

SESS. II.—1897.  
NEW ZEALAND.

# PUBLIC WORKS STATEMENT

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

14TH DECEMBER, 1897.

MR. SPEAKER,—

Since laying before honourable members the Public Works Statement of last year a large number of applications have been received by the Government for the execution of works which would have involved an expenditure much greater than the means at our disposal would permit.

Considering how necessary it is that facilities should be provided to assist those who are developing the natural resources of the colony, I have keenly felt my inability, owing to want of means, to meet the numerous demands that have been made.

In the matter of railway-construction, I would draw attention to the fact that the Government have had to deal with works started many years ago, and for which the present Administration is not responsible. Due consideration was given to the question as to whether these works should stop at a point where there would be little or no return for past expenditure, or whether they should be continued to a point where not only would there be a fair return from the money to be spent, but also a greater return from the money already expended. The latter course being decided upon, it became a difficult matter to allocate the moneys at our disposal so as to admit of each line being proceeded with and also to insure that a fair rate of progress should be made.

Since the 24th January, 1891, 224 miles of railways have been completed, made up as follows:—

Line.	Section.	Length.	
		Miles.	Chains.
Whangarei-Kamo Extension	Kamo-Whakapara	11	25
Kaihu Valley	Opanake-Booms	...	55
Helensville Northwards	Kanohi-Makarau	3	6
Waikato-Thames	Te Aroha-Paeroa	12	63
Thames Valley-Rotorua	Putaruru-Rotorua	31	56
North Island Main Trunk	Mokau-Poro-o-tarao	12	43
North Island Main Trunk	Rangatira-Mangaonoho	3	70
Woodville-Palmerston	Woodville-Palmerston	17	21
Wellington-Napier	Eketahuna-Woodville	26	58
Wellington-Napier	Te Aro Extension	1	15
Picton-Hurunui	Blenheim-Omaka	2	43
Westport-Ngakawau Extension	Ngakawau-Mokihinui	7	12
Greymouth-Hokitika	Greymouth-Hokitika	24	37
Otago Central	Hindon-Kokonga	51	2
Catlin's River	Glencoamaru-Owaka	11	43
Seaward Bush	Mokotua-Gorge Road	6	62
	Total	224	51

And there are now in hand, exclusive of main trunk lines, several short sections totalling to about 50 miles, most of them near completion.

Honourable members will, I think, admit that in nearly every case the work done will increase the earning-power of the portions of the lines completed up to January, 1891.

#### STATE OF THE PUBLIC WORKS FUND.

On the 31st March, 1896, the available ways and means for public-works purposes amounted to £134,418. Under the legislation of last session the following additional sums were made available, viz. :—

Public Works Fund—			
Railways ... ..	£250,000		
Development of goldfields ... ..	200,000		
Development of thermal springs and natural scenery ... ..	50,000		
			£500,000
Lands Improvement Account ... ..			250,000
Native Lands Purchase Account ... ..			250,000
			<u>£1,000,000</u>
Total ... ..			

The sum of £150,000 was transferred from revenue during the year, while sundry credits to the amount of £18,656 (including released sinking funds) were also received, thus bringing up the total ways and means available to £1,303,074.

The expenditure under the heads above mentioned was £663,915, thus leaving a balance at the end of the year of £639,159. The following table shows the position as on the 31st March last at a glance :—

Fund or Account.	Balances, 31st March, 1896.	Augmentation under Act of 1896.	Transferred from Revenue.	Sinking Funds and Miscellaneous Receipts.	Total Ways and Means available for 1896-97.	Expenditure, 1896-97.	Balances, 31st March, 1897.
	£	£	£	£	£	£	£
Public Works Fund—							
Part I. ... ..	31,150	500,000	150,000	15,275	696,425	414,062	282,363
Part II. ... ..	13,923	...	...	...	13,923	13,923	...
Lands Improvement Account ... ..	52,625	250,000	...	3,378	306,003	106,930	199,073
Native Lands Purchase Account ... ..	36,720	250,000	...	3	286,723	129,000	157,723
	134,418	1,000,000	150,000	18,656	1,303,074	663,915	639,159

It is now proposed to merge all these accounts in the Public Works Fund, and to supplement that fund for the services of the current year as follows :—

Transfer from revenue ... ..	£300,000
To be specially raised for additions to open lines ... ..	£200,000
"    "    school-buildings ... ..	25,000
"    "    technical schools ... ..	25,000
	<u>£550,000</u>

In addition to this sum it is expected that sundry credits will come to hand to the amount of probably £5,000, thus bringing the gross total ways and means up to £1,194,159.

The estimates of expenditure which I now have the honour to submit to the House provide for a total outlay of £1,021,570, of which £977,592 will be a charge against the Public Works Fund and £43,978 against the Government Loans to Local Bodies Account, so that a credit balance of £216,567 will probably remain in the Public Works Fund at the close of the year.

#### RAILWAYS UNDER CONSTRUCTION.

I will now give a brief statement of the principal works undertaken on the several lines of railway under construction since my last Statement was delivered, and what is proposed to be done during the current year.

## KAMO-KAWAKAWA.

The section of this line between Hikurangi and Whakapara was completed and handed over to the Railway Department for regular traffic on the 2nd November, 1896. The extension from Whakapara is now in course of construction. The bridge over the Whakapara River is finished, and the formation is also completed as far as the Air-line Road, at which point large sawmills have been erected by Messrs. Foote Brothers, which are about to be connected with the railway. The line will then have commenced to tap the Puhipuhi Kauri Forest, from which a very considerable timber-traffic is expected. To fully command this forest a further extension is necessary, and the formation for some distance beyond Whakapara is now well advanced. The sleepers are being obtained locally, and rail-laying will probably be commenced early in the new year.

The terminus for this railway when the extension was authorised by "The Railways Authorisation Act, 1894," was fixed near the Waiotu River, as it was expected that a great deal of the timber from the Puhipuhi Forest would be floated down this stream. A petition has recently been presented to the Government praying for the extension of the line to the Hukerenui Village Settlement, and a survey of this proposed extension has been ordered.

Several petitions have been presented to Parliament asking for the extension of the line from Kawakawa; but I regret that the money at our disposal will not permit of this work being put in hand at present.

A survey was made several years ago of a proposed extension of this railway at the Whangarei end to deep water, and petitions have been presented to the House praying that this work be put in hand. Vessels drawing more than 5 ft. cannot reach the present wharf at Opau, on the Whangarei River, at low water, and vessels drawing more than 13 ft. cannot come up to it at any time. By crossing the river, however, and extending the line for  $2\frac{1}{2}$  miles down the shore of the Whangarei Harbour to Ohiwha Point (Grahamstown) a depth of 22 ft. of water can be reached. Vessels drawing up to 18 ft. could reach this point even at low water, and larger vessels still could come up when the tide permitted. The cost of this extension, including the wharf and shipping facilities, would be about £40,000. Before asking for an appropriation for this extension, however, it is advisable to await the development of the timber and coal traffic on the line. At the same time, it must be borne in mind that the extension of this railway to Hikurangi and Hukerenui was undertaken on the assumption that the coal from the former place and the timber from the Puhipuhi Forest would be carried over the line, and it must be admitted that larger vessels than those that are now able to reach the wharf at Opau will be required to profitably convey this timber and coal to market.

The expenditure on this line last year amounted to £6,525, and this year we ask for a vote of £8,000.

## KAIHU VALLEY RAILWAY.

The short extension of this line from Opanake Station to the booms on the Kaihu River was completed and handed over to the Railway Department for traffic on the 21st October, 1896, and an exceedingly heavy timber-traffic has since been carried over it. The expenditure on the line during the year was £1,263, and it will not be necessary to ask for any further vote this year.

## HELENSVILLE NORTHWARDS RAILWAY.

The Makarau contract, which has been in hand for the last seven years, was duly completed on the 13th May last, and the section was handed over to the Railway Department for traffic on the 12th June. The principal cause of the great delay in completing the contract was the treacherous nature of the ground met with by the contractors in the Makarau Tunnel. The difficulties were at length overcome, however, and the contract duly finished; but the work has not proved a profitable one to the contractors. The Makarau contract having been completed so recently, the further section, which I stated last year would be put in hand, has not yet been commenced. It is, however, proposed

to start the work shortly. The expenditure on this line last year amounted to £3,452, but it would have amounted to much more than this if the Makarau contract had been completed within the year as expected, in proof of which I may say that the expenditure on the line since the close of the financial year has amounted to nearly £4,000. It was not deemed advisable to proceed with further works on this railway until the large claims for extras made by the contractors for the Makarau contract, amounting to over £5,000, were decided one way or the other. I am now advised that the contractors have no legal claim, but they are petitioning Parliament for a consideration of their case on equitable grounds. I was therefore unable to see my way to put any further work in hand pending the meeting of Parliament. The importance of continuing the line to the Kaipara Flats has been urged upon the Government by settlers in the district. As funds permit, this should be done. A vote for £6,000 will be submitted for your approval.

#### GRAHAMSTOWN—TE AROHA.

The principal works undertaken on this railway during last year were the raising of the formation, building the bridges, and the partial laying of the rails on the section between Paeroa and Puriri. The rail-laying has now reached Omaha, at which point a branch line is being made into the extensive stone deposit which was acquired for a ballast-pit several years ago. It was impossible to do any ballasting on this section until the rails had reached this point, but ballasting will now be commenced as soon as the pit has been connected with the main line, and proceeded with vigorously, with the view of opening the line to Puriri at the earliest possible date, and extending it through to Grahamstown as quickly as possible thereafter. Many honourable members may not be aware of the fact that during the years 1879 to 1890 an amount of £63,000 was spent on formation, bridging, &c., on the section of this railway between Grahamstown and Paeroa, the work being left unfinished, and consequently unproductive. Of this amount £57,492 had been expended prior to the 31st March, 1888—the annual amount then gradually diminishing to less than £1,000 in 1890–91. Some of the bridges, built of kauri, now require rebuilding, and the whole of the formation requires to be brought up to the proper level again. The work in hand at present is the section between Paeroa and Puriri; and the necessary materials for the work between Puriri and Kopu have been ordered. An endeavour should be made to complete the line through to the Thames at as early a date as possible. The development of the mining industry will insure a greater rate of interest being earned than will have to be paid for the money required to complete the work. A vote of £12,000 is asked for, over £7,000 of which has been expended under the authority of last year's vote since the commencement of the current year.

#### COROMANDEL—KUAOTUNU.

As promised last session, a reconnaissance survey has been made for a light narrow-gauge railway between Coromandel and Kuaotunu. The construction of a large part of this line would be easy, but the great difficulty is the presence of an unbroken range of mountains immediately at the back of Coromandel, the lowest saddles over which are about 1,100 feet above sea-level. The Engineer at first tried a route running southwards, and climbing up the west slope of the range to cross over the top somewhere about the Castle Rock, and to then run down the ridges sloping to Whangapoua on the other side, but was ultimately compelled to abandon it. He then examined a line in a northerly direction, but this also proved unsatisfactory, and he finally selected a route up the valley along which the road is constructed, running almost due east from Coromandel. This is the most practicable, and probably the best route, but it necessitates a tunnel over a mile long through the range, and grades of 1 in 40 on either side to approach it. On the flats many of the banks would have to be kept up to a fair height, and would require to be protected with stone pitching, as they would be exposed to the wash of the tides. The line would be from 19 to 20 miles in length, and would probably cost £100,000, inclusive of rolling-stock, which would have to be specially constructed for the narrow gauge. The Government considers that the time is not yet ripe for the construction of this railway.

## PAEROA—WAIHI.

Instructions have been given for a survey to be made for the above line, and the Engineer has been at work upon the ground for some time. He has been instructed to make alternative surveys for a 3 ft. 6 in. gauge railway, with gradients not steeper than 1 in 50 and curves of not less radius than 6 chains, and for a 2 ft. gauge line with gradients not steeper than 1 in 40 and curves not sharper than 100 ft. In each case the ruling gradients to be reduced on curves, so as to compensate for the resistance to traction due to curvature. The instructions state that the line is to be so laid out as to keep the cost as low as possible, due care being taken that the increased working-expenses due to steep gradients and sharp curves will not exceed the interest on saving in the cost of construction thus attained. The survey for the 3 ft. 6 in. gauge line is to be made first, and modified where possible to fulfil the conditions for the 2 ft. gauge line, and where not possible to combine the two surveys, an independent one is afterwards to be made for the narrow-gauge line. Before finally locating the terminus of the line near Waihi, the Engineer has been directed to make a reconnaissance survey of the country between Waihi and Katikati Harbour, so as to determine the best route for a possible extension of the line to Tauranga, so that if the line is extended at any time no work will have to be abandoned.

As far as the work has progressed no great difficulties have been encountered, except near the Township of Karangahake, where there is a very abrupt angle in the gorge. It will probably be necessary to provide for a considerable tunnel on a 1 in 50 grade on the 3 ft. 6 in. gauge line here. With this exception, although the ground is very broken, a good line will probably be got, with curves not sharper than 6 chains radius, and with comparatively easy gradients, varying from 1 in 110 to 1 in 600. Beyond completing the survey the Government considers that further expenditure in connection with this proposed railway should be held over for the present.

## NORTH ISLAND MAIN TRUNK.

The Mokau and Poro-o-tarao Tunnel sections, at the northern end of this railway, together making a length of 12 miles 43 chains, were completed and opened for traffic on the 21st December last. The traffic on the line being at present practically confined to the carrying of plant and supplies for the construction-works beyond, it has not been deemed advisable to hand these sections over to the Railway Department, but, by arrangement with the Public Works Department, a weekly train is run as far as the south side of the Poro-o-tarao Tunnel. Work has been begun on the Ohinemoa Section, leading down towards Kawakawa, where the Stratford—Ongarue Road connects with the railway. The works on this section are proceeding fairly well, and will be pushed on vigorously until the line reaches Kawakawa.

At the southern end of the line a great deal of work has been done between the end of the opened line at Mangaonoho and Kaikoura, and the felling of the bush between Kaikoura and Taihape has recently been authorised. The Makohine Viaduct, the non-erection of which has for so long barred further rail-laying on this railway, is now well in hand. The extensive excavations for the foundations of the main pier on the eastern side of the Makohine Creek have been completed, and the two large concrete blocks which comprise the base are being built, the work being well advanced. The excavations for the other main pier on the western or Marton side of the creek would also have been completed before this if it had not been for exceptionally wet weather causing the ground to slip, and reducing it to so soft a condition that it became unsafe for men to work there. With the improvements which took place in the weather as spring advanced the excavations were resumed, and are now proceeding actively. Nearly the whole of the cement required to complete the structure has already been delivered on the site, and the balance is under order; and a large part of the iron and steel materials has already arrived from England. An engineering workshop is about to be erected, so that the shaping, planing, drilling, &c., of the ironwork preparatory to its being erected in position may be taken in hand, and I hope to be able to announce in my next year's Statement that substantial progress with the work has been made.

The detailed survey of the portion of this line not already definitely located is still in hand. The Government considers it desirable that greater expedition should be exercised with this work, and it is therefore proposed to place an additional survey party in the field shortly. The early completion of this survey is very desirable, as until it is completed it is impossible to accurately estimate what the total cost of the line will be.

The expenditure on the North Island Main Trunk Railway last year amounted to £28,272, and liabilities existed at the close of the year to the amount of £17,042. A vote for £32,000 is asked for this year.

#### EKETAHUNA—WOODVILLE.

The section of this line from Newman to Pahiatua, about  $15\frac{1}{4}$  miles in length, was completed (with the exception of some of the station-buildings) and handed over to the Railway Department for regular traffic on the 3rd May last, and a further section, from Pahiatua to Mangatainoka,  $3\frac{1}{4}$  miles in length, on the 1st August following. The station-buildings have since been completed. The works on the remaining section between Mangatainoka and Woodville, 6 miles in length, are almost complete, and the section was opened for traffic and through communication established between Wellington and Napier *via* the Rimutaka on the 11th instant. A large amount of work has been necessary in the improvement and repair of the important bridge over the Manawatu River at Ngawapurua in order to bring it up to present-day standards. The work is now nearing completion, however, and has been carried out without the bridge having been closed for road-traffic for a single day—a fact which reflects credit upon the officers in charge. This bridge was erected in 1883, and has since been in constant use for road-traffic, which has been of a very heavy character. The expenditure on this railway during the late financial year amounted to £19,865, and from the 1st April to the 30th November an additional amount of £16,638 has been expended, while the liabilities at the latter date amounted to £12,899. A vote for £30,000 will be necessary this year, which will practically provide for the entire completion of the railway.

#### WELLINGTON—MASTERTON.

The completion of the Eketahuna—Woodville Railway, and the consequent diversion of the Wellington—Napier traffic to the Wairarapa line, will bring into great prominence the many inconveniences attendant upon the present journey over the Rimutaka Range. With our present-day experience, the action of the authorities of the day in adopting the existing incline line over the Rimutaka Mountains seems to have been a short-sighted policy. A much shorter line could have been obtained by adhering more closely to the old coach-road and putting in a tunnel of a mile and a half in length to avoid the major part of the ascent and descent to and from the summit. Even now it would, I think, be worth while to consider whether it would not be desirable to construct this line and abandon the incline. The Government is not at present in possession of sufficient information to enable a confident opinion to be expressed on this point, but if the saving in distance would be several miles, and if the height to which it would be necessary to raise trains would be 200 ft. less, and if gradients not steeper than 1 in 40 and varying from that to 1 in 60 could be obtained, as I am informed would be the case, the lessened cost of working the railway would probably be sufficient to meet the interest on the cost of constructing the new line, and the saving of time and inconvenience to the public would be very considerable. I propose, therefore, to have a survey made for the new line between Kaitoke and Featherston as soon as an experienced officer can be spared for the purpose.

#### BLenheim—AWATERE.

A vote of £2,500 was taken last year to cover preliminary expenses connected with the resumption of works on this railway. A survey was put in hand in October, 1896, for the selection of a site for a combined road- and railway-bridge over the Awatere River, and also to complete the location of the line for the railway from the end of the present works at the Utawai Saddle to that

river. The field-work has been completed and the plans of the line have been made.

A trial survey of the further extension of the line will be put in hand as soon as an experienced location Engineer can be spared for the purpose; and I hope to be able to furnish information to Parliament next session as to the probable cost of constructing this railway through to a junction with the North Canterbury railways.

#### OTAGO CENTRAL.

The work on the section of this railway between Hyde and Kokonga was vigorously proceeded with during last year, and the line handed over to the Railway Department on the 1st October last, and opened for regular traffic on the 18th of that month. The works between Kokonga and Taieri Bridge have also been actively proceeded with, and the formation completed, and the rail-laying nearly so. I regret to state that the works in connection with the Taieri Bridge contract have not been proceeded with satisfactorily, and the completion of the line to Waipiata and Ranfurly (Eweburn) is likely to be delayed thereby. It is anticipated, however, that the bridge will be finished early in the new year, and by that time the formation-works from the bridge to Ranfurly will be also completed, so that the rail-laying to that point can then proceed uninterruptedly. I am in hopes that the section to Waipiata will be ready for traffic by the 1st of March next, and that the whole line to Ranfurly will be ready for opening by July or August following.

Several petitions have been presented to Parliament for the extension of this railway to the Clutha Valley. The work is one which the Government considers should undoubtedly be undertaken, and when the line is completed through to Ranfurly the formation-works on the section between Ranfurly and Wetherburn, as the first link in this connection, can then be put in hand. It is proposed to make the works on this railway of a somewhat lighter form of construction in future, but to retain the present 3 ft. 6 in. gauge.

The expenditure on the Otago Central Railway during last financial year amounted to £25,238, exclusive of the value of the permanent-way materials issued to the line, while liabilities existed at the close of the year to the amount of £13,499. This year we ask for a vote of £30,000, to complete the works now in hand.

#### ROXBURGH EXTENSION.

The survey of the line to connect Roxburgh with Heriot has been completed, and shows that a practicable line can be obtained by way of Spylaw and the Moa Flat Estate, but the earthworks for several miles will be of a very heavy character. The total length of the line will be  $27\frac{1}{2}$  miles, and the probable cost of constructing a 3 ft. 6 in. gauge railway according to present standards would be about £190,000. The cost of constructing a line to connect Roxburgh with Lawrence, 38 miles in length, was estimated by the District Engineer in 1886 at £188,000, so that as regards cost there is practically nothing to choose between the lines. The latter line would afford a much speedier and cheaper connection for the Roxburgh district with Dunedin, however, as the relative distances to be travelled by train between these points would be 131 miles by way of Heriot and 98 miles by way of Lawrence, and the fares and goods rates would, of course, amount to considerably more by the former route than by the latter.

The district immediately beyond the present terminus of the Heriot Railway regards itself as entitled to better railway facilities for the transport of its produce. During the recess detailed plans and specifications will be prepared for an extension of this railway for a distance of  $6\frac{1}{4}$  miles beyond Heriot, to a point locally known as "Eddie's," and, as the construction of this section would serve a very considerable area of excellent agricultural land, and would afford reasonable communication to the upper end of the Crookston and Bengier districts, and as the cost of the extension is estimated to be under £25,000, the question of putting the work in hand will be worthy of consideration when

funds are available for the purpose, and during the ensuing recess detailed information as to the possible traffic results will be obtained, and, should this prove satisfactory, a Bill to authorise the extension will be introduced next session.

It is also proposed to have a detailed survey made of the Lawrence-Roxburgh line.

#### CATLIN'S RIVER.

This railway was completed and opened for traffic to Owaka on the 22nd June, 1896.

As promised in last year's Statement, a reconnaissance survey has been made to ascertain the best route for a line to connect the Catlin's River and Seaward Bush Railways. The report of the engineer shows that the line would be nearly 60 miles in length, and would not be an easy one to construct. There are four saddles to surmount, the total height to rise in going from Owaka to Waimahaka being 1,626 ft., with 1,580 ft. to fall. There would be numerous gradients, ranging from 1 in 50 downwards, one of the steepest grades being over 5 miles in length. There would also be two tunnels of a total length of over half a mile. As only a reconnaissance survey was made no reliable estimate of cost can be given, but it is tolerably safe to say that a substantial railway along this route, according to present standards, could not be constructed for less than about £7,000 per mile.

#### SEAWARD BUSH.

The formation-works on this line have proceeded steadily during the year. The work might have progressed more rapidly had there been any likelihood of the large bridge over the Mataura River being finished anywhere near the contract time for its completion, which expired more than twelve months ago. The bridge is now at last nearing completion, however, and the remaining works between the bridge and the terminus of the line at Waimahaka will then be energetically proceeded with, with a view to the line being opened for traffic as early as possible.

The expenditure on this railway last year amounted to £10,856, and liabilities existed at the close of the year to an additional amount of £6,009. The vote asked for this year is £10,000.

#### FOREST HILL.

The formation of the extension of this line from the end of the previously-constructed section to Macdonald's Corner is now practically completed and ready for rail-laying. The previously-constructed section of the line, which had for some years been in use as a coal tramway, but which was not at all up to the general standard of the Government railways, is being overhauled, and the light and partially-rotten sleepers are being taken out and replaced with new ones of standard size, and the worn and crippled 28 lb. rails are being replaced with new or good second-hand 40 lb. rails. The work is being proceeded with as rapidly as circumstances permit, but, as the obtaining of the second-hand 40 lb. rails is dependent on the relaying of the main lines, it cannot be carried out faster than this latter work proceeds—nor, indeed, as fast, as many of the rails taken out of the main line are not considered sufficiently good to lay in this branch line, which is intended to be worked in the future by the ordinary rolling-stock in use on the main line between Invercargill and Winton.

No expenditure was actually brought to charge against the vote of £3,000 taken for the work last year, but considerable expense has been incurred since the commencement of the current year. A renewal of the vote of £3,000 is asked for this year.

#### MIDLAND RAILWAY.

Construction-works on this railway have been carried on throughout the year at the Jackson's and Belgrove ends of the line. At the Jackson's end a considerable quantity of work has been done. The operations now extend over a length of about 12 miles, and consist of bushfelling, earthworks, masonry culverts, &c. The formation of the line is well advanced, a considerable portion



of the easier parts being finished. A good deal of the work lies partly in the beds of the Teremakau and Otira Rivers, and it will be necessary to protect these portions of the line with heavy rockwork. Arrangements have now been made to lay the rails on the finished pieces of the line, and to send a locomotive up to the work, so that the depositing of the heavy stonework may be proceeded with more expeditiously. At the Belgrove end of the line the rails have been laid from Belgrove to the small station at Spooner's Range, and the formation completed from this point to near the foot of Norris' Gully. The erection of the first bridge over the Norris' Gully Creek has been commenced, and the timber for the lower crossing of the same creek is being procured. The rails for laying this section of the line are already on the ground, and an effort is being made to obtain the sleepers locally. The formation is also in hand between the foot of Norris' Gully and Motupiko, locally known as "Bromell's." It is proposed to have careful surveys made of the route up the Tadmor Valley, so as to ascertain definitely whether this route, as I have every reason to believe, possesses advantages over the Motupiko-Hope Saddle route for the extension of the line to the Buller Valley. If the results of the surveys bear out my views as to the advantages of the Tadmor Valley route, legislation will be proposed next session to authorise the deviation of the line.

There are now about 200 men employed on construction-works on this railway, and the cost of such works carried out by the Government up to the 31st August last amounted to £46,506. In addition to this sum, rails and fastenings have been procured for the line to the value of £3,660, making a total expenditure of £50,166. Of this sum the company has repaid £24,263, and has been given credit for £8,630, representing the profits on the working of the opened sections of the line, and an amount of £13,613 is now due by the company, the account for which was rendered on the 22nd October last. The account for the £3,660 worth of permanent-way materials has not yet been sent in. We ask this year for a vote of £25,000, after allowing £15,000 for recoveries.

Some further correspondence has taken place with the company in reference to a new contract for the construction of this railway since the last papers on the subject were published. A letter as to the position of the company's debenture-holders was also addressed by the Receiver to the Premier during the latter's recent visit to England. Copies of this correspondence will be laid on the table immediately.

Formal notice has also been received from three debenture-holders that, failing the purchase of the line within three months by the Government, they will apply, under section 14 of "The East and West Coast (Middle Island) and Nelson Railway and Railways Construction Act, 1884," to a Judge of the Supreme Court for relief under the said Act, and particularly for an order that such part of the company's property as is liable under the provisions of the said Act for payment of the principal-money secured by the debentures shall be absolutely sold, and for the appointment of a Receiver of the rents, income, and profits of such property.

Strong representations have been made to the Government in favour of a commencement being made with construction-works at the Springfield and Reefton ends of the line. The Government feels that the time has arrived for more vigorous steps being taken towards constructing this railway, but no detailed survey has yet been made of the line beyond Reefton, and the plans which have been handed to the Government of the line beyond Springfield show the works to be of so heavy a character that I do not feel justified in assuming, without further inquiry, that the location of the line cannot be improved upon. We therefore propose to have survey-work undertaken immediately to definitely settle this question.

#### TOTAL APPROPRIATIONS FOR RAILWAYS.

The total appropriations proposed for railway-construction works, including surveys, permanent-way materials, &c., is £214,000, and £150,000 for additions to open lines. Last year the amount for construction-works was £204,423, and £60,000 for additions to open lines.

## LIGHT RAILWAYS.

In last year's Public Works Statement I promised that I would this session lay before honourable members some further information on the subject of light railways. This has since been obtained from different parts of the world, and particularly from Tasmania, where a 2 ft.-gauge line is already being constructed from Zeehan to Mount Dundas. This railway, when finished, will be about  $17\frac{1}{2}$  miles long. The first 5 miles are over undulating country, presenting no special engineering difficulties, but for the remainder of its length the line skirts high and precipitous hills, presenting a very forbidding appearance from a railway engineer's point of view. The line starts at a height of 630 ft. above sea-level; at the end of the fifth mile, where the difficult country begins, the elevation is 829 ft.; from this point to the summit,  $5\frac{1}{2}$  miles further on, the line rises 771 ft.; from here it descends to the Ring River, 5 miles further on again, the fall being 774 ft.; and from there it rises 284 ft. to the terminus, in a distance of 2 miles. The total length of the line in difficult country is  $12\frac{1}{2}$  miles, but the end of the line at  $17\frac{1}{2}$  miles is really only  $5\frac{1}{2}$  miles as the crow flies from the 5-miles peg—that is to say, it takes  $12\frac{1}{2}$  miles of railway to accomplish a direct distance of  $5\frac{1}{2}$  miles. This is principally due to the height and depth to which the line has to rise and fall, and the consequent necessity of long gradient contours to overcome these difficulties. The gradients adopted are in some cases very severe, and in order to reduce the earthworks and bridging to a minimum very sharp curves have been used. To so large an extent have curves been adopted that a straight run of 100 yards is seldom obtainable. There are 300 curves on the line, and over half the total length is on curves, the total of degrees turned being about 17,000. The ruling gradient, allowing for curvature, is 1 in 22, and the sharpest curves are only  $1\frac{1}{2}$  chains radius. The sharpest curves on any of our New Zealand railways are 5 chains radius, and the steepest gradients (exclusive of the three-rail incline on the Wairarapa side of the Rimutaka Range) are 1 in 35, or, allowing for curvature, 1 in 31. Even these grades and curves only occur on exceptional lines, such as on the Wellington side of the Rimutaka Range and on the Lawrence branch-line. It will readily be seen, therefore, how very steep and tortuous this Tasmanian light railway really is.

Perhaps the most interesting feature of the line to us just now is its cost, which was very low for a railway traversing such very rough country. The General Manager of the Tasmanian Government Railways reports that the cost, including surveys and equipment, was only £1,725 per mile; but states that a little more expenditure in rolling-stock and traffic requirements will be necessary, thus bringing up the cost to, say, £2,000 per mile. Even this rate, however, would be too low a standard to take for the construction of similar lines in New Zealand, as nothing is allowed in this amount for compensation to land-owners for the land occupied by the railway, as the whole line is constructed on Crown reserves. The rails also only cost £3 3s. per ton—second-hand rails being used—whereas new rails of, say, 40 lb. to the yard would cost about double this amount landed at our principal ports, and the cost of transporting them to where they would require to be used might cost another £1 or £2 per ton. The Tasmanian line, moreover, is not fenced, and the timbers used in the bridges only cost from 7s. 6d. to 13s. 6d. per 100 superficial feet, and the sleepers under 1s. each, adzed and bored ready for laying. These rates would be largely exceeded in this colony.

Some detailed information respecting light railways and several illustrations of points of interest on the Tasmanian line already referred to, of which photographs were kindly furnished to me by the Government of that colony, will be found in an Appendix to this Statement.

## LIGHT RAILWAYS ASKED FOR.

Several applications for the construction of light railways have already been made to the Government, of which the following are the principal lines:—

Paeroa to Waihi,  
Tauranga to Rotorua,  
Rotorua to Gisborne,  
Tauranga to Gisborne, *via* Opotiki,  
Gisborne to Napier,

Eltham to Opunake,  
Dannevirke to East Coast,  
Blenheim to Culverden,  
Fairlie to Pukaki,  
Dunedin to Otago Heads.

In addition to these, other applications for railway-extension, to which the light-railways principle (whether on the 3 ft. 6 in. or a narrower gauge) might apply, have been made, the following being the most important of the lines asked for:—

Kaihu to Waima,  
Hukerenui to Kawakawa,  
Makarau to Whangarei,  
Pukekohe to Waiuku,  
Westport to Reefton,

Lovell's Flat to Kaitangata,  
Heriot to Roxburgh,  
Riversdale to Switzers,  
Wright's Bush to Heddon Bush,  
Orepuki or Waicola to Waiiau.

During the recess the relative merits and necessity for these several lines will be carefully considered, and information as to their probable cost, and the revenue returns they may be expected to yield, will be laid before Parliament next session.

#### ROADS, ETC.

##### ROADS, ETC., UNDER THE CONTROL OF THE MINISTER OF LANDS.

The operations during the past year have been of the same nature, and of nearly equal extent, to those of the previous year. Full details have been given in the Surveyor-General's Report; but they may be summarised in the statement that 489 miles of carriage-roads and 442 miles of horse-roads were constructed, and 1,177 miles of carriage-roads and 647 miles of horse-roads were maintained fit for ordinary traffic, the cost for the year being £208,694, including a small sum of £301 spent out of the immigration vote, which is £31,670 less than the year 1895-96. The liabilities on the 31st March, however, were £226,762, the total vote last year being £413,476, so that the expenditure and liabilities exceed the appropriation by £21,980.

To some extent the liabilities might be reduced—the works authorised, being conducted under co-operative regulations, could be stopped; but, unless this is done (which is not desirable), most of these liabilities have to be met in the course of the current year. The expenditure for the first half of the present year reached £128,807, and if the liabilities at the end of the same period, which amount to £197,354, are added, the total comes to £326,161. Some of the works authorised will no doubt extend into next financial year, but the actual outlay will probably exceed that of 1896-97.

If the progress of settlement is to continue, and is carried on at the same rate as during the past six years; if the pressing wants of new settlers and the reasonable demands of old ones (whose success depends upon the products of the soil) are to be attended to, then new roads must be constructed, and roads already constructed must be maintained in a condition fit to carry the traffic.

If we are to judge by the representations of County Councils and Road Boards, their revenue is not even sufficient to maintain their district roads; and, in general, the main roads are rapidly becoming unfit to carry the public traffic, especially the large bridges erected by the various Provincial Governments. It is therefore unwise to shut our eyes to this fact: that local rates and local revenues alone cannot pay for the maintenance of the general traffic on the county and Road Board roads.

The burden on the settlers in a forest district is greatly increased by the unreasonableness of timber-carters, who, with heavy loads, destroy lightly-constructed roads, and refuse to contribute a fair share of the cost of maintenance. Instances are reported where roads constructed out of money borrowed on the security of settlers' land have been made impassable for ordinary traffic in this way.

For assisting local bodies to repair the extensive damage done by floods in the early part of the year a sum of £20,000 is provided. This amount will be paid in the form of a subsidy, at the rate of not less than £1 for £1 contributed by local bodies. The sum which it is estimated is required to rebuild lost bridges, and other works, is £64,037 (of which £24,437 is required for roads in charge of the Government, and £39,600 for roads under the control of local bodies).

Every country electorate in the colony is demanding new roads or better roads, but the Government can meet only the urgent demands of some, the others must wait another year.

The amounts required to be authorised this year are,—

For immigration	...	...	...	...	...	...	£	350
Main roads	...	...	...	...	...	...		13,387
Miscellaneous roads	...	...	...	...	...	...		21,493
Flood damages	...	...	...	...	...	...		20,000
Development thermal springs	...	...	...	...	...	...		62,645
Lands Improvement	...	...	...	...	...	...		237,741
Government Loans to Local Bodies Account	...	...	...	...	...	...		43,978
Native Land Roads	...	...	...	...	...	...		59,871
								<u>£459,465</u>

Provincially distributed, they are for,—

							£	
Auckland	...	...	...	...	...	...		116,834
Hawke's Bay	...	...	...	...	...	...		41,648
Taranaki	...	...	...	...	...	...		52,064
Wellington	...	...	...	...	...	...		96,779
Nelson	...	...	...	...	...	...		12,822
Marlborough	...	...	...	...	...	...		19,108
Westland	...	...	...	...	...	...		14,023
Canterbury	...	...	...	...	...	...		11,244
Otago	...	...	...	...	...	...		40,112
Southland	...	...	...	...	...	...		28,613
General	...	...	...	...	...	...		26,218
								<u>£459,465</u>

#### ROADS ON GOLDFIELDS (MINES DEPARTMENT).

It is proposed to continue to assist local bodies by means of grants and subsidies towards the improvement of existing roads, to enable machinery to be conveyed to the mines which have already been partially developed, and also for the construction of roads, bridges, and tracks in the more outlying portions of mining districts. The vote for roads and tracks last year amounted to £89,357, the expenditure being £32,578, with liabilities amounting to £39,702. The vote proposed for the current year is £96,892.

#### DEVELOPMENT OF GOLDFIELDS.

As already mentioned in the Financial Statement, as well as in the Statement of the Hon. Minister of Mines, the development of our goldfields continues to steadily progress, and it is only reasonable to expect that on the completion of the extensive development works now in progress, and with the working of the additional and improved machinery which is being erected for the crushing and treatment of our refractory ores, and for the dredging of our river-beds, the yield of gold will be considerably increased.

Prospecting operations are going on over a large area for gold, silver, copper, cinnabar, manganese, and other ores, and reports of new discoveries have been made from time to time. Mining for opals is also receiving some attention, and already nine leases, covering an area of 233 acres in the Mount Peel district of Canterbury, have been issued for this purpose. It has also been reported that opals of a valuable kind have been discovered at Tairua, in the Hauraki district.

The deep-level shaft at the Thames, which has been referred to in previous Statements, is being constructed as fast as circumstances will permit, and the pumping machinery is being erected as it arrives from the manufacturers in England, ten of the largest boilers ever erected in the colony having been placed in position. The old Queen of Beauty shaft, which was the one selected, has also been enlarged to 17 ft. 6 in. by 8 ft. 6 in. in the clear, and is now down to a depth of 425 ft., being within 322 ft. of the depth of the old shaft, which was sunk 747 ft. when the old company ceased operations.

Reports will be presented upon the important subject of water-supply and conservation for mining as well as for irrigation purposes. This question is surrounded with many difficulties, owing principally to the existence of prior

rights to take water from many of the principal sources of supply; but it is hoped, by carefully guarding in future against the issue of rights to large supplies of water, and through the gradual lapsing of rights in respect to which the conditions have not been fulfilled, that in course of time this necessary accessory to the development of the resources of the colony will ultimately become more available for use by the public generally.

From the annexed tables it will be seen that the total sum expended last year on works under the head of "Development of Goldfields" was £10,508, with liabilities amounting to £29,910, and we propose to ask for a vote of £44,637 for the current year.

#### PURCHASE OF NATIVE LANDS.

The area of Native land acquired during the past financial year was, as mentioned in the Financial Statement, 335,000 acres, a considerable portion of which is situated within the territory known as the King-country, and adjacent to the North Island Main Trunk Railway. This land will be thrown open for settlement early in next year.

Full details of the various purchases will be found in Parliamentary Paper G.—3, presented to both Houses on 22nd October last, under the provisions of "The Native Land Purchases Act, 1892."

The amount voted under the Native Lands Purchase Account last year was £163,976, and out of this amount £129,000 was expended, including £38,787 for roads and surveys. This year we ask for a vote of £60,500, and in respect to the purchase of Native lands from this time forward, the Land Purchase Officers will be instructed not to purchase land from any Native unless he has more than sufficient land left to provide for maintenance.

#### TELEGRAPH EXTENSION.

The vote obtained last year under this head was £36,500, and the expenditure during the year was £36,791, including the purchase of 40 knots of submarine cable.

The more important telegraph-lines constructed were those from Whangarei to Poroti, Hikurangi to Whakapara, Mangapai to Maungakaramea, Hukerenui, Ormond to Waimate, Herbertville to Wimbleton, Maharahara, Pahiatua to Mangahao, Ballance—Ngaturi—Makuri, Ohingaiti to Mangaweka, Hende's Ferry to Okarito, Burke's Pass to Tekapo, Cambrian's to Beck's, Skipper's to Bullendale; and additional wire-accommodation as follows: Napier to Wairoa, Greymouth to Reefton, Lumsden to Queenstown, Oamaru to Georgetown, Springfield to Bealey, and Pukerau to Waipahi. Additional wires are also being provided between Napier and Wanganui, Wanganui and New Plymouth, and Blenheim and Dunedin.

Telephone exchanges have been established at Masterton and Gisborne, and a branch exchange at Hastings. The number of new subscribers to the exchange systems of the colony was 604.

The vote proposed for the current year is £30,835, which provides for additions to existing exchanges, completion of work in hand, additional wires from Auckland to Whangarei, Clyde to Cromwell, and Wakapuaka to Belgrove, and telephone extensions, the more important of which are—Onehunga to Mangere, Paraparaumu to Waikanae, Kaeo to Totara North, Rawene to Omanaia, Bannockburn to Nevis, Eketahuna to Hukanui, Dannevirke to Weber and Titree, Fowler's to Rangiwahia, Hokonui to Hedgehope, and a portion of proposed line from New Plymouth to Auckland, *via* Mokau and Otorohanga.

#### PUBLIC BUILDINGS.

Our expenditure on public buildings still continues heavy, and, with the increase of population that is taking place, and the growth of settlement, and the necessity of replacing many of our present wooden buildings with others of more permanent materials, I see very little prospect of its growing lighter for some years to come. The expenditure last year was slightly less than the year

before, but this year I expect it will be larger again. The following table gives a comparison between the last two years:—

Year.	Consolidated Fund.		Public Works Fund.		Totals.	
	Voted.	Expended.	Voted.	Expended.	Voted.	Expended.
1895-96	£ 46,700	£ 42,829	£ 96,985	£ 76,240	£ 143,685	£ 119,069
1896-97	43,460	41,280	90,855	70,579	134,315	111,859

The appropriations proposed for the current year amount to £148,300: namely, £98,300 under the Public Works Fund, and £48,000 under the Consolidated Fund—£7,000 of the latter being for the Parliamentary Library. The principal works carried out last year, or provided for this year, are as follows:—

#### GENERAL.

The chief work under this head is the completion of the Government Printing Office, for which £8,000 was voted last year, and £7,252 expended. This very-much-needed, and at the same time handsome, addition to our Government buildings will have cost when completed about £16,000. It is already partly in use, and will be entirely finished and ready for complete occupation very shortly. In respect to the expenditure on this building, the saving effected will more than cover the interest on outlay.

The other works under this class are of a small and unimportant nature, and do not require special mention.

The vote proposed under the heading of "General" this year is £18,170, which includes £9,000 for the completion of the Printing Office, and £3,500 for the additions at present being made to the Departmental Buildings in Wellington.

As announced by the Colonial Treasurer in the Financial Statement, the Government proposes to provide this year for the erection of a fireproof building to accommodate the General Assembly Library. As the buoyancy of the revenue left us a large surplus to commence the present year with, it is proposed to defray the cost of this building out of the surplus, and a vote for £7,000 as a charge against the Consolidated Fund will therefore be provided for the work on the supplementary estimates.

#### JUDICIAL.

A considerable number of buildings under this head have been in hand during the year. Those on which the principal expenditure has been incurred are as follows:—

*Courthouses.*—New buildings at Paeroa, Hawera, Hunterville, St. Bathans, and Stewart Island, and additions or renovations at Napier, Feilding, Reefton, and Hokitika.

*Gaols.*—The principal work has been at Dunedin—where the new brick gaol, of which an illustration was given in last year's Statement, has practically been completed—and Mount Cook (Wellington), but work to a smaller extent has been done at Auckland, Wanganui, and Addington.

*Police-stations.*—New buildings have been erected at Mongonui, Paeroa, and Waihi. A house and land has been purchased at Rangiora, and additions or renovations have been made at Stratford, Wanganui, Eketahuna, Nelson, Oxford, Addington, and Coalgate.

We ask this year for a vote, under the head of "Judicial," for £16,920. This provides for the completion of the Dunedin Gaol, the Marton Courthouse,

and other buildings already in hand, and also for a new brick Courthouse at Palmerston North, new Courthouses at Leeston and Macrae's, and new police-stations at Auckland, Karangahake, Te Kuiti, Opunake, Manaia, and Invercargill, together with several other works of less magnitude.

#### POST AND TELEGRAPH.

The principal expenditure under this head last year took place on new offices at Hawera, Marton, and Martinborough, and additions or renovations at Paeroa, Ohaeawai, Napier, Hastings, Greytown, Wellington (Telephone Exchange), Wakapuaka, Greymouth, Amberley, and Bealey. This year we ask for a vote of £8,160, which provides for a new building at Otahuhu, purchase of land and building at Petone, new sites at Eketahuna, Newtown (Wellington), and Bluff, and additions and improvements at Mangonui, Waitara, and Dunedin.

#### LUNATIC ASYLUMS.

Considerable expenditure was incurred in connection with our asylum buildings last year. At Auckland £9,565 was expended in additions to the male wing and in completing the restoration of the auxiliary building. At Porirua £4,874 was spent in carrying on the new building—which was nearly £1,000 in excess of the vote obtained for the work—and smaller sums at Wellington, Nelson, Sunnyside, and Seacliff. The total expenditure under this class during the year amounted to £16,404. The new auxiliary asylum in Auckland, built in brick, affords accommodation for 121 patients, and supplies the place of a wooden building destroyed by fire which accommodated about 100 patients. The additions to the male wing, also built in brick, afford accommodation for 31 patients, mostly single rooms, a feature badly required at this asylum. At Nelson a new house for the Superintendent is in course of erection and nearly finished. When complete the rooms in the asylum building at present occupied by the Superintendent and his family will be set free, and will be available for occupation by several patients or attendants. At Sunnyside (Christchurch) dormitories have been constructed in a portion of the attics, and afford accommodation for 36 patients. Within the last few weeks 25 patients have been transferred from Wellington to relieve to some extent the pressure there. In addition to the above, the work now in progress and nearing completion at Porirua will accommodate 78 patients, which will further relieve Wellington, and a cottage for convalescents at Seacliff will provide accommodation for 8 patients. The vote proposed for the current year is £17,900, which, in addition to covering the expenditure which has already taken place at Auckland, Porirua, and elsewhere during the portion of the financial year already expired, provides for a commencement being made with the remainder of the Porirua building, which, when finished, will afford accommodation for 212 additional patients. The vote also provides for a new dormitory at Nelson to accommodate 26 patients, and for further work at both Sunnyside and Seacliff, including a new detached dormitory at the latter asylum to afford accommodation for 100 patients.

#### SCHOOLS.

The amount voted for school-buildings last year was £48,780—namely, £26,000 under the Consolidated Fund, and £22,780 under the Public Works Fund; and £48,495 was expended—namely, £26,352 under the Consolidated Fund, and £22,143 under the Public Works Fund. This year we ask for a total authorisation amounting to £59,350—namely, £25,000 under the Consolidated Fund and £34,350 under the Public Works Fund, the latter amount including the special provision for ordinary school-buildings and technical schools mentioned in the Financial Statement.

#### LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR DEFENCES.

The amount voted for lighthouses last year was £7,550, and £6,067 was expended, principally on the building and lantern at Cape Palliser and the

lantern for Cape Kidnappers. This year we ask for a vote of £2,520 for the purpose of meeting the balance of the cost of the Cape Palliser lighthouse, and for making a commencement with a new lighthouse at the East Cape, &c.

The vote for harbour-works last year was £1,230, the chief item being the reclamation at Sticking Point, in Lyttelton Harbour. The expenditure amounted to £866. This year we propose a vote of £650, principally for the purpose of carrying on the Sticking Point reclamation-works.

For harbour defences, the vote last year was £5,000, and £4,667 was actually spent within the year. For the current year we again ask for a vote of £5,000, in order to give effect to recommendations made by the Commandant of the Forces.

A vote under the heading of "Contingent Defence" was obtained last session for £23,000, and £10,554 was brought to charge against it during the year. The amount was expended in the purchase of warlike stores of various natures necessary for maintaining the equipment of batteries and submarine-mining stations, also electric searchlight apparatus, Maxim guns, ammunition, &c. This year we ask for a vote of £20,000 to cover the balance of the charges intended to have been debited to last year's vote, and further purchases of *materiel* of war.

---



---

## APPENDIX.

### LIGHT RAILWAYS.

In considering the question of light railways, the following notes may be useful to honourable members:—

The main objection to railways of this character is the—

#### BREAK OF GAUGE.

The Tasmanian light railway, as I have stated already, is constructed on a 2 ft. gauge, the normal gauge of the Tasmanian railways being the same as our own—viz., 3 ft. 6 in. There is, therefore, a break of gauge between the light line and the normal one with which it connects. A break of gauge is always a disadvantage, and should be avoided wherever this can be done at a moderate cost. The disadvantage in actual practice is not, however, so great as might at first thought be imagined. The General Manager of the Tasmanian Railways, who has had practical experience of this matter, writes as follows:—

The principal opponents to the construction of these narrow-gauge lines are railway-men who have had little or no experience in working them, and who make a bogey of the break of gauge. No railway manager would, of choice, agree to a break of gauge, but under certain conditions it becomes a necessity—such a condition, for instance, as where the construction of a broad-gauge railway would be an impossibility on account of the cost; when, in fact, it becomes a question of a narrow-gauge railway or no railway. . . . I think the time is close at hand when we shall see country hitherto unoccupied in many parts of Australasia opened up by narrow-gauge railways, as, although every railway manager would do his utmost to avoid a break of gauge, the Australasian colonists cannot afford to throw away, as they have done in the past, millions of pounds upon unprofitable railways—that is, railways which do not pay interest on their enormous capital cost.

The principal disadvantage connected with a break of gauge is the cost of transshipping goods from one gauge to the other. The disadvantage in the case of passengers is trifling, as changes from one train to another have frequently to be made even when only one gauge exists. The cost of transshipment is not, however, a very heavy item of expenditure. In Tasmania it averages 3d. per ton on the goods transferred. In South Australia, where they also have an experience of working two gauges—viz., 5 ft. 3 in. and 3 ft. 6 in.—they have three transshipping stations—viz., Terowie, Hamley Bridge, and Wolseley—and the cost of transshipment at these stations averages 3½d., 5d., and 3d. per ton respectively. In India the cost averages 1d., and in France 2d. per ton, but in both these countries labour is cheaper than in New Zealand.

Transshipments are also now largely avoided by the use of what are known as transportation-cars. In transferring freight from the broad to the narrow gauge on this system, the broad-gauge wagon is simply run on to two specially-constructed trucks, each bearing half its weight, and is thus conveyed bodily over the narrow-gauge line; while the transfer from the narrow to the broad gauge is



effected by lifting the bodies of the narrow-gauge trucks off their wheels (without disturbing their contents) and transferring them on to broad-gauge platform-wagons. This system is in operation on some lines on the Continent of Europe, and works satisfactorily. It is also proposed to adopt the system on one at least of the newly-authorized light lines in England.

The Parliamentary Standing Committee on Railways in Victoria has given very careful and exhaustive consideration to this matter during the last three years, and has finally recommended the construction of one or two lines on the 2 ft. gauge. The following is an extract from their report for 1895 :—

The objections, moreover, to a break of gauge are much more strongly pressed by those who have not had practical experience of the working of two gauges.

Mr. Mais, the late Engineer-in-Chief of South Australia, where the gauge is broken at three different places, gave the following evidence on this point : “ 545. Although you think the break of gauge a difficulty, it is not insuperable?—No; where the traffic is very limited, I do not think it is worth considering.”

And in a memorandum forwarded by him to the Committee he adds : “ I am not an advocate for any particular gauge, but I have a distinct aversion to any break of gauge which materially affects the traffic of the main standard lines, because the inconvenience and expense of transfer grows with the development of traffic; but if the question at issue is, that owing to the cost of construction of branches from the main lines being so great as to be almost prohibitive, and some means of transit must be afforded in order to develop the country, in that event I would lay down ‘secondary’ lines on a narrower gauge, and put up with the break-of-gauge inconvenience which would result.”

The decision arrived at by the recent congress of railway authorities at Brussels and St. Petersburg on the gauge question was, “ That it was not advisable to fix any definite gauge, but it was better to leave the question an entirely open one for decision as soon as the local conditions in each case were ascertained.”

On the whole, therefore, although opposed to a break of gauge if we can reasonably avoid it, I do not look upon this evil as at all sufficient to deter us from constructing narrow-gauge railways if, on investigation, it turns out that a very great saving can be made in both first cost and maintenance with comparatively little attendant inconvenience, and that such railways can be worked with reasonable safety. I, however, agree with the Premier’s remarks in the Financial Statement that there should be no break of gauge in respect of present authorized lines.

#### BROAD *v.* NARROW GAUGE.

The principal advantage in a narrow-gauge line is doubtless its cheapness. This does not result merely from the rails being laid a little closer together than on the broad-gauge lines, and from the slight saving in widths of cuttings and embankments thereby rendered possible, but chiefly from the increased flexibility of the narrow gauge. The narrower the gauge the sharper the turns that can be made, and sharp turns enable us to go round points that we should otherwise have to cut or tunnel through, and to traverse the heads of gullies on the solid instead of crossing them on expensive bridges and viaducts. The Tasmanian narrow-gauge railway, for example, is costing only £2,000 a mile, whereas the General Manager states that it is doubtful if it could have been constructed for £10,000 a mile as a 3 ft. 6 in. railway. I am aware that some strong opponents of narrow gauge have stated that whatever can be done with a 2 ft. line can also be done with a 3 ft. 6 in. one, but I think the weight of evidence is against this view, and existing practice is certainly against it, as wherever we go we almost invariably find that sharp curves are associated with narrow gauge. In New Zealand, for example, with a 3 ft. 6 in. gauge our minimum curves are 5 chains radius on branch and mountain lines, and 7½ and 10 chains on important main lines, but on the Tasmanian 2 ft. line 1½ chain curves are freely used, and on the Darjeeling line in India (also 2 ft. gauge) there are curves of under 1 chain in radius. With curves such as these it is possible to go round almost everything, and tunnels and heavy breast-cuttings and large embankments are almost entirely done away with, and the length of bridging is reduced to a minimum, and consequently a large saving in first cost results.

## SAVING IN INTEREST.

A saving in first cost means also a saving in interest. The General Manager of the Tasmanian Railways has illustrated this point very well in connection with the Tasmanian light railway, thus:—

The cost of the line, including surveys, construction, and equipment, is, approximately, £2,000 per mile. In further justification of the adoption of the class of line I have described this evening, I may say that we are constructing and equipping nearly twenty miles of railway at a cost of about £40,000, and it is doubtful if a line of our ordinary or 3 ft. 6 in. gauge could be constructed through the same country at a cost of £10,000 per mile, or, say, £200,000. The interest at 3½ per cent. on £40,000 is £1,400 per annum; the interest on £200,000 (which would be the cost of a 3 ft. 6 in. gauge line) at 3½ per cent. would be £7,000 per annum: showing a saving in interest in favour of the 2 ft. gauge line of £5,600 per annum. This difference in interest on the cost of the two lines at compound interest would in less than seven years be more than the total outlay in constructing and equipping the 2 ft. gauge railway. In other words, by constructing the line on the principles we have adopted, its total cost is defrayed by what would be the interest on a 3 ft. 6 in. gauge line during the first seven years of its existence.

## SAVING IN COST OF MAINTENANCE.

The cost of working and maintaining a narrow-gauge railway is also less than in the case of broad-gauge lines. In Mr. Mackay's book "Light Railways," which honourable members will find in the library, the cost of maintenance of lines of three different gauges in India is given as follows:—

	5 ft. 6 in.			3 ft. 3 in.			2 ft. 6 in.					
	£	s.	d.	£	s.	d.	£	s.	d.			
Per train-mile	...	...	...	0	0	8	0	0	6·3	0	0	5·9
Per mile	...	...	...	137	0	0	67	0	0	41	0	0

The Standing Committee on Railways in Victoria, in its report for 1895, quotes a letter to the *London Times*, written by Mr. Everard R. Calthrop, late assistant locomotive superintendent on the Great Indian Peninsula Railway, from which the following is an extract:—

The next and most important result which the table makes clear is that the 2 ft. 6 in. gauge, running through poor districts, with a passenger-traffic of less than one-fourth that of the standard gauge, and with goods-traffic only one-twentieth that of the standard gauge—producing together an average revenue of only Rs. 98 (equal to £5 8s.) per mile per week—is not merely able to survive but can actually show a greater percentage of net profits on total capital outlay than the standard gauge, running through the pick of the country and backed by all its volume of arterial traffic. This is a remarkable result, but it is an incontestable fact, and one which it behoves the India Office and English financiers to note and lay to heart.

The traffic to be carried in any district through which it is contemplated to build a new railway is the same whether the proposed line is carried out on the 2 ft. 6 in. or the standard gauge; but it is shown that the amount of capital over which profits are to be spread may make all the difference between bankruptcy and perdition on the one hand and success and vigorous development on the other. To insist, regardless alike of natural conditions and of the aspect of any project from the commercial and business standpoint, as many would-be advisers of the Government of India do, that every line in India should be built on the standard gauge or not at all, is proved to be mere madness.

The facts set forth in the foregoing table show, further, that the principle underlying the question of gauge is that a railway, like any other machine, is, comparatively speaking, economical only when working at its full power; and in the recognition of this principle lies the whole art and mystery of the financial success which has attended the working of narrow-gauge feeder-lines in India, in districts where a standard gauge would not only starve, but would lose money to the end of the chapter.

Further on in the same report the Committee, on a review of the whole question, states that "Nearly all the witnesses are at one on the point that if you have a large volume of traffic the broad gauge can deal with it at a lower cost than the narrow gauge; but, looking at the traffic on our branches, as shown in the returns furnished by the department, it will be seen that the gauge is equal to a very much larger load per train than is forthcoming. The evidence obtained is, in the opinion of the Committee, conclusive that a small traffic, such as will be available on most future branch lines, can be dealt with more economically with the narrow gauge, properly managed, than with the broad gauge. The statement of Sir Alexander Rendel, Consulting Engineer to the Government of India, has already been quoted, that the costs of transport 'per ton and per passenger mile' are materially higher on the Bombay-Baroda broad gauge than on the Rajputana narrow gauge, although the latter is worked under great disadvantages as compared with the former. The returns for the whole of the Indian railways for 1890, sent to the Committee, show that the maintenance

and the locomotive expenses are considerably less on the narrow than on the broad gauge.”

#### CARRYING CAPACITY.

Honourable members need have no fear as to the carrying capacity of a 2 ft. gauge railway. The General Manager of the Tasmanian Railways reports as follows regarding their light railway :—

Thus we are able to negotiate grades of 1 in 25 in combination with curves of  $1\frac{1}{2}$  chains radius, with a paying load of 40 tons per train. Therefore, supposing the traffic grows sufficiently to run four full trains each way daily, the carrying capacity of the line, with four daily trains in each direction, will be 100,000 tons per annum, and this could be doubled by increasing the number of trains.

The similar lines on the Continent of Europe are in some cases accommodating a heavy traffic. The Caen to Luc-sur-Mer and Dives Railway, in France, carried 256,664 passengers in the eleven months ended the 30th November, 1894, and paid a dividend of  $7\frac{1}{2}$  per cent. on the capital invested in its construction, and other light lines are carrying on a heavy traffic in both passengers and goods. Mr. Mackay, in “Light Railways” already referred to, states :—

It is not found in practice, on lines of light traffic, that a greater number of vehicles are required on the narrow gauge to carry the same amount of traffic. The wagons scarcely ever carry their full weight, and this fact gives the light rolling-stock an advantage over the heavy stock in reducing working-expenses.

Comparing the standard-gauge lines, Bengal-Nagpur (No. 1) and Indian Midland (No. 2), with the metre-gauge lines, Bengal North-western (No. 3) and Rajputana Malwa (No. 4), in India, we find that the number of vehicles in a train, with practically the same amount of traffic, differs only in a small degree, which may be attributable to local conditions, and slightly to the advantage of the narrow gauge.

	Gauge.			
	No. 1, 5ft. 6in.	No. 2, 5ft. 6in.	No. 3, 3ft. 3 $\frac{3}{4}$ in.	No. 4, 3ft. 3 $\frac{3}{4}$ in.
Average number of passengers in a passenger-train ...	260	175	248	255
Average distance travelled by a passenger in miles ...	49	68	35	54
Average number of tons in a goods-train ...	110	101	97	100
Average distance in miles hauled of a ton of goods ...	99	140	127	242
Average number of vehicles in a passenger-train ...	19	11	13	16
Average number of vehicles in a goods-train ...	24	28	32	24
Average number of vehicles in a mixed train { coaches ...	8	9	12	12
{ goods-wagons	14	13	11	9

#### NARROW GAUGE NOT RECOMMENDED FOR EASY COUNTRY.

Having said so much in favour of narrow-gauge lines, I would point out that these lines have little to recommend them for easy country. Where the land is nearly level, so that the earthworks would be light under any circumstances, it would be but little more expensive to lay down light railways on a 3 ft. 6 in. gauge than upon a gauge of 2 ft.

The Government of Cape Colony, in 1895, appointed a Commission consisting of the Engineer-in-Chief, the Assistant Locomotive Superintendent of the Midland System, and the Traffic Manager of the same system, to proceed to Europe and inquire fully into and report upon the construction and maintenance of narrow-gauge railways. The following is an extract from their report :—

That over ordinary country, where few physical difficulties exist, instead of adopting narrow-gauge developing-lines in connection with the existing 3 ft. 6 in. lines, it would be more advantageous to lay “light” lines of the normal (3 ft. 6 in.) gauge—*i.e.*, using a lighter type of permanent-way, adopting steeper gradients and sharper curves, and reducing the maximum rate of speed to, say, twelve miles an hour. Station-buildings, goods-sheds, cattle- and wagon-landings, and other accessories, might also be dispensed with. In such cases little or no additional rolling-stock would be required, and the capital cost of the line would be very little more than that of the narrow gauge.

