

1900.
NEW ZEALAND.

PUBLIC WORKS STATEMENT

BY THE HON. W. HALL-JONES, MINISTER FOR PUBLIC WORKS,
28TH SEPTEMBER, 1900.

MR. SPEAKER,—

It is again my pleasing duty to report that satisfactory progress has been made with the various works in hand. Since my last Statement was delivered 8½ miles of railway have been opened for traffic and 56 miles of new work have been put in hand, making a total of 133 miles now under construction. Details of the work done on each line during the year will be given further on. With regard to the current year, if the opinions expressed by honourable members and by the large deputations that have waited upon Ministers, and also in the numerous petitions presented to the House and to the Government, are to be taken as a criterion, it may be assumed that there is a general desire that the prosecution of our public works, especially main trunk railways and roads to back blocks, shall be carried on more vigorously than has been the case since 1887.

The Budget delivered by my right honourable colleague the Colonial Treasurer has outlined the financial proposals of the Government with respect to public works.

While it is recognised that the progress of land-settlement and the great development of the resources of the colony that have taken place during the past few years require that greater progress shall be made both in railway-construction and in road-formation, the Government are of opinion that it would be detrimental to the best interests of the colony to enter upon a large borrowing policy—a policy which would lead to a considerable influx of peripatetic labour.

Careful administration, and a strict guard upon the public purse, have removed every sign of depression; and this position must be maintained.

The time, however, has arrived when the Government feel justified in carrying on more expeditiously the work of completing the main arterial lines now in hand—namely, the North Island Main Trunk, the Blenheim—Waipara, the Midland, and the Otago Central Railways.

Numerous petitions have been presented to the House praying for the early completion of the North Island Main Trunk Railway. Apart from its strategic value, the progress of settlement, the opening-up of large areas of valuable timber, and the necessity for railway communication between Auckland and Wellington, all point to the advisability of this great undertaking being completed within a reasonable time. To rush the work through regardless of cost would, I am confident, be a course which honourable members would not approve of. To do this would necessitate a large increase in expenditure, as it would be necessary to form roads to give access to the works at various points along the route, thus greatly adding to the cost. Prudence dictates that the proper course is to carry on the work vigorously at each end, and as soon as the formation is ready to at once lay the permanent-way, so that each mile when completed may be utilised. If this is done, there is nothing to prevent the rails being connected between Auckland and Wellington within four years.

As will hereinafter be seen, the sum provided will enable us to proceed with each of the works referred to at a rate which will, I am sure, afford satisfaction to all reasonable men.

While due provision must be made for carrying on the work upon the main arterial lines, there are also other works in progress of almost equal importance for which fair provision must be made. The Government have been urged to proceed with several extensions which are worthy of consideration, but with the means available, and the extent of work now in hand and proposed, it is impossible to take any but the more urgent ones into consideration at present.

LIGHT RAILWAYS.

There is urgent necessity for opening up our colony by convenient and regular means of communication, so as to enable our sturdy settlers to more advantageously compete with other countries in the markets of the world. This induces me to again revert to the question of light lines of railway—upon which subject honourable members will find some useful information in my Public Works Statements of 1896 and 1897.

In many parts of the colony, especially in the North Island, the scarcity of road-metal and the heavy cost of cartage, where expensive roads have to be formed and maintained, is a severe tax upon the settlers, upon the local bodies, and upon the colony. So serious has this become that in many districts the roads are practically impassable during winter months. How best to meet this difficulty is of great importance to the colony, and especially to the settlers who are more immediately concerned. Again, it must be borne in mind that a great deal of our magnificent scenery is not approachable by the majority of tourists owing to the absence of convenient means of access, and this too in districts where there are a number of settlers. If at a comparatively small cost light lines are constructed to the more important points they will open up this scenery to the travelling public, and at the same time provide facilities for our settlers, and further assist in developing our resources. After very careful consideration of the requirements referred to I have come to the conclusion that the best and most economical course is in certain districts to construct narrow-gauge railways.

It may be asked, What is a narrow-gauge railway? Compared with the 5 ft. 3 in. gauge of Victoria, or the standard gauge of 4 ft. 8½ in. of Great Britain and New South Wales, the ordinary lines in New Zealand may be said to be of a narrow gauge. I, however, refer to a still narrower gauge—viz., 2 ft. For the main lines and where the traffic would rapidly develop, the present 3 ft. 6 in. gauge should be adhered to; also, in easy country where it is nearly level, and the formation of the earthwork is of an inexpensive nature, the present gauge should not be departed from. The cost of construction upon the present gauge could, however, be reduced 20 per cent. by using lighter rails, fewer sleepers, and constructing bridges of a lighter standard than those used at present. This would necessitate the use of lighter rolling-stock and running less weighty trains than is now the practice. However, the same reason which probably actuated my predecessor in adopting the 3 ft. 6 in. gauge instead of a broader one—viz., economy and more rapid construction—induces me to suggest that, whether as branch lines opening up new country, as feeders to the main line, or as steam tramways, a 2 ft. gauge will best meet what is required.

In different parts of the world railways have already been constructed of this gauge, notably the Darjeeling line in India, the Caen to Luc-sur-Mer and Dives line in France, the line from Ferdinandshof to Friedland in Germany, and the North-east Dundas line in Tasmania, the cost of which, including rolling-stock, was, according to a late official statement, £3,465 per mile. The result of several years' experience is that such lines can be constructed expeditiously and economically, which means a saving in interest, a greater earning-power upon the first cost, and a considerable reduction upon the cost of maintenance, as compared with lines of a broader gauge.

By utilising as far as practicable existing roads, the cost of construction would be reduced to the lowest point, and the convenience of the

settlers better served. The trains running immediately alongside their holdings would insure the conveyance of produce and stores by the railway.

The expense of station-buildings would be almost eliminated except at important points, where they would be necessary for the convenient working of the line.

Subject to the conditions above mentioned, the cost of a 2 ft. gauge railway, exclusive of rolling-stock, should be—

(1.) In easy country	£2,000 per mile.
(2.) In medium country	£3,000 "
(3.) In difficult country	£4,500 "

Included in this estimate are the rails (estimated to cost £600 per mile for 30 lb. rails and £750 per mile for 40 lb. rails) and the sleepers—of proportionately reduced length (cost £300 per mile)—making a total for permanent-way of £900 per mile for 30 lb. rails and £1,050 for 40 lb. rails. The difference between this amount and the completed cost of the line being the cost of land, formation, bridges, culverts, fencing, platelaying, ballasting, stations, &c.

There are several districts in the colony where narrow-gauge lines could be fairly tested as to cost of construction and earning-power. One of these I shall refer to later on.

AVAILABLE WAYS AND MEANS FOR PUBLIC-WORKS PURPOSES.

At 31st March, 1899, the available balance of ways and means for public-works purposes was £380,856, and further funds were provided last session, as follows:—

Under the Aid to Public Works and Land Settlement Act...	£ 1,000,000
Transferred from revenue	450,000
Miscellaneous receipts	2,116

thus making a gross total of £1,832,972. The expenditure last year amounted to £993,223, therefore at the end of the year the balance of ways and means amounted to £839,749. Against this, however, there were liabilities amounting to £494,895. It is now proposed to provide additional funds, as under:—

New loan	£ 1,000,000
To be transferred from revenue	500,000

making altogether (after deducting the liabilities) a total of available ways and means of £1,844,854.

The estimates of expenditure for the current year total to £1,938,369 (in addition to £49,000 under the Government Loans to Local Bodies Account), thus leaving an unallocated balance of ways and means for public-works purposes of £401,380.

TOTAL PUBLIC-WORKS EXPENDITURE.

The following table shows the total expenditure out of the Public Works Fund on all works and services throughout the colony up to the 31st December, 1890, and also up to the 31st March last:—

Class of Works.	Expenditure.		
	Total to 31st December, 1890.	1st January, 1891, to 31st March, 1900.	Total to 31st March, 1900.
Railways (including A.O.L.)	£ 14,067,100	£ 2,383,203	£ 16,450,303
Roads	3,575,804	1,672,354	5,248,158
Public buildings	1,776,003	612,283	2,388,286
Immigration	2,144,386	3,119	2,147,505
Purchase of Native lands	1,191,137	745,145	1,936,282
Lighthouses, harbour-works, and harbour-defences	880,095	79,001	959,096
Telegraph extension	600,849	255,208	856,057
Development of goldfields	561,101	109,345	670,446
Defence-works (general)	429,720	82,590	512,310
Departmental	349,789	96,595	446,384
Minor works and services	300,689	6,799	307,488
Cost and discount, raising loans, &c.	1,021,472	34,839	1,056,311
Totals	26,898,145	6,080,481	32,978,626

RAILWAYS UNDER CONSTRUCTION.

The railways on which construction operations were in progress last year were largely the same as during the previous year, but with some additions. The Thames - Te Aroha and Forest Hill lines and Belgrove - Motupiko Section of the Midland Railway were finished, and the Seaward Bush line completed to Wainahaka, and further construction operations held in abeyance pending the completion of the survey to Tokonui, which is now in progress. On the other hand, new works have been started at Kawakawa, Paeroa, Gisborne, Waipara, Catlin's, and Orepuki, so that the expenditure—at any rate, during the latter portion of the year—was somewhat in excess of that of the previous year. The accelerated rate of progress has not only been continued, but has been further increased since the close of the year, so that for some works larger appropriations will be required this year than last year. I now propose to follow the usual course of briefly describing what has been done on each line, and at the same time give an outline of our proposals for the future.

KAWAKAWA—GRAHAMTOWN.

The southward extension of the northern portion of this railway, authorised by the Railways Authorisation Act of last session, was put in hand shortly after Parliament rose, and very fair progress has been made with it; nearly six miles of formation is in hand, and a part of it is nearing completion. Fencing has been started, and the first bridge erected. The rails have been ordered from England, and the Agent-General has been requested to endeavour to arrange for the importing steamer to call at Kawakawa, so as to land them directly on to the railway.

The northwards extension of the southern portion of the line has also progressed satisfactorily, the formation being nearly complete and rail-laying just about to be started.

The survey of the intervening length between the two sections in progress has also been in hand from both ends, but the work could only be carried on intermittently, when the services of the engineers were not required in connection with the construction-works. The survey should, however, be completed during the present year. The expenditure on the line, owing to the works at Kawakawa not having been started until late in the year, only amounted to £2,530, but a much larger expenditure may be looked for this year. A vote of £15,000 is provided on the estimates.

HELENSVILLE NORTHWARDS.

Formation-works on the Tahekeroa Section have proceeded throughout the year, and are now practically completed. Platelaying has also been taken in hand, and is likewise nearing completion. As quickly as possible after the passing of the Authorisation Act last session work was put in hand on the Komokoriki Section, and is making fair progress, all the work as far as the first tunnel being now in hand. It is proposed to lay the rails as far as the entrance to the tunnel as early as possible, so as to facilitate the transport of the lining materials. In the case of this line, like the last, the expenditure fell short of the appropriation, owing to its having been impossible to put in hand the works on the Komokoriki Section until the Authorisation Act was passed late last session. The vote proposed for the current year is £15,000.

PAEROA—WAIHI.

This was one of the new railways authorised last session. The works undertaken prior to the 31st March were in consequence mostly of a preliminary character. A good start was made shortly before the close of the financial year, and the work, as far as the long tunnel at Karangahake, is now proceeding actively. The approach cutting to the tunnel is being excavated, and the work on the tunnel itself will be commenced immediately the approach has been taken out. The temporary bridge over the Ohinemuri has been completed. This will admit of the spoil from the tunnel excavation being conveyed across

the river and there utilised in the formation of the station-grounds, &c. The vote proposed for the current year is £12,000, which will admit of operations proceeding at a satisfactory rate.

GISBORNE—KARAKA.

This is another of the new lines authorised last year. Work was begun in February, and has been energetically proceeded with since. Much of the formation of the first section—ten miles in length—is already fit for rail-laying, many of the sleepers required for the work have been delivered, and arrangements have been made for the supply of the remainder. The rails have been ordered some time and are shortly expected. As soon as platelaying has been started, a locomotive and wagons will be sent to Gisborne to enable the ballasting to be proceeded with. The vote proposed for the current year is £12,000.

NORTH ISLAND MAIN TRUNK.

The works on the Ohinemoa Section have been steadily proceeded with, and have been extended as far as the proposed Kawakawa Station, a distance of sixty miles from Te Awamutu, and 160 miles from Auckland. Every endeavour is being made to push these works on as rapidly as possible; they are, however, of a heavy character, and much of the ground is of an exceedingly treacherous nature, so that really rapid progress is impossible. All that can be done is being done, however, and nearly five miles of the line—as far as Waimiha Station—is expected to be ready for rail-laying by Christmas.

The divided public opinion in the North as to the route by which this railway should be constructed has greatly retarded the work in the past. The central route having now been finally decided upon, works southwards of Kawakawa will be expeditiously proceeded with, the configuration of the country to be traversed admitting of this being done. The works as far as Kawakawa are already fully manned, there being at the present time about three hundred and fifty men at work on that section. A contract is also being prepared for the three bridges over the Ongaruhe River, and another for the Wanganui Bridge at Taumararui.

At the southern end of the line grading now extends to Paengaroa, a distance of over twenty-eight miles from the terminus of the opened line at Mangaonoho, and over fifty miles from the junction with the main West Coast Railway at Marton; and instructions have been issued for work on the Turangarere Section to be taken in hand. This section is for the most part at a distance from the main road, so that a service-road will have to be constructed along the greater part of it. This road will be put in hand immediately, in order that the materials required for culverts and other works may be carted over it during the ensuing summer. When the formation of the Turangarere Section is well advanced a further section will be put in hand.

The work at the Makohine Viaduct has been pushed forward as rapidly as possible throughout the year, and considerable progress has been made. The work of preparing the iron and steel for erection is now drawing towards completion. The longer of the two main piers is already erected to its full height, and the other is in hand. As soon as this pier is completed, the erection of the staging to carry the superstructure will be begun, the superstructure itself following on as soon as the staging to support it is ready. As announced in my Statement last year, the department does not intend to await the completion of this viaduct before proceeding with the platelaying beyond it. The sleepers required are being obtained in the district, and a large proportion of them are already stacked along the line. Arrangements will be made for the conveyance of the rails from Mangaonoho Station to the flat ground beyond the viaduct, so that by the time the viaduct is finished the platelaying and ballasting as far as Mangaweka will also be completed, and the railway can then be opened for public traffic without further delay.

The iron and steel for the Mangaweka Viaduct was ordered some months ago and a portion of it is expected shortly. The work of preparing it for use in

the structure will be undertaken at the Makohine Workshop directly the similar work for the Makohine Viaduct is finished, and as this viaduct is of a much simpler character than the one at Makohine, and as the department has now a workshop in good working-order and a staff of trained men, speedy progress is expected to be made with it.

Several of the tunnels on the Mangaweka Section are still incomplete, but all are well in hand, and those closest to the yard where the lining-blocks are being made, and which will consequently require to be lined first, are being proceeded with continuously throughout the whole twenty-four hours of the day with relays of workmen. Last year's vote for this railway was £70,000. This year we ask for £130,000, being an increase on last year's vote of £60,000. This sum will enable the work to be so extended that the connection between Wellington and Auckland can be completed within four years.

STRATFORD—KAWAKAWA.

I have referred to the desirability of constructing light railways where the cost of road-construction is heavy. The Ohura Road (better known in Taranaki as the East Road) comes within this category. For a distance of 47 miles, between Stratford and Wangamomona, the country is fairly settled, and for several miles a light railway could be constructed on the road-formation. It is therefore proposed to construct a line along or near to the Ohura Road from a point near Stratford in the direction of Kawakawa on the main trunk line. This line will afford great relief to the settlers in that district, in addition to forming part of the desired connection between Auckland and Taranaki, and will, I believe, return interest upon the cost of construction as soon as the first twenty miles are opened for traffic. A sum of £10,000 is asked for to enable this line to be commenced.

RIMUTAKA DEVIATION.

The detailed survey promised in my last Statement has since been put in hand, and is still in progress. As the work seems likely to occupy some time, I propose, when an officer of the department can be spared, to put on an additional survey party. The amount voted last session — £6,000 — proved to be much more than could be expended with profit. We ask for £2,000 this year, which is probably as much as will be required, as until construction-works are put in hand no considerable expenditure will be needed.

BLenheim—WAI PARA.

The works at the northern end of this railway have proceeded very satisfactorily, last year's appropriation for the work having been slightly exceeded. The line between Blenheim and Dumgree is practically completed, and settlers' goods and produce are already being conveyed over it. There is no doubt that the railway will easily be completed to the Awatere River before the expiration of the contract time for the erection of the bridge. The progress hitherto made by the bridge contractors has not been very satisfactory, but, in reply to my remonstrances on the subject, they state that they hope to have the bridge completed within the contract time. If this expectation is realised nothing more, of course, can be expected, but I have already warned the contractors that if it is not realised the liquidated damages for delay provided for in the contract will be rigidly enforced. If the bridge is completed within the contract time the railway ought to be ready for traffic to Seddon before next session.

At the southern end of the line the work is also being energetically proceeded with, and has made good progress. A considerable length of formation will be ready for the rails early in the new year.

The survey of the hitherto unsurveyed portion of the intermediate distance has recently been completed, but the final reports and plans have not yet come to hand. The total vote for this railway last year amounted to £21,000. This year a vote of £50,000 is proposed.

OTAGO CENTRAL.

The section of this railway between Ranfurly and Wedderburn was opened for traffic on 1st June last. Formation-work on the Wedderburn-Ida Valley Section has been vigorously pushed forward during the year—three relays of workmen being employed in one important cutting and two in others—and such good progress has been made that rail-laying can be begun in the course of a few weeks. The rails and many of the sleepers are already provided, and tenders for the supply of the remainder have recently been invited locally, but, unfortunately, with unsatisfactory results. Arrangements will now have to be made to supply them from elsewhere. Formation has also been undertaken on the Poolburn Section, and the works as far as Blackstone Hill Station are approaching completion, and will be finished ready for rail-laying by the end of the year. In the Poolburn Gorge, where the work is of a heavy character, every available cutting is being worked, and the masonry culverts (which could not be commenced until the frosts were over) have been begun. The tunnels have also been started, and the work upon them is being pushed along as rapidly as possible. A tender for the iron and steel girders for the Poolburn and Manuherikia (first crossing) Bridges has recently been accepted. The line is expected to be ready for traffic to Ida Valley early next year, and to Blackstone Hill by the end of June, and the further sections to Alexandra will, I hope, be completed within three years. Owing largely to the great development of the dredging industry the traffic upon the completed portion of this railway has greatly increased, thus emphasizing the importance of opening the line as far as Alexandra as early as possible. The vote obtained for this railway last year was £60,000. This year we ask for £100,000.

HERIOT EXTENSION.

When the Government projected this extension it was intended that it should not be proceeded with until a suitable area of land in the district had been obtained for the purposes of close settlement. It is now, however, considered advisable to proceed with the work without insisting on this condition. Last year's vote was not expended, but this year an appropriation of £5,000 is proposed, and, if the vote is duly passed by Parliament, operations will be commenced shortly after the close of the session.

CATLIN'S RIVER—SEAWARD BUSH.

Work on the Catlin's River end of this railway was resumed in June last, and is now well in hand. At the Seaward Bush end of the line the survey to Tokonui is in progress and nearly completed, and construction-work will be resumed shortly. Last year's vote for this railway was £12,000, and a vote for a similar amount is proposed for the current year.

RIVERSDALE—SWITZERS.

The branch line from Riversdale to Switzers was authorised by Parliament many years ago and partly constructed, but the bridge over the Mataura River was never built, and it is proposed to take it in hand. As, however, this bridge would provide for both road and railway traffic, the local bodies interested will be asked to contribute a fair amount towards its cost. A vote of £1,000 is asked for on account of this work.

FOREST HILL.

The work on this branch railway which was approaching completion when my last Statement was delivered has since been finished, and the line handed over to the Railway Department.

OREPUKI—WAI AU.

The survey of this extension was started as early as possible after the line was authorised last year, and construction-works followed as soon as a sufficient length of the survey was finished. The work is now well in hand and proceeding very satisfactorily. Last year's vote of £6,000 proved to be in excess of requirements, but this year a vote of £12,000 is asked for.

MIDLAND.

The long-standing disputes with the New Zealand Midland Railway Company and their debenture-holders were brought to a satisfactory conclusion before Her Majesty's Privy Council, in London, in February last, a unanimous verdict entirely upholding the contentions of the Crown having been obtained. Both the company and the debenture-holders have since presented petitions to Parliament appealing for consideration. These petitions are now under investigation by the Public Accounts Committee. The successful result of the protracted litigation that has taken place over this matter affords me an opportunity of congratulating Parliament and the colony upon the manner in which the action of the Government throughout has been sustained. I also desire to express my appreciation of the action of the different Government counsel, the Crown Solicitors, and the officers of the department who have taken a prominent part in the matter, and who have so clearly set forth and upheld the Government's view.

Construction-works at the Greymouth end of the line, between Jackson's and Otira, have been practically completed for some months, and goods trains have been run since December last. There has been no inducement to open the line for passenger traffic during the winter. It is, however, proposed to hand the section over to the Railway Department for regular working next month.

Between Paterson's Creek and Staircase Gully, a distance of a little over four miles, at the Springfield end of the line, work has been proceeded with vigorously throughout the year. Plans for the Paterson's Creek Viaduct have been completed, and plans for the Staircase Gully Viaduct are in hand.

For a long time past the Government has felt very dissatisfied with the company's plans for the section of the line between Otira and the Bealey, involving as they do the construction of over eight miles and a half of line on the three-rail system, on various steep gradients ranging up to 1 in 15. Our experience with the Rimutaka Incline has been such as to lead us to look upon the construction of a much longer section of similar railway with great disfavour. During the late recess a committee of engineers was accordingly appointed to inquire into this matter and to report whether it was not possible to obtain a reasonably flat-grade line at a moderate cost. The engineers—Mr. C. Napier Bell and Messrs. W. H. Hales (Engineer-in-Chief), J. Coom (Chief Engineer, Railway Department), and P. S. Hay (Superintending Engineer, Public Works Department)—have recently sent in their report, in which they advise the construction of a line on a ruling gradient of 1 in 37. Such a line would involve a tunnel 6 miles 10 chains long under the main range, but notwithstanding this the cost of the line between Otira and the Bealey, taking into consideration the annual cost of working, is estimated to be actually less than the cost of the steep grade incline-line, while the tunnel-line would shorten the distance by over a mile and a half, and would reduce the running-time by at least an hour. The great advantages of a 1 in 37 over a 1 in 15 grade line are too obvious for it to be necessary for me to dwell upon them, and the Government have therefore decided to act upon the advice of their engineers. The report of the engineers will be found attached to this Statement.

The desirability of constructing an extension of the Belgrove—Motupiko Section, at the Nelson end of this railway, as far as a convenient station-site in the Tadmor Valley, has been strongly impressed upon the Government for some time past, but in the then existing position of the Midland Railway dispute it was not considered desirable to take any further steps in the matter beyond the making of the requisite surveys. It is now proposed to take the work in hand, and the necessary Bill to authorise the extension will be introduced.

An extension from Reefton to Inangahua Junction has likewise been repeatedly asked for, but for similar reasons could not be entertained hitherto. It is, however, now proposed to include this work also in the Authorisation Bill, and to have a full detailed survey of the line made.

The vote for the construction of the Midland Railway last year was £60,000, but this year a larger vote will be necessary. An amount of £100,000 has accordingly been provided on the estimates for the works referred to—namely, at Springfield, Otira, Tadmor, and the survey from Reefton to Inangahua Junction.

NGAHERE—BLACKBALL.

The construction of a branch line from the Ngahere Station, on the Brunner-Reefton Section of the Midland Railway, to the Blackball Collieries has been asked for for several years, but until the dispute with the Midland Railway Company was settled it was quite out of the question to proceed with it. This difficulty is now happily out of the way, and, although we are not prepared at present to commit the colony to the construction of this line of railway, it is felt that the time has arrived for providing a better means of access to the railway system. To meet this requirement it is proposed to proceed with the erection of a bridge over the Grey River, and a vote of £2,000 appears on the estimates to make a start with the work.

TOTAL APPROPRIATIONS FOR RAILWAYS.

In addition to the appropriations already mentioned, a vote of £2,000 is provided to meet old land claims and other liabilities on railways in respect of which no specific votes are taken, £3,500 for surveys of new lines, and £76,000 for permanent-way and other materials: thus making the total appropriation proposed for railway-construction purposes £559,500.

WELLINGTON—MANAWATU RAILWAY.

During this and preceding sessions deep interest has been taken in this railway, and many questions have been asked respecting it. The reply has invariably been that, whilst admitting its importance to the company and the colony, and recognising the anomaly of having a private line to which a good deal of the Government traffic is brought, Ministers did not see their way to interfere, nor had the company approached the Government with a view of the colony acquiring the line. As members are probably aware, if the colony were to take over the railway under the original agreement it could only do so by paying an additional 10 per cent. on the cost of construction. There would also be the certainty of difficulties arising in the assessment of what the cost of construction really was, and this would ultimately lead to the question being referred to arbitration; and then, after all, the company would simply hand over the railway, and would retain its other assets, including the unsold balance of the lands which were given to it by the colony as an inducement to construct the line, and which are of considerable value.

Some time ago Mr. Wethered, a representative of a large number of shareholders, was in the colony, and he interviewed my colleague the Premier and Colonial Treasurer in reference to the intentions of the Government, and particularly as to whether it was intended to take over the railway. At this interview the Premier made it clear that the possibility of the Government taking over the line under the original agreement was very remote, but that Ministers were prepared to consider any proposals which would give a fair rate of interest upon the capital subscribed by the shareholders from the inception of the company to the present time, the amount received by way of dividends to be taken into consideration, and the company's debentures to be taken over. Under such an arrangement the company would hand over to the colony the fully equipped railway, the lands, and all its other assets. Proposals on the basis suggested by the Premier have recently been received from Mr. Wethered on behalf of a large body of shareholders in London, and the directors subsequently submitted proposals on the same basis, such proposals being subject to confirmation by the shareholders. This is the situation at the present time. The proposals are now under consideration, and require to be gone into very carefully.

It is intended to introduce a measure empowering the Government to enter into negotiations on the lines hereinbefore mentioned, and to take the necessary

powers to enable the negotiations for the purchase of the railway to be proceeded with, such purchase not to be completed until the terms and conditions have been settled in and finally approved by Parliament next session.

The proposals submitted by the shareholders and the directors will be found annexed to this Statement.

ROADS, ETC.

ROADS AND OTHER WORKS UNDER THE CONTROL OF THE MINISTER OF LANDS.

During the past year the works executed out of votes placed at the disposal of the Minister of Lands include the construction of 581 miles of dray-roads and 349 miles of pioneer tracks; 85 miles of dray-roads and 44 miles of bridle-tracks widened, and otherwise made more passable for traffic; and 2,833 miles of road maintained and kept in good order for ordinary traffic. There have been built 137 road-bridges, over 30 ft. span each, besides over 3,000 culverts of all sizes under 30 ft. span.

The distribution of the expenditure was largely in favour of the North Island, the amount drawn for the North Island being £200,809, and for the Middle and Stewart Islands £67,906.

The great number of different roads or works to be operated on required extensive arrangements for laying out and controlling them, and could not all be done in the few remaining months of the financial year.

The number of works intrusted to local authorities was 542, the departmental control consisting of revising plans and specifications and inspecting the work while in progress and on completion, in order to certify to payments, while 786 works were intrusted to Government officers.

The principal operations of the year have been:—

In Auckland, the roading of the country between Te Awamutu and Kawhia selected during the past year; the completion of the formation of the Awakino—Te Kuiti Road; the further prosecution of the works for draining and lighting Rotorua, and the embellishment of the recreation-grounds. The road through the Urewera country *via* Ruatahuna and Waikaremoana has been further advanced, and the road to the lake from Gisborne finished. A large number of short roads north of Auckland have received contributions in assistance to settlement, and the main north road from Auckland by the East Coast has been practically wholly maintained by the Government.

In the Hawke's Bay District the new road from Napier to Wairoa and from Wairoa *via* Nuhaka to Gisborne has been advanced so far that when three or four bridges are built the whole distance will be fit for wheeled traffic. The extensive area of forest land disposed of near Dannevirke has also required a large expenditure to make it accessible to settlers.

In Wellington the principal expenditure was in forming new roads and tracks and widening and metalling those already existing in the newly settled belt of country extending from the Puketois to the Wanganui River. The great extent of country and the numerous settlers to whom the roads are a necessity has made this work a most arduous one. Settlement has taken place in country so difficult to construct and maintain roads in that the progress has been much slower than the needs of settlers require.

In Taranaki the Ohura Road, to open for settlement the country between Stratford and the Waikato, has been advanced so far that there is hope that a passable track may be completed this year. The close settlements east and west of it have also been further developed by improving and extending their roads or subsidising loans raised by the local authorities.

In the Nelson, Marlborough, Westland, and Canterbury Provinces small votes have been expended on local roads, but the chief work has been the maintenance of the main roads.

In Otago and Southland the Tautuku Forest country, the Seaward Forest, and the Longwood Forest, where settlers are located, have had the roads extended and improved, although they are still capable of much further improvement. The tourist routes to the picturesque West Coast Sounds have been further explored and made more passable, comfortable, and efficient.

Good steamers now run on Lakes Te Anau and Manapouri, and the track from Te Anau to Milford Sound has been so far advanced that it may be completed this season, and good accommodation is provided wherever it is required.

The necessity for Government aid in the maintenance of the main roads in thinly peopled districts still exists, and it is also evident that many of the main roads which are not strictly arterial, especially those in the bush districts, must be greatly assisted if they are to continue fit to carry the traffic which must pass over them in order to provide for the needs of settlement.

For the present year the demands of settlement require a greater sum than even last year. Including the vote for Roads on Goldfields, an amount of nearly £500,000 will be required for new works, and to meet present engagements.

The works contemplated embrace, first, the maintenance of the main lines of road throughout the two Islands. This alone will require £100,000, for such roads must be maintained. They are from the far North at Awanui, by Kaeo, Kawakawa, Whangarei, and Waiwera, to Auckland; the road from Rotorua, Whakatane, and Opotiki to Gisborne; the road through Te Kuiti and Awakino to New Plymouth; from Tauranga *via* Rotorua and Taupo to Napier; from Taupo to Hunterville; from Waiouru to Pipiriki; from Gisborne *via* Wairoa to Napier; from Dannevirke *via* Weber, Pongaroa, and Alfredton to Eketahuna; from Pongaroa to Pahiatua; from Masterton to the East Coast; from Feilding *via* Rangiwahia to Mangaweka.

In the Middle Island assistance must be given to maintain the main roads from Nelson to Blenheim, Blenheim *via* Kaikoura to Culverden, Blenheim *via* Awatere and Hanmer to Culverden, Nelson *via* Belgrove to Westport, Westport to Reefton, Hokitika to Christchurch, and Hokitika *via* Haast to Wanaka. Also the roads through Tautuku from Owaka *via* Waikawa to Fortrose; through Seaward Forest; from Orepuki westward as far as settlement goes, and northward up the Waiau to Lake Te Anau; from Te Anau to Lumsden; from Queenstown to Wanaka, and from Wanaka *via* Hawea and Lindis and Pukaki to Mount Cook; and from Pukaki to Fairlie.

All these are roads near to which there is no railway. The settlement roads to be provided for are, as will be seen by the estimates, numerous, and in every instance necessary.

There are many local roads which greatly require assistance. These are partially provided for on the estimates. In the southern part of Auckland many new settlers immediately require means of access to their lands, principally between Kawhia and Te Kuiti, in that part of what is known as the King-country.

New settlement in Taranaki demands more and better roads, especially in the east.

In Wellington the Awarua, Waimarino, and Rangiwahia country on the west, and the Pahiatua and Puketoi country on the east, are all pressing for an outlet for their produce; while the older-settled districts on the East Coast insist on their roads also being improved.

In Nelson and Westland the determination of the Midland Railway contract restores to settlement thousands of acres of fairly good land, much of which will be at once settled on, and the settlers will require roads.

In Otago and Southland much has yet to be done to make fit for traffic the many roads in the humid forest country on the coast and the interior roads in older-settled districts, some of which must be further assisted.

ROADS ON GOLDFIELDS.—MINES DEPARTMENT.

The vote last year under this head amounted to £72,700, the expenditure being £48,039, with liabilities at the end of the year amounting to £46,821.

The sum proposed to be authorised for the current year is £107,262, on account of which a vote of £80,000 is asked for.

ROADS TO BACK BLOCKS.

In the Financial Statement the Colonial Treasurer mentioned that out of the £1,000,000 loan £150,000 would be required for the construction of roads in back blocks. The amount mentioned was not the total sum required for this work, and, as will be seen from the estimates, the Government recognise that while increased provision is necessary for railways, an increased amount is also essential for roads to back blocks and Crown lands, so as to enable deserving and struggling settlers to get their products to the main roads and railways, thus insuring to them the advantages which have been given to settlers in the more favoured parts of the colony. These roads are as life-blood to the settlers.

In the past complaints have been made that the construction of such works has been left over during the summer months, so that, when the work has ultimately been put in hand, it has cost a great deal more than it otherwise would have done; also, in some cases, owing to bad weather and other causes, the moneys were not expended during the year in which the vote was obtained at all. This will not occur in the future, and, after the session, the Minister of Lands will make it his special business to visit the back blocks and to personally look into the requirements of settlers.

DEVELOPMENT OF GOLDFIELDS.

The value of the gold entered for exportation for the year 1899 was £1,513,173, being the greatest for the past twenty-three years, and it is expected that, owing to the increase in the number of dredges at work, the yield will be maintained for the present year.

The quantity of gold and silver entered at the Customs for export during the year ended the 31st December, 1899, was 389,558 oz. of gold, valued at £1,513,173, and of silver 349,338 oz., valued at £40,838, as compared with 280,175 oz. of gold, valued at £1,080,691, and of silver 293,851 oz., valued at £33,107, being an increase of 109,383 oz. of gold, valued at £432,482, and of silver 55,487 oz., valued at £7,731.

Owing to the great increase in the number of claims taken up on river-flats, the conflicting interests of the miners and the freeholders required consideration, and a Royal Commission has been issued with a view to the adjustment of these differences. At present the duties of the Commission have been restricted to rivers in Otago and Southland. Interim reports on some of the rivers in those districts have already been submitted to Parliament, and effect has, as far as possible, been given to the recommendations made therein.

It is proposed to continue the Commission, and extend its operations to other parts of the colony. The fact must, however, be admitted that, if dredging on the alluvial flats is to continue, large sums will have to be provided for compensation for damage to land and loss of riparian rights.

The Eweburn Reservoir at Naseby, referred to in previous Statements, is now completed in a satisfactory manner, the total cost of the work being £15,689. Further amounts will be required for fencing and planting the reserve, and also for clearing out and increasing the carrying-capacity of the water-race. When these works are completed there will be an ample supply of water both for mining and irrigation purposes in the vicinity of Naseby.

Subsidies have also been paid towards the cost of water-supplies at Karangahake and Waitekauri, and it is proposed to also assist other townships in the construction of works for domestic water-supplies.

It is proposed to continue to acquire information as to suitable sites for dams and storage-reservoirs for water on the goldfields.

As advantage has not yet been taken of the vote of £15,000 for the development of the lower alluvial drifts at Ross Flat, the vote will be again proposed on the estimates for the current year.

The amount expended last financial year on works for the development of the goldfields was £21,815, while the liabilities amounted to £5,376, and it is proposed to take a vote of £45,000 for the current year.

TELEGRAPH EXTENSION.

The expenditure during the year under this head was £26,771, which includes £11,842 for additions to existing exchanges and new exchanges.

The new exchanges opened were: Eltham, Inglewood, Manaia, Marton, Waitara, Feilding, Hawera, Stratford, and Palmerston (South).

Trunk wires connecting the following exchanges have been erected, viz.: Hawera and Manaia; Eltham and Stratford; Stratford and New Plymouth; Waitara and New Plymouth; Palmerston (South) and Dunedin.

The total number of subscribers to all exchanges at the end of the year—31st March—was 7,150.

The most important extensions to new districts were: Whitianga to Guntown; Mongonui to Peria; Tokatea to Cabbage Bay; Whakatane to Taneatua; Te Horo to Phipiki; Mangaweka to Moawhango; Nuhaka to Morere; Waerengaokuri to Hangaroa; Awatere to Seddon; Denniston to Burnett's Face; Timaru to Gleniti; Merrivale to Clifden; Drummond to Heddon Bush; Colac Bay to Round Hill; Orepuiki to Te Tua.

Additional wire accommodation to existing lines has been provided by the erection of wires—Featherston to Masterton; Feilding to Kimbolton; Dunedin to Lawrence; Dunedin to Oamaru; Clyde to Alexandra.

The vote asked for this year is £38,709, and provides for additions to existing exchanges, new exchanges, additional wire accommodation, and extensions to new districts.

PUBLIC BUILDINGS.

The expenditure upon our public buildings last year showed an increase upon the previous year. The increase is partly due to the spread of settlement in the country districts, rendering an increase in the number of post-offices, courthouses, police-stations, &c., absolutely necessary, and partly to an improved type of buildings having been adopted in recent years—all our more important structures now being erected in brick instead of wood.

The appropriations proposed for the current year amount to £219,930—namely, £47,035 under the Consolidated Fund, and £172,895 under the Public Works Fund. The principal works carried out last year or provided for this year are as follow:—

GENERAL.

The new library wing of the Parliament Buildings absorbed the bulk of the expenditure under this head, the only other items worthy of mention being the somewhat extensive repairs and improvements to and the refurnishing of the Government House at Auckland, and the restoration of fire-damage, &c., at the Government House, Wellington. The vote for the current year provides for the erection of the necessary shelving in the new library and the completion of the furnishing of the building, also for the renovation of the House of Representatives and the Legislative Council Chambers and other old portions of the buildings, and altering the present library-rooms to Committee-rooms, &c. Sanitary and other improvements at the Departmental Buildings, Wellington, additions to Provincial Buildings, Christchurch, and other minor works are also provided for.

JUDICIAL.

Courthouses.—New Courthouses have been erected or are in course of erection at Eketahuna, Dunedin, and the Bluff, new custodian's quarters at Christchurch, and extensive renovations and improvements have been effected at Auckland, Wanganui, and Greymouth. The principal works provided for this year are the continuation of operations on the new law-courts at Dunedin, new Magistrate's Court at Wellington, new Courthouses at Waihi, Te Awamutu, Opunake, Mangaweka, Collingwood, Temuka, Hampden, and Gore; also additions or extensive renovations at Whakatane, Wairoa, Napier, Waipawa, Wanganui, Carterton, Ahaura, Hokitika, Geraldine, Lawrence, and Invercargill.

Gaols.—Only a comparatively small amount of work was done in connection with our gaol-buildings. The principal work in hand has been the erection of the Mount Eden Gaol, Auckland, repairs and drainage at the Terrace Gaol, Wellington, and some alterations and repairs at Gisborne. The estimates this year provide for the continuance of the work at Auckland, for Gaolers' residences at Dunedin and Westport, new gaol at Invercargill, and sundry minor works.

Police-stations.—The principal work under this head last year was the completion of the new station at Auckland, on which the total expenditure has amounted to £7,170, of which £6,088 was expended during the late financial year. The other principal works were new stations at Cambridge, Mokau, Kimbolton, and Kaikoura; new quarters at the Thames; and additions or extensive renovations at Pukekohe, Dannevirke, Opunake, Manaia, Normanby, Marton, Wellington, Ahaura, Greymouth, Kaiapoi, Christchurch, Southbridge, Timaru, and Fairlie. The principal works provided for this year are new stations at Hamilton West, Gisborne, Feilding, Akaroa, Wai-kouaiti, Arrowtown, Roxburgh, Outram, and Invercargill; new quarters at Waipawa, New Plymouth, Nelson, Westport, Timaru, Queenstown, and Bluff; purchase of additional land at Kaiapoi; and additions or extensive repairs at Dargaville, Aratapu, Warkworth, Auckland, Ngaruawahia, Gisborne, Napier, Clive, Inglewood, Hawera, Waverley, Kimbolton, Upper Hutt, Lower Hutt, Blenheim, Lyell, Reefton, Hokitika, Cheviot, Rangiora, Southbridge, Glenavy, Caversham, Lawrence, and Winton.

POST AND TELEGRAPH.

The principal expenditure on Post and Telegraph buildings occurred in connection with the following: New offices at Parnell, Mangaweka, Masterton, Petone, South Wellington, Renwicktown, Wakapuaka, New Brighton, Mosgiel, Miller's Flat, and Bluff; also additions or extensive renovations at Te Aroha, Hamilton, Hokitika, Ashburton, and Mataura. This year provision is made for new offices at Dargaville, Aratapu, Ponsonby, Onehunga, Karangahake, Hamilton, Tarawera, Gisborne, Inglewood, Opunake, Wanganui, Feilding, Levin, Wereroa, Eketahuna, Takaka, Denniston, Kaikoura, Papanui, Sumner, Ashburton, Temuka, Shag Point, Caversham, Naseby, and Gore; and for additions or extensive repairs at Auckland, Otahuhu, Rotorua, Wairoa, New Plymouth, Hawera, Palmerston North, Nelson, Greymouth, Christchurch, Lyttelton, Timaru, Oamaru, Dunedin, Clyde, Cromwell, Alexandra, Roxburgh, and Kaitangata.

