Oct. 21, 1879 | James A. McIlraith | 6 15 1/2 | Christchurch | .. | 300 0 0 | 100 0 0 | 344 5 6 | .. | 344 5 6 |
| 202 | Oct. 22, 1879 | Martin and Watson | 235 54 | Dunedin | .. | 1,000 0 0 | .. | 1,491 4 4 | 157 19 4 | 1,649 3 8 |
| 204 | Oct. 30, 1879 | M. Instone | 12 5 | Thornbury Junction | .. | 300 0 0 | 81 0 0 | 141 14 9 | 342 8 2 | 484 2 11 |
| 205 | Oct. 30, 1879 | James McDonald | 22 79 | Lady Barkly | .. | 300 0 0 | 80 0 0 | 19 14 9 | 114 13 9 | 134 8 6 |
| 209 | — | Anderson and Co. | 236 35 | Dunedin | .. | .. | .. | 999 0 1 | 136 16 10 | 1,135 16 11 |
| 210 | — | Dunedin Iron and Woodware Co. | 236 35 | " | .. | .. | .. | 1,095 6 3 | 140 10 9 | 1,235 17 0 |
| 211 | Jan. 20, 1880 | T. P. Baber | 7 59 | Addington | .. | 300 0 0 | 60 0 0 | 1,087 12 1 | 677 17 3 | 1,765 9 4 |
| 214 | Jan. 26, 1880 | Dunedin Saleyards Company | 239 22 | Burnside | .. | 300 0 0 | .. | 4,879 13 9 | 490 1 0 | 5,069 14 9 |
| 215 | Mar. 23, 1880 | N.Z. and Australian Land Company (Limited) | 116 9 | St. Andrew | .. | 300 0 0 | .. | 863 0 0 | .. | 863 0 0 |
| 217 | Sept. 22, 1880 | Matson, Cox, and Co. | 58 76 | Ashburton | .. | Premium.. | 250 0 0 | 643 1 5 | 535 7 10 | 1,178 9 8 |
| 219 | Nov. 25, 1880 | Springfield Coal Company (Limited) | 29 63 | Springfield | .. | " | 35 0 0 | 51 8 9 | 240 5 10 | 291 14 7 |
| 224 | Jan. 14, 1881 | James Shand | 257 58 | Henley | .. | " | 200 0 0 | 118 5 8 | 28 11 6 | 146 17 2 |
| 225 | Jan. 20, 1881 | Wood, Sinclair, and Co. | 7 60 | Addington | .. | " | 40 0 0 | 2 460 5 0 | 2,024 8 4 | 4,484 13 4 |
| 228 | Feb. 8, 1881 | McCallum and Co. | 365 32 | Longbush | .. | " | 325 0 0 | 109 7 4 | 4,557 0 0 | 4,666 7 4 |
| 230 | Mar. 1, 1881 | Miles, Archer, and Co. | 105 57 | Timaru | .. | " | .. | 1,204 15 0 | 287 14 8 | 1,492 9 8 |
| 231 | Mar. 21, 1881 | N.Z. Shipping Co. (Limited) (Lease) | 0 0 | Lytelton | .. | Premium.. | 102 0 0 | 656 11 1 | 132 4 11 | 788 16 0 |
| 232 | April 1, 1881 | Hon. Mathew Holmes | 2 0 | Casterlock | .. | " | 180 0 0 | 55 16 11 | 690 4 7 | 746 1 6 |
| 235 | June 6, 1881 | N.Z. Grain Agency and Mercantile Company (Limited) | 59 4 | Ashburton | .. | " | .. | .. | .. | .. |

* Three months' notice.

RETURN No. 18—continued.
PARTICULARS OF PRIVATE SIDING RIGHTS up to 31st March, 1885—continued.

| Papers. | Date of Grant. | Present Holder. | Position. | Nearest Station. | By whom paid for. | Term of Grant. | Amount of Traffic guaranteed per Annum. | Liquidated Damages or Premium. | Value of the Traffic through the Siding during the Year ending 31st March, 1885. | | | Total. |
|----------------|----------------|--|---------------|---------------------|--------------------|----------------|---|--------------------------------|--|------------|----------------|--------|
| | | | | | | | | | £. | s. | d. | |
| 236 R. 81/1405 | June 27, 1881 | Kemphorne, Prosser, and Co. s N.Z. Drug Company (Limited) | M. ch. 239 24 | Burnside .. | Grantees | 10 years* | .. | £ 93 0 0 | £ 200 8 2 | £ 160 19 1 | £ 361 7 3 | |
| 238A R. 83/228 | Sept. 1, 1881 | National Mortgage and Agency Co. of New Zealand (Limited) | 7 57 | Addington | " | " | .. | .. | 910 14 8 | 286 9 5 | 1,197 4 1 | |
| 239 R. 81/1982 | Sept. 9, 1881 | W. D. Wood | 7 60 | Belfast | Grantee | " | Premium.. | 84 0 0 | 206 3 7 | 186 10 9 | 392 14 4 | |
| 240 R. 83/502 | Sept. 19, 1881 | T. C. Moorhouse and Co. .. | 7 0 | " | Grantees | " | .. | 200 0 0 | 44 4 1 | 654 8 10 | 698 12 11 | |
| 245 R. 81/2332 | Nov. 1, 1881 | N.Z. Loan and Mercantile Agency Company (Limited) | 58 70 | Ashburton | " | " | .. | .. | .. | .. | (See No. 225.) | |
| 246 R. 81/2501 | Nov. 24, 1881 | J. S. White | 2 51 | Jackson's Road .. | Grantee | " | .. | 145 0 0 | 8 7 3 | 50 8 10 | 58 16 1 | |
| 247 R. 81/1747 | Dec. 14, 1881 | F. J. Hopkin | 287 79 | Balclutha | " | " | .. | 261 0 0 | 446 5 1 | 895 4 1 | 1,341 9 2 | |
| 248 R. 83/2241 | Dec. 16, 1881 | W. Nicholls | 0 26 | Rangiora .. | " | " | .. | 70 0 0 | 54 4 11 | 54 4 11 | 54 4 11 | |
| 249 R. 83/1171 | April 18, 1883 | Frew and Co. .. | 22 72 | Oraki | Grantees | " | .. | .. | 9 14 2 | 631 19 11 | 641 4 1 | |
| 250 R. 83/1556 | Dec. 22, 1881 | N.Z. Refrigerating Co. (Limited) .. | 239 23 | Burnside | " | " | Premium.. | 492 0 0 | 2,378 16 4 | 884 8 8 | 3,263 5 0 | |
| 254 R. 82/1738 | Jan. 1, 1882 | N.Z. Loan and Mercantile Agency Company (Limited) (Lease) | 47 12 | Chertsey .. | Govt. .. | 10 years | .. | .. | 36 10 10 | 480 14 6 | 517 5 4 | |
| 255 R. 82/717 | Jan. 1, 1882 | Bourn and Lovegrove (Lease) | 123 66 | Makikihi .. | Grantees | 21 years | Premium.. | 300 0 0 | .. | 154 6 5 | 154 6 5 | |
| 256 R. 81/2820 | Jan. 3, 1882 | Canterbury Farmers' Co-operative Association (Limited) | 106 10 | Timaru .. | " | 10 years* | .. | 484 0 0 | 1,460 11 0 | 489 13 6 | 1,950 4 6 | |
| 257 R. 81/2672 | Jan. 5, 1882 | N.Z. Loan and Mercantile Agency Company (Limited) | 0 3 | Studholme Junction | " | " | .. | 310 0 0 | 11 12 9 | 216 19 4 | 228 12 1 | |
| 258 R. 82/879 | Jan. 10, 1882 | Ford and Ogen .. | 10 71 | S. Mahvern | Govt. .. | For ever | .. | .. | 79 5 6 | 159 4 10 | 238 10 4 | |
| 259 R. 83/1043 | Jan. 10, 1882 | Smith and Fotheringham | 227 78 | Port Chalmers Upper | Grantees | 10 years* | .. | .. | 15 13 0 | 533 12 10 | 549 5 10 | |
| 261 R. 82/2303 | Feb. 8, 1882 | H. W. Packer | 6 53 | Christchurch | Govt. .. | " | Premium.. | 510 0 0 | 1,178 4 8 | 230 19 8 | 1,409 4 4 | |
| 262 R. 82/49 | Feb. 20, 1882 | N.Z. Loan and Mercantile Agency Company (Limited) | 6 50 4 | " | Grantees | " | .. | Extension, £174 | 2,561 9 5 | 1,023 5 1 | 3,584 14 6 | |
| 263 R. 82/378 | Feb. 28, 1882 | J. and T. Meek .. | 158 7 | Oamaru .. | " | " | .. | 292 0 0 | 1,563 16 4 | 648 13 7 | 2,212 9 11 | |
| 266 R. 82/554 | Mar. 24, 1882 | S. Bailey | 15 0 | Templeton | Grantee | " | .. | 183 0 0 | .. | 150 1 6 | 150 1 6 | |
| 268 R. 82/692 | April 14, 1882 | P. Cunningham .. | 105 75 | Timaru .. | " | " | .. | 374 0 0 | .. | .. | (See No. 281.) | |
| 269 R. 82/2520 | May 1, 1882 | William Wilson (Lease) .. | 7 0 | Christchurch | " | 21 years | .. | 140 0 0 | 581 6 6 | 12 4 7 | 593 11 1 | |
| 270 " | May 1, 1882 | John Waller (Lease) .. | 7 0 | " | " | " | .. | 150 0 0 | 620 3 5 | 39 0 6 | 659 3 11 | |
| 271 " | May 1, 1882 | N.Z. Farmers' Co-operative Association of Canterbury (Ld.) (Lease) | 7 0 | " | Grantees | " | .. | 150 0 0 | 807 13 11 | 263 13 7 | 1,071 7 6 | |
| 274 R. 83/834 | Sept. 15, 1882 | Canterbury Frozen Meat and Dairy Produce Export Company (Lim.) | 7 8 | Belfast .. | " | 10 years* | .. | 321 0 0 | 3,436 14 8 | 1,805 5 5 | 5,242 0 1 | |
| 275 R. 82/2105 | Sept. 26, 1882 | D. Reid and Co. | 236 12 | Dunedin .. | " | " | .. | 310 0 0 | 6,070 14 9 | 614 8 6 | 6,685 3 3 | |
| 276 R. 82/2384 | Oct. 23, 1882 | National Mortgage and Agency Co. of New Zealand (Limited) | 105 75 | Timaru .. | " | " | .. | 514 0 0 | 1,146 15 9 | 582 8 8 | 1,729 4 5 | |
| 277 R. 82/2354 | Oct. 23, 1882 | N.Z. Loan and Mercantile Agency Company (Limited) | 105 75 | " | " | " | .. | 292 16 0 | 1,280 10 2 | 582 18 9 | 1,863 8 11 | |
| 278 R. 82/1997 | Oct. 23, 1882 | Invercargill Corporation .. | 0 7 | Makarewa Junction | Govt. and Grantees | " | .. | 5 0 0 | .. | 475 0 0 | 475 0 0 | |