That the constructing of narrow-gauge lines over mountainous and difficult places might prove useful and economical, and for this reason should be tried as an experiment. That these experimental lines should be constructed on the 2 ft. gauge, similar to the Decauville system; and that the work should be of such a character that, in the event of the lines not being a success, they could be abandoned without great loss and removed and tried elsewhere.

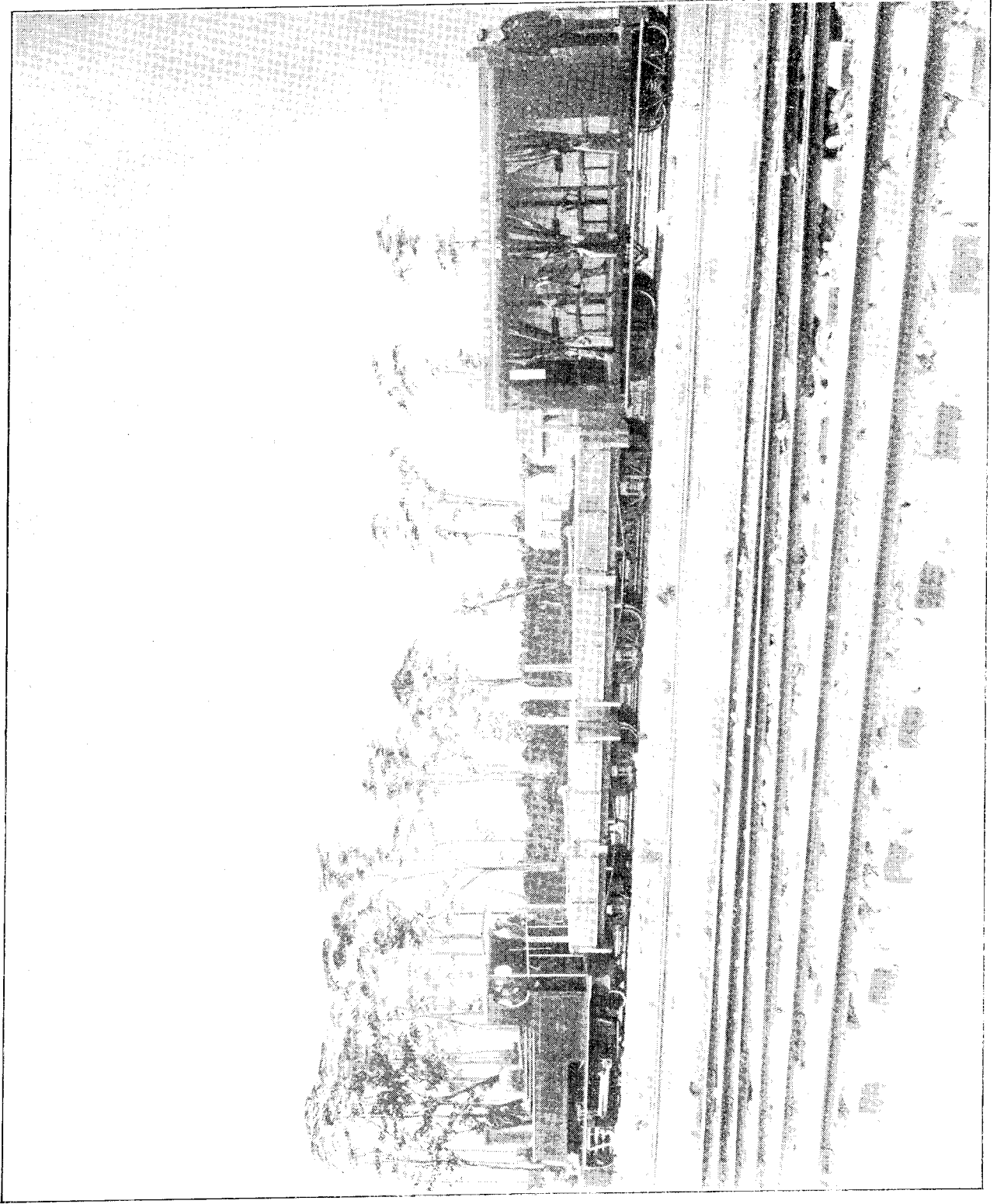
## STABILITY OF TRAINS ON NARROW-GAUGE LINES.

In considering the question of narrow-gauge railways for a rather windy country like New Zealand very careful attention must be given to the matter of the stability of the rolling-stock under wind-pressure on such lines. This applies more particularly to passenger-cars and covered goods-vans, and appears to be the most serious objection to constructing railways of so narrow a gauge as 2 ft. where there is likely to be considerable passenger traffic. The passenger-cars on some 2 ft. gauge French lines could be blown over with about half the wind-pressure that would overturn the saloon-cars at present in use on the New Zealand Railways. These French cars weigh about  $3\frac{1}{2}$  tons, and the ratio of full passenger-load to weight of cars is 4 to 9, while for the present New Zealand saloon-cars it is 1 to 8. Cars as light as the French type would be unsafe for 2 ft. gauge lines through most if not all the districts in New Zealand where such lines are likely to be constructed. The rolling-stock could, however, be constructed to carry as much permanent loading as would make the cars as safe under wind-pressure as the cars now in use on our 3 ft. 6 in. lines. This can easily be done, and at the same time the ratio of full passenger-load to weight of car be kept quite as high as for our existing cars. This, of course, would mean that part of the advantages claimed for narrow-gauge lines—namely, greater possible paying-load per ton of rolling-stock run—would have to be sacrificed; but any such possible advantage must clearly give place to the assured safety of the travelling public.

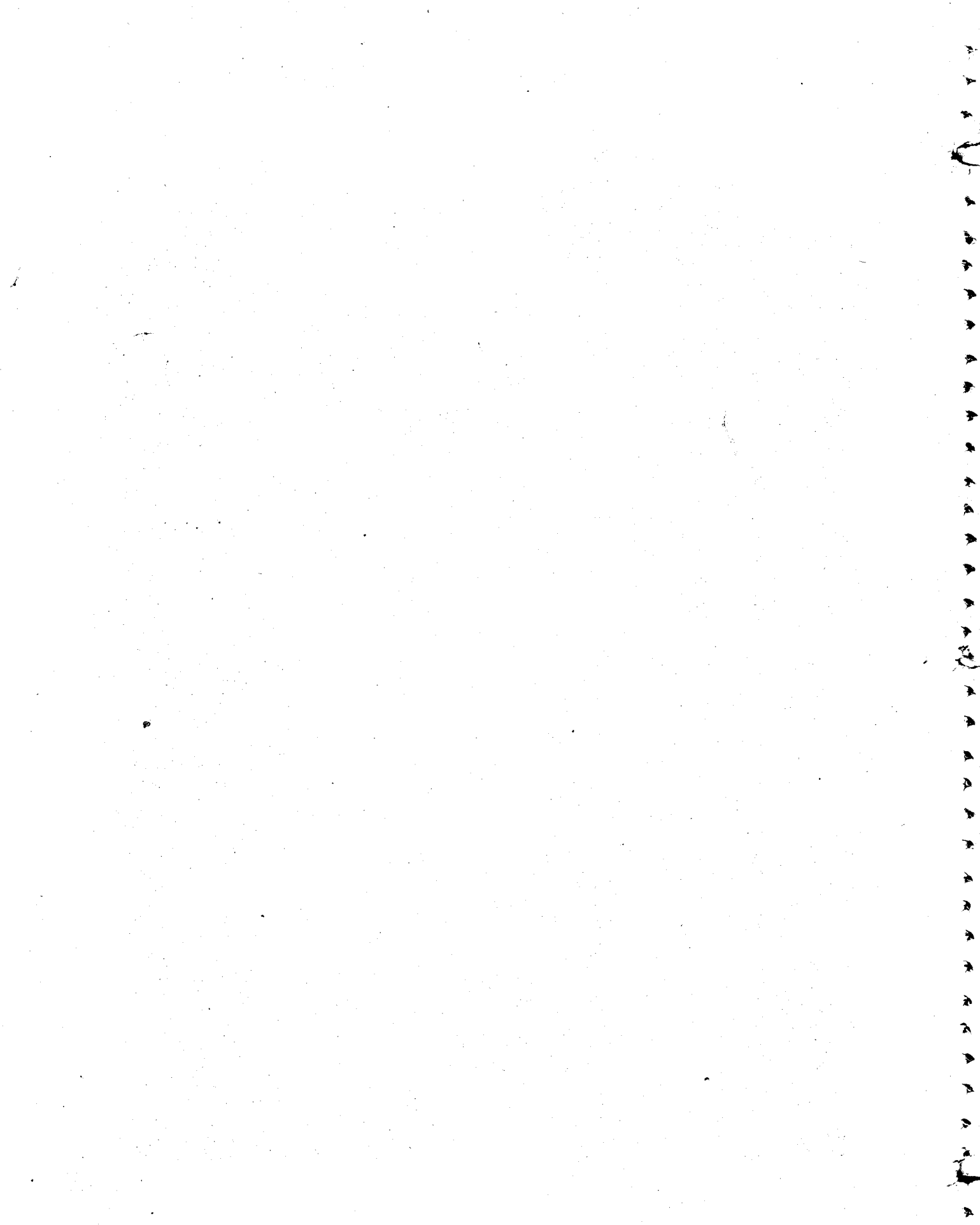
In some countries of Europe where narrow-gauge railways are in use it has been found necessary to stop by legislative enactment the running of trains on such lines during high winds. In the Duchy of Mecklenberg, for example, a regulation exists forbidding the running of trains on the Ferdinandshof to Friedland 2 ft. gauge railway when the velocity of the wind exceeds nine miles an hour. New-Zealanders, unlike the Germans, would not, I fear, be content to wait for calm weather to travel in, but the loading of the cars, as suggested above, would obviate the necessity for any such vexatious restrictions.

---

Tasmanian Light Railways  
North-east Dundas Tramway.  
2 ft. gauge.



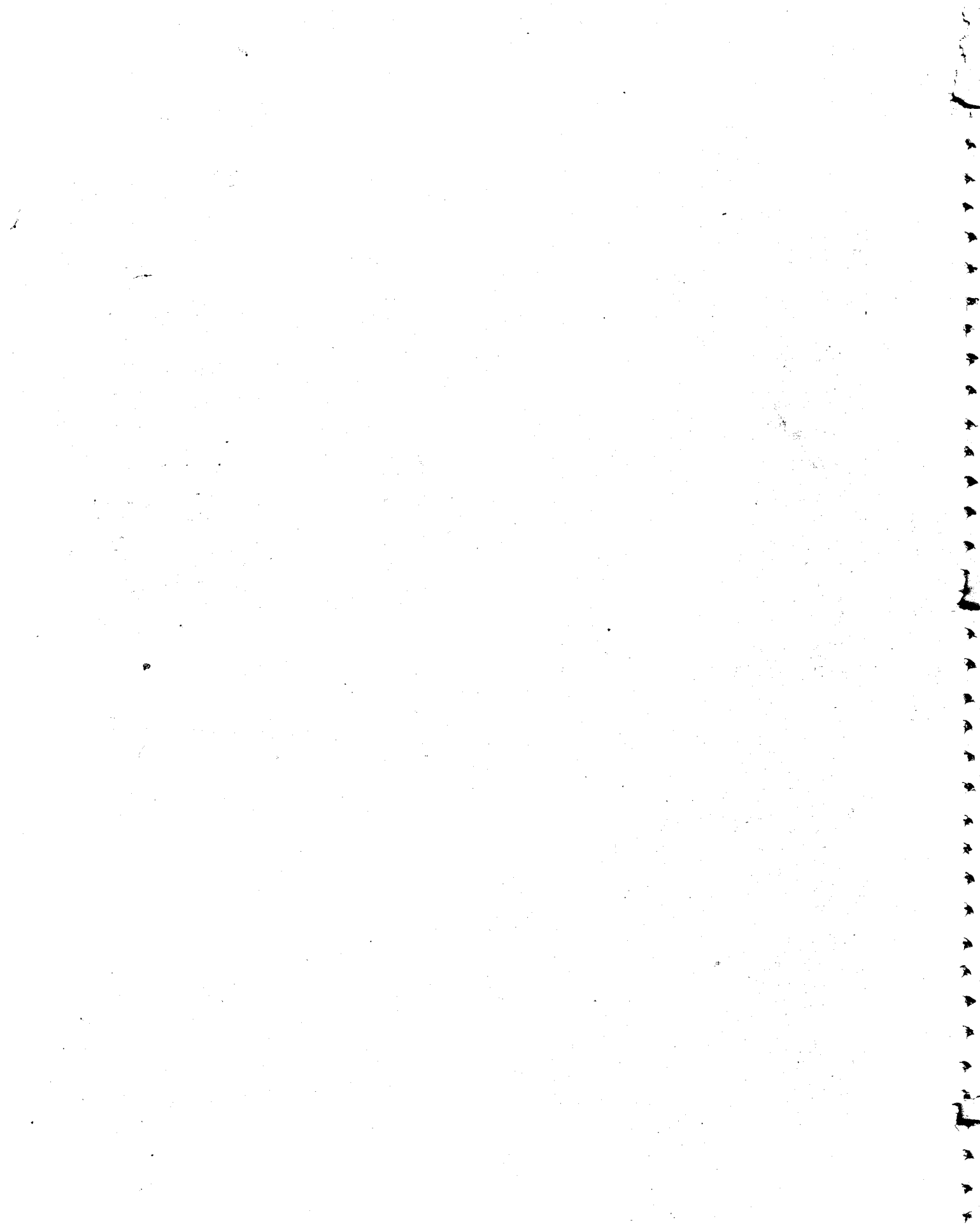
Rolling-stock.



Tasmanian Light Railways  
North-east Dundas Tramway.  
2 ft. gauge.

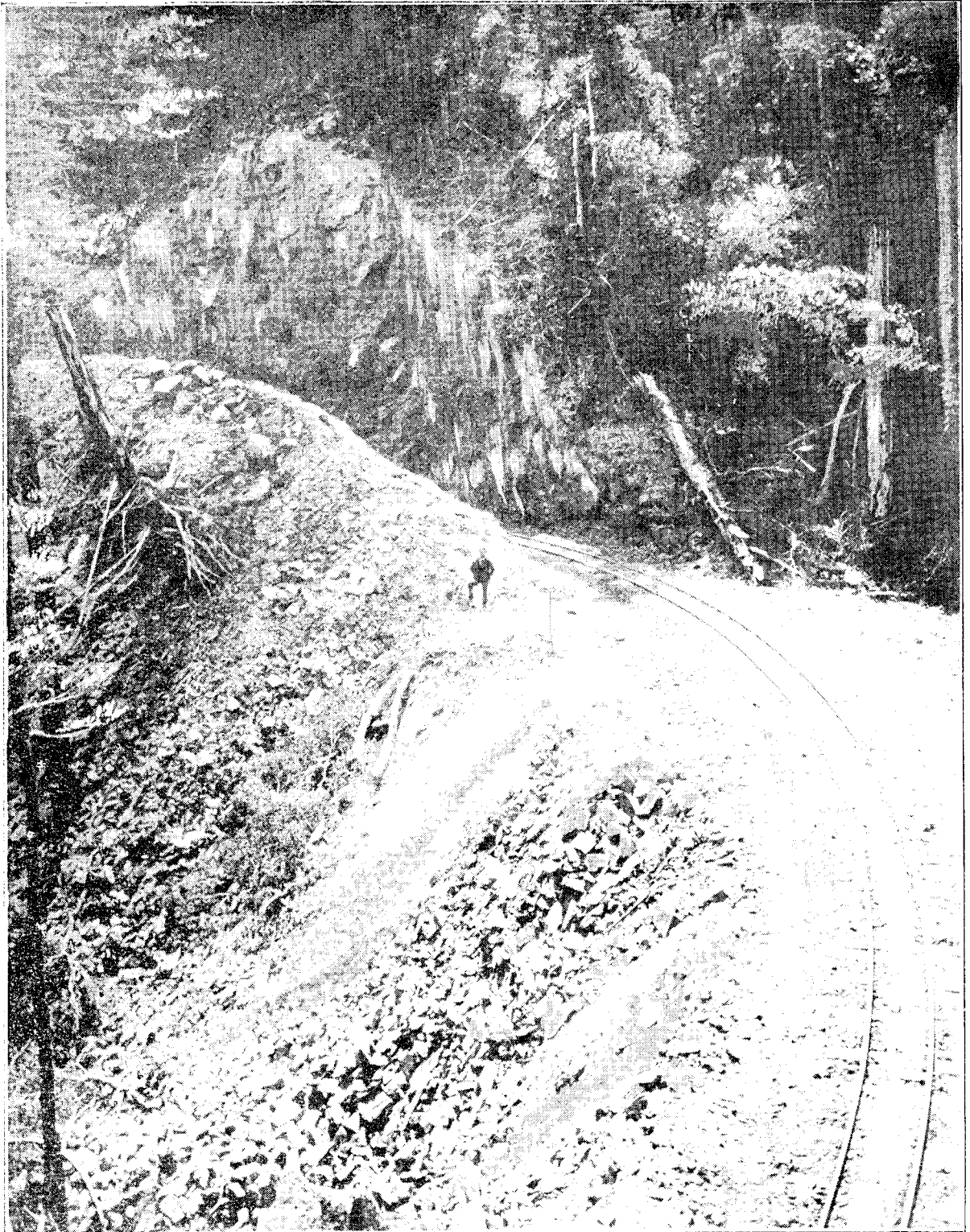


Curve, 99 ft. radius.

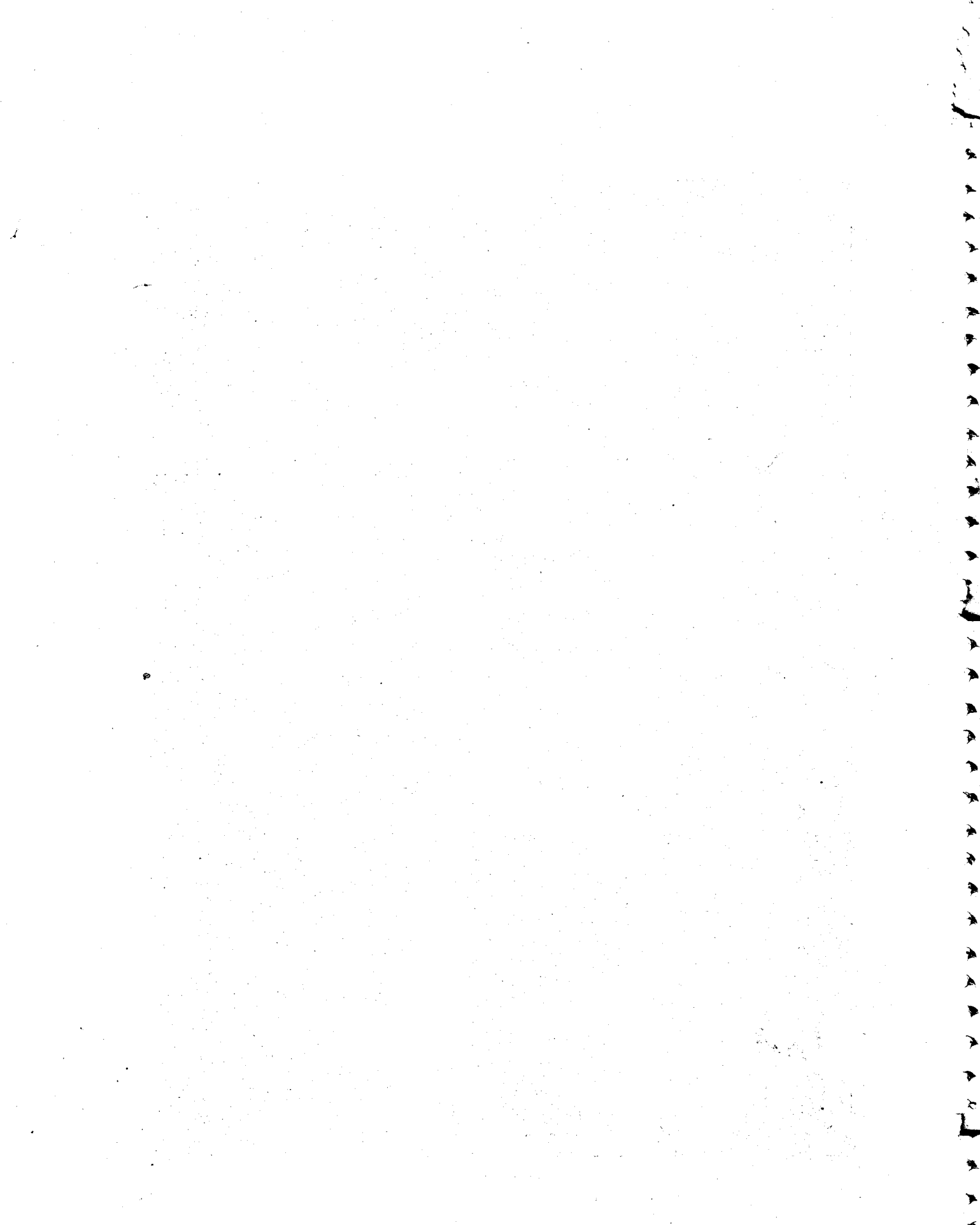




Tasmanian Light Railways  
North-east Dundas Tramway.  
2 ft. gauge.



Curve, 99 ft. radius.

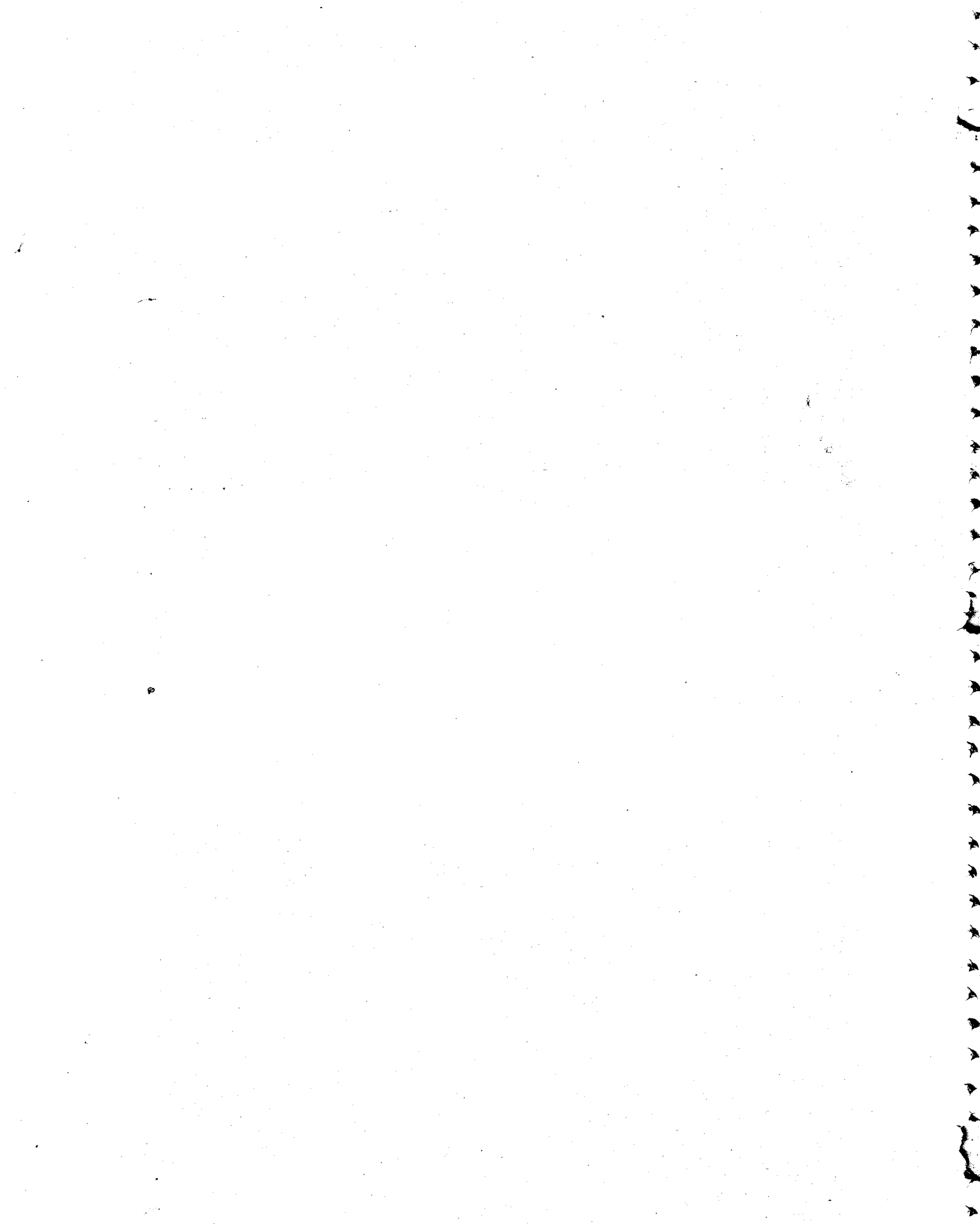


Tasmanian Light Railways  
North-east Dundas Tramway.

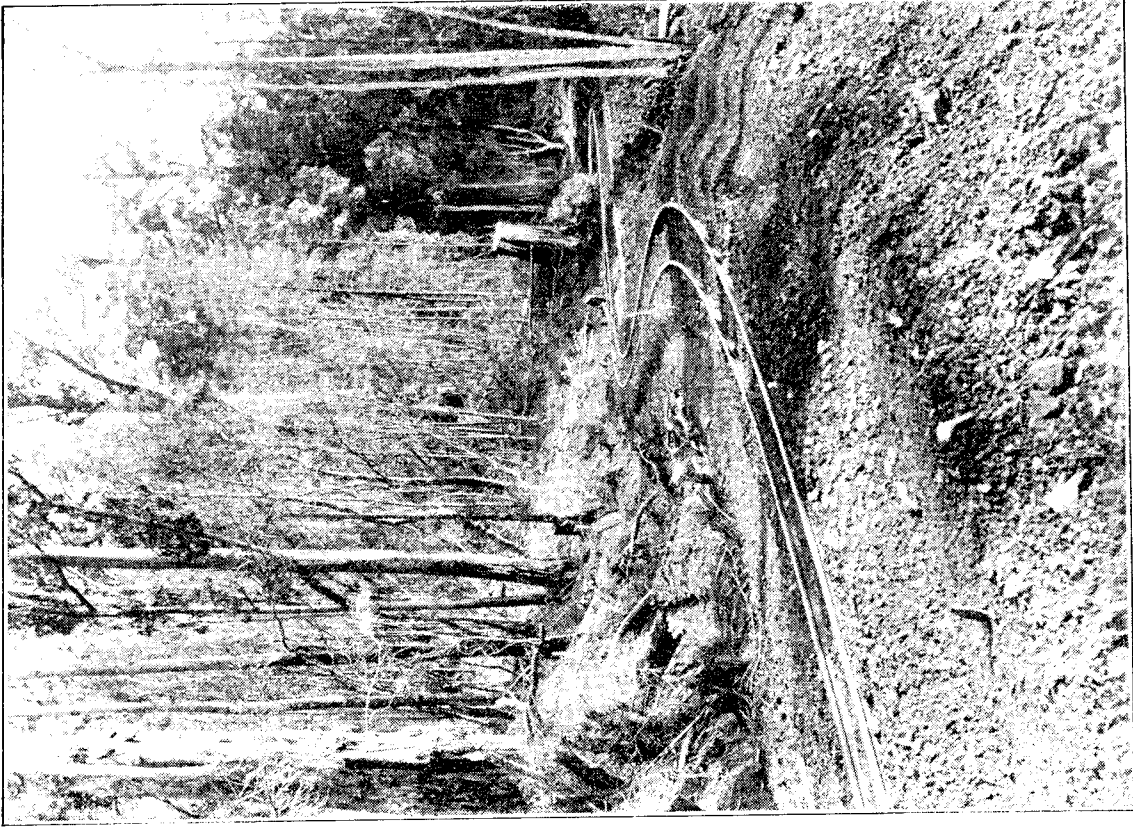
2 ft. gauge.



Bridge over Great Northern Rivulet.  
Bridge on Curve, 132 ft. radius.

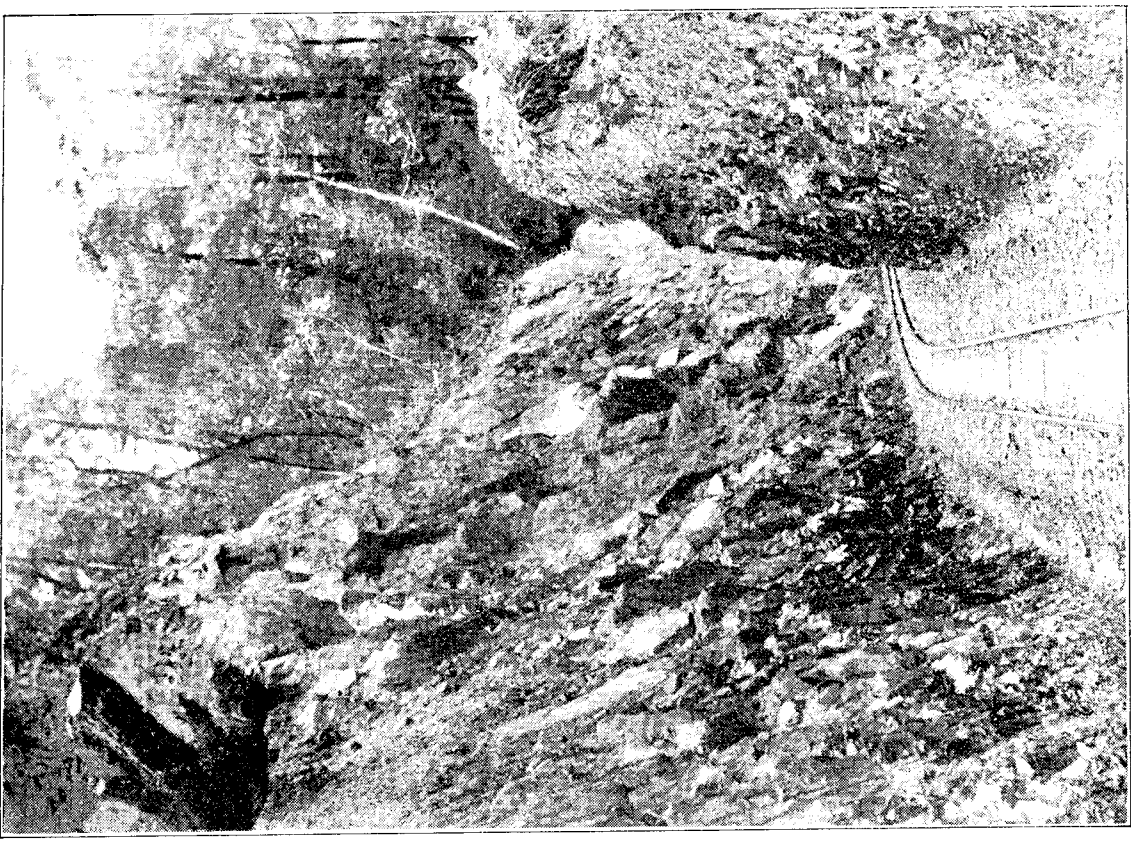


Tasmanian Light Railways  
North-east Dundas Tramway.  
2 ft. gauge.

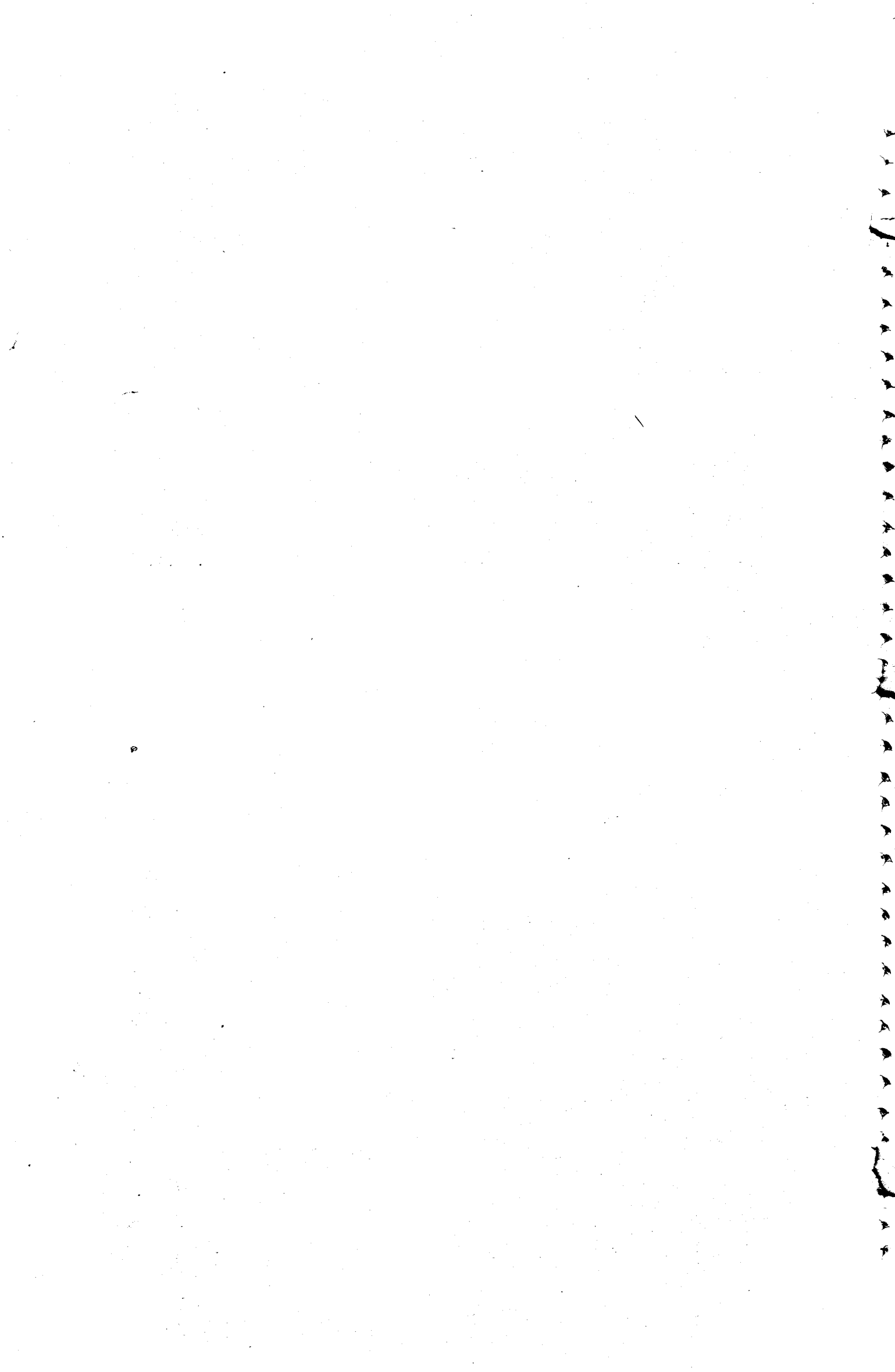


Curve, 99 ft. radius.

Tasmanian Light Railways  
North-east Dundas Tramway.  
2 ft. gauge.

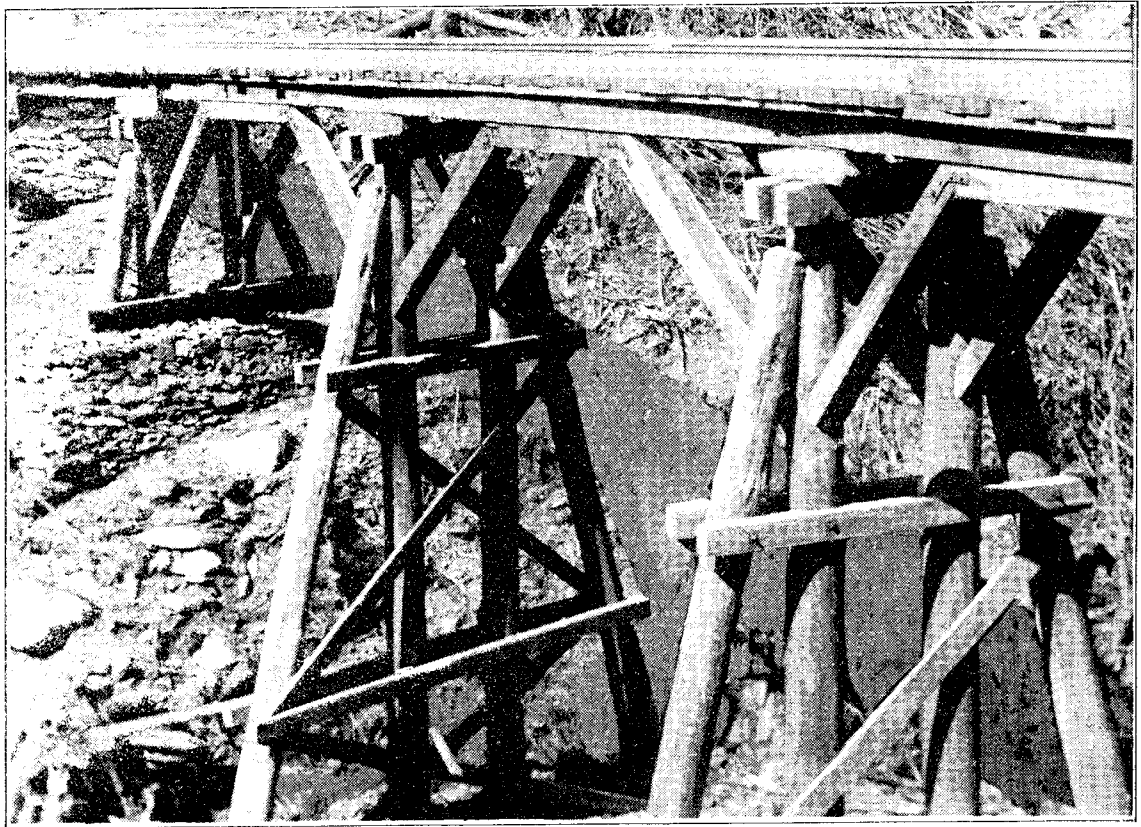


Rock Cutting.



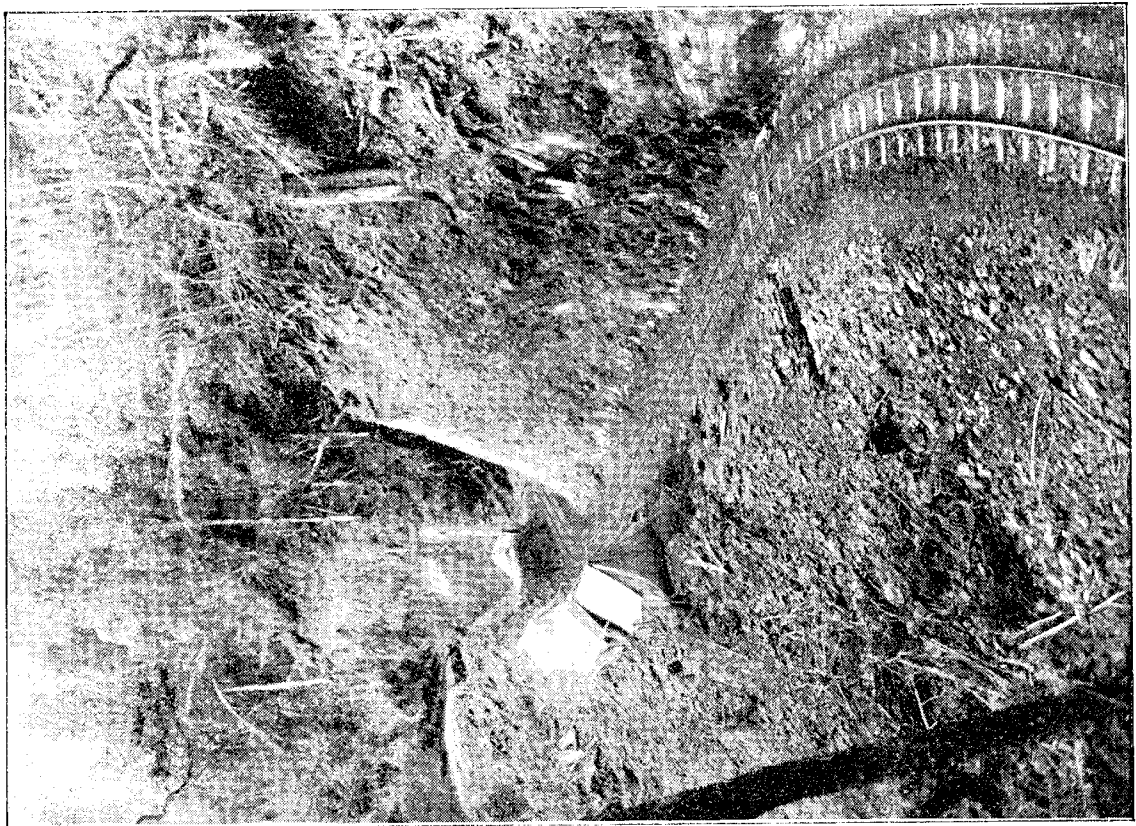
Tasmanian Light Railways  
North-east Dundas Tramway.

2 ft. gauge.

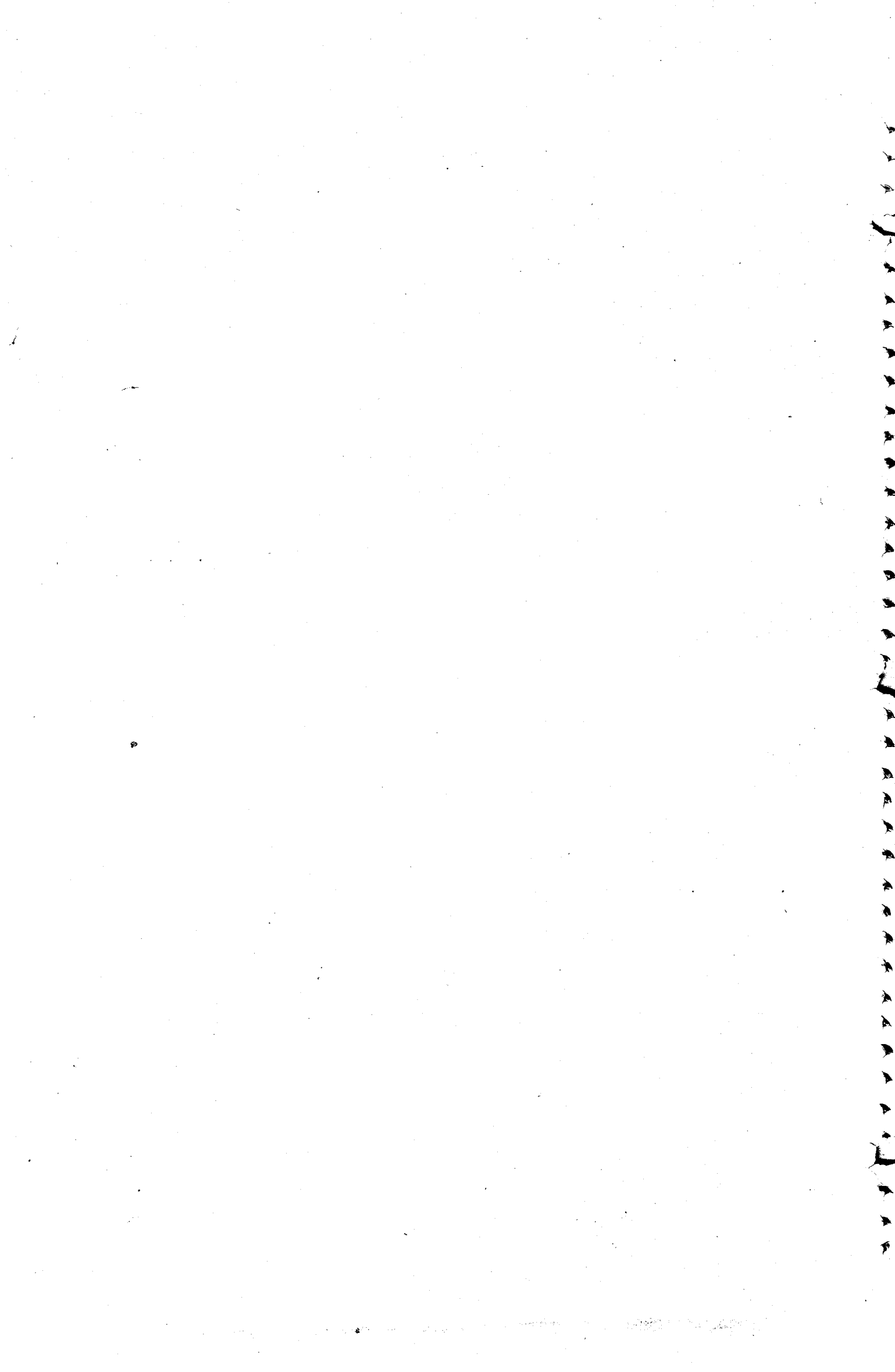


Bridge on Curve, 132 ft. radius.

Tasmanian Light Railways  
North-east Dundas Tramway.  
2 ft. gauge.



Rock Cuttings.





# PUBLIC WORKS STATEMENT, 1897.

## INDEX.

### TABLES.

	Page
No. 1.—TOTAL EXPENDITURE:—Summary showing the Total Expenditure and Liabilities on Public Works and other services out of the Public Works Fund to 31st March, 1897 .. .. .	2
No. 2.—YEARLY EXPENDITURE OUT OF THE PUBLIC WORKS FUND, up to 1896-97 .. .. .	3
No. 3.—RAILWAYS:—Statement showing Expenditure and Liabilities on Railways, including Valuation of Provincial Lines, to 31st March, 1897 .. .. .	4
No. 4.—ROADS:—Statement showing Expenditure and Liabilities on Roads to 31st March, 1897 .. .. .	5
Nos. 5 and 5A.—DEVELOPMENT OF GOLDFIELDS:—Statement showing Expenditure and Liabilities on Development of Goldfields to 31st March, 1897 .. .. .	32
No. 6.—TELEGRAPHS:—Statement showing Expenditure and Liabilities on Telegraphs to 31st March, 1897 .. .. .	34
No. 7.—PUBLIC BUILDINGS:—Statement showing Expenditure and Liabilities on Public Buildings to 31st March, 1897 .. .. .	35
No. 8.—LIGHTHOUSES AND HARBOUR-WORKS:—Statement showing Expenditure and Liabilities on Lighthouses and Harbour-works and Harbour Defences to 31st March, 1897 .. .. .	36

### APPENDICES.

Appendix A.—EXPENDITURE FOR THE YEAR:—Audited Statement of Expenditure out of the Public Works Fund for the Year 1896-97 .. .. .	37
" B.—TOTAL LIABILITIES:—Statement of all Liabilities of the Public Works Department outstanding on 31st March, 1897 .. .. .	39
" C.—RAILWAYS AND PUBLIC BUILDINGS CONTRACTS:—Schedule of Contracts current on 1st April, 1893, and further Contracts entered into by the Public Works Department during the Year ended 31st March, 1897 .. .. .	40
" D.—SLEEPER CONTRACTS:—Schedule of Sleeper Contracts current on 1st April, 1892, and further Contracts entered into by the Public Works Department during the Year ended 31st March, 1897 .. .. .	44
" 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 ended 31st March, 1897 .. .. .	46
" F.—ANNUAL REPORT ON PUBLIC WORKS, by the Engineer-in-Chief .. .. .	54
" G.—ANNUAL REPORT OF THE CHIEF INSPECTOR OF MACHINERY .. .. .	63

#### *Enclosures with Appendix F.*

1. Table of Lengths of Government Railways authorised, constructed, and surveyed up to 31st March, 1897.
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, 1897, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1896.			Expenditure during 12 Months ended 31st March, 1897.			Total Expenditure to 31st March, 1897.			Liabilities on Authorities, Contracts, &c., 31st March, 1897.			Total Expenditure and Liabilities.			Works.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
3	Railways ...	15,099,676	18	3	207,230	13	10	15,306,907	12	1	106,312	8	4	15,413,220	0	5	Railways.
4*	Roads ...	3,982,727	10	3	64,291	15	7	4,047,018	5	10	85,552	6	0	4,132,571	11	10	Roads.
5 and 5A	Development of goldfields ...	537,950	10	5	10,508	2	11	548,458	13	4	29,910	16	10	578,368	10	2	Development of goldfields.
6	Telegraphs ...	734,559	12	11	36,791	8	11	771,351	1	10	16,283	0	0	787,634	1	10	Telegraphs.
7	Public buildings ...	2,021,428	16	6	70,378	15	10	2,092,007	12	4	24,180	7	10	2,116,188	0	2	Public buildings.
8	Lighthouses, harbour works, and harbour defences ...	917,512	13	10	11,000	7	5	929,113	1	3	1,884	2	2	930,997	3	5	Lighthouses, harbour works, and harbour defences.
...	Departmental ...	399,141	11	6	14,891	16	6	414,033	8	0	...	...	...	414,033	8	0	Departmental.
18 of 1878	Coal-exploration and mine-development ...	10,835	0	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 ...	2,146,644	2	4	301	6	3	2,146,945	8	7	...	...	...	2,146,945	8	7	Immigration.
...	Purchase of Native lands ...	1,297,853	17	1	Cr. 37	2	0	1,297,816	15	1	...	...	...	1,297,816	15	1	Purchase of Native lands.
...	Defence ...	434,718	19	3	10,553	16	9	445,272	16	0	11,550	0	0	456,822	16	0	Defence.
...	Charges and expenses of raising loans ...	1,026,828	3	9	942	9	3†	1,027,770	13	0	...	...	...	1,027,770	13	0	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 ...	61,973	10	0	331	19	3	62,305	9	3	110	0	0	62,415	9	3	Rates on Native lands.
...	Thermal springs ...	14,599	13	2	...	...	...	14,599	13	2	...	...	...	14,599	13	2	Thermal springs.
...	Totals ...	28,954,651	7	3	427,985	10	6	29,382,636	17	9	275,783	1	2	29,658,419	18	11	Totals.
...	Less recoveries on account of services of previous years—	£	s.	d.	...	...	...	...	...	...	...	...	...	...	...	...	Less recoveries on account of services of previous years—
...	Roads ...	365	0	5	...	...	...	...	...	...	...	...	...	...	...	...	Roads ...
...	Railways ...	334	0	0	...	...	...	...	...	...	...	...	...	...	...	...	Railways ...
...	Charges and expenses of raising loans ...	5	12	6	...	...	...	...	...	...	...	...	...	...	...	...	Charges and expenses of raising loans ...
...	GRAND TOTALS ...	£704	12	11	...	...	...	704	12	11	...	...	...	704	12	11	GRAND TOTALS.
...	GRAND TOTALS ...	29,381,932	4	10	...	...	...	29,381,932	4	10	275,783	1	2	29,657,715	6	0	GRAND TOTALS.

\* Table 4 also contains details of expenditure and liabilities under Lands Improvement Account, Native Lands Purchase Account, and Government Loans to Local Bodies Account.  
 † Charged to "Unauthorised."



TABLE No. 3. EXPENDITURE on RAILWAYS to 31st March, 1897, and LIABILITIES on that Date.

Table with columns: LINES OF RAILWAY, Total Expenditure by General Government to 31st March, 1896, EXPENDITURE DURING YEAR 1896-97 (including £4,247 12s. ADDED TO STOCK), Total Expenditure by General Government, 31st March, 1897, Liabilities, Valuation of Works constructed by Provinces, Total Expenditure and Liabilities, 31st March, 1897, LINES OF RAILWAY. Sub-headers include New Works, Works on Open Lines, Surveys, Additions to Rolling-stock.

\* Does not include amount expended out of Consolidated Fund, viz., £35 15s. 7d.

† Includes Heriot-Roxburgh Survey, £706 0s. 6d.

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

TABLE No. 4.

STATEMENT showing the NET EXPENDITURE on ROADS, BRIDGES, &c., out of the Public Works Funds, and Government Loans to Local Bodies, Lands Improvement, and Native Land Purchase Accounts to 31st March, 1897, and the LIABILITIES on that date.

