

1896.
NEW ZEALAND.

PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. W. HALL-JONES.

2ND OCTOBER, 1896.

MR. SPEAKER,—

Honourable members will, I feel assured, concede me every reasonable consideration in respect of my first Statement, and make due allowance for any shortcomings, seeing that I have only recently joined the Ministry, and have not as yet had an opportunity of making myself personally acquainted with all the details of the works in the various parts of the colony.

In submitting my proposals for the consideration of honourable members, I desire to draw attention to the position to-day as compared with that in which my predecessors under former Administrations have found themselves. Prior to the Liberal party coming into office, in 1891, it had become customary for Parliament to pass Loan Bills fairly regularly at intervals of two or three years, thus providing large sums of money for the purpose of carrying on the public works of the colony.

The following table shows the several loans authorised for services chargeable on the Public Works Fund from the initiation of the public-works policy :—

Year.	Authorising Act.	Amount of Loan.		
		£	s.	d.
1870	Immigration and Public Works Loan Act	4,000,000	0	0
1873	Immigration and Public Works Loan Act	2,000,000	0	0
1873	General Purposes Loan Act	750,000	0	0
1874	Immigration and Public Works Loan Act	4,000,000	0	0
1876	New Zealand Loan Act	750,000	0	0
1877	New Zealand Loan Act	2,200,000	0	0
1879	New Zealand Loan Act	5,000,000	0	0
1882	New Zealand Loan Act	3,000,000	0	0
1882	North Island Main Trunk Railway Loan Act	1,000,000	0	0
1882	New Zealand Colonial-inscribed Stock Loan Act	250,000	0	0
1884	New Zealand Loan Act	1,500,000	0	0
1885	District Railways Purchasing Act	479,487	7	11
1886	District Railways Purchasing Act			
1886	New Zealand Loan Act	1,325,000	0	0
1888	New Zealand Loan Act	1,000,000	0	0
		£27,254,487	7	11

Since 1888 no loan has been raised for public-works purposes, but, notwithstanding this, ways and means have been found, and considerable progress has been made with all classes of public works.

I had the honour to be intrusted with the charge of the Public Works Department at a time when the Public Works Fund was at a lower ebb than it had ever been since its initiation. The amount to the credit of Part I. of the Fund on the 31st March, 1895, was £268,526. During the year £150,000 was transferred from the Consolidated Fund, as proposed in the Financial Statement of last year, and sundry credits also came to book to the amount of £2,272, bringing the total of this part of the Fund up to £420,798. The expenditure amounted to £389,648, leaving a credit balance at the end of the year of £31,150 only. On Part II. the balance at 31st March, 1895, was £26,604, and £10,000 (being receipts in respect of land purchased out of the North Island Main Trunk Railway Loan) was transferred to credit during the year, thus bringing the total amount up to £36,604. The expenditure amounted to £22,681, leaving a balance on the 31st March last of £13,923, or a total balance available on the whole Public Works Fund of £45,073. There was also £31,425 to the credit of the Lands Improvement Account, and £5,920 to the credit of the Native Lands Purchase Account, and in addition to these amounts there was authority for the creation of further debentures on these two accounts to the extent of £21,200 on the former, and £30,800 on the latter, so that the gross total ways and means available amounted to £134,418. It was well understood by all parties in the colony that additional funds would be required in aid of public works, the only doubtful point being whether the Government would ask Parliament for a large sum sufficient to complete the North Island Trunk, the Otago Central, the Midland, the Thames—Te Aroha, the Woodville—Eketahuna, and other railways, or whether they would merely ask for aid to a limited amount, so as to permit the several works to be proceeded with for the present at the existing rate of expenditure. All doubts were set at rest when my colleague the Colonial Treasurer brought down the Financial Statement, in which it was set forth that aid to the extent of only one million was recommended; and on the whole this proposal has been favourably received. There are some, I admit, who are opposed to extraneous aid in any shape being procured; but, seeing that by the Public Works Appropriation Act of last session Parliament had authorised the expenditure on public works to proceed for three months of the current year at the same rate as that voted for last year, it was surprising and disappointing to find any opposition to the raising of the moneys required to pay for the works authorised, or for their continuance, for it would have been unreasonable to expect that all works should be stopped on the 30th of June, thus throwing out of work, in the dead of winter, some two to three thousand men.

I am pleased, however, to be able to congratulate the House on having now made adequate provision for the present for carrying on the important aids to colonisation provided for under our public-works policy. Under the legislation of the present session the following additional sums will be made available, namely:—

For Railways	...	...	...	...	...	£250,000
For Development of Goldfields	...	...	...	...	...	200,000
For Development of Thermal Springs and Natural Scenery	...	...	...	...	...	50,000
For the Lands Improvement Account	...	...	...	...	...	250,000
For the Native Lands Purchase Account	...	...	...	...	...	250,000
Total	...	...	...	...	...	<u>£1,000,000</u>

It is also proposed to transfer from revenue to the credit of the Public Works Fund £150,000; and about £20,000 will also probably come to credit from other sources. Adding to these amounts the balances remaining on the 31st March last—namely, £134,418—there will be a gross total sum available of £1,304,418. The liabilities on the 31st March last were £320,636: after providing for the same there is left the sum of £983,782, being the largest sum available for public works during the last five years. This may lead to expectations being raised that an increased expenditure on public works will eventuate. Those who expect this will be doomed to disappointment, inasmuch as the Government have no intention whatever to largely increase the expenditure on

public works; on the contrary, when the Eketahuna Railway is finished, and the other pressing works in connection with the lands improvement, roads to open lands for settlement, the drainage of Rotorua, the development of our thermal springs and goldfields, and the making of our natural scenery accessible to the world, we deem it desirable, in the interest of the colony, that the expenditure on public works should be reduced to the lowest possible limit.

A RETROSPECT.

It will be desirable, I think, before proceeding to outline our proposals for the current year, to give a brief *résumé* of what has been done during the five years that the Government has been in office. During this period 172 miles of railway have been opened for traffic, while 138 miles in addition are now in course of construction. We have formed, or improved, 3,640 miles of roads, and added to the public estate, as completed purchases, an area of 1,168,513 acres of Native lands, leaving an area of 1,992,606 acres still under negotiation, in which interests estimated at 608,433 acres have also been finally acquired, and await location by the Native Land Court. In addition to this, and to meet the necessary requirements of the people, numerous public buildings have been erected in different parts of the colony, new lighthouses established on the coast, the telegraph system extended, &c., &c.

The following table shows the expenditure on the services provided for under the Public Works Fund since 1884, and the average rate of expenditure that has taken place under each Government that has been in office during that period:—

—	Immigra- tion.	Railways.	Roads.	Develop- ment of Goldfields.	Telegraph Extension.	Public Buildings.	Lighthouses, &c.	Other Services.	Totals.
Stout-Vogel—	£	£	£	£	£	£	£	£	£
1884-85 ..	57,148	663,063	317,043	8,029	25,799	117,361	34,033	114,251	1,336,727
1885-86 ..	11,675	725,496	335,904	9,032	36,010	86,859	133,975	136,435	1,475,386
1886-87 ..	12,454	615,265	278,617	7,665	18,952	89,598	148,705	162,228	1,333,484
	81,277	2,003,824	931,564	24,726	80,761	293,818	316,713	412,914	4,145,597
	Average per annum ..								1,381,866
Atkinson—									
1887-88 ..	15,598	403,726	219,519	1,016	22,984	90,529	76,825	135,962	966,159
1888-89 ..	8,791	272,077	106,440	55	12,047	34,592	47,593	132,344	613,939
1889-90 ..	867	289,572	84,126	234	16,346	35,473	9,434	46,362	482,464
1890-91 ..	1,823	180,020	71,289	821	16,292	22,819	2,666	39,026	334,756
	27,079	1,145,395	481,374	2,176	67,669	183,413	136,518	353,694	2,397,318
	Average per annum ..								599,329
Ballance-Seddon—									
1891-92 ..	817	154,416	101,605	2,257	27,773	34,791	7,347	62,495	391,501
1892-93 ..	242	220,894	105,506	3,811	29,245	31,101	11,205	60,502	462,506
1893-94 ..	343	176,304	147,418	5,272	16,127	44,032	6,588	10,713	406,797
1894-95 ..	101	247,545	61,757*	5,865	19,229	54,190	3,145	9,578	401,410
1895-96 ..	Cr. 10	197,105	66,774*	9,345	35,538	76,240	7,409	19,928	412,329
	1,493	996,264	483,060	26,550	127,912	240,354	35,694	163,216	2,074,543
	Average per annum ..								414,909

* £108,076 also spent on roads, under Lands Improvement and Native Lands Purchase Accounts, in 1894-95, and £162,767 in 1895-96.

THE CO-OPERATIVE SYSTEM.

Practically all our construction-works are now carried out under the co-operative system, and a good many of our buildings-repairs also. Up till recently we have not attempted iron-bridge construction under this system, but when the tenders for the Makohine Viaduct, on the North Island Main Trunk Railway, were received, and the lowest was found to be several thousand pounds in excess of the Engineer-in-Chief's estimate, the Government decided to carry out the work under co-operative contracts. Arrangements are accordingly being made for the supply of the cement and the unmanufactured iron and steel, and it is proposed to let co-operative contracts to suitable skilled workmen for the building of the concrete piers and foundations, and the preparation and erection of the iron- and steel-work.

The co-operative system having now been in operation for five years, I think I may take this opportunity of giving some facts and figures with regard to that method of carrying on our public works. During the five years ended 31st

March last the total expenditure on co-operative works amounted to £929,962—viz., £528,785 by the Public Works Department, and £401,177 by the Lands Department; and of the total sum no less than £610,941 was paid direct to the workmen as the value of their labour.

The length of railway constructed or partially constructed under the system was 172 miles, also 1,180 miles of roads, besides various public buildings.

The average number of men employed each year has been as follows :—

Year.	Lands Department.	Public Works Department.	Total.
1891-92	261	527	788
1892-93	280	842	1,122
1893-94	933	1,015	1,948
1894-95	1,103	962	2,065
1895-96	1,572	764	2,336
Gross totals	4,149	4,110	8,259
Average	830	822	1,652

The earnings of the men have, of course, varied, caused partly by their different degrees of capacity as workmen, and partly by the different climatic and other conditions under which they have worked; but, on the whole, I think the results may be regarded as satisfactory, both to the State and to the men immediately affected. Full returns are attached to this Statement giving particulars as to the principal works carried out by the Public Works Department under this system during the last financial year. They show the different railways and buildings in the construction of which the system has been applied, the different classes of work carried out, the number of men employed, the time they worked, and what they earned.

The average earnings per day in the different callings have been as follows :—

	s.	d.
Navvies	7	2
Concreters	7	2
Fencers	7	5
Bushmen	7	7
Labourers	7	8
Platelayers and Ballasters	7	10
Carpenters (on buildings)	8	1
Painters	8	3
Carpenters (on railways)	8	8
Tunnel-men	9	10
Slaters	10	4
Masons	10	8
Bricklayers	10	8
Plumbers	10	10
Plasterers	12	0

Honourable members will also doubtless desire to know how works carried out on the co-operative system compare, in the matter of cost, with similar work carried out under the contract system. I have therefore had a table prepared showing the mileage-cost of each of the sections of railway that have been constructed under this system, and the cost of other sections of the same railways carried out under the contract system. The cost of the rails has been omitted in each instance, as the Government have provided the permanent-way materials under both the co-operative and the contract systems.

As, however, some of these sections are dissimilar in character—as, for example, the sections of the Otago Central Railway between Wingatui and Middlemarch, and between Middlemarch and Hyde—I have had shown in another column the mileage-cost of similar works on the same or other railways which can more reasonably be compared with the sections of line in question.

The following is the table, and I ask the attention of honourable members to it, as the facts disclosed will, I venture to think, be of interest not only to the workers, but also to every taxpayer in the colony :—

TABLE SHOWING MILEAGE-COST OF SECTIONS OF RAILWAY constructed under the Co-OPERATIVE and CONTRACT SYSTEMS respectively.

Co-operative System.				Contract System.				Other Sections constructed under Contract System.			
Railway.	Length of Line	Total Cost.	Cost per Mile.	Railway.	Length of Line	Total Cost.	Cost per Mile.	Railway.	Length of Line	Total Cost.	Cost per Mile.
	M.	£	£		M.	£	£		M.	£	£
Kamo-Whakapara ¹	11	48,529	4,412	Whangarei-Kamo	6½	*86,885	5,676				
Te Aroha-Paeroa	12½	29,359	2,349	Hamilton-Te Aroha	30	†105,056	3,502				
Marton-Te Awamutu (north end)— Mokau-Poro-o-tarao	11½	50,562	4,494	Te Awamutu-Mokau	34½	143,401	4,157	Masterion-Eketahuna	22½	||142,258	6,323
Marton-Te Awamutu (south end)— Mangaonohe-Mangaweka ¹	10½	§83,022	7,723	Marton-Mangaonohe	23	121,491	5,282	Marion-Te Awamutu— Mangaonohe Section	4	34,161	8,540
Eketahuna-Woodville	27	139,593	5,170	Wellington-Eketahuna	89	816,498	9,174	Masterion-Eketahuna	22½	||142,258	6,323
"	27	||117,233	4,342								
Otago Central Railway— Middlemarch-Hyde	16	66,704	4,169	Wingatui to Middlemarch	40	481,482	12,037	Wellington-Woodville Railway— Featherston to Mangamahoe	37½	163,802	4,339
Hyde-Kokonga ¹	11	87,066	7,915					Otago Central Railway— Wingatui, Deep Stream, and Nenthorn Sections	20½	177,840	8,782
Catlin's River— End of Tunnel Contract to Owaka ¹	4½	30,114	6,692	Balclutha to end of Tunnel Contract	13½	63,640	4,714	Romahapa to end of Tunnel Contract	7	47,000	6,714
Seaward Bush— Mokotua to Gorge Road	8	21,624	2,703	Appleby-Waimatua	5½	9,491	1,726	Waitaki-Bluff Line— Clinton Section	16½	47,542	2,881

* Exclusive of cost of wharf at Opaui.

§ Exclusive of cost of Makohine Viaduct and Powhakarua Tunnel.

† Exclusive of cost of bridges.

† Exclusive of cost of Hamilton and Te Aroha Bridges.

|| Exclusive of cost of bridges.

¹ Section not yet completed. Engineer's estimate of cost to complete has been added to the expenditure actually incurred.

REARRANGEMENT OF DEPARTMENTS.

In the Public Works Statement of last year my predecessor suggested a scheme for the reallocation of work between the Public Works, Railway, and Lands Departments. The matter is, however, not entirely free from difficulty, and, although a good deal of consideration was given to it during last recess, no final decision on the subject has yet been arrived at. It is still thought that some improvement in administration can be effected by a rearrangement of duties between the departments mentioned, and further consideration will be given to the matter after the close of the session.

To guard against any possibility of conflict or difference of opinion arising between the Public Works and Railway Departments, I have arranged with my colleague the Minister for Railways for the Chief Engineer for Working Railways to confer with the Engineer-in-Chief, and for these two officers to carefully review the whole of the standard drawings, and to arrange for future works to be carried out in accordance with the strong points of the present drawings of both departments, and for one uniform standard to be adopted for all works. I have also arranged that the Public Works officers shall consult the Railway officers before executing any work for the latter department, also that all plans and specifications for new railway-works shall be submitted to the Railway Department for approval before such work is put in hand, so as to insure that the work when carried out may be such as will fully meet the requirements and convenience of the latter department. With these safeguards, the House will, I am sure, concur with me in thinking that the work of railway construction may safely and conveniently be left with the Public Works Department—the department which, in any case, must maintain a strong engineering and constructive staff to enable it to carry out the many other important works which will be under its control.

INSPECTION OF MACHINERY.

The Inspection of Machinery Act, honourable members are aware, is now administered by the Public Works Department. The work has been ably and efficiently carried on during the year, and the very full report of the Chief Inspector appears as an appendix to this Statement. I deeply regret to have to report the decease of the late Mr. W. M. Mowatt, who filled the position of Chief Inspector from 30th June, 1892, to the date of his death on 31st January, 1896. The late Mr. Mowatt was an able, zealous, and conscientious officer, and the Government had full confidence in the administration of this branch of the department being well and economically conducted while it was under his charge. In filling the vacancy it was determined to offer the appointment to one of the Inspectors already in the service of the department, and Mr. Robert Duncan, the principal Inspector for the Otago District, was selected for the position. Mr. Duncan entered on his new duties in March last, and has already shown marked fitness for the position, and I have every confidence that the administration of the department will be as well conducted in the future as it has been in the past.

NEW LEGISLATION.

A Bill has already been passed by the Legislative Council to amend the Inspection of Machinery Acts in sundry particulars, and to somewhat enlarge their scope by subjecting to the operation of the Acts certain classes of machinery not hitherto included. The Bill is now before the House, and will, I trust, shortly be passed into law.

A Bill to amend the Public Works Act has also been prepared, and will be introduced immediately. The Bill is for the most part intended to grant additional powers in connection with the working of our railways; but, at the same time, certain improved provisions regarding public-works administration are proposed.

RAILWAYS.

Our expenditure on railway-works has been kept within very narrow limits during the last few years. The railway expenditure during each of the five-yearly periods since the initiation of the public-works policy has been as follows:—

1st July, 1870, to 30th June, 1875	£	3,575,362
1st July, 1875, to 31st March, 1880		4,919,712
1st April, 1880, to 31st March, 1885		3,120,680
1st April, 1885, to 31st March, 1890		2,308,319
1st April, 1890, to 31st March, 1895		978,498
And for the year ended 31st March last		197,105
Total		£15,099,676

This great diminution in expenditure has necessarily involved proceeding with our railways at a very much slower rate. So slowly, indeed, have we been proceeding during the last six years, as compared with our neighbours, that New Zealand's expenditure on railways is now the lowest per head of the population of any of the Australasian or South African colonies. The following table shows the cost of railway-works, the mileage, the average cost per mile, the population, and the cost per head of the population in the several colonies referred to:—

Colonies.	Cost of Railway-works.	Mileage.	Average Cost per Mile.	Population.	Cost per Head of Population.	Year ending
	£		£		£ s. d.	
Natal	6,117,211	401	15,255	46,788	130 14 10	31st Dec., 1895
Cape of Good Hope ...	20,487,072	2,253	9,093	510,000	40 3 5	31st Dec., 1895
South Australia ...	13,665,945	1,867	7,320	348,539	39 4 2	30th June, 1895
Queensland ...	16,522,293	2,379	6,945	454,234	36 7 6	30th June, 1895
Victoria	37,922,207	3,103	12,221	1,179,103	32 3 2	30th June, 1895
New South Wales ...	36,611,366	2,531	14,464	1,268,150	28 17 5	30th June, 1895
Western Australia ...	2,092,372	573	3,652	89,550	23 7 3	30th June, 1895
Tasmania	3,518,595	420	8,378	157,456	22 6 11	31st Dec., 1894
New Zealand ...	15,425,532	2,014	7,659	703,008	21 18 10	31st Mar., 1896

From the above table it will be apparent that, in order to place ourselves upon a footing of equality with New South Wales as regards our expenditure on railways per head of the population, we should have to expend £4,870,895 in addition to the amount expended already; while an expenditure of £7,182,033 would be required to place us on an equal footing with Victoria, and £12,138,240 to enable us to equal South Australia, and a still larger outlay would be required to equalise our expenditure with that of the South African Colonies.

LIGHT RAILWAYS.

The Government has already taken into consideration the subject of light railways, and further information will be obtained during the ensuing recess, and the result of our inquiries will be laid before Parliament next session. Some very successful narrow-gauge light railways have been constructed in France and other countries during recent years. A well-constructed line in Normandy, twenty-four miles long, cost only £2,258 per mile, and the station-buildings are far handsomer structures than generally prevail in New Zealand. The line is also provided with a telephone throughout its entire length, and with rolling-stock sufficient for twenty-four trains per day. The gauge is 2ft., the sharpest curve 65ft. radius, and the rails weigh 30lb. per lineal yard. The receipts per train-mile on this line in 1895 were 2s. 1d. only, and yet it yielded a profit of nearly 7½ per cent. on the capital invested. The average receipts per train-mile in New Zealand at present are 7s. 1¾d., so that there would seem to be abundance of scope for the construction of light, cheaply-worked railways of this class in this colony.

I have no doubt, however, that the working-expenses in New Zealand would largely exceed those in France; but if lines of this description can be constructed in New Zealand at anything approaching the cost of this one, there should be room in this colony for the construction of a considerable mileage of such railways, as the cost is not materially in excess of the cost of constructing a good road, and there are many districts in New Zealand where such railways could, if constructed, earn a much larger rate per train-mile than the railway referred to.

The Darjeeling line, in India, fifty miles in length, is another very successful 2ft.-gauge railway. This line, however, cost over £5,000 per mile, which is accounted for by the roughness of the country it traverses, and the great height to which it rises—viz., 7,874 feet above sea-level. This railway, in the fourth year after its completion, and for some time after, paid 17 per cent. on its cost.

A lighter 2ft.-gauge railway is the Pithiviers-Toury Branch of the Orleans-Malasherbes Railway. This line is nearly twenty miles long, and cost only £1,223 per mile for construction-work, and £323 per mile for rolling-stock. The rails weigh only 19lb. per yard, and the goods-engines 9 tons when empty, and 12 tons in working-trim, the passenger-engines being lighter. In 1893, 27,236 passengers were carried over this railway. Some lines of similar gauge in Prussia have gradients as steep as 1 in 18; but it is admitted that such grades are far too steep for economical and safe working, and the authorities recommend adopting nothing steeper than 1 in 40 in future. On these lines, also, they are running locomotives weighing over 14 tons, in working-trim, over rails weighing only 19lb. per yard.

I am of opinion that it would have been better for the colony if some of our railways in sparsely-settled districts had been constructed to a gauge somewhat approaching those I have referred to. The great economy, both in cost of construction and in working-expenses, indicates that light railways could be made to pay in many parts of the colony where lines constructed upon the present system would stand no chance of doing so.

RAILWAYS UNDER CONSTRUCTION.

I will now give brief particulars of the principal works undertaken on the several lines of railway during last year, and what is proposed to be done during the current year.

KAMO-KAWAKAWA.

The section of this line between Hikurangi and Whakapara is now practically completed, and goods-traffic is already being run over it. The station-buildings are now in course of erection, and as soon as they are finished the line will be handed over to the Railway Department for working in the ordinary way. The expenditure on this line last year amounted to £7,378, out of a vote of £8,000. This year we ask for a vote of £7,000.

KAIHU VALLEY RAILWAY.

The short section of this line, about 55 chains in length, beyond Opanake Station, which my predecessor stated last year was already formed, has since been completed by the laying of the permanent-way. This extension brings the line to a point on the Kaihu River where timber-booms and skids have been constructed by private enterprise for the purpose of arresting logs in and removing them from the river for carriage on the railway. A considerable increase in traffic by reason of this extension is already assured, and a further extension of the line will be taken in hand as soon as the requirements of traffic demand it. The vote taken last year was for £3,000, but, as operations were not begun until near the close of the year, scarcely any expenditure came to charge before 31st March last. A similar vote is proposed for the current year.

HELENSVILLE NORTHWARDS.

The Makarau contract on this railway, 3 miles 6 chains in length, is still unfinished. The Makarau tunnel was completed in September, 1895, but some heavy slips have occurred since in the cutting at the north end of the tunnel, which have seriously delayed the completion of the contract. The work is still proceeding, however—bridging, fencing, platelaying, and ballasting all being in hand—and it is hoped that the contract may be completed by about Christmas next.

The approaching completion of this contract will enable the Tahekeroa Section, 3 miles 18 chains in length, to be put in hand shortly, should Parliament approve of the work being undertaken. It is proposed to construct the line on the co-operative principle, and a vote for £8,000 is provided on the

estimates to cover the cost of completing the Makarau Section, as well as to go on with this further section. The vote taken last year for this line was £6,000, but, owing to the slow progress of the Makarau contract, only £2,896 was expended.

Petitions praying for the extension of this railway through the northern peninsula as far as Whangarei continue to be presented to Parliament. As stated last year, the Government fully recognises the importance of this railway, and, as an evidence of this, is proposing to vote a sum for it as above indicated.

GRAHAMSTOWN—TE AROHA.

As anticipated in the Public Works Statement last year the section of this railway between Te Aroha and Paeroa was opened just before Christmas last. Although the line was opened for traffic at that date, it was not entirely completed, and a good deal of finishing-work has been going on since. The vote taken last year was for £7,000; but £7,384 was expended, and a considerable further sum has been spent since the close of the financial year. The vote proposed for the current year is £10,000, which will cover the expenditure since the 31st March last, and also provide for some rather large land-compensation claims still outstanding, and for the work to be undertaken on the new section between Paeroa and Puriri. The very active manner in which all classes of mining operations are now being pushed on throughout the Thames Goldfield renders it exceedingly desirable to proceed with this railway as rapidly as possible. The bulk of the formation is already done, but, as the work was executed several years ago, it has suffered injury from the weather and other causes, and will need some little expenditure to again bring it up to standard requirements. This work will be taken in hand shortly. Contracts for the timber for several of the bridges have already been let, and arrangements are being made for the early supply of rails and sleepers.

NORTH ISLAND MAIN TRUNK RAILWAY.

The rail-laying and ballasting on the Mokau Section, at the northern end of this railway, have now been completed, and when some inexpensive station-buildings, which are proposed, have been erected, the line will be ready for traffic. No great amount of traffic is anticipated at present, however, as the line will not really be of any very material use to settlers and travellers until it is completed to Kawakawa, where it joins the Stratford—Ongarue Road, which connects the Auckland and Taranaki Districts, and which is already in course of formation and nearly finished. It is proposed to take in hand the formation of this section—called the Ohinemoa Section—next month, and to proceed with the work as rapidly as the means at our disposal will allow.

At the south end of the line considerable further progress has been made with the works northwards of Mangaonoho, operations now extending as far as 40 miles 40 chains—namely, nearly as far as the Township of Kaikoura. In February last tenders were invited by advertisement in the principal towns of the colony for the construction of the viaduct over the Makohine Ravine. Four tenders were received for the work; but, as the lowest was largely in excess of the Government estimate, it was deemed advisable to decline the tenders, and arrangements have since been made for putting the work in hand on the co-operative principle. The sites for the piers have already been cleared, and the excavation of the foundations and the building of the concrete bases for the piers will be started immediately. An order for the requisite iron and steel materials is now being prepared for transmission to England, and on the arrival of the material in the colony it is proposed to let the completion of the manufacture of the piers and girders to suitable skilled mechanics, and to have the structure erected under the direct supervision of the Government Engineer, assisted by a bridge-foreman thoroughly experienced in the erection of iron and steel bridges. The Engineer-in-Chief advises me that the erection of the viaduct in this manner, including all necessary plant and materials, will not cost more, but probably less, than the amount of the lowest tender for the work, and the Government will have the plant on hand, and available for use in the erection of the Mangaweka Viaduct, and any other similar structures that may be required either on this or any other railway.

The survey of the portion of the line not previously finally located proceeded fairly during last summer. The survey party was rather late in taking the field, owing to the services of the surveyor being required for some little time on the Belgrove Section of the Midland Railway. I am in hopes that the balance of the survey will be completed during the coming season.

The expenditure on this railway, including surveys, during last year amounted to £20,882, and this year we ask for votes amounting to £31,923—namely, £18,000 under Part I. and £13,923 under Part II., the latter amount being the whole amount of the ways and means to the credit of that part of the Fund.

EKETAHUNA—WOODVILLE.

The section of this line between Eketahuna and Newman, 2 miles 4 chains in length, was handed over to the Railway Department in March last, and the further section between Newman and the Mangatainoka Bridge, a distance of 2 miles 69 chains, has been completed, and goods-traffic regularly worked over it since June last. The contract for the Mangatainoka Bridge has also been completed, and a satisfactory job made of the structure; but the contractor was nearly five months behind time in completing his contract, which has led to a very unfortunate delay in proceeding with the rail-laying on the line, as it was impossible (without incurring great expense for cartage, and badly damaging the main and district roads) to lay any rails beyond the Mangatainoka River until the bridge was available for the passage of the locomotive. Since the completion of the bridge the work has been resumed, however, and is now actively in progress. The rails have already been laid past the Hukanui Station, and will reach Tutaekara early next month, and Makakahi later in the same month. The ballasting will not, however, be completed until some time after these dates. The section to Hukanui is already available for goods-traffic, and the further sections to Tutaekara and Makakahi will be ready for working in about December and January next respectively. With a view of completing the line at an early date, it may be found advisable to commence laying the rails from the Woodville end of the line. A drawback against this is the cost of carriage of rails and material, which will require to be taken over a private line or shipped to Foxton. The Ngawapurua Bridge, across the Manawatu River, between Woodville and Pahiatua, the erection of which was commenced in 1883, and which, since its completion, has been regularly used for ordinary road traffic, is now in need of extensive repairs and strengthening, in order to enable it to accommodate the heavy traffic which will pass over this railway. The cost of this work will amount to several thousand pounds. The vote taken for this railway last year was £25,000, and the whole of this amount would have been expended if the contractor for the Mangatainoka Bridge had completed his work within the contract time. The actual expenditure within the year amounted to £20,577. The Government recognises the necessity of completing this line through to Woodville at the earliest possible date. This year we ask for a vote of £32,000.

BLLENHEIM—AWATERE.

Nothing was done on this railway last year, but, as several thousands of pounds have been spent in the formation-works south of Blenheim, the Government deems it advisable to proceed with the completion of the railway to the Awatere. A vote for £2,500 is asked for this year. This will enable the preliminary works to be put in hand.

OTAGO CENTRAL RAILWAY.

Work on the section of this railway between Hyde and Taieri Lake has proceeded vigorously during the year, and very considerable progress has been made. The formation-works as far as Kokonga (Ryan's Crossing) are nearly completed, and rail-laying is about to be commenced, the whole of the rails and sleepers being already provided. The formation of the section between Kokonga and Komako (about a mile beyond the Taieri Bridge) is actively in progress, and will

probably be completed by the time the rail-laying reaches Kokonga, so that the work of laying the permanent-way will probably proceed uninterruptedly as far as the Taieri Bridge. Work at the Taieri Bridge is now in hand, and we have every reason to believe that it will be completed within the contract time. If this anticipation is realised the rail-laying can proceed uninterruptedly from the bridge to Eweburn, as the formation-works between Komako and Eweburn are mostly of a very light character. The vote taken for this railway last year was £25,000; but such excellent progress was made with the work that no less than £29,176 was expended, and this year we ask for a vote of £30,000.

ROXBURGH EXTENSION.

The promised survey of the projected Heriot-Roxburgh railway is now in progress, and nearing completion. The full report on the survey is not yet to hand; but the progress reports of the surveyor show that a practicable line can be got, but that it will be of a very heavy and expensive character. It is probable that it will turn out to be better to connect Roxburgh with the Lawrence Railway than with the Heriot line. From the nature of the country to be traversed by this line, it is a matter for consideration whether this should not be one of the proposed light railways to which reference has already been made in this Statement. To cover the cost of further surveys, and for preliminary expenses in connection with this proposed railway, a vote of £2,000 is provided in the Estimates.

CATLIN'S RIVER RAILWAY.

This railway is now finished and open for traffic to Owaka. Petitions have been presented to Parliament praying for an extension of the line; but, seeing that the most advantageous route for the extension can only be ascertained after survey, it is impossible to take any action in this direction at present beyond putting the survey in hand. This will be done immediately. The vote for the Catlin's River Railway last year was £7,000, but £8,663 was expended. This year we ask for a vote of £7,000 to meet liabilities and to pay for the completion of the line to Owaka.

SEAWARD BUSH RAILWAY.

The earthworks, fencing, and flood-openings (fifty-two 20ft. spans) have been in hand during the year, and considerable progress has been made. The erection of the large bridge over the Mataura River has only recently been commenced, although the contract time for the work has already expired. The delay has been caused by the time taken in getting the requisite iron from England, and in working and fitting the same in the colony. This delay will retard the opening of the line to Waimahaka; but it is hoped that the bridge will be finished by about April next, and all earthwork will be completed by the time the bridge is ready. There will still remain to be constructed fifty-eight 20ft. flood-openings on the eastern side of the river, in addition to the laying of the rails and the construction of the station-buildings at Waimahaka. The vote taken for this railway last year was £8,000, but such good progress was made with the work in hand that £9,164 was expended. This year we ask for a vote of £12,000, to meet payments on the Mataura Bridge contract, and to complete the earthworks, &c., on the line.

FOREST HILL TRAMWAY.

This tramway was originally authorised under "The Railways Authorisation Act, 1885," and ten miles of the line, from Winton to the Hokonui coal-mines, were constructed several years ago. The line was leased to the Hokonui Railway and Coal Company for a term of seven years, and this lease expires next year; but, work having stopped at the coal-mines, there is now practically no return from the line, which has cost the colony about £15,000. Under these circumstances, the House is brought face to face with this position: Is this large expenditure to remain unproductive, and the works be allowed to fall into disrepair, or, by the expenditure of a small sum in extending the same, shall traffic be secured which will give a handsome return on the additional cost, and at the same time produce a return on the original outlay?

On inquiry, we find that by continuing the line to Macdonald's Corner some good country will be tapped, which will provide a fair amount of traffic. The vote asked for this year is £3,000.

MIDLAND RAILWAY.

In the Public Works Statement of last year my predecessor announced that the Midland Railway Company had given notice of appeal to arbitration, and had appointed Sir B. L. Burnside as its arbitrator, and that the Government had appointed the Hon. Sir Charles Lilley as arbitrator on behalf of the Crown. These two gentlemen appointed the Hon. Edward Blake, Q.C., M.P., as umpire. Early in the proceedings a difference of opinion arose between the arbitrators, and they retired from the proceedings, leaving the umpire to carry on the reference alone. After a lengthy and exhaustive hearing Mr. Blake gave an award entirely in favour of the Crown, holding that the Government was justified in taking possession of the railway on either of the grounds advanced by the Crown—namely, that there had been unreasonable and inexcusable delay by the company in the prosecution of the works connected with the railway, and also that there was, on the part of the company, a wilful breach of the contract between the company and the Queen. The Government feels that its best thanks are due to Sir Charles Lilley, and also to Sir Robert Stout, who acted gratuitously as senior counsel, and to the Crown Solicitor, and to the other members of the legal profession who took part on behalf of the Crown in the proceedings before the Arbitration Court. Thanks are also due to the several departmental officers who loyally assisted in placing the case on behalf of the colony lucidly before the Umpire. The Government is now carrying on the construction of the railway at two points. At Belgrove, in the Nelson District, we have laid the rails on the section of line formed by the company between Belgrove Station and the south end of the tunnel through Spooner's Range, and we are proceeding with the formation of the line from the latter point to the Motueka River at the mouth of Norris's Gully. On the Otira Section, on the Springfield—Brunnerton portion of the line, we are continuing the company's works eastward from Jackson's to the marshalling-station near Goat Creek, where the Abt Incline line joins the flatter line leading to Greymouth. Accounts are being rendered against the company for the cost of these works, in accordance with section 123 of "The Railways Construction and Land Act, 1881." The first of such accounts was rendered to the company on the 5th June last, and formal notice of intention to retain the railway as Government property has been served upon the company in accordance with the law.

As stated by my predecessor in the Public Works Statement last year, the company had declined up to that date to hand over the plans of the uncompleted portions of its line, and without these plans a great part of the work could not be proceeded with. The Government has continued to apply for possession of these plans, and I am glad to be in a position to announce that the company, with the concurrence of Mr. G. B. Parker, the liquidator, has now agreed to furnish the Government with copies. On receipt of the plans some rather difficult portions of the Otira Section, which the Government has not hitherto put in hand for want of the plans, will be started, and, if the plans to be furnished should embrace the whole extent of the uncompleted portion of the line, work can be commenced at the Springfield end also. I understand that the works at this end of the line are of a particularly heavy character, but in the absence of the plans I cannot speak on this point with certainty. The vote taken for construction-works on the Midland Railway last year was £10,000, but only £5,868 was expended. This year we ask for a vote of £25,000, but, allowing credit for the amount which will probably be recovered from the company in payment of the accounts rendered and to be rendered to them under the Railways Construction and Land Act, as well as the profit accruing from the working of the opened portion of the railway, the net amount of the vote is reduced to £10,000.

The company has recently petitioned Parliament asking to be given a new contract, for the completion of the Brunnerton—Springfield Section of the railway only, on somewhat similar terms to those rejected by the House in 1894. The

company's proposals have been under the consideration of the Public Accounts Committee, and the Committee have reported as follows: "That, inasmuch as the Midland Railway Company does not regard its contractual rights as being at an end, but, on the contrary, expresses its intention of paying the account already rendered to it by the Government up to 29th February last, in pursuance of section 123 of 'The Railways Construction and Land Act, 1881,' on or before the expiry of the notice served upon its representative in July last under section 125 of the said Act, and as the Midland Railway Company claims that upon such payment being made all its rights in the matter of land-selection and otherwise under the contract of the 3rd August, 1888, are and will be fully preserved, the Committee is unable to make any recommendation on the company's petition."

The Receiver appointed on behalf of the debenture-holders has also petitioned Parliament praying for equitable consideration on account of the great loss which the debenture-holders must in any case sustain, and the almost entire loss which they will probably make unless Parliament intervenes. This petition has also been before the Public Accounts Committee, and the Committee has reported as follows: "That, having carefully considered the petition of the debenture-holders in the Midland Railway Company, it finds that, from the facts contained in the report of the Committee of even date with this in respect to the Midland Railway Company's petition, it has no recommendation to make."

WORKING RAILWAYS.

The Railways Statement, which has already been laid before Parliament, has dealt fully with the subject of the opened lines of railway, so that it will not be necessary for me to offer any remarks on that matter. The vote for "Additions to open lines," being a charge upon the Public Works Fund, however, I should explain what provision is intended to be made under this head. Last year £40,000 was voted for services of this class, and £38,487 was expended. This year the amount asked for by my honourable colleague the Minister for Railways was £91,412, and the whole of that amount could be very advantageously expended in additions to open railways, but I regret that the demands for other pressing works do not admit of so large a sum being allocated. The vote proposed is £60,000, which shows an appreciable increase over last year's vote. The expenditure on additions to open lines during 1893-94 was £8,042; during 1894-95, £28,309; 1895-96, £38,487; and now proposed for 1896-97, £60,000.

TOTAL APPROPRIATIONS FOR RAILWAYS.

The total appropriations proposed for railway-works, including additions to open lines, surveys, permanent-way materials, and rolling-stock, and also the Midland Railway, is £263,923. Last year the amount was £215,550, which was by far the smallest amount on record.

ROADS.

ROADS CONTROLLED BY THE MINISTER OF LANDS.

The following table shows the amounts voted and expended during 1895-96 in respect of the votes and accounts named:—

Name of Vote or Account.	Voted.	Expended.
Main roads	£ 25,130	£ 27,959
Miscellaneous roads, &c.	23,060	17,075
Local bodies' "thirds" and "fourths"	410	168
Lands Improvement Account	166,582	108,168
Government Loans to Local Bodies Account	50,000	28,343
Native Lands Purchase Account	62,062	56,947
Cheviot Estate Account (roads only)	...	1,779
Land for Settlements Account (roads, &c., only)	...	4,740
Total	327,244	245,179

The work done under this heading may be summarised into three classes—main roads, district roads, and improved-farm settlements.

The length of main roads maintained during the year was 1,348 miles, and the net cost £27,959.

The district roads are of two kinds—dray-roads and horse-roads. Of the former 345 miles were constructed, and of the latter 368½ miles, together with 101 bridges, of an aggregate span of 8,442ft.

There were also 234 miles of district dray-roads maintained or improved, and 59 miles of horse-roads.

Engineering surveys to enable contracts to be carried out were made of 562 miles.

The mileage of construction and maintenance, and the expenditure in each land district, were,—

Auckland ...	876.55 miles ;	£61,576	Otago ...	178.70 miles ;	£17,976
Hawke's Bay	125.79 "	9,736	Southland ...	60.46 "	18,960
Taranaki ...	274.46 "	40,041			
Wellington ...	701.53 "	62,135	Total ...		247,407
Nelson ...	251.09 "	13,930	Less recoveries ...		514
Marlborough	76.08 "	3,986			
Westland ...	125.60 "	9,463			£246,893
Canterbury...	224.57 "	9,604			

The mileage of new roads formed during the year, and which are included in the foregoing statement, was,—

Auckland ...	220.10 miles.	Marlborough...	26.40 miles.
Hawke's Bay	23.51 "	Westland ...	38.41 "
Taranaki ...	113.34 "	Canterbury ...	7.18 "
Wellington ...	148.69 "	Otago ...	61.38 "
Nelson ...	21.10 "	Southland ...	52.70 "

The total net expenditure on roads leading to or passing through Crown lands or lands recently alienated was £203,024, and 1,383,886 acres of land have been made partially fit for settlement by this expenditure.

The work was done mainly by settlers on the lands leased or otherwise disposed of by the Crown, and on the co-operative principle, the average number of men employed being 1,572.

The principal roads constructed during the year have been,—

In the Auckland District: Opanake-Hokianga, Awakino-Te Kuiti, Galatea-Waikaremoana, Rangitaiki-Ruatoki, and Rotorua-Te Teko.

In Taranaki: Waitara-Awakino, Waitotara-Eltham, and the Ohura Road.

In Wellington: Alfredton-Weber, Pemberton-Mangaweka, and in the Waimarino and Te Kapua country.

In Hawke's Bay, the Waikopiro Block has been partly roaded, and arrangements are being made to make a direct route to Ormondville. The road from Wairoa to Lake Waikaremoana, which is eventually to connect with the road now forming through the Urewera country, has been extended up to and some distance along the shores of the lake.

In Nelson, the new road from Wangapeka to Karamea was continued for about six miles at the Wangapeka end, and work was also begun on the western end at the Little Wanganui River.

In Marlborough, the works are mainly for the improvement of the means of communication between the settlements in the Sounds.

In Westland, the new route across the Southern Alps by Whitcombe's Pass was partly formed as a footpath for seventeen miles, leaving eleven miles to be done this year to reach the Rakaia River in Canterbury.

In Otago, the construction of roads in the Tautuku Forest country has been continued. In Central Otago numerous short roads have been formed to permit of settlement, and the new road from Livingstone to Naseby, *via* Dansey's Pass, completed, and a small party is now engaged clearing away some slips to make it fit for traffic. Roads have also been made through the Maerewhenua Estate, leased early in the year under the Land for Settlements Act.

In Southland, the roads have been completed in the Lillburn district west of Waiau; but the bridge across the river at Clifden has not yet been built. Tenders were invited, but those received were considered too high. Another design is in course of preparation, and fresh tenders will be invited shortly. Some work was also done in the Waikawa district and on the Merrivale Estate.

For the current year we ask for the following appropriations, viz. :—

	£
Main Roads	12,000
Miscellaneous Roads	21,694
Local Bodies	465
Development of Thermal Springs and Natural Scenery	41,715
Land Improvement Account	209,986
Government Loans to Local Bodies Account	50,000
Native Lands Purchase Account	162,276
Total	<u>£498,136</u>

ROADS ON GOLDFIELDS (MINES DEPARTMENT).

As mining and prospecting operations are extending to more outlying localities, greater demands are made for the construction of further roads, bridges, and tracks, as well as for assistance to the local bodies in improving roads already constructed so as to enable heavy machinery to be conveyed to the various claims which are being developed. The vote for roads and tracks last year amounted to £31,031, while the expenditure was £21,513, with liabilities to the amount of rather more than the balance of the vote. The vote proposed for the current year is £82,257.

DEVELOPMENT OF GOLDFIELDS.

As pointed out last year, a much larger expenditure is now required under this heading than has hitherto been the case.

Owing to the increased demand for gold-mining claims, it is proposed to extend the existing provisions of the Mining Act in respect to the resumption of land, on payment of compensation, for gold-mining purposes. A Bill to give effect to these proposals is at present before Parliament.

Applications have been received for fourteen extended prospecting-licenses at the Great Barrier Island under "The Mining Act Amendment Act, 1895," and, in consequence of the discoveries of gold and silver which have been reported in that locality, that island has been included in the boundaries of the Thames-Hauraki Mining District. This will enable applications for mining-rights and claims there to be readily dealt with by the Warden's Court at the Thames.

Thirteen applications have been received for assistance under the regulations of the 29th November, 1894, towards the construction of water-races and storage-reservoirs, but up to the present time only one of these has been finally dealt with—namely, that for the construction of a water-race from the Roaring Meg Creek to the head of German Gully, near Greymouth, towards which a subsidy of £800 has been promised.

The sinking of the deep-level shaft at the Thames, to which reference was made in the Financial Statement, is being satisfactorily carried on, and, the Agent-General having informed the Government that the contract for the construction of the pumping plant was let in April last, and that the work was being pushed on rapidly, it is anticipated that advices will shortly be received of the shipment of the plant for this important work, toward which, as the House has already been informed by my colleague, assistance has been promised by way of subsidy to the extent of £25,000.

Negotiations are still in progress in respect to the application of the Ross United Gold-mining Company for a subsidy to the extent of £10,000, at the rate of £1 for every £2 contributed by the company, towards the future development of that company's property at Ross Flat.

From the annexed tables of expenditure it will be seen that the total sum expended last year on works under the head of Development of Goldfields was £9,345.

As already intimated in the Financial Statement, the desirability of expanding the mining industry generally by rendering assistance towards the construction of roads, prospecting-tracks, water-races, storage-reservoirs, and general prospecting throughout the colony, as well as at the deeper levels in known auriferous localities, necessitates provision being made by the House for works of this class.

For the current year we ask for a vote of £98,950.

DEVELOPMENT OF THERMAL SPRINGS AND NATURAL SCENERY.

An amount of £50,000 having now been specially provided for works coming under this head, the Government will be in a position to take more active steps to develop and turn to account our thermal and scenic resources than they have been able to do in the past. The most important work to be provided for is the drainage of the Township of Rotorua, with regard to which the Government is already arranging for suitable expert advice. Improvements and additions are also much required in the bathing establishments at both the Rotorua and Hanmer Springs. Improved means of access are needed to Mount Cook, Whitcombe Pass, and the Southern Alps, the Francis Josef Glacier, the Sutherland Falls, the South Island lakes, the West Coast Sounds, the Wairau Falls, the Tongariro National Park, the Ketatahi, Te-Mari, Tokaanu and Waiotapu Hot Springs, the summit of Mount Egmont, and other notable scenic features. Alterations and improvements are also needed at the Mount Cook Hermitage. It will be impossible to do all that is required in one year; but a vote for £41,715 is included in this year's estimates.

PURCHASE OF NATIVE LANDS.

The area of Native lands acquired during the year ended 31st March last was 516,000 acres, which is greatly in excess of the results of any one year for many years past. The lands acquired north of Auckland are reported upon by the Surveyor-General as being, on the whole, well suited for settlement, and their value will be considerably enhanced by the completion during the current year of the purchase of other lands already partially acquired. In the Thames and Coromandel districts the lands acquired are of a more or less auriferous character, and their value from both a mining and settlement point of view is considerable. The Wairere Waterfalls are within the portion of the Maurihero Block which has been finally acquired. The purchases in the Rotorua and Bay of Plenty districts include three-fourths of the thermal springs in the Whakarewarewa Block, the Hamarana Springs on the Rotorua Lake, and the Alum Caves at Orakeikoraka. Large areas have also been acquired, or partially acquired, in the King-country, adjacent to the North Island Main Trunk Railway-line, and also in the Hawke's Bay and Wellington Districts. Full details of the various purchases will be found in Parliamentary Paper G.—3, presented to both Houses on 14th July last, under the provisions of "The Native Land Purchases Act, 1892."

The amount voted under the Native Land Purchase Account last year was £148,991, and £163,411, including £56,947 for roads and surveys, was expended. This year we ask for a vote of £162,276.

TELEGRAPH EXTENSION.

The sum voted last year was £30,000. The expenditure for the year was £35,538 (including expenditure of £8,263 on new telephone exchanges and additions to existing exchanges); and the liabilities on the 31st March last amounted to £4,000.

The more important telegraph-lines constructed during the year were those from Hamilton to Morrinsville, Awanui to Cape Maria van Diemen (with branches), Dargaville to Kaihu, Whangarei to Kiripaka, Waitekauri line, Wellington to Oterangi Bay, Pahiatua to Eketahuna, Feilding to Waituna West, Alton to Hurleyville, Ashurst to Pohangina, Palmer's to Apiti, White's Bay to Ocean Bay, and Lumsden to Balfour; and additional wire-accommodation, which included new wires from Auckland to Paeroa and Wellington to Auckland.

Telephone exchanges have been established at Ashburton and New Plymouth.

The vote proposed for the current year is £30,500, which provides for new telephone exchanges at Hastings and Gisborne, and additions to existing exchanges, in addition to a number of lines, the more important of which are—Whangarei to Poroti, Ormond to Waimata Valley, Burke's Pass to Tekapo, Cambrian's to Beck's, Hende's Ferry to Okarito, and Herbertville to Wimbleton. Besides these new lines, additions to existing wire-accommodation, to provide for increased traffic, amounting to about a thousand miles of wire, are in course of being carried out. The principal of these are as follows: Napier to Wairoa, Wanganui to Napier, Wanganui to New Plymouth, Greymouth to Reefton, Springfield to Bealey, Blenheim to Invercargill, Lumsden to Queenstown, and Oamaru to Otiake.

PUBLIC BUILDINGS.

Our expenditure on public buildings continues to be fairly heavy. The amounts voted and expended for services under this head last year were as follow:—

Consolidated Fund.		Public Works Fund.		Totals.	
Voted.	Expended.	Voted.	Expended.	Voted.	Expended.
£	£	£	£	£	£
46,700	42,829	96,985	76,240	143,685	119,069

The appropriations proposed for the current year amount to £129,115—namely, £87,615 under the Public Works Fund, and £41,500 under the Consolidated Fund. The expenditure under this head appears, on the first glance, to be rather high; but, with an increase of population, and with the urgent necessity of restoring the auxiliary Asylum at Auckland and of erecting an additional wing of Porirua Asylum, and in view of the many other important works in hand or required, there is no help for it but to provide the necessary means. The principal works carried out last year, or provided for this year, are as follow:—

GENERAL.

The chief work under this head was the enlargement of the Government Printing Office, for which a vote of £2,000 was taken, and on which £2,456 was expended. This year we ask for a vote of £8,000, as it is important to push on with this much-needed building, so that a considerable part of it, at least, may be ready in time for the work of next session of Parliament. Amongst the illustrations at the end of this Statement will be found a view of the building as it will appear when completed. I think honourable members will agree with me that the additions will provide a much-needed want. I deeply regret that I am unable to make provision this year for the erection of a brick building for the General Assembly Library. This important work must, however, be put in hand at the first favourable opportunity.

JUDICIAL.

A very large number of buildings under this head have been in hand during the year. Those on which the principal expenditure has been incurred are—the new Gaol at Dunedin; new Law Library, Christchurch; new Courthouses at Gisborne, New Plymouth, Stratford, Palmerston North, Otaki, Hunterville, Hawera, Paeroa, Darfield, Milton, &c.; and new police-stations at Napier, Wanganui, Palmerston North, Pleasant Point, Waitahuna, &c. For the current year substantial provision is made for carrying on the works at Dunedin Gaol, and also for completing

a portion of the Mount Cook Gaol, Wellington, so that it may be occupied by the prisoners at present confined in the Terrace Gaol, with the view of the latter building being converted into an auxiliary lunatic asylum. Provision is also made for completing the new Courthouse at Hawera; also for a new brick Courthouse at Marton to replace the building recently destroyed by fire, for completing the Courthouses at Paeroa and St. Bathans, for considerable additions at Reefton, and renovations at Hokitika, &c.; also for commencing new police-station at Auckland, and for new stations at Hikurangi, Moawhango, Eltham, Wellington (Manners Street), Christchurch (Bingsland), Rangiora, &c.