HURUNUI-BLUFF SECTION—continued.

| R. No. | Date | Company | 251 | 252 | Jackson's Road | Grantee | 10 years* | Premium.. | 300 0 0 | 185 19 10 | 312 9 0 |
|--------|----------------|--|--------|--------|----------------------------|----------|----------------------------|-----------|----------------------|------------|------------|
| 280 | Dec. 2, 1882 | P. C. Threlkeld | 105 57 | 105 57 | Timaru .. | Grantees | " | " | 40 0 0 | 429 10 10 | 631 19 1 |
| 281 | Dec. 2, 1882 | N.Z. Grain Agency and Mercantile Company (Limited) | 41 53 | 41 53 | Rakia .. | Govt. .. | 10 years | " | " | 357 10 6 | 357 10 6 |
| 282 | Jan. 1, 1883 | N.Z. Loan and Mercantile Agency Company (Limited) (Lease) | 3 31 | 3 31 | Papanui .. | Grantees | 10 years* | Premium.. | 220 0 0 | 493 11 7 | 516 3 6 |
| 283 | Jan. 11, 1883 | Rountree and Co. .. | 11 76 | 11 76 | Hornby Junction | Grantee | " | " | 132 0 0 | 7 3 0 | 71 2 3 |
| 284 | Jan. 11, 1883 | R. M. Morten .. | 336 14 | 336 14 | Gore .. | Grantees | " | " | 275 0 0 | 819 13 8 | 909 3 9 |
| 285 | Jan. 26, 1883 | N.Z. Loan and Mercantile Agency Company (Limited) | 48 21 | 48 21 | Waikari .. | Govt. .. | 10 years | " | " | 760 7 8 | 1,140 16 5 |
| 286 | Feb. 1, 1883 | W. A. Benn (Lease) .. | 48 22 | 48 22 | Officers' Point, Lyttelton | " | " | " | " | 331 17 6 | 645 1 0 |
| 287 | Feb. 1, 1883 | William Vaughan (Lease) .. | 0 0 | 0 0 | | Grantees | 10 years* | Premium.. | 312 0 0 | 597 14 7 | 3,752 18 7 |
| 288 | April 3, 1883 | (1) Shaw-Savill and Albion Company (Limited); (2) Harvey, Hawkins, and Co.; (3) Roberts, Paxton, and Co. | 241 15 | 241 15 | Abbotsford .. | " | No limit | " | " | 1,725 4 10 | 1,742 14 5 |
| 289 | April 9, 1883 | Fernhill Railway and Coal Company (Limited) | 301 C3 | 301 C3 | Bluff | " | 10 years* | Premium.. | 145 0 0 | 1,079 2 8 | 5,655 8 9 |
| 290 | April 18, 1883 | Nichol Brothers .. | 105 75 | 105 75 | Timaru .. | Grantee | No limit; temporary | " | " | 568 11 5 | 1,519 18 2 |
| 291 | April 24, 1883 | William Evans .. | 105 57 | 105 57 | Burnside .. | " | 10 years* | " | Turntable, &c., £106 | 32 15 5 | 153 18 3 |
| 292 | May 21, 1883 | David Stuart .. | 240 33 | 240 33 | Wingatu .. | " | " | " | 130 0 0 | 170 5 8 | 392 3 10 |
| 293 | June 28, 1883 | H. Driver .. | 244 84 | 244 84 | Totara .. | " | " | " | 140 0 0 | 280 12 11 | 498 18 10 |
| 294 | Sept. 18, 1883 | James Gore .. | 163 6 | 163 6 | Timaru .. | " | " | " | 422 0 0 | 423 9 9 | 427 3 5 |
| 295 | Oct. 1, 1883 | Benjamin Perry .. | 106 11 | 106 11 | Bluff | " | " | " | 326 0 0 | 207 15 1 | 393 11 5 |
| 296 | Oct. 1, 1883 | John Jackson .. | 391 44 | 391 44 | Addington | " | " | " | 100 0 0 | 185 14 6 | 951 0 10 |
| 297 | Nov. 22, 1883 | John Jackson .. | 7 29 | 7 29 | Gore .. | Govt. .. | 4 years* | " | 120 0 0 | 22 4 9 | 47 1 0 |
| 298 | Jan. 25, 1884 | J. G. Ward .. | 335 7 | 335 7 | Invercargill | " | 3 years certain† | " | 150 0 0 | 0 6 0 | 563 9 8 |
| 299 | Mar. 12, 1884 | W. H. Symes, M.D. .. | 374 60 | 374 60 | Invercargill | " | 7 years† | " | " | 1,194 11 9 | 2,667 11 9 |
| 300 | Mar. 1, 1884 | John Murdoch, jun. (Lease) | 335 6 | 335 6 | Gore .. | " | 10 years* | " | " | 120 5 8 | 554 4 9 |
| 301 | Feb. 1, 1884 | British and N.Z. Mortgage and Agency Co. (Limited) (Lease) | 155 16 | 155 16 | Oamaru Town Belt | Grantees | " | Premium.. | 105 0 0 | 710 13 4 | 710 13 4 |
| 302 | April 21, 1884 | A. Tapper .. | 6 39 | 6 39 | Wright's Bush | Grantee | " | " | 175 0 0 | " | " |
| 303 | May 10, 1884 | N.Z. Refrigerating Co. (Limited) .. | 228 67 | 228 67 | Sawyer's Bay | Grantees | " | " | 192 0 0 | " | " |
| 304 | May 23, 1884 | John Murdoch .. | 235 79 | 235 79 | Dunedin | " | " | " | 96 0 0 | " | " |
| 305 | June 5, 1884 | Otago Meat-freezing and Produce Company (Limited) | 355 23 | 355 23 | Oteramika | " | " | " | 190 0 0 | " | " |
| 306 | June 5, 1884 | John Murdoch, jun. (Lease) | 374 55 | 374 55 | Invercargill | " | 10 years* 1 month's notice | " | 160 0 0 | 494 17 0 | 511 3 3 |
| 307 | Sept. 9, 1884 | N.Z. Loan and Mercantile Agency Company (Limited) | 391 65 | 391 65 | Bluff | " | " | " | 75 0 0 | 71 0 7 | 128 4 9 |
| 308 | Nov. 1, 1884 | Morton Mains Freehold Estates Company | 103 64 | 103 64 | Washdyke Junc. | " | 10 years* | " | 145 0 0 | 120 8 0 | 1,292 2 0 |
| 309 | Nov. 7, 1884 | N.Z. Loan and Mercantile Agency Company (Limited) | 391 65 | 391 65 | Bluff | " | " | " | 500 0 0 | " | 5 18 0 |
| 310 | Dec. 8, 1884 | James Waddell and Co. .. | 103 64 | 103 64 | Washdyke Junc. | " | " | " | " | " | " |
| 311 | Dec. 31, 1884 | South Canterbury Refrigerating Company (Limited) | 391 65 | 391 65 | Bluff | " | 21 years | " | 190 0 0 | " | " |
| 312 | Mar. 27, 1885 | Southland Frozen Meat and Produce Export Co. (Limited) (Lease) | 391 65 | 391 65 | Bluff | " | " | " | " | " | " |

* Three months' notice. † Terminable at end of three or five years of this period, by twenty-one days' previous notice.

† After that, from year to year, subject to one month's notice.

(See No. 165.)

RETURN NO. 19.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1885.

| Section. | Mileage Open for Traffic on 31st March, 1884. | | Additional Length Opened for Traffic during Year. | | Date of Opening. | | 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, 1885. | | |
|----------------------|---|-----|---|----------------|------------------|--------------------|-----------------------------|---------|---|-----|--|-----|---|-------|-----|
| | M. ch. | ... | Line Opened. | Length Opened. | M. ch. | ... | Line. | Length. | M. ch. | ... | M. ch. | ... | M. ch. | ... | |
| Karakara | 2 | 68 | Taurare-Opuā | 5 | 11 | 7th April, 1884 | ... | 0 | 38 | 4 | 53 | 4 | 53 | 7 | 41 |
| Whangarei | 6 | 45 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | 45 |
| Auckland | 139 | 61 | Morrinsville | 17 | 10 | 8th October, 1884 | ... | ... | ... | 29 | 12 | 29 | 12 | 168 | 73 |
| ... | ... | ... | Cambridge | 12 | 2 | 29th October, 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Napier | 69 | 59 | Makatoku-Matamau | 4 | 16 | 23rd June, 1884 | ... | ... | ... | 11 | 55 | 11 | 55 | 81 | 15* |
| ... | ... | ... | Matamau-Taboraitē | 7 | 39 | 15th Dec., 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Wellington | 68 | 40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 68 | 40 |
| Wanganui | 131 | 38 | Hawera-Manutahi | 10 | 3 | 23rd March, 1885 | ... | ... | ... | 10 | 3 | ... | ... | 192 | 47 |
| New Plymouth | 51 | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Hurunui-Bluff | 862 | 66 | Horsley Downs | 8 | 41 | 15th Sept., 1884 | ... | ... | ... | 24 | 44 | 5 | 38 | 887 | 65* |
| ... | ... | ... | Oxford-Sheffield | 11 | 42 | 4th August, 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | Heriot | 4 | 41 | 1st April, 1884 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| District Railway† | 47 | 11 | Shag Point Coal Line† | 2 | 02 | 15th March, 1885 | ... | ... | ... | 2 | 02 | ... | ... | 46 | 6* |
| Shag Point Coal Line | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 02 |
| Greymouth | 7 | 20 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 20 |
| Westport | 18 | 56 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 | 56 |
| Nelson | 22 | 73 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 22 | 73 |
| Picton | 17 | 70 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 17 | 70 |
| Total | 1,446 | 53 | ... | 82 | 47 | ... | ... | 0 | 38 | 82 | 09 | 50 | 78 | 1,527 | 73 |

* Difference owing to re-chains of line

† District Railways worked under agreement with the Government.

‡ Old line re-opened.

RETURN No. 20.