LUNATIC ASYLUMS.

The expenditure on new works at our asylum buildings last year was almost exactly the same as during the previous year—namely, £17,712, against £17,667. The principal expenditure was again in connection with the Porirua Asylum, which absorbed £11,096. The other items do not call for special mention. This year another substantial vote is provided towards completing the Porirua Asylum, and also substantial, though smaller, votes for additions, and steam, electric light, and other appliances at Seacliff, additions at Auckland, Wellington, and Nelson, and minor works elsewhere.

SCHOOLS.

The amount voted for school-buildings last year was £84,700—namely, £25,000 under the Consolidated Fund and £59,700 under the Public Works Fund. The expenditure amounted to £74,257—namely, £25,000 under the former and £49,257 under the latter fund. This year we ask for a total vote of £80,555—namely, £25,000 under the Consolidated Fund and £55,555 under the Public Works Fund. As honourable members are aware, the bulk of this money is intrusted to the several Education Boards for expenditure, the only works directly controlled by the Government being the industrial and Native schools, and school for deaf-mutes, &c. Native schools were erected last year or are now in course of erection at Parengarenga, Tapuaeharuru, Oromahoe,

Touwai, Rakamanga, Raorao, Waiotapu, and Te Haroto; also additions at Nuhaka and Koroniti, and the Maungatapu School was removed to Papamoa.

A new site for the school for deaf-mutes was purchased, and the rebuilding-works at Caversham Industrial School were completed. This year provision is made for the building recently purchased for an industrial school at Mount Albert, Auckland, also for an industrial school for boys at Wellington and reformatory for girls in Canterbury, and for new building for the school for deaf-mutes, and additions to the industrial-school buildings at Burnham, &c.

LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR DEFENCES.

The only expenditure last year in connection with new lighthouses was for land compensation at Cape Palliser, and for further work on the new building at East Cape. This year provision is made for the completion of East Cape Lighthouse and for a new light at Kaiourangi Point, and for the connection of sundry lighthouses with the telegraph system of the colony.

The expenditure on harbour-works was trifling in amount, being only £365. This year a much larger expenditure is provided for, the principal items of which are as follows: New wharves at Maungaturoto, Manukau (sand-spit), Mokau, Karamea, Bruce Bay, and Okuru; also for snagging the Mokau, Manawatu, and Little Wanganui Rivers, for repairs to the wharf at Okarito, and for harbour-improvement works at Collingwood, &c., &c.

The vote for harbour-defences last year was £10,000, but, owing to the military authorities being so much occupied with the despatch of contingents to South Africa, and other matters, less attention was given to our harbour defences than would otherwise have been the case, so that the expenditure fell a good deal short of the vote. A large amount of work is required this year, including the construction of a new battery at Wellington in a more advantageous position than any of the existing forts, and also some very necessary works of defence in connection with our chief coal ports. The vote proposed for the current year is £20,000.

Last year's vote for contingent defence was £40,000, which, however, was slightly exceeded, the total expenditure amounting to £42,810. This year a vote of £100,000 is provided for.

CONCLUSION.

Honourable members may rest assured that the allocation of the money for the various works has received most careful consideration; and, while there may be some disappointment with regard to the amounts set down for particular works, I am confident that it will be admitted that the allocation has been made upon a fair basis, and with a view to promoting the best interests of the colony.

PUBLIC WORKS STATEMENT, 1900.

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TABLE NO. 1.

SUMMARY showing the TOTAL EXPENDITURE ON PUBLIC WORKS and OTHER SERVICES out of PUBLIC WORKS FUND to 31st March, 1900, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1899.	Expenditure during 12 Months ended 31st March, 1900.	Total Expenditure to 31st March, 1900.	Liabilities on Authorities, Contracts, &c., 31st March, 1900.	Total Expenditure and Liabilities.	Works.
3	Railways ...	£ 16,032,365 18 6	£ 417,937 8 8	£ 16,450,303 7 2	£ 103,638 4 6	£ 16,553,941 11 8	Railways.
4*	Roads ...	£ 4,963,114 14 1†	£ 285,389 19 5	£ 5,248,504 13 6	£ 316,562 16 9	£ 5,565,067 10 3	Roads.
5 and 5A	Development of goldfields ...	£ 598,630 10 11	£ 21,815 8 8	£ 620,445 19 7	£ 5,375 9 5	£ 625,821 9 0	Development of goldfields.
6	Telegraphs ...	£ 829,285 18 9	£ 26,771 7 9	£ 856,057 6 6	£ 20,273 0 0	£ 876,330 6 6	Telegraphs.
7	Public buildings ...	£ 2,272,859 6 2	£ 115,426 12 6	£ 2,388,285 18 8	£ 44,346 9 4	£ 2,432,632 8 0	Public buildings.
8	Lighthouses, harbour works, and harbour defences	£ 950,070 13 0	£ 9,025 13 3	£ 959,096 6 3	£ 3,988 19 10	£ 963,085 6 1	Lighthouses, harbour works, and harbour defences.
18 of 1878	Departmental ...	£ 433,812 2 5	£ 12,371 14 3	£ 446,383 16 8	...	£ 446,383 16 8	Departmental.
11 of 1877	Coal-exploration and mine-development	£ 10,835 8 0	...	£ 10,835 8 0	...	£ 10,835 8 0	Coal-exploration and mine-development.
...	Aiding works on Thames goldfields	£ 50,000 0 0	...	£ 50,000 0 0	...	£ 50,000 0 0	Aiding works on Thames goldfields.
...	Immigration ...	£ 2,147,120 0 10	£ 384 14 9	£ 2,147,504 15 7	£ 155 19 4	£ 2,147,660 14 11	Immigration.
...	Purchase of Native lands	£ 1,904,257 3 4†	£ 32,024 14 2§	£ 1,936,281 17 6	...	£ 1,936,281 17 6	Purchase of Native lands.
...	Defence ...	£ 469,499 16 6	£ 42,809 15 8	£ 512,309 12 2	...	£ 512,309 12 2	Defence.
...	Charges and expenses of raising loans	£ 1,027,989 14 0	£ 28,321 15 4	£ 1,056,311 9 4	...	£ 1,056,311 9 4	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	£ 62,809 10 10	£ 743 17 8	£ 63,553 8 6	£ 554 5 8	£ 64,107 14 2	Rates on Native lands.
...	Thermal springs ...	£ 14,599 13 2	...	£ 14,599 13 2	...	£ 14,599 13 2	Thermal springs.
...	Totals	£ 31,985,750 10 6††	£ 993,223 2 1	£ 32,978,973 12 7	£ 494,895 4 10	£ 33,473,868 17 5	Totals.
...	Less interest on overdue instalments of loans raised	£ s. d.	...	...	...	£ s. d.	Less interest on overdue instalments of loans raised
...	Recoveries on account of services of previous years—	o 13 3	...	...	...	o 13 3	Recoveries on account of services of previous years—
...	Roads ...	... 347 0 5	...	...	...	... 347 0 5	Roads ...
...	GRAND TOTALS	£ 347 13 8	...	£ 347 13 8	...	£ 347 13 8	GRAND TOTALS.

* Table 4 also contains details of expenditure and liabilities under Government Loans to Local Bodies Account. † Includes expenditure under Lands Improvement Account, £300,929 12s. 5d., and £30,000 transferred from Consolidated Fund, previously applied in reduction of "Roads" Expenditure. ‡ Includes expenditure under Native Lands Purchase Account, £491,980 18. 1d. § Includes £142 6s. 7d. charged to "Unauthorised."

TABLE No. 3. EXPENDITURE on RAILWAYS to 31st March, 1900, and LIABILITIES on that Date.

Main table with columns: LINES OF RAILWAY, Total Expenditure by General Government to 31st March, 1899, EXPENDITURE DURING YEAR 1899-1900 (INCLUDING £2,648 3s. 3d. DISTRIBUTED FROM STOCK OF PERMANENT-WAY), Total Expenditure by General Government, 31st March, 1900, Liabilities, Valuation of Works constructed by Provinces, Total Expenditure and Liabilities, 31st March, 1900, LINES OF RAILWAY. Sub-headers for expenditure include New Works (Construction, Permanent-way, Total New Works), Works on Open Lines, Land-claims and other Old Liabilities, Surveys, and Rolling-stock.

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

† 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, 1900, and the LIABILITIES on that date.

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities' Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
AUCKLAND LAND DISTRICT—																	
ROADS, BRIDGES, ETC.																	
Bridge over Kaitiā (Smith's gate)	Mongonui	Bay of Islands	20	0	0	..	..	20	0	0	..	..	20	0	0	..	..
Homestead Blocks, Mongonui	"	"	454	15	6	..	..	454	15	6	..	..	454	15	6	..	..
North Shore-Awanui	"	"	1,243	13	3	..	583	1	5	8	205	17	4	2,032	12	0	..
Mongonui Parish-Awanui (main road)	"	"	986	2	2	..	345	8	3	5	200	9	9	1,532	0	2	..
Victoria Valley to Main Road	"	"	150	0	0	..	..	150	0	0	..	..	150	0	0	..	..
Houhora-Awanui	"	"	2,592	7	2	..	22	0	0	2	178	0	0	2,792	7	2	..
Ahipara to Herekino	"	"	97	10	0	..	74	4	0	9	..	..	97	10	0	..	..
Victoria Valley Road Board (liabilities of)	"	"	603	6	9	..	..	677	10	9	80	15	0	758	5	9	..
Maungataniwha	"	"	125	0	0	..	25	0	0	0	..	..	125	0	0	..	..
Oruru-Mangamuka	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oruru-Fern Flat-Manganuka (widening, formation, and bridging)	"	"	4	5	6	..	48	18	4	10	91	1	8	144	5	6	..
Oruru-Hikurangi	"	"	68	10	0	..	..	68	10	0	..	..	68	10	0	..	..
Bridge over Puhī River, Mangonui	"	"	486	3	0	..	273	18	0	0	30	7	0	790	8	0	..
Takahue-Herekino	"	"	100	0	0	..	..	100	0	0	..	..	100	0	0	..	..
Larmer's-Takahue	"	"	165	0	0	..	75	0	0	0	..	..	165	0	0	..	..
Kaitiā-Ahipara	"	"	1,100	0	0	..	..	1,100	0	0	..	..	1,100	0	0	..	..
Mongonui County roads	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Beach Road at Mongonui	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kohumaru Block	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Otukai Block	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Maungataniwha (V.L.) Block	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Maungataniwha Block	"	"	404	4	0	..	15	0	0	0	105	0	0	120	0	0	..
Takahue Block	"	"	89	13	6	..	45	7	6	0	114	19	0	430	4	0	..
Awanui-Waiharera-Kaikino Road (formation and bridging)	"	"	..	..	..	..	100	0	0	0	100	0	0	200	0	0	..
Awanui-West Coast	"	"	75	0	0	..	25	0	0	0	75	0	0	175	0	0	..
Awanui-Houhora Road (formation and bridging)	"	"	..	..	..	..	50	0	0	0	50	0	0	100	0	0	..
Mangatoetoe	"	"	50	0	0	..	25	0	0	0	25	0	0	100	0	0	..
Mongonui-Taipa-Awanui	"	"	..	..	..	..	300	0	0	0	300	0	0	350	0	0	..
Taipa-Awanui Road (formation and bridging)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Takahue Village-Victoria Valley	"	"	..	..	..	..	58	15	9	9	91	4	3	150	0	0	..
Victoria Valley-Kaitiā	"	"	150	0	0	..	150	0	0	0	300	0	0	350	0	0	..
Connecting Main Road at Peria with Victoria Valley Road (bridging) (to account)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fairburn's Road (metalling)	"	"	15,620	10	9	..	..	15,620	10	9	400	0	0	15,620	10	9	..
Warkworth-Awanui (see also under North Shore, Awanui, in separate counties)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Okaihau to Victoria Valley	"	"	8,230	4	3	..	123	5	6	9	104	17	9	8,458	7	6	..

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.	Net Expenditure during 12 Months ended 31st March, 1900.	Total Net Expenditure to 31st March, 1900.	Liabilities on Authorities, Contracts, &c., 31st March, 1900.	Total Net Expenditure and Liabilities.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS, BRIDGES, ETC.—continued.							
AUCKLAND LAND DISTRICT—continued.							
Pungere Settlement—Kerikeri	Bay of Islands	.. .. .	.. .. .	.. .. .	.. .. .	150 0 0	150 0 0
Ruapekapeka - Kawakawa (formation, widening, &c.) .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	100 0 0	100 0 0
Waipapa-Kaipiro Stream (road between) .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	100 0 0	100 0 0
Ruapekapeka-Waiotu Bridge .. .. .	"	.. .. .	.. .. .	300 0 0	300 0 0	300 0 0	300 0 0
Utakura Road deviation .. .. .	"	.. .. .	51 18 3	97 12 9	149 11 0	475 7 3	624 18 3
Ramarama Valley .. .. .	"	.. .. .	1,278 11 8	173 13 0	1,452 4 8	126 7 0	1,578 11 8
Towai-Ramarama (Wyat's Junction) formation and metalling .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	50 0 0	50 0 0
Junction Ramarama Road, Section 49 to Section 23, in Block V., Hukerenui District (formation and bridging) .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	100 0 0	100 0 0
Old Great North Road, Section 112, Parish of Ruapekapeka .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	50 0 0	50 0 0
Ranganui-Puketotara .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	150 0 0	150 0 0
Waioitu Valley-Hukerenui (Galbraith's), formation and bridging) .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	200 0 0	200 0 0
Whangae-Opua Road .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	60 0 0	60 0 0
Great North Road-Waitangi-Wairoa (formation) .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	75 0 0	75 0 0
Towai to Ruapekapeka .. .. .	"	.. .. .	400 0 0	.. .. .	400 0 0	.. .. .	400 0 0
Tikiponga Hill-Paranui Bridge .. .. .	"	.. .. .	100 0 0	.. .. .	100 0 0	.. .. .	100 0 0
Waitangi Bridge .. .. .	"	.. .. .	13 13 0	.. .. .	13 13 0	.. .. .	13 13 0
Main North Road-Waiotu Block .. .. .	"	.. .. .	300 0 0	.. .. .	300 0 0	.. .. .	300 0 0
Road through Native land near Waihou .. .. .	"	.. .. .	40 0 0	.. .. .	40 0 0	.. .. .	40 0 0
Paeroa Stream Bridge .. .. .	"	.. .. .	.. .. .	100 0 0	100 0 0	.. .. .	100 0 0
Ruapekapeka Block .. .. .	"	.. .. .	474 13 4	20 0 0	494 13 4	5 6 8	500 0 0
Hironganga-Pakaru .. .. .	"	.. .. .	100 0 0	.. .. .	100 0 0	.. .. .	100 0 0
Okaihau-Kerikeri .. .. .	"	.. .. .	100 0 0	.. .. .	100 0 0	.. .. .	100 0 0
Waikerikeri Bridge .. .. .	"	.. .. .	.. .. .	130 2 0	130 2 0	.. .. .	160 0 0
Herekino .. .. .	"	.. .. .	91 9 0	83 12 0	175 1 0	24 19 0	200 0 0
Herd's Point, Takahue .. .. .	"	.. .. .	7,864 3 9	54 1 8	7,918 5 5	100 1 2	8,018 6 7
Hokianga Bridge	Hokianga	.. .. .	40 0 0	.. .. .	40 0 0	.. .. .	40 0 0
Manganui Bluff Road .. .. .	"	.. .. .	96 9 0	.. .. .	96 9 0	.. .. .	96 9 0
Okaihau-Horeke .. .. .	"	.. .. .	250 0 0	.. .. .	250 0 0	.. .. .	250 0 0
Kaikau-Kaikobe .. .. .	"	.. .. .	385 1 0	.. .. .	385 1 0	.. .. .	385 1 0
Awatuna Improved-farm Settlement .. .. .	"	.. .. .	1,804 17 2	50 6 6	1,855 3 8	366 12 1	2,221 15 9
Manganui Bluff to Kaihu .. .. .	"	.. .. .	4,018 15 0	.. .. .	4,018 15 0	.. .. .	4,018 15 0
Rangitira (Opanaki-Hokianga) Improved-farm Settlement .. .. .	"	.. .. .	2,171 11 7	183 11 10	2,355 3 5	698 2 2	2,983 5 7

TABLE NO. 4—continued.

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
AUCKLAND LAND DISTRICT—continued.												
ROADS, BRIDGES, ETC.—continued.												
Hukerenui Block II.—Whakapara Railway-station...	Whangarei and Bay of Isl'ds	Bay of Islands and Marsden	278	10 7	200	0 0	278	10 7	..	..	278	10 7
Motatau Block...	Whangarei	Bay of Islands	384	13 6	86	13 7	471	7 1	328	12 11	800	0 0
Mangakahia Bridge (to account) ..	"	Bay of Islands and Manakau	500	0 0	..	..	500	0 0	..	..	500	0 0
Mangapai ..	"	Marsden	132	2 0	..	..	132	2 0	..	..	132	2 0
Whanaki Wharf ..	"	"	129	15 3	..	..	129	15 3	..	..	129	15 3
Mahurangi-Whangarei ..	"	"	539	7 0	..	..	539	7 0	..	..	539	7 0
Bridge over Wairua River ..	"	"	120	0 0	..	..	120	0 0	..	..	120	0 0
Waipu to Mangawhai ..	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Jordan ..	"	"	385	5 2	..	..	385	5 2	..	..	385	5 2
Opunwhanga ..	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Bridge over Mongonui River ..	"	"	155	5 6	..	..	155	5 6	..	..	155	5 6
Maungakamea-Ruarangi ..	"	"	96	4 6	200	0 0	296	4 6	30	0 0	326	4 6
Puatangata to Railway-station, Puatangata ..	"	"	400	0 0	..	..	400	0 0	..	..	400	0 0
Mangakahia Block IV. ..	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Whangarei Heads ..	"	"	100	0 0	100	0 0	100	0 0	..	..	200	0 0
Wairua to Sandy Bay ..	"	"	1,540	3 6	..	..	1,540	3 6	..	..	1,540	3 6
Helena Bay ..	"	"	1,888	13 10	..	..	1,888	13 10	..	..	1,888	13 10
Purua Bridge ..	"	"	1,262	19 7	..	..	1,262	19 7	..	..	1,262	19 7
Whangarei through Taheke ..	"	"	201	10 8	..	..	201	10 8	..	..	201	10 8
Old North Road ..	"	"	3,204	17 3	..	..	3,499	3 11	..	..	3,504	17 3
Purua, Ruatangata, and Mangakahia ..	"	"	250	0 0	294	6 8	400	0 0	5	13 4	450	0 0
Hikurangi-Otonga ..	"	"	250	0 0	150	0 0	400	0 0	50	0 0	500	0 0
Waipu Road and Wharf ..	"	"	250	0 0	50	0 0	300	0 0	..	..	300	0 0
Block II., Tangihua ..	"	"	635	6 0	..	..	635	6 0	..	..	635	6 0
Kaimamaku ..	"	"	200	0 0	..	..	200	0 0	50	0 0	250	0 0
Otonga Bridge ..	"	"	225	4 3	..	..	225	4 3	..	..	225	4 3
Mangapai to Mameritu ..	"	"	502	0 6	..	..	502	0 6	..	..	502	0 6
Blocks XIII. and XIV., Opuawhanga, and Blocks III. and IV., Whangarei ..	"	"	133	4 0	176	11 0	309	15 0	..	..	309	15 0
Hukerenui Blocks X., XI. ..	"	"	139	16 9	160	1 7	299	18 4	..	..	299	18 4
Caves-McLaughlin's ..	"	"	..	..	200	0 0	200	0 0	..	..	200	0 0
Hukerenui-Whakapara (main road)	"	"	..	..	..	..	..	..	300	0 0	300	0 0
Braigh ..	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Tikiponga Hill ..	"	"	..	..	75	0 0	75	0 0	25	0 0	100	0 0
Helena Bay Road ..	"	"	..	..	37	10 0	37	10 0	12	10 0	50	0 0
Whanaraki, Helena Bay-Whakapara Railway-station ..	"	"	..	..	..	..	..	..	150	0 0	150	0 0
McPhee's Bay-Otonga East ..	"	"	..	..	..	..	..	..	100	0 0	100	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
AUCKLAND LAND DISTRICT—continued.												
Roads, Bridges, etc.—continued.												
Otonga-Wananaki	Whangarei	Marsden	..	..	..	..	..	..	..	..	..	..
Otonga East Main Road	"	"	..	..	37 10 0	..	37 10 0	..	..	62 10 0	..	100 0 0
Kiripaka Coal-mines	"	"	..	..	75 0 0	..	75 0 0	..	..	25 0 0	..	100 0 0
Ngunguru-Sandy Bay	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
Whareora-Taheke	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
Ruatangata Railway-station	"	"	..	..	60 0 0	..	60 0 0	..	..	40 0 0	..	100 0 0
Tangihua, Maungatapere, and Maungakaramea	"	"	..	..	..	..	..	..	..	200 0 0	..	200 0 0
Great North Road (Whangarei-Otaika)	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
Whakapara-Mangapai (main road)	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
Waikiekie	"	"	..	..	..	..	..	..	..	300 0 0	..	300 0 0
Cove Deviation	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
East Branch	"	"	..	..	64 0 0	..	64 0 0	..	..	96 0 0	..	100 0 0
Hunter's Road	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
Whangarei Heads Wharf	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
Cemetery Wharf Extension	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
Waioatama Bridge (Maungatapere to Tangiteroria)	"	"	..	..	..	..	..	..	..	50 0 0	..	50 0 0
Giles's Corner-Great North Road	"	"	..	..	..	..	..	..	..	200 0 0	..	200 0 0
Grahamstown-Parua Bay	"	"	..	..	70 0 0	..	70 0 0	..	..	70 0 0	..	70 0 0
Hikurangi-Jordan	"	"	..	..	310 19 6	..	310 19 6	..	..	89 0 6	..	400 0 0
Jordan-Hukerenui Station (bridge-road)	"	"	..	..	340 0 0	..	340 0 0	..	..	60 0 0	..	400 0 0
Maunu-Maungatapere-Mangakahia	"	"	..	..	150 0 0	..	150 0 0	..	..	150 0 0	..	150 0 0
Marsden Point to Waipu	"	"	..	..	300 0 0	..	300 0 0	..	..	200 0 0	..	500 0 0
Maretu-Finlayson's-Waipu	"	"	..	..	200 0 0	..	200 0 0	..	..	100 0 0	..	300 0 0
Opuawhanga-Otonga East	"	"	..	..	100 0 0	..	100 0 0	..	..	100 0 0	..	200 0 0
Three-mile Bush (repairing)	"	"	..	..	150 0 0	..	150 0 0	..	..	150 0 0	..	150 0 0
Tangihua No. 2-Tangiteroria	"	"	..	..	200 0 0	..	200 0 0	..	..	200 0 0	..	200 0 0
Tangiteroria-Mangakahia	"	"	..	..	..	..	..	..	..	100 0 0	..	100 0 0
Tokatoka-Mangapai	"	"	..	..	902 1 6	..	909 1 3	..	..	488 3 3	..	1,347 4 6
Waipu	"	"	..	..	200 0 0	..	200 0 0	..	..	200 0 0	..	200 0 0
Wharf extension, Waipu	"	"	..	..	50 0 0	..	50 0 0	..	..	50 0 0	..	50 0 0
Waioitu Bridge (Hutchinson's)	"	"	..	..	100 0 0	..	100 0 0	..	..	100 0 0	..	100 0 0
Waipu Bridge (damage by floods)	"	"	..	..	100 0 0	..	100 0 0	..	..	100 0 0	..	100 0 0
Kauaeranga Block	"	"	..	..	..	..	..	..	..	200 0 0	..	200 0 0
Opuawhanga to Whangarei	"	"	..	..	300 0 0	..	300 0 0	..	..	235 0 0	..	300 0 0
Opuawhanga No. 1 Block	"	"	..	..	608 10 0	..	608 10 0	..	..	608 10 0	..	608 10 0
Wairua Bridge and Road	"	"	..	..	100 0 0	..	100 0 0	..	..	100 0 0	..	100 0 0
Ruatangata	"	"	..	..	603 12 0	..	603 12 0	..	..	0 12 0	..	853 12 0
Opuawhanga-Wananaki	"	"	..	..	249 8 0	..	249 8 0	..	..	853 0 0	..	853 12 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities' Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
AUCKLAND LAND DISTRICT—continued.																	
Waipu River, (£1 for £1), (deepening)	Whangarei	Marsden	397	3	2	..	..	..	397	3	2	100	0	0	100	0	0
Maungatapere Road	"	"	475	0	0	..	..	..	475	0	0	400	0	0	400	0	0
Wairoa Bridge, Tangiteroria (to account)	"	"	200	0	0	70	0	0	200	0	0	80	0	0	475	0	0
Maungakaramea	"	"	150	0	0	..	..	..	150	0	0	..	..	..	200	0	0
North River, Waipu	"	"	300	0	0	..	..	..	300	0	0	..	..	..	150	0	0
Drevers-Otonga East	"	"	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Grahamstown, Whangarei	"	"	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Otonga East—Whananaki	"	"	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Whareora—Grahamstown	"	"	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
North Shore—Awanui	"	"	675	1	11	303	4	8	978	6	7	12	18	5	991	5	0
Waikiekie Parish—Hukerenui (main road)	"	"	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Ngunguru—Main Road	"	"	500	0	0	486	19	5	436	19	5	353	0	7	790	0	0
Waipu (Blocks VI. and VII.)	"	"	150	0	0	..	..	..	150	0	0	300	0	0	800	0	0
Waipu to Māreketu	"	"	300	0	0	..	..	..	300	0	0	..	..	..	150	0	0
Whareora—Taheke—Pataua	"	"	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Opunahanga to main road	"	"	300	0	0	2	4	3	302	4	3	97	15	9	400	0	0
Waipu Central	"	"	460	0	0	..	..	..	460	0	0	..	..	..	400	0	0
Ruakaka—North River	"	"	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Whananaki—Ngunguru	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Parua to Taheke	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Parua Bay	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Hikurangi—Jordan Flat	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Kaitara	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Waipu Cove	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Whangarei Bridge	"	"	250	0	0	..	..	..	250	0	0	..	..	..	250	0	0
Whangarei Bridge (£1 for £1)	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Whangarei Footbridge	"	"	499	9	3	..	..	..	499	9	3	..	..	..	499	9	3
Hikurangi	"	"	895	18	4	..	..	..	895	18	4	..	..	..	895	18	4
Maunu—Otuhe	"	"	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Otuhe Forest	"	"	752	5	6	579	15	3	1,332	0	9	667	19	3	2,000	0	0
Mangakahia (Blocks XI., XII., XV. and XVI.)	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Marsden Point Wharf	"	"	300	0	0	..	..	..	300	0	0	..	..	..	300	0	0
Marsden Point Kaimanuka, and Finlayson's Road	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Waipu North	"	"	150	11	6	100	0	0	250	11	6	..	..	..	250	11	6
Hukerenui—Waioitu	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Grahamstown	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
AUCKLAND LAND DISTRICT—continued.												
Opua-whanga Whangarei No. 1 Block	Whangarei	Marsden	476	5 6	13	18 0	490	3 6	9	16 6	500	0 0
Ngunguru Ferry	"	"	89	0 0	..	..	89	0 0	..	..	89	0 0
Ngunguru Block	"	"	661	9 9	3	16 4	665	6 1	106	13 11	772	0 0
Mangapai-Waikiekie	"	"	450	0 0	300	0 0	750	0 0	..	..	750	0 0
Kauri Mountain Road	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Kauri Mountain-Pataua	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Kaueranga	"	"	524	8 8	..	..	524	8 8	..	..	524	8 8
Dargaville to Aratapu	"	Bay of Islands	400	0 0	50	0 0	450	0 0	..	..	450	0 0
Maungaru Block	"	"	111	4 8	35	4 0	146	8 8	313	11 4	460	0 0
Dargaville-Tangiteroria	"	"	1,400	0 0	100	0 0	1,500	0 0	..	..	1,500	0 0
Maropiu (Block III., Kaihu)	"	"	200	0 0	..	..	200	0 0	385	0 0	585	0 0
Opanake Block	"	"	92	2 11	6	18 1	99	1 0	0	19 0	100	0 0
Avoca Block	"	"	458	0 0	..	..	458	0 0	..	..	458	0 0
Opanake-Hokianga	"	"	2,242	9 5	800	10 0	3,042	19 5	77	7 1	3,120	6 6
Opanake-Mongonui Bluff	"	"	50	0 0	150	0 0	200	0 0	..	..	200	0 0
Wilking's Road, near Kaihu	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Lusk's Road	"	"	..	..	..	..	..	..	200	0 0	200	0 0
Kaihu-Mongonui Bluff	"	Marsden	..	..	..	..	..	..	100	0 0	100	0 0
Dargaville-Whangarei	"	Bay of Islands	..	..	..	..	..	..	200	0 0	200	0 0
Aratapu Main Road (metalling)	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Aratapu-Opanake	"	"	..	..	..	..	..	..	250	0 0	250	0 0
Mongonui Bluff—West Coast	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Arapohue-Kcheke	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Tangiteroria Bridge (to account), (£1 for £1)	"	Marsden	..	..	..	..	..	..	100	0 0	100	0 0
Okahu River Bridge	"	Bay of Islands	..	..	..	..	..	..	300	0 0	300	0 0
Mangakapia River (snagging)	"	Marsden	..	..	..	..	..	..	200	0 0	200	0 0
Aratapu-Mititai ferry-service, Wairoa River (subsidy)	"	Bay of Islands	..	..	..	..	..	..	100	0 0	100	0 0
Auckland Special Settlement Block	"	Marsden	898	0 1	..	..	898	0 1	25	0 0	923	0 1
Avoca Special Settlement	"	Bay of Islands	..	..	188	9 8	188	9 8	111	10 4	300	0 0
Dargaville-Kaikohu	"	"	..	..	500	0 0	500	0 0	200	0 0	700	0 0
Mangawhare-Opanake	"	"	..	..	295	0 9	295	0 9	250	0 0	545	0 9
Mangatu Special Settlement (viz Mongonui Bluff)—West Coast	"	"	..	..	..	..	..	..	4	19 3	300	0 0
Maungaru Special Settlement	"	"	..	..	70	11 6	70	11 6	100	0 0	170	11 6
Omu Wharf, Avoca	"	"	..	..	..	..	..	..	4	8 6	75	0 0
Draining Tatarariki	"	Marsden	350	0 0	..	..	350	0 0	..	..	350	0 0
Okahu	"	"	300	0 0	..	..	300	0 0	..	..	300	0 0
Wairoa Ferry, Dargaville	"	"	299	18 11	..	..	299	18 11	..	..	299	18 11

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
AUCKLAND LAND DISTRICT—continued.												
Maropu to Kai-iwi	Hobson	Marsden	250	0 0	..	..	250	0 0	..	..	250	0 0
Tangowahine Bridge	"	"	400	0 0	..	..	400	0 0	..	..	400	0 0
Tekopuru Wharf (£1 for £1)	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Main Road to Opanaki Railway-station	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Tangihua	"	"	1,233	19 1	..	..	1,233	19 1	49	15 1	1,283	14 2
Tangihua No. 2	"	"	50	0 0	..	..	50	0 0	..	..	50	0 0
Bridge over Opanake River	"	"	350	0 0	..	..	350	0 0	..	..	350	0 0
Arakapu to Tatarariki	"	"	150	0 0	..	..	150	0 0	..	..	150	0 0
Arapohue	"	"	300	0 0	..	..	300	0 0	..	..	300	0 0
Te Kopuru-Tikini	"	"	350	0 0	100	0 0	450	0 0	200	0 0	650	0 0
Mititai to Tokatoka	"	"	100	0 0	100	0 0	200	0 0	200	0 0	400	0 0
Te Kopuru-Kaipara Heads	"	"	200	0 0	100	0 0	300	0 0	200	0 0	500	0 0
Mareikura (I.) Block .. .. .	"	"	..	..	26	3 0	26	3 0	98	17 0	124	17 0
Mareikura (II.) Block .. .. .	"	"	..	..	..	..	..	..	70	0 0	70	0 0
Maungaturoto to Tokatoka	Otamatea	"	230	6 6	..	..	230	6 6	..	..	230	6 6
Topini-Maungaturoto	"	"	7	8 6	41	12 3	48	21 9	49	0 9	97	21 9
Topini-Warkworth	"	"	2,431	7 8	..	..	2,431	7 8	61	11 2	2,492	18 10
Pahi-Waikiekie	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Braigh's	"	"	1,099	13 2	100	8 6	1,199	16 8	99	16 6	1,298	13 2
Mareretu	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Jordan's	"	"	500	0 0	..	..	500	0 0	..	..	500	0 0
Otamatea County Roads	"	"	3	18 0	85	10 6	88	28 6	214	9 6	303	18 0
Hukatero	"	Waitemata	..	..	..	..	..	..	100	0 0	100	0 0
North Albert Land-Mangawai	"	Marsden	..	..	..	..	..	..	100	0 0	100	0 0
Marsden-Waipu .. .. .	"	"	..	..	..	..	..	..	200	0 0	200	0 0
Omaru Parai .. .. .	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Omaru Parish .. .. .	"	"	..	..	..	..	..	..	230	0 0	230	0 0
Maungaturoto-Whakapirau	"	Waitemata	..	..	..	..	..	..	100	0 0	100	0 0
Maungaturoto-Waikiekie	"	Marsden	..	..	..	..	..	..	100	0 0	100	0 0
Pahi-Paparua .. .. .	"	"	..	..	..	..	..	..	200	0 0	200	0 0
Slater's Bridge (Paparua) .. .. .	"	"	..	..	..	..	..	..	150	0 0	150	0 0
Muddy Mouth Creek Bridge	"	Waitemata	..	..	..	..	..	..	60	0 0	60	0 0
Raupo Wharf (water-supply)	"	Marsden	230	0 0	100	0 0	330	0 0	..	..	330	0 0
Tokatoka Post-office	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Matakohe	"	"	818	12 6	200	0 0	1,018	12 6	100	0 0	1,118	12 6
Matakohe-Tokatoka	"	"	194	7 0	294	7 0	488	14 0	305	13 0	793	27 0
Matakohe-Mongonui	"	"	314	0 0	..	..	314	0 0	..	..	314	0 0
Pahi Wharf .. .. .	"	"	..	..	..	..	..	..	..	..	..	..

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities' Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
AUCKLAND LAND DISTRICT—continued.												
Roads, Bridges, Etc.—continued.												
Pahi Wharf and Road	Otago	Marsden	90	0 0	90	0 0	90	0 0	..	..	90	0 0
Kaiwaka-Mangawai	"	"	150	0 0	50	0 0	200	0 0	..	..	200	0 0
Valley Road, Paparoa	"	"	199	9 11	0	10 0	199	19 11	199	10 0	399	9 11
Paparoa	"	"	150	0 0	..	..	150	0 0	..	..	150	0 0
Block XII., Paparoa	"	"	124	0 0	..	..	124	0 0	..	..	124	0 0
Paparoa-Maungaturoto	"	"	..	0 0	41	17 2	41	17 2	158	2 10	200	0 0
Raupo Wharf	"	"	12	0 0	284	7 3	296	7 3	53	12 9	350	0 0
Hardie's Bridge (repairs)	"	"	..	0 0	150	0 0	150	0 0	..	..	150	0 0
Tokatoka Swamp Block.	"	"	2,887	3 7	..	..	2,887	3 7	..	..	2,887	3 7
Tokatoka Swamp (No. 2) Block	"	"	..	8 9	1,647	19 9	1,647	19 9	1,052	0 3	2,700	0 0
Tokatoka Swamp (drainage, road, and tramway)	"	"	8,595	8 9	52	18 11	8,648	7 8	368	6 7	9,016	14 3
Pahi-Maungaturoto Road	"	Waitemata and Marsden	835	5 10	29	4 0	864	9 10	..	..	864	9 10
North Shore, Awanui	"	"	..	..	..	..	..	..	..	..	..	..
Hakura-Waikiekie Parish (main road)	"	Waitemata	637	19 0	593	7 1	1,231	6 1	109	11 0	1,340	17 1
Kaiwaka-Waipu (main road)	"	"	..	..	..	..	..	..	300	0 0	300	0 0
Mangawai Bridge (to account)	"	"	..	..	100	0 0	100	0 0	..	..	100	0 0
Hoteo Valley-Mangawai	Rodney and Otamatea	"	499	12 9	..	..	499	12 9	..	..	499	12 9
West Coast Road, Hoteo	Rodney	"	..	..	..	..	..	..	..	..	..	..
North Shore-Awanui	"	"	845	11 6	652	13 1	1,498	4 7	5	18 3	1,504	2 10
Waiwera-Hakuru (main road)	"	"	..	..	..	..	..	..	..	..	..	..
Waiwera-Kaiwaka	"	"	80	0 0	..	..	80	0 0	..	..	80	0 0
Warkworth-Welsford	"	"	125	0 0	..	..	125	0 0	..	..	125	0 0
Road to Omaha Wharf	"	"	392	7 6	..	..	392	7 6	..	..	392	7 6
Matakana Bridge	"	"	285	15 9	50	0 0	335	15 9	160	0 0	495	15 9
Pakiri	"	"	845	12 0	..	..	845	12 0	..	..	845	12 0
Pakiri-Omaha (Warkworth-Pakiri)	"	"	Cr. 156	1 4	311	4 8	155	3 4	69	16 8	225	0 0
Puhoi-Makarau	"	"	272	16 6	..	..	272	16 6	..	..	272	16 6
Makarau River Bridge	"	"	88	3 0	11	7 0	99	10 0	..	..	100	0 0
Omaha	"	"	200	0 0	..	..	200	0 0	100	0 0	300	0 0
Hoteo-Waiwhiu	"	"	156	5 9	194	16 11	351	2 8	205	3 1	556	5 9
Hoteo Valley Road	"	"	472	17 9	..	..	472	17 9	..	..	472	17 9
Blocks X. and XI., Tauhoa	"	"	4	7 1	121	10 6	125	17 7	24	2 5	150	0 0
Kourawera District	"	"	150	0 0	..	..	150	0 0	..	..	150	0 0
Warkworth-Main Road	"	"	543	10 0	..	..	543	10 0	..	..	543	10 0
Warkworth	"	"	150	0 0	..	..	150	0 0	..	..	150	0 0
Warkworth-Kaipara Flats and Tauhoa	"	"	..	..	..	..	..	..	..	..	..	..
Kaipara Flats Settlement	"	"	..	..	..	..	..	..	..	..	..	..
Matakana, Section 47 to Sections 108, 109, 112, 113	"	Marsden	..	..	..	..	..	..	300	0 0	300	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
AUCKLAND LAND DISTRICT—continued.												
Roads, Bridges, etc.—continued.												
North Shore—Awanui	Rodney	Waitemata	891	5 8	257	10 11	1,148	16 7	142	9 1	1,291	5 8
North Shore—Waiwera (main road)	"	"	8	0 4			8	0 4	117	0 0	125	0 4
Warkworth—Kaipara Flats	"	"	600	0 0	150	0 0	750	0 0	150	0 0	900	0 0
Kaukapakapa—Port Albert	"	"	49	15 5	50	4 7	100	0 0			100	0 0
Port Albert—Weisford Junction	"	"									100	0 0
Whangaripo Valley Road to Wayby Road	"	"			104	9 0	104	9 0	45	11 0	150	0 0
Puhoi—Makarau Bridge (repairs—two bridges)	Rodney and Waitemata	"									150	0 0
Helensville—Port Albert	"	"									200	0 0
Makarau Railway-station—Kaukapakapa	"	"									250	0 0
Waikunete—West Coast Road	Waitemata	"	1,100	0 0	100	0 0	1,200	0 0			1,450	0 0
Upper Waiwera—Wade—Wainui	"	"			100	0 0	100	0 0			100	0 0
Upper Waiwera—Parakakau	"	"									100	0 0
Museum Endowment Block Road—Woodhill Creamery	"	"									60	0 0
New Lynn—Huia Road	"	"									100	0 0
Kelly's Bridge to Waikunete Railway-station (building bridges and metalling)	"	Eden									200	0 0
Whangaparaoa Wharf	"	Waitemata							75	0 0	75	0 0
Road to Kaukapakapa Railway Station	"	"	400	0 0			400	0 0			400	0 0
Helensville to Kaipatiki	"	"	2,236	5 7			2,236	5 7			2,236	5 7
Huia—West Coast	"	"	250	0 0			250	0 0			250	0 0
Woodhill Bridge	"	"	264	14 3			264	14 3			264	14 3
Henderson—Swanson (metalling)	"	"	150	0 0			150	0 0			150	0 0
Kumeu Main Road—Rewiti	"	"	150	0 0			150	0 0			150	0 0
Upper Waiwera Road Extension	"	"									100	0 0
West Coast Road—Waitangi	"	"			100	0 0	100	0 0			100	0 0
Woodhill—Parkhurst	"	"							200	0 0	200	0 0
Wade Village—Orewa	"	"			100	0 0	100	0 0			100	0 0
Wade—Lucas Creek	"	"			50	0 0	50	0 0			50	0 0
Great Barrier Island Roads	"	"	200	0 0	100	0 0	300	0 0			300	0 0
Rewiti—Parkhurst	"	"			100	0 0	100	0 0	230	0 0	330	0 0
Waikunete to Swanson	"	"	150	0 0			150	0 0			150	0 0
Dairy Flat—Lucas Creek	"	"	500	0 0			500	0 0			500	0 0
Wainui—Kaukapakapa	"	"	150	0 0	100	0 0	250	0 0	100	0 0	350	0 0
Inland Road—Kaukapakapa	"	"			75	0 0	75	0 0	25	0 0	100	0 0
Waivera Springs	"	"	467	11 4	3	18 0	471	9 4	28	10 8	500	0 0
Track to Kauri Forest, Waitakerei	"	"	400	0 0			400	0 0			400	0 0
Whau to Henderson Creek	"	Eden	400	0 0			400	0 0			400	0 0
Henderson	"	"	300	0 0	50	0 0	350	0 0			350	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
AUCKLAND LAND DISTRICT—continued.																	
Roads, Bridges, etc.—continued.																	
Stoke's Point to Lucas Creek	Waitemata	Eden	100	0	0	..	100	0	0	..	100	0	0	..	100	0	0
Swanson—West Coast	"	"	300	0	0	..	300	0	0	..	300	0	0	..	400	0	0
Stoke's Point to Lake District	"	"	200	0	0	..	200	0	0	..	200	0	0	..	200	0	0
Birkenhead Slip (£1 for £1)	"	"	100	0	0	..	100	0	0	..	100	0	0	..	100	0	0
Great North Road (out hill)	"	Eden and Waitemata	..	..	..	100	0	0	..	100	0	0	..	150	0	0	..
Henderson—West Coast	"	Eden	..	..	..	..	..	..	..	..	..	..	..	100	0	0	..
Lucas Creek Road .. .. .	"	"	..	..	..	200	0	0	..	200	0	0	..	200	0	0	..
Wainui-Kaukapapa Railway-station .. .. .	"	"	..	..	..	100	0	0	..	100	0	0	..	200	0	0	..
Great North Road, from Whau Bridge—Waikumete Cemetery .. .. .	"	"	..	..	..	280	0	0	..	280	0	0	..	20	0	0	..
Waikumete—Huia	"	Waitemata	560	0	0	..	560	0	0	..	560	0	0	..	660	0	0
Birkenhead—Warkworth	Waitemata and Rodney	Waitemata	200	0	0	..	200	0	0	..	200	0	0	..	200	0	0
Rangitoto Mountain (£1 for £1)	Eden	Manukau	125	0	0	..	125	0	0	..	125	0	0	..	125	0	0
Oakley Creek Bridge (£1 for £1)	"	Eden	..	..	..	..	..	..	..	..	..	..	..	400	0	0	..
Orakei Bridge (repairs)	"	Manukau	472	10	1	..	472	10	1	..	472	10	1	..	400	0	0
Whau Bridge (£1 for £1)	"	Eden	..	..	..	..	..	..	..	..	..	..	..	27	9	11	..
Mangere Bridge	Manukau	Manukau	17,926	10	9	..	17,926	10	9	..	17,926	10	9	..	200	0	0
Tanaki Bridge (Panmure)	"	Manukau	668	3	11	..	668	3	11	..	668	3	11	..	17,936	10	9
Panmure Wharf (repairs) .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..	1,369	0	10
Osahuhu Wharf .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	100	0	0	
Otaua Swamp (drainage and road)	"	"	50	0	0	..	50	0	0	..	50	0	0	..	100	0	0
Hunua to Railway-station	"	Franklin	221	15	7	..	221	15	7	..	221	15	7	..	262	13	1
Whitu Road and Wharf	"	"	340	14	5	..	340	14	5	..	340	14	5	..	455	0	0
Patamahoe to Stenson's Corner	"	"	50	0	0	..	50	0	0	..	50	0	0	..	50	0	0
Maoro to Port Waikato	"	"	50	0	0	..	50	0	0	..	50	0	0	..	50	0	0
Awaroa Swamp (£1 for £1)	"	"	7	10	0	..	7	10	0	..	7	10	0	..	7	10	0
Payment to Ferrymen, Port Waikato	"	"	5,634	2	1	..	5,634	2	1	..	5,634	2	1	..	5,904	2	1
Pukekohe—Waiuku	"	"	250	0	0	..	250	0	0	..	250	0	0	..	250	0	0
Pukekohe	"	"	520	9	6	..	520	9	6	..	520	9	6	..	520	9	6
Punt at Tuakau	"	"	15	2	2	..	15	2	2	..	15	2	2	..	15	2	2
Pukekohe Railway-station through East Pukekohe and Bombay .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Buckland Station	"	"	300	0	0	..	300	0	0	..	300	0	0	..	300	0	0
Maungatawhiri Valley	"	"	102	0	0	..	102	0	0	..	102	0	0	..	102	0	0
Maketu to Ararimu	"	"	100	0	0	..	100	0	0	..	100	0	0	..	100	0	0
Tuakau—Waikato	"	"	50	0	0	..	50	0	0	..	50	0	0	..	50	0	0
Awaroa Swamp Drain and roads	"	"	660	2	6	..	660	2	6	..	660	2	6	..	660	2	6
Aka Aka Swamp (drainage and road)	"	"	1,896	10	9	..	1,896	10	9	..	1,896	10	9	..	1,949	0	9