POSTAL AND TELEGRAPH.

The principal expenditure under this head last year occurred on the offices at Hawera, Hastings, Stratford, Cheviot, and Queenstown, but smaller amounts were expended on several other offices. This year provision is made for completing the new office at Hawera, for erecting a new brick building to replace the one recently burned at Marton, and for new offices at Waitekauri, Waihi, Kuaotunu, Ashurst, &c., and for additions to the Wellington Telephone Exchange and the Whakapuaka Cable-station.

LUNATIC ASYLUMS.

The principal expenditure in connection with lunatic asylums last year took place at Sunnyside (Christchurch), Auckland, and Seacliff (Otago), the total amount expended on buildings of this class being £10,935. This year we ask for a vote of £20,100—namely, £11,000 for works in Auckland, £4,000 for Porirua, and smaller amounts for other asylums.

SCHOOL-BUILDINGS.

The total amount voted under this head last year was £46,000—namely, £26,000 under the Consolidated Fund and £20,000 under the Public Works Fund—and the whole amount was expended. This year £26,000 is provided from the Consolidated Fund, and from the Public Works Fund we ask £22,780, £500 of which is required for alterations and renovations urgently needed at the Caversham Industrial School, and £2,000 for special grants for school buildings in newly-settled districts.

HOSPITALS AND CHARITABLE INSTITUTIONS.

Votes were taken last year for works in connection with the hospitals at Auckland, Wanganui, Christchurch, Dunedin, and Invercargill, the amounts voted being fully expended, except in the case of Christchurch. This year we ask for a vote to cover the balance due for the Christchurch Hospital.

LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR DEFENCES.

The amount voted for lighthouses last year was £7,050, but only £234 actually came to charge within the year, owing to the Agent-General's accounts for the lantern appliances not arriving in time to be brought to book, and the contract for the iron tower for Cape Palliser not being completed until after the close of the year. The amounts have therefore to be again voted this year, with an additional sum on account of the iron tower proposed to be erected at Cape Kidnappers. The lanterns for both Cape Palliser and Cape Kidnappers are already in the colony, and the tower for the former building is finished and ready for transport to the site. The tower for the latter building has not yet been contracted for, but it is proposed to call for tenders for it shortly.

Last year's vote for harbour-works was £4,250, and £3,861 was expended. This year we ask for the reduced amount of £1,230 only, the principal item being the reclamation-works now in progress at Sticking Point, Lyttelton.

Our harbour defences have been proceeding slowly during recent years. The amount voted last year was £4,000 only, and £3,314 was expended. It is desirable, however, that these works should be proceeded with somewhat more diligently, and this year a vote of £5,000 is asked for.

A vote of £5,000 was also obtained last year, under the head of "Contingent defence," for the purchase of Martini-Henry rifles for our Volunteer forces. The amount voted was only an instalment on account, however, and this year we ask for £23,000 to complete the equipment of ordnance and other warlike stores.

CONCLUSION

In conclusion, I may be permitted to draw attention to the duty we owe to the colony of seeing that due provision is made for opening up the country by providing for settlers reasonable facilities for carrying their produce to market. Every chain of road formed, and every mile of railway constructed, assist to place our fellow-colonists in a better position to compete in the markets of the world.

The total appropriations proposed in the estimates accompanying this Statement amount to £1,113,861, as compared with £792,596 voted last year. The amounts under the several accounts are as follows:—

	£
Public Works Fund, Part I.	677,676
Public Works Fund, Part II.	13,923
Lands Improvement Acco.	209,986
Government Loans to Local Bodies Account	50,000
Native Lands Purchase Account	162,276
Total	£1,113,861

It may be that some work has been omitted which should have been provided for, or it may be considered that the votes for some works are insufficient; I have, however, endeavoured to do the best I could with the funds at our disposal.

PUBLIC WORKS STATEMENT, 1896.

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2. Diagrams showing miles of Government Railways opened in the North and Middle Islands, year by year since 1872.
3. Maps of the North and Middle Islands, showing Railways opened and in progress.
4. Map showing North Island Main Trunk Railway Routes.

TABLE NO. 1.

SUMMARY showing the TOTAL EXPENDITURE on PUBLIC WORKS and OTHER SERVICES out of PUBLIC WORKS FUND to 31st March, 1896, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1895.		Expenditure during 12 Months ended 31st March, 1896.		Total Expenditure to 31st March, 1896.		Liabilities on Authorities, Con- tracts, &c., 31st March, 1896.		Total Expenditure and Liabilities.		Works.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
3	Railways ...	14,922,571	9 2	197,105	9 1	15,099,676	18 3	96,998	2 11	15,196,675	1 2	Railways.
4*	Roads ...	3,916,526	8 11	66,773	17 3	4,018,300	6 2	34,886	17 0	4,018,187	3 2	Roads.
5 and 5A	Development of goldfields ...	528,305	10 0	9,345	0 5	537,650	10 5	15,265	10 10	552,916	1 3	Development of goldfields.
6	Telegraphs ...	699,021	17 9	35,537	15 2	734,559	12 11	4,000	0 0	738,559	12 11	Telegraphs.
7	Public buildings ...	1,944,900	5 1	476,528	11 5	2,021,428	16 6	23,944	18 3	2,044,473	14 9	Public buildings.
8	Lighthouses, harbour works, and harbour defences ...	910,103	4 6	7,409	9 4	917,512	13 10	6,573	19 2	924,086	13 0	Lighthouses, harbour works, and harbour defences.
...	Departmental ...	384,842	1 6	14,299	10 0	399,141	11 6	...	...	399,141	11 6	Departmental.
18 of 1878	Coal-exploration and mine development ...	10,835	8 0	...	...	10,835	8 0	...	...	10,835	8 0	Coal-exploration and mine-development.
11 of 1877	Aiding works on Thames goldfields ...	50,000	0 0	...	...	50,000	0 0	...	...	50,000	0 0	Aiding works on Thames goldfields.
...	Immigration ...	2,146,653	13 4	Cr. 9 11 0	...	2,146,644	2 4	...	...	2,146,644	2 4	Immigration.
...	Purchase of Native lands ...	1,297,853	17 1	...	...	1,297,853	17 1	...	...	1,297,853	17 1	Purchase of Native lands.
...	Defence ...	429,718	19 3	5,000	0 0	434,718	19 3	...	...	434,718	19 3	Defence.
...	Charges and expenses of raising loans ...	1,026,828	3 9	...	...	1,026,828	3 9	...	...	1,026,828	3 9	Charges and expenses of raising loans.
...	Interest and sinking fund ...	218,500	0 0	...	...	218,500	0 0	...	...	218,500	0 0	Interest and sinking fund.
...	Rates on Native lands ...	61,633	8 7	340	1 5	61,973	10 0	110	0 0	62,083	10 0	Rates on Native lands.
...	Thermal springs ...	14,599	13 2	...	...	14,599	13 2	...	...	14,599	13 2	Thermal springs.
...	Totals ...	28,542,894	0 1	412,330	3 1	28,955,224	3 2	180,879	8 2	29,136,103	11 4	Totals.
...	Less recoveries on account of services of previous years— Roads ...	...	...	...	...	572 15 11	...	...	...	572 15 11	...	Less recoveries on account of services of previous years— Roads ...
...	GRAND TOTALS ...	...	...	...	...	28,954,651	7 3	180,879	8 2	29,135,530	15 5	GRAND TOTALS.

* Table 4 also contains details of expenditure under Lands Improvement Account, Native Lands Purchase Account, and Government Loans to Local Bodies Account. † Has been reduced by £89,800 received under section 31 of "The Government Loans to Local Bodies Act, 1886." ‡ Includes £288 19s. 7d. "Unauthorised."

TABLE No. 3. EXPENDITURE on RAILWAYS to 31st March, 1896, and LIABILITIES on that Date.

Table with columns: LINES OF RAILWAY., Total Expenditure by General Government to 31st March, 1895., EXPENDITURE DURING YEAR 1895-96 (INCLUDING £3,181 4s. 11d. ADDED TO STOCK)., Total Expenditure by General Government, 31st March, 1896., Liabilities., Valuation of Works constructed by Provinces., Total Expenditure and Liabilities, 31st March, 1896., LINES OF RAILWAY. Sub-headers include New Works, Works on Open Lines, Surveys, and Additions to Rolling-stock.

* Does not include amount expended out of Consolidated Fund, viz., £85 15s. 7d.

† Includes amount expended on purchase of district railways, £477,487 7s. 11d.

TABLE No. 4.

STATEMENT showing the EXPENDITURE on ROADS and BRIDGES, &c., out of the Public Works Funds, and Government Loans to Local Bodies, Lands Improvement, and Native Land Purchase Accounts to 31st March, 1896, and the LIABILITIES on that date.

	Expenditure to 31st March, 1895.			Expenditure during 12 Months ended 31st March, 1896.			Total Expenditure to 31st March, 1896.			Liabilities on Authorities, Contracts, &c., 31st March, 1896.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, and WHARVES, NORTH of AUCKLAND	229,671	15	9	...	...	...	229,671	15	9	...	...	...	229,671	15	9
MAIN ROADS:—															
Hokianga County roads	270	0	0	...	...	...	270	0	0	...	...	...	270	0	0
Warkworth to Awanui	11,751	2	6	2,880	10	0	14,631	12	6	299	10	2	14,931	2	8
Paeroa to Owharoa	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Cambridge to Taupo	1,341	10	7	...	...	...	1,341	10	7	...	...	...	1,341	10	7
Oxford to Rotorua	19,842	13	4	469	10	0	20,312	3	4	80	10	0	20,392	13	4
Native districts	11,486	8	3	...	...	...	11,486	8	3	...	...	...	11,486	8	3
Maketu-Rotorua	1,079	7	3	303	6	10	1,382	14	1	108	7	7	1,491	1	8
Birkenhead to Warkworth ... ..	...	...	...	200	0	0	200	0	0	200	0	0	400	0	0
Hamilton Bridge	200	0	0	200	0	0	400	0	0	150	0	0	550	0	0
Whatawhata Bridge ... ..	...	...	...	...	...	...	...	...	...	250	0	0	250	0	0
Tokaanu to Taupo	77	6	6	297	14	0	375	0	6	149	2	3	524	2	9
Tauranga to Napier, <i>via</i> Taupo	36,237	17	4	2,091	19	3	38,329	16	7	419	13	0	38,749	9	7
Napier to Wairoa	800	0	0	1,417	5	3	2,217	5	3	282	14	9	2,500	0	0
Wairoa to Gisborne	300	0	0	200	0	0	500	0	0	200	0	0	700	0	0
Opoiti Bridge	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Bridge over Mohaka ... ..	...	...	...	500	0	0	500	0	0	...	...	...	500	0	0
Kurupapanga to Inland Patea	5,000	0	0	...	...	...	5,000	0	0	...	...	...	5,000	0	0
Seventy-mile Bush	61,326	5	7	...	...	...	61,326	5	7	...	...	...	61,326	5	7
Manawatu Gorge	117,236	6	4	...	...	...	117,236	6	4	...	...	...	117,236	6	4
Paikakariki-Waikanae ... ..	...	...	...	1,153	7	11	1,153	7	11	46	12	1	1,200	0	0
Belgrove, Tophouse, and Tarnedale	5,554	4	8	197	8	9	5,751	13	5	40	11	3	5,792	4	8
Nelson, Westport, Greymouth, and Hokitika	65,490	8	5	...	...	...	65,490	8	5	...	...	...	65,490	8	5
Belgrove, Westport, and Reefton	2,634	2	8	6,902	2	11	9,536	5	7	150	0	0	9,686	5	7
Reefton, Hokitika, and Ross	1,855	10	1	3,427	8	4	5,282	18	5	998	7	3	6,281	5	8
Three-mile Creek Bridge	500	11	2	...	...	...	500	11	2	...	...	...	500	11	2
Otira Toll	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Inangahua Bridge, maintenance	141	17	6	...	...	...	141	17	6	...	...	...	141	17	6
Nelson, Havelock, and bridges	1,100	0	0	500	0	0	1,600	0	0	300	0	0	1,900	0	0
Paeroa to Teremakau	500	11	2	...	...	...	500	11	2	...	...	...	500	11	2
Hokitika to Christchurch	134,111	5	11	4,690	8	6	138,801	14	5	924	5	11	139,726	0	4
Cook's River southward	509	7	4	...	...	...	509	7	4	...	...	...	509	7	4
Haast Pass Track	4,021	9	0	...	...	...	4,021	9	0	...	...	...	4,021	9	0
Blenheim, Waiau, and Kaikoura	628	3	0	720	0	0	1,348	3	0	280	0	0	1,628	3	0
Pelorus District and Rai Valley	28,660	14	3	...	...	...	28,660	14	3	...	...	...	28,660	14	3
Waikawa to Catlin's	14,064	8	6	...	...	...	14,064	8	6	...	...	...	14,064	8	6
Larry's Creek Bridge	436	19	0	...	...	...	436	19	0	...	...	...	436	19	0
Alfred Creek Bridge	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Kaituna to Tuamarina ... ..	...	...	...	150	0	0	150	0	0	...	...	...	150	0	0
Waihopai Bridge	1,000	0	0	100	0	0	1,100	0	0	...	...	...	1,100	0	0
Dunback to Swinburn ... ..	...	...	...	800	0	0	800	0	0	300	0	0	1,100	0	0
Lawrence to Clyde ... ..	...	...	...	500	0	0	500	0	0	1,000	0	0	1,500	0	0
Clyde to Queenstown ... ..	...	...	...	250	0	0	250	0	0	250	0	0	500	0	0
Miscellaneous and engineering	25	13	0	8	1	0	33	14	0	24	17	9	58	11	9
Totals	529,884	3	4	27,959	2	9	557,843	6	1	6,454	12	0	564,297	18	1
MISCELLANEOUS ROADS AND BRIDGES.															
AUCKLAND:—															
Maungaturoto to Tokatoka	230	6	6	...	...	...	230	6	6	...	...	...	230	6	6
Mercury Bay to Mahikarau	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Hunua to Railway-station	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Putamahoe to Steinson's Corner	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Waioro to Port Waikato	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Tamaki Bridge	160	0	0	...	...	...	160	0	0	...	...	...	160	0	0
Great South	764	5	8	...	...	...	764	5	8	...	...	...	764	5	8
Waikomiti West	750	0	0	...	...	...	750	0	0	200	0	0	950	0	0
Payment to ferryman, Port Waikato	7	10	0	...	...	...	7	10	0	...	...	...	7	10	0
Pukekohe to Waiuku	5,424	2	1	...	...	...	5,424	2	1	...	...	...	5,424	2	1
Punt at Tuakau	270	9	6	...	...	...	270	9	6	100	0	0	370	9	6
Tuhikaramea to Hamilton	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Raglan Wharf, £1 for £1	242	0	0	...	...	...	242	0	0	...	...	...	242	0	0
Bridge over Waikato at Hamilton	284	12	3	...	...	...	284	12	3	...	...	...	284	12	3
Cambridge to Tauranga	4,000	0	0	...	...	...	4,000	0	0	...	...	...	4,000	0	0
Katikati to Te Aroha (horse-track)	359	9	5	...	...	...	359	9	5	...	...	...	359	9	5
Katikati to Te Aroha (Thompson's track)	2,139	16	11	...	...	...	2,139	16	11	...	...	...	2,139	16	11
Waihi Bridge, subsidy £1 for £1	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Rotorua to Rotomahana	206	17	0	...	...	...	206	17	0	...	...	...	206	17	0
Thames to Tauranga	5,323	8	0	...	...	...	5,323	8	0	...	...	...	5,323	8	0
Roads and bridges in Native districts	714	16	5	168	9	0	883	5	5	131	11	0	1,014	16	5
Rotoiti to Tikitere	87	16	0	...	...	...	87	16	0	...	...	...	87	16	0
To Waitomo Caves	1,325	17	8	28	17	3	1,354	14	11	19	17	2	1,374	12	1
Te Kuiti-Otorohanga to Kihikihi	384	10	0	7	12	4	392	2	4	92	7	8	484	10	0
Carried forward	23,975	17	5	204	18	7	24,180	16	0	543	15	10	24,724	11	10

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

	Expenditure to 31st March, 1895.			Expenditure during 12 Months ended 31st March, 1896.			Total Expenditure to 31st March, 1896.			Liabilities on Authorities, Contracts, &c., 31st March, 1896.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ...	23,975	17	5	204	18	7	24,180	16	0	543	15	10	24,724	11	10
MISCELLANEOUS ROADS AND BRIDGES—															
<i>continued.</i>															
AUCKLAND—continued.															
Mangapai Block ...	300	0	0	...	...	...	300	0	0	200	0	0	500	0	0
Opotiki to Whakatane ...	1,099	15	8	...	...	...	1,099	15	8	...	...	...	1,099	15	8
Repairing flood-damages, Cook County	1,490	12	0	...	...	...	1,490	12	0	...	...	...	1,490	12	0
Sundry roads and bridges, Auckland...	10,824	6	7	...	...	...	10,824	6	7	...	...	...	10,824	6	7
Bay of Islands District ...	34,903	16	5	...	...	...	34,903	16	5	...	...	...	34,903	16	5
Mangere Bridge ...	17,311	0	9	...	...	...	17,311	0	9	...	...	...	17,311	0	9
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 ...	91,220	6	4	...	...	...	91,220	6	4	...	...	...	91,220	6	4
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
Mahurangi to Whangarei ...	129	15	3	...	...	...	129	15	3	...	...	...	129	15	3
Pukekohe Railway-station, through East Pukekohe, to Bombay ...	15	2	2	...	...	...	15	2	2	...	...	...	15	2	2
Works at Rotorua ...	1,634	15	2	450	16	6	2,085	11	8	46	19	9	2,132	11	5
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
TeAwamutu 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:															
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 ...	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Tauranga to Opotiki ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Whakatane to Ohape ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Orini Bridge, Whakatane ...	299	5	0	...	...	...	299	5	0	...	...	...	299	5	0
West Coast Roads, Hoteo ...	499	12	9	...	...	...	499	12	9	...	...	...	499	12	9
Hamilton to Cambridge ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Coromandel to Thames ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Coromandel to Port Charles ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Coromandel to 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 Papatara ...	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
Wade to Wainui ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Helensville to Kaukapakapa ...	658	19	1	...	...	...	658	19	1	...	...	...	658	19	1
Komorau Bridge ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Totara-Whangaroa to Kaeo ...	350	0	0	200	0	0	550	0	0	...	...	...	550	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
Stokes Point to Lucas Creek ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Stokes Point to 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
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
Herd's Point to Takahue ...	6,043	6	1	691	12	2	6,734	18	3	808	7	10	7,543	6	1
Maunganui to Bluff Road ...	96	9	0	...	...	...	96	9	0	...	...	...	96	9	0
Alexandra to Kawhia ...	170	17	3	63	5	8	234	2	11	36	14	4	270	17	3
Aotea to Raglan ...	70	0	0	125	7	5	195	7	5	74	12	7	270	0	0
Waipu to Mangawhai Road ...	120	0	0	...	...	...	120	0	0	...	...	...	120	0	0
Puhipuhi Forest ...	385	5	2	...	...	...	385	5	2	...	...	...	385	5	2
Bridge over Mangonui River ...	155	5	6	...	...	...	155	5	6	...	...	...	155	5	6
Te Aroha to Katikati Road... ..	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Bridge over Kaitaia (Smith's Gate) ...	20	0	0	...	...	...	20	0	0	...	...	...	20	0	0
Ruatangata to Railway-station } Ruatangata ...	300	0	0	100	0	0	400	0	0	...	...	...	400	0	0
Whangarei Heads ..	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Roads to Kaukapakapa Railway-station	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Opua to Waimate ..	948	4	2	4	14	0	952	18	2	395	6	0	1,348	4	2
Kaihu to Kaikohe ..	385	1	0	...	...	...	385	1	0	...	...	...	385	1	0
Homestead blocks, Manganui ..	454	15	6	...	...	...	454	15	6	...	...	...	454	15	6
Pakiri Block ..	392	7	6	...	...	...	392	7	6	...	...	...	392	7	6
Wairua to Sandy Bay ..	1,540	3	6	...	...	...	1,540	3	6	...	...	...	1,540	3	6
Carried forward ...	233,009	1	5	1,840	14	4	284,849	15	9	2,105	16	4	286,955	12	1

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

	Expenditure to 31st March, 1895.			Expenditure during 12 Months ended 31st March, 1896.			Total Expenditure to 31st March, 1896.			Liabilities on Authorities, Contracts, &c., 31st March, 1896.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	288,009	1	5	1,840	14	4	284,849	15	9	2,105	16	4	286,955	12	1
MISCELLANEOUS ROADS AND BRIDGES—continued.															
AUCKLAND—continued.															
Wairua to Helena Bay	1,888	13	10	..	..	..	1,888	13	10	..	..	..	1,888	13	10
Whangarei through Taheke	1,262	19	7	..	..	..	1,262	19	7	..	..	..	1,262	19	7
Purua, Ruatangata, and Mangakahia	2,610	0	11	100	0	0	2,710	0	11	100	0	0	2,810	0	11
Tangihua	1,083	14	2	..	..	..	1,083	14	2	143	14	0	1,227	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
Okaihau to Victoria Valley	7,909	9	0	70	1	0	7,979	10	0	72	14	0	8,052	4	0
Victoria Valley to main road	272	1	0	37	0	0	309	1	0	218	0	0	522	1	0
Helensville to Kaipatiki	2,236	5	7	..	..	..	2,236	5	7	..	..	..	2,236	5	7
Waikato to Block XVI., Awaroa	3,806	19	11	..	..	..	3,806	19	11	..	..	..	3,806	19	11
Lake Whangape to Blk. VII., Awaroa	3,035	10	4	..	..	..	3,035	10	4	..	..	..	3,035	10	4
Hikutai to Ohinemuri	4,022	7	7	..	..	..	4,022	7	7	..	..	..	4,022	7	7
Tauranga to Te Puke and Matata	12,962	1	2	..	..	..	12,962	1	2	..	..	..	12,962	1	2
Opotiki to Waiotahi	562	10	0	..	..	..	562	10	0	..	..	..	562	10	0
Te Aroha Block	5,300	2	6	..	..	..	5,300	2	6	..	..	..	5,300	2	6
Block II., Tangihua	635	6	0	..	..	..	635	6	0	..	..	..	635	6	0
Huihuitaha to Patetere	705	8	2	..	..	..	705	8	2	..	..	..	705	8	2
Ruakituri Block	2,149	14	4	..	..	..	2,149	14	4	..	..	..	2,149	14	4
Taupo, <i>via</i> Rotoaira and Murimotu, to West Coast	12,601	17	9	..	..	..	12,601	17	9	..	..	..	12,601	17	9
Katikati to Te Aroha	785	11	1	..	..	..	785	11	1	..	..	..	785	11	1
Tolago Bay to Arakihi	2,172	6	9	..	..	..	2,172	6	9	..	..	..	2,172	6	9
Kohukohu to Rahutapu	534	13	6	90	0	0	624	13	6	60	0	0	684	13	6
Ohuka to Waikaremoana	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Whangaroa to Kahuru	2,065	15	0	..	..	..	2,065	15	0	..	..	..	2,065	15	0
Hamilton to Whatawhata Drain	137	18	0	..	..	..	137	18	0	..	..	..	137	18	0
Wangamarino District	1,102	2	9	..	..	..	1,102	2	9	..	..	..	1,102	2	9
Waimamaku Bridge	606	8	9	..	..	..	606	8	9	..	..	..	606	8	9
Awaroa Swamp, drains and roads	610	2	6	..	..	..	610	2	6	..	..	..	610	2	6
Pahi to Waikiekie	1,708	6	6	251	14	10	1,960	1	4	148	5	2	2,108	6	6
Otamarakau Bridge	378	19	0	..	..	..	378	19	0	..	..	..	378	19	0
Churchill Punt	150	5	2	..	..	..	150	5	2	..	..	..	150	5	2
Otonga Bridge	225	4	3	..	..	..	225	4	3	..	..	..	225	4	3
Kawhia to Waipa	3,308	15	4	..	..	..	3,308	15	4	..	..	..	3,308	15	4
Alexandra to Kawhia	4,300	19	10	..	..	..	4,300	19	10	..	..	..	4,300	19	10
Waiotapu to Galatea	92	11	10	26	14	0	119	5	10	23	6	0	142	11	10
Rotorua to Te Wairoa	1,848	3	9	..	..	..	1,848	3	9	..	..	..	1,848	3	9
Galatea to Te Kapu <i>via</i> Waikaremoana	1,341	15	3	..	..	..	1,341	15	3	..	..	..	1,341	15	3
Alexandra to Hikurangi	4,909	18	10	32	14	11	4,942	13	9	167	5	1	5,109	18	10
Waingaro to Akatea	1,696	10	9	..	..	..	1,696	10	9	..	..	..	1,696	10	9
Waingaro to Ngaruawahia	80	13	0	..	..	..	80	13	0	..	..	..	80	13	0
Akaaka Swamp	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
Waihou Ferry through Komata	776	19	3	..	..	..	776	19	3	..	..	..	776	19	3
Draining Tatarariki	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
Drain, Te Aroha	284	11	0	..	..	..	284	11	0	..	..	..	284	11	0
Cabbage Bay to Cape Colville	375	0	0	..	..	..	375	0	0	..	..	..	375	0	0
Lower Waihou Road	502	0	6	..	..	..	502	0	6	..	..	..	502	0	6
Otama to Deeds	924	0	0	..	..	..	924	0	0	..	..	..	924	0	0
Mangapai to Mareretu	511	8	0	..	..	..	511	8	0	..	..	..	511	8	0
Puriri to Tairoa	41	0	0	..	..	..	41	0	0	..	..	..	41	0	0
Matawhero to Whangape	1,800	1	5	..	..	..	1,800	1	5	..	..	..	1,800	1	5
Mauku Bridge (subsidy)	2,252	5	6	50	0	0	2,302	5	6	..	..	..	2,302	5	6
Huka Falls to Puketarata	299	18	11	..	..	..	299	18	11	..	..	..	299	18	11
Ahipara to Herekino	550	0	0	..	..	..	550	0	0	..	..	..	550	0	0
Wairoa Ferry, Dargaville	745	12	0	100	0	0	845	12	0	5	4	0	850	16	0
Tairua to Whenuakite	272	16	6	..	..	..	272	16	6	..	..	..	272	16	6
Puhoi to Makarau	1,068	16	8	142	11	6	1,211	8	2	157	8	6	1,368	16	8
Omaha	1,162	5	7	..	..	..	1,162	5	7	..	..	..	1,162	5	7
Waimamaku to Pakanae	202	17	1	..	..	..	202	17	1	..	..	..	202	17	1
Rotorua to Waiotapu	6,811	7	4	2,058	19	5	8,870	6	9	1,441	0	7	9,811	7	4
Mata to Kaurua .. ..	..	..	..	183	7	9	183	7	9	316	12	3	500	0	0
Opanaki to Hokianga	605	19	3	..	..	..	605	19	3	..	..	..	605	19	3
Maungataniwha	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Waimamaku District	294	16	0	554	17	2	849	13	2	145	2	10	994	16	0
Opuawhanga to Whangarei	385	18	9	137	17	1	523	15	10	62	2	11	585	18	9
Mareretu	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Maioro Swamp	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Hoteo Valley Road	100	0	0	372	17	9	472	17	9	..	..	..	472	17	9
Kawakawa Roads	400	0	0	100	0	0	500	0	0	..	..	..	500	0	0
Kourawera District	752	1	6	44	13	10	796	15	4	105	6	2	902	1	6
Otamatea County roads	149	2	8	..	..	..	149	2	8	..	..	..	149	2	8
Tokatoka to Mangapai	250	0	0	..	..	..	250	0	0	..	..	..	250	0	0
Whiskey Creek Road .. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Maropiu to Kai-iwi .. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carried forward	403,530	5	7	6,194	3	7	409,724	9	2	5,266	17	10	414,991	7	0

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

	Expenditure to 31st March, 1895.			Expenditure during 12 Months ended 31st March, 1896.			Total Expenditure to 31st March, 1896.			Liabilities on Authorities, Contracts, &c., 31st March, 1896.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	408,530	5	7	6,194	3	7	409,724	9	2	5,266	17	10	414,991	7	0
MISCELLANEOUS ROADS AND BRIDGES—															
<i>continued.</i>															
AUCKLAND—continued.															
Woodhill Bridge	264	14	3	..	..	..	264	14	3	..	..	..	264	14	3
Wairua Bridge and Road	608	10	0	..	..	..	608	10	0	..	..	..	608	10	0
Opuawhanga to Whananaki	340	0	6	118	3	0	458	3	6	81	17	0	540	0	6
Waingarua to Mangapiko	708	1	0	145	2	1	853	3	1	..	..	..	853	3	1
Mangapiko to Maire .. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Purchase of roads to Crown lands	20	0	0	..	..	..	20	0	0	200	0	0	220	0	0
Miscellaneous and engineering	13,060	12	0	358	18	9	13,419	10	9	300	4	6	13,719	15	3
Oruru to Mangamuka	125	0	0	..	..	..	125	0	0	..	..	..	125	0	0
Bridge over Puhī River, Mongonui	68	10	0	..	..	..	68	10	0	..	..	..	68	10	0
Takahue to Herekino	290	8	0	..	..	..	290	8	0	100	0	0	390	8	0
Utakura Bridge	290	0	0	60	0	0	350	0	0	..	..	..	350	0	0
Tangowahine Bridge	400	0	0	..	..	..	400	0	0	..	..	..	400	0	0
Mongonui Boundary to Iwitaia	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Whangaroa County roads	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Iwitaia to Kaeo	200	0	0	100	0	0	300	0	0	..	..	..	300	0	0
Kaeo to Waimate Road	350	0	0	200	0	0	550	0	0	100	0	0	650	0	0
Ngapipito Road	306	5	0	71	9	10	377	14	10	128	10	2	506	5	0
Ramarama Valley Road	232	3	7	181	1	4	413	4	11	118	18	8	532	3	7
Dargaville to Aratapu	200	0	0	100	0	0	300	0	0	..	..	..	300	0	0
Towai to Ruapekapeka .. ..	..	..	..	150	0	0	150	0	0	..	..	..	150	0	0
Main Road to Opanaki Railway-station	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Maungatapere Road	197	12	3	..	..	..	197	12	3	..	..	..	197	12	3
Tokatoka Post-office	6	0	0	163	3	3	169	3	3	30	16	9	200	0	0
Maungakaramea	200	0	0	100	0	0	300	0	0	..	..	..	300	0	0
North River, Waipu	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Matakohe to Tokatoka	518	12	6	178	18	4	697	10	10	121	1	8	818	12	6
Grahamstown to Whangarei	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Whareora to Grahamstown	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Ngunguru Main Road	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Waipu to Marsden Point	100	0	0	100	0	0	200	0	0	..	..	..	200	0	0
Waipu to Mareretu	150	0	0	150	0	0	300	0	0	150	0	0	450	0	0
Opuawhanga to Main Road	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Pahi Wharf	200	0	0	114	0	0	314	0	0	..	..	..	314	0	0
Pahi—Maungaturoto Road	100	0	0	100	0	0	200	0	0	300	0	0	500	0	0
Warkworth	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Birkenhead Slip, £1 for £1	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Kaukapakapa to Port Albert Road	250	0	0	50	0	0	300	0	0	..	..	..	300	0	0
Wade to Lucas Creek Road	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Kaipara Flats Settlement Road	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Huntly to Kahuruhuru Road	506	10	6	135	4	9	641	15	3	64	3	11	705	19	2
Huntly Punt	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Otorohanga to Te Kuiti	58	12	5	..	..	..	58	12	5	..	..	..	58	12	5
Waiotahi Village Homestead, Thames	117	1	0	..	..	..	117	1	0	..	..	..	117	1	0
Whakatane Road & Bridges, £1 for £1	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Te Aroha Hot Springs Domain Board	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Bridge over Opanaki River	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
Opuatia Bridge and Crossing	449	17	5	500	0	0	949	17	5	..	..	..	949	17	5
Tuakau, Opuatia, and Kahurukuru	122	10	0	..	..	..	122	10	0	..	..	..	122	10	0
Hokianga County Roads .. ..	..	..	..	150	0	0	150	0	0	50	0	0	200	0	0
Mititai to Tokatoka .. ..	..	..	..	150	0	0	150	0	0	..	..	..	150	0	0
Aratapu to Tatarariki .. ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Ahuroa Roads .. ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Warkworth southwards .. ..	..	..	..	300	0	0	300	0	0	..	..	..	300	0	0
Waikomiti to Swanson .. ..	..	..	..	300	0	0	300	0	0	200	0	0	500	0	0
Miranda Road	2	0	0	107	0	8	109	0	8	5	19	4	115	0	0
Mauku District	150	0	0	50	0	0	200	0	0	..	..	..	200	0	0
Patumahoe	150	0	0	50	0	0	200	0	0	..	..	..	200	0	0
Brigmen's Landing and Mercer Road (Waikato River) .. ..	..	..	..	17	6	0	17	6	0	82	14	0	100	0	0
Gibbon's Creek Bridge (Hamilton) .. ..	..	..	..	250	0	0	250	0	0	..	..	..	250	0	0
Kuaotunu Cemetery Road .. ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Pukaingataru Road .. ..	..	..	..	32	8	0	32	8	0	47	12	0	80	0	0
Kaitaia—Ahipara	40	0	0	..	..	..	40	0	0	..	..	..	40	0	0
Waipu Central .. ..	..	..	..	300	0	0	300	0	0	..	..	..	300	0	0
Whananaki—Ngunguru .. ..	..	..	..	200	0	0	200	0	0	100	0	0	300	0	0
Tikiponga Hill—Paranui Bridge .. ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Parua to Taheke .. ..	..	..	..	100	0	0	100	0	0	100	0	0	200	0	0
Abraham's Gully (Waiuku-Maioro Swamp) .. ..	..	..	..	50	0	0	50	0	0	50	0	0	100	0	0
Matahuru .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Rangiriri Lake, Matahuru Road .. ..	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Awaroa (XI) .. ..	..	..	..	15	13	3	15	13	3	184	6	9	200	0	0
Carried forward	427,713	6	0	11,842	12	10	439,555	18	10	7,983	2	7	447,539	1	5

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

	Expenditure to 31st March, 1895.			Expenditure during 12 Months ended 31st March, 1896.			Total Expenditure to 31st March, 1896.			Liabilities on Authorities, Contracts, &c., 31st March, 1896.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	427,713	6	0	11,842	12	10	439,555	18	10	7,988	2	7	447,539	1	5
MISCELLANEOUS ROADS AND BRIDGES— <i>continued</i> .															
AUCKLAND— <i>continued</i> .															
Te Kuiti to Awakino	618	12	3	..	..	..	618	12	3	..	..	..	618	12	3
Te Aroha and Waitoa Drains	4	11	11	214	9	6	219	1	5	250	18	6	469	19	11
Kaueranga Valley Road .. ..	..	..	..	73	10	0	73	10	0	226	10	0	300	0	0
Waiotapu to Taupo	5	10	0	..	..	..	5	10	0	..	..	..	5	10	0
Pye's Pa .. ..	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Mongonui roads .. ..	..	..	..	100	0	0	100	0	0	400	0	0	500	0	0
Awhitu Road Wharf .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Rangiriri to railway-station .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Wairangi to railway-station .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Waikare Lake to Onewhero .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Rotorua Wharf .. ..	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Rotorua water-supply .. ..	..	..	..	16	2	0	16	2	0	183	18	0	200	0	0
Taupo Domain .. ..	..	..	..	50	0	0	50	0	0	..	..	..	50	0	0
Henderson .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Waimauku—Punakitere .. ..	..	..	..	99	13	6	99	13	6	0	6	6	100	0	0
Hokianga Heads—Ohaewai, <i>via</i> Rawene	373	17	0	826	3	0	1,200	0	0	347	14	0	1,547	14	0
Opanaki—Mongonui Bluff .. ..	..	..	..	..	..	..	..	..	..	50	0	0	50	0	0
Dargaville—Tangitororia .. ..	..	..	..	700	0	0	700	0	0	..	..	..	700	0	0
Hikurangi—Jordan Flat .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Kaitara .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Arapohue .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Valley Road, Paparoa .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Waipu Cove .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Whangarei Bridge, £1 for £1 .. ..	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
Hikurangi .. ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Maunu—Otuhe	199	19	2	196	8	3	396	7	5	203	11	9	599	19	2
Otuhe Forest .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Marsden Point Wharf .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Tekopuru—Tikinui .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Hukatere .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Waikomiti—Huia .. ..	..	..	..	160	0	0	160	0	0	290	0	0	450	0	0
Whangamarino Parish .. ..	..	..	..	..	..	..	..	..	..	50	0	0	50	0	0
Wairangi—Matahuru .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Raglan—Waipa	2,698	8	2	300	0	0	2,998	8	2	100	0	0	3,098	8	2
Waitetuna—Aotea .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Otau	43	7	7	403	18	7	447	6	2	466	17	2	914	3	4
Arahiwi and Mamaku Railway-station .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Wharaurua .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Waiotahi Bridge .. ..	..	..	..	500	0	0	500	0	0	..	..	..	500	0	0
Sundry roads, Bay of Plenty	10,242	10	5	275	0	0	10,517	10	5	50	0	0	10,567	10	5
Oruru—Hikurangi .. ..	..	..	..	..	..	..	..	..	..	95	0	0	95	0	0
Manganuiowae .. ..	..	..	..	120	4	0	120	4	0	49	16	0	170	0	0
Tauhoa .. ..	..	..	..	..	..	..	..	..	..	7	0	0	7	0	0
Waipu North .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Grahamstown .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Paparoa .. ..	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Takahue Block .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Maungataniwha Block	34	16	6	77	9	0	112	5	6	214	10	6	326	16	0
Manganuiowae	20	0	3	309	19	9	330	0	0	..	..	..	330	0	0
Waipoua	3,469	6	1	554	6	11	4,023	13	0	106	3	6	4,129	16	6
Ruaapekapeka	380	16	6	..	..	..	380	16	6	119	3	6	500	0	0
Motatau	254	3	0	..	..	..	254	3	0	..	..	..	254	3	0
Opunahanga—Whangarei No. 1 Block	476	5	6	..	..	..	476	5	6	23	14	6	500	0	0
Tauhoa Block	380	0	0	..	..	..	380	0	0	69	0	0	449	0	0
Tauhoa and Komokoriki Block	325	0	0	..	..	..	325	0	0	..	..	..	325	0	0
Ahuroa Block	432	0	5	..	..	..	432	0	5	67	19	7	500	0	0
Akaaka Swamp Block	138	12	0	100	0	0	238	12	0	96	4	3	334	16	3
Otau Block	2,350	0	0	..	..	..	2,350	0	0	..	..	..	2,350	0	0
Waiotahi Block .. ..	..	..	..	..	..	..	..	..	..	756	0	0	756	0	0
Waiawa .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Taupiri	134	1	9	..	..	..	134	1	9	366	0	0	500	1	9
Mangaokahu Block	232	12	7	..	..	..	232	12	7	..	..	..	232	12	7
Kaimarama	263	13	2	..	..	..	263	13	2	54	6	10	318	0	0
Pakiri Block .. ..	..	..	..	358	0	0	358	0	0	11	0	0	369	0	0
Waimana Block .. ..	..	..	..	1,936	19	4	1,936	19	4	63	0	8	2,000	0	0
Tokatoka Swamp Block .. ..	..	..	..	430	15	5	430	15	5	2,459	4	7	2,890	0	0
Auckland S.S. .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Maropiu (Block III., Kaihu) .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Avoca Block .. ..	..	..	..	..	..	..	..	..	..	400	0	0	400	0	0
Ngunguru Block .. ..	..	..	..	..	..	..	..	..	..	772	0	0	772	0	0
Takahue—Whangape Block .. ..	..	..	..	..	..	..	..	..	..	1,800	0	0	1,800	0	0
Karioi—Alexandra .. ..	..	..	..	..	..	..	..	..	..	1,050	0	0	1,050	0	0
Totals—Auckland	450,791	10	3	19,845	12	1	470,637	2	4	23,433	2	5	494,070	4	9

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

	Expenditure to 31st March, 1895.		Expenditure during 12 Months ended 31st March, 1896.		Total Expenditure to 31st March, 1896.		Liabilities on Authorities, Contracts, &c., 31st March, 1896.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
MISCELLANEOUS ROADS AND BRIDGES— <i>continued.</i>										
HAWKE'S BAY—										
Tolago to Mangatokerau	358	19 6	..	..	358	19 6	..	..	358	19 6
Tolago to Arakihi	555	0 0	119	5 0	674	5 0	80	15 0	705	0 0
Ormond to Waiapu	302	13 0	..	..	302	13 0	..	..	302	13 0
Ormond to Opotiki and branch roads	5,065	12 9	..	..	5,065	12 9	..	..	5,065	12 9
Waipora Road to Oilsprings	650	0 0	..	..	650	0 0	..	..	650	0 0
Norsewood District, Ngamoko, and Maharahara	2,709	16 6	..	..	2,709	16 6	..	..	2,709	16 6
Victoria and Bush-mills Settlements	900	0 0	..	..	900	0 0	..	..	900	0 0
Rotokakarangu	1,769	7 10	..	..	1,769	7 10	..	..	1,769	7 10
Napier to Wairoa, £1 for £1	725	0 0	..	..	725	0 0	..	..	725	0 0
Mata Valley .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Waikohu	751	14 8	..	..	751	14 8	..	..	751	14 8
Frasertown to Waikaremoana	750	0 0	259	16 5	1,009	16 5	440	3 7	1,450	0 0
Totara Road, Tahoraite	250	0 0	..	..	250	0 0	..	..	250	0 0
Otawai Road, Tahoraite	200	0 0	..	..	200	0 0	..	..	200	0 0
Makaretu	1,992	15 2	..	..	1,992	15 2	..	..	1,992	15 2
Te Ohu	434	8 10	..	..	434	8 10	..	..	434	8 10
Manawatu Bridge	500	0 0	..	..	500	0 0	..	..	500	0 0
Miscellaneous and engineering	1,834	4 11	4	10 0	1,838	14 11	80	6 6	1,919	1 5
Gisborne-Tolago-Tauwhareparae	300	0 0	..	..	300	0 0	..	..	300	0 0
Motu Bridge and Road	733	16 6	..	..	733	16 6	..	..	733	16 6
Gisborne-Opitiki .. ..	..	..	..	..	..	..	..	..	..	..
Opotiki-Ormond	17,481	18 4	..	..	17,481	18 4	..	..	17,481	18 4
Wairoa and Waikaremoana bridle-track through the Waiau District, Poverty Bay	544	18 6	..	..	544	18 6	..	..	544	18 6
Ormond-Waiapu	12,476	0 1	..	..	12,476	0 1	..	..	12,476	0 1
Gisborne-Waimata	4,250	9 6	..	..	4,250	9 6	..	..	4,250	9 6
Muriwai to Mahia	150	0 0	50	0 0	200	0 0	150	0 0	350	0 0
Gisborne to Wairoa	11,963	7 8	..	..	11,963	7 8	..	..	11,963	7 8
Manawatu and Makotuku Rivers, Ormondville	450	0 0	..	..	450	0 0	..	..	450	0 0
Sundry roads and bridges, Hawke's Bay	419	10 5	..	..	419	10 5	..	..	419	10 5
Waioamatani to Hick's Bay	313	0 9	..	..	313	0 9	..	..	313	0 9
Roads, Napier District	32,189	19 2	..	..	32,189	19 2	..	..	32,189	19 2
Napier to Murimotu Road	1,047	6 0	..	..	1,047	6 0	..	..	1,047	6 0
Roads, Wairoa, and Wairoa County Roads	1,512	7 8	..	..	1,512	7 8	..	..	1,512	7 8
Nuhaka	46	6 3	691	0 3	737	6 6	108	19 9	846	6 3
Waimata to Waiapu	600	0 0	..	..	600	0 0	..	..	600	0 0
Tools, &c.	248	15 0	..	..	248	15 0	..	..	248	15 0
Bridge over Ahuriri Harbour	625	16 1	..	..	625	16 1	..	..	625	16 1
Meance protective works	100	0 0	400	0 0	500	0 0	..	..	500	0 0
Pakarae Road and punt .. ..	..	..	782	9 4	782	9 4	..	..	782	9 4
Waiapu County	400	0 0	..	..	400	0 0	..	..	400	0 0
Waikohu to Motu	8	17 0	542	19 1	551	16 1	57	0 11	608	17 0
Waimata Riding	830	0 0	..	..	830	0 0	..	..	830	0 0
Whataupoko Road Board	120	0 0	..	..	120	0 0	..	..	120	0 0
Pouawa Road Board	37	5 0	92	15 0	130	0 0	..	..	130	0 0
Waiapu Inland Road	100	0 0	..	..	100	0 0	..	..	100	0 0
Wairoa County Roads (flood-damage)	..	..	300	0 0	300	0 0	..	..	300	0 0
Awanui-Hick's Bay	6	0 6	..	..	6	0 6	..	..	6	0 6
Cook County (flood-damage)	200	0 0	..	..	200	0 0	..	..	200	0 0
Puketitiri Block	520	0 0	..	..	520	0 0	..	..	520	0 0
Ahuturanga Block	1,883	7 11	..	..	1,883	7 11	..	..	1,883	7 11
Tautane and Tahoraite .. ..	..	..	..	..	..	..	..	..	..	..
Tautane to Weber Road	20,556	7 11	..	..	20,556	7 11	..	..	20,556	7 11
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
Umutoaroa Block	2,088	15 4	..	..	2,088	15 4	..	..	2,088	15 4
Maharahara	1,938	12 8	..	..	1,938	12 8	..	..	1,938	12 8
Nuhaka Block	568	3 0	..	..	568	3 0	..	..	568	3 0
Nuhaka Block No. 2	58	0 0	..	..	58	0 0	..	..	58	0 0
Tauwharetoi Block	1,160	6 2	9	1 0	1,169	7 2	5	12 10	1,175	0 0
Pohui	316	7 7	121	4 11	437	12 6	100	7 6	538	0 0
Liberal	400	0 0	..	..	400	0 0	..	..	400	0 0
Umutoaroa	28	7 1	..	..	28	7 1	71	12 11	100	0 0
Waiatu	300	0 0	100	0 0	400	0 0	200	0 0	600	0 0
Woodville	26	9 10	..	..	26	9 10	..	..	26	9 10
Tauwhareparae Crown lands .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Tolaga-Marunga, Tauwhareparae .. ..	..	..	91	13 4	91	13 4	408	6 8	500	0 0
Waimata-Tauwhareparae .. ..	..	..	100	0 0	100	0 0	200	0 0	300	0 0
Gisborne, <i>via</i> Tolaga Bay-Awanui .. ..	..	..	309	9 6	309	9 6	490	10 6	800	0 0
Nuhaka-Gisborne .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Gisborne-Opotiki .. ..	..	..	578	4 8	578	4 8	305	15 4	884	0 0
Carried forward	138,667	13 4	4,552	8 6	143,220	1 10	3,349	11 6	146,569	13 4

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

	Expenditure to 31st March, 1895.			Expenditure during 12 Months ended 31st March, 1896.			Total Expenditure to 31st March, 1896.			Liabilities on Authorities, Contracts, &c., 31st March, 1896.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ..	138,667	13	4	4,552	8	6	143,220	1	10	3,349	11	6	146,569	13	4
MISCELLANEOUS ROADS AND BRIDGES— <i>continued.</i>															
HAWKE'S BAY— <i>continued.</i>															
Opotiki—East Cape .. ..	..	..	..	300	0	0	300	0	0	..	..	..	300	0	0
Ormondville—Waikopiro .. ..	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
Hikurangi Block .. ..	..	..	..	..	..	..	..	..	..	520	0	0	520	0	0
Ruakituri .. ..	..	..	..	40	3	6	40	3	6	323	16	6	364	0	0
Ruahine .. ..	..	..	..	136	13	1	136	13	1	703	6	11	840	0	0
Totals—Hawke's Bay ..	138,667	13	4	5,029	5	1	143,696	18	5	5,146	14	11	148,843	13	4
TARANAKI:—															
Roads and bridges in unsettled districts, Patea and Taranaki	48,296	16	3	..	..	..	48,296	16	3	..	..	..	48,296	16	3
Great South Road between Opunake and Manaia	2,946	0	0	..	..	..	2,946	0	0	..	..	..	2,946	0	0
Bridge over Stony River, and approaches	1,151	6	2	..	..	..	1,151	6	2	..	..	..	1,151	6	2
Inglewood to Whitecliffs	5,000	0	0	..	..	..	5,000	0	0	..	..	..	5,000	0	0
Inglewood to Ngatimaru	368	3	1	..	..	..	368	3	1	..	..	..	368	3	1
Henwood and Upland	993	12	10	..	..	..	993	12	10	..	..	..	993	12	10
Sundry roads, Taranaki	251	11	3	..	..	..	251	11	3	..	..	..	251	11	3
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	70	0	0	..	..	..	70	0	0	..	..	..	70	0	0
Junction Road from Inglewood eastward	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	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
Road through bush, Waimate Plains	15,714	8	9	..	..	..	15,714	8	9	..	..	..	15,714	8	9
Roads east of Stratford	1,865	19	8	..	..	..	1,865	19	8	..	..	..	1,865	19	8
Bush land inland of Patea	1,926	0	11	..	..	..	1,926	0	11	..	..	..	1,926	0	11
Continuous Reserve (to be refunded)	5,045	10	4	..	..	..	5,045	10	4	..	..	..	5,045	10	4
Mountain Road to blocks under survey	890	14	0	..	..	..	890	14	0	..	..	..	890	14	0
Waitara Bridge	968	18	2	..	..	..	968	18	2	..	..	..	968	18	2
Opening up Huiroa Block	2,067	17	10	..	..	..	2,067	17	10	..	..	..	2,067	17	10
Huiroa District	781	1	3	..	..	..	781	1	3	..	..	..	781	1	3
Huiroa Block, bridge over Manganui River	34	0	0	..	..	..	34	0	0	..	..	..	34	0	0
To complete bushfelling, Stratford	2,041	0	10	..	..	..	2,041	0	10	..	..	..	2,041	0	10
Through parts of Blocks I., II., V., VI., X., Ngaira District	1,146	3	6	..	..	..	1,146	3	6	..	..	..	1,146	3	6
Through parts of Blocks III., V., X., Ngaira District	745	17	0	..	..	..	745	17	0	..	..	..	745	17	0
Block X., Huiroa	356	12	11	..	..	..	356	12	11	..	..	..	356	12	11
Egmont District	600	0	0	..	..	..	600	0	0	..	..	..	600	0	0
Kahouri Bridge	7,359	15	6	..	..	..	7,359	15	6	..	..	..	7,359	15	6
Eltham and Branch Roads	1,834	13	9	..	..	..	1,834	13	9	..	..	..	1,834	13	9
Native Trust blocks	514	0	2	..	..	..	514	0	2	..	..	..	514	0	2
Ironsand blocks	1,149	7	0	..	..	..	1,149	7	0	..	..	..	1,149	7	0
Tariki Road	1,614	9	8	..	..	..	1,614	9	8	..	..	..	1,614	9	8
Road through bush, Waimate Plains	5,067	11	0	..	..	..	5,067	11	0	..	..	..	5,067	11	0
Pukearuhe to Mokau	376	19	8	..	..	..	376	19	8	..	..	..	376	19	8
Pukearuhe inland to Mohakitino	2,749	1	5	..	..	..	2,749	1	5	..	..	..	2,749	1	5
Pukearuhe inland	253	10	3	..	..	..	253	10	3	..	..	..	253	10	3
Bridge on Stratford to Opunake Road	185	15	6	..	..	..	185	15	6	..	..	..	185	15	6
Inglewood to Waitara	6,579	16	8	..	..	..	6,579	16	8	..	..	..	6,579	16	8
Roads east of Midhirst	663	18	1	..	..	..	663	18	1	..	..	..	663	18	1
Egmont Road	201	19	10	..	..	..	201	19	10	..	..	..	201	19	10
Roads east of Waitara	1,182	19	3	..	..	..	1,182	19	3	..	..	..	1,182	19	3
Roads inland of Mokoia	221	16	0	..	..	..	221	16	0	..	..	..	221	16	0
Alfred Road	278	13	5	..	..	..	278	13	5	..	..	..	278	13	5
Rotokare and other roads	1,077	12	3	..	..	..	1,077	12	3	..	..	..	1,077	12	3
Mokau punt	3,824	12	7	139	0	9	3,963	13	4	117	14	3	4,081	7	7
Roads east of Waipuku	6,458	5	10	59	10	8	6,517	16	6	122	8	4	6,640	4	10
Whenuakura Valley Bridge and Road	2,703	2	6	185	15	2	2,888	17	8	514	4	10	3,403	2	6
Miscellaneous and Engineering ..	550	3	6	152	0	2	702	3	8	12	12	0	714	15	8
Mangamingi	424	15	6	11	16	2	436	11	8	542	3	10	978	15	6
Kaimanuka and Rawhitiroa	923	4	8	242	12	0	1,165	16	8	457	8	0	1,623	4	8
Tikorangi to Te Tarata	703	12	9	625	18	9	1,329	11	6	130	8	6	1,460	0	0
Tikorangi Bridge, £1 for £1	1,000	0	0	536	10	3	1,536	10	3	1,039	17	7	2,576	7	10
Anderson's Road and bridges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mohakitino Bridge .. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Junction Road to Purangi, £1 for £1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carried forward	219,635	5	6	1,953	3	11	221,588	9	5	2,936	17	4	224,525	6	9