STATEMENT showing APPROXIMATE LENGTH of LINES OPENED and SLEEPERS LAID and REMOVED up to 31st March, 1885.

| Year. | Approximate Length opened each Year. | | | Sleepers. | |
|----------------|--------------------------------------|----------------|--------|--|------------------------------|
| | North Island. | Middle Island. | Total. | Laid during Construction. (2,100 per mile.) | Removed during Maintenance.† |
| | M. ch. | M. ch. | M. ch. | | |
| 1867 | .. | 45 70 | 45 70 | 96,338 | .. |
| 1870-71 | .. | 18 58 | 18 58 | 39,323 | .. |
| 1871-72 | .. | 11 68 | 11 68 | 24,885 | .. |
| 1872-73 | .. | 27 62 | 27 62 | 58,327 | .. |
| 1873-74 | 10 55 | 11 21 | 21 76 | 40,095 | .. |
| 1874-75 | 61 19 | 126 78 | 188 17 | 395,246 | .. |
| 1875-76 | 69 23 | 248 4 | 317 27 | 666,409 | .. |
| 1876-77 | 64 24 | 152 39 | 216 63 | 455,254 | .. |
| 1877-78 | 103 76 | 94 58 | 198 54 | 417,217 | .. |
| 1878-79 | 27 19 | 56 46 | 83 65 | 176,006 | .. |
| 1879-80* | 26 33 | 18 66 | 45 19 | 94,998 | .. |
| 1880-81 | 68 39 | 32 71 | 101 30 | 212,888 | 74,261 |
| 1881-82 | 22 67 | 24 76 | 47 63 | 100,354 | 73,947 |
| 1882-83 | 2 2 | 40 19 | 42 21 | 88,751 | 106,763 |
| 1883-84 | 22 19 | 14 34 | 36 53 | 76,991 | 125,632 |
| 1884-85 | 56 0 | 24 0 | 80 0 | 168,000 | 148,325 |
| Total | .. | .. | .. | 3,117,082 | 528,928 |

* Nine months' only.

† Complete information not recorded until 1880-81.

RETURN No. 21.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1884, and March, 1885.

| Department. | Kawakawa. | Whangarei. | Auckland. | Napier. | Wellington. | Wanganui. | Hurunui-Bluff. | Greymouth. | Westport. | Nelson. | Picton. | Total. |
|-------------------|-----------|------------|-----------|---------|-------------|-----------|----------------|------------|-----------|---------|---------|--------|
| 1883-84. | | | | | | | | | | | | |
| General | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 34 |
| Traffic | 3 | 15 | 139 | 37 | 82 | 89 | 897 | 40 | 27 | 31 | 12 | 1,372 |
| Maintenance | 4 | 12 | 300 | 79 | 84 | 174 | 1,151 | 24 | 12 | 19 | 20 | 1,939 |
| Locomotive | 6 | 11 | 203 | 51 | 122 | 117 | 930 | 17 | 18 | 9 | 10 | 1,494 |
| Totals | 13 | 38 | 702 | 167 | 288 | 380 | 2,978 | 81 | 57 | 59 | 42 | 4,839 |
| 1884-85. | | | | | | | | | | | | |
| General | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 39 |
| Traffic | 8 | 11 | 160 | 50 | 69 | 92 | 904 | 38 | 10 | 26 | 13 | 1,381 |
| Maintenance | 10 | 6 | 222 | 101 | 79 | 184 | 1,135 | 11 | 12 | 15 | 21 | 1,796 |
| Locomotive | 7 | 7 | 237 | 66 | 120 | 133 | 755 | 10 | 14 | 9 | 6 | 1,364 |
| Totals | 25 | 24 | 619 | 217 | 268 | 409 | 2,794 | 59 | 36 | 50 | 40 | 4,580 |
| Increase | 12 | .. | .. | 50 | .. | 29 | .. | .. | .. | .. | .. | 91 |
| Decrease | .. | 14 | 83 | .. | 20 | .. | 184 | 22 | 21 | 9 | 2 | 355 |

RETURN No. 22.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1885.

| 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. | | | | | | | | |
| Kawakawa | .. | .. | .. | .. | 2 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 3 |
| Whangarei | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Auckland | .. | 1 | .. | .. | 17 | .. | 1 | .. | .. | 1 | .. | .. | .. | .. | .. | 20 |
| Napier | .. | .. | .. | .. | 2 | .. | 1 | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| Wellington | .. | .. | .. | .. | 2 | .. | .. | .. | .. | .. | 1 | .. | .. | .. | .. | 2 |
| Wanganui | .. | .. | .. | 1 | .. | .. | 7 | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| Hurunui-Bluff | 1 | .. | 3 | 5 | 1 | 2 | 6 | 3 | 6 | 3 | 3 | 4 | 1 | .. | 1 | 15 |
| Greymouth | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 |
| Westport | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 |
| Nelson | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 |
| Picton | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Totals | 1 | 1 | 5 | 6 | 24 | 2 | 17 | 3 | 6 | 5 | 6 | 1 | 5 | 2 | 3 | 19 |

RETURN NO. 23.

LOCOMOTIVE RETURNS for the Year ending 31st March, 1885.

KAWAKAWA SECTION.

| Type. | No. of Engines. | | Engine-Mileage. | | | Quantity of Stores. | | | Cost. | | | Cost per Engine-Mile in Pence. | | | Haulage. | | | | | | | | | | | | |
|-------|-----------------|-----------|-----------------|----------|-------|---------------------|----------|----------|--------|----------------------|----------|--------------------------------|-------|--------|------------------|---------------------------------|-----------------------------|----------------------|---------|-------|--------|------|---------|-------|-----|------|-----|
| | Detail. | | Total. | Running. | | | Repairs. | Running. | | | Repairs. | Running. | | | Ton-Miles Gross. | Average Tonnage per Train-Mile. | Cost in Pence per Ton-Mile. | | | | | | | | | | |
| | Train. | Shunting. | | Ballast. | Coal. | Oil. | | Tallow. | Waste. | Wages and Materials. | | Stores. | Fuel. | Wages. | | | | Wages and Materials. | Stores. | Fuel. | Wages. | | | | | | |
| F | 2 | 10 | 12,284 | 2,497 | 28 | 14,809 | 1,840 | 220 | 346 | 308 | 356 | 15 | 46 | 399 | 816 | 174* | 5'76 | '24 | '74 | 6'46 | 13'22 | 2'82 | 876,046 | 71'31 | '18 | 0'4* | 306 |

Both engines were in use by the Bay of Islands Coal Company prior to 7th April, 1884.

WHANGAREI SECTION.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|----|--------|-------|-----|--------|-------|-----|-----|-----|----|----|-----|-----|-----|-----|------|-----|------|------|-------|-----|---------|-----|------|-------|-----|
| F | 2 | 18 | 15,656 | 1,903 | 302 | 17,861 | 6,314 | 611 | 316 | 304 | 79 | 60 | 157 | 604 | 900 | 48* | 1'05 | '80 | '212 | 8'11 | 12'09 | '64 | 890,569 | '56 | '196 | '012* | 313 |
|---|---|----|--------|-------|-----|--------|-------|-----|-----|-----|----|----|-----|-----|-----|-----|------|-----|------|------|-------|-----|---------|-----|------|-------|-----|

AUCKLAND SECTION.

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|-----|---------|--------|--------|---------|---------|--------|-------|-------|-------|-----|-------|-------|--------|------|------|------|------|-------|----|--------|------------|----|--------|-------|
| B | 1 | 17 | 6,459 | 429 | ... | 6,888 | 2,161 | 336 | 117 | 145 | 332 | 30 | 56 | 111 | 529 | 1'56 | 1'04 | 1'95 | 3'87 | 18'42 | 66 | '208 | 425,215 | 66 | '208 | 69 |
| C | 1 | 14 | 944 | 13,433 | ... | 14,377 | 2,227 | 379 | 145 | 276 | 92 | 20 | 56 | 415 | 583 | 1'53 | '33 | '94 | 6'92 | 9'72 | 44 | 3'367 | 41,528 | 44 | 3'367 | 253 |
| D | 1 | 13 | 28 | 3,298 | ... | 3,326 | 587 | 103 | 25 | 60 | 87 | 4 | 15 | 91 | 197 | 6'29 | '32 | 1'06 | 6'59 | 14'26 | 50 | 34'089 | 1,392 | 50 | 34'089 | 54 |
| F† | 14 | 16 | 143,713 | 32,400 | 44,961 | 221,074 | 48,248 | 9,690 | 2,086 | 5,166 | 2,126 | 404 | 1,219 | 4,592 | 8,311 | 2'31 | '44 | 1'32 | 4'95 | 9'02 | 80 | '175 | 11,494,268 | 80 | '175 | 2,813 |
| J | 6 | 17 | 137,947 | 10,108 | ... | 148,055 | 45,253 | 5,645 | 2,088 | 2,815 | 983 | 256 | 1,144 | 2,143 | 4,536 | 1'59 | '42 | 1'86 | 3'47 | 7'34 | 99 | '079 | 13,718,053 | 99 | '079 | 1,309 |
| L | 4 | 17 | 24,637 | 8,423 | 7,496 | 40,286 | 8,613 | 2,100 | 367 | 1,050 | 741 | 100 | 218 | 1,003 | 2,097 | 4'41 | '60 | 1'30 | 6'00 | 12'31 | 79 | '258 | 1,922,310 | 79 | '258 | 615 |
| R | 3 | 16 | 25,743 | 1,574 | ... | 27,317 | 8,582 | 1,731 | 511 | 441 | 889 | 66 | 217 | 419 | 1,591 | 7'81 | '58 | 1'91 | 3'68 | 13'98 | 63 | '234 | 1,629,048 | 63 | '234 | 257 |
| Total | 30 | ... | 339,201 | 69,665 | 52,457 | 461,323 | 115,671 | 19,984 | 5,339 | 9,963 | 5,250 | 880 | 2,925 | 8,749 | 17,804 | 2'73 | '46 | 1'52 | 4'55 | 9'24 | 86 | '147 | 29,231,814 | 86 | '147 | 5,370 |

NAPIER SECTION.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|-----|---------|--------|--------|---------|--------|-------|-------|-------|-------|-----|-------|-------|-------|------|-----|------|------|------|------------|------|------------|------------|-------|-------|-------|
| A | 1 | 15 | 5,580 | 8,499 | ... | 14,079 | 1,581 | 451 | 254 | 251 | 76 | 19 | 127 | 241 | 463 | 1'29 | '33 | 2'16 | 4'12 | 7'90 | 32'16 | '620 | 179,473 | 32'16 | '620 | 253 | |
| D | 2 | 16 | 17,995 | 10,457 | 1,627 | 30,079 | 4,535 | 973 | 391 | 442 | 310 | 42 | 369 | 453 | 1,174 | 2'47 | '34 | 2'94 | 3'62 | 9'37 | 58'90 | '244 | 1,155,735 | 58'90 | '244 | 386 | |
| F† | 8 | 16 | 127,436 | 15,707 | 22,137 | 165,280 | 28,735 | 5,649 | 2,024 | 2,124 | 1,472 | 213 | 2,234 | 2,009 | 5,928 | 2'14 | '31 | 3'24 | 2'92 | 8'61 | 72'65 | '131 | 10,866,966 | 72'65 | '131 | 1,539 | |
| Total | 11 | ... | 151,011 | 34,663 | 23,764 | 209,438 | 34,851 | 7,073 | 2,669 | 2,817 | 1,858 | 274 | 2,730 | 2,703 | 7,595 | 2'13 | '31 | 3'13 | 3'10 | 8'61 | 12,202,174 | '149 | 69'66 | 12,202,174 | 69'66 | '149 | 2,178 |

WELLINGTON SECTION.