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
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
Waioero 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	350 0 0	...	1,100	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	250 0 0	...	520	9 6	56 0 0	...	570	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	100 0 0	...	4,100	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	883	5 5	43 0 3	...	926	5 8	163 10 9	...	1,089	16 5
Rotoiti to Tikitere	87	16 0	...	...	87	16 0	...	...	87	16 0
To Waitomo Caves	1,354	14 11	...	...	1,354	14 11	19 17 2	...	1,374	12 1
Te Kuiti-Otorohanga to Kihikihiki	392	2 4	...	...	392	2 4	...	...	392	2 4
Mangapai Block	300	0 0	...	...	300	0 0	...	...	300	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	2,085	11 8	1,144 13 6	...	3,230	5 2	545 2 3	...	3,775	7 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
Te Awamutu Station to Township	315	16 3	...	...	315	16 3	...	...	315	16 3
To free Hamilton Bridge from tolls	6,700	0 0	...	...	6,700	0 0	...	...	6,700	0 0
Waimapu Bridge	5,655	3 0	...	...	5,655	3 0	...	...	5,655	3 0
Repairing flood-damages at the Thames:										
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 Paparata	100	0 0	...	...	100	0 0	...	...	100	0 0
Tuakau to Waikato	50	0 0	...	...	50	0 0	...	...	50	0 0
Sundry roads, Waitoa District	400	0 0	...	...	400	0 0	...	...	400	0 0
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 Kao	550	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
Carried forward	270,960	15 6	1,437 13 9	272,398 9 3	1,228 10 2	273,626 19 5				





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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	436,791	10 11	7,376	13 7	444,168	4 6	10,152	9 11	454,320	14 5
<i>ROADS, BRIDGES, ETC.—continued.</i>										
<i>AUCKLAND—continued.</i>										
Aratapu to Tatarariki .. ..	150	0 0	..	..	150	0 0	..	..	150	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 .. ..	109	0 8	..	..	109	0 8	..	..	109	0 8
Mauku District .. ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Patumahoe .. ..	200	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	47	12 0	80	0 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	100	0 0	300	0 0	100	0 0	400	0 0
Tikiponga Hill-Paranui Bridge .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Parua to Taheke .. ..	100	0 0	100	0 0	200	0 0	160	0 0	360	0 0
Abraham's Gully (Waiuku-Maioro Swamp) .. ..	50	0 0	16	0 0	66	0 0	34	0 0	100	0 0
Matahuru .. ..	..	..	146	2 9	146	2 9	53	17 3	200	0 0
Rangiriri Lake, Matahuru Road .. ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Awaroa (XI) .. ..	15	13 3	159	3 7	174	16 10	240	16 5	415	13 3
Whangarei footbridge .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Parua Bay .. ..	..	..	..	..	..	..	150	0 0	150	0 0
Paraita Bridge, Tauranga .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Tauranga County flood-damages .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Te Kuiti to Awakino .. ..	6,348	7 6	3,183	18 5	9,532	5 11	1,147	2 5	10,679	8 4
Te Aroha and Waitoa Drains .. ..	219	1 5	156	15 6	375	16 11	243	4 6	619	1 5
Kauaeranga Valley Road .. ..	73	10 0	226	10 0	300	0 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	100	0 0	300	0 0
Mongonui roads .. ..	100	0 0	600	0 0	700	0 0	..	..	700	0 0
Awhitu Road Wharf .. ..	..	..	..	..	..	..	455	0 0	455	0 0
Rangiriri to railway-station .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Wairangi to railway-station .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Waikare Lake to Onewhero .. ..	..	..	150	0 0	150	0 0	50	0 0	200	0 0
Rotorua Wharf .. ..	..	..	0	9 0	0	9 0	399	11 0	400	0 0
Rotorua water-supply .. ..	16	2 0	169	8 1	185	10 1	114	9 11	300	0 0
Taupo Domain .. ..	50	0 0	..	..	50	0 0	..	..	50	0 0
Henderson .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Waimamaku-Punakitere .. ..	99	13 6	205	18 0	305	11 6	294	8 6	600	0 0
Hokianga Heads-Ohaewai, <i>via</i> Rawene .. ..	1,200	0 0	135	0 0	1,335	0 0	212	14 0	1,547	14 0
Opanaki-Mongonui Bluff .. ..	..	..	..	..	..	..	..	..	..	..
Dargaville-Tangitororia .. ..	700	0 0	..	..	700	0 0	500	0 0	1,200	0 0
Hikurangi-Jordan Flat .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Kaitara .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Arapohue .. ..	..	..	100	0 0	100	0 0	150	0 0	250	0 0
Valley Road, Paparoa .. ..	..	..	99	19 10	99	19 10	100	0 2	200	0 0
Waipu Cove .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Whangarei Bridge, £1 for £1 .. ..	..	..	125	0 0	125	0 0	125	0 0	250	0 0
Hikurangi .. ..	..	..	116	12 1	116	12 1	383	7 11	500	0 0
Maunu-Otuhe .. ..	896	7 5	203	10 11	599	18 4	96	9 1	696	7 5
Otuhe Forest .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Marsden Point Wharf .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Tekopuru-Tikinui .. ..	..	..	100	0 0	100	0 0	150	0 0	250	0 0
Hukatere .. ..	..	..	..	..	..	..	150	0 0	150	0 0
Waikomiti-Huia .. ..	160	0 0	290	0 0	450	0 0	110	0 0	560	0 0
Whangamarino Parish .. ..	..	..	50	0 0	50	0 0	..	..	50	0 0
Wairangi-Matahuru .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Raglan-Waipā .. ..	2,998	8 2	100	0 0	3,098	8 2	..	..	3,098	8 2
Waitetuna-Aotea .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Otau .. ..	447	6 2	438	4 5	885	10 7	61	15 7	947	6 2
Arahiwi and Mamaku Railway-station .. ..	..	..	35	3 0	35	3 0	64	17 0	100	0 0
Whararua .. ..	..	..	7	0 0	7	0 0	193	0 0	200	0 0
Waiotahi Bridge .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Sundry roads, Bay of Plenty .. ..	10,517	10 5	..	..	10,517	10 5	50	0 0	10,567	10 5
Oruru-Hikurangi .. ..	..	..	..	..	..	..	95	0 0	95	0 0
Manganuiowae .. ..	120	4 0	49	5 6	169	9 6	100	14 6	270	4 0
Tauhoa .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Waipu North .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Grahamstown .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Paparoa .. ..	..	..	48	16 7	48	16 7	101	3 5	150	0 0
Carried forward .. ..	463,707	19 5	15,837	3 3	479,545	2 8	17,421	15 7	496,966	18 3



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

	Net Expenditure to 31st March, 1896.			Net Expenditure during 12 Months ended 31st March, 1897.			Total Net Expenditure to 31st March, 1897.			Liabilities on Authorities, Contracts, &c., 31st March, 1897.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward .. .. .	463,707	19	5	15,837	3	3	479,545	2	8	17,421	15	7	496,966	18	3
ROADS, BRIDGES, ETC.— <i>continued.</i>															
AUCKLAND— <i>continued.</i>															
Takahue Block .. .. .										200	0	0	200	0	0
Maungataniwha Block .. .. .	112	5	6	198	0	6	310	6	0	16	10	0	326	16	0
Manganuiowae Block .. .. .	330	0	0				330	0	0				330	0	0
Waipūa Block .. .. .	4,023	13	0				4,023	13	0	106	3	6	4,129	16	6
Ruapekapeka Block .. .. .	380	16	6				380	16	6	119	3	6	500	0	0
Motatau Block .. .. .	254	3	0				254	3	0	25	17	0	280	0	0
Opuawhanga-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 .. .. .	238	12	0	92	16	4	331	8	4	3	7	11	334	16	3
Otau Block .. .. .	2,350	0	0				2,350	0	0				2,350	0	0
Waiotahi Block .. .. .				750	13	9	750	13	9	5	6	3	756	0	0
Waiawa Block .. .. .										200	0	0	200	0	0
Taupiri Block .. .. .	134	1	9				134	1	9	366	0	0	500	1	9
Mangaokahu Block .. .. .	232	12	7				232	12	7				232	12	7
Kaimarama Block .. .. .	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	63	0	8	2,000	0	0				2,000	0	0
Tokatoka Swamp Block .. .. .	430	15	5	2,375	0	0	2,805	15	5	84	4	7	2,890	0	0
Auckland S.S. Block .. .. .				16	4	0	16	4	0	882	16	0	899	0	0
Maropiu (Block III., Kaihu) .. .. .				100	0	0	100	0	0	100	0	0	200	0	0
Avoca Block .. .. .				354	16	5	354	16	5	103	3	7	458	0	0
Ngunguru Block .. .. .				661	9	9	661	9	9	110	10	3	772	0	0
Takahue-Whangape Block .. .. .				663	16	6	663	16	6	1,136	3	6	1,800	0	0
Karioi-Alexandra Block .. .. .				931	15	11	931	15	11	618	4	1	1,550	0	0
Hokianga County roads .. .. .	270	0	0				270	0	0				270	0	0
Warkworth to Awanui .. .. .	14,631	12	6	988	18	3	15,620	10	9	2,556	11	11	18,177	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 .. .. .	20,312	3	4	340	17	1	20,653	0	5	89	12	11	20,742	13	4
Native districts .. .. .	11,486	8	3				11,486	8	3				11,486	8	3
Maketu-Rotorua .. .. .	1,382	14	1	388	18	8	1,771	12	9	69	8	11	1,841	1	8
Birkenhead to Warkworth .. .. .	200	0	0				200	0	0				200	0	0
Hamilton Bridge .. .. .	400	0	0	92	6	0	492	6	0	57	14	0	550	0	0
Whatawhata Bridge .. .. .				250	0	0	250	0	0				250	0	0
Tokaanu to Taupo .. .. .	744	1	3	300	2	0	1,044	3	3	249	0	3	1,293	3	6
Tauranga to Napier, <i>viâ</i> Taupo .. .. .	38,329	16	7	2,211	6	5	40,541	3	0	898	13	7	41,439	16	7
Mangere Bridge .. .. .										500	0	0	500	0	0
Waitangi-Kaikōhe .. .. .										200	0	0	200	0	0
Hokianga Bridge .. .. .										40	0	0	40	0	0
Tokatoka Swamp .. .. .				1,479	4	5	1,479	4	5	407	2	6	1,886	6	11
Track to Kauri Forest-Waitakereī .. .. .										400	0	0	400	0	0
Waiwera Springs .. .. .				14	12	3	14	12	3	485	7	9	500	0	0
Huia-West Coast .. .. .										250	0	0	250	0	0
Works at Te Aroha Springs .. .. .				57	18	0	57	18	0	442	2	0	500	0	0
Baths and water-supply, Tokaanu .. .. .										500	0	0	500	0	0
Wharf, Tokaanu .. .. .										200	0	0	200	0	0
Track to Orakei-Korako .. .. .										500	0	0	500	0	0
Waiotapu Springs, &c. .. .. .										500	0	0	500	0	0
Rotorua-Ngongotaha Mount .. .. .				27	14	6	27	14	6	222	5	6	250	0	0
Morea Bridge .. .. .										500	0	0	500	0	0
Rotoiti-Tarawera, <i>viâ</i> Okataina .. .. .				44	4	0	44	4	0	755	16	0	800	0	0
Te Whaiti Gorge .. .. .															
Larmers-Takahue .. .. .										100	0	0	100	0	0
Houhora-Awanui .. .. .										150	0	0	150	0	0
Hukerenui South, Waiotū Valley .. .. .										200	0	0	200	0	0
Main Road, Lot 2, Block XIV., Hukerenui Survey District .. .. .										120	0	0	120	0	0
Hukerenui, Blocks I., XI. .. .. .										200	0	0	200	0	0
Tirohanga-Pakaru .. .. .										100	0	0	100	0	0
Main North Road, Waiotū Block .. .. .										300	0	0	300	0	0
Kaikōhe-Taheke .. .. .										500	0	0	500	0	0
Auckland Special Settlement-Mangakaha .. .. .										200	0	0	200	0	0
Marlborough Association .. .. .				289	13	0	289	13	0	706	17	0	996	10	0
Road to Native land near Waihou .. .. .										40	0	0	40	0	0
Kohukohu-Motukaraki .. .. .				9	1	0	9	1	0	390	19	0	400	0	0
Manganuiowae-Whangape .. .. .										200	0	0	200	0	0
Mangapai-Waikiekie .. .. .				100	0	0	100	0	0	350	0	0	450	0	0
Bridge over Wairua River .. .. .										500	0	0	500	0	0
Opuawhanga .. .. .										100	0	0	100	0	0
Kauri Mountain Road .. .. .				100	0	0	100	0	0				100	0	0
Purua Bridge .. .. .										200	0	0	200	0	0
Waipu Wharf .. .. .										50	0	0	50	0	0
Carried forward .. .. .	565,965	4	2	28,739	12	8	594,704	16	10	35,956	18	0	630,661	14	10



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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.— <i>continued.</i>										
HAWKE'S BAY—										
Tolago to Mangatokeran .. ..	358	19 6	..	..	358	19 6	..	..	358	19 6
Tolago to Arakihi .. ..	674	5 0	30	10 2	704	15 2	169	9 10	874	5 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
Waipoa 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 ..	1,009	16 5	440	3 7	1,450	0 0	..	..	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 ..	1,838	14 11	12	16 9	1,851	11 8	67	9 9	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 .. ..	..	..	66C	7 11	18,142	6 3	95	7 5	18,237	13 8
Opotiki-Ormond .. ..	17,481	18 4	..	..	..	..	..	..	..	..
Wairoa and Waikaremoana bridle-track through the Waiapu 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	500	0 0	4,750	9 6
Muriwai to Mahia .. ..	200	0 0	50	0 0	250	0 0	300	0 0	550	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
Waiomatatini 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 .. ..	737	6 6	6	6 0	743	12 6	293	14 0	1,037	6 6
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
Meanee protective works .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Pakarae Road and punt .. ..	782	9 4	..	..	782	9 4	40	0 0	822	9 4
Waiapu County .. ..	400	0 0	..	..	400	0 0	..	..	400	0 0
Waikohu to Motu .. ..	551	16 1	..	..	551	16 1	1,000	0 0	1,551	16 1
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 .. ..	130	0 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 .. ..	312	2 9	..	..	312	2 9	..	..	312	2 9
Cook County (flood-damage) ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Puketitiri Block .. ..	520	0 0	..	..	520	0 0	..	..	520	0 0
Ahutoranga Block .. ..	1,883	7 11	..	..	1,883	7 11	..	..	1,883	7 11
Tautane and Tahoraite .. ..	20,556	7 11	..	..	20,556	7 11	..	..	20,556	7 11
Tautane to Weber Road .. ..	..	..	..	..	..	..	..	..	..	..
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
Umutaeroa Block .. ..	2,088	15 4	..	..	2,088	15 4	..	..	2,088	15 4
Maharahara Block .. ..	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 .. ..	1,169	7 2	..	..	1,169	7 2	..	..	1,169	7 2
Pohui Block .. ..	437	12 6	100	7 6	538	0 0	..	..	538	0 0
Liberal Block .. ..	400	0 0	..	..	400	0 0	..	..	400	0 0
Umutaeroa Block .. ..	28	7 1	..	..	28	7 1	71	12 11	100	0 0
Waiapu Block .. ..	400	0 0	..	..	400	0 0	300	0 0	700	0 0
Woodville Block .. ..	26	9 10	..	..	26	9 10	..	..	26	9 10
Huirau Block .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Tauwhareparae Crown lands ..	..	..	..	..	..	..	200	0 0	200	0 0
Tolaga-Marunga, Tauwhareparae ..	91	13 4	410	9 3	502	2 7	..	..	502	2 7
Waimata-Tauwhareparae .. ..	100	0 0	200	0 0	300	0 0	200	0 0	500	0 0
Gisborne, <i>via</i> Tolaga Bay-Awanui ..	309	9 6	..	..	309	9 6	..	..	309	9 6
Carried forward .. ..	142,947	19 5	1,911	1 2	144,859	0 7	3,937	13 11	148,796	14 6

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	142,947	19 5	1,911	1 2	144,859	0 7	3,937	13 11	148,796	14 6
<b>ROADS, BRIDGES, ETC.—<i>continued</i>.</b>										
<b>HAWKE'S BAY—<i>continued</i>.</b>										
Nuhaka-Gisborne .. ..	..	..	300	0 0	300	0 0	700	0 0	1,000	0 0
Gisborne-Opotiki .. ..	578	4 8	..	..	578	4 8	..	..	578	4 8
Napier to Wairoa .. ..	2,217	5 3	791	4 1	3,008	9 4	208	15 11	3,217	5 3
Wairoa to Gisborne .. ..	500	0 0	200	0 0	700	0 0	500	0 0	1,200	0 0
Opoiti Bridge .. ..	500	0 0	..	..	500	0 0	1,000	0 0	1,500	0 0
Bridge over Mohaka .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Nuhaka Springs .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Tauwhareparae-Arakihi ..	..	..	..	..	..	..	500	0 0	500	0 0
Tokomaru-Huiarau .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Waikohu Bridge, £1 for £2	..	..	..	..	..	..	..	..	..	..
Tauwhareparae-Tokomaru	..	..	..	..	..	..	150	0 0	150	0 0
Puketitiri .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Ruahine Block approach ..	..	..	..	..	..	..	300	0 0	300	0 0
Holder's Road .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Whakarara Road and Bridge	..	..	..	..	..	..	..	..	..	..
Oporae .. ..	..	..	..	..	..	..	400	0 0	400	0 0
Woodville (Block II.) .. ..	..	..	..	..	..	..	40	0 0	40	0 0
Manawatu Bridge (Waikopiro)	..	..	..	..	..	..	500	0 0	500	0 0
Dannevirke-Weber-Wimbleton	..	..	..	..	..	..	400	0 0	400	0 0
Norsewood-Apiti, Hawke's Bay	..	..	..	..	..	..	300	0 0	300	0 0
Pukeamaru .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Whakaangi .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Waihuka .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Ahomatariki .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Gisborne, <i>via</i> Tologa Bay-Hick's Bay	..	..	..	..	..	..	1,084	0 0	1,084	0 0
Tahora .. ..	..	..	..	..	..	..	1,000	0 0	1,000	0 0
Gisborne-Waikaremoana .. ..	..	..	4	9 6	4	9 6	1,995	10 6	2,000	0 0
Mohaka southwards .. ..	..	..	..	..	..	..	1,000	0 0	1,000	0 0
Motu Road (widening) .. ..	..	..	..	..	..	..	1,000	0 0	1,000	0 0
Takapau-Kopua, £1 for £1	..	..	85	0 0	85	0 0	415	0 0	500	0 0
Waikopiro .. ..	2,677	7 2	1,056	8 10	3,733	16 0	443	11 2	4,177	7 2
Ngapaeruru .. ..	..	..	..	..	..	..	1,000	0 0	1,000	0 0
Opotiki-East Cape .. ..	300	0 0	..	..	300	0 0	300	0 0	600	0 0
Ormondville-Waikopiro .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Hikurangi Block .. ..	..	..	349	0 2	349	0 2	170	19 10	520	0 0
Ruakituri .. ..	40	3 6	274	16 0	314	19 6	49	0 6	364	0 0
Ruahine .. ..	136	13 1	187	8 0	324	1 1	515	18 11	840	0 0
Totals—Hawke's Bay .. ..	150,397	13 1	5,159	7 9	155,557	0 10	20,160	10 9	175,717	11 7
<b>TARANAKI:—</b>										
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 .. ..	..	..	..	..	..	..	..	..	..	..
Huiroa Block, bridge over Manganui River .. ..	781	1 3	..	..	781	1 3	..	..	781	1 3
To complete bushfelling, Stratford ..	34	0 0	..	..	34	0 0	..	..	34	0 0
Carried forward .. ..	166,845	14 6	..	..	166,845	14 6	..	..	166,845	14 6



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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	292,286	10 5	17,856	2 6	310,142	12 11	20,064	4 9	330,206	17 8
ROADS, BRIDGES, ETC.—continued.										
TARANAKI—continued.										
Huiroa Roads .. ..	..	..	..	..	..	..	115 10 0	..	115 10 0	..
Carrington Road .. ..	..	..	94 8 8	..	94 8 8	..	5 11 4	..	100 0 0	..
Motukawa .. ..	..	..	150 0 0	..	150 0 0	..	..	..	150 0 0	..
Mangaotuka .. ..	124 2 0	..	161 1 5	..	285 3 5	..	364 16 7	..	650 0 0	..
Waiveranui .. ..	..	..	99 0 0	..	99 0 0	..	101 0 0	..	200 0 0	..
Central Patea Valley .. ..	141 0 0	..	73 17 0	..	214 17 0	..	285 3 0	..	500 0 0	..
Moanatairi Block .. ..	..	..	..	..	..	..	300 0 0	..	300 0 0	..
Ross Block .. ..	..	..	210 2 8	..	210 2 8	..	210 17 4	..	421 0 0	..
Eltham Block .. ..	659 6 7	..	140 13 5	..	800 0 0	..	..	..	800 0 0	..
Manganui Block .. ..	408 0 4	..	448 5 4	..	856 5 8	..	37 14 4	..	894 0 0	..
Terrace End Block .. ..	..	..	1,725 14 5	..	1,725 14 5	..	447 5 7	..	2,173 0 0	..
Gatton Block .. ..	60 6 6	..	884 19 10	..	945 6 4	..	4 13 8	..	950 0 0	..
Patua (Egmont) Block .. ..	..	..	26 14 5	..	26 14 5	..	473 5 7	..	500 0 0	..
Kaitangiwhenua No. 3 Block .. ..	..	..	..	..	..	..	..	..	..	..
Autawa Block .. ..	897 18 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 .. ..	301 0 0	..	..	..	301 0 0	..	..	..	301 0 0	..
Mangaere Block .. ..	2,750 7 10	..	1,353 10 8	..	4,103 18 6	..	40 1 6	..	4,144 0 0	..
Ngatimaru Block .. ..	1,830 0 0	..	..	..	1,830 0 0	..	..	..	1,830 0 0	..
Oxford Association Block .. ..	813 3 9	..	..	..	813 3 9	..	386 16 3	..	1,200 0 0	..
Upper Waitara Block .. ..	126 0 0	..	..	..	126 0 0	..	..	..	126 0 0	..
Milsom Block .. ..	1,747 19 8	..	2 0 4	..	1,750 0 0	..	..	..	1,750 0 0	..
Lepperton Block .. ..	545 13 7	..	146 7 8	..	696 1 3	..	269 18 9	..	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 .. ..	751 8 9	..	1,540 8 1	..	2,291 16 10	..	501 3 2	..	2,793 0 0	..
Egmont Block .. ..	199 18 7	..	72 3 9	..	272 2 4	..	148 17 8	..	421 0 0	..
Kaitangiwhenua No. 2 Block .. ..	3,027 2 7	..	1,757 5 3	..	4,784 7 10	..	453 12 2	..	5,238 0 0	..
Okoke Block .. ..	786 1 2	..	450 1 0	..	1,236 2 2	..	364 6 8	..	1,600 8 10	..
Totals—Taranaki .. ..	310,465	19 1	27,192	16 5	337,658	15 6	24,830	0 3	362,488	15 9
WELLINGTON:—										
Waimarino to Tokaanu .. ..	43 6 6	..	..	..	43 6 6	..	..	..	43 6 6	..
Bridge over Wangaehu .. ..	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	..
Waverley to Patea Road .. ..	130 0 0	..	..	..	130 0 0	..	..	..	130 0 0	..
Manawatu Bridge at Foxton .. ..	0 18 0	..	..	..	0 18 0	..	..	..	0 18 0	..
Pahiatua, Mangaone, &c. .. ..	19,317 15 2	..	..	..	19,317 15 2	..	..	..	19,317 15 2	..
Pahiatua, Palmerston North .. ..	2,581 12 7	..	..	..	2,581 12 7	..	..	..	2,581 12 7	..
Repairs, Fitzherbert Bridge .. ..	500 0 0	..	..	..	500 0 0	..	..	..	500 0 0	..
Roads, Fitzherbert Block .. ..	400 0 0	..	..	..	400 0 0	..	..	..	400 0 0	..
Otamakapua and Waitapu .. ..	4,464 8 2	..	..	..	4,464 8 2	..	..	..	4,464 8 2	..
East side of Pohangina River .. ..	920 17 6	..	..	..	920 17 6	..	..	..	920 17 6	..
Momahaki to Waitotara .. ..	3,602 13 1	..	..	..	3,602 13 1	..	..	..	3,602 13 1	..
Tokomaru Block .. ..	1,995 3 4	..	..	..	1,995 3 4	..	..	..	1,995 3 4	..
Wanganui to Murimotu .. ..	4,260 10 3	..	..	..	4,260 10 3	..	..	..	4,260 10 3	..
Marton to Murimotu .. ..	2,670 6 6	..	..	..	2,670 6 6	..	..	..	2,670 6 6	..
Rangitumau Block .. ..	4,118 0 7	..	..	..	4,118 0 7	..	..	..	4,118 0 7	..
Sandon Township .. ..	1,430 7 9	..	..	..	1,430 7 9	..	..	..	1,430 7 9	..
Wairarapa East .. ..	1,500 0 0	..	..	..	1,500 0 0	..	..	..	1,500 0 0	..
Mungaroa to Waikanae .. ..	4,373 2 11	..	..	..	4,373 2 11	..	..	..	4,373 2 11	..
Blocks V., VI., IX., and XIII., Kairanga Survey Dist., Palmerston N. .. ..	3,738 8 0	..	..	..	3,738 8 0	..	..	..	3,738 8 0	..
Road, Oroua River .. ..	500 0 0	..	..	..	500 0 0	..	..	..	500 0 0	..
Toritea Road .. ..	150 0 0	..	..	..	150 0 0	..	..	..	150 0 0	..
Otamakapua .. ..	2,288 0 9	..	..	..	2,288 0 9	..	..	..	2,288 0 9	..
Waitotara, Omahine .. ..	3,524 1 9	..	..	..	3,524 1 9	..	..	..	3,524 1 9	..
Waitotara Valley .. ..	686 0 0	..	..	..	686 0 0	..	..	..	686 0 0	..
Blocks V., VI., IX., X., and XIII., Kairanga Survey District, Palmerston N., 24 miles, to open 8,582 acres .. ..	1,524 7 2	..	..	..	1,524 7 2	..	..	..	1,524 7 2	..
Carried forward .. ..	130,828	16 8	..	..	130,828	16 8	..	..	130,828	16 8

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..	130,828	16 8	..	..	130,828	16 8	..	..	130,828	16 8
ROADS, BRIDGES, ETC.—continued.										
WELLINGTON—continued.										
Karewarewa Block .. .. .	319	1 9	..	..	319	1 9	..	..	319	1 9
Paratieke .. .. .	588	2 7	..	..	588	2 7	..	..	588	2 7
Otairi Block .. .. .	139	2 6	..	..	139	2 6	..	..	139	2 6
Makakahi Road .. .. .	819	7 10	..	..	819	7 10	..	..	819	7 10
Mangatainoko on Bridge Road										
Wairoa Survey District .. .. .	14	5 7	..	..	14	5 7	..	..	14	5 7
Kairanga Drain .. .. .	851	8 4	..	..	851	8 4	..	..	851	8 4
Kimbolton Road Extension .. .. .	1,008	4 11	..	..	1,008	4 11	..	..	1,008	4 11
Kimbolton Road to Oroua .. .. .	496	2 0	..	..	496	2 0	..	..	496	2 0
Waitapu Block .. .. .	1,379	6 6	..	..	1,379	6 6	..	..	1,379	6 6
Mangatainoko roads .. .. .	5,411	18 3	..	..	5,411	18 3	..	..	5,411	18 3
Tiraumea Bridge .. .. .	2,244	10 10	..	..	2,244	10 10	..	..	2,244	10 10
Tutaekura Road .. .. .	311	1 6	..	..	311	1 6	..	..	311	1 6
South Pahiatua Road .. .. .	1,609	0 8	..	..	1,609	0 8	..	..	1,609	0 8
Mangaone to Tiraumea .. .. .	1,246	4 6	..	..	1,246	4 6	..	..	1,246	4 6
Tiraumea to Makuri .. .. .	1,610	14 2	..	..	1,610	14 2	..	..	1,610	14 2
Puketoi .. .. .	12,374	18 9	..	..	12,374	18 9	..	..	12,374	18 9
Makakahi Bridge to Mangahao .. .. .	316	12 6	..	..	316	12 6	..	..	316	12 6
Mauriceville West .. .. .	652	1 2	..	..	652	1 2	..	..	652	1 2
Otaki to Foxton .. .. .	512	2 8	..	..	512	2 8	..	..	512	2 8
South Mangaone Road .. .. .	214	7 4	..	..	214	7 4	..	..	214	7 4
Maungakaretu .. .. .	1,730	7 0	..	..	1,730	7 0	..	..	1,730	7 0
Mikimiki .. .. .	135	12 6	..	..	135	12 6	..	..	135	12 6
To purchase roads to Crown lands .. .. .	519	10 7	..	..	519	10 7	..	..	519	10 7
Mount Baker Valley .. .. .	100	0 0	..	..	100	0 0	..	..	100	0 0
Crossing at Levin .. .. .	107	0 0	..	..	107	0 0	..	..	107	0 0
Tiraumea Bridge and road, Napier's Crossing .. .. .	900	0 0	..	..	900	0 0	..	..	900	0 0
Pori Road, Puketoi .. .. .	..	..	..	..	..	..	..	..	..	..
Pohonuotane Block .. .. .	59	14 9	..	..	59	14 9	..	..	59	14 9
Makuri Gorge Road .. .. .	3,925	3 4	..	..	3,925	3 4	..	..	3,925	3 4
Mount Baker (Pioneer) .. .. .	3,539	1 9	..	..	3,539	1 9	..	..	3,539	1 9
Te Kapua .. .. .	370	15 8	..	..	370	15 8	..	..	370	15 8
Kawatau to Hautapu .. .. .	438	16 8	..	..	438	16 8	..	..	438	16 8
Apiti District .. .. .	500	0 0	..	..	500	0 0	..	..	500	0 0
Road through University Reserve .. .. .	400	0 0	..	..	400	0 0	..	..	400	0 0
Pohangina Valley Road .. .. .	578	9 0	..	..	578	9 0	..	..	578	9 0
Makuri to Aohanga Road .. .. .	2,665	16 9	104	4 0	2,770	0 9	85	17 2	2,855	17 11
Upper Makuri Valley Road .. .. .	6,076	14 1	770	1 7	6,846	15 8	532	4 11	7,379	0 7
Waikanae to Hutt Road .. .. .	1,557	17 10	60	0 0	1,617	17 10	118	5 4	1,736	3 2
Makairo Road .. .. .	3,106	1 8	464	6 6	3,570	8 2	238	18 7	3,809	6 9
Miscellaneous and engineering .. .. .	6,660	4 6	859	14 6	7,519	19 0	926	14 4	8,446	13 4
Wanganui River Trust .. .. .	2,650	0 0	1,400	0 0	4,050	0 0	600	0 0	4,650	0 0
Raetihi Township (clearing) .. .. .	149	12 6	..	..	149	12 6	..	..	149	12 6
Rangitikei Bridge, Otara, £1 for £1 .. .. .	72	13 1	600	0 0	672	13 1	645	0 5	1,317	13 6
Watershed Road .. .. .	1,180	3 9	..	..	1,180	3 9	..	..	1,180	3 9
Pakihikura Road .. .. .	325	0 0	75	0 0	400	0 0	90	0 0	490	0 0
Turakina Valley Road .. .. .	2,185	4 8	878	1 10	3,063	6 6	421	18 2	3,485	4 8
Mangatainoka Bridge .. .. .	900	0 0	100	0 0	1,000	0 0	..	..	1,000	0 0
Tenui Bridge (contribution) .. .. .	..	..	..	..	..	..	300	0 0	300	0 0
Kaiwhata-Rewa .. .. .	..	..	..	..	..	..	200	0 0	200	0 0
Turner's Road-Wainuioru .. .. .	..	..	..	..	..	..	250	0 0	250	0 0
Gladstone-East Coast (restoring) .. .. .	..	..	100	0 0	100	0 0	100	0 0	200	0 0
Rocky Hill-Wainuioru .. .. .	..	..	..	..	..	..	250	0 0	250	0 0
Hukanui to Hawera, £1 for 10s. .. .. .	250	0 0	100	0 0	350	0 0	150	0 0	500	0 0
Aohanga to Waewaepa Road .. .. .	1,314	11 6	122	11 7	1,437	3 1	177	8 5	1,614	11 6
Woodville to Aohanga .. .. .	400	0 0	220	13 0	620	13 0	279	7 0	900	0 0
Aohanga Gorge Road .. .. .	14,096	6 6	5,550	12 9	19,646	19 3	1,446	6 0	21,093	5 3
Alfredton to Weber Road .. .. .	4,551	3 9	466	12 11	5,017	16 8	155	7 11	5,173	4 7
Maungatoro Valley .. .. .	1,033	11 8	237	0 10	1,270	12 6	62	19 2	1,333	11 8
Kaiwhata and Pahaoa .. .. .	400	0 0	..	..	400	0 0	..	..	400	0 0
Kaiwhata Valley .. .. .	913	11 0	374	0 3	1,287	11 3	325	19 9	1,613	11 0
Te Aupapa Road and Makuri Bridge Towai Road .. .. .	297	19 1	..	..	297	19 1	..	..	297	19 1
Eketahuna to Stirling .. .. .	522	15 3	..	..	522	15 3	..	..	522	15 3
Mangamahoe Road .. .. .	877	11 7	200	0 0	1,077	11 7	50	0 0	1,127	11 7
Barton's Road to Wairere .. .. .	4,176	8 11	3,173	3 5	7,349	12 4	1,576	16 7	8,926	8 11
Upper Mangatiti Road .. .. .	275	7 6	24	12 6	300	0 0	10	0 0	310	0 0
Makuri Township, unsold .. .. .	716	11 1	17	0 7	733	11 8	5	9 1	739	0 9
Palmerston North Forest Reserve .. .. .	877	9 5	..	..	877	9 5	..	..	877	9 5
Wellington Settlement Forest Reserve .. .. .	200	0 0	..	..	200	0 0	..	..	200	0 0
Hautapu to Ruahine (Marton 1 and 2) .. .. .	899	4 9	..	..	899	4 9	..	..	899	4 9
Pohangina to Oroua .. .. .	1,883	11 4	110	10 10	1,994	2 2	10	1 3	2,004	3 5
Oroua to Coal Creek .. .. .	..	..	..	..	..	..	..	..	..	..
Carried forward .. .. .	237,467	14 5	16,008	7 1	253,476	1 6	9,008	14 1	262,484	15 7





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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	280,772	1 7	29,097	4 5	309,869	6 0	19,892	19 5	329,762	5 5
ROADS, BRIDGES, ETC.—continued.										
WELLINGTON—continued.										
Uruti-Castlepoint .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Waihi .. ..	..	..	435	2 7	435	2 7	87	9 2	522	11 9
Kiwihata Run (near Brancepeth) ..	..	..	0	12 0	0	12 0	99	8 0	100	0 0
Ruamahanga Bridge (Taratahi-Carterton), flood-damages ..	..	..	..	..	..	..	200	0 0	200	0 0
South end .. ..	38,205	16 0	..	..	38,205	16 0	..	..	38,205	16 0
Kuripapanga to Karioi .. ..	2,443	11 7	..	..	2,443	11 7	..	..	2,443	11 7
Moawhango to Karioi .. ..	1,116	6 6	..	..	1,116	6 6	..	..	1,116	6 6
Mangawhero-Murimotu .. ..	1,280	12 2	153	16 0	1,434	8 2	46	4 0	1,480	12 2
Hunterville to Taurangarere ..	24,867	1 8	..	..	24,867	1 8	..	..	24,867	1 8
Rotoaira to Waimarino .. ..	1,318	5 9	..	..	1,318	5 9	..	..	1,318	5 9
Waimarino Block .. ..	1,000	0 0	..	..	1,000	0 0	..	..	1,000	0 0
Kaitangata .. ..	..	..	..	..	..	..	350	0 0	350	0 0
Salisbury and Delaware .. ..	..	..	1,153	10 10	1,153	10 10	46	9 2	1,200	0 0
Hautapu-Ruahine .. ..	..	..	402	11 5	402	11 5	297	8 7	700	0 0
Te Mara Block .. ..	..	..	242	4 0	242	4 0	193	16 0	436	0 0
Pipiriki-Karioi .. ..	19,632	5 7	..	..	19,632	5 7	..	..	19,632	5 7
Hales's Track to Murimotu .. ..	497	0 0	..	..	497	0 0	..	..	497	0 0
Raetihi-Parapara .. ..	1,513	8 7	348	13 11	1,862	2 6	451	0 5	2,313	2 11
Rotoaira-Waimarino .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Taurewa-Okahukura .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Okahukura 8m .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Ruanui 2A and 3A .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Rangiwaia .. ..	..	..	..	..	..	..	500	0 0	500	0 0
East Puketoi .. ..	2,681	8 0	..	..	2,681	8 0	..	..	2,681	8 0
Wellington Fruitgrowers' Association Block ..	1,433	0 0	..	..	1,433	0 0	..	..	1,433	0 0
Mecalickstone Farm Homestead Block ..	983	15 5	519	4 7	1,503	0 0	..	..	1,503	0 0
Christchurch Farm Homestead Block ..	1,055	16 10	313	17 0	1,269	13 10	153	6 2	1,523	0 0
Clifton Block .. ..	..	..	421	1 3	421	1 3	78	18 9	500	0 0
Coonor Block .. ..	134	0 3	..	..	134	0 3	..	..	134	0 3
Kaitangata Block .. ..	..	..	595	12 7	595	12 7	60	7 5	656	0 0
Te Ngaue Block .. ..	..	..	200	0 0	200	0 0	167	0 0	367	0 0
Puketoi-Aohoinga Block .. ..	85	4 11	202	17 0	288	1 11	30	18 1	319	0 0
Mangoira-Coal Creek .. ..	..	..	296	10 8	296	10 8	123	6 9	419	17 5
Kaiparoro Block .. ..	924	4 9	192	8 5	1,116	13 2	57	6 10	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	982	12 9	1,104	9 0	..	..	1,104	9 0
Raetihi-Ohura .. ..	1,449	15 8	431	11 3	1,881	6 11	67	7 2	1,948	14 1
Ohakuno-Pipiriki .. ..	..	..	..	..	..	..	..	..	..	..
Pipiriki-Karioi .. ..	2,500	17 10	2,438	15 5	4,939	13 3	1,561	4 7	6,500	17 10
Pipiriki-Waiouru .. ..	..	..	..	..	..	..	..	..	..	..
Waimarino .. ..	498	1 0	839	2 9	1,337	3 9	622	16 3	1,960	0 0
Ohingaiti-Tokaanu .. ..	16,771	4 9	1,900	0 6	18,671	5 3	659	17 8	19,331	2 11
Rangitikei Bridge (Mangaweka) ..	8	4 7	3,061	5 5	3,069	10 0	..	..	3,069	10 0
Taihapi-Paingarua .. ..	890	12 0	83	13 2	974	5 2	416	6 10	1,390	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	1,076	0 0	2,500	0 0	..	..	2,500	0 0
Conspicuous Road .. ..	..	..	77	11 9	77	11 9	122	8 3	200	0 0
Mangawharariki .. ..	3,919	1 11	1,932	4 10	5,851	6 9	1,067	15 2	6,919	1 11
Makairo-Kumeroa .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Tiraumea North .. ..	381	14 5	13	13 2	395	7 7	4	12 5	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	..	..	238	10 0
Tiraumea River Road - Pa Valley Road ..	..	..	164	1 7	164	1 7	285	18 5	450	0 0
Mangaone Valley .. ..	49	17 1	46	19 8	96	16 9	3	3 3	100	0 0
Rising Sun Association .. ..	..	..	190	5 9	190	5 9	709	14 3	900	0 0
Mauriceville roads, storm-damages ..	..	..	200	0 0	200	0 0	..	..	200	0 0
North Wairarapa, flood-damages, £1 for £1 ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Bowen's Road-Hastwell .. ..	..	..	103	10 8	103	10 8	..	..	103	10 8
Eketahuna-Alfredtown .. ..	..	..	50	0 0	50	0 0	..	..	50	0 0
Coonor Association .. ..	131	0 0	..	..	131	0 0	..	..	131	0 0
Mangaoronga Road .. ..	50	0 0	189	0 0	239	0 0	71	0 0	310	0 0
Mount Marchant Road, £1 for £1 ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Ruamahanga Bridge .. ..	150	0 0	50	0 0	200	0 0	..	..	200	0 0
Whiteman's Valley-Hutt .. ..	..	..	300	0 0	300	0 0	100	0 0	400	0 0
Mecalickstone .. ..	76	6 4	..	..	76	6 4	..	..	76	6 4
Pahiatua-Palmerston .. ..	..	..	159	11 8	159	11 8	40	8 4	200	0 0
Hautapu .. ..	52	0 8	148	19 4	201	0 0	481	0 8	682	0 8
Ballance-Manawatu Gorge .. ..	0	7 5	678	15 4	679	2 9	171	4 8	850	7 5
Carried forward .. ..	408,957	9 6	50,093	1 8	459,050	11 2	31,020	16 8	490,071	7 10

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..	408,957	9 6	50,093	1 8	459,050	11 2	31,020	16 8	490,071	7 10
ROADS, BRIDGES, ETC.—continued.										
WELLINGTON—continued.										
Eketahuna County roads, flood-damage	..		200	0 0	200	0 0	..		200	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-Hadfield ..	1,153	7 11	6	6 5	1,159	14 4	993	13 7	2,153	7 11
Taihape Township ..	..		216	1 2	216	1 2	18	18 10	235	0 0
Mangapapa ..	..		..		..		500	0 0	500	0 0
Awarua ..	8,954	0 7	2,902	15 1	11,856	15 8	2,710	17 4	14,567	13 0
Norsewood-Apiti ..	..		34	19 7	34	19 7	265	0 5	300	0 0
Kimbolton-Wairaki ..	..		225	19 3	225	19 3	649	0 9	875	0 0
Tunipo Road, Apiti-Norsewood ..	..		63	2 5	63	2 5	136	17 7	200	0 0
Horowhenua 11B ..	420	13 10	19	6 2	440	0 0	..		440	0 0
Bridge Road to Makakahi ..	..		..		..		630	0 0	630	0 0
Smith's Footbridge, Totara Reserve ..	..		..		..		100	0 0	100	0 0
Parkville-Mangatainoko ..	..		..		..		250	0 0	250	0 0
Moawhanga-Te Horo ..	6	9 8	218	19 6	225	9 2	331	0 6	556	9 8
Totals—Wellington ..	603,054	13 5	53,980	11 3	657,035	4 8	37,606	5 8	694,641	10 4
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 Hammer 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 ..	1,450	0 0	100	0 0	1,550	0 0	200	0 0	1,750	0 0
Nelson to Reefton, and Greymouth Bridges	13,731	15 1	..		13,731	15 1	..		13,731	15 1
Sundry roads and bridges, Nelson ..	794	0 1	..		794	0 1	..		794	0 1
Buller to Arnould ..	73,197	4 8	..		73,197	4 8	..		73,197	4 8
Boatman's ..	844	10 0	..		844	10 0	..		844	10 0
Westport to Lyell ..	17,725	18 9	..		17,725	18 9	..		17,725	18 9
Upper Buller Road ..	246	0 1	..		246	0 1	..		246	0 1
Ahaura to Amuri ..	6,210	13 10	..		6,210	13 10	..		6,210	13 10
Nile Bridge ..	1,115	16 4	..		1,115	16 4	..		1,115	16 4
Takaka Valley ..	2,000	0 0	..		2,000	0 0	..		2,000	0 0
Collingwood to Quartz Range ..	507	1 1	..		507	1 1	..		507	1 1
Takaka Road ..	21	6 0	..		21	6 0	..		21	6 0
Takaka Tramway ..	3,000	0 0	..		3,000	0 0	..		3,000	0 0
Mokihinui to Karamea ..	200	0 0	..		200	0 0	..		200	0 0
Riwaka Valley Bridle-track ..	60	0 0	..		60	0 0	..		60	0 0
Bridge over Wairoa, in Waimea District	3	18 0	..		3	18 0	..		3	18 0
Bridge over Inangahua, at Reefton ..	2,099	6 7	..		2,099	6 7	..		2,099	6 7
Bridge over Ahaura ..	125	14 0	..		125	14 0	..		125	14 0
Ngatimoti Bridge ..	604	7 11	..		604	7 11	..		604	7 11
Cobden to Seventeen-mile Diggings..	1,678	11 0	..		1,678	11 0	..		1,678	11 0
Little Sydney Road ..	100	0 0	..		100	0 0	..		100	0 0
Pigeon Valley to Dovedale ..	330	0 0	..		330	0 0	100	0 0	430	0 0
Hampden to Maruia ..	10,507	5 9	..		10,507	5 9	..		10,507	5 9
Grey Valley to Teremakau ..	2,688	2 1	..		2,688	2 1	..		2,688	2 1
Wakefield to Stanley Brook ..	400	0 0	200	0 0	600	0 0	..		600	0 0
Aorere Valley to Karamea ..	4,699	7 5	..		4,699	7 5	..		4,699	7 5
Tadmor and Sherry to Buller ..	5,482	16 11	..		5,482	16 11	..		5,482	16 11
Baton to Karamea ..	200	0 0	..		200	0 0	..		200	0 0
Maruia to Amuri ..	1,653	4 1	..		1,653	4 1	..		1,653	4 1
Takaka to Anatoki and Collingwood	4,733	6 5	..		4,733	6 5	..		4,733	6 5
Takaka to Karamea ..	289	3 4	..		289	3 4	..		289	3 4
Ahaura to Kopara and Amuri ..	2,065	1 8	..		2,065	1 8	..		2,065	1 8
Oronoko to Rosedale ..	963	14 0	..		963	14 0	..		963	14 0
Brooklands Valley Road ..	178	6 6	..		178	6 6	..		178	6 6
Karamea to Mokihinui ..	1,812	8 6	..		1,812	8 6	..		1,812	8 6
Ahaura (Mason's) to Haupiri ..	2,083	9 6	..		2,083	9 6	..		2,083	9 6
Takaka to Stockyard ..	257	14 1	..		257	14 1	..		257	14 1
Pigeon Valley to Motueka ..	709	4 6	..		709	4 6	..		709	4 6
Pretty Bridge Valley ..	200	0 0	..		200	0 0	..		200	0 0
Grey Valley, viâ Clarke, to Maruia..	211	10 2	..		211	10 2	..		211	10 2
Carried forward ..	229,510	8 0	300	0 0	229,810	8 0	300	0 0	230,110	8 0

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	229,510	8 0	300	0 0	229,810	8 0	300	0 0	230,110	8 0
ROADS, BRIDGES, ETC.—continued.										
NELSON—continued.										
Dovedale .. ..	560	0 0	..	..	560	0 0	..	..	560	0 0
Little Sydney Road, Riwaka .. ..	62	12 6	..	..	62	12 6	..	..	62	12 6
Riwaka Valley Road .. ..	300	0 0	300	0 0	600	0 0	..	..	600	0 0
East Takaka Road .. ..	127	0 0	..	..	127	0 0	..	..	127	0 0
Trass Valley .. ..	160	0 0	..	..	160	0 0	..	..	160	0 0
Wakefield District .. ..	160	0 0	..	..	160	0 0	..	..	160	0 0
Wairoa Bridge .. ..	150	0 0	..	..	150	0 0	..	..	150	0 0
To purchase roads through Crown lands .. ..	791	0 0	..	..	791	0 0	..	..	791	0 0
Miscellaneous and engineering .. ..	2,395	17 7	..	..	2,395	17 7	21	7 4	2,417	4 11
Wairoa Gorge Road .. ..	732	18 9	150	0 0	882	18 9	150	0 0	1,032	18 9
Mud Flat to Karamea River .. ..	355	11 6	..	..	355	11 6	..	..	355	11 6
Oparara River .. ..	633	17 10	..	..	633	17 10	..	..	633	17 10
Karamea to Whangapeka .. ..	363	0 0	..	..	363	0 0	..	..	363	0 0
Mangles .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Fox River Bridge .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Track, Railway to Millerton .. ..	125	0 0	..	..	125	0 0	..	..	125	0 0
Graham River Bridge .. ..	184	5 6	..	..	184	5 6	100	0 0	284	5 6
Takaka roads and bridges .. ..	450	0 0	200	0 0	650	0 0	..	..	650	0 0
Waimea County roads and bridges .. ..	30	0 0	..	..	30	0 0	..	..	30	0 0
Riwaka-Sandy Bay .. ..	50	0 0	..	..	50	0 0	..	..	50	0 0
Brooklyn Valley Road .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Riwaka Bridge .. ..	364	0 0	..	..	364	0 0	..	..	364	0 0
Mackay Pass Road .. ..	..	..	..	..	..	..	..	..	..	..
Canaan Road .. ..	150	0 0	..	..	150	0 0	100	0 0	250	0 0
Lloyd's Valley Road .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Quail Valley .. ..	..	..	51	8 0	51	8 0	48	12 0	100	0 0
Waimea West .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Dove River Bridge .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Wakefield-Quail Valley .. ..	..	..	..	..	..	..	..	..	..	..
Takaka-Collingwood Inland Road .. ..	657	10 11	..	..	657	10 11	..	..	657	10 11
Whangapeka-Wanganui .. ..	..	..	..	..	..	..	..	..	..	..
Seddonville-Mokihinui .. ..	..	..	..	..	..	..	..	..	..	..
Fairdown-Waimangaroa .. ..	..	..	..	..	..	..	..	..	..	..
Granity Creek-Ngakawau .. ..	..	..	..	..	..	..	..	..	..	..
Reefton-Marua-Inangahua .. ..	..	..	50	0 0	50	0 0	200	0 0	250	0 0
Ferntown-Pakawau .. ..	..	..	88	5 5	5,839	18 10	61	14 7	5,901	13 5
Belgrove, Tophouse, and Tarnedale .. ..	65,490	8 5	..	..	65,490	8 5	..	..	65,490	8 5
Nelson, Westport, Greymouth, and Hokitika .. ..	9,536	5 7	4,498	8 8	14,034	14 3	2,791	11 4	16,826	5 7
Belgrove, Westport, and Reefton .. ..	141	17 6	..	..	141	17 6	..	..	141	17 6
Inangahua Bridge, maintenance .. ..	500	11 2	..	..	500	11 2	..	..	500	11 2
Paeroa to Teremakau .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Maitai Road .. ..	..	..	..	..	..	..	50	0 0	50	0 0
Neudorf-Dovedale .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Tracks, Mount Arthur .. ..	2,171	16 7	248	15 1	2,420	11 8	1,084	10 5	3,505	2 1
Hanmer District—Works at Hanmer .. ..	..	..	..	..	..	..	50	0 0	50	0 0
Rawson's Creek, Riwaka .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Maruhau Valley .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Tadmore-Motupiko .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Little Sydney and branch track .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Motueka River protection .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Motueka-Waiwera Valley .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Purchase of roads .. ..	..	..	20	0 0	20	0 0	..	..	20	0 0
Totals—Nelson .. ..	323,105	15 3	6,206	17 2	329,312	12 5	6,357	15 8	335,670	8 1
MARLBOROUGH:—										
Picton-Queen Charlotte Sound .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Nelson-Havelock, and Bridges .. ..	1,600	0 0	255	0 0	1,855	0 0	245	0 0	2,100	0 0
Torea southwards .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Crail Bay-Homewood .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Beatrice Bay-Kenny's Isle .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Kenepuru Sound .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Te Mehia Bay-Portage Bay .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Ohinetaha-Te Mehia .. ..	..	..	11	7 4	11	7 4	238	12 8	250	0 0
Grove Wharf and Shed .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Awatere Bridge-Limestone Gorge .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Awatere Railway and Traffic Bridge .. ..	..	..	..	..	..	..	..	..	..	..
Hundalee Block .. ..	..	..	..	..	..	..	100	0 0	100	0 0
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
Spring Creek Bridge .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Waiau Bridge, repairs (to account) .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Carried forward .. ..	2,386	19 0	466	7 4	2,853	6 4	2,583	12 8	5,436	19 0

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	2,386	19 0	466	7 4	2,853	6 4	2,583	12 8	5,436	19 0
ROADS, BRIDGES, ETC.—continued.										
MARLBOROUGH—continued.										
Tophouse-Wairau Gorge .. ..	..	..	..	..	..	..	150	0 0	150	0 0
Omaka Bridge (contributions) .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Awatere Valley Road .. ..	8,484	11 1	..	..	8,484	11 1	..	..	8,484	11 1
Rai, Ronga, and Whangamoa Roads .. ..	53	11 10	..	..	53	11 10	..	..	53	11 10
Ronga Valley Road .. ..	560	10 4	1	17 6	562	7 10	248	2 6	810	10 4
Tracks, Pelorus and Queen Charlotte Sounds .. ..	1,171	19 0	..	..	1,171	19 0	..	..	1,171	19 0
Pelorus District and Rai Valley .. ..	3,722	19 2	..	..	3,722	19 2	..	..	3,722	19 2
Bridge over Wairau, near Blenheim... ..	4,362	8 3	..	..	4,362	8 3	..	..	4,362	8 3
Spring Creek Wharf .. ..	95	0 0	..	..	95	0 0	..	..	95	0 0
Bridge over Clarence River .. ..	18,615	3 11	..	..	18,615	3 11	..	..	18,615	3 11
Kaikoura to Clarence .. ..	14,424	6 1	..	..	14,424	6 1	..	..	14,424	6 1
Kaikoura to Waiau .. ..	31,282	8 11	..	..	31,282	8 11	..	..	31,282	8 11
Wharf at Havelock .. ..	441	6 10	..	..	441	6 10	..	..	441	6 10
Kaituna to Tuamarina .. ..	400	0 0	..	..	400	0 0	..	..	400	0 0
Pelorus to Queen Charlotte Sound .. ..	224	19 0	..	..	224	19 0	..	..	224	19 0
Nydia Bay to Havelock .. ..	487	12 2	77	17 0	565	9 2	22	3 0	587	12 2
Sundry roads and bridges, Marlborough .. ..	508	0 11	..	..	508	0 11	..	..	508	0 11
Tracks to Mahou Sound .. ..	30	9 6	..	..	30	9 6	..	..	30	9 6
Redwood Pass Road .. ..	1,300	0 0	..	..	1,300	0 0	..	..	1,300	0 0
Watamonga to Port Underwood Track .. ..	200	0 0	113	2 9	313	2 9	38	5 2	351	7 11
Waitaria to Manaroa .. ..	598	8 1	199	19 9	798	7 10	0	0 3	798	8 1
Kenepuru to Manaroa .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Tracks, Queen Charlotte Sound .. ..	..	..	..	..	..	..	..	..	..	..
Havelock to Tuamarina Road .. ..	300	0 0	..	..	300	0 0	..	..	300	0 0
Miscellaneous and engineering .. ..	68	18 0	20	6 6	89	4 6	80	15 6	170	0 0
Anakoa to Manaroa .. ..	200	0 0	49	14 6	249	14 6	250	5 6	500	0 0
Kenepuru to Anakoa .. ..	4	10 0	31	4 6	35	14 6	368	15 6	404	10 0
Manaroa to Okoha .. ..	197	15 7	101	16 11	299	12 6	248	3 1	547	15 7
Tory Heads to Whatamonga and Picton .. ..	249	14 6	99	7 8	349	2 2	100	12 4	449	14 6
Brown River Bridge .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Mahakipawa to Kenepuru .. ..	199	19 10	..	..	199	19 10	..	..	199	19 10
Torea Neck .. ..	..	..	..	..	..	..	50	0 0	50	0 0
Craik Bay Track .. ..	2	6 0	168	16 6	171	2 6	181	3 6	352	6 0
Double Bay .. ..	10	5 8	89	14 4	100	0 0	10	5 8	110	5 8
White's Bay to Port Underwood .. ..	45	19 6	202	19 3	248	18 9	47	0 9	295	19 6
Onamalutu Valley .. ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Okiwi to Ronga .. ..	50	0 0	..	..	50	0 0	150	0 0	200	0 0
Manaroa-Hopai .. ..	..	..	249	10 0	249	10 0	0	10 0	250	0 0
Arawapawa-Tawhiti .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Jordan Bridge, Awatere .. ..	400	0 0	600	0 0	1,000	0 0	..	..	1,000	0 0
Bartlett's Creek .. ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Tawhiunui-Rai .. ..	..	..	207	3 9	207	3 9	292	16 3	500	0 0
Footbridge, Taylor River .. ..	50	0 0	..	..	50	0 0	50	0 0	100	0 0
Blenheim-Havelock Ferry House .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Robin Hood Bay-Ocean Bay .. ..	..	..	50	0 0	50	0 0	100	0 0	150	0 0
Picton-Waikawa .. ..	2	13 6	97	6 0	99	19 6	52	14 0	152	13 6
Blenheim, Waiau, and Kaikoura .. ..	1,348	3 0	570	0 0	1,918	3 0	430	0 0	2,348	3 0
Pelorus District and Rai Valley .. ..	28,660	14 3	..	..	28,660	14 3	..	..	28,660	14 3
Totals—Marlborough .. ..	121,541	13 11	3,797	4 3	125,338	18 2	6,205	5 8	131,544	3 10
WESTLAND:—										
Greymouth to Okarito .. ..	103,447	12 11	..	..	103,447	12 11	..	..	103,447	12 11
Bridge over Teremakau, Kumara .. ..	1,379	18 0	..	..	1,379	18 0	..	..	1,379	18 0
Bridge over Donnelly's Creek .. ..	2,010	13 7	..	..	2,010	13 7	..	..	2,010	13 7
Extension south of Okarito .. ..	1,033	10 0	..	..	1,033	10 0	..	..	1,033	10 0
Sundry roads, &c., Westland .. ..	47	15 11	..	..	47	15 11	..	..	47	15 11
Hohonu Bridge .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Dray-road through Cheviot Hill country .. ..	100	8 0	..	..	100	8 0	..	..	100	8 0
Bridge over Grey, at Cobden .. ..	13	10 0	..	..	13	10 0	..	..	13	10 0
Greymouth to Arnold .. ..	5,058	1 5	..	..	5,058	1 5	..	..	5,058	1 5
South Creek to Main Line .. ..	281	17 6	..	..	281	17 6	..	..	281	17 6
Junction Line .. ..	3,923	9 5	..	..	3,923	9 5	..	..	3,923	9 5
Greenstone to Lake Brunner .. ..	2,756	5 6	..	..	2,756	5 6	..	..	2,756	5 6
Marsden to Maori Creek .. ..	2,538	3 0	..	..	2,538	3 0	..	..	2,538	3 0
Marsden to Paroa .. ..	798	8 0	..	..	798	8 0	..	..	798	8 0
Stillwater to Maori Gully .. ..	1,869	2 0	..	..	1,869	2 0	..	..	1,869	2 0
Kanieri Forks, Kanieri Lakes .. ..	2,499	7 10	310	0 0	2,809	7 10	90	0 0	2,899	7 10
Hokitika to Bluespur .. ..	2,520	3 5	..	..	2,520	3 5	..	..	2,520	3 5
Kanieri Bridge .. ..	1,088	11 10	..	..	1,088	11 10	..	..	1,088	11 10
Waimea Bridge .. ..	207	12 6	..	..	207	12 6	..	..	207	12 6
Westland, general .. ..	2,613	13 3	..	..	2,613	13 3	..	..	2,613	13 3
Carried forward .. ..	134,688	4 1	310	0 0	134,998	4 1	90	0 0	135,088	4 1

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

	Net Expenditure to 31st March, 1896.			Net Expenditure during 12 Months ended 31st March, 1897.			Total Net Expenditure to 31st March, 1897.			Liabilities on Authorities, Contracts, &c., 31st March, 1897.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ..	134,688	4	1	310	0	0	134,998	4	1	90	0	0	135,088	4	1
ROADS, BRIDGES, ETC.— <i>continued</i> .															
WESTLAND— <i>continued</i> .															
Mapourika to Gillespie's ..	8,077	5	0	..	..	..	8,077	5	0	..	..	..	8,077	5	0
Mahitahi to Haast ..	16,234	16	9	..	..	..	16,234	16	9	..	..	..	16,234	16	9
Mathias Pass Road ..	336	18	0	..	..	..	336	18	0	..	..	..	336	18	0
In the County of Westland ..	1,980	0	0	..	..	..	1,980	0	0	..	..	..	1,980	0	0
Kumara to Beach ..	2,000	0	0	..	..	..	2,000	0	0	..	..	..	2,000	0	0
Reefton, Hokitika, and Ross ..	5,282	18	5	..	..	..	5,282	18	5	..	..	..	5,282	18	5
Three-mile Creek Bridge ..	500	11	2	..	..	..	500	11	2	..	..	..	500	11	2
Otira Toll ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Hokitika to Christchurch ..	138,801	14	5	2,343	15	1	141,145	9	6	777	15	2	141,923	4	8
Cook's River southward ..	509	7	4	..	..	..	509	7	4	..	..	..	509	7	4
Hokitika Valley ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Franz Josef Glacier ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Tracks to Fox Glacier ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Greenstone Bridge ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Cook's River (upper) ..	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
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
Waikukupa 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 ..	888	17	1	6	15	10	895	12	11	34	14	3	930	7	2
Hungerford Bridge ..	230	0	0	..	..	..	230	0	0	..	..	..	230	0	0
Hunt's Beach to Manakiaia ..	149	3	0	..	..	..	149	3	0	..	..	..	149	3	0
Gillespie's Beach to Manakiaia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lake Mapourika ..	427	13	3	11	0	6	438	13	9	99	8	0	538	1	9
Greenstone to Teremakau ..	585	17	9	147	11	1	733	8	10	352	8	11	1,085	17	9
Westland Ferry service (maintenance) ..	250	0	0	150	0	0	400	0	0	..	..	..	400	0	0
Stafford—Waimea ..	484	8	9	219	9	7	703	18	4	111	0	10	814	19	2
Bell Hill to Mount Alexander ..	198	18	5	..	..	..	198	18	5	..	..	..	198	18	5
Woodstock to Mahinapura ..	389	14	3	225	6	6	615	0	9	849	13	6	1,464	14	3
Whitcombe Valley Track ..	285	18	6	307	4	11	593	3	5	1,192	15	1	1,785	18	6
Dawson's Road ..	49	5	3	69	11	3	118	16	6	106	3	6	225	0	0
Turnbull River Road ..	283	15	10	120	8	0	404	3	10	79	12	0	483	15	10
Waitaroa Bluff to Okarita Track ..	247	4	4	..	..	..	247	4	4	..	..	..	247	4	4
Hokitika southward ..	2,290	5	9	..	..	..	2,290	5	9	..	..	..	2,290	5	9
Haast Pass Track ..	5,096	14	1	85	17	5	5,182	11	6	414	2	7	5,596	14	1
Okarito River Bridge ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lower Arapura Bridge (repairs) ..	..	..	..	248	13	2	248	13	2	51	6	10	300	0	0
Mount Howe Track ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Block 112, Kokatahi ..	..	..	..	157	9	10	157	9	10	292	10	2	450	0	0
Kokatahi ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great South Road ..	1,000	0	0	1,090	12	8	2,090	12	8	..	..	..	2,090	12	8
Grey County Roads (flood-damages) ..	265	0	0	35	0	0	300	0	0	..	..	..	300	0	0
Westland County Roads ..	260	0	0	..	..	..	260	0	0	..	..	..	260	0	0
Totals, Westland ..	338,408	0	11	5,628	15	10	344,036	16	9	6,701	10	10	350,738	7	7
CANTERBURY:—															
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
Waihao to Hakateramea ..	863	8	5	..	..	..	863	8	5	..	..	..	863	8	5
Carried forward ..	40,553	8	2	..	..	..	40,553	8	2	..	..	..	40,553	8	2

Carried forward ..

5—D. 1.

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..	40,553	8 2	..	..	40,553	8 2	..	..	40,553	8 2
ROADS, BRIDGES, ETC.—continued.										
CANTERBURY—continued.										
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	5 15 5	..	2,276	0 7	6 17 0	..	2,282	17 7
Pukaki to Mount Cook ..	1,158	15 8	..	..	1,158	15 8	1,078 16 6	..	2,237	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 ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Orari Bridge (to account) ..	..	..	..	..	..	..	300 0 0	..	300	0 0
Tracks, Mount Cook and Glaciers ..	..	..	3 6 4	..	3 6 4	..	496 13 8	..	500	0 0
Mount Cook Hermitage (works at) ..	..	..	210 7 8	..	210 7 8	..	289 12 4	..	500	0 0
Hooker Bridge ..	..	..	..	..	..	..	100 0 0	..	100	0 0
Ashley, irrigation ..	..	..	188 14 10	..	188 14 10	..	1,011 5 2	..	1,200	0 0
Ashley Bridge (to account) ..	..	..	..	..	..	..	1,000 0 0	..	1,000	0 0
Te Moana Gorge ..	..	..	..	..	..	..	120 0 0	..	120	0 0
Arowhenua Native Road ..	..	..	..	..	..	..	50 0 0	..	50	0 0
Clements Road ..	..	..	..	..	..	..	150 0 0	..	150	0 0
Roads to Co-operative Dairy Factories, Akaroa ..	..	..	300 0 0	..	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	..	..	..	200	0 0
Contribution towards erection of Pukaki Bridge, £1 for £1 ..	850	0 0	..	..	850	0 0	..	..	850	0 0
Fairlie to Pukaki ..	250	0 0	50 0 0	..	300 0 0	..	..	..	300	0 0
Pukaki to Omarama ..	250	0 0	50 0 0	..	300 0 0	..	100 0 0	..	400	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 ..	..	..	75 0 0	..	75 0 0	..	31 0 0	..	106	0 0
Totals—Canterbury ..	53,003	0 1	1,083 4 3	..	54,086 4 4	..	5,689 4 8	..	59,775 9 0	..
OTAGO:—										
Maori Kaika Road, Otago Heads ..	1,031	8 6	..	..	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 ..	2,190	14 1	216 1 7	..	2,406 15 8	..	283 18 5	..	2,690 14 1	..
Sundry roads and bridges, Otago ..	1,001	5 1	..	..	1,001	5 1	..	..	1,001	5 1
Queenstown Jetty ..	503	2 3	..	..	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 ..	420	7 7	120 14 0	..	541 1 7	..	0 4 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
Carried forward ..	58,578	4 4	336 15 7	..	58,914 19 11	..	284 2 6	..	59,199 2 5	..

