1888.

ZEALAND. NEW

NORTH ISLAND TRUNK RAILWAY LOAN

(RETURN OF EXPENDITURE OUT OF), TO 31st MARCH, 1888.

Return to an Order of the House of Representatives, dated the 16th May, 1888.

Ordered, "That there be laid before this House a return showing the total amount expended up to the 31st March, 1888, specifying, on account of North Island Trunk nailway Loan, (1) expenditure on construction and permanent-way, (2) surveys, (3) land, (4) roads and bridges, naming the roads, (5) improvement in the Wanganui River, (6) super-vision and contingencies, (7) departmental, and (8) liabilities existing on the 31st March, 1888."—(MR. T. THOMPSON.)

RETURN showing the Total Amount expended up to the 31st March, 1888, specifying, on account of North Island Trunk Railway Loan, (1) Expenditure on Construction and Permanent-way, (2) Surveys, (3) Land, (4) Roads and Bridges, naming the Roads, (5) Improvement in the Wanganui River, (6) Supervision and Contingencies, (7) Departmental, and (8) Lia-bilities existing on the 31st March, 1888.

| Nature of Work, &c. | | | | Expenditure up to 31st March, 1888. | Liabilities on 31st March, 1888. | Total Expenditure and Liabilities. |
|---|------------|-------------|---------|--|---|---|
| (1) Construction, &c.,— | | | | £ | £ | £ |
| North end, including permanent | t-way laid | | ••• | 160,915 | 53,147 | 214,062 |
| South end, " Permanent-way in store | " | ···· ··· | ••• | 90,332 69,666 | 5,531 10,240 | 95,863 79,906 |
| Total construction, | &c | | | 320,913 | 68,918 | 389,831 |
| (2) Surveys | ••• | | | 14,664 | 1,157 | 15,821 |
| (3) Land (purchase of Native land) | ••• | | | *94,508 | 4,280 | 98,788 |
| (4) Roads and bridges,— | | | | | | |
| Puniu Cart-bridge | ••• | ••• | | 1,566 | | 1,566 |
| Puniu to Kawa Station, &c | ••• | ••• | · · · · | 940 | 9 | 949 |
| Poro-a-taroa to Te Koura | ••• | ••• | | 1,000 | | 1,000 |
| Karioi to Taumaranui | • • • | ••• | • · · • | 15,463 | 823 | 16,286 |
| Pipiriki to Ohakune | | ••• | ••• | $\begin{smallmatrix}6,943\\4,861\end{smallmatrix}$ | ${484}$ | 6,943 |
| Inland Patea to Turangarere Murray's track | ••• | ••• | | 750 | 404 | $5,345 \\ 750$ |
| Hunterville to Hautapu | ••• | •••• | | 5,631 | 233 | 5,864 |
| Total roads | | | | 37,154 | 1,549 | 38,703 |
| (5) Wanganui River improvement | | | | 2,989 | | 2,989 |
| (6) Supervision and contingencies | | | | | | •••• |
| (7) Departmental | | ••• | | 7,772 | | 7,772 |
| (8) Liabilities existing on the 31st Ma | arch, 1888 | | | + | •••• | ••• |
| Grand total | | | | 478,000 | 75,904 | 553,904 |

* This is for purchase of land for settlement, and is exclusive of £3,438 paid for land to construct the railway upon, and included in cost of construction in accordance with usual practice. † The cost of supervision and con-tingencies is included in the sums showing the cost of construction. ‡ The liabilities are shown in the second column of this return.

25th May, 1888.

W. A. THOMAS, Accountant, Public Works Department.

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