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|-----|---------|--------|-------|---------|--------|-------|-------|-------|-------|-----|-------|-------|--------|-------|------|------|-------|--------|------|------|------------|------|------|-------|
| D | 4 | 15 | 39,030 | 20,739 | 2,252 | 62,012 | 10,510 | 1,624 | 212 | 945 | 433 | 64 | 638 | 1,219 | 2,354 | 1'68 | '25 | 2'47 | 4'72 | 9'12 | 44'3 | '206 | 1,727,336 | 44'3 | '206 | 965 |
| H | 4 | 6 | 11,894 | 2,735 | ... | 14,610 | 19,571 | 1,450 | 281 | 1,101 | 1,448 | 97 | 1,492 | 900 | 3,997 | 2'37 | '59 | 2'49 | 15'76 | 65'61 | 76'2 | '861 | 906,384 | 76'2 | '861 | 747 |
| L | 4 | 15 | 53,938 | 12,785 | 2,273 | 68,996 | 14,420 | 2,311 | 104 | 755 | 1,253 | 81 | 875 | 1,059 | 3,208 | 4'36 | '28 | 3'04 | 3'68 | 11'36 | 67'5 | '166 | 3,638,673 | 67'5 | '166 | 719 |
| R | 3 | 15 | 46,799 | 14,099 | 128 | 61,026 | 15,110 | 1,825 | 1,080 | 835 | 1,092 | 98 | 906 | 999 | 3,095 | 4'29 | '39 | 3'56 | 3'93 | 12'17 | 80'6 | '130 | 4,406,586 | 80'6 | '130 | 657 |
| S | 5 | 14 | 12,460 | 6,573 | 384 | 49,417 | 14,388 | 2,413 | 699 | 607 | 1,220 | 90 | 859 | 637 | 2,800 | 5'92 | '44 | 4'17 | 3'09 | 13'62 | 80'6 | '169 | 3,423,226 | 80'6 | '169 | 440 |
| Total | 20 | ... | 194,121 | 56,912 | 5,937 | 256,070 | 73,999 | 9,623 | 2,376 | 4,243 | 5,446 | 439 | 4,770 | 4,874 | 15,520 | 5'104 | '403 | 4'47 | 4'568 | 14'545 | 72'6 | '205 | 14,101,405 | 72'6 | '205 | 3,528 |

R 20 (from Hurunui-Bluff Section) commenced running 17th April, 1884. Two S engines commenced 18th and 24th February, 1885, respectively.

† This includes F 65, shipped to Napier in May, 1883, and Thames Valley and Rotorua Railway Company, F 3, only thirteen days in steam.

‡ F 47 and 48 commenced to run 10th July, 1884, and 16th March, 1885, respectively.

§ Includes 6,321 cart. coke.

RETURN NO. 23—continued.
WANGANUI SECTION.

| Type. | No. of Engines. | Engine-Mileage. | | | Quantity of Stores. | | | Cost. | | | Cost per Engine-Mile in Pence. | | | Haulage. | | | Days in Steam. | | |
|-------|-----------------|-----------------|-----------|--------|---------------------|-------|--------|----------|----------|---------|--------------------------------|----------|----------------------|----------|-----------|------------------|----------------|----------------------------------|-----------------------------|
| | | Detail. | | Total. | Running. | | Waste. | Repairs. | Running. | | Total. | Repairs. | Running. | | Total. | Ton-Miles Gross. | | Average Ton-Mile per Train-Mile. | Cost in Pence per Ton-Mile. |
| | | Train. | Shunting. | | Ballast. | Coal. | | | Oil. | Tallow. | | | Wages and Materials. | Stores. |  |  |  |  |  | Fuel. | Wages. | Stores. | Fuel. | Wages. |
| A* | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| D | 1 | 12,307 | 2,516 | 48 | 1,748 | 338 | ... | 147 | 99 | 195 | 119 | ... | ... | ... | ... | ... | ... | ... | |
| E | 4 | 26,199 | 6,773 | 302 | 7,682 | 1,175 | 645 | 629 | 563 | 61 | 485 | 570 | 411 | 1211 | 1,799,891 | 6527 | 24 | 409 | |
| F† | 6 | 49,346 | 6,821 | 14,097 | 9,656 | 1,871 | 940 | 758 | 940 | 95 | 688 | 1,194 | 321 | 408 | 2,765,124 | 5604 | 25 | 675 | |
| L | 1 | 8,307 | 1,617 | ... | 1,078 | 236 | 88 | 86 | 316 | 64 | 119 | 515 | 705 | 1245 | 319,040 | 3841 | 39 | 84 | |
| R | 5 | 85,253 | 12,573 | 894 | 16,923 | 2,566 | 1,297 | 1,167 | 1,480 | 131 | 1,080 | 1,238 | 360 | 301 | 4,380,640 | 5138 | 22 | 975 | |
| Total | 18 | 181,412 | 30,300 | 15,341 | 227,053 | 6,180 | 3,113 | 2,787 | 3,399 | 317 | 2,436 | 3,316 | 359 | 1001 | 9,606,526 | 5290 | 24 | 2,273 | |

NEW PLYMOUTH SECTION.

| | | | | | | | | | | | | | | | | | | | | | |
|-------|---|--------|--------|-------|--------|-------|-------|-----|-------|-----|-------|-------|-----|-------|----|-----|-----|------|------|----|-------|
| A | 2 | 7,315 | 3,469 | 1,122 | 1,511 | 292 | 164 | 161 | 133 | 17 | 134 | 273 | 267 | 557 | 34 | 270 | 551 | 1122 | 2801 | 65 | 241 |
| C§ | 3 | 7,691 | 6,361 | 6,395 | 3,084 | 532 | 334 | 279 | 427 | 34 | 251 | 400 | 578 | 1,112 | 47 | 339 | 540 | 1504 | 5882 | 59 | 363 |
| D | 3 | 58,741 | 5,750 | 613 | 10,732 | 1,245 | 627 | 444 | 597 | 74 | 845 | 829 | 187 | 2,255 | 27 | 311 | 306 | 831 | 5165 | 17 | 624 |
| Total | 8 | 73,747 | 12,880 | 8,130 | 94,757 | 2,069 | 1,125 | 884 | 1,067 | 125 | 1,230 | 1,502 | 270 | 3,924 | 32 | 312 | 380 | 994 | 5005 | 26 | 1,228 |

HURUNUI-BLUFF SECTION.

| | | | | | | | | | | | | | | | | | | | | | |
|-------|-----|-----------|---------|---------|-----------|--------|--------|--------|--------|-------|--------|--------|--------|--------|----|-----|-----|------|-------------|-------|-------|
| A | 11 | 8,174 | 123,094 | 6,228 | 137,496 | 1,821 | 532 | 1,823 | 800 | 106 | 858 | 2,780 | 4,544 | 4,544 | 18 | 150 | 485 | 793 | 2678 | 168 | 2,103 |
| B | 4 | 17,333 | 4,330 | 370 | 22,083 | 530 | 132 | 310 | 320 | 24 | 301 | 323 | 968 | 968 | 26 | 327 | 351 | 1052 | 10046 | 102 | 204 |
| C | 1 | 17,435 | 42,274 | 206 | 59,915 | 1,005 | 370 | 886 | 356 | 59 | 355 | 996 | 1,766 | 1,766 | 24 | 142 | 399 | 707 | 650,464 | 3687 | 189 |
| D | 7 | 116,655 | 37,402 | 3,067 | 157,124 | 2,529 | 891 | 1,878 | 913 | 125 | 1,192 | 2,340 | 4,579 | 4,579 | 19 | 183 | 358 | 609 | 5,817,572 | 4858 | 1,762 |
| E | 3 | 59,582 | 13,202 | 3,997 | 76,781 | 2,013 | 1,142 | 1,119 | 1,102 | 93 | 1,097 | 1,188 | 3,480 | 3,480 | 29 | 343 | 371 | 1087 | 5,352,450 | 8418 | 652 |
| F | 35 | 372,627 | 213,909 | 87,125 | 673,661 | 13,269 | 5,251 | 9,668 | 7,265 | 696 | 6,314 | 11,289 | 25,564 | 25,564 | 24 | 225 | 402 | 910 | 27,749,534 | 6104 | 122 |
| G | 4 | 33,137 | 20,073 | 10,530 | 63,740 | 1,245 | 428 | 1,028 | 886 | 63 | 642 | 1,201 | 2,792 | 2,792 | 24 | 242 | 452 | 1051 | 2,069,814 | 4740 | 935 |
| J | 25 | 637,321 | 80,581 | 11,101 | 729,003 | 22,895 | 8,071 | 10,568 | 5,197 | 827 | 9,784 | 9,463 | 25,271 | 25,271 | 27 | 322 | 311 | 831 | 64,466,458 | 9942 | 6,155 |
| K | 8 | 228,108 | 20,734 | 15 | 248,947 | 67,892 | 2,241 | 3,176 | 2,461 | 219 | 3,118 | 2,795 | 8,593 | 8,593 | 22 | 300 | 270 | 828 | 17,478,840 | 7659 | 1,733 |
| L | 1 | 6,219 | 2,038 | 9,938 | 18,195 | 245 | 245 | 295 | 124 | 17 | 136 | 334 | 611 | 611 | 22 | 179 | 441 | 805 | 569,928 | 3527 | 239 |
| M | 4 | 43,206 | 17,057 | 775 | 61,438 | 1,640 | 579 | 1,025 | 1,102 | 82 | 877 | 988 | 3,109 | 3,109 | 22 | 342 | 386 | 1214 | 7,147,748 | 10251 | 757 |
| P | 1 | 17 | 6,004 | 691 | 6,712 | 117 | 18 | 624 | 26 | 5 | 35 | 93 | 159 | 159 | 18 | 125 | 322 | 558 | 1,482 | ... | 87 |
| Q | 2 | 41,868 | 4,212 | 4 | 46,024 | 1,177 | 531 | 643 | 332 | 62 | 511 | 553 | 1,458 | 1,458 | 32 | 267 | 288 | 760 | 3,053,152 | 7302 | 346 |
| R | 6 | 126,208 | 31,315 | 57 | 157,580 | 58,830 | 2,915 | 2,357 | 1,320 | 173 | 1,733 | 2,431 | 5,657 | 5,657 | 27 | 204 | 369 | 861 | 8,413,125 | 6663 | 1,632 |
| T | 6 | 100,437 | 14,581 | ... | 115,018 | 65,548 | 3,176 | 2,212 | 3,070 | 168 | 2,218 | 1,608 | 7,064 | 7,064 | 35 | 463 | 335 | 1473 | 10,859,686 | 10812 | 1,285 |
| Total | 118 | 1,808,407 | 631,206 | 134,104 | 2,573,717 | 51,961 | 25,078 | 37,146 | 25,334 | 2,719 | 29,171 | 38,391 | 95,615 | 95,615 | 25 | 272 | 358 | 891 | 155,799,523 | 8041 | 103 |

| Cr. by recoverable mileage and expenditure | Per Engine-Mile. | Per Train-Mile. |
|--|------------------|-----------------|
| ... | ... | ... |
| 1,808,407 | 894 | 1259 |
| 630,295 | 77 | 108 |
| ... | ... | ... |
| 1,808,407 | 971 | 1367 |

* A engine transferred to Kawakawa Section. † One F engine working for contractor ten months. ‡ Miscellaneous charges. § One E engine transferred from Pictou Section during year.