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ..	53,578	4 4	336	15 7	58,914	19 11	284	2 6	59,199	2 5
ROADS, BRIDGES, ETC.—continued.										
OTAGO—continued.										
Kelso to Greenvale ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Tapanui Railway to Run 140 ..	1,145	2 3	..	..	1,145	2 3	..	..	1,145	2 3
Through Runs 171 and 171A ..	1,500	0 0	..	..	1,500	0 0	..	..	1,500	0 0
Arrowtown to Crown Terrace ..	1,500	0 0	..	..	1,500	0 0	..	..	1,500	0 0
Waitahuna to Run 52c ..	1,200	0 0	..	..	1,200	0 0	..	..	1,200	0 0
Run 75 (Boyd's) ..	3,000	0 0	..	..	3,000	0 0	..	..	3,000	0 0
Education reserves ..	1,821	3 9	..	..	1,821	3 9	..	..	1,821	3 9
Through Runs 177 and 257 ..	5,002	0 0	..	..	5,002	0 0	..	..	5,002	0 0
Glenorchy up Rees and Dart ..	1,805	3 7	..	..	1,805	3 7	..	..	1,805	3 7
Upper Clutha Blocks ..	604	15 0	..	..	604	15 0	..	..	604	15 0
Waikaia Bush to Clutha Valley ..	3,500	0 0	..	..	3,500	0 0	..	..	3,500	0 0
Pembroke to Matukituki ..	2,179	11 4	200	0 0	2,379	11 4	200	0 0	2,579	11 4
Taiari Lake, Block XV., Maniototo ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Taiari Bridge to Nenthorn Bridge ..	175	0 0	..	..	175	0 0	..	..	175	0 0
Ida Valley ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Kurow Run ..	1,261	0 0	..	..	1,261	0 0	..	..	1,261	0 0
Taiari River Road ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Hummockside District ..	260	0 0	..	..	260	0 0	..	..	260	0 0
Moeraki District ..	167	10 8	..	..	167	10 8	..	..	167	10 8
Maniototo ..	1,240	0 0	..	..	1,240	0 0	..	..	1,240	0 0
Kawarau to Nevis ..	400	0 0	..	..	400	0 0	..	..	400	0 0
Run 109 ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Block XII., Nenthorn ..	300	0 0	..	..	300	0 0	..	..	300	0 0
Clarendon District ..	75	0 0	..	..	75	0 0	..	..	75	0 0
Taiari River Bridge (Kokonga) ..	..	..	..	..	..	..	500	0 0	500	0 0
Port Road—Beach, Moeraki ..	..	..	..	..	..	..	100	0 0	100	0 0
Gladstone—Upper Junction ..	..	..	..	..	..	..	250	0 0	250	0 0
Peninsula Beach Road (prison labour) ..	..	..	16	9 0	16	9 0	33	11 0	50	0 0
Blackhill—Main Drain Road ..	..	..	..	..	..	..	100	0 0	100	0 0
Pomahaka—Clutha ..	..	..	..	..	..	..	400	0 0	400	0 0
Pomahaka Bridge (Clydevale) ..	..	..	..	..	..	..	500	0 0	500	0 0
Pomahaka Bridge (Kelso) ..	..	..	..	..	..	..	500	0 0	500	0 0
Run 222 ..	450	0 0	..	..	450	0 0	..	..	450	0 0
Swinburn and Rock and Pillar ..	1,093	0 0	..	..	1,093	0 0	..	..	1,093	0 0
Run 210 ..	..	..	..	..	..	..	..	..	..	..
Silverpeak, &c. ..	320	0 0	..	..	320	0 0	..	..	320	0 0
Switzer's Track to Spylaw and Clutha ..	690	5 8	..	..	690	5 8	..	..	690	5 8
Rankleburn, &c. ..	1,266	0 0	..	..	1,266	0 0	..	..	1,266	0 0
Bridge, Tokomairiro River, N. Branch ..	250	0 0	..	..	250	0 0	..	..	250	0 0
Hindon ..	1,005	0 0	..	..	1,005	0 0	..	..	1,005	0 0
Glenomaru and Owake ..	1,146	16 2	..	..	1,146	16 2	..	..	1,146	16 2
Glenkenich ..	110	4 0	..	..	110	4 0	..	..	110	4 0
Woodlands ..	3,777	10 0	475	17 10	4,253	7 10	549	4 7	4,802	12 5
Glenomaru Block ..	624	13 0	..	..	624	13 0	..	..	624	13 0
Hunt's Road ..	1,433	6 5	397	6 3	1,830	12 8	102	18 9	1,933	6 5
Glenorchy to Earnslaw ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Teviot small grazing-runs ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Beaumont and Rankleburn ..	1,310	13 5	123	6 7	1,434	0 0	376	13 5	1,810	13 5
Maruwhenua Bridge ..	300	0 0	..	..	300	0 0	..	..	300	0 0
Ratanui Road ..	529	4 4	..	..	529	4 4	..	..	529	4 4
Purchase of roads ..	382	14 7	145	2 11	527	17 6	4	17 1	532	14 7
Tauhaukupu ..	589	11 5	123	1 9	712	13 2	376	18 3	1,089	11 5
Catlin's Roads ..	999	13 8	165	12 4	1,165	6 0	206	15 2	1,372	1 2
Catlin's and Tautuku ..	11,131	10 8	209	5 3	11,340	15 11	80	0 11	11,420	16 10
Gimmerburn District ..	700	0 0	..	..	700	0 0	..	..	700	0 0
Naseby, Maniototo, and Gimmerburn ..	300	0 0	..	..	300	0 0	..	..	300	0 0
Blackstone and Lauder ..	1,649	0 0	..	..	1,649	0 0	..	..	1,649	0 0
Livingstone to Kyeburn ..	4,900	4 11	1,341	0 5	6,241	5 4	96	18 1	6,338	3 5
Kyeburn District ..	..	..	..	..	..	..	500	0 0	500	0 0
Henley Road ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Caversham Industrial School Reserve ..	50	0 0	..	..	50	0 0	..	..	50	0 0
Brinn's Point and Merton ..	250	0 0	..	..	250	0 0	..	..	250	0 0
Martin's Bay, Lake Wakatipu ..	50	0 0	..	..	50	0 0	150	0 0	200	0 0
Dart River Road ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Bent Burn to Glacier Burn ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Rees River Road ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Makarora, Haast Valley ..	150	0 0	150	0 0	300	0 0	150	0 0	450	0 0
Makarora Valley ..	400	0 0	..	..	400	0 0	..	..	400	0 0
Lower Hawea and Lower Wanaka ..	..	..	328	1 0	328	1 0	71	19 0	400	0 0
Tuapeka Mouth Punt ..	200	0 0	100	0 0	300	0 0	..	..	300	0 0
Run 206A, Naseby ..	..	..	150	0 0	150	0 0	350	0 0	500	0 0
Run 206B, Maniototo ..	..	..	300	0 0	300	0 0	80	0 0	380	0 0
Roughridge, Poolburn—Tuapeka ..	..	..	100	0 0	100	0 0	100	0 0	200	0 0
Taiari Mouth Punt ..	..	..	165	0 0	165	0 0	135	0 0	300	0 0
Carried forward ..	123,773	19 2	4,926	18 11	128,700	18 1	6,198	13 9	134,899	11 10

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	123,773	19 2	4,926	18 11	128,700	18 1	6,198	13 9	134,899	11 10
ROADS, BRIDGES, ETC.—continued.										
OTAGO—continued.										
Seacliff Asylum Road .. ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Hamilton Bridge .. ..	300	0 0	350	0 0	650	0 0	..	..	650	0 0
Waikawa to Catlin's .. ..	5,687	3 1	1,296	5 1	6,983	8 2	1,627	17 4	8,611	5 6
Glenomaru .. ..	616	18 6	101	14 5	718	12 11	277	5 10	995	18 9
Long Point Road .. ..	222	11 0	341	19 0	564	10 0	58	1 0	622	11 0
Cannibal Bay Road .. ..	545	8 10	371	13 1	917	1 11	128	6 11	1,045	8 10
Rimu .. ..	240	17 9	313	7 0	554	4 9	45	8 6	599	13 3
Table Hill .. ..	150	0 0	..	..	150	0 0	..	..	150	0 0
Capburn Bridge, £1 for £1 .. ..	..	..	300	0 0	300	0 0	..	..	300	0 0
Maungatua and Waipori .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Lauder-Blackstone Block .. ..	300	0 0	..	..	300	0 0	76	0 0	376	0 0
Lauder-Tiger Hill Block .. ..	300	0 0	..	..	300	0 0	..	..	300	0 0
Maniototo Block .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Gimmerburn Block .. ..	400	0 0	..	..	400	0 0	350	0 0	750	0 0
Swinburn Farm-homestead Block .. ..	200	0 0	..	..	200	0 0	88	0 0	288	0 0
Tuapeka West Block .. ..	367	0 0	..	..	367	0 0	..	..	367	0 0
Tahaukupu Block .. ..	675	11 10	..	..	675	11 10	..	..	675	11 10
Lindis Pass Road .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Block XI., Maniototo .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Block XVI., Maniototo .. ..	..	..	..	..	..	..	50	0 0	50	0 0
Upper Taieri and Rock and Pillar .. ..	..	..	..	..	..	..	700	0 0	700	0 0
Connecting Road, Block IX., Moeraki .. ..	..	..	220	0 0	220	0 0	300	0 0	520	0 0
Blair-Taieri .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Tautuku .. ..	..	..	352	18 6	352	18 6	147	1 6	500	0 0
Rimu (Block XIV.) .. ..	..	..	..	..	..	..	150	0 0	150	0 0
Wingfield Road, Ratanui .. ..	..	..	50	0 0	50	0 0	..	..	50	0 0
Water of Leith protective-works .. ..	..	..	100	0 0	100	0 0	150	0 0	250	0 0
Lake Wanaka wharves .. ..	..	..	30	0 0	30	0 0	..	..	30	0 0
Ravensbourne Road .. ..	1,179	11 4	160	15 8	1,340	7 0	3	14 6	1,344	1 6
Normanby-Mount Cargill .. ..	..	..	150	0 0	150	0 0	..	..	150	0 0
Cargill Street, Caversham .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Domet-Marewenua Block .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Waikawa to Catlin's .. ..	14,064	8 6	..	..	14,064	8 6	..	..	14,064	8 6
Waihopai Bridge .. ..	1,100	0 0	..	..	1,100	0 0	..	..	1,100	0 0
Dunback to Swinburn .. ..	800	0 0	250	0 0	1,050	0 0	450	0 0	1,500	0 0
Lawrence to Clyde .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Clyde to Queenstown .. ..	250	0 0	..	..	250	0 0	..	..	250	0 0
Waikouaiti Bridge (repairs) .. ..	..	..	..	..	..	..	400	0 0	400	0 0
Waipahi Bridge (subsidy) .. ..	..	..	..	..	..	..	150	0 0	150	0 0
Kartigi Road .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Tracks, Head of Lake Wakatipu, Vincent, and Lake .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Lake Te Anau-Wakatipu .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Tracks, &c., Hawea Lake .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Tourists' accommodation-house, Morven Hills .. ..	..	..	..	..	..	..	50	0 0	50	0 0
Albertburn Track .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Glenahu-Roy's Peninsula .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Tracks to Western Sounds .. ..	..	..	1,249	19 1	1,249	19 1	1,750	0 11	3,000	0 0
Hollyford Valley .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Puketiraki Station-Beach .. ..	..	..	..	..	..	..	400	0 0	400	0 0
Runs 219c, 306, 306A .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Leithen Bush Track .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Otago Peninsula (Block II., from Section 60 through 71, &c.) .. ..	..	..	1	5 0	1	5 0	448	15 0	450	0 0
Barr's Road .. ..	..	..	268	2 4	268	2 4	31	17 8	300	0 0
Glenomaru (Block IV.) .. ..	..	..	20	2 0	20	2 0	279	18 0	300	0 0
Glenomaru (Block V.) .. ..	..	..	54	8 0	54	8 0	95	12 0	150	0 0
McCabe's Coal-pit, Gibbston .. ..	..	..	..	..	..	..	150	0 0	150	0 0
Purakauiti Stream .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Kaler's Road (felling) .. ..	..	..	57	4 8	57	4 8	157	15 4	215	0 0
Owaea (Campbell's) .. ..	..	..	37	2 0	37	2 0	62	18 0	100	0 0
Owaka Railway-station, £1 for £1 .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Block I., Catlin's .. ..	..	..	32	12 0	32	12 0	167	8 0	200	0 0
Ratanui-Whitehead .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Katia-Dairy-factory, Owaka .. ..	..	..	13	8 0	13	8 0	86	12 0	100	0 0
Warnock's Road .. ..	..	..	35	9 10	35	9 10	64	10 2	100	0 0
Lauder-Blackstone .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Lower Wanaka Block .. ..	..	..	..	..	..	..	101	0 0	101	0 0
Teviot Block .. ..	..	..	..	..	..	..	166	0 0	166	0 0
Beaumont Block .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Maniototo Block No. 2 .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Maniototo Block No. 3 .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Naseby Block No. 2 .. ..	..	..	..	..	..	..	313	0 0	313	0 0
Blackstone Block .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Catlin's (Block II.) .. ..	..	..	26	2 0	26	2 0	23	18 0	50	0 0
Glenomaru (III., IV., V., VII., X.) Blk. .. ..	..	..	130	15 4	130	15 4	48	4 8	179	0 0
Catlin's (Blocks IV., V., VII., VIII.) .. ..	..	..	..	..	..	..	1,000	0 0	1,000	0 0
Totals—Otago .. ..	151,873	10 0	11,642	1 11	163,515	11 11	21,797	19 1	185,313	11 0



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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.— <i>continued.</i>										
SOUTHLAND:—										
Bridge over Mataura, Otama District	1,998	17 2	..	..	1,998	17 2	..	..	1,998	17 2
Jacob's River Bridge, subsidy ..	300	0 0	..	..	300	0 0	..	..	300	0 0
Te Anau Jetty .. .. .	140	0 0	..	..	140	0 0	..	..	140	0 0
Bridge over Oreti at Elbow .. ..	9	0 0	..	..	9	0 0	..	..	9	0 0
Otantau Bridge, subsidy .. .. .	250	0 0	..	..	250	0 0	..	..	250	0 0
Wrey's Bridge, subsidy .. .. .	1,190	0 0	..	..	1,190	0 0	..	..	1,190	0 0
Otara to Waikawa, and bridge over Tokanui Creek	1,000	0 0	..	..	1,000	0 0	..	..	1,000	0 0
Pyramid Bridge to Waikaia .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Athol to Nokomai Saddle .. .. .	200	0 0	..	..	200	0 0	..	..	200	0 0
Kelso to Waikaka .. .. .	1,000	8 6	..	..	1,000	8 6	..	..	1,000	8 6
Mosburn to Manapouri .. .. .	400	0 0	..	..	400	0 0	..	..	400	0 0
Blocks II. and III., Campbelltown..	100	0 0	..	..	100	0 0	..	..	100	0 0
Appleby to Tisbury .. .. .	344	6 7	..	..	344	6 7	..	..	344	6 7
Woodend to Bushy Point .. .. .	100	0 0	..	..	100	0 0	..	..	100	0 0
Waikaka to Wendon and Greenvale	500	0 0	..	..	500	0 0	..	..	500	0 0
Waikoiko Bridge .. .. .	125	0 0	..	..	125	0 0	..	..	125	0 0
Riversdale, Switzers .. .. .	594	0 0	..	..	594	0 0	..	..	594	0 0
Boundary Creek Bridge .. .. .	150	0 0	..	..	150	0 0	..	..	150	0 0
Horse-bridge, Wairaki River, £1 for £1	100	0 0	..	..	100	0 0	..	..	100	0 0
Wendon District .. .. .	500	0 0	..	..	500	0 0	..	..	500	0 0
Seaward Forest to coast .. .. .	6,064	15 11	..	..	6,064	15 11	..	..	6,064	15 11
Forest Hill Tramway Road .. ..	13,116	7 10	..	..	13,116	7 10	..	..	13,116	7 10
Orepuki to Wairaurahiri .. .. .	3,187	3 9	367	7 7	3,554	11 4	432	12 5	3,987	3 9
Branch Road to Forest Hill .. ..	1,494	19 5	..	..	1,494	19 5	..	..	1,494	19 5
Tomogalak Creek to deferred-payment land	499	5 6	..	..	499	5 6	..	..	499	5 6
Bridges, Fortrose to Wyndham .. ..	250	0 0	..	..	250	0 0	..	..	250	0 0
Dome Creek Bridge .. .. .	400	0 0	..	..	400	0 0	..	..	400	0 0
Waikawa District .. .. .	9,139	14 9	159	14 5	9,299	9 2	840	5 7	10,139	14 9
Waikaka Siding to Waikaka Town..	2,000	0 0	..	..	2,000	0 0	..	..	2,000	0 0
Bay Road to Otara Bush .. .. .	1,179	18 3	..	..	1,179	18 3	..	..	1,179	18 3
Bush land east of Makarewa .. ..	520	0 0	..	..	520	0 0	..	..	520	0 0
Port William to Half-moon Bay .. ..	250	0 0	..	..	250	0 0	..	..	250	0 0
Wyndham, <i>via</i> Mimihau, to Otaruaia	1,499	18 2	..	..	1,499	18 2	..	..	1,499	18 2
Waikaka to Pyramid .. .. .	200	0 0	..	..	200	0 0	..	..	200	0 0
Forest Hill Road .. .. .	598	9 0	..	..	598	9 0	300	0 0	898	9 0
Tisbury to Waimatua .. .. .	599	13 0	..	..	599	13 0	300	0 0	899	13 0
Makarewa to Hedgehope .. .. .	200	0 0	..	..	200	0 0	..	..	200	0 0
Oteramika .. .. .	500	0 0	..	..	500	0 0	200	0 0	700	0 0
Wright's Bush .. .. .	100	0 0	..	..	100	0 0	..	..	100	0 0
Centre Bush, Otipiri .. .. .	349	18 9	100	0 0	449	18 9	..	..	449	18 9
Invercargill Hundred .. .. .	500	0 0	200	0 0	700	0 0	200	0 0	900	0 0
Campbelltown Hundred .. .. .	1,050	0 0	..	..	1,050	0 0	..	..	1,050	0 0
Wendonside .. .. .	100	0 0	..	..	100	0 0	..	..	100	0 0
Pyramid Bridge .. .. .	850	0 0	..	..	850	0 0	..	..	850	0 0
Otatara Bush .. .. .	500	0 0	..	..	500	0 0	..	..	500	0 0
West's to Mokohua .. .. .	100	0 0	..	..	100	0 0	..	..	100	0 0
Waimatuku Bush .. .. .	600	0 0	..	..	600	0 0	100	0 0	700	0 0
Blackmount to deferred-payment land	425	0 0	..	..	425	0 0	..	..	425	0 0
Bush land, Makarewa .. .. .	150	0 0	..	..	150	0 0	..	..	150	0 0
Seaward Moss to Awarua Bay .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Hedgehope Road .. .. .	200	0 0	..	..	200	0 0	..	..	200	0 0
Waikiwi Suburban .. .. .	150	0 0	..	..	150	0 0	..	..	150	0 0
Wallacetown to Tomoporakau .. ..	150	0 0	..	..	150	0 0	..	..	150	0 0
Winton Tramway to Winton Forest	200	0 0	..	..	200	0 0	..	..	200	0 0
Seaward Forest to deferred-payment block	650	0 0	..	..	650	0 0	..	..	650	0 0
Waikawa to Wyndham Valley .. ..	718	2 5	98	1 5	816	3 10	111	18 7	928	2 5
Riverton to Colac Bay .. .. .	400	0 0	200	0 0	600	0 0	..	..	600	0 0
Grove Bush .. .. .	200	0 0	..	..	200	0 0	..	..	200	0 0
Winton drains .. .. .	750	0 0	..	..	750	0 0	..	..	750	0 0
Stewart Island roads .. .. .	2,590	12 5	..	..	2,590	12 5	..	..	2,590	12 5
Clifton to Seaward Bush .. .. .	694	4 11	..	..	694	4 11	..	..	694	4 11
Sundry roads .. .. .	9,394	2 11	..	..	9,394	2 11	..	..	9,394	2 11
Sundry roads (Native labour) .. ..	9	9 0	..	..	9	9 0	..	..	9	9 0
Mosburn Bridge .. .. .	350	0 0	..	..	350	0 0	..	..	350	0 0
Mosburn to Te Anau Road .. .. .	807	19 9	..	..	807	19 9	500	0 0	1,307	19 9
Fairfax Bridge (to account) .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Lynd's Bridge .. .. .	..	..	..	..	..	..	100	0 0	100	0 0
Campbelltown Point Road .. .. .	..	..	49	10 6	49	10 6	250	9 6	300	0 0
Manapouri-Te Anau .. .. .	..	..	5	16 6	5	16 6	244	3 6	250	0 0
Te Anau-George Sound .. .. .	..	..	..	..	..	..	500	0 0	500	0 0
Manapouri-Dusky Sound .. .. .	..	..	..	..	..	..	1,000	0 0	1,000	0 0
Ackers Village .. .. .	..	..	..	..	..	..	120	0 0	120	0 0
Otapiri .. .. .	..	..	..	..	..	..	200	0 0	200	0 0
Carried forward .. .. .	73,691	8 0	1,180	10 5	74,871	18 5	5,649	9 7	80,521	8 0

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

	Net Expenditure to 31st March, 1896.		Net Expenditure during 12 Months ended 31st March, 1897.		Total Net Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	73,691	8 0	1,180	10 5	74,871	18 5	5,649	9 7	80,521	8 0
ROADS, BRIDGES, ETC.—continued.										
SOUTHLAND—continued.										
Campbelltown Hundred and Campbelltown	..		600	0 0	600	0 0	..		600	0 0
Kingswell Creek - Seaward Bush, £1 for £1	..		..		..		100	0 0	100	0 0
Hedgehope-Mataura .. ..	..		100	0 0	100	0 0	200	0 0	300	0 0
Eyre Creek Bridge .. ..	..		..		..		300	0 0	300	0 0
Mokoreta, Blocks VII. and IX., £1 for £1	..		..		..		100	0 0	100	0 0
Invercargill Hundred, Blocks XVII. and XX.	..		..		..		200	0 0	200	0 0
Invercargill Hundred, Block XV. ..	..		0	5 0	0	5 0	99	15 0	100	0 0
Invercargill Hundred, Block X. ..	..		0	5 0	0	5 0	199	15 0	200	0 0
Invercargill Hundred, Block XXII.	..		..		..		200	0 0	200	0 0
Tanner's Road-Winton .. ..	..		..		..		50	0 0	50	0 0
Dipton-Balfour .. ..	..		..		..		100	0 0	100	0 0
Waimumu Bridge .. ..	..		..		..		100	0 0	100	0 0
Small Grazing-run 23 .. ..	..		..		..		50	0 0	50	0 0
Southland Bridges and Fortrose Jetty (flood-damages)	..		..		..		800	0 0	800	0 0
Tisbury .. ..	..		..		..		200	0 0	200	0 0
Invercargill-Tisbury .. ..	..		..		..		400	0 0	400	0 0
Mataura Island Dairy Factory-Pine-bush Railway-station	..		..		..		250	0 0	250	0 0
Mill Road - Makarewa, Block X., Sections 32 and 33.	..		..		..		200	0 0	200	0 0
Haberfield's to Beach .. ..	..		..		..		80	0 0	80	0 0
Waikawa, Block VII. .. ..	..		..		..		100	0 0	100	0 0
Waikawa Bridge .. ..	..		..		..		250	0 0	250	0 0
Toetoes, Block X. .. ..	..		..		..		100	0 0	100	0 0
Avondale Saddle .. ..	..		..		..		100	0 0	100	0 0
Mararoa Bridge .. ..	..		..		..		250	0 0	250	0 0
Longwood, Blocks XV., XVI., XVII.	..		..		..		500	0 0	500	0 0
Lower Waiau Ferry .. ..	..		24	17 6	24	17 6	75	2 6	100	0 0
Purchase of Roads .. ..	..		..		..		100	0 0	100	0 0
Invercargill Hundred, Block XIII. ...	..		147	19 6	147	19 6	252	0 6	400	0 0
Riverton to Orepuki .. ..	549	13 6	..		549	13 6	..		549	13 6
Otautau Bridge .. ..	550	0 0	..		550	0 0	..		550	0 0
Makarewa Bridge .. ..	344	0 2	291	19 1	635	19 3	..		635	19 3
Wallacetown, Spar Bush, and Waimatuku Flat	150	0 0	100	0 0	250	0 0	200	0 0	450	0 0
Wallacetown to Ryal Bush .. ..	150	0 0	..		150	0 0	..		150	0 0
Seaward Bush roads .. ..	396	1 1	..		396	1 1	203	18 11	600	0 0
Aparima Bridge .. ..	100	0 0	..		100	0 0	..		100	0 0
Waikawa to Otago .. ..	5	0 0	19	7 5	24	7 5	480	12 7	505	0 0
Longwood (XVI., X.) .. ..	258	0 11	..		258	0 11	..		258	0 11
Owari Bridge .. ..	128	9 6	..		128	9 6	21	10 6	150	0 0
Mokoreta Valley, £1 for £1	..		..		..		..		..	
Gow's Creek Stock Bridge .. ..	150	0 0	..		150	0 0	..		150	0 0
Forest Hill-Macdonald Road .. ..	697	4 8	848	4 10	1,540	9 6	1,156	15 2	2,697	4 8
Campbelltown .. ..	800	0 0	..		800	0 0	300	0 0	1,100	0 0
Waiau Bridge-Clifden .. ..	81	10 9	111	0 4	192	11 1	307	8 11	500	0 0
Clifden Ferry-Eastern Bush (Limestone Gorge)	..		200	0 0	200	0 0	100	0 0	300	0 0
Mataura River protective works ..	200	0 0	..		200	0 0	..		200	0 0
Makarewa to Grove Bush .. ..	150	0 0	100	0 0	250	0 0	150	0 0	400	0 0
Track to McLaren's Run .. ..	..		40	0 0	40	0 0	..		40	0 0
Grassy Creek .. ..	150	0 0	..		150	0 0	..		150	0 0
Wyndham Road Bridge, £1 for £1 ..	200	0 0	..		200	0 0	..		200	0 0
Waimea Valley Road .. ..	..		200	0 0	200	0 0	..		200	0 0
Quarry Hills .. ..	100	0 0	..		100	0 0	..		100	0 0
Gore Bridge, £1 for £1 .. ..	500	0 0	500	0 0	1,000	0 0	..		1,000	0 0
Longwood (XVI., I., Block) .. ..	1,400	0 0	201	14 2	1,601	14 2	98	5 10	1,700	0 0
Lillburn, Monowai, and Alton Block	8,000	0 0	..		8,000	0 0	..		8,000	0 0
Mokoreta (Scrubby Hill) Block ..	492	13 2	..		492	13 2	500	0 0	992	13 2
Waikawa-Otago Block .. ..	5,686	18 1	1,629	1 4	7,315	19 5	14	0 7	7,330	0 0
Oteramika Block .. ..	120	1 8	..		120	1 8	400	0 0	520	1 8
Ackers Village Block .. ..	185	6 3	31	10 0	216	16 3	3	3 9	220	0 0
Hokonui and Forest Hill Block ..	..		78	15 0	78	15 0	421	5 0	500	0 0
Reaby Retreat .. ..	..		100	0 0	100	0 0	100	0 0	200	0 0
Bluff Road .. ..	..		500	0 0	500	0 0	400	0 0	900	0 0
Girdler's Road .. ..	..		50	0 0	50	0 0	..		50	0 0
Hillend Bush (Dipton Flat) .. ..	..		320	0 0	320	0 0	..		320	0 0
Black Creek Bridge and Road .. ..	..		..		..		200	0 0	200	0 0
Orepuki-Waiau .. ..	..		..		..		..		..	
Heddon Bush .. ..	200	0 0	..		200	0 0	..		200	0 0
Carried forward .. ..	95,436	7 9	7,370	9 7	102,806	17 4	16,063	3 10	118,870	1 2

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

	Net Expenditure to 31st March, 1896.			Net Expenditure during 12 Months ended 31st March, 1897.			Total Net Expenditure to 31st March, 1897.			Liabilities on Authorities, Contracts, &c., 31st March, 1897.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward .. ..	95,436	7	9	7,370	9	7	102,806	17	4	16,063	3	10	118,870	1	2
ROADS, BRIDGES, ETC.— <i>continued.</i>															
SOUTHLAND— <i>continued.</i>															
Half-moon Bay Wharf, Stewart Island .. ..	..	..	..	150	0	0	150	0	0	100	0	0	250	0	0
Half-moon Bay Tramway .. ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Lillburn Road .. ..	326	19	10	383	11	1	710	10	11	59	16	1	770	7	0
Lonaker's Settlement .. ..	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
Fortrose, Tokanui-Waikawa .. ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Orion and Minerva Roads, Makarewa, £1 for £1 .. ..	..	..	..	25	0	0	25	0	0	..	..	..	25	0	0
Millwood Special Settlement .. ..	..	..	..	75	0	0	75	0	0	..	..	..	75	0	0
Mabel District .. ..	..	..	..	200	0	0	200	0	0	300	0	0	500	0	0
Dunsdale .. ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Otamita Retreat .. ..	..	..	..	150	0	0	150	0	0	..	..	..	150	0	0
Timpany's Hill - Gorge Railway-station, Oteramika .. ..	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Totals—Southland .. ..	96,263	7	7	8,754	0	8	105,017	8	3	16,772	19	11	121,790	8	2
OTAGO AND SOUTHLAND:—															
Miscellaneous and engineering .. ..	8,520	12	0	261	4	11	8,782	1	11	638	11	0	9,420	12	11
To open up Otago and Southland runs .. ..	12,941	15	7	..	..	..	12,941	15	7	..	..	..	12,941	15	7
	21,462	12	7	261	4	11	21,723	17	6	638	11	0	22,362	8	6
GENERAL:—															
Expenditure under miscellaneous public-works votes (see Table No. 7 of 1884) .. ..	322,358	5	4	..	..	..	322,358	5	4	..	..	..	322,358	5	4
Works unprovided for .. ..	512	0	5	807	15	2	1,319	15	7	309	12	6	1,629	8	1
Cheviot Cheese-factory (subsidy) .. ..	700	0	0	..	..	..	700	0	0	..	..	..	700	0	0
Cheviot roads .. ..	3,691	5	5	632	5	2	4,323	10	7	..	..	..	4,323	10	7
Miscellaneous and Engineering—Main roads .. ..	33	14	0	..	..	..	33	14	0	..	..	..	33	14	0
Schools on improved-farm settlements .. ..	..	..	..	1,900	0	0	1,900	0	0	130	0	0	2,030	0	0
Miscellaneous and Engineering—Roads to give access .. ..	204	4	0	..	..	..	204	4	0	..	..	..	204	4	0
Native Land Purchases—Surveys .. ..	5,723	7	6	10,090	11	7	15,813	19	1	577	10	5	16,391	9	6
Native Land Purchases—New purchases .. ..	167	1	0	..	..	..	167	1	0	..	..	..	167	1	0
Expenses taking poll <i>re</i> Buller Bridge .. ..	79	4	4	..	..	..	79	4	4	..	..	..	79	4	4
Portion of subsidies to local bodies .. ..	143,553	12	11	..	..	..	143,553	12	11	..	..	..	143,553	12	11
Turanga Creek Wharf .. ..	100	13	6	..	..	..	100	13	6	..	..	..	100	13	6
Contingencies and subsidies to local bodies for providing work for unemployed .. ..	54,308	16	1	..	..	..	54,308	16	1	..	..	..	54,308	16	1
Co-operative work for unemployed .. ..	21,975	15	11	..	..	..	21,975	15	11	2,409	4	8	24,385	0	7
Liabilities of Victoria Valley Road Board .. ..	37	10	0	..	..	..	37	10	0	..	..	..	37	10	0
Grant to Ohinemuri County .. ..	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Opunaki Wharf, £1 for £1 .. ..	1,131	14	0	..	..	..	1,131	14	0	..	..	..	1,131	14	0
Improved-farm Settlements .. ..	23,521	4	2	22,285	3	11	50,806	8	1	17,765	0	9	68,571	8	10
Advances to co-operative workmen .. ..	147	10	0	..	..	..	147	10	0	..	..	..	147	10	0
Miscellaneous .. ..	..	..	..	686	9	5	686	9	5	993	10	7	1,680	0	0
GRANTS-IN-AID:—															
Grants-in-aid under "The Roads and Bridges Construction Act, 1882" .. ..	375,213	14	10	..	..	..	375,213	14	10	..	..	..	375,213	14	10
LOCAL BODIES:—															
Payments of thirds, &c. .. ..	1,343	3	2	152	2	3	1,495	5	5	312	12	1	1,807	17	6
VILLAGE SETTLEMENTS:—															
Village settlements .. ..	51,438	16	6	Cr. 299	19	0	51,138	17	6	1,646	10	0	52,785	7	6
Totals .. ..	1,012,241	13	1	36,254	8	6	1,048,496	1	7	24,144	1	0	1,072,640	2	7
Totals—Roads, Bridges, &c., exclusive of "Roads on Goldfields" .. ..	4,012,569	11	4	205,016	19	7	4,217,586	10	11	226,761	18	7	4,444,348	9	6
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 .. ..	84,671	17	1	5,142	15	0	89,814	12	1	5,339	3	9	95,153	15	10
Roads to open up mineral lands .. ..	1,885	11	1	..	..	..	1,885	11	1	..	..	..	1,885	11	1
Carried forward .. ..	86,557	8	2	5,142	15	0	91,700	3	2	5,339	3	9	97,039	6	11

\* £177,860 18s. 6d. of this sum has been charged to Government Loans to Local Bodies' Account.

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

	Expenditure to 31st March, 1896.		Expenditure during 12 Months ended 31st March, 1897.		Total Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	86,557	8 2	5,142	15 0	91,700	3 2	5,339	3 9	97,039	6 11
ROADS ON GOLDFIELDS—continued.										
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 ..	970	0 0	500	0 0	1,470	0 0	..	..	1,470	0 0
Waikawau to Manaia .. ..	1,000	0 0	500	0 0	1,500	0 0	..	..	1,500	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
Tereohanga Gorge to Puhipuhi ..	800	0 0	..	..	800	0 0	..	..	800	0 0
Cabbage Bay to Port Charles ..	1,185	0 0	500	0 0	1,685	0 0	..	..	1,685	0 0
Tiki to Mahikarau .. ..	250	0 0	..	..	250	0 0	..	..	250	0 0
Kuaotunu to Mercury Bay .. ..	800	0 0	300	0 0	1,100	0 0	..	..	1,100	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 ..	596	19 6	..	..	596	19 6	500	0 0	1,096	19 6
Tiki to Waikawau .. ..	600	0 0	..	..	600	0 0	..	..	600	0 0
Hikutaia to Waihi Road .. ..	815	0 0	500	0 0	1,315	0 0	500	0 0	1,815	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 .. ..	850	11 7	334	18 9	1,185	10 4	165	1 3	1,350	11 7
Junction Waihi Road to New Find, Waitekauri	86	8 0	42	0 0	128	8 0	200	0 0	328	8 0
Thompson's Track .. ..	1,884	17 3	924	5 10	2,809	3 1	575	16 11	3,385	0 0
Paeroa to Waitoa .. ..	56	0 0	149	13 4	205	13 4	500	0 0	705	13 4
Paeroa to Te Aroha .. ..	365	0 0	200	0 0	565	0 0	100	0 0	665	0 0
Mercury Bay to Whenuakite and Boat Harbour	150	0 0	150	0 0	300	0 0	50	0 0	350	0 0
Matawai to Kaimarama .. ..	150	0 0	..	..	150	0 0	..	..	150	0 0
Tiki to Gum Town, <i>via</i> Kaimarama..	160	0 0	250	0 0	410	0 0	50	0 0	460	0 0
Driving Creek to Cape Colville ..	175	0 0	..	..	175	0 0	..	..	175	0 0
Upper Tararu Road .. ..	392	0 0	..	..	392	0 0	300	0 0	692	0 0
Thames to Hikutaia .. ..	400	0 0	331	10 6	731	10 6	68	9 6	800	0 0
Upper Waiotahi Road .. ..	292	10 0	118	5 0	410	15 0	81	15 0	492	10 0
Tapu Creek extension .. ..	198	5 8	60	0 0	258	5 8	160	0 0	418	5 8
Gordon Settlement to Waharoa ..	..	..	..	..	..	..	600	0 0	600	0 0
Turua Road .. ..	..	..	100	0 0	100	0 0	250	0 0	350	0 0
Waiorongomai Road .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Approach to railway bridge, Te Aroha	..	..	..	..	..	..	150	0 0	150	0 0
Upper Waitekauri Bridge .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Road formation, Waitekauri to Cross Road	..	..	..	..	..	..	300	0 0	300	0 0
Waihi to Whangamata .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Cabbage Bay to Mines .. ..	..	..	400	0 0	400	0 0	..	..	400	0 0
Coromandel to Cabbage Bay .. ..	..	..	250	0 0	250	0 0	..	..	250	0 0
Tokatea to Kennedy Bay .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Tairua-Whenuakite Road .. ..	..	..	200	0 0	200	0 0	100	0 0	300	0 0
Tiki to Manaia .. ..	..	..	300	0 0	300	0 0	..	..	300	0 0
Manaia to Mines .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Whitianga to Mahakirau .. ..	..	..	300	0 0	300	0 0	..	..	300	0 0
Whangapoua Mill Road .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Kuaotunu Bridge .. ..	..	..	200	0 0	200	0 0	..	..	200	0 0
Puru Creek Road .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Hikutaia - Whangamata ("Wires" Track)	..	..	40	3 0	40	3 0	359	17 0	400	0 0
Inland from Omahu .. ..	..	..	..	..	..	..	400	0 0	400	0 0
Matatoki Road .. ..	..	..	59	16 0	59	16 0	140	4 0	200	0 0
Metalling Bowentown-Waihi Road	..	..	..	..	..	..	250	0 0	250	0 0
NELSON:—										
Repairs to Nile Bridge .. ..	831	2 6	..	..	831	2 6	..	..	831	2 6
Lyell to Mokihinui <i>via</i> Eight-mile Mokihinui Quartz-reefs to Specimen Creek	5,098	8 6	..	..	5,098	8 6	..	..	5,098	8 6
Brighton to Seventeen-mile Beach <i>via</i> Terraces	1,238	7 5	..	..	1,238	7 5	..	..	1,238	7 5
Cobden to Seventeen-mile Beach ..	1,789	7 2	..	..	1,789	7 2	..	..	1,789	7 2
Wangapeka to Karamea .. ..	3,436	1 4	..	..	3,436	1 4	..	..	3,436	1 4
Aorere Valley to Karamea and Mokihinui	2,000	0 0	..	..	2,000	0 0	..	..	2,000	0 0
Owen Valley Road .. ..	29,938	1 2	..	..	29,938	1 2	..	..	29,938	1 2
Carried forward .. ..	155,094	6 5	12,253	7 5	167,347	13 10	12,290	7 5	179,638	1 3

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

	Expenditure to 31st March, 1896.		Expenditure during 12 Months ended 31st March, 1897.		Total Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	155,094	6 5	12,253	7 5	167,347	13 10	12,290	7 5	179,638	1 3
ROADS ON GOLDFIELDS—continued.										
NELSON—continued.										
Hampden to Horse Terrace .. ..	3,450	18 6	..	..	3,450	18 6	33	1 6	3,484	0 0
Hatter's Terrace to Bell Hill and Haupiri .. ..	1,650	0 0	..	..	1,650	0 0	..	..	1,650	0 0
Larry's Creek to Lyell Road, near Dee River (subsidy of £1 for £1) .. ..	423	10 0	..	..	423	10 0	..	..	423	10 0
Bridle-track to Upper Anatoki .. ..	722	8 0	..	..	722	8 0	..	..	722	8 0
Hatter's Terrace Road (£1 for £1 subsidy) .. ..	400	0 0	..	..	400	0 0	..	..	400	0 0
Deep Creek to Bell Hill (£1 for £1 subsidy) .. ..	365	10 0	..	..	365	10 0	..	..	365	10 0
Irishman's to Lake Brunner (£1 for £1 subsidy) .. ..	900	0 0	..	..	900	0 0	..	..	900	0 0
Improving roads and tracks, Collingwood to Takaka, Motueka, and Karamea .. ..	11,005	18 11	..	..	11,005	18 11	..	..	11,005	18 11
Ahaura to Amuri .. ..	2,504	19 7	..	..	2,504	19 7	..	..	2,504	19 7
Grey River to Moonlight .. ..	530	0 0	..	..	530	0 0	400	0 0	930	0 0
Blackball Track .. ..	1,185	12 5	..	..	1,185	12 5	..	..	1,185	12 5
Ahaura-Kopara Road .. ..	400	0 0	..	..	400	0 0	..	..	400	0 0
Nelson Creek Bridge .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Big River Road .. ..	1,402	14 0	522	0 0	1,924	14 0	678	0 11	2,602	14 11
Approaches, Matakītaki Bridge .. ..	218	15 0	..	..	218	15 0	61	5 0	280	0 0
Soldier's Creek Road .. ..	198	5 0	..	..	198	5 0	..	..	198	5 0
Painkiller, to connect with Murray's Creek Road .. ..	178	4 0	..	..	178	4 0	300	0 0	478	4 0
Gannon's to Painkiller .. ..	196	10 6	..	..	196	10 6	53	9 6	250	0 0
Pain's Ford Bridge .. ..	798	13 10	..	..	798	13 10	..	..	798	13 10
Red Hill Road .. ..	249	8 1	..	..	249	8 1	..	..	249	8 1
Track, Slate River to Rocky .. ..	225	0 0	..	..	225	0 0	..	..	225	0 0
Pack-track to Kill Devil .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Bridge, Karamea River .. ..	1,487	11 7	1,778	8 1	3,265	19 8	300	0 0	3,565	19 8
Waimangaroa to Denniston .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Road to Lyell's Creek, Extended Company's Tunnel .. ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Road from Lyell Bridge to Ryan's .. ..	..	..	100	0 0	100	0 0	75	0 0	175	0 0
Road to Oparara Diggings .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Millerton Road .. ..	249	0 3	..	..	249	0 3	200	0 0	449	0 3
Track to diggings, Cape Foulwind .. ..	97	11 0	100	0 0	197	11 0	..	..	197	11 0
Cobden to Coal Creek .. ..	375	0 0	..	..	375	0 0	..	..	375	0 0
Mackley's to Waipuna Terrace .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Footbridge over Blackball Creek .. ..	150	0 0	..	..	150	0 0	..	..	150	0 0
Road to Barrytown .. ..	275	0 0	25	0 0	300	0 0	..	..	300	0 0
Track to Adamstown .. ..	..	..	375	4 0	375	4 0	75	0 0	450	4 0
Track to Crow Diggings .. ..	227	5 5	295	19 8	523	5 1	..	..	523	5 1
Ngahere to Blackball .. ..	..	..	400	0 0	400	0 0	200	0 0	600	0 0
Ahaura Bridge .. ..	200	0 0	300	0 0	500	0 0	500	0 0	1,000	0 0
Brown's Terrace to Arnold .. ..	100	0 0	50	0 0	150	0 0	50	0 0	200	0 0
Prospecting-track, Brunner to Paparua .. ..	125	0 0	50	0 0	175	0 0	150	0 0	325	0 0
Richmond-Collingwood .. ..	..	..	250	0 0	250	0 0	..	..	250	0 0
Takaka-Collingwood Inland Road .. ..	..	..	150	0 0	150	0 0	350	0 0	500	0 0
Bonny Doon Road .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Collingwood to Parapara .. ..	..	..	..	..	..	..	250	0 0	250	0 0
Anatoki Track .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Takaka River Foot-bridge .. ..	..	..	..	..	..	..	150	0 0	150	0 0
Scott's Creek Bridge .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Canaan Road .. ..	..	..	100	0 0	100	0 0	100	0 0	200	0 0
Ferntown-Pakawau Road .. ..	..	..	150	0 0	150	0 0	..	..	150	0 0
Repairing bridges, Staunton and Doctor's Creeks .. ..	..	..	160	0 0	160	0 0	40	0 0	200	0 0
Road, Seddonville to Mokihinui .. ..	..	..	100	0 0	100	0 0	200	0 0	300	0 0
Track, Seddonville to Mokihinui Mine .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Granity Creek southwards .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Granity Creek-Ngakawau .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Four-mile Bridge .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Fox's Bridge .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Fairdown-Waimangaroa .. ..	..	..	200	0 0	200	0 0	50	0 0	250	0 0
Wilson's Lead Road .. ..	..	..	..	..	..	..	150	0 0	150	0 0
Track up Four-mile and Nile Rivers .. ..	..	..	..	..	..	..	400	0 0	400	0 0
Charleston-Nine-mile Beach .. ..	..	..	150	0 0	150	0 0	50	0 0	200	0 0
Road, Promised Land-Karamea .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Track to Piper's Flat, Addison's .. ..	..	..	75	0 0	75	0 0	75	0 0	150	0 0
Snowy Creek Bridge .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Reefton-Marua .. ..	..	..	288	8 6	288	8 6	511	11 6	800	0 0
Carried forward .. ..	186,087	2 6	17,973	7 8	204,060	10 2	19,492	15 10	223,553	6 0

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

	Expenditure to 31st March, 1896.			Expenditure during 12 Months ended 31st March, 1897.			Total Expenditure to 31st March, 1897.			Liabilities on Authorities, Contracts, &c., 31st March, 1897.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward .. ..	186,087	2	6	17,973	7	8	204,060	10	2	19,492	15	10	223,553	6	0
ROADS ON GOLDFIELDS—continued.															
NELSON—continued.															
Maruia Road and horse-track via Castleanie's .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Ahaura-Haupiri .. ..	..	..	..	200	0	0	200	0	0	..	..	..	200	0	0
Foot-bridge, By-wash, Ngahere-Blackball Ferry .. ..	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Moonlight to Paparoa .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Bridges, Cobden-Seven mile Road ..	..	..	..	..	..	..	..	..	..	325	0	0	325	0	0
Track to Healey's Gully .. ..	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Track, Fagan's Creek to top Paparoa Range .. ..	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Track, Lancashire Flat to head of Clearwater Creek .. ..	..	..	..	..	..	..	..	..	..	50	0	0	50	0	0
Blackball Track to Paparoa Ranges ..	..	..	..	..	..	..	..	..	..	600	0	0	600	0	0
Waipuna Road .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Granville Road .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Bridges, Blackwater and Greenstone Walker's Creek Bridge .. ..	..	..	..	250	0	0	250	0	0	50	0	0	300	0	0
Landing Creek Bridge .. ..	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Granity Creek Bridge .. ..	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Dee Creek Bridge .. ..	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Mangle's Bridge .. ..	..	..	..	..	..	..	..	..	1,000	0	0	1,000	0	0	
Wangapeka-Wanganui .. ..	..	..	..	683	10	2	683	10	2	382	19	8	1,066	9	10
Table-land Horse-track .. ..	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Wangapeka Track, Rolling River to Kiwi Creek .. ..	..	..	..	3	10	4	3	10	4	146	9	8	150	0	0
Mud Flat-Karamea-Oparara .. ..	..	..	..	112	13	6	112	13	6	..	..	..	112	13	6
Belgrove-Westport-Reefton .. ..	..	..	..	3,750	0	0	3,750	0	0	..	..	..	3,750	0	0
Fencing land, Blackball Road .. ..	..	..	..	110	0	0	110	0	0	..	..	..	110	0	0
Kumara-Greymouth .. ..	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
MARLBOROUGH:—															
Wakamarina Valley .. ..	11	0	0	..	..	..	11	0	0	..	..	..	11	0	0
Anikiwa Jetty .. ..	135	15	9	..	..	..	135	15	9	..	..	..	135	15	9
Havelock to Mahakipawa .. ..	1,311	9	0	..	..	..	1,311	9	0	..	..	..	1,311	9	0
Onamalutu to Wakamarina Forks ..	400	0	0	138	16	0	538	16	0	261	4	0	800	0	0
Bartlett's Creek Track .. ..	200	0	0	..	..	..	200	0	0	150	0	0	350	0	0
Gravelling road through Mr. Adams's property .. ..	..	..	..	94	9	0	94	9	0	5	11	0	100	0	0
Gravelling Onamalutu Road .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Tracks, Wakamarina and Mahakipawa .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Remetalling Wakamarina Road .. ..	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Havelock-Tuamarina Road .. ..	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
CANTERBURY:—															
Road to open up Wilberforce quartz-reefs .. ..	1,830	17	7	..	..	..	1,830	17	7	..	..	..	1,830	17	7
WESTLAND:—															
Cedar Creek Road .. ..	4,500	0	0	..	..	..	4,500	0	0	..	..	..	4,500	0	0
Browning's Pass to Reefs (subsidy of £2 for £1) .. ..	2,207	10	8	..	..	..	2,207	10	8	..	..	..	2,207	10	8
Great South Road .. ..	7,964	12	9	1,561	19	3	9,546	12	0	1,318	0	1	10,864	12	1
Track up Waiho River .. ..	86	17	6	..	..	..	86	17	6	..	..	..	86	17	6
Haast Ferry to Glue-pot .. ..	126	0	0	..	..	..	126	0	0	..	..	..	126	0	0
Jackson's Bay to Cascade and Gorge ..	6,832	6	0	..	..	..	6,832	6	0	..	..	..	6,832	6	0
River Districts															
Grey Valley to Teremakan .. ..	900	0	0	..	..	..	900	0	0	..	..	..	900	0	0
Bridge over Mahinapua Creek .. ..	503	16	10	..	..	..	503	16	10	..	..	..	503	16	10
Extension, Seddon's Terrace Track ..	101	6	3	..	..	..	101	6	3	200	0	0	301	6	3
Bridge over Ogilvie Creek .. ..	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Deviation Road, Larrikin's Flat .. ..	1,375	4	2	..	..	..	1,375	4	2	119	12	3	1,494	16	5
Gillam's Gully Track .. ..	220	0	0	..	..	..	220	0	0	150	0	0	370	0	0
Bridge over Kanieri River at Kokatahi ..	467	10	10	..	..	..	467	10	10	..	..	..	467	10	10
Taipu Creek to Seven-mile .. ..	194	5	8	..	..	..	194	5	8	..	..	..	194	5	8
Totara Bridge .. ..	336	0	0	..	..	..	336	0	0	..	..	..	336	0	0
Track, Waikupukupu ocean-beach to main road .. ..	..	..	..	84	8	0	84	8	0	15	12	0	100	0	0
Wire Bridge, Waiho River .. ..	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Track, Totara River to Constitution Hill .. ..	40	0	0	..	..	..	40	0	0	60	0	0	100	0	0
Wire Bridge, Kapitea Creek, Lamplough Track .. ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Butchers Creek Bridge, Kanieri Lake Road .. ..	..	..	..	..	..	..	..	..	..	120	0	0	120	0	0
Extension Tucker's Flat Road .. ..	..	..	..	..	..	..	..	..	..	150	0	0	150	0	0
Widening Milltown Track to Humphrey's Gully .. ..	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Carried forward .. ..	215,981	15	6	24,982	13	11	240,964	9	5	28,847	4	6	269,811	13	11

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

	Expenditure to 31st March, 1896.		Expenditure during 12 Months ended 31st March, 1897.		Total Expenditure to 31st March, 1897.		Liabilities on Authorities, Contracts, &c., 31st March, 1897.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward .. ..	215,981	15 6	24,982	13 11	240,964	9 5	28,847	4 6	269,811	13 11
ROADS ON GOLDFIELDS—continued.										
WESTLAND—continued.										
Renewal Fisherman's Creek Bridge .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Doughboy Road .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Widening Track, Kanieri Lake to Milltown .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Pack Track, Seddon's Terrace to Eel Creek .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Prospecting Track, Greek's Gully, Kanieri Forks .. ..	..	..	150	0 0	150	0 0	..	..	150	0 0
Prospecting Track, Totara River to Farmer's Creek .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Widening and repairing Lamplough Track .. ..	..	..	..	..	..	..	100	0 0	100	0 0
New Bridge, Kapitea Creek, Loop-line Road .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Stribbing's Creek Bridge .. ..	..	..	..	..	..	..	100	0 0	100	0 0
Widening Road, Lake Mapourika to Waiho .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Repairing Jones Creek and Donoghue Storm-channels .. ..	..	..	100	0 0	100	0 0	..	..	100	0 0
Pine-tree Road .. ..	..	..	44	14 7	44	14 7	30	5 5	75	0 0
Wire Bridge, German Gully Track .. ..	..	..	..	..	..	..	120	0 0	120	0 0
New Road, Stafford to Awatuna .. ..	..	..	252	4 6	252	4 6	147	5 6	399	10 0
Karangarua Bridge .. ..	..	..	2	8 0	2	8 0	447	12 0	450	0 0
Okuru River Ford Track .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Kokatahi Road .. ..	..	..	248	4 6	248	4 6	258	2 0	506	6 6
Reefton-Hokitika-Ross .. ..	..	..	3,266	5 2	3,266	5 2	273	14 10	3,540	0 0
Okarito River Bridge .. ..	..	..	276	13 4	276	13 4	23	6 8	300	0 0
Continuation Wataroa Bluff Track .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Drainage, Stafford Township .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Widening Cook's River-flat Road .. ..	..	..	..	..	..	..	400	0 0	400	0 0
Hokitika-Jackson's .. ..	..	..	875	0 0	875	0 0	..	..	875	0 0
Resumption of J. Holmes's land, Teremakau .. ..	..	..	300	0 0	300	0 0	..	..	300	0 0
OTAGO:—										
Arthur's Point to Skipper's .. ..	12,167	4 1	..	..	12,167	4 1	..	..	12,167	4 1
Waikaia Bush Road .. ..	1,000	0 0	..	..	1,000	0 0	..	..	1,000	0 0
Arrowtown to Macetown Quartz-reefs and Motutapu Bush .. ..	9,720	6 8	..	..	9,720	6 8	..	..	9,720	6 8
Waitahuna Bridge, on account of reconstruction .. ..	750	0 0	..	..	750	0 0	..	..	750	0 0
Garston to Nevis .. ..	1,565	17 2	350	0 0	1,915	17 2	50	0 0	1,965	17 2
Wakatipu to Milford Sound .. ..	7,240	7 11	..	..	7,240	7 11	..	..	7,240	7 11
Piers, Victoria Bridge .. ..	362	10 0	..	..	362	10 0	..	..	362	10 0
Artesian-well boring, Maniototo Plains .. ..	800	0 0	..	..	800	0 0	..	..	800	0 0
Miller's Flat to Skipper's Road .. ..	580	0 0	..	..	580	0 0	..	..	580	0 0
Bridge and approaches, Skipper's .. ..	..	..	..	..	..	..	1,500	0 0	1,500	0 0
Arrowtown to Macetown .. ..	400	0 0	..	..	400	0 0	500	0 0	900	0 0
Deviation, Pleasant Creek Track .. ..	..	..	180	0 0	180	0 0	..	..	180	0 0
Waipori-Berwick Gorge Road .. ..	..	..	694	17 5	694	17 5	305	2 7	1,000	0 0
Bridge over Clutha River at Miller's Flat .. ..	..	..	50	0 0	50	0 0	950	0 0	1,000	0 0
Renewal bridge to Bannockburn .. ..	..	..	..	..	..	..	600	0 0	600	0 0
Nevis Valley Road .. ..	..	..	..	..	..	..	400	0 0	400	0 0
Clyde-Queenstown .. ..	..	..	250	0 0	250	0 0	..	..	250	0 0
Punt—Hawea and Wanaka districts .. ..	..	..	..	..	..	..	300	0 0	300	0 0
Track up Shotover River .. ..	..	..	..	..	..	..	200	0 0	200	0 0
Lawrence-Clyde .. ..	..	..	500	0 0	500	0 0	..	..	500	0 0
SOUTHLAND:—										
Tracks, Merivale District .. ..	500	0 0	..	..	500	0 0	..	..	500	0 0
Waiau to Preservation Inlet .. ..	7,955	19 6	..	..	7,955	19 6	1,000	0 0	8,955	19 6
Tracks, Stewart Island .. ..	130	8 0	70	0 0	200	8 0	250	0 0	450	8 0
Waipapa to Waikawa .. ..	200	0 0	..	..	200	0 0	..	..	200	0 0
Waipapa to Six-mile .. ..	100	0 0	..	..	100	0 0	..	..	100	0 0
Orepuki (Block I.)—Longwood .. ..	..	..	..	..	..	..	500	0 0	500	0 0
Assistance towards prospecting* .. ..	2,630	16 2	..	..	2,630	16 2	..	..	2,630	16 2
Contingencies .. ..	639	13 8	34	9 8	674	2 11	..	..	674	2 11
Totals .. ..	262,724	18 8	32,577	10 8	295,302	9 4	39,702	13 6	335,005	2 10

\* See also Table No. 5A, Development of Goldfields.

Development of Goldfields.—Table No. 5.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1897, and the LIABILITIES on that Date.

LOCALITY AND NAME OF RACE.	EXPENDITURE.				LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.						
	Survey and Construction, 1870-96.		Grants, Subsidies, 1870-96.		Survey and Construction, 1896-97.		Grants, Subsidies, 1896-97.				Totals.	Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.	Totals.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.								£
<b>NORTH ISLAND.</b>																
<b>AUCKLAND PROVINCIAL DISTRICT—</b>																
Thames	80,708	19 3	..	..	..	..	..	..	..	..	..	..	..	80,708	19 3	Thames.
Tairua Water-race	..	..	34	5 4	..	..	..	..	..	..	..	..	..	165	14 8	Tairua Water-race.
Compensation, Thames Water-race	..	..	1,250	0 0	..	..	..	..	..	..	..	..	..	1,250	0 0	Compensation, Thames Water-race.
R. Kelly's water-race, Mata	..	..	40	0 0	..	..	..	..	..	..	..	..	..	60	0 0	R. Kelly's water-race, Mata.
Kuaotunu Sludge-channel	..	..	200	0 0	..	..	..	..	..	..	..	..	..	200	0 0	Kuaotunu Sludge-channel.
	80,708	19 3	1,524	5 4	..	..	..	..	..	..	..	..	..	225	14 8	<b>NORTH ISLAND.</b>
<b>MIDDLE ISLAND.</b>																
<b>WESTLAND PROVINCIAL DISTRICT—</b>																
<i>Subsidies—</i>																
Hobonu	3	7 0	1,955	12 1	..	..	..	..	..	..	..	..	..	1,958	19 1	Hobonu.
Hibernian	12	5 8	1,992	14 8	..	..	..	..	..	..	..	..	..	2,005	0 4	Hibernian.
New River	21	5 0	3,496	0 3	..	..	..	..	..	..	..	..	..	3,517	5 3	New River.
Kanieri	1	5 6	10,310	18 4	..	..	..	..	..	..	..	..	..	10,312	3 10	Kanieri.
Rimu Drainage-tunnel	..	..	0	12 6	191	7 0	..	..	..	..	..	..	..	58	0 6	Rimu Drainage-tunnel.
Ross Sludge-channel	..	..	1,554	10 6	..	..	..	..	..	..	..	..	..	1,554	10 6	Ross Sludge-channel.
Kumara Sludge-channel No. 2	..	..	2,762	17 2	..	..	..	..	..	..	..	..	..	2,762	17 2	Kumara Sludge-channel No. 2.
Kumara No. 4 Main Tail-race	552	14 10	447	5 2	..	..	..	..	..	..	..	..	..	998	0 0	Kumara No. 4 Main Tail-race.
Kumara No. 5 Main Tail-race	..	..	1,319	4 11	..	..	..	..	..	..	..	..	..	883	4 3	Kumara No. 5 Main Tail-race.
Trustees Main Tail-race, Waimea	..	..	273	2 6	..	..	..	..	..	..	..	..	..	114	0 11	Trustees Main Tail-race, Waimea.
Branch Tail-race to No. 4 Channel, Payne and party	..	..	..	..	..	..	..	..	..	..	..	..	..	12	16 9	Branch Tail-race to No. 4 Channel, Payne and party.
Kelly's Terrace Tunnel	..	..	..	..	..	..	..	..	..	..	..	..	..	1,448	13 9	Kelly's Terrace Tunnel.
Wainihinihi Water-race	..	..	..	..	..	..	..	..	..	..	..	..	..	84	3 8	Wainihinihi Water-race.
Quinn's Creek Water-race (purchase)	..	..	..	..	..	..	..	..	..	..	..	..	..	70	0 0	Quinn's Creek Water-race (purchase).
Ngahere-Blackball	..	..	..	..	..	..	..	..	..	..	..	..	..	200	0 0	Ngahere-Blackball.
<i>Government Works—</i>	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	<i>Government Works—</i>
Waimea-Kumara	184,984	7 6	..	..	2,784	11 3	..	..	..	988	1 8	..	..	988	1 8	Waimea-Kumara.
Mikonui	25,927	4 6	..	..	..	..	..	..	..	..	..	..	..	25,927	4 6	Mikonui.
<b>NELSON PROVINCIAL DISTRICT—</b>																
<i>Government Works—</i>																
Nelson Creek	90,722	10 8	..	..	..	..	..	..	..	..	..	..	..	90,722	10 8	Nelson Creek.
Napoleon Hill	257	16 7	..	..	..	..	..	..	..	..	..	..	..	257	16 7	Napoleon Hill.
Argyle (Charleston)	15,351	15 3	..	..	..	..	..	..	..	..	..	..	..	15,351	15 3	Argyle (Charleston).
Black's Point	244	9 0	..	..	..	..	..	..	..	..	..	..	..	244	9 0	Black's Point.
Jones, Baxter, and party, water-race from Roaring Meg	..	..	..	..	..	..	..	..	..	..	..	..	..	321	3 7	Jones, Baxter, and party, water-race from Roaring Meg.
Carried forward	317,879	1 624,112	18 1	2,868	14 11	3,098	0 4347,958	14 10	988	1 8	2,837	19 9	..	3,826	1 5351,754	16 3



Development of Goldfields.—Table No. 5—continued.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1897, and the LIABILITIES on that Date—continued.