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

	Expenditure to 31st March, 1895.		Expenditure during 12 Months ended 31st March, 1896.		Total Expenditure to 31st March, 1896.		Liabilities on Authorities, Contracts, &c., 31st March, 1896.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward	219,635	5 6	1,953	3 11	221,588	9 5	2,936	17 4	224,525	6 9
MISCELLANEOUS ROADS AND BRIDGES— <i>continued.</i>										
TARANAKI—continued.										
Bridge over Purangi .. ..	..	..	2 7 6	..	2 7 6	..	297 12 6	..	300 0 0	..
Ararata Bridge	150	0 0	..	..	150 0 0	..	..	..	150 0 0	..
Mimi—Mangaroa Road (metalling), £1 for £1 .. ..	..	..	..	..	..	..	300 0 0	..	300 0 0	..
Okoke Road	500	0 0	..	..	500 0 0	..	..	..	500 0 0	..
Autawa and Pita Roads .. ..	..	..	400 0 0	..	400 0 0	..	98 5 0	..	498 5 0	..
South Egmont Forest Reserve .. ..	..	..	47 8 0	..	47 8 0	..	52 12 0	..	100 0 0	..
Newall Road .. ..	..	..	100 0 0	..	100 0 0	..	..	..	100 0 0	..
Huiroa Township (bushfelling) .. ..	..	..	..	..	..	..	135 0 0	..	135 0 0	..
Moanatairi Special Settlement .. ..	..	..	69 8 6	..	69 8 6	..	130 11 6	..	200 0 0	..
East Road	1,158	7 6	..	..	1,158 7 6	..	..	..	1,158 7 6	..
Ohura .. ..	..	..	3,337 1 2	..	3,337 1 2	..	264 10 3	..	3,601 11 5	..
Tongapurutu Ferry .. ..	..	..	..	..	..	..	100 0 0	..	100 0 0	..
Moki Road .. ..	..	..	..	..	..	..	200 0 0	..	200 0 0	..
Upper Waitara—Mangaere .. ..	..	..	661 1 1	..	661 1 1	..	338 18 11	..	1,000 0 0	..
Stratford—Ongaruhe (Ohura) .. ..	..	..	3,976 5 6	..	3,976 5 6	..	23 14 6	..	4,000 0 0	..
Huiroa Roads .. ..	..	..	..	..	..	..	115 10 0	..	115 10 0	..
Carrington Road .. ..	..	..	..	..	..	..	100 0 0	..	100 0 0	..
Motukawa .. ..	..	..	..	..	..	..	150 0 0	..	150 0 0	..
Mangaotuka .. ..	..	..	124 2 0	..	124 2 0	..	525 18 0	..	650 0 0	..
Waiweranui .. ..	..	..	..	..	..	..	200 0 0	..	200 0 0	..
Central Patea Valley .. ..	..	..	141 0 0	..	141 0 0	..	359 0 0	..	500 0 0	..
Moanatairi Block .. ..	..	..	..	..	..	..	300 0 0	..	300 0 0	..
Ross Block .. ..	..	..	..	..	..	..	421 0 0	..	421 0 0	..
Eltham .. ..	..	..	659 6 7	..	659 6 7	..	140 13 5	..	800 0 0	..
Manganui .. ..	..	..	408 0 4	..	408 0 4	..	191 19 8	..	600 0 0	..
Terrace End .. ..	..	..	..	..	..	..	1,000 0 0	..	1,000 0 0	..
Gatton .. ..	..	..	60 6 6	..	60 6 6	..	189 13 6	..	250 0 0	..
Patua (Egmont) Block .. ..	..	..	..	..	..	..	300 0 0	..	300 0 0	..
Kaitangiwhenua No. 3 Block .. ..	..	..	..	..	..	..	500 0 0	..	500 0 0	..
Autawa Block	104	18 0	763 0 1	..	897 18 1	..	255 1 11	..	1,153 0 0	..
Huiroa Block	1,254	6 8	..	..	1,254 6 8	..	..	..	1,254 6 8	..
Mangaehu Block	27	3 6	273 16 6	..	301 0 0	..	..	..	301 0 0	..
Mangaere Block	2,026	7 2	724 0 8	..	2,750 7 10	..	1,393 12 2	..	4,144 0 0	..
Ngatimaru Block	1,657	2 5	172 17 7	..	1,830 0 0	..	..	..	1,830 0 0	..
Oxford Association Block	495	9 8	317 14 1	..	813 3 9	..	386 16 3	..	1,200 0 0	..
Upper Waitara Block	62	11 6	63 8 6	..	126 0 0	..	..	..	126 0 0	..
Milsom Block	1,738	5 2	9 14 6	..	1,747 19 8	..	2 0 4	..	1,750 0 0	..
Lepperton Block	535	3 7	14 10 0	..	549 13 7	..	416 6 5	..	966 0 0	..
Mangaotuku Block	376	12 7	..	..	376 12 7	..	..	..	376 12 7	..
Kaitangiwhenua Block	1,375	0 0	..	..	1,375 0 0	..	..	..	1,375 0 0	..
Opaku—Kapara Block	186	14 7	564 14 2	..	751 8 9	..	2,041 11 3	..	2,793 0 0	..
Egmont Block .. ..	..	..	199 18 7	..	199 18 7	..	221 1 5	..	421 0 0	..
Kaitangiwhenua No. 2 Block	201	19 6	2,825 3 1	..	3,027 2 7	..	310 17 5	..	3,338 0 0	..
Okoke Block	515	8 10	270 12 4	..	786 1 2	..	314 7 8	..	1,100 8 10	..
Totals—Taranaki	232,000	16 2	18,169	1 2	250,169	17 4	14,713	11 5	264,883	8 9
WELLINGTON:—										
Waimarino to Tokaanu	43	6 6	..	..	43 6 6	..	..	..	43 6 6	..
Bridge over Wangaeu	1,000	0 0	..	..	1,000 0 0	..	..	..	1,000 0 0	..
Bridge-approach, Orepuhi	150	0 0	..	..	150 0 0	..	..	..	150 0 0	..
Foxton to Otaki, inland	599	10 9	..	..	599 10 9	..	..	..	599 10 9	..
Grant-in-aid for bridge over Manawatu River	3,198	15 1	..	..	3,198 15 1	..	..	..	3,198 15 1	..
Roads in Fitzherbert Block	1,050	5 3	..	..	1,050 5 3	..	..	..	1,050 5 3	..
Sundry roads, Wellington	347	1 11	..	..	347 1 11	..	..	..	347 1 11	..
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	..
Karori Road	153	1 8	..	..	153 1 8	..	..	..	153 1 8	..
Carried forward	66,152	3 2	..	..	66,152 3 2	..	..	..	66,152 3 2	..

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

	Expenditure to 31st March, 1895.		Expenditure during 12 Months ended 31st March, 1896.		Total Expenditure to 31st March, 1896.		Liabilities on Authorities, Contracts, &c., 31st March, 1895.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward	243,171	16 8	35,528	12 11	278,700	9 7	18,419	6 9	297,119	16 4
MISCELLANEOUS ROADS AND BRIDGES—continued.										
WELLINGTON—continued.										
East Puketoi	2,681	8 0	..	..	2,681	8 0	..	..	2,681	8 0
Wellington Fruitgrowers' Association Block	1,353	11 1	79	8 11	1,433	0 0	..	..	1,433	0 0
Mecalickstone Farm Homestead Block	424	8 8	559	6 9	983	15 5	519	4 7	1,503	0 0
Christchurch Farm Homestead Block	267	7 2	788	9 8	1,055	16 10	17	3 2	1,073	0 0
Clifton Block .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Coonor Block	134	0 3	..	..	134	0 3	..	..	134	0 3
Kaitangata Block .. ..	..	..	..	..	..	..	595	0 0	595	0 0
Te Ngaue Block .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Puketoi—Aohoinga Block .. ..	..	..	85	4 11	85	4 11	114	15 1	200	0 0
Mangoira—Coal Creek .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Kaiparoro Block .. ..	..	..	924	4 9	924	4 9	249	15 3	1,174	0 0
Okotuku .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Ngaio Road .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Hunterville 1, 2, 3 .. ..	..	..	121	16 3	121	16 3	478	3 9	600	0 0
Raetihi—Ohura .. ..	..	..	1,449	15 8	1,449	15 8	123	15 5	1,573	11 1
Pipiriki—Waiouru .. ..	..	..	2,500	17 10	2,500	17 10	634	2 2	3,135	0 0
Waimarino .. ..	..	..	498	1 0	498	1 0	611	19 0	1,110	0 0
Ohingaiti—Tokaanu .. ..	..	..	1,713	14 8	1,713	14 8	309	18 2	2,023	12 10
Rangitikei Bridge (Mangaweka) .. ..	..	..	8	4 7	8	4 7	491	15 5	500	0 0
Taihape—Paingaroa .. ..	..	..	890	12 0	890	12 0	..	..	890	12 0
Vinegar Hill Road .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Rangitikei Bridge, Vinegar Hill, £1 for £1 .. ..	..	..	1,424	0 0	1,424	0 0	76	0 0	1,500	0 0
Conspicuous Road .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Mangawharariki .. ..	..	..	3,919	1 11	3,919	1 11	187	3 7	4,106	5 6
Makairo—Kumeroa .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Tiraumea North .. ..	..	..	381	14 5	381	14 5	18	5 7	400	0 0
Waewaepa, £1 for £1 .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Tiraumea Bridge, subsidy, Hull's Crossing .. ..	..	..	238	10 0	238	10 0	261	10 0	500	0 0
Tiraumea River Road—Pa Valley Road .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Mangaone Valley .. ..	..	..	49	17 1	49	17 1	50	2 11	100	0 0
Rising Sun Association .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Mauriceville roads, storm-damages .. ..	..	..	..	..	..	..	200	0 0	200	0 0
North Wairarapa, flood-damages, £1 for £1 .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Bowen's Road—Hastwell .. ..	..	..	..	..	..	..	50	0 0	50	0 0
Eketahuna—Alfredtown .. ..	..	..	..	..	..	..	50	0 0	50	0 0
Coonor Association .. ..	..	..	131	0 0	131	0 0	..	..	131	0 0
Mangaoronga Road .. ..	..	..	50	0 0	50	0 0	100	0 0	150	0 0
Mount Marchant Road, £1 for £1 .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Ruamahanga Bridge .. ..	..	..	150	0 0	150	0 0	50	0 0	200	0 0
Whiteman's Valley—Hutt .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Mecalickstone .. ..	..	..	76	6 4	76	6 4	38	13 8	115	0 0
Pahiatua—Palmerston .. ..	..	..	..	..	..	..	145	0 0	145	0 0
Hautapu .. ..	..	..	52	0 8	52	0 8	..	..	52	0 8
Ballance—Manawatu Gorge .. ..	..	..	0	7 5	0	7 5	699	12 7	700	0 0
Eketahuna County roads, flood-damage .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Totals—Wellington	248,032	11 10	51,921	7 9	299,953	19 7	27,491	7 1	327,445	6 8
NELSON:—										
Port to Stoke, Rocks Road	1,531	8 0	..	..	1,531	8 0	..	..	1,531	8 0
Roads, Lower Moutere, flood-damages	1,661	18 10	..	..	1,661	18 10	..	..	1,661	18 10
Bridge over Granity Creek	762	19 11	..	..	762	19 11	..	..	762	19 11
Bridge over Owen Creek	1,797	10 1	..	..	1,797	10 1	..	..	1,797	10 1
Horse-bridge over Matakaitaki	1,413	4 4	..	..	1,413	4 4	..	..	1,413	4 4
Bridge over Matiri River	2,841	16 0	..	..	2,841	16 0	..	..	2,841	16 0
Bridge over Inangahua, at Buller Junction	8,804	2 7	..	..	8,804	2 7	..	..	8,804	2 7
Bridges on road, Nelson to Reefton	9,795	10 2	..	..	9,795	10 2	..	..	9,795	10 2
Bridge over Little Grey, at Devery's	3,870	18 1	..	..	3,870	18 1	..	..	3,870	18 1
Bridge over Grey, at Cobden	4,971	8 5	..	..	4,971	8 5	..	..	4,971	8 5
Bridge over Waiau, in Amuri County	11,640	14 11	..	..	11,640	14 11	..	..	11,640	14 11
Bridge over Waiau, at Hamner Plain	14,937	18 4	..	..	14,937	18 4	..	..	14,937	18 4
Sandy Bay	300	0 0	..	..	300	0 0	..	..	300	0 0
Takaka to Riwaka, Collingwood	1,150	0 0	300	0 0	1,450	0 0	100	0 0	1,550	0 0
Nelson to Reefton, and Greymouth Bridges	13,731	15 1	..	..	13,731	15 1	..	..	13,731	15 1
Carried forward	79,211	4 9	300	0 0	79,511	4 9	100	0 0	79,611	4 9

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

	Expenditure to 31st March, 1895.		Expenditure during 12 Months ended 31st March, 1896.		Total Expenditure to 31st March, 1896.		Liabilities on Authorities, Contracts, &c., 31st March, 1896.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward	163,191	3 6	126 0 4		163,317	3 10	64 4 6		163,381	8 4
<i>MISCELLANEOUS ROADS AND BRIDGES—continued.</i>										
<i>WESTLAND—continued.</i>										
Kokatahi River to Hokitika River ..	970	0 0	..		970	0 0	..		970	0 0
Moeraki Crossing to Otumotu ..	1,510	18 5	..		1,510	18 5	..		1,510	18 5
Mount Bonar to Poerua 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
Teremakau to Bell Hill Road ..	1,986	16 0	..		1,986	16 0	..		1,986	16 0
Waikukupu to Cook's River Flat ..	1,000	0 0	..		1,000	0 0	..		1,000	0 0
Cook's River Flat ..	2,265	18 8	..		2,265	18 8	..		2,265	18 8
Cascade Valley Road ..	1,809	9 2	..		1,809	9 2	..		1,809	9 2
Pounamou to Teremakau ..	684	5 4	..		684	5 4	..		684	5 4
Mahitahi to Paringa ..	1,400	0 0	..		1,400	0 0	..		1,400	0 0
Hunt's Beach to Makawiho ..	539	1 6	..		539	1 6	..		539	1 6
Makawiho to Mahitahi ..	1,206	2 11	..		1,206	2 11	..		1,206	2 11
Jacob's River to Bruce Bay ..	340	17 6	..		340	17 6	..		340	17 6
Miscellaneous and engineering ..	851	5 4	37 11 9		888	17 1	39 4 5		928	1 6
Hungerford Bridge ..	230	0 0	..		230	0 0	..		230	0 0
Hunt's Beach to Manakaiau ..	149	3 0	..		149	3 0	..		149	3 0
Gillespie's Beach to Manakaiau ..	..	..	..		..	..	..		..	..
Lake Mapourika ..	238	1 9	189 11 6		427	13 3	110 8 6		538	1 9
Greenstone to Teremakau ..	583	8 10	2 8 11		585	17 9	147 11 1		733	8 10
Westland Ferry service (maintenance)	150	0 0	100 0 0		250	0 0	..		250	0 0
Stafford—Waimoa ..	25	0 0	459 8 9		484	8 9	215 11 3		700	0 0
Bell Hill to Mount Alexander ..	198	18 5	..		198	18 5	..		198	18 5
Woodstock to Mahinapua ..	..	..	389 14 3		389	14 3	60 5 9		450	0 0
Whitcombe Valley Track ..	41	1 6	244 17 0		285	18 6	214 1 6		500	0 0
Dawson's Road ..	..	..	49 5 3		49	5 3	125 14 9		175	0 0
Turnbull River Road ..	..	..	283 15 10		283	15 10	116 4 2		400	0 0
Waitaroa Bluff to Okarita Track ..	..	..	247 4 4		247	4 4	2 15 8		250	0 0
Hokitika southward ..	149	3 9	2,141 2 0		2,290	5 9	858 4 0		3,148	9 9
Haast Pass Track ..	309	19 5	765 5 8		1,075	5 1	347 15 7		1,423	0 8
Okarito River Bridge ..	..	..	..		..	..	300 0 0		300	0 0
Lower Arahura Bridge (repairs) ..	..	..	..		..	..	300 0 0		300	0 0
Mount Howe Track ..	..	..	..		..	..	100 0 0		100	0 0
Block 112, Kokatahi ..	..	..	..		..	..	150 0 0		150	0 0
Kokatahi ..	..	..	..		..	..	400 0 0		400	0 0
Great South Road ..	..	..	1,000 0 0		1,000	0 0	..		1,000	0 0
Grey County Roads (flood-damages)	..	..	265 0 0		265	0 0	35 0 0		300	0 0
Westland County Roads ..	..	..	260 0 0		260	0 0	..		260	0 0
Totals, Westland ..	182,230	15 0	6,561 5 7		188,792	0 7	3,587 1 2		192,379	1 9
<i>CANTERBURY:—</i>										
Bridge over Upper Waitaki ..	510	18 3	..		510	18 3	..		510	18 3
Bridge, Ashburton, subsidy ..	7,000	0 0	..		7,000	0 0	..		7,000	0 0
Christchurch to Hokitika (Bealey Valley)	1,778	11 1	..		1,778	11 1	..		1,778	11 1
Sundry roads, Canterbury ..	818	11 9	..		818	11 9	..		818	11 9
Waikari to Waitati ..	3,257	6 4	..		3,257	6 4	..		3,257	6 4
Summit Road ..	296	1 3	..		296	1 3	..		296	1 3
Mathias Pass Road ..	2,046	15 10	..		2,046	15 10	..		2,046	15 10
To Upper Ashley over Kuku Pass ..	8,630	4 8	..		8,630	4 8	..		8,630	4 8
Irrigation works, Eyre & Waimakariri	3,400	0 0	..		3,400	0 0	..		3,400	0 0
Oxford Bush to Upper Ashley ..	3,996	2 3	..		3,996	2 3	..		3,996	2 3
Burke's Pass, Mackenzie County ..	249	18 10	..		249	18 10	..		249	18 10
To deferred-payment lands, Teviotdale	1,764	4 11	..		1,764	4 11	..		1,764	4 11
To deferred-payment lands, Waikari	784	19 1	..		784	19 1	..		784	19 1
To village & deferred-payment blocks	1,399	15 10	..		1,399	15 10	..		1,399	15 10
Blackford to Redcliffe ..	600	0 0	..		600	0 0	..		600	0 0
Blackhills Road ..	970	0 0	..		970	0 0	..		970	0 0
Road to Mount Cook and Glaciers ..	2,186	9 8	..		2,186	9 8	..		2,186	9 8
Wahao to Hakateramea ..	863	8 5	..		863	8 5	..		863	8 5
Mount Grey Downs ..	468	0 0	..		468	0 0	..		468	0 0
Glentui Road ..	683	5 4	..		683	5 4	..		683	5 4
Ohau Bridge, £1 for £1 ..	800	0 0	..		800	0 0	..		800	0 0
Village-settlement roads ..	172	5 0	..		172	5 0	..		172	5 0
Chertsey Village Settlement water-supply	23	0 0	..		23	0 0	..		23	0 0
Waimate Reserves ..	363	11 4	..		363	11 4	..		363	11 4
Miscellaneous and engineering ..	2,270	5 2	..		2,270	5 2	12 12 5		2,282	17 7
Pukaki to Mount Cook ..	1,137	12 2	21 3 6		1,158	15 8	78 16 6		1,237	12 2
Peninsula Road, Akaroa, £1 for £1	375	0 0	..		375	0 0	..		375	0 0
Lake Ellesmere drainage ..	753	17 4	..		753	17 4	..		753	17 4
Cheviot Estate: Expenses incurred prior to opening Cheviot Estate Account	3,536	12 1	..		3,536	12 1	..		3,536	12 1
Akaroa Head Lighthouse Road ..	69	10 0	30 10 0		100	0 0	..		100	0 0
Carried forward ..	51,206	6 7	51 13 6		51,258	0 1	91 8 11		51,349	9 0

TABLE No. 4—continued.

STATEMENT showing the EXPENDITURE on ROADS, &c.—continued.

—	Expenditure to 31st March, 1895.		Expenditure during 12 Months ended 31st March, 1896.		Total Expenditure to 31st March, 1896.		Liabilities on Authorities, Contracts, &c., 31st March, 1896.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward	51,206	6 7	51 13	6	51,258	0 1	91 8	11	51,349	9 0
MISCELLANEOUS ROADS AND BRIDGES—										
<i>continued—</i>										
CANTERBURY— <i>continued.</i>										
Roads to Co-operative Dairy Factories, Akaroa .. ..	..		..		..		300	0 0	300	0 0
Reserve 1496, Ashburton .. ..	..		45	0 0	45	0 0	55	0 0	100	0 0
Cliff Road .. ..	..		..		..		200	0 0	200	0 0
Contribution towards erection of Pukaki Bridge, £1 for £1	500	0 0	350	0 0	850	0 0	..		850	0 0
Fairlie to Pukaki .. ..	..		250	0 0	250	0 0	50	0 0	300	0 0
Pukaki to Omarama .. ..	..		250	0 0	250	0 0	50	0 0	300	0 0
Oxford Bush Road extension .. ..	..		..		..		300	0 0	300	0 0
Tengawai, £1 for £1 .. ..	..		..		..		100	0 0	100	0 0
Pareora Bridge .. ..	..		..		..		500	0 0	500	0 0
Haehaetemoana .. ..	..		150	0 0	150	0 0	..		150	0 0
Waipara—Cheviot .. ..	..		200	0 0	200	0 0	..		200	0 0
Ruapuna Block .. ..	..		..		..		106	0 0	106	0 0
Totals—Canterbury	51,706	6 7	1,296	13 6	53,003	0 1	1,752	8 11	54,755	9 0
OTAGO:—										
Maori Kaika Road, Otago Heads	881	8 6	150	0 0	1,031	8 6	..		1,031	8 6
Anderson's Bay	100	0 0	..		100	0 0	..		100	0 0
Green Island to Brighton	990	13 0	..		990	13 0	..		990	13 0
Bridge over Taieri, Main South Road	12,581	19 0	..		12,581	19 0	..		12,581	19 0
Bridges over Clutha at Beaumont and Roxburgh, grant-in-aid	16,403	13 2	..		16,403	13 2	..		16,403	13 2
Taieri Bridge, Otago, subsidy £1 for £3	499	1 0	..		499	1 0	..		499	1 0
Kaitangata to Wangaloa	500	0 0	..		500	0 0	..		500	0 0
Martin's Bay Settlement	200	0 0	..		200	0 0	..		200	0 0
To West Coast Sounds .. ..	..		..		..		..		..
Lake Te Anau—Sutherland Falls Track	1,925	8 7	265	5 6	2,190	14 1	69	12 2	2,260	6 3
Sundry roads and bridges, Otago	1,001	5 1	..		1,001	5 1	..		1,001	5 1
Queenstown Jetty	453	2 3	50	0 0	503	2 3	..		503	2 3
Martin's Bay to Lake Wakatipu	220	0 0	..		220	0 0	..		220	0 0
Henley protective river-works	250	0 0	..		250	0 0	..		250	0 0
Pomahaka Bridge, £1 for £1	350	0 0	..		350	0 0	..		350	0 0
Bridge over Kaikorai Stream	400	0 0	..		400	0 0	..		400	0 0
Waitati Road	342	13 8	77	13 11	420	7 7	120	18 1	541	5 8
Grant in aid of bridge at Kaikorai, on Main South Road	456	0 0	..		456	0 0	..		456	0 0
Tomahawk Road	200	0 0	..		200	0 0	..		200	0 0
Subsidy, Clutha Bridge	2,500	0 0	..		2,500	0 0	..		2,500	0 0
Warrington	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
Bridge over Clutha at Cromwell	2,946	7 6	..		2,946	7 6	..		2,946	7 6
Waitahuna Bridge	750	0 0	..		750	0 0	..		750	0 0
Native districts	735	5 11	..		735	5 11	..		735	5 11
Beaumont to Miller's Flat	6,000	0 0	..		6,000	0 0	..		6,000	0 0
Through Blocks VIII. and X., Bengel Run 106	1,000	0 0	..		1,000	0 0	..		1,000	0 0
.. ..	1,148	7 3	..		1,148	7 3	..		1,148	7 3
.. ..	500	0 0	..		500	0 0	..		500	0 0
.. ..	1,145	2 3	..		1,145	2 3	..		1,145	2 3
.. ..	1,500	0 0	..		1,500	0 0	..		1,500	0 0
.. ..	1,500	0 0	..		1,500	0 0	..		1,500	0 0
.. ..	1,500	0 0	..		1,500	0 0	..		1,500	0 0
.. ..	1,200	0 0	..		1,200	0 0	..		1,200	0 0
.. ..	3,000	0 0	..		3,000	0 0	..		3,000	0 0
.. ..	1,821	3 9	..		1,821	3 9	..		1,821	3 9
.. ..	5,002	0 0	..		5,002	0 0	..		5,002	0 0
.. ..	1,805	3 7	..		1,805	3 7	..		1,805	3 7
.. ..	604	15 0	..		604	15 0	..		604	15 0
.. ..	3,500	0 0	..		3,500	0 0	..		3,500	0 0
.. ..	2,129	11 4	50	0 0	2,179	11 4	200	0 0	2,379	11 4
.. ..	200	0 0	..		200	0 0	..		200	0 0
.. ..	175	0 0	..		175	0 0	..		175	0 0
.. ..	500	0 0	..		500	0 0	..		500	0 0
.. ..	1,261	0 0	..		1,261	0 0	..		1,261	0 0
.. ..	200	0 0	..		200	0 0	..		200	0 0
.. ..	260	0 0	..		260	0 0	..		260	0 0
.. ..	167	10 8	..		167	10 8	..		167	10 8
.. ..	1,240	0 0	..		1,240	0 0	..		1,240	0 0
.. ..	400	0 0	..		400	0 0	..		400	0 0
.. ..	100	0 0	..		100	0 0	..		100	0 0
.. ..	300	0 0	..		300	0 0	..		300	0 0
.. ..	75	0 0	..		75	0 0	..		75	0 0
Carried forward	86,621	11 6	592	19 5	87,214	10 11	390	10 3	87,605	1 2

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

	Expenditure to 31st March, 1895.		Expenditure during 12 Months ended 31st March, 1896.		Total Expenditure to 31st March, 1896.		Liabilities on Authorities, Contracts, &c., 31st March, 1896.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward	10,460	0 7	40,698	13 7	51,158	14 2	13,027	8 0	64,186	2 2
NATIVE LAND PURCHASES, ETC.—<i>continued</i>.										
Rotowhero <i>via</i> Waitapu to Wairakei .. ..	..	..	1,751	18 6	1,751	18 6	1,748	1 6	3,500	0 0
Rotorua—Te Teko .. ..	..	..	4,709	18 3	4,709	18 3	1,790	1 9	6,500	0 0
Opuatia .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Mangatangi Bridge .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Tuakau—Opuatia—Kahuruhuru .. ..	..	..	698	6 2	698	6 2	301	13 10	1,000	0 0
Tuakau Punt .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Awanui—Hicks Bay .. ..	..	..	306	2 3	306	2 3	193	17 9	500	0 0
Okahuatui—Tauwharetoi towards Galatea .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Opoiti Bridge .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Moawhango—Te Horo .. ..	..	..	6	9 8	6	9 8	343	10 4	350	0 0
Pukearuhe inland to Mohakatinibi .. ..	..	..	675	4 1	675	4 1	959	18 1	1,635	2 2
Taumatahoe .. ..	..	..	2,992	0 0	2,992	0 0	8	0 0	3,000	0 0
Ohura .. ..	..	..	700	0 0	700	0 0	..	..	700	0 0
Wanganui River Trust .. ..	..	..	600	0 0	600	0 0	400	0 0	1,000	0 0
Wanganui River steamer subsidy .. ..	..	..	375	0 0	375	0 0	87	10 0	462	10 0
Mangaonoho .. ..	..	..	34	2 0	34	2 0	115	18 0	150	0 0
Mangapapa .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Raetihi—Parapara .. ..	..	..	248	5 8	248	5 8	251	14 4	500	0 0
Mangawhero—Murimoto .. ..	..	..	218	9 1	218	9 1	81	10 11	300	0 0
To lands partially acquired, viz. :—										
Whakarewarewa .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Ngapaeruru .. ..	..	..	..	..	..	..	1,000	0 0	1,000	0 0
Okahukura Sm .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Okohereki Id .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Pirongia West .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Kinehaku East .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Maraekowhai	408	19 11	2,765	2 8	3,174	2 7	234	17 4	3,408	19 11
Taumatamahoe No. 2	0	18 0	..	..	0	18 0	..	..	0	18 0
Rangiwaia .. ..	..	..	..	..	..	..	500	0 0	500	0 0
To new purchases .. ..	..	..	167	1 0	167	1 0	..	..	167	1 0
Totals	10,869	18 6	56,946	12 11	67,816	11 5	25,294	1 10	93,110	13 3
Grand totals	3,772,195	3 9	240,374	7 7	4,012,569	11 4	155,791	19 9	4,168,361	11 1
ROADS ON GOLDFIELDS:—										
Subsidies towards the construction of roads and tracks in mining districts, and minor works for the development of minerals, upon a subscription of one-half being contributed	80,256	6 9	4,415	10 4	84,671	17 1	6,092	16 4	90,764	13 5
Roads to open up mineral lands	1,885	11 1	..	..	1,885	11 1	250	0 0	2,135	11 1
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
Opening Mokau River for development of coal-mine	552	8 0	..	..	552	8 0	..	..	552	8 0
Kuaotunu—Coromandel Road	740	0 0	230	0 0	970	0 0	..	..	970	0 0
Waikawau to Manaia	1,000	0 0	..	..	1,000	0 0	..	..	1,000	0 0
Tapu to Waikawau	750	10 0	..	..	750	10 0	..	..	750	10 0
Thames to Manaia	500	0 0	..	..	500	0 0	..	..	500	0 0
Whangamata Harbour to Reefs	141	10 6	..	..	141	10 6	..	..	141	10 6
Karangahake through Ohinemuri Gorge	1,000	0 0	..	..	1,000	0 0	..	..	1,000	0 0
Terehanga Gorge to Puhipuhi	800	0 0	..	..	800	0 0	..	..	800	0 0
Cabbage Bay to Port Charles	700	0 0	485	0 0	1,185	0 0	..	..	1,185	0 0
Tiki to Mahikarau	250	0 0	..	..	250	0 0	..	..	250	0 0
Kuaotunu to Mercury Bay	450	0 0	350	0 0	800	0 0	..	..	800	0 0
Karangahake and Waihi	468	15 0	..	..	468	15 0	..	..	468	15 0
Karangahake Bridge	6	5 6	..	..	6	5 6	..	..	6	5 6
Puriri to east side of range	490	18 3	106	1 3	596	19 6	..	..	596	19 6
Tiki to Waikawau	480	0 0	120	0 0	600	0 0	..	..	600	0 0
Hikutaia to Waihi Road	200	0 0	615	0 0	815	0 0	500	0 0	1,315	0 0
Waitekauri to New Find	250	0 0	..	..	250	0 0	..	..	250	0 0
Sylvia up Tararu Creek	150	0 0	..	..	150	0 0	..	..	150	0 0
Thames to Waikawau	585	11 7	265	0 0	850	11 7	250	0 0	1,100	11 7
Carried forward	97,657	16 8	6,586	11 7	104,244	8 3	7,092	16 4	111,337	4 7

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1896, and the LIABILITIES on that Date—continued.

LOCALITY AND NAME OF RACE.	EXPENDITURE.						LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.						
	Survey and Construction, 1870-95.		Grants, Subsidies, 1870-95.		Survey and Construction, 1895-96.		Grants, Subsidies, 1895-96.		Authorities on Construction.				Authorities on Grants, Subsidies.		Contracts.		Totals.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.			£	s. d.	£	s. d.	£	s. d.
Brought forward ..	314,589	3 6 22	072 13 0	3,512 0 3	2,116 10 1	1,116 5 3	3,730 15 1	..	..	..	..	..	..	4,847	0 4 347,137	7 2	
MIDDLE ISLAND—continued.																		
OTAGO PROVINCIAL DISTRICT—																		
Subsidies—																		
Arrow ..	4	6 2	612 10 0	..	..	..	..	..	..	..	..	..	..	..	612	10 0	
Beaumont and Tuapeka ..	..	..	640 0 0	..	..	..	..	..	..	..	..	..	..	..	644	6 2	
Carrick Range ..	9,249	13 1	200 0 0	..	..	..	..	..	..	..	..	..	..	9,249	13 1		
Mount Pisgah ..	..	..	2,956 14 0	..	..	..	..	..	..	..	..	..	..	..	200	0 0	
Lawrence Drainage-channel ..	..	..	1,150 0 0	..	..	..	..	..	..	..	..	..	..	..	2,956	14 0	
Ophir Tail-race ..	..	..	850 0 0	..	..	..	..	..	..	..	..	..	..	..	1,150	0 0	
Muddy Creek Channel ..	..	..	1,000 0 0	..	..	..	..	..	..	..	..	..	..	..	850	0 0	
St. Bathans ..	1,065	0 0	..	..	..	..	..	..	..	..	..	..	..	..	1,000	0 0	
Maerewhenua ..	20	0 0	..	..	..	..	..	..	..	..	..	..	..	..	1,065	0 0	
Artesian wells, Maniototo ..	900	8 7	..	..	..	..	..	..	..	..	..	..	..	..	20	0 0	
Improving water-supply, Oamaru ..	70,653	18 4	..	..	249	18 7	..	..	..	..	..	..	..	..	99	12 10	
Government Works—	11,263	1 0	..	..	..	..	..	..	..	..	..	..	..	..	70,653	18 4	
Mount Ida ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,263	1 0	
Waipori ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SOUTHLAND PROVINCIAL DISTRICT—																		
Subsidy—																		
Round Hill ..	..	..	133 19 4	..	..	..	..	..	..	..	..	..	..	..	133	19 4	
GENERAL—																		
Increased water-supply ..	580	4 0	100 0 0	..	..	..	..	..	..	..	..	..	..	..	630	4 0	
DEPARTMENTAL—																		
Salaries, travelling, advertising, &c. ..	6,720	6 8	..	..	..	..	..	..	..	..	..	..	..	..	6,720	6 8	
TOTALS ..	405,746	8 338,965	9 5	3,761 18 10	2,116 10 1	1,215 18 1	4,500 6 7	..	..	..	..	..	..	4,946	13 2,455,536	19 9	
SUMMARY.																		
NORTH ISLAND ..	80,708	19 3	..	..	1,524	5 4	82,233	4 7	..	..	235	14 8	..	235	14 8	82,458	19 3
MIDDLE ISLAND ..	405,746	8 338,965	9 5	3,761 18 10	2,116 10 1	1,215 18 1	4,500 6 7	..	..	..	3,730	15 1	..	4,946	13 2,455,536	19 9	
TOTALS ..	486,455	7 638,965	9 5	3,761 18 10	3,640 15 5	532,823	11 2	..	..	..	3,956	9 9	..	5,172	7 10,587,995	19 0	

Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1896, and the LIABILITIES on that Date.

—	Expenditure during 12 Months ended 31st March, 1895.			Expenditure during 12 Months ended 31st March, 1896.			Total Expenditure to 31st March, 1896.			Liabilities on 31st March 1896.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Assistance towards prospecting* ..	2,378	12	3	1,726	4	8	4,104	16	11	3,093	3	0	7,197	19	11
Purchase of diamond-drill ..	505	19	11	216	1	6	722	1	5	..	..	..	722	1	5
Prospecting deep levels, Thames,— Queen of Beauty Claim ..	..	..	..	..	..	..	..	..	..	7,000	0	0	7,000	0	0
Totals	2,884	12	2	1,942	6	2	4,826	18	4	10,093	3	0	14,920	1	4

* For expenditure prior to 31st March, 1894, see Roads on Goldfields, Table No. 4 (£2,630 16s. 2d.).

TABLE No. 6.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Public Works Fund to 31st March, 1896, and the LIABILITIES on that Date.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1896.	Total Expenditure and Liabilities.
	Poles.	Wire.		
Expenditure to the 31st March, 1895 .. ..	..	..	£ s. d.	£ s. d.
Telephone exchanges .. ..	..	..	699,021	17 9
Hamilton to Morrinsville .. ..	..	..	2,169	0 4
Awanui-Cape Maria van Diemen .. ..	..	..	353	12 2
Wangarei-Kiripaka	8	9	1,602	0 6
Wangarei-Poroki .. ..	..	..	209	16 6
Dargaville-Opanaki .. ..	..	..	47	13 6
Waihi-Waitekauri	3½	7½	391	5 2
Auckland-Onehunga .. ..	..	..	129	3 11
Driving Creek	0½	6½	18	0 0
Napier-Pohui .. ..	..	..	11	9 2
Wairoa-Nuhaka	1	2	0	10 0
Postmaster's house, Waipawa .. ..	..	..	1	0 0
Petane-Eskdale .. ..	..	..	0	18 0
Dannevirke-Mangatera .. ..	..	..	2	12 6
Ormond-Waimata Valley .. ..	..	..	1	16 9
Hutt-Hastings .. ..	..	171	11	13 6
Wanganui Racecourse .. ..	..	2	450	11 11
Bulls-Sanson .. ..	..	4	2	8 0
Masterton-Pahiatua .. ..	..	40	27	7 0
Tenui-Whakataki .. ..	..	..	62	5 0
Pemberton Extension .. ..	..	..	90	13 10
Taita Bureau .. ..	..	..	12	14 0
Cheltenham-Waituna .. ..	..	..	1	0 0
Feilding-Bunythorpe .. ..	..	..	72	7 8
Auckland-Paeroa .. ..	..	110	24	17 0
Auckland-Taupo .. ..	..	180	197	3 5
Fielding-Waituna West	10	10	90	15 1
Waitotara-Maxwelltown	0½	0½	108	19 9
Pahiatua-Eketahuna	16	32	9	11 6
Alton-Hurleyville	4	4	425	4 2
Cardiff extension	3	3	96	5 8
Apiti extension .. ..	..	10	11	18 8
Pohangina extension .. ..	..	10	171	13 5
Koromiko-Tuamarina .. ..	..	8	173	10 5
Blenheim-Kaikoura .. ..	..	..	36	8 9
Kaikoura-Christchurch .. ..	..	..	272	18 3
Blenheim-White's Bay .. ..	..	..	14	14 11
Blenheim-Port Underwood	7	7	79	2 6
Cape Campbell	10	20	138	16 9
Tinline Bridge .. ..	..	..	2	7 3
Flaxbourne extension	1½	1½	142	14 8
Nelson-Whakapuaka .. ..	..	..	23	13 6
O'Gilvie's .. ..	..	..	25	17 0
Cass-Castlehill .. ..	..	..	2	13 6
Hammer Plains	24	26	8	0 0
Cust-Bennett's .. ..	..	4	90	2 2
Wainui extension	6	8	11	3 4
Mayfield-Ruapuna .. ..	..	..	65	1 0
Tapuanui-Crookston	5½	7½	1	4 0
Cambrian's-Beck's	7	7	93	19 7
Mataura-Gore .. ..	..	8	83	16 9
Carried forward .. ..	..	..	6	1 7
			707,100	11 9

TABLE No. 6—continued.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Public Works Fund—continued.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1896.	Total Expenditure and Liabilities.
	Poles.	Wire.		
Brought forward .. .. .	..	..	707,100 11 9	
Wedderburn .. .. .	..	7	15 7 6	
Invercargill-Mataura	4	125	18 12 9	
Hyde-Rock and Pillar .. .. .	..	8	19 12 4	
Hyde-Albert Town .. .. .	..	..	5 3 6	
Eweburn .. .. .	..	..	15 7 6	
Closeburn .. .. .	..	..	2 4 0	
Luggate	0½	0½	6 4 3	
Lumsden-Balfour	10	10	200 9 10	
Orepuki-Puysegur .. .. .	..	..	49 6 11	
The Camp	1½	10	14 19 10	
Oterangi Bay No. 1	12	12	268 18 4	
Oterangi Bay No. 2 .. .. .	..	12	54 15 5	
Cook Strait cable .. .. .	..	..	1,584 5 10	
No. 2 cable .. .. .	..	..	859 15 2	
Purchase 32-knots cable .. .. .	..	..	4,203 11 3	
Purchase of material (including poles and arms) .. .. .	..	..	20,140 6 9	
				734,559 12 11
Total expenditure .. .. .	..	..	..	734,559 12 11
Liabilities to 31st March, 1896 .. .. .	..	..	..	4,000 0 0
Total expenditure and liabilities .. .. .	..	..	..	£738,559 12 11

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1896, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1895.	Expenditure for Year ended 31st March, 1896.	Total Expenditure to 31st March, 1896.	Liabilities on Authorities, Contracts, &c., 31st March, 1896.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial	294,832 14 1	27,341 3 4	322,173 17 5	8,917 12 3	331,091 9 8
Postal and Telegraphic	158,184 3 0	6,193 12 3	164,327 15 3	2,079 8 4	166,407 3 7
Customs	5,872 2 10	646 17 0	6,518 19 10	7 14 5	6,526 14 3
Offices for Public Departments	187,343 15 5	3,435 7 10	190,779 3 3	1,503 16 1	192,282 19 4
Lunatic Asylums	363,131 6 3	10,934 16 8	374,066 2 11	8,628 11 7	382,694 14 6
School-buildings	857,013 1 3	20,000 0 0	877,013 1 3	..	877,013 1 3
Hospitals	41,183 10 7	6,560 9 11	47,744 0 6	1,889 10 1	49,133 10 7
Quarantine Stations	3,833 19 3	..	3,833 19 3	..	3,833 19 3
Survey	543 4 5	..	543 4 5	..	543 4 5
Parliament Buildings	20,993 17 8	..	20,993 17 8	..	20,993 17 8
Government House, Wellington	1,183 8 7	..	1,183 8 7	..	1,183 8 7
Agricultural	996 6 11	1,127 4 10	2,123 11 9	518 5 6	2,641 17 3
Miscellaneous	9,838 14 10	..	9,838 14 10	..	9,838 14 10
Totals.. .. .	1,944,900 5 1	76,239 11 10	2,021,139 16 11	23,044 18 3	2,044,184 15 2

TABLE No. 8.

STATEMENT showing the EXPENDITURE ON LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Public Works Fund to 31st March, 1896, and the LIABILITIES on that Date.

	Total Net Expenditure to 31st March, 1895.	Net Expenditure during 12 Months ended 31st March, 1896.	Total Expenditure to 31st March, 1896.	Liabilities on Authorities, Contracts, &c., to 31st March, 1896.	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 Kidnappers .. .. .	..	43 0 0	43 0 0	2,060 0 0	2,103 0 0
Cape Maria van Diemen	7,028 14 8	..	7,028 14 8	..	7,028 14 8
Cape Palliser .. .. .	..	70 14 9	70 14 9	2,857 7 9	2,928 2 6
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
Cuvier Island	7,405 9 11	..	7,405 9 11	..	7,405 9 11
French Pass Beacon	668 15 8	..	668 15 8	..	668 15 8
French Pass	1,427 17 5	..	1,427 17 5	..	1,427 17 5
Hokitika	801 9 7	..	801 9 7	..	801 9 7
Jackson's Reef Beacon	3,180 0 5	..	3,180 0 5	..	3,180 0 5
Kaipara	5,571 8 0	..	5,571 8 0	..	5,571 8 0
Manukau Heads	600 13 11	..	600 13 11	..	600 13 11
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	9,324 14 7	120 12 1	9,445 6 8	22 4 11	9,467 11 7
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
Total Lighthouses	128,819 8 3	234 6 10	129,053 15 1	4,939 12 8	133,993 7 9
HARBOUR WORKS.					
Wharf at Howick .. .. .	..	956 16 7	956 16 7	223 16 8	1,180 13 3
Pollock Wharf, Manukau	150 0 0	..	150 0 0	..	150 0 0
Whangarei Heads Wharf	600 0 0	..	600 0 0	..	600 0 0
Matakana Wharf	556 10 3	..	556 10 3	..	556 10 3
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	328 0 0	..	328 0 0	..	328 0 0
Castlepoint Jetty	51 14 1	..	51 14 1	..	51 14 1
Kaikoura Jetty and Harbour	2,912 16 10	..	2,912 16 10	..	2,912 16 10
Pictou, removal of old wharf	94 0 0	..	94 0 0	..	94 0 0
Nelson, dredging harbour	650 11 11	2,136 16 3	2,787 8 2	27 10 8	2,814 18 10
Collingwood Harbour	745 18 8	..	745 18 8	..	745 18 8
Karamea Wharf	75 0 0	..	75 0 0	..	75 0 0
Westport Harbour	14,110 18 7	..	14,110 18 7	..	14,110 18 7
Greymouth Harbour	127,233 19 6	..	127,233 19 6	..	127,233 19 6
Hokitika Harbour	56,500 0 0	..	56,500 0 0	..	56,500 0 0
Lyttelton, reclamation works, Sticking Point .. .. .	..	767 0 11	767 0 11	357 2 9	1,124 3 8
Timaru Harbour	100,000 0 0	..	100,000 0 0	..	100,000 0 0
Martin's Bay, removal of rock	5 0 0	..	5 0 0	..	5 0 0
Port Levy Jetty	250 0 0	..	250 0 0	..	250 0 0
Toitois Jetty	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Balelutha Jetty	250 0 0	..	250 0 0	..	250 0 0
Catlin's River, removal of rocks	277 19 0	..	277 19 0	..	277 19 0
Catlin's River Jetty	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
Raising dredge "Hapuka"	777 7 9	..	777 7 9	..	777 7 9
Miscellaneous	400 0 0	..	400 0 0	..	400 0 0
Total Harbour Works	310,757 0 0	3,860 13 9	314,617 13 9	608 10 1	315,226 3 10
HARBOUR DEFENCES.					
Guns	147,768 18 10	..	147,768 18 10	..	147,768 18 10
Ammunition	24,531 6 7	..	24,531 6 7	..	24,531 6 7
War Office stores	9,933 10 9	..	9,933 10 9	..	9,933 10 9
Torpedo boats and torpedoes	20,203 13 7	..	20,203 13 7	..	20,203 13 7
Submarine mining stores	17,665 2 2	..	17,665 2 2	..	17,665 2 2
Miscellaneous	18,009 5 10	..	18,009 5 10	..	18,009 5 10
Works in colony	195,813 3 1	3,314 8 9	199,127 11 10	1,025 16 5	200,153 8 3
Land for dépôts and batteries	36,601 15 5	..	36,601 15 5	..	36,601 15 5
Total Harbour Defences	470,526 16 3	3,314 8 9	473,841 5 0*	1,025 16 5	474,867 1 5
Grand total	910,103 4 6	7,409 9 4	917,512 13 10	6,573 19 2	924,086 13 0

* In addition to the above expenditure on Harbour Defences out of Public Works Fund, the following amounts were spent out of Consolidated Fund during the year 1889-90; £8,458 16s. 1d.; 1890-91, £8,920 10s. 10d.; 1891-92, £2,140 5s.; making the total expenditure from all sources, £492,760 16s. 11d.

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1896.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR
1895-96.*Prepared in compliance with Section 8 of "The Public Works Act, 1894."*

Public Works Department, Wellington,

10th September, 1896.

SIR,—

In compliance with the 8th section of "The Public Works Act, 1894," I enclose a statement of the expenditure during the preceding financial year on all works and services chargeable to the Public Works Fund.

I have, &c.,

WM. HALL-JONES,

Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT OF NET EXPENDITURE on all WORKS and SERVICES chargeable to the PUBLIC WORKS
FUND for the Year 1895-96.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
			£	£ s. d.	£ s. d.	£ s. d.
PUBLIC WORKS FUND.						
PART I.						
I.	75	Immigration	257	390 9 0	400 0 0	Cr. 9 11 0
II.	76	Public Works, Departmental	10,000	15,590 18 1	3,091 8 1	12,499 10 0
III.	77-92	Railways	180,550	183,705 17 8	7,482 5 11	176,223 11 9
IV.	93-96	Roads	79,631	75,233 10 3	8,518 7 2	66,715 3 1
V.	97	Development of Goldfields	20,750	9,345 0 5	..	9,345 0 5
VI.	98	Purchase of Native Lands	1,000	..	..	..
VII.	99	Telegraph Extension	30,000	36,556 14 10	1,018 19 8	35,537 15 2
VIII.	100-107	Public Buildings	96,985	76,356 0 9	116 8 11	76,239 11 10
IX.	108-110	Lighthouses, Harbour-works, and Harbour Defences	15,300	7,418 0 4	8 11 0	7,409 9 4
X.	111	Rates on Native Lands	750	340 1 5	..	340 1 5
XI.	112	Contingent Defence	5,000	5,000 0 0	..	5,000 0 0
		Unauthorised .. .. .	..	10,288 19 7	10,000 0 0	288 19 7
		Total Part I.	440,223	420,225 12 4	30,636 0 9	389,589 11 7
PART II.						
I.	113	Public Works, Departmental	1,800	1,800 0 0	..	1,800 0 0
II.	114, 115	Railways	35,000	20,903 5 4	21 8 0	20,881 17 4
		Total Part II.	36,800	22,703 5 4	21 8 0	22,681 17 4
		Total Public Works Fund	477,023	442,928 17 8	30,657 8 9	412,271 8 11

Public Works Department, 10th September, 1896.