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
AUCKLAND LAND DISTRICT—continued.												
ROADS, BRIDGES, ETC.—continued.												
Otaua to Deed's ..	Manukau	Franklin	375	0 0	..	..	375	0 0	..	..	375	0 0
Mauku Bridge (subsidy) ..	"	"	41	0 0	..	..	41	0 0	..	..	41	0 0
Mauku Bridge (Drury-Waikuku) ..	"	"	167	11 7	..	..	167	11 7	..	..	167	11 7
Maioiro Swamp (drainage and road) ..	"	"	683	15 10	..	..	683	15 10	..	..	683	15 10
Whisky Creek Road ..	"	"	149	2 8	..	..	149	2 8	..	..	149	2 8
Mauku District ..	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Patumahoe ..	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Abraham's Gully ..	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Otaua ..	"	"	1,494	1 9	108	8 3	1,602	10 0	91	11 9	1,694	1 9
Aka Aka Swamp Block ..	"	"	331	8 4	..	..	331	8 4	..	..	331	8 4
Otaua Block ..	"	"	2,350	0 0	..	..	2,350	0 0	..	..	2,350	0 0
Waioira River-Otaua ..	"	"	553	13 10	3	0 0	553	13 10	15	6 2	569	0 0
Tauranga Creek Wharf ..	"	"	100	13 6	..	..	100	13 6	..	..	100	13 6
Aka Aka-Otaua ..	"	"	..	..	100	0 0	100	0 0	..	..	100	0 0
Hunua Road ..	"	"	..	..	..	..	..	..	300	0 0	300	0 0
Hunua-Main Road ..	"	"	..	..	..	..	..	..	200	0 0	200	0 0
Mataitai-Clevedon ..	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Otaua Block-Ness Valley ..	"	"	..	..	193	10 0	193	10 0	..	..	193	10 0
Patumahoe-West Mauku (metalling) ..	"	"	6	10 0	..	..	6	10 0	6	10 0	6	10 0
Howick Culvert (near wharf) ..	"	"	50	0 0	40	6 0	90	6 0	60	8 0	150	14 0
Waiau Pa Wharf ..	"	"	..	..	..	..	..	..	50	0 0	50	0 0
Waikuku-East Pukekohe ..	Manukau	Franklin	..	..	..	..	..	..	100	0 0	100	0 0
Ness Valley (main road) ..	"	"	..	..	..	..	..	..	150	0 0	150	0 0
Paparua-Tauranga ..	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Paparua Road-Howick (road and culvert) ..	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Papatoetoe-Manurewa ..	"	"	..	..	..	..	..	..	150	0 0	150	0 0
Manurewa-Bombay ..	"	"	..	..	8	0 3	8	0 3	141	19 9	150	0 0
Otaua Creamery, Bothwell ..	"	"	..	..	..	..	..	..	50	0 0	50	0 0
Aka Aka-Otaua Bridge ..	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Aka Aka Swamp (£1 for £1), (eastern drain) ..	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Pollok to wharf ..	"	"	..	..	..	..	..	..	50	0 0	50	0 0
Tauranga-Maraetai ..	"	"	..	..	77	13 7	77	13 7	22	6 5	100	0 0
Hunua-Ararimu ..	"	"	..	..	125	1 5	125	1 5	24	18 7	150	0 0
South Bombay to Paparua ..	"	"	..	..	150	17 6	150	17 6	199	2 6	350	0 0
Miranda Road ..	"	"	186	2 1	..	..	186	2 1	114	14 8	300	16 9
Mangatangi Bridge ..	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Great South Road ..	Waikato	"	109	0 8	..	..	109	0 8	..	..	109	0 8
Otauhuhu-Cambridge ..	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Otauhuhu-Bombay (main road) ..	Manukau and Waikato	Franklin and Waikato	1,367	18 6	247	7 0	1,615	5 6	153	0 8	1,768	6 2

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.				
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
AUCKLAND LAND DISTRICT—continued.																			
Roads, Bridges, etc.—continued.																			
Mercury Bay—Mahikarou	Coromandel	Thames	400	0	0	..	..	..	400	0	0	..	..	..	..	..	400	0	0
Coromandel—Thames	"	"	200	0	0	..	..	..	200	0	0	..	..	..	..	..	200	0	0
Coromandel—Port Charles	"	"	100	0	0	..	..	..	100	0	0	..	..	..	..	..	100	0	0
Coromandel—Tairua	"	"	200	0	0	..	..	..	200	0	0	..	..	..	..	..	200	0	0
Coromandel—Wharf	"	"	3	9	0	..	..	..	3	9	0	..	..	..	..	..	3	9	0
Coromandel—Mercury Bay	"	"	14	4	8	..	..	..	14	4	8	..	..	..	..	..	14	4	8
Cabbage Bay—Cape Colville	"	"	350	0	0	..	..	..	350	0	0	..	..	..	..	..	350	0	0
Tairua—Whenuakite	"	"	550	0	0	..	..	..	550	0	0	..	..	..	..	..	550	0	0
Knaotunu Cemetery Road	"	"	100	0	0	..	..	..	100	0	0	..	..	..	..	..	100	0	0
Whararua	"	"	7	0	0	..	..	..	7	0	0	..	..	..	..	..	7	0	0
Kaimarama Block	"	"	318	0	0	..	..	..	318	0	0	..	..	..	..	..	318	0	0
Coromandel—Mania	"	"	..	..	..	..	..	..	..	..	..	..	..	1,000	0	0	1,000	0	0
Mania—Waikawa	"	"	..	..	..	..	..	..	..	..	..	..	..	1,000	0	0	1,000	0	0
Thames	Thames	"	75	2	9	..	..	..	75	2	9	..	..	..	..	..	75	2	9
Repairs flood-damage at Thames	"	"	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
Removal of snags, Thames River	"	"	636	18	11	..	..	..	636	18	11	..	..	..	..	..	636	18	11
Puriri—Tairua	"	"	924	0	0	..	..	..	924	0	0	..	..	..	..	..	924	0	0
Waioatahi Village Homestead—Thames	"	"	117	1	0	..	..	..	117	1	0	..	..	..	..	..	117	1	0
Kauaeranga Valley Road	"	"	300	0	0	..	..	..	300	0	0	..	..	..	..	..	300	0	0
Thames—Waikawa	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thames—Tauranga	Coromandel and Thames.	Thames, Ohinemuri, and Tauranga	5,323	8	0	..	..	..	5,323	8	0	..	..	..	..	..	5,323	8	0
Waahi Bridge (subsidy, £1 for £1)	Ohinemuri	Ohinemuri	250	0	0	..	..	..	250	0	0	..	..	..	..	..	250	0	0
Waikou Ferry through Komata	"	"	80	13	0	..	..	..	80	13	0	..	..	..	..	..	80	13	0
Paeroa—Owharoa	"	"	500	0	0	..	..	..	500	0	0	..	..	..	..	..	500	0	0
Sundry roads, Waioa District	"	"	400	0	0	..	..	..	400	0	0	..	..	..	..	..	400	0	0
Grant to Ohinemuri County	"	"	1,000	0	0	..	..	..	1,000	0	0	..	..	..	..	..	1,000	0	0
Hikutaita to Ohinemuri	"	"	4,022	7	7	..	..	..	4,022	7	7	..	..	..	..	..	4,022	7	7
Waikato	Waikato	Waikato	27,582	11	7	..	..	..	27,582	11	7	..	..	..	..	..	27,582	11	7
Hamilton to Cambridge	"	"	100	0	0	..	..	..	100	0	0	..	..	..	..	..	100	0	0
Ohinewai—Matahura	"	"	248	5	1	..	..	101 14 11	350	0	0	..	..	..	..	..	350	0	0
Homokorau Bridge	"	"	250	0	0	..	..	..	250	0	0	..	..	..	..	..	250	0	0
Removal of punt, Te Rori to Churehill	"	"	40	14	9	..	..	..	40	14	9	..	..	..	..	..	40	14	9
Removal of Churchill Punt	"	"	42	2	0	..	..	..	42	2	0	..	..	..	..	..	42	2	0
Blocks X. and XI., Rangiriri Survey District	"	"	227	5	7	..	..	22 4 6	249	10	1	..	..	..	..	..	250	0	0
Road to Section 485, Whangamarino	"	"	..	..	..	..	..	100 0 0	100	0	0	..	..	..	..	..	100	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1889.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
AUCKLAND LAND DISTRICT—continued.												
Roads, Bridges, etc.—continued.												
University Endowment, Kimihia	Waikato	Waikato	..	0 0	100	0 0	100	0 0	..	..	100	0 0
Waerenga Station—Waerenga Settlement	"	"	..	0 0	100	0 0	100	0 0	..	..	100	0 0
Waipuna Valley Road and Whangamarino Parish	"	"	..	0 0	239	4 0	239	4 0	100	0 0	350	0 0
Rangiriri—Cambridge (main road)	"	"	..	0 0	1,102	2 9	1,102	2 9	110	16 0	1,102	2 9
Whangamarino District.	"	"	1,102	2 9	..	0 0	1,102	2 9	..	..	1,102	2 9
Education Endowment, Kimihia—Huntly	"	"	75	0 0	25	0 0	100	0 0	..	..	100	0 0
Churchill Point.	"	"	150	5 2	..	..	150	5 2	..	..	150	5 2
Gibbons Creek Bridge (Hamilton)	"	"	250	0 0	..	..	250	0 0	..	..	250	0 0
Matahura.	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Rangiriri Lake, Matahura Road	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Rangiriri Lake to Railway-station	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Wairangi Railway-station	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Wairangi Railway-station and Matahura	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Waikare Lake to Onewhero	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Whangamarino Parish	"	"	50	0 0	..	..	50	0 0	..	..	50	0 0
Wairangi-Matahura	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Taupiri Block	"	"	506	5 9	..	..	506	5 9	..	..	506	5 9
Bombay-Rangiriri (main road)	Waikato and Manukau	"	..	0 0	46	12 1	46	12 1	48	7 11	48	7 11
Raglan Wharf (£1 for £1)	Raglan	"	242	0 0	193	15 8	193	15 8	6	4 4	193	15 8
Churchill Point, on Waikato	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Matakataka Cutting	"	"	1,006	4 8	..	..	1,006	4 8	..	..	1,006	4 8
Bridge over Weipa, on Raglan Main Road	"	"	96	3 3	..	..	96	3 3	..	..	96	3 3
Onewhero (Sections 128, 129)	"	"	3,806	19 11	..	..	3,806	19 11	..	..	3,806	19 11
Waikato-Block XIV, Awaroa	"	"	3,035	10 4	..	..	3,035	10 4	..	..	3,035	10 4
Lake Whangape-Block VII., Awaroa	"	"	2,065	15 0	..	..	2,065	15 0	..	..	2,065	15 0
Whaingaro-Kahururu	"	"	581	8 10	..	..	581	8 10	..	..	581	8 10
Whaingaro-Akatea-Ngaruawahia	"	"	5,156	12 6	2	3 5	5,156	12 6	97	16 7	5,156	12 6
Whaingaro-Te Mata	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Matawhero-Whangape	"	"	511	8 0	..	..	511	8 0	..	..	511	8 0
Te Rore Bridge	"	"	160	0 0	..	..	160	0 0	..	..	160	0 0
Mata-Kauroa	"	"	202	17 1	..	..	202	17 1	..	..	202	17 1
Mangapiko-Maire	"	"	150	0 0	..	..	150	0 0	..	..	150	0 0
Puriri Block	Waikato	"	..	0 0	..	..	..	0 0	186	0 0	186	0 0
Whaingaro to Mangapiko, Mangapiko to Maire	Raglan	"	853	3 1	..	..	853	3 1	..	..	853	3 1
Huntly-Kahururu Road	"	"	987	17 1	37	17 3	1,024	14 4	11	3 9	1,035	18 1
Huntly Point	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Opuatia Bridge and Crossing	"	"	..	..	..	..	..	..	..	..	..	..
Tuakau-Opuatia-Kahururu	"	"	3,051	5 2	..	..	3,051	5 2	..	..	3,051	5 2

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.		
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
ROADS, BRIDGES, ETC.—continued.													
AUCKLAND LAND DISTRICT—continued.													
Awaroa No. 2 Block	Raglan	Waikato	..	..	66	12	11	66	12	11	133	7	1
Awaroa, Block XI.	"	"	475	2	1	6	10	672	8	11	87	14	11
Paetotare Block	"	"	1	3	6	0	0	75	14	6	4	5	6
Raglan-Waipā	"	"	3,298	8	2	0	0	3,498	8	2	..	..	..
Raglan-Ruapuke	"	"	50	0	0	0	0	50	0	0	150	0	0
Bregmen's Landing-Tuakau	"	"	..	..	..	..	..	..	..	..	150	0	0
Main Road-Pukekawa	"	"	..	..	..	..	..	..	..	..	100	0	0
Ngaruawahia-Huntly West	"	"	..	..	..	..	..	..	..	..	149	5	9
Orohaea Trig Road	"	"	..	..	..	..	..	..	..	..	199	7	11
Rutherford's Hill (Section 90, Block III.), Awaroa..	"	"	..	..	..	..	..	..	..	..	3	2	10
Tuakau-Raglan	"	"	..	..	..	..	..	..	..	..	141	8	1
Tuakau Bridge (to account)	"	"	42	19	1	10	10	1,036	0	1	250	10	1
Waitetuna Bridge	"	"	..	..	..	..	..	249	9	11	200	0	0
Opuatia (No. 1) Block	"	"	66	19	0	2	2	246	12	2	53	7	10
Opuatia (No. 2) Block	"	"	29	3	7	6	6	193	4	1	106	15	11
Opuatia (No. 3) Block	"	"	95	1	5	11	11	205	6	4	94	13	8
Pirongia (III., IV., VI., VII., VIII.) Block, Kawhia	"	"	..	..	..	..	..	273	18	9	26	1	3
Rangiriri (IX., X.) Block	"	"	..	..	..	..	..	..	..	..	180	0	0
Te Puroa Block	"	"	..	..	..	..	..	..	..	..	200	0	0
Main Road to Blocks VII. and IX., Karoi	"	"	100	0	0	0	0	100	0	0	..	..	..
From Main Road to West Coast	"	"	146	11	2	4	4	390	4	6	9	15	6
Road through Block VI., Awaroa	"	"	..	..	..	..	..	..	..	..	..	..	..
Mangaokahu Block	"	"	232	12	7	7	7	232	12	7	..	..	..
Karoi-Alexandra Block	"	"	1,661	14	6	6	6	1,661	14	6	..	..	..
Karoi Parish Block	"	"	55	0	0	0	0	55	0	0	..	..	..
Lawson's Hill	"	"	382	5	2	8	8	447	10	10	15	13	8
Tuakau Punt	"	"	50	0	0	0	0	50	0	0	50	0	0
Tuakau-Opuatia, Kahururu	"	"	1,863	18	9	9	9	1,863	18	9	..	..	..
Bregmen's Landing and Mercer	"	"	3	7	7	7	7	81	7	7	20	18	3
Bothwell Bridge to Barton	"	"	..	..	..	..	..	..	..	..	100	0	0
Wairarama-Onewhero	"	"	..	..	..	..	..	..	..	..	200	0	0
Bothwell to Section II, Block VI., Awaroa	"	"	..	..	..	..	..	..	..	..	200	0	0
Rangiriri-Glen Murray	"	"	..	..	..	..	..	..	..	..	100	0	0
Huntly West-Churchill	"	"	..	..	..	..	..	..	..	..	100	0	0
Churchill-Huntly	"	"	..	..	..	..	..	..	..	..	100	0	0
Bregmen's Landing and Mercer Road, Waikato River	"	"	17	6	0	0	0	17	6	0	..	..	..
Waitetuna-Aotea	Raglan and Kawhia	"	294	16	11	4	4	615	9	3	256	9	2

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March 1899.		Net Expenditure during 12 Months ended 31st March, 1899.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
AUCKLAND LAND DISTRICT—continued.												
Waitetuna-Kauri	Waikato	.. .. .	299	19 0	.. .. .	299	19 0	.. .. .	300	0 0	299	19 0
Waitetuna-Whaingaro .. .. .	"	.. .. .	540	0 4	.. .. .	540	0 4	.. .. .	300	0 0	299	19 0
Waitetuna-Whatawhata .. .. .	"	.. .. .	980	13 3	.. .. .	980	13 3	.. .. .	124	16 5	664	16 5
Aotea-Raglan	Raglan and Kawhia	.. .. .	80	2 6	.. .. .	46	11 6	.. .. .	162	17 11	1,190	2 8
Waipa Bridge (£1 for £1), (Ngaruawahia)	Waipa .. .. .	.. .. .	500	0 0	.. .. .	46	14 7	.. .. .	78	2 11	200	0 0
Mercer Point	Raglan and Manukau	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	500	0 0
Tuhikaramea to Hamilton	Waipa	.. .. .	.. .. .	.. .. .	.. .. .	99	14 10	.. .. .	200	5 2	300	0 0
Cambridge Bridge (repairs), (£1 for £1) .. .. .	"	.. .. .	284	12 3	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	284	12 3
Bridge over Waikato, Hamilton .. .. .	"	.. .. .	315	16 3	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	315	16 3
Te Awamutu Railway-station-Township .. .. .	"	.. .. .	250	0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	250	0 0
To Ohape Station .. .. .	"	.. .. .	693	1 8	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	693	1 8
Rukuhia Swamp .. .. .	"	.. .. .	50	0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	50	0 0
Clark's Road .. .. .	"	.. .. .	100	0 0	.. .. .	25	0 0	.. .. .	125	0 0	250	0 0
Whatawhata Swamp (drainage and road) .. .. .	"	.. .. .	137	18 0	.. .. .	.. .. .	.. .. .	.. .. .	137	18 0	137	18 0
Hamilton-Whatawhata (drain) .. .. .	"	.. .. .	284	17 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	284	17 0
Whatawhata Bridge .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	50	0 0
Te Rapa Hospital Reserve .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	50	0 0
Hamilton Bridge	Waipa and Waikato	.. .. .	550	0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	550	0 0
To free Hamilton Bridge from tolls .. .. .	"	.. .. .	6,700	0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	6,700	0 0
Puniu Bridge	Waipa	.. .. .	43	1 0	.. .. .	24	2 10	.. .. .	32	16 2	100	0 0
Te Waitomo Caves	Waipa and West Taupo	.. .. .	1,390	0 10	.. .. .	80	2 11	.. .. .	9	17 1	1,430	0 10
Kauroa-Pakoka	Kawhia	.. .. .	100	0 0	.. .. .	100	0 0	.. .. .	10	0 0	210	0 0
Whararua .. .. .	"	.. .. .	193	0 0	.. .. .	.. .. .	.. .. .	.. .. .	100	0 0	293	0 0
Te Kuiti-Otorohanga-Kihikihī .. .. .	"	.. .. .	392	2 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	392	2 4
Terauamoā Improved-farm Settlement .. .. .	"	.. .. .	2,085	1 6	.. .. .	155	12 0	.. .. .	64	6 6	2,305	0 0
Alexandra-Kawhia .. .. .	"	.. .. .	832	13 1	.. .. .	189	8 8	.. .. .	232	12 5	1,254	14 2
Tokanui-Wharepapa .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	300	0 0	300	0 0
Hauturu East .. .. .	"	.. .. .	495	9 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	495	9 0
Kawhia-Waipā-Alexandra-Kawhia .. .. .	"	.. .. .	3,308	15 4	.. .. .	9,770	12 0	.. .. .	0	7 5	3,308	15 4
Hauturu and part of Kinohaku Block .. .. .	"	.. .. .	229	0 7	.. .. .	.. .. .	.. .. .	.. .. .	259	0 0	10,000	0 0
Puketarata Block .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	100	0 0	259	0 0
Briscoe's Section, Awakino (road to) .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	100	0 0	100	0 0
Kawhia Wharf .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	100	0 0
Otorohanga-Pirongia .. .. .	"	.. .. .	200	0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	200	0 0
Alexandra to Hikurangi .. .. .	"	.. .. .	1,341	15 3	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1,341	15 3
Mongonui Road, Awakino North Survey District .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	300	0 0
Pakenio Block .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	500	0 0
Pirongia West Blocks .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	500	0 0
Aotea Wharf Road .. .. .	"	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	100	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Accounts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
AUCKLAND LAND DISTRICT—continued.																	
Kioohaku West Block	Kawhia	Waikato .. .. .	..	..	..	986	3	7	2,018	7	5	3,004	11	0	..	..	..
Otorohanga—Te Kuiti	"	"	58	12	5	..	..	..	..	..	..	58	12	5	..	..	..
Te Kuiti—Awakino	"	Waikato and Egmont	19,574	3	4	4,298	16	2	2,706	3	10	26,574	3	4	..	..	..
North End North Island Main Trunk Railway Tunnel—Karioi	"	Waikato	3,886	5	5	..	..	..	..	..	..	3,886	5	5	..	..	..
Mangauika AIA	"	"	7,780	18	7	..	..	..	..	..	..	7,780	18	7	..	..	..
Paemako (Karū-o-te-Whenua) Improved-farm Settlement	"	"	374	8	10	18	16	10	6	14	4	400	0	0	..	..	..
Kawhia Aotea	"	"	863	13	3	54	17	11	814	11	4	1,733	2	6	..	..	..
Pirongia West	"	"	104	19	9	4	2	9	0	17	6	110	0	0	..	..	..
Paemako—Ohura	"	"	497	16	9	898	3	2	524	6	10	1,860	6	9	..	..	..
Ourwhero N2 and Puketarata	"	"	92	1	11	0	13	6	307	4	7	400	0	0	..	..	..
Kihikihi—Otorohanga—Te Kuiti	Kawhia and West Taupo	"	300	0	0	..	..	..	..	..	..	300	0	0	..	..	..
Whatiwhaitioe Bridge	"	"	528	5	8	0	6	6	..	..	..	528	0	9	..	..	..
Katikaki—Te Aroha. (Thompson's track)	Kawhia and Waipa	"	13	14	11	810	7	0	25	18	1	850	0	0	..	..	..
Aroha Township—Gold-mines	Piako	Bay of Plenty	2,139	16	11	..	..	..	..	..	..	2,139	16	11	..	..	..
Te Aroha—Katikaki Road	"	"	500	0	0	..	..	..	..	..	..	500	0	0	..	..	..
Te Aroha Block	"	"	50	0	0	..	..	..	..	..	..	50	0	0	..	..	..
Huihuitaha to Patetere	"	"	5,300	2	6	..	..	..	..	..	..	5,300	2	6	..	..	..
Katikaki—Te Aroha	"	"	705	8	2	..	..	..	..	..	..	705	8	2	..	..	..
Te Aroha Drains	"	"	785	11	1	..	..	..	..	..	..	785	11	1	..	..	..
Te Aroha Sanatorium, Hot Springs, and Domain	"	"	776	19	3	..	..	..	..	..	..	776	19	3	..	..	..
Te Aroha and Waitoa Drains	"	"	1,748	14	7	171	6	0	528	14	0	2,448	14	7	..	..	..
Te Aroha—Rotorua Road through Okauia Block	"	"	2,733	3	6	..	..	..	..	..	..	2,733	3	6	..	..	..
Cambridge—Taupo	"	"	375	16	11	..	..	..	..	..	..	375	16	11	..	..	..
Works at Te Aroha Springs	"	"	1,341	10	7	163	5	6	243	4	6	619	1	5	..	..	..
Puatuaruru—Waotu	"	"	57	18	0	..	..	..	136	14	6	300	0	0	..	..	..
Papanoa Nos. 1 and 2 Special Settlement (drainage)	Tauranga .. .. .	" .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cambridge—Tauranga	Piako and Tauranga	"	4,100	0	0	9	3	6	100	0	0	4,200	0	0	..	..	..
Katikaki to Te Aroha (horse-track)	Tauranga	"	359	9	5	..	..	..	..	..	..	359	9	5	..	..	..
Bay of Plenty	"	"	91,220	6	4	..	..	..	..	..	..	91,220	6	4	..	..	..
Tauranga County flood-damages	"	"	192	11	4	..	..	..	..	..	..	192	11	4	..	..	..
Wainapu Bridge	"	"	5,655	3	0	..	..	..	..	..	..	5,655	3	0	..	..	..
Paengaroa	"	"	25	0	0	..	..	..	..	..	..	25	0	0	..	..	..
Tauranga to Opotiki	"	"	100	0	0	..	..	..	..	..	..	100	0	0	..	..	..
Tauranga to Te Puke and Matata	"	"	12,962	1	2	..	..	..	..	..	..	12,962	1	2	..	..	..
Otamarakau Bridge	"	"	378	19	0	..	..	..	..	..	..	378	19	0	..	..	..

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
AUGULAND LAND DISTRICT—continued.												
Otawa Nos. 1A and 1B	Tauranga	Bay of Plenty	447	7 10	..	..	447	7 10	200	0 0	647	7 10
Pukaingataru Road	"	"	80	0 0	..	..	80	0 0	..	..	80	0 0
Pye's Pa	"	"	300	0 0	..	..	300	0 0	100	0 0	400	0 0
Ake Ake .. .. .	"	"	..	..	60	0 0	60	0 0	15	0 0	75	0 0
Maketu Wharf .. .. .	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Kaiti Bridge .. .. .	"	"	..	..	200	0 0	200	0 0	100	0 0	300	0 0
Ruahiri Bridge (Tauranga-Cambridge) ..	"	"	..	..	200	0 0	200	0 0	..	..	200	0 0
Kaituna Stream Bridge .. .. .	"	"	..	..	224	15 6	224	15 6	150	0 0	374	15 6
Papamoa Special Settlement	"	"	387	10 0	..	..	387	10 0	..	..	387	10 0
Papamoa No. 1	"	"	526	8 10	..	..	526	8 10	..	..	526	8 10
Papamoa Nos. 1 and 2 (additional) ..	"	"	..	..	356	8 10	356	8 10	48	11 2	404	0 0
Otara River-Papamoa .. .. .	"	"	..	..	..	..	..	..	300	0 0	300	0 0
Otara Bridge	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Maketu-Rotorua	Tauranga and Rotorua	"	2,602	17 7	371	2 7	2,974	0 2	137	14 9	3,111	14 11
Tauranga-Runanga	Tauranga, Rotorua, and East Taupo	Bay of Plenty and Hawke's Bay	3,803	8 5	1,319	9 3	5,122	17 8	264	6 5	5,387	4 1
Tauranga-Napier, <i>via</i> Taupo	Tauranga, Rotorua, East Taupo, and Hawke's Bay	Ditto	40,541	3 0	..	..	40,541	3 0	..	..	40,541	3 0
Waioeka, Blocks II., III., IV.	Opotiki	Bay of Plenty	200	0 0	..	..	200	0 0	700	0 0	900	0 0
Waiohaki	"	"	350	0 0	5	6 3	355	6 3	344	13 9	700	0 0
Opotiki-Oamarakau .. .. .	"	"	..	..	200	0 0	200	0 0	..	..	200	0 0
Omarumutu-Te Whaiti .. .. .	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Waioeka River-Waiotahi Block .. .. .	"	"	..	..	..	..	..	..	300	0 0	300	0 0
Opotiki-Waiotahi	"	"	562	10 0	..	..	562	10 0	..	..	562	10 0
Papamoa-Omarumutu	"	"	150	0 0	..	..	150	0 0	..	..	150	0 0
Waiotahi Bridge	"	"	500	0 0	..	..	500	0 0	..	..	500	0 0
Waiotahi Block	"	"	750	13 9	..	..	750	13 9	..	..	750	13 9
Opotiki-Whakatane	Whakatane	"	1,099	15 8	..	..	1,099	15 8	..	..	1,099	15 8
Matata-Te Teko	"	"	250	0 0	..	..	250	0 0	100	0 0	350	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
Rebuilding, repairing, and constructing bridges	"	"	500	0 0	..	..	500	0 0	..	..	500	0 0
Nukuhou-Maraetara	Whakatane and Opotiki	"	..	..	500	0 0	500	0 0	..	..	500	0 0
Galatea-Te Kapu, <i>via</i> Waikaremoana ..	Whakatane	"	1,848	3 9	..	..	1,848	3 9	..	..	1,848	3 9
Whakatane County bridges (£1 for £1) ..	"	"	300	0 0	..	..	300	0 0	200	0 0	500	0 0
Waiawa Block	"	"	200	0 0	..	..	200	0 0	500	0 0	700	0 0
Waimana Block	"	"	2,000	0 0	..	..	2,000	0 0	..	..	2,000	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
AUCKLAND LAND DISTRICT—continued.																	
ROADS, BRIDGES, ETC.—continued.																	
Waimana Valley ..	Whakatane ..	Bay of Plenty	1,078	0	0	350	0	0	1,428	0	0	135	13	0	1,563	13	0
Te Teko-Whakatane ..	" ..	"	825	0	4	873	4	3	1,698	4	3	..	7	3	1,698	4	3
Rangataiki-Ruatoki-Waiotahi ..	" ..	"	6,420	11	4	105	1	6	6,525	12	10	221	14	7	6,747	7	5
Galatea-Te Teko ..	" ..	"	159	9	7	..	..	..	159	9	7	350	0	0	159	9	7
Whakatane Wharf (repairs) ..	" ..	"	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Waikaremoana-Ruatuhuna ..	" ..	"	..	..	..	..	..	..	..	..	..	500	0	0	500	0	0
Waimana-Ohiwa ..	Whakatane and Opotiki ..	"	..	..	..	400	0	0	400	0	0	703	5	6	400	0	0
Rotorua-Galatea-Waikaremoana ..	Rotorua, Wairoa, Whakatane, and East Taupo ..	Bay of Plenty and Waiapu	36,675	6	10	6,073	6	0	42,748	12	10	100	0	0	43,451	18	4
Sundry roads, Bay of Plenty ..	Tauranga and Whakatane ..	Bay of Plenty	10,517	10	5	..	..	..	10,517	10	5	..	..	..	10,517	10	5
Te Kumi ..	Whakatane and Waiapu ..	"	206	17	0	..	..	..	206	17	0	..	..	..	206	17	0
Rotorua-Rotomahana ..	Rotorua ..	"	7	14	7	42	5	4	49	19	11	850	12	1	900	12	0
Mourea Bridge ..	" ..	"	87	16	0	..	..	..	87	16	0	..	..	..	87	16	0
Rotiti-Tiketere ..	" ..	"	72	2	4	134	7	9	206	10	1	..	..	..	206	10	1
Pongakawa-Rotorua and Rotorua Road ..	Rotorua and Tauranga ..	"	9,336	17	1	..	..	..	9,336	17	1	..	..	..	9,336	17	1
Taupo ..	Rotorua ..	"	13,175	17	10	5,286	11	6	18,462	9	4	10,384	8	4	28,846	17	8
Works at Rotorua ..	" ..	"	181	3	0	..	..	..	181	3	0	..	..	..	181	3	0
Mamaku-Rotorua-Oxford ..	" ..	"	..	..	..	9	4	11	9	4	11	..	..	..	9	4	11
Okohiriki Block ..	" ..	"	318	17	1	223	6	1	542	3	2	..	..	..	542	3	2
Kaikokupu Block ..	" ..	"	1,162	5	7	..	..	..	1,162	5	7	..	..	..	1,162	5	7
Rotorua-Wairoa ..	Rotorua and Tauranga ..	"	447	17	11	260	18	7	708	16	6	161	3	6	870	0	0
Rotorua-Waiotapu ..	" ..	"	693	5	7	289	3	10	982	9	5	97	10	7	1,080	0	0
Rotorua Wharf ..	" ..	"	349	17	4	4	15	0	354	12	4	227	15	3	450	0	0
Rotorua Water-supply ..	" ..	"	..	..	..	222	4	9	222	4	9	..	..	..	222	4	9
Rotorua-Ngongotaha Mount ..	" ..	"	768	17	9	191	18	9	960	16	6	108	1	3	1,068	17	9
Mamaku Block ..	" ..	"	..	..	..	297	9	11	297	9	11	182	10	1	480	0	0
Rotiti-Tarawera, etd Okaitaina ..	" ..	"	10,159	3	2	1,014	9	0	11,173	12	2	1,112	14	11	12,286	7	1
Umurua Block ..	" ..	"	99	17	1	..	..	..	99	17	1	..	..	..	99	17	1
Rotorua-Te Teko ..	" ..	"	..	..	..	14	14	6	..	..	..	485	5	6	500	0	0
Ngongotaha-Bishop's Section ..	" ..	"	845	9	4	166	4	1	1,011	13	5	101	2	5	1,112	15	10
Waiotapu Springs ..	" ..	"	..	..	..	300	0	0	300	0	0	..	..	..	300	0	0
Whakarewarewa ..	" ..	"	177	16	10	222	6	2	400	3	0	174	2	8	428	9	2
Okohiriki Id ..	" ..	"	..	..	..	253	17	4	253	17	4	182	4	0	500	0	0
Arabiwi and Mamaku Railway-station ..	" ..	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Taumata Block ..	" ..	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Taumata Nos. 1A, 2A, 3B, east; 3B west; Nos. 1, 3C east; A; 3C west No. 1 ..	" ..	"	317	16	0	..	..	..	317	16	0	..	..	..	317	16	0
Marsden-Oturoa ..	" ..	"	..	..	..	35	3	4	..	..	..	300	0	0	300	0	0
Mangorewa-Kaharoa Block ..	" ..	"	..	..	..	..	..	..	..	..	..	571	16	8	607	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities' Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
AUCKLAND LAND DISTRICT—continued.												
Oxford-Rotorua												
Tirau (Oxford)—Rotorua Main Road		Bay of Plenty	21,145	11 1	464	16 6	21,610	7 7	81	14 6	21,692	2 1
Galatea-Buakaki			8,577	5 1	634	8 6	9,211	13 7	300	0 0	9,340	5 10
Rotowhero, via Waioapu—Wairakoi			254	11 10			254	11 10	745	8 2	1,000	0 0
Wharepungu No. 1			49	19 6			49	19 6	150	0 6	200	0 0
Kihikihī-Waotu			714	13 6			714	13 6			714	13 6
Tools, &c.											500	0 0
Baths and water-supply, Tokaanu											500	0 0
Wharf and road, Tokaanu			2	7 0	857	12 4	859	19 4	442	7 8	802	7 0
Opepe Stock-paddock, Taupo-Napier Road (fencing, &c.)					52	2 1	52	2 1	197	17 11	250	0 0
Waioapu-Galatea			4,300	19 10			4,300	19 10			4,300	19 10
Huka Falls to Puketarata			1,800	1 5			1,800	1 5			1,800	1 5
Ateamuri-Orakei-Korako			243	14 0	4	0 3	247	14 3	2	5 9	250	0 0
Otarewa-Waipapa Stream (Robinson's Road)									200	0 0	200	0 0
Waihi-Tokaanu			172	0 10	27	19 2	200	0 0			200	0 0
Waikato Bridge (Waioapu), (to account)			817	0 10	1,145	2 3	1,962	3 1	90	0 0	2,052	3 1
Track to Orakei-Korako			462	6 11	109	1 0	571	7 11	17	15 2	589	3 1
Waitepa to Taupo			5	10 0			5	10 0			5	10 0
Tauhara Mountain											100	0 0
Taupo Domain (plantation, baths, &c.)			150	0 0			150	0 0			100	0 0
Tokaanu to Taupo			2,038	19 9	443	16 3	2,482	16 0	445	7 2	2,928	3 2
Taupo—Te Aratitua Rapids			12,601	17 9			12,601	17 9	100	0 0	12,601	17 9
Taupo, via Rotoaira and Murimotu to West Coast.			926	5 8			926	5 8			926	5 8
Roads and bridges in Native district			10,824	6 7			10,824	6 7			10,824	6 7
Sundry roads and bridges, Auckland												
Purchase of roads												
Purchase of roads to Crown lands			20	0 0			20	0 0			20	0 0
Native districts			11,486	8 3			11,486	8 3			11,486	8 3
Village settlements (see also "General")			186	11 2	159	1 9	345	12 11	216	7 0	561	19 11
Roads, bridges, and wharves, North of Auckland			229,671	15 9			229,671	15 9			229,671	15 9
Miscellaneous and engineering			14,978	5 3	385	8 7	15,363	13 10	524	4 2	15,887	18 0
Total, Auckland Land District			992,918	18 9	75,980	0 7	1,068,898	19 4	83,333	19 6	1,152,232	18 10