LOCALITY AND NAME OF RACE.	EXPENDITURE.						LIABILITIES.						Total Expenditure and Liabilities.													
	Survey and Construction, 1870-96.		Grants, Subsidies, 1870-96.		Survey and Construction, 1896-97.		Grants, Subsidies, 1896-97.		Totals.		Authorities on Construction.			Authorities on Grants, Subsidies.		Contracts.		Totals.								
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.	£	s.	d.				
Brought forward ..	317,879	1	6	24,112	18	1	2,868	14	11	3,098	0	4,347,958	14	10	988	1	8	2,837	19	9	3,826	1	5,351,784	16	3	
MIDDLE ISLAND—continued.																										
NELSON PROVINCIAL DISTRICT— <i>ctd.</i>																										
<i>Government Works</i> —continued.																										
Randall Creek Water-race	232	3	2				100	15	0	73	15	0	322	18	2								322	18	2	
Wills and party, water-race at Sulky Gully				76	5	0						150	0	0									150	0	0	
OTAGO PROVINCIAL DISTRICT— <i>Subsidies</i> —																										
Arrow				612	10	0						612	10	0									612	10	0	
Beaumont and Tuapeka				640	0	0						644	6	2									644	6	2	
Carrick Range				9,249	13	1						9,249	13	1									9,249	13	1	
Mount Pisgah				200	0	0						200	0	0									200	0	0	
Lawrence Drainage-channel				2,956	14	0						2,956	14	0									2,956	14	0	
Ophir Tail-race				1,150	0	0						1,150	0	0									1,150	0	0	
Muddy Creek Channel				850	0	0						850	0	0									850	0	0	
St. Bathans				1,000	0	0						1,000	0	0									1,000	0	0	
Maerewhenua				1,065	0	0						1,065	0	0									1,065	0	0	
Artesian wells, Maniototo				20	0	0						20	0	0									20	0	0	
Improving water-supply, Oamaru				1,150	7	2						1,150	7	2									1,150	7	2	
<i>Government Works</i> —																										
Mount Ida	70,653	18	4				112	4	9			70,766	3	1									70,766	3	1	
Waipori	11,263	1	0									11,263	1	0									11,263	1	0	
CANTERBURY PROVINCIAL DISTRICT— <i>Subsidy</i> —																										
Ninety-mile Beach Water-race							23	11	11			23	11	11									43	8	1	
SOUTHLAND PROVINCIAL DISTRICT— <i>Subsidy</i> —																										
Round Hill				133	19	4						133	19	4									133	19	4	
GENERAL—																										
Increased water-supply	580	4	0	100	0	0						680	4	0									680	4	0	
DEPARTMENTAL—																										
Salaries, travelling, advertising, &c.	6,720	6	8									6,720	6	8									6,720	6	8	
TOTALS	409,508	8	0	41,081	19	6	3,105	6	7	3,171	15	4,456,867	9	5	1,131	2	7	2,837	19	9	3,969	2	4,460,836	11	9	
SUMMARY.																										
NORTH ISLAND	80,708	19	3	1,524	5	4						82,233	4	7									82,233	4	7	
MIDDLE ISLAND	409,508	8	0	41,081	19	6	3,105	6	7	3,171	15	4,456,867	9	5	1,131	2	7	2,837	19	9	3,969	2	4,460,836	11	9	
TOTALS	490,217	7	3	42,606	4	10	3,105	6	7	3,171	15	4,539,106	14	0	1,131	2	7	3,063	14	5	4,194	17	0	5,433,295	11	0

Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1897, and the LIABILITIES on that Date.

	Expenditure during 12 Months ended 31st March, 1896.			Expenditure during 12 Months ended 31st March, 1897.			Total Expenditure to 31st March, 1897.			Liabilities on 31st March, 1897.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Assistance towards prospecting* ..	4,104	16	11	1,533	6	7	5,638	3	6	2,913	14	3	8,551	17	9
Purchase of diamond-drill ..	722	1	5	..	..	..	722	1	5	..	..	..	722	1	5
Prospecting deep levels, Thames,— Queen of Beauty Claim ..	..	..	..	2,593	11	1	2,593	11	1	22,406	8	11	25,000	0	0
Inspector's fee, deep-level shaft, Thames ..	..	..	..	104	3	4	104	3	4	395	16	8	500	0	0
Totals .. ..	4,826	18	4	4,231	1	0	9,057	19	4	25,715	19	10	34,773	19	2

\* For expenditure prior to 31st March, 1894, see Roads on Goldfields, Table No. 4 (£22,630 16s. 2d.).

TABLE No. 6.

STATEMENT showing the EXPENDITURE on TELEGRAPHS out of Public Works Fund to 31st March, 1897, and the LIABILITIES on that Date.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1897.	Total Expenditure and Liabilities.	
	Poles.	Wire.		£	s. d.
Expenditure to the 31st March, 1896 .. ..	..	..	734,559	12 11	£ s. d.
Telephone exchanges .. ..	..	..	2,799	12 10	..
New copper wires—					
Auckland-Taupo .. ..	..	88	370	7 3	..
Auckland-Paeroa .. ..	..	40	250	3 3	..
Wanganui-New Plymouth .. ..	..	60	312	3 8	..
Wanganui-Napier .. ..	..	28	77	6 6	..
Napier-Taupo .. ..	..	80	378	6 3	..
Napier-Wairoa .. ..	..	41	360	18 6	..
Hutt-Hastings .. ..	..	..	2	2 3	..
Blenheim-Kaikoura .. ..	..	..	18	10 0	..
Greymouth-Reefton .. ..	..	50	132	12 11	..
Dunedin-Waitaki .. ..	..	..	35	1 8	..
Cape Maria van Diemen .. ..	..	..	3	15 7	..
Te Aroha-Katikati .. ..	..	..	5	0 0	..
Taupiri-Huntly .. ..	..	..	1	2 6	..
Upper Kuaotunu .. ..	0½	2½	23	18 3	..
Puriri .. ..	..	..	0	1 6	..
Waikino loop .. ..	..	..	8	12 0	..
Lichfield loop .. ..	..	..	0	10 6	..
Whangarei-Poroti .. ..	13	13	299	15 9	..
Hikurangi-Whakapara .. ..	5	5	3	13 8	..
Maungakaramea .. ..	7	7	150	19 10	..
Totara North .. ..	..	..	29	12 4	..
Hukerenui extension .. ..	5	5	116	9 3	..
Waipapakauri extension .. ..	..	..	1	5 6	..
Ormond-Waimata .. ..	8	8	183	5 7	..
Herbertville-Wimbledon .. ..	4	6	50	4 9	..
Wallingford .. ..	..	..	2	17 5	..
Dannevirke-Weber and Wimbledon .. ..	..	..	4	16 4	..
Waikanae extension .. ..	..	..	1	4 3	..
Whenuakura extension .. ..	..	5	27	19 9	..
Hutt-Taita .. ..	..	4	8	6 5	..
Bell Block .. ..	..	3	13	8 8	..
Marton-Rata .. ..	..	11	16	11 7	..
Koputarua .. ..	1½	1½	33	8 7	..
Maharahara extension .. ..	2½	11	104	10 9	..
Pahiatua, Mangahao, and Ballance .. ..	8	8	181	5 11	..
Carried forward .. ..	..	..	740,569	14 8	..

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, 1897.	Total Expenditure and Liabilities.
	Poles.	Wire.		
Brought forward .. .. .	..	..	740,569 14 8	
Pahiatua, Ngaturi, and Makuri .. .. .	18	20	402 1 7	
Aohanga .. .. .	..	..	9 0 0	
Mangaweka .. .. .	7	7	144 11 6	
Plimmerton .. .. .	1½	1½	12 9 8	
Worser Bay .. .. .	0½	3	1 12 0	
Berhampore .. .. .	..	..	1 12 0	
Hukanui .. .. .	..	..	0 12 6	
Blenheim—Port Underwood .. .. .	..	..	2 14 6	
Nelson—Wakapouaka No. 3 .. .. .	..	..	2 4 0	
Hinde's Ferry .. .. .	..	..	37 18 0	
Okarito .. .. .	30	30	812 2 1	
Burke's Pass—Tekapo .. .. .	14	14	324 7 3	
Springfield—Bealey .. .. .	..	44	176 4 7	
Woolston .. .. .	..	..	4 0 0	
Christchurch Racecourse .. .. .	..	9½	10 2 11	
Closeburn .. .. .	..	..	6 12 2	
Orepuki—Puysegur Point .. .. .	..	..	3 0 0	
Cambrian's—Beck's .. .. .	7	7½	100 15 9	
Lumsden—Queenstown .. .. .	25	63	690 10 10	
Oamaru—Georgetown .. .. .	..	18	56 19 3	
Mornington .. .. .	..	2	1 5 0	
Clinton—Gore .. .. .	8	..	213 15 0	
Hillgrove—Moeraki .. .. .	1·5	1·5	31 1 7	
North-east Harbour .. .. .	1	8	8 11 0	
Maori Point .. .. .	..	..	3 1 4	
Opoho Bureau .. .. .	..	3	0 15 0	
Bullendale .. .. .	4·5	4·5	14 0 3	
Cook Strait cable No. 2 .. .. .	..	..	55 6 4	
Purchase of 40 knots cable .. .. .	..	..	5,636 5 2	
Purchase of material, &c. .. .. .	..	..	22,017 15 11	
				771,351 1 10
Total expenditure .. .. .	..	..	..	771,351 1 10
Liabilities to 31st March, 1897 .. .. .	..	..	..	16,283 0 0
Total expenditure and liabilities .. .. .	..	..	..	£787,634 1 10

TABLE NO. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1897, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1896.	Expenditure for Year ended 31st March, 1897.	Total Expenditure to 31st March, 1897.	Liabilities on Authorities, Contracts, &c., 31st March, 1897.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial .. .. .	332,173 17 5	14,805 19 7	336,979 17 0	6,635 0 11	343,614 17 11
Postal and Telegraphic .. .. .	164,327 15 3	7,503 19 9	171,831 15 0	3,852 4 7	175,683 19 7
Customs .. .. .	6,518 19 10	16 2 0	6,535 1 10	363 15 0	6,898 16 10
Offices for Public Departments .. .. .	*191,068 2 10	8,177 15 7	199,245 18 5	4,772 12 0	204,018 10 5
Lunatic Asylums .. .. .	374,066 2 11	16,403 10 6	390,469 13 5	7,188 14 10	397,658 8 3
School-buildings .. .. .	877,013 1 3	22,142 13 2	899,155 14 5	739 5 4	899,894 19 9
Hospitals .. .. .	47,744 0 6	700 0 0	48,444 0 6	139 10 1	48,583 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	9 10 0	21,003 7 8	295 2 8	21,298 10 4
Government House, Wellington .. .. .	1,133 8 7	..	1,133 8 7	..	1,133 8 7
Agricultural .. .. .	2,123 11 9	819 5 3	2,942 17 0	194 2 5	3,136 19 5
Miscellaneous .. .. .	9,838 14 10	..	9,838 14 10	..	9,838 14 10
Totals.. .. .	2,021,428 16 6	70,578 15 10	2,092,007 12 4	24,180 7 10	2,116,188 0 2

Includes £283 19s. 7d. unauthorised.

TABLE No. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Public Works Fund to 31st March, 1897, and the LIABILITIES on that Date.

	Total Net Expenditure to 31st March, 1896.	Net Expenditure during 12 Months ended 31st March, 1897.	Total Expenditure to 31st March, 1897.	Liabilities on Authorities, Contracts, &c., to 31st March, 1897.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>LIGHTHOUSES.</b>					
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	2,066 11 7	2,109 11 7	43 19 0	2,153 10 7
Cape Maria van Diemen .. .. .	7,028 14 8	..	7,028 14 8	..	7,028 14 8
Cape Palliser .. .. .	70 14 9	3,996 2 5	4,066 17 2	1,043 15 7	5,110 12 9
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 .. .. .	9,445 6 8	4 1 3	9,449 7 11	18 3 8	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
<b>Total Lighthouses .. .. .</b>	<b>129,053 15 1</b>	<b>6,066 15 3</b>	<b>135,120 10 4</b>	<b>1,105 18 3</b>	<b>136,226 8 7</b>
<b>HARBOUR WORKS.</b>					
Wharf at Howick .. .. .	956 16 7	130 1 7	1,086 18 2	108 19 5	1,195 17 7
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
Picton, removal of old wharf .. .. .	94 0 0	..	94 0 0	..	94 0 0
Nelson, dredging harbour .. .. .	2,787 8 2	19 7 6	2,806 15 8	..	2,806 15 8
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	486 14 5	1,253 15 4	5 17 8	1,259 13 0
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
Balclutha 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
Stewart Island Wharf, Horseshoe Bay .. .. .	..	230 0 0	230 0 0	..	230 0 0
<b>Total Harbour Works .. .. .</b>	<b>314,617 13 9</b>	<b>866 3 6</b>	<b>315,483 16 3</b>	<b>114 17 1</b>	<b>315,598 13 4</b>
<b>HARBOUR DEFENCES.</b>					
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 .. .. .	199,127 11 10	4,667 8 8	203,795 0 6	663 6 10	204,458 7 4
Land for dépôts and batteries .. .. .	36,601 15 5	..	36,601 15 5	..	36,601 15 5
<b>Total Harbour Defences .. .. .</b>	<b>473,841 5 0</b>	<b>4,667 8 8</b>	<b>478,508 13 8*</b>	<b>663 6 10</b>	<b>479,172 0 6</b>
<b>Grand total .. .. .</b>	<b>917,512 13 10</b>	<b>11,600 7 5</b>	<b>929,113 1 3</b>	<b>1,884 2 2</b>	<b>930,997 3 5</b>

\* 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, £8,320 10s. 10d.; 1891-92, £2,140 5s.; making the total expenditure from all sources, £497,423 5s. 7d.

## APPENDICES TO THE PUBLIC WORKS STATEMENT, 1897.

## APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS  
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR  
1896-97.*Prepared in compliance with Section 8 of "The Public Works Act, 1894."*

Public Works Department, Wellington,  
30th October, 1897.

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 1896-97.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
			£	£ s. d.	£ s. d.	£ s. d.
PUBLIC WORKS FUND.						
PART I.						
I.	76	Immigration .. .. .	350	701 6 3	400 0 0	301 6 3
II.	77	Public Works, Departmental .. .. .	14,275	16,225 2 6	1,333 6 0	14,891 16 6
III.	78-95	Railways .. .. .	250,500	220,912 4 4	27,604 11 3	193,307 13 1
IV.	*96-100	Roads .. .. .	168,291	82,001 18 5	17,710 2 10	64,291 15 7
V.	101	Development of Goldfields .. .. .	98,950	10,508 2 11	..	10,508 2 11
VI.	102	Purchase of Native Lands .. .. .	500	6,153 17 3	6,190 19 3	Cr. 37 2 0
VII.	103	Telegraph Extension .. .. .	36,500	58,055 2 4	21,263 13 5	36,791 8 11
VIII.	104-111	Public Buildings .. .. .	90,855	71,147 14 3	568 18 5	70,578 15 10
IX.	112-114	Lighthouses, Harbour-works, and Harbour Defences	13,780	11,773 7 5	173 0 0	11,600 7 5
X.	115	Rates on Native Lands .. .. .	600	331 19 3	..	331 19 3
XI.	116	Contingent Defence .. .. .	23,000	10,553 16 9	..	10,553 16 9
		Unauthorised .. .. .	..	996 9 11	54 0 8	942 9 3
		Total Part I. .. .. .	697,601	489,361 1 7	75,298 11 10	414,062 9 9
PART II.						
I.	117	Railways .. .. .	13,923	13,932 1 0	9 0 3	13,923 0 9
		Total Part II... .. .	13,923	13,932 1 0	9 0 3	13,923 0 9
		Total Public Works Fund .. .. .	711,524	503,293 2 7	75,307 12	1427,985 10 6

\* £55 3s. 4d. expended under authority of "The Local Bodies' Finance and Powers Act 1885 Amendment Act, 1887."

Public Works Department,

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.
<b>PUBLIC WORKS FUND.</b>					
<b>PART I.</b>					
76	Immigration— Immigration .. .. .	350	701 6 3	400 0 0	301 6 3
77	Public Works, Departmental— Public Works, Departmental .. .. .	14,275	16,225 2 6	1,333 6 0	14,891 16 6
<b>Railways—</b>					
78	Whangarei—Kamo Extension .. .. .	7,000	6,524 11 7	..	6,524 11 7
79	Kaihu Valley Railway Extension .. .. .	3,000	1,429 3 5	166 0 10	1,263 2 7
80	Helensville Northwards .. .. .	8,000	3,451 19 11	..	3,451 19 11
81	Grahamstown—Te Aroha .. .. .	10,000	3,964 1 11	22 0 0	3,942 1 11
82	Marton—Te Awamutu, north end .. .. .	7,000	3,168 17 10	..	3,168 17 10
83	Marton—Te Awamutu, south end .. .. .	11,000	11,181 8 2	1 13 10	11,179 14 4
84	Eketahuna—Woodville .. .. .	32,000	20,289 3 8	424 3 7	19,865 0 1
85	Blenheim—Awatere .. .. .	2,500	276 4 10	..	276 4 10
86	Midland Railway .. .. .	10,000	22,281 5 11	20,324 15 8	1,956 10 3
87	Heriot—Roxburgh Survey .. .. .	1,000	709 0 6	3 0 0	706 0 6
88	Otago Central .. .. .	30,000	25,324 9 1	86 12 1	25,237 17 0
89	Catlin's River .. .. .	7,000	5,257 10 4	184 18 6	5,072 11 10
90	Seaward Bush .. .. .	12,000	10,855 12 0	..	10,855 12 0
91	Forest Hill Tramway .. .. .	3,000	..	..	..
92	Land-claims, &c. .. .. .	4,500	1,248 10 9	7 10 0	1,241 0 9
93	Surveys, New Lines of Railway .. .. .	2,500	1,700 18 5	406 12 4	1,294 6 1
94	Permanent-way, &c. .. .. .	40,000	38,172 10 4	5,617 4 5	32,555 5 11
95	Additions to Open Lines .. .. .	60,000	65,076 15 8	360 0 0	64,716 15 8
		250,500	220,912 4 4	27,604 11 3	193,307 13 1
<b>Roads—</b>					
96	Main Roads, &c. .. .. .	12,700	12,045 3 8	7,756 6 9	4,288 16 11
97	Miscellaneous Roads and Bridges .. .. .	23,004	15,516 1 8	4,320 12 9	11,195 8 11
98	Local Bodies .. .. .	465	152 2 3	..	152 2 3
99	Development of Thermal-springs and Natural Scenery .. .. .	42,765	20,655 1 4	4,632 7 10	16,022 13 6
100	Roads on Goldfields .. .. .	89,357	33,578 6 2	1,000 15 6	32,577 10 8
	"Local Bodies' Finance and Powers Act 1885 Amendment Act, 1887"— Moiety of subsidy to Waipa County .. .. .	..	55 3 4	..	55 3 4
		168,291	82,001 18 5	17,710 2 10	64,291 15 7
101	Development of Goldfields— Development of Goldfields .. .. .	98,950	10,508 2 11	..	10,508 2 11
102	Purchase of Native Lands— Purchase of Native Lands .. .. .	500	6,153 17 3	6,190 19 3	Cr. 37 2 0
103	Telegraph Extension— Telegraph Extension .. .. .	36,500	58,055 2 4	21,263 13 5	36,791 8 11
<b>Public Buildings—</b>					
104	General .. .. .	10,300	8,195 8 0	8 2 5	8,187 5 7
105	Judicial .. .. .	23,935	14,913 18 2	107 18 7	14,805 19 7
106	Postal and Telegraph .. .. .	9,950	7,537 5 7	33 5 10	7,503 19 9
107	Customs .. .. .	400	16 4 6	0 2 6	16 2 0
108	Lunatic Asylums .. .. .	21,100	16,403 19 6	0 9 0	16,403 10 6
109	School-buildings .. .. .	22,780	22,142 13 2	..	22,142 13 2
110	Agricultural .. .. .	1,550	831 19 5	12 14 2	819 5 3
111	Hospitals, &c. .. .. .	840	1,106 5 11	406 5 11	700 0 0
		90,855	71,147 14 3	568 18 5	70,578 15 10
<b>Lighthouses, Harbour Works, and Harbour Defences—</b>					
112	Lighthouses .. .. .	7,550	6,216 15 3	150 0 0	6,066 15 3
113	Harbour Works .. .. .	1,230	866 3 6	..	866 3 6
114	Harbour Defences .. .. .	5,000	4,690 8 8	23 0 0	4,667 8 8
		13,780	11,773 7 5	173 0 0	11,600 7 5
115	Rates on Native Lands— Rates on Native Lands .. .. .	600	331 19 3	..	331 19 3
116	Contingent Defence— Contingent Defence .. .. .	23,000	10,553 16 9	..	10,553 16 9
	Unauthorised— Services not provided for .. .. .	..	996 9 11	54 0 8	942 9 3
	<b>Total Public Works Fund, Part I.</b> .. .. .	697,601	489,361 1 7	75,298 11 10	414,062 9 9
<b>PART II.</b>					
<b>Railways—</b>					
117	Marton—Te Awamutu .. .. .	13,923	13,932 1 0	9 0 3	13,923 0 9
		13,923	13,932 1 0	9 0 3	13,923 0 9
	<b>Total Public Works Fund, Part II.</b> .. .. .	13,923	13,932 1 0	9 0 3	13,923 0 9
	<b>TOTAL PUBLIC WORKS FUND</b> .. .. .	711,524	503,293 2 7	75,307 12 1	427,985 10 6

## 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, 1897, 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.	78-94	Railways .. .. .	£ 106,312 8 4
VIII.	104-111	Public Buildings .. .. .	24,180 7 10
IX.	112-114	Lighthouses, Harbour Works, and Harbour Defences .. .. .	1,884 2 2
			132,376 18 4
PART II.			
I.	117	Railways .. .. .	.. .. .
			132,376 18 4
CONSOLIDATED FUND.			
XII.	60,63	Public Buildings and Inspection of Machinery .. .. .	181 14 9

Vote No.	Name of Vote.	Total.
PUBLIC WORKS FUND.		
PART I.		
78	Whangarei-Kamo Extension .. .. .	£ 3,223 2 5
79	Kaihu Valley Railway Extension .. .. .	37 2 10
80	Helensville Northwards .. .. .	3,932 16 2
81	Grahamstown-Te Aroha .. .. .	6,615 19 1
82	Marton-Te Awamutu (north end) .. .. .	1,232 10 5
83	" (south end) .. .. .	15,810 12 6
84	Eketahuna-Woodville .. .. .	18,362 6 6
85	Blenheim-Awatere .. .. .	6 4 9
86	Midland Railway, Otira Section .. .. .	5,827 11 9
	" Belgrove Section .. .. .	2,480 18 0
87	Heriot-Roxburgh Survey .. .. .	.. .. .
88	Otago Central .. .. .	13,499 0 11
89	Catlin's River .. .. .	93 4 1
90	Seaward Bush .. .. .	6,008 12 7
91	Forest Hill Tramway .. .. .	1,348 18 8
92	Land-claims and other old Liabilities, &c. .. .. .	112 16 11
93	Surveys of New Lines of Railway .. .. .	202 12 11
94	Permanent-way, Sleepers, and Rolling-stock .. .. .	27,517 17 10
		106,312 8 4
Public Buildings—		
104	General .. .. .	5,067 14 8
105	Judicial .. .. .	6,635 0 11
106	Postal and Telegraph .. .. .	3,852 4 7
107	Customs .. .. .	363 15 0
108	Lunatic Asylums .. .. .	7,188 14 10
109	School Buildings (part of vote only) .. .. .	739 5 4
110	Agricultural .. .. .	194 2 5
111	Hospitals and other Charitable Institutions .. .. .	139 10 1
		24,180 7 10
Lighthouses, Harbour Works, and Harbour Defences—		
112	Lighthouses .. .. .	1,105 18 3
113	Harbour Works .. .. .	114 17 1
114	Harbour Defences .. .. .	663 6 10
		1,884 2 2
Total, Part I.		132,376 18 4
PART II.		
Railways—		
117	Marton-Te Awamutu, North Island Main Trunk Railway .. .. .	.. .. .
	Surveys .. .. .	.. .. .
		.. .. .
Total, Public Works Fund..		132,376 18 4
CONSOLIDATED FUND.		
60,62	Public Buildings and Domains .. .. .	175 0 9
63	Inspection of Machinery .. .. .	6 14 0
		181 14 9

G. J. CLAPHAM,  
Accountant.

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

APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1896, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1897.

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.	
June 27, 1896	Whangarei-Kamo	Bridge Timber, Hukerenui Section	..	..	..	N. L. McInnis and M. McPhee	Oct. 27, 1896	Nov. 13, 1896	407 2 5	
Aug. 26, "	"	Ironbark Timber	..	..	..	Murray, Arnold, and Co.	Nov. 26, "	..	352 9 9	
Dec. 21, "	"	Bridge Ironwork, Hukunui Section	..	..	..	R. H. Yeoman	March 15, 1897	April 2, 1897	516 18 11	
March 13, 1890	Helensville Northwards	Makarau ..	F. and p.l.	3 6 0	0 40 0	John McLean and Son	March 1, 1892	..	26,616 0 0	
May 30, 1896	Grahamstown-TeAroha	Timber-supply for Bridges, Paeroa-Grahamstown Section	..	..	..	N. L. McInnis and M. McPhee	Sept. 30, 1896	Oct. 30, 1896	563 5 4	
Aug. 26, "	"	Ironbark Timber for Puriri-Paeroa Section	..	..	..	Murray, Arnold, and Co.	Nov. 26, "	..	363 15 3	
Dec. 4, "	"	Bridge, Ironwork, for Puriri-Paeroa Section	..	..	..	D. McL. Wallace	March 4, 1897	..	261 7 8	
Feb. 8, 1897	"	Metalling Paeroa Road Division	..	..	..	Patrick Treanor	May 8, "	..	532 0 0	
Jan. 25, 1894	Eketahuna-Woodville	Manganaioka Bridge	..	..	..	George Scott	Dec. 19, 1895	May 15, 1896	8,867 10 1	
April 11, 1895	"	70,000 ft. Bridge Timber	..	..	..	John Henry's Executors	Feb. 11, 1896	..	452 13 4	
April 11, "	"	288,000 ft. 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	
Aug. 26, 1896	"	Ironbark Timber	..	..	..	Murray, Arnold, and Co.	Nov. 26, 1896	..	1,084 4 9	
Oct. 12, "	"	Wrought Ironwork for Bridges	..	..	..	S. Luke and Co. (Limited)	Nov. 23, "	Jan. 26, 1897	153 10 0	
March 20, 1897	"	Ironwork for Ngawapurua Bridge	..	..	..	S. Luke and Co. (Limited)	As per specification	..	353 0 0	
March 16, "	"	Joinery for Station-buildings	..	..	..	Palmerston North Sash and Door Co. (Limited)	April 13, 1897	April 13, 1897	323 8 3	
Sept. 21, 1896	Otago Central	Girders for Hogburn Bridge	..	..	..	J. and A. Anderson	March 21, "	..	280 0 0	
Nov. 18, 1895	"	Plate Girders, Capburn Section	..	..	..	J. and A. Anderson	July 18, 1896	Sept. 15, 1896	950 18 9	
Jan. 21, 1896	"	Bridge over Taieri 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	
Dec. 23, 1896	"	Timber for Flood-openings	..	..	..	Stewart and Co.	March 31, 1897	April 14, 1897	129 2 6	
Dec. 21, "	"	Ironbark Timber for Bridges	..	..	..	Murray, Arnold, and Co.	March 29, "	..	1,240 3 6	
May 5, "	Catlin's River	Timber for Station-buildings, Owaka	..	..	..	Latta Brothers	June 16, 1896	June 30, 1896	266 0 0	

RAILWAYS.



APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1896, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1897.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
AUCKLAND.						
Oct. 15, 1895	Rustoki Native School ..	E. J. Robinson, Tauranga ..	Feb. 15, 1896	May 27, 1896	668 0 0	
Oct. 16, "	460,000 Bricks for Auxiliary Asylum ..	J. J. Craig, Auckland ..	April 16, "	July 11, "	1,058 0 0	
Dec. 9, 1896	Timber and Joinery for Auxiliary Asylum ..	Kauri Timber Company, Auckland ..	April 9, "	July 9, "	1,381 5 3	
Feb. 6, 1896	Police-station, Mongonui ..	George Gorton ..	April 16, "	April 19, "	249 0 0	
April 10, "	Opanaki Native School (removal from Taite) ..	W. A. Spiers, Dargaville ..	May 29, "	June 20, "	179 0 0	
May 12, "	Te Whaiti Native School ..	W. G. Smith, Ponsonby ..	Sept. 12, "	Oct. 10, "	515 0 0	
July 15, "	Kokako Native School ..	R. H. McCallum, Devonport ..	Oct. 15, "	Dec. 31, "	787 0 0	
April 28, "	Ornamental Bricks for Male Wing Extension, Avondale Asylum ..	J. J. Craig, Auckland ..	Aug. 24, "	Feb. 24, 1897	391 0 3	
Oct. 12, "	Sawn and Wrought Timber for Male Wing, Avondale Asylum ..	Kauri Timber Co. (Ltd.), Auckland ..	Nov. 23, "	Mar. 19, "	307 8 10	
Dec. 15, "	Post-office and Postmaster's House, Waikahi ..	J. Johnson, Waikahi ..	April 15, 1897	" ..	781 3 6	
March 6, 1897	Police-station, Raetihi ..	Fraser and Riggs, Ohingaiti ..	June 6, "	" ..	476 12 0	
March 15, "	Post-office, Waitekauri ..	J. Davis, Auckland ..	July 15, "	" ..	458 10 0	
TARANAKI.						
Jan. 28, 1896	Joiners' Materials for Hawera Courthouse ..	New Plymouth Sash- and Door-factory Co. ..	As per specifications	Aug. 17, 1896	338 2 0	
March 14, "	Timber-supply for Joiners' work, Post- and Telegraph-office, Hawera ..	G. Syme, Hawera ..	" ..	Feb. 13, 1897	262 11 1	
March 14, "	Carpenters' work, " ..	" ..	" ..	June 20, 1896	238 1 3	
Feb. 6, 1897	Police Buildings, Eltham ..	W. Lloyd, Eltham ..	May 6, 1897	" ..	432 18 0	
WELLINGTON.						
Nov. 27, 1895	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, "	Feb. 27, 1897	505 19 9	
March 26, "	36 Cast-iron Columns for Government Printing-office ..	S. Luke and Co. (Ltd.), Wellington ..	June 4, "	Oct. 1, 1896	217 0 0	
May 14, "	Skylights, Government Printing-office Extension, Wellington ..	Balling Brothers, Wellington ..	June 11, "	Sept. 19, "	107 0 0	
May 14, "	Joiners' Materials, " ..	Waddell, McLeod, and Weir, Wellington ..	Oct. 14, "	" ..	1,199 18 8	
Aug. 7, "	Timber and Joinery for New Wing, Porirua Asylum, Wellington ..	Stewart and Co., Wellington ..	Dec. 7, "	" ..	1,228 7 10	
Nov. 6, "	Post-office, Marton ..	Zajoskowski Brothers, Marton ..	March 6, 1897	" ..	966 15 6	
Dec. 17, "	Timber and Joinery, Lighthouse-keepers' Houses, &c., Cape Palliser ..	Stewart and Co., Wellington ..	Jan. 28, "	Jan. 28, 1897	349 19 10	
Feb. 6, 1897	Moawhango Police-station ..	Edwards & Laurensen, Palm s'm N. ..	May 6, "	" ..	380 4 9	
March 31, "	Courthouse, Marton ..	Zajoskowski Brothers, Marton ..	July 31, "	" ..	844 4 0	
NELSON.						
Aug. 11, 1896	Additions to Officers' Residence, Whakapuaka Cable-station Quarters, " ..	J. Robertson, Nelson ..	Sept. 22, 1896	Oct. 22, 1896	115 11 1	
July 9, "	" ..	J. Robertson, Nelson ..	Oct. 9, "	Oct. 24, "	303 0 4	
CANTERBURY.						
Feb. 18, 1896	Stock Inspector's House, Fairlie Creek ..	Thomas Foden ..	June 18, 1896	July 18, 1896	359 17 3	
May 26, "	Additions and Repairs, Coalgate Police-station ..	E. Prestidge, Coalgate ..	Aug. 26, "	Aug. 7, "	189 0 0	
Jan. 27, 1897	Recreation Hall, Burnham Industrial School ..	B. Bull, St. Albans ..	April 7, 1897	Mar. 24, 1897	286 14 3	
Feb. 19, "	Hammer Sanatorium, Hanmer Plains ..	W. Wadley, Rangiora ..	June 19, "	" ..	1,966 13 7	
ORAGO.						
Nov. 9, 1895	Erection of Courthouse, St. Bathans ..	C. Sparrow, Dunedin ..	Feb. 9, 1895	April 24, 1896	373 17 6	
May 5, 1896	" .. Half-moon Bay, Stewart's Island ..	J. B. Ramsay, Half-moon Bay ..	Aug. 5, 1896	Aug. 22, "	105 7 2	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1896, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1897—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
MISCELLANEOUS.						
AUCKLAND.						
Feb. 21, 1896	Ship-chandlery, Iron, Steel, and Tents, Auckland, Stores Supply	A. Porter	Dec. 31, 1896	Dec. 31, 1896	£	s. d.
Feb. 21, "	Drain-pipes, Auckland, Stores Supply	J. J. Craig	Dec. 31, "	Dec. 31, "	"	"
Dec. 22, "	Coal and Firewood, Public Buildings, Auckland	"	Dec. 31, 1897	"	"	"
Jan. 28, 1897	Stores Supply, Class 7,	J. Wilson and Co.	Dec. 31, "	"	"	"
Jan. 28, "	Classes 3, 4, and 5,	A. Porter and Co.	Dec. 31, "	"	"	"
Jan. 28, "	Classes 1 and 2,	T. S. Morrin and Co.	Dec. 31, "	"	"	"
Jan. 28, "	Classes 8 and 7,	J. J. Craig	Dec. 31, "	"	"	"
Dec. 29, 1896	Chimney-sweeping, Public Buildings,	M. Cockroft	Dec. 31, "	"	23 19 0	"
Jan. 14, 1897	Maractai Wharf, Manukau County	R. B. Martin, Ponsonby	May 14, "	"	231 4 2	"
WELLINGTON.						
Jan. 4, 1896	Window-cleaning, Public Buildings, Wellington	Abraham Drake	Dec. 31, 1896	Dec. 31, 1896	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. 28, 1896	Cast and Wrought Ironwork, Cape Palliser Lighthouse	S. Luke and Son	June 28, "	July 20, "	709 0 0	"
March 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, "	55 18 0	"
Dec. 22, "	Removal of Rubbish, Public Buildings, Wellington	Timothy Costello	Dec. 31, "	Dec. 31, "	Schedule rates	"
Dec. 22, "	Coal Supply, "	Westport Coal Co., Ltd.	Dec. 31, 1897	"	"	"
Dec. 31, "	Cartage, "	P. McArdle	Dec. 31, "	Dec. 31, "	"	"
Jan. 28, 1897	Stores Supply, Class 2, Wellington	Cameron and Christie	Dec. 31, "	Dec. 31, "	"	"
Jan. 28, "	Classes 1, 5, "	E. W. Mills and Co.	Dec. 31, "	Dec. 31, "	"	"
Jan. 28, "	Classes 3, 4, "	Briscoe, McNeil, and Co.	Dec. 31, "	Dec. 31, "	"	"
Jan. 28, "	Classes 6, 8, "	P. Hutson and Co.	Dec. 31, "	Dec. 31, "	"	"
Dec. 16, 1896	Chimney-sweeping, Public Buildings, "	H. Smith	Dec. 31, "	Dec. 31, "	80 0 0	"
Jan. 31, 1897	Window-cleaning, "	C. Gawler and Co.	Dec. 31, "	Dec. 31, "	142 1 8	"
May 4, 1897	Stores Supply, Nelson	Wilkins and Field	Dec. 31, 1897	"	Schedule rates	"
NELSON.						
CANTERBURY.						
Feb. 21, 1896	Ironmongery, &c., Christchurch, Stores Supply	Ashby, Bergh, and Co.	Dec. 31, 1896	Dec. 31, 1896	Schedule rates	"
Feb. 21, "	Paines, Oils, &c., "	E. Reece and Sons	Dec. 31, "	Dec. 31, "	"	"
Jan. 11, 1895	Wrought-iron Tower for Farewell Spit Lighthouse	J. and A. Anderson, Christchurch	Aug. 11, 1895	July 14, "	828 6 0	"
March 8, 1897	Coal Supply, Public Buildings, Christchurch	W. White and Co.	Dec. 31, 1897	"	Schedule rates	"
Jan. 27, "	Stores Supply, Classes 1, 2, 3, 4, 5, 8, 9, "	Ashby, Bergh, and Co.	Dec. 31, "	"	"	"
Jan. 27, "	"	Milburn Lime and Cement Co.	Dec. 31, "	"	"	"

APPENDIX C—continued.  
 SCHEDULE of CONTRACTS CURRENT on the 1st April, 1896, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1897—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	Dec. 31, 1896	Schedule rates	
Jan. 28, "	Hokitika, Stores Supply	Johnston and Co. ..	Dec. 31, "	Dec. 31, "	"	
Jan. 28, "	Ironmongery, &c.,	Duncan McLean ..	Dec. 31, "	Dec. 31, "	"	
Jan. 26, 1897	Ironmongery, Ship-chandlery, &c.,	C. Hansen ..	Dec. 31, 1897	Dec. 31, "	"	
Jan. 26, "	Stores Supply, Class 9,	Forsyth and Masters ..	Dec. 31, "	Dec. 31, "	"	
Jan. 26, "	Class 8,	James Holmes ..	Dec. 31, "	Dec. 31, "	"	
Jan. 26, "	Class 5,	D. McLean ..	Dec. 31, "	Dec. 31, "	"	
Jan. 26, "	Classes 1, 2, 3, 4, 6, 7, "					
OTAGO.						
Feb. 21, 1896	Ship-chandlery, Dunedin, Stores Supply ..	John Edmond ..	Dec. 31, 1896	Dec. 31, 1896		
Feb. 21, "	Ironmongery, &c. "	A. Briscoe and Co. ..	Dec. 31, "	Dec. 31, "		
Feb. 21, "	Tents, &c. "	John Edmond ..	Dec. 31, "	Dec. 31, "		
Jan. 1, 1895	Coal Supply, Government Buildings, Dunedin	Grey Valley Coal Co. ..	Dec. 31, "	Dec. 31, "		
March 1, 1897	" "	Westport Coal Co., Ltd.	Dec. 31, 1897	Dec. 31, "		
Jan. 27, "	Stores Supply, Class 7,	Milburn Lime and Cement Co. ..	Dec. 31, "	Dec. 31, "		
Jan. 27, "	Classes 1, 3, 4, 8	A. Briscoe and Co. ..	Dec. 31, "	Dec. 31, "		
Jan. 27, "	Classes 2, 5,	Thomson, Bridger, and Co. ..	Dec. 31, "	Dec. 31, "		
Jan. 27, "	Class 9,	John Edmond ..	Dec. 31, "	Dec. 31, "		
SOUTHLAND.						
Feb. 21, 1896	Paints, Oils, &c.,	A. Briscoe and Co. ..	Dec. 31, 1896	Dec. 31, 1896		
Feb. 21, "	Tents,	John Edmond ..	Dec. 31, "	Dec. 31, "		
Jan. 27, 1897	Stores Supply, Class 7,	Milburn Lime and Cement Co. ..	Dec. 31, 1897	Dec. 31, "		
Jan. 27, "	Class 9,	John Edmond ..	Dec. 31, "	Dec. 31, "		
Jan. 27, "	Classes 1, 2, 3, 5, 8, "	A. Briscoe and Co. ..	Dec. 31, "	Dec. 31, "		
Jan. 27, "	Class 4,	New Zealand Hardware Co., Ltd.	Dec. 31, "	Dec. 31, "		

APPENDIX D.

SCHEDULE OF SLEEPER CONTRACTS and DELIVERIES on 1st April, 1896, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1897.

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.
<b>NORTH ISLAND.</b>									
<b>AUCKLAND DISTRICT.</b>									
13 April, 1896	H. Fulton	Kaukapakapa	102 puriri..	s. d. 4 0	Kaukapakapa	No fixed rate	..	102	13 April, 1896.
26 March, "	M. Sinclair	Hunua	500 totara	2 11-8	Hunua	"	..	709	25 June, "
16 June, "	H. Fulton	Kaukapakapa	300 puriri..	4 0	Kaukapakapa	"	31 Oct., 1896 ..	315	26 Nov., 1897.
26 March, "	S. J. Frost	Waimaiku	500 totara	3 0	Waimaiku	"	16 Oct., " ..	511	9 Jan., 1897.
Jan. "	N. McInnis	Otonga	1,056 "	3 5	Otonga	"	26 Jan. " ..	1,056	12 June, 1896.
Jan. "	T. Ellis	Hikurangi	288 "	3 3	Hikurangi	"	..	288	July, "
24 June, "	H. Dunn	Kalhu	790 "	2 0	Kalhu	"	..	790	9 Sept., "
24 June, "	R. Cassidy	"	486 manaoa	2 3	"	"	..	486	9 Sept., "
Sept., "	"	"	593 totara	2 0	"	"	..	593	9 Sept., "
Sept., "	S. Baker	"	33 manaoa	2 3	"	"	..	33	9 Sept., "
Sept., "	"	"	55 totara	2 0	"	"	..	55	9 Sept., "
Sept., "	"	"	27 manaoa	2 3	"	"	..	27	9 Sept., "
<b>HAWKE'S BAY-WAIRARAPA DISTRICT.</b>									
21 April, 1896	B. De Malmanche	Mangatainoka	1,000 totara	s. d. 2 6	Eketahuna-Woodville Rail-way	One-fourth first two months, one-fourth each succeeding month.	21 Oct., 1896 ..	1,000	22 Aug., 1896.
20 June, "	G. Gardner and Sons	Hukanui	5,000 "	3 0	Ditto	"	20 Nov., " ..	5,500	23 Nov., "
29 June, "	B. De Malmanche	Mangatainoka	1,500 "	2 5	"	"	27 Nov., " ..	1,524	23 Oct., 1897.
3 July, "	James Drysdale	Nireaha	4,000 "	3 0	"	"	27 Nov., " ..	4,000	21 Jan., 1897.
13 July, "	C. N. Clausen	Palmerston North	2,000 "	2 8	"	"	27 Nov., " ..	Nil	8 June, "
17 July, "	F. Clifford and Co.	Makuri	500 "	2 9	"	"	27 Nov., " ..	500	7 Dec., 1896.
24 July, "	G. Copeland	Maharabara	2,000 "	2 11	"	"	27 Nov., " ..	2,000	1 April, 1897.
<b>SOUTH ISLAND.</b>									
<b>WESTLAND DISTRICT.</b>									
1 April, 1895, to 31 March, 1896	T. Morgan and others	Greymouth District	1,850 silver-pine	s. d. 2 4	Arabura	No fixed rate	Various	1,850	7 May, 1896.
10 Sept., 1895	James Baxter	Kokiri	10,000 "	2 5	Greymouth	One-tenth first three months, one-tenth each succeeding month	10 Sept., 1896 ..	10,000	3 Oct., "

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS and DELIVERIES on 1st April, 1896, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—continued.

Date of Contract 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	T. Morgan and others	Greymouth District	1,500 silver-pine	s. d. 2 4	Greymouth	No fixed rate	Various	1,500	11 Dec., 1896.
"	"	"	2,000 "	2 4	Ho-Ho	"	"	1,580	"
"	"	"	300 "	2 4	Stafford	"	"	300	7 Sept., 1896.
"	"	"	6,500 "	2 4	Kumara	"	"	6,500	19 Dec., "
4 Dec., 1895	William Smith and Co.	Hokitika	2,500 "	3 2	Whangarei	One-fourth first two months, three-eighths each succeeding month	4 April, 1896	2,498	2 June, "
1 April, 1896, to 31 March, 1897	John Hahn and others	Greymouth District	17,900 "	2 2	Greymouth	No fixed rate	Various	4,318	"
"	"	"	500 "	2 4	Ho-Ho	"	"	500	18 July, 1896.
"	"	"	1,500 "	2 2	"	"	"	67	"
"	"	"	200 "	2 4	Kumara	"	"	200	7 Sept., 1896.
"	"	"	1,000 "	2 4	Hokitika	"	"	"	"
"	"	"	12,400 "	2 2	"	"	"	"	"
"	"	"	1,000 "	2 2	Kainiu	"	"	2,097	"
26 Mar., 1895	Mackay and Creed	Westport	15,000 "	2 2	Westport	One-fifth first two months, one-fifth each succeeding month	26 Sept., 1895	15,003	19 Sept., 1896.
8 April, "	B. Hands and party	Cape Foulwind	1,250 "	2 2	"	Ditto	8 Oct., "	1,250	2 April, "
WESTLAND DISTRICT—continued.									
SOUTH ISLAND—continued.									
OTAGO DISTRICT.									
24 Jan., 1895	H. Tobin and others	Owaka	3,193 "	s. d. 2 9	Catlin's River Railway	"	"	3,193	"
9 Dec., "	"	"	3,711 "	2 6	"	"	"	3,711	"
5 Dec., "	McCallum and others	Gorge Road	449 "	2 9	Seaward Bush Railway	"	"	449	"
23 July, "	T. Rolf	Invercargill	3,000 "	2 7½	"	"	"	3,000	"

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, 1897.

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 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.	£	
Whangarei-Kamo Railway Extension	Whakapara	Grading and earthwork Masonry culverts Fencing Permanent-way, platelaying, &c. Station-buildings	3	..	27	1,798	626 0 0	7 0 0	619 0 0	0 10 2	0 10 2	0 10 2	7 2 *3 0	7 2	7 2	7 2	s. d. 6 11
Whangarei-Kamo Railway Extension	Hukerenui	Grading and earthwork Timber bridges Masonry culverts Grading and earthwork	9	..	58	1,956	650 0 0	57 0 0	593 0 0	0 8 10	0 8 10	0 8 10	7 1 †8 10	7 1	7 1	7 1	6 1
Kaihu Valley Railway Extension	16m. 20ch., 16m. 75ch.	Masonry culverts Grading and earthwork Platelaying, &c.	7	..	30	1,068	415 0 0	3 0 0	73 0 0	0 10 3	0 10 3	0 10 3	8 1 6 10	8 1	8 1	8 1	7 9
Grahamstown - Te Aroha Railway	Puriri-Paoroa	Platelaying, &c. Grading and earthwork Bridge-building	5	..	18	1,157	448 0 0	..	448 0 0	..	..	..	9 6 7 1	9 6	9 6	9 6	7 9
Marton - Te Awamutu Railway, north end	Mokau	Platelaying, &c. Grading and earthwork Station-buildings	4	..	30	2,967	1,176 0 0	7 0 0	1,169 0 0	0 10 9	0 10 9	0 10 9	8 7 6 8	8 7	8 7	8 7	7 10
Marton - Te Awamutu Railway, north end	Mokau-Poro-o-Tarao	Grading and earthwork Station-buildings	1	..	2	3,256	1,905 0 0	3 0 0	1,902 0 0	..	..	..	9 0 7 1	9 0	9 0	9 0	8 0
			2	..	4	86	32 0 0	..	32 0 0	..	..	..	8 2 8 2	8 2	8 2	8 2	8 2
			3	..	75	75	32 0 0	..	32 0 0	..	..	..	8 4 8 6	8 4	8 4	8 4	8 6
			4	..	24	5,098	2,634 8 11	627 13 4	2,006 15 7	..	..	..	8 5 7 2	8 5	8 5	8 5	7 10
			15	..	3,819	2,185 16 10	228 14 2	1,957 2 8	..	..	..	..	10 11 10 2	10 11	10 11	10 11	2 10 3
			7	..	1,076	425 12 0	11 15 10	413 16 2	..	..	..	..	9 6 5 1	9 6	9 6	9 6	7 8
			6	..	1,253	503 4 0	21 17 10	481 6 2	..	..	..	..	8 9 6 6	8 9	8 9	8 9	7 8
			3	..	675	305 10 11	5 11 10	299 19 1	..	..	..	..	8 11 8 11	8 11	8 11	8 11	8 8
			1	..	83	36 6 0	..	36 6 0	8 9 8 9	..	..	..	..	..	..	..	..
			2	..	524	24 8 9	..	24 8 9	4 9 4 9 4	..	..	..	..	..	..	..	..
			5	..	56	22 6 7	..	22 6 7	7 2 7 11	..	..	..	..	..	..	..	..
			1	..	12	3 18 0	..	3 18 0	6 6 6 6	..	..	..	..	..	..	..	..
			1	..	9	4 7 9	..	4 7 9	9 9 9 9	..	..	..	..	..	..	..	..
			1	..	114	5 15 0	..	5 15 0	10 0 10 0	..	..	..	..	..	..	..	..
			18	..	3,853	1,454 0 1	43 1 6	1,410 18 7	..	..	..	..	12 5 11 7 4	12 5	12 5	12 5	7 4
			23	..	3,190	1,329 14 5	133 13 5	1,196 1 0	..	..	..	..	10 5 4 2 7 6	10 5	10 5	10 5	7 6
			31	..	12,843	5,217 14 3	458 15 11	4,758 18 4	..	..	..	..	9 2 3 11 7 5	9 2	9 2	9 2	7 5
			2	..	134	7 8 0	..	7 8 0	11 6 10 0	..	..	..	..	..	..	..	..

\* These men worked at a low rate as the work was partly for their own benefit.  
 † First pay on starting work.  
 ‡ Elderly men, very slow at work.  
 || Bad weather, and men not used to the work.

RAILWAY CONSTRUCTION.

Auckland District.

Palmerston-New Plymouth District.

*Wairarapa-Hawke's Bay District.*

Wellington-Woodville	..	21	117	6,422	2,817	10	9	254	8	1	2,563	2	8	..	..	..	9	6	6	0	8	0
..	..	11	26	1,360	566	3	8	2	2	8	564	1	0	..	..	..	10	4	6	2	8	4
..	..	4	..	690	308	13	2	17	1	6	291	11	8	..	..	..	8	9	8	1	8	5
..	..	1	..	3,052	1,379	2	4	65	7	5	1,313	14	11	..	..	..	8	8	8	8	8	8
..	..	4	11	338	154	5	5	..	4	3	154	5	9	9	9	2	..	..	..	..	..	..
..	..	3	3	1,881	1,027	14	3	12	4	3	1,015	10	13	11	10	0	12	10	11	11	8	0
..	..	1	18	1,859	821	16	5	10	12	9	810	9	10	9	10	9	8	9	8	9	8	9
..	..	4	10	771	383	2	7	26	7	4	356	15	311	6	7	4	9	3	..	..	..	..
..	..	5	16	539	263	15	7	..	..	..	263	15	711	6	8	0	9	3	..	..	..	..
..	..	2	5	197	59	0	11	..	..	..	59	0	11	6	2	5	10*	6	0	..	..	..
..	..	2	4	58	23	3	7	..	..	..	23	3	7	9	0	7	2	8	0	..	..	..
..	..	2	2	11	8	2	8	..	..	..	8	2	8	17	1	14	2	14	9	..	..	..

*Wellington-Nelson District.*

Midland	..	18	88	5,533	2,131	7	1	93	10	1	2,037	17	0	..	..	..	10	5	5	0	7	4
..	..	3	30	1,621	768	18	8	58	14	5	710	4	3	..	..	..	14	4	7	1	8	9
..	..	2	..	1,241	500	5	4	1	0	10	499	4	6	..	..	..	8	6	7	8	8	0
..	..	1	2	13½	7	0	0	..	..	..	7	0	0	10	4	10	4	10	4	..	..	..
..	..	1	1	44	18	4	9	..	..	..	18	4	9	9	1	9	1	7	1	7	1	7
..	..	1	1	460	171	4	7	..	..	..	171	4	7	..	..	..	9	6	6	1	7	5
..	..	1	1	49	21	9	3	..	..	..	21	9	3	10	4	10	4	7	8	7	8	7

*Otago District.*

Otago Central	..	45	135	42,231	15,567	1	11	2,497	8	7	13,069	13	4	..	..	..	11	11	3	6†	6	2
..	..	3	4	750	247	19	2	2	0	0	245	19	2	..	..	..	7	10	5	10	6	6
..	..	4	3	1,381	504	7	4	7	10	3	496	17	1	10	5	6	4	8	5	5	1	6
..	..	6	4	1,231	784	15	0	178	14	9	606	0	3	13	4	9	0	11	4	9	8	6
..	..	2	8	91	30	13	4	0	3	0	30	10	4	8	5	6	11	7	0	..	..	..
..	..	4	..	675	236	9	11	1	18	7	234	11	4	..	..	..	9	9	5	9	7	0
..	..	1	2	11	4	10	5	..	..	..	4	10	5	8	3	8	3	..	..	..	..	..
..	..	2	2	142½	45	5	4	..	..	..	45	5	4	..	..	..	6	8	6	2	6	4
..	..	3	16	860	318	1	8	14	8	0	308	13	8	..	..	..	8	8	7	0	7	1
..	..	1	8	251	117	10	6	..	..	..	117	10	6	..	..	..	9	6	9	6	9	6
..	..	9	7	928	324	1	8	5	15	0	318	6	8	10	8	5	10	7	0	..	..	..
..	..	2	8	876	393	0	0	3	0	0	390	0	0	10	4	7	4	8	10	..	..	..
..	..	17	..	8,706	3,290	0	0	188	0	0	3,102	0	0	..	..	..	10	7	5	6	7	4
..	..	2	7	2,112	717	11	10	30	15	6	686	16	4	..	..	..	8	0	5	0	6	6
..	..	1	1	11	4	12	0	..	..	..	4	12	0	..	..	..	8	5	..	..	..	..

*Westland District.*

Midland Railway	..	30	105	28,494	12,594	5	2	839	11	11	11,754	13	3	..	..	..	10	11	6	5	8	3
..	..	2	10	2,151	1,386	18	2	160	14	4	1,226	3	10	12	5	11	3	..	..	..	..	..

\* First payment, slow workmen. † Old men, and worked irregularly.

CO-OPERATIVE WORKS—continued.

Name of Road, &c.	Section.	Nature of Work.	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.			
			No. of Contracts let.			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>ROADS, ETC.</b>																	
<i>Auckland District.</i>																	
Road from Te Aroha to Katikati	Thompson's Track	Earthwork and bushfelling	6	25	951	365	0	0	..	..	..	365	0	0	9	0	6
Te Aroha drainage	Holden's Drain	Swamp outfall..	1	6	426	118	2	9	..	..	..	118	2	9	5	7	5
<i>Westland District.</i>																	
Great South Road	Rotokino Swamp	Widening and deviation	4	47	2,498	994	18	2	57	12	2	937	6	0	8	3	5
	Waitaha and Duffers Creek	Erection of, and repairs to, bridges	2	10	421	193	4	6	25	5	4	167	19	2	8	3	7
Waipori-Berwick	Gorge Road	Formation	5	13	286	110	2	9	6	0	3	104	2	6	9	10	5
<i>Otago-Canterbury District.</i>																	
<b>DEFENCE-WORKS.</b>																	
<i>Wellington District.</i>																	
Wellington	Harbour Defences, Gardens Battery	Earthwork excavation	2	12	218	78	2	1	..	..	..	78	2	1	7	11	5



CO-OPERATIVE WORKS—continued.

Building.	Material.	Trades.	Number of Men employed, worked.		Total Earnings.	Net Earnings per Day of Eight Hours.			Net Earnings per Labourer per Day of Eight Hours.					
			Number of Men employed.	Total Time worked.		Gross Total.	Deduct Expenses.	Net Total.	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.
Auxiliary Lunatic Asylum, Auckland—Construction	Brick	Bricklayers	1	44	£ 27 0 0	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
		Labourers	2	42	17 0 0	1 0 0	0 0 0	11 9 11	9 11 9	7 10	7 0	7 7	7 7	
		Carpenters	8	1,446	740 0 0	50 0 0	0 0 0	10 2	9 1	9 9	..	..	..	..
		Plasterers	5	877	427 0 0	30 0 0	0 0 0	12 3	7 3	9 0	..	..	..	..
		Plasterers' labourers	3	466	182 0 0	16 0 0	0 0 0	..	..	..	8 3	*3 0	7 1	7 1
		Plumbers	2	340	181 0 0	12 0 0	0 0 0	13 0	9 1	9 11	..	..	..	..
		Gas-fitter	1	119	63 0 0	4 0 0	0 0 0	9 11	9 11	9 11	..	..	..	..
		Gas-fitters' assistants	2	104	44 0 0	4 0 0	0 0 0	..	..	..	7 11	7 1	7 8	7 8
		Painters	4	426	191 0 0	14 0 0	0 0 0	8 7	8 2	8 4	..	..	..	..
		Bricklayers	8	404	268 0 0	21 0 0	0 0 0	13 3	11 11	12 3	..	..	..	..
Auckland Lunatic Asylum—Additions, male wing	Brick	Bricklayers' labourers	10	430	178 0 0	16 0 0	0 0 0	11 2	8 11	10 8	8 7	7 1	7 6	
		Carpenters	5	197	112 0 0	7 0 0	0 0 0	10 0	9 8	9 11	..	..	..	
		Joiners	5	398	198 0 0	1 0 0	0 0 0	8 0	8 0	8 0	..	..	..	
		Plumbers	4	20	9 0 0	1 0 0	0 0 0	13 9	13 9	13 9	..	..	..	
		Plasterers	2	16	12 0 0	1 0 0	0 0 0	..	..	..	7 6	7 6	7 6	
		Plasterers' labourer	1	8	3 0 0	0 0 0	0 0 0	10 0	10 0	10 0	..	..	..	
		Painter	1	8	4 0 0	0 0 0	0 0 0	7 10	7 10	7 10	..	..	..	
		Slaters	3	28	12 0 0	1 0 0	0 0 0	7 4	7 4	7 4	..	..	..	
		Carpenter	1	72	26 10 0	0 0 0	0 0 0	26 10 0	26 10 0	26 10 0	..	..	..	
		Kawakawa Courthouse and Police-station—Repairs	Wood	Carpenters	3	49	21 9 9	..	..	21 9 9	8 9	8 9	..	..
Carpenters	2			38	16 16 0	..	..	16 16 0	8 10	8 10	..	..	..	
Carpenters	4			202	91 0 0	..	..	9 0	9 0	9 0	..	..	..	
Bricklayers	2			19	10 14 6	..	..	11 3	11 3	11 3	..	..	..	
Labourer (boy)	1			43	8 12 0	..	..	..	..	..	4 0	4 0	4 0	
Carpenter	1			26	11 18 6	..	..	9 0	9 0	9 0	..	..	..	
Labourer	1			22	7 17 6	..	..	7 17 6	7 17 6	7 17 6	7 2	7 2	7 2	
Carpenter	1			8	6 1 0	2 11 0	0 0 0	8 9	8 9	8 9	..	..	..	
Carpenters	2			55	19 2 6	..	..	7 0	7 0	7 0	..	..	..	
Carpenter	1			60	22 8 3	..	..	7 6	7 6	7 6	..	..	..	
Government House, Auckland—Fencing	Wood	Carpenter	1	20	7 7 0	..	..	7 7 0	7 4	7 4	..	..	..	
		Bricklayer	1	3	1 10 0	..	..	10 0	10 0	10 0	..	..	..	
		Painter	1	11	4 8 0	..	..	8 0	8 0	8 0	..	..	..	
		Carpenters	2	106	60 8 0	5 15 0	0 0 0	10 4	10 4	10 4	..	..	..	
		Painter	1	16	7 4 0	..	..	7 4 0	7 4 0	7 4 0	..	..	..	
		Plumber	1	7	3 3 0	..	..	3 3 0	3 3 0	3 3 0	..	..	..	
		Post-office, Coromandel—Additions	..	..	..	..	..	..	..	..	..	..	..	..

BUILDINGS.  
Auckland District.

\* This was a progress payment; they have since averaged 7s. 1d. per day.

CO-OPERATIVE WORKS—continued.

