

SESS. II.—1887.  
NEW ZEALAND.

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UNFINISHED RAILWAY-WORKS IN THE COLONY  
(RETURN OF LENGTH AND COST OF).

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*Return to an Order of the House of Representatives, dated 28th April, 1887.*

*Ordered,* "That there be laid upon the table a return of the lengths and cost of the several unfinished railway-works in the colony, of the periods they have remained unproductive, and of the probable extent and values of railway-works, if any, which will remain unfinished after the expenditure of the loan of 1886."—(Mr. G. F. RICHARDSON.)

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RETURN showing the LENGTHS and COST of the several UNFINISHED RAILWAY-WORKS in the Colony, of the Period they have remained Unproductive, and of the probable Extent and Value of Railway-works, if any, which will remain unfinished after the Expenditure of the Loan of 1886.

Railway.	Section.	Date Construction commenced.	Expenditure to 31st March, 1885.	Expenditure, April, 1885, to 31st March, 1887.	Total Expenditure to March, 1887.	Approximate Extent to which Loan is expected to carry several Railways.	Remarks.
			£	£	£	Miles.	
Extension north of Auckland	Helensville-Kautkapaka	Mar., 1887	..	239	239	10	Stopping-place not very suitable; line should be extended 6 miles, or be stopped 2 miles back.
Hamilton-Grahamstown	Grahamstown-Ohinemuri	Feb., 1879	33,943	12,889	46,832	20	Completes line to Ohinemuri Township.
Auckland-Rotorua	Putaruru to Ngatira and Rotorua Section	Mar., 1887	..	2,229	2,229*	18	Rotorua Section not in this mileage. See note (*) below; stopping-place not very suitable.
Napier-Palmerston	Manawatu Gorge	Oct., 1886	500	6,808	7,308*	..	See note (*) below.
Wellington-Woodville	Mangamahoe-Eketahuna	Aug., 1886	1,000	17,286	18,286	6	Completes line to Eketahuna.
Picton southwards	Blenheim-Dashwood	Dec., 1881	15,994	12,136	28,130	9	Stopping-place not very suitable; line should be extended to the Awatere, 8 miles.
Nelson-Roundell	Wai-iti	July, 1883	11,929	571	12,500	..	Now included in Midland Railway scheme.
Greymouth-Nelson Creek	Stillwater	Aug., 1879	15,955	4	15,959	..	Completes line from Hokitika to Kapitea, south end, and Grey-mouth to Teremakau, north end; 4 miles wanted to complete the whole line.
Greymouth-Hokitika	Grey mouth - Teremakau - Hokitika-Kapitea	April, 1879	30,200	24,349	54,549	15	Completes line to Springburn; suitable terminus. Work begun during present financial year.
Upper Ashburton Branch	Mount Somers-Springburn	Mar., 1887	..	..	..	4	See note (*) below.
Canterbury Interior Main Line	Temuka Bridge	June, 1879	4,950	..	4,950*	..	Line open for traffic.
Livingstone Branch	Windsor-Toka Raki	July, 1879	46,470	19,847	66,317	12	Stopping-place not very suitable; line should be extended to the Owake Landing, 3 miles, or stopped at the Ahuriri Flat, 3 miles back. Work begun during present financial year.
Catlin's River Branch	Romahapa-Owake Saddle	May, 1887	..	..	..	7	Suitable terminus at crossing of main road, near Glenham Homestead.
Edendale-Toitoto Branch	Mokoreta-Glenham	April, 1882	6,565	99	6,664	6	Stopping-place in bush, not very suitable; line should be extended 3 miles to Oteramika Gap.
Seaward Bush Branch	Waimatua-Oteramika	June, 1886	..	3,445	3,445	6	Suitable terminus at Waikaia Township.
Riversdale-Swizlers Branch	Riversdale	June, 1883	2,006	2,137	4,143	14	Deep Stream-Sutton Section not included in this mileage.
Otago Central	Chain Hills-Deep Stream	June, 1879	191,389	136,822	328,211*	20	See note (*) below. Stopping-place not suitable; line should be completed to Sutton, and extended to Middlemarch, 7 miles farther.
	Total	..	360,901	238,806	599,707†	147	

\* These are the only sections in progress or on which work has been done that cannot be completed to a convenient stopping-place. The extent and value of the unproductive works will be approximately as follows: Rotorua Section, 5 miles, £3,500; Manawatu Gorge Section, 4 miles, £48,000; Temuka Bridge, £4,950; Otago Central, from Deep Stream to the Sutton, 13 miles, £100,000.

† The individual appropriations will not quite complete some of the sections, but there will be a surplus on others. It is expected that the construction-works on the total mileage given will be finished for an amount equivalent to the balance on the loan. There is not, however, sufficient funds for the permanent-way materials and rolling-stock: about £110,000 additional will be required.

Public Works Office, Wellington, 11th November, 1887.

JOHN BLACKETT, Engineer-in-Chief.

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