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
HAWKE'S BAY LAND DISTRICT—continued.																	
Waikohu	Cook	Waipapu	2,496	9	10	400	0	0	2,896	9	10	1,100	0	0	3,996	9	10
Waikohu-Motu	"	"	733	16	6	"	"	"	733	16	6	"	"	"	733	16	6
Motu Bridge and Road	"	"	300	0	0	"	"	"	300	0	0	"	"	"	300	0	0
Tatapouri Hill	"	"	1,000	0	0	"	"	"	1,000	0	0	"	"	"	1,000	0	0
Waikohu Bridge (£1 for £2)	"	"	782	9	4	"	"	"	782	9	4	40	0	0	822	9	4
Pakarae Road and Punt	"	"	"	"	"	300	0	0	300	0	0	"	"	"	300	0	0
Puatai Hill	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Te Arai	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Nuhaka Bridge (to account), (£1 for £1)	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Tolago-Anaura	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Tolago Hill	"	"	"	"	"	250	0	0	250	0	0	"	"	"	250	0	0
Pakarae	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Ruakituri Valley (to connect with Gisborne)	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Pouparae Settlement (drainage)	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Wainui	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Waimata Bridge (Ackroyd's)	"	"	"	"	"	300	0	0	300	0	0	"	"	"	300	0	0
Turehau Bridge	"	"	"	"	"	67	10	0	67	10	0	32	10	0	100	0	0
Waimoku Bridge	"	"	"	"	"	300	0	0	300	0	0	"	"	"	300	0	0
Waimata Riding	"	"	"	"	"	500	0	0	500	0	0	"	"	"	500	0	0
Pouawa Road Board	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Gisborne-Waimata (metalling)	"	"	830	0	0	"	"	"	830	0	0	"	"	"	830	0	0
Gisborne-Waimata	"	"	130	0	0	"	"	"	130	0	0	"	"	"	130	0	0
Hangarua-Tiniroto	"	"	700	0	0	"	"	"	700	0	0	"	"	"	700	0	0
Te Reinga Falls Bridge	"	"	4,250	9	6	"	"	"	4,250	9	6	"	"	"	4,250	9	6
Whataupoko Road Board	"	"	"	"	"	250	0	0	250	0	0	750	0	0	1,000	0	0
Cook County (flood-damages)	"	"	"	"	"	300	0	0	300	0	0	"	"	"	300	0	0
Motu Road, widening	"	"	120	0	0	"	"	"	120	0	0	"	"	"	120	0	0
Gisborne-Rotorua Stock	"	"	1,690	12	0	"	"	"	1,690	12	0	"	"	"	1,690	12	0
Opotiki-Ormond	"	"	1,509	7	10	793	1	4	2,302	9	2	706	18	8	3,009	7	10
Ormond-Opotiki, and branch roads	"	"	947	10	2	1,959	0	5	2,906	10	7	1,093	9	5	4,000	0	0
Waipapu and Bay of Plenty	"	"	18,142	6	3	"	"	"	18,142	6	3	"	"	"	18,142	6	3
Opotiki-Ormond	"	"	1,810	10	3	"	"	"	1,810	10	3	"	"	"	1,810	10	3
Waipapu	"	"	5,065	12	9	"	"	"	5,065	12	9	"	"	"	5,065	12	9
Ormond-Opotiki, and branch roads	"	"	11,963	7	8	"	"	"	11,963	7	8	"	"	"	11,963	7	8
Waipapu	"	"	1,300	0	0	"	"	"	1,300	0	0	500	0	0	1,800	0	0
Waipapu	"	"	2,263	9	3	"	"	"	2,263	9	3	"	"	"	2,263	9	3
Nuhaka-Gisborne	"	"	"	"	"	2,149	16	3	4,413	5	6	86	14	6	4,500	0	0
Nuhaka No. 1	"	"	"	"	"	42	0	9	137	7	3	262	12	9	400	0	0
Muriwai-Mahia	"	"	500	0	0	199	15	0	699	15	0	100	0	0	799	15	0
Gisborne-Waikaremoana	"	"	7,587	14	1	1,065	17	11	8,653	12	0	920	19	1	9,574	11	1
Ruakituri Block	Waipapu	"	353	15	2	"	"	"	353	15	2	10	4	10	364	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
HAWKE'S BAY LAND DISTRICT—continued.												
Opoti Bridge (to account) ..	Waipawa	Waipawa	1,500	0 0	..	..	1,500	0 0	..	..	1,500	0 0
Opoti Bridge ..	"	"	500	0 0	..	..	500	0 0	..	..	500	0 0
Ohuka-Waikaremoana ..	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Erasertown-Waikaremoana ..	"	"	1,450	0 0	623	13 5	2,073	13 5	876	6 7	2,950	0 0
Wairoa and Waikaremoana (bridle-track through the Waiapu District to Poverty Bay)	"	"	544	18 6	..	..	544	18 6	..	..	544	18 6
Nuhaka ..	"	"	743	12 6	..	..	743	12 6	..	..	743	12 6
Nuhaka, Block No. 2 ..	"	"	58	0 0	..	..	58	0 0	..	..	58	0 0
Nuhaka Springs ..	"	"	27	11 10	62	1 0	89	12 10	432	7 2	522	0 0
Nuhaka Block ..	"	"	568	3 0	..	..	568	3 0	..	..	568	3 0
Rotokakaranga ..	"	"	1,769	7 10	..	..	1,769	7 10	..	..	1,769	7 10
Waiapu Block ..	"	"	400	0 0	..	..	400	0 0	300	0 0	700	0 0
Nuhaka Springs—Boat Harbour ..	"	"	..	..	..	..	..	..	300	0 0	300	0 0
Springs-Waikokupu ..	"	"	..	..	..	..	..	..	300	0 0	300	0 0
Tunauiti-Mahia ..	"	"	..	..	..	..	..	..	300	0 0	300	0 0
Wairoa-Mahia ..	"	"	..	..	..	..	..	..	200	0 0	200	0 0
Roads, Wairoa, and Wairoa County roads ..	"	Hawke's Bay and Waipawa	1,512	7 8	..	..	1,512	7 8	..	..	1,512	7 8
Wairoa County roads (flood-damages)	"	"	300	0 0	..	..	300	0 0	..	..	300	0 0
Bridge over Mohaka ..	"	"	500	0 0	..	..	500	0 0	..	..	500	0 0
Napier to Wairoa (£1 for £1) ..	"	Hawke's Bay ..	725	0 0	..	..	725	0 0	..	..	725	0 0
Napier to Wairoa ..	"	"	9,450	13 4	9,222	11 11	18,673	5 3	..	..	18,673	5 3
Mohaka southwards ..	"	"	320	19 6	..	..	320	19 6	..	..	320	19 6
Mohaka and Waitara ..	"	"	151	6 4	..	..	151	6 4	..	..	151	6 4
Upper and Lower Mohaka ..	"	"	..	..	..	..	..	..	100	0 0	100	0 0
Makaroro Bridge and approaches ..	"	"	..	..	..	..	..	..	400	0 0	400	0 0
Waitara Block ..	"	"	781	0 6	..	..	781	0 6	..	..	781	0 6
Runanga-Pohui ..	"	"	3,484	19 8	1,226	14 7	4,711	14 3	1,073	5 5	5,784	19 8
Sundry roads and bridges, Hawke's Bay ..	Waipawa and Hawke's Bay	Waipawa	419	10 5	..	..	419	10 5	..	..	419	10 5
Pohui Block ..	Hawke's Bay ..	Hawke's Bay	588	0 0	..	..	588	0 0	..	..	588	0 0
Puketitiri Block ..	"	"	520	0 0	..	..	520	0 0	..	..	520	0 0
Puketitiri ..	"	"	..	..	250	0 0	..	..	..	..	250	0 0
Roads, Napier District ..	"	"	32,189	19 2	..	..	32,189	19 2	..	..	32,189	19 2
Napier-Murimotu Roads ..	"	"	1,047	6 0	..	..	1,047	6 0	..	..	1,047	6 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
Ruahine Block (approach) ..	"	Waipawa	447	13 2	267	5 3	714	18 5	..	..	714	18 5
Ruahine ..	"	"	324	1 1	294	13 7	618	14 8	..	..	618	14 8
Mohaka Bridge (to account) ..	"	Hawke's Bay and Waipawa	45	10 0	2,761	14 9	2,807	4 9	105	6 5	3,788	5 3

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
HAWKE'S BAY LAND DISTRICT.—continued.																	
Whakarara Road and Bridge	Hawke's Bay	Waipawa	5,000	0	0	..	..	..	5,000	0	0	150	0	0	150	0	0
Kuripapanga—Inland Patea	"	Hawke's Bay, Patea, and Rangitikei	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tahikarite Bridge (near Weber)	Patangata	Pahiatua	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Elsthorpe Roads	"	Hawke's Bay	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
Whakarara Block	Waipawa	Waipawa	500	0	8	..	..	..	500	0	8	15	18	3	515	18	11
Ruahine Block	"	"	1,992	15	2	..	..	..	1,992	15	2	..	..	..	1,992	15	2
Makaratu	"	"	985	1	5	..	..	..	985	1	5	..	..	..	985	1	5
Tukituki to Waipawa	"	"	566	8	11	..	..	..	566	8	11	250	0	0	816	8	11
Nonsewood—Apti—Hawke's Bay	"	"	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Takapau—Kopua (£1 for £1)	"	"	450	0	0	..	..	..	450	0	0	..	..	..	450	0	0
Manawatu and Makotuku Rivers, Ormondville	"	"	2,063	19	9	437	0	4	2,501	0	1	162	19	8	2,663	19	9
Waikopiro Improved-farm Settlement	"	"	5,587	6	7	904	6	11	6,491	13	6	289	1	9	6,780	15	3
Waikopiro	"	"	670	16	9	46	5	6	717	2	3	353	14	6	1,070	16	9
Ormondville—Waikopiro	"	"	610	10	4	897	13	11	1,508	4	3	..	..	..	1,508	4	3
Manawatu Bridge, Waikopiro	"	"	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Manawatu Bridge	"	"	434	8	10	..	..	..	434	8	10	..	..	..	434	8	10
Te Ohu	"	"	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Tahukaratu Bridge and Road (to connect with Main Road)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Manawatu Bridge to Whetukura School (metal-ling)	"	"	..	..	..	0	16	0	0	16	0	249	4	0	250	0	0
Makotuku Bridge (to account), (£1 for £1)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Liberal Block	"	"	400	0	0	..	..	..	400	0	0	250	0	0	250	0	0
Dannevirke—Tiratu	"	"	626	10	9	..	..	..	626	10	9	73	9	3	700	0	0
Umutoaora Block	"	"	2,088	15	4	..	..	..	2,088	15	4	..	..	..	2,088	15	4
"	"	"	28	7	1	..	..	..	28	7	1	71	12	11	100	0	0
Dannevirke—Tamaki	"	"	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Holder's	"	"	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Ahuranga Block	"	Waipawa and Pahiatua	1,883	7	11	..	..	..	1,883	7	11	..	..	..	1,883	7	11
Nonsewood District, Ngamoko, and Maharahara	"	"	2,709	16	6	..	..	..	2,709	16	6	..	..	..	2,709	16	6
Otawai Road, Tahoraite	"	Pahiatua	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Totaro Road, Tahoraite	"	"	250	0	0	..	..	..	250	0	0	..	..	..	250	0	0
Victoria- and Bush-mills Settlement	"	"	900	0	0	..	..	..	900	0	0	..	..	..	900	0	0
Dannevirke—Weber—Wimbleton	"	"	400	0	0	..	..	..	400	0	0	..	..	..	400	0	0
Oporae	"	"	644	6	7	500	0	0	1,080	11	0	163	15	7	1,244	6	7
Maharahara Block	"	"	1,938	12	8	436	4	5	1,938	12	8	..	..	..	1,938	12	8
Woodville Block II.	"	"	37	2	2	..	..	..	37	2	2	..	..	..	37	2	2

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

Name of Work	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
HAWKE'S BAY LAND DISTRICT—continued.												
Holder's Roads	Waipawa	Pahiatua	300	0 0	..	..	300	0 0	..	..	300	0 0
Woodville Block	"	"	26	9 10	..	..	26	9 10	..	..	26	9 10
Tautane and Tahoraite	Waipawa and Patangata	Waipawa and Pahiatua	20,556	7 11	..	..	20,556	7 11	..	..	20,556	7 11
Ngapeeruru Block	"	Waipawa	2,901	5 6	3,953	17 0	6,855	2 6	..	..	6,855	2 6
Tools, &c.	"	"	248	15 0	..	..	248	15 0	..	..	248	15 0
Miscellaneous, and engineering	"	"	1,851	11 8	..	..	1,851	11 8	192	10 3	2,044	1 11
Totals, Hawke's Bay Land District .. .. .	.. .. .	.. .. .	232,578	11 4	32,894	13 8	265,473	5 0	25,851	8 2	291,324	13 2
TARANAKI LAND DISTRICT—												
Tawai Improved-farm Settlement	Kawhia	Egmont	842	14 8	10	19 7	853	14 3	166	13 10	1,020	8 1
Mokau Ferry-service	Clifton and Kawhia .. .. .	" .. .. .	..	..	5	12 8	5	12 8	300	0 0	305	12 8
Mokau Punt	Clifton	"	221	16 0	..	..	221	16 0	..	..	221	16 0
Tauranga No. 1 and O	"	"	1,003	14 1	90	18 10	1,094	12 11	400	0 0	400	0 0
Greenlands Improved-farm Settlement	"	"	1,421	14 5	16	18 6	1,438	12 11	105	7 1	1,200	0 0
Mohakatino Bridge	"	"	1,822	12 3	404	7 8	2,226	19 6	21	7 1	1,460	0 0
Tongaporutu Improved-farm Settlement	"	"	2	2 3	..	..	2	2 3	..	..	2,226	19 6
Tongaporutu Ferry	"	"	721	12 2	114	13 5	836	5 7	..	..	2	2 3
Pukearuhe and Mokau .. .. .	" .. .. .	" .. .. .	..	..	..	..	..	..	137	8 3	973	13 10
Pukearuhe inland-Mohakatino	"	"	14,355	5 5	..	..	14,355	5 5	..	..	14,355	5 5
Pukearuhe inland .. .. .	" .. .. .	" .. .. .	..	..	..	..	..	..	..	..	..	..
Mohakatino-Parimihini No. 1A	"	"	3,864	17 10	..	..	3,864	17 10	..	..	3,864	17 10
Mimi-Mangaroa (road metalling), (£1 for £1)	"	"	400	0 0	170	9 1	570	9 1	579	10 11	1,150	0 0
Okau Improved-farm Settlement	"	"	1,746	19 3	49	12 5	1,796	11 8	454	9 7	2,251	1 3
Putiki	"	"	736	12 0	231	11 6	968	3 6	37	19 11	1,005	3 5
Derwent Improved-farm Settlement	"	"	1,694	0 0	64	11 0	1,758	11 0	96	9 0	1,855	0 0
Ohura South K No. 5 and L	"	"	500	0 0	..	..	500	0 0	..	..	500	0 0
Burfoot Improved-farm Settlement	"	"	293	2 4	173	11 1	466	13 5	56	13 1	523	6 6
Lepperton Block	"	"	966	0 0	..	..	966	0 0	..	..	966	0 0
Ratamomokia Improved-farm Settlement	"	"	2,381	19 1	..	..	2,381	19 1	134	3 10	2,516	2 11
Mangatawa .. .. .	" .. .. .	" .. .. .	..	..	..	..	..	..	200	0 0	200	0 0
Moanatairi Special Settlement	"	"	194	3 8	199	10 3	393	13 11	8	5 2	401	19 1
Marakowhai (Ohura Road)	"	"	3,416	19 11	..	..	3,416	19 11	..	..	3,416	19 11
Kaipikari deviation .. .. .	" .. .. .	" .. .. .	..	..	259	16 0	259	16 0	..	..	259	16 0
Mokau River Bridle-track .. .. .	" .. .. .	" .. .. .	..	..	..	..	..	..	100	0 0	100	0 0
Moki Junction-Block II., Upper Waitara .. .. .	" .. .. .	" .. .. .	..	..	74	14 9	74	14 9	25	5 3	100	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
TARANAKI—continued.																	
ROADS, BRIDGES, ETC.—continued.																	
Roads east of Stratford	Stratford	Egmont	1,865	19	8	..	..	..	1,865	19	8	..	..	..	1,865	19	8
Denbigh Road (subsidy)	"	"	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
East Road	"	"	1,158	7	6	..	..	..	1,158	7	6	..	..	..	1,158	7	6
Ohura (contribution) (main road)	"	"	1,118	16	11	7,747	16	10	8,866	13	9	3,065	14	0	11,932	7	9
Ohura	"	"	4,916	8	2	..	..	..	4,916	8	2	..	..	..	4,916	8	2
Taumatamahoe	"	"	2,992	18	0	..	..	..	2,992	18	0	..	..	..	2,992	18	0
Taumatamahoe No. 2	"	"	49,070	11	5	..	..	..	49,070	11	5	..	..	..	49,070	11	5
Stratford-Ongarue-Ohura	"	"	24,318	6	5	..	..	..	24,318	6	5	..	..	..	24,318	6	5
Stratford-Ongarue	"	"	600	0	0	..	..	..	600	0	0	..	..	..	600	0	0
Kahouri Bridge	"	"	1,497	4	0	653	8	9	2,150	12	9	155	4	1	2,305	16	10
Putakituna	"	"	4,144	0	0	..	..	..	4,144	0	0	..	..	..	4,144	0	0
Mangaere Block	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Akama	"	"	759	1	8	133	13	0	892	14	8	53	8	9	946	3	5
Mangaere Improved-farm Settlement	"	"	894	0	0	..	..	..	894	0	0	..	..	..	894	0	0
Manganui Block	"	"	800	0	0	..	..	..	800	0	0	..	..	..	800	0	0
Eritham Block	"	"	..	..	..	271	0	10	271	0	10	..	..	..	271	0	10
Gatton Special Settlement	"	"	..	..	..	99	18	0	99	18	0	..	..	..	99	18	0
Mohakau	"	"	..	..	..	65	9	0	65	9	0	..	..	..	65	9	0
Pembroke	"	"	..	..	..	34	5	1	34	5	1	..	..	..	34	5	1
Puniwhakau	"	"	165	14	11	..	..	..	165	14	11	..	..	..	165	14	11
Taihore (widening), £1 for £1 (to account)	"	"	..	..	..	500	0	0	500	0	0	..	..	..	500	0	0
Wingrove Road	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Manganui Bridge	"	"	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Autawa Block	"	"	950	3	0	81	15	0	1,031	18	0	121	2	0	1,153	0	0
Hurimoana Block	"	"	234	10	0	552	5	9	786	15	9	10	4	3	797	0	0
Kohurutahi Block	"	"	..	..	..	121	13	0	121	13	0	428	7	0	550	0	0
Llewellyn Block	"	"	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Marco Block	"	"	233	14	0	63	4	5	296	18	5	..	..	..	296	18	5
Rimuputa Block	"	"	950	0	0	666	0	1	666	0	1	132	19	11	799	0	0
Gatton Block	"	"	1,068	5	6	138	8	11	950	0	0	..	..	..	950	0	0
Terrace End	"	"	..	..	..	..	..	..	1,206	14	5	161	11	1	1,368	5	6
Makuri and Akama (£1 for £1)	"	"	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Makuri Road through Township Reserve	"	"	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Makuri Road West	"	"	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Mangaehu Track (widening)	"	"	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Brewer, Kirai, Makahu, Mangaehu, Murcott (to account)	"	"	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Tututawa Road	"	"	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
TARANAKI LAND DISTRICT—continued.												
Hawera to Waitara	Taranaki, Stratford, and Hawera	Egmont and Hawera ..	14,469	19 2	..	..	14,469	19 2	..	..	14,469	19 2
Waiti—Patea	Clifton, Taranaki, Stratford, Hawera, and Patea	Egmont, Patea, and Hawera	58,566	6 9	..	..	58,566	6 9	..	..	58,566	6 9
South Egmont Forest Reserve	Hawera	Hawera	47	8 0	..	..	47	8 0	..	..	47	8 0
Mangamingi	"	"	6,640	4 10	..	..	6,640	4 10	..	..	6,640	4 10
Great South Road, between Opunake and Manaia	"	"	2,946	0 0	..	..	2,946	0 0	..	..	2,946	0 0
Rawhitiroa Block	Taranaki and Hawera	Hawera and Taranaki	3	11 11	..	..	3	11 11	..	..	3	11 11
Bush lands inland of Patea	"	"	1,926	0 11	..	..	1,926	0 11	..	..	1,926	0 11
Rangiwahakaoma Block .. .. .	"	"	..	..	1,333	14 5	1,333	14 5	87	12 1	1,421	6 6
Kaimanuka and Rawhitiroa	"	"	3,652	16 0	..	..	3,652	16 0	..	..	3,652	16 0
Waitotara Valley	"	"	2,941	13 3	628	8 7	3,570	1 10	0	17 2	3,570	19 0
Waitotara (widening), (four miles of this in Welling-ton District)	"	"	18	5 0	..	..	18	5 0	..	..	18	5 0
Waitotara (widening), (contribution)	"	"	1,481	15 0	..	..	1,481	15 0	..	..	1,481	15 0
Opaku—Kapara Block	"	"	2,725	1 3	67	18 9	2,792	0 0	..	..	2,792	0 0
Weraweranga	"	"	600	0 0	..	..	600	0 0	..	..	600	0 0
Whenuakura Valley Bridge and Road	"	"	1,077	12 3	..	..	1,077	12 3	..	..	1,077	12 3
Ball Road (Blocks IX., X., XIII., XIV., Carlyle and Opaku S.D.)	"	"	1,055	6 8	..	..	1,055	6 8	3	8 4	1,058	15 0
Okotuku	"	"	109	7 8	90	12 4	200	0 0	209	7 8	409	7 8
Central Patea Valley	"	"	221	17 0	426	10 4	648	7 4	223	9 8	871	17 0
Mataimoana .. .. .	"	"	..	..	297	6 5	297	6 5	..	..	297	6 5
Motora .. .. .	"	"	..	..	175	0 0	175	0 0	4	00 0 0	179	0 0
Nukuhau .. .. .	"	"	..	..	100	0 0	100	0 0	..	..	100	0 0
Okahutiria	"	"	402	6 3	17	13 9	420	0 0	132	6 3	552	6 3
Waverley—Patea	"	"	70	0 0	..	..	70	0 0	..	..	70	0 0
Tamatahahi Improved-farm Settlement	"	"	368	16 9	20	19 0	388	15 9	85	4 9	505	0 6
Patea River Bridge, Ball Road (to account), (£1 for £1) .. .. .	"	"	..	..	49	16 0	49	16 0	200	4 0	250	0 0
Patea River Bridge (to account)	Hawera and Patea	"	600	0 0	..	..	600	0 0	..	..	600	0 0
Eltham—Waitotara	"	Hawera and Patea	1,270	17 1	..	..	1,270	17 1	..	..	1,270	17 1
Eltham—Waitotara (£1 for £1)	"	Patea and Hawera	..	..	..	..	..	..	400	0 0	400	0 0
Patea River (snagging)	"	Patea	..	..	..	..	..	..	60	0 0	60	0 0
Roads and bridges, unsettled districts, Patea and Taranaki	Taranaki, Hawera, Patea, and Waitotara	Hawera and Patea	48,296	16 3	..	..	48,296	16 3	..	..	48,296	16 3
Kaitangiwhenua Block	"	Egmont and Patea	1,375	0 0	..	..	1,375	0 0	..	..	1,375	0 0
Kaitangiwhenua No. 2 Block (Rawhitiroa Road)	"	"	5,756	0 0	..	..	5,756	0 0	..	..	5,756	0 0
Whenuakura Block	"	"	48	19 1	159	16 10	206	15 11	293	4 1	500	0 0
Kaitangiwhenua No. 2 Block	"	"	1,080	17 0	..	..	1,080	17 0	..	..	1,080	17 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.			
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
TARANAKI LAND DISTRICT—continued.																		
Roads, Bridges, ETC.—continued.																		
Sundry roads, Taranaki	Stratford and Patea	Egmont and Patea	251	11	3	..	..	251	11	3	..	..	251	11	3	..	..
Tools, &c.	"	"	254	4	2	..	..	254	4	2	..	..	254	4	2	..	..
General: Salaries	"	"	402	18	8	..	..	402	18	8	..	..	402	18	8	..	..
Miscellaneous and engineering	"	"	4,192	4	1	..	..	4,192	4	1	..	..	4,267	15	3	..	..
Total, Taranaki Land District	"	"	427,066	8	0	..	28,425	4	2	455,491	12	2	22,559	16	11	478,051	9	1
WELLINGTON LAND DISTRICT—																		
Kaitieke Block	Wanganui	Patea	2,861	5	0	..	652	3	6	3,513	8	6	438	0	6	3,951	9	0
Wanganui-Taupo	"	"	5,376	18	1	..	..	5,376	18	1	..	..	..	..	..	5,376	18	1
Okahukura Str	"	"	476	3	4	..	..	476	3	4	..	..	..	..	..	476	3	4
Gladstone Block	"	"	1,391	14	6	..	..	1,391	14	6	..	..	300	0	0	1,691	14	6
Waimarino Block	"	"	1,000	0	0	..	..	1,000	0	0	..	..	..	..	..	1,000	0	0
Waimarino	"	"	2,584	5	8	..	205	0	1	2,789	5	9	178	11	3	2,967	17	0
Waimarino No. 2 Block	"	"	6,813	5	7	..	..	6,813	5	7	..	..	28	4	5	6,841	10	0
Manganui Ruapehu Block	"	"	496	3	6	..	23	16	5	519	19	11	700	0	0	1,219	19	11
Moawhango-Karori	"	"	1,116	6	6	..	..	1,116	6	6	..	..	..	..	..	1,116	6	6
Horopito Improvement Farm	"	"	862	10	4	..	156	19	10	519	10	2	70	3	10	589	14	0
Raetihi-Ohura	"	"	2,327	16	3	..	587	8	10	2,915	5	1	412	11	2	3,327	16	3
Raetihi Township	"	"	154	17	6	..	65	1	0	219	18	6	29	14	0	249	12	6
Clifton Block	"	"	1,163	0	0	..	..	1,163	0	0	..	..	..	..	..	1,163	0	0
Clifton	"	"	206	2	11	..	160	5	1	366	8	0	139	14	11	506	2	11
Flood-damages, Makohine Village Settlement, Clifton Block	"	"	115	10	0	..	84	10	0	200	0	0	..	..	..	200	0	0
Hautapu—Main Road	"	"	..	..	..	..	147	8	6	147	8	6	..	..	..	150	0	0
Hunterville L., II., III.	"	"	2,648	7	11	..	1,186	1	1	3,834	9	0	..	..	..	3,834	9	0
Otaranoho	"	"	22	13	0	..	146	0	6	168	13	6	31	6	6	200	0	0
Retaruke Valley	"	"	..	..	..	..	348	17	5	348	17	5	151	2	7	500	0	0
Turakina Valley	"	"	4,281	9	9	..	665	18	3	4,947	8	0	134	1	9	5,081	9	9
Mangawhero Bridge (Aberfeldie)	"	"	..	..	..	..	..	..	..	..	..	..	1,000	0	0	1,000	0	0
Upper Wangaehu Bridge	"	"	..	..	..	..	34	11	3	..	..	..	..	..	..	250	0	0
Clifton (No. 2) Block	"	"	..	..	..	..	116	11	2	116	11	2	233	8	10	350	0	0
Makotuku (No. 3) Block	"	"	..	..	..	..	417	3	11	417	3	11	..	..	..	800	0	0
Marton (No. 3) Block	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	300	0	0
Waimarino Road (metalling)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	200	0	0
Mangawhero—Mangatiti (metalling)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	200	0	0
Pipiriki—Ohakune	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	400	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c. 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
WELLINGTON LAND DISTRICT—continued.																	
Maesterton-Tenui Improved Farm	Rangitikei .. .. .	.. .. .	956	1	2	155	1	5	1,111	2	7	202	12	9	1,813	15	4
Turakina Valley Extension .. .. .	" .. .. .	.. .. .	..	..	..	..	..	..	..	..	..	400	0	0	400	0	0
Weston Road .. .. .	" .. .. .	.. .. .	..	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Somnerville .. .. .	" .. .. .	.. .. .	..	..	..	..	..	..	..	..	..	250	0	0	250	0	0
Rangitikei Bridge (Bulls), (to account) .. .. .	" .. .. .	.. .. .	..	..	..	339	7	3	339	7	3	..	..	..	339	7	3
Orankura Improved Farm .. .. .	" .. .. .	.. .. .	..	..	..	64	2	0	64	2	0	435	18	0	500	0	0
Marton Domain (subsidy £1 for £1) .. .. .	" .. .. .	.. .. .	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Orakura Block	Manawatu .. .. .	.. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangaweka Township (drainage)	Rangitikei .. .. .	.. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangaonoho .. .. .	" .. .. .	.. .. .	0	7	8	..	..	..	..	..	..	..	..	..	50	0	0
Vinegar Hill Road .. .. .	" .. .. .	.. .. .	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Gorge-Ohutu Improved-farm Settlement .. .. .	" .. .. .	.. .. .	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Horouta .. .. .	" .. .. .	.. .. .	131	10	2	68	9	10	200	0	0	101	10	2	301	10	2
Moahanga Bridge (Horourts) .. .. .	" .. .. .	.. .. .	494	10	0	..	..	..	494	10	0	..	..	..	494	10	0
Tiriraukawa Block (Pohouitane Block) .. .. .	" .. .. .	.. .. .	435	0	5	556	18	11	991	19	4	108	1	1	1,100	0	5
Makohine Valley .. .. .	" .. .. .	.. .. .	..	..	..	355	3	3	355	3	3	1,844	16	9	2,200	0	0
Taihape-Paengaroa (same as Hautapu-Somnerville) .. .. .	" .. .. .	.. .. .	143	17	0	1,207	5	8	1,351	2	8	111	17	4	1,463	0	0
Kakariki Bridge (approaches)	Patea and Rangitikei .. .. .	.. .. .	1,801	17	8	..	..	..	1,801	17	8	..	..	..	1,801	17	8
Hautapu (I., V., VI., IX., X.) and Tiriraukawa (IV., VIII.) Blocks, Upper Makohine .. .. .	" .. .. .	.. .. .	109	12	0	759	19	10	869	11	10	42	6	0	911	17	10
Paraekaretu Block .. .. .	" .. .. .	.. .. .	2,348	17	8	666	17	11	3,015	15	7	71	4	5	3,087	0	0
Te Kapua Block (Somnerville and Knights of Labour) .. .. .	" .. .. .	.. .. .	149	0	0	..	..	..	149	0	0	..	..	..	149	0	0
Te Kapua .. .. .	" .. .. .	.. .. .	4,891	0	0	..	..	..	4,891	0	0	..	..	..	4,891	0	0
Otiri Block .. .. .	" .. .. .	.. .. .	1,466	15	8	730	14	0	2,197	9	8	283	6	0	2,480	15	8
Marton to Murimotu	Patea .. .. .	.. .. .	139	2	6	..	..	..	139	2	6	..	..	..	139	2	6
Murray's Track .. .. .	" .. .. .	.. .. .	2,670	6	6	..	..	..	2,670	6	6	..	..	..	2,670	6	6
Watershed and Murray's .. .. .	" .. .. .	.. .. .	423	0	0	16	12	0	439	12	0	383	3	0	822	15	0
Watershed Road .. .. .	" .. .. .	.. .. .	772	12	9	..	..	..	772	12	9	..	..	..	772	12	9
Pohouitane .. .. .	" .. .. .	.. .. .	36	14	3	258	2	3	294	16	6	..	..	..	300	0	0
Pohouitane Block .. .. .	" .. .. .	.. .. .	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Pohouitane Block, Hunterville I., II., III. .. .. .	" .. .. .	.. .. .	59	14	9	..	..	..	61	15	11	298	18	10	360	14	9
Rangitikei Bridge, Vinegar Hill (£1 for £1)	Rangitikei and Patea .. .. .	.. .. .	618	9	0	..	..	..	618	9	0	..	..	..	618	9	0
Hales's Track to Murimotu	Patea .. .. .	.. .. .	2,500	0	0	660	6	5	3,160	6	5	339	13	7	3,500	0	0
Bridge over Wangaeahu	Wanganui and Rangitikei .. .. .	.. .. .	497	0	0	..	..	..	497	0	0	..	..	..	497	0	0
Wangaeahu River Bridge (£1 for £1)	Wanganui and Manawatu .. .. .	.. .. .	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Temporary bridges, Rangitikei .. .. .	" .. .. .	.. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
To relieve Wanganui Bridge from tolls	Kiitea and Rangitikei .. .. .	.. .. .	350	0	0	..	..	..	350	0	0	..	..	..	350	0	0
	Waitotara and Wanganui .. .. .	.. .. .	17,000	0	0	..	..	..	17,000	0	0	..	..	..	17,000	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
WELLINGTON LAND DISTRICT—continued.																	
Patea to Wanganui ..	Waitotara and Patea	Wanganui and Patea	36,275	18	9	..	..	..	36,275	18	9	..	..	..	36,275	18	9
Wairoa Survey District ..	"	"	14	5	7	..	..	..	14	5	7	..	..	..	14	5	7
Waitotara Valley ..	"	"	686	0	0	..	..	..	686	0	0	..	..	..	686	0	0
Tokomaru Block ..	Waitotara	"	1,995	3	4	..	..	..	1,995	3	4	..	..	..	1,995	3	4
Te Ngaue Block ..	Patea	"	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Omahine Block ..	"	"	114	0	0	..	..	..	114	0	0	..	..	..	114	0	0
Waverley-Patea Road ..	"	"	130	0	0	..	..	..	130	0	0	..	..	..	130	0	0
Mangawhio Road ..	"	"	190	9	3	..	..	..	190	9	3	..	..	..	190	9	3
Okotuku ..	"	"	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Momahaki Village Settlement Block ..	"	"	1,310	17	8	7	14	0	1,318	11	8	41	8	4	1,360	0	0
Momahaki-Waitotara ..	"	"	3,602	13	1	..	..	..	3,602	13	1	..	..	..	3,602	13	1
Waitotara-Omahine ..	"	"	3,524	1	9	..	..	..	3,524	1	9	..	..	..	3,524	1	9
Waitotara River Suspension Bridge ..	"	"	400	0	0	..	..	..	400	0	0	..	..	..	400	0	0
Makotuku Valley ..	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Upper Waitotara Valley ..	"	"	..	..	..	440	1	9	..	..	..	..	..	..	..	..
Pusa Road (£1 for £1) ..	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rangitikei Bridge, Mangaweka ..	Kiitea and Rangitikei	Rangitikei	4,670	11	1	173	14	3	4,844	5	4	..	..	..	4,844	5	4
Awarua ..	"	"	16,931	8	8	1,108	18	3	18,040	6	11	391	1	9	18,431	8	8
Rangitikei Bridge, Otara (£1 for £1) ..	"	"	672	13	1	494	9	3	1,167	2	4	505	10	9	1,672	13	1
Kawatau-Hautapu ..	"	"	438	16	8	..	..	..	438	16	8	..	..	..	438	16	8
Kawatau ..	Kiitea	"	616	19	11	..	..	..	616	19	11	..	..	..	616	19	11
Kawatau Valley Road ..	"	"	1,678	14	9	..	..	..	1,678	14	9	..	..	..	1,678	14	9
Kawatau Block ..	"	"	1,261	9	3	1,106	18	4	2,785	13	1	364	6	11	3,150	0	0
Kawatau Improved-farm Settlement ..	"	"	1,466	18	7	105	17	1	1,867	6	4	57	13	8	1,425	0	0
Otamakapua ..	"	"	2,288	0	9	..	..	..	2,288	0	9	222	12	1	1,689	10	8
Otamakapua and Waitapu ..	"	"	4,464	8	2	..	..	..	4,464	8	2	..	..	..	4,464	8	2
Ngao Road ..	"	"	197	13	11	..	..	..	197	13	11	..	..	..	197	13	11
Hautapu-Ruahine ..	"	"	2,372	11	0	14	6	0	2,386	17	0	8	3	0	2,395	0	0
Marton I., II. ..	"	"	899	4	9	575	10	10	834	11	1	215	8	11	1,050	0	0
Hautapu-Ruahine (Marton I., II.) ..	"	"	4,526	9	10	5	10	0	899	4	9	..	..	..	899	4	9
Hautapu Ruahine Block (Marton I., II.) ..	"	"	1,713	15	10	..	..	..	4,531	19	10	5	11	5	4,537	11	3
Mangahaririki ..	"	"	9,331	6	9	739	7	9	1,713	15	10	..	..	..	1,713	15	10
Hautapu Block ..	"	"	1,573	0	8	..	..	..	10,070	14	6	644	11	9	10,715	6	3
Hautapu No. 2 ..	"	"	907	0	0	..	..	..	1,573	0	0	..	..	..	1,573	0	0
Kelpie Road ..	"	"	186	17	6	86	9	10	281	15	0	86	18	6	1,030	9	0
Karewarewa Block ..	"	"	759	10	4	46	1	6	805	11	10	36	9	8	842	1	6
..	"	"	319	1	9	..	..	..	319	1	9	..	..	..	319	1	9