G. J. CLAPHAM,
Accountant.H. J. H. BLOW,
Under-Secretary.

Examined and found correct.

J. K. WARBURTON,
Controller and Auditor-General.

(Details on next page.)

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
		£	£ s. d.	£ s. d.	£ s. d.
PUBLIC WORKS FUND.					
PART I.					
75	Immigration— Immigration	257	390 9 0	400 0 0	<i>Cr.</i> 9 11 0
76	Public Works, Departmental— Public Works, Departmental	10,000	15,590 18 1	3,091 8 1	12,499 10 0
Railways—					
77	Whangarei-Kamo Extension	8,000	7,455 8 1	77 18 4	7,377 9 9
78	Kaihu Valley Railway Extension	3,000	3 11 0	..	3 11 0
79	Helensville Northwards	6,000	2,896 6 0	..	2,896 6 0
80	Grahamstown-Te Aroha	7,000	7,432 6 10	48 5 0	7,384 1 10
81	Putaruru-Rotorua	2,000	1,248 10 5	..	1,248 10 5
82	Eketahuna-Woodville	25,000	20,612 0 9	35 0 11	20,576 19 10
83	Midland Railway	10,000	5,881 15 10	13 19 4	5,867 16 6
84	Greymouth-Hokitika	6,000	5,096 14 8	..	5,096 14 8
85	Fernhill Railway Purchase	1,150	1,150 0 0	..	1,150 0 0
86	Otago Central	25,000	29,176 8 1	0 2 0	29,176 6 1
87	Catlin's River	7,000	8,696 14 2	33 5 5	8,663 8 9
88	Seaward Bush	8,000	9,164 8 8	..	9,164 8 8
89	Land-claims, &c.	1,500	3,153 8 7	3 10 0	3,149 18 7
90	Surveys, New Lines of Railway	700	214 2 4	3 0 0	211 2 4
91	Permanent-way, &c.	30,200	42,961 16 10	7,192 9 11	35,769 12 11
92	Additions to Open Lines	40,000	38,562 5 5	75 1 0	38,487 4 5
		180,550	183,705 17 8	7,482 5 11	176,223 11 9
Roads—					
93	Main Roads	25,130	31,454 5 1	3,495 2 4	27,959 2 9
94	Miscellaneous Roads and Bridges	23,060	22,033 7 2	4,958 0 1	17,075 7 1
95	Local Bodies	410	168 3 0	..	168 3 0
96	Roads on Goldfields	31,031	21,577 15 0	65 4 9	21,512 10 3
		79,631	75,233 10 3	8,518 7 2	66,715 3 1
97	Development of Goldfields— Development of Goldfields	20,750	9,345 0 5	..	9,345 0 5
98	Purchase of Native Lands— Purchase of Native Lands	1,000	..	..	..
99	Telegraph Extension— Telegraph Extension	30,000	36,556 14 10	1,018 19 8	35,537 15 2
Public Buildings—					
100	General	3,400	3,440 7 10	5 0 0	3,435 7 10
101	Judicial	33,715	27,430 18 4	89 15 0	27,341 3 4
102	Postal and Telegraph	10,890	6,209 14 3	16 2 0	6,193 12 3
103	Customs	600	646 17 0	..	646 17 0
104	Lunatic Asylums	17,800	10,940 8 7	5 11 11	10,934 16 8
105	School-buildings	20,000	20,000 0 0	..	20,000 0 0
106	Agricultural	2,180	1,127 4 10	..	1,127 4 10
107	Hospitals, &c.	8,400	6,560 9 11	..	6,560 9 11
		96,985	76,356 0 9	116 8 11	76,239 11 10
Lighthouses, Harbour Works, and Harbour Defences—					
108	Lighthouses	7,050	234 6 10	..	234 6 10
109	Harbour Works	4,250	3,869 4 9	8 11 0	3,860 13 9
110	Harbour Defences	4,000	3,314 8 9	..	3,314 8 9
		15,300	7,418 0 4	8 11 0	7,409 9 4
111	Rates on Native Lands— Rates on Native Lands	750	340 1 5	..	340 1 5
112	Contingent Defence— Contingent Defence	5,000	5,000 0 0	..	5,000 0 0
	Unauthorised— Services not provided for .. .. .	..	10,288 19 7	10,000 0 0	288 19 7
	Total Public Works Fund, Part I.	440,223	420,225 12 4	30,636 0 9	389,589 11 7
PART II.					
113	Public Works, Departmental— Public Works, Departmental	1,800	1,800 0 0	..	1,800 0 0
Railways—					
114	Marton-Te Awamutu	34,000	20,390 1 7	21 8 0	20,368 13 7
115	Surveys	1,000	513 3 9	..	513 3 9
		35,000	20,903 5 4	21 8 0	20,881 17 4
	Total Public Works Fund, Part II.	36,800	22,703 5 4	21 8 0	22,681 17 4
	TOTAL PUBLIC WORKS FUND	477,023	442,928 17 8	30,657 8 9	412,271 8 11

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, 1896, prepared in terms of Section 38, Part IV., of "The Public Revenues Act, 1891," and forwarded, as therein provided, to the Audit Office.

Class.	Votes.	Summary.	Total.
PUBLIC WORKS FUND.			
PART I.			
III.	77-92	Railways	£ 80,606 17 0
VIII.	100-107	Public Buildings	23,044 18 3
IX.	108-110	Lighthouses, Harbour Works, and Harbour Defences	6,573 19 2
			110,225 14 5
PART II.			
II.	114, 115	Railways	16,391 5 11
			126,617 0 4
CONSOLIDATED FUND.			
XII.	59, 62	Public Buildings and Inspection of Machinery	108 14 4
Vote No.	Name of Vote.		Total.
PUBLIC WORKS FUND.			
PART I.			
77	Whangarei-Kamo Extension		£ 3,928 19 5
78	Kaihu Valley Railway Extension		565 14 0
79	Helensville Northwards		6,809 0 9
80	Grahamstown-Te Aroha		5,321 18 2
81	Putaruru-Rotorua		63 12 0
82	Eketahuna-Woodville		18,457 13 3
83	Midland Railway, Otiira Section		4,900 11 3
	Belgrove Section		2,241 10 9
84	Greymouth-Hokitika		582 16 7
85	Fernhill Railway Purchase		
86	Otago Central		14,751 0 7
87	Catlin's River		2,359 2 4
88	Seaward Bush		9,484 9 9
89	Land-claims and other old Liabilities, &c.		22 5 7
90	Surveys of New Lines of Railway		444 16 9
91	Permanent-way, Sleepers, and Rolling-stock		9,160 10 3
92	Additions to open Lines		1,512 15 7
			80,606 17 0
Public Buildings—			
100	General		1,503 16 1
101	Judicial		8,917 12 3
102	Postal and Telegraph		2,079 8 4
103	Customs		7 14 5
104	Lunatic Asylums		8,628 11 7
106	Agricultural		518 5 6
107	Hospitals and other Charitable Institutions		1,389 10 1
			23,044 18 3
Lighthouses, Harbour Works, and Harbour Defences—			
108	Lighthouses		4,939 12 8
109	Harbour Works		608 10 1
110	Harbour Defences		1,025 16 5
			6,573 19 2
Total, Part I.			110,225 14 5
PART II.			
Railways—			
114	Marton-Te Awamutu, North Island Main Trunk Railway		16,175 8 10
115	Surveys		215 17 1
			16,391 5 11
Total, Public Works Fund.. .. .			126,617 0 4
CONSOLIDATED FUND.			
59	Public Buildings.. .. .		107 14 4
62	Inspection of Machinery		1 0 0
			108 14 4

G. J. CLAPHAM,
Accountant.

H. J. H. BLOW,
Under-Secretary.

APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1895, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1896.

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 13, 1890	Helensville Northwards	Makarau ..	..	9 6 0	0 40 0	John McLean and Son	March 1, 1892	..	26,616 0 0	
Jan. 25, 1894	Ekatahuna-Woodville	Mangatainoka Bridge	..	..	..	George Scott	Dec. 19, 1895	..	8,867 10 1	
April 11, 1895	"	70,000ft. Bridge, Timber	..	..	..	John Henry's Executors	Feb. 11, 1896	..	452 13 4	
April 11, "	"	288,000ft. Bridge, Timber	..	..	..	Henry Carlson	Feb. 11, "	..	978 14 6	
Dec. 2, "	"	Timber and Joinery, Newman Station-buildings	..	..	..	Henry Carlson	Dec. 30, 1895	May 9, 1896	296 12 10	
April 8, "	Otago Central	100,000 Bricks, Hyde Tunnel	..	..	..	C. and W. Shiel	..	Sept. 30, 1895	249 18 0	
Nov. 9, "	"	Bridge, Timber and Piles	..	..	..	Murray, Arnold and Co.	Nov. 9, "	Mar. 11, 1896	377 4 1	
Nov. 18, "	"	Plate Girders, Capburn Section	..	..	..	J. and A. Anderson	July 18, 1896	..	950 18 9	
Jan. 21, 1896	"	Bridge over Tateri River	..	..	..	Fraser and Morley	July 21, 1897	..	7,716 10 0	
March 16, 1895	Seaward Bush	Mataura Bridge	..	..	..	J. and A. Anderson	May 16, 1896	..	6,486 16 2	
June 21, "	"	Bridge, Piles	..	..	..	Murray, Arnold and Co.	Sept. 27, 1895	Nov. 12, 1895	767 16 0	
July 4, "	"	Timber for Flood Openings	..	..	..	Mace and Holland	Oct. 10, "	Nov. 20, "	396 10 0	

RAILWAYS.

APPENDIX C—continued.
SCHEDULE of CONTRACTS CURRENT on the 1st April, 1895, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1896.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
PUBLIC BUILDINGS.						
AUCKLAND.						
Jan. 28, 1895	Police-station, Aratapu ..	J. Nixon and C. Rosinsky, Aratapu	April 18, 1895	April 29, 1895	£ s. d. 316 12 0	
July 19, "	Supply of Timber for Howick Wharf ..	T. M. Lane and W. Brown, Whangaroa	Oct. 19, "	Nov. 26, "	587 19 10	
Sept. 11, "	Timber and Joinery, Paeroa Railway-station Buildings	Macklow Brothers, Auckland	Nov. 11, "	Nov. 30, "	332 19 1	
Sept. 11, "	Timber and Joinery, Paeroa Railway-station Buildings	J. McAndrew, Paeroa ..	Nov. 11, "	Jan. 11, 1896	275 10 11	
Oct. 15, "	Ruatoki Native School ..	E. J. Robinson, Tauranga	Feb. 15, 1896		668 0 0	
Oct. 16, "	460,000 Bricks for Auxiliary, Asylum ..	J. J. Craig, Auckland ..	April 16, "		1,058 0 0	
Dec. 9, "	Timber and Joinery for Auxiliary, Asylum ..	The Kauri Timber Company, Auckland	Feb. 9, "		1,381 5 3	
Feb. 6, 1896	Police-station, Mongonui ..	George Gorton ..	April 16, "		247 0 0	
TARANAKI.						
April 11, 1895	Painting Government Buildings, New Plymouth ..	Oakey, Arnold, and Earp, New Plymouth	May 23, 1895	Aug. 16, 1895	136 18 1	
April 11, "	Alterations and Repairs, Government Buildings New Plymouth	W. F. Brooking, New Plymouth	May 9, "	Aug. 16, "	203 13 0	
April 11, "	Timber-supply for Carpenters' work, Stratford Courthouse ..	H. Brown and Co., Inglewood ..	As per specification	Aug. 19, "	97 19 4	
May 14, "	Joinery-supply, Stratford Courthouse ..	New Plymouth Sash- and Door-factory Company	Ditto		211 18 5	
July 6, "	Joiners' Materials, Stratford Post-office ..	Ditto	"	Dec. 15, "	201 3 9	
July 19, "	Carpenters' Materials for Hawera Courthouse	"	"	Nov. 18, "	83 12 0	
Jan. 28, 1896	Joiners' Timber-supply for Joiners' work, Post- and Telegraph-office, Hawera	"	"		110 17 0	
March 14, "	" Carpenters' work, "	G. Syme, Hawera	"		338 2 0	
March 14, "	" Carpenters' work, "	"	"		262 11 1	
March 14, "	" Carpenters' work, "	"	"		238 1 3	
HAWKE'S BAY.						
March 14, 1895	Furniture for Supreme Court, Gisborne ..	T. Townley, Gisborne ..	May 7, 1895	July 15, 1895	179 4 3	
July 19, "	Timber- and Joinery-supply, Napier Police-station	R. Holt, Napier	June 15, "	Aug. 16, "	441 19 1	
WELLINGTON.						
June 25, 1895	Installation of Electric Light, Departmental Buildings, Wellington	J. Dawson, Wellington	June 25, 1895	Aug. 12, 1895	526 15 0	
Aug. 27, "	Police-station, Te Nui ..	J. Montgomery, Masterton	Nov. 27, "	Dec. 13, "	351 12 6	
Aug. 1, "	Carpenters' Materials, Wanganui Police-station ..	W. G. Bassett, Wanganui	As per specification	Sept. 30, "	131 15 1	
Sept. 7, "	Joiners' "	Wanganui Sash- and Door-factory, Wanganui	Ditto	Dec. 17, "	429 12 6	
Nov. 27, "	Accumulator Plant, Porirua Asylum ..	R. T. Turnbull, Wellington	May 27, 1896		359 0 0	
Jan. 21, 1896	Timber for Government Printing-office ..	Stewart and Co., Wellington	May 21, "		505 19 9	
Mar. 26, "	36 Cast-iron Columns for Government Printing-office	S. Luke and Co. (Limited), Wellington	June 4, "		217 0 0	

APPENDIX C—continued.
SCHEDULE of CONTRACTS CURRENT on the 1st April 1895, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1896—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.	
Aug. 21, 1895	Police-sergeant's House, Nelson	NELSON.	..	..	£ 392	s. 11	d. 3
Feb. 28, 1895	Repairs to Buildings, Cable-station, White's Bay, Marlborough	MARLBOROUGH.	..	..	107	1	6
Feb. 14, 1895	Drying-closet, Fittings, Laundry, Seaciff Asylum	CANTERBURY.	..	..	245	0	0
March 1, "	Additions and Repairs, Police-station, Courthouse, &c., Timaru	..	..	..	278	0	0
April 19, "	Drying-closet, Fittings, Laundry, Sunnyside	..	..	..	146	4	6
May 28, "	Leay-library, Christchurch	..	..	..	1,159	19	10
July 1, "	Post- and Telegraph-office, Cheviot	..	..	..	645	11	1
Feb. 18, 1896	Stock Inspector's House, Fairlie Creek	..	..	..	359	17	3
Feb. 13, 1895	Police-station, Waitahuna	OTAGO.	..	..	336	14	0
Jan. 15, "	Post-office, Tapanui	..	..	..	293	6	0
March 29, "	Bricks for new Gaol (384,500), Dunedin	..	..	..	663	5	3
March 19, "	" " " (384,500), " " "	..	..	..	663	5	3
April 8, "	Alterations to Postmaster's Residence, Tapanui	..	..	..	75	3	2
April 19, "	Erection of new Post-office and Alterations to Postmaster's Residence, Queenstown	..	..	..	516	11	2
May 13, "	Erection of Courthouse, Arrowtown	..	..	..	329	15	0
June 22, "	Iron Sashes, &c., New Gaol, Dunedin	..	..	..	512	18	4
July 5, "	Timber for Carpenters' and Joiners' Work, Dunedin Gaol	..	..	..	668	6	0
Nov. 9, "	Erection of Courthouse, St. Bathans	..	..	..	373	17	6
Aug. 21, 1895	J. and E. Webley, Nelson	..	Nov.	Nov. 30, 1895	..	..	..
May 11, 1895	R. Brewer & W. M. Hay, Blenheim	..	May	May 6, 1895	..	..	..
March 30, 1895	Scott Brothers, Christchurch	..	March	June 12, 1895	..	..	..
May 16, "	James Craigie, Timaru	..	May	May 30, "	..	..	..
June 7, "	John Anderson, Christchurch	..	June	June 14, "	..	..	..
Oct. 28, "	J. and W. Jamieson, Hazeldean	..	Oct.	Dec. 3, "	..	..	..
Dec. 1, "	A. H. Webb, Christchurch	..	Dec.	Dec. 7, "	..	..	..
June 18, 1896	Thomas Foden	..	June	..	..	..	..
May 9, 1895	George France, Dunedin	..	May	May 9, 1895	..	..	..
April 14, "	C. Sparrow and Co., Dunedin	..	April	April 11, "	..	..	..
May 21, "	C. J. and W. J. Gore, Dunedin	..	May	..	..	..	..
May 21, "	C. A. and W. J. Shiel, Dunedin	..	May	June 5, 1895	..	..	..
May 20, "	C. Sparrow and J. Sanders, Tapanui	..	May	June 10, 1895	..	..	..
Aug. 19, "	George France, Dunedin	..	Aug.	Aug. 19, "	..	..	..
Aug. 13, "	John Salmond, Queenstown	..	Aug.	Oct. 2, "	..	..	..
As per specification	Cossens and Black	..	..	Jan. 31, 1896	..	..	..
Aug. 2, 1895	C. M. Howison, Dunedin	..	Aug.	..	..	..	..
Feb. 9, 1895	C. Sparrow, Dunedin	..	Feb.	..	..	..	..

APPENDIX C—continued.
 SCHEDULE of CONTRACTS CURRENT on the 1st April, 1895, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1896—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
MISCELLANEOUS.						
AUCKLAND.						
Jan. 16, 1896 ..	Chimney-sweeping, Government Buildings, Auckland	M. Cockroft ..	Dec. 31, 1896	May 3, 1895	£ 18 0 0	Schedule rates
May 3, 1894 ..	Coal and Firewood,	J. J. Craig ..	Dec. 31, 1895	Dec. 31, "	17 0 0	Schedule rates
Jan. 16, 1895 ..	Chimney-sweeping, Public Buildings, Auckland	M. Cockroft ..	Dec. 31, "	Dec. 31, "	"	Schedule rates
Jan. 6, " ..	General Ironmongery, Paints, Oils, Auckland, Stores Supply	T. and S. Morrin and Co.	Dec. 31, "	Dec. 31, "	"	"
Feb. 7, " ..	Ship-chandlery, Iron and Steel,	A. Porter and J. Hardie	Dec. 31, "	Dec. 31, "	"	"
Feb. 6, " ..	Lime and Drain-pipes,	J. J. Craig ..	Dec. 31, "	Dec. 31, "	"	"
Feb. 8, " ..	Cement,	J. Wilson ..	Dec. 31, "	Dec. 31, "	"	"
Feb. 21, 1896 ..	Ship-chandlery, Iron, Steel, and Tents, "	A. Porter ..	Dec. 31, 1896	Dec. 31, "	"	"
Feb. 21, " ..	Drain-pipes, "	J. J. Craig ..	Dec. 31, "	Dec. 31, "	"	"
WELLINGTON.						
Jan. 21, 1895 ..	Coal Supply, Government Buildings, Wellington	Richard Duignan ..	Dec. 31, 1895	Dec. 31, 1895	Schedule rates	
Jan. 10, " ..	Cartage, Public Buildings, Wellington	Michael Fitzgerald	Dec. 31, "	Dec. 31, 1895	39 13 0	
Jan. 17, " ..	Removal of Rubbish, "	T. Costello ..	Dec. 31, "	Dec. 31, "	80 0 0	
Jan. 14, " ..	Chimney-sweeping, "	H. Smith ..	Dec. 31, "	Dec. 31, "	175 0 0	Schedule rates
Jan. 23, " ..	Window-cleaning, "	A. Drake ..	Dec. 31, "	Dec. 31, "	"	
Feb. 6, " ..	General Ironmongery, Wellington, Stores Supply ..	Briscoe, McNeil, and Co.	Dec. 31, "	Dec. 31, "	"	
Feb. 6, " ..	Ship-chandlery, &c., "	"	Dec. 31, "	Dec. 31, "	"	
Feb. 6, " ..	Iron and Steel, "	"	Dec. 31, "	Dec. 31, "	"	
Feb. 6, " ..	Paints, Oils, &c., "	"	Dec. 31, "	Dec. 31, "	"	
Feb. 6, " ..	Tents, &c., "	"	Dec. 31, "	Dec. 31, "	"	
Feb. 21, " ..	Cement and Lime, "	Peter Hutson and Co. ..	Dec. 31, "	Dec. 31, "	"	
Feb. 21, " ..	Drain-pipes, &c., "	"	Dec. 31, "	Dec. 31, "	"	
Jan. 4, 1896 ..	Window-cleaning, Public Buildings, Wellington	Abraham Drake	Dec. 31, 1896	Dec. 31, "	159 0 0	
Jan. 3, " ..	Removal of Rubbish, "	Timothy Costello	Dec. 31, "	Dec. 31, "	46 3 0	
Dec. 30, 1895 ..	Chimney-sweeping, "	Harry Smith ..	Dec. 31, "	Dec. 31, "	80 0 0	
Dec. 30, " ..	Coal Supply, "	Westport Coal Co., Ltd.	Dec. 31, "	Dec. 31, "	"	Schedule rates
Feb. 23, 1896 ..	Cast and Wrought Ironwork, Cape Palliser Lighthouse	S. Luke and Son	June 28, "	June 28, "	709 0 0	Schedule rates
Mar. 2, " ..	Cement and Lime, Stores Supply,	P. Hutson and Co.	Dec. 31, "	Dec. 31, "	"	Schedule rates
Feb. 27, " ..	Builders' and Furnishing Ironmongery,	Cameron and Christie ..	Dec. 31, "	Dec. 31, "	"	
Feb. 27, " ..	Ironmongery, Ship-chandlery, Iron, Steel, &c., "	Briscoe, McNeil, and Co.	Dec. 31, "	Dec. 31, "	"	
CANTERBURY.						
Jan. 30, 1896 ..	Coal and Firewood, Government Buildings and Lunatic Asylum, Christchurch	C. W. Turner ..	Dec. 31, 1896	Dec. 31, 1895	Schedule rates	
Feb. 9, 1895 ..	Ship-chandlery and Drain-pipes	Ashby, Bergh, and Co. ..	Dec. 31, "	Dec. 31, "	"	
Feb. 13, " ..	General Ironmongery, Iron, Steel, Paints, Oils, Tents,	A. Briscoe and Co.	Dec. 31, "	Dec. 31, "	"	
Feb. 13, " ..	Cement and Lime	Milburn Lime and Cement Co. ..	Dec. 31, "	Dec. 31, "	"	
Feb. 21, 1896 ..	Ironmongery, &c.,	Ashby, Bergh, and Co. ..	Dec. 31, 1896	Dec. 31, "	"	
Feb. 21, " ..	Paints, Oils, &c.,	E. Reece and Sons ..	Dec. 31, "	Dec. 31, "	"	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1895, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1896—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
MISCELLANEOUS—continued.						
	WESTLAND.					
Jan. 28, 1896 ..	Paints and Oils,	.. James Holmes ..	Dec. 31, 1896	..		Schedule rates
Jan. 28, " ..	Ironmongery, &c.,	.. Johnstone and Co. ..	Dec. 31, "	..		"
Jan. 28, " ..	Ironmongery, Ship-chandlery, &c.,	.. Duncan McLean ..	Dec. 31, "	..		"
OTAGO.						
Jan. 10, 1895 ..	Coal Supply, Government Buildings, Dunedin	.. John Swan ..	Dec. 31, 1895	Dec. 31, 1895		
Feb. 9, 1895 ..	Ironmongery, Ship-chandlery, Paints, Oils, Cement, &c., Dunedin, Stores Supply	.. A. Briscoe and Co. ..	Dec. 31, "	Dec. 31, "		
Feb. 21, 1896 ..	Ship-chandlery,	.. John Edmond ..	Dec. 31, 1896	..		
Feb. 21, " ..	Ironmongery, &c.	.. A. Briscoe & Co. ..	Dec. 31, "	..		
Feb. 21, " ..	Tents, &c.	.. John Edmond ..	Dec. 31, "	..		
Jan. 1, 1895 ..	Coal Supply, Government Buildings, Dunedin	.. Grey Valley Coal Co. ..	Dec. 31, 1896	..		
SOUTHLAND.						
Feb. 9, 1895 ..	Ironmongery, Ship-chandlery, Paints, Oils, Drain-pipes, Invercargill, Stores Supply	.. A. Briscoe and Co. ..	Dec. 31, 1895	Dec. 31, 1895		
Feb. 13, " ..	Cement and Lime, Invercargill, Stores Supply	.. Milburn Lime and Cement Co. ..	Dec. 31, "	Dec. 31, "		
Feb. 21, 1896 ..	Paints, Oils, &c.,	.. A. Briscoe and Co. ..	Dec. 31, 1896	..		
Feb. 21, " ..	Tents,	.. John Edmond ..	Dec. 31, "	..		

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS and DELIVERIES on 1st April, 1895, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1896.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date for Completion.	Total delivered to Date.	Date of Completion.
28 August, 1895 .. 6 December, 1895 ..	N.Z. Railways .. C. Gardner ..	Auckland .. Glorit ..	13,000 puriri .. 165 totara ..	s. d. 4 0 2 7½	Auckland .. Helensville ..	From stock on hand .. ..	.. .. .. ..	13,000 .. 165 ..	28 Aug., 1895. 6 Dec., 1895.
NORTH ISLAND.									
AUCKLAND DISTRICT.									
26 March, 1895 ..	Mackay and Creed ..	Westport ..	15,000 silver-pine ..	s. d. 2 2	Westport ..	One-fifth first two months, one-fifth each succeeding month ..	26 Sept., 1895.	11,114	.. ..
28 March, 1895 ..	P. J. Ahern ..	Cape Foulwind ..	1,250 ..	2 2	" ..	Ditto ..	28 Sept., "	1,250	27 Sept., 1895.
8 April, 1895 ..	B. Hands and party ..	" ..	1,250 ..	2 2	" ..	" ..	8 Oct., "	1,084	.. ..
8 April, ..	W. Fitzgerald and party ..	" ..	1,250 ..	2 2	" ..	" ..	8 Oct., "	1,250	16 Oct., "
6 April, ..	J. M. Dennehy ..	Charleston ..	1,250 ..	2 2	" ..	" ..	6 Oct., "	1,250	27 Mar., 1896.
31 May, ..	W. Gibson ..	Cape Foulwind ..	344 ..	2 2	" ..	No fixed rate ..	Various ..	344 ..	10 Mar., "
1 April, 1898, to ..	M. C. Murtha and others ..	Greymouth District ..	5,750 silver-pine ..	2 6	Hokitika ..	" ..	" ..	5,237 ..	11 May, 1895.
31 March, 1894, to ..	E. McCormick and others ..	" ..	2,600 ..	2 6	Kapitea Creek ..	" ..	" ..	2,600 ..	11 June, "
1 April, 1894, to ..	" ..	" ..	500 ..	2 4	" ..	" ..	" ..	500 ..	24 Sept., "
31 March, 1895 ..	" ..	" ..	2,550 ..	2 6	Arahura ..	" ..	" ..	2,550 ..	11 April, "
" ..	" ..	" ..	300 ..	2 4	Kumara ..	" ..	" ..	300 ..	22 Dec., "
" ..	" ..	" ..	1,000 ..	2 6	Flowersy Creek ..	" ..	" ..	1,000 ..	8 Oct., "
" ..	" ..	" ..	1,500 ..	2 4	" ..	" ..	" ..	1,500 ..	21 Aug., "
" ..	" ..	" ..	500 ..	2 6	Greymouth ..	" ..	" ..	500 ..	16 Dec., "
" ..	" ..	" ..	2,000 ..	2 6	Chesterfield ..	" ..	" ..	1,993 ..	6 Dec., "
1 April, 1895 to ..	P. H. Dee and others ..	" ..	2,000 ..	2 6	Kumara ..	" ..	" ..	2,021 ..	20 Dec., "
31 March, 1896 ..	" ..	" ..	6,500 ..	2 4	" ..	" ..	" ..	6,500 ..	3 Mar., 1896.
" ..	" ..	" ..	2,500 ..	2 6	Arahura ..	" ..	" ..	2,500 ..	13 Nov., 1895.
" ..	" ..	" ..	1,850 ..	2 4	" ..	" ..	" ..	1,500 ..	.. ..
" ..	" ..	" ..	500 ..	2 6	Greymouth ..	" ..	" ..	500 ..	1 June, "
10 September, 1895 ..	James Baxter ..	Kokiri ..	10,000 ..	2 5	" ..	One-tenth first three months, one-tenth each succeeding month ..	10 Sept., 1896 ..	6,013	.. ..
1 April, 1895, to ..	P. H. Dee and others ..	Greymouth District ..	1,500 ..	2 4	" ..	No fixed rate ..	Various ..	889	.. ..
31 March, 1896 ..	" ..	" ..	2,000 ..	2 4	Ho-Ho ..	" ..	" ..	1,000	.. ..

SOUTH ISLAND.

WESTLAND DISTRICT.

APPENDIX D—continued.

SCHEDULE OF SLEEPER CONTRACTS and DELIVERIES on 1st April, 1895, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—continued.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date for Completion.	Total delivered to Date.	Date of Completion.	
1 April, 1895, to 31 March, 1896	P. H. Dee and others	Greymouth District	500 silver-pine	s. d. 2 4	Hokitika	No fixed rate	Various	500	8 Oct., 1895.	
Ditto	"	"	1,600 "	2 4	Acre Creek	"	"	1,600	11 Nov., "	
"	"	"	300 "	2 4	Stafford	"	"	181	" "	
4 December, 1895	William Smith and Co.	Hokitika	2,500 "	3 2	Whangarei	One-fourth first two months, three-eighths each succeeding month	4 April, 1896	..	" "	
9 December, 1895	Kettle Brothers	Greymouth	2,000 "	3 0	"	Ditto	9 April, "	2,000	10 Mar., 1896.	
"	Charles Kettle	"	2,000 "	3 1	"	"	"	1,271	10 Mar., "	
"	W. R. Kettle	"	2,000 "	3 2	"	"	"	2,000	26 Feb., "	
WESTLAND DISTRICT—continued.										
OTAGO DISTRICT.										
24 January, 1895..	H. Tobin and G. Stewart	Dunedin	2,000	2 9	South end of tunnel, Catlin's River	..	..	1,950	..
22 August, 1895	J. McCullum	"	52	2 9	Seaward Bush	..	..	52	..
"	W. F. Tubman	"	100	2 9	"	..	..	100	..
"	J. Forsyth	"	66	2 9	"	..	..	66	..
"	J. Warren	"	73	2 9	"	..	..	73	..
5 November, 1895	W. F. Tubman	"	828	2 9	Catlin's River	..	..	828	..
"	J. Forsyth	"	166	2 9	"	..	..	166	..
"	M. Cogan	"	421	2 9	"	..	..	356	..
"	G. Stewart	"	186	2 9	Seaward Bush	..	..	186	..
"	J. Warren	"	211	2 9	"	..	..	173	..
"	J. McCullum	"	52	2 9	"	..	..	52	..

APPENDIX E.

STATEMENT showing the principal Works carried out by the Public Works Department under the Co-operative System, and the EARNINGS of the MEN EMPLOYED, during the Year ending 31st March, 1896.

Name of Railway, &c.	Section.	Nature of Work.	No. of Contracts let.	No. of Men employed thereon.		Total Time worked.	Total Earnings.		Net Earnings per Artisan per Day of Eight Hours.			Net Earnings per Labourer per Day of Eight Hours.									
				Artisans.	Labourers.		Gross Total.	Deduct Expenses.	Net Total.	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.						
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
RAILWAY CONSTRUCTION.																					
<i>Auckland District.</i>																					
Whangarei-Kamo Railway Extension	Whakapara ..	Grading and earthwork ..	13	78	7,302	2,810	0	0	2,492	0	0	0	0	0	7	5	5	11	6	7	
		Timber bridges ..	2	6	253	160	0	0	131	0	0	11	1	9	3	10	5
		Masonry culverts ..	1	4	365	168	0	0	163	0	0	8	11	8	11	8	11
		Platelaying ..	2	16	455	158	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
		Grading and earthwork ..	4	23	2,458	1,030	0	0	137	0	0	0	0	0	0	0	0	0	0	0	0
		Platelaying and ballasting ..	4	46	5,702	2,184	0	0	2,142	0	0	0	0	0	0	0	0	0	0	0	0
		Grading and earthwork ..	2	5	835	322	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
		Timber bridges ..	3	12	983	452	0	0	441	0	0	10	1	8	1	9	5
		Fencing ..	4	9	436	147	0	0
		Platelaying and ballasting ..	4	46	3,422	1,351	0	0	1,351	0	0	0	0	0	0	0	0	0	0	0	0
Marton-Te Awamutu Railway, north end	Paeroa-Te Aroha Railway	Station-buildings—Carpenters ..	15	42	964	445	0	0	3	0	0	0	0	0	5	8	1	9	2	..	
		Painter ..	1	1	42	16	0	0	16	0	0	0	0	0	0	7	9	7	9	..	
		Plumber ..	1	1	7	3	0	0	..	..	..	..	..	..	..	..	..	..	..	..
<i>Palmerston-New Plymouth District.</i>																					
Marton-Te Awamutu Railway, south end	Makohine Section	Concrete culverts ..	1	9	274	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Earthwork ..	19	121	12,137	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Tunnels ..	9	62	3,822	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		Fencing ..	11	26	{ 49 798	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Wairarapa-Hawke's Bay District.</i>																					
Wellington-Woodville	Eketahuna-Woodville	Earthwork ..	28	170	15,906	7,395	17	1	835	9	8	6,560	7	5	11	2	4	5	8	2	
		Trimming line ..	2	23	372	144	13	3	5	0	3	139	13	0	..	..	..	..	..	..
		Culverts ..	5	19	965	485	18	2	47	1	10	438	16	4	11	9	8	11	0	9	5
		Bridge-building ..	1	6	256	87	18	6	..	..	..	..	..	..	..	..	..	..	..	..
		Ballasting and platelaying ..	3	31	2,880	1,276	10	6	18	16	2	1,257	14	4	0	8	0	6	0	6	0
		Adzing and boring sleepers ..	2	3	193	80	13	5	..	..	..	..	..	..	..	..	..	..	..	..
		Fencing ..	18	62	2,215	879	16	0	8	7	4	871	8	8	..	..	..	..	..	..

* Low earnings caused by inexperience of some of the men in fencing work.

Wellington-Nelson District.

Midland	Belgrove	Earthworks	403	21½	153.6 11	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
..	..	Platelaying and ballasting	101	1	38 7 5	8 12 6	144 14 5	8 4	8 4	8 4	8 0	5 3 7 2	6 8	7 2
..	..	Filling ballast into wagons	41½	1	15 3 4	3 17 9	15 3 4	8 4	8 4	8 4	8 0	6 8 6 8	7 4	6 8
..	..	Making cattle-stops	14½	2	7 7 6	..	7 7 6	10 2	10 2	10 2	7 4	7 4 7 4	7 4	7 4
..	..	Supply of 300 birch sleepers	76	..	30 0 0	..	30 0 0	..	..	..	7 11	7 11	7 11	7 11

Otago District.

Otago Central	Hyde to Kyeburn	Formation	191134,302	13,265 4 1	1,871 5	411,393 18 9	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.	s. d.
..	..	Tunnel—Masons <td>791</td> <td>0</td> <td>54 19 0</td> <td>0 478 1</td> <td>0 14 2</td> <td>9 1</td> <td>13 1</td> <td>..</td> <td>8 3</td> <td>3 8</td> <td>6 8</td> <td>6 8</td>	791	0	54 19 0	0 478 1	0 14 2	9 1	13 1	..	8 3	3 8	6 8	6 8
..	..	Miners <td>22</td> <td>..</td> <td>1,521 18 9</td> <td>1,357 1 3</td> <td>..</td> <td>6 3</td> <td>10 6</td> <td>..</td> <td>11 11</td> <td>6 8</td> <td>9 10</td> <td>..</td>	22	..	1,521 18 9	1,357 1 3	..	6 3	10 6	..	11 11	6 8	9 10	..
..	..	Masonry <td>3,301</td> <td>..</td> <td>2,123 10 10</td> <td>391 0 0</td> <td>1,732 10 10</td> <td>13 4</td> <td>..</td> <td>..</td> <td>11 6</td> <td>4 2</td> <td>7 0</td> <td>..</td>	3,301	..	2,123 10 10	391 0 0	1,732 10 10	13 4	11 6	4 2	7 0	..
..	..	Mason's labourers <td>1,871</td> <td>..</td> <td>788 11 0</td> <td>133 0 0</td> <td>655 11 0</td> <td>..</td> <td>..</td> <td>..</td> <td>7 11</td> <td>5 9</td> <td>7 5</td> <td>..</td>	1,871	..	788 11 0	133 0 0	655 11 0	7 11	5 9	7 5	..
..	..	Fencers <td>8</td> <td>..</td> <td>78 14 9</td> <td>20 7 0</td> <td>58 7 0</td> <td>..</td> <td>..</td> <td>..</td> <td>9 6</td> <td>4 9</td> <td>7 0</td> <td>..</td>	8	..	78 14 9	20 7 0	58 7 0	9 6	4 9	7 0	..
..	..	Formation <td>751 15,627</td> <td>4,962 7 10</td> <td>206 5 7</td> <td>4,756 2 3</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>5 10</td> <td>5 10</td> <td>5 10</td> <td>5 10</td>	751 15,627	4,962 7 10	206 5 7	4,756 2 3	5 10	5 10	5 10	5 10
..	..	Fencing <td>27</td> <td>..</td> <td>7 6 0</td> <td>..</td> <td>7 6 0</td> <td>7 3</td> <td>8 2</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	27	..	7 6 0	..	7 6 0	7 3	8 2
..	..	Flood-openings—Carpenters <td>290</td> <td>..</td> <td>122 7 2</td> <td>3 18 8</td> <td>118 8 6</td> <td>9 7</td> <td>..</td> <td>..</td> <td>5 10</td> <td>5 6</td> <td>5 8</td> <td>..</td>	290	..	122 7 2	3 18 8	118 8 6	9 7	5 10	5 6	5 8	..
..	..	Labourers <td>13</td> <td>..</td> <td>58 7 0</td> <td>1 19 4</td> <td>56 7 8</td> <td>..</td> <td>..</td> <td>..</td> <td>8 2</td> <td>8 2</td> <td>8 2</td> <td>8 2</td>	13	..	58 7 0	1 19 4	56 7 8	8 2	8 2	8 2	8 2
..	..	Clearing bush <td>5</td> <td>..</td> <td>33 10 0</td> <td>0 17 6</td> <td>32 12 6</td> <td>..</td> <td>..</td> <td>..</td> <td>7 5</td> <td>7 5</td> <td>7 5</td> <td>7 5</td>	5	..	33 10 0	0 17 6	32 12 6	7 5	7 5	7 5	7 5
..	..	Draining line <td>33</td> <td>..</td> <td>12 6 0</td> <td>..</td> <td>12 6 0</td> <td>..</td> <td>..</td> <td>..</td> <td>10 8</td> <td>4 3</td> <td>7 10</td> <td>..</td>	33	..	12 6 0	..	12 6 0	10 8	4 3	7 10	..
..	..	Formation <td>365</td> <td>..</td> <td>2,379 19 4</td> <td>288 0 9</td> <td>2,091 18 7</td> <td>..</td> <td>..</td> <td>..</td> <td>13 8</td> <td>6 8</td> <td>8 2</td> <td>..</td>	365	..	2,379 19 4	288 0 9	2,091 18 7	13 8	6 8	8 2	..
..	..	Ballasting <td>95</td> <td>..</td> <td>789 9 2</td> <td>57 10 5</td> <td>731 18 9</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	95	..	789 9 2	57 10 5	731 18 9
..	..	Platelaying <td>24</td> <td>..</td> <td>211 6 1</td> <td>4 4</td> <td>207 1 10</td> <td>10 7</td> <td>7 4</td> <td>8 8</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	24	..	211 6 1	4 4	207 1 10	10 7	7 4	8 8
..	..	Culverts—Masons <td>2</td> <td>..</td> <td>20 5 0</td> <td>..</td> <td>20 5 0</td> <td>10 9</td> <td>8 7</td> <td>9 0</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	2	..	20 5 0	..	20 5 0	10 9	8 7	9 0
..	..	Labourers <td>2</td> <td>..</td> <td>13 9 11</td> <td>..</td> <td>13 9 11</td> <td>..</td> <td>..</td> <td>..</td> <td>7 5</td> <td>6 5</td> <td>6 7</td> <td>..</td>	2	..	13 9 11	..	13 9 11	7 5	6 5	6 7	..
..	..	Erection of cattle-stops <td>10</td> <td>..</td> <td>48 16 0</td> <td>0 1 6</td> <td>48 14 6</td> <td>10 0</td> <td>6 11</td> <td>8 9</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	10	..	48 16 0	0 1 6	48 14 6	10 0	6 11	8 9
..	..	Bridge-erection—Carpenters <td>36</td> <td>..</td> <td>148 12 3</td> <td>0 5 9</td> <td>148 6 6</td> <td>9 9</td> <td>7 5</td> <td>8 6</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	36	..	148 12 3	0 5 9	148 6 6	9 9	7 5	8 6
..	..	Labourers <td>8</td> <td>..</td> <td>109 15 10</td> <td>..</td> <td>109 15 10</td> <td>..</td> <td>..</td> <td>..</td> <td>7 9</td> <td>5 11</td> <td>7 1</td> <td>..</td>	8	..	109 15 10	..	109 15 10	7 9	5 11	7 1	..
..	..	Station-buildings <td>6</td> <td>..</td> <td>21 0 0</td> <td>..</td> <td>21 0 0</td> <td>9 0</td> <td>7 9</td> <td>8 0</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	6	..	21 0 0	..	21 0 0	9 0	7 9	8 0
..	..	Fencing <td>20</td> <td>..</td> <td>87 15 6</td> <td>0 12 0</td> <td>87 3 6</td> <td>..</td> <td>..</td> <td>..</td> <td>10 5</td> <td>5 11</td> <td>7 7</td> <td>..</td>	20	..	87 15 6	0 12 0	87 3 6	10 5	5 11	7 7	..
..	..	Formation <td>109</td> <td>..</td> <td>588 9 5</td> <td>10 6 4</td> <td>578 2 10</td> <td>..</td> <td>..</td> <td>..</td> <td>8 5</td> <td>5 1</td> <td>6 6</td> <td>..</td>	109	..	588 9 5	10 6 4	578 2 10	8 5	5 1	6 6	..

Westland District.

Midland	Otira	Railway formation	8,323	3,244 7 11	176 4 6	3,068 3 5	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.	s. d.
..	..	Masonry culverts <td>163</td> <td>..</td> <td>13 10 2</td> <td>94 7 0</td> <td>12 4</td> <td>12 4</td> <td>12 4</td> <td>..</td> <td>9 3</td> <td>5 11</td> <td>7 4</td> <td>..</td>	163	..	13 10 2	94 7 0	12 4	12 4	12 4	..	9 3	5 11	7 4	..
..	..	Station-buildings—Carpenters <td>6</td> <td>..</td> <td>365 3 6</td> <td>329 3 6</td> <td>..</td> <td>8 11</td> <td>9 10</td> <td>..</td> <td>9 6</td> <td>9 6</td> <td>9 6</td> <td>..</td>	6	..	365 3 6	329 3 6	..	8 11	9 10	..	9 6	9 6	9 6	..
..	..	Station-buildings—Carpenters <td>20</td> <td>..</td> <td>332 10 6</td> <td>101 16 3</td> <td>332 10 6</td> <td>12 7</td> <td>11 4</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	20	..	332 10 6	101 16 3	332 10 6	12 7	11 4
..	..	Plumbers <td>3</td> <td>..</td> <td>25 4 10</td> <td>25 4 10</td> <td>11 0</td> <td>9 9</td> <td>10 3</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	3	..	25 4 10	25 4 10	11 0	9 9	10 3
..	..	Painters <td>11</td> <td>..</td> <td>108 8 9</td> <td>108 8 9</td> <td>10 7</td> <td>9 2</td> <td>9 9</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	11	..	108 8 9	108 8 9	10 7	9 2	9 9
..	..	Bricklayers <td>12</td> <td>..</td> <td>57 4 0</td> <td>57 4 0</td> <td>11 11</td> <td>8 2</td> <td>10 7</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	12	..	57 4 0	57 4 0	11 11	8 2	10 7

Grey-mouth-Hokitika	Grey-mouth to Hokitika	Station-buildings—Carpenters	20	..	332 10 6	101 16 3	332 10 6	12 7	11 4
..	..	Plumbers <td>3</td> <td>..</td> <td>25 4 10</td> <td>25 4 10</td> <td>11 0</td> <td>9 9</td> <td>10 3</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	3	..	25 4 10	25 4 10	11 0	9 9	10 3
..	..	Painters <td>11</td> <td>..</td> <td>108 8 9</td> <td>108 8 9</td> <td>10 7</td> <td>9 2</td> <td>9 9</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	11	..	108 8 9	108 8 9	10 7	9 2	9 9
..	..	Bricklayers <td>12</td> <td>..</td> <td>57 4 0</td> <td>57 4 0</td> <td>11 11</td> <td>8 2</td> <td>10 7</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td> <td>..</td>	12	..	57 4 0	57 4 0	11 11	8 2	10 7

CO-OPERATIVE WORKS—continued.

Name of Road, &c.	Section.	Nature of Work.	No. of Contracts let		Total Time worked.	Total Earnings.		Net Earnings per Day of Eight Hours.		Net Earnings per Day of Eight Hours.		Net Earnings per Labourer per Day of Eight Hours.	
			No. of Artisans.	No. of Labourers.		Gross Total.	Deduct Expenses.	Net Total.	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.
ROADS, ETC.													
<i>Auckland District.</i>													
Road from Te Aroha to Katikahi	Thompson's Track	Earthwork and bushfelling	16	76	4,521	£ 1,633	0 0	1,633	0 0	9 0	6 8	7 2	7 2
Howick Wharf .. .. .	.. .. .	Timber-work	1	8	793	254	0 0	254	0 0	6 5	6 5	6 5	6 5
Te Aroha drainage	Blocks IX. and XI.	Earthwork	9	22	446	148	0 0	148	0 0	7 9	6 0	6 7	6 7
<i>Wellington-Nelson District.</i>													
Tinline Bridge, Marlborough .. .. .	.. .. .	Construction of bridge and approaches	1	5	172	57	18 11	57	18 11	6 9	6 9	6 9	6 9
<i>Westland District.</i>													
Great South Road	Nos. 38 to 43 Bridges between Waiti Rivers	Widening	6	47	3,152	1,962	10 3	78	1 0	1,284	9 3	9 1	6 8
Kanieri-Kokatahi Road .. .. .	.. .. .	Supply of timber	1	6	184	80	19 8	19	2 9	61	16 11	6 8	6 8
.. .. .	.. .. .	Erection of bridge	1	6	252	86	6 3	86	6 3	6 10	6 10	6 10	6 10
.. .. .	.. .. .	.. .. .	1	2	86	35	9 6	35	9 6	8 3	8 3	8 3	8 3
DEFENCE-WORKS.													
<i>Wellington District.</i>													
Wellington	Point Halswell Gardens Battery	Loading and spreading gravel on road	2	2	128	52	4 1	52	4 1	8 10	7 10	8 2	8 2
.. .. .	.. .. .	Earthwork and excavation	3	15	176½	61	16 4	61	16 4	7 4	6 6	7 0	7 0

Co-OPERATIVE WORKS—continued.

Building.	Material.	Trades.	Number of Men employed.		Total Time worked.	Total Earnings.			Net Earnings per Artisan per Day of Eight Hours.			Net Earnings per Labourer per Day of Eight Hours.				
			Artisans.	Labourers.		Gross Total.	Deduct Expenses.	Net Total.	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.		
			£	s.	d.	£	s.	d.	£	s.	d.	s.	d.	s.	d.	
BUILDINGS.																
<i>Auckland District.</i>																
Paeroa Courthouse, Police-station, and Lock-up	Wood	Carpenters	..	4	385	189	0	0	11	3	9	0	9	10	..	..
Kawakawa Courthouse, Police-station, and Lock-up	Wood	Painters and carpenters	..	5	505	205	0	0	9	8	7	5	8	1	..	..
Waiki Police-station and Lock-up	Wood	Carpenters	..	4	155	68	0	0	8	10	8	8	8	9	..	..
Auckland Auxiliary Asylum ..	Brick	Concreters	..	10	298	89	0	0	..	..	..	..	..	..	7	0
		Bricklayers	..	10	538	309	0	0	10	10	10	9	10	9	..	..
		Labourers	..	7	325	136	0	0	..	..	..	..	..	..	7	7
		Carpenters	..	9	182	87	0	0	8	10	8	10	8	10	..	..
<i>Palmerston—New Plymouth District.</i>																
Stratford Courthouse	Wood	Bricklayers	..	2	63	23	13	0	7	2	7	2	7	2	..	..
		Carpenters	..	7	382	135	18	0	7	1	7	1	7	1	..	..
		Plumbers	..	3	33	17	2	11	10	4	10	4	10	4	..	..
		Painters	..	3	112	50	9	1	9	0	9	0	9	0	..	..
Stratford Post-office..	Wood	Bricklayers	..	2	47	23	13	2	9	8	9	8	9	8	..	..
		Carpenters	..	5	329	105	19	0	6	5	6	5	6	5	..	..
		Plumbers	..	2	25	14	4	2	11	4	11	4	11	4	..	..
		Painters	..	3	113	43	0	4	7	7	7	7	7	7	..	..
Hawera Post-office ..	Wood	Carpenters	..	6	301	103	7	7	6	10	6	10	6	10	..	..
		Plumber	..	1	16	9	0	6	11	3	11	3	11	3	..	..
		Painters	..	2	161	70	16	11	8	9	8	9	8	9	..	..
Hawera Courthouse—Additions	Wood	Carpenters	..	5	114	46	9	6	8	2	8	2	8	2	..	..
		Plumber	..	1	18	7	13	2	8	6	8	6	8	6	..	..
		Painters	..	2	83	35	16	8	8	7	8	7	8	7	..	..
Hawera Post-office (new building)	Brick	Bricklayers	..	5	20	8	9	6	8	6	8	6	8	6	..	..
Hawera Courthouse	Wood	Carpenters	..	6	45	23	15	8	10	7	10	7	10	7	..	..
Momohaki Experimental Farm Buildings	Wood	Bricklayers	..	2	20	9	8	3	9	5	9	5	9	5	..	..
		Carpenters	..	8	237	84	19	7	8	6	9	7	6	9	..	..
		Plumbers	..	2	14	5	18	4	8	5	8	5	8	5	..	..
		Painters	..	2	23	13	5	0	11	6	11	6	11	6	..	..
Wanganui Police Buildings ..	Wood	Bricklayers	..	3	75	18	0	0	4	9	4	9	4	9	..	..
		Carpenters	..	10	465	204	19	2	9	4	7	9	8	10	..	..
		Plumbers	..	3	77	55	0	8	14	3	14	3	14	3	..	..
		Painters	..	3	121	59	17	8	9	11	9	11	9	11	..	..
Wanganui Maori House	Iron	Bricklayers	..	3	28	12	7	10	8	10	8	10	8	10	..	..
		Carpenters	..	4	125	55	11	0	8	10	8	10	8	10	..	..
		Plumber	..	1	11	5	7	9	9	10	9	10	9	10	..	..

CO-OPERATIVE WORKS—continued.