Building.	Material.	Trades.	Number of Men employed.		Total Time worked.	Total Earnings.		Net Earnings per Day of Eight Hours.			Net Earnings per Day of Eight Hours.				
			Artisans.	Labourers.		Gross Total.	Deduct Expenses.	Net Total.	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.	
					Eight-Hour Days.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<i>Auckland District—continued.</i>															
Post-office, Kuaotunu—Construction ..	Wood	Carpenters ..	3	..	193	107 13 8	11 2 11 2	11 2 11 2	..	..	..	..	..	..	..
Police-station and look-up, Waihi—Construction	Wood	Painter ..	1	..	36	16 2 4	8 11 8 11	8 11 8 11	..	..	..	..	..	..	..
		Carpenters ..	2	..	66	29 14 6	9 0 9 0	9 0 9 0	..	..	..	..	..	..	..
		Plumber ..	1	..	8	3 18 6	9 10 9 10	9 10 9 10	..	..	..	..	..	..	..
		Painter ..	1	..	10	4 3 0	8 4 8 4	8 4 8 4	..	..	..	..	..	..	..
		Labourer ..	1	..	16	6 8 6	8 0 8 0	8 0 8 0	..	..	..	..	..	..	..
Departmental Buildings, Tauranga—Repairs ..	Wood	Carpenters ..	3	..	163	72 2 3	8 10 8 10	8 10 8 10	..	..	..	..	..	..	..
		Painters ..	3	..	66	30 18 4	9 4 9 4	9 4 9 4	..	..	..	..	..	..	..
Police-station, Te Awamutu—Additions	Timber	Carpenter ..	1	..	37	15 0 0	8 1 8 1	8 1 8 1	..	..	..	..	..	..	..
Post-office, Paeroa—Additions ..	Wood	Labourer ..	1	..	8	2 8 0	9 3 9 3	9 3 9 3	..	..	..	..	..	..	..
		Plumbers ..	2	..	17	7 18 0	9 2 9 2	9 2 9 2	..	..	..	..	..	..	..
		Carpenters ..	3	..	144	66 9 10	7 2 7 2	7 2 7 2	..	..	..	..	..	..	..
		Painter ..	1	..	64	22 19 6	8 0 8 0	8 0 8 0	..	..	..	..	..	..	..
		Painter ..	1	..	12	4 17 4	9 4 9 4	9 4 9 4	..	..	..	..	..	..	..
Departmental Buildings, Auckland—Repairs ..	Brick	Carpenter ..	1	..	17	7 18 6	9 4 9 4	9 4 9 4	..	..	..	..	..	..	..
<i>Palmerston—New Plymouth District.</i>															
Hawera Post-office ..	Brick	Bricklayers ..	3	3	478	220 6 9	0 11 0 11	0 11 0 11	..	..	..	..	..	..	..
		Carpenters ..	4	..	353	167 15 11	9 6 9 6	9 6 9 6	..	..	..	..	..	..	..
		Plasterers ..	3	4	492	258 10 8	10 9 10 9	10 9 10 9	..	..	..	..	..	..	..
		Plumbers ..	2	..	58	38 10 4	7 11 7 11	7 11 7 11	..	..	..	..	..	..	..
		Painters ..	2	..	103	42 1 3	8 2 8 2	8 2 8 2	..	..	..	..	..	..	..
		Bricklayers ..	3	3	126	49 4 5	9 2 9 2	9 2 9 2	..	..	..	..	..	..	..
		Carpenters ..	4	..	481	183 7 1	7 7 7 7	7 7 7 7	..	..	..	..	..	..	..
		Plumbers ..	2	..	89	45 0 0	10 1 10 1	10 1 10 1	..	..	..	..	..	..	..
		Painters ..	2	..	160	67 9 0	8 5 8 5	8 5 8 5	..	..	..	..	..	..	..
		Carpenters ..	2	..	49	30 2 11	12 4 12 4	12 4 12 4	..	..	..	..	..	..	..
		Plumbers ..	2	..	10	6 1 9	2 12 2 12	2 12 2 12	..	..	..	..	..	..	..
		Painters ..	2	..	49	22 0 9	9 0 9 0	9 0 9 0	..	..	..	..	..	..	..
		Bricklayers ..	2	..	30	16 3 3	10 9 10 9	10 9 10 9	..	..	..	..	..	..	..
		Carpenters ..	8	..	261	136 5 6	11 9 11 9	11 9 11 9	..	..	..	..	..	..	..
		Plumbers ..	1	..	20	12 17 0	12 10 12 10	12 10 12 10	..	..	..	..	..	..	..
		Painter ..	3	..	60	28 8 8	9 6 9 6	9 6 9 6	..	..	..	..	..	..	..
		Bricklayers ..	2	..	9	3 19 0	8 9 8 9	8 9 8 9	..	..	..	..	..	..	..
		Carpenters ..	2	..	58	31 5 7	10 9 10 9	10 9 10 9	..	..	..	..	..	..	..
		Painters ..	2	..	28	12 0 9	8 7 8 7	8 7 8 7	..	..	..	..	..	..	..

*Wairarapa—Hawke's Bay District.*

Masterton— Police-station—Addition, painting, and repairs	Wood	..	..	..	4	..	44	19 3 4	19 3 4	9 0 9 0	9 0 9 0	..	..	..	..	..	..	..	..
Eketahuna— Police-station—Addition, painting, and repairs	Wood	..	..	..	5	..	84	40 5 10	40 5 10	7 9 7 9	7 9 7 9	..	..	..	..	..	..	..	..
Pahiata— Police-station—Repairs	Wood	..	..	..	2	..	16	7 1 11	6 16 11	8 7 8 7	8 7 8 7	..	..	..	..	..	..	..	..
Woodville— Post-office—Painting and repairs	Wood	..	..	..	1	..	14	6 6 6	6 6 6	9 0 9 0	9 0 9 0	..	..	..	..	..	..	..	..
Napier— Post- and Telegraph, Survey- and Stock-offices	Wood	..	..	..	2	..	90	41 11 0	41 11 0	9 2 9 2	9 2 9 2	..	..	..	..	..	..	..	..
		..	..	..	3	..	115	53 8 7	53 8 7	9 3 9 3	9 3 9 3	..	..	..	..	..	..	..	..
		..	..	..	2	..	11	10 8 8	7 11 0	13 4 13 4	13 4 13 4	..	..	..	..	..	..	..	..
		..	..	..	2	Boy	10	11 14 6	10 1 0	10 1 10 1	10 1 10 1	..	..	..	..	..	..	..	..

*Wellington—Nelson District.*

Government Printing Office extension	Brick	..	..	..	8	..	898	585 0 10	585 0 10	14 0 8 3	13 0 8 3	..	..	..	..	..	..	..	..
		..	..	..	6	..	710	306 5 3	306 5 3	.. 9 7	10 5 9 7	..	..	..	..	..	..	..	..
		..	..	..	7	..	1,381	730 0 0	730 0 0	.. 11 4	.. 10 5 11 4	..	..	..	..	..	..	..	..
		..	..	..	1	..	206	86 0 0	86 0 0	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	3	..	508	212 11 5	212 11 5	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	4	..	766	463 0 5	463 0 5	13 4 8 0	12 0 13 4	..	..	..	..	..	..	..	..
		..	..	..	2	..	41	23 16 8	23 16 8	13 2 10 11	11 7 13 2	..	..	..	..	..	..	..	..
		..	..	..	1	..	7	2 11 6	2 11 6	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	2	..	22	11 17 0	11 17 0	9 10 9 10	9 9 10 9	..	..	..	..	..	..	..	..
		..	..	..	3	..	522	334 5 3	334 5 3	14 6 11 9	12 9 14 6	..	..	..	..	..	..	..	..
		..	..	..	2	..	300	128 2 5	128 2 5	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	3	..	248	135 1 9	135 1 9	11 6 10 5	10 11 11 6	..	..	..	..	..	..	..	..
		..	..	..	1	..	25	12 12 6	12 12 6	10 1 10 1	10 1 10 1	..	..	..	..	..	..	..	..
		..	..	..	2	..	56	24 9 2	24 9 2	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	1	..	33	17 8 9	17 8 9	10 6 10 6	10 6 10 6	..	..	..	..	..	..	..	..
		..	..	..	12	..	137	41 12 10	41 12 10	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	2	..	40	29 2 4	29 2 4	14 6 14 6	14 6 14 6	..	..	..	..	..	..	..	..
		..	..	..	2	..	29	14 1 8	14 1 8	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	4	..	26	6 16 8	6 16 8	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	3	..	90	57 14 10	57 14 10	13 4 7 6	12 9 13 4	..	..	..	..	..	..	..	..
		..	..	..	2	..	30	16 14 1	16 14 1	11 4 10 8	11 2 11 4	..	..	..	..	..	..	..	..
		..	..	..	1	..	17½	6 8 5	6 8 5	.. ..	.. ..	..	..	..	..	..	..	..	..
		..	..	..	4	..	37½	18 16 6	18 16 6	10 0 10 0	10 0 10 0	..	..	..	..	..	..	..	..
		..	..	..	5	..	92	46 18 3	46 18 3	10 2 10 2	10 2 10 2	..	..	..	..	..	..	..	..
		..	..	..	5	..	26½	13 5 0	13 5 0	11 6 7 6	10 1 11 6	..	..	..	..	..	..	..	..
		..	..	..	8	..	107	50 7 9	50 7 9	10 1 8 6	9 5 10 1	..	..	..	..	..	..	..	..
		..	..	..	8	..	107	50 7 9	50 7 9	10 1 8 6	9 5 10 1	..	..	..	..	..	..	..	..

Government Printing-office (old building)—  
Painting roof .. ..  
Distemping, &c. .. ..  
Parliamentary Buildings—Renovations .. ..  
Ministerial Residences, Tinakori Road, east and west—Renovations .. ..

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.
<i>Wellington-Nelson District—continued.</i>																	
Police station, Nelson	Wood	Carpenters	6	..	158	68	5	0	..	..	..	68	5	0	8	8	8
		Plumber	1	..	10	5	2	3	..	..	..	5	2	3	10	3	..
		Painters and paper-hangers	2	..	53	19	5	4	..	..	..	19	5	4	7	3	7
		Painters	3	..	64½	33	8	4	..	..	..	33	8	4	11	4	8
		Carpenters	2	..	32½	17	18	6	..	..	..	17	18	6	11	0	11
<i>Westland District.</i>																	
Ahaura Constable's Quarters—Repairs	Wood	Carpenter	1	..	39	22	6	0	..	..	..	22	6	0	11	5	11
		Painters	2	..	46	22	15	8	..	..	..	22	15	8	9	10	9
		Bricklayer	1	..	11½	6	18	0	..	..	..	6	18	0	12	0	12
		Carpenters	2	..	37	19	5	0	..	..	..	19	5	0	10	4	10
		Painters	2	..	28	14	15	10	..	..	..	14	15	10	7	10	7
		Carpenters	3	..	76	41	13	0	0	10	0	41	3	0	10	9	10
		Painters	3	..	123	60	13	4	..	..	..	60	13	4	9	10	9
		Carpenters	2	..	51	26	16	0	..	..	..	26	16	0	10	6	10
		Painters	2	..	42	18	8	4	..	..	..	18	8	4	9	0	9
<i>Otago-Canterbury District.</i>																	
Dunedin Gaol	Brick	Bricklayers	4	3	1,658	727	14	6	..	..	..	727	14	6	13	11	8
		Masons	2	..	560	272	19	3	..	..	..	272	19	3	12	4	6
		Painters	2	..	61	27	1	9	..	..	..	27	1	9	9	0	8
		Concreters	..	6	139	49	11	0	..	..	..	49	11	0	..	..	..
		Labourers	..	2	47	15	16	8	..	..	..	15	16	8	..	..	..
		Carpenter	1	..	12½	6	0	0	..	..	..	6	0	0	9	9	9
		Painters	2	..	11	6	2	0	..	..	..	6	2	0	11	1	11
		Stonemason	1	..	8	4	0	0	..	..	..	4	0	0	10	0	10
		Carpenter	1	..	6	2	14	2	..	..	..	2	14	2	9	0	9
		Carpenter	1	..	5	2	5	0	..	..	..	2	5	0	9	0	9
		Painters	4	..	38	14	14	9	..	..	..	14	14	9	8	0	7
		Painter	1	..	6	2	16	0	..	..	..	2	16	0	9	4	9
		Carpenters	2	..	9	4	10	0	..	..	..	4	10	0	10	0	10
		Bricklayers	1	1	8	3	11	6	..	..	..	3	11	6	10	4	10
		Plumber	1	..	11	5	10	6	..	..	..	5	10	6	10	0	10
		Painter	1	..	3	1	5	0	..	..	..	1	5	0	8	4	8

						£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
		Bricklayers	4	3	1,658	727	14	6	..	..	..	727	14	6	13	11	8
		Masons	2	..	560	272	19	3	..	..	..	272	19	3	12	4	6
		Painters	2	..	61	27	1	9	..	..	..	27	1	9	9	0	8
		Concreters	..	6	139	49	11	0	..	..	..	49	11	0	..	..	..
		Labourers	..	2	47	15	16	8	..	..	..	15	16	8	..	..	..
		Carpenter	1	..	12½	6	0	0	..	..	..	6	0	0	9	9	9
		Painters	2	..	11	6	2	0	..	..	..	6	2	0	11	1	11
		Stonemason	1	..	8	4	0	0	..	..	..	4	0	0	10	0	10
		Carpenter	1	..	6	2	14	2	..	..	..	2	14	2	9	0	9
		Carpenter	1	..	5	2	5	0	..	..	..	2	5	0	9	0	9
		Painters	4	..	38	14	14	9	..	..	..	14	14	9	8	0	7
		Painter	1	..	6	2	16	0	..	..	..	2	16	0	9	4	9
		Carpenters	2	..	9	4	10	0	..	..	..	4	10	0	10	0	10
		Bricklayers	1	1	8	3	11	6	..	..	..	3	11	6	10	4	10
		Plumber	1	..	11	5	10	6	..	..	..	5	10	6	10	0	10
		Painter	1	..	3	1	5	0	..	..	..	1	5	0	8	4	8

						£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
		Bricklayers	4	3	1,658	727	14	6	..	..	..	727	14	6	13	11	8
		Masons	2	..	560	272	19	3	..	..	..	272	19	3	12	4	6
		Painters	2	..	61	27	1	9	..	..	..	27	1	9	9	0	8
		Concreters	..	6	139	49	11	0	..	..	..	49	11	0	..	..	..
		Labourers	..	2	47	15	16	8	..	..	..	15	16	8	..	..	..
		Carpenter	1	..	12½	6	0	0	..	..	..	6	0	0	9	9	9
		Painters	2	..	11	6	2	0	..	..	..	6	2	0	11	1	11
		Stonemason	1	..	8	4	0	0	..	..	..	4	0	0	10	0	10
		Carpenter	1	..	6	2	14	2	..	..	..	2	14	2	9	0	9
		Carpenter	1	..	5	2	5	0	..	..	..	2	5	0	9	0	9
		Painters	4	..	38	14	14	9	..	..	..	14	14	9	8	0	7
		Painter	1	..	6	2	16	0	..	..	..	2	16	0	9	4	9
		Carpenters	2	..	9	4	10	0	..	..	..	4	10	0	10	0	10
		Bricklayers	1	1	8	3	11	6	..	..	..	3	11	6	10	4	10
		Plumber	1	..	11	5	10	6	..	..	..	5	10	6	10	0	10
		Painter	1	..	3	1	5	0	..	..	..	1	5	0	8	4	8

Project	Material	Quantity	Unit Price	Total	Notes
Burnham Industrial School—Repairs	Brick	121	64 13 10	7 765 10	
	Carpenters	2	28 1 0	56 2 0	
	Bricklayers	2	16 13 4	32 26 8	
Addington Gaol—Alterations	Concrete	16	6 19 10	104 24 0	
	Carpenters	2	14 0 0	28 0 0	
	Bricklayers	1	10 6 4	10 6 4	
	Plumber	1	10 0 0	10 0 0	
	Painter	9	3 4 0	30 6 0	
Christchurch Police-station—Repairs	Wood	9	3 11 10	29 9 0	
	Bricklayer	6	3 5 6	21 3 0	
	Carpenters	2	12 5 6	25 1 2	
	Bricklayer	27	4 1 6	109 2 0	
Addington Police-station—Repairs	Plumber	7	3 19 10	27 13 0	
	Painters	60	24 12 3	1447 18 0	
	Carpenters	15	7 1 3	107 5 0	
	Painter	6½	3 5 1	22 7 ½	
	Carpenters	10	4 10 0	40 0 0	
	Carpenter	11½	3 16 10	37 14 5	
Christchurch Police-morgue—Alterations	Brick	9	3 6 2	27 18 0	
	Bricklayers	4	2 0 0	8 0 0	
	Plumber	1	3 10 0	3 10 0	
	Carpenters	17	8 4 6	143 8 0	
Lland Transfer Office, Christchurch—Repairs	Wood	16	6 15 0	102 0 0	
	Wood	10½	5 6 3	59 5 3 ½	
	Plasterer	4	2 0 0	8 0 0	
	Plumber	2	5 5 5	11 10 5	
Sunnyside Asylum—Soaking tanks	Brick and Stone	1	10 2 10	10 2 10	
	Brick	2	2 0 0	4 0 0	
Christchurch Post-office—New w.c. block	Brick	70	7 0 0	490 0 0	
	Painters	2	5 5 5	11 10 5	

## 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, 1897.

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, 1897:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1897.		Liabilities on 31st March, 1897.	
	M. ch.	M. ch.	£	s. d.	£	s. d.
Kaihu Valley .. .. .	19 40	17 21	54,989	7 7	37 2	10
Kawakawa .. .. .	7 41	7 41	90,638	8 1	..	..
Whangarei-Kamo and Extension .. .. .	23 77	17 77	138,929	2 5	3,223	2 5
Helensville Northwards .. .. .	110 0	7 42	69,138	4 4	3,932	16 2
Kaipara-Waikato, with Branches .. .. .	151 1	151 1	1,396,394	0 6	..	..
Waikato-Thames .. .. .	62 58	43 38	262,780	6 7	6,615	19 1
Thames Valley—Rotorua and Lichfield Branch .. .. .	73 36	73 36	361,128	18 2	49 15	11
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown Branch) .. .. .	233 12	208 42	2,087,819	1 7	18,367	16 11
Wellington-Foxton .. .. .	..	..	42,116	3 4	..	..
Foxton-New Plymouth, with Branches .. .. .	197 60	195 49	1,446,564	0 8	..	..
North Island Main Trunk .. .. .	216 0	69 40	546,727	15 11	17,043	2 11
Nelson-Roundell .. .. .	52 0	22 73	179,272	17 8	..	..
Midland Railway* .. .. .	..	..	12,022	3 9	8,308	9 9
Greymouth-Nelson Creek .. .. .	7 51	7 51	216,246	11 11	..	..
Greymouth-Hokitika .. .. .	24 37	24 37	192,597	3 4	57 1	2
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	..	..	..	..
Pictou-Hurunui—						
Pictou-Awatere Section .. .. .	37 5	20 42	264,209	15 2	6 4	9
Hurunui-Red Post Section .. .. .	9 50	9 50	39,093	6 1	..	..
Hurunui-Waitaki, with Branches .. .. .	474 41	433 38	2,546,911	5 8	..	..
Canterbury Interior Main Line—Oxford-Temuka .. .. .	83 0	11 44	59,343	9 2	..	..
Waitaki-Bluff, with Branches .. .. .	628 23	459 33	3,668,144	7 6	6,102	6 1
Otago Central .. .. .	182 56	56 20	715,716	13 8	13,499	0 11
Invercargill-Kingston, with Mararoa Branch .. .. .	117 4	97 44	321,852	3 0	..	..
Forest Hill Railway—Winton-Hedgehope§ .. .. .	14 0	..	556	5 2	1,348	18 8
Western Railways .. .. .	57 56	57 56	225,730	7 6	..	..
Preliminary surveys .. .. .	..	..	67,391	16 1	202 12	11
Miscellaneous .. .. .	..	..	10,336	19 11	..	..
Stock of permanent-way and rolling-stock on hand .. .. .	..	..	32,788	0 2	27,517	17 10
Value of permanent-way in hands of Railway Department .. .. .	..	..	25,000	0 0	..	..
<b>Total .. .. .</b>	<b>2,813 65</b>	<b>2,023 52</b>	<b>15,301,932</b>	<b>10 6</b>	<b>106,312</b>	<b>8 4</b>
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	..	..
<b>Grand total .. .. .</b>	<b>2,813 65</b>	<b>2,023 52</b>	<b>16,411,188</b>	<b>14 6</b>	<b>106,312</b>	<b>8 4</b>

\* The amount shown as expenditure represents the proportionate amount unrecovered from the Midland Railway Company.

† 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.

§ The expenditure on this line as a tramway was made by the Lands Department.

During the year a total length of 17 miles 49 chains of railway was opened for traffic. The following table contains particulars of the sections:—

Railway.	Section.	Length.	Date opened for Traffic.
Kaihu Valley .. .. .	Opanake-Booms... .. .	M. ch. 0 55	21st October, 1896.
Whangarei-Kamo Extension .. .. .	Hikurangi-Whakapara .. .. .	3 25	2nd November, 1896.
North Island Trunk Railway .. .. .	Mokau and Poro-o-tarao Tunnel Sections .. .. .	12 43	21st December, 1896.
Catlin's River Railway .. .. .	Hunt's Road (portion) .. .. .	1 6	22nd June, 1896.
	<b>Total .. .. .</b>	<b>17 49</b>	

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, being an extension of the line from Hikurangi to Whakapara River).*—The completion of this section was delayed during the winter by heavy slips in the cuttings, but for the convenience of settlers and to relieve the main road, goods were conveyed over it since July last, and the line was handed over to the Railway Department for regular traffic on the 2nd November, 1896. There was an average of about fourteen labourers and three artisans employed on the works during the year. The construction of this section was carried out on the co-operative principle, only the supply of timber for station buildings, &c., having been obtained by tender. The land-plans of this section have been finished, and the Proclamation taking the land for the railway will be issued immediately.

*Hukerenui Section (11 miles 25 chains to 14 miles 57 chains; 3 miles 32 chains in length).*—This is an extension of the line from Whakapara to the Hukerenui Settlement on the west side of the Puhipuhi. The earthwork of this section was commenced in December, 1896, and in all about 2 miles of the formation in detached pieces have been done. The erection of the bridges and masonry culverts was commenced in February and March last, and the latter are now about two-thirds done. The large bridge on the Whakapara River is nearly finished, and the pile-driving on two other bridges has been commenced. The timber for the bridges has been supplied by contract, but all the works of construction are being carried out on the co-operative principle. About thirty-one labourers and six artisans are employed on the works. The land-plan survey of this section is in hand, and a length of about 2 miles has been done.

## HELENSVILLE-NORTHWARDS RAILWAY.

*Makarau Contract (43 miles 30 chains to 46 miles 36 chains; length, 3 miles 6 chains).*—This contract, which was much delayed by difficulties met with in driving the tunnel and heavy slips, was completed on the 13th May last, and the section was handed over to the Railway Department for traffic on the 12th ultimo. Platforms have been erected at Kanohi and Makarau Stations.

*Tahekeroa Section (46 miles 36 chains to 49 miles 54 chains) and Komokoriki Section (49 miles 54 chains to 56 miles)* are located and ready for contract, and a trial survey of a further section of the line to the Warkworth-Welsford Road, about 12 miles in length, was made some time ago.

## 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, was finished for the accommodation of the timber traffic, and was opened for traffic on the 21st October, 1896. The work was done on the co-operative principle, giving employment to about eighteen men for six months.

## WAIKATO-THAMES RAILWAY.

*Paeroa-Te Aroha Section (13 miles 43 chains).*—This section, which includes the bridge over the Ohinemuri River, was opened for traffic on the 20th December, 1895, and the station buildings were completed in February, 1896. Sundry small works consisting of fencing, improving footpaths at Paeroa Station, &c., were in hand and finished during the past year by co-operative labour. A contract was also let for metalling the road diversions at Paeroa Station, and the work was completed on the 26th ultimo.

*Puriri-Paeroa Section (9 miles to 19 miles 20 chains).*—This is a portion of the Thames-Paeroa Section on which the permanent-way was laid for a length of  $4\frac{1}{2}$  miles at the Thames end, and the earthworks of the remainder of the line to Paeroa done some years ago. The work of completing the line from Puriri to Paeroa is now in hand. The ironwork for the bridges was imported in an unmanufactured condition, and was manufactured locally by contract, and the timber for the bridges was also obtained by contract. The erection of the bridges and trimming the formation was put in hand in February, 1897, and the laying of the rails was begun the following month; and these works (which are all being carried out on the co-operative principle) are now well advanced. There are altogether 74 men at work on this section. A line into the Omaha ballast-pit has also been surveyed, and the formation of the same will be commenced shortly. The ironwork for the bridges on the portion of the line from 4 miles 40 chains to 9 miles has also been imported, and will be manufactured locally. It is also proposed to invite tenders for the timber for these bridges.

## NORTH ISLAND MAIN TRUNK RAILWAY.

*North End.*

*Mokau and Poro-o-tarao Sections (34 miles 43 chains to 47 miles 6 chains; length, 12 miles 43 chains).*—These sections were completed and certified as fit for traffic in December, 1896, but have not been taken over for public traffic yet, and the maintenance is being kept up by this department. The Railway Department, however, has run a goods train through to Poro-o-tarao once a week since the 18th January last.

*Ohinemoa Section (continuation of the line southward from Poro-o-tarao).*—The work of formation on this section has just been commenced. Twelve men were sent on to the ground on the 28th ultimo, and more will be sent shortly. The survey of a portion of the extension of this line made some years ago has been revised, and some improvements in the location of same are under consideration.

*South End.*

*Makohine Section (extension of line from Mangaonoho, 22 miles 40 chains to 33 miles 40 chains; length, 11 miles).*—The permanent-way has been laid and sufficiently ballasted to enable trains to run over the line from Mangaonoho Station at 22 miles 4 chains to the Makohine Viaduct site and a through siding has been put in at 23 miles 40 chains. The formation of the section

(including the tunnel 198 yards long at 24 miles 30 chains) has been finished, with the exception of the embankment at 31 miles 25 chains, which is being formed with the materials excavated from the Powhakarua Tunnel; the cutting at 32 miles 35 chains (nearly finished) and the enlarging of the tunnel at 33 miles. The Powhakarua Tunnel, which is 26½ chains long, is lined at both ends for an aggregate length of about 16 chains, and the work is proceeding, and the tunnel at 33 miles is in progress. The line has been fenced on both sides from Mangaonoho to 24 miles 20 chains, 24 miles 67 chains to 25 miles 65 chains, 26 miles 20 chains to 30 miles 65 chains, 31 miles 20 chains to 31 miles 44 chains, and 31 miles 53 chains to 32 miles—or a total aggregate length of about 7 miles 54 chains of fencing on both sides of the railway. All the works have been done on the co-operative system.

*Mangaueka Section (33 miles 40 chains to 40 miles 40 chains; length, 7 miles).*—The bushfelling, which was let in half-mile sections, was completed in September, 1896. The formation was commenced in June, 1896, and has made good progress, and the construction of culverts will be put in hand when the roads are fit for carting. The work done included the formation of suitable service tracks along the section. All the works have been carried out on the co-operative principle.

*Makohine Viaduct, at 24 miles 40 chains on the Makohine Section.*—As previously reported it was decided to erect this structure on the co-operative principle. The preliminary work of clearing the site was commenced in June, 1896, and since then various preparatory works have been put in hand and completed, consisting of the erection of a shed for the storing of cement and to be used as a workshop, putting a small drive into the face of the cliff at site of one of the piers to ascertain the inclination and nature of the material, the construction of a tramway to the Rangitikei River for hauling gravel to the viaduct site, and also the laying of a tramway in continuation of the permanent-way along the centre line of the viaduct from the north front of the tunnel to and across the Makohine Stream, the erection of a boiler and steam-winch at the site, together with a derrick for attaching wire ropes, &c. The excavations for the foundations of piers C and D were commenced in March, 1897, and the excavation of pier D has been well secured with timber and should shortly be ready to receive concrete, but at pier C the ground is slipping badly and the work may have to be suspended until winter is over. The washing and hauling of gravel for concrete was commenced in May last, and sufficient gravel and cement are now on the ground to enable the concrete work to be carried on when the weather is favourable for the excavations being got ready. The great flood which took place on the 16th April last completely changed the course of the Rangitikei River, rendering inaccessible the large gravel deposits adjacent to the works, and also washing away a portion of the tramway and a quantity of round timber for securing excavations which had been brought down the river and landed on the bank in readiness to be hauled to the viaduct-site. This resulted in considerable delay and loss. The ironwork for the construction of the viaduct was ordered from Home in an unmanufactured state, and is now coming to hand and being sent on to the site, where it will be prepared for the construction of the viaduct.

An average of about 157 men were employed on the various works on this line during the year, and at present there are about 215 men on the works.

#### WELLINGTON-WOODVILLE RAILWAY.

*Eketahuna-Woodville Section (26 miles 55 chains in length).*—The whole of the formation is practically completed, and the line has been fenced on both sides throughout, with the exception of a portion between 94 miles 65 chains and 96 miles 8 chains on the right side of line, and between 94 miles 49 chains and 95 miles 58 chains on left side. The line was opened for traffic from Eketahuna to Newman—a length of about 2 miles—in March, 1896, and from Newman to Pahiatua—about 15½ miles—on the 3rd May, 1897; and the length from Pahiatua to Mangatainoka—about 3½ miles—will probably be ready for opening next month. The station buildings are in course of completion or erection at the following places—viz.: Hukanui, Tutaekara, Makakahi, Pahiatua, Mangatainoka, and Ngawapurua. It was found that the combined road- and railway-bridge over the Manawatu River at Ngawapurua, which was built in 1883, required extensive repairs, and the work is now in hand, nineteen men being employed thereon at present. The work is being carried on without interruption of the road traffic over the bridge. The plate-laying is proceeding, and it is anticipated that the rails will be laid through to Woodville, and the main line ballasted throughout, by about the middle of December next. All the works on this section, except the ironwork and timber for bridges, and the erection of the Mangatainoka Bridge, have been carried out on the co-operative principle. There are 182 men at present employed on the works.

*Mangahao Reserve Timber-cutting Contract* (for the supply and delivery at Pahiatua Station of 20,000 sleepers and 288,000 superficial feet of bridge and other timber from the Totara Reserve at Mangahao).—About 25,000 sleepers and 383,000 ft. of timber have been supplied under this contract.

*Mangaone Reserve Timber-cutting Contract* (for the supply and delivery at the railway-line of 40,000 sleepers and 70,000 ft. of other timber from the Totara Reserve at Mangaone).—About 24,000 sleepers and 206,000 ft. of mixed timber for bridges and culverts, station buildings, &c., have been supplied under this contract.

#### MIDLAND RAILWAY.

*Otira Section.*—The works in progress on this section extend over a length of about 12 miles, and consist of bushfelling, &c., earthworks, and masonry culverts. Thirty-three parties have been employed on these works during the year, and the formation of the line is well advanced. There has also been a considerable amount of engineering survey done in connection with road deviation, re-locating portions of the line, &c. All the works are being carried out on the co-operative principle. An average of 113 men were employed during the year, and there are now 110 men at work on the line. The land-plan survey of this section is in progress.



*Belgrove Section (21 miles 3 chains to 26 miles 65 chains; length, 5 miles 62 chains).—*The work during the year consisted of plate-laying, which was finished in June, 1896, ballasting, construction of platforms, fencing, &c., and laying on water-service; and the section was completed by the 31st March, 1897. An average of about forty men were employed, and all the works were carried out on the co-operative principle. By an arrangement with the Railway Department some goods traffic was carried over the line in connection with the ballasting-trains, commencing in November, 1896.

*Motupiko Section (26 miles 65 chains to 29 miles 20 chains; length, 2 miles 35 chains).—*The work of formation was commenced in July, 1896, and the earthworks were finished in April, 1897. The fencing is now nearly finished, and the concrete culverts about five-eighths done. The ironwork for the bridge—three 40 ft. spans—which was manufactured by contract in Wellington, is on the ground, and the ironbark timber for same has been delivered in Wellington. It is anticipated that the section will be ready for plate-laying about the end of November next. All the works of construction have been carried out on the co-operative principle. An average of about forty men were employed from the commencement of the work until January, 1897, and since then the number was gradually reduced as the completion of the works advanced.

*Motueka Section (29 miles 20 chains to 31 miles; length, 1 mile 60 chains).—*The formation of this section was commenced in April, 1897, this being the date of the completion of the earthworks on the Motupiko section, and the formation of a length of 60 chains of the line is now in progress, thirty-five men being employed. The work is being done on the co-operative principle.

#### OTAGO CENTRAL RAILWAY.

*Hyde-Kyeburn Section (56 miles 20 chains to 77 miles 10 chains; length, 20 miles 70 chains).—*The formation (including the Hyde Creek, Price's Creek, and Capburn Bridges) and plate-laying have been completed from Hyde to Kokonga (66 miles 20 chains) a distance of 10 miles, and the formation has been finished to the Taieri River at 71 miles 30 chains, and is in progress throughout the remainder of the section. The ballasting is also in progress between Hyde and Kokonga, and this portion of the line should be ready for traffic in a few months.

The culverts (mostly in masonry) have been completed from 68 miles 65 chains to 75 miles 60 chains, and the four culverts remaining to be put in to 77 miles 45 chains will be put in hand in September next, when there will be no frost to hinder the work. A contract for the erection of a bridge over the Taieri was let in January 1896, and the work is in progress; the abutments are nearly finished; the piers are in hand, and all the materials for them are on the ground, also the timber and holding-down bolts for the superstructure, but no girder iron has been brought on to the site yet. The Hogburn Bridge, at 72 miles 46 chains, is also in progress, and the pile-driving has just been completed.

The fencing of the line has been completed from Hyde (56 miles 20 chains) to Capburn (61 miles 10 chains). The timber for the station buildings at Kokonga is being brought on to the ground, and a platelayer's cottage has been erected at Komako (72 miles 30 chains), where also the formation of the station site is in progress. Provision is also being made for a station at Capburn, the formation of which is now finished. The formation of Eweburn station-yard has also been put in hand, and is in progress. This brings the work in hand up to about 77 miles 30 chains. 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. An average of 167 men are employed on the works.

#### SEAWARD BUSH RAILWAY.

*Waituna Section (18 miles to Mataura Bridge site at 19 miles 40 chains).—*The whole of the formation of this section was done some time ago, but the bank formed on the swamp from 18 miles 47 chains to 19 miles 34 chains subsided considerably, and a party of men have been employed in making it up with clay from the terrace at 18 miles 40 chains. All the culverts have been put in. There are five flood-openings on this section, with a total of fifty-two spans of 20 ft. each. Four of these are finished, and the fifth, which is at the approach of the Mataura Bridge, is well advanced.

*Mataura Bridge Contract.*—As previously reported, a contract for the erection of this bridge was let to Messrs. J. and A. Anderson. All the cylinders have been put in and concreted up to 8 ft. from top of cap, and almost the whole of the material has been brought on to the site. It is anticipated that the bridge will be finished by about the end of October next.

*Titiroa Section (from southern bank of the Mataura River at about 19 miles 45 chains to 24 miles).—*The greater part of the earthwork of this section has been done, but there has been some subsidence of banks, and two parties of men are employed in making them up. All the pipe-culverts have been put in, and a large quantity of the timber for flood-openings has been delivered and boring operations for some of them have been carried out during the year, but the work of erecting these bridges has not been commenced yet. The fencing has been erected on both sides of the line from 20 miles 18 chains to 23 miles 11 chains, excepting a length of 36 chains between 21 miles 52 chains and 22 miles 8 chains, which is fenced on one side only. During the year ended 31st March, 1897, an average of forty-eight men were employed on the co-operative works of the Waituna and Titiroa sections, and there are now nineteen men at work. The timber for the flood-openings has been obtained by tender, but all the works of construction, except the erection of the Mataura Bridge have been carried out on the co-operative principle.

#### FOREST HILL RAILWAY.

The formation of the extension of this line from the terminus of the portion previously constructed at 9 miles 76 chains to the new terminus at Macdonald's corner on the east side of the Makarewa River at 12 miles 40½ chains is well advanced. As previously reported, the erection of a

combined road- and railway-bridge over the Makarewa River was completed in March, 1896, and all that is now required to complete the formation of the line is the construction of a flood-opening of four 20 ft. spans at 10 miles 43 chains; the timber for this is now arriving on the ground, and the work should be finished in about three months hence. The section is fenced on both sides throughout and the construction of cattle-stops and gates is in hand. The old portion of the line from Winton to 9 miles 76 chains is to be repaired and relaid with 40 lb. rails, and preparations for commencing this work immediately are now in hand. The extension to 12 miles 40½ chains will also be laid with 40 lb. rails, and when the platelaying of the whole is completed, the line will form a branch of the railway system of the colony.

#### SURVEYS OF NEW LINES.

*Coromandel-Kuaotunu Railway.*—With the object of ascertaining what a light narrow-gauge railway between Coromandel and Kuaotunu would cost, a trial survey of the route was put in hand in November last, and the field work and plans of same were finished in May. The principal engineering difficulty on this line consists in a range of hills about 1,100 ft. high immediately behind Coromandel, and the most favourable route over this ridge will necessitate a tunnel from 90 to 100 chains long, the remainder of the route being fairly easy. The line is about 18 miles long, and the approximate estimated cost of constructing same, exclusive of rolling-stock and station buildings, is about £77,400, or about £4,300 per mile.

*North Island Main Trunk Railway, Central Route.*—The field work of this survey is practically completed to 89 miles 60 chains, and the plans to 78 miles. The work during the year comprised borings (thirty-six in number) at the site of the viaduct over the Hapuawhenua Creek at 87 miles 18 chains, and the repairing of the Waimarino track on two occasions in order to make it fit for horse-traffic. The mileage of this survey counts from Marton.

*Blenheim-Awatere Railway.*—A survey was put in hand in October, 1896, for the selection of a site for a combined road- and railway-bridge over the Awatere River. As the selection had to be made with a view to the site fitting in with an extension of the railway from Blenheim, in the event of the latter being gone on with in the future, the work involved the survey of the railway from the end of the present formation at the Utawai Saddle (28 miles 40 chains) to some distance beyond the Awatere River. Accordingly a trial-line was run from 28 miles 40 chains to Blind River at 37 miles, a distance of 8½ miles, and the line was permanently located from the same point to 33 miles 47 chains, or a point about half a mile on the south side of the Awatere River, a distance of 5 miles 7 chains from the starting-point. Road approaches to the bridge-site were also surveyed, and borings were made in the river-bed at site to determine the nature and depth of foundation. The whole of the field work was completed some time ago, and the plans are in hand.

*Waipahi-Heriot Burn Railway Extension to Roxburgh.*—This survey, which commences on the previously-surveyed line about 3¼ miles beyond Heriot, was put in hand in January, 1896, and was completed to Roxburgh in October last, the total distance being 24½ miles. The plans have also been completed.

*Seaward Bush Railway Extension to Catlin's River Railway Terminus.*—A reconnaissance survey of this route was made during the year with a view to the proper location of any further extension of either line that might be decided on in future. Plans showing the route were also prepared.

#### SLEEPERS.

*Auckland.*—About 3,000 sleepers were obtained locally during the year.

*Pahiatua.*—Tenders were invited in May, 1896, for the supply of 16,000 sleepers in lots of 500 and upwards for the Eketahuna-Woodville Railway, and thirty-eight tenders were received from the Wellington-Napier districts and West Coast (South Island) districts. Seven of the local tenders for the totara sleepers were accepted, the number in each contract being 5,000, 4,000, 2,000, 2,000, 1,500, 1,000, and 500 respectively; total 16,000. These contracts have all been completed. A large supply of sleepers was also obtained from the Mangahao and Mangaone timber reserves, as mentioned elsewhere under the heading "Wellington-Woodville Railway."

*Westport.*—A contract for 15,000 sleepers, which was entered into in March, 1895, was completed in September last.

*Greymouth.*—Forty-seven contracts for the supply and delivery of silver-pine sleepers were in progress during the year ended 31st March, 1897, of which thirty-nine were entered into during the year. These forty-seven contracts amounted in the aggregate to 51,450 sleepers, of which 23,710 have been delivered to date. All these contracts, except two, were in lots of 1,000 and under, let to working-men. The two exceptions were, one for 10,000 sleepers and the other for 2,500.

*Otago.*—About 1,195 totara sleepers were obtained during the year from settlers in the Catlin's River district, in lots of about 100 each; and a contract for the supply of 2,000 totara and black-pine sleepers for the Forest Hill Railway was let in Southland on the 3rd ultimo.

#### ROADS AND BRIDGES, ETC.

##### AUCKLAND DISTRICT.

*Te Aroha to Katikati Road (Thompson's Track).*—The work of formation and widening of this track was stopped in May, 1896, for the winter months. It had then all been formed and widened from 8 ft. to 12 ft., except about one mile and a half on the Katikati side; but when the winter rains set in slips began, and although two surface-men were engaged in letting the water off, the track became impassable for horse-traffic. Operations—widening, repairing slips, &c.—were resumed in March last, the work, at the request of the Mines Department, being placed wholly under the control of an overseer appointed by them, only the money for the earnings of the work-

men being supplied through our Resident Engineer on the overseer's certificate, to save the necessity of the latter having a separate Imprest Account.

*Great Barrier Island Roads.*—About two miles of roads have been constructed under the direct supervision of the Inspector appointed by the Mines Department, payments being made through this department, as in the case of Thompson's Track above mentioned.

*Mangare Road Bridge Repairs.*—A contract for repairs to this bridge was prepared by this department, and tenders invited for same in March last. Three tenders were received, the lowest amounting to £1,312. The Government subsidy appropriated for the work only amounted to £500, and the question of providing the balance is now under the consideration of the local body having charge of the bridge.

*Te Aroha Domain.*—The construction of a new hot-water reservoir and some drainage from the domain to the river have been put in hand by this department. Plans have also been prepared for a new bath-house, and steps will be taken for the supply of timber for same immediately. The works are all being carried out on the co-operative principle. In the bath-house design, provision is made for nineteen baths, waiting-rooms, sanitary arrangements, &c.

*Miscellaneous.*—The Katikati-Karangahake track was examined and reported on for the Mines Department in April, 1896. Panmure Bridge, at East Tamaki, and Orakei Bridge were examined and reported on, with estimates of costs of repairs needed; and a contract for repairs to Mokau Bridge was let in April last, amounting to £160. Some drainage work in Te Aroha, Block IX., previously reported on as being done for the Survey Department, was completed during the year.

#### WESTLAND.

*Great South Road.*—The two small bridges between the Waitaha Rivers were finished in May, 1896, and repairs to Duffer's Creek foot-bridge were completed the following July, both works being done on the co-operative principle. Repairs to the road between the Waitaha and Wanganui Rivers were carried out by day labour during April, 1896, and the road made fairly passable. The construction of the road on the line of the deviation at Rotokino Swamp was put in hand in January, 1897, and the work is in progress on the co-operative principle. Twenty-six men are employed on this work.

*Lake Mapourika to Waiho Road.*—A survey for widening this road was made, and the plans are now being prepared.

*Miscellaneous Works for other Departments and Local Bodies.*—A contract was let for constructing a stone embankment across the overflow from the Karamea River into the Otumahana Lagoon, but the contractor abandoned the contract, and the matter is now under consideration. The following works have been inspected and reported on for the Mines Department: Argyll Water-race, Waimangaroa wire foot-bridge, extension of addition to Wilson's Lead Road, road to Cape Foulwind Diggings, Charleston to Nine-mile Road, additions to Piper's Flat Road, proposed diversion of Westport-Charleston Road at the Totara River, the Ahaura Bridge, Brunner-ton-Paparoa Track, Cobden Seven-mile Road, Jones's Creek and Donoghue's Creek storm-channels, bridges at the Haast River and the Paringa-Blue River Road, Ngahere-Blackball Road, Greenstone Blackwater Bridge, and Brown's Terrace Track. An inspection was also made in May, 1896, for the Mines Department of the damage done to the county roads by floods, the condition of the following roads having been examined and reported on—viz.: The road beyond Barrytown, track and bridge near Nine-mile Bluff, the Grey River Valley Road to the Junction, Nelson Creek, No Town, Orwell Creek, and Waipuna Creek Roads. A report was also furnished to the Customs Department with reference to powder-magazines at Reefton. A subsidy was granted to the Borough Council, Hokitika, for the construction of a timber box-drain in Fitzherbert Street, and the work was done under the supervision of this department.

#### MISCELLANEOUS.—VARIOUS DISTRICTS.

The following works were undertaken or reported on during the year for other departments or local bodies: Designs for bridges over the Takaka, Skipper's, Waimangaroa, Greenstone, and Blackwater were revised for the Mines Department. A design for Opoiti Road Bridge was reported on, and three alternative sketch designs for Mangaweka Bridge were furnished for the Lands Department, and detailed designs for same are now in progress. The damage done by floods to the bridges over the Ruamahanga River at Hurunui-o-rangi and Kotau was reported on for the Carterton Road Board; and encroachment-prevention on Feilding by floods from the Makino River was reported on for the Feilding Borough Council. Fitzherbert Bridge at Palmerston North, damaged by the Easter floods, was inspected and reported on, with proposals for repairing and lengthening same. An examination was made of the available sites for bridging the Manawatu River in the neighbourhood of Foxton and Shannon, and the sites were reported on with estimates. A report was furnished to the Pahiataua County Council as to the best means of securing road and private property from being encroached on by the Tiraumea River. An examination of the damage to roads and bridges caused by the disastrous floods in the Hawke's Bay district last Easter was also made by an engineer of this department in conjunction with the Chief Surveyor of the district, and their joint report thereon was submitted last month.

#### PUBLIC BUILDINGS.

##### AUCKLAND DISTRICT.

*Government House.*—Three canvas hose have been fixed, with cradles complete, in a suitable position for fire-prevention. The fence in Symonds Street has been renewed with a corrugated-iron fence, which was erected by a co-operative party in September last.

*Admiralty House.*—This house is in fair order. It is occupied by a tenant under a five-years' lease from 1st July, 1895.

*Departmental Buildings, Auckland.*—These buildings have been kept in very good order by the caretaker and cleaner. Quarters were provided for the caretaker on the first floor, involving the addition of two rooms. This work was completed in April, 1896. A room in the tower was made into a drafting-room with fittings and stair, and the general maintenance of the buildings was attended to.

*Departmental Buildings, Thames.*—It was found necessary to take down and rebuild the three stacks of chimneys in these buildings, as they had become dangerous owing to the mortar in them having perished. This work was done in February last. Some repairs were also done to the roof-valleys and guttering.

*Departmental Buildings, Tauranga.*—Extensive repairs to the foundations and buildings generally were carried out and completed in June, 1896, the work being done on the co-operative principle. A brick tank holding about 10,000 gal. of water was built for fire-prevention purposes in December last, and a slip of earth which took place in the bank behind the buildings was removed.

*Gaol, Mount Eden.*—The work done during the year consisted principally in excavating the site for the central block and getting the foundation trenches clear. A few prisoners have also been employed in cutting stone for the building. In February last a circulating hot-water supply was put into the female wing, with copper boiler and pipes to all baths and washing-tubs.

*Avondale Asylum.*—A large addition, built in brick, to the male wing of the main building is in course of completion. The building material was obtained by tender, and all the works of construction are being carried out under the co-operative system. The excavation of the site was commenced in September, 1896, and it is anticipated that the whole of the work will be finished and the building ready for occupation in September next. For fire-prevention purposes, brick walls have been carried up through the roof (2 ft. above the slates) of the main building in four different places, and the water-service for fire-prevention has also been perfected. The water-supply for the use of the asylum has been greatly improved by the erection of a concrete reservoir on the high ground near Mount Albert, which is supplied from a spring of water. A 4 in. cast-iron main is laid on to the reservoir and connected with valves to the existing mains. It is intended to shut off the city water, which, however, will still be available for fire purposes and accidents, and to use the water required for the daily supply from the new service. This, while furnishing a liberal supply of good water, will effect a considerable saving in water-rates. The work of constructing the new service has been carried out by the asylum patients in a satisfactory manner. The dairy, blacksmith's shop, and shed were completed in April, 1896. The roofs of the building were also overhauled, and the fencing in front of building was renewed by the asylum labour.

The Auxiliary Asylum, which was destroyed by fire in December, 1894, was rebuilt in brick, and the new building was finished and occupied by the patients on the 31st October, 1896. Since then some fencing has been erected and a shelter-shed built. The materials for this building were obtained by tender, and the whole of the construction works carried out on the co-operative principle.

*Supreme Court, Auckland.*—The library was enlarged. The fire-prevention appliances have been improved, and general repairs attended to.

*District Courthouse, Auckland.*—Some additional shelving has been put up and repairs generally attended to, and the building has been examined with a view to renovation, which appears to be needed.

*Country Courthouses.*—Various repairs and small additions have been made in the Courthouses at Dargaville, Mongonui, Kawakawa, Paeroa, Te Aroha, and Port Waikato.

*Auckland Police-station.*—The sewage-drains connected with this building had to be cleared six times during the year owing to obstructions put in them by prisoners. A dividing-fence was raised between the male and female yards to prevent the escape of prisoners, and repairs generally seen to.

*Police-barracks, Auckland.*—The sergeants' quarters were cleaned and renovated and a new chimney built in the cook-house.

*New Police-station, Waihi.*—This building was completed and occupied in April, 1896, and since then a lock-up, office, and fence have been erected. All the work was done by co-operative labour.

*New Police-station, Mongonui.*—A contract for the erection of this building was let in February, 1896, and completed, with an extra room, on 30th April following, on which date it was occupied.

*New Police-station, Hikurangi.*—Allotments for this station were bought in March last, and a contract has been entered into for the supply of timber for the building which will be erected by co-operative contract.

*Various Police-stations.*—Repairs and additions have been effected at the Police-stations at Ponsonby, Newton, Otahuhu, and Helensville; and a new lock-up and a stable were erected at Kihikihi and Te Awamutu respectively. Timber has also been obtained for a lock-up at Otorohanga, and the erection of the building is held over pending the settlement of the question of a site.

*Post- and Telegraph-office, Auckland.*—The roofing-slates, which were dropping off and dangerous, were all taken down and securely renailed with copper nails early in the year. New fire-hose and cradles were fixed in six different places in the building. One hundred and sixty-eight new private letter-boxes were fixed and the boxes rearranged, and a letter-lift fixed between the mail-room and the money-order office, and additional desks were put in the latter; various minor repairs were also effected.

*Post-office, Paeroa.*—Extensive additions to the mail-room were made and the whole of the building repainted. The work, which was carried out on the co-operative principle, was completed in September last.

*New Post-office, Waihi.*—Tenders were invited for the erection of the building, and a contract for the same was let in December last, for £781. It will be finished this month.

*New Post-office, Waitekauri.*—Tenders were also invited for this building, and a contract for its erection was entered into in March last; amount, £458. It will be completed this month.

*New Post-office, Kuaotunu.*—The timber for this building was obtained by tender and the erection done by co-operative contract. The work was commenced in March last, and the building was completed in June.

*Post-office, Coromandel.*—The mail-room was enlarged and a lean-to added for the telephone and batteries. This work was done by a co-operative party. A drain was also cut to the Post-master's house.

*Various other Post-offices.*—Repairs, paintings, and additions were carried out in the Post-offices at Rotorua (residence), Waiwera, Onehunga, Ohaewai, Kamo, and Whangarei.

*Magazines, Mount Eden.*—For the convenience of loading explosives into Nos. 5 and 6 Magazine Stores the shelving has been taken out, wooden floors put in, and a tramway and truck to the outer gate provided.

*Government Life Insurance Buildings, Auckland.*—The drainage of the cellar being defective was rectified and the shaft of the drain-tap raised.

*Ponsonby Hall, Auckland.*—The ceiling of the hall was painted early in the year.

*Quarantine-station.*—The foundations of the buildings have been repaired, and the partitions made good that were removed in connection with the temporary occupation of the station by lunatics. The wharf, chimneys, and boilers have also been repaired. The work was done by co-operative labour.

*Bark-shed, Wairangi.*—Plans for a shed at the Wairangi Railway Station for the storage and crushing of wattle-bark were prepared for the Agricultural Department and a contract for its erection let in April last; amount, £309. It will be completed this month.

*Priest's Bath, Rotorua.*—As the fumes from this bath have been destructive to the roofing hitherto used, the building has been re-roofed with a patent material, with satisfactory results so far.

*Native School, Ruatoki.*—A contract for this building was let in October, 1895, and completed in May, 1896—amount, £668; and a shelter shed has since been added to it.

*Native School, Te Whaiti.*—A contract for the erection of this building was let for £585, and the work was completed in October, 1896.

*Native School, Kokako.*—A contract for the erection of this building was let for £787 in July, 1896, and completed in December.

*Native School, Opanake.*—This building was removed from Taita to Opanake by contract in June, 1896, and some fencing and small repairs were subsequently done.

*Native School, Te Ngaire.*—These buildings were examined, and an estimate of the cost of their removal to Whakarara and renovation was furnished to the Education Department.

*Native School, Te Kuiti.*—A contract for the erection of this building was let last month for £492.

*Native School, Opureora.*—Tenders for the erection of this building are advertised.

*Native School, Taiharuru.*—A contract for this building was let in May last for £485, and the work is in progress.

*Native School, Tokaanu.*—Tenders for this building will be invited shortly.

*Native School, Tikitiki.*—A contract for additions to this school was let, and the work was finished in May last.

*Native Agent's House, Otorohanga.*—A shed was built in October last, and some painting and various repairs done.

*School of Mines, Waihi.*—This building was subsidised by Government, and the contract was passed by this department, acting for the Mines Department.

#### WAIARAPA-HAWKE'S BAY DISTRICT.

*New Post-office, Martinborough.*—This building was commenced in May, 1896, and completed in September last. It was erected on the co-operative principle.

*Post-office, Woodville.*—The exterior and interior of the post-office building and interior of the residence were repainted and a portion repapered. A new washhouse with brick chimney was erected. The work was done by co-operative labour.

*Post-office, Napier.*—An addition to the money-order office and alterations to first floor to accommodate Telephone Bureau were made, and the exterior of the building was repainted. The earth-closets were replaced by new water-closets. The works were done by co-operative labour, and completed in November last.

*Various Post-offices.*—Repairs, painting, &c., were effected at the Post-offices at Waipawa, Hastings, and Spit.

*Courthouse, Napier.*—The extensive alterations and repairs to this building previously reported on were finally completed in July, 1896, and an asphalt footpath has been laid down in front of the building. The work was done partly by co-operative and partly by day labour.

*Police-station, Masterton.*—The addition of two rooms and a bath-room to the sergeant's house and repainting the exterior of the house and police-station are in hand. The work is being done by co-operative labour, and will be completed this month.

*Police-station, Eketahuna.*—Two rooms were added to the constable's quarters, and alterations, painting, and repairs to the exterior and interior of the old building were put in hand in November, and completed in December last. Work done on the co-operative principle.

*Police-station, Pahiatua.*—The interior of the constable's house was repainted and repapered, and drainage provided and concrete floor laid in out-building. The work was done on the co-operative principle.

*Old Provincial Buildings, Napier.*—Some small alterations were completed in September, 1896, by co-operative labour.

*Survey Office, Napier.*—The offices of the Commissioner of Crown Lands and Chief Draughtsman were repainted and repaired in September last by co-operative labour.

PALMERSTON-NEW PLYMOUTH DISTRICT.

*New Post-office, Hawera.*—This is a two-story brick building built to replace the newly-erected wooden building destroyed by fire in August, 1895. The erection of the present building was completed in March, 1897. The materials were obtained by tender, and the work of erection done on the co-operative principle. Gravelling and fencing in front of the building are being put in hand. Office accommodation was provided in this building for the Public Trustee and Stock Department.

*New Post-office, Marton.*—Tenders were invited for the erection of this building in brick, and a contract was let in November, 1896. The building was finished in May last.

*New Post-office, Ashurst.*—The timber for this building was obtained by tender and the erection is now being put in hand by co-operative contract.

*Post-offices, Bull's and Palmerston North.*—Some repairs were effected in these offices by petty contracts.

*Courthouse, New Plymouth.*—Baize doors were put in corridors and other small improvements effected. Fire-appliances are being provided and will be finished this month.

*Courthouse, Stratford.*—The erection of this building was completed in April, 1896. It was built on the co-operative principle.

*Courthouse, Marton.*—Tenders were invited for the erection of this building in brick, and a contract was let in March last. The work is in progress.

*Courthouse, Patea.*—Some windows damaged by gale repaired.

*Courthouse, Wanganui.*—Alterations to the sanitary arrangements at this building were made in August and September, 1896.

*Courthouse, Feilding.*—A petty contract for the addition of a witnesses' room and repairs to the building was carried out in January, 1897.

*Courthouse, Hawera.*—The erection of this building was commenced in March, 1896, and completed in September last. The work of erection was done on the co-operative principle. The gravelling of the yard is being put in hand.

*Police-station, New Plymouth.*—Repairs, fencing, and painting at this building were put in hand by petty contract in March, 1897, and completed last month.

*Police-station, Pungarehu.*—A petty contract for the addition of one room and repairs to this building was carried out in October, 1896.

*Police-station, Stratford.*—A petty contract for the erection of two new rooms and repairs was carried out in October last, and some further small repairs were done in March.

*New Police-station, Elltham.*—Tenders for the erection of this station, consisting of station, two-cell lock-up, and stable, were invited. A contract for the erection was let in February, 1897, and completed in May last.

*Police-station, Hawera.*—Two rooms were added and the building repaired. The work was done by co-operative labor, and completed in March last.

*Old Police-station, Wanganui.*—This building was converted into a trooper's residence. The work, which was done by co-operative labour, was finished in June, 1896.

*New Police-station, Raetihi.*—Tenders were invited for the erection of this station, consisting of a six-roomed house and two-cell lock-up, and a contract was let in March last; the building was completed last month.

*New Police-station, Moawhanga.*—Tenders were also invited for this building, and a contract for its erection was let in February, 1897, and completed in May last.

*Gaoler's residence, Wanganui.*—Two rooms were added to this building, and the old portion repaired. The work was done by co-operative labour and completed in October, 1896.

*Maori Accommodation-house, Wanganui.*—This building was finished in April, 1896.

*Departmental Buildings, New Plymouth.*—The erection of a store and laundry in connection with these buildings was commenced in June, 1896, and finished in August. The work was done by petty contract.

*Native School Buildings, Pipiriki.*—These buildings were erected on the co-operative principle. The work of erection was begun in May, 1896, and finished in September last.

WELLINGTON-MARLBOROUGH-NELSON DISTRICT.

*Government House, Wellington.*—A new strong-room was built in the courtyard in May last, connecting with the official rooms corridor. The sanitary arrangements have been regulated, and the connection to the town sewers altered to comply with the city drainage scheme. The official-rooms, corridors, some of the bedrooms, and the kitchen and offices are being repapered, painted, distempered, &c., and the work, which is being done on the co-operative principle, is about three-quarters finished. The maintenance generally of the buildings and grounds has been attended to.

*Parliamentary Buildings.*—Considerable renovations, consisting of the internal painting, papering, and repairs were effected in the months of May and June, 1896, also the fitting-up of a tea-room. Some improvements to the lawn and Hill Street entrances have been made, and the foundations for the Ballance Memorial were laid in February last. The new electric motor for driving the ventilating-fans in the basement of the buildings has been delivered, and it will be placed in position.

*Departmental Buildings, Wellington.*—Improvements in the lifts were made early in the year, and various other improvements and minor alterations and repairs have been effected throughout the buildings, including a new lavatory for the female clerks. An office for the Female Labour Bureau was also fitted up in the Phoenix Chambers, Customhouse Quay, and the Agricultural

Department's Laboratory was moved from the detached building in the grounds of the departmental buildings to the premises in Sydney Street used by the Registrar-General's Department at last census. A large extension of the south-east wing of the buildings (including a new strong-room) is in hand. Contracts for the supply of the timber and joinery for this work were let in April last. The concrete foundations were completed in May, and the erection of the structure is now in progress. The work is being done on the co-operative principle, and fourteen men are employed.

*Departmental Buildings, Nelson.*—The sanitary arrangements were improved. The jury-room and some rooms in the custodian's residence have been repapered, and the fireplaces throughout the buildings examined and rendered safe. Improvements to the fire-appliances have also been effected.

*Government Printing Office Extension, Wellington.*—The brickwork and stone-dressing of this extension, which includes a new photographic gallery, was finished by the 31st March, 1897. Altogether 460,000 common bricks and 140,000 pressed bricks were used in the erection of the structure. The carpenter's and other interior works are also well advanced, and it is expected that the building will be ready for occupation by the end of September next. The bricks for this building were manufactured by the prisoners at Mount Cook, but the other materials were obtained by tender, and the works of construction carried out under the co-operative system. Some minor improvements have been made in the old building.

*New Prison, Mount Cook.*—The works carried on during the year consisted of the excavation of the new approach road to the prison, erection of the retaining-wall along Banks's Terrace, fencing the exercise-yards in the male side of the prison, fitting up the latrines and lavatories throughout the male side, completion of the kitchen and laundry, roofing the brick-kilns, &c., these works being carried out by the prisoners, except a portion of the excavation of the new road approach, on which co-operative parties were employed for a time. A contract for the installation of the electric light was let in February, 1897, and completed in May. A petty contract was also let in February for two high-pressure cylinders for the hot-water service, and finished in March, the hot-water service for both the male and female sides of the prison being completed during the latter month. An average of forty-five prisoners was employed on the works during the year. The building is now ready for occupation.

*Mount View Asylum, Wellington.*—An elevated reservoir for fire-prevention purposes, 120 ft. above the asylum, was completed in August, 1896. The design was prepared and the materials supplied by this department, and the work carried out under our supervision, the labour being done by the asylum patients. Fire-appliances to secure the residences of the Medical Superintendent and Head Attendant were also installed, and the hot-water supply to the baths of the institution improved by laying on larger pipes, and very considerable repairs to the general plumbing arrangements were effected. The erection of the boundary-fence from the Hospital Road to Drummond Street has been commenced, the materials being supplied by this department and the labour by the asylum inmates.

*Porirua Asylum.*—The progress of the new wing has been somewhat hampered by difficulty in getting bricks and brickmakers for the work, but the progress made since April last has been more rapid owing to the completion of the brickwork at the Government Printing Office, and the brickwork in the north block containing the day-rooms and dormitories is now almost finished, and it is expected that this part of the building will be roofed about the beginning of next month. It is anticipated that the whole wing will be ready for occupation by the end of September next or early in October. The timber and other materials were obtained by tender, and all the construction works (excepting shifting the engine, boiler, and dynamo, and alterations to the electric light, done by day labour) are being carried out by co-operative labour. The plastering of the south walls of the portion of the asylum previously built was carried out during the year, and has proved an effective remedy for the leaks in this part of the building. The lavatory accommodation has been largely increased, and improvements to the floors and drainage of the laundry made. A new blacksmith's shop has also been erected near the farm-building. An average of fourteen men have been employed on the building throughout.