RETURN NO. 23—continued.
GREYMOUTH 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. | | | Repairs. | | | Running. | | | Repairs. | | | Ton-Miles Gross. | Average Ton-Mile per Train-Mile. | Cost in Pence per Ton-Mile. | | | |
| | Train. | Shunting. | Ballast. | Total. | Coal. | Oil. | Tallow. | Waste. | Wages and Materials. | Stores. | Fuel. | Wages. | Wages and Materials. | Stores. | Fuel. | Wages. | | | | | Total. | Total. |
| C | 2 | 17 | 304 | 12,430 | 1,765 | 174 | ... | 161 | 109 | 10 | 31 | 136 | 286 | 18 | 58 | 256 | 537 | 21,333 | 7017 | 090 | 196 | |
| F | 1 | 17 | 11,816 | 5,400 | 2,320 | 253 | ... | 212 | 88 | 11 | 41 | 282 | 422 | 15 | 57 | 390 | 584 | 1,578,205 | 133,33 | 043 | 182 | |
| F | 2 | 17 | 8,362 | 3,901 | 1,705 | 174 | ... | 161 | 181 | 10 | 30 | 201 | 422 | 19 | 58 | 393 | 825 | 1,058,356 | 12656 | 065 | 126 | |
| R | 1 | 17 | 1,008 | 3,747 | 680 | 76 | ... | 58 | 495 | 2 | 12 | 63 | 482 | 10 | 60 | 318 | 2431 | 45,262 | 4490 | 551 | 69 | |
| Total | 6 | ... | 21,510 | 25,568 | 6,470 | 677 | ... | 592 | 783 | 33 | 114 | 682 | 1,612 | 16 | 58 | 347 | 821 | 2,703,156 | 12566 | 061 | 573 | |
| | | | | | | | | | | | | | 55* | | | | | | | | 005* | |

WESTPORT SECTION.

| | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-----|--------|--------|-------|-------|-----|-----|-----|----|-----|-----|-------|----|-----|-----|------|-----------|-------|----|-----|--|
| C | 3 | 15 | 18,918 | 7,582 | 5,951 | 1,957 | 294 | 492 | 438 | 57 | 163 | 781 | 1,439 | 48 | 139 | 662 | 1220 | 1,776,034 | 9388 | 12 | 492 | |
| F | 1 | 15 | 4,609 | 2,993 | 1,673 | 663 | 121 | 172 | 37 | 20 | 51 | 196 | 304 | 62 | 156 | 603 | 935 | 611,750 | 13273 | 07 | 136 | |
| Total | 4 | ... | 23,527 | 10,575 | 7,624 | 2,620 | 415 | 664 | 475 | 77 | 214 | 977 | 1,743 | 51 | 142 | 649 | 1158 | 2,387,784 | 10149 | 11 | 628 | |
| | | | | | | | | | | | | | 216* | | | | | | | | 02* | |

NELSON SECTION.

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|----|--------|-------|-------|-------|-----|-----|-----|----|-----|-----|-------|----|-----|-----|-----|-----------|----|-----|------|--|
| D | 3 | 15 | 38,565 | 5,272 | 9,742 | 1,126 | 445 | 812 | 286 | 62 | 541 | 701 | 1,590 | 34 | 293 | 379 | 861 | 1,558,683 | 40 | 213 | 467 | |
| | | | | | | | | | | | | | 64* | | | | | | | | 009* | |

PICTON SECTION.

| | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|-----|--------|-------|-------|-----|-----|-----|-----|----|-----|-----|-------|----|-----|-----|-----|---------|----|-----|------|--|
| C | 2 | 12 | 12,525 | 1,904 | 2,754 | 359 | 320 | 305 | 128 | 21 | 173 | 238 | 560 | 32 | 266 | 367 | 863 | 527,187 | 42 | 205 | 219 | |
| D | 1 | 12 | 11,456 | 1,745 | 2,336 | 391 | 283 | 255 | 103 | 18 | 146 | 196 | 463 | 34 | 265 | 358 | 844 | 457,747 | 40 | 217 | 173 | |
| Total | 3 | ... | 23,981 | 3,649 | 5,090 | 660 | 603 | 560 | 231 | 39 | 319 | 434 | 1,023 | 33 | 266 | 362 | 854 | 984,934 | 41 | 207 | 392 | |
| | | | | | | | | | | | | | 27* | | | | | | | | 006* | |

* Miscellaneous charges.

RETURN No. 24.

HURUNUI-BLUFF SECTION.

STATEMENT of REPAIRS executed to ROLLING-STOCK and TARPAULINS for Year ending 31st March, 1885.

| Description. | Num-ber. | Description. | Num-ber. |
|--------------------------------|------------|--------------------------------------|--------------|
| ENGINES :— | | HORSE-BOXES AND WAGONS :— | |
| Thoroughly overhauled | 47 | Erected (new or manufactured) | 153 |
| General repairs | 13 | Rebuilt | 59 |
| Heavy „ (running shed) | 45 | Thoroughly overhauled | 219 |
| Undergoing repairs, &c. | 10 | General repairs | 2,626 |
| Erected (new) | 1* | | |
| Total | 116 | Total | 3,057 |
| CARRIAGES :— | | PAINT-WORK :— | |
| Thoroughly overhauled | 75 | Engines, painted or varnished | 40 |
| General repairs | 13 | Carriages „ „ | 76 |
| Light repairs | 190 | Brake-vans „ „ | 26 |
| Converted | 5 | Horse-boxes, &c. „ „ | 154 |
| Erected (new) | 14 | Engines, paint renewed | 12 |
| Rebuilt | 8 | Carriages „ „ | 15 |
| Total | 305 | Brake-vans „ „ | 8 |
| | | Horse-boxes, &c. „ „ | 390 |
| | | Total | 721 |
| BRAKE VANS : | | TARPAULINS :— | |
| Converted | ... | New (manufactured) | 233 |
| Manufactured | 10 | Thoroughly repaired | 5,131 |
| Rebuilt | 4 | | |
| General repairs | 79 | Total | 5,364 |
| Thoroughly overhauled | 10 | | |
| Total | 103 | | |

* For Kaitangata Company.

RETURN No. 25.

HURUNUI-BLUFF.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1885.

| Mine. | 1884-85. | 1883-84. | Increase. | Decrease. |
|--|----------------|----------------|---------------|---------------|
| | Tons. | Tons. | Tons. | Tons. |
| Wilson, W. | 2,287 | 1,743 | 544 | ... |
| McIlraith, J., Glentunnel | 7,643 | 15,796 | ... | 8,153 |
| Ford, Tipping, and Co., Whitecliffs | ... | 1,217 | ... | 1,217 |
| Hartley Coal Company | 2,289 | 1,789 | 500 | ... |
| Springfield Coal Company, Springfield | 4,572 | 5,303 | ... | 731 |
| Kowai Pass Colliery | 136 | 143 | ... | 7 |
| Austin and Kirk, Sheffield | 758 | 2,948 | ... | 2,190 |
| Kurow | ... | 179 | ... | 179 |
| Papakaio | 17 | 4 | 13 | ... |
| Ngapara | 101 | 71 | 30 | ... |
| Shag Point | 360 | 20,214 | ... | 19,854 |
| Walton Park | 23,641 | 15,673 | 7,968 | ... |
| Green Island | 8,787 | 5,043 | 3,744 | ... |
| Freeman's | 10,556 | 10,076 | 480 | ... |
| Fernhill | 11,405 | 9,047 | 2,358 | ... |
| Nelson's | 4,982 | 2,432 | 2,550 | ... |
| Kaitangata | 37,323 | 46,509 | ... | 9,186 |
| Lovel's Flat | 10 | ... | 10 | ... |
| Milton | 46 | ... | 46 | ... |
| Pukerau | 1,748 | 1,574 | 174 | ... |
| Fairfax | ... | 16 | ... | 16 |
| Nightcaps | 11,734 | 10,623 | 1,111 | ... |
| Waikaka | ... | 78 | ... | 78 |
| Orepuki Coal Company | 186 | ... | 186 | ... |
| Totals | 128,581 | 150,478 | 19,714 | 41,611 |

RETURN No. 26.
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, 1885.

| Port. | | | | 1883-84. | 1884-85. | Increase. | Decrease. |
|----------------------|-----|-----|-----|--------------|--------------|------------|------------|
| | | | | No. | No. | No. | No. |
| DISCHARGED :— | | | | | | | |
| Lyttelton | ... | ... | ... | 1,235 | 1,580 | 345 | ... |
| Timaru | ... | ... | ... | 240 | 298 | 58 | ... |
| Oamaru | ... | ... | ... | 347 | 320 | ... | 27 |
| Port Chalmers | ... | ... | ... | 374 | 341 | ... | 33 |
| Bluff | ... | ... | ... | 229 | 217 | ... | 12 |
| Totals | | | | 2,425 | 2,756 | 403 | 72 |
| LOADED :— | | | | | | | |
| Lyttelton | ... | ... | ... | 1,554 | 1,352 | ... | 202 |
| Timaru | ... | ... | ... | 249 | 299 | 50 | ... |
| Oamaru | ... | ... | ... | 347 | 320 | ... | 27 |
| Port Chalmers | ... | ... | ... | 344 | 317 | ... | 27 |
| Bluff | ... | ... | ... | 225 | 219 | ... | 6 |
| Totals | | | | 2,719 | 2,507 | 50 | 262 |

RETURN No. 27.
HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1885, on the HURUNUI-BLUFF RAILWAY and BRANCHES.

| Line of Railway. | Main Line. | | Branches. | Total Railway. | Sidings. | | | Total Equivalent of Single Track. |
|--|---------------|-------------|---------------|----------------|---------------|--------------|---------------|-----------------------------------|
| | Single. | Double. | | | Main Line. | Branches. | Total. | |
| CHRISTCHURCH DIVISION :— | | | | | | | | |
| Main Line | M. ch. | M. ch. | M. ch. | M. ch. | M. ch. | M. ch. | M. ch. | M. ch. |
| Main Line | 205 37 | 6 28 | ... | ... | 57 34 | ... | ... | ... |
| Rangiora to Sheffield, and Eyreton Junction to Bennett's | ... | ... | 53 57 | ... | ... | 4 13 | ... | ... |
| Southbridge and Little River Branches | ... | ... | 42 49 | ... | ... | 4 26 | ... | ... |
| Springfield and Whitecliffs Branches | ... | ... | 42 21 | ... | ... | 4 77 | ... | ... |
| Mount Somers Branch | ... | ... | 21 60 | ... | ... | 0 68 | ... | ... |
| Albany Branch | ... | ... | 36 13 | ... | ... | 2 40 | ... | ... |
| Totals | 205 37 | 6 28 | 196 40 | 408 25 | 57 34 | 16 64 | 74 18 | 482 43 |
| DUNEDIN DIVISION :— | | | | | | | | |
| Main Line | 195 6 | ... | ... | ... | 36 40 | ... | ... | ... |
| Duntroon Branch | ... | ... | 22 3 | ... | ... | 1 46 | ... | ... |
| Ngapara Branch | ... | ... | 14 77 | ... | ... | 1 6 | ... | ... |
| Walton Park Branch | ... | ... | 2 49 | ... | ... | 0 48 | ... | ... |
| Outram Branch | ... | ... | 9 0 | ... | ... | 0 63 | ... | ... |
| Lawrence Branch | ... | ... | 22 0 | ... | ... | 1 75 | ... | ... |
| Tapanui Branch | ... | ... | 20 4 | ... | ... | 2 2 | ... | ... |
| Totals | 195 6 | ... | 90 53 | 285 59 | 36 40 | 8 0 | 44 40 | 330 19 |
| INVERCARGILL DIVISION :— | | | | | | | | |
| Main Line | 150 22 | ... | ... | ... | 19 24 | ... | ... | ... |
| Riverton and Otautau Branches | ... | ... | 49 67 | ... | ... | 4 8 | ... | ... |
| Totals | 150 22 | ... | 49 67 | 200 9 | 19 24 | 4 38 | 23 62 | 223 71 |
| Grand Totals | 550 65 | 6 28 | 337 0 | 894 13 | 113 18 | 29 22 | 142 40 | 1036 53 |

RETURN NO. 28.

HURUNUI-BLUFF SECTION.

COMPARING the CLASSIFIED EXPENDITURE for MAINTENANCE for SEVEN YEARS, 1878 to 1885.

| Classification. | Christchurch Division. | | | | | | | Dunedin Division. | | | | | | | Invercargill Division. | | | | | | | Whole Line, Hurunui-Bluff. | | | | | | | |
|-----------------------------|------------------------|----------|----------|----------|----------|----------|----------|-------------------|----------|----------|----------|----------|----------|----------|------------------------|----------|----------|----------|----------|----------|----------|----------------------------|----------|----------|----------|----------|----------|----------|-------|
| | 1878-79. | 1879-80. | 1880-81. | 1881-82. | 1882-83. | 1883-84. | 1884-85. | 1878-79. | 1879-80. | 1880-81. | 1881-82. | 1882-83. | 1883-84. | 1884-85. | 1878-79. | 1879-80. | 1880-81. | 1881-82. | 1882-83. | 1883-84. | 1884-85. | 1878-79. | 1879-80. | 1880-81. | 1881-82. | 1882-83. | 1883-84. | 1884-85. | |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| A 1.—Track Surfacing | 73'06 | 72'02 | 59'93 | 51'87 | 58'76 | 60'06 | 61'88 | 93'08 | 110'89 | 79'95 | 69'55 | 73'71 | 80'60 | 76'44 | 55'51 | 58'63 | 47'58 | 42'77 | 47'45 | 57'59 | 52'00 | 76'57 | 82'68 | 64'09 | 56'16 | 61'36 | 56'16 | 61'36 | 64'35 |
| A 2.—Track Renewals | 30'55 | 35'75 | 29'77 | 40'82 | 40'56 | 42'12 | 59'41 | 79'43 | 49'66 | 62'53 | 46'41 | 52'52 | 69'81 | 70'46 | 13'26 | 15'73 | 9'49 | 22'62 | 26'00 | 28'21 | 39'39 | 44'46 | 36'01 | 36'53 | 38'87 | 41'34 | 48'10 | 58'50 | |
| A 3.—Ballasting | 5'07 | 6'24 | 8'32 | 4'03 | 3'12 | 4'03 | 1'82 | 10'53 | 23'40 | 16'00 | 10'27 | 13'52 | 14'30 | 8'97 | 11'96 | 14'30 | 6'50 | 8'58 | 8'58 | 4'81 | 15'08 | 8'45 | 14'17 | 10'92 | 7'28 | 7'93 | 7'54 | 7'15 | |
| A 4.—Banks, Cuttings, &c. | 8'97 | 16'25 | 6'76 | 3'90 | 2'34 | 2'80 | 2'34 | 9'10 | 22'30 | 21'84 | 13'13 | 10'77 | 16'38 | 19'11 | 21'06 | 12'35 | 7'54 | 9'75 | 5'98 | 3'77 | 5'98 | 11'70 | 17'55 | 12'22 | 8'45 | 8'19 | 7'54 | 8'71 | |
| A 5.—Bridges, Culverts, &c. | 33'28 | 23'01 | 10'40 | 10'53 | 14'43 | 22'10 | 15'60 | 20'02 | 19'50 | 16'77 | 15'73 | 14'95 | 13'91 | 16'25 | 10'53 | 6'24 | 6'89 | 11'96 | 8'97 | 11'44 | 10'40 | 23'92 | 17'94 | 11'83 | 12'74 | 13'39 | 16'90 | 14'56 | |
| A 6.—Fences, Gates, &c. | 9'10 | 3'64 | 5'46 | 6'24 | 10'27 | 11'18 | 8'71 | 4'94 | 5'98 | 10'66 | 10'53 | 24'83 | 22'49 | 19'37 | 9'1 | 2'08 | 1'82 | 2'73 | 4'68 | 6'76 | 6'24 | 5'85 | 4'16 | 6'37 | 7'02 | 14'04 | 13'91 | 11'70 | |
| A 7.—Roads, Approaches, &c. | 1'30 | 4'55 | 1'56 | 1'69 | 2'08 | 1'82 | 1'95 | 1'95 | 2'34 | 2'60 | 2'73 | 5'59 | 2'73 | 1'69 | 7'8 | 1'30 | 1'04 | 2'21 | 1'56 | 1'17 | 2'21 | 1'43 | 2'99 | 1'82 | 2'21 | 3'25 | 1'95 | 1'95 | |
| A 8.—Water Services, &c. | 6'37 | 4'29 | 2'73 | 3'64 | 5'59 | 4'81 | 4'68 | 1'69 | 1'82 | 3'64 | 4'55 | 5'59 | 3'99 | 3'38 | 1'17 | 7'8 | 1'56 | 3'77 | 4'55 | 2'08 | 2'47 | 3'64 | 2'60 | 2'73 | 4'93 | 5'33 | 3'90 | 3'77 | |
| A 9.—Wharves | 1'00 | 1'00 | 1'00 | 1'00 | 1'00 | 1'00 | 1'00 | 1'00 | 1'13 | 2'73 | 1'78 | 3'9 | 7'8 | 3'9 | 1'00 | 1'00 | 1'13 | 1'13 | 1'00 | 1'13 | 1'00 | 2'6 | 1'00 | 1'04 | 1'04 | 1'13 | 1'39 | 1'13 | |
| A 10.—Buildings | 13'00 | 8'32 | 9'23 | 9'62 | 11'57 | 14'43 | 12'48 | 6'24 | 5'85 | 5'98 | 11'57 | 20'15 | 11'05 | 10'27 | 1'43 | 1'69 | 4'16 | 7'86 | 10'79 | 13'13 | 7'93 | 8'19 | 5'98 | 6'89 | 9'88 | 14'30 | 13'00 | 10'66 | |
| A 11.—Miscellaneous | 21'97 | 26'05 | 9'23 | 4'94 | 6'86 | 10'40 | 9'23 | 7'02 | 15'47 | 17'81 | 8'71 | 6'50 | 6'63 | 16'25 | 9'10 | 7'67 | 2'60 | 2'60 | 3'38 | 3'77 | 3'64 | 14'04 | 18'33 | 10'66 | 5'85 | 5'98 | 7'67 | 10'14 | |
| Total | 202'67 | 200'72 | 143'39 | 137'28 | 155'61 | 173'81 | 178'10 | 234'91 | 257'40 | 241'41 | 193'96 | 234'52 | 242'58 | 242'58 | 125'71 | 120'77 | 89'31 | 114'92 | 121'94 | 132'86 | 145'34 | 198'51 | 202'41 | 165'10 | 152'88 | 175'24 | 187'20 | 191'62 | |
| Mileage maintained | 310 | 312 | 330 | 334 | 352 | 373 | 383 | 252 | 265 | 265 | 290 | 282 | 282 | 286 | 144 | 173 | 173 | 176 | 191 | 198 | 200 | 706 | 750 | 768 | 800 | 825 | 853 | 869 | |

XXXX

RETURN NO. 29.
HURUNUI-BLUFF SECTION.
SHOWING COMPARATIVE AVERAGE RATES per Mile per Four Weeks of CLASSIFIED EXPENDITURE of MAINTENANCE DEPARTMENT on each Division and Whole Line, Hurunui-Bluff and Branches, for Financial Year ending 31st March, 1885.

| Sections. | Mileage. | Classification. | | | | | | | | | | Total Expenditure. | |
|--|----------|-----------------|---------------|-----------------|--------------------------|----------------------------|------------------------|----------------------------|-------------------------|--------------|-----------------|--------------------|---------------------|
| | | A1. Surfacing. | A2. Renewals. | A3. Ballasting. | A4. Banks, Cuttings, &c. | A5. Bridges, Culverts, &c. | A6. Fences, Gates, &c. | A7. Roads, Approaches, &c. | A8. Water Services, &c. | A9. Wharves. | A10. Buildings. | | A11. Miscellaneous. |
| Christchurch Division—Main Line | 198 | 572 | 708 | 25 | 32 | 196 | 112 | 24 | 65 | 01 | 147 | 120 | 2002 |
| Rangiora to Oxford, and Eyreton Junction to Bennett's Branches | 42 | 413 | 235 | 01 | 02 | 18 | 17 | 13 | 03 | 00 | 54 | 18 | 774 |
| Southbridge and Little River Branches | 43 | 396 | 377 | 01 | 07 | 51 | 56 | 06 | 05 | 00 | 24 | 18 | 941 |
| Springfield and Whitecliffs Branches | 42 | 399 | 141 | 02 | 04 | 85 | 03 | 01 | 05 | 00 | 42 | 04 | 686 |
| Mount Somers Branch | 22 | 157 | 28 | 00 | 00 | 00 | 00 | 00 | 01 | 00 | 04 | 16 | 206 |
| Albury Branch | 36 | 401 | 67 | 00 | 03 | 15 | 02 | 01 | 08 | 00 | 66 | 42 | 605 |
| Total, Christchurch Section | 383 | 476 | 457 | 14 | 18 | 20 | 67 | 15 | 36 | 00 | 96 | 71 | 1370 |
| Dunedin Section—Main Line | 195 | 644 | 653 | 86 | 177 | 146 | 181 | 17 | 34 | 05 | 107 | 137 | 2187 |
| Dunroon Branch | 22 | 467 | 556 | 00 | 00 | 18 | 62 | 02 | 08 | 00 | 10 | 00 | 1220 |
| Ngaparua Branch | 15 | 593 | 436 | 00 | 27 | 26 | 52 | 02 | 05 | 00 | 46 | 394 | 1584 |
| Walton Park Branch | 24 | 801 | 322 | 658 | 05 | 07 | 13 | 13 | 07 | 00 | 08 | 100 | 1934 |
| Outram Branch | 9 | 524 | 154 | 52 | 392 | 514 | 124 | 22 | 02 | 00 | 30 | 00 | 1814 |
| Lawrence Branch | 22 | 448 | 191 | 29 | 78 | 74 | 161 | 07 | 14 | 00 | 11 | 29 | 1042 |
| Tapuanui Branch | 20 | 344 | 121 | 07 | 92 | 05 | 22 | 01 | 06 | 00 | 13 | 06 | 617 |
| Total, Dunedin Section | 286 | 588 | 542 | 69 | 147 | 25 | 149 | 13 | 26 | 03 | 79 | 125 | 1866 |
| Invercargill Division—Main Line | 150 | 378 | 256 | 138 | 39 | 55 | 47 | 19 | 20 | 00 | 72 | 32 | 1056 |
| Riverton and Otautau Branches | 50 | 466 | 443 | 51 | 66 | 54 | 53 | 10 | 17 | 00 | 27 | 15 | 1302 |
| Total, Invercargill Division | 200 | 400 | 303 | 116 | 46 | 80 | 48 | 17 | 19 | 00 | 61 | 28 | 1118 |
| Whole Line | 869 | 495 | 450 | 35 | 67 | 112 | 90 | 15 | 29 | 01 | 82 | 78 | 1474 |

RETURN No. 30.
HURUNUI-BLUFF SECTION.
COST of MAINTENANCE of VARIOUS SECTIONS of MAIN LINE and BRANCHES.

| Line of Railway. | Mileage. | | Expenditure for Year ending 31st March, 1885. | Average for Four-weekly Period. | | Rate per Mile per Annum. |
|---|------------------|------------------|---|---------------------------------|----------------|--------------------------|
| | Actual Mileage. | Reduced Mileage. | | On Reduced Mileage. | Rate per Mile. | |
| CHRISTCHURCH DIVISION:— | M. ch. lk. | M. ch. lk. | £ s. d. | £ | £ | £ |
| Main Line | 205 36 79 | 198 20 65 | 51,602 17 8 | 3,969 | 20'02 | 259'31 |
| Rangiora to Sheffield, and Eyreton Junction to Bennett's Branches | 53 56 69 | 42 14 86 | 4,228 8 4 | 325 | 7'74 | 100'62 |
| Southbridge and Little River Branches | 42 48 67 | 42 48 67 | 5,259 14 10 | 405 | 9'41 | 122'33 |
| Springfield and Whitecliffs " | 42 21 33 | 42 21 33 | 3,743 13 10 | 288 | 6'86 | 89'18 |
| Mount Somers " | 21 59 84 | 21 59 84 | 587 14 5 | 45 | 2'06 | 26'78 |
| Albury " | 36 12 76 | 36 12 76 | 2,827 16 5 | 218 | 6'05 | 78'65 |
| Totals | 401 76 8 | 383 18 11 | 68,250 5 6 | 5,250 | 13'69 | 178'08 |
| DUNEDIN DIVISION:— | | | | | | |
| Main Line | 195 5 76 | 195 5 76 | 55,432 10 8 | 4,264 | 21'87 | 284'31 |
| Dunroon Branches | 22 2 86 | 22 2 86 | 3,488 19 9 | 268 | 12'20 | 158'60 |
| Ngapara " | 14 77 13 | 14 77 13 | 3,087 17 1 | 238 | 15'84 | 205'92 |
| Walton Park " | 2 49 20 | 2 49 20 | 628 13 1 | 48 | 19'34 | 251'42 |
| Outram " | 9 0 24 | 9 0 24 | 2,122 16 5 | 163 | 18'14 | 235'82 |
| Lawrence " | 22 0 34 | 22 0 34 | 2,979 4 10 | 229 | 10'42 | 135'46 |
| Tapanui " | 20 3 77 | 19 55 99 | 1,578 7 6 | 122 | 6'17 | 80'21 |
| Totals | 285 59 30 | 285 31 52 | 69,318 9 4 | 5,332 | 18'66 | 242'58 |
| INVERCARGILL DIVISION:— | | | | | | |
| Main Line | 150 22 8 | 150 22 8 | 20,595 14 8 | 1,584 | 10'56 | 137'28 |
| Riverton and Otautau Branches | 49 67 41 | 49 67 41 | 8,464 19 7 | 651 | 13'02 | 169'26 |
| Totals | 200 9 49 | 200 9 49 | 29,060 14 3 | 2,235 | 11'18 | 145'34 |
| Grand Totals | 887 64 87 | 868 59 12 | 166,629 9 1 | 12,817 | 14'74 | 191'74 |

RETURN NO. 31.

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

| | | | |
|---|---|---|---------------------|
| April 1, 1884, | £ s. d. | By apportionment as under:— | £ s. d. |
| to | | Rakaia and Ashburton Forks Railway | 6,392 2 11 |
| Mar. 31, 1885. | To Passengers, parcels, goods, &c., receipts 13,744 15 5 | Government | 7,352 12 6 |
| | <u>£13,744 15 5</u> | | <u>£13,744 15 5</u> |
| To Rakaia and Ashburton Forks Railway, proportion 6,392 2 11 | | Expenditure 4,187 4 11 | |
| | <u>£6,392 2 11</u> | Balance paid to company 2,204 18 0 | |
| | | | <u>£6,392 2 11</u> |

ACCOUNT of TRANSACTIONS between the NEW ZEALAND RAILWAYS and the WAIMATE RAILWAY.

| | | | |
|--|---|---|---------------------|
| April 1, 1884, | £ s. d. | By apportionment as under:— | £ s. d. |
| to | | Waimate Railway | 434 6 11 |
| Mar. 31, 1885. | To Passengers, parcels, goods, &c., receipts 1,884 3 1 | Government | 1,449 16 2 |
| | <u>£1,884 3 1</u> | | <u>£1,884 3 1</u> |
| To Waimate Railway, proportion 434 6 11 | | Balance, 1st April, 1884 482 1 1 | |
| Cheque, 19th July, 1884 524 4 6 | | Expenditure 761 12 10 | |
| Cheque, 31st March, 1885 230 1 11 | | | |
| Balance due from company 55 0 7 | | | |
| | <u>£1,243 13 11</u> | | <u>£1,243 13 11</u> |

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

| | | | |
|--|---|---------------------------------|--------------------|
| April 1, 1884, | £ s. d. | By apportionment as under:— | £ s. d. |
| to | | Dunroon and Hakateramea Railway | 3,442 16 3 |
| Mar. 31, 1885. | To Passengers, parcels, goods, &c. receipts 9,016 13 8 | Government | 5,573 17 5 |
| | <u>£9,016 13 8</u> | | <u>£9,016 13 8</u> |
| To Dunroon and Hakateramea Railway, proportion 3,442 16 3 | | Expenditure 2,462 9 7 | |
| | <u>£3,442 16 3</u> | Balance 980 6 8 | |
| | | | <u>£3,442 16 3</u> |

RETURN NO. 32.

COMPARATIVE STATEMENT of the Mileage open, Capital expended, Expenses, &c., of Railways in Queensland, New South Wales, Victoria, South Australia, New Zealand, and Cape Colony.

| Railways. | Miles open. | Capital Cost. | Cost per Mile open. | Train Miles. | Gross Earnings. | Earnings per Train Mile. | Working Expenses. | Working Expenses per Train Mile. | Percentage of Net Earnings to Cost. | Percentage of Expenses to Revenue. | Year ending |
|--------------------|-------------|---------------|---------------------|--------------|-----------------|--------------------------|-------------------|----------------------------------|-------------------------------------|------------------------------------|-------------------|
| Queensland .. | .. | £ 7,092,973 | £ 6,883 | 1,698,482 | £ 590,551 | d. 83-45 | £ 291,947 | d. 41-17 | 4-22 | 49-33 | 31st Dec., 1883. |
| New South Wales .. | .. | 16,905,014 | 12,810 | 5,937,261 | 1,931,464 | 78-07 | 1,177,788 | 47-61 | 4-48 | 60-98 | " |
| Victoria .. | .. | 21,488,065 | 13,757 | 5,701,513 | 1,898,311 | 79-91 | 1,273,921 | 53-62 | 2-91 | 67-11 | " |
| South Australia .. | .. | 6,849,081 | 6,629 | 1,732,716 | 557,055 | 77-16 | 372,187 | 51-55 | 2-77 | 66-81 | 30th June, 1884. |
| New Zealand .. | .. | 11,810,194 | 7,996 | 2,882,422 | 1,045,713 | 87-00 | 630,027 | 57-45 | 3-01 | 65-99 | 31st March, 1885. |
| Cape Colony .. | .. | 9,352,365 | 9,652 | 2,892,878 | 968,511 | 80-35 | 746,665 | 61-95 | 2-40 | 77-09 | 31st Dec., 1882. |

RETURN No. 33.