Building.	Material.	Trades.	Number of Men employed.		Total Time worked.	Total Earnings.			Net Earnings per Man per Day of Eight Hours.			Net Earnings per Labourer per Day of Eight Hours.					
			Artisans.	Labourers.		Gross Total.	Deduct Expenses.	Net Total.	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.			
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Hunterville Courthouse	Wood	Carpenters Plumbers	294	5	7	79	5	7	6	9	6	9	6	9	7	5	7
		Painters	29	11	13	4	8	0	8	0	8	0	8	0	8	0	8
		Bricklayers	85	28	19	9	6	10	6	10	6	10	6	10	6	10	6
Palmerston North Police Buildings	Wood	Bricklayers	52	23	10	2	10	2	8	6	9	0	8	6	9	0	8
		Carpenters	272	95	19	0	8	9	6	8	7	0	8	9	6	8	7
		Plumber	40	24	13	11	12	6	11	9	12	4	11	9	12	4	11
		Painters	126	51	14	7	9	0	7	11	8	2	9	0	7	11	8

Palmerston—New Plymouth District—continued.

Wellington—Nelson District.

Porirua Asylum— New wing	Brick	Excavators	70	25	1	8	25	1	8	25	1	8	25	1	8	7	1
		Concreters	8	69	30	7	2	30	7	2	30	7	2	30	7	8	10
		Bricklayers	1	15	14	4	15	14	4	15	14	4	15	14	4	9	8
Booth and lavatory Mount View Asylum, Wellington— Additional strong-room	Wood	Carpenters	140	61	1	5	61	1	5	8	9	8	9	8	9	8	9
		Plumbers	34	17	15	7	17	15	7	10	4	10	4	10	4	10	4
		Painters	57	20	15	7	7	3	7	3	7	3	7	3	7	3	7
		Carpenters	278	110	2	9	9	4	4	3	7	11	9	4	4	3	7
Featherston Courthouse	Wood	Plumber	16	8	13	2	11	2	9	6	10	6	10	6	10	6	10
Otaki Courthouse	Wood	Bricklayers	2	11	8	0	7	2	7	2	7	2	7	2	7	2	7
		Painters	76	27	4	0	10	8	5	5	7	1	8	5	5	7	1
Government Printing Office extension	Brick	Bricklayers	243	116	9	2	116	9	2	11	3	11	3	11	3	9	2
		Carpenters	166	96	6	0	16	2	6	2	6	2	6	2	6	2	6
		Concreters	4	80	3	6	12	1	6	2	9	8	8	0	3	6	12
		Navvies	9	35	7	0	35	7	0	35	7	0	35	7	0	35	7
Mount Cook Prison—Road approach	..	Navvies	148	51	4	3	51	4	3	51	4	3	51	4	3	51	4
		Labourers loading gravel	50	12	3	4	12	3	4	12	3	4	12	3	4	12	3
		Bricklayers	48	16	0	0	16	0	0	16	0	0	16	0	0	16	0
Census Department—Additional accommodation Departmental Buildings— Additions to annexe	Brick	Bricklayers	73	42	10	0	42	10	0	42	10	0	42	10	0	42	10
		Carpenters	55	20	15	6	20	15	6	20	15	6	20	15	6	20	15
		Bricklayer	5	2	9	0	2	9	0	2	9	0	2	9	0	2	9
		Plumbers	11	5	9	7	5	9	7	5	9	7	5	9	7	5	9
		Painters	12	6	3	7	6	3	7	10	1	10	1	10	1	10	1
Painting roof	..	Painters	61	35	15	8	35	15	8	35	15	8	35	15	8	35	15

* Bricklayer was a good workman, but very slow. This also lowered the earnings of assistant.

CO-OPERATIVE WORKS—continued.

Building.	Material.	Trades.	Number of Men employed.		Total Time worked.	Total Earnings.			Net Earnings per Artisan per Day of Eight Hours.			Net Earnings per Labourer per Day of Eight Hours.		
			Artisans.	Labourers.		Gross Total.	Deduct Expenses.	Net Total.	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.
			£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<i>Otago-Canterbury District—continued.</i>														
Sunnyside Asylum ..	Brick and Stone	Carpenters Bricklayers Masons Plasterers Slaters Plumbers Painter Concreters Labourer	6 8 8 4 2 2 1 1 3 7	.. .. .. .. .. .. .. .. .. ..	115 180 186 62 24 18 17 13 91	49 15 9 69 10 9 88 11 2 27 2 4 11 11 0 8 11 11 6 8 3 5 17 3 30 10 9	.. .. .. .. .. .. .. .. ..	15 9 10 9 11 2 2 4 11 0 11 11 8 3 17 3 10 9	.. .. .. .. .. .. .. .. ..	8 11 9 10 10 6 9 4 9 10 11 0 7 6 .. 12 0	.. .. .. .. .. .. .. .. ..	8 8 9 3 9 6 8 9 9 7 9 7 7 6 .. 10 8	..................	..................
Burnham Industrial School ..	Brick	Carpenters Bricklayers Plasterers Labourers	8 2 2 1	.. .. .. ..	121 37 24 21	64 13 10 20 13 10 14 16 4 7 10 6	.. .. .. ..	13 10 10 10 16 4 10 6	.. .. .. ..	12 0 11 2 12 4 ..	.. .. .. ..	11 2 11 2 12 4..	........	........
Darfield Courthouse ..	Wood	Carpenters Bricklayer Painters	6 1 3	.. .. ..	286 11 45	121 18 1 6 5 6 15 12 4	.. .. ..	18 1 5 6 12 4	.. .. ..	9 4 11 5 7 0	.. .. ..	8 6 11 5 7 0	......	......
St. Alban's Police-station ..	Wood	Carpenters Bricklayers Painters	2 2 3	.. .. ..	52 15 45	23 12 0 6 2 6 15 12 4	.. .. ..	12 0 2 6 12 4	.. .. ..	9 0 8 2 7 0	.. .. ..	9 0 8 2 7 0	......	......
Lytelton Post-office ..	Wood and Brick	Carpenter Plasterers Painters	1 2 4	.. .. ..	30 12 126	4 4 0 12 17 0 56 16 9	.. .. ..	4 0 17 0 16 9	.. .. ..	7 8 8 7 9 0	.. .. ..	7 8 8 7 9 0	......	......

APPENDIX F.

ANNUAL REPORT ON PUBLIC WORKS BY THE ENGINEER-IN-CHIEF.

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

SIR,—

Public Works Office, Wellington, 1st July, 1896.

I have the honour to submit the following report on the various works completed and in progress throughout the colony during the past year.

RAILWAYS.

ABSTRACT.

The following table shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1896:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1896.		Liabilities on 31st March, 1896.	
	M. ch.	M. ch.	£	s. d.	£	s. d.
Kaihu Valley	19 40	16 46	51,981	12 4	565	14 0
Kawakawa	7 41	7 41	90,638	8 1	..	..
Whangarei-Kamo and Extension	23 77	14 52	130,813	11 1	3,923	19 5
Helensville Northwards	110 0	7 42	64,239	9 5	6,809	0 9
Kaipara-Waikato, with Branches	151 1	151 1	1,390,451	5 11	..	..
Waikato-Thames	62 58	43 38	255,318	5 8	5,321	18 2
Thames Valley—Rotorua and Lichfield Branch	73 36	73 36	359,768	4 1	63	12 0
Wellington—Napier and Palmerston North (including Te Aro Extension and Greytown Branch)	233 12	208 42	2,039,572	0 0	18,465	18 4
Wellington-Foxton .. .. .	.. .. .	.. .. .	42,116	3 4	..	..
Foxton—New Plymouth, with Branches	197 60	195 49	1,441,568	15 11	..	..
North Island Main Trunk	216 0	56 77	516,854	11 5	16,175	8 10
Nelson—Roundell	52 0	22 73	179,099	8 7	..	..
Midland Railway .. .. .	.. .. .	.. .. .	10,808	15 6	7,142	2 0
Greymouth—Nelson Creek	7 51	7 51	216,246	11 11	..	..
Greymouth—Hokitika	24 37	24 37	191,409	5 4	582	16 7
Westport—Ngakawau	19 56	19 56	227,493	15 7	..	..
Westport—Ngakawau Extension to Mokihinui*	7 12	7 12	..	..	..	..
Mokihinui Colliery Line†	3 69	3 69	..	..	..	..
Picton—Hurunui—	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Picton—Awatere Section	34 40	20 42	263,872	1 6	14	0 6
Hurunui—Red Post Section	9 50	9 50	39,093	6 1	..	..
Hurunui—Waitaki, with Branches	474 41	433 38	2,533,068	7 5	..	..
Canterbury Interior Main Line—Oxford—Temuka	83 0	11 44	59,343	9 2	..	..
Waitaki—Bluff, with Branches	628 23	458 27	3,632,786	18 4	11,843	12 1
Otago Central	182 56	56 20	682,203	19 2	14,751	0 7
Invercargill—Kingston, with Mararoa Branch	117 4	97 44	320,902	18 4	..	..
Western Railways	57 56	57 56	225,225	9 9	..	..
Preliminary surveys .. .. .	.. .. .	.. .. .	65,391	9 6	660	13 10
Miscellaneous .. .. .	.. .. .	.. .. .	10,336	19 11	..	..
Stock of permanent-way and rolling-stock on hand .. .. .	.. .. .	.. .. .	28,540	8 2	9,160	10 3
Value of permanent-way in hands of Railway Department .. .. .	.. .. .	.. .. .	25,000	0 0	..	..
Total	2,797 20	2,006 3	15,094,145	11 6	95,485	7 4
PROVINCIAL GOVERNMENT LINES, ETC.						
Canterbury (lengths included above) .. .. .	.. .. .	.. .. .	731,759	0 0	..	..
Otago .. .. .	.. .. .	.. .. .	372,522	2 5	..	..
Gisborne to Ormond Tramway .. .. .	.. .. .	.. .. .	4,975	1 7	..	..
Forest Hill Tramway .. .. .	.. .. .	.. .. .	556	5 2	..	..
Grand total	2,797 20	2,006 3	16,203,958	0 8	95,485	7 4

* The funds for this extension—namely, £35,501 2s. 11d., were provided by the Westport Harbour Board.

† The funds for purchase of this line, £15,745, were provided by the Westport Harbour Board.

During the year a total length of 20 miles 15 chains of railway was opened for traffic. The following table contains particulars of the sections:—

Railway.	Section.	Length.	Date opened for Traffic.
		M. ch.	
Waikato-Thames	Te Aroha—Paeroa... .. .	12 63	20th December, 1895.
Wellington—Woodville... .. .	Eketahuna—Newman	2 4	16th March, 1896.
Waitaki—Bluff	Fernhill Colliery Line	1 60	19th December, 1895.
Catlin's River	Hunt's Road Section (part)	3 48	16th " "
	Total	20 15	

Appended hereto is a coloured diagram showing the length of railway opened each year since the commencement of the public works.

WHANGAREI-KAMO RAILWAY EXTENSION.

*Whakapara Section (8 miles to 11 miles 25 chains; length, 3 miles 25 chains).—*This section is an extension of the line from Hikurangi to the Whakapara River. The formation was commenced in May, 1894, and the platelaying and ballasting are now in hand and will be completed in about six weeks. Preparations are also being made for putting the erection of the station buildings in hand. Thirty-eight men are now at work, and an average of fully thirty men were employed during the year. All the works are being done on the co-operative principle.

*Whakapara-Hukerenui Section (11 miles 25 chains to 14 miles 57 chains; length, 3 miles 32 chains).—*The location-survey of this section has been completed, and preparations are being made to put the work of formation in hand. A contract has been let for the totara timber required for the bridges, and the ironwork for same has been ordered. The survey for the land-plans of this section is in hand and well advanced.

HELENSVILLE NORTHWARDS RAILWAY.

*Makarau Contract (43 miles 30 chains to 46 miles 36 chains; 3 miles 6 chains in length).—*Formation and permanent-way: This contract has been much delayed by exceptional difficulties met with in driving the tunnel and heavy slips. It is now, however, well advanced towards completion. The tunnel has been completed, and the rails laid up to 46 miles 2 chains, and about two-thirds ballasted. The principal work remaining to be done consists of two bridges, at 46 miles 3 chains and 46 miles 26 chains. The piles of these have been put in and the superstructure, which was waiting the laying of the permanent-way, will be commenced immediately.

Preparations are being made for putting in hand a further section of this line on the co-operative principle as soon as the plant and material for the work can be conveyed over the Makarau Section.

*Surveys.—*As previously reported, the survey of a continuation of this line from the end of the Makarau Section, at 46 miles 36 chains to 49 miles 54 chains (Tabekeroa Section), is ready for contract; and from 49 miles 54 chains to 56 miles (Komokoriki Section) the line is located, and the plans so far advanced that they could be got ready for contract at short notice. A trial survey was also made between 56 miles and 67 miles 60 chains, which shows a good easy line, except for a length of about two miles of very rough and broken ground through the Hoteo Gorge.

KAIHU VALLEY RAILWAY.

An extension of this line 55 chains in length, which had been formed before the line was taken over by the Government, is being trimmed and laid with permanent-way for the accommodation of the timber-traffic. The work was put in hand early in May last, and is being carried out on the co-operative principle. Eighteen men are employed.

WAIKATO-THAMES RAILWAY.

*Paeroa-Te Aroha Section (13 miles 63 chains).—*This section, including the bridge over the Ohinemuri River, station-buildings, &c., was completed about the end of February last; but, with the view of accommodating the public as early as possible, it was opened for traffic on the 20th December, 1895, the permanent-way having then been passed as safe for the purpose. The whole of this section was constructed on the co-operative principle. An average of about twenty-three men were employed during the year.

The land-plans of this section were completed, and the Proclamation was issued in May last.

*Thames-Paeroa Section.—*The permanent-way was laid on about $4\frac{1}{2}$ miles of this section (Thames end), and the earthworks of the remainder were carried out some years ago; and preparations are now in hand for completing the line. The timber for the Hikutaia and other bridges on the section is being obtained, a tender having been accepted for a portion of it last month; and the ironwork for them has been ordered. These bridges will be erected on the co-operative principle.

NORTH ISLAND MAIN TRUNK RAILWAY.

North End.

*Mokau and Porootaroa Sections (34 miles 3 chains to 47 miles 7 chains; 13 miles 4 chains in length).—*Platelaying on this length was begun in August last, and the line was linked in and bottom ballast laid up to the north end of the Porootaroa Tunnel (at 46 miles 3 chains) by the end of March. Since then the work was considerably delayed by wet weather and slips, but the permanent-way is now laid and partially ballasted for the whole length to 47 miles 7 chains, or about 9 chains south of the tunnel on the Wanganui side of the dividing range. The number of men employed during the year averaged about forty, and there are forty-one men now on the ground. The work is being done on the co-operative principle.

*Land-plans, Mokau Section.—*These plans have been completed and forwarded to the Chief Surveyor for certificate.

South End.

*Makohine Section.—*The works on this section, which extends from the termination of the Mangaonoho Section, 22 miles 40 chains to 33 miles 40 chains (length 11 miles), consist of earthworks, culverts, fencing, platelaying, three tunnels—at 24 miles 27 chains (198 yards long), 30 miles 65 chains (26½ chains long), and 32 miles 74 chains (5½ chains long), respectively—and the Makohine Viaduct. The formation-works are practically completed up to 31 miles and well advanced for the remainder of the length to 33 miles 40 chains. The tunnel at 24 miles 27 chains has been finished. The work of driving the Powhakarua Tunnel (at 30 miles 64 chains) was completed on 1st February last, and the making of blocks for lining it was commenced in the same month, and has proceeded vigorously since. There are now

24,100 blocks ready, and the work of lining the tunnel will be commenced immediately from the southern end. The rails have been laid but not ballasted from 22 miles 40 chains to 23 miles 48 chains, and preparations are being made to continue the platelaying and have the line ballasted up about 24 miles 37 chains for the conveyance of materials for the Makohine Viaduct. The line has been fenced on both sides from 22 miles 40 chains to 24 miles, 24 miles 67 chains to 25 miles 65 chains, and 26 miles 20 chains to 30 miles 70 chains, and partly on both sides from 31 miles 15 chains to 32 miles—a total length on both sides of about 7 miles 70 chains.

Mangaweka Section (being a continuation of the Makohine Section from 33 miles 40 chains).—The work of bushfelling and clearing on this section was begun in May last, and is in progress and well advanced from the commencement of the section at 33 miles 40 chains to 40 miles 40 chains—a length of 7 miles.

Makohine Viaduct.—Tenders were invited and received for this work, but they were considered too high and all declined by your direction. Preparations are now being made to have the viaduct erected on the co-operative principle.

A survey of a deviation of the line near Mangaweka was made during the year with the object of improving the permanent location of the railway at this place.

A contract has been entered into for completing the land-plans survey of the Makohine Section, and the work will probably be done by the end of August next.

An average number of ninety-six men were employed on the railway-works during the year, and 140 men are now at work. All the works except the surveys are being carried out on the co-operative principle.

WELLINGTON-WOODVILLE RAILWAY.

Eketahuna-Woodville Section (26 miles 55 chains in length).—The whole of the formation-works have been completed, except some bridging and about 10½ chains of bridge-approaches; and the line has been fenced on both sides for a length of 16½ miles. The line was opened for traffic to Newman Station (about two miles from Eketahuna) on 16th March last, and the platelaying and ballasting were completed for a further distance of about 2½ miles to the Mangatainoka River. The contract for the erection of the Mangatainoka Bridge was completed in May last, and the laying of the permanent-way beyond it is now in progress.

The bridging of five minor streams is in hand, one of the bridges being completed, and the materials for the others are being obtained. These bridges comprise in the aggregate ten 11ft., eighteen 13ft., and four 40ft. spans.

The station-buildings at Newman are in course of erection, and preparations are being made for putting in hand the buildings at the other stations on the line.

An average of 113 men were employed during the year, and forty-six men are now at work. The whole of the works on this section except the ironwork for the Makakahi Bridge, and the construction and erection of the Mangatainoka Bridge, have been carried out on the co-operative principle.

Mangahao Reserve Timber-cutting Contract.—This is a contract for the supply and delivery at Scarborough Station of 20,000 sleepers and 288,000 superficial feet of bridge and other timber from the totara timber reserve at Mangahao. About 12,000 sleepers and 184,000ft. of timber have been delivered, and the delivery of the remainder is in progress.

Mangaoni Reserve Timber-cutting Contract.—This is a contract for the supply and delivery at the railway-line of 40,000 sleepers and 70,000ft. of other timber from the totara timber reserve at Mangaone. About 24,000 sleepers and most of the other timber have been delivered, and the supply of the balance is progressing.

GREYMOUTH-HOKITIKA RAILWAY.

As previously reported, the permanent-way of this railway was opened for public traffic in December, 1893, some of the station and other works being still incomplete. The following works have been in hand and completed during the year, viz.: At Hokitika Station, the asphaltting of passenger-platform, erection of verandah over street frontage of station building, erection of stationmaster's house, and relaying the curve near Gibson's Quay. At Kumara, stationmaster's house erected and metalling of approach road to station completed. At Cameron's and Waimea Stations, four linemen's cottages erected; and flag-stations at Elmer's Lane, Karoro, Nelson Creek, Cameron's, Teremakau, Chesterfield, Stafford, Maori Pa, Arahura, and Ho Ho completed. A water-tank and stand for water-supply for locomotives were also erected at Waimea. All the works on this line are now completed.

MIDLAND RAILWAY.

Otira Section.—After the Midland Railway was taken possession of in May, 1895, a portion of the line between Jackson's and Kelly's Creek was examined, the survey lines cleared, and plans and specifications prepared with the view of carrying on the construction of the railway. Accordingly, a commencement was made with the work of construction on 16th September last, and further work was put in hand in January and June, 1896, the total length now under construction being 5 miles 38 chains, and the works are making good progress on the whole. Fourteen parties have been at work, four of which have finished their contracts. An average number of ninety-nine men were employed since the commencement of the work, and there are 103 men now employed. Some small buildings have also been erected on this section for use of officers, stores, smithy, &c. The whole of the works are being carried out on the co-operative principle.

Belgrove Section.—Preparatory works were put in hand in November last, clearing out water-tables, widening cuttings and banks, forming a road into the ballast pit at Wai-iti River, and getting the formation ready for platelaying; and the work of platelaying and ballasting was commenced on 18th March. The platelaying has been finished to Spooner's Range Station, at 26 miles 65 chains

(a length of about $5\frac{1}{4}$ miles), and the ballasting finished for a length of 2 miles, the remainder of the distance being partially ballasted. The earthworks on the Motupiko Section, which carries the line to the Motueka River, are being put in hand. All the works are being carried out on the co-operative principle, and forty men are employed.

OTAGO CENTRAL RAILWAY.

Hyde-Kyeburn Section (56 miles 20 chains to 73 miles 20 chains ; 17 miles in length).—The formation-works throughout are well advanced and should be practically completed in a few months hence. The excavation and lining of the tunnel (165 yards long) were finished in November last, and the tunnel fronts by the end of February. The timber and ironwork for the Coal Creek (56 miles 35 chains), Hyde Creek (57 miles 10 chains), Price's Creek (59 miles 63 chains), and Capburn (61 miles 10 chains) Bridges are on the ground, and the work of erecting the bridges is proceeding. A contract for the erection of the Taieri Bridge was let in January last, but work on the ground has not commenced yet; amount of contract, £7,716. On the average 200 men were employed during the year, and there are 180 men now at work. All the works are being carried out on the co-operative principle, except the Taieri Bridge and the manufacture of iron girders for some of the smaller bridges, which was done by ordinary contract.

CATLIN'S RIVER RAILWAY.

Section from 13 miles 43 chains to 18 miles 22 chains ; 4 miles 59 chains in length.—The portion of this section from the commencement (at 13 miles 43 chains) to the Owaka River (at 17 miles 11 chains), a length of 3 miles 48 chains, was completed and opened for public traffic on 16th December, 1895; and the remaining portion to the terminus at Owaka Station (18 miles 22 chains), a length of 1 mile 11 chains, was opened for traffic on the 22nd ultimo. The latter portion was opened for the convenience of the public, the station buildings at Owaka being still incomplete. The timber for these buildings was obtained by tender, and their erection is now in progress under the co-operative system. All the other works on this line were also carried out on that principle. The average number of men employed during the year was forty-seven, and twenty men are now at work.

SEAWARD BUSH RAILWAY.

Tiitiroa Section (18 miles to 23 miles 26 chains).—The works on this section consist of earthwork, bridging, flood-openings, bridge over the Mataura River, and fencing. The earthwork is nearly completed from 18 miles to 22 miles 6 chains. There are five flood-openings in hand up to the Mataura Bridge, consisting altogether of fifty-two 20ft. spans. Two of these bridges are completed, a third is in progress, and the piles and other timber for the remainder are on the ground. The line has been fenced on both sides from 20 miles 22 chains to 21 miles, and from 21 miles 23 chains to 22 miles 36 chains. A contract for the manufacture and erection of the bridge over the Mataura River was let to Messrs. J. and A. Anderson on the 16th March, 1895. A large portion of the ironwork has been manufactured, and the contractors are now preparing to get the material on to the site, and commence the erection of the bridge. All the works on the line, with the exception of this bridge, are being carried out on the co-operative system. An average of sixty-two men were employed during the year, and sixty men are now at work.

FOREST HILL TRAMWAY.

The extension of this tramway has been surveyed from the terminus of the working portion, at 9 miles 76 chains, to 12 miles 70 chains, on the east side of the Makarewa River; and the formation-works have been completed up to 11 miles 19 chains, with the exception of a flood-opening of four 20ft. spans at 10 miles 45 chains, which is not commenced yet. The combined road- and tramway-bridge over the Makarewa River was completed in March last. Fourteen men are employed, and all the works except the bridge, which was let by contract, are being carried out on the co-operative principle.

SURVEYS OF NEW LINES.

Railway Deviation, Otakuhu.—A trial survey of a proposed deviation of the Auckland-Waikato line through the Otakuhu Township, was made in August last.

North Island Main Trunk Railway, Central Route.—All trial-surveys have been executed between Turangarere (at 61 miles 40 chains) and Makatote River (about 99 miles 10 chains), and the plan, longitudinal section and cross-sections of same have been plotted and the position of the permanent line determined up to 81 miles. The line has also been explored up to 101 miles 55 chains.

Blenheim-Awatere Railway.—A reconnaissance survey of the Lower Awatere River was made in April last, with the view of ascertaining the best site or sites for erecting a combined road and railway-bridge or two separate bridges, and separate sites were located.

Waipahi-Heriot Burn Railway extension to Roxburgh.—This survey commences at the end of the constructed line about $3\frac{1}{4}$ miles beyond Heriot. The work was put in hand in January last, and the line has been permanently located for a length of about 11 miles. The survey will probably be completed in about three months hence.

Inch Valley to Lime Quarry Railway.—This survey was put in hand with the view of ascertaining the cost of constructing a railway for the conveyance of lime from a Government property, a short distance to the eastward from the Palmerston-Waihemo line. The line commences near Inch Valley Station on the latter railway, and is about 2 miles 27 chains long. The survey has been completed, and the plans and estimates are nearly ready.

SLEEPERS.

Auckland.—13,000 puriri sleepers were taken over from the Railway Department for the Mokau Section of the North Island Main Trunk Railway, and about 1,800 totara sleepers were

obtained locally from settlers, and 1,000 totara sleepers were similarly obtained for the Whangarei-Hikurangi Railway extension, and 500 for the Kaihu Valley Railway extension.

Eketahuna.—Contracts are in progress for the supply of 60,000 totara sleepers, being cut from the Mangahao and Mangaone Reserves, as above mentioned, and about 36,000 have been delivered. Tenders were invited in May last for a further supply of 16,000 sawn or hewn totara sleepers for the Eketahuna-Woodville Railway, and seven tenders were accepted for 15,500 in the aggregate, to be delivered on the line, the price ranging from 2s. 3d. to 3s. per sleeper.

Two small contracts were also let to settlers during the year for the supply of 2,600 and 1,000 hewn totara sleepers respectively. The former was completed in June, 1895, and the other contract is in progress.

Belgrove (Midland Railway).—Tenders were invited for 12,000 birch (*Fagus fusca*) sleepers for this railway, and six tenders were accepted for 8,200 in all, at 2s. each. These contracts were entered into in November, 1895, and completed in April last. Four petty or co-operative contracts were also let to men in need of work for the supply of 1,500 sleepers at the same price, and 1,200 of these have been delivered. These ten contracts employed about twenty-nine men during their progress.

Westport.—As reported last year, four tenders were accepted for a total of 20,000 silver-pine sleepers, and about 18,000 of these have now been delivered. A petty contract for 344 silver-pine sleepers was also completed during the year. About 15,800 sleepers were shipped from Westport by the s.s. "Hinemoa" during the year, and 1,200 were issued to the Railway Department.

Greymouth.—Forty-six contracts for the supply of silver-pine sleepers were in progress during the year ended the 31st March, 1896, of which thirty-eight were entered into during the year. These forty-six contracts amounted in the aggregate to 47,550 sleepers, of which 37,418 have been delivered. One of the contracts was for 10,000 sleepers, and the others range from 300 to 2,000 each, most of them being for 500, let to working-men.

Otago.—A contract was let in October last to Mr. T. Rolf, Invercargill, for the supply of 3,000 totara sleepers for the Seaward Bush Railway, and the contract was completed at the end of same month. Offers were also received from the settlers in the Catlin's and Seaward Bush districts and accepted for small lots, varying from 66 to 387, totara sleepers at 2s. 6d. each. Under this arrangement 5,329 sleepers were delivered during the year by the Catlin's River settlers, and 297 by the Seaward Bush settlers; delivery being near the railway-line in each case.

ROADS AND BRIDGES, ETC.

AUCKLAND DISTRICT.

Te Aroha to Katikati Road (Thompson's Track).—The formation and widening of this track over the range from the Gordon Settlement was begun in March, 1895, and has been in progress since then until the end of May last, when the work was stopped for the winter months. The track has been formed from 8ft. to 12ft. wide from the Te Aroha side to the Saddle at 5 miles 60 chains, and down the other (Katikati) side to about 9 miles 70 chains. A portion only (about 1½ miles) of the remainder of the road to the end at 14 miles requires widening. Serious slips have occurred this month which have blocked the road.

Miscellaneous.—The Katikati-Karangahape track was examined and reported on for the Mines Department. Drainage works in Te Aroha Block IX. and Block XI. were carried out for the Survey Department. A marble obelisk was erected on the Native burial-ground at Ngaruawahia, and enclosed within a picket-fence; and a similar monument erected over the grave of Major Te Wheoro at Rangiriri, and enclosed with a cast-iron fence. The drainage of the Remuera Sheep-dip was set and carried out under the supervision of this department on behalf of the Stock Department.

WESTLAND.

Karamea Bridge Contract.—A contract for the erection of this bridge was let in May, 1895, and completed last month.

Great South Road.—The survey of the deviation at Rotokino Swamp at Mount Hercules was completed in May, 1895. A route presenting no serious difficulty was found, and plans for the formation of this portion of the road were prepared. The work of widening the road for a length of about 2 miles 52 chains from 23 miles 50 chains was in progress and completed on the co-operative principle during the year. It was done in six sections, employing altogether forty-six men. Two small bridges between the Waitaha rivers were also erected by co-operative contract, the timber for which was obtained by tender; and the erection of a wire foot-bridge at Duffer's Creek is in progress. This track has now been widened from the Waitaha River to Mount Hercules, a length of 27 miles 10 chains, and from Lake Wahapo to Okarito, 7 miles in length, giving a total length between the Waitaha and Okarito of 34 miles 10 chains open for dray traffic, or between Ross and Okarito of 44 miles 10 chains open for traffic. The intervening portion between Mount Hercules and Lake Wahapo is 18¼ miles long, and of this 5 miles 45 chains, being the deviation at Rotokino Swamp, has to be formed, and the remainder, 12 miles 10 chains, widened. The total length of the road from Ross to Okarito is 62 miles 50 chains—viz., from Ross to the Waitaha, 10 miles 15 chains (open); Waitaha to Mount Hercules, 27 miles 10 chains (open); thence to Lake Wahapo, 18 miles 25 chains (not completed); and thence to Okarito, 7 miles (open).

Kamieri-Kokatahi Bridge.—The erection of this bridge and the metalling of the approaches to same were let in two separate co-operative contracts in April last, and the works were completed early in August. Twelve men were employed.

Miscellaneous Works for Local Bodies, &c.—The following works were inspected, and reported on during the year, viz: Ahaura-Kopara, Mackleys-Waipuna, and Blackball extension through township to mine, roads. Also suspension foot-bridge at Blackball Creek; road and bridge, Grey

Valley to Moonlight; track from Hatters Terrace to Haupiri; road approaches to Teremakau Railway-bridge; Brown's Terrace Track; damage to county roads by floods; track and bridge near Nine-mile Bluff, and Cobden Seven-mile road; also Grey Valley main road to the Junction, and the Nelson Creek, Notown, Orwell Creek, and Waipuna Creek, roads; the Ahaura Road Bridge; Oparara-Karamea and Lyell Creek extended roads; and Waimangaroa Denniston Track.

MISCELLANEOUS.—VARIOUS DISTRICTS.

The following works were also reported on during the year for local bodies or other departments: Rangitikei Road Bridge, at Bull Town; Rangitikei Road Bridge, at Vinegar Hill; Kiwitea Bridge, near Feilding; Makino Stream, Borough of Feilding; Jordan's Ford bridge-site and design, Marlborough District; and Capburn Suspension-bridge and Miller's Flat Bridge, Otago (plans and specifications prepared); and various other works.

PUBLIC BUILDINGS.

AUCKLAND DISTRICT.

Government House.—The house and outbuildings were painted by a co-operative party, the work being finished in November last, and a small additional coach-house was built. Various repairs were also effected during the year.

Admiralty House.—This house was put into a good state of repair, and leased for a term of five years, from the 1st July, 1895.

Departmental Buildings, Auckland.—As the caretaker's quarters in the basement were found to be unhealthy, quarters were provided for him on the first floor, involving the addition of two rooms to the building, at a cost of £150. The work was completed in April last. The ordinary maintenance repairs have also been attended to, and the caretaker has kept the building in very good order.

Auckland Gaol, Mount Eden.—Two warders' cottages, with outbuildings, were erected with timber from the female wing of the old gaol, and the ground around them put in order. The work of excavating the foundations of the centre block of the new gaol was commenced in January last; it is in solid rock in many places and will take a comparatively long time to complete, but some of the stone taken out will make building stone. All the prisoners not otherwise employed are occupied in dressing stone for the building, and there is a good stock of dressed stone on hand now.

Avondale Asylum.—The concrete tank for manure from the farm buildings was completed in April, 1895, and piggeries were erected. The electric fire-alarms were overhauled and put in order, and an extra telephone-wire laid direct to the turncock's house at Kyber Pass reservoir. Also all the doors of the building were altered so as to open outwards. Some additional irrigation drains on the farm were laid in November and December last. A blacksmith's shop was built adjoining the boilerhouse; the dining-room for males was painted, and various minor works of repairs and maintenance were attended to.

Plans were prepared for a large addition to the male wing of the main building to be erected in brick. A tender has been accepted for the supply of bricks required, and the work of erection will be commenced this month. It will be carried out under the co-operative system.

The Auxiliary Asylum was destroyed by fire on the 20th December, 1894, and is now being replaced by a new brick building. Tenders were accepted for the supply of bricks, and the carpentry and joinery materials, and the work of erection is in progress. The whole of the brick-work has been completed and the other works are well advanced. About two months more should see the building completed. All the works of erection are being done on the co-operative principle. An average of fully twelve artisans and seven labourers have been employed, and thirteen artisans and eight labourers are at present at work.

Supreme Court, Auckland.—The back basement stairs gave way, and have been renewed. Some of the rooms and corridors were cleaned and distempered, and dado painted, and the library is being enlarged by adding the Council's room to it by a door of communication.

District Court, Auckland.—The erection of a caretaker's cottage, which was put in hand in February, 1895, was finished in May, the work having been done on the co-operative principle. The mantelpieces of the Courthouse building were falling out, and were reset, and other repairs attended to. The fire-prevention service was also improved.

Magazines, Mount Eden.—Some alterations were made to the magazine-keeper's house and two rooms added, the work, which was done on the co-operative principle, being completed in April, 1895. The city water was laid on to the magazines in July last, and some small repairs were done to the small magazines.

Post- and Telegraph-office, Auckland.—The telegraph cellar was concreted. A porch was erected inside the public room to stop the draught. The roofing-slates, which were dropping off and dangerous to life, were all taken off and securely refixed. The main soil-pipes having been undermined by rats, had to be taken up right through the whole length of the building and foundations and relaid. They are now laid with a good bed of concrete under them.

Ponsonby Hall, Auckland.—The large double-chimney was blown down in July last, and was rebuilt. The ceiling of the hall has been painted and various small repairs effected.

Native Hostelry, Mechanics' Bay, Auckland.—These buildings have been painted and renovated, at a cost of £121. The work was completed in December last.

Departmental Buildings, Coromandel.—The blocks and bottom-plates, being rotten and infested with the white ant, were removed, and renewed with heart of totara. The Post-office accommodation has been enlarged, and the outside of the buildings painted, the whole being finished about the end of November last.

Departmental Buildings, Tauranga.—Here also the foundations were infested with the white ant, which was found to be well established in all the blocks and outside plates. All affected timber was taken out and replaced with totara. General repairs to the building have also been effected: all the walls and ceilings of all the passages and post- and telegraph-rooms were lined with dressed timber and painted. In most of the other rooms the ceilings were renewed in timber and the walls scrimmed and papered. Most of the work was carried out by co-operative contract.

New Courthouse and Police-station, Kawakawa.—A tender for the timber required for these buildings was accepted, and the work of erection commenced in September last. The work comprised the erection of Courthouse and Police-station, lockup, stables, water-closets, and fencing, and the whole were completed in February last. All the works were done by a party of local men, on the co-operative principle.

New Courthouse and Police-station, Paeroa.—These buildings, which comprised a Courthouse, Police-station, lockup, fencing, and outhouses, were completed in February last; all the works being carried out on the co-operative principle.

Sundry Courthouses.—Various repairs were effected in the Courthouses at Mongonui, Whangarei, Pukekohe, Waiuku, and Rotorua.

New Police-station, Mongonui.—A contract for the erection of this building was let for £249 in February last, and it was completed on the 30th April; and the building occupied at once.

New Police-station, Pukekohe.—These buildings, which comprise Police-station, stables, fencing, &c., were erected on the co-operative principle, and completed in May, 1895.

New Police-station, Aratapu.—The erection of this building was let by contract, and completed in April, 1895.

New Police-station, Waihi.—The timber for this building was obtained by tender, and the work of erection carried out on the co-operative principle. The building was completed and occupied in April last, and since then a lockup and fencing have been erected.

Police-station, Pahi.—A building and large allotment in a very good position were purchased for a Police-station at Pahi, and were occupied in October last. Since then a lockup has been added, and some repairs to the house effected.

Police-station, Auckland.—The soil-drains of the Police-station and barracks, Auckland, have been repaired, and other repairs, &c., effected, including a room for the use of the female-searcher.

Post- and Telegraph-office Additions, Paeroa.—Extensive alterations and additions to the Paeroa Post-office are in hand. A tender was accepted for the timber-supply, and the work of erection was begun in May last. It is being done under the co-operative system, and is now well advanced towards completion.

Post-office, Waihi.—Plans are being prepared for this building, and will be ready shortly.

Native School Buildings, Ruatoki.—A contract was let in October, 1895, for the erection of a schoolhouse and residence here, for the sum of £688, and the work was completed in May last.

Native School Buildings, Te Whaiti.—A contract for erecting school-buildings was let in May last, for £515.

Native School Buildings, Taita.—The building at this place was removed by contract to Opanaki, and erected there at a cost of £179.

Native School Buildings, Kokako, Wairoa County.—A contract for school-buildings was advertised, and tenders were received on the 21st May last; but they were considered too high and were declined. Fresh tenders were invited, tenders being due on the 7th instant.

WAIRARAPA—HAWKE'S BAY DISTRICT.

Martinborough Post- and Telegraph-office.—A tender was accepted for the supply of timber, and the building is being erected by co-operative labour, and is nearing completion.

Greymouth North Post- and Telegraph-office.—A new staircase, bath-room, and bay-window have been added to the Postmaster's residence, and the Post-office and residence have been painted and papered; also, sundry repairs executed. The works were done on the co-operative principle.

Office for Agricultural Department, Masterton.—This building, with stable and outbuildings, have been completed, the work being done on the co-operative principle.

Te Nui Police-station and Outbuildings.—The erection of these buildings, comprising residence, office, stable, and fencing, was let by contract for £347, and completed in December last.

Pahiatua Post- and Telegraph-office.—A glass screen to verandah and porch were erected to protect the entrance from the prevailing winds.

Stock Inspector's House, &c., Woodville.—The erection of these buildings, comprising house, office, and outbuildings, was carried out on the co-operative principle, and completed in September last.

Porangahau Post- and Telegraph-office.—This building was damaged by fire early this year, and the roof and other damaged portions of same were renewed. The outside of the building has also been painted.

Hastings new Post- and Telegraph-office.—The erection of this building was put in hand during the year, and it has been completed. A high brick wall has also been erected to protect the building from the spread of fire from adjacent property, and an ornamental brick wall has been erected along the street-frontage. The erection of the building and walls was done on the co-operative principle.

Customhouse, Spit.—The erection of this building was put in hand during the year, and has been completed. The work was done on the co-operative principle.

Removal of old Police-office, Napier.—This building was removed to Byron Street, and converted into a constable's house. The work was done by petty contract, and included new fencing and outbuildings.

New Police-station, Byron Street, Napier, including Lockup, Outbuilding, and Fencing.—The erection of these buildings was put in hand during the year, and was completed in October last. The work was done on the co-operative principle.

Supreme Court, Napier.—The exterior of building, including roof, outbuildings, and fencing, has been painted, the plastering of walls and ceilings repaired, the ventilation of Courtroom improved, and a number of other repairs effected. The works were done by co-operative labour.

Survey-office, Napier.—Additions have been made to the drafting-room, and a new office erected for the Receiver of Land Revenue. The exterior of the building has also been painted, and various repairs effected. The works were done by co-operative labour.

Old Provincial Buildings, Napier.—This building has been renovated throughout. An addition has been made to the clerk's office for deeds, and offices have been fitted up in the building for the Customs, Labour, and Agricultural Departments. A stable has also been erected for the Agricultural Department, and the fencing repaired and painted. The work has been done by co-operative labour.

Te Aute College.—These buildings were examined, and a report on their sanitary condition, with plan, furnished to the Education Department.

Repairs to Sundry Buildings.—Considerable additions and repairs have been carried out in the following buildings, viz.: Courthouse, Public Works Office, and Police-station, Pahiatua; Carterton Post-office; Woodville Drill-hall; Hastings Courthouse and Police-station; and Post-office, Napier.

PALMERSTON-NEW PLYMOUTH DISTRICT.

Additions and Alterations, Government Buildings, New Plymouth.—This work, which was let in three contracts, was completed in September last.

Laundry and Store-room, Government Buildings, New Plymouth.—A contract for erection of a laundry for caretaker and store-room for the Survey Department was let for £50, and the work is nearly finished.

Courthouse, Stratford.—The timber materials for this building were obtained by tender. The work of erection was begun in August, 1895, and the building was completed and handed over to the Justice Department in April last. The whole work was done on the co-operative principle.

Post-office, Stratford.—The timber having been obtained by tender, the erection was begun in August, 1895, and the building was completed and handed over to the Postal Department on 5th January last. The work was carried out on the co-operative principle.

Police-station, Eltham.—Plans are being prepared for a new Police-station, including lockup and stable, and the work will be put in hand shortly.

Post-office, Hawera.—This building, which had just been completed on the co-operative principle, was destroyed by fire on 30th August, 1895, and is being re-erected in brick. A tender for the supply of bricks was accepted, and the work of erection was commenced in March last. The work is being done on the co-operative principle, and is making fair progress.

Courthouse, Hawera.—This building, which was only finished and occupied in July, 1895, was also destroyed by fire at the same time as the Post-office, and is being re-erected in wood. A tender for the timber material was accepted in January last, and the building will probably be completed and ready for occupation in August next. The work is being done on the co-operative principle.

Outbuildings, Momohaki State Farm.—These buildings consist of a five-roomed men's cottage and bath-room and three-stall stable, with feed-room, loose-box, shed, and loft. The timber was obtained by tender, and the buildings were erected on the co-operative principle, and handed over to the Agricultural Department in December last.

Post-office, Wanganui.—A verandah was erected in front of the building by contract for £102, and completed in November last.

Post-office, Marton.—Plans are being prepared for the erection of a new Post-office at Marton, and are nearly ready.

New Police-station, Wanganui.—This work comprised the erection of a Police-station, Sergeant's house, and lockup, repairs to old stable and fencing. Tenders were accepted for the timber, and the buildings were erected on the co-operative principle, being completed and occupied in December last.

Maori Accommodation-house, Wanganui.—The timber materials for this building were obtained by tender, and the erection, which was completed in March last, was done by co-operative labour.

Native School, Pikipiki.—Tenders for the timber for these buildings have been accepted, and the erection will probably be finished by the end of August next. The work is being done on the co-operative principle.

Courthouse, Hunterville.—This building was also erected on the co-operative principle. The timber was obtained by tender, and the work of erection was completed in February last.

Police-station, Palmerston North.—The Sergeant's quarters have been removed to a new site on the Police Reserve, and put in thorough repair throughout; the old Courthouse has also been removed to the Police Reserve and altered and renovated, to be used as a police-station.

Miscellaneous Repairs.—Considerable repairs and alterations have been effected in the following buildings, namely: Courthouse and old Police-station, Wanganui; Courthouse, Marton; and Telephone Exchange, Palmerston North.

WELLINGTON-MARLBOROUGH-NELSON DISTRICT.

Government House, Wellington.—The hall-porter's quarters improved, and the general maintenance attended to.

Parliament Buildings.—A contract was entered into with the New Zealand Electrical Syndicate to supply and erect an electric motor to drive the ventilating-fans in the basement, the power to be supplied from the syndicate's lighting-stations. The plant did not arrive in time for erection before the commencement of the present session of Parliament, but the syndicate fitted up a temporary plant that will do until this session is over. Some repairs and painting have been done to the interior of the buildings.

Enginehouse, Sydney Street.—Owing to the altered arrangements for generating the motive-power in Parliament Buildings as above referred to, the engine was removed from this house, and the building was lengthened 38ft. and fitted up as an office for the Registrar-General's census staff and records. The addition, which is in brick, was erected on the co-operative principle.

Departmental Buildings, Wellington.—A considerable amount of work in fittings, consequent upon the rearrangement of the rooms referred to in last year's report, was done early in the year. A contract was let in June, 1895, for the installation of the electric light in these buildings, and was completed in August. As yet, however, it has only been applied to those rooms that are in frequent use during the night—sixty-one rooms in all. The result, as regards cost, for about twelve months has been a saving of 20 per cent. in the cost of lighting. The roof of the buildings was painted throughout in August and September last, and the annexe at the back was added to, these works having been carried out by co-operative labour. The lifts have also been improved and various maintenance-works attended to.

Government Printing Office, Wellington.—An intermediate floor was put into the paper-room to facilitate the stacking of paper, and a dark-room was added to the temporary lithographic gallery. The new luncheon-room on the second floor has been finished, and the drainage and alterations to the latrines have been completed. The roof was painted by a co-operative party in April last. The additions to the printing office, bringing the building up to the street-line, with an extended frontage, and including a new photo-lithographic gallery, are in progress. The work of excavating the foundations was commenced in June, 1895, and finished early in August. The walls and roof of the photo-lithographic gallery are finished, and the brickwork of the main portions of the additions is partly up to the ground-floor, and partly to the first-floor level. Contracts were let for the supply of piles, timber for joinery, cast-iron columns, and Oamaru stone for facing. Twenty-five men are employed on the building at present.

Mount Cook Prison.—The work of preparing this building for habitation was put in hand vigorously in September last. The female side has been finished, except the kitchen, the excavation and fencing of the exercising-ground, and the erection of matron's quarters. On the male side the drainage has been brought up from Bank's Terrace, the basement ground-floors have been asphalted, and the fencing of the exercise-ground nearly completed. The prison should be ready for occupation about November next. From September to January last an average of seventeen prisoners were employed on the works, and since then an average of forty-nine have been at work, two artisans (free labour) being also employed to lead them. Twelve free labourers were also employed, from the 2nd March to the 6th May last, in excavating for the retaining-wall at Bank's Terrace and forming the approach road to the prison. They worked in two parties on the co-operative principle.

Mount View Asylum, Wellington.—An addition of ten single rooms to this building was completed in May, 1895. The work of erection was done by co-operative labour, and the excavation and painting by the asylum inmates. Plans for a new reservoir for fire-prevention purposes were prepared by this department, and the work, which is well advanced, is being done by the asylum patients under the supervision of this department. The hot-water supply to the baths has been improved, and other repairs effected.

Porirua Asylum.—The farm-buildings were completed early in the year, and a bootshed has been erected. The fencing of the reservoir was put in hand on the 15th January last and completed on the 21st February; these works being done on the co-operative principle. Various repairs to the buildings, water-supply, &c. were also effected during the year. The erection of an additional wing to the asylum was commenced in February last. The concrete foundations have been put in and the brickwork is now advanced to about two feet above the damp-course level.

Arrangements are being made for the all-night lighting of the building as soon as the new wing is finished.

Quarantine-station, Somes Island.—The second-class passengers quarters have been re-roofed by co-operative contract, and various urgent repairs to the station have been carried out.

Police-station, Wellington.—Accommodation for a matron was provided at this building in December last.

Police-station, Nelson.—A contract for the erection of a Police-sergeant's house was let in August, 1895, and completed in November last. Alterations to the police-buildings, and painting same, have also been carried out, the work being done by co-operative labour.

Courthouse, Featherston.—The erection of this building was completed on the 22nd May, 1895. The work was done on the co-operative principle.

Courthouse, Otaki.—The timber for this building was obtained by tender, and the work of erection, which was done on the co-operative principle, was completed in September last.

Cable-station, White's Bay.—A contract for repairs to this building, and erection of new fencing, was completed in May, 1895.

Miscellaneous Repairs and Maintenance.—Various repairs and improvements have been carried out during the year at the following buildings, viz.: Departmental Buildings, Courthouse, and Post-office, Nelson; Departmental Buildings, Blenheim; General Post-office, Colonial Museum, and Terrace Gaol, Supreme Court, Ministerial residences, Government Insurance Buildings, and Government Domains, Wellington; Police-station, Foxton; Post-office, Lower Hutt, and Lunatic Asylum, Nelson.

WESTLAND DISTRICT.

Buildings, Westport.—The following works have been completed: Repairs and painting to Police-station, Denniston, and Police-station and constable's quarters and gaol, Charleston, and to Warden's residence, Westport; also additions and repairs to District Surveyor's residence, Westport; and repairs to the roof of the Post- and Telegraph-office, Westport, and papering two rooms in the building are in progress.

Government Buildings, Reefton.—The Post-office and Postmaster's residence, post-office store, lineman's cottage and stable, School of Mines, Courthouse, police-quarters, survey-office and Surveyor's residence, have all been thoroughly repaired and renovated, the work being done as far as possible on the co-operative principle; and repairs to the Clerk of Court's house are about to be commenced.

Police-camp, Hokitika.—The whole of the buildings and fences have been renovated and put into substantial repair. The lockup was removed to a more convenient position near the constable's quarters, and the latter building had a new wing added to it and was thoroughly repaired.

Old Men's Home, Hokitika.—This building was erected by contract at a cost of £413, and was completed in February last. The furnishings and fittings are now being supplied.

Miscellaneous Repairs to Buildings at Hokitika.—The exterior of the Courthouse buildings was thoroughly repaired and renovated, and various repairs were effected in the following buildings: Post- and Telegraph-office, lunatic asylum, gaol, customhouse, and law library.

Drillshed, Greymouth.—A new drillshed has been erected to replace the one destroyed by fire. It was put in hand in July, 1895, and finished in August; the work being done on the co-operative principle. The maintenance of other buildings in Greymouth has been attended to, and the Post-office was examined and reported on with the view of having repairs effected.

Post- and Telegraph-office, Kumara.—The whole of this building got into a bad state of repair, and general repairs and painting were carried out and finished in March last.

Stipendiary Magistrate's Courthouse, Kumara.—The interior of this building was renovated, and painted, and repairs and painting to the outside are in progress.

Police-buildings, Kumara.—Repairs and painting to the constable's house and police-quarters are in progress.

Courthouse, Brunner.—The building formerly known as Seaton's Hotel was acquired by Government and altered and fitted up as a Courthouse. It was occupied by the Justice Department in February last.

Lockup, Murchison.—A lockup has been erected at this place. It was finished in May last.

Courthouse, Ararua.—The fencing, which was destroyed by fire, was renewed, and repairs, and painting to the building were put in hand last month.

Okarito.—The Courthouse, survey-office, and constable's residence have been painted, and repaired, and the fencing has been also put in good repair.

CANTERBURY DISTRICT.

Sunnyside Asylum.—The new laundry, with necessary drainage system, has been completed, also a covered way from the laundry to the main building. Washing-troughs and a large hydro-extractor were imported and fitted up, and hot- and cold-water and steam service connected; also gas ironing-stoves, tables, &c., have been provided, and washing-machines have been ordered and are expected to arrive shortly. A drying-closet has also been completed, and a well-laid fenced drying-green.

