Table C.
[To accompany the Public Works Statement of 8th September, 1891.]
PUBLIC WORKS FUND.-PART III.

| Name of Railway, \&c. | Allocations as determined (July, 1890). | (2.)Expendi-ture duringYear ending31st March,1891. | (3.)BalancesofAllocationsunex-pended on31stMarch,1891. | (4.) <br> Readjustment of Allocations now proposed |  | (5.)Unex-pendedBalanees ofAllocationsas thusreadjusted. | (6.)Liabilitieson31st March,1891. | (7.) <br> Year ending 31st March, 1892. |  | (8.) <br> Balances which will thus remain available for further Undertakings in succeeding Years. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Addi. tions.* | Reductions. |  |  | $\underset{\substack{\text { acturail } \\ \text { Expenditure. }}}{\text { and }}$ | ${ }^{\text {proposerised. }}$ arthoris |  |
|  | £ | £ | $£$ | £ | £ | £ | £ | £ | $\pm$ | $£$ |
| Whangarei-Kamo Extension | $\cdots$ | .. | - | 23,000 | . | 23,000 | . | 10,000 | 23,000 | $\cdots$ |
| Helensville northward .. | 51,183 | 10,889 | 40,294 | . | 11,000 | 29,294 | 21,384 | 25,000 | 25,000 | 4,294 |
| Penrose, double line .. | 23,000 | -• | 23,000 | . | 23,000 | . | . | .. | . .. |  |
| Grahamstown-Te Aroha .. | 33,069 | 973 | 32,096 | .. | .. | 32,096 | 136 | 20,000 | 32,000 | 96 |
| Putaruru-Rotorua.. .. | 40,510 | 21,081 | 19,429 | 15,571 | . | 35,000 | 19,268 | 30,000 | 35,000 | $\cdots$ |
| Woodville-Palmerston .. | 38,310 | 35,615 | 2,695 | 4,305 | . | 7,000 | 4,642 | 7,000 | 7,000 | $\cdots$ |
| Eketahuna-Woodville | 2,711 | 817 | 1,894 | 15,106 | . | 17,000 | 1,585 | 10,000 | 17,000 | .. |
| Blenheim-Awatere | 27,237 | 11,279 | 15,958 | .. | 6,923 | 9,035 | 7,358 | 9,000 | 9,000 | 35 |
| Greymouth-Hokitika .. | 18,668 | 827 | 17,841 | 8,159 | . | 26,000 | 11,355 | 20,000 | 26,000 | -• |
| Otago Central | 29,989 | $\uparrow 25,456$ | 4,483 | 26,010 | .. | \$0,493 | 3,042 | 15,000 | 30,000 | 493 |
| Catlin's River .. .. | 26,321 | 7,426 | 18,895 | 3,105 | . | 22,000 | 14,511 | 20,000 | 22,000 | $\cdots$ |
| Riversdale-Switzer's . . | 18,615 | .. | 18,615 | . | 18,615 | . | -• | . | - | . |
| Edendale-Fortrose. | 10,428 | 2,302 | 8,126 | . | 8,000 | 126 | 110 | 126 | 126 | - |
| Seaward Bush .. .. | 3,961 | . | 3,961 | 8,039 | - | 12,000 | . | 5,000 | 12,000 | $\cdots$ |
| Additions to opened railways | 12,928 | $\ddagger 13,371$ | Dr. 443 | 43,443 | .. | 43,000 | . | 43,000 | 43,000 | .. |
| Permanent-way, sleepers, and rolling-stock | 82,249 | 36,712 | 45,537 | 14,463 | . | 60,000 | 15,485 | 40,000 | 60,000 | $\cdots$ |
| Departmental .. .. | 7,706 | 8,764 | Dr. 1,058 | 7,358 | . | 6,300 | . | 6,300 | 6,300 |  |
| Surveys, new lines .. .. | 21 |  | 21 | 979 | . | 1,000 | - | 1,000 | 1,000 |  |
| Totals .. | 426,806 | 175,462 | 251, 344 | 169,538 | 67,538 | 353,334 | 98,876 | 261,426 | 348,426 | 4,918 |
| Estimated receipts.. | . |  | 14,000 | .. | 14,000 |  |  |  |  |  |
|  | .. | . | 265,344 | 169,538 | 81,538 | 353,344 | 98,876 | 261,426 | 348,426 | 4,918 |

[^0]
[^0]:    ${ }_{\dagger}+$ Includes £443 unauthorised.