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.	Net Expenditure during 12 Months ended 31st March, 1900.	Total Net Expenditure to 31st March, 1900.	Liabilities on Authorities, Contracts, &c. 31st March, 1900.	Total Net Expenditure and Liabilities.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS, BRIDGES, ETC.—continued.							
WELLINGTON LAND DISTRICT—continued.							
Malton	Pohangina	Rangitikei	148 6 8	204 3 0	352 9 8	47 10 4	400 0 0
Malton Block	"	"	302 0 0	"	302 0 0	"	302 0 0
Norsewood-Apiti	Pohangina and Waipawa	Rangitikei and Waipawa	1,419 14 9	73 14 7	1,493 9 4	1 10 3	1,494 19 7
Bridge Approach, Orepuhi	Rangitikei and Oroua	Manawatu and Rangitikei	150 0 0	"	150 0 0	"	150 0 0
Manawatu Gorge	Oroua and Pahiatua	Pahiatua and Palmerston	117,236 6 4	"	117,236 6 4	"	117,236 6 4
Fitzherbert-Tokomaru	Oroua and Horowhenua	Palmerston	"	"	"	200 0 0	200 0 0
Palmerston North Forest Reserve	Oroua and Pahiatua	Pahiatua and Palmerston	877 9 5	"	877 9 5	"	877 9 5
Blocks V., VI., IX., X., and XIII., Kairanga Survey District, Palmerston North, 24 miles, to open 8,582 acres	Oroua	Palmerston	1,524 7 2	"	1,524 7 2	"	1,524 7 2
Manawatu Gorge to Fitzherbert Road	"	"	"	"	1,000 0 0	60 0 0	60 0 0
Fitzherbert Bridge (£1 for £1) (to account)	"	"	1,000 0 0	"	1,000 0 0	"	1,000 0 0
Blocks V., VI., IX., and XIII., Kairanga Survey District, Palmerston North	"	"	3,738 8 0	"	3,738 8 0	"	3,738 8 0
Kairanga Drain	"	"	851 8 4	"	851 8 4	"	851 8 4
Repairs, Fitzherbert Bridge	"	"	500 0 0	"	500 0 0	"	500 0 0
Roads in Fitzherbert Block	"	"	1,050 5 3	"	1,050 5 3	"	1,050 5 3
Roads, Fitzherbert Block	"	"	400 0 0	"	400 0 0	"	400 0 0
Lower Gorge Bridge (to account of contribution, £2,000)	"	"	"	"	"	1,500 0 0	1,500 0 0
Akitio River Road (Mount Woolf)	Pahangata	Pahiatua	28,048 2 4	248 13 2	248 13 2	251 6 10	500 0 0
Alfredton-Weber Road	Akitio	"	4,652 11 9	2,782 15 8	30,830 18 0	1,045 6 7	31,876 4 7
Akitio Improved-farm Settlement	"	"	61,326 5 7	1,392 10 5	6,045 2 2	71 6 5	6,116 8 7
Seventy-mile Bush	Pahiatua and Waipawa	Pahiatua and Waipawa	298 6 9	108 3 3	61,326 5 7	"	61,326 5 7
Makairo-Kumeroa	"	"	2,581 12 7	"	401 10 0	239 5 0	640 15 0
Pahiatua-Palmerston North	"	"	301 17 2	2,729 10 9	2,581 12 7	"	2,581 12 7
Pahiatua-Palmerston	"	"	5,574 11 11	2,729 10 9	3,031 7 11	128 3 9	3,159 11 8
Mangatoro-Coonor Valley	Pahiatua	Pahiatua and Waipawa	377 11 11	78 1 1	5,652 13 0	221 18 11	5,874 11 11
Upper Manawatu Gorge Road	"	"	22 8 1	"	377 11 11	"	377 11 11
Upper Manawatu Roads	"	"	185 18 0	"	22 8 1	"	22 8 1
Hall Special Settlement	"	"	794 0 0	676 14 4	862 12 4	122 7 8	985 0 0
Hall Association Block	"	"	1,341 13 11	1,026 2 3	794 0 0	"	794 0 0
Baliance-Manawatu Gorge	"	"	4,093 0 7	75 15 6	2,367 16 2	29 0 6	2,396 16 8
Makairo Road	"	"	84 2 6	"	4,168 16 1	15 10 8	4,184 6 9
Mangatoro Township (felling)	"	"	134 0 3	"	84 2 6	"	84 2 6
Coonor Block	"	"	131 0 0	"	134 0 3	"	134 0 3
Coonor Association	"	"	"	"	131 0 0	"	131 0 0
Coonor Farm Homestead Association	"	"	"	209 12 2	209 12 2	140 7 10	350 0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Accounts, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
WELLINGTON LAND DISTRICT—continued.												
Mangatanioka, on Bridge Road	Pahiatua	..	819	7 10	..	..	819	7 10	..	..	819	7 10
Makakahi Road	"	..	1,028	0 0	..	..	1,028	0 0	..	..	1,028	0 0
Bridge Road to Makakahi	"	..	316	12 6	..	..	316	12 6	..	..	316	12 6
Makakahi Bridge to Mangahao	"	..	1,609	0 8	..	..	1,609	0 8	..	..	1,609	0 8
South Pahiatua Road	"	..	7,710	18 5	62	8 5	7,773	6 10	220	2 5	7,993	9 3
Upper Makuri Valley Road	"	..	400	0 0	..	..	400	0 0	..	..	400	0 0
Te Anapa Road and Makuri Bridge	"	..	18	8 9	18	16 8	32	5 5	27	14 7	60	0 0
Makuri Township	"	..	783	11 8	..	..	783	11 8	..	..	783	11 8
Makuri Township (unsold)	"	..	295	0 0	..	..	295	0 0	..	..	295	0 0
Makuri Bridge, near Township	"	..	3,925	3 4	..	..	3,925	3 4	..	..	3,925	3 4
Makuri Gorge Road	"	..	811	1 6	..	..	811	1 6	..	..	811	1 6
Tutaekara Road	"	..	19,317	15 2	..	..	19,317	15 2	..	..	19,317	15 2
Pahiatua, Mangaone, &c.	Masterton and Pahiatua	..	900	0 0	..	..	900	0 0	..	..	900	0 0
Pori Road, Puketoi and Tiraumea Bridge and Road, Napier's Crossing	Masterton	..	123	6 0	..	..	123	6 0	..	..	123	6 0
Tararua	"	..	92	19 4	..	..	92	19 4	..	..	92	19 4
Smith's Footbridge-Totara Reserve	"	..	1,287	11 3	..	..	1,287	11 3	..	..	1,287	11 3
Towai Road	(Pahiatua and Wairarapa)	..	775	0 0	139	16 9	914	16 9	10	3 3	925	0 0
Waiwera Block	North	..	1,521	10 1	..	..	1,521	10 1	..	..	1,521	10 1
Waiwera	Ditto	..	200	0 0	261	8 9	261	8 9	288	11 3	500	0 0
Mount Marchant Road (£1 for £1)	"	..	96	16 9	..	..	96	16 9	..	..	96	16 9
Mangaone Valley	"	..	1,246	4 6	..	..	1,246	4 6	..	..	1,246	4 6
Mangaone-Tiraumea	"	..	150	0 0	..	..	150	0 0	..	..	150	0 0
Pori	"	..	413	7 10	200	12 4	413	7 10	170	10 8	413	7 10
Tiraumea River Road—Pa Valley Road	"	..	28	17 0	..	..	28	17 0	..	..	28	17 0
Makuri-Pongaroa	"	..	13,616	8 10	2,366	10 2	15,982	19 0	1,705	9 10	17,688	8 10
Makuri-Aohanga Road (Rakanui)	"	..	4,423	2 4	1,103	0 3	5,526	2 7	596	19 9	6,123	2 4
Puketoi	"	..	12,374	18 9	..	..	12,374	18 9	..	..	12,374	18 9
Puketoi-Aohanga	Akitio	..	50	15 0	65	5 0	115	0 0	..	..	116	0 0
Rising Sun Association	"	..	1,679	14 6	411	10 1	2,091	4 7	188	9 11	2,279	14 6
Pahiatua No. 1	"	..	1,796	6 4	422	18 0	2,219	4 4	100	15 8	2,320	0 0
Pahiatua No. 2	"	..	1,798	8 6	419	5 6	2,217	14 0	56	14 1	2,274	8 1
Pahiatua No. 3	"	..	1,399	16 10	25	11 0	1,425	7 10	24	12 2	1,450	0 0
Aohanga, Waiwaka	"	..	..	..	33	13 0	33	13 0	466	7 0	500	0 0
Kaikoura Farm Homestead Settlement Roads	"	..	..	..	197	9 10	197	9 10	2	10 2	200	0 0
Pongaroa School Road (metalling)	"	..	..	..	56	18 1	56	18 1	43	1 11	100	0 0
Section 183, Block IV, Aohanga-Aohanga Valley	"	..	..	..	..	..	..	..	200	0 0	200	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
WELLINGTON LAND DISTRICT—continued.												
Waihi-Akito	Akito	..	24	1 11	239	11 3	263	13 2	260	8 9	524	1 11
Waioaka Road Extension	161	17 6	161	17 6	38	2 6	200	0 0
Waihoku Valley	48	8 0	48	8 0	181	12 0	200	0 0
Waipatuaka, near Pongaroa	269	14 6	269	14 6	30	5 6	300	0 0
Waihi	946	2 8	77	6 8	1,023	9 4	123	13 4	1,146	2 8
Masterton Reform Association	1,253	5 4	148	8 9	1,401	9 1	56	16 9	1,468	5 10
Mangaaiti Improved-farm Settlement	2,119	4 0	910	19 6	3,030	3 6	69	6 6	3,099	10 0
Aohanga Gorge Road	1,975	2 8	2,001	2 5	3,976	5 1	198	17 7	4,175	2 8
Pahiatua No. 4	589	8 3	212	14 10	802	3 1	87	5 2	889	8 3
Mecaickstone	375	7 7	195	7 10	570	15 5	5	10 11	576	6 4
Mecaickstone Farm-homestead Block	1,503	0 0	..	..	1,503	0 0	..	..	1,503	0 0
Mount Arthur Road	100	0 0	100	0 0
Pakowai-Mataikona Settlement Roads	7	4 0	7	4 0	200	0 0	200	0 0
Akito Bridge (to account)	1,623	6 7	186	14 1	1,810	0 8	292	16 0	300	0 0
Huia	2,681	8 0	..	..	2,681	8 0	313	5 11	2,123	6 7
East Puketoi	1,069	4 9	774	17 1	1,844	1 10	..	..	2,681	8 0
Burling's-Mecaickstone	297	6 1	102	12 1	399	18 2	25	2 11	1,869	4 9
Hukunui-Masterton Special Settlement	21	5 9	21	5 9	50	1 10	450	0 0
Kaituna	78	15 0	100	0 0
Akaroa Street Formation (Pongaroa Township)	0	5 0	0	5 0	100	0 0	100	0 0
Pongaroa-Aohanga	200	0 0	200	0 0
Akito River Suspension Bridge Road	175	0 0	175	0 0
Range Road	150	0 0	150	0 0	..	..	150	0 0
Rangituman Block	4,118	0 7	..	..	4,118	0 7	..	..	4,118	0 7
Dannevirke-Centennial Block	316	17 11	184	19 0	501	16 11	988	3 1	1,500	0 0
Mangatainoka Valley	397	11 0	213	8 5	610	19 5	39	0 7	650	0 0
Road to Native Land K, No. 2	56	13 0	1	1 0	57	14 0	92	6 0	150	0 0
Stirling Block Roads	300	0 0	300	0 0
North Road, Wellington Special Settlement	100	0 0	100	0 0
Makakahi Bridge (Hamua), (£1 for £1)	300	0 0	300	0 0
Hukunui to Hawera, (£1 for 10s.)	500	0 0	..	..	500	0 0	..	..	500	0 0
Kakariki Special Settlement	287	2 3	138	19 8	426	1 11	..	..	430	0 0
Stirling Block	1,191	14 9	..	..	1,191	14 9	..	..	1,191	14 9
Newman-Sterling	600	0 0	..	..	600	0 0	200	0 0	800	0 0
Eketahuna County roads (flood-damages)	200	0 0	..	..	200	0 0	..	..	200	0 0
Wellington Settlement-Forest Reserve	200	0 0	..	..	200	0 0	..	..	200	0 0
Eketahuna-Sterling	297	19 1	..	..	297	19 1	..	..	297	19 1
Mangaone Bridge	(252	7 3	..	..	252	7 3	..	..	252	7 3
..	300	0 0	..	..	300	0 0	..	..	300	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
WELLINGTON LAND DISTRICT—continued.												
Eketahuna-Parkville	Eketahuna	Masterton	200	0 0	..	..	200	0 0	..	..	200	0 0
South Mangaone Road	"	"	214	7 4	..	..	214	7 4	..	..	214	7 4
Waiohine (Noring's)	"	Wairarapa	200	0 0	..	..	200	0 0	..	..	200	0 0
Mount Baker (Pioneer)	Mauriceville	Masterton	119	16 11	246	14 11	366	11 10	33	8 2	400	0 0
Mount Baker Valley	"	"	3,589	1 9	..	..	3,589	1 9	..	..	3,589	1 9
Kaiparoro	"	"	100	0 0	82	12 3	100	0 0	..	..	100	0 0
Between Masterton and Eketahuna (via Mount Bruce)	"	"	217	7 9	..	..	300	0 0	200	0 0	300	0 0
Ihurawa Road to Barton's, (£1 for £1) .. .. .	" .. .. .	" .. .. .	..	..	58	19 0	..	..	150	0 0	150	0 0
Bowen's Road—Haswell	"	"	103	10 8	..	..	162	9 8	91	1 0	253	10 8
Mauriceville roads (storm-damages)	"	"	200	0 0	..	..	200	0 0	..	..	200	0 0
Mauriceville West	"	"	652	1 2	..	..	652	1 2	..	..	652	1 2
North Wairarapa (flood damages), (£1 for £1)	Wairarapa North	Masterton and Pahiatua	200	0 0	..	..	200	0 0	..	..	200	0 0
Makuri-Pongaroa Bridges (to account)	"	Pahiatua .. .. .	..	..	400	0 0	400	0 0	..	..	400	0 0
Christchurch Farm-homestead Block	"	"	1,369	13 10	192	16 10	1,369	13 10	..	..	1,369	13 10
Christchurch Association	"	"	431	10 7	..	..	624	7 5	335	13 4	960	0 9
Puketoi-Aohanga Block	"	"	313	6 5	5	13 7	319	0 0	..	..	319	0 0
Waitawhiti Bridge (Alfredtown-Weber)	"	Masterton .. .. .	..	..	165	0 0	165	0 0	250	0 0	250	0 0
Castlepoint Landing-shed .. .. .	" .. .. .	" .. .. .	..	..	12	8 0	12	8 0	..	..	165	0 0
Mangatainoka River Bridge (Newman-Stirling), on account	"	Pahiatua .. .. .	..	..	..	..	..	..	187	12 0	200	0 0
Kakariki Block	"	Masterton	1,562	0 0	..	..	1,562	0 0	..	..	1,562	0 0
Waipoua River Bridge .. .. .	" .. .. .	" .. .. .	..	..	120	11 0	..	..	200	0 0	200	0 0
Te Maru .. .. .	" .. .. .	" .. .. .	..	..	69	0 11	..	..	279	9 0	400	0 0
Parkville-Mangatainoka .. .. .	" .. .. .	" .. .. .	..	..	..	..	..	..	380	19 1	400	0 0
Ihurana Valley Road	"	"	800	0 0	..	..	800	0 0	..	..	800	0 0
Eketahuna-Alfredton	"	"	100	0 0	..	..	100	0 0	50	0 0	150	0 0
Flat Bush Road .. .. .	" .. .. .	" .. .. .	..	..	..	..	..	..	50	0 0	50	0 0
Kakaaru .. .. .	" .. .. .	" .. .. .	..	..	200	0 0	..	..	..	..	200	0 0
Kuware .. .. .	" .. .. .	" .. .. .	..	..	186	13 10	..	..	68	6 2	200	0 0
Lang's Section, Waitere (Dagg's Road), (£1 for £1) .. .. .	" .. .. .	" .. .. .	..	..	100	0 0	..	..	150	0 0	250	0 0
Mangaparapara, (£1 for £1) .. .. .	" .. .. .	" .. .. .	..	..	..	..	..	..	100	0 0	100	0 0
Mount Baker (Tawataia Tollgate), Mangamahoe .. .. .	" .. .. .	" .. .. .	..	..	212	0 0	..	..	188	0 0	400	0 0
Tawatahia Road .. .. .	" .. .. .	" .. .. .	..	..	1	13 1	..	..	248	6 11	250	0 0
Tinui Valley .. .. .	" .. .. .	" .. .. .	..	..	18	5 6	..	..	181	14 6	200	0 0
West Road .. .. .	" .. .. .	" .. .. .	..	..	..	..	..	..	150	0 0	150	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.	Net Expenditure during 12 Months ended 31st March, 1900.	Total Net Expenditure to 31st March, 1900.	Liabilities on Authorities, Contracts, &c., 31st March, 1900.	Total Net Expenditure and Liabilities.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS, BRIDGES, ETC.—continued.							
WELLINGTON LAND DISTRICT—continued.							
Kaitangata	Wairarapa South	Wairarapa	898 5 9	232 1 4	1,128 7 1	1 12 11	1,130 0 0
Kaitangata Block	"	"	656 0 0	"	656 0 0	"	656 0 0
Ruamahanga Bridge	"	"	200 0 0	"	200 0 0	"	200 0 0
Ruamahanga Bridge (£1 for £1), Masterton-Gladstone Road	"	"	500 0 0	310 0 0	810 0 0	"	810 0 0
Ruamahanga Bridge (Taratabi-Carterton) flood-damages	"	"	200 0 0	"	200 0 0	"	200 0 0
Cameron's-Pahaoa	"	"	"	"	"	200 0 0	200 0 0
Gladstone-Flat Point	"	"	"	274 16 2	274 16 2	25 3 10	300 0 0
Mangatarere	"	"	"	149 9 0	149 9 0	0 11 0	150 0 0
Wharau-Kawhata	"	"	"	276 18 4	276 18 4	173 1 8	450 0 0
Jackson's Creek Bridge (East Coast Main Road)	"	"	"	"	"	200 0 0	200 0 0
Sutherland's Bridge (subsidy)	"	"	"	"	"	300 0 0	300 0 0
Pahaoa Bridge	"	"	"	"	"	"	"
Waiohine Bridge (Matarawa)	"	"	581 6 11	"	581 6 11	"	581 6 11
Waiohine Bridge	"	"	532 18 4	"	532 18 4	"	532 18 4
Bridge over Waiohine	"	"	13 15 6	"	13 15 6	"	13 15 6
Gladstone-East Coast (restoring)	"	"	200 0 0	"	200 0 0	"	200 0 0
Wainuioru-East Coast	"	"	300 0 0	"	300 0 0	"	300 0 0
Turner's Road-Wainuioru	"	"	200 0 0	"	200 0 0	170 0 0	370 0 0
Rocky Hill-Wainuioru	"	"	250 0 0	5 6 0	250 0 0	50 0 0	300 0 0
Waiohine Valley	"	"	"	"	"	194 14 0	200 0 0
Kohunui-Palliser Bay	"	"	"	"	"	100 0 0	100 0 0
Kokatau Bridge (£1 for £1)	"	"	233 18 5	179 6 8	413 5 1	250 0 0	600 0 0
Mount Holdsworth tracks	"	"	250 0 0	"	250 0 0	186 14 11	250 0 0
Flat Point Road	"	"	1,430 7 9	"	1,430 7 9	"	250 0 0
Sandton Township	Manawatu	Manawatu	0 18 0	"	0 18 0	"	0 18 0
Manawatu Bridge at Foxton	Manawatu and Horowhenua	Manawatu	599 10 9	"	599 10 9	"	599 10 9
Foxton-Otaki (inland)	"	"	512 2 8	"	512 2 8	"	512 2 8
Otaki-Foxton	"	"	730 0 0	"	730 0 0	270 0 0	1,000 0 0
Bridges over Tokomaru, Ohau, Waikawa, and Otaki Rivers (contribution)	Horowhenua	"	"	"	"	"	"
Manawatu, Wirokino Bridge, £1 for £1 (to account)	"	Manawatu	"	559 7 7	559 7 7	940 12 5	1,500 0 0
Otaki Bridge (to account)	"	Otaki	"	152 3 10	152 3 10	5,341 16 2	5,494 0 0
Crossing at Levin	"	Manawatu	107 0 0	"	107 0 0	"	107 0 0
Road through Ihakara's Reserve (Levin)	"	"	"	74 7 0	74 7 0	75 13 0	150 0 0
Horowhenua 11B	"	Otaki	440 0 0	"	440 0 0	"	440 0 0
Waikanae-Te Horo	"	"	"	"	"	"	500 0 0
Waikanae Bridge	"	"	"	"	"	750 0 0	750 0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.			
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
ROADS, BRIDGES, ETC.—continued.																		
WELLINGTON LAND DISTRICT—continued.																		
Obau Low Level Bridge	Horowhenua .. .	Otaaki .. .	70	0	0	..	..	..	70	0	0	..	..	..	..	70	0	0
Mount Holdsworth Road	Horowhenua and Wairarapa South .. .	Otaaki and Wairarapa .. .	510	0	0	..	..	..	510	0	0	..	..	..	..	510	0	0
Wellington Fruit-growers' Association Block .. .	Horowhenua .. .	Otaaki .. .	1,433	0	0	..	..	..	1,433	0	0	..	..	..	..	1,433	0	0
Paikakariki-Waikanae-Hadfield .. .	" .. .	" .. .	2,153	7	11	..	..	..	2,153	7	11	..	..	..	..	2,153	7	11
Waikanae to Hutt Road .. .	" .. .	" .. .	1,735	3	2	..	..	..	1,735	3	2	..	..	..	..	1,735	3	2
Akatarawa-Waikanae .. .	" .. .	" .. .	100	0	0	..	..	..	100	0	0	..	..	..	..	100	0	0
Mungaroa to Waikanae .. .	" .. .	" .. .	4,523	2	11	..	..	..	4,523	2	11	..	..	..	..	4,523	2	11
Whiteman's Valley Road .. .	" .. .	" .. .	500	0	0	..	..	..	500	0	0	..	..	..	..	500	0	0
Moonshine .. .	Hutt .. .	" .. .	100	0	0	..	..	..	100	0	0	..	..	..	..	100	0	0
Belmont S.D. to Sections 236-237, Block X.	" .. .	" .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hutt to Lowry Bay .. .	" .. .	" .. .	290	0	0	..	..	..	290	0	0	..	..	..	..	290	0	0
Mangaroa Valley .. .	" .. .	" .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Paikakariki-Paraparumu (to account) .. .	" .. .	" .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Paparangi Estate Road .. .	" .. .	" .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sections 48 and 56, Block V., Rimutaka .. .	" .. .	" .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kororo Road .. .	" .. .	Wellington Suburbs .. .	153	1	8	..	..	..	153	1	8	..	..	..	..	153	1	8
Korokoro Settlement Roads .. .	" .. .	Wellington Suburbs .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ngauranga-Horokitiwi .. .	" .. .	Otaaki and Wellington Suburbs .. .	100	0	0	..	..	..	401	13	10	..	..	..	..	1,053	6	2
Reid's, Upper Hutt .. .	Waipawa .. .	Otaaki .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Otawhao Road .. .	" .. .	Pahiataua .. .	400	0	0	..	..	..	..	..	..	..	..	..	..	400	0	0
Waitangi Bridge (Chatham Islands) .. .	" .. .	" .. .	326	14	10	..	..	..	..	..	..	..	..	..	..	326	14	10
Village Settlements (see also General) .. .	" .. .	" .. .	869	5	6	..	..	..	266	18	6	..	..	..	..	897	17	0
Chatham Islands roads .. .	" .. .	" .. .	1	10	0	..	..	..	163	15	9	..	..	..	..	165	5	9
To purchase roads to Crown lands .. .	" .. .	" .. .	519	10	7	..	..	..	..	..	..	..	..	..	..	519	10	7
Grant in aid for bridge over Manawatu River .. .	" .. .	" .. .	3,198	15	1	..	..	..	..	..	..	..	..	..	..	3,198	15	1
Sundry roads, Wellington .. .	" .. .	" .. .	347	1	11	..	..	..	..	..	..	..	..	..	..	347	1	11
South End, North Island Main Trunk Railway .. .	" .. .	" .. .	38,205	16	0	..	..	..	..	..	..	..	..	..	..	38,205	16	0
Tools, &c. .. .	" .. .	" .. .	504	9	8	..	..	..	..	..	..	..	..	..	..	504	9	8
Miscellaneous and Engineering .. .	" .. .	" .. .	7,895	16	11	..	..	..	252	12	0	..	..	..	..	8,545	3	4
Total, Wellington Land District .. .	..	..	784,712	6	1	..	..	..	61,339	5	2	..	..	..	..	61,980	18	11
									846,051	11	3					908,032	10	2

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities' Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
NELSON LAND DISTRICT—												
ROADS, BRIDGES, ETC.—continued.												
Ferntown-Pakawai	Collingwood	Motueka	250	0 0	40	10 6	250	0 0	..	..	250	0 0
Clifton-Pohara Beach	"	"	59	9 6	..	..	100	0 0	..	..	100	0 0
Collingwood-Quartz Ranges	"	"	507	1 1	..	..	507	1 1	..	..	507	1 1
Aorere Valley-Karamea	"	"	4,699	7 5	..	..	4,699	7 5	..	..	4,699	7 5
Mackay Pass Road	"	"	364	0 0	..	..	364	0 0	..	..	364	0 0
Takaka-Anatoki and Collingwood	"	"	4,783	6 5	..	..	4,783	6 5	..	..	4,783	6 5
Takaka Valley	"	"	2,000	0 0	..	..	2,000	0 0	200	0 0	2,000	0 0
Waitapu Survey District (Block XI.)	"	"	..	..	..	..	..	..	..	..	..	..
Takaka Tramway	"	"	3,000	0 0	..	..	3,000	0 0	..	..	3,000	0 0
Takaka-Riwaka and Collingwood	"	"	1,625	5 0	..	..	1,625	5 0	..	..	1,625	5 0
Takaka-Stockyard	"	"	257	14 1	..	..	257	14 1	..	..	257	14 1
Takaka-Riwaka	"	"	124	15 0	..	..	124	15 0	..	..	124	15 0
Takaka Road	"	"	21	6 0	..	..	21	6 0	..	..	21	6 0
Takaka roads and bridges	"	"	231	11 0	..	..	231	11 0	53	14 6	284	5 6
East Takaka Road	"	"	127	0 0	..	..	127	0 0	..	..	127	0 0
Takaka-Karamea	"	"	289	3 4	..	..	289	3 4	..	..	289	3 4
Pakawan-Tamatea	"	"	..	..	..	..	..	..	..	..	..	..
Motupipi River Bridge	"	"	..	..	226	6 0	226	6 0	..	..	226	6 0
Takaka River protective-works	"	"	..	..	..	..	..	..	..	..	..	..
Waimea County roads and bridges	Waimea	City of Nelson and Motueka	500	0 0	..	..	500	0 0	400	0 0	500	0 0
Marahan Valley	"	Motueka	650	0 0	..	..	650	0 0	..	..	650	0 0
Sandy Bay	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Riwaka, Sandy Bay-Marahan	"	"	300	0 0	..	..	300	0 0	..	..	300	0 0
Riwaka Bridge	"	"	30	0 0	100	0 0	130	0 0	100	0 0	230	0 0
Riwaka Valley Road	"	"	500	0 0	..	..	500	0 0	..	..	500	0 0
Riwaka Valley Track	"	"	600	0 0	..	..	600	0 0	..	..	600	0 0
Little Sydney Road	"	"	60	0 0	..	..	60	0 0	..	..	60	0 0
Little Sydney Road, Riwaka	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Little Sydney Road and branch track	"	"	62	12 6	..	..	62	12 6	..	..	62	12 6
Rawson's Creek, Riwaka	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Brooklands Valley Road	"	"	25	7 0	24	13 0	50	0 0	..	..	50	0 0
Brooklyn Valley Road	"	"	178	6 6	..	..	178	6 6	..	..	178	6 6
Motueka River Protection	"	"	69	15 0	30	5 0	100	0 0	..	..	100	0 0
Tracks, Mount Arthur	"	"	185	0 0	..	..	185	0 0	115	0 0	300	0 0
Roads, Lower Moutere (flood-damages)	"	"	493	0 0	..	..	493	0 0	..	..	493	0 0
Motueka-Waiwera Valley	"	"	1,661	18 10	..	..	1,661	18 10	..	..	1,661	18 10
Ngatimoti Bridge	"	"	100	0 0	..	..	100	0 0	..	..	100	0 0
Graham River Bridge	"	"	604	7 11	..	..	604	7 11	..	..	604	7 11
	"	"	125	0 0	..	..	125	0 0	..	..	125	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
NELSON LAND DISTRICT—continued.																	
Baton-Karamea	Waimea	Motueka	200	0	0	200	0	0	200	0	0
Orinoco-Rosedale	"	"	963	14	0	963	14	0	963	14	0
Lloyds Valley Road	"	"	250	0	0	250	0	0	250	0	0
Wanganua	"	"	85	15	11	..	..	14	4	1	..	..	..	60	15	11
Nelson-Blenheim (Nelson end)	"	Nelson	..	..	..	..	..	150	0	0	..	..	..	150	0	0
Norris's Gully-Stewart's	"	Motueka	..	..	..	..	..	..	..	..	..	..	..	250	0	0
Riwaka Valley	"	"	80	0	0	..	..	20	0	0	..	..	..	100	0	0
School Hill—Ngatimoti	"	"	..	..	..	..	..	100	0	0	..	..	..	100	0	0
Tadmor Valley	"	"	..	..	..	..	..	363	6	3	..	..	..	900	0	0
Runga Saddle to Whangarea and Oneka	"	City of Nelson	..	..	..	..	..	..	..	..	..	..	..	80	0	0
Motueka Valley (£1 for £1)	"	Motueka	..	..	..	..	..	..	..	..	..	..	..	200	0	0
Pokororo	"	"	..	..	..	..	..	..	..	..	..	..	..	50	0	0
Stanley Brook—Motueka Valley	"	"	..	..	..	..	..	..	..	..	..	..	..	500	0	0
Stanley Brook Hill through Motueka Valley to Railway-station	"	"	..	..	..	..	..	..	..	..	..	..	..	250	0	0
Deviation, Motueka River, to keep it under bridge (£1 for £1)	"	"	..	..	..	..	..	..	..	..	..	..	..	100	0	0
Woodstock—Stanley Brook	"	"	..	..	..	..	..	..	..	..	..	..	..	250	0	0
Tadmor Ford, Motueka	"	"	..	..	..	..	..	..	..	..	..	..	..	100	0	0
Fairhall Road, Tadmor	"	"	..	..	..	..	..	..	..	..	..	..	..	50	0	0
Bellgrove—Upper Waiti	"	"	..	..	..	..	..	..	..	..	..	..	..	200	0	0
Belgrove—Tophouse	"	"	..	..	..	..	..	..	..	..	..	..	..	300	0	0
Mear's Valley—Waiti	"	"	..	..	..	..	..	..	..	..	..	..	..	200	0	0
Eve's Valley, Waimea West (£1 for £1)	"	City of Nelson	..	..	..	..	..	..	..	..	..	..	..	100	0	0
Crushington Road (widening)	"	Buller	..	..	..	..	..	..	..	..	..	..	..	250	0	0
Line's Bridge, Moutere (£1 for £1)	"	City of Nelson	..	..	..	..	..	..	..	..	..	..	..	100	0	0
Upper Moutere Roads	"	"	..	..	..	..	..	50	0	0	..	..	..	50	0	0
Croixelles—Elaine's Bay	"	Motueka	..	..	..	..	..	88	9	5	..	..	..	88	9	5
Matai Valley Bridge	"	Nelson	..	..	..	..	..	200	0	0	..	..	..	200	0	0
Wairoa (Brightwater Bridge), (to account), (£1 for £1)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wairoa Bridge (£1 for £1), (to account)	"	"	..	..	..	..	..	105	4	6	..	..	..	105	4	6
Dovedale	"	Nelson and Motueka	560	0	0	..	..	..	..	..	..	..	..	560	0	0
Dove River Bridge	"	Motueka	200	0	0	..	..	..	..	..	..	..	..	200	0	0
Quail Valley	"	"	100	0	0	..	..	50	0	0	..	..	..	150	0	0
Dovedale—Pigeon Valley	"	"	480	0	0	..	..	..	..	..	..	..	..	480	0	0
Pigeon Valley—Motueka	"	"	709	4	6	..	..	..	..	..	..	..	..	709	4	6
Aniseed Valley Road	"	"	142	3	9	..	..	..	..	..	..	..	..	142	3	9
Wakefield—Stanley Brook	"	"	700	0	0	..	..	..	..	..	..	..	..	700	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c. 31st March, 1900.		Totals Net Expenditure and Liabilities.			
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
NELSON LAND DISTRICT—continued.														
Hampden Cemetery—Murchison	Inangahua	Buller	50	0	0	50	0	0
Horse Bridge over Makakitaki	"	"	1,413	4 4	..	..	1,413	4 4	..	..	1,413	4 4	4
Expenses taking poll re Buller Bridge	"	"	79	4 4	..	..	8,804	2 7	..	..	8,804	2 7	4
Bridge over Inangahua, Buller Junction	"	"	8,804	2 7	..	..	141	17 6	..	..	141	17 6	6
Inangahua Bridge, Maintenance	"	"	141	17 6	..	..	844	10 0	..	..	994	10 0	6
Boatmans (short track)	"	"	844	10 0	..	..	2,099	6 7	..	..	2,099	6 7	0
Bridge over Inangahua at Reefton	"	"	2,099	6 7	..	..	3,870	18 1	..	..	3,870	18 1	1
Bridge over Little Grey at Devery's	"	Grey	3,870	18 1	..	..	..	..	..	..	..	..	1
Upper Inangahua Valley	"	Buller	250	0	0	250	0	0
Bridge over Ahaura	Grey	"	..	..	..	..	125	14 0	..	..	125	14 0	0
Ahaura-Haupere	"	"	175	10 0	..	..	175	10 0	..	..	175	10 0	0
Bridge over Grey at Cobden	"	"	4,971	8 5	..	..	4,971	8 5	..	..	4,971	8 5	5
Cobden-Seventeen-mile Diggings	"	"	1,678	11 0	..	..	1,678	11 0	..	..	1,678	11 0	0
Grey Valley-Terenakau	"	"	2,688	2 1	..	..	2,688	2 1	..	..	2,688	2 1	1
Ahaura (Masons)—Hauptiri	"	"	2,083	9 6	..	..	2,083	9 6	..	..	2,083	9 6	6
Ahaura-Amuri	"	"	6,210	13 10	..	..	6,210	13 10	..	..	6,210	13 10	0
Ahaura-Kopara and Amuri	"	"	2,065	1 8	..	..	2,065	1 8	..	..	2,065	1 8	8
Cobden-Point Elizabeth	"	Grey	..	..	..	..	198	14 9	..	..	198	14 9	0
Grey County bridges (flood repairs)	"	"	..	..	..	..	..	..	..	..	..	..	0
Blackball Cemetery (clearing and fencing)	"	"	..	..	..	..	..	..	..	..	..	..	0
Bridge over Waiau at Hammer Plains	Amuri	"	14,937	18 4	..	..	14,937	18 4	..	..	14,937	18 4	0
Tophouse-Wairau Gorge	"	Ashley	..	..	..	..	..	..	..	..	..	..	0
Hammer District Works at Hammer	"	"	57	6 0	..	..	63	2 8	..	..	63	2 8	4
Works at Hammer and Sanatorium	"	"	2,420	11 8	..	..	2,420	11 8	..	..	2,420	11 8	0
Hammer Road	"	"	3,679	18 8	..	..	3,679	18 8	..	..	3,679	18 8	8
Waiau Bridge repairs	"	"	608	19 0	..	..	608	19 0	..	..	608	19 0	0
Bridge over Waiau, Amuri County	"	"	1,007	7 3	..	..	1,007	7 3	..	..	1,007	7 3	3
Nelson-Reefton and Greymouth Bridges	Waimea, Buller, Grey, and Inangahua	Motueka, Buller, and Grey	11,640	14 11	..	..	11,640	14 11	..	..	11,640	14 11	1
Nelson, Westport, Greymouth, and Hokitika	Ditto	"	13,731	15 1	..	..	13,731	15 1	..	..	13,731	15 1	1
		City of Nelson, Motueka, Buller, Grey, and Westland	65,490	8 5	..	..	65,490	8 5	..	..	65,490	8 5	5
Belgrove-Tophouse-Tarndale	Waimea and Amuri	Motueka and Ashley	6,391	4 8	..	..	6,391	4 8	..	..	6,391	4 8	10
Maruia-Amuri	Inangahua and Amuri	Buller and Ashley	1,653	4 1	..	..	1,653	4 1	..	..	1,653	4 1	1
Grey Valley via Clarke-Maruia	Inangahua and Grey	Buller and Grey	211	10 2	..	..	211	10 2	..	..	211	10 2	2
Buller-Arnould	"	"	73,197	4 8	..	..	73,197	4 8	..	..	73,197	4 8	8

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditures during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities' Contracts, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
NELSON LAND DISTRICT—continued.												
Bridges on Roads Nelson-Reefton ..	Inangahua, Waimea, Buller, and Grey	Buller and Motueka	9,795	10 2	..	..	9,795	10 2	..	..	9,795	10 2
French Pass, Admiralty Bay, and Croixelles Tracks	200	0 0	200	0 0	200	0 0	400	0 0
Sundry Roads and Bridges, Nelson	Nelson	794	0 1	..	..	794	0 1	..	..	794	0 1
Purchase of Roads	20	0 0	..	..	20	0 0	..	..	20	0 0
To Purchase of Roads through Crown lands	791	0 0	..	..	791	0 0	..	..	791	0 0
Village Settlements (see also General)	Cr. 10	0 0	Cr. 10	0 0	Cr. 20	0 0	200	0 0	180	0 0
Miscellaneous and Engineering	2,497	17 7	..	..	2,497	17 7	86	12 8	2,584	10 3
Total, Nelson Land District	347,527	5 7	6,658	13 6	354,180	19 1	9,942	6 11	363,523	6 0
MARLBOROUGH LAND DISTRICT—												
Richmond Bay—Kenny's Isle	159	12 0	11	8 0	171	0 0	138	12 0	309	12 0
Beatrice Bay—Kenny's Isle	Wairau	56	2 0	40	10 0	96	12 0	3	8 0	100	0 0
Hakahaka—Ophi	596	3 4	24	10 9	620	14 1	..	..	620	14 1
Anakoa—Manaroa	120	10 3	120	10 3	79	9 9	200	0 0
Wet Inlet—Crail Bay	664	14 6	55	14 6	720	9 0	79	5 6	799	14 6
Manaroa—Okoha	44	9 0	159	17 9	204	6 9	6	17 3	211	4 0
Crail Bay—Homewood	349	10 10	42	11 2	392	2 0	67	8 10	459	10 10
Manaroa—Hopai	432	3 0	2	5 1	434	8 1	197	14 11	632	3 0
Kenepuru—Anakoa	339	12 3	177	4 11	516	17 2	22	15 1	539	12 3
Crail Bay Track	798	7 10	2	0 0	800	7 10	98	0 0	898	7 10
Waikaria—Manaroa	281	17 8	28	9 8	310	1 4	81	16 4	391	17 8
Kenepuru Sound	344	1 3	24	7 0	368	8 3	125	13 0	494	1 3
Arapawa—Te Awaiti	203	7 10	..	..	203	7 10	196	6 6	399	14 4
Tracks, Queen Charlotte Sound	1,171	19 0	..	..	1,171	19 0	..	..	1,171	19 0
Tracks, Pelorus and Queen Charlotte Sound	64	3 6	4	18 0	69	1 6	45	2 0	114	3 6
Torea Neck	76	1 0	76	1 0	150	0 0	150	0 0
Double Bay—Torea	0	5 0	0	5 0	23	19 0	100	0 0
Tory Heads—Whاتمonga	69	15 0	70	0 0
Kaiko Canal (deepening) and Kenepuru Canal Track (maintenance)
Te Mēhia Bay—Portage Bay	272	10 5	35	15 6	308	5 11	64	4 6	372	10 5
Ohimitaha—Te Mēhia	304	19 10	3	15 0	308	14 10	56	5 0	364	19 10
Tracks to Mahau Sounds	30	9 6	..	..	30	9 6	..	..	30	9 6
Pelorus to Queen Charlotte Sound	224	19 0	..	..	224	19 0	..	..	224	19 0
Tory Heads—Whاتمonga and Picton	687	4 1	97	12 6	784	16 7	102	7 6	887	4 1