The steam and fire-prevention service has been completed, the latter being extended to the Medical Superintendent's residence; and, with the view of preventing the spread of fire, the walls of the building have been carried up through the roof at several places in the east wing, a similar work having formerly been carried out in the female side of the building.

New boilers have been built in the boilerhouse attached to the laundry, and additional provision has been made for steam-heating and hot-water service in connection with the kitchen and bath-rooms, the greater portion of the work being done on the co-operative principle. The fence around the female airing-court has been renewed, the work being done by the patients with a little outside labour, and the formation and fencing of the new male airing-court is in progress in a similar manner.

Supreme Court, Christchurch.—A new building was erected by contract for a law library, adjacent to the Supreme Court, the old library being thoroughly renovated and converted into a room for the transaction of Banco and Chamber business.

Courthouse, Rakaia.—The old hall has been converted into a Courthouse, and an additional room and outbuildings erected.

Courthouse, Darfield.—This building has been completed and handed over to the Justice Department. It was erected on the co-operative principle.

Courthouse, Timaru.—The whole of the ceiling (plaster) was removed, and a pannelled wood-ceiling substituted. Some alterations were also made to provide room for the Judge, and new linoleum laid down.

Sundry Repairs, Renovations, and Alterations have also been carried out at the Stipendiary Magistrate's Courthouses at Christchurch, Lyttelton, Oxford, Southbridge, Little River, Temuka, and Ashburton; also at the Police-stations at Christchurch, St. Albans, Oxford Bishopstown, Bealey, Timaru, Leeston, Akaroa, Rangiora, Sheffield, Little River, Coalgate, Amberley, and Fairlie Creek.

Police-station, Pleasant Point.—A piece of land, with building thereon, has been acquired for the station, and tenders are now invited for the erection of a lockup and stable.

Post- and Telegraph-office, Cheviot.—A new Post-office and Postmaster's residence were erected by contract at McKenzie's Township, Cheviot. The old buildings were removed and repaired and utilised for the lineman's quarters.

Post-office, Lyttelton.—This building has been thoroughly renovated inside and outside, and the work was done by co-operative contract.

Post-office, Rangiora.—Renovations to this building are now in progress.

Post-office, Bealey.—Tenders are now invited for extensive repairs and additions to this building.

Departmental Buildings, Christchurch.—As the water-supply for the buildings in Cathedral Square showed signs of failing, a new 3in. artesian well was sunk to a depth of 232 feet, with the result that a good supply of water has been obtained.

Provincial Council Buildings.—The roof of the Provincial Council Chamber has been thoroughly repaired, and other portions of the roof of the buildings attended to.

Industrial School, Burnham.—A new water-supply tank has been provided, windmill repaired, and extensive repairs and alterations are in hand; the work, which is done by co-operative labour, being nearly completed.

Stock Inspector's House, Fairlie Creek.—A contract for the erection of this house, fencing, &c., was let and is now in progress.

Addington Gaol.—Alterations to the old gaol building, including an improvement in the water-supply, with a view to its use for refuge purposes, are now being carried out by co-operative labour, and are expected to be finished early this month.

OTAGO AND SOUTHLAND.

Seacliff Asylum.—As the result of the joint report submitted by Mr. Napier Bell and myself, and referred to in last year's annual report, it was decided to disconnect the block forming the north wing which stands on the creeping-ground from the rest of the building which is on firm ground, and this work has been carried out at a cost of about £260.

Police-stations.—The contract for the erection of the new police-station buildings at Waitahuna was completed in May, 1895; and considerable renovations, additions, and alterations have been carried out in the stations at Invercargill, Waikaia, Tapanui, and Milton.

Post-office, Queenstown.—A contract was let for the erection of a new Post-office at Queenstown, and it was completed in August last.

Post-office Repairs, &c.—Various additions, alterations, and repairs were carried out at the Post-offices at Oamaru, Clinton, Milton, Mosgiel, and Mataura; also at the Telephone Bureau, Dunedin, and Postmaster's residence, Queenstown; and plans are in hand and are nearly ready for additions and alterations to the Post-office, Riverton.

A new fence was erected (and painted) round the reserve at the Post-office buildings, Invercargill; the work which was let in two separate contracts, being completed in February last.

New Courthouse, Arrowtown.—A contract for the erection of this building was let in May, 1895, and completed in September last.

New Courthouse, Milton.—This is a brick building, and was erected on the co-operative principle. Work was begun in October last, and the building was finished in January, 1896.

New Courthouse, St. Bathans.—The erection of this building was let by contract in November last, and completed in April last.

Sundry Repairs to Courthouses.—Repairs and alterations were carried out in the following buildings—namely, Courthouse and police-buildings, Winton; Supreme Court, Invercargill; and Courthouses at Gore and Hamilton.

New Gaol, Dunedin.—This building is being erected on the co-operative principle. The brick-work of the centre block is completed up to roof-plate level, and the work on north and south sides of the building is built 3ft. above second-floor level. The concrete floors on first and second flats are completed, and, generally, the work is very well advanced.

Departmental Buildings, Dunedin.—The offices of the Lands Department were renovated.

MARINE.

Manukau Heads Wharf.—Some fender-piles were bolted to this wharf, and the wharf-decking and tram-line repaired.

Whangateau Harbour Jetties.—Approach-roads were made to the jetties erected at Ti Point and Parapara Wharves by the local bodies, subsidised by Government grants.

Removal of Rocks, Whakatane Harbour.—A contract for the removal of ten rocks in this harbour was let in March, 1896, and the work is in progress.

Howick Wharf.—The erection of this wharf and approaches was put in hand in August, 1895, and completed in February last. The timber was obtained by tender and the work of erection was done by co-operative labour. The wharf is 800ft. long and 7ft. wide. Some further work to improve the approaches to the wharf and adjoining beach is about to be put in hand.

Waiuka Channel and Panmure Bridge.—At the request of the local bodies the Waiuka Channel was examined with a view to the improvement and deepening of the channel near the Mauku Wharf, and the Panmure Bridge was thoroughly examined with a view to repairs; and reports thereon were furnished to the Boards concerned.

Dredging, Nelson Harbour.—This work was completed in May, 1895, and the plant returned to the Westport Harbour Board, from which it had been hired. The depth of water at the breast-work was finished to an average depth of 15½ft., equal to an average increase of 5ft., while in the fair-way it was increased from 7ft. to 10ft., and at the Albion Wharf was finished off to 7ft.; or an increase of 2ft.: all from below low-water mark. The approaches to the Railway Wharf were also lined up with timber for 90ft. to half-tide level.

Lighthouse-keeper's Cottage, Nelson.—A contract for the erection of this building was let in February, 1896, and completed last month.

Cape Farewell Spit Lighthouse.—The contract for the manufacture of the wrought-iron tower for the lighthouse was finished by Messrs. A. and J. Anderson, Christchurch, last month, and arrangements for the erection of the lighthouse are now being made. The timber required for the work has been obtained by tender.

Cape Palliser Lighthouse.—A contract for the manufacture of the cast-iron tower for this lighthouse was let to Messrs. Luke and Sons, Wellington, in February, 1896, and will be completed this month; and preparations are in hand for the erection of the tower, keeper's dwellings, stores, &c.

The Brothers.—A new landing-place and crane at the south-east end of the island, have been provided, and a place has been prepared for the erection of a small building to hold an auxiliary light.

Somes Island Light.—A survey has been made with a view to carry out a proposal to remove the light on Somes Island to a more effective position and the matter is under consideration.

Cape Kidnappers Lighthouse.—Plans and specifications have been prepared for the construction of a cylindrical cast-iron tower for this lighthouse. It will be erected on a concrete base, and the total height from the ground will be 56ft.

Snares Lighthouse.—The Snares Islands were visited by the Nautical Adviser (Captain Allman) and myself, with the object of selecting a site for the proposed lighthouse there; and our report thereon has been submitted to the Government.

Sticking Point Reclamation, Lyttelton.—Work at this reclamation was commenced in May, 1895, and about 3 chains of substantial stone breastwork has been put in. Good stone is being obtained from the hill under Sumner Road adjoining the reclamation. Excepting the crane-driver, who is a paid employé, the work is being done by prison-labour.

Miscellaneous.—A large number of plans and specifications relating to proposals submitted by Harbour Boards and other governing bodies, in connection with wharves, training-walls, bridges, breakwaters, and other harbour and riverworks, have been examined and reported on during the year.

HARBOUR DEFENCES.

Auckland.—The city water has been laid on to the forts at Takapuna and North Head, and a considerable amount of work has been done at the various forts; a force of twenty-eight prisoners, with two instructing and three discipline warders, being employed on the works during the greater part of the year.

Wellington.—The metalling of the road from Kilbirnie to the forts was completed by co-operative labour in July, 1895, and a road between Fort Ballance and Fort Gordon has been made by the prisoners. The construction of the Gardens Battery was put in hand in January, 1896, and the works which are being carried out by co-operative labour are well advanced. An average of eighteen men has been employed. A motor-house has been constructed at Fort Ballance chiefly by prison-labour, and various repairs and alterations have been carried out at the forts generally during the year.

Lyttelton.—The buildings at Ripa Island and Erskine Point are undergoing repairs, and some additional accommodation is being provided for the members of the Permanent Force, prison-labour being utilised as far as possible in carrying out these and maintenance-works.

Otago.—The jetty at Deborah Bay has been lengthened and strengthened. The work was done by contract and completed in September last. A jetty has also been built at Taiaroa Heads, 300ft. in length, of rock-filling with pitched face. A blacksmith's shop has also been erected here for sharpening tools, and the parade ground has been levelled and the reserve fenced in; these works and some repairs and painting being carried out by prison-labour. The jetty at Harrington Point has been strengthened, and a 7in. gun has been mounted on the reclaimed ground, Dunedin.

STORES AND SERVICES.

Stores Supply Contract, 1896.—Tenders were invited for the supply and delivery of general ironmongery, builders' and furnishing ironmongery, and other stores for the Public Works and other Government Departments for the year, and tenders were accepted as follows:—

Class of Supplies.	Auckland.	Wellington.	Christchurch.	Dunedin.	Invercargill.
General ironmongery	T. and S. Morrin and Co.	Briscoe, Macneil, and Co.	Ashby, Bergh, and Co.	A. Briscoe and Co.	Walter Guthrie and Co.
Builders' and furnishing ironmongery	Ditto	Cameron and Christie	Ditto	"	Ditto.
Ship-chandlery ..	E. Porter and Co.	Briscoe, Macneil, and Co.	John Edmond ..	"	"
Iron and steel ..	"	Ditto	Ashby, Bergh, and Co.	"	"
Paints, oils, &c. ..	T. and S. Morrin and Co.	"	Edward Reece and Sons	"	A. Briscoe and Co.
Cement and lime	Nil.	P. Hutson and Co.	Nil.	Nil.	Nil.
Drainpipes ..	J. J. Craig ..	Briscoe, Macneil, and Co.	Ashby, Bergh, and Co.	A. Briscoe and Co.	Walter Guthrie and Co.
Tents	E. Porter and Co.	Ditto	John Edmond ..	John Edmond ..	John Edmond.

Contracts were also entered into for the supply of coal and firewood in the various districts for Government Buildings, and in Wellington the usual contracts were let for furniture and fittings, chimney-sweeping, removal of rubbish, and window-cleaning.

ENCLOSURES.

This report is accompanied by the following enclosures, viz.:—

1. Statement showing lengths of railways authorised, constructed, surveyed, &c.
2. Diagram showing mileage of railway opened each year.
3. Maps of the North and Middle Islands, showing railways opened and in progress.

I have, &c.,

WILLIAM H. HALES,
Engineer-in-Chief.

The Hon. the Minister for Public Works.

Table with columns: Appropriation, Name of Line, Mileage, Subdivision, Main Line, Sidings, Total, State of Line, and various dates from 1872 to 1896. Rows include Nelson-Belgrove, Greymouth-Nelson Creek, Westport-Ngakawau, Westport-Ngakawau Extension, Greymouth-Hokitika, Kumara Branch, Kahautera-Waiapu, Hurunui-Waitaki, Waitaki-Bluff and Branches, etc.

* In these cases the dates given are the dates on which the railways became the property of the Government.

† This comprises 3m. 48ch. of railways constructed by the Government, and 1m. 60ch. of lines constructed by private company and afterwards purchased by the Government.

‡ This comprises 45m. 55ch. of railways constructed by the Government, and 45m. 79ch. of lines constructed by private companies under the District Railways Act and afterwards purchased by the Government.

§ This comprises 11m. 23ch. of railways constructed by the Government, and 26m. 38ch. of lines constructed by private companies under the District Railways Act and afterwards purchased by the Government.

|| This comprises 23m. 40ch. of railways constructed by the Government, and 3m. 68ch. of lines constructed by private company and afterwards purchased by the Government.

Enclosure to Appendix F.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1896. NORTH ISLAND.

Table with columns: Appropriation, Name of Line, Mileage, Subdivisions, Main Line, Sidings, Total, State of Line (Surveyed, Under Formation, Under Plate-laying), and Opened (Date, 1873-4 to 1895-6, Total). Rows include Kawakawa, Whangarei-Kamo, Kamo-Hukerenui, Kaipara-Waikato, Hamilton-Cambridge, Napier-Woodville, Wellington-Woodville, Foxton-New Plymouth, North Island Main Trunk Railway, and Central Route-Deviation Surveys.

* In this case the date given is the date on which the railway was taken over by the Government.
† This comprises 48m. of railway constructed by Government, and 11m. of line constructed by private company under the District Railways Act and afterwards purchased by the Government.
‡ This comprises 12m. 70ch. of railway constructed by Government, and 30m. 60ch. of line constructed by private company under the District Railways Act and afterwards purchased by the Government.

NOTE.—Taouiri Branch not mentioned above, as the rails have been taken up. See "The Taouiri Branch Railway Act, 1894."

APPENDIX G.

REPORT OF THE CHIEF INSPECTOR OF MACHINERY.

The CHIEF INSPECTOR of MACHINERY to the UNDER-SECRETARY for PUBLIC WORKS.

SIR,—

Office of Chief Inspector of Machinery, 1st May, 1896.

I have the honour to submit my annual report on the working of "The Inspection of Machinery Act, 1882," during the financial year ended the 31st March, 1896.

The number of boilers inspected, and for which certificates were issued, during the year was 2,749.

Several inspections of boilers at present idle were made during the year, over and above this number, certificates for which will be issued as the owners require them.

All the machinery connected with these boilers was inspected at the annual inspections, and some have been visited more than once during the year. When possible, after being notified by the owner where new machinery has been erected, or alterations to existing plants have been made, a visit is paid to see that all pulleys, &c., are properly protected.

174 digesters and 33 hydraulic lifts were examined during the year.

At the end of the year 150 boilers and 100 hydraulic lifts were overdue for inspection.

No explosion nor accident to life and limb has taken place in connection with boilers during the year, which is very satisfactory, and not only suggests the careful way in which inspections of boilers are made, but also reflects great credit on the owners and attendants of boilers throughout the whole country. In a recent parliamentary return issued by the Board of Trade in Great Britain, for the year ended the 30th June, 1895, it was stated that 114 explosions, causing the death of 43 persons and serious injury to 85 others, had occurred.

It is with regret I have to report nineteen accidents to persons in connection with machinery during the year, seven of which terminated fatally, and twelve not fatal. The tables explain fully the nature and cause of accident in each case, and I will only refer to one, viz., that at Belfast Freezing-works, in Canterbury. The machinery where the man was found was used at the manure-works, and was being duplicated, but not quite finished at the time of the accident. A hand-rail had been around the older half of the engine, but had been removed to allow the laying-down of the new half. The removal of this rail was not the fault of the Inspector, or of any one, as the work had to be done. The deceased had no right to be on that side of the engine where his body was found. Unless due care is exercised by employes themselves no amount of fencing or boxing-in will prevent accidents, as the machines must do their work, and are protected as far as possible without spoiling their efficiency.

Gold-mining has called into use much machinery that has been idle for a long time, which accounts for the large increase in winding plants. It is to be hoped that this state of things will long continue, not only to keep the present but many additional plants in full operation.

It is with much regret that I have to chronicle the death of Mr. Mowatt, Chief Inspector of Machinery, which occurred with painful suddenness, at his residence in Wellington, on the 31st of January last, at the early age of forty-five. He joined the service of the Government on the 17th of January, 1887, as Inspector of Machinery in the Wellington District, and was promoted to be Chief Inspector for the colony on the 1st of July, 1892. He was a very capable officer, very firm without being harsh, and was generally respected by all with whom he came in contact.

Mr. H. Wetherilt, who held a temporary appointment as an Inspector from the 1st September to the 4th November, 1895, was permanently appointed on the 27th February last, and was located in the Otago District, to fill the vacancy caused by my own removal to Wellington. Mr. Morrison, who had been the junior Inspector in Otago since the beginning of 1893, became senior Inspector in that district.

Mr. H. A. McGregor, one of the Wellington Inspectors, visited Great Britain during the year, after an absence from Home of close on thirty years. While there he personally visited the great coal, iron, and shipbuilding centres, noting improvements by the way. He had a personal interview with the principal engineer-surveyor in London, the engineer-surveyors at Liverpool, Glasgow, and Belfast, as well as with several of the boiler-insurance surveyors in England and Scotland. Mr. McGregor gleaned much valuable information and carried away many a wrinkle which will be not only of use to our own department, but to the iron industry of the colony. Apart from the health-benefit and the pleasure of such a trip, I would suggest that it would be to the benefit of our department and the colony at large were the same privilege granted to other Inspectors of Machinery in the future.

During the year 487 engine-driver certificates have been issued. Ten candidates failed to pass the examination. Every facility has been given to those who had the necessary qualifications to obtain service certificates.

No better method for testing knowledge has yet been devised than the system of examination questions; and, on the whole, the candidates who came up for examination acquitted themselves very well. Some found it quite stiff enough, others could have passed a much higher examination; and I trust that those who have now obtained their certificates will still continue their self-improvement. Opportunities will frequently offer for the application of this self-improvement, and by properly dealing with these opportunities they will often be found stepping-stones in the ladder of promotion. The applications for service and competency certificates have entailed no end of

correspondence and other clerical work on the different inspectors, and if applicants would only read over the form furnished them it would simplify matters very much. The thanks of the department are due to the Postmasters and the officers of the Police Department, not only for providing rooms for examination in their buildings, but for many other helps to the examiners in country districts; especially also to the Press throughout the colony for the locals inserted *re* the dates and places of examination.

Appended are tables numbered from 1 to 8: (1) Number and class of boilers inspected, fees payable on these boilers, class and number of engine-drivers, and fees payable; (2) different classes of machinery inspected and motive-power used; (3) nature and extent of defects found on inspection of boilers; (4) notices given to repair defects in boilers; (5) notices given to fence dangerous parts of machinery; (6) accidents which proved fatal; (7) accidents which were not fatal; (8) names of all candidates to whom certificates of competency and of service as engine-drivers have been granted during the year.

I have, &c.,

ROBERT DUNCAN,
Chief Inspector of Machinery, Wellington.

No. 1.—RETURN showing the NUMBER of LAND BOILERS INSPECTED and for which CERTIFICATES were issued during the Financial Year ended 31st March, 1896.

Portable.			Stationary.			Total.
Under 5 h.p.	Under 10 h.p.	Over 10 h.p.	Under 5 h.p.	Under 10 h.p.	Over 10 h.p.	
169	660	117	743	402	658	2,749

RETURN showing FEES PAYABLE for the INSPECTION of BOILERS and MACHINERY during the Financial Year ended 31st March, 1896.

Fees payable on Boilers.		Fees payable on Machinery.		Total Fees payable.	
£	s. d.	£	s. d.	£	s. d.
3,838	0 0	17	5 0	3,855	5 0

Twenty-one Government boilers inspected (not charged for) = £40 10s.

RETURN showing the NUMBER of SERVICE and COMPETENCY CERTIFICATES issued to Winding-, Traction-, and Locomotive-engine Drivers during the Financial Year ended 31st March, 1896.

Winding.		Traction and Locomotive.		Total.
Service.	Competency.	Service.	Competency.	
9	6	417	55	487

RETURN showing FEES PAYABLE for SERVICE and COMPETENCY CERTIFICATES issued to Winding-, Traction-, and Locomotive-engine Drivers during the Financial Year ended 31st March, 1896.

Winding.		Traction and Locomotive.		Total.	
Service.	Competency.	Service.	Competency.	£	s. d.
£	s. d.	£	s. d.	£	s. d.
1	2 6	52	2 6	83	15 0
	3 0 0		27 10 0		

No. 2.—RETURN of MACHINERY INSPECTED during the Financial Year ended the 31st March, 1896.

Description of Machinery.	Driven by				Description of Machinery.	Driven by			
	Steam.	Steam and Water.	Water.	Gas.		Steam.	Steam and Water.	Water.	Gas.
Agricultural-implement works	17	...	...	...	Brought forward	1330	9	13	9
Air-compressing ...	3	...	...	...	Landing - service (Government)	2	...	...	...
Ammunition factory	1	...	...	...	Lapidary	1	...	...	...
Bacon-curing	4	...	...	...	Laundries	10	...	...	...
Bakeries	8	...	...	...	Lead- and pipe-works	2	...	...	...
Barrel-stave making	2	...	...	...	Lifts (passenger)	...	...	3	...
Bark-mill	1	...	...	...	Lifts (goods only)	...	...	30	1
Baths	3	...	...	...	Locomotives	41	...	...	...
Bicycle-works	5	...	...	...	Machine-shops	20	...	...	...
Biscuit factories	6	...	...	...	Match factories	2	...	...	...
Blacking-works	1	...	...	...	Mat-making	2	...	...	...
Blacksmiths' tools	7	...	...	...	Meat-preserving	16	...	...	...
Block- and pump-works	1	...	...	...	Mortar-mills	4	...	...	...
Boiler-making	2	...	...	...	Oatmeal-mills	2	...	...	...
Boiling-down	48	...	...	...	Oil-, soap-, and candle-works	3	...	...	...
Boot factories	3	...	...	2	Packing-case manufactories	2	...	...	...
Brass- and copper-works	8	...	...	1	Paint manufacture	1	...	...	...
Breweries	61	...	...	2	Pickle factory	1	...	...	...
Brick- and tile-works	32	...	...	...	Plumbing	1	...	...	...
Brush factory	1	...	...	...	Paper-mills	2	...	...	...
Cable tramways	2	...	...	...	Potteries	12	...	...	...
Cabinetmaking and turneries	39	...	...	2	Printing	38	...	...	...
Candle-works	4	...	...	...	Pumice-works	1	...	...	...
Cement-mixing	2	...	...	...	Pumping	57	...	...	...
Cement- and lime-works	6	...	...	...	Quartz-crushing	22	2	8	...
Chaff-cutting	203	...	...	...	Refrigerating-works	24	1	...	...
Chemical-works	6	...	...	...	Road-hauling	3	...	...	...
Cider factory	1	...	...	...	Road-rollers	4	...	...	...
Coach factories	11	...	...	...	Rolling-mills	2	...	...	...
Cocoa factory	1	...	...	...	Rope- and twine-works	4	...	...	...
Coffee- and spice-works	8	...	...	...	Roundabouts	5	...	...	...
Cooking and warming	16	...	...	...	Sash-and-door factories	36	...	...	...
Cooperages	10	...	...	...	Sausage-chopping	73	...	...	...
Confectioneries	13	...	...	...	Saw-mills	309	3	8	...
Cordial manufactories	40	...	...	2	Seed-dressing	7	...	...	2
Creameries	70	...	6	...	Sheep-dip	1	...	...	...
Dairy factories	178	1	5	...	Sheep-shearing	13	...	...	...
Diamond-drill	1	...	...	...	Ship-building yards	2	...	...	...
Dock and slip	10	...	...	...	Soap-works	16	...	...	...
Dredging (gold)	35	...	...	...	Soap- and candle-works	2	...	...	...
Dredging (harbour)	11	...	...	...	Soda-crystals	2	...	...	...
Dye-works	4	...	...	...	Starch-works	4	...	...	...
Electric lighting	9	...	...	...	Steam-cranes	51	...	...	...
Engine-works	48	...	...	...	Stone-crushing	20	...	...	...
Fan-driving	4	1	...	...	Stone-cutting	3	...	...	...
Fellmongeries	18	...	...	...	Straw-pressing	2	...	...	...
Fire-engines	13	...	...	...	Sugar refinery	1	...	...	...
Firewood-cutting	65	...	...	...	Sulphur-works	1	...	...	...
Fish-preserving	5	...	...	...	Tanneries	20	...	...	...
Flax-mills	28	...	...	...	Threshing by portable	133	...	...	...
Flour-mills	52	7	2	...	Threshing by traction	125	...	...	...
Foundries	64	...	...	...	Tinplate-works	1	...	...	1
Fruit-preserving	3	...	...	...	Tramway-engines	6	...	...	...
Galvanised-iron works	2	...	...	...	Varnish-works	1	...	...	...
Gas-works	13	...	...	...	Venetian-blind works	2	...	...	...
Grinderries	2	...	...	...	Vinegar brewery	1	...	...	...
Glue-works	2	...	...	...	Waterproof factory	1	...	1	1
Gold-mining	14	...	...	...	Water-works	5	...	...	...
Hat-making	1	...	...	...	Well-sinking	12	...	...	...
Hauling	38	...	...	...	Winding (including collieries)	62	...	...	...
Hoisting (including winches and pile-driving)	58	...	...	...	Wine-making	1	...	...	...
Hopper barge	1	...	...	...	Wire-working	1	...	...	...
Hydraulic plant for cranes	1	...	...	...	Woollen-mills	9	...	...	...
Iron-works	3	...	...	...	Wool-pressing	20	...	...	...
Knitting factory	1	...	...	...	Wool-scouring	17	...	...	...
Carried forward	1330	9	13	9	Total	2574	15	63	14

No. 3.—RETURN of DEFECTS found on INSPECTION of BOILERS during the Financial Year ended 31st March, 1896.

Description of Defects.	Dangerous.	Defective in Lesser Degree.	Total.
Brick seating	1	2	3
Corrosion, external	7	34	41
Corrosion, internal	3	14	17
Cracks in fire-box	2	16	18
Cracks in furnace-flue .. .. .	..	2	2
Cracks in shell ... .. .	..	1	1
Cracks in shell over furnace	1	6	7
Cracks in tube-plates .. .. .	..	3	3
Cracks in uptakes .. .. .	..	2	2
Defective construction .. .. .	..	1	1
Depressions over furnaces in externally-fired boilers... .. .	..	5	5
Depressions on crown of fire-box .. .. .	..	10	10
Fire-box girders broken	1	..	1
Fire-box girders wasted	2	5	7
Fire-box thin	3	10	13
Fire-box renewed	2	..	2
Flues out of shape	2	2	4
Flues weak	2	..	2
Flues laminated .. .. .	..	5	5
General dilapidation from neglect or age	1	18	19
Grooving in furnace .. .. .	..	2	2
Grooving in shell .. .. .	..	3	3
Grooving and wasting in uptakes .. .. .	..	4	4
Handhole-openings weak .. .. .	..	15	15
Handhole-openings, omission to cut for sighting .. .. .	..	6	6
Leakage from joints and mountings .. .. .	..	2	2
Leakage from seams in shell .. .. .	..	19	19
Manhole-openings weak	5	8	13
Manhole-openings, omission to cut .. .. .	..	6	6
Patches in fire-box	1	29	30
Pitted plates, internal	1	2	3
Rivets broken in furnace... .. .	..	9	9
Rivets broken in shell .. .. .	..	2	2
Rivets wasted and had to be renewed	1	2	3
Saddle-plates wasted	1	..	1
Stays, longitudinal, broken .. .. .	..	5	5
Stays, longitudinal, wasted .. .. .	..	4	4
Stays screwed into fire-box broken	2	4	6
Stays screwed into fire-box wasted	2	18	20
Tube-plate wasted .. .. .	..	2	2
Tubes wasted	16	26	42
Tubes leaking .. .. .	..	5	5
Totals	56	309	365

Digesters found to be Defective on Inspection.

Internal corrosion	3	12	15
Landings wasted internally	1	5	6
Longitudinal stays wasted	4	6	10
Rivets wasted	2	4	6
Condemned altogether	3	..	3
Totals	13	27	40

Defective Fittings found on Inspection of Boilers for which Notice was given to renew.

8 blow-off cocks.	1 manhole door.
2 blow-off pipes.	16 pressure-gauges.
7 check-valves.	4 safety-valves.
2 feed-pipes.	18 sludge-hole doors.
8 feed-pump valves.	9 spring-balances.
26 fusible plugs.	4 steam-pipes (including throttle-valves).
	18 water-gauge cocks (including test-cocks).

No. 4.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1896.

No.	Type.	Description of Repairs.
2	Cornish ...	New end-plate and angle-iron.
2	" ...	Sighting-doors to be cut.
3	" ...	Renew rivets around mouth of furnace.
2	" ...	Renew plates in furnace.
1	" ...	Renew brickwork setting.
2	" ...	Cracked plates in furnace to be cut out and renewed.
4	" ...	Strengthening hoops around furnace-flue.
3	" ...	Blisters cut out of furnace-plates.
1	" ...	Dome stayed.
5	" ...	Shell patched at blow-off.
1	" ...	Water-gauge mountings renewed.
4	" ...	Shell-plates renewed.
2	" ...	Landings in shell-plating caulked and riveted.
2	Lancashire	Galloway-tubes repaired.
1	"	Shell, patched bottom.
1	Locomotive	Tubes partially renewed.
1	"	Fire-box, rivets in, partially renewed.
3	"	Fire-box, stays in, partially renewed.
1	"	Fire-box, skirt repaired.
1	"	Fire-box, blisters cut out and patched.
1	"	Fire-box, crown-plate renewed.
3	"	Plugs, holes fitted with sockets and new plugs.
2	Marine ...	Furnace hooped.
7	" ...	Furnace patched.
1	" ...	Furnace renewed.
1	" ...	Combustion-chamber repaired.
1	" ...	Combustion-chamber renewed.
2	" ...	Combustion, crown-stays fitted.
3	" ...	Combustion, screwed stays partially renewed.
1	" ...	Steam-space stays renewed.
2	Multitubular	Shell-plating at the top renewed.
5	"	Shell-plating over fire renewed.
6	"	Shell-plating, old patches renewed in plates over fire, and seams caulked.
2	"	Tubes expanded.
2	"	Tube-plate repaired.
8	"	Tubes renewed.
1	"	Tubes renewed partially.
3	"	Compensating-ring around mud-hole.
5	"	Stays, extra, and old ones renewed.
4	"	Brickwork setting renewed.
1	"	Mud-drain renewed.
1	Portable ...	Fire-box renewed.
3	" ...	Fire-box, crown renewed.
2	" ...	Fire-box, crown repaired.
2	" ...	Fire-box, crown-stays renewed.
18	" ...	Fire-box, sides patched.
2	" ...	Fire-box, tube-plates repaired.
19	" ...	Fire-box, screwed stays renewed.
5	" ...	Tubes renewed.
4	" ...	Tubes renewed partially.
3	" ...	Stays, longitudinal, renewed.
2	" ...	Stripped for examination.
20	" ...	Mud-doors patched.
2	Semiportable	Fire-box repaired.
5	"	Stays, longitudinal, renewed.
2	"	Stays, extra fitted in tube-space.
6	"	Tubes renewed.
2	"	Crank-saddle rejointed.
1	"	Crown-stays renewed.
2	Semitubular	Shell repaired.
2	"	Gusset-stays renewed.
1	"	Longitudinal stay fitted.
1	Traction ...	Fire-box renewed.
1	"	Fire-box tube-plate renewed.
3	"	Fire-box patched.
2	"	Fire-box crown renewed.
2	"	Fire-box stays renewed.
4	"	Tubes renewed.
1	"	Tubes partially renewed.

No. 4.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1896—*continued.*

No.	Type.	Description of Repairs.
1	Traction ...	Steam-space stay renewed.
4	Tram-engine ...	Fire-box patched.
4	" ...	Fire-box stays renewed.
1	Vertical flue ...	Furnace renewed.
10	" ...	Furnace repaired, including landings, rivets, and blisters.
2	" ...	Shell repaired.
4	" ...	Crown-plate renewed.
3	" ...	Vertical stays renewed.
3	" ...	Uptakes renewed.
2	" ...	Uptakes repaired.
6	" ...	Compensating-rings round man-hole.
3	Vertical tubular ...	Tubes renewed.
1	" ...	Tube-plates renewed.
4	" ...	Vertical stays renewed.
3	" ...	Furnace repaired, including landings, rivets, and blisters.
1	Water-tube ...	Tubes partially renewed.

No. 5.—RETURN of NOTICES given to FENCE DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ended 31st March, 1896.

No.	Machinery.	Particulars.
2	Agricultural - implement works	Emery-wheel protected.
2	Brickmaking ...	Fly-wheels and gearing of machinery.
1	Coffee-mill ...	Main driving-belts and gearing.
1	Chaff-cutting ...	Driving-pulleys and -belts.
1	Cooperage ...	Main driving-belts and gearing.
2	Cutting firewood ...	Fly-wheels, gas-engine, and belts.
2	Dairy factory ...	Fly-wheels, main driving-belts.
3	" ...	Shafting and belts.
1	Flax-mill ...	Scutcher-mouth openings to be reduced.
3	" ...	Counter-shafts and pulleys.
2	Flour-mills ...	Shafting, pulleys, and belts.
1	" ...	Counter-shaft and pulleys.
1	Foundry ...	Engine fly-wheel and fan connections.
1	Freezing-works ...	Fly-wheel and cranks of freezing-machine.
1	Laundry ...	Engine and connections.
1	Pottery ...	Belts of brick-machine.
1	Printing ...	Fly-wheel, shafting of gas-engine.
1	Pumice-works ...	Belts and shafting.
2	Quartz-crushing ...	Engine fly-wheel and main belts.
1	" ...	Main pulleys and safety-catch on lift.
13	Saw-mills ...	Main driving-belts.
27	" ...	Fly-wheels and belts.
1	" ...	Circular-saws.
3	" ...	Counter-shafts.
1	" ...	Break-down saws.
3	" ...	Planing-machine belts, spindles.
1	" ...	Emery-wheels.
1	Sash-and-door factory	Planing-machines.
1	Sausage-machine ...	Main driving-belt.
2	Winding ...	Spindle ends and gearing.

No. 6.—RETURN of ACCIDENTS which proved FATAL in connection with MACHINERY during the Financial Year ended the 31st March, 1896.

Name and Address of Owner.	Description of Machinery.	Name of Person injured.	Nature of Accident.	Cause of Accident, and Remarks.
W. Pollard, Dungee Station, Awatere, Marlborough	Corn-crusher (water-wheel)	George Radd, age not known	Found dead ..	George Radd's duty was to look after an oat-crusher, and by some means or other he was caught by the driving-belt, and when found was quite dead amongst the machinery. The machinery was driven by a water-wheel, and had never been inspected, the owner not having notified the department. The owner was prosecuted for working this machinery before its inspection. If it had been so inspected this belt would have been protected.
Dudson Brothers, Foxton	Flax-mill ..	James Moran, aged 21	Hand and arm crushed, and shock to the system	James Moran, while working at a scutcher in a flax-mill, had his arm drawn in and mangled, and afterwards died from shock to the system in the hospital at Palmerston North. Machine had a strong mouthpiece, and the opening was according to regulated size. Had the ordinary amount of care been exercised, accident would not have happened.
Canterbury Frozen Meat Company, Christchurch	Manure-works	John Ballam, aged 32	Found dead. Left hand crushed, and shock to system	John Ballam's body was found doubled over crank-shaft of engine, with left hand crushed between crank-disc and sole-plate; engine still running. No light could be thrown on the cause of accident, as the body was found in a space of only 20in. between fly-wheel and sole-plate, but untouched by fly-wheel. His duties did not require his presence there, and nothing could be found to indicate his purpose. At the inquest a verdict of "Accidental death" was returned.
A. W. Griffiths, Romohapa	Flax-mill ..	A. W. Griffiths, aged 30	Skull fractured ..	A. W. Griffiths was working in his own flax-mill, when one of the wooden pullies on the main shaft went to pieces, one part striking him on the forehead, causing instant death. At the inquest a verdict of "Accidental death" was returned.
A. and T. Burt, Dunedin	Hand-crane ..	Ed. Williamson, aged 16	Skull fractured ..	Edward Williamson during the dinner-hour was, along with two other apprentices, playing with the hand-crane in the yard, which they had no right to handle. One of the boys, to play the others, who were lounging on the end of chain-hook, a trick, took the pawl out of the winding-gear and clutch out of the jib-lowering gear, when the jib came down with the run, killing Williamson on the spot. Finding at the inquest, "Accidental death."
New Zealand Pine Company, Invercargill (Colac Bay Mill)	Saw-mill ..	James Deer, aged 16½	Skull fractured ..	James Deer was working in the saw-mill when one of the built wooden pullies on the main shafting went to pieces, one piece striking the deceased, causing instant death. At the inquest a verdict of "Accidental death" was returned, without comment.
Findlay's Current-wheel Dredge, Alexandra	Gold-dredge ..	Henry Palmer, aged 24	Legs mangled, and shock to the system	Henry Palmer was aloft examining part of the dredge, and in coming down put his foot on the brake-wheel; at the same time a fall came on the buckets, threw him off the wheel, and in falling his foot caught in one of the spokes of the wheel; he was dragged in and fearfully mangled. He died shortly afterwards through shock to the system. He had no right to come down the way he did, as there was a proper ladder fitted for the purpose, and he was entirely to blame in taking this short cut across the machinery.

No. 7.—RETURN of ACCIDENTS (NOT FATAL) in connection with MACHINERY during the Financial Year ended the 31st March, 1896.

Name and Address of Owners.	Description of Machinery.	Name of Person injured.	Nature of Accident.	Cause of Accident, and Remarks.
Wellington Biscuit and Confectionery Company, Wellington	Sugar-crushing plant	George Fraser, aged 16	Hand crushed, and wrist dislocated	George Fraser was employed at a sugar-crushing machine when he attempted to clean rolls while in motion, with the consequence that his hand was drawn in as far as wrist, crushing it and dislocating the wrist. He had no business doing this work with machine in motion.
Bowron Brothers, Woolston	Tannery ..	W. Biel, aged 25	Arm broken ..	W. Biel, while engaged working a new setting-up machine, put his arm between a stay and the top of frame, and it being in motion at the time, snapped the arm. Mr. Croll remarks that the machine is a very safe one, and Biel in a thoughtless moment must have misjudged the clearance of that part of the machine in motion.
J. C. Andrews, Waikuku	Flax-mill ..	J. McMillan, aged 18	Arm crushed, afterwards amputated	J. McMillan was working at a scutcher in a flax-mill, when his arm was drawn into the opening and severely mangled. The machine had a safety mouthpiece fitted, but as his hand was too high it proved of little service just at that moment. He had hold of the hank by the middle instead of near the end.
Lyttelton Times Company, Christchurch	Printing ..	John Sherwood, aged 14	One finger crushed	John Sherwood, while engaged feeding a printing machine, had one of his fingers slightly crushed. Pure accident.
G. G. Stead, Christchurch	Seed-cleaning ..	John Curtis, aged 37	One finger crushed	John Curtis was attending to seed-cleaning machine, when one of the elevator-trunks got choked. In order to clear away the obstruction he, while machine was in motion, foolishly put his hand in, when one of his fingers was crushed.
William Marden, Tinwald	Flax-mill ..	Henry and Charles Marden, aged 29 and 27 respectively	Cuts on head and face	Henry and Charles Marden (two brothers) were working in a flax-mill at the same scutcher when the runner went to pieces, parts of it striking both of them on the head and face. They had allowed the machine to run empty when the engine got extra way on, and in putting two hanks of flax in motion was too much for the machine. Had a little more care been exercised in the working of machine, accident would not have happened.
T. G. Hight, Ashburton	Chaff-cutter ..	G. P. Hoaten, aged about 45	Hand cut off ..	G. P. Hoaten was engaged feeding a chaff-cutter when his hand was caught by feed-rollers. Before the machine could be stopped his hand was chopped off by revolving-knife. Machine could not be further protected.
James Moir, Christchurch	Surface wood-planer	James Moir, aged 30	One finger cut off	James Moir was running a gig-shaft over a planer single-handed. When near the end the shaft turned over and pressed his hand upon the revolving-knife, taking off one of his fingers. Pure accident.
A. and T. Burt, Dunedin	Hand-crane ..	Leslie Delageon, aged 17	Right leg broken	Leslie Delageon was amusing himself during the dinner-hour, along with two other apprentices, by hanging on to the chain of a hand-crane, when one of them, to play the others a trick, let go the clutch of jib-lowering gear and the pawl out of winding gear, and the jib came down, pinning young Delageon. His right leg was broken close to the thigh. He had no business handling the crane.
Electric Gold-dredging Company, Bannockburn	Gold-dredge ..	Francis Greatrix, aged 28	Fingers and thumb of left hand cut off.	Francis Greatrix was one of the hands on board the dredge, and, while watching some of the other employes repairing a winch on board, inadvertently placed his hand on the gearing, which at that time was not in motion. The winchman, not knowing of Greatrix's hand being on the gearing, started the winch, when all the fingers and thumb of left hand were cut off.
Onehunga Woollen Factory, Onehunga	Woollen-mill ..	Richard Fisher, aged 16	One finger of left hand crushed	Richard Fisher was employed at a carding-machine, when the third finger of left hand got crushed between two feed-rolls. The nature of his employment did not require him to interfere with these rolls. He returned to his work within a week.
G. J. Graham, Auckland	Hydraulic lift ..	Henry A. Jenkinson, aged 40	Back severely crushed	Henry A. Jenkinson was on a lift in motion when he attempted to jump off. His back was caught between the cage and a floor-beam, and was badly bruised. He had no right to travel on goods-lift.

No. 8.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted, from 1st April, 1895, to 31st March, 1896.

Name of Person.	Class of Certificate.	Date of Issue.	No.
Francis Robertson	Traction and Locomotive	6th September, 1895	1
Francis William Hill	"	20th September, 1895	2
John Henry Cook	"	"	3
Carl Minge	"	"	4
William Osborn	"	"	5
Richard Allinson	"	"	6
William James Wills	"	"	7
Arthur Norrison Marr	"	"	8
William Henry Shute	"	12th October, 1895	9
James McClymont	"	"	10
Frederic Clode, jun.	"	"	11
Peter Gardiner Campbell Patton	"	"	12
John Jenkins... ..	"	"	13
David Cairncross	"	"	14
Edward Ernest Bax	"	"	15
George Seatter Stevenson	"	"	16
John Caird	"	7th December, 1895	17
William Ogilvy	"	"	18
Thomas Marwick Yorston	"	"	19
George Petrie	"	"	20
Robert L. Morton	"	"	21
James Fulcher Harvey	"	"	22
John Teer Patterson	"	"	23
James Newbigging	"	"	24
Thomas Arthur Graham	"	"	25
John Brand	"	"	26
William Milverton	"	"	27
William James McIntyre	"	"	28
Alexander Porter	"	"	29
Jeremiah O'Donoghue... ..	"	"	30
David Kay	"	"	31
William Thomas Cowperthwaite	"	"	32
William John Huggins	"	"	33
James Joseph Coulter	"	"	34
David Jones	"	"	35
Alexander Finlay Campbell	"	"	36
Hamilton Hay	"	"	37
James Nolan... ..	"	"	38
William Morrison	"	"	39
William Yeates Grant... ..	"	"	40
Thomas William Lee	"	21st December, 1895	41
John Sampson Roberts	"	"	42
Frederick John Foote	"	17th February, 1896	43
Robert Chambers	"	"	44
James Brownlie	"	"	45
William Moody	"	"	46
William John Maddren	"	"	47
John Daniel Cade	"	"	48
Henry Carpenter	"	"	49
William Hastings Jones	"	"	50
Douglas Strachan	"	"	51
William Dewar	"	"	52
Thomas Inglis	"	"	53
William Miller Orr	"	"	54
Alexander McCormick	"	"	55

No. 8.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1895, to 31st March, 1896.

Name of Person.	Class of Certificate.	Date of Issue.	No.
William David Crysell	Traction- and locomotive- engine driver	11th July, 1895	1
Jonathan Hodson	Ditto	"	2
John Patchett	"	"	3
Charles Patchett	"	"	4
George Connett	"	"	5
John Fisher	"	"	6
D. P. Mumm	"	"	7
Peter Edward Firth	"	"	8
Edward Murphy	"	"	9
Willie Davies Pike	"	"	10
James Fulton	"	"	11
John Kirk	"	"	12
William Frederick McLeod	"	"	13
George Cole	"	"	14
William Whiterod	"	"	15
James Taylor	"	"	16
Charles Thomas Gibson	"	"	17
James Ritchie	"	"	18
Alfred Alsop	"	"	19
James Foster	"	"	20
Frederick Mair	"	"	21
James Fryer	"	"	22
John William Kelly	"	"	23
John Stewart	"	"	24
John Ryan	"	"	25
Richard Jones Williams	"	"	26
William John Keys	"	"	27
William George Norman	"	"	28
Andrew Simpson	"	"	29
James Mathew Stanton	"	3rd August, 1895	30
David Young	"	"	31
Herbert Thomas Balfour	"	"	32
James Phillips	"	"	33
Herbert Spence Jones	"	"	34
Fred Lill	"	"	35
John Woodley	"	"	36
William Robert Abbott	"	"	37
Henry Jones	"	"	38
Francis Henderson	"	"	39
Thomas Pepper	"	"	40
Benjamin Thyer	"	"	41
George Askew	"	"	42
Frederick John Maindonald	"	"	43
Arthur Edward Spooner	"	"	44
Alfred Louis Collins	"	"	45
John Wills	"	"	46
Robert Charles Andrew	"	"	47
Jonas Willan	"	"	48
Stephen John Price	"	"	49
William Malcolm Newrick	"	"	50
Thomas Capill	"	"	51
Henry Fox Chaffey	"	"	52
Robert Gibb	"	"	53
John Charles Turner	"	"	54
Thomas Hodgen	"	"	55
Charles Kemp	"	24th August, 1895	56
James Gane	"	"	57
Richard Bowman	"	"	58
James Rae	"	"	59
Henry Hall	"	"	60
Mathew Brown	"	"	61
Charles Gadd	"	"	62
John Brown	"	"	63
Richard Andrewartha	"	"	64
Henry Humm	"	"	65
William Fowler	"	"	66
William Robert Twigg	"	"	67

No. 8.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1895, to 31st March, 1896—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
George Crosbie, jun.	Traction- and locomotive- engine driver	24th August, 1895	68
Stewart Miller	Ditto	"	69
Thomas Ramsay	"	"	70
Walter William Prebble	"	"	71
Robert Mahony	"	"	72
George Atwood	"	"	73
William Cate	"	"	74
Joseph Wooding	"	"	75
Joseph Mahony	"	"	76
Charles John Joseph Fairhall	"	"	77
John Healy	"	"	78
Robert Drysdale	"	"	79
William Grant Campbell	"	"	80
Cornelius Todd Bisset	"	"	81
Joseph Westbrook	"	6th September, 1895	82
James Pennicuick	"	"	83
Charles Alexander Martin	"	"	84
Richard Frank Batchelor	"	"	85
Henry Chapman	"	"	86
Frederick Redwood	"	"	87
George Francis Simpson	"	"	88
James Henry Collett	"	"	89
William Johnston Hardie	"	"	90
Thomas Percival Wooding, jun.	"	"	91
Thomas Everest	"	"	92
Carrington Gapper	"	"	93
Fred Coleman	"	"	94
Philip George Marshall, jun.	"	"	95
George Bean	"	"	96
Edward Tunmer	"	"	97
George Pateman	"	"	98
John Robertson	"	"	99
Frederick Tuckett Dodson	"	"	100
Benjamin Schofield	"	"	101
Martin Satherley	"	"	102
Alexander McLeod	"	"	103
Thomas Bean	"	"	104
Caleb Bateman	"	"	105
Charles Chamberlain	"	"	106
James Cumming Fraser	"	"	107
William Francis Williams	"	"	108
Joseph Frederick Lloyd	"	"	109
Thomas Reid Dodson	"	"	110
Thomas Fulton	"	"	111
Charles Johnstone	"	20th September, 1895	112
John Peter Neilson	"	"	113
William Alexander McLaren	"	"	114
Robert Riordan	"	"	115
George Preddy	"	"	116
William Thomas Rose	"	"	117
John Sharp	"	"	118
George McGuinness	"	"	119
Charles Theide	"	"	120
John Alexander Comrie	"	"	121
Robert Moffet	"	"	122
John Morrison	"	"	123
John Evans	"	"	124
Jesse Hall	"	"	125
William Bowden	"	"	126
James McVeigh	"	"	127
William Hamilton	"	"	128
Frederick Peter Pelvin	"	"	129
John Trotter	"	"	130
Joseph Edmund Jackson	"	"	131
Henry Storer	"	"	132
Frederick Pilcher	"	"	133
William Henry Moyle	"	"	134

No. 8. — RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1895, to 31st MARCH, 1896.

Name of Service.	Class of Certificate.	Date of Issue.	No.
Edwin Exell	Traction- and locomotive-engine driver	20th September, 1895	135
Henry Holland	Ditto	"	136
William Gilpin	"	"	137
Hugh Ross	"	"	138
William King	"	"	139
Walter Hawkins	"	"	140
Edward Granger	"	"	141
Thomas Christie	"	"	142
Francis Roskinge	"	"	143
Alfred Ernest Albert Johnston	"	12th October, 1895	144
Arthur Capon	"	"	145
Henry Schaffer	"	"	146
John Joseph Curtis Capon	"	"	147
James William Sutherland	"	"	148
Adam Wilson Lindsay	"	"	149
Caldwell Lindsay	"	"	150
John Ernest Watkins	"	"	151
Thomas George Hight	"	"	152
George Everest	"	"	153
Henry Edward Snellgrove	"	"	154
John Mill	"	"	155
William Andrew Haxton	"	"	156
Thomas Wilson	"	"	157
William Harrington	"	"	158
Albert Hight	"	"	159
Robert Meaclem	"	"	160
William Meaclem	"	"	161
Thomas John Meaclem	"	"	162
Edwin Albert Watkins	"	"	163
James Wallace	"	"	164
Thomas Sampson	"	"	165
John Cairns	"	"	166
John Henderson	"	"	167
William Robert Anderson	"	"	168
Arthur Edward Dixon	"	"	169
George Chambers	"	"	170
William Hockings	"	"	171
Henry Martin	"	"	172
Joseph Pawsey	"	"	173
Alexander Knox Callaghan	"	"	174
John Bartos	"	"	175
Robert John McConnell	"	"	176
William George Agnew	"	"	177
Thomas Steele	"	"	178
James Bristol Howard	"	"	179
Thomas Hanna	"	"	180
James Clark	"	"	181
George Tweedie Queale	"	"	182
Charles Walter Garland	"	"	183
Joseph Barnard McIntyre	"	"	184
George Cridge	"	"	185
William Robert Smith	"	"	186
Thomas Doig	"	"	187
John Rich Goldsmith	"	"	188
James Ferguson Douglas	"	"	189
William Chapman	"	"	190
William Ross	"	"	191
Charles Jackson	"	"	192
Richard Bradshaw McKeagg	"	"	193
Charles Henry Trapski	"	"	194
Thomas Rawlinson	"	"	195
Joseph Hamilton	"	"	196
Matthew Langlands Murray	"	"	197
James Lindsay Wilson	"	"	198
John Lewis	"	"	199
Robert Baikie Clark	"	"	200
James Patterson	"	"	201

No. 8. — RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1895, to 31st March, 1896—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
James Boag	Traction- and locomotive- engine driver	12th October, 1895	202
John Clark	Ditto	"	203
John Jackson	"	"	204
John Moorhead	"	"	205
Samuel Hume	"	"	206
George Saunders	"	"	207
Francis John Slee	"	29th October, 1895	208
William Hardwick	"	"	209
John William Maidens, jun.	"	"	210
John Snowdon	"	"	211
William Lidstone	"	"	212
George Johnson	"	"	213
Charles Edward Stickings	"	"	214
David Lemon	"	"	215
Peter Chalmers	"	"	216
Frederick Betts	"	"	217
William Harvey Bell	"	"	218
Robert Holland	"	"	219
Cornelius Bishop	"	"	220
James Jaine	"	"	221
John Stalker	"	"	222
William Ross	"	"	223
William James Anderson	"	"	224
Thomas Edward Bishop	"	"	225
Albert Mulford	"	"	226
Edward Hassett	"	"	227
William McDonald	"	"	228
Nelson, Eden	"	"	229
George Thomas South	"	"	230
John Moffatt Hampton	"	"	231
Jesse Preddy	"	"	232
James Behu	"	"	233
Walter Hayman	"	"	234
Henry Thollar	"	"	235
William Lyon	"	"	236
Daniel Ferguson Hopkinson	"	"	237
Charles Sloper	"	"	238
William Henry Buick	"	"	239
Henry Molyneux	"	"	240
Michael O'Brien	"	"	241
John Graham Clark	"	"	242
Edward McGettigan	"	"	243
Mark Beal	"	"	244
William Morris Cook	"	"	245
Simon Peter Tozer	"	"	246
Thomas Washington	"	"	247
Samuel James Douglas	"	"	248
Walter Scott Harkness	"	"	249
Harry Brogden	"	"	250
George Walter Cox	"	"	251
William George Sherratt	"	"	252
John Carter	"	"	253
James Richmond	"	"	254
Noah Sherratt	"	"	255
Robert Adams Ferrier	"	"	256
William Sadlier	"	"	257
Walter Pulford	"	"	258
James Levett	"	"	259
John Flett	"	"	260
Robert James Moore	"	"	261
John Oliver Howson	"	"	262
William Pepper	"	"	263
Edward Brock	"	"	264
Michael Cavanagh	"	"	265
Michael Crowley	"	"	266
Robert Henderson	"	"	267
Armit Simpson	"	"	268

No. 8.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1895, to 31st March, 1896—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
William Doubleday ...	Traction- and locomotive- engine driver	29th October, 1895	269
James Farquharson ...	Ditto	"	270
John McGettigan ...	"	"	271
William Geddes ...	"	7th December, 1895	272
John McLachlan ...	"	"	273
Henry Pyke ...	"	"	274
John Pearce ...	"	"	275
John Adam ...	"	"	276
William Hawkins ...	"	"	277
John Sadlier ...	"	"	278
William Anderson ...	"	"	279
John James Merry ...	"	"	280
John William Mathers ...	"	"	281
James Gilmour Martin ...	"	"	282
Henry Hawkins ...	"	"	283
Harry Campbell Robson ...	"	"	284
John Henry Taylor ...	"	"	285
James Paul ...	"	"	286
James Milman ...	"	"	287
Henry Gibbs ...	"	"	288
James Young McLachlane Comrie ...	"	"	289
John Brown ...	"	"	290
William Milne ...	"	"	291
George Howard ...	"	"	292
John Smith Davies ...	"	"	293
Henry Edward Davies ...	"	"	294
William Ward ...	"	"	295
Morgan John Davies ...	"	"	296
Robert Burton ...	"	"	297
William Harrison ...	"	"	298
Alexander Lindsay ...	"	"	299
Joseph Anderson ...	"	"	300
George McDonald ...	"	"	301
John Brown ...	"	"	302
Charles Walker ...	"	"	303
Alexander McDonald ...	"	"	304
David Chalmers ...	"	"	305
James Walker ...	"	"	306
Robert Milne ...	"	"	307
Walter Atkinson Wilson ...	"	"	308
Thomas Dowling ...	"	"	309
Alexander Miller ...	"	21st December, 1895	310
Hay Smith ...	"	"	311
William George Rapley ...	"	"	312
Quintin Campbell Manson ...	"	"	313
Walter Mann ...	"	"	314
David Clark ...	"	"	315
John Dobbin ...	"	"	316
Edward Giles ...	"	"	317
Charles Milne ...	"	"	318
Peter Stewart ...	"	"	319
Conrad Gefken ...	"	"	320
David Henderson ...	"	"	321
James Streeter ...	"	"	322
David Lundy ...	"	"	323
William Charles Benbow ...	"	"	324
Edgar Snowden ...	"	"	325
Denis Snowden ...	"	"	326
Duncan Cattanach ...	"	"	327
Simon Faraday ...	"	"	328
George Thompson ...	"	"	329
Robert Coupland ...	"	"	330
John Percy Godrick ...	"	"	331
Moses Smith ...	"	"	332
John Christopher Chapman ...	"	"	333
Martin Hill Maindonald ...	"	"	334
Edward Richard Roskruge ...	"	"	335

No. 8.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1895, to 31st March, 1896—*continued.*

Name of Person.	Class of Certificate.	Date of Issue.	No.
John Hammond	Traction- and locomotive-engine driver	21st December, 1895	336
Obed Charles Holland	Ditto	"	337
Samuel Kingsbury	"	"	338
John Durward	"	"	339
Hugh Paterson	"	"	340
James Hatcher	"	"	341
Alexander Vallance	"	"	342
Thomas William Henderson	"	"	343
John Andrew Macpherson	"	"	344
Carl Petterson	"	"	345
Donald Kay	"	"	346
John Duff	"	"	347
James Hay	"	"	348
James McGill	"	"	349
Alexander McMaster	"	"	350
Robert Moorhead	"	"	351
James Alexander Judson	"	"	352
Thomas McCarten	"	"	353
William Trueman	"	"	354
Joseph Alexander Cooke	"	"	355
John Curragh	"	"	356
James Curragh	"	"	357
John McDonald	"	17th February, 1896	358
Charles Plant	"	"	359
William Burgess	"	"	360
Charles Flutey	"	"	361
George Sewell	"	"	362
Adam Whyte	"	"	363
Charles William Galpin	"	"	364
Alexander Brookie	"	"	365
William Charles Angus	"	"	366
Oscar Edward Owles	"	"	367
Matthew Osborne	"	"	368
Arthur Burgin	"	"	369
Henry James Jones	"	"	370
George Lawrie	"	"	371
George Hall	"	"	372
William Henry George Daikee	"	"	373
John Briggs	"	"	374
James Topping	"	"	375
George Henry Roberts	"	"	376
William Johnston	"	"	377
Edward Harrison	"	"	378
George Bonstead Snowdon	"	"	379
Gavin Dalziel	"	"	380
Charles Parker Milne	"	"	381
William James Batchelor	"	"	382
Richard Bowen	"	"	383
James Rowland Hill	"	"	384
James Ernest Hill	"	"	385
James Jermyn	"	"	386
William Patterson Sloan	"	"	387
James Walter Oliver	"	"	388
Jared Allwell	"	"	389
Thomas Preece	"	"	390
Edward Worne	"	"	391
Colin Campbell	"	"	392
John Burnett	"	"	393
Richard Henry Mathers	"	"	394
Thomas Pike	"	"	395
George Henry Martin	"	"	396
Albert John Gibbs	"	"	397
Joseph John Wright	"	"	398
William Everest	"	26th March, 1896	399
Henry James Clark	"	"	400
Roderick McRae	"	"	401
James Skedden Young Morrison	"	"	402
William Smith	"	"	403

No. 8.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1895, to 31st March, 1896—*continued*.

Name of Person.	Class of Certificate.	Date of Issue.	No.
George Edward Sands...	Traction- and Locomotive-engine driver	26th March, 1896	404
John William Bowman	Ditto	"	405
Edward Hepworth McCandlish	"	"	406
John Henry Mitchell	"	"	407
Charles Jarrett	"	"	408
John McLachlan	"	"	409
King James Aworth	"	"	410
John Campbell	"	"	411
Thomas Watts	"	"	412
William Morrison	"	"	413
Richard Newell	"	"	414
Edward Shortt	"	"	415
Matthew Mitchell	"	"	416
Thomas Johns	"	"	417

No. 8.—RETURN of WINDING-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from 1st April, 1895, to 31st March, 1896.

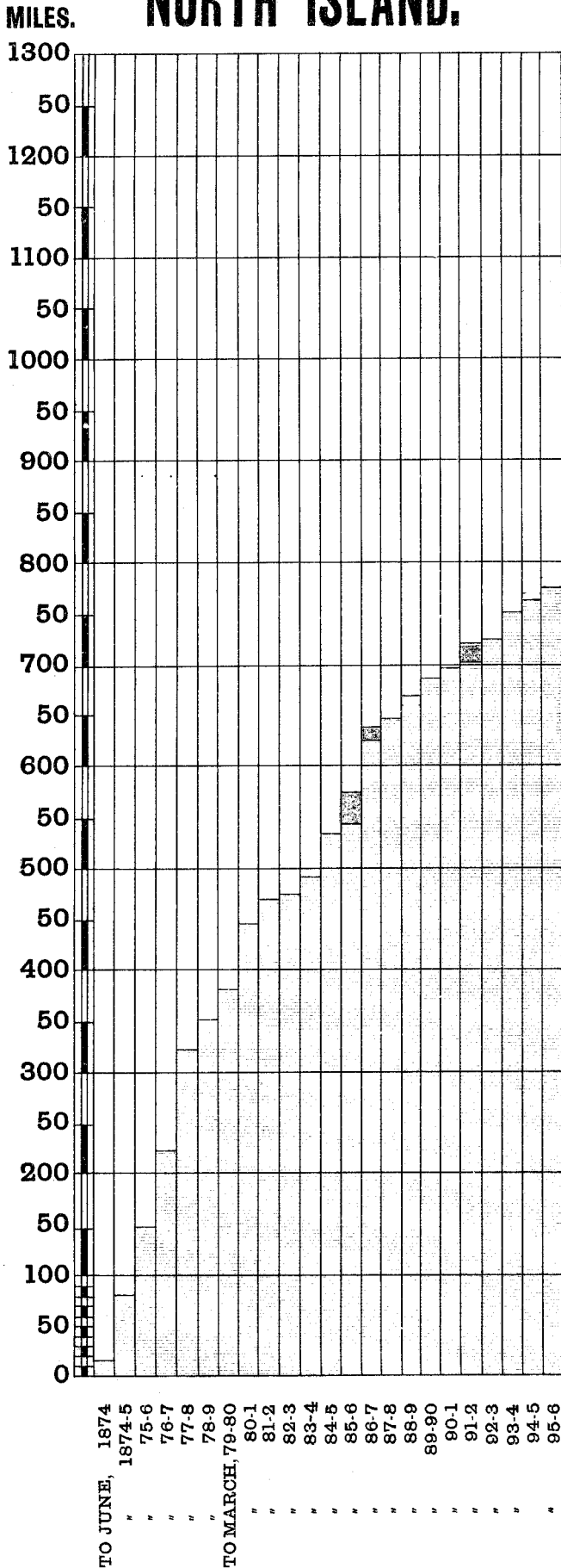
Name of Person.	Class of Certificate.	Date of Issue.	No.
Andrew Provan	Steam winding-engine driver	11th July, 1895	1
William Henry Hughes	Ditto	7th November, 1895	2
Charles Alfred Bydder	"	7th December, 1895	3
Thomas Johnson	"	17th February, 1896	4
John McIntosh	"	"	5
Alfred Edward Rayner	"	26th March, 1896.	6

No. 8.—RETURN of WINDING-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1895, to 31st March, 1896.

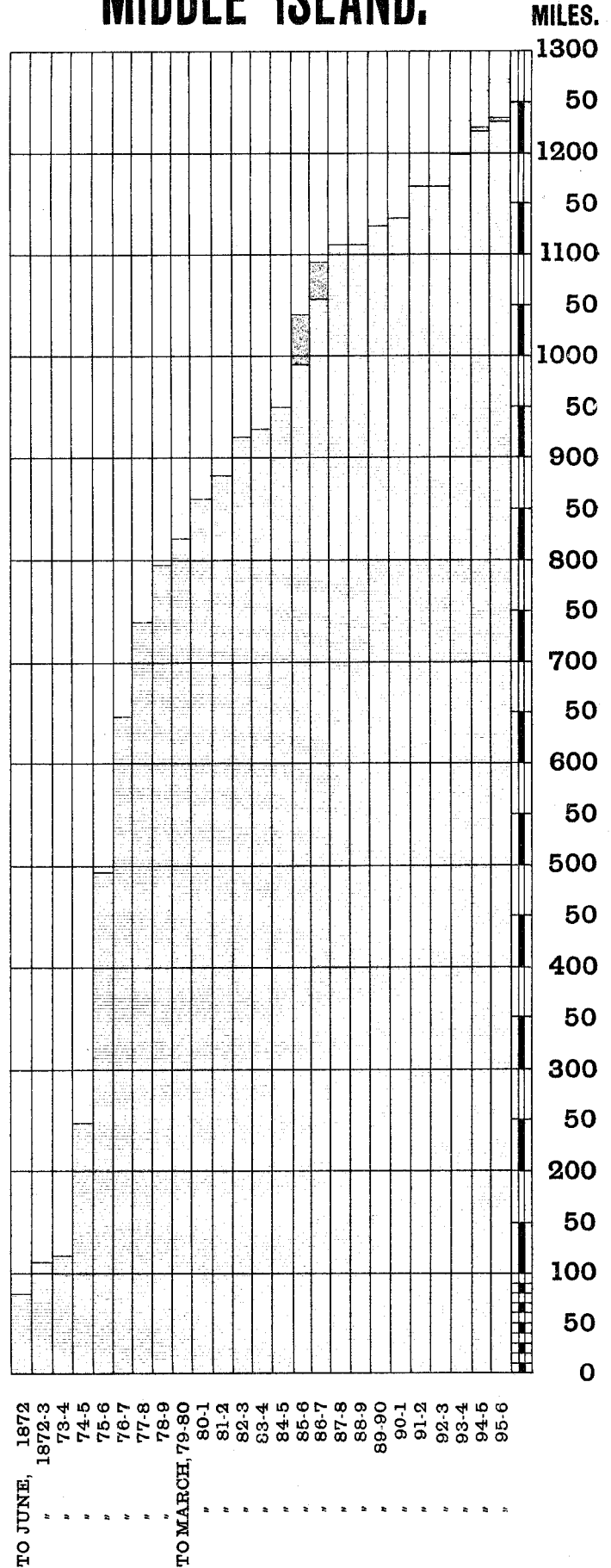
Name of Person.	Class of Certificate.	Date of Issue.	No.
William Henry Elmore	Steam winding-engine driver	11th July, 1895	1
James Boswell	Ditto	3rd August, 1895	2
William McMillan	"	21st December, 1895	3
Frederic William Soppet	"	"	4
Thomas Burk	"	17th February, 1896	5
James Cassidy	"	"	6
Richard Crawford McQuade	"	26th March, 1896	7
Patrick Walsh	"	"	8
John McCormick	"	"	9

Number of Miles open of Government Lines.

NORTH ISLAND.



MIDDLE ISLAND.



PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN

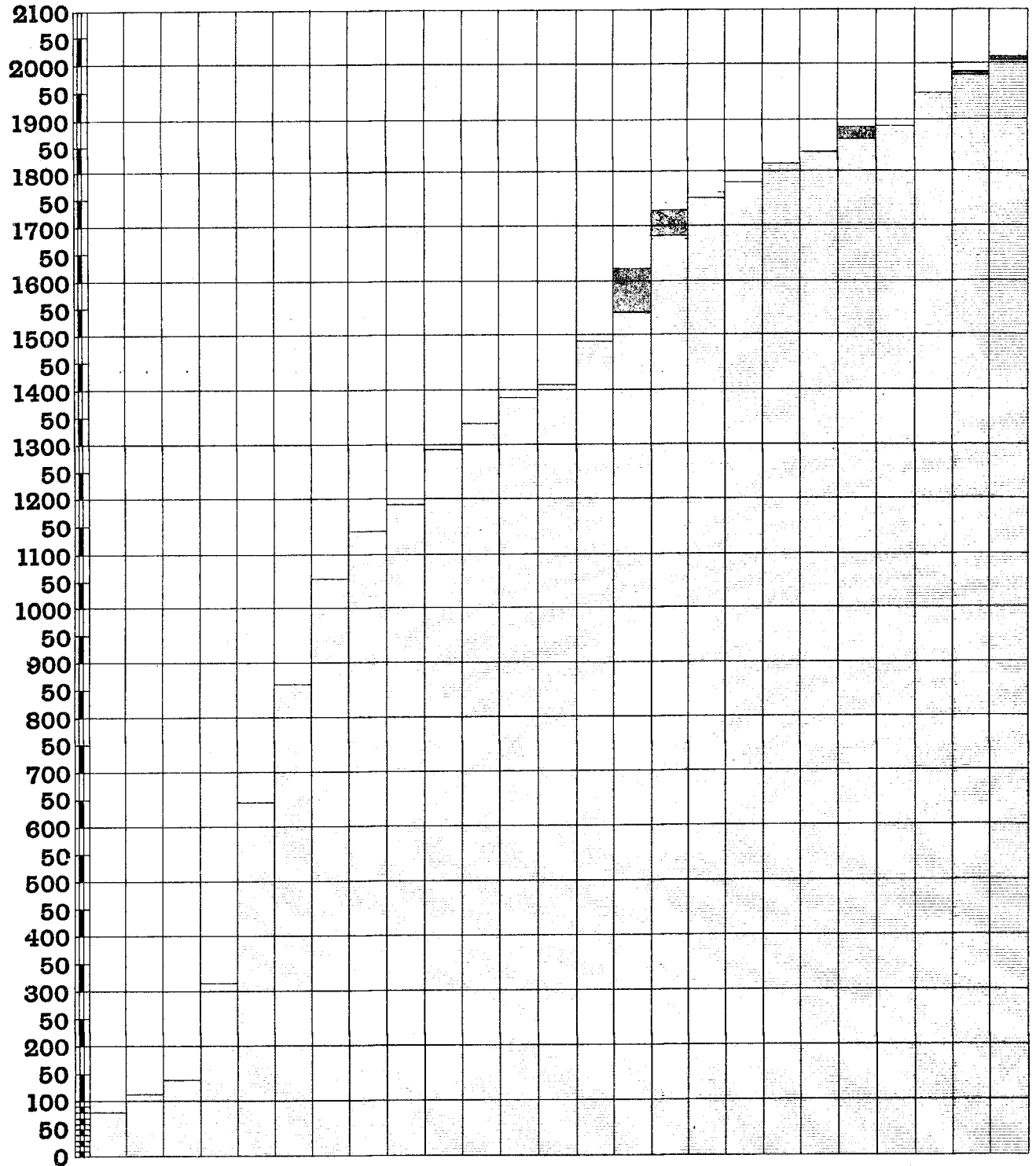
Number of Miles open

of

Government Lines.

North and Middle Islands combined.

MILES.



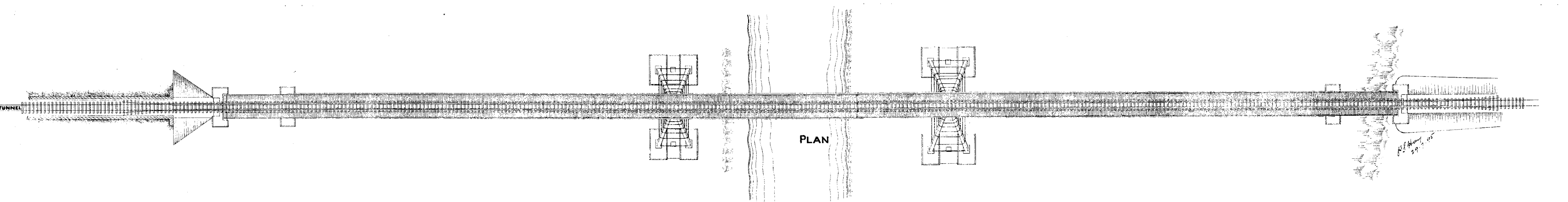
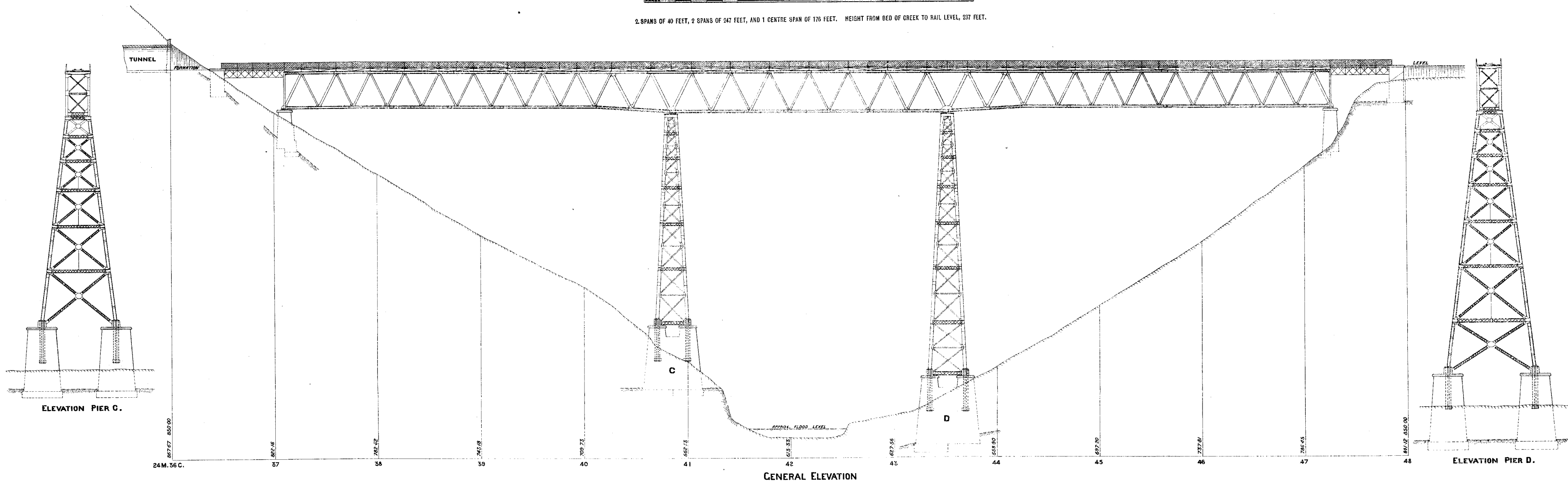
PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN



NORTH ISLAND MAIN TRUNK RAILWAY. MAKOHINE VIADUCT GENERAL ELEVATION, PLAN, AND ELEVATION OF PIERS

SCALE 40 FEET TO AN INCH
FEET 10 0 10 20 30 40 50 100 150 200 FEET

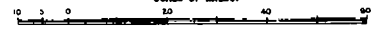
2 SPANS OF 40 FEET, 2 SPANS OF 247 FEET, AND 1 CENTRE SPAN OF 176 FEET. HEIGHT FROM BED OF CREEK TO RAIL LEVEL, 237 FEET.



MAP SHOWING RAILWAYS NORTH ISLAND NEW ZEALAND.

1896.

SCALE OF MILES.

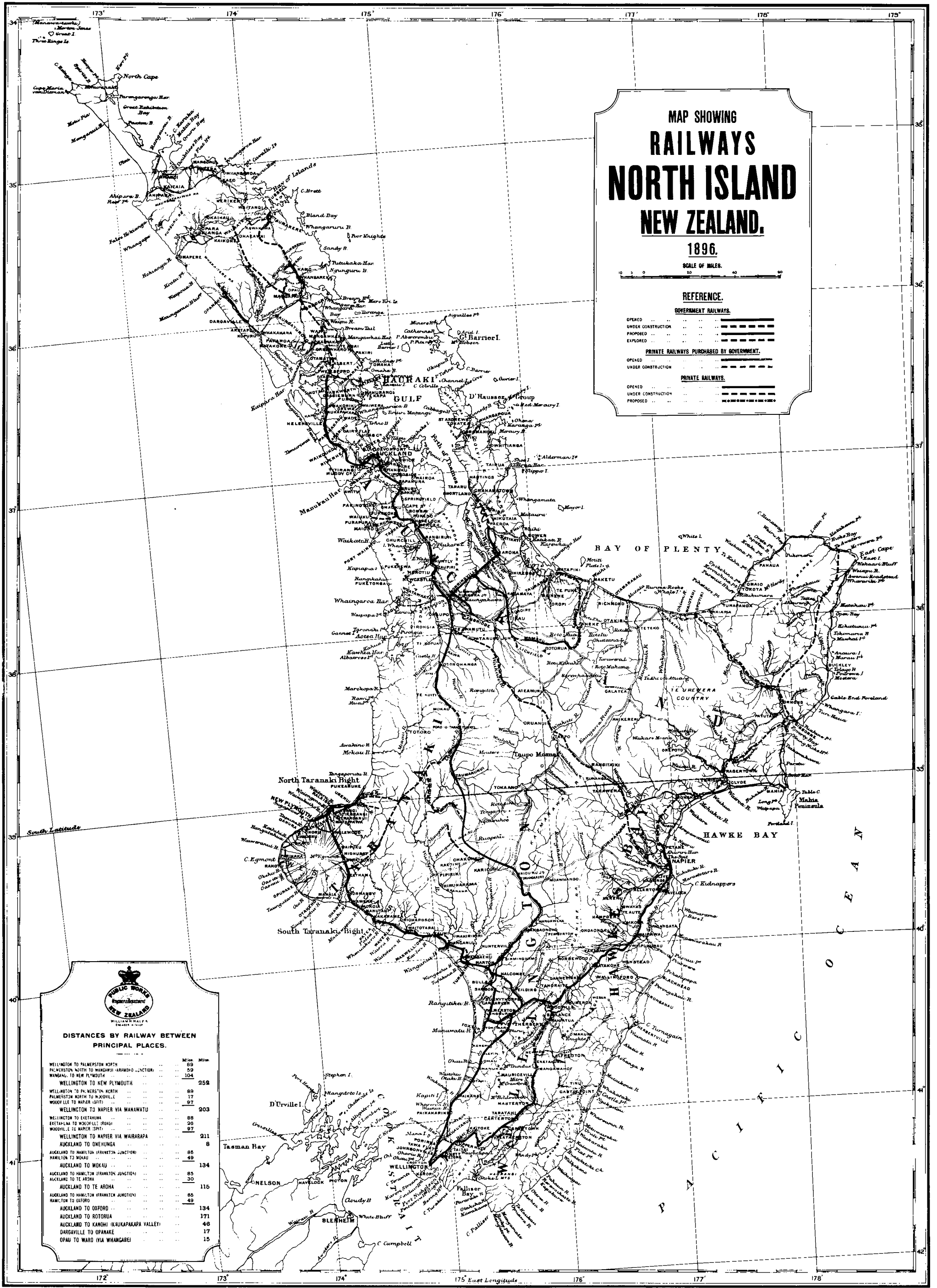


REFERENCE.

GOVERNMENT RAILWAYS.	
OPENED	—————
UNDER CONSTRUCTION	—————
PROPOSED	—————
EXPLORED	—————
PRIVATE RAILWAYS PURCHASED BY GOVERNMENT.	
OPENED	—————
UNDER CONSTRUCTION	—————
PROPOSED	—————
PRIVATE RAILWAYS.	
OPENED	—————
UNDER CONSTRUCTION	—————
PROPOSED	—————

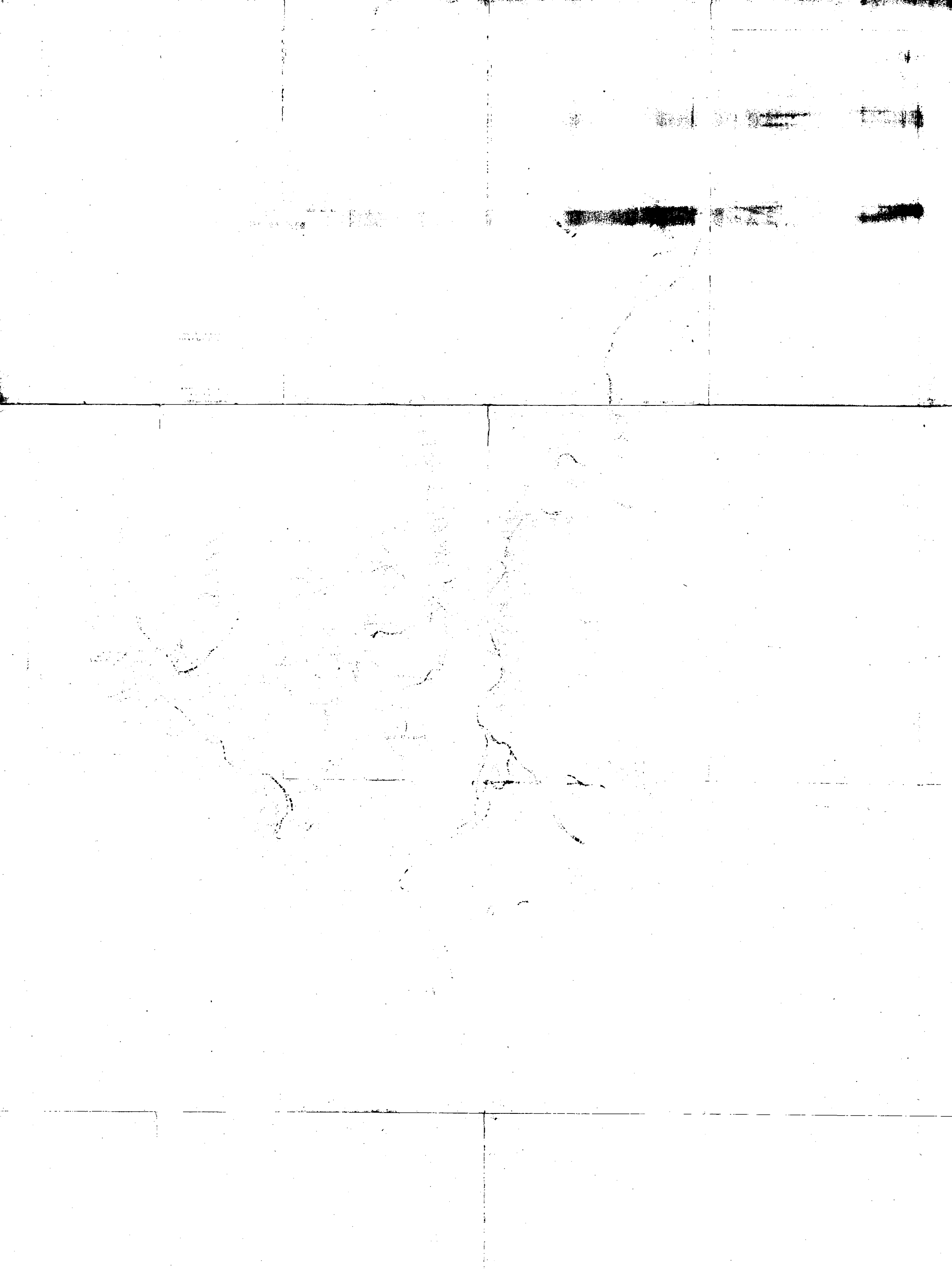
DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

Route	Miles
WELLINGTON TO PALMERSTON NORTH	89
PALMERSTON NORTH TO WANGANUI (RAMAPO JUNCTION)	59
WANGANUI TO NEW PLYMOUTH	104
WELLINGTON TO NEW PLYMOUTH	258
WELLINGTON TO PALMERSTON NORTH	89
PALMERSTON NORTH TO WOODVILLE	17
WOODVILLE TO NAPEI (SOUTH)	97
WELLINGTON TO NAPEI VIA MANAWATU	203
WELLINGTON TO GEEHONGH	88
KEETAPUNA TO WOODVILLE (ROAD)	20
WOODVILLE TO NAPEI (SOUTH)	97
WELLINGTON TO NAPEI VIA WAIRARAPA	211
AUCKLAND TO ONEHUNGA	8
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO MOKAU	49
AUCKLAND TO MOKAU	134
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
AUCKLAND TO TE ARONA	30
AUCKLAND TO TE ARONA	115
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO OXFORD	49
AUCKLAND TO OXFORD	134
AUCKLAND TO ROTORUA	171
AUCKLAND TO KANOHU (KAUKAPAKA VALLEY)	48
DARGAVILLE TO OPANAKE	17
OPAU TO WARD VIA WHANGAREI	15



DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

Route	Miles
WELLINGTON TO PALMERSTON NORTH	89
PALMERSTON NORTH TO WANGANUI (RAMAPO JUNCTION)	59
WANGANUI TO NEW PLYMOUTH	104
WELLINGTON TO NEW PLYMOUTH	258
WELLINGTON TO PALMERSTON NORTH	89
PALMERSTON NORTH TO WOODVILLE	17
WOODVILLE TO NAPEI (SOUTH)	97
WELLINGTON TO NAPEI VIA MANAWATU	203
WELLINGTON TO GEEHONGH	88
KEETAPUNA TO WOODVILLE (ROAD)	20
WOODVILLE TO NAPEI (SOUTH)	97
WELLINGTON TO NAPEI VIA WAIRARAPA	211
AUCKLAND TO ONEHUNGA	8
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO MOKAU	49
AUCKLAND TO MOKAU	134
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
AUCKLAND TO TE ARONA	30
AUCKLAND TO TE ARONA	115
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO OXFORD	49
AUCKLAND TO OXFORD	134
AUCKLAND TO ROTORUA	171
AUCKLAND TO KANOHU (KAUKAPAKA VALLEY)	48
DARGAVILLE TO OPANAKE	17
OPAU TO WARD VIA WHANGAREI	15



MAP SHOWING RAILWAYS MIDDLE ISLAND NEW ZEALAND.

1896.

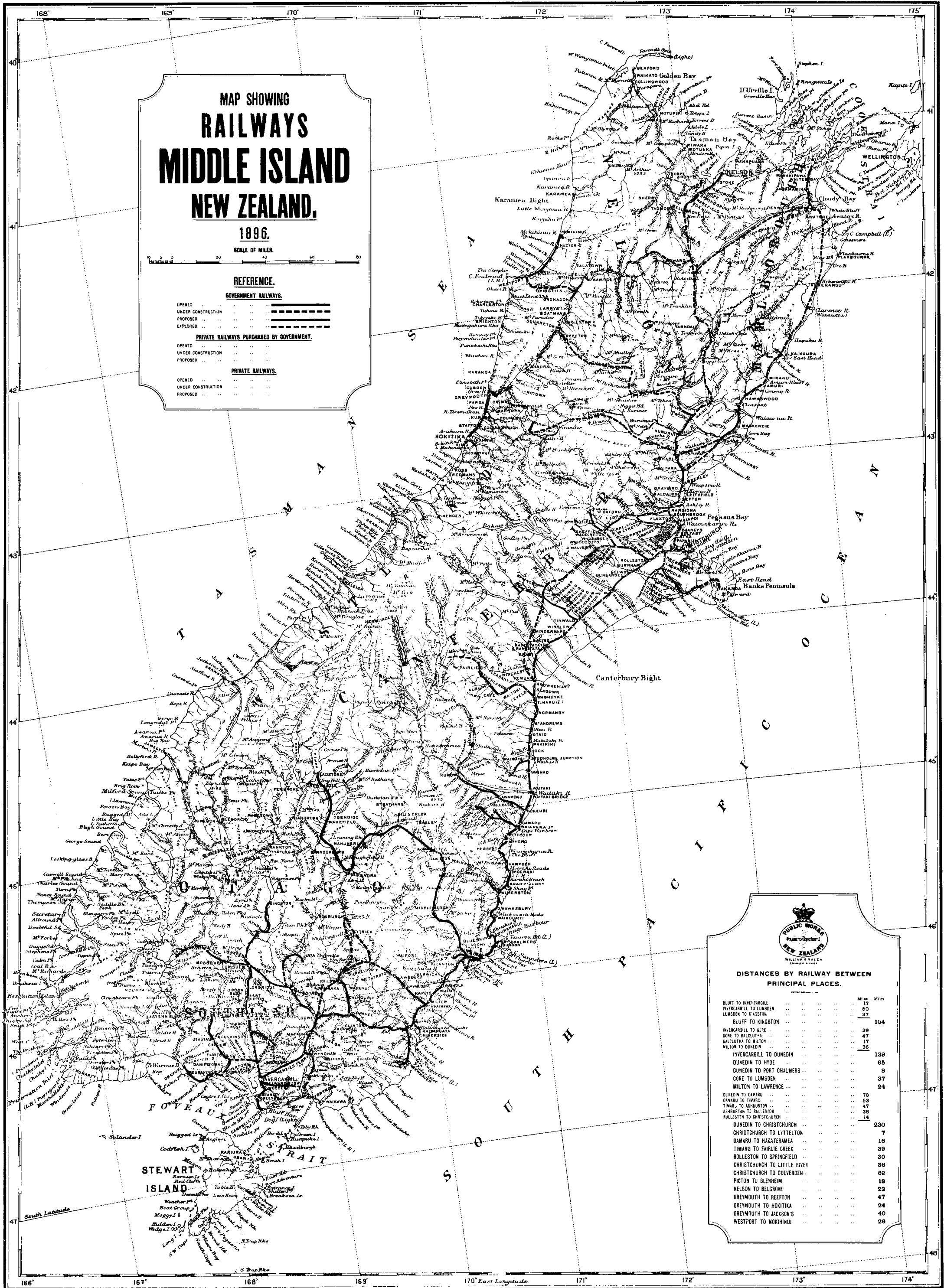
SCALE OF MILES.
0 10 20 30 40 50

REFERENCE.

GOVERNMENT RAILWAYS.	
OPENED	—————
UNDER CONSTRUCTION	—————
PROPOSED	—————
EXPLORED	—————

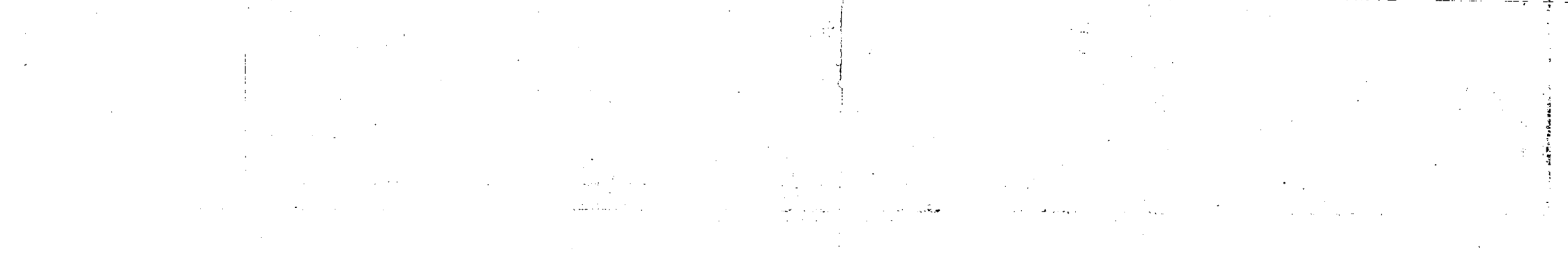
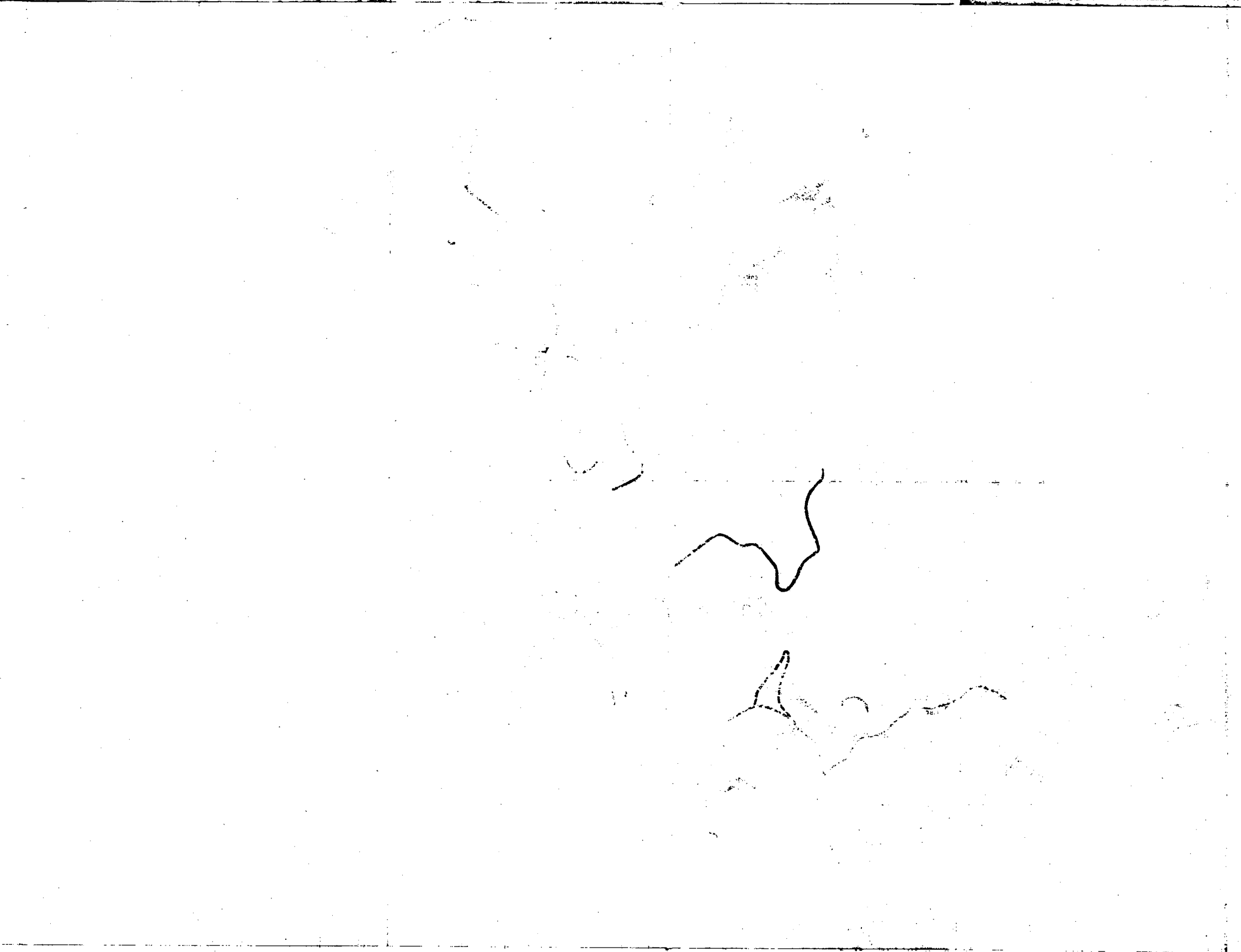
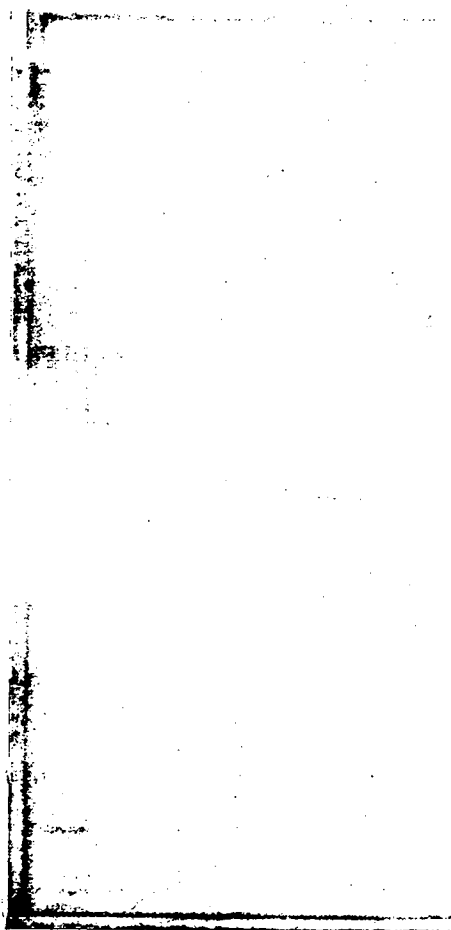
PRIVATE RAILWAYS PURCHASED BY GOVERNMENT.	
OPENED	—————
UNDER CONSTRUCTION	—————
PROPOSED	—————

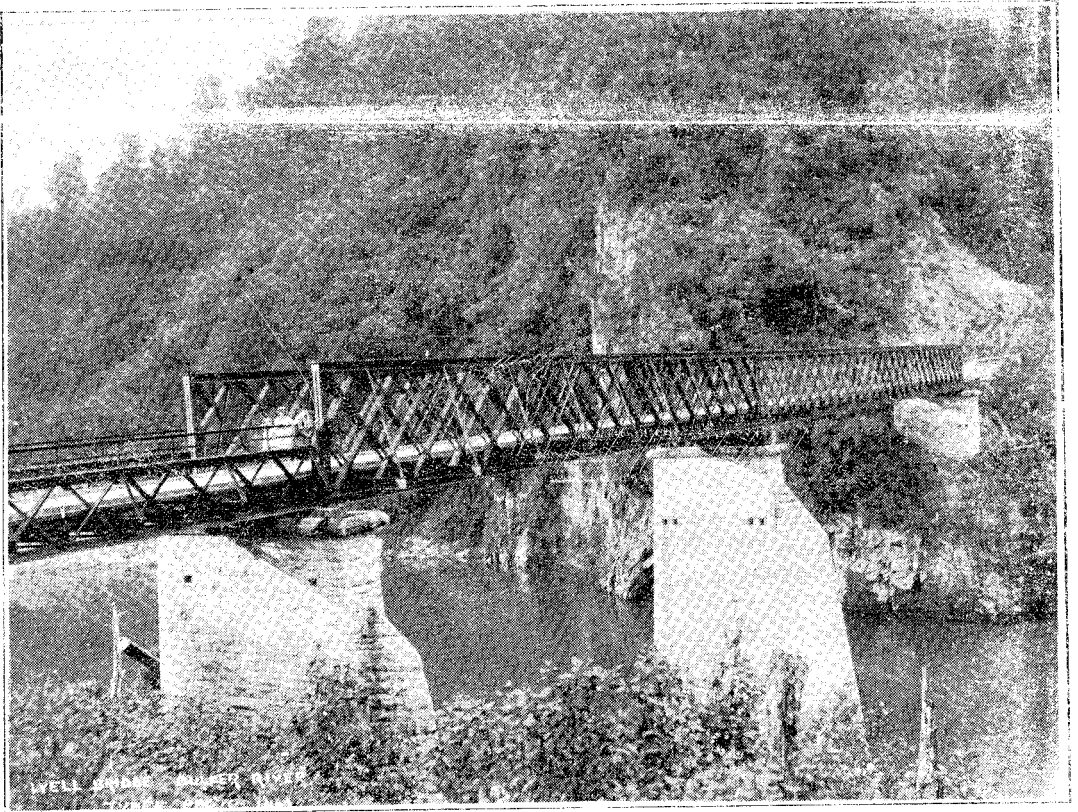
PRIVATE RAILWAYS.	
OPENED	—————
UNDER CONSTRUCTION	—————
PROPOSED	—————



DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

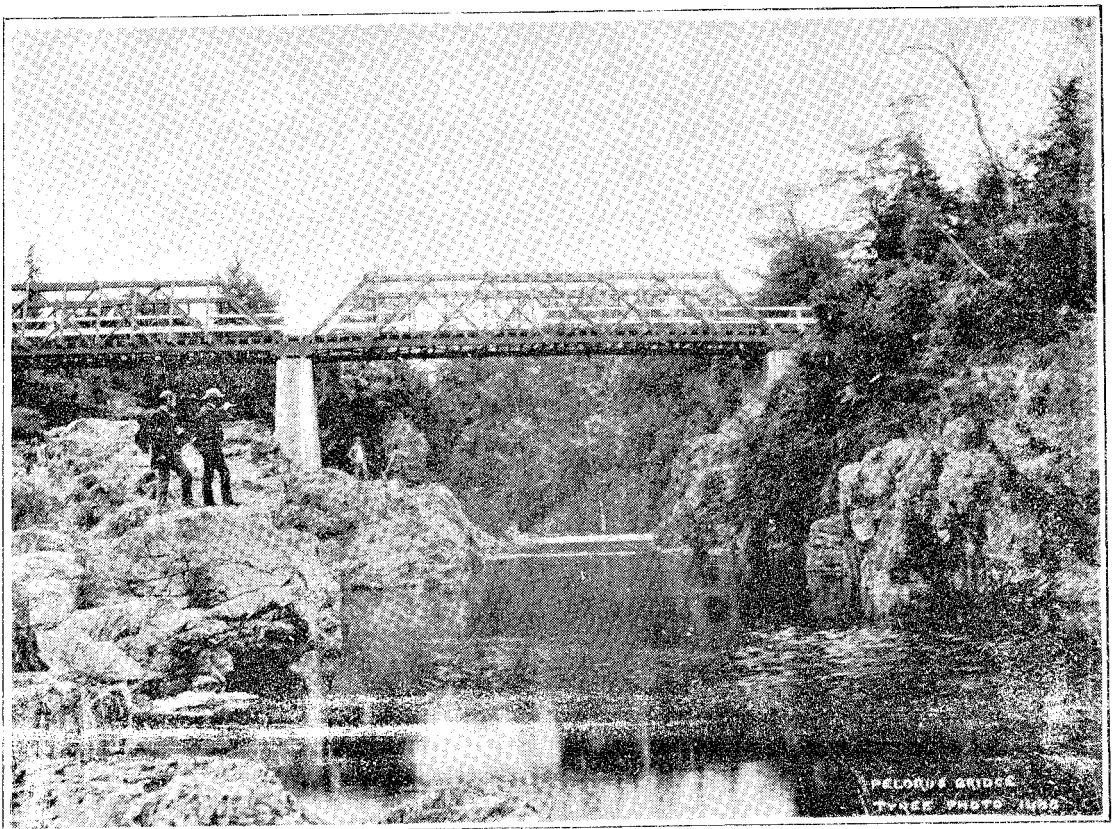
BLUFF TO INVERCARGILL	17	27 1/2
INVERCARGILL TO LUMSDEN	60	
LUMSDEN TO KAIRAROA	27	
BLUFF TO KINGSTON		104
INVERCARGILL TO GORE	39	
GORE TO BALCLUTHA	47	
BALCLUTHA TO MILTON	17	
MILTON TO DUNEDIN	36	
INVERCARGILL TO DUNEDIN		139
DUNEDIN TO HYDE		65
DUNEDIN TO PORT CHALMERS		8
GORE TO LUMSDEN		37
MILTON TO LAWRENCE		24
DUNEDIN TO OAMARU		78
OAMARU TO TIMARU		53
TIMARU TO ASHBURTON		47
ASHBURTON TO ROLLESTON		36
ROLLESTON TO CHRISTCHURCH		14
DUNEDIN TO CHRISTCHURCH		230
CHRISTCHURCH TO LYTTELTON		7
OAMARU TO HAKATERAMEA		18
TIMARU TO FAIRLIE CREEK		39
ROLLESTON TO SPRINGFIELD		30
CHRISTCHURCH TO LITTLE RIVER		38
CHRISTCHURCH TO CULVERDEN		68
PICTON TO BLENHEIM		18
NELSON TO BELGROVE		22
GREYMOUTH TO REEFTON		47
GREYMOUTH TO HOKITIKA		24
GREYMOUTH TO JACKSON'S		40
WESTPORT TO MOKIHIMU		26





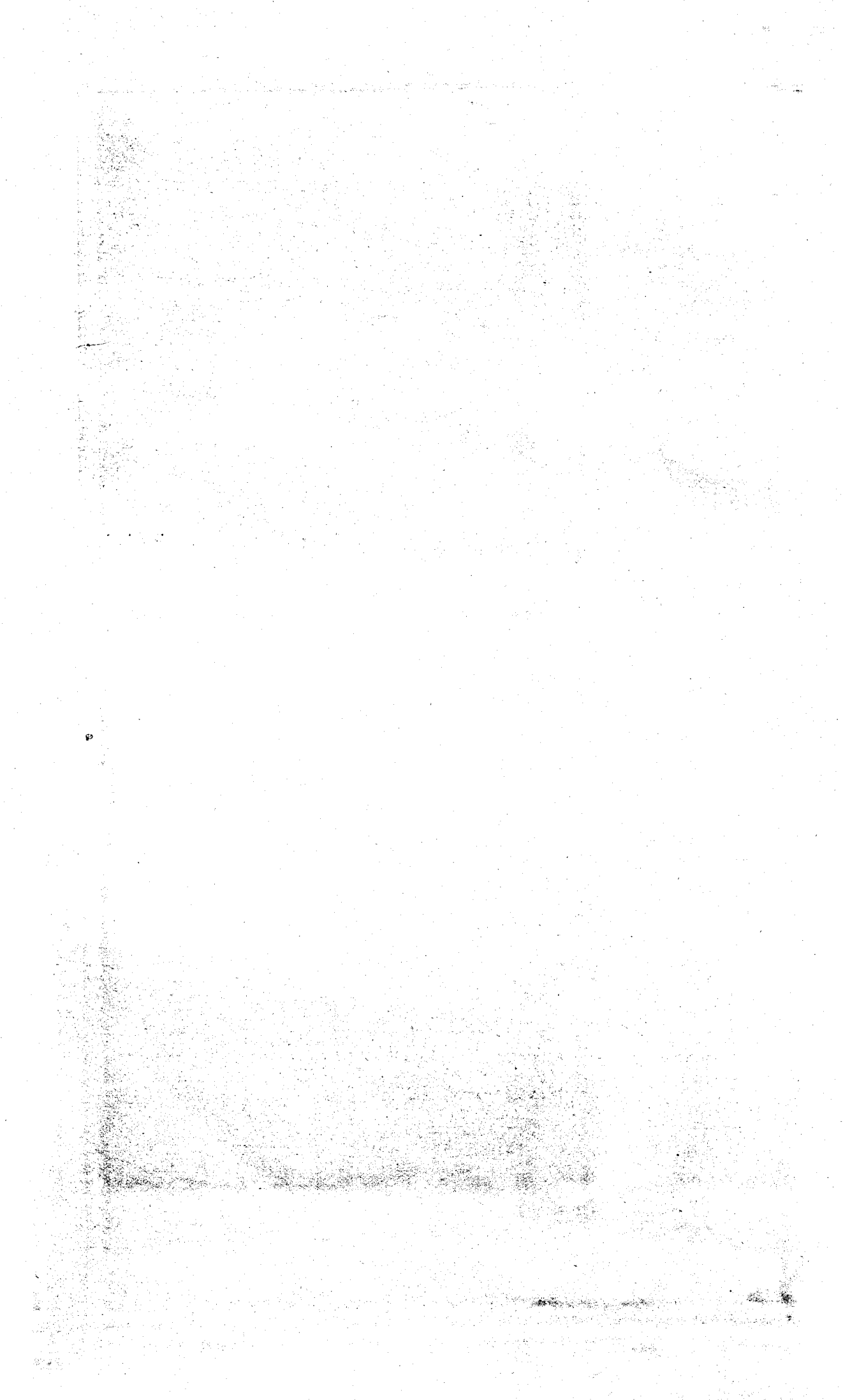
Lyell Road Bridge—Nelson.

1 span each of 20ft., 40ft., 108ft., and 168ft. Height from bed of river to road level, 100ft.



Pelorus Road Bridge—Marlborough.

2 spans of 80ft. and one span of 20ft. Height from bed of creek to road level, 60ft.



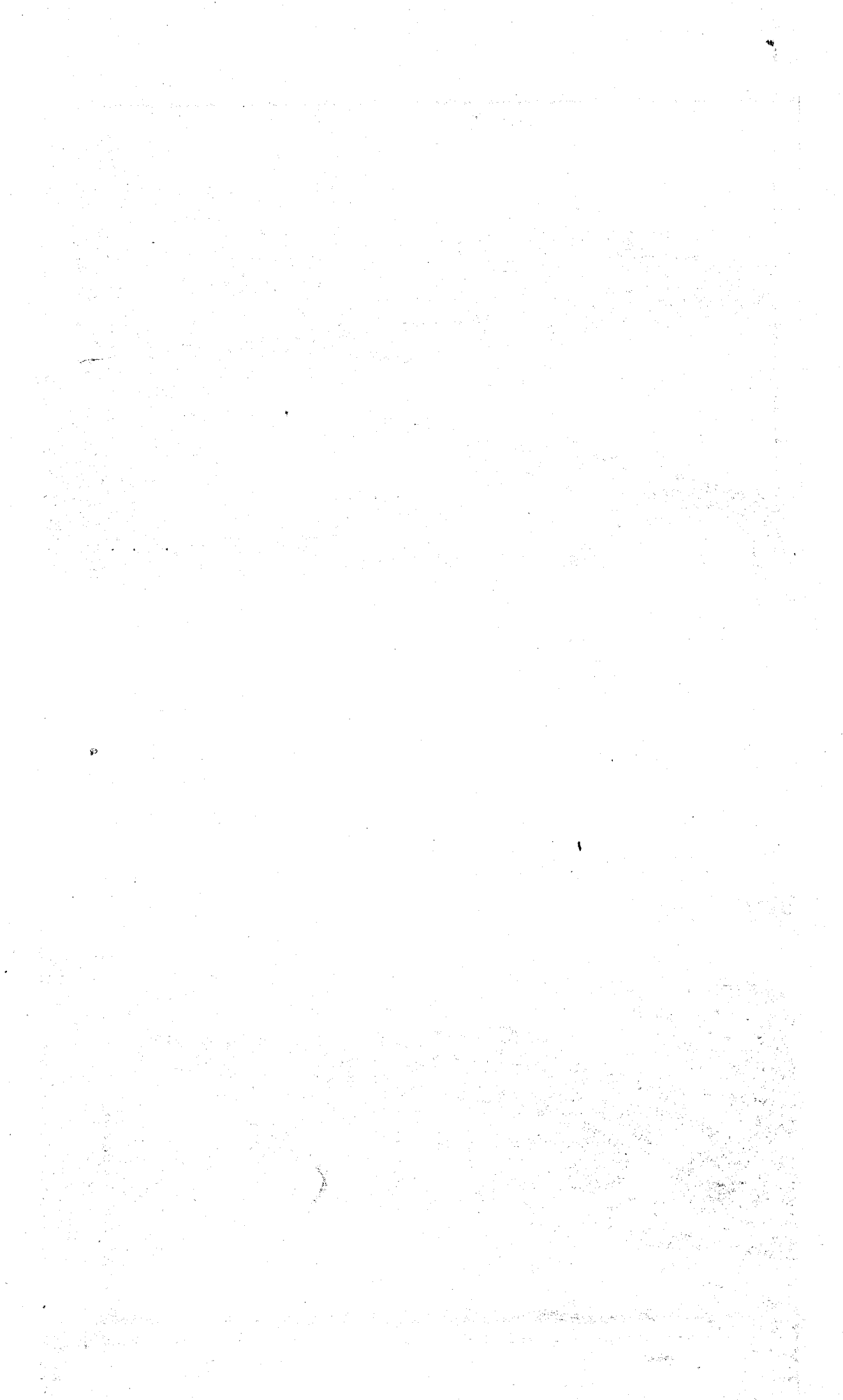


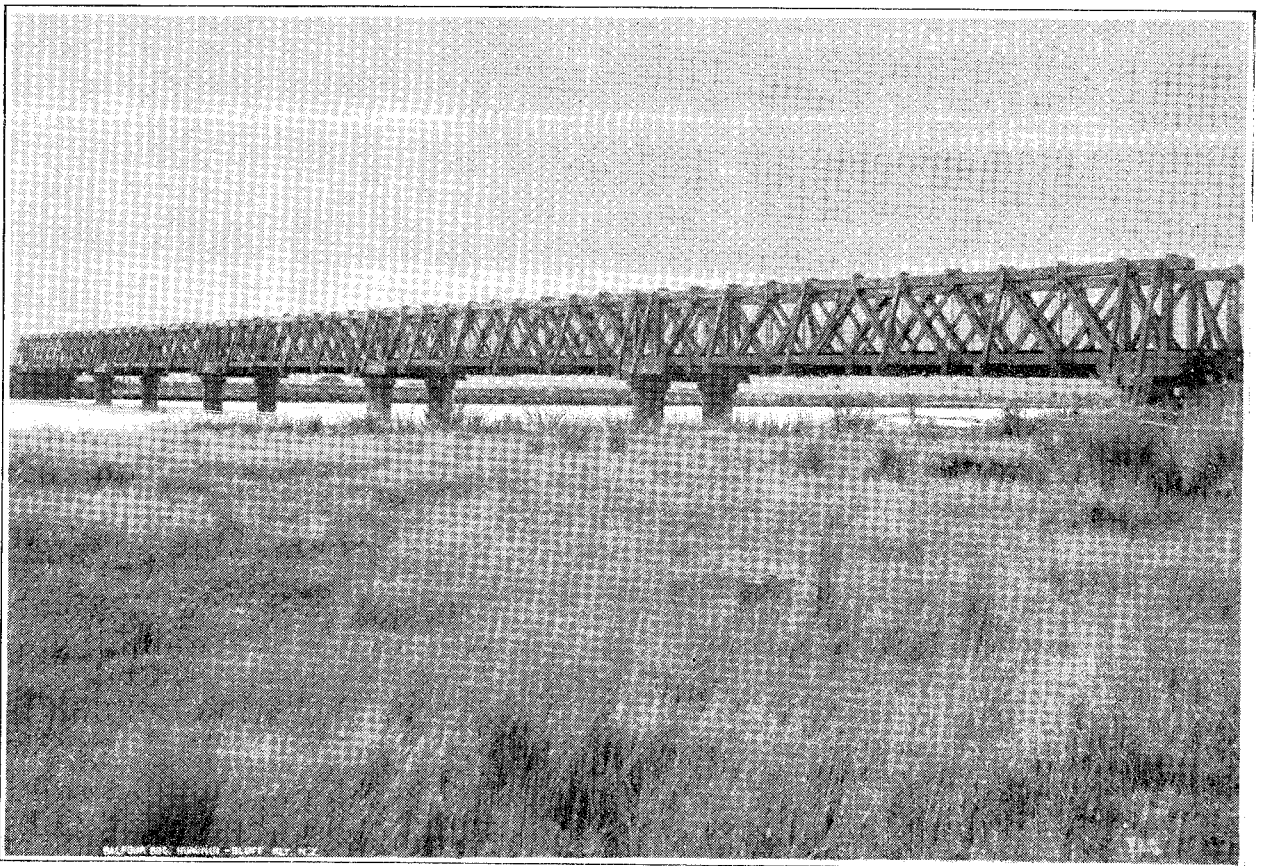
Henley Road Bridge—Otago.

6 spans of 80ft. Height from bed of river to road level, 347

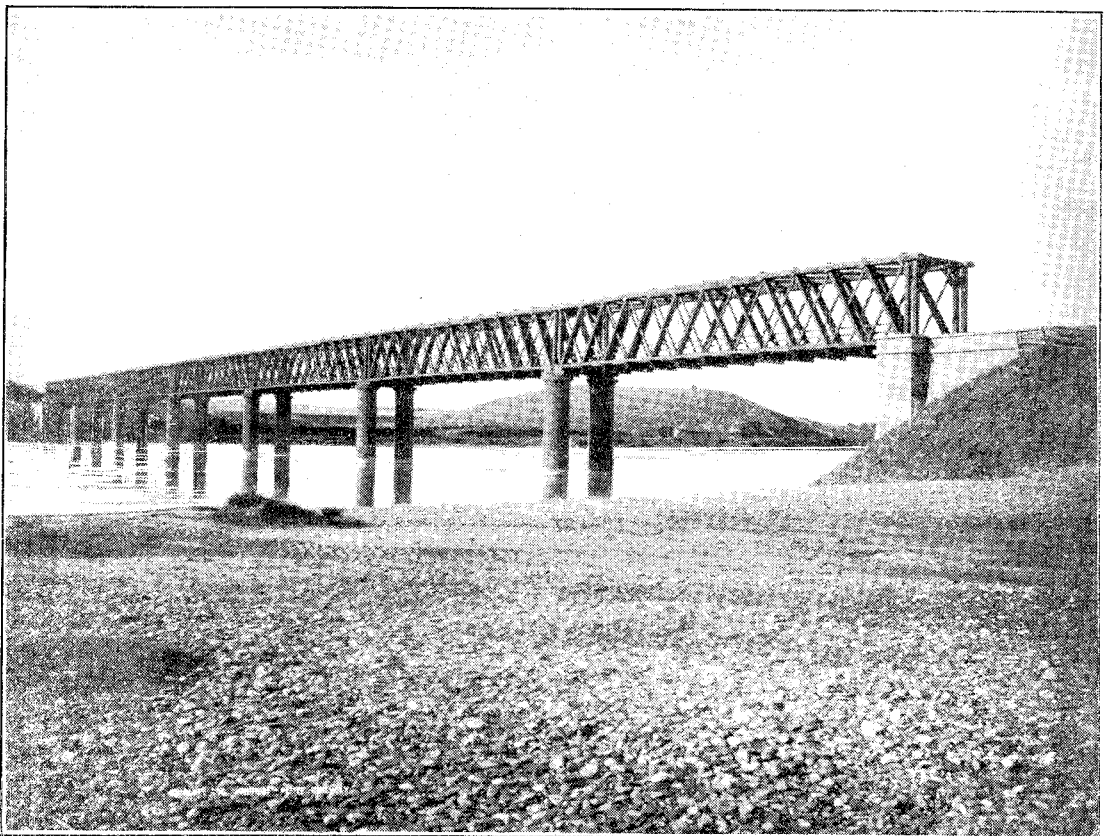


Otago Central Railway.—Bridge over the Taieri River at 16 miles 20 chains.

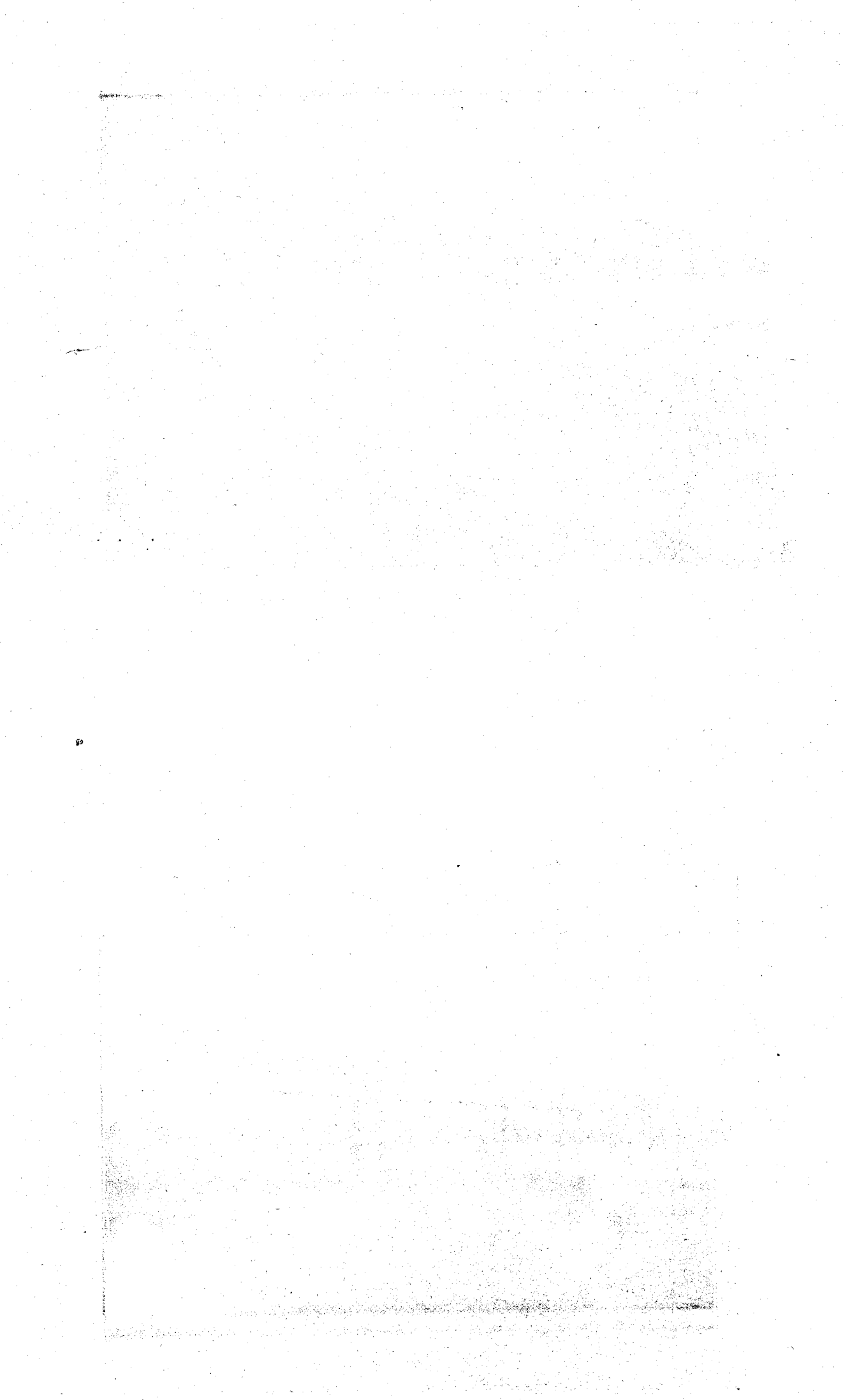


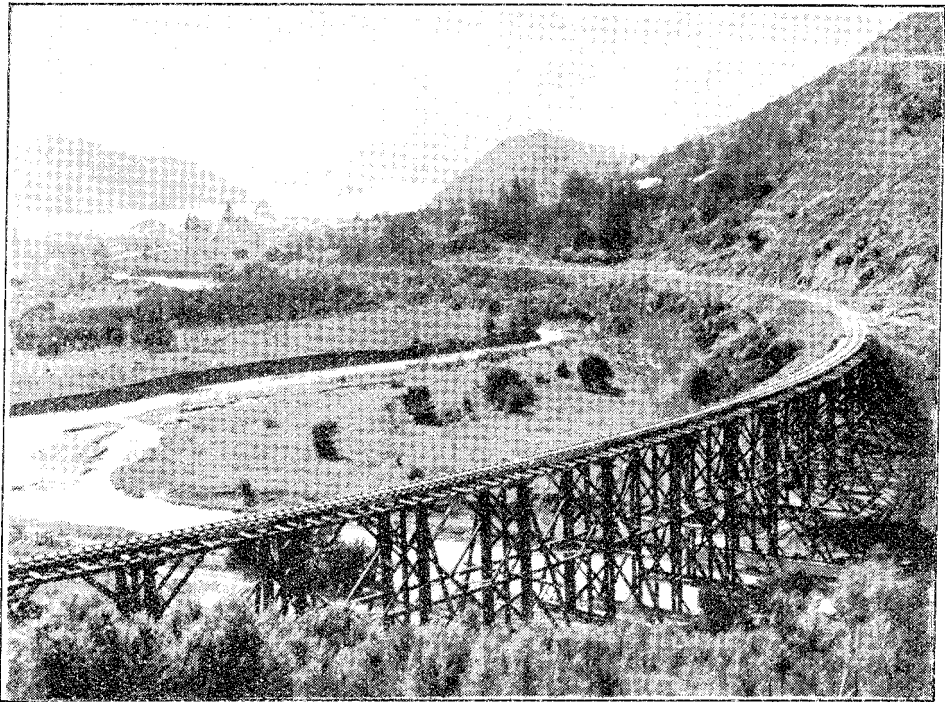


Waihola Bridge—Waitaki—Bluff Railway.
5 spans of 80ft. Height 35ft.

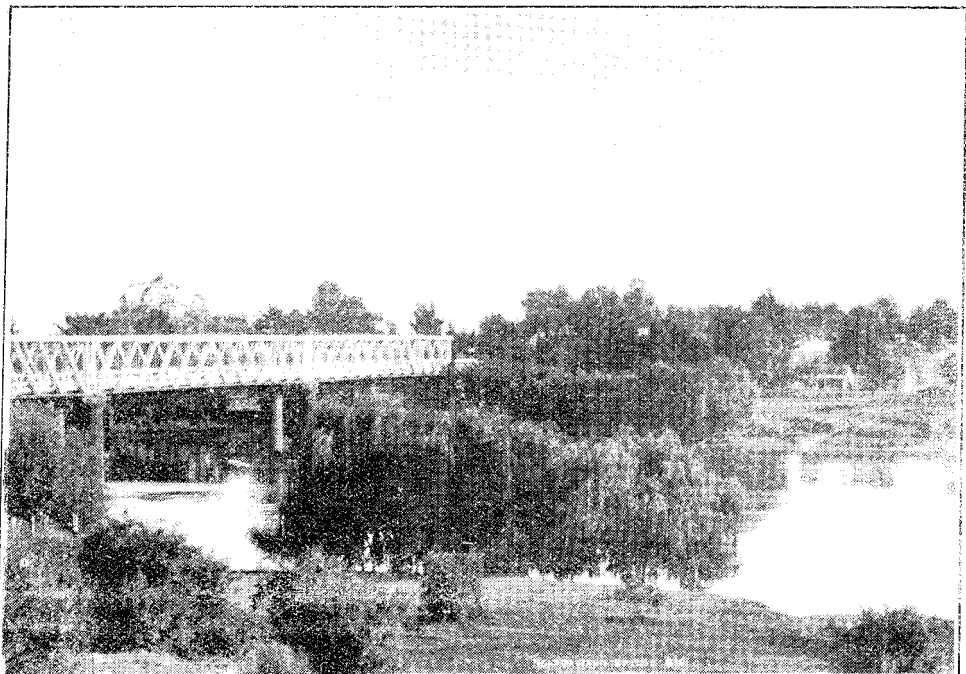


Balclutha Railway Bridge—Otago.
1 span of 25ft., and 7 spans of 120ft. Depth from rail level to bed of creek, 60ft.

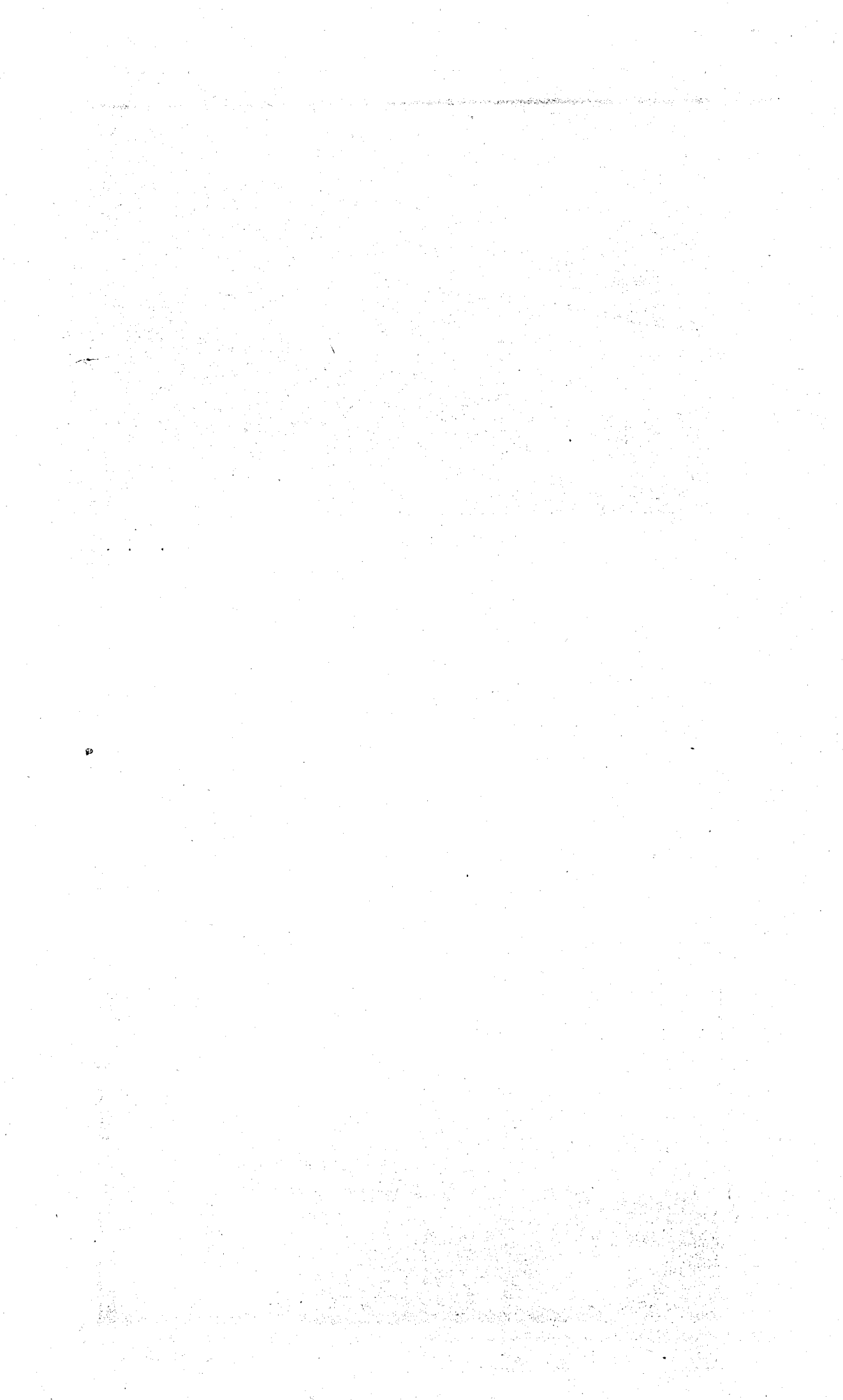




Waitohi Viaduct—Picton—Blenheim Railway.
About 600ft. long. Height, 46ft.

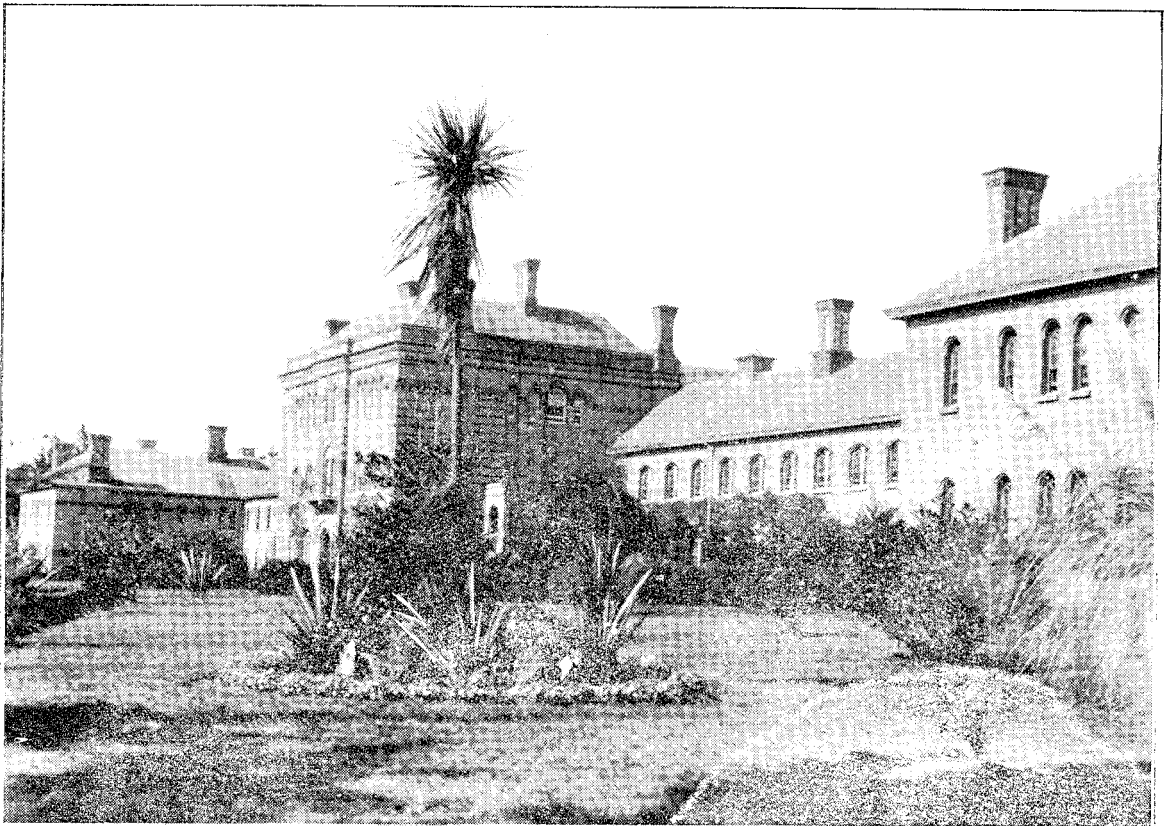


Ngaruawhia Road and Railway Bridge—Auckland.
8 spans of 120ft., and one span of 20ft. Height from river bed to formation level, 47ft.

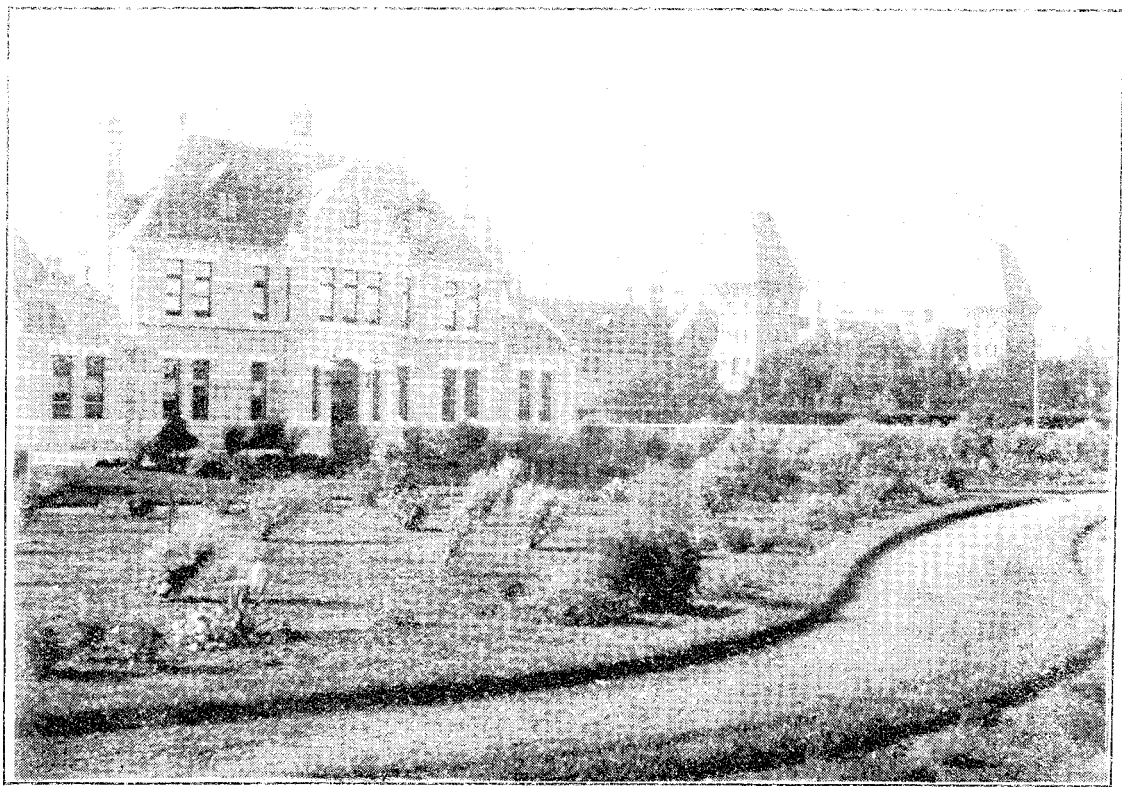




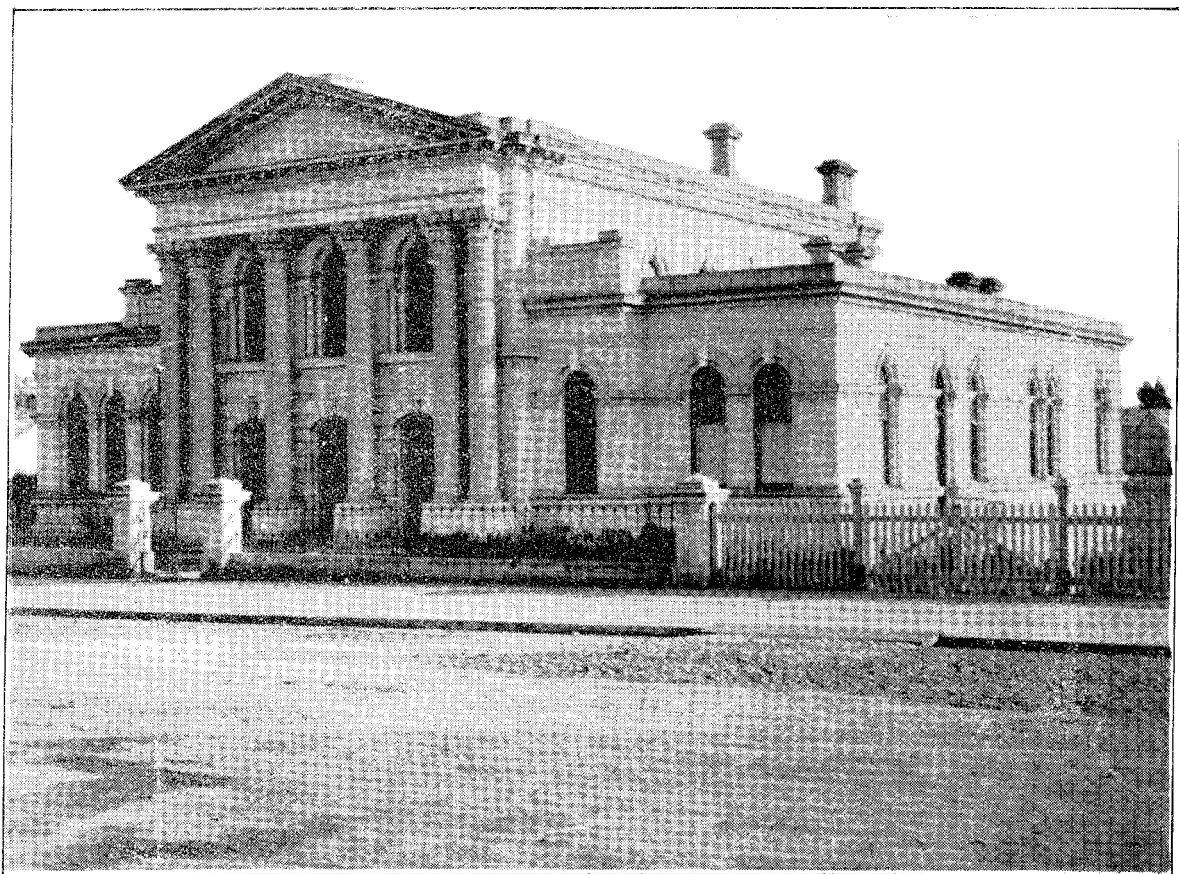
Cobden Bridge—over Grey River.
6 spans of 109ft. Height from bed of river to road level, 43ft.



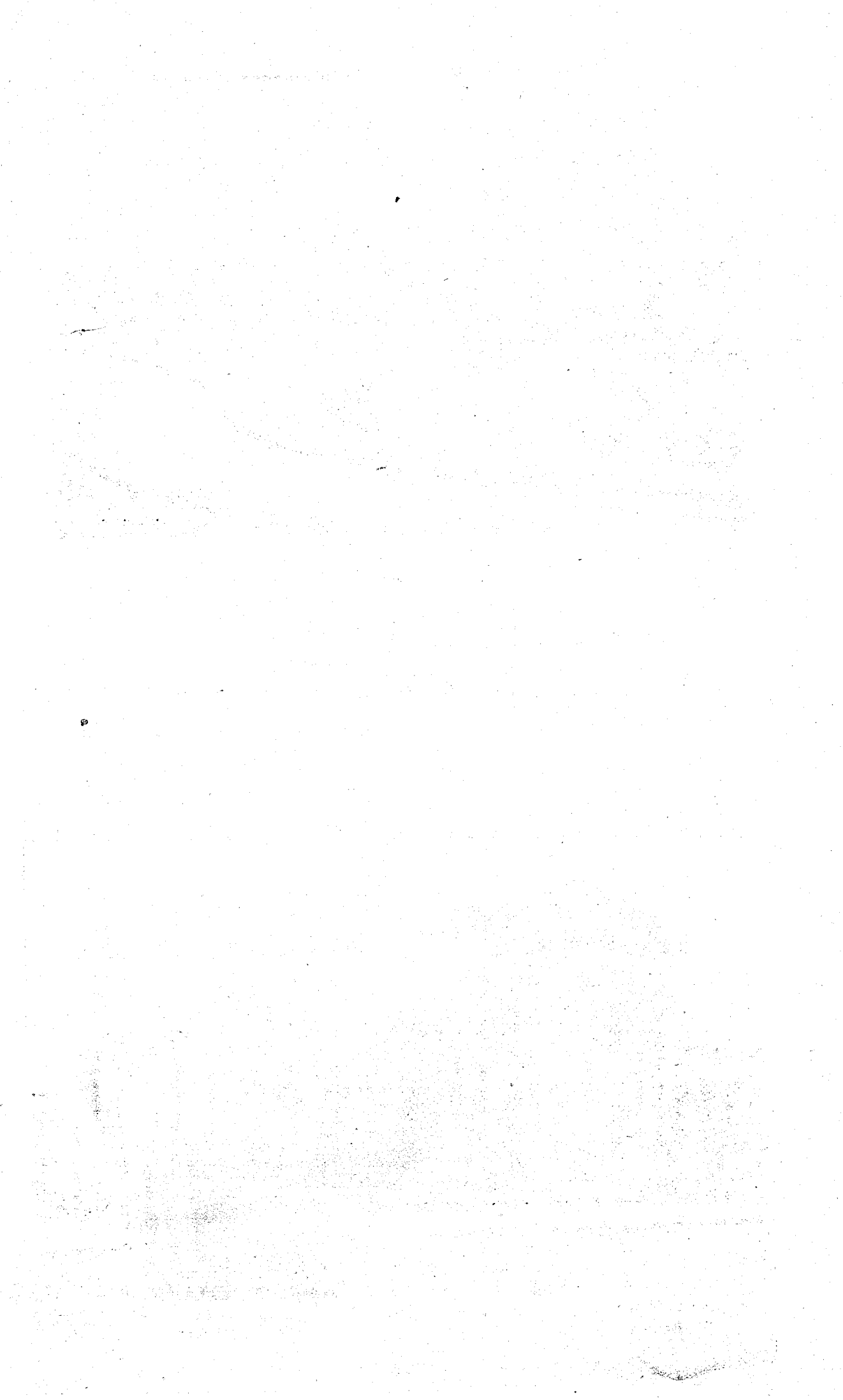
Avondale Asylum, Auckland.
Erected 1878.

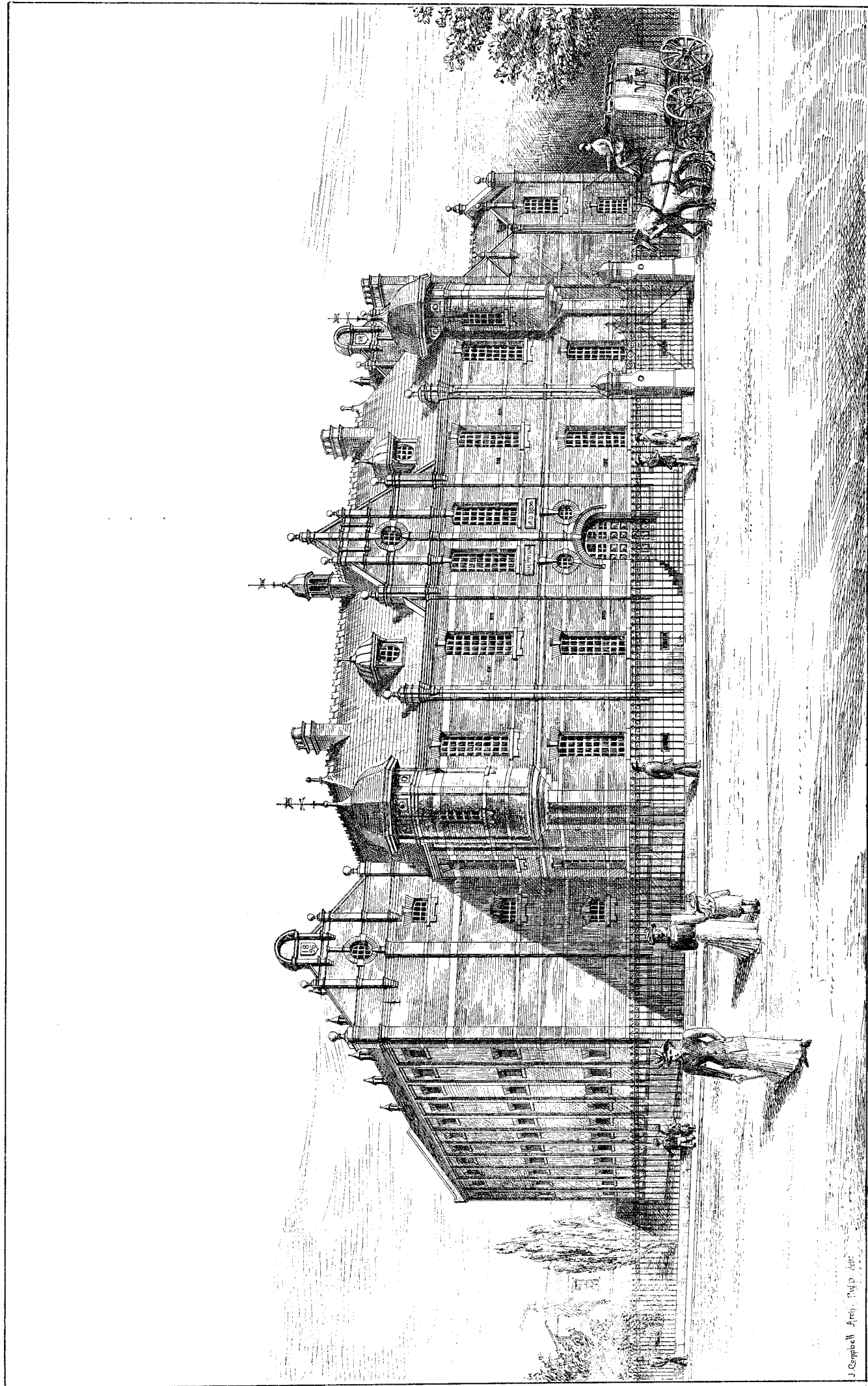


Sunnyside Asylum, Canterbury.
Completed 1892.



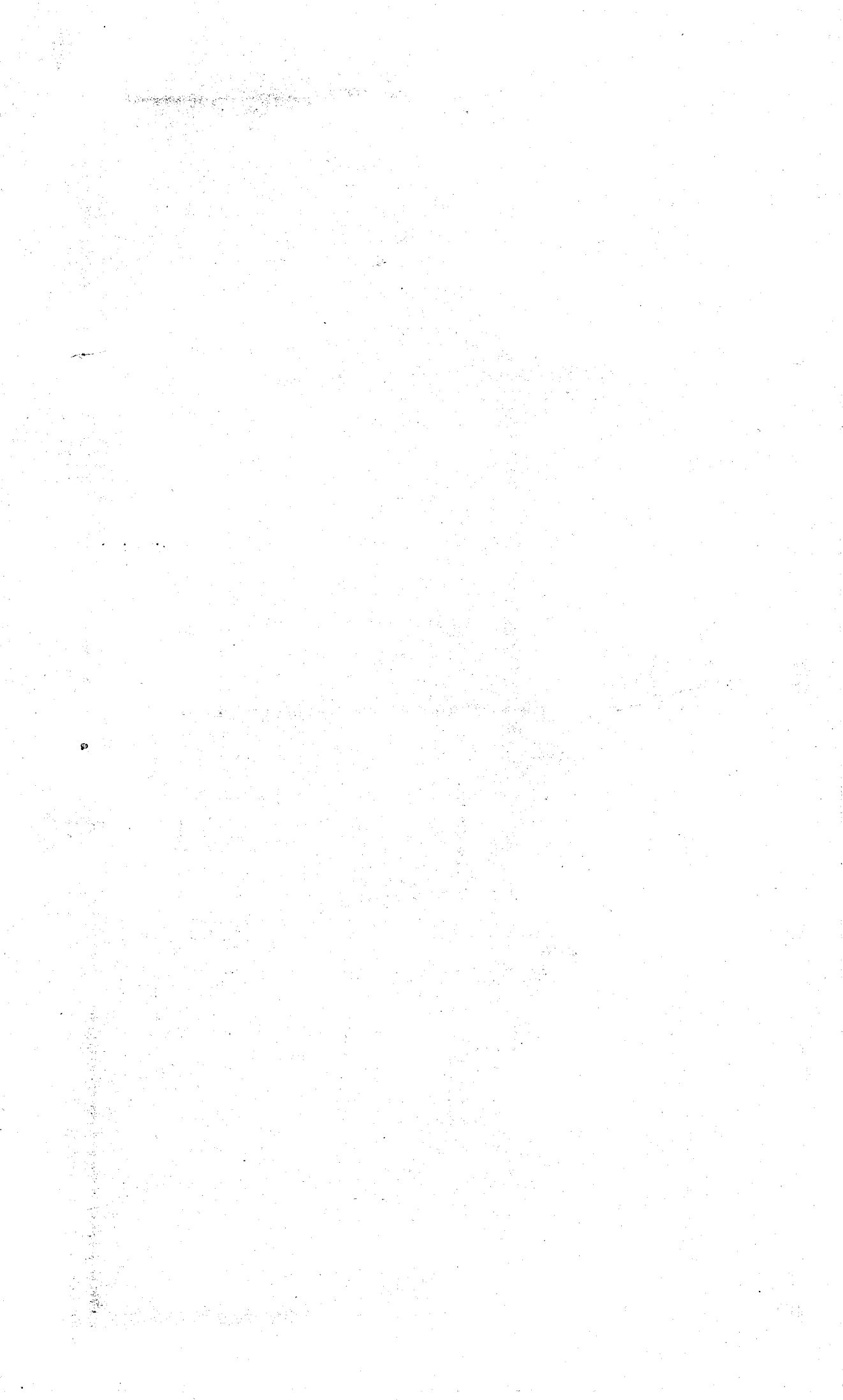
Oamaru Courthouse, erected 1882.

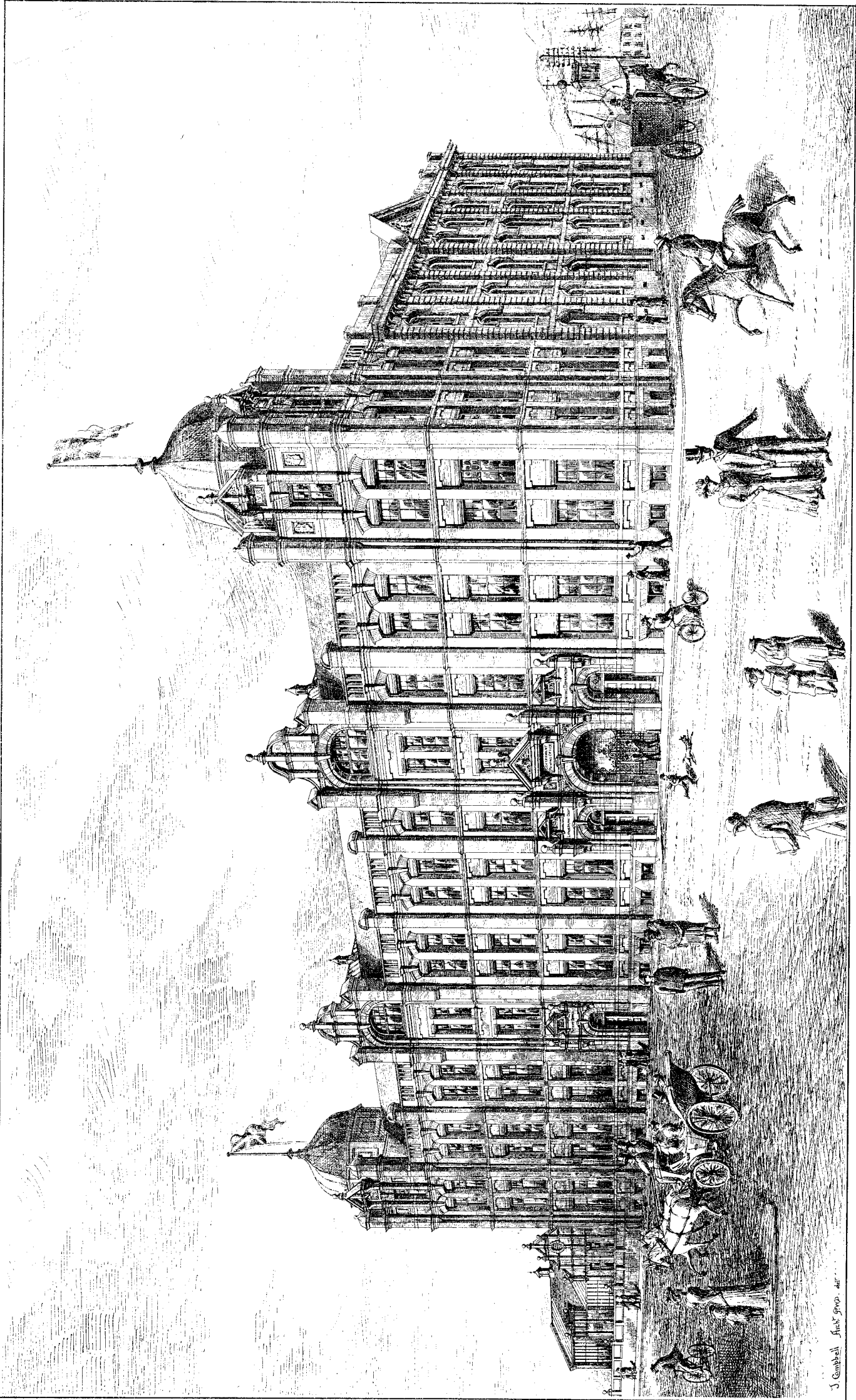




J. Campbell fecit. P. & D. delit.

Dunedin Gaol—In course of Construction.





Government Printing Office, Wellington—Partly erected in 1887.
Now in course of Completion.

J. Campbell, Supt. Gov. Pr. Off.