*Nelson Asylum.*—A new dairy built of concrete was erected at the asylum. It was commenced in July, 1896, and finished in October last, the labour being done by the asylum inmates, assisted by two artisans. Tenders were invited for the erection of a residence for the Superintendent of the Asylum, and a contract for same was let on the 5th April last. Most of the materials for the structure are now on the ground, and the erection is in progress.

*Police-station, Manners Street, Wellington.*—Contracts for the supply of timber and joinery for the building, and for the removal of the building already occupying the ground, were let in May, 1897. The concrete foundations are now completed, and the brickwork is being put in hand. The building, which is of brick, is being erected on the co-operative principle.

*Police-station, Thorndon, Wellington.*—A contract for the supply of timber and joinery for this building, which is of wood, with concrete foundations, was also let in May last, and the foundations have been commenced. The work is being done on the co-operative principle.

*Police-stations at other Places.*—Various additions and repairs have been effected at Police-stations at Lower Hutt, Nelson, and Blenheim.

*General Post-office, Wellington.*—Additional private letter-boxes were provided and a large set of pigeon-holes for the Accountant's branch made; also some additional shelving supplied and minor improvements effected.

*Telephone Exchange, Wellington.*—A considerable addition to this station has been built in brick with concrete foundations. The site was prepared in January, 1897, and the building finished about the end of March. The work was done on the co-operative principle, and ten men were employed.

*Whakapuaka Cable-station.*—Tenders were invited for additions to the staff quarters and additions to the residence of the Officer in Charge, and contracts for their erection were let in July and August 1896, respectively, to the same contractor, who was the lowest tenderer in each case. The works were completed in October last. This station has also been painted, the work being done by co-operative labour in January and February, 1897, and also some other minor improvements effected.

*Post-offices at various Places.*—Minor additions and repairs have been carried out at the Post-offices, Lower Hutt, Martinborough, Porirua, Paraparaumu, Levin, Palmerston North, Nelson, and Marlborough.

*Quarantine-station, Somes Island.*—Repairs to the sanitary arrangements and water-service, the painting of the inside of the hospital, and general repairs to windows, doors, and cooking-conveniences were carried out by day labour during April and May last, and the station is now in better order than it has been for many years.

*Government Insurance Buildings, Wellington.*—A large quantity of shelving was provided in the lithographing-room for the District Survey Office, also various other fittings made for the same department and the Public Trustee.

*Ministerial Residences.*—The maintenance of these houses has been attended to and some renovations carried out.

#### WESTLAND DISTRICT.

*Buildings, Westport.*—The following works have been done in connection with the Post- and Telegraph-office, Westport: Repairs to roof, painting and papering two rooms, taking down and removing old buildings, and, with the sound iron, fencing-in the paddock of present building, and moving and re-erecting in the grounds of present offices the w.c. and one sound room as mail-bag store. The fence around the Westport gaol was re-erected with new posts and rails, and some minor repairs done in the building; also, some rooms in the police sergeant's quarters were papered and otherwise renovated. Some minor repairs have been effected in the following buildings, viz: Courthouses, Charleston, Lyell, and Westport; and Police-station, Westport. A petty contract is also in progress for repairs and painting, &c., to the Clerk of Court's residence, Westport.

*Post- and Telegraph-office and Out-buildings, Greymouth.*—These buildings have been painted and repaired, and the gas-service improved. The work was done by co-operative labour.

*Chief Postmaster's Residence, Greymouth.*—Considerable repairs to this building and fences were done, also on the co-operative principle.

*Post-office, Hokitika.*—Repairs to this building and painting the outside were carried out, the work being finished in March last.

*Post-offices, Reefton and Ross.*—Some repairs and renovations were effected in these buildings, the work being done by co-operative labour.

*Supreme and Stipendiary Magistrate's Courts, Hokitika.*—The exterior of these buildings was repaired and renovated in June, 1896, and the whole of the interior thoroughly renovated, this work being completed in December last. These works were done by co-operative labour. Repairs to the law library were also effected in June, 1896.

*Courthouse, Reefton.*—Extensive additions to this courthouse are being carried out. Tenders were invited for the work in April last; one was accepted for £348, and the work is in progress.

*Courthouse, Kumara.*—The exterior and interior of this building has been painted. The work was done on the co-operative principle, and completed in October, 1896.

*Various Courthouse Buildings.*—Various repairs and alterations were carried out at the Courthouses at Brunner-ton and Ahaura, and at the Clerk of Courts' houses Kumara and Reefton.

*Police Camp, Hokitika.*—The extensive repairs and renovations to these buildings previously reported on were completed in May, 1896.

*Lock-up, Murchison.*—This building was completed in May, 1896.

*Police Buildings at several Places.*—Repairs and renovations have been effected at the Police cottages, Hokitika; Police-station, Kumara; and Constable's quarters, Ahaura.

*New Customhouse, Hokitika.*—The materials for this building were obtained by tender. The erection was commenced in May, 1896, and the building is now well advanced towards completion. The work of erection is being done on the co-operative principle.

*Survey-office and Outbuildings, Hokitika.*—Considerable repairs and painting were done to these buildings, partly by day labour and partly by co-operative labour.

#### CANTERBURY DISTRICT.

*Sunnyside Asylum.*—The hot-water service for baths, kitchens, &c., has been considerably improved. The new laundry, fitted with washing-machines and other appliances, including a 4-horse-power engine for driving purposes, was handed over to the asylum authorities, and has since been in full operation, but some difficulty has arisen in getting rid of the large body of steam, and designs for effecting this are now under consideration. The new airing-courts are nearly finished, and a new w.c. block for these courts is being commenced. The work of fitting up the attics on the female side as dormitories is also in hand. These works, with the exception of the airing-courts, which are being laid out and fenced by asylum labour, are being carried out by co-operative contract and day labour.

*Supreme Court, Christchurch.*—A new washhouse for the caretaker was provided, and galvanised-iron pipe water-service laid in place of the old black pipes which had become corroded. Both works were done by co-operative labour, being finished in September, 1896.

*Stipendiary Magistrate's Courthouse, Christchurch.*—Shelving for records was erected in the public gallery by co-operative labour, being finished in February, 1897.

*Courthouse, Geraldine.*—Repairs to building and general renovations were carried out and finished in November, 1896, by petty contract.



*Courthouse, Amberley.*—A new urinal and shelter-porch were erected by petty contract in October, 1896.

*Courthouse, Akaroa.*—A 6 ft. galvanised-iron fence was erected on two sides of the property, trees were cut down, and other improvements made in the grounds. The works were done by petty contract.

*Police-station, Addington.*—This station has been thoroughly renovated, and the high galvanised-iron fence fronting on Lincoln Road replaced by a picket fence. Also a good water-supply was laid on from the new deep artesian well sunk for the "Samaritan Home." These works were done on the co-operative principle, and completed in August, 1896.

*Police-station, Christchurch.*—A new washhouse was provided at the Inspector's house, and the morgue was altered and fitted up as an analytical laboratory for the Inspector of Licensed Houses, the work being done by co-operative labour. The roofs and guttering of the station buildings were also thoroughly overhauled and repaired by petty contract. These works were completed in May and September, 1896.

*Police-station, Coalgate.*—Considerable alterations and repairs and boundary-fences were done by co-operative labour in May and July, 1896.

*Police-station, Pleasant Point.*—A combined lock-up, stable, and fodder-store was erected by petty contract in October, 1896.

*Police-station, Amberley.*—Necessary repairs and alterations were carried out by petty contract in August and September, 1896.

*Police-station, Rangiora.*—The lock-up was removed from the old to the new station, and some repairs and fencing attended to. The work was done by petty contract, and finished in March, 1897.

*Old Gaol, Addington.*—Alterations and improvements to this building, including the sinking of a deep artesian well and the erection of a large tank and the laying-on of hot- and cold-water service, &c., were carried out with the object of fitting the building for the purposes of a house of refuge. The works, which were partly done by petty contract and partly by co-operative labour, were begun in May, 1896, and completed in August same year, and the building was handed over to the committee of the "Home" by the Prisons Department.

*Chief Post-office, Christchurch.*—The private letter-box lobby has been thoroughly renovated, and a glass-panelled screen erected at public entrance; an additional w.c. block has also been erected in brick. These works were mostly done by co-operative labour, and were finished in November, 1896.

*Post-office Buildings, Timaru.*—The plaster ceiling in the Customs Department was replaced with wood, and some improvements made at the public entrance to the Post-office. Work done by petty contract during September and October, 1896.

*Post-office, Waimate.*—The old Post-office building, which is let as a private residence, was reroofed with iron, and the new Post-office repaired and renovated. The work, which was done by petty contract, was finished in March, 1897.

*Post-office, Sydenham.*—This building was painted inside and out, and some small repairs to fencing, &c., done. The work was done by co-operative labour, and finished in February, 1897.

*Post-office, Bealey.*—Extensive alterations to the Post-office and lineman's house were put in hand in May, 1896, and finished the following September. The work was done by petty contract.

*Post-offices at various Places.*—Repairs and renovations have also been carried out at the Post-offices, Rangiora, Lyttelton, Geraldine, Amberley, and Temuka; all by petty contract.

*Provincial Buildings, Christchurch.*—Some necessary repairs to the caretaker's quarters have been made, and the ventilation in the Stamp Office much improved, and a quantity of new shelving erected in the strong-room. These works were done partly by day labour and partly co-operative labour, and were finished in May, 1896.

*Addington Store.*—A shelter-shed for storing scaffolding, &c., has been erected, and the building painted. The work was done by co-operative labour, and finished in February, 1897.

*Burnham Industrial School.*—The extensive repairs and erection of windmill, &c., previously reported as in hand, were finished in July, 1896, the work having been done by co-operative contract. A commodious recreation-hall, providing comfortable accommodation for the boys and attendants, has since been erected by petty contract. This work was completed in March, 1897.

*Stock Inspector's House, Fairlie Creek.*—A contract for the erection of this house was let, and it was finished in July, 1896.

*Sanatorium, Hammer Plains.*—Tenders were invited for the erection of a Sanatorium at Hammer Springs, and a contract for same was let: amount, £1,966. The work of erection was commenced in April, 1897, and the contract will probably be completed in September next.

#### OTAGO AND SOUTHLAND.

*New Gaol, Dunedin.*—All the brickwork is up, pointed and cleaned down, and the scaffolding removed. The roof is completed, and all the carpenter, plastering, and plumbing works, &c., are in a forward state, and it is expected that the building will be completed by about the end of September next. The bricks and ironwork required for the erection of this building were obtained by tender, and the works of construction were mostly done on the co-operative principle.

*Industrial School, Caversham.*—A reservoir for a supply of water was constructed by co-operative contract in February, 1897, and pipes have since been laid therefrom round the building. A pump and gas-engine were obtained by contract in Dunedin for this service.

*Departmental Buildings, Customhouse, and Telegraph-offices, Dunedin.*—Fire-prevention appliances have been provided in these buildings, the work being completed in September, 1896. It was done partly by co-operative and partly by day labour. Several rooms in the Telegraph-office

have been renovated, and the cement front of the building was repaired and renovated by day labour in August and September last. The stonework of the Customhouse building was also painted by petty contract in January, 1897.

*Departmental Buildings and Supreme Court, Invercargill.*—Fire-prevention appliances were provided in these buildings during August and September last.

*Courthouse, St. Bathans.*—The contract for the erection of this building was completed in April, 1896.

*Courthouse, Half-moon Bay, Stewart Island.*—A contract was let for the erection of this building. Work was begun in April, 1896, and the contract was finished in August following.

*Courthouses, Tapanui and Queenstown.*—Repairs and renovations to these buildings were carried out by petty contract in February and March last.

*Police-stations.*—Various repairs, alterations, and additions have been carried out by petty contract during the year at the Police-stations at Invercargill, Waikaia, Lawrence, Outram, and Palmerston South.

*Quarantine Buildings, Port Chalmers.*—New steps were placed at the jetty, and some repairs to the buildings done during May and June, 1896. The work was done by day labour.

*Post-office, Riverton.*—A contract for considerable additions and repairs to this building was let in October, 1896, and completed in March last.

*Post-office, Port Chalmers.*—Some repairs and renovations were done to this building by petty contract in July and August, 1896.

*Customhouse, Oamaru.*—Repairs and renovations were effected in this building by petty contract in August, 1896.

*Militia-office, Oamaru.*—A Militia-office, store, &c., has been erected at the post-office building. The work was done by petty contract, and completed in September last.

#### MARINE.

*Removal of Rocks, Whakatane Harbour.*—This contract was let in March, 1896, as previously reported. The work was proceeded with slowly, owing to the difficult nature of the rock and the roll of the sea. The contractor died in December last, and the work was completed as far as the amount available would allow by day labour. The worst of the rocks have been removed, including the one on the outside bar known as the "Luna Rock."

*Howick Wharf.*—The approaches to this wharf were filled in and the bank pitched by a co-operative party.

*Ponui Lighthouse.*—A schooner fouled with the lighthouse tower, damaging the foundation-piles and bracing. The damage was repaired by day labour in December last at a cost of £50.

*Maraeti Wharf.*—A survey of the site was made in October, 1896, and a tender for the erection of the wharf was let in January, 1897. The work is in progress.

*Lighthouse-keeper's Cottage, Nelson.*—A contract for the erection of this building was let in February, 1896, and completed on the 18th June following. Several improvements to the existing accommodation to render it more convenient for the second keeper were also carried out.

*Cape Farewell Spit Lighthouse.*—The contract for the wrought-iron tower for this lighthouse was finished in June, 1896. In August the s.s. "Hinemoa" conveyed the tower and other materials to the site where they were landed without mishap; and the work of erecting a store and living-rooms for the workmen and excavating for the concrete foundations for the tower was put in hand at once. The erection of the tower was completed by the 11th November, 1896, and the light was subsequently transferred to it from the old tower by the Marine Department.

*Cape Palliser Lighthouse.*—The contract for the construction of the cast-iron tower for this lighthouse, which was let to Messrs. Luke and Sons, was completed on the 20th July, 1896. The works on the ground consisted of the construction of a road from the landing to the keeper's residence and a track from residence to tower, a considerable portion of which had to be blasted out of solid rock; a tramway to the lighthouse for the conveyance of stores; erection of residence, stores, &c., and foundation for tower and concrete base for same. These works are now all nearly finished, and the tower will be in readiness for the lantern this month.

*Sticking Point Reclamation, Lyttelton.*—This work is in progress.

*Miscellaneous.*—Opunake Wharf was reported on, and a design for a new structure prepared. Also various proposals in connection with harbour works, wharves, &c., have been examined and reported on.

#### HARBOUR DEFENCES.

*Auckland.*—The works in hand here are in connection with the submarine dépôt at the North Head. About half an acre of land has been reclaimed, and the outside wall is being pitched with stones brought from the Bastion. A cable-tank has been formed, and a barrack for the torpedo-men is being made with the materials of the old mine-store at the Bastion. A mine-store and observing-station are also in progress. The works are being done by prisoners, of whom an average of about twenty-eight have been employed.

*Wellington.*—The Gardens Battery, which was put in hand in January, 1896, was completed, including the glacis, trimming of all slopes, and excavation of an approach to the parade, in November, 1896. Excepting the work of excavation, which was done by two co-operative parties, together numbering twelve men, the construction of this fort was done by day labour, an average of eleven day men having been employed on the works. Various works of construction and maintenance, &c., were carried out in connection with the forts at the Heads during the year, consisting of emplacement of guns, tram-line to Shelly Bay store, electric-light tramway, construction of fighting-stations, maintenance of the Peninsula roads, completion of charts, &c. An average of twenty-three prisoners were employed on the works, assisted during the months of April, May and June last by seven free labourers.

*Otago.*—The gun that was dismantled at Lawyer's Head has been remounted for drill purposes on the reclaimed land at Dunedin, and a jetty has been built at Taiaroa Heads by prison labour.

#### STORES AND SERVICES.

*Stores Supply Contract, 1897.*—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.	Greymouth.	Christchurch.	Dunedin.	Invercargill.
General ironmongery	T. and S. Morrin and Co.	E. W. Mills and Co.	Duncan McLean	Ashby, Bergh, and Co.	A. Briscoe and Co.	A. Briscoe and Co.
Builders' and furnishing ironmongery	Ditto .. ..	Cameron and Christie	"	Ditto .. ..	Thomson, Bridger, and Co.	"
Ship-chandlery	E. Porter and Co.	Briscoe, Macneil, and Co.	"	" .. ..	A. Briscoe and Co.	"
Iron and steel ..	"	Ditto .. ..	"	" .. ..	"	N.Z. Hardware Co.
Paints, oils, &c.	"	E. W. Mills and Co.	James Holmes	" .. ..	Thomson, Bridger, and Co.	A. Briscoe and Co.
New Zealand cement	J. Wilson and Co.	P. Hutson and Co.	Duncan McLean	Nil .. ..	Nil .. ..	Nil.
New Zealand lime	J. J. Craig ..	J. J. Craig ..	"	Milburn Lime and Cement Co.	Milburn Lime and Cement Co.	Milburn Lime and Cement Co.
Drainpipes and bricks	" .. ..	P. Hutson and Co.	Forsyth and Masters	Ashby, Bergh, and Co.	A. Briscoe and Co.	A. Briscoe and Co.
Tents ..	Nil .. ..	Nil .. ..	C. Hansen ..	Ditto .. ..	John Edmond ..	John Edmond.

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

#### ENCLOSURES.

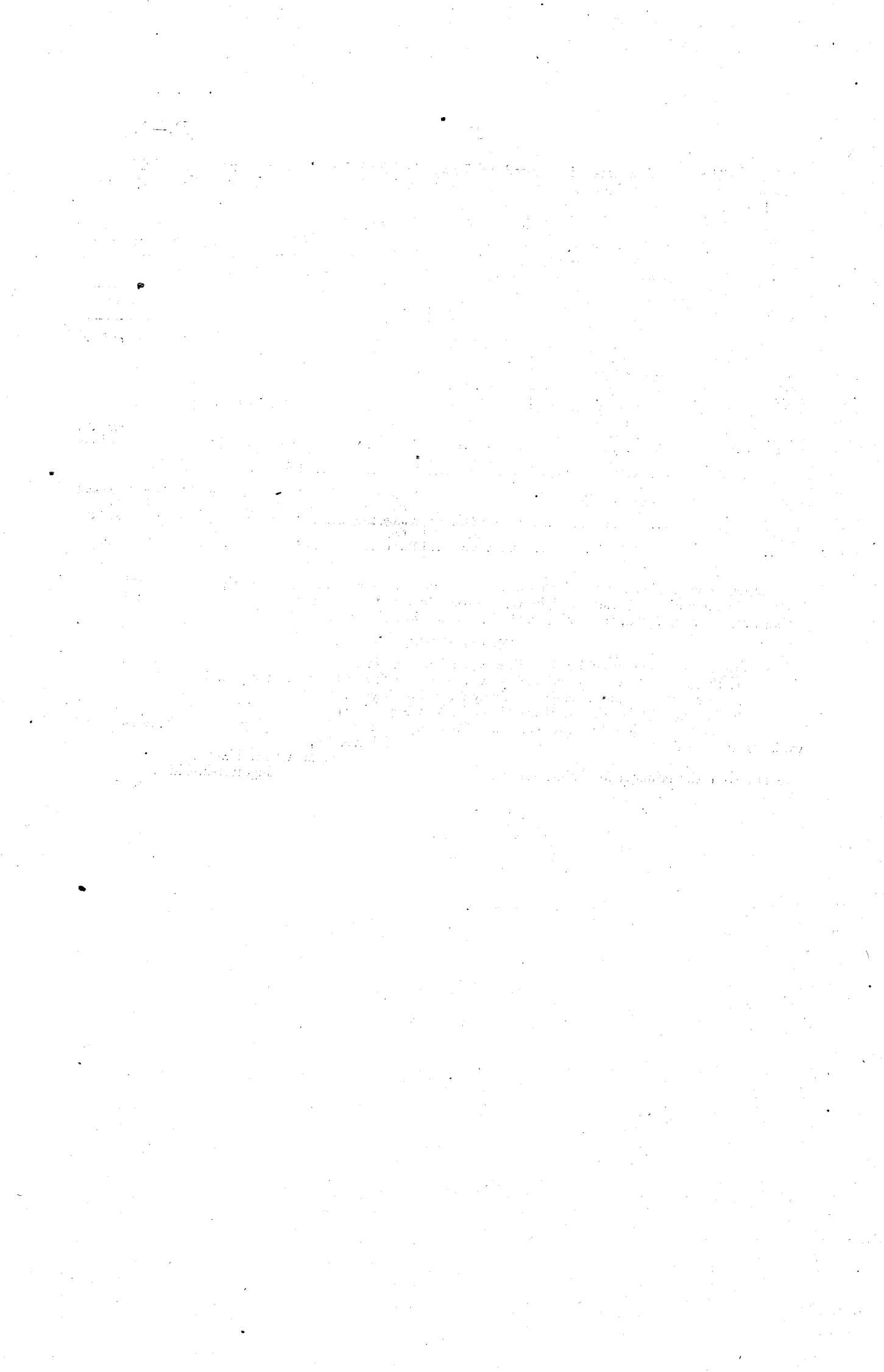
This report is accompanied by the following enclosures, viz.:—

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.
4. Tables showing the earnings, &c., of the co-operative workmen employed on the various works during the year.

I have, &c.,

WILLIAM H. HALES,  
Engineer-in-Chief.

The Hon. the Minister for Public Works.



Enclosure to Appendix F. TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1897. NORTH ISLAND.

Main data table with columns for Appropriation, Name of Line, Mileage, Subdivisions, Main Line, Sidings, Total, State of Line, and various years from 1873 to 1897.

\* 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.—Taonui Branch not mentioned above, as the rails have been taken up. See 'The Taonui Branch Railway Act, 1894.'

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1897—continued. MIDDLE ISLAND.

Table with columns: Appropriation, Name of Line, Mileage, Subdivision, Main Line, Sidings, Total, Surveyed, Under Formation, Under Laying, Date, and 38 columns for years 1872-1897. Rows include Nelson-Belgrove, Greymouth-Nelson Creek, Westport-Ngakawau, Westport-Ngakawau Extension, Greymouth-Hokitika, New Survey Pictou-Hurunui, Kahautara-Waiapu, Hurunui Main Line, Waitaki with Branches, Rangiora-Oxford, Eyretton, Lyttelton, Southbridge, Little River-Akaroa, Springfield, Whitecliffs, Rakaiia-Ashburton Forks, Ashburton, Opawa and Albury to Fairlie, Waimate, Waitaki Bluff and Branches, Dunroon, Duntroon-Hakateramea, Ngapara, Livingstone, Palmerston-Waihemo, Port Chalmers, Green Island, Green Island to Brighton, Fernhill Colliery Line, Kaitiaki Valley Railway, Outram, Lawrence, Lawrence-Roxburgh, Catlin's River, Waipahi-Heriot, Extension to Roxburgh, Vid Spylaw, Waimea Plains, Kelson-Gore, Riversdale-Swifters, Edendale-Toitoto, Seaward Bush, Seaward Bush extension to Catlin's, Canterbury Interior Main Line, Otago Central, Invercargill-Kingston, Lumsden-Mararoa, Forest Hill Railway, and Western Railways.

\* In these cases the dates given are the dates on which the railways became the property of the Government. † This comprises 3m. 43ch. of railways constructed by the Government, and 1m. 60ch. of lines constructed by private companies 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 36m. 33ch. 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. 69ch. of lines constructed by private company and afterwards purchased by the Government. \*\* Formerly returned as opened tramway.

## 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, 24th April, 1897.

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, 1897.

The work has gone on very smoothly during the year, and the assistance of the law had only to be sought to help the enforcement of the Act on six occasions. The Act was amended to meet the case of certificates being issued but not actually in the possession of the grantee, and to get over the difficulty of affixing the certificate in some conspicuous place—say, in the case of small boilers exposed to all weathers. The inspection-fees were also considerably reduced, and the operations of the Act were extended, bringing in water-power driven machinery, such as lifts, and machinery driven by electricity. Gas- and oil-engine driven machinery should also, in my opinion, be brought under the operation of the Act. These classes of engines have been pretty well perfected during the last six years and are now largely used in the colonies, and in some cases driving whole flats replete with machinery in flourmills, printing establishments, &c. The fee for inspection of machinery, which is 2s. 6d., should not be found too much for a visit or two to see that everything is properly fenced and safe for the workers. The employes for the most part are very young and inexperienced in the use of machinery, and a timely suggestion might often save an accident.

During the year 2,831 boilers were inspected and certificates issued for them; all the machinery connected with these boilers was also inspected. Seventy-seven water-powers, including hydraulic lifts, were also inspected.

There were 242 new boilers, of 2,756-horse power, started in the colony during the year; 133 were made in the colony, 109 were imported.

I regret to report one accident during the year in connection with boilers, causing the death of the attendant. A full account of this accident appears later on in this report. The cause of the accident, however, was entirely due to the attendant allowing the water to get too low. The damaged part of the furnace-flue bore unmistakable signs of having been overheated.

Although we are particularly free from explosions of this kind in New Zealand compared with other colonies where there is no compulsory inspection, I think the time has now arrived when all boiler attendants on shore should have certificates, which would tend, perhaps, to make them more careful, having something to lose if any act on their part showed neglect or incompetence. The steam pressures have increased quite 40 per cent. during the last few years. Up till, say, six years ago, 60 lb. pressure was the maximum, but now there is hardly a boiler made for a less working-pressure than 100 lb. The risk thereby is much increased. Water-tube boilers are coming into use, and where a great power is required in a small space they are extremely suitable; but this class of boiler requires the greatest attention, owing to the water-space being so limited.

Eleven accidents were reported to persons in connection with machinery during the year, one of which terminated fatally, and ten were not fatal.

Gold-mining has been booming during the year, more especially in the Auckland Province, and a large amount of new and up-to-date machinery has been erected, giving employment to many skilled workmen. The iron trade all over the colony has been good, and very few idle men are about in the trade.

During the year 159 engine-drivers' certificates have been issued. Twenty-two candidates failed to pass their examination as engine-drivers.

The time employed under a certificated winding engine-driver to qualify for examination as a winding engine-driver was reduced by an amendment of the Act last session to one month's service instead of six months, provided that the applicant had a sea-going engineer's certificate, or had served three years' apprenticeship fitting and erecting machinery, or had a traction- or locomotive-driver's certificate, or had been in charge of land-boilers or machinery for two years; and the amendment has given satisfaction in mining districts.

Although the number of boilers inspected this year exceeds the number inspected last year by eighty-two, at the end of the year there is still a considerable amount of work in arrears in this department, and the natural increase in this and the other departments of our work is now too much for the present staff to cope with and overtake. The appointment of an additional Inspector of Machinery cannot be long delayed if the Acts are to be carried out in their entirety.

Appended are tables numbered from 1 to 11: (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) return of defects found on inspection of boilers; (4) return of notices given to repair boilers; (5) return of notices given to fence dangerous parts of machinery; (6) accidents which were not fatal; (7) accidents which proved fatal; (8), (9), (10), and (11), names of all candidates to whom certificates of service and of competency 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, 1897.

Portable.			Stationary.			Total Number.
Under 5 h.p.	Under 10 h.p.	Over 10 h.p.	Under 5 h.p.	Under 10 h.p.	Over 10 h.p.	
175	706	114	759	385	692	2,831

RETURN showing FEES PAYABLE for the INSPECTION of BOILERS and MACHINERY during the Financial Year ended 31st March, 1897.

Fees payable on Boilers.		Fees payable on Machinery.		Total payable.	
£	s. d.	£	s. d.	£	s. d.
3,362	5 0	18	12 6	3,380	17 6

Twenty-two Government boilers inspected (not charged for) = £43 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, 1897.

Winding.		Traction and Locomotive.		Total Number.
Service.	Competency.	Service.	Competency.	
12	49	33	65	159

RETURN showing FEES PAYABLE for SERVICE and COMPETENCY CERTIFICATES issued to Winding-, Traction-, and Locomotive-engine Drivers during the Financial Year ended 31st March, 1897.

Winding.		Traction and Locomotive.		Total payable.	
Service.	Competency.	Service.	Competency.		
£	s. d.	£	s. d.	£	s. d.
1	10 0	4	2 6	62	12 6



## No. 2.—RETURN of MACHINERY INSPECTED during the Financial Year ended 31st March, 1897.

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	15	...	...	...	Brought forward	1244	5	13	2
Air-compressing ...	8	...	...	...	Hoisting (including winches and pile-driving)	113	...	...	...
Ammunition factory	1	...	...	...	Hopper barge	1	...	...	...
Bacon-curing	4	...	...	...	Hydraulic plant for cranes	1	...	...	...
Bakeries	6	...	...	...	Iron-works	10	...	...	...
Barrel-stave making	2	...	...	...	Knitting factory	1	...	...	...
Bark-mill	1	...	...	...	Landing - service (Government)	2	...	...	...
Baths	3	...	...	...	Lapidary	1	...	...	...
Bicycle-works	6	...	...	...	Laundries	10	...	...	...
Biscuit factories	7	...	...	...	Lead- and pipe-works	2	...	...	...
Blacking-works	1	...	...	...	Lifts (passenger)	...	...	2	...
Blacksmiths' tools	7	...	...	...	Lifts (goods)	5	...	37	3
Block- and pump-works	1	...	...	...	Locomotives	26	...	...	...
Boat-building	1	...	...	...	Machine-shops	33	...	...	...
Boiler-making	4	...	...	...	Manure-works	7	...	...	...
Boiling-down	60	...	...	...	Match factories	1	...	...	...
Bone-mills	6	...	...	...	Meat-preserving	12	...	...	...
Boot factories	3	...	...	1	Mortar-mills	5	...	...	...
Brass- and copper-works	8	...	...	...	Oatmeal-mills	3	...	...	...
Breweries	44	...	...	...	Oil-, soap-, and candle-works	2	...	...	...
Brick- and tile-works	20	...	...	...	Pickle factory	1	...	...	...
Brush factory	1	...	...	...	Plumbing	1	...	...	...
Butter-box factory	1	...	...	...	Paper-mills	6	...	...	...
Cable-tramways	2	...	...	...	Potteries	11	...	...	...
Cabinetmaking	33	...	...	...	Printing	26	...	...	1
Candle-works	4	...	...	...	Pumice-works	1	...	...	...
Cement-mixing	2	...	...	...	Pumping	49	...	1	...
Cement- and lime-making	9	...	...	...	Quartz-crushing	11	2	10	...
Chaff-cutting	194	...	1	...	Refrigerating-works	38	...	...	...
Chemical-works	6	...	...	...	Road-hauling	5	...	...	...
Cider factory	1	...	...	...	Road-rollers	3	...	...	...
Coach factories	10	...	...	...	Rolling-mills	2	...	...	...
Cocoa factory	1	...	...	...	Rope- and twine-works	3	...	...	...
Coffee- and spice-works	10	...	...	...	Roundabouts	3	...	...	...
Cooking and warming	38	...	...	...	Sash-and-door factories	34	...	1	...
Cooperages	12	...	...	...	Sausage-making	62	...	...	...
Confectioneries	10	...	...	...	Saw-mills	322	...	...	...
Cordial factories	34	...	...	...	Seed-dressing	8	...	...	...
Creameries	63	...	...	...	Sheep-dip	2	...	...	...
Dairy factories	171	...	3	...	Sheep-shearing	11	...	...	...
Diamond-drill	1	...	...	...	Ship-building yards	2	...	...	...
Dock and slip	10	...	...	...	Soap-works	18	...	...	...
Dredging (gold)	52	...	...	...	Soap- and candle-works	2	...	...	...
Dredging (harbour)	11	...	...	...	Starch-works	1	...	...	...
Dye-works	4	...	...	...	Stone-crushing	22	...	...	...
Electric lighting	9	...	1	1	Stone-cutting	2	...	...	...
Engine-works	40	...	...	...	Stove-making	4	...	...	...
Fan-driving	4	1	...	...	Sugar-refinery	1	...	...	...
Fellmongeries	13	...	...	...	Sulphur-works	2	...	...	...
Fire-engines	12	...	...	...	Tanneries	18	...	...	...
Firewood-cutting	60	...	...	...	Threshing (portable)	140	...	...	...
Fish-preserving	5	...	...	...	Threshing (traction)	163	...	...	...
Flax-mills	39	1	3	...	Tinplate-works	1	...	...	...
Flock-mills	1	...	...	...	Tramway-engines	7	...	...	...
Flour-mills	39	3	5	...	Varnish-works	2	...	...	...
Foundries	31	...	...	...	Venetian-blind works	1	...	...	...
Fruit-preserving	3	...	...	...	Vinegar brewery	1	...	...	...
Galvanised-iron works	1	...	...	...	Water-works	3	...	...	...
Gas-works	12	...	...	...	Well-sinking	12	...	...	...
Grinderies	6	...	...	...	Winding (including collieries)	69	...	2	...
Glue-works	2	...	...	...	Woollen-mills	15	...	...	...
Gold-mining	14	...	...	...	Wool-pressing	19	...	...	...
Hat-making	1	...	...	...	Wool-scouring	19	...	...	...
Hauling	64	...	...	...					
Carried forward	1244	5	13	2	Total	2602	7	66	6

No. 3.—RETURN of DEFECTS found on INSPECTION of BOILERS during the Financial Year ended the 31st March, 1897.

Three hundred defects were found out, sixty of which were dangerous.

One hundred and fifty defective fittings found on inspection of boilers, sixty-five of which were dangerous.

No. 4.—RETURN of NOTICES given to REPAIR BOILERS during the Financial Year ended the 31st March, 1897.

One hundred and ninety-five notices were given to repair boilers, and included boilers of the following types, viz.: Cornish, Lancashire, locomotive, marine, multitubular, portable, semiportable, semitubular, traction, vertical flue, vertical tubular, and water-tube.

No. 5.—RETURN of NOTICES given to FENCE DANGEROUS PARTS of MACHINERY, &c., during the Financial Year ended the 31st March, 1897.

Seventy-five notices to fence dangerous parts of machinery were given out, and include fly-wheels, gearing, spindles, emery-wheels, driving-belts, ends of shafting, &c.

No. 6.—RETURN of ACCIDENTS (NOT FATAL) in connection with MACHINERY during the Financial Year ended the 31st March, 1897.

Name and Address of Owners.	Description of Machinery.	Name and Age of Person injured.	Nature of Accident.	Cause of Accident, and Remarks
O'Brien and Company, Christchurch	Sewing, in boot-factory	Bella Cunningham, aged 15½	Scalp injured ..	Hair of head wound round revolving shaft below work-table. Bella stooped to pick up a lost screw on the floor, and her hair being loose it was picked up by revolving shaft and torn out. The shaft was fenced as far as possible. Would recommend that where girls are employed about machinery in motion their hair should be enclosed in a net.
Lyttelton Times Company, Christchurch	Printing ..	Frank Heslop, aged 15	Finger crushed ..	Heslop got one of his fingers caught between a small pulley and belt, and slightly crushed. Pure accident.
Empire Steam Laundry, Wellington	Steam-roller mangle	Annie Symons, aged 16	Hand severely crushed	Annie Symons had to feed the rolls of the mangle, and while doing this her hand was drawn in and mangled. These rolls cannot be protected without impairing their efficiency. Pure accident.
Robert P. Gibbons, Kopu, Thames	Sawmill ..	T. W. Smith, aged 53	Severe cut on the neck	Smith was sawing wood at a circular saw when a splinter flew up and struck him on the neck, below the chin, inflicting a painful wound. Pure accident.
Onehunga Woollen Factory, Onehunga	Woollen-mill ..	Frank Oates, aged 16	Forefinger of left hand crushed	Oates was employed at a carding-machine, and was standing with his hand resting on a guard, over a pair of wheels, when his finger was drawn in between guard and wheels, crushing it. Pure carelessness.
Wardell Brothers and Company, Christchurch	Freezing ..	James Tucker, aged 39	Point off one finger	Tucker was working the glycerine-pump, at gland of piston-rod, with his right arm, and while thus engaged he inadvertently placed his left hand on the guide, when the crosshead of the engine came along and nipped the point of one finger off. A pure accident.
William Wright, and Company, Dunedin	Biscuit ..	Angus Graham, aged 17	Left thigh broken	Graham was engaged cleaning the die of a biscuit-stamping machine, the machine being stopped for that purpose. Another employé started the machine, not knowing of his being there, when his left thigh was caught in the machine and broken. Pure accident.
J. D. Daere, Tapuanui	Flour-mill ..	William Ralph, aged 10	Right leg and arm broken	Ralph was going home from school, and had to pass the mill by the way. Out of curiosity he crawled under a shed for shafting, pulleys, and belt-gear, and was wound round the shaft, breaking both right leg and arm. He had no right there, and the machinery was well protected.
John Caird, Kaitangata	Scutcher at flax-mill	Joseph Pringle, aged 26	Right hand mangled	Pringle was evidently not paying the attention necessary when he had a hank of flax in his hand and fastened in the machine. His hand somehow got entangled in the hank, and was drawn in and severely mangled, and had to be amputated. Pure carelessness.
Ross and Glendinning, Roslyn, Dunedin	Woollen-mill ..	John Smail, aged 22	Cuts and bruises	John Smail when engaged cleaning one of the carding-frames his hand slipped close to belting, and was drawn in. He was thrown on the floor, and sustained some cuts and bruises, but no lasting injury. Pure accident.

No. 7.—RETURN of ACCIDENTS which proved FATAL in connection with MACHINERY during the Financial Year ended the 31st March, 1897.

Name and Address of Owner.	Description of Machinery.	Name and Age of Person injured.	Nature of Accident.	Cause of Accident, and Remarks.
<b>MACHINERY ACCIDENTS (FATAL).</b>				
John McRae, Auckland	Hydraulic lift	Frederick Philpott, aged 48	Crushed about head	Philpott was employed as a porter at an hotel. On this occasion he was on the lift alone, and intended going up to the top floor. He must have put his head out while ascending, when it caught on framing of cage and side-wall, causing his death.
<b>BOILER ACCIDENTS (FATAL).</b>				
Norman Campbell, Waikanae	Sawmilling	Norman McKay, aged 21	Body crushed and severely scalded	The boiler that McKay was attending collapsed at the second and third rings of the furnace-flue, causing a severe explosion. The boiler was hurled out of its seating, carrying McKay with it, and pinning him against a stack of timber, where he was severely scalded. He just lived two hours, but was sensible to the last. Shortness of water in the boiler was the cause of the accident. At the inquest a verdict of "Accidental death" was returned.

No. 8.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1896, to 31st March, 1897.

Name of Person.	Class of Certificate.	Date of Issue.	No.
George William Searles	Traction- and locomotive-engine driver	11th May, 1896	418
Alfred John William Thorne	Ditto	"	419
Edward Ruddock	"	"	420
Samuel Leask	"	"	421
Charles Henry Bowman	"	"	422
Philip Scott Philpott	"	"	423
Samuel Baldwin	"	"	424
Arthur Pawsey	"	"	425
Charles Horniblow	"	"	426
George Ledingham	"	19th June, 1896	427
Charles Herbert Johnston	"	"	428
John Stevens	"	"	429
Daniel Hannagan	"	14th November, 1896	430
John Whitehouse	"	"	431
John Henry Scott	"	"	432
David Ramsay Hutchison	"	"	433
James Thompson	"	"	434
Joseph Adams	"	"	435
Samuel Parlour	"	"	436
Robert David Miller	"	10th March, 1897	437
Charles William Tacon	"	"	438
Thomas Goodman	"	"	439
John Shortt	"	"	440
Alexander McLachlan	"	"	441
Benjamin Musgrave	"	"	442
Charles Paine	"	"	443
William Pressley	"	"	444
Thomas Holdaway	"	"	445
John Palmer	"	"	446
James Beattie	"	"	447
William Peacock	"	"	448
Thomas Rose	"	"	449
Frederick Moore	"	"	450

No. 9.—RETURN of TRACTION- and LOCOMOTIVE-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted, from 1st April, 1896, to 31st March, 1897.

Name of Person.	Class of Certificate.	Date of Issue.	No.
George Keast	Traction- and locomotive-engine driver	11th May, 1896	56
Harry Etches Wilson	Ditto	"	57
John Best	"	"	58
William Charles Pickett	"	"	59
Peter George Kelly	"	"	60
Thomas Newbigging	"	"	61
John Hislop	"	"	62
John Barrowman	"	19th June, 1896	63
Henry Roper Porter	"	14th November, 1896	64
George Edward King	"	"	65
William Holmes Donovan Millar	"	"	66
William MacKay	"	"	67
John Watt	"	"	68
William Morris	"	"	69
George Richard Hale	"	"	70
Robert James McKee	"	"	71
D'Arcy Chaytor	"	"	72
Dugald Macpherson	"	"	73
William Jordan	"	"	74
Benjamin Jarvis	"	"	75
James Moyle	"	"	76
William John McManus	"	"	77
Edward White	"	"	78
William Francis Stephens	"	"	79
George Richardson	"	"	80
John Edgar Johnston	"	"	81
William Walter Wakely	"	"	82
Thomas Keane	"	"	83
William Batchelor	"	"	84
John Binnie	"	"	85
Robert Dalziel	"	"	86
William Rehu	"	"	87
Herbert Bennett	"	"	88
Henry Bennett	"	"	89
Edwin Baker	"	"	90
George Henry Chapman	"	"	91
Wright Armstrong	"	"	92
William Schaffer	"	"	93
David Scott	"	"	94
William Sim	"	"	95
Thomas Brown Alfred Daniel	"	"	96
Robert Purvis	"	"	97
Llewellyn Blackwell Evans	"	10th March, 1897	98
Robert Boag	"	"	99
William Boag	"	"	100
James Pullar	"	"	101
Donald McKenzie	"	"	102
George Butel	"	"	103
Neil Craig	"	"	104
James Henry Collett	"	"	105
George Oates	"	"	106
William Collett	"	"	107
James Renshaw	"	"	108
John Blake	"	"	109
John Chapman Fleming	"	"	110
George William Pearson	"	"	111
William Thomas Burgess	"	"	112
John Keith	"	"	113
Joseph Wansbone	"	"	114
John Dowling Marshall	"	"	115
James Squire Haresnape	"	"	116
Henry John Moffitt	"	"	117
Michael Scannell	"	"	118
John Benjamin Denford	"	"	119
John Hunt	"	"	120

No. 10.—RETURN of WINDING-ENGINE DRIVERS to whom CERTIFICATES of SERVICE have been granted from 1st April, 1896, to 31st March, 1897.

Name of Person.	Class of Certificate.	Date of Issue.	No.
John Robinson	Steam winding-engine driver	19th June, 1896	10
Alexander White	"	"	11
Arthur Steele Ford	Ditto	14th November, 1896	12
John James Porch	"	"	13
Patrick Mathew Bruggy	"	"	14
Henry Stratford Leece	"	"	15
John Cummoock	"	10th March, 1897	16
Jonathan Griffin	"	"	17
George Alexander Buchan	"	"	18
John McKenzie	"	"	19
George Clarke	"	"	20
Edward Sachirthal	"	"	21

No. 11.—RETURN of WINDING-ENGINE DRIVERS to whom CERTIFICATES of COMPETENCY have been granted from 1st April, 1896, to 31st March, 1897.

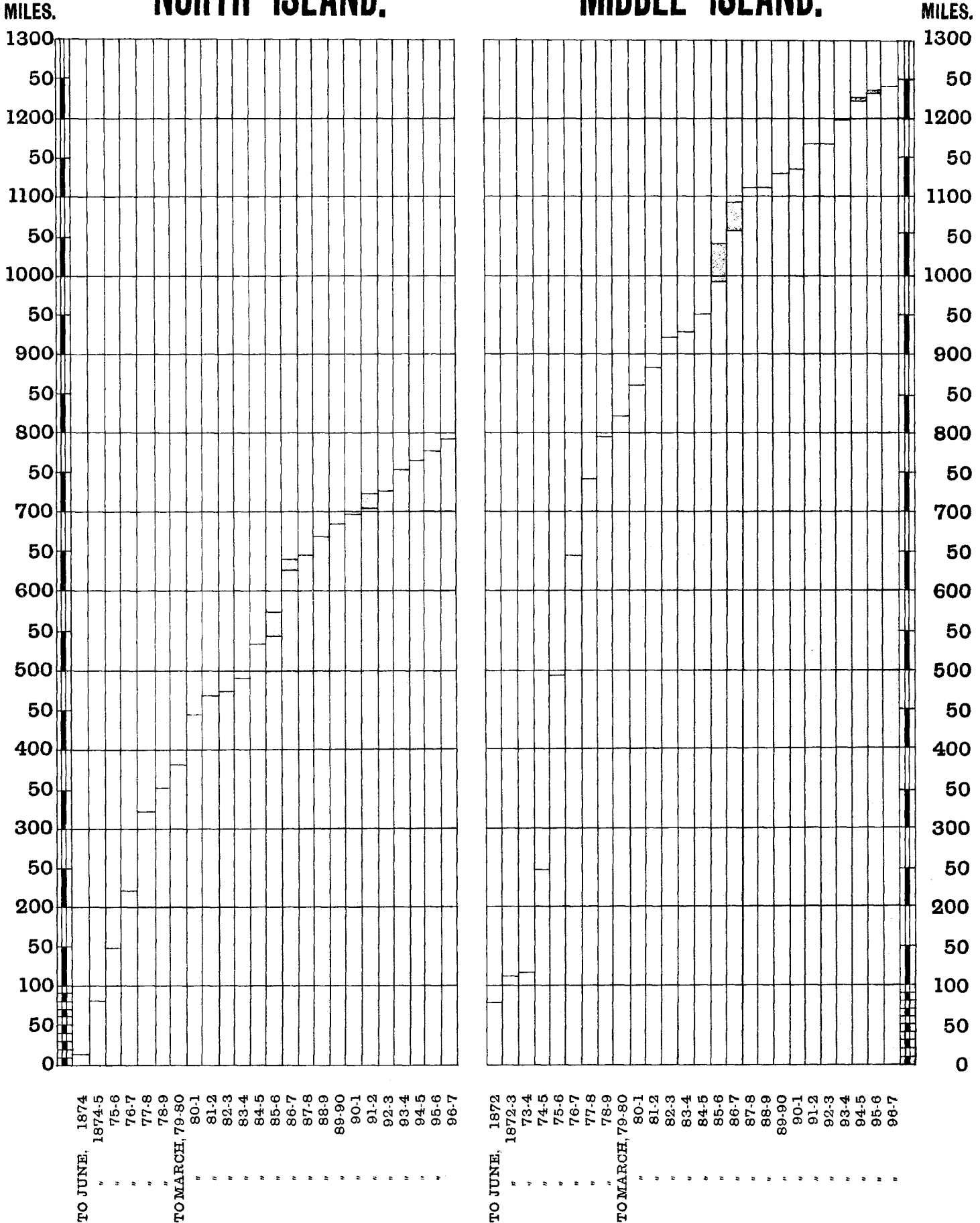
Name of Person.	Class of Certificate.	Date of Issue.	No.
Charles Fredrick Bickford	Steam winding-engine driver	11th May, 1896	7
William Slater	Ditto	"	8
Peter George Kelly	"	"	9
Charles Tills...	"	"	10
Benjamin Burgess	"	"	11
Walter Smith	"	19th June, 1896	12
William Dodd	"	14th November, 1896	13
Daniel Parker	"	"	14
Reece Williams	"	"	15
Daniel Wilson	"	"	16
Edward Morrison Mackie	"	"	17
Harry Arthur Buxton	"	"	18
George Frederick Turner	"	"	19
John Colligan	"	"	20
Samuel George Langford	"	"	21
John Trembath	"	"	22
Jaketh Joseph Wearne	"	"	23
Henry Sargent	"	"	24
John Kay	"	"	25
James McIntyre	"	"	26
Charles Henry Eustace	"	"	27
John Lyons	"	"	28
Edward Shortt	"	"	29
William Thwaites	"	"	30
John Patrick Ryan	"	"	31
Herbert Christian	"	"	32
Alfred Edward Taylor	"	"	33
Henry Bainbridge	"	"	34
James Bolitho*	"	"	35
John Skelton...	"	"	36
Charles Henry Bowman	"	"	37
Thomas McAuley	"	"	38
Amos Walter Welby	"	"	39
Francis Henry	"	"	40
John Daniel Bently	"	10th March, 1897	41
Alexander Cowie	"	"	42
Robert Edward Ernest Morton Seawright	"	"	43
Joseph Barlow Copeland	"	"	44
Hugh Pughe Jones	"	"	45
George Symons Budge	"	"	46
Theodore Tinne Fraser	"	"	47
James McLelland	"	"	48
Charles James Aickin	"	"	49
Walter George Scott	"	"	50
George Henry Cheverton	"	"	51
James Todd	"	"	52
William Harkins	"	"	53
James Joseph Maloney	"	"	54
Andrew Cathey	"	"	55
Timothy McMahan	"	"	56



# Number of Miles open of Government Lines.

## NORTH ISLAND.

## MIDDLE ISLAND.



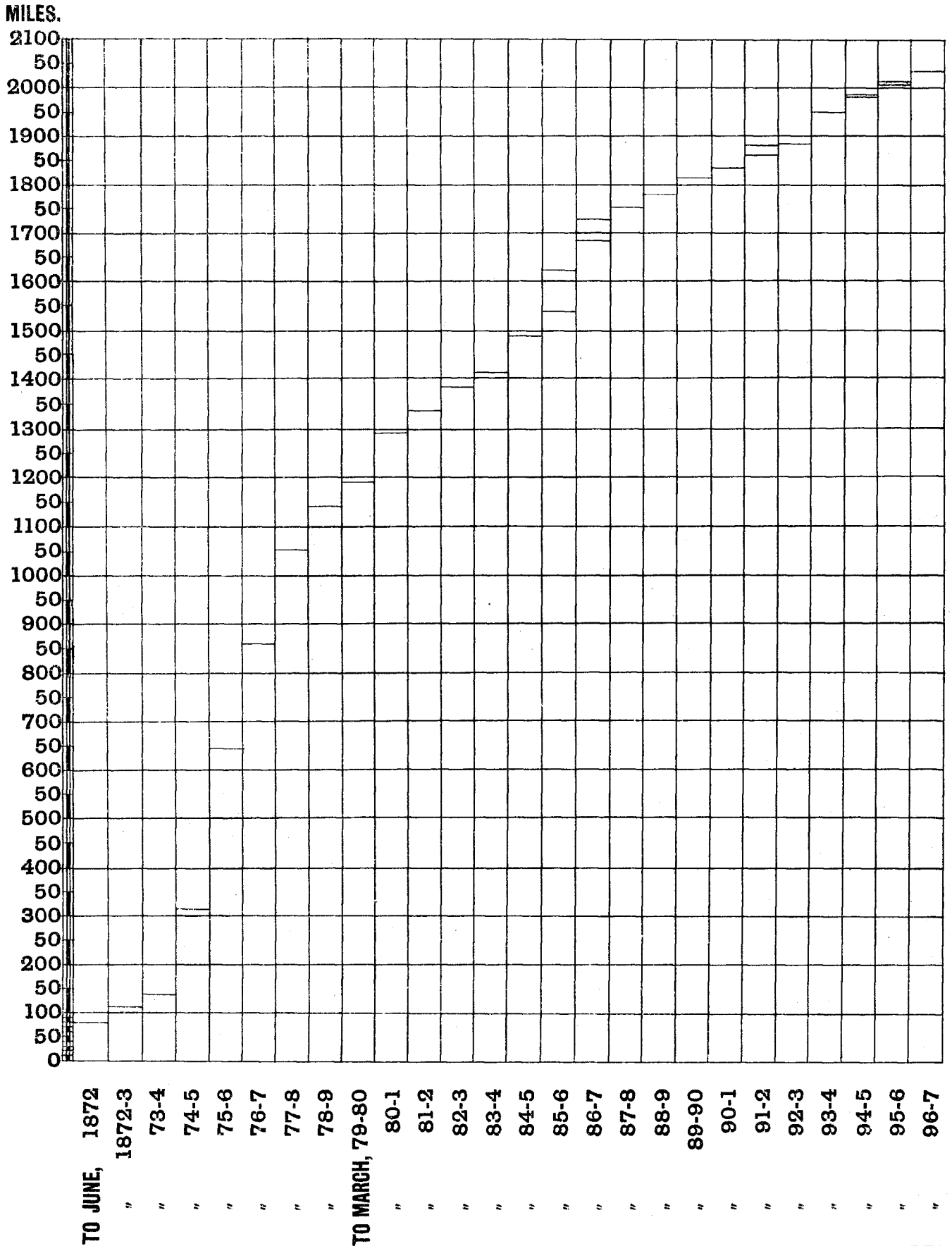
PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN





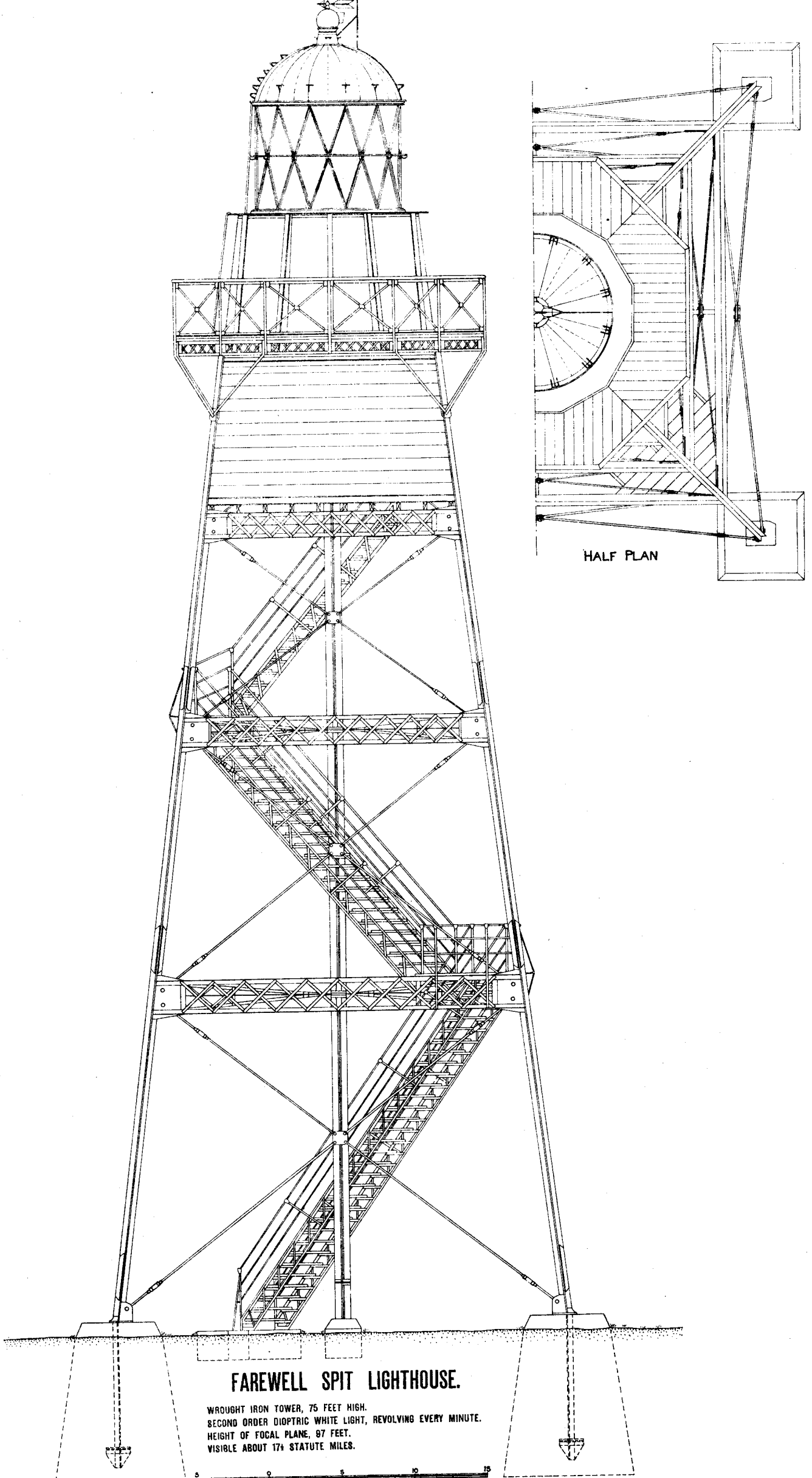
# Number of Miles open of Government Lines.

**North and Middle Islands combined.**



PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN





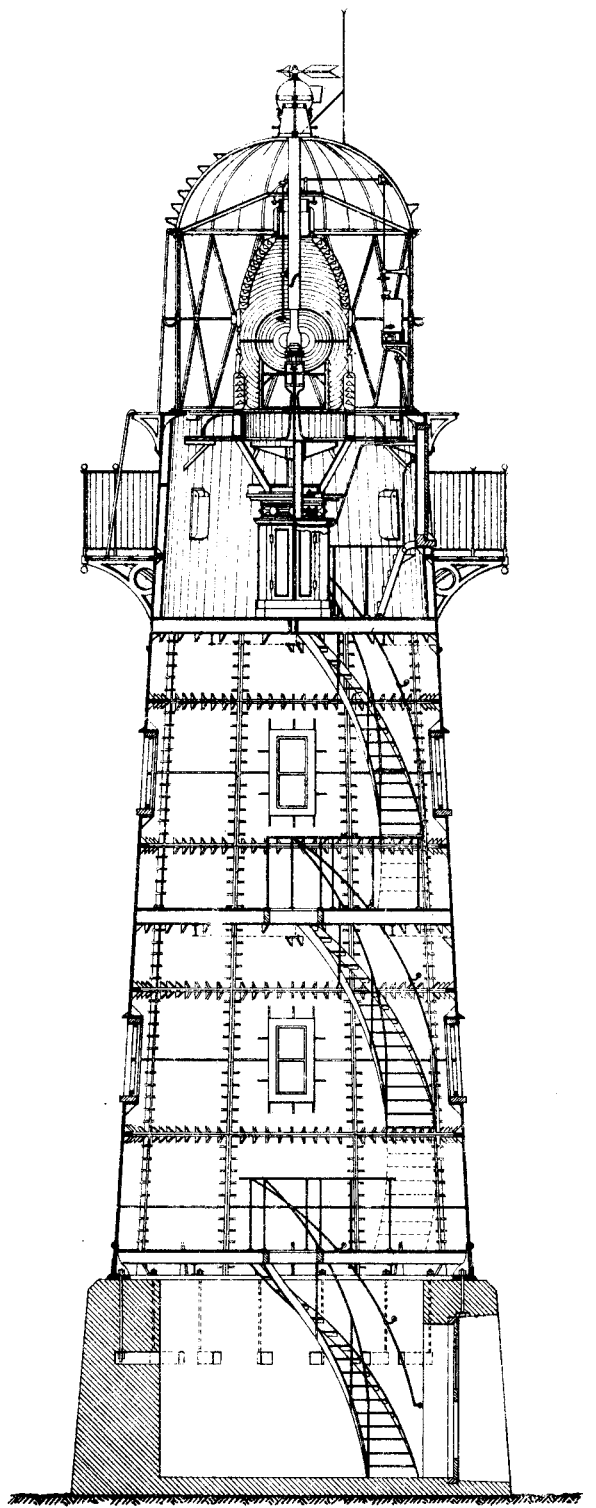
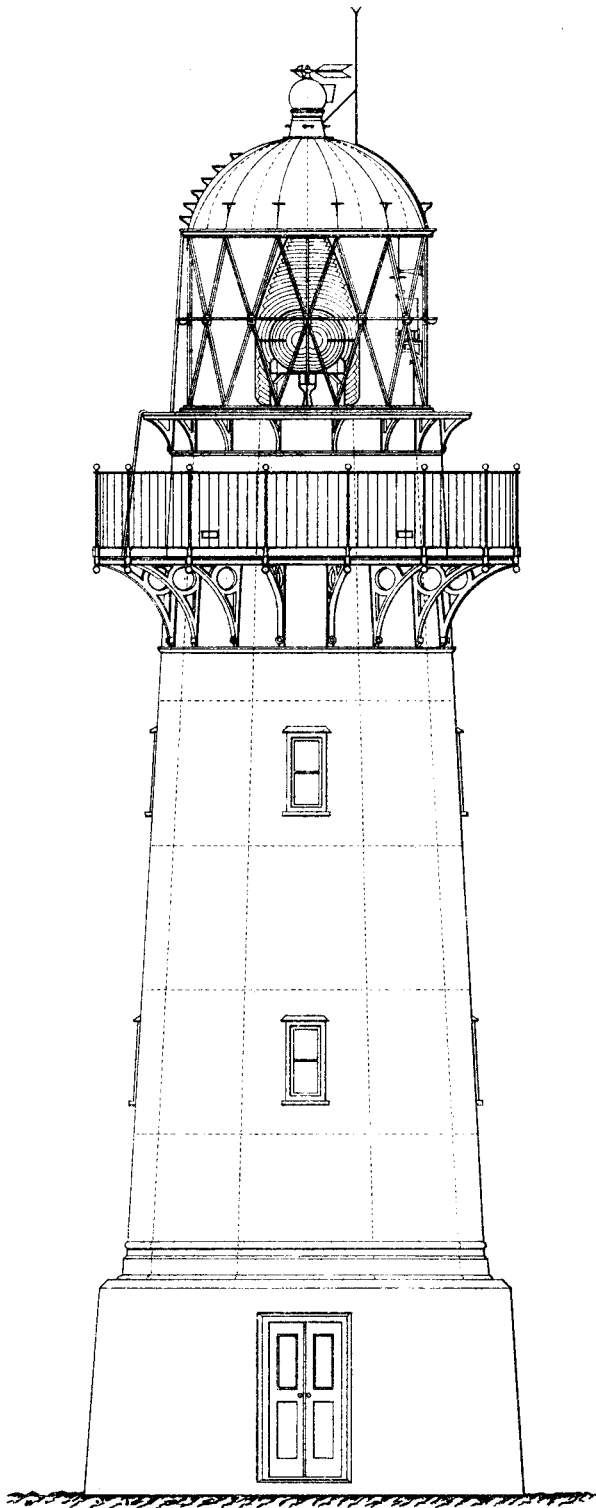
HALF PLAN

**FAREWELL SPIT LIGHTHOUSE.**

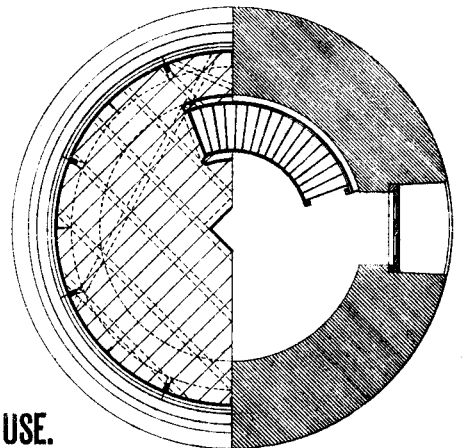
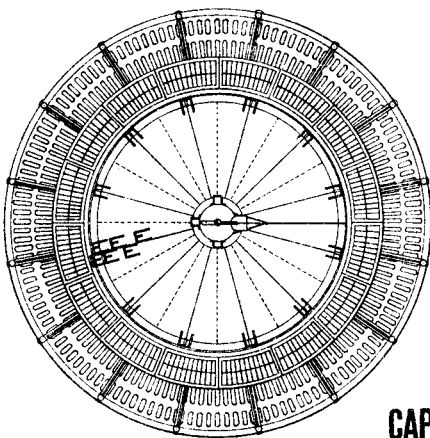
WROUGHT IRON TOWER, 75 FEET HIGH.  
SECOND ORDER DIOPTRIC WHITE LIGHT, REVOLVING EVERY MINUTE.  
HEIGHT OF FOCAL PLANE, 97 FEET.  
VISIBLE ABOUT 17½ STATUTE MILES.