COMPARATIVE STATEMENT of Revenue and Expenditure, &c., of Railways in Queensland, New South Wales, Victoria, South Australia, New Zealand, and Cape Colony.

| Railway. | Miles open at End of Year. | Construction. | | | Rolling-stock. | | | Tonnage of Goods and Live Stock conveyed. | Gross Revenue. | | | Total Train-miles. | Year ending | | | | |
|--------------------|----------------------------|---------------------------------|---------------|--------|-----------------------------|----------|----------------|---|----------------|-------------------|--------------------------------|--------------------|-------------|-------------------------|-------------------------------|--------|-------------------------|
| | | Average Miles open during Year. | Capital Cost. | | Average Cost per Mile open. | Engines. | Goods Engines. | | Carriages. | Wagons, Vans, &c. | Number of Passengers conveyed. | | | Passenger, &c. Traffic. | Goods and Live Stock Traffic. | Total. | Per Average Miles open. |
| | | | £ | £ | | | | | | | | | | | | | |
| Queensland .. | 1,038 | 931 | 7,092,973 | 6,833 | 97 | 113 | 1,297 | 756,581 | 350,451* | 171,381 | 419,170 | 590,551 | 634 | Dec. 31, 1883. | | | |
| New South Wales .. | 1,321 | 1,302 | 16,905,014 | 12,810 | 146 | 698 | 8,636 | 10,272,087 | 2,864,566 | 661,751 | 1,269,713 | 1,931,464 | 1,486 | " 31, 1883. | | | |
| Victoria .. | 1,562 | 1,432 | 21,488,065 | 13,757 | 132 | 590 | 4,493 | 26,485,305 | 1,881,760 | 917,453 | 980,858 | 1,898,311 | 1,326 | " 31, 1883. | | | |
| South Australia .. | 1,036 | 1,063 | 6,849,081 | 6,629 | 118 | 243 | 3,289 | 4,301,892 | 955,973 | 221,106 | 335,949 | 557,055 | 555 | June 30, 1884. | | | |
| New Zealand .. | 1,477 | 1,419 | 11,810,194 | 7,996 | 218 | 481 | 7,688 | 4,647,794 | 1,778,140 | 400,626 | 645,087 | 1,045,713 | 737 | Mar. 31, 1885. | | | |
| Cape Colony .. | 969 | 961 | 9,352,865 | 9,652 | 183 | 295 | 2,808 | 2,461,151 | 506,323* | 303,592 | 664,919 | 968,511 | 1,008 | Dec. 31, 1882. | | | |

| Railway. | Gross Revenue per Train-mile. | Maintenance. | | | Locomotive. | | | Traffic. | | | General. | | | Total Working Cost. | | | Net Earnings. | | | Year ending | | | |
|--------------------|-------------------------------|--------------|--------------------------|---------|-------------|--------------------------|-----|-----------|--------------------------|--------|----------|--------------------------|---------|-----------------------------|-----------------|---------|---------------|--------------------------|------|-------------|-----------------|----------------|----------------------------|
| | | Amount. | Per Average Mile opened. | £ | Amount. | Per Average Mile opened. | £ | Amount. | Per Average Mile opened. | £ | Amount. | Per Average Mile opened. | £ | Per cent. of Gross Revenue. | Per Train-mile. | s. d. | Amount. | Per Average Mile opened. | £ | | Per Train-mile. | s. d. | Per cent. on Capital Cost. |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Queensland .. | 6 11.5 | 138,045 | 149 | 92,063 | 99 | 61,239 | 65 | 291,347 | 49.33 | 3 5.25 | 313 | 3 5.25 | 299,204 | 321 | 3 6.25 | 239,204 | 321 | 3 6.25 | 4.21 | 3 6.25 | 4.21 | Dec. 31, 1883. | |
| New South Wales .. | 6 6 | 343,322 | 264 | 382,063 | 293 | 352,101 | 270 | 1,177,788 | 60.98 | 4 0 | 905 | 4 0 | 753,676 | 579 | 2 6.46 | 753,676 | 579 | 2 6.46 | 4.48 | 2 6.46 | 4.48 | " 31, 1883. | |
| Victoria .. | 6 7.91 | 376,187 | 263 | 334,091 | 233 | 514,259 | 359 | 1,273,921 | 67.11 | 4 5.62 | 890 | 4 5.62 | 624,389 | 436 | 2 2.28 | 624,389 | 436 | 2 2.28 | 2.91 | 2 2.28 | 2.91 | " 31, 1883. | |
| South Australia .. | 6 5.16 | 106,432 | 106 | 143,379 | 142 | 106,367 | 106 | 372,187 | 66.81 | 4 3.55 | 371 | 4 3.55 | 184,868 | 184 | 2 2 | 184,868 | 184 | 2 2 | 2.77 | 2 2 | 2.77 | June 30, 1884. | |
| New Zealand .. | 7 3 | 254,329 | 179 | 222,821 | 157 | 178,091 | 125 | 690,027 | 65.99 | 4 9.45 | 486 | 4 9.45 | 355,686 | 250 | 2 5.62 | 355,686 | 250 | 2 5.62 | 3.01 | 2 5.62 | 3.01 | Mar. 31, 1885. | |
| Cape Colony .. | 6 8.36 | 204,353 | 212 | 291,984 | 304 | 220,087 | 229 | 746,665 | 77.10 | 4 5.65 | 776 | 4 5.65 | 221,846 | 230 | 1 6.40 | 221,846 | 230 | 1 6.40 | 2.39 | 1 6.40 | 2.39 | Dec. 31, 1882. | |

| AVERAGE RECEIPTS per Ton of Goods carried. | | | |
|--|----|----|------|
| | £ | s. | d. |
| Queensland* | .. | 1 | 0 7 |
| New South Wales .. | .. | 0 | 8 9 |
| Victoria .. | .. | 0 | 10 4 |
| South Australia .. | .. | .. | .. |
| New Zealand .. | .. | .. | .. |
| Cape Colony* | .. | .. | .. |

* Goods only.

RETURN No. 34.

STATEMENT of Alterations effected in, and Additions made to, the Scale of Charges, during the Year ending 31st March, 1885.

PART I.—PASSENGERS.

Revision of season-ticket rates for short distances.
 Newspaper-reporters' season tickets. Amended regulation.
 Teachers' Saturday season tickets. Altered from term to quarter.
 New regulation *re* free school season tickets.
 Special trains for Government departments. Charge levied for engine when it is ordered and not used.

LOCAL FARES AND REGULATIONS.

Hurunui-Bluff Section.

Reduced mileage between Pelichet Bay and Port Chalmers for purpose of charging fares.
 Local rates between Pelichet Bay and stations on Port Chalmers line.

Duntroon and Hakateramea Company's Line.

Additional fares to and from the terminus.

PART II.—LUGGAGE, PARCELS, HORSES, ETC.

Birds in cages excepted from regulation *re* charging separate parcels.
 Druggists' bottles charged single rate.
 Rates for parcels, containing artificial flowers, paper-boxes, &c., and pasteboard boxes containing millinery, reduced.
 Minimum charge for horses, &c., in cattle-trucks, lowered.
 New rate for milk consigned to cheese and butter factories.

PART III.—GOODS.

Classified Rates.

Reductions in Classes N, P, for distances beyond 152 miles.
 Maximum weight fixed for truck-loads Class F.
 Rates reduced for small quantities of unpressed hay, straw, &c.
 Charge for trucks containing over 5 tons of firewood, &c., reduced from double rate to rate and a half.
 New regulation *re* drovers of live-stock, and mixed consignments.
 Rates for cattle, calves, &c., in small lots, reduced.
 Reduction of minimum for quantities of bonedust, guano, &c., and addition of offal to other articles of traffic.
 Carriage on heavy wagons reduced from double rate to rate and a half.
 Returned empties. Rates reduced for distances up to 25 miles.
 New charge for weighing truck-loads of goods of Class E.

PART IV.—LOCAL RATES.

Whangarei Section.

Special rate to or from the railway wharf for live-stock.

Auckland Section.

Dross and fireclay added to native-coal rates, and rates extended to Fisher's Siding. New rates to Mount Eden from local mines, and rate for imported coals from Onehunga to Auckland.
 New rate for bricks from Hunt's Siding to Auckland, and for coals carried from Auckland to the siding.
 Addition to regulation for Class E.
 New rate for sugar for shipment from Auckland Railway Wharf to Onehunga.
 Rates to stations on Cambridge Branch.
 Adoption of local rate for kauri logs from Helensville to Onehunga Wharf.
 Special rate for goods *ex* ship to Fisher's Siding, for manufacture of oil and artificial manures.
 Rough stone, Tuakau to Auckland. New rate.

Napier Section.

Rates for round logs extended to Waipukurau and Napier.
 Addition to regulation for Class E.

Wellington Section.

Adoption of local rates for bark from Wellington Wharf.
 Rates for milk consigned to dairy-companies' factories at Greytown and Taratahi cancelled.
 Addition to regulation for Class E.
 Rate for bark from Wellington Wharf to Ngahauranga lowered.
 Adoption of special rate for cheese consigned from cheese factories for foreign export.

Wanganui Section.

Addition to regulation for Class E.
 Special rate for cheese consigned from cheese factories for foreign export.

| | | | |
|--|-------------------------------|------------------------------|---|
| Hessian, packed. Owners' risk ... | ... afterwards reduced to ... | ... Made rate and a quarter. | A |
| " " " Owners' risk. <i>Special goods</i> ... | ... | ... | C |
| Hosiery, packed. Owners' risk ... | ... | ... | A |
| Lace, packed. Owners' risk. <i>Special goods.</i> Double rate ... | ... | ... | A |
| Looking-glasses, packed ... | ... | Made special goods | |
| " " not packed ... | ... | Made special goods | |
| Matting, unspecified ... | ... | ... | A |
| " " flax ... | ... | ... | B |
| Meal, oat, packed ... | ... | ... | E |
| " " linseed ... | ... | ... | B |
| Nails, iron, packed ... | ... | ... | C |
| Offal. Owners' risk ... | ... | ... | N |
| Oilcloth ... | ... | Made Class A | |
| Pictures ... | ... | Made double rate | |
| Pipes, copper, brass, and wrought-iron ... | ... | ... | B |
| Ploughs ... | ... | ... | B |
| Ploughshares. Owners' risk. <i>Special goods</i> ... | ... | ... | B |
| Reapers and binders, packed. Owners' risk. <i>Special goods</i> ... | ... | ... | C |
| Rye ... | ... | ... | E |
| Sawdust, in bags ... | ... | ... | N |
| Screwjacks ... | ... | ... | B |
| Scythes, packed ... | ... | ... | A |
| Sheepskins, loose, or in bundles exceeding 1 cwt. Rate and a quarter | ... | ... | B |
| Silk goods ... | ... | Made rate and a half | |
| Stone. Small lots ... | ... | Removed | |
| Straw. If pressed, rate and a quarter. Owners' risk ... | ... | ... | F |
| Tallow-casks, empty, not "returned empties." Half rate ... | ... | ... | A |
| Tow, native, dressed, pressed. If unpressed, rate and a half ... | ... | ... | E |
| Toys, packed ... | ... | Made rate and a quarter | |
| Trucks, mining, iron ... | ... | ... | B |
| Tubs, butter, empty, not "returned empties." Half rate ... | ... | ... | A |
| " " tin or other metal. Owners' risk ... | ... | Made rate and a half. | A |
| " " afterwards reduced to ... | ... | ... | A |
| " " wooden ... | ... | Made rate and a half | |
| Umbrellas, in cases. If in bundles, owners' risk ... | ... | ... | A |
| Woodenware, American buckets, tubs, &c. ... | ... | ... | A |
| Woollen goods, packed. Rate and a quarter. Owners' risk ... | ... | ... | A |
| " " afterwards reduced to ... | ... | ... | A |
| " " consigned from local factories ... | ... | ... | A |

PART VI.—WHARVES.

Kawakawa Section.

New charge for vessels trading within the Bay of Islands using the wharf.

Auckland Section.

Onehunga wharves. Rates revised, and new regulation *re* charges on ships' goods when consignees do not take delivery from ships' slings.

Greymouth Section.

New rate for goods for transhipment.

Westport Section.

New rate for goods for transhipment.

COMPARISON OF TRAFFIC, REVENUE & EXPENDITURE FOR THE LAST SIX FINANCIAL YEARS.