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

Name of Work.	County.	Electors.	Total Net Expenditure to 31st March 1889.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS BRIDGES, ETC.—continued.												
MARLBOROUGH LAND DISTRICT—continued.												
Havelock to Grove ..	Marlborough ..	Wairau ..	..	..	..	..	..	..	..	..	..	200 0 0
Port Underwood—Fighting Bay ..	" ..	" ..	..	..	..	..	..	..	..	..	..	100 0 0
Pember—Pukaka Valley ..	" ..	" ..	..	..	..	..	..	..	..	..	..	100 0 0
Pember's Road—White's Bay ..	" ..	" ..	..	..	..	..	..	..	..	..	..	200 0 0
Spring Creek (main road) ..	" ..	" ..	..	..	..	..	..	..	..	..	..	200 0 0
Wairau Native Reserve—Pilot-station ..	" ..	" ..	..	..	..	..	..	..	..	..	..	100 0 0
Ugbrooke Flat ..	" ..	" ..	..	..	..	..	..	..	..	..	..	100 0 0
Cemetery gate—Blarich ..	" ..	" ..	..	..	..	..	..	..	..	..	..	200 0 0
Blenheim—Havelock Ferry-house ..	" ..	" ..	200 0 0	0 0	..	..	..	..	..	..	..	200 0 0
Bartlett's Creek ..	" ..	" ..	200 0 0	0 0	..	..	..	..	..	..	..	200 0 0
Spring Creek Bridge ..	" ..	" ..	..	..	..	..	..	..	..	..	..	95 0 0
Spring Creek Wharf ..	" ..	" ..	39 13 0	0 0	59 19 0	0 0	..	..	..	..	..	95 0 0
Drain Wairau River—Gravel-pit ..	" ..	" ..	300 0 0	0 0	..	..	..	..	..	..	..	100 0 0
Omaka Bridge (contributions) ..	" ..	" ..	400 0 0	0 0	1,250 0 0	0 0	..	..	..	..	..	399 14 3
Wairau River overflow (subsidy, £1 for £1) ..	" ..	" ..	4,362 8 3	3 3	..	..	..	..	..	..	..	2,000 0 0
Bridge over Wairau near Blenheim ..	" ..	" ..	..	..	..	..	..	..	..	..	..	4,362 8 3
Bluff Cove and Port Underwood ..	" ..	" ..	24 16 2	2 2	68 10 0	0 0	..	..	..	..	..	100 0 0
Footbridge, Taylor River ..	" ..	" ..	100 0 0	0 0	..	..	..	..	..	..	..	100 0 0
Blind River Road ..	" ..	" ..	489 8 0	0 0	15 15 0	0 0	..	..	..	..	..	284 5 0
Redwood Pass Road ..	" ..	" ..	1,600 0 0	0 0	..	..	..	..	..	..	..	300 0 0
Anakiwi-Grove ..	" ..	" ..	68 9 3	3 3	12 16 6	6 6	..	..	..	..	..	1,900 0 0
Awatere Railway and Traffic Bridge (lands contribution to account) ..	" ..	" ..	..	..	..	..	..	..	..	..	..	218 9 3
North Bank ..	" ..	" ..	..	..	200 0 0	0 0	..	..	..	..	..	500 0 0
Awatere Valley Road ..	" ..	" ..	8,484 11 1	1 1	..	..	..	..	..	..	..	200 0 0
Havelock—Blenheim ..	" ..	" ..	190 13 0	0 0	..	..	..	..	..	..	..	8,484 11 1
Jordan Bridge, Awatere ..	" ..	" ..	1,000 0 0	0 0	..	..	..	..	..	..	..	190 13 0
Awatere River (Taylor—Redwood Pass) ..	" ..	" ..	100 0 0	0 0	..	..	..	..	..	..	..	1,000 0 0
Maddocks and Hodder Cutting ..	" ..	" ..	..	..	144 6 11	6 11	..	..	..	..	..	250 0 0
Mahakipawa—Moetau ..	" ..	" ..	..	..	100 0 0	0 0	..	..	..	..	..	100 0 0
Molesworth—Jollie's Pass ..	" ..	" ..	..	..	50 0 0	0 0	..	..	..	..	..	200 0 0
Pember's Road—Pukaka ..	" ..	" ..	..	..	100 0 0	0 0	..	..	..	..	..	100 0 0
Picton—Blenheim (Mudford Flat) ..	" ..	" ..	..	..	200 0 0	0 0	..	..	..	..	..	300 0 0
River Conservancy (Omaka Ford) ..	" ..	" ..	..	..	150 0 0	0 0	..	..	..	..	..	100 0 0
Saltwater Creek—Fulton's Gate ..	" ..	" ..	..	..	288 17 10	10 10	..	..	..	..	..	150 0 0
Tuamarina—Boulder Bank ..	" ..	" ..	..	..	100 0 0	0 0	..	..	..	..	..	50 0 0
Three bridges Flat—Kekerangu (to account) ..	" ..	" ..	..	..	..	..	..	..	..	..	..	300 0 0
Waihopai River (protection) ..	" ..	" ..	..	..	100 0 0	0 0	..	..	..	..	..	100 0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
MARLBOROUGH LAND DISTRICT—continued.												
Okiwi-Rongā ..	Marlborough ..	Wairau	..	..	..	..	..	..	..	..	..	..
Havelock-Mudflat Bridge ..	" ..	Nelson	55	0 0	..	..	55	0 0	150	0 0	150	0 0
Maher's Flat Bridge and Road ..	" ..	Wairau	..	..	..	..	..	..	..	..	..	..
Omaka-Tyntesfield Bridge (£1 for £1) ..	" ..	" ..	..	..	8	5 0	..	..	241	15 0	250	0 0
Okaramo Creek Bridge ..	" ..	" ..	..	..	..	..	..	..	100	0 0	100	0 0
Rocky Creek Bridge ..	" ..	" ..	..	..	..	..	..	..	100	0 0	100	0 0
Wairau River Bridge ..	" ..	" ..	..	..	..	..	..	..	100	0 0	100	0 0
Blarich to Jordan (reserve cutting) ..	" ..	" ..	..	..	..	..	..	..	250	0 0	250	0 0
Dangerous Creek Bridge ..	" ..	" ..	..	..	..	..	..	..	150	0 0	150	0 0
Doctor's Stream Bridge (Renwicktown-Wairau Valley Road) ..	" ..	" ..	..	..	..	..	..	..	..	..	..	..
Blenheim-Kaikoura-Waiāu ..	Marlborough, and Amuri ..	Ashley	522	10 0	542	8 1	1,064	18 1	957	11 11	2,022	10 0
Clarence Bridge ..	Kaikoura ..	" ..	18,708	16 3	104	2 1	18,807	18 4	145	17 11	18,953	16 3
Kaikoura-Cheviot Road, between Kahautara and Kowhai Rivers (main road) ..	" ..	" ..	..	..	..	..	..	..	250	0 0	250	0 0
Road through Reserve "A" ..	" ..	" ..	..	..	486	15 5	486	15 5	191	12 4	678	7 9
Conway Reserve-Accommodation-house Reserve ..	" ..	" ..	..	..	..	..	..	..	200	0 0	200	0 0
Blue Duck, Irongate, Aniseed, and Ohau Creeks (bridges) ..	" ..	" ..	..	..	..	..	..	..	500	0 0	500	0 0
Kaikoura-Clarence ..	" ..	" ..	14,424	6 1	100	0 0	14,424	6 1	..	..	14,424	6 1
Cribb Creek ..	" ..	" ..	..	..	..	..	..	..	..	..	100	0 0
Hundalee Block ..	" ..	" ..	7,500	0 0	..	..	7,500	0 0	..	..	7,500	0 0
Hapuka and Puhipuhi Rivers Reserve West of Kahautara ..	" ..	" ..	350	18 5	172	8 11	522	8 11	400	0 0	922	8 11
Kahautara-Hawkswood-Conway ..	" ..	" ..	10,450	13 1	7,235	14 5	17,686	7 6	452	17 8	18,139	5 2
Pine Valley Block ..	" ..	" ..	..	..	1,110	17 11	1,110	17 11	200	0 0	1,310	17 11
Kaitao Block ..	" ..	" ..	..	..	1,497	12 6	1,497	12 6	289	2 1	1,786	4 7
Puhipuhi Block ..	" ..	" ..	..	..	..	..	..	..	602	7 6	602	7 6
Kaikoura-Waiāu ..	Kaikoura and Amuri ..	" ..	33,630	11 11	181	16 3	33,630	11 11	..	..	33,630	11 11
Miscellaneous and Engineering ..	" ..	" ..	..	..	12	2 5	12	2 5	146	17 8	158	19 3
Total, Marlborough Land District ..	..	..	152,127	4 0	16,986	5 5	168,513	9 5	14,315	2 3	182,828	11 8

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities' Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
WESTLAND LAND DISTRICT—												
Bridge over Grey at Cobden ..	Grey	..	13	10 0	..	..	13	10 0	..	..	13	10 0
Grey mouth—Arnold ..	"	..	5,058	1 5	..	..	5,058	1 5	..	..	5,058	1 5
Clarke River Road ..	"	..	..	2 0	37	5 5	..	..	212	14 7	250	0 0
Stillwater—Maori Gully ..	"	..	1,869	2 0	..	..	1,869	2 0	..	..	1,869	2 0
Paeroa—Teremakau ..	"	..	500	11 2	..	..	500	11 2	..	..	500	11 2
Marsden—Paroa ..	"	..	798	8 0	..	..	798	8 0	..	..	798	8 0
Stillwater Bridge ..	"	..	2,538	3 0	363	16 3	363	16 3	86	3 9	450	0 0
Marsden—Maori Creek ..	"	..	500	0 0	..	..	500	0 0	..	..	2,538	3 0
Hohonu Bridge ..	Westland	..	..	..	..	..	..	..	500	0 0	500	0 0
Greenstone Bridge ..	"	..	2,756	5 6	..	..	2,756	5 6	..	..	2,756	5 6
Greenstone—Lake Brunner ..	"	..	684	5 4	..	..	684	5 4	..	..	684	5 4
Pounamou—Tereman ..	"	..	1,115	12 5	69	14 0	1,185	6 5	49	11 4	1,234	17 9
Greenstone—Teremakau ..	"	..	1,986	16 0	..	..	1,986	16 0	..	..	1,986	16 0
Teremakau—Bell Hill Road ..	"	..	198	18 5	..	..	198	18 5	..	..	198	18 5
Bell Hill—Mount Alexander ..	"	..	100	0 0	..	..	100	0 0	..	..	100	0 0
Mount Howe Track ..	"	..	..	..	..	..	..	..	..	..	..	..
Brunner—Blackball ..	Grey	..	..	..	..	..	..	..	300	0 0	300	0 0
Lake Brunner Road (widening)	Westland	..	..	..	199	6 0	199	6 0	..	..	200	0 0
Bell Hill Road ..	"	..	..	..	2	14 0	..	..	100	14 0	100	14 0
Poerua Estate Road ..	"	..	..	..	..	..	..	..	147	6 0	150	0 0
Grey Valley—Teremakau (main road)	"	..	..	..	..	..	..	..	400	0 0	400	0 0
Mitchell's—Tuchbonnie ..	"	..	..	..	..	..	..	..	200	0 0	200	0 0
Black Bridge ..	Grey	..	..	..	..	..	..	..	35	11 0	35	11 0
Teremakau Overflow—Sandy Creek	Westland	..	..	..	..	..	..	..	50	0 0	50	0 0
Fencing Cobden Cemetery ..	Grey	..	..	..	..	..	..	..	200	0 0	200	0 0
Bridge over Teremakau, Kumara	Westland	..	1,385	1 6	145	16 6	1,530	18 0	..	..	1,680	18 0
Grey mouth—Okarito ..	Westland	..	103,447	12 11	..	..	103,447	12 11	150	0 0	103,447	12 11
Grey County (flood-damage) ..	Grey and Westland	..	300	0 0	..	..	300	0 0	..	..	300	0 0
Kumara—Beach ..	Westland	..	2,000	0 0	..	..	2,000	0 0	..	..	2,000	0 0
Stafford—Waimea ..	"	..	830	5 11	..	..	830	5 11	..	..	830	5 11
Waitaea Bridge ..	"	..	207	12 6	..	..	207	12 6	..	..	207	12 6
Junction Line ..	"	..	3,923	9 5	..	..	3,923	9 5	..	..	3,923	9 5
Beefton, 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
Barn Bay Track ..	"	..	150	10 10	..	..	150	10 10	..	..	150	10 10
Hokitika Flat ..	"	..	..	..	295	5 10	295	5 10	..	..	299	12 3
Haast—Blue River ..	"	..	9	3 0	100	10 0	109	13 0	4	6 5	259	3 0
Okuru Cemetery Road ..	"	..	..	..	100	0 0	100	0 0	..	..	100	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.		
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
ROADS, BRIDGES, ETC.—continued.													
WESTLAND LAND DISTRICT—continued.													
Paringa River Road	Westland	..	..	..	50	0	0	50	0	0	100	0	0
Waitaha-Kakapotehi .. .. .	"	..	..	..	92	3	11	92	3	11	500	0	0
Little Waitaha Bridge .. .. .	"	..	..	..	..	95	8	0	..	..	150	0	0
Waitaha, Wanganui, &c. (stock-drivers' huts) .. .. .	"	..	..	..	..	..	..	..	..	..	250	0	0
Hungerford's Bridge .. .. .	"	..	..	..	..	..	..	..	..	..	580	0	0
Hokitika-Christchurch .. .. .	"	..	..	..	..	..	..	..	..	..	155,638	2	2
Lower Arahura Bridge (repairs) .. .. .	"	..	..	..	149,679	8	0	5,647	19	9	300	0	0
Oira Toll .. .. .	"	..	..	..	248	13	2	..	..	..	500	0	0
Hokitika-Blue Spur .. .. .	"	..	..	..	..	..	..	..	..	..	..	..	..
Woodstock-Mahinapua .. .. .	"	..	..	..	2,520	3	5	2,520	3	5	2,520	3	5
Kanieri Bridge .. .. .	"	..	..	..	1,505	11	5	1,505	11	5	1,715	0	9
Kanieri Forks-Kanieri Lakes .. .. .	"	..	..	..	1,088	11	10	1,088	11	10	1,088	11	10
South Creek-Main Line .. .. .	"	..	..	..	2,843	16	10	2,843	16	10	2,943	16	10
Kokatahi .. .. .	"	..	..	..	281	17	6	281	17	6	281	17	6
Dawson's Road .. .. .	"	..	..	..	..	..	..	..	..	..	500	0	0
Block CXII., Kokatahi (Cropp's Road) .. .. .	"	..	..	..	223	19	0	223	19	0	274	19	0
Kokatahi Run-Hokitika River .. .. .	"	..	..	..	584	19	1	584	19	1	556	16	7
Bridge over Donnelly's Creek .. .. .	"	..	..	..	970	0	0	970	0	0	970	0	0
Hokitika Valley .. .. .	"	..	..	..	2,010	13	7	2,010	13	7	2,010	13	7
Matthias Pass Road .. .. .	"	..	..	..	501	0	0	501	0	0	501	0	0
Whitecombe Valley Track (Kokatahi) .. .. .	"	..	..	..	336	18	0	336	18	0	336	18	0
Mount Bonar-Poerua River .. .. .	"	..	..	..	1,839	13	1	1,839	13	1	2,539	5	9
Waitaha River, bridges and approaches .. .. .	"	..	..	..	900	0	0	900	0	0	900	0	0
Wataroa Bluff-Okarito Track .. .. .	"	..	..	..	..	..	..	..	..	..	200	0	0
Wataroa and Waitangi Taona .. .. .	"	..	..	..	247	4	4	247	4	4	247	4	4
Great South Road .. .. .	"	..	..	..	1,500	0	0	1,500	0	0	1,500	0	0
Lower Kokatahi School to Koka'ahi River .. .. .	"	..	..	..	7,246	15	10	1,053	3	10	9,458	18	5
Kokatahi River to Main Flat Road .. .. .	"	..	..	..	..	..	..	..	..	..	100	0	0
Cropp's Road (Extension, Block CXIII.) .. .. .	"	..	..	..	..	..	..	..	..	..	300	0	0
Camelback-Hokitika River .. .. .	"	..	..	..	..	..	..	..	..	..	300	0	0
Donohue's-Mikomui .. .. .	"	..	..	..	..	..	..	..	..	..	300	0	0
Browning's Pass Track .. .. .	"	..	..	..	..	..	..	..	..	..	100	0	0
Matthias Pass Track .. .. .	"	..	..	..	..	..	..	..	..	..	250	0	0
Mikomui-Wanganui River .. .. .	"	..	..	..	..	..	..	..	..	..	300	0	0
Slaty Creek-Waiho Road .. .. .	"	..	..	..	..	..	..	..	..	..	250	0	0
Waiho to Cook Valley .. .. .	"	..	..	..	..	..	..	..	..	..	242	7	0
Lake Mapourika .. .. .	"	..	..	..	..	..	..	..	..	..	400	0	0
Lake Wahapo-Waitangi River (widening) .. .. .	"	..	..	..	438	13	9	438	13	9	438	13	9
Extension south of Okarito .. .. .	"	..	..	..	299	10	9	299	10	9	299	10	9
					1,033	10	0	1,033	10	0	1,033	10	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
WESTLAND LAND DISTRICT—continued.																	
Franz Josef Glacier	Westland	..	243	15	4	203	15	0	447	10	4	58	5	7	505	15	11
Mapourika-Gillespie's	"	..	8,077	5	0	..	..	..	8,077	5	0	..	..	..	8,077	5	0
Waikuku-Cook's River Flat	"	..	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Tracks to Fox Glacier	"	..	410	8	9	11	19	0	423	7	9	80	17	6	503	5	3
Cook's Valley-Karangarna	"	..	Cy. 0	12	4	295	4	2	294	11	10	204	15	10	499	7	8
Cook's River Flat	"	..	2,265	18	8	..	..	..	2,265	18	8	..	..	..	2,265	18	8
Cook's River (upper)	"	..	244	11	10	..	..	..	244	11	10	..	..	..	244	11	10
Cook's River southward	"	..	509	7	4	..	..	..	509	7	4	..	..	..	509	7	4
Gillespie's Beach-Manakai-au	"	..	149	8	0	..	..	..	149	8	0	..	..	..	149	8	0
Hunt's Beach-Manakai-au	"	..	539	1	6	144	16	7	683	18	1	5	3	5	689	1	6
Hunt's Beach-Makawhio	"	..	340	17	6	..	..	..	340	17	6	..	..	..	340	17	6
Jacob's River-Bruce Bay	"	..	1,206	2	11	..	..	..	1,206	2	11	..	..	..	1,206	2	11
Makawhio-Mahitahi	"	..	1,400	0	0	..	..	..	1,400	0	0	..	..	..	1,400	0	0
Mahitahi-Paringa	"	..	1,510	18	5	..	..	..	1,510	18	5	..	..	..	1,510	18	5
Moeraki Crossing-Otomotu	"	..	16,234	16	9	..	..	..	16,234	16	9	..	..	..	16,234	16	9
Mahitahi-Haast	"	..	6,149	18	3	175	5	4	6,825	3	7	274	14	8	6,599	18	3
Haast Pass Track	"	..	682	12	0	124	11	6	757	3	6	275	8	6	1,032	12	0
Turnbull River Road	"	..	1,809	9	2	..	..	..	1,809	9	2	..	..	..	1,809	9	2
Cascade Valley Road	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Okuru Track	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jackson's Valley Road	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arakura Bridge (approaches)	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murray's Creek Bridge	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Renewing three bridges at Rocky Point	"	..	..	..	..	80	18	7	30	18	7	..	..	..	..	..	..
Hapuka Creek Bridge	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dillmanstown Road (drainage)	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Okura River (storage shed)	"	..	47	15	11	..	..	..	47	15	11	..	..	..	47	15	11
Sundry roads, &c., Westland..	"	..	1,980	0	0	150	0	0	1,980	0	0	..	..	..	1,980	0	0
In the County of Westland..	"	..	532	0	0	..	..	..	682	0	0	..	..	..	682	0	0
Westland Ferry-service (maintenance)	"	..	410	0	0	..	..	..	410	0	0	..	..	..	410	0	0
Westland County roads	"	..	2,613	13	3	..	..	..	2,613	13	3	..	..	..	2,613	13	3
Westland, general	"	..	1,006	15	11	15	10	4	1,022	6	3	..	..	..	1,045	1	5
Miscellaneous and Engineering	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Westland Land District	..	..	362,801	17	8	10,163	8	10	372,965	1	6	11,014	6	11	383,979	8	5

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
CANTERBURY LAND DISTRICT—												
Wairau River Road (£1 for £1), Glenwyne	..	Ashley ..	..	..	68	5 0	..	..	150	0 0	150	0 0
Culverden-Hammer Plains (main road)	"	1,000	0 0	..	..	31	15 0	100	0 0
Waiau Ferry Bridge, Waiau (repairs)	"	1,100	10 2	..	..	558	16 7	1,000	0 0
Hammer new baths and other buildings (improvements and maintenance, &c.)	..	"	1,659	6 9
Cheviot Estate: Expenses incurred prior to opening the Cheviot Estate Account	..	" ..	3,536	12 1	..	..	3,536	12 1	..	..	3,536	12 1
Cheviot Cheese-factory, subsidy	" ..	700	0 0	..	..	700	0 0	..	..	700	0 0
Cheviot roads	" ..	4,323	10 7	..	..	4,323	10 7	..	..	4,323	10 7
Dray-road through Cheviot hill country	" ..	100	8 0	..	..	100	8 0	..	..	100	8 0
Foster's Cutting, Greta, Cheviot (main road)	..	"	150	0 0	150	0 0
Port Robinson (groins)	"	195	17 6	200	0 0
Cheviot County roads	"	1,000	0 0	1,000	0 0
Waipara-Cheviot (£1 for £1), (main road)	..	Ashley ..	300	0 0	150	0 0	450	0 0	..	..	550	0 0
To Upper Ashley over Okuku Pass	" ..	8,630	4 8	..	..	8,630	4 8	..	..	8,630	4 8
Blackhills Road	" ..	970	0 0	..	..	970	0 0	..	..	970	0 0
Oxford Bush—Upper Ashley	" ..	3,996	2 3	..	..	3,996	2 3	..	..	3,996	2 3
To deferred-payment lands, Waikari	" ..	784	19 1	..	..	784	19 1	..	..	784	19 1
To deferred-payment lands, Teviotdale	" ..	1,764	4 11	..	..	1,764	4 11	..	..	1,764	4 11
Ashley Gorge drain	"	50	0 0	50	0 0
Glentui Road	" ..	683	5 4	..	..	683	5 4	..	..	683	5 4
Broomfield Block	"	300	0 0	300	0 0
Mount Grey Downs	" ..	468	0 0	..	..	468	0 0	..	..	468	0 0
Oxford Bush Road extension	" ..	166	15 0	138	5 0	304	0 0	..	..	300	0 0
Ashley, irrigation	Ashley and Kaiapoi	288	14 10	..	..	288	14 10	..	..	288	14 10
Irrigation-works, Eyre and Waimakariri	" ..	3,400	0 0	..	..	3,400	0 0	..	..	3,400	0 0
Waimakariri-Ashley, irrigation	" ..	1,474	12 8	36	12 6	1,511	5 2	..	..	1,511	5 2
Waimakariri-Ashley, irrigation (conditionally to Board)	..	Kaiapoi ..	..	..	..	..	..	..	1,088	14 10	1,088	14 10
Ashley Bridge (to account)	Ashley and Kaiapoi	1,000	0 0	..	..	1,000	0 0	..	..	1,000	0 0
Waimakariri Bridge (Kaiapoi)	Kaiapoi	..	..	275	0 0	275	0 0	..	..	275	0 0
Ashley Bridge protective works	Ashley and Kaiapoi	..	..	150	0 0	150	0 0	..	..	150	0 0
Waiau Bridge, Parnassus (to account)	Ashley ..	..	..	204	15 5	204	15 5	1,795	4 7	2,000	0 0
Christchurch-Hokitika (Bealey Valley)	Selwyn ..	1,778	11 1	..	..	1,778	11 1	..	..	1,778	11 1
Selwyn Bridge (construction), (£1 for £1)	" ..	500	0 0	869	19 6	1,369	19 6	130	0 6	1,500	0 0
Mathias Pass Road	" ..	2,046	15 10	..	..	2,046	15 10	..	..	2,046	15 10
Canal Bridge, Ellesmere	"	150	0 0	150	0 0
Kowai Bridge (£1 for £1), (to account)	"	600	0 0	600	0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1889.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, &c., Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.				
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
CANTERBURY LAND DISTRICT—continued.																			
ROADS, BRIDGES, ETC.—continued.																			
Lake Ellesmere drainage	Akaroa and Selwyn	Ellesmere	753	17	4	..	..	..	..	..	..	..	..	..	..	..	753	17	4
Summit Road	"	"	296	1	3	..	..	..	..	..	..	..	..	..	..	..	296	1	3
Peninsula Road, Akaroa (£1 for £1)	"	"	375	0	0	..	..	..	..	..	..	..	..	..	..	..	375	0	0
Akaroa Head Lighthouse Road	"	"	100	0	0	..	..	..	..	..	..	..	..	..	..	..	100	0	0
Roads to co-operative dairy factories, Akaroa	"	"	300	0	0	..	..	..	..	..	..	..	..	..	..	..	300	0	0
Lytelton-Christchurch Road (£1 for £1)	Borough of Sumner	Lytelton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	150	0	0
Chertsey Village Settlement water-supply	Ashburton	Selwyn	23	0	0	..	..	..	..	..	..	..	..	..	..	..	23	0	0
Blackford-Redcliffe	"	"	600	0	0	..	..	..	..	..	..	..	..	..	..	..	600	0	0
Reserve 1496, Ashburton	"	"	45	0	0	..	..	..	..	..	..	..	..	..	..	..	45	0	0
Bridge, Ashburton (subsidy)	"	"	7,000	0	0	..	..	..	..	..	..	..	..	..	..	..	7,000	0	0
Ruapuna Block	"	"	75	0	0	..	..	..	..	..	..	..	..	..	..	..	75	0	0
Ruapuna water-supply	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	106	0	0
Highbank	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	100	0	0
Rangitata Light-traffic Bridge (to account), (£1 for £1)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	500	0	0
Rangitata River-mouth protective works (Reserve 100)	"	"	70	9	4	..	..	..	..	..	..	..	..	..	..	..	173	0	0
Orari Bridge (to account)	Geraldine	Geraldine	500	0	0	..	..	..	..	..	..	..	..	..	..	..	496	14	1
Hae-hae-te-moana	"	"	150	0	0	..	..	..	..	..	..	..	..	..	..	..	150	0	0
Te Moana Gorge	"	"	120	0	0	..	..	..	..	..	..	..	..	..	..	..	120	0	0
Arowhenua Native Road	Levels	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	50	0	0
Arundel water-supply	Geraldine	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	100	0	0
Orari Domain	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	50	0	0
Te Moana River Bridge (£1 for £1)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	50	0	0
Waihi River Bridge (between Orari and Geraldine)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	300	0	0
Opihi Bridge (to account)	Geraldine and Levels	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	200	0	0
Tengawai (£1 for £1)	Levels	Waitaki	55	0	0	..	..	..	..	..	..	..	..	..	..	..	55	0	0
Tengawai Stock Bridge (£1 for £1)	"	"	23	17	6	..	..	..	..	..	..	..	..	..	..	..	45	0	0
Burke's Pass, Mackenzie County	Mackenz	"	249	18	10	..	..	..	..	..	..	..	..	..	..	..	249	18	10
Road to Mount Cook and glaciers	"	"	2,209	8	6	..	..	..	..	..	..	..	..	..	..	..	2,209	8	6
Pukaki-Mount Cook	"	"	2,046	8	0	..	..	..	..	..	..	..	..	..	..	..	2,325	2	8
Forks River Bridge, Mount Cook Road (to account)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	521	5	4
Contribution towards erection of Pukaki Bridge (£1 for £1)	"	"	850	0	0	..	..	..	..	..	..	..	..	..	..	..	111	17	0
Orari River protective works	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tracks, Mount Cook and glaciers	"	"	384	8	0	..	..	..	..	..	..	..	..	..	..	..	200	0	0
Mount Cook Hermitage Road	"	"	396	1	9	..	..	..	..	..	..	..	..	..	..	..	214	10	0
Hooker Bridge	"	"	114	19	1	..	..	..	..	..	..	..	..	..	..	..	477	1	2
Fairlie-Pukaki (main road)	"	"	605	14	4	..	..	..	..	..	..	..	..	..	..	..	75	0	0
Rocky Gully Bridge (£1 for £1)	"	"	47	10	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lake Pukaki (planting)	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..	..	50	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.	Net Expenditure during 12 Months ended 31st March, 1900.	Total Net Expenditure to 31st March, 1900.	Liabilities on Authorities, Contracts, &c., 31st March, 1900.	Total Net Expenditure and Liabilities.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
OTAGO LAND DISTRICT—							
Martin's Bay Settlement	200 0 0	..	200 0 0	..	200 0 0
Head Lake Wanaka Road to Wilkin Valley	345 0 0	95 0 0	440 0 0	100 0 0	100 0 0
Martin's Bay-Lake Wakatipu	553 2 3	..	553 2 3	..	553 2 3
Queenstown Jetty
Cardrona Nursery Road
Cardrona Coalpit Road
Cardrona Valley Road
Queenstown-Glenorchy
Queenstown Breakwater (repairs), (to account)
Arrowtown-Crown Terrace	1,500 0 0	..	1,500 0 0	..	1,500 0 0
Glenorchy up Rees and Dart	1,805 3 7	..	1,805 3 7	..	1,805 3 7
Glenorchy-Earnslaw	100 0 0	..	100 0 0	..	100 0 0
Mount Earnslaw Track
Rees River Road	100 0 0	..	100 0 0	..	100 0 0
Rees Valley Road
Pembroke-Matukituki	2,479 11 4	..	2,479 11 4	..	2,479 11 4
Dart River Road	100 0 0	..	100 0 0	..	100 0 0
Bent Burn-Glacier Burn	100 0 0	..	100 0 0	..	100 0 0
Lake Wanaka Wharves	30 0 0	..	30 0 0	..	30 0 0
Tracks Head of Lake Wakatipu	245 15 0	..	245 15 0	..	245 15 0
Lake Te Anau-Wakatipu	599 13 9	629 11 4	1,229 5 1	216 14 11	1,446 0 0
Albert Burn Track	175 0 0	..	175 0 0	..	175 0 0
Hollyford Valley	200 0 0	..	200 0 0	..	200 0 0
Glendhu-Roy's Peninsula	100 0 0	..	100 0 0	..	100 0 0
Glendhu Road
Ben Lomond Run
Lower Wanaka Block	101 0 0	..	101 0 0	..	101 0 0
To West Coast Sounds	2,406 15 8	..	2,406 15 8	..	2,406 15 8
Lake Te Anau-Sutherland Falls	557 18 9	199 4 3	757 3 0	34 4 5	791 7 5
Tracks-Western Sounds	5,269 6 11	2,901 19 1	8,171 6 0	278 18 1	8,450 4 1
Clyde-Queenstown	250 0 0	..	250 0 0	..	250 0 0
Bendigo-Makanui	88 6 7	..	88 6 7	..	88 6 7
Makarora-Haast Valley	379 12 6	22 15 10	402 8 4	125 13 2	528 1 6
Makarora Valley	601 11 0	..	601 11 0	..	601 11 0
Cromwell-Hawea-Lindis Pass
Hawea Bridge-Head Lake Wanaka
Alexandra-Clyde-Ophir (main road)
Chatto Creek-Tinkers	300 0 0	..	300 0 0	..	300 0 0
Lauder District, Blocks III., IV., V., and VI.
Ophir District Water-supply	300 0 0	..	300 0 0	..	300 0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.			
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
ROADS, BRIDGES, ETC.—continued.														
ORAGO LAND DISTRICT—continued.														
Kyeburn-Naseby	Maniototo	Waihemo	..	..	..	..	..	..	200	0	0	200	0	0
Run 219 .. .. .	"	"	..	..	..	..	..	..	150	0	0	150	0	0
Naseby, Blocks I., VI., VII., VIII. } Block	"	"	..	..	..	..	..	..	400	0	0	400	0	0
Maniototo, Blocks I., XVIII. }	"	"	..	..	..	..	..	..	..	..	..	..	..	..
Gimmerburn, Block I.	"	"	1,240	0	0	..	..	1,240	0	0	..	1,240	0	0
Maniototo	"	"	100	0	0	..	..	100	0	0	..	100	0	0
Maniototo Block	"	"	500	0	0	..	..	500	0	0	..	500	0	0
Taiari River Bridge, Kokonga	"	"	200	0	0	..	..	200	0	0	..	200	0	0
Taiari Lake, Block XV., Maniototo	"	"	450	0	0	..	..	450	0	0	..	450	0	0
Run 222 .. .. .	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Block XI., Maniototo .. .. .	"	"	..	..	..	..	..	..	50	0	0	50	0	0
Block XVI., Maniototo	"	"	300	0	0	..	..	300	0	0	..	300	0	0
Maniototo, Block II.	"	"	700	0	0	..	..	700	0	0	..	700	0	0
Maniototo, Block III.	"	"	750	0	0	..	..	750	0	0	..	750	0	0
Gimmerburn District	"	"	1,098	0	0	..	..	1,098	0	0	..	1,098	0	0
Gimmerburn Block	"	"	1,450	0	0	..	..	1,450	0	0	..	1,450	0	0
Swinburn and Rock and Pillar	"	"	650	0	0	..	..	650	0	0	..	650	0	0
Run 210	"	"	300	0	0	..	..	300	0	0	..	300	0	0
Dunback-Swinburn	"	"	200	0	0	..	..	200	0	0	..	200	0	0
Hamilton Bridge .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..
Capburn Bridge (£1 for £1) .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..
Upper Taiari and Rock and Pillar	"	"	500	0	0	..	..	500	0	0	..	500	0	0
Runs 204, 204A, Upper Taiari-Rock and Pillar (to account) .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..
Rantuly Township .. .. .	"	"	..	..	..	..	..	..	200	0	0	200	0	0
Kyeburn Bridge (to account) .. .. .	"	"	..	..	..	..	..	..	250	0	0	250	0	0
Swinburn Farm-homestead Block	Maniototo and Waihemo.	"	200	0	0	..	..	200	0	0	..	200	0	0
Swinburn Special Settlement	"	"	288	0	0	..	..	288	0	0	..	288	0	0
Runs 225E and 225T to 225Z	Waihemo	"	..	..	..	..	..	..	..	..	..	..	..	..
Waihemo, Block VIII. .. .. .	"	"	..	..	..	..	..	..	200	0	0	200	0	0
Through Runs 171 and 171A	Waikouaiti	"	1,500	0	0	..	..	1,500	0	0	..	1,500	0	0
Hunmuckside District	"	"	260	0	0	..	..	260	0	0	..	260	0	0
Waikari to Waitahi	"	"	3,457	6	4	..	..	3,457	6	4	..	3,457	6	4
Karitane Recreation Reserve (protective works)	Waikouaiti	"	..	..	..	..	..	..	..	..	..	..	..	..
Waikouaiti, Block VI. .. .. .	"	"	..	..	..	..	..	..	80	0	0	80	0	0
Blueskin (£1 10s. for £1)	"	"	105	0	0	..	..	105	0	0	..	105	0	0
Brinn's Point, Cemetery Road .. .. .	"	"	..	..	..	..	..	..	25	0	0	25	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.			
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
OTAGO LAND DISTRICT—continued.														
Roads, Bridges, &c.—continued.														
Corner Bush—Merton	Waikouaiti	Waikouaiti	..	..	..	..	..	..	100	0	0	100	0	0
Corner Bush, Puketiraki	"	"	..	..	..	..	..	..	50	0	0	50	0	0
Puketiraki (N.R.), repairing and forming old road	"	"	..	..	..	..	..	..	50	0	0	50	0	0
Puketiraki—Seacliff (formation)	"	"	..	..	..	..	..	..	50	0	0	50	0	0
Kilmog (main road)	"	"	..	..	..	..	..	..	200	0	0	200	0	0
Purakanni Native Reserve—Railway-station	"	"	..	..	..	..	..	..	150	0	0	150	0	0
Hayward's Point Road (Purakanui)	"	"	..	..	..	..	..	..	150	0	0	150	0	0
Seacliff Asylum Reserve—Native Reserve	"	"	..	..	116	4	0	116	4	0	200	0	0	0
Waikouaiti Bridge	"	Chalmers	600	0	0	..	..	600	0	0	600	0	0	0
Brimm's Point and Merton	"	"	250	0	0	..	..	250	0	0	250	0	0	0
Seacliff Asylum Road	"	"	200	0	0	..	..	200	0	0	200	0	0	0
Puketiraki Station—Beach	"	"	459	19	2	10	0	470	0	0	470	0	0	0
Warrington	"	"	200	0	0	..	..	200	0	0	200	0	0	0
Waitaki Road	"	"	541	1	7	..	..	541	1	7	541	1	7	0
Lower Harbour Road, Otago Heads	"	"	150	0	0	..	..	150	0	0	300	0	0	0
Maori Kaika Road, Otago Heads	"	"	1,031	8	6	..	..	1,031	8	6	1,031	8	6	0
Normanby—Mount Cargill	"	Dunedin	100	0	0	100	0	200	0	0	200	0	0	0
Signal Hill Road	"	"	..	..	..	..	..	..	50	0	0	50	0	0
North Harbour and Blueskin, Block XI.	"	"	..	..	..	..	..	..	75	0	0	125	0	0
Fine Hill	"	"	..	..	..	..	..	..	100	0	0	100	0	0
North Harbour and Blueskin, Block VIII.	"	Taiari	..	..	..	..	..	..	150	0	0	150	0	0
North Harbour and Blueskin, Section 21, Block VIII.	"	Taiari and Dunedin	..	..	..	..	..	..	50	0	0	50	0	0
Peninsula Beach Road (prison labour)	Peninsula	Chalmers	30	2	3	..	..	30	2	3	30	2	3	0
Peninsula Beach Road, Portobello	"	"	188	4	3	51	8	239	12	6	239	12	6	0
Otago Peninsula (Block II., from Section 60 through 71, &c.)	"	"	948	3	10	..	..	948	3	10	16	16	2	0
Portobello—Hooper's Inlet	"	Waikouaiti	..	..	..	..	..	..	300	0	0	300	0	0
Tomahawk Road	"	Chalmers	200	0	0	..	..	200	0	0	200	0	0	0
Blair-Taiari	Taiari	Taiari	100	0	0	..	..	100	0	0	100	0	0	0
Taiari Bridge—Nenthorn Bridge	"	"	175	0	0	..	..	175	0	0	175	0	0	0
Dunedin to Mosgiel (Main South Road)	"	Caversham	..	..	..	..	..	..	200	0	0	200	0	0
Ocean Beach (protective works)	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Block XII., Nenthorn	"	Taiari	300	0	0	..	..	300	0	0	300	0	0	0
Silverpeak, &c.	"	"	320	0	0	..	..	320	0	0	320	0	0	0
Hindon	"	"	1,005	0	0	..	..	1,005	0	0	1,005	0	0	0
Run 75 (Boyd's)	"	"	3,000	0	0	..	..	3,000	0	0	3,000	0	0	0
Bridge over Kaikorai Stream	"	"	400	0	0	..	..	400	0	0	400	0	0	0
Grant in aid of bridge at Kaikorai on Main South Road	"	"	456	0	0	..	..	456	0	0	456	0	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
OTAGO LAND DISTRICT—continued.																	
Bridge over Taieri Main South Road	Taieri		12,581	19	0	..	12,581	19	0	..	12,581	19	0	..	12,581	19	0
Taieri Bridge, Otakia (£1 for £3)	"		499	1	0	..	499	1	0	..	499	1	0	..	499	1	0
Green Island—Brighton	"		990	13	0	..	990	13	0	..	990	13	0	..	990	13	0
Henley protective river-works	"		250	0	0	..	250	0	0	..	250	0	0	..	250	0	0
Taieri River Road	"		200	0	0	..	200	0	0	..	200	0	0	..	200	0	0
Henley Road	"		100	0	0	..	100	0	0	..	100	0	0	..	100	0	0
Taieri Bridge—Pukekura	"		..	..	..	46	3	2	..	46	3	2	..	153	16	10	
Teviot Small-grazing Runs	Tuapeka		100	0	0	..	100	0	0	..	100	0	0	..	100	0	0
Bridges over Clutha and Beaumont and Roxburgh (grant-in-aid)	"		16,403	13	2	..	16,403	13	2	..	16,403	13	2	..	16,403	13	2
Through Blocks VIII. and X., Benger	"		1,000	0	0	..	1,000	0	0	..	1,000	0	0	..	1,000	0	0
Beaumont—Miller's Flat	"		6,000	0	0	..	6,000	0	0	..	6,000	0	0	..	6,000	0	0
Kelso—Greenvale	"		500	0	0	..	500	0	0	..	500	0	0	..	500	0	0
Tapanni Railway—Run 140	"		1,145	2	3	..	1,145	2	3	..	1,145	2	3	..	1,145	2	3
Gherkenich	"		110	4	0	..	110	4	0	..	110	4	0	..	110	4	0
Black Hill—Main Dunedin Road	"		99	19	11	..	99	19	11	..	99	19	11	..	99	19	11
Beaumont Block	"		..	..	..	100	0	0	..	100	0	0	..	300	0	0	
Rankleburn, &c.	"		1,266	0	0	..	1,266	0	0	..	1,266	0	0	..	1,266	0	0
Beaumont and Rankleburn	"		2,034	0	0	..	2,034	0	0	..	2,034	0	0	..	2,034	0	0
Tuapeka Mouth Point	"		300	0	0	..	300	0	0	..	300	0	0	..	300	0	0
Tuapeka West Block	"		367	0	0	..	367	0	0	..	367	0	0	..	367	0	0
Run 106	"		1,148	7	3	..	1,148	7	3	..	1,148	7	3	..	1,148	7	3
Waitahuna—Run 52c	"		1,200	0	0	..	1,200	0	0	..	1,200	0	0	..	1,200	0	0
Waitahuna Bridge	"		750	0	0	..	750	0	0	..	750	0	0	..	750	0	0
Rankleburn, Block III.	"		..	..	..	150	0	0	..	150	0	0	..	150	0	0	
Lawrence—Clyde	"		500	0	0	..	500	0	0	..	500	0	0	..	500	0	0
Switzers Track—Spylaw and Clutha	Tuapeka and Vincent		690	5	8	..	690	5	8	..	690	5	8	..	690	5	8
Wakaita Bush—Clutha Valley	Tuapeka and Southland		3,500	0	0	..	3,500	0	0	..	3,500	0	0	..	3,500	0	0
Table Hill	"		150	0	0	..	150	0	0	..	150	0	0	..	150	0	0
Taieri Beach and South Roads	Bruce		..	..	..	150	0	0	..	150	0	0	..	150	0	0	
Taieri Beach V.S. to dairy factory	"		..	..	..	..	..	..	..	..	..	..	..	150	0	0	
Centre Road, Inchelutha (metalling), (£1 for £1)	"		..	..	..	..	..	..	..	..	..	..	..	150	0	0	
Clarendon, Block VI.	"		..	..	..	..	..	..	..	..	..	..	..	150	0	0	
Akatore, Blocks I. and II.	"		..	..	..	..	..	..	..	..	..	..	..	50	0	0	
Akatore, Blocks III., VIII., and IX.	"		..	..	..	..	..	..	..	..	..	..	..	50	0	0	
Akatore, Blocks III., IV., and VIII.	"		..	..	..	..	..	..	..	..	..	..	..	75	0	0	
Akatore River Bridge	"		..	..	..	60	0	0	..	60	0	0	..	60	0	0	
Matau—Kaitangata (£1 for £1), (to account)	"		..	..	..	..	..	..	..	..	..	..	..	150	0	0	
Matau River protective-works (Inch Clutha)	"		..	..	..	100	0	0	..	100	0	0	..	500	0	0	
	"		..	..	..	..	..	..	..	..	..	..	..	100	0	0	