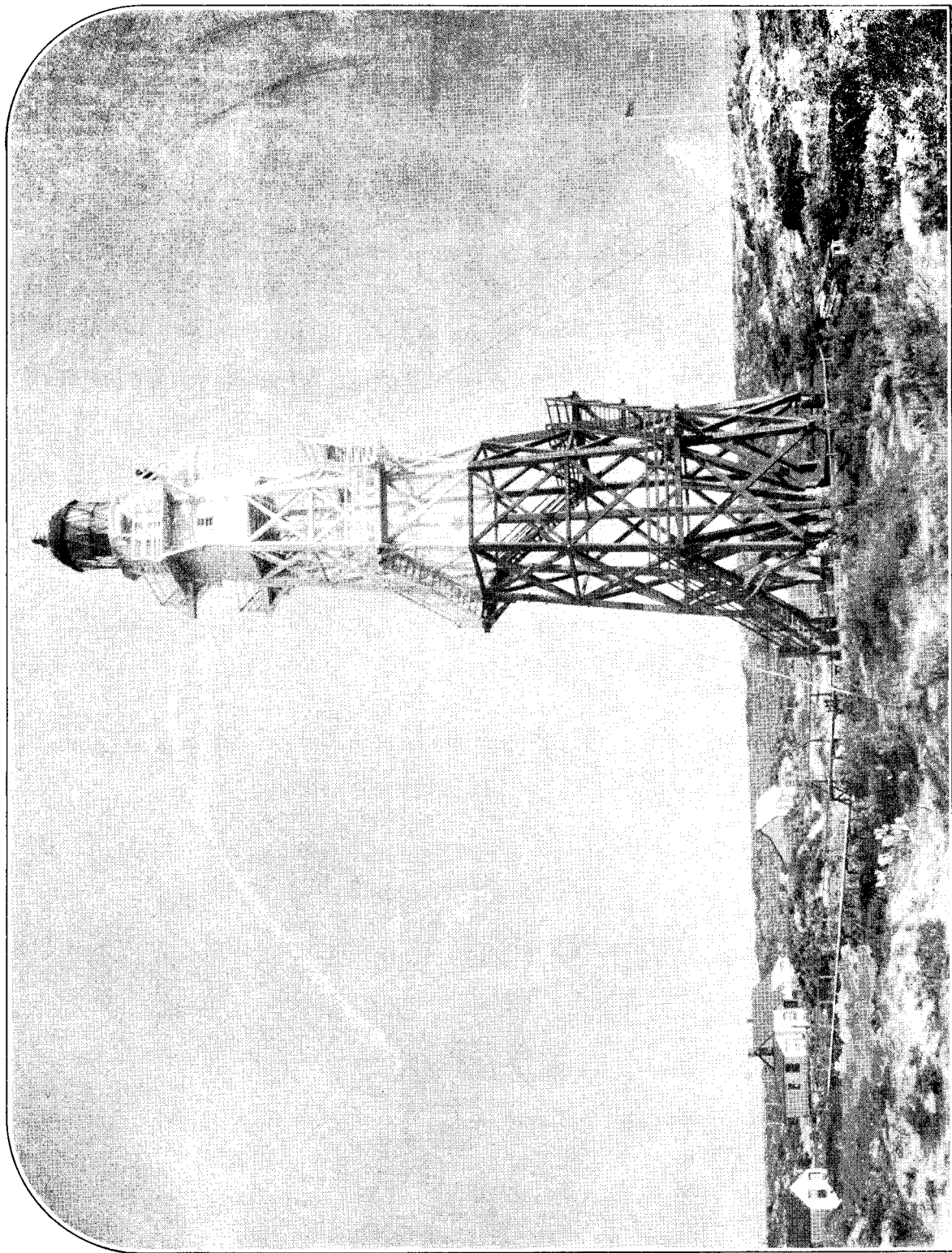
SCALE OF FEET  
 IN. 12 5 0 5 10 15 FT.



**CAPE PALLISER LIGHTHOUSE.**

SECOND ORDER DIOPTRIC REVOLVING WHITE LIGHT, DOUBLE-FLASH EVERY HALF-MINUTE.  
 CAST IRON TOWER, 36 FEET HIGH, ON CONCRETE BASE.  
 HEIGHT OF FOCAL PLANE ABOVE SEA-LEVEL, ABOUT 250 FEET.  
 VISIBLE ABOUT 25 STATUTE MILES.



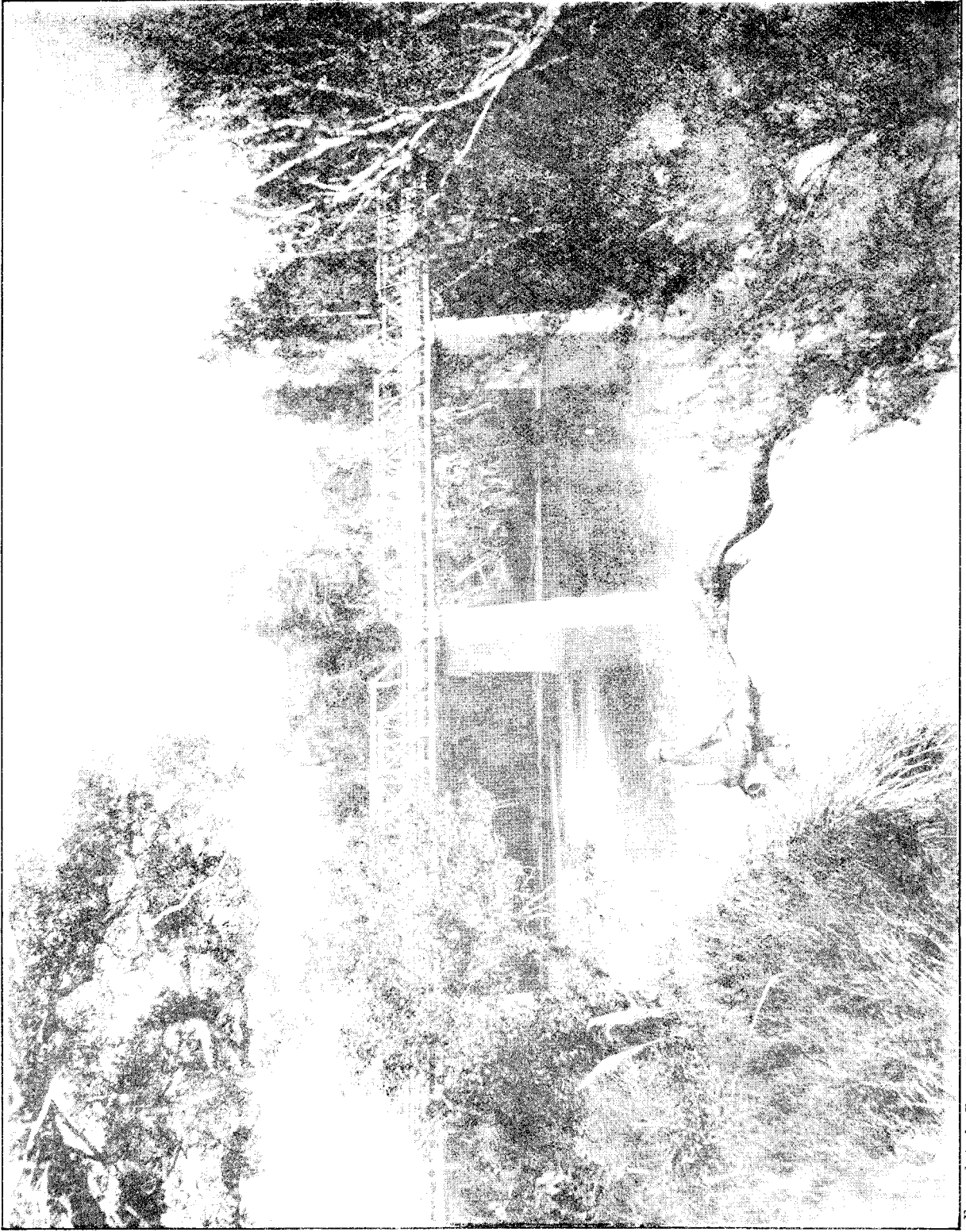


*From photo. by Tyree, Nelson.*

**Old Farewell Spit Lighthouse.**



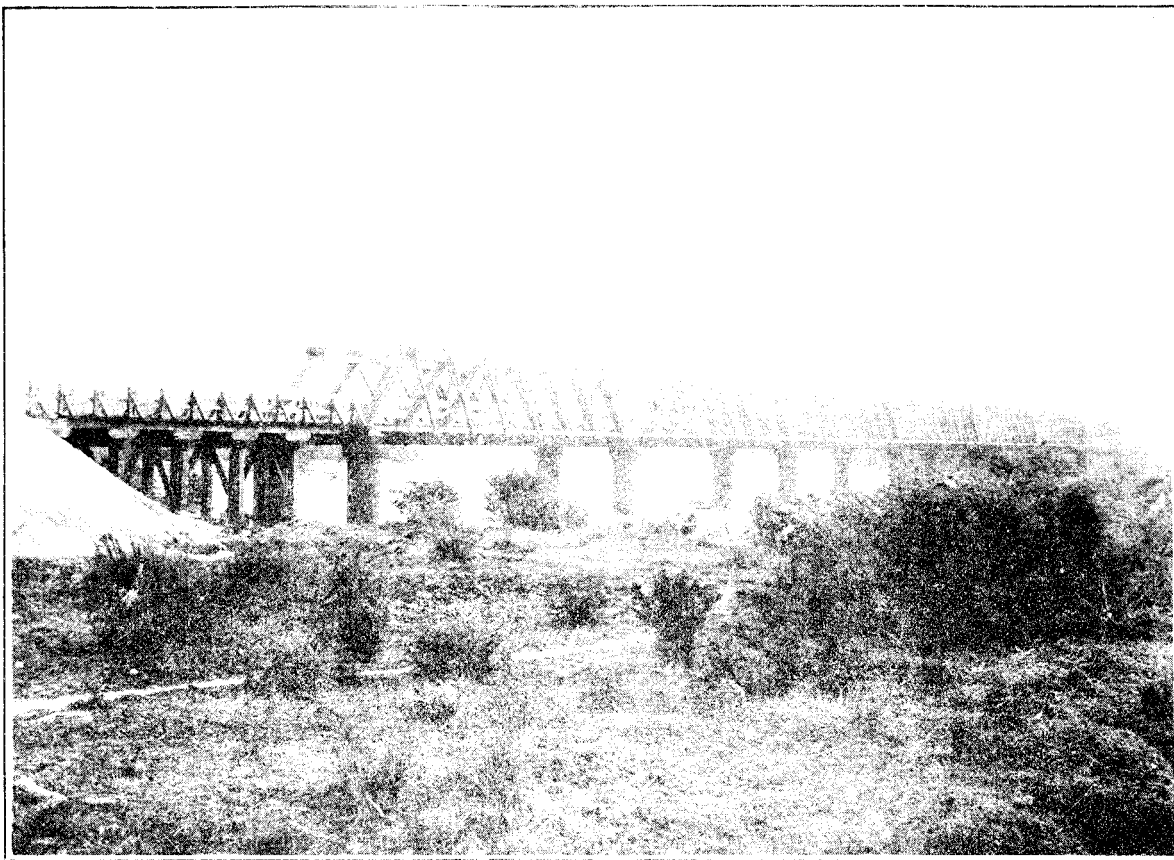




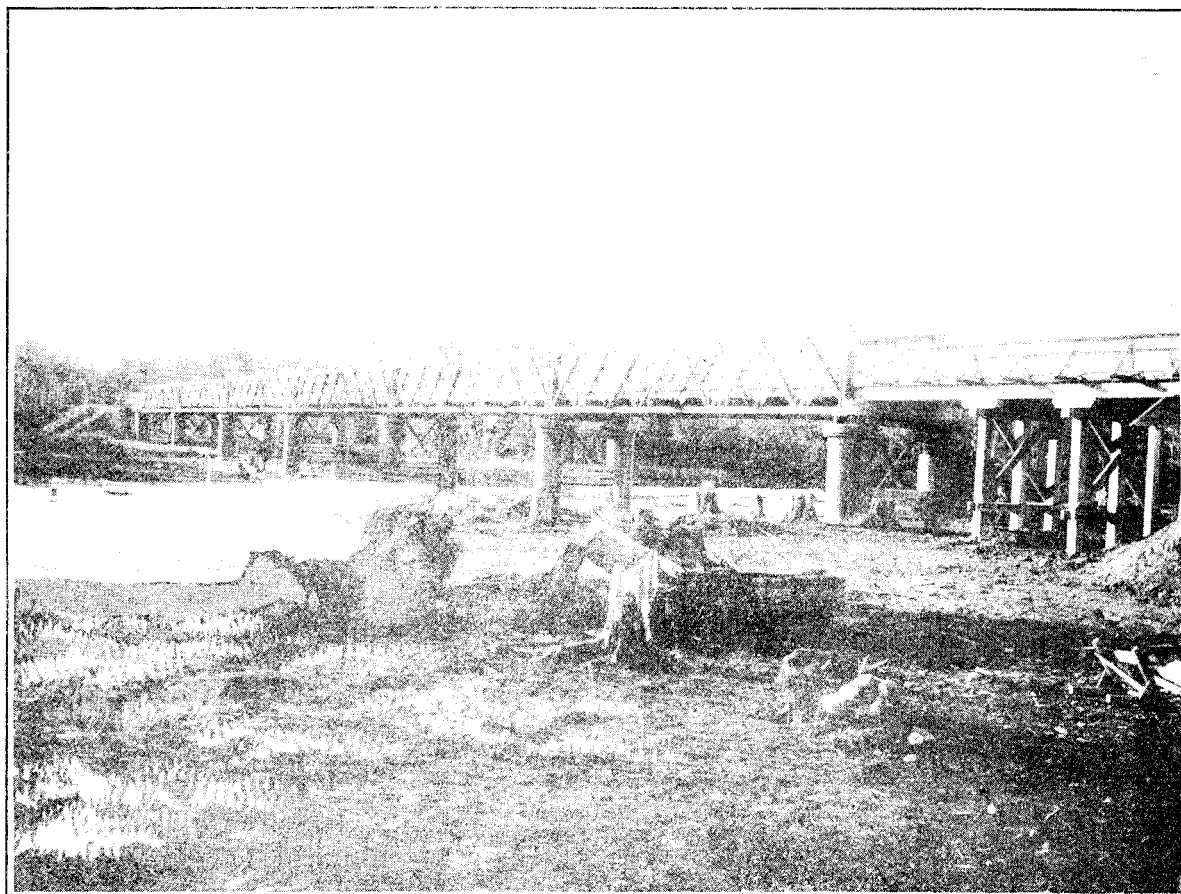
*From photo. by Tyree, Nelson.*

*Aorere Bridge, Collingwood.*



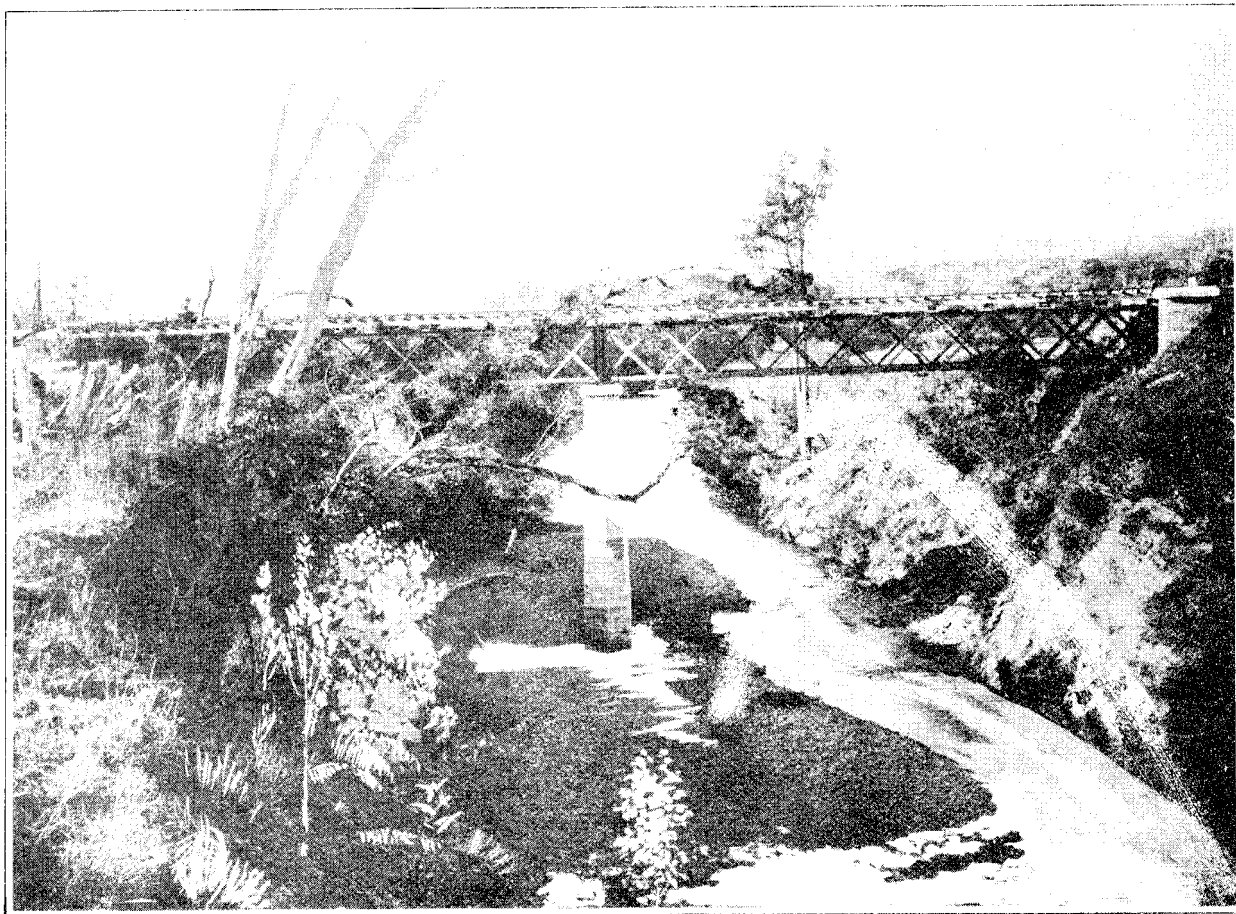


*Wellington-Whitby Railway—Haber's Bridge.  
Approx. 400 ft. long.*

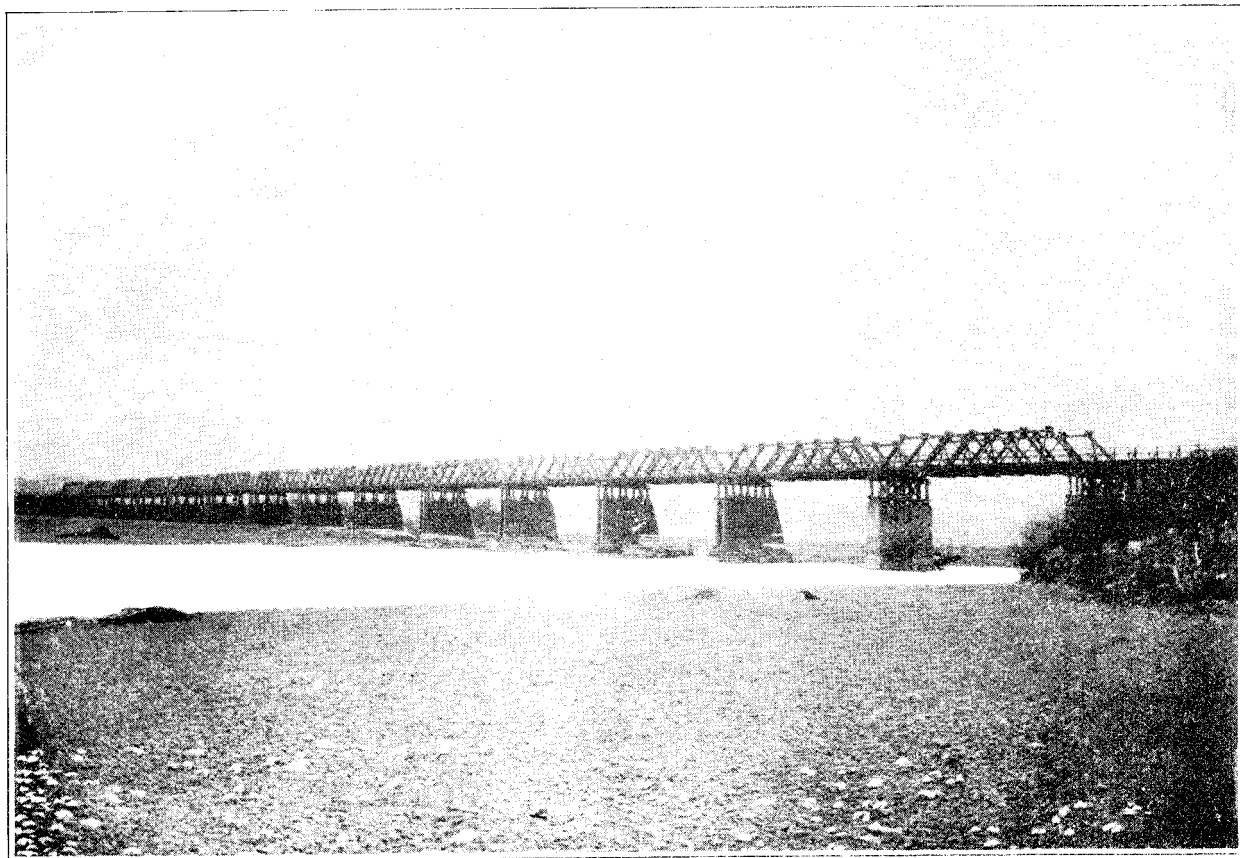


*Wellington-Woodville Railway—Mangataimoko Combined Road and Railway Bridge.  
5 spans of 10 ft., 1 of 20 ft., and 6 of 80 ft.*



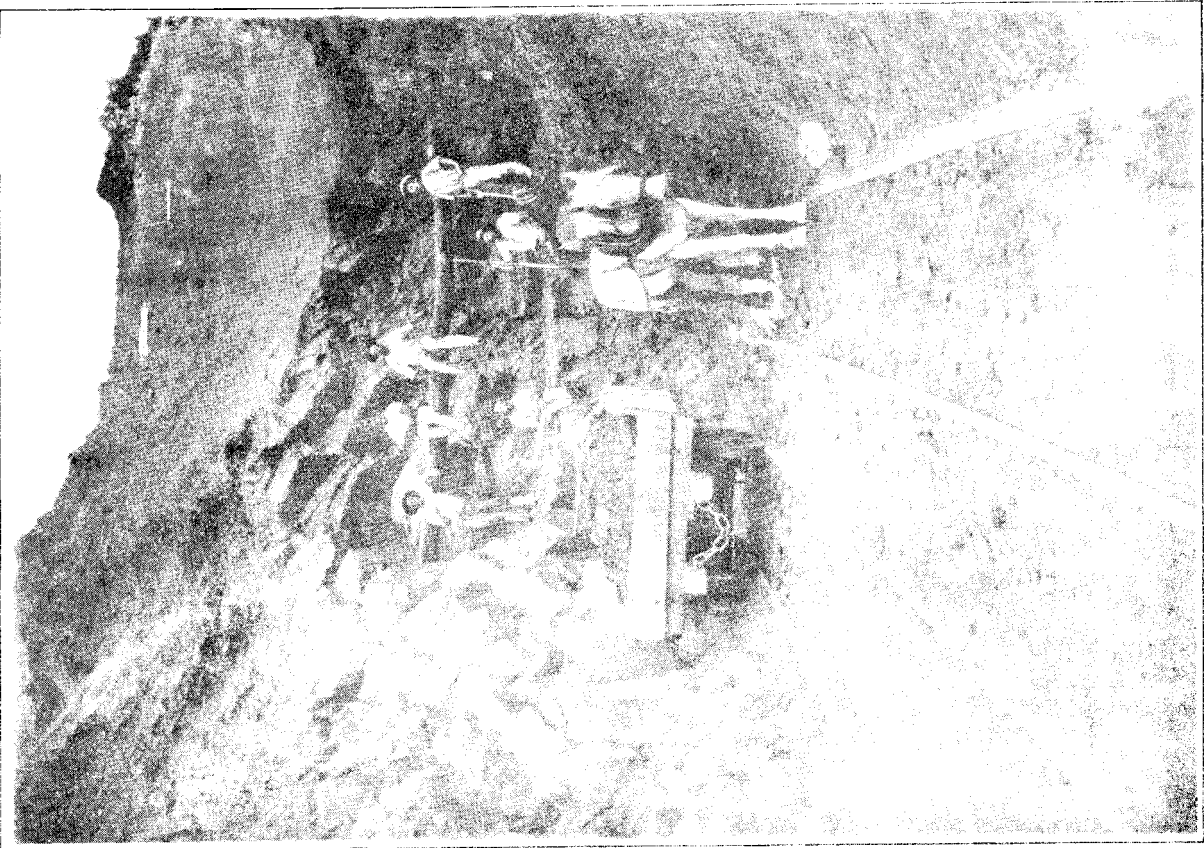


*Wellington-Woodville Railway—Makakahi Bridge.  
2 spans of 100 ft.*

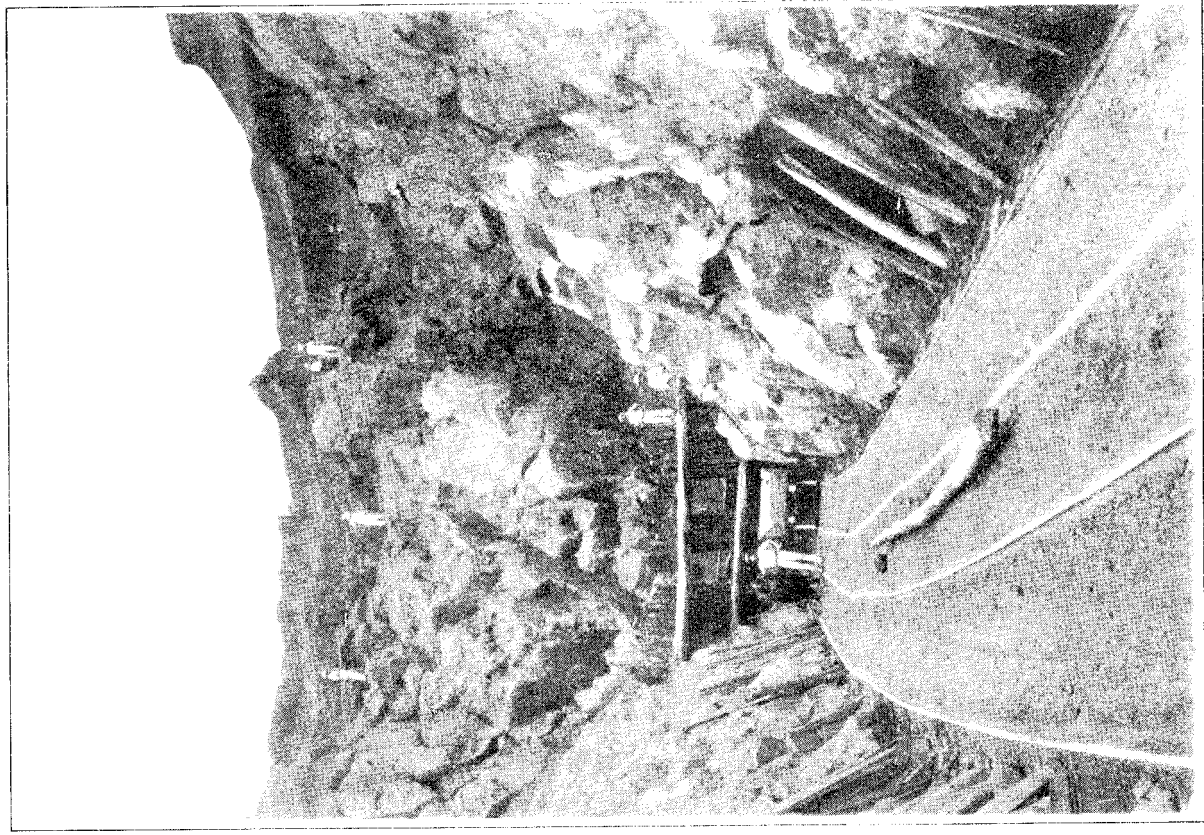


*Wellington-Woodville Railway—Ngawapurua Combined Road and Railway Bridge.  
2 spans of 11 ft., 4 of 13 ft., and 14 of 80 ft.*





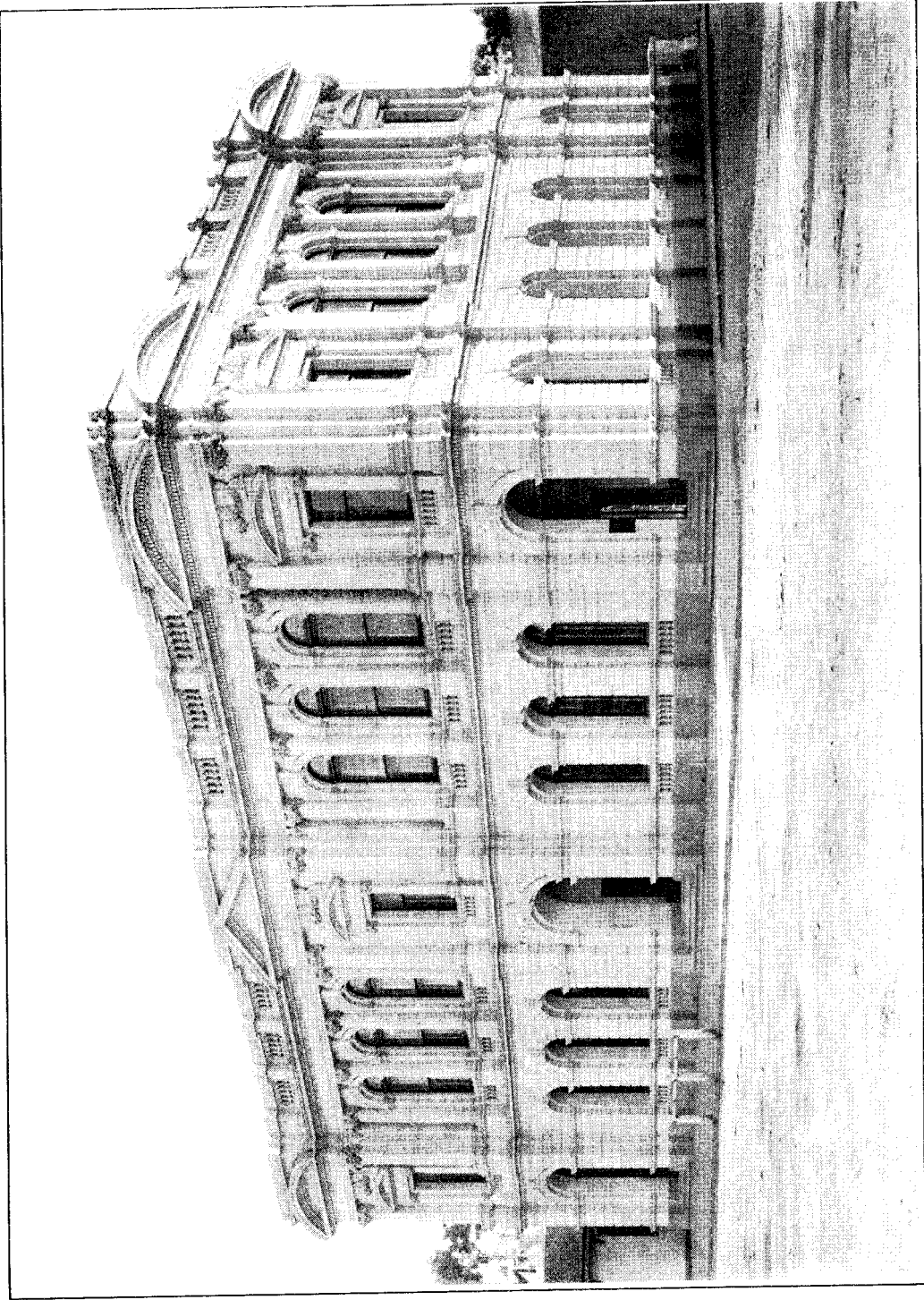
North Island Trunk Railway—Mokau Section—  
Rock Cutting



North Island Trunk Railway—Mokau Section—  
Rock Cutting 70 ft. deep

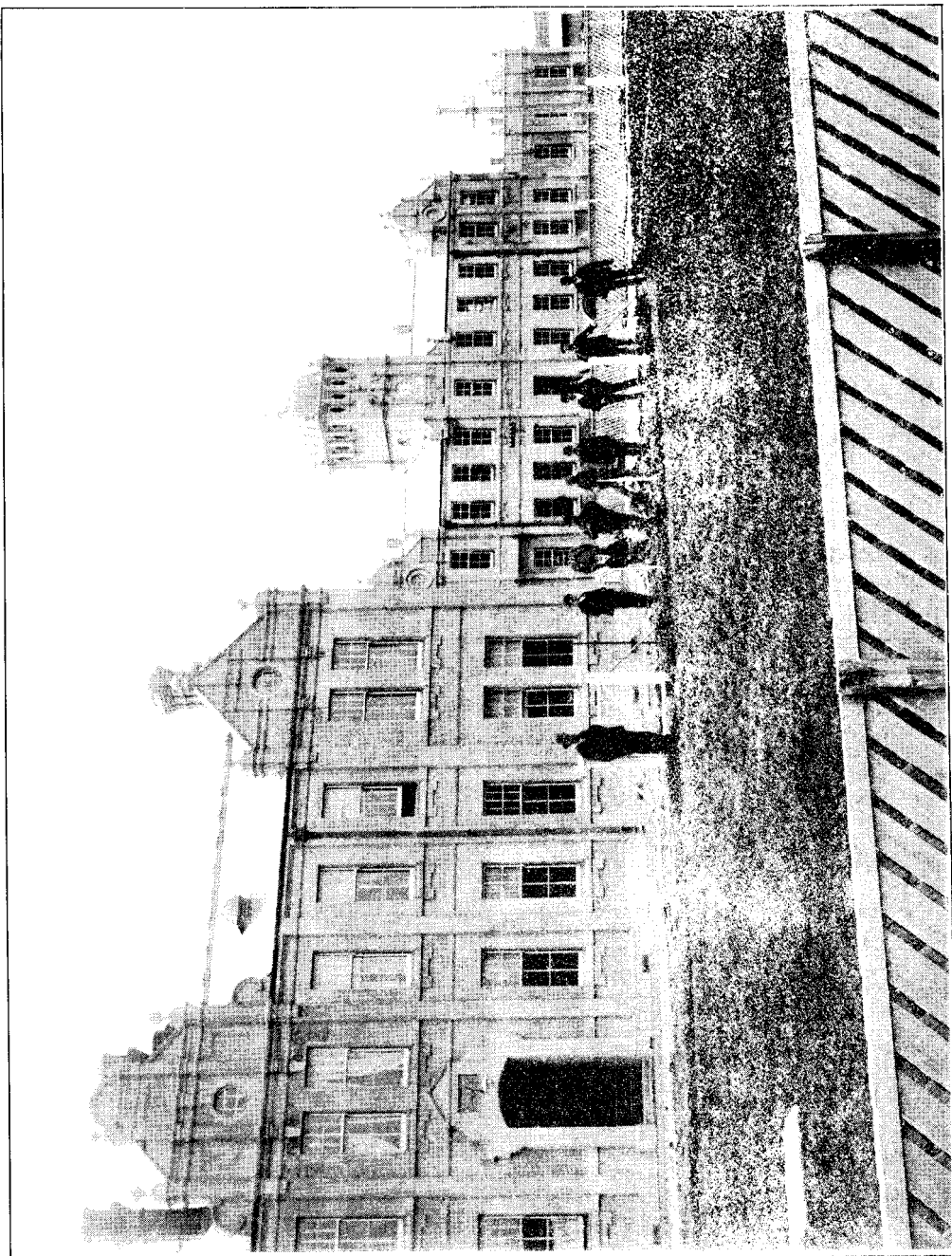






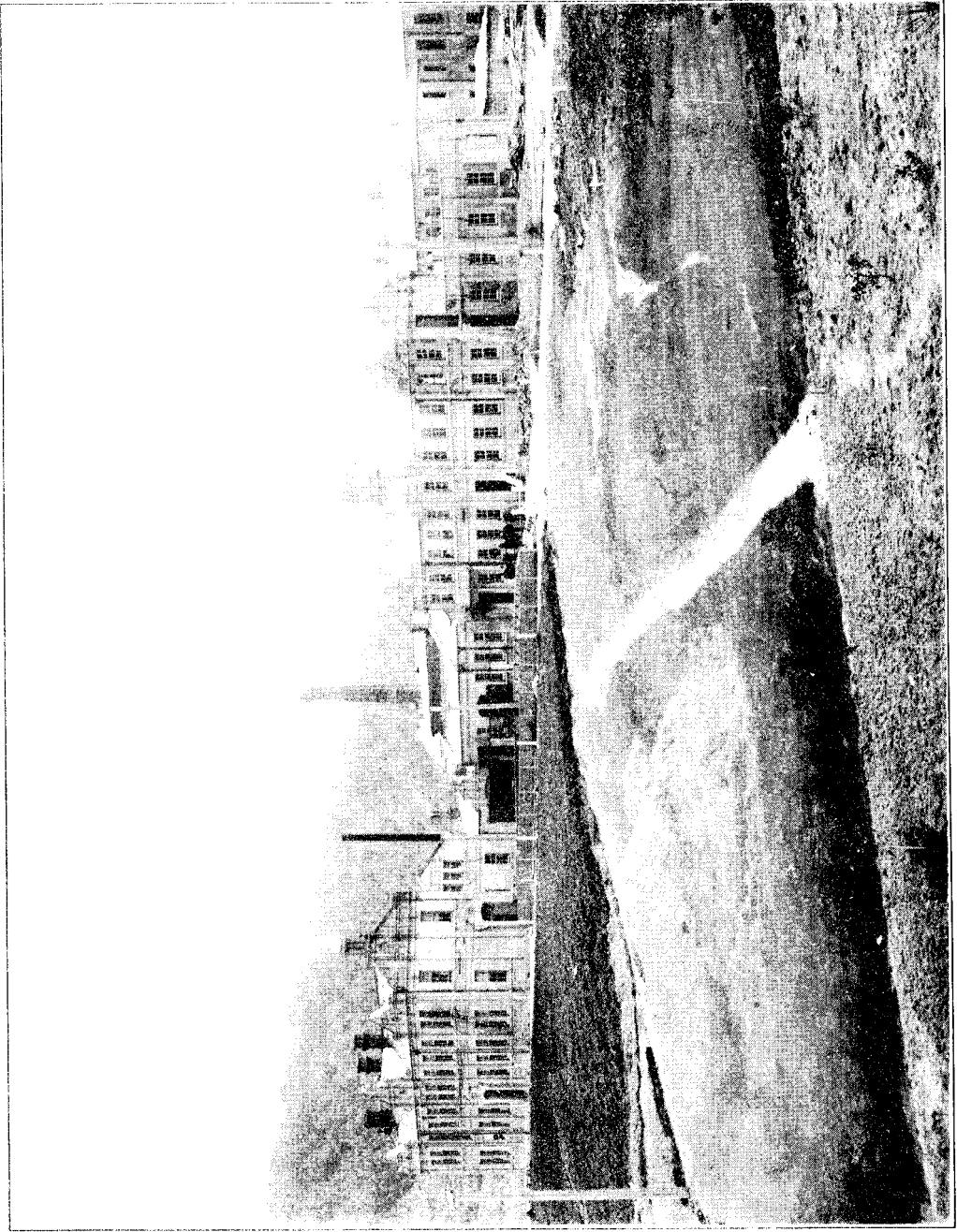
Oamaru Post Office.





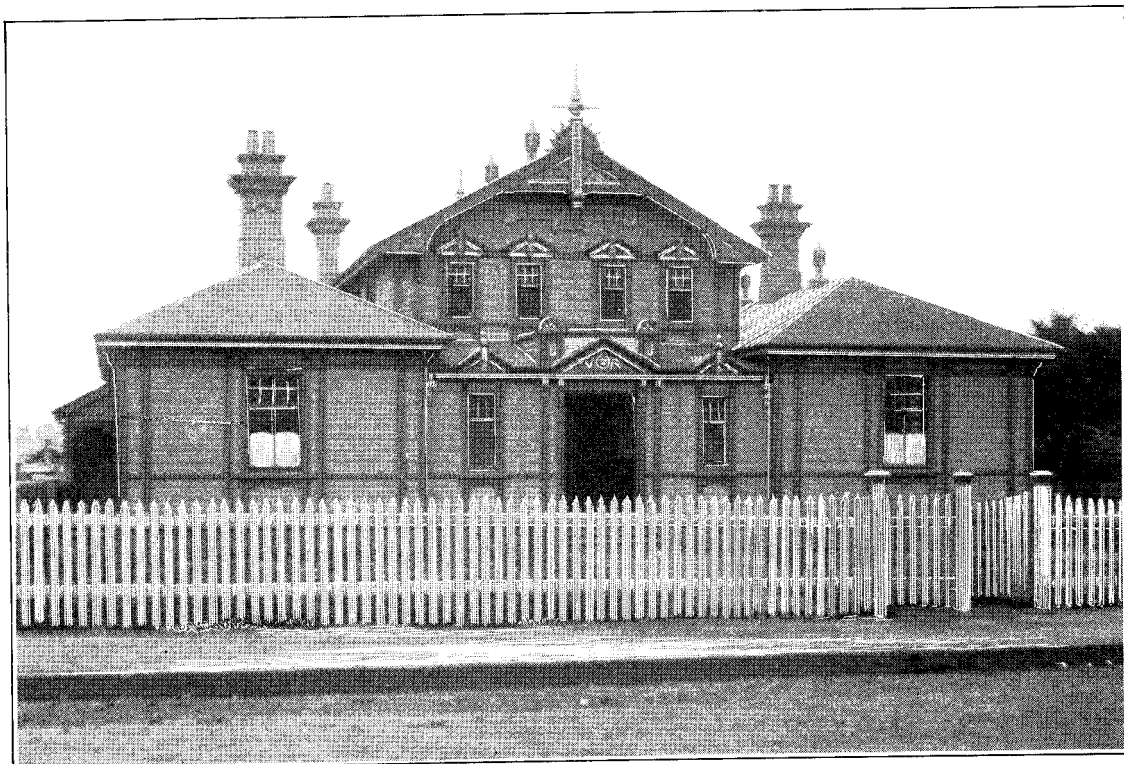
*Porirua Asylum, from the South.*





*Porirua Asylum, from the South-east.*





*Hawera Courthouse.*



*Hawera Post Office.*

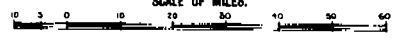




# MAP SHOWING RAILWAYS NORTH ISLAND NEW ZEALAND.

1897.

SCALE OF MILES.



### REFERENCE.

#### GOVERNMENT RAILWAYS.

- OPENED .....
- UNDER CONSTRUCTION .....
- PROPOSED .....
- EXPLORED .....

#### PRIVATE RAILWAYS PURCHASED BY GOVERNMENT.

- OPENED .....
- UNDER CONSTRUCTION .....

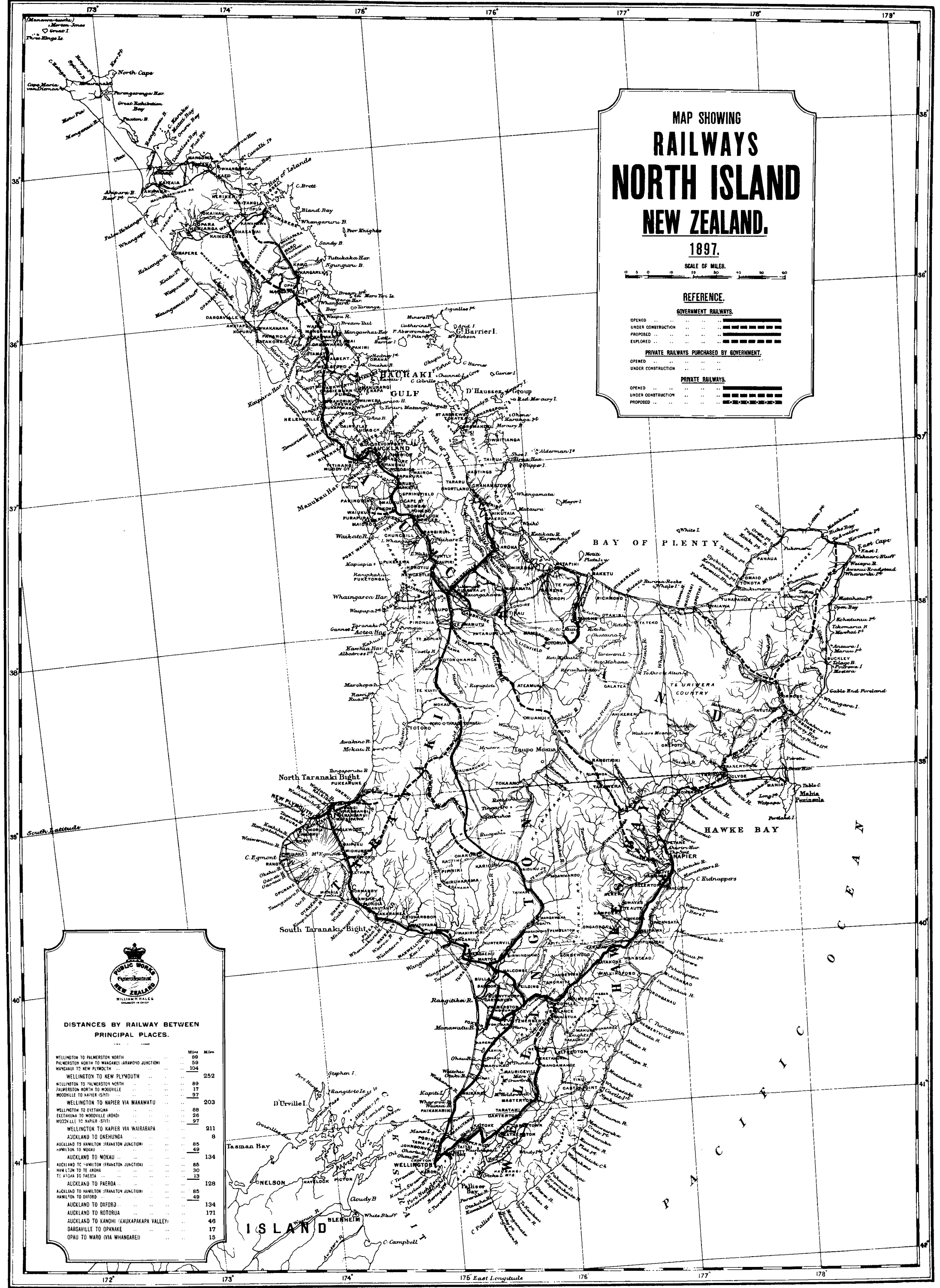
#### PRIVATE RAILWAYS.

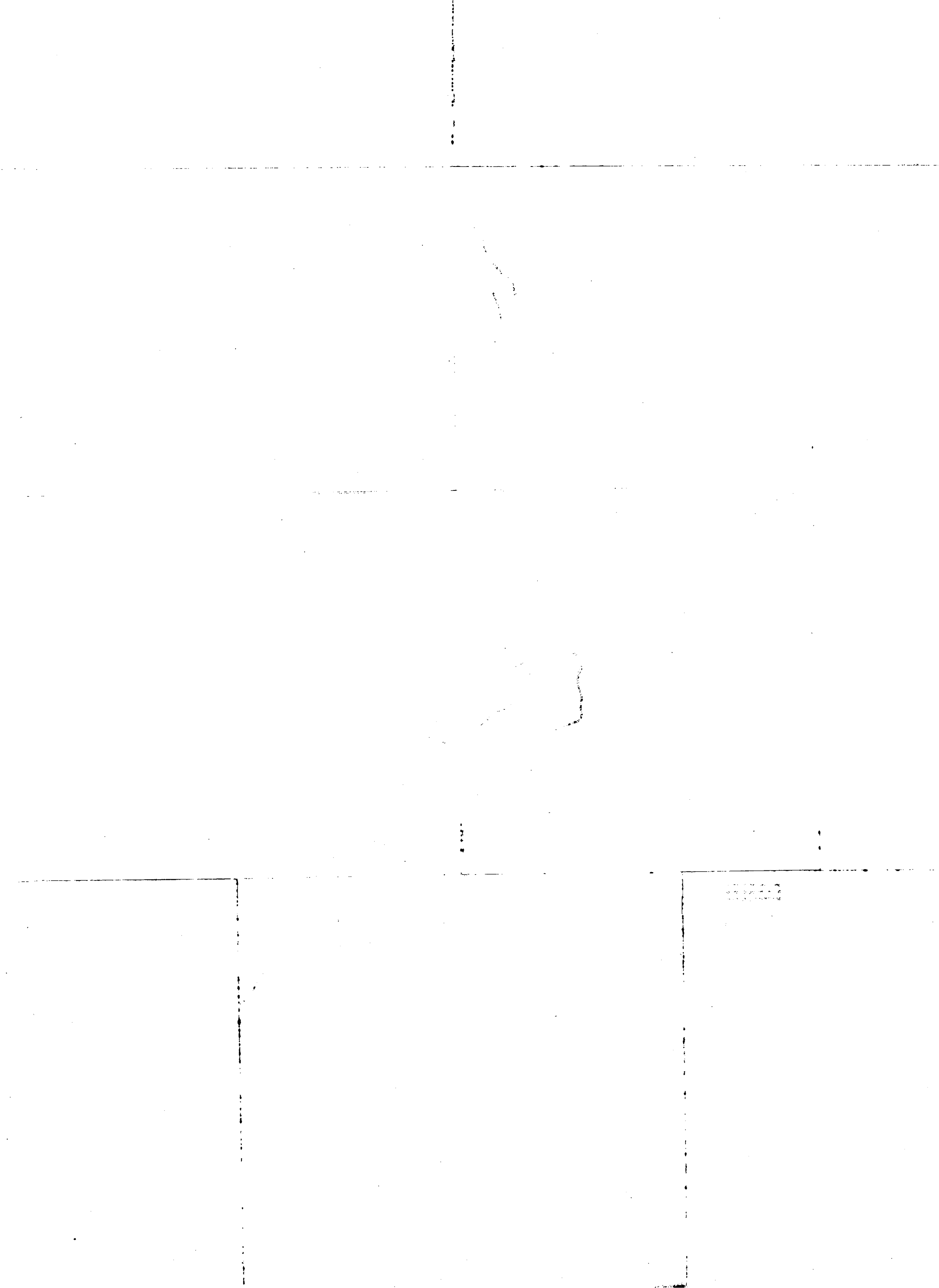
- OPENED .....
- UNDER CONSTRUCTION .....
- PROPOSED .....

**PUBLIC WORKS  
NEW ZEALAND**  
WILLIAM HALES  
ENGINEER IN CHIEF

**DISTANCES BY RAILWAY BETWEEN  
PRINCIPAL PLACES.**

Route	Miles
WELLINGTON TO PALMERSTON NORTH	88
PALMERSTON NORTH TO WANGANUI (RAMBOLD JUNCTION)	59
WANGANUI TO NEW PLYMOUTH	104
WELLINGTON TO NEW PLYMOUTH	252
WELLINGTON TO PALMERSTON NORTH	89
PALMERSTON NORTH TO WOODVILLE	17
WOODVILLE TO NAPIER (SPT)	97
WELLINGTON TO NAPIER VIA MANAWATU	203
WELLINGTON TO EXTANGUNA	88
EXTANGUNA TO WOODVILLE (ROAD)	26
WOODVILLE TO NAPIER (SPT)	97
WELLINGTON TO NAPIER VIA WAIRARAPA	211
AUCKLAND TO ONEHUNGA	8
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO NOKUA	49
AUCKLAND TO NOKUA	134
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO TE AROHA	30
TE AROHA TO PAEROA	13
AUCKLAND TO PAEROA	128
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO OXFORD	49
AUCKLAND TO OXFORD	134
AUCKLAND TO ROTORUA	171
AUCKLAND TO KANOHU (KAUKAPAKAPA VALLEY)	48
DARGAVILLE TO OPAUKE	17
OPAU TO WARD (VIA WHANGAREI)	15





# MAP SHOWING RAILWAYS MIDDLE ISLAND NEW ZEALAND.

1897.

SCALE OF MILES.



## REFERENCE.

### GOVERNMENT RAILWAYS.

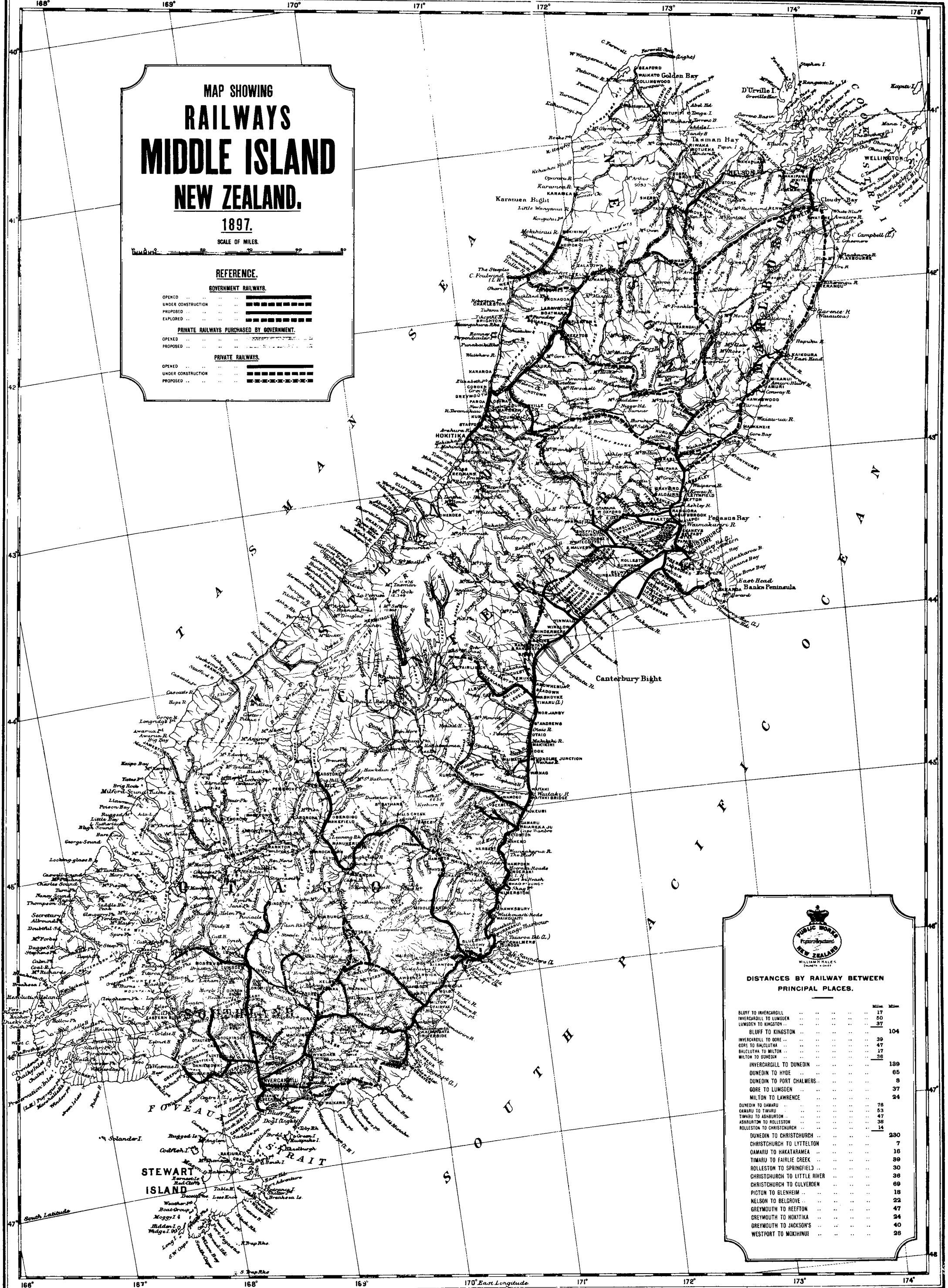
OPENED	—————
UNDER CONSTRUCTION	—————
PROPOSED	—————
EXPLORED	—————

### PRIVATE RAILWAYS PURCHASED BY GOVERNMENT.

OPENED	—————
PROPOSED	—————

### PRIVATE RAILWAYS.

OPENED	—————
UNDER CONSTRUCTION	—————
PROPOSED	—————



## DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

	Miles	Miles
BLUFF TO INVERCARGILL	17	
INVERCARGILL TO LUMSDEN	50	
LUMSDEN TO KINGSTON	37	
BLUFF TO KINGSTON	104	
INVERCARGILL TO GORE	39	
GORE TO BALCLUTHA	47	
BALCLUTHA TO MILTON	17	
MILTON TO DUNEDIN	58	
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	38	
ROLLESTON TO CHRISTCHURCH	14	
DUNEDIN TO CHRISTCHURCH	230	
CHRISTCHURCH TO LYTTELTON	7	
OAMARU TO HAKATARAMEA	16	
TIMARU TO FAIRLIE CREEK	39	
ROLLESTON TO SPRINGFIELD	30	
CHRISTCHURCH TO LITTLE RIVER	36	
CHRISTCHURCH TO CULVERDEN	69	
PICTON TO BLENDHEIM	18	
NELSON TO BELGROVE	22	
GREYMOUTH TO REEFTON	47	
GREYMOUTH TO HOKITIKA	24	
GREYMOUTH TO JACKSON'S	40	
WESTPORT TO MOKIHINI	26	

Printed and Published by the Government Printer, Wellington, N.Z.