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
OTAGO LAND DISTRICT—continued.												
Roads, Bridges, etc.—continued.												
Taieri Mouth Point ..	Bruce	..	300	0	0	..	300	0	0	..	300	0
Clarendon District ..	"	..	75	0	0	..	75	0	0	..	75	0
Bridge, Tokomairiro River, North Branch ..	"	..	250	0	0	..	250	0	0	..	250	0
Kaitianga-Wangaloa ..	"	..	500	0	0	..	500	0	0	150	0	0
Matau Bridge (contribution) ..	"	..	300	0	0	150	0	0	0	..	450	0
Pomahaka Bridge (£1 for £1) ..	Clutha	..	350	0	0	..	350	0	0	..	350	0
Pomahaka-Clutha ..	Clutha	..	400	0	0	..	400	0	0	..	400	0
Pomahaka Bridge (Clydevale) ..	Bruce	..	..	..	..	2	15	7	..	497	4	5
Pomahaka Bridge (Keiso) ..	Clutha and Bruce	..	500	0	0	..	500	0	0	..	500	0
Waipahi Bridge (subsidy) ..	"	..	150	0	0	..	150	0	0	100	0	0
Glenomaru and Owaka ..	"	..	1,146	16	2	..	1,146	16	2	..	1,146	16
Block IV., Catlin's District ..	"	..	90	0	0	..	90	0	0	..	90	0
Glenomaru Block ..	"	..	624	13	0	..	624	13	0	..	624	13
Catherwood's Road ..	"	..	249	5	10	..	249	5	10	..	249	5
Hunt's Road ..	"	..	..	..	..	..	..	..	..	30	0	0
Cannibal Bay Road ..	"	..	1,972	10	11	99	18	5	2,072	9	4	2,222
Barr's Road ..	"	..	1,045	8	4	168	15	8	1,045	8	4	1,045
Glenomaru ..	"	..	1,218	12	11	..	1,218	12	11	20	8	10
Glenomaru, Block IV. ..	"	..	318	4	4	..	318	4	4	406	7	5
Glenomaru, Block V. ..	"	..	150	0	0	..	150	0	0	..	150	0
Owaea (Campbell's) ..	"	..	100	0	0	..	100	0	0	..	100	0
Owaka Railway-station (£1 for £1) ..	"	..	100	0	0	..	100	0	0	..	100	0
Owaka-Catlin's Lake ..	"	..	160	0	0	..	160	0	0	..	160	0
Owaka-Clinton (£1 for £1) ..	"	..	..	..	..	..	..	..	..	100	0	0
Katea-Dairy Factory, Owaka ..	"	..	180	0	0	..	180	0	0	..	180	0
Glenomaru, Blocks III., IV., V., VII., and X. ..	"	..	307	6	6	194	15	10	502	2	4	530
Catlin's Roads ..	"	..	1,410	11	1	24	14	0	1,435	5	1	1,467
Catlin's and Taureka ..	"	..	11,840	15	11	..	11,840	15	11	80	0	11,420
Waikawa-Catlin's (main road) ..	"	..	25,873	9	0	1,437	1	2	26,810	10	2	27,381
Block VIII., Catlin's ..	"	..	318	7	2	23	12	6	341	19	8	350
Block I., Catlin's ..	"	..	208	13	6	243	4	7	451	18	1	650
Block II., Catlin's ..	"	..	50	0	0	..	50	0	0	342	8	0
Catlin's, Blocks I., II., and IV. ..	"	..	200	0	0	..	200	0	0	576	1	9
Catlin's, Blocks IV., V., VII., and VIII. ..	"	..	700	3	1	66	10	1	766	13	2	1,057
Woodlands Improved-farm Settlement ..	"	..	3,572	8	0	150	0	2	3,722	8	2	4,438
Woodlands ..	"	..	5,069	17	7	76	16	9	5,146	14	4	5,173
Woodlands (B2) Improved-farm Settlement ..	"	..	39	14	6	..	39	14	6	1,100	0	1,139

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.		
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
ROADS, BRIDGES, ETC.—continued.													
OTAGO LAND DISTRICT—continued.													
Woodlands, Blocks I., V., VI., VIII., IX., X., XII.	Clutha		..		146	10	1	146	10	1	453	9	11
Manuka Island—Baiclutua	"		..		217	6	11	217	6	11	282	13	1
Tautuku, Block VIII.	"		..		200	0	0	200	0	0	150	0	0
Woodlands—Tahakopu	"		..		14	5	2	235	14	10	235	14	10
Waiwera Bridge, subsidy (Dunedin—Invercargill), (£1 for £1)	"		..		46	5	4	81	13	8	18	6	4
Glenomaru, Blocks III., IV., V., VII., and X.	"		..		..			143	5	0	256	15	0
Ratanui Road	"		..		529	4	4	..			48	4	8
Wingfield Road, Ratanui	"		..		352	18	11	413	4	0	..		
Bridge over Tahakopu, Block VIII., Rimu	"		..		50	0	0	50	0	0	489	14	11
Long Point Road	"		..		4	0	0	400	0	0	..		
Mouat's Saddle	"		..		635	8	4	635	8	4	..		
Purakaiti Stream	"		..		236	14	5	..			200	0	0
Kaler's Road (felling)	"		..		157	15	4	171	19	6	18	14	3
Warnock's Road	"		..		82	16	1	..			150	0	0
Tahakopu	"		..		1,112	13	2	..			1,112	13	2
Tahakopu River Bridge (approaches)	"		..		..			60	6	6	59	13	6
Rimu, Block XIII.	"		..		394	15	6	394	15	6	60	0	0
Tahakopu Block	"		..		675	11	10	675	11	10	..		
Tautuku River Landing-sheds, &c.	"		..		300	0	0	300	0	0	..		
Tautuku	"		..		483	17	5	600	0	0	..		
Waikoiko Bridge	"		..		125	0	0	..			1,083	17	5
Rimu	"		..		554	4	9	..			125	0	0
Rimu Improved-farm Settlement	"		..		617	1	2	..			554	4	9
Rimu, Block XIV.	"		..		2,633	7	4	3,250	8	6	76	9	8
Heathfield Improved-farm Settlement	"		..		149	16	0	390	6	3	109	13	9
Waipati Improved-farm Settlement	"		..		5,169	12	6	5,238	6	5	274	16	11
Leithen Bush Track	"		..		4,533	6	2	..			108	10	4
Subsidy, Clutha Bridge	"		..		200	0	0	200	0	0	..		
Anderson's Bay	"		..		2,500	0	0	2,500	0	0	..		
Caversham Industrial School Reserve	Caversham		..		275	0	0	275	0	0	25	0	0
Cargill Street, Caversham	"		..		50	0	0	50	0	0	..		
Water of Leith protective works	"		..		100	0	0	100	0	0	..		
Henderson's Road (£1 for £1)	Maori Hill Borough		..		400	0	0	400	0	0	..		
Ravenbourne	West Harbour Borough		..		1,590	7	0	1,590	7	0	50	0	0
Gladstone, Upper Junction	N.E. Valley Borough		..		250	0	0	250	0	0	..		
Normanby, Mount Cargill	"		..		150	0	0	150	0	0	..		
Sundry roads and bridges, Otago	"		..		1,001	5	1	1,001	5	1	..		
Native Districts	"		..		735	5	11	735	5	11	..		
Education Reserves	"		..		1,821	3	9	1,821	3	9	..		
Purchase of Roads	"		..		542	17	6	542	17	6	..		
Miscellaneous and engineering	"		..		6,436	6	7	6,436	6	7	..		
To open up Otago Runs	"		..		11,792	19	11	11,792	19	11	209	3	5
Village Settlements (see also General)	"		..		261	1	6	299	19	11	28	0	1
Total, Otago Land District			..		226,058	15	1	14,109	15	5	25,516	2	2
			..					240,168	10	6			
			..								265,684	12	8

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1889.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.			
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
ROADS, BRIDGES, ETC.—continued.														
SOUTHLAND LAND DISTRICT—continued.														
Wendon and Greenvale Blocks	Southland	Wakatipu	..	..	..	..	..	..	200	0	0	200	0	0
Balfour Cattle Flat	"	Wallace	..	..	..	..	..	..	100	0	0	100	0	0
Curtin's Road (Anandale)	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Winton-Bayswater	"	Awarua	..	..	..	..	..	..	150	0	0	150	0	0
Mataura to Dunsdale	"	Mataura	..	..	..	..	..	..	200	0	0	200	0	0
Wairakiki to Mataura	"	"	..	..	..	..	..	..	400	0	0	400	0	0
Oreti-Wray's Bush Road	"	"	..	..	..	..	..	..	200	0	0	200	0	0
Wairio-Wray's Bush	"	"	..	..	..	..	..	..	100	0	0	100	0	0
West Plains Road	"	Awarua	..	18	15	0	..	..	31	5	0	50	0	0
Grove Bush and Mill Road District	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Makarewa	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Mud Flat Road-Waikivi	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Waikiwi-Gladstone	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Main North Road-Waikivi (£1 for £1)	"	Wallace	..	..	..	..	..	..	200	0	0	200	0	0
Old Oteramika Road, Blocks I., II., Invercargill Hundred (£1 for £1)	"	Invercargill	..	..	..	..	..	..	200	0	0	200	0	0
Bainfield Road	"	Wallace	..	..	..	..	..	..	100	0	0	100	0	0
Oteramika (£1 for £1)	"	Mataura	..	..	..	..	..	..	200	0	0	200	0	0
Opapiri Bridge-Forest Hill District	"	Awarua	..	150	0	0	..	150	0	0	0	150	0	0
Hokonui-Forest Hill Block	"	"	..	85	7	10	..	85	7	10	..	602	15	0
Forest Hill, Macdonald Road	"	"	..	1,700	9	5	..	1,700	9	5	..	1,700	9	5
Dunsdale	"	Mataura	..	100	0	0	..	100	0	0	..	100	0	0
Boxall Road	"	Invercargill	..	..	..	..	..	..	100	0	0	100	0	0
Baird's Road, Block IX., Waikawa	"	Mataura	..	186	15	11	..	186	15	11	..	200	0	0
Bluff Road-Campbelltown	"	Awarua	..	99	10	7	..	99	10	7	..	150	0	0
Campbelltown Hundred, Block VIII.	"	"	..	..	..	..	..	..	0	9	5	100	0	0
Centre Bush Village	"	"	..	..	..	..	..	..	200	0	0	200	0	0
Hokonui-Henderson's Road	"	"	..	200	0	0	..	200	0	0	..	200	0	0
Linds Bridge-Railway-station	"	"	..	..	..	..	..	..	50	0	0	50	0	0
Mill and Flora Road	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Murphy's Road (£1 for £1)	"	"	..	..	..	..	..	..	100	0	0	100	0	0
Otatara	"	"	..	..	..	..	..	..	50	0	0	50	0	0
Laura Creek Bridge	"	"	..	50	0	0	..	50	0	0	..	50	0	0
Winton Creek Bridge, Section 9 (Winton Hundred)	"	"	..	50	0	0	..	50	0	0	..	50	0	0
Winton Creek Bridge	"	"	..	..	..	..	..	..	..	..	..	..	..	..
Through Runs 177 and 257	"	"	..	..	..	..	..	..	..	..	..	..	..	..
Hedgehope-Mataura	"	Mataura	..	5,002	0	0	..	5,002	0	0	..	5,002	0	0
Makarewa-Hedgehope Flood-channel	"	Awarua and Mataura	..	300	0	0	..	300	0	0	..	300	0	0
Walmumu Bridge	"	Awarua	..	100	0	0	..	100	0	0	..	300	0	0
			..	..	..	..	..	..	..	..	..	100	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.	Net Expenditure during 12 Months ended 31st March, 1900.	Total Net Expenditure to 31st March, 1900.	Liabilities on Authorities, Contracts, &c., 31st March, 1900.	Total Net Expenditure and Liabilities.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS, BRIDGES, ETC.—continued.							
SOUTHLAND LAND DISTRICT—continued.							
Mabel District ..	Southland	Mataura	500 0 0	500 0 0	500 0 0	200 0 0	700 0 0
Hedgehope-Tiupia and Dunsdale Bridges ..	"	"	200 0 0	500 0 0	500 0 0	..	500 0 0
Mataura River protective works ..	"	Awarua	200 0 0	..	200 0 0	..	200 0 0
Hedgehope Road ..	"	"	200 0 0	..	200 0 0	..	200 0 0
Makarewa-Hedgehope ..	"	"	200 0 0	..	200 0 0	..	200 0 0
Main North Road, Winton ..	"	"	..	300 0 0	300 0 0	500 0 0	800 0 0
Orion and Minerva Roads, Makarewa ..	"	"	25 0 0	..	25 0 0	..	25 0 0
Devereaux-East Winton ..	"	"	..	50 0 0	50 0 0	..	50 0 0
Bush land east of Makarewa ..	"	"	520 0 0	..	520 0 0	..	520 0 0
Outfall drainage, Otatara ..	"	"	74 3 6	114 17 4	189 0 10	60 19 2	250 0 0
Wallacetown-Royal Bush ..	"	"	150 0 0	..	150 0 0	..	150 0 0
Section 795, Hokonui ..	"	"	..	..	..	50 0 0	50 0 0
Wallacetown-Spar Bush-Waimatuku Flat ..	"	"	450 0 0	..	450 0 0	100 0 0	550 0 0
Makarewa Bridge ..	"	"	635 19 3	..	635 19 3	80 0 0	735 19 3
Motuimu ..	"	"	1,744 0 10	232 18 8	1,976 19 6	822 1 7	2,799 1 1
Invercargill Hundred, Blocks VII., IX., X., XIV., XV., XVII., XX., XXII., XXIII.	"	"	..	..	..	..	..
Oteramika-Timpany Road ..	"	Mataura	..	..	..	150 0 0	150 0 0
Seaward Bush Township, road through Block III.	"	Invercargill	..	4 10 0	4 10 0	95 10 0	100 0 0
Watson Road ..	"	Awarua	..	..	..	100 0 0	100 0 0
Seaward Bush, Blocks III., IV.	"	Invercargill	..	..	..	200 0 0	200 0 0
Seaward Bush Road (near Clifton)	"	"	..	..	..	100 0 0	100 0 0
Waimatua (Seaward Bush) ..	"	"	..	..	..	200 0 0	200 0 0
Millar's Road (£1 for £1) ..	"	"	..	..	..	100 0 0	100 0 0
Mataura Island, Tirooa Siding (£1 for £1)	"	Awarua	..	100 0 0	100 0 0	..	200 0 0
Bluff Road (£1 for £1) ..	"	Mataura	..	..	..	200 0 0	200 0 0
Toe-toes, Section 2, Block X.	"	Invercargill and Mataura	..	..	..	100 0 0	100 0 0
Waikawa Valley ..	"	Mataura	..	..	..	200 0 0	200 0 0
Waikawa, Block I.	"	"	..	..	..	150 0 0	150 0 0
Otara to Haldane Post-office	"	"	..	..	..	200 0 0	200 0 0
Linds Bridge ..	"	"	100 0 0	..	100 0 0	..	100 0 0
Grove Bush ..	"	Awarua	200 0 0	..	200 0 0	..	200 0 0
Centre Bush ..	"	"	..	100 0 0	100 0 0	..	100 0 0
Makarewa-Grove Bush ..	"	"	400 0 0	..	400 0 0	300 0 0	700 0 0
Bush land, Makarewa ..	"	"	150 0 0	..	150 0 0	..	150 0 0
Wright's Bush ..	"	"	100 0 0	..	100 0 0	..	100 0 0
Wallacetown-Tomoporakau ..	"	"	150 0 0	..	150 0 0	..	150 0 0
Mill Road, Makarewa, Block X., Sections 32 and 33	"	"	200 0 0	..	200 0 0	..	200 0 0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities' Contracts, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
SOUTHLAND LAND DISTRICT—continued.												
Invercargill Hundred, Block XXXIII.	321	16	9	..	321	16	9	78	3	400
Waikiki Suburban	150	0	0	..	150	0	0	..	..	150
Waikiki	20	0	0	..	80	0	100
Oreti Bridge, Wray's Bush Road (to account)	500	0	0	..	..	..	500
Otapiri Bridge	150	0	0	150
Otapiri Bridge (Forest Hill)	150	0	0	..	..	..	150
Outfall drain, Block VIII. (Campbelltown Hundred)	49	16	11	..	0	3	50
Main East Road, near Invercargill	100	0	0	..	100	0	0	..	..	100
Seaward Bush roads	842	0	10	..	842	0	10	..	..	842
Miller's Road, Hedgehope
Seaward Bush Township (McQuarrie Road)	33	11	0	..	33	11	0	..	..	33
Invercargill-Tisbury	400	0	0	165	16	6	..	0	12	200
Maclean's Road, Seaward Bush	400
Tisbury	69	16	70	
Tramway Road	200	0	0	..	200	0	0	..	..	200
Appleby-Tisbury	150	0	0	..	150	0	0	..	..	150
Walhopai Bridge	344	6	7	..	344	6	7	..	..	344
Tisbury-Waimatua	1,100	0	0	..	1,100	0	0	..	..	1,100
Kingswell Creek	899	18	0	..	899	18	0	..	..	899
Kingswell Creek-Seaward Bush	97	9	2	..	97	9	2	..	..	97
Kingswell Creek-Seaward Bush (£1 for £1)	323	11	8	..	188	15	512
Waimatuku Bush	200	0	0	..	200	0	0	..	..	200
Millwood Settlement	700	0	0	..	700	0	0	..	..	700
Bay Road-Otatara Bush	75	0	0	..	75	0	0	..	..	75
Otatara Bush	1,179	18	3	..	1,179	18	3	..	..	1,179
Balfour Bridge (over Mataura River) (balance)	500	0	0	..	500	0	0	..	..	500
Oreti Bridge, Dipion (to account)
Otaniri Bridge, at Dodd's	500	0	0	500
Hedgehope Bridge (Buehy Park Road)	150	0	0	150
Mokoreta Bridge, at McPherson's Ford..	75	0	0	75
Outfall-drain along Clifton, Tisbury, and Scots Streets, Seaward Bush	400	0	0	400
Longbush, Makarewa, Myross, and Wallacetown Township (£1 for £1)	100	0	0	100
Clifton-Seaward Bush	694	4	11	..	694	4	11	..	..	694
Clifton-Tisbury	55	19	1	39	1	3	60	18	155	
Acker's Village Block	216	16	3	..	216	16	3	..	..	216
Acker's Village	120	10	1	20	14	3	129	5	270	

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, ETC.—continued.																	
SOUTHLAND LAND DISTRICT—continued.																	
Block XIV., Mokoreta	Southland	Mataura	116	18	1	15	10	6	132	8	7	17	11	5	150	0	0
Mokoreta Block	"	"	492	13	2	"	"	"	492	13	2	1,075	0	0	1,567	13	2
Waikawa-Otara Block	"	"	7,597	2	6	"	"	"	7,597	2	6	"	"	"	7,597	2	6
Otara to Waikawa and Bridge, over Tokanu	"	"	1,000	0	0	"	"	"	1,000	0	0	"	"	"	1,000	0	0
Waikawa District (main road)	"	"	10,260	18	11	554	1	11	10,815	0	10	969	4	9	11,784	5	7
Gore-Pukerau	"	Mataura and Clutha	"	"	"	"	"	"	"	"	"	150	0	0	150	0	0
Graham Road	"	Mataura	"	"	"	"	"	"	"	"	"	200	0	0	200	0	0
Naigaro Bridge Road, Block VII., Waikawa	"	"	"	"	"	"	"	"	"	"	"	100	0	0	100	0	0
Neil's Road to termination of Seaward Bush Railway	"	"	"	"	"	"	"	"	"	"	"	200	0	0	200	0	0
Seaward Downs	"	"	"	"	"	"	"	"	"	"	"	200	0	0	200	0	0
Waikawa, Block VIII.	"	"	"	"	"	"	"	"	"	"	"	200	0	0	200	0	0
Wainahaka-Block VII., Mokoreta	"	"	"	"	"	"	"	"	"	"	"	200	0	0	200	0	0
Wyndham Valley (Corie to Bevs)	"	"	"	"	"	"	"	"	"	"	"	150	0	0	150	0	0
Mrimithan Bridge (near Wyndham)	"	"	"	"	"	"	"	"	"	"	"	200	0	0	200	0	0
Line of Hundreds	"	"	"	"	"	"	"	"	"	"	"	150	0	0	150	0	0
Line of Hundreds (Southland end)	Southland	Wallace and Awarua	"	"	"	200	0	0	200	0	0	"	"	"	200	0	0
Heddon Bush—Centre Bush	"	Mataura	"	"	"	250	0	0	250	0	0	100	0	0	350	0	0
Bridge over Oreti at Elbow	"	Wallace	"	"	"	"	"	"	"	"	"	150	0	0	150	0	0
Keiso-Waikaka	"	Awarua and Wallace	"	"	"	"	"	"	"	"	"	200	0	0	200	0	0
Manapouri-Dusky Sound	Southland	Wallace	9	0	0	"	"	"	9	0	0	"	"	"	9	0	0
Te Anau-George Sound	"	Wakatipu and Clutha	1,000	8	6	"	"	"	1,000	8	6	"	"	"	1,000	8	6
Te Anau Jetty	Wallace	Wallace	247	7	7	"	"	"	247	7	7	760	0	0	1,007	7	7
Manapouri—Te Anau	"	Wallace	340	7	11	278	8	8	618	16	7	21	11	4	640	7	11
Mossburn Bridge	"	"	140	0	0	"	"	"	140	0	0	"	"	"	140	0	0
Mossburn—Manapouri	"	"	195	13	0	7	18	4	203	11	4	46	8	8	250	0	0
Mararoa Bridge	"	"	1,307	19	9	300	0	0	1,607	19	9	100	0	0	1,707	19	9
Blackmount to D.P. land	"	"	350	0	0	"	"	"	350	0	0	"	"	"	350	0	0
Small grazing Run, No. 28	"	"	400	0	0	"	"	"	400	0	0	"	"	"	400	0	0
Horse-bridge, Wairaki River	"	"	231	5	0	0	16	6	232	1	6	267	18	6	500	0	0
Black Creek Bridge and Road	"	"	425	0	0	"	"	"	425	0	0	"	"	"	425	0	0
Papatotara—Improved-farm Settlement	"	"	"	"	"	50	0	0	50	0	0	"	"	"	50	0	0
Avondale Saddle	"	"	100	0	0	"	"	"	100	0	0	"	"	"	100	0	0
Lonneker Settlement	"	"	122	10	0	50	18	4	173	8	4	26	11	8	200	0	0
Lillburn Roads	"	"	2,452	11	1	92	7	8	2,544	18	9	244	1	11	2,789	0	8
Waiau Bridge, Clifden (to account)	"	"	100	0	0	"	"	"	100	0	0	"	"	"	100	0	0
Oravia-Clifden	"	"	250	0	0	"	"	"	250	0	0	"	"	"	250	0	0
Sutherland to Gorge Road	"	Wallace and Awarua	3,870	9	4	1,203	12	9	5,074	2	1	21	5	11	970	7	0
	"	"	172	12	0	507	17	5	679	19	5	20	0	7	700	0	0
	"	"	"	"	"	"	"	"	"	"	"	"	"	"	250	0	0

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.					
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.				
ROADS, BRIDGES, ETC.—continued.																
SOUTHLAND LAND DISTRICT—continued.																
Clifden-Manapouri	Wallace	Wallace	..	..	..	..	..	..	100	0	0	100	0	0		
Wairo-Mount Linton and Birchwood Road .. .. .	"	"	..	..	..	..	..	..	200	0	0	200	0	0		
Heddon Bush (Bayswater)-Otautau Road (£1 for £1) .. .. .	"	"	..	..	..	..	..	..	250	0	0	250	0	0		
Line of Hundreds, west of Aparima River .. .. .	"	"	..	..	..	..	..	..	100	0	0	100	0	0		
Lower Opio Bridge to Line of Hundreds (£1 for £1) .. .. .	"	"	..	..	..	..	..	..	150	0	0	150	0	0		
Papatotara-Waian Mouth .. .. .	"	"	..	..	..	..	..	..	200	0	0	200	0	0		
Waiau District, Blocks VII., VIII., X., Roads to open up back sections in .. .. .	"	"	..	..	..	..	..	..	150	0	0	150	0	0		
Waiau Ferry-Papatotara .. .. .	"	"	..	..	38	12	10	38	12	10	161	7	2	200	0	0
Wakapatu-Ruahine .. .. .	"	"	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Jacob's River (protective works near Etal Creek) .. .. .	"	"	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Papatotara Punt, Drummond's Ferry .. .. .	"	"	..	..	180	8	6	180	8	6	19	11	6	200	0	0
Clifden Ferry-Eastern Bush (Limestone Gorge)	"	"	300	0	0	0	0	300	0	0	125	2	0	400	0	0
Clifden-Redcliff Creek	"	"	59	10	0	0	0	274	18	0	29	7	6	350	0	0
Heddon Bush	"	"	150	0	0	0	0	320	12	6	..	..	150	0	0	
Grassy Creek	"	"	1,190	0	0	0	0	1,190	0	0	..	..	1,190	0	0	
Wreys Bridge (subsidy)	"	"	8,000	0	0	0	0	8,000	0	0	..	..	8,000	0	0	
Lillburn, Monowai, and Alton	"	"	40	0	0	0	0	40	0	0	..	..	40	0	0	
Tracks-McLaren's Run	"	"	128	15	11	1	1	128	15	11	17	7	11	328	15	11
Lower Waiau Ferry	"	"	550	0	0	0	0	550	0	0	..	..	550	0	0	
Otautau Bridge	"	"	250	0	0	0	0	250	0	0	..	..	250	0	0	
Otautau Bridge (subsidy)	"	"	1,704	10	2	2	2	1,704	10	2	300	0	0	300	0	0
Fairfax Bridge (to account)	"	"	74	3	6	6	6	74	3	6	..	..	74	3	6	
Longwood, Blocks XVI. and I.	"	"	258	0	11	11	11	258	0	11	..	..	258	0	11	
Orepuki-Waian	"	"	100	0	0	0	0	100	0	0	..	..	100	0	0	
Longwood, Blocks XVI. and X.	"	"	657	17	6	6	6	657	17	6	795	12	0	1,657	17	6
Aparima Bridge	"	"	549	13	6	6	6	549	13	6	200	0	0	749	13	6
Longwood, Blocks IV., XV., XVI., and XVII.	"	"	800	0	0	0	0	800	0	0	..	..	800	0	0	
Riverton-Orepuki	"	"	8,987	0	9	9	9	8,987	0	9	..	..	8,987	0	9	
Jacob's River (subsidy)	"	"	600	0	0	0	0	600	0	0	200	0	0	800	0	0
Orepuki-Wairaraurahi .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..
Riverton-Colac Bay .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..
Otautau Stream Bridge .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..
Aparima Protective Works (£1 for £1) .. .. .	"	"	..	..	..	..	..	..	..	..	..	..	..	..	..
Clifden Bridge-Papatotara .. .. .	"	"	..	..	9	1	0	9	1	0	100	0	0	100	0	0
Clifden-Otautau (main road) .. .. .	"	"	..	..	84	5	0	84	5	0	240	19	0	250	0	0
Dipton-Hamilton Run .. .. .	"	"	..	..	..	..	..	..	..	..	200	0	0	200	0	0
Forde's Road (Gropers Bush) .. .. .	"	"	..	..	50	0	0	50	0	0	100	0	0	150	0	0

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

Name of Work.	County.	Electorate.	Total Net to Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
SOUTHLAND LAND DISTRICT—continued.												
Longwood, Block XVIII.	Wallace	..	1	6 6	197	13 6	199	0 0	281	18 0	199	0 0
Manapouri—Flaxy Creek	"	..	5	8 0	68	2 0	68	2 0	242	9 0	350	0 0
Redcliff—Manapouri	"	..	..	..	2	3 0	7	11 0	..	..	250	0 0
Sunnyside—Woodlands (sheep-track)	"	..	..	..	60	0 0	60	0 0	276	2 3	60	0 0
Waiau District, Blocks VIII. and X. (sheep-track)	"	..	..	..	73	17 9	73	17 9	250	0 0	250	0 0
Te Anau—Milford	Fiord	..	..	..	..	..	..	..	300	0 0	300	0 0
Manapouri—Doubtful	"	..	150	0 0	..	..	150	0 0	100	0 0	250	0 0
Half-moon Bay Wharf, Stewart Island	Stewart Island	..	100	0 0	..	..	100	0 0	..	..	100	0 0
Half-moon Bay Tramway	"	..	250	0 0	..	..	250	0 0	..	..	250	0 0
Port William—Half-moon Bay	"	..	2,590	12 5	..	..	2,590	12 5	..	..	2,590	12 5
Stewart Island roads	"	..	..	..	..	..	..	..	100	0 0	100	0 0
Stewart Island Wharf	"	..	..	..	..	..	..	..	250	0 0	250	0 0
Port William—Horseshoe Bay	"	..	..	..	..	..	..	..	200	0 0	200	0 0
Paterson's Inlet—Mason Bay	"	..	9,394	2 11	..	..	9,394	2 11	..	..	9,394	2 11
Sundry roads	"	..	9	9 0	..	..	9	9 0	..	..	9	9 0
Sundry roads (Native labour)	"	..	Cr. 36	5 0	..	..	Cr. 36	5 0	191	4 5	154	19 5
Village Settlements (see also General)	"	..	1,148	15 8	..	..	1,148	15 8	..	..	1,148	15 8
To open up Southland runs	"	..	2,654	19 4	46	14 5	2,701	13 9	71	15 3	2,773	9 0
Miscellaneous and Engineering	"	..	..	..	..	..	..	..	..	..	..	..
Total, Southland	..	..	145,091	14 11	12,219	13 1	157,311	8 0	29,705	3 2	187,016	11 2

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

Name of Work.	County.	Electorate.	Total Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
ROADS, BRIDGES, ETC.—continued.												
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 not specifically appropriated—viz., roads, bridges, and drains	1,910	3 4	667	2 7	2,577	5 11	890	4 7	3,407	10 6
Miscellaneous and Engineering—main roads	33	14 0	..	..	33	14 0	..	..	33	14 0
Schools in outlying districts	1,978	13 0	..	..	1,978	13 0	125	0 0	2,103	13 0
Improved farms not specifically appropriated—viz., for felling, clearing, building, fencing, grassing, tools, explosives, &c.	Cr.	10 0 0	..	..	Cr.	10 0 0	500	0 0	490	0 0
Miscellaneous and Engineering—Roads to give access	204	4 0	..	..	204	4 0	..	..	204	4 0
Miscellaneous roads and bridges in Native districts	304	0 2	76	6 7	380	6 9	360	8 2	740	14 11
Native land purchases—Surveys	18,565	19 5	..	..	18,565	19 5	..	..	18,565	19 5
Native land purchases—New purchases	167	1 0	..	..	167	1 0	..	..	167	1 0
Portion of subsidies to local bodies	143,553	12 11	..	..	143,553	12 11	..	..	143,553	12 11
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—viz., roads, drains, passages, tools, stores, tents, &c.	21,975	15 11	480	18 4	22,456	14 3	649	3 8	23,105	17 11
Advance to co-operative workmen for dwelling-houses	157	10 0	5	0 0	162	10 0	235	0 0	397	10 0
Flood-damages to roads and bridges (to account)	14,582	2 4	2,487	11 1	17,069	13 5	1,720	2 4	18,789	15 9
Miscellaneous—Roads and material	1,399	1 11	6	16 4	1,405	18 3	58	19 10	1,459	18 1
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.	1,495	5 5	..	..	1,495	5 5	..	..	1,495	5 5
Village settlements (roads, buildings, fencing, felling, clearing, &c.)	51,095	17 6	..	..	51,095	17 6	200	0 0	51,295	17 6
Purchase of land for, or to be exchanged for land for roads	691	9 2	296	3 10	987	13 0	274	16 2	1,262	9 2
Wire rope for bridges	320	10 11	320	10 11	679	9 1	1,000	0 0
Advance to improved-farm settlers for buildings, gardens, fences, &c.	1,200	0 0	1,200	0 0
Retund of revenue credited to Vote 91 in error	Cr.	3 8 0	..	..	Cr.	3 8 0	..	..	Cr.	3 8 0
Total, General	1,009,981	18 4	4,340	9 8	1,014,322	8 0	6,828	3 10	1,021,150	11 10
Grand Total	4,743,469	14 10	268,714	16 7	5,012,184	11 5	301,775	18 4	5,313,960	9 9

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

—	Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c., 31st March, 1900.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
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	101,177	2 9	2,892 18 5		104,070	1 2	3,223 10 3		107,293	11 5
Roads to open up mineral lands ...	1,885	11 1	...		1,885	11 1	...		1,885	11 1
AUCKLAND:—										
Assistance to Piako County Council towards constructing tramway from Te Aroha Mountain to batteries	6,000	0 0	...		6,000	0 0	...		6,000	0 0
Opening Mokau River for development of coal-mine	552	8 0	...		552	8 0	...		552	8 0
Kuaotunu to Coromandel ...	1,470	0 0	...		1,470	0 0	...		1,470	0 0
Kiripaka to Coal-mines ...	80	0 0	...		80	0 0	...		80	0 0
Helena Bay to Whakapara ...	100	0 0	...		100	0 0	...		100	0 0
Gordon Settlement to Waharoa ...	600	0 0	...		600	0 0	...		600	0 0
Approach to railway bridge, Te Aroha	150	0 0	...		150	0 0	...		150	0 0
Karangahake Bridge ...	519	2 3	...		519	2 3	...		519	2 3
Puru Creek Road ...	400	0 0	...		400	0 0	...		400	0 0
Upper Waitotahi Road ...	492	10 0	...		492	10 0	...		492	10 0
Inland from Omaha ...	400	0 0	...		400	0 0	...		400	0 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
Karangahake to Waihi ...	468	15 0	...		468	15 0	...		468	15 0
Tiki to Waikawau ...	600	0 0	...		600	0 0	...		600	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
Matawai to Kaimarama ...	150	0 0	...		150	0 0	...		150	0 0
Driving Creek to Cape Colville ...	175	0 0	...		175	0 0	...		175	0 0
Cabbage Bay to Mines ...	400	0 0	...		400	0 0	...		400	0 0
Road formation, Waitekauri to Cross Road	271	11 11	...		271	11 11	...		271	11 11
Manaia to Mines ...	100	0 0	...		100	0 0	...		100	0 0
Whitianga to Mahakirau ...	450	0 0	...		450	0 0	...		450	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
Repairs, Mata Bridge ...	300	0 0	...		300	0 0	...		300	0 0
River Protection-works, Te Aroha ...	200	0 0	...		200	0 0	...		200	0 0
Junction Waihi Road to New Find, Waitekauri	328	8 0	...		328	8 0	...		328	8 0
Upper Waitekauri Bridge ...	250	0 0	...		250	0 0	...		250	0 0
Drains, Hikutaia ...	100	0 0	...		100	0 0	...		100	0 0
Roads, Katikati and Tauranga	1,226	17 5	...		1,226	17 5	...		1,226	17 5
Roads, Great Barrier Island	604	4 2	...		604	4 2	...		604	4 2
Tiki to Mahakirau ...	250	0 0	...		250	0 0	...		250	0 0
Thompson's Track ...	3,523	19 11	345 0 0		3,868	19 11	592 0 0		4,460	19 11
Hikutaia to Waihi ...	2,325	0 0	182 6 6		2,507	6 6	617 13 6		3,125	0 0
Paeroa to Waitoa ...	585	2 1	550 11 3		1,135	13 4	350 0 0		1,485	13 4
Waihi to Whangamata ...	358	6 0	...		358	6 0	199 14 0		558	0 0
Paeroa to Te Aroha ...	747	1 5	63 11 3		810	12 8	86 7 4		897	0 0
Whakapara to Puhipuhi ...	350	0 0	100 0 0		450	0 0	...		450	0 0
Waiorongomai Road ...	300	0 0	150 0 0		450	0 0	...		450	0 0
Waitekauri to Wharekiraupunga ...	98	8 6	...		98	8 6	200 0 0		298	8 6
Hikutaia to Waitekauri ...	614	5 4	105 3 11		719	9 3	194 10 9		914	0 0
Komata Reefs to Paeroa ...	300	0 0	...		300	0 0	200 0 0		500	0 0
Komata Reefs to Waitekauri ...	200	0 0	...		200	0 0	100 0 0		300	0 0
Tairua to Whenuakite ...	400	0 0	...		400	0 0	150 0 0		550	0 0
Tiki to Kaimarama ...	610	0 0	75 0 0		685	0 0	175 0 0		860	0 0
Mercury Bay to Whenuakite and Boat Harbour	500	0 0	...		500	0 0	50 0 0		550	0 0
Tiki to Opitonui (£1 for £1) ...	...		250 0 0		250	0 0	...		250	0 0
Tapu Creek and extension ...	618	5 8	200 0 0		818	5 8	200 0 0		1,018	5 8
Thames to Waikawau ...	1,735	11 7	115 0 0		1,850	11 7	235 0 0		2,085	11 7
Thames to Hikutaia ...	1,431	0 1	100 0 0		1,531	0 1	150 0 0		1,681	0 1
Turua to Netherton ...	650	0 0	182 0 0		832	0 0	368 0 0		1,200	0 0
Hikutaia to Whangamata, "Wires" Track	1,027	9 0	331 0 0		1,358	9 0	133 11 0		1,492	0 0
Upper Tararu Road ...	803	0 2	464 0 0		1,267	0 2	250 0 0		1,517	0 2
Matatoki Road ...	200	0 0	55 1 10		255	1 10	233 18 2		489	0 0
Puriri to Tairua ...	1,140	1 6	385 12 6		1,525	14 0	...		1,525	14 0
Wharepoa Settlement Road ...	368	11 5	...		368	11 5	261 0 0		629	11 5
Omaha to Whangamata ...	850	0 0	289 5 0		1,139	5 0	285 15 0		1,425	0 0
Carried forward ...	142,579	3 9	6,836 10 8		149,415	14 5	8,256 0 0		157,671	14 5

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

	Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c. 31st March, 1900.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ...	142,579	3	9	6,836	10	8	149,415	14	5	8,256	0	0	157,671	14	5
ROADS ON GOLDFIELDS—continued.															
AUCKLAND—continued.															
Waikawau to Manaia ...	1,700	0	0	565	0	0	2,265	0	0	135	0	0	2,400	0	0
Tapu to Waikawau ...	750	10	0	...	...	...	750	10	0	...	...	...	750	10	0
Cabbage Bay to Port Charles and Cape Colville ...	1,885	0	0	120	0	0	2,005	0	0	280	0	0	2,285	0	0
Kuaotunu to Mercury Bay ...	1,200	0	0	126	0	0	1,326	0	0	74	0	0	1,400	0	0
Bridge over Waitekauri Creek ...	...	...	...	102	15	0	102	15	0	57	5	0	160	0	0
Grace Darling Road ...	142	0	0	75	0	0	217	0	0	175	0	0	392	0	0
Waitekauri to Golden Cross ...	539	14	6	515	0	6	1,054	15	0	485	0	0	1,539	15	0
Roads, Netherton ...	45	0	0	155	0	0	200	0	0	145	0	0	345	0	0
Mangaiti and Waitoa Road and Punt ...	77	13	9	7	18	0	85	11	9	64	8	3	150	0	0
Coromandel to Cabbage Bay ...	500	0	0	100	0	0	600	0	0	100	0	0	700	0	0
Tokatea to Kennedy Bay ...	400	0	0	285	0	0	685	0	0	15	0	0	700	0	0
Tiki to Manaia ...	550	0	0	145	13	0	695	13	0	200	0	0	895	13	0
Coromandel to Whangapoua ...	200	0	0	...	...	...	200	0	0	650	0	0	850	0	0
Coromandel to Kuaotunu <i>via</i> Mata-rangi ...	350	0	0	420	0	0	770	0	0	430	0	0	1,200	0	0
Kikowhakare to Cabbage Bay ...	200	0	0	80	0	0	280	0	0	220	0	0	500	0	0
Extending Wharf Road, Coromandel Bridge, Ring's Road ...	...	...	...	500	0	0	500	0	0	200	0	0	700	0	0
Taumatawahine Bridge ...	...	...	...	300	0	0	300	0	0	25	0	0	325	0	0
Cemetery Road, Kuaotunu ...	...	...	...	300	0	0	300	0	0	...	...	...	300	0	0
Whitianga to Kaimarama ...	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Makakirau Goldfield Road ...	...	...	...	90	0	0	90	0	0	60	0	0	150	0	0
Tiki to Matawai ...	...	...	...	50	0	0	50	0	0	50	0	0	100	0	0
Tiki to Te Koumu ...	...	...	...	45	0	0	45	0	0	...	...	...	45	0	0
Opitonui Road ...	...	...	...	84	0	0	84	0	0	66	0	0	150	0	0
Tauranga to Te Puke ...	...	...	...	200	0	0	200	0	0	170	0	0	370	0	0
Waihi to Katikati ...	...	...	...	300	0	0	300	0	0	100	0	0	400	0	0
Papamoa to Te Puke ...	...	...	...	500	0	0	500	0	0	400	0	0	900	0	0
Blind Bay to Whangaparapara ...	509	10	2	150	0	0	150	0	0	150	0	0	300	0	0
Waihou Bridge at Shaftesbury ...	...	...	...	134	11	3	644	1	5	...	...	...	644	1	5
Whitianga to Guntown ...	...	...	...	...	...	...	50	0	0	290	0	0	290	0	0
Dounely's Bridge ...	...	...	...	50	0	0	50	0	0	50	0	0	100	0	0
Waiou Bridge to Old Mill Site ...	...	...	...	...	...	...	...	...	...	150	0	0	150	0	0
Bridge and approaches, Sullivan's Creek at Hooker's ...	...	...	...	...	...	...	...	...	...	300	0	0	300	0	0
Ohuka Creek Bridge ...	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Cabbage Bay—Ward's Track (£1 for £1) ...	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Townsend's Road, portion of Thames River to Whangamata Road ...	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Puriri to Neavesville ...	...	...	...	...	...	...	...	...	...	250	0	0	250	0	0
Neavesville to Upper Landing ...	...	...	...	...	...	...	...	...	...	250	0	0	250	0	0
Upper Landing to Tairua ...	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Railway-station roads ...	...	...	...	...	...	...	...	...	...	500	0	0	500	0	0
Matatoki outfall drain ...	...	...	...	37	10	0	37	10	0	62	10	0	100	0	0
Beach Road ...	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Tararu Creek Bridge ...	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Earl of Glasgow Claim Track ...	...	...	...	213	15	1	213	15	1	86	4	11	300	0	0
Turua to Netherton ...	...	...	...	200	0	0	200	0	0	...	...	...	200	0	0
Te Aroha Bridge ...	...	...	...	250	0	0	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 ...	5,098	8	6	...	...	...	5,098	8	6	...	...	...	5,098	8	6
Mokihinui Quartz-reefs to Specimen Creek ...	1,238	7	5	...	...	...	1,238	7	5	...	...	...	1,238	7	5
Brighton to Seventeen-mile Beach <i>via</i> Terraces ...	1,789	7	2	...	...	...	1,789	7	2	...	...	...	1,789	7	2
Cobden to Seventeen-mile Beach ...	3,436	1	4	...	...	...	3,436	1	4	...	...	...	3,436	1	4
Wangapeka to Karamea ...	2,000	0	0	...	...	...	2,000	0	0	...	...	...	2,000	0	0
Aoreere Valley to Karamea and Mokihinui ...	29,938	1	2	...	...	...	29,938	1	2	...	...	...	29,938	1	2
Owen Valley Road ...	2,208	9	2	...	...	...	2,208	9	2	...	...	...	2,208	9	2
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 (£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) ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Deep Creek to Bell Hill (£1 for £1) ...	365	10	0	...	...	...	365	10	0	...	...	...	365	10	0
Irishman's to Lake Brunner (£1 for £1) ...	900	0	0	...	...	...	900	0	0	...	...	...	900	0	0
Carried forward ...	202,629	17	5	13,288	13	6	215,868	10	11	15,096	8	2	230,964	19	1

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

	Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ...	202,629	17	5	13,238	13	6	215,868	10	11	15,096	8	2	230,964	19	1
ROADS ON GOLDFIELDS—continued.															
NELSON—continued.															
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
Blackball Track ...	1,185	12	5	...	...	...	1,185	12	5	...	...	...	1,185	12	5
Ahaura to Kopara Road ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Nelson Creek Bridge ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Soldier's Creek Road ...	198	5	0	...	...	...	198	5	0	...	...	...	198	5	0
Gannon's to Painkiller ...	196	10	6	...	...	...	196	10	6	...	...	...	196	10	6
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
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 to Oparara Diggings ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Track to diggings, Cape Foulwind	197	11	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 ...	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Track to Crow Diggings ...	523	5	1	...	...	...	523	5	1	...	...	...	523	5	1
Ngahere to Blackball ...	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Big River Road ...	2,602	14	11	...	...	...	2,602	14	11	...	...	...	2,602	14	11
Approaches, Matakaitaki Bridge	279	15	0	...	...	...	279	15	0	...	...	...	279	15	0
Bridge, Karamea River ...	3,565	19	8	...	...	...	3,565	19	8	...	...	...	3,565	19	8
Brown's Terrace to Arnold ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Brunnerton to Paparoa ...	175	0	0	...	...	...	175	0	0	...	...	...	175	0	0
Track to Adamstown ...	375	4	0	...	...	...	375	4	0	...	...	...	375	4	0
Hampden to Horse Terrace ...	3,450	18	6	...	...	...	3,450	18	6	...	...	...	3,450	18	6
Repairing bridges, Staunton's and Doctor's Creeks	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Granity Creek to Ngakawau ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Four-mile Bridge ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Fox's Bridge ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Fairdown to Waimangaroa ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Track up Four-mile and Nile Rivers	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Charleston to Nine-mile Beach ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Road, Promised Land, Karamea ...	550	0	0	...	...	...	550	0	0	...	...	...	550	0	0
Track to Piper's Flat, Addison's ...	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Snowy Creek Bridge ...	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Footbridge, Byewash, Ngahere to Blackball Ferry	210	0	0	...	...	...	210	0	0	...	...	...	210	0	0
Track to Healey's Gully ...	90	0	0	...	...	...	90	0	0	...	...	...	90	0	0
Lancashire Flat to head of Clearwater Creek	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Granville Road ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Bridges, Blackwater and Greenstone	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Wangapeka Track, Rolling River, to Kiwi Creek	149	19	10	...	...	...	149	19	10	...	...	...	149	19	10
Mud Flat to Karamea ...	112	13	6	...	...	...	112	13	6	...	...	...	112	13	6
Fencing land, Blackball Road ...	110	0	0	...	...	...	110	0	0	...	...	...	110	0	0
Protective works, Main Grey Bridge	191	0	0	...	...	...	191	0	0	...	...	...	191	0	0
Richmond to Collingwood ...	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Pakawau Bush Road ...	425	0	0	...	...	...	425	0	0	...	...	...	425	0	0
Maruia Road and horse-track <i>via</i> Casiani's	188	0	0	...	...	...	188	0	0	...	...	...	188	0	0
Moonlight to Paparoa ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Bridges, Cobden to Seven-mile Road	342	10	0	...	...	...	342	10	0	...	...	...	342	10	0
Walker's Creek Bridge ...	214	12	2	...	...	...	214	12	2	...	...	...	214	12	2
Landing Creek Bridge ...	289	16	6	...	...	...	289	16	6	...	...	...	289	16	6
Deadman's Creek to Christmas Terrace	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Bridges over Raleigh Creek (3) ...	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Bridge, Brandy Jack's Creek ...	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Track up Ten-mile Creek ...	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Road, Cobden to Warren's Accommodation-house	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Cape Terrace Road, continuation ...	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Lake Brunner Road towards Maori Creek	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Bell Hill Road ...	199	9	4	...	...	...	199	9	4	...	...	...	199	9	4
Scott's Creek Bridge ...	170	0	0	...	...	...	170	0	0	...	...	...	170	0	0
Collingwood to Parapara ...	790	0	0	...	...	...	790	0	0	...	...	...	790	0	0
Table-land Horse-track ...	199	9	3	...	...	...	199	9	3	...	...	...	199	9	3
Carried forward ...	240,922	4	6	13,238	13	6	254,160	18	0	15,096	8	2	269,257	6	2

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

	Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward ...	240,922	4	6	13,238	13	6	254,160	18	0	15,096	8	2	269,257	6	2
ROADS, BRIDGES, ETC.—continued.															
NELSON—continued.															
Road, Hampden Cemetery to School House, Murchison	300	0	0	...			300	0	0	...			300	0	0
Culverts, Devil's Creek	100	0	0	...			100	0	0	...			100	0	0
Twins Road	100	0	0	...			100	0	0	...			100	0	0
Grey River to Moonlight	1,030	0	0	...			1,030	0	0	...			1,030	0	0
Big Totara River Bridge	450	0	0	...			450	0	0	...			450	0	0
Little Totara River Bridge	350	0	0	...			350	0	0	...			350	0	0
Denniston to Cascade Creek	100	0	0	...			100	0	0	...			100	0	0
Road, Seddonville to Mokihinui	770	0	0	150	0	0	920	0	0	...			920	0	0
Track, Seddonville to Mokihinui Mine	...			150	0	0	150	0	0	...			150	0	0
Granity Creek southwards	200	0	0	250	0	0	450	0	0	250	0	0	700	0	0
Wilson's Lead Road	400	0	0	50	0	0	450	0	0	200	0	0	650	0	0
Reefton to Maruia	1,435	8	0	400	0	0	1,835	8	0	450	0	0	2,285	8	0
Ahaura to Haupiri	200	0	0	371	11	4	571	11	4	428	8	8	1,000	0	0
Track, Fagan's Creek to top Paparoa Range	350	0	0	75	0	0	425	0	0	...			425	0	0
Blackball Track to Paparoa Ranges	1,286	10	0	314	0	0	1,600	10	0	86	0	0	1,686	10	0
Waipuna Road	100	0	0	50	0	0	150	0	0	125	0	0	275	0	0
Improving ford, Granity Creek	...			157	6	6	157	6	6	142	13	6	300	0	0
Dee Creek Bridge	...			403	10	0	403	10	0	78	10	0	482	0	0
Mangles Bridge	1,059	8	5	2,372	13	8	3,432	2	1	20	0	0	3,452	2	1
Wangapeka to Wanganui	1,952	3	6	372	13	8	2,324	17	2	...			2,324	17	2
Belgrove to Westport and Reefton	6,928	8	5	298	14	5	7,227	2	10	700	18	10	7,928	1	8
Aorere Bridge	50	0	0	37	8	6	87	8	6	12	11	6	100	0	0
Karamea Track	100	0	0	150	0	0	250	0	0	...			250	0	0
Bradshaw's Lead Road	100	0	0	...			100	0	0	100	0	0	200	0	0
Road, Oparara River, Karamea	200	0	0	200	0	0	400	0	0	50	0	0	450	0	0
Westport to Mokihinui	500	0	0	250	0	0	750	0	0	...			750	0	0
Mokihinui to Reefs (widening)	250	0	0	250	0	0	500	0	0	...			500	0	0
Road Stony Creek to Waimangaroa	...			...			...			200	0	0	200	0	0
Denniston Hill Road	1,470	4	9	1,955	11	2	3,425	15	11	192	9	3	3,618	5	2
Mokihinui to Wanganui (improving)	250	0	0	350	0	0	600	0	0	...			600	0	0
Road, Costello's Hill, Charleston (alteration)	150	0	0	400	0	0	550	0	0	...			550	0	0
Addison's Road to Buller Road	250	0	0	250	0	0	500	0	0	...			500	0	0
Snowy Creek to Reefs	295	17	0	154	3	0	450	0	0	...			450	0	0
Bridge, Little Grey River	300	0	0	100	0	0	400	0	0	...			400	0	0
Dray-road, Capleston to Larry's	300	0	0	115	0	0	415	0	0	35	0	0	450	0	0
Glenroy to Maruia Plains	220	0	0	...			220	0	0	300	0	0	520	0	0
Paroa to Teremakau	425	0	0	200	0	0	625	0	0	200	0	0	825	0	0
Widening road, Lyell to Eight-mile	250	0	0	150	0	0	400	0	0	...			400	0	0
Canaan Road	200	0	0	50	18	8	250	18	8	49	1	4	300	0	0
Bridge, Glenroy to Matakītaki	...			16	14	0	16	14	0	283	6	0	300	0	0
Mokihinui to Little Wanganui River Road	...			1,435	10	4	1,435	10	4	1,064	9	8	2,500	0	0
Bridge, Coal Creek	...			130	16	0	130	16	0	269	4	0	400	0	0
Karamea, Mud Flat Road	...			250	0	0	250	0	0	100	0	0	350	0	0
Bridge, Nelson Creek	450	0	0	500	0	0	950	0	0	...			950	0	0
Bridge, Callaghan's Creek	100	0	0	150	0	0	250	0	0	...			250	0	0
Repairs, Cobden to Barrytown Road	900	0	0	184	0	0	1,084	0	0	316	0	0	1,400	0	0
Mosquito to Maori Creek Track	75	0	0	25	0	0	100	0	0	...			100	0	0
Lyell to Victoria Range	300	0	0	150	0	0	450	0	0	...			450	0	0
Bonny Doon Road	825	0	0	160	13	7	985	13	7	239	6	5	1,225	0	0
Anatoki Track	84	4	0	10	19	0	95	3	0	54	17	0	150	0	0
Takaka River Foot-bridge	...			250	0	0	250	0	0	...			250	0	0
Bainham to Upper Aorere Valley	...			200	0	0	200	0	0	...			200	0	0
Takaka to Collingwood Inland Road	29	2	0	984	6	1	1,013	8	1	475	11	11	1,489	0	0
Vant's to Bubū	...			50	0	0	50	0	0	50	0	0	100	0	0
Kaituna River protection works	...			...			...			150	0	0	150	0	0
Ferntown to Pakawau	...			172	14	4	172	14	4	127	5	8	300	0	0
Takaka Bridge protection works	...			...			...			150	0	0	150	0	0
Repairs, Motueka Bridge	250	0	0	219	14	4	469	14	4	280	5	8	750	0	0
Lloyd's Valley Road Bridges	...			77	11	3	77	11	3	72	8	9	150	0	0
Thorpe to Churchill	...			...			...			200	0	0	200	0	0
Neudorf to Ngatimoti	...			79	16	8	79	16	8	20	3	4	100	0	0
Shaggery Road	...			100	0	0	100	0	0	...			100	0	0
Riwaka to Kaiteriteri Beach Road	...			84	9	0	84	9	0	15	11	0	100	0	0
Millerton Road	549	0	3	...			549	0	3	200	0	0	749	0	3
Lyell Bridge to Ryan's	250	0	0	200	0	0	450	0	0	250	0	0	700	0	0
Promised Land, Ohimahanu Creek	...			200	0	0	200	0	0	200	0	0	400	0	0
Nile Saddle to Maori Creek	...			150	0	0	150	0	0	...			150	0	0
Land of Promise Road	...			150	0	0	150	0	0	100	0	0	250	0	0
Seddonville to Cardiff	...			100	0	0	100	0	0	...			100	0	0
Mokihinui end of Westport Road	...			250	0	0	250	0	0	200	0	0	450	0	0
Foot-bridge, Buller River, below Lyell	...			...			...			125	0	0	125	0	0
Carried forward	267,157	10	10	29,549	9	0	296,706	19	10	23,660	10	8	320,367	10	6

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

	Net Expenditure to 31st March, 1899.		Net Expenditure during 12 Months ended 31st March, 1900.		Total Net Expenditure to 31st March, 1900.		Liabilities on Authorities, Contracts, &c. 31st March, 1900.		Total Net Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ...	267,157	10 10	29,549	9 0	296,706	19 10	23,660	10 8	320,367	10 6
ROADS ON GOLDFIELDS—continued.										
NELSON—continued.										
Painkiller to Murray Creek ...	663	10 6	180	17 0	844	7 6	...	...	844	7 6
Widening Black's Point Road ...	...	...	593	8 7	593	8 7	256	11 5	850	0 0
Big River to St. George... ..	...	...	195	0 0	195	0 0	55	0 0	250	0 0
Mangles Valley Road ... ..	...	...	259	18 3	259	18 3	290	1 9	550	0 0
Ahaura Bridge... ..	2,300	0 0	250	0 0	2,550	0 0	600	0 0	3,150	0 0
Deviation road, Westbrook to Tere- makau ... ..	...	...	450	0 0	450	0 0	...	...	450	0 0
Bridge, Cobden to Brunner Road... ..	...	...	125	10 0	125	10 0	...	...	125	10 0
Deviation, Moonlight Track ... ..	...	...	140	0 0	140	0 0	...	...	140	0 0
Foot-bridge, Blackball Creek (Brun- ner to Moonlight Road) ... ..	...	...	...	...	...	...	400	0 0	400	0 0
Extension, Barrytown to Paparoa Track ... ..	...	...	...	...	...	...	200	0 0	200	0 0
Track to Lake Hochstetter ... ..	...	...	80	0 0	80	0 0	...	...	80	0 0
Larry's Creek Bridge, extension ...	101	11 1	174	14 2	276	5 3	73	14 9	350	0 0
Takaka Hill Road ... ..	...	...	...	...	...	...	150	0 0	150	0 0
Taitapu Boundary Track ... ..	...	...	...	...	...	...	200	0 0	200	0 0
Slate River Road ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Collingwood Bridge ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Motupipi Bridge ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Takaka Roads ... ..	...	...	...	...	...	...	400	0 0	400	0 0
Wangapeka to Baton ... ..	...	...	...	...	...	...	300	0 0	300	0 0
Wangapeka to Kiwi ... ..	...	...	181	2 9	181	2 9	18	17 3	260	0 0
Graham River Bridge ... ..	...	...	...	...	...	...	150	0 0	150	0 0
Glenrae to Tadmor ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Brooklin Valley Road ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Thorpe to Neudorf ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Chandler's to Whangapeka Junction Feniai Creek Track ... ..	...	...	...	...	...	...	200	0 0	200	0 0
Karamea River protective works ...	...	...	...	...	...	...	100	0 0	100	0 0
Grainger's Point Bridge ... ..	...	...	...	...	...	...	200	0 0	200	0 0
Virgin Flat Road ... ..	...	...	...	...	...	...	300	0 0	300	0 0
Westport to Waimangaroa ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Ahaura to Orwell Creek ... ..	...	...	379	5 10	379	5 10	8	8 10	387	14 8
Karamea Bridge (rebuilding) ... ..	...	...	291	0 5	291	0 5	...	...	291	0 5
Orawaiti Bridge ... ..	...	...	43	19 0	43	19 0	3,811	10 0	3,855	9 0
Long Tunnel to Addison's ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Brighton to Grey County boundary Paparoa River Track ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Deadman's Creek, Brighton ... ..	...	...	...	...	...	...	500	0 0	500	0 0
Charleston to Brighton ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Fairdown to Beach ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Coalbrookdale to Cedar Creek ... ..	...	...	...	...	...	...	200	0 0	200	0 0
Nile River Bridge, Charleston ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Murray Creek to Waitahu River ... ..	...	...	...	...	...	...	218	16 6	218	16 6
Improving crossings Waitahu River, and Road up Kirwan's Creek ... ..	...	...	450	0 0	450	0 0	...	...	450	0 0
Blackwater to Big River ... ..	...	...	...	...	...	...	300	0 0	300	0 0
Brunnerton to Paparoa ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Totara Flat Road ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Granite Creek Bridge ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Eight-mile Creek Bridge ... ..	...	...	...	...	...	...	250	0 0	250	0 0
Dowling Creek Bridge ... ..	...	...	...	...	...	...	100	0 0	100	0 0
Orwell Creek Bridge ... ..	...	...	...	...	...	...	200	0 0	200	0 0
Deadman's Creek Bridge ... ..	...	...	...	...	...	...	150	0 0	150	0 0
Brunnerton to Blackball ... ..	...	...	...	...	...	...	200	0 0	200	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
Gravelling road through Mr. Adams's property	100	0 0	...	...	100	0 0	...	...	100	0 0
Gravelling Onamalutu Road	100	0 0	...	...	100	0 0	...	...	100	0 0
Re-metalling Wakamarina Road ...	500	0 0	...	...	500	0 0	...	...	500	0 0
Onamalutu to Wakamarina Forks ...	800	0 0	...	...	800	0 0	300	0 0	1,100	0 0
Bartlett's Creek Track	349	4 7	100	0 0	449	4 7	...	...	449	4 7
Tracks, Wakamarina and Mahaki- pawa	46	16 6	...	...	46	16 6	53	3 6	100	0 0
Havelock to Tuamarina Road	336	12 3	...	...	336	12 3	150	0 0	486	12 3
Rocky Ferry to Kaituna ... ..	...	...	...	...	...	...	600	0 0	600	0 0
Picton to Grove	495	0 6	367	4 6	862	5 0	...	...	862	5 0
Bartlett's Creek to Cat Point ... ..	...	...	188	1 2	188	1 2	11	18 10	200	0 0
Road to Mount Patriarch ... ..	...	...	200	0 0	200	0 0	...	...	200	0 0
Tuamarina to Kaituna ... ..	...	...	65	0 0	65	0 0	85	0 0	150	0 0
Repairs Kaituna Bridge ... ..	...	...	81	3 6	81	3 6	68	16 6	150	0 0
Havelock to Mahakipawa ... ..	...	...	2	2 0	2	2 0	207	5 0	209	7 0
Carried forward	274,408	11 0	34,347	16 2	308,756	7 2	36,719	15 0	345,476	2 2

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

	Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	274,408	11	0	34,347	16	2	308,756	7	2	36,719	15	0	345,476	2	2
ROADS ON GOLDFIELDS—continued.															
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 (£2 for £1)	2,207	10	8	...	...	...	2,207	10	8	...	...	...	2,207	10	8
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 River Districts	6,832	6	0	...	...	...	6,832	6	0	...	...	...	6,832	6	0
Grey Valley to Teremakau	900	0	0	...	...	...	900	0	0	...	...	...	900	0	0
Bridge over Mahinapua Creek	503	16	10	...	...	...	503	16	10	...	...	...	503	16	10
Bridge over Ogilvie Creek	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Deviation Road and compensation, Larrikin's Flat	1,431	4	2	...	...	...	1,431	4	2	...	...	...	1,431	4	2
Bridge over Kanieri River at Kokatahi	467	10	10	...	...	...	467	10	10	...	...	...	467	10	10
Totara Bridge	336	0	0	...	...	...	336	0	0	...	...	...	336	0	0
Track, Waikupakupa ocean-beach to main road	100	8	0	...	...	...	100	8	0	...	...	...	100	8	0
Track, Totara River to Constitution Hill	123	1	0	...	...	...	123	1	0	...	...	...	123	1	0
Gillespie's Bluff Track	...	...	...	151	14	1	151	14	1	...	...	...	151	14	1
Wire Bridge, Kapitea Creek, Lamplough Track	118	0	0	...	...	...	118	0	0	...	...	...	118	0	0
Butcher's Creek Bridge, Kanieri Lake Road	129	17	6	...	...	...	129	17	6	...	...	...	129	17	6
Extension, Tucker's Flat Road	103	2	6	...	...	...	103	2	6	...	...	...	103	2	6
Widening Milltown Track to Humphrey's Gully	600	0	0	...	...	...	600	0	0	...	...	...	600	0	0
Pack Track, Seddon's Terrace to Eel Creek	246	17	6	...	...	...	246	17	6	...	...	...	246	17	6
Prospecting Track, Greek's Gully, Kanieri Forks	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Prospecting Track, Totara River to Farmer's Creek	194	13	0	...	...	...	194	13	0	...	...	...	194	13	0
Widening and repairing Lamplough Track	145	15	0	...	...	...	145	15	0	...	...	...	145	15	0
Okarito River Bridge	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Drainage, Stafford Township	399	17	5	...	...	...	399	17	5	...	...	...	399	17	5
Resumption of J. Holmes's land, Teremakau	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Greenstone to Teremakau	240	0	3	...	...	...	240	0	3	...	...	...	240	0	3
Mahinapua and South Terrace Track	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Veronica Creek Track	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
New Bridge, Kapitea Creek, Loop-line Road	30	8	7	...	...	...	30	8	7	...	...	...	30	8	7
Stribbing's Creek Bridge	70	8	11	...	...	...	70	8	11	...	...	...	70	8	11
Widening Road, Lake Mapourika to Waiho	782	6	8	...	...	...	782	6	8	...	...	...	782	6	8
Repairing Jones Creek and Donoghue Storm-channels	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Pine-tree Road	45	10	7	...	...	...	45	10	7	...	...	...	45	10	7
Wire Bridge, German Gully Track	89	0	6	...	...	...	89	0	6	...	...	...	89	0	6
Okarito Forks to Waiho	167	15	5	...	...	...	167	15	5	300	0	0	467	15	5
Hokitika to Jackson's	1,735	7	0	97	9	1	1,832	16	1	100	0	0	1,932	16	1
Great South Road	12,914	16	6	1,552	17	11	14,467	14	5	366	6	7	14,834	1	0
Talpo Creek to Seven-mile	314	5	4	230	0	4	544	5	8	170	0	0	714	5	8
Extension, Seddon's Terrace Track	300	6	3	...	...	...	300	6	3	100	0	0	400	6	3
New Road, Stafford to Awatuna	591	14	9	437	17	7	1,029	12	4	...	...	...	1,029	12	4
Karangarua Bridge	350	14	6	81	15	0	432	9	6	...	...	...	432	9	6
Okuru River Ford Track	196	2	1	46	16	7	342	18	8	...	...	...	342	18	8
Kokatahi Road	451	2	5	...	...	...	451	2	5	55	4	1	506	6	6
Gillam's Gully Track	320	0	0	...	...	...	320	0	0	200	0	0	520	0	0
Doughboy Road	300	0	0	...	...	...	300	0	0	200	0	0	500	0	0
Reefton to Hokitika and Ross	7,153	12	9	1,896	9	0	9,050	1	9	287	11	0	9,337	12	9
Back Creek Road deviation	...	...	...	200	0	0	200	0	0	...	...	...	200	0	0
Continuation Wataroa Bluff Track	194	4	8	...	...	...	194	4	8	100	0	0	294	4	8
Widening Cook's River-flat Road	369	15	6	...	...	...	369	15	6	30	4	6	400	0	0
Track and Wire Bridge, Upper Calary	200	0	0	...	...	...	200	0	0	200	0	0	400	0	0
Teremakau to Paroa	...	...	...	250	0	0	250	0	0	...	...	...	250	0	0
Adair's Track to Mahinapua Road	150	0	0	...	...	...	150	0	0	100	0	0	250	0	0
Repairing Bridge, Donnelly's Creek	160	1	3	267	11	5	427	12	8	12	8	7	440	1	3
Repairs, Browning's Pass Track	9	13	0	90	7	0	100	0	0	...	...	...	100	0	0
Carried forward	324,379	13	5	39,750	14	2	364,130	7	7	38,941	9	9	403,071	17	4

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

	Net Expenditure to 31st March, 1899.			Net Expenditure during 12 Months ended 31st March, 1900.			Total Net Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	324,379	13	5	39,750	14	2	364,130	7	7	38,941	9	9	403,071	17	4
ROADS ON GOLDFIELDS—continued.															
WESTLAND—continued.															
Galway Bluff Track	...	...	...	134	14	10	134	14	10	15	5	2	150	0	0
Maori River Road	...	...	...	149	19	6	149	19	6	...	...	...	149	19	6
McKay's Creek Bridge	...	...	...	...	...	...	...	...	...	270	12	0	270	12	0
Milltown Track deviation	...	...	...	...	...	...	...	...	...	300	0	0	300	0	0
Sunny Bight Track (widening)	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Mikonui River approaches	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Blue Spur Creek Bridge	...	...	...	29	8	0	29	8	0	...	...	...	29	8	0
Middle branch Styx River	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Kumara Beach Road	...	...	...	...	...	...	...	...	...	300	0	0	300	0	0
Mount Hercules deviation	...	...	...	1,119	4	6	1,119	4	6	...	...	...	1,119	4	6
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
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
Deviation, Pleasant Creek Track	130	0	0	...	...	...	130	0	0	...	...	...	130	0	0
Waipori to Berwick Gorge Road	1,976	18	9	...	...	...	1,976	18	9	200	0	0	2,176	18	9
Bridge over Clutha River at Miller's Flat	6,621	0	0	...	...	...	6,621	0	0	...	...	...	6,621	0	0
Renewal bridge to Bannockburn	850	0	0	...	...	...	850	0	0	...	...	...	850	0	0
Nevis Valley Road	400	0	0	200	0	0	600	0	0	...	...	...	600	0	0
Bridge and approaches, Skipper's	1,100	0	0	1,100	0	0	2,200	0	0	1,044	0	0	3,244	0	0
Arrowtown to Macetown	900	0	0	300	0	0	1,200	0	0	100	0	0	1,300	0	0
Clyde to Queenstown	450	0	0	550	0	0	1,000	0	0	200	0	0	1,200	0	0
Track up Shotover River	200	0	0	...	...	...	200	0	0	100	0	0	300	0	0
Lawrence to Clyde	2,150	0	0	450	0	0	2,600	0	0	850	0	0	3,450	0	0
Lawrence to Waipori	750	0	0	300	0	0	1,050	0	0	275	0	0	1,325	0	0
Roxburgh to Clyde	350	0	0	...	...	...	350	0	0	...	...	...	350	0	0
Waitahuna to Bruce County boundary	150	0	0	100	0	0	250	0	0	50	0	0	300	0	0
Bridge at Waipori	...	...	...	400	0	0	400	0	0	...	...	...	400	0	0
Garston to Nevis	1,965	17	2	...	...	...	1,965	17	2	100	0	0	2,065	17	2
Clyde to Ophir	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Waipori Bush Road	...	...	...	300	0	0	300	0	0	...	...	...	300	0	0
Young Hill Creek Road	...	...	...	150	0	0	150	0	0	...	...	...	150	0	0
Skipper's to Bullendale	...	...	...	200	0	0	200	0	0	...	...	...	200	0	0
Nokomai Road	...	...	...	...	...	...	...	...	...	250	0	0	250	0	0
Outram to Waipori	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Clarendon to Berwick	...	...	...	...	...	...	...	...	...	150	0	0	150	0	0
Table Hill to Canada Reefs	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Waitahuna to Lawrence	...	...	...	50	0	0	50	0	0	100	0	0	150	0	0
Dairy Creek to coal-pits	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Removal of sand, Cromwell Borough	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Skipper's to Gallant Tip	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Arrow to Matatapu	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Beale's Hill deviation	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
SOUTHLAND:—															
Tracks, Merrivale District	500	0	0	...	...	...	500	0	0	...	...	...	500	0	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.) to Longwood	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Tracks, Stewart Island	718	7	8	...	...	...	718	7	8	...	...	...	718	7	8
Riversdale to Waikaia	200	0	0	...	...	...	200	0	0	200	0	0	400	0	0
Roads, Preservation Inlet	239	15	8	187	1	6	426	17	2	72	18	6	499	15	8
Tracks, Cromarty	207	5	0	9	1	3	216	6	3	190	18	9	407	5	0
Clifden Bridge, Waiau River	122	2	8	993	0	4	1,115	3	0	...	...	...	1,115	3	0
Orepuki to Preservation Inlet	10,131	5	8	1,180	8	8	11,311	14	4	...	...	...	11,311	14	4
Road to Dredging-claims, Waimumu	...	...	...	...	...	...	...	...	...	100	0	0	100	0	0
Repairs to road between Sections 17 and 45, Waikaka	...	...	...	100	0	0	100	0	0	...	...	...	100	0	0
Colac to Round Hill	...	...	...	123	9	5	123	9	5	126	10	7	250	0	0
Alpha Track	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Stewart Island, Road to Mines	...	...	...	1	12	0	1	12	0	148	8	0	150	0	0
Mason's Bay Track	...	...	...	4	7	6	4	7	6	145	12	6	150	0	0
Gore to Waikaka	...	...	...	...	...	...	...	...	...	400	0	0	400	0	0
Charlton Road	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Waimumu Road	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Roads, Stewart Island	...	...	...	9	12	0	9	12	0	190	8	0	200	0	0
Assistance towards prospecting*	2,630	16	2	...	...	...	2,630	16	2	...	...	...	2,630	16	2
Contingencies	877	15	7	45	17	6	923	13	1	...	...	...	923	13	1
Totals	391,421	6	5	48,038	11	2	439,459	17	7	46,821	3	5	486,281	0	10

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

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1900, and the LIABILITIES on that Date—continued.

LOCALITY AND NAME OF RACE.	EXPENDITURE.				LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.	
	Survey and Construction, 1870-99.	Grants Subsidies, 1870-99.	Survey and Construction, 1899-1900.	Grants Subsidies, 1899-1900.	Totals.	Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.			Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.
Brought forward ..	325,243 18 10	31,179 15 6	8,141 7 0	1,185 7 5	365,750 8 9	524 11 8	1,065 4 7	..	1,589 16 3	MIDDLE ISLAND—continued.	
MIDDLE ISLAND—continued.										NELSON PROVINCIAL DISTRICT— <i>cid.</i>	
NELSON PROVINCIAL DISTRICT— <i>cid.</i>										Government Works—continued.	
Government Works—continued.										Randall Creek Water-race.	
Randall Creek Water-race	322 18 2	..	..	..	322 18 2	..	..	..	322 18 2	Wills and party, water-race
Wills and party, water-race at Sulky Gully	..	218 0 0	..	..	218 0 0	..	..	..	218 0 0	Sulky Gully.
OTAGO PROVINCIAL DISTRICT— <i>Subsidies</i> —										OTAGO PROVINCIAL DISTRICT— <i>Subsidies</i> —	
Arrow	..	612 10 0	..	..	612 10 0	..	..	..	612 10 0	Arrow.
Beaumont and Tuapeka	4 6 2	640 0 0	..	..	644 6 2	..	..	..	644 6 2	Beaumont and Tuapeka.
Carrick Range	..	9,249 13 1	..	..	9,249 13 1	..	..	..	9,249 13 1	Carrick Range.
Mount Pisgah	..	200 0 0	..	..	200 0 0	..	..	..	200 0 0	Mount Pisgah.
Lawrence Drainage-channel	..	2,956 14 0	..	..	2,956 14 0	..	..	..	2,956 14 0	Lawrence Drainage-channel.
Ophir Tail-race	..	1,150 0 0	..	..	1,150 0 0	..	..	..	1,150 0 0	Ophir Tail-race.
Muddy Creek Channel	..	850 0 0	..	..	850 0 0	..	..	..	850 0 0	Muddy Creek Channel.
St. Bathans	..	1,187 10 0	..	250 0 0	1,437 10 0	..	562 10 0	..	1,000 0 0	St. Bathans.	
Macrewhenua	1,065 0 0	..	..	..	1,065 0 0	..	..	..	1,065 0 0	Macrewhenua.
Artesian wells, Maniototo	20 0 0	..	..	..	20 0 0	..	..	..	20 0 0	Artesian wells, Maniototo.
Improving water-supply, Oamaru	1,150 7 2	..	..	..	1,150 7 2	..	..	..	1,150 7 2	Improving water-supply, Oamaru.
Mountain Hut Water-race	82 1 1	..	62 12 6	..	144 13 7	..	..	..	144 13 7	Mountain Hut Water-race.
Government Works—										Government Works—	
Mount Ida	70,766 3 1	..	226 14 6	..	70,992 17 7	273 5 6	..	..	273 5 6	Mount Ida.
Waipori	11,263 1 0	..	..	..	11,263 1 0	..	..	..	11,263 1 0	Waipori.
CANTERBURY PROVINCIAL DISTRICT— <i>Subsidy</i> —										CANTERBURY PROVINCIAL DISTRICT— <i>Subsidy</i> —	
Ninety-mile Beach Water-race	65 6 7	..	..	..	65 6 7	..	..	..	65 6 7	Ninety-mile Beach Water-race.
SOUTHLAND PROVINCIAL DISTRICT— <i>Subsidy</i> —										SOUTHLAND PROVINCIAL DISTRICT— <i>Subsidy</i> —	
Round Hill	..	133 19 4	..	..	133 19 4	..	..	..	133 19 4	Round Hill.
GENERAL—										GENERAL—	
Increased water-supply	530 4 0	100 0 0	..	..	630 4 0	..	..	..	630 4 0	Increased water-supply.
DEPARTMENTAL—										DEPARTMENTAL—	
Salaries, travelling, advertising, &c.	6,720 6 8	..	..	..	6,720 6 8	..	..	..	6,720 6 8	Salaries, travelling, advertising, &c.
TOTALS	417,233 12 9	48,478 1 11	8,430 14 0	1,435 7 5	475,577 16 1	797 17 2	2,627 14 7	..	3,425 11 9	TOTALS.	
SUMMARY.										SUMMARY.	
NORTH ISLAND	80,708 19 3	1,524 5 4	..	..	82,233 4 7	..	165 14 8	..	165 14 8	NORTH ISLAND.
MIDDLE ISLAND	417,233 12 9	48,478 1 11	8,430 14 0	1,435 7 5	475,577 16 1	797 17 2	2,627 14 7	..	3,425 11 9	MIDDLE ISLAND.	
TOTALS	497,942 12 0	50,002 7 3	8,430 14 0	1,435 7 5	557,811 0 8	797 17 2	2,793 9 3	..	3,591 6 5	TOTALS.	

Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1900, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1899.	Net Expenditure during 12 Months ended 31st March, 1900.	Total Net Expenditure to 31st March, 1900.	Liabilities on 31st March, 1900.	Total Net Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Assistance towards prospecting* ..	10,139 12 8	1,400 9 6	11,540 2 2	1,784 3 0	13,324 5 2
Purchase of diamond-drill ..	722 1 5	..	722 1 5	..	722 1 5
Prospecting deep levels, Thames,— Queen of Beauty Claim ..	25,000 0 0	..	25,000 0 0	..	25,000 0 0
Inspector's fee, deep-level shaft, Thames ..	500 0 0	..	500 0 0	..	500 0 0
Compensation Proclamation of Rivers Water Conservation— Reports on Coromandel Harbour and Kuaotunu Sludge Channel ..	5,872 14 6	511 0 0	6,383 14 6	..	6,383 14 6
Engineer's salary and expenses ..	80 12 6	..	80 12 6	..	80 12 6
Eweburn Reservoir ..	660 11 4	407 18 0	1,068 9 4	..	1,068 9 4
Telephone line, Bannockburn to Nevis ..	7,410 6 3	6,482 15 1	13,893 1 4	..	13,893 1 4
Reports on Ross Flat ..	50 0 0	..	50 0 0	..	50 0 0
Resumption of land ..	249 13 0	34 17 8	284 10 8	..	284 10 8
Purchase of Cassrell's and Bennett's leaseholds, Paeroa ..	..	862 7 0	862 7 0	..	862 7 0
Totals	50,685 11 8	11,949 7 3	62,634 18 11	1,784 3 0	64,419 1 11

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

TABLE No. 6.

STATEMENT showing the EXPENDITURE on TELEGRAPHS out of Public Works Fund to 31st March, 1900, and the Liabilities on that Date.

Line.	Expenditure during Twelve Months ended 31st March, 1900.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Telephone exchanges,—		
Ashburton	22 2 2	
Auckland	692 5 8	
Blenheim	14 9 0	
Christchurch	228 12 1	
Dunedin	575 17 6	
Feilding	372 14 9	
Gisborne	78 9 6	
Greymouth	7 3 4	
Hawera	463 1 0	
Invercargill	162 2 8	
Masterton	16 18 9	
Napier	24 13 2	
Nelson	35 13 9	
New Plymouth	331 12 2	
Oamaru	52 8 3	
Palmerston North	48 12 5	
Thames	1 5 0	
Timaru	39 15 5	
Wanganui	91 15 3	
Wellington	466 11 5	
New wires,—		
Auckland—New Plymouth	245 13 7	
Waipapa	11 6 0	
Te Kao	5 1 0	
Opinoni—Hokianga Heads	24 0 8	
Tokatea—Cabbage Bay—Coromandel	362 9 5	
Whakatane—Taneatua	136 16 4	
Paeroa—Paeroa Railway	38 0 2	
Mangonui—Peria—Oruru	125 5 3	
Waitara—Awakino—New Plymouth	4 11 3	
Stratford—New Plymouth	29 12 5	
Sentry Hill	4 1 5	
Eltham—Stratford	7 0 0	
Eltham—Ngairi	4 16 0	
Otakeho—Pihama	13 9 0	
Pipiriki—Te Horo	1,687 17 8	
Makirikiri	70 13 6	
Ohingaiti—Mangaweka	29 7 8	
Waitara—Tikorangi	9 10 10	
Mangaweka—Moawhango	568 10 11	
Nuhaka—Morere	103 11 9	
Ngapaeruru	0 10 0	
Waerengaokuri—Haugaroa	143 17 0	
Matamau	9 10 1	
Napier—Pakipaki	52 3 7	
Carried forward	7,413 19 7	

TABLE No. 6—continued.

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

Line.	Expenditure during Twelve Months ended 31st March, 1900.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.
Brought forward	7,413	19	7			
Tikitiki-Waiomatatini	49	7	3			
Ormond-Te Karaka	0	2	6			
Masterton-Pahiatua-Woodville-Waipukurau (three wires) ..	805	11	4			
Alfredton-Pongaroa	15	11	8			
Featherston-Masterton	45	12	8			
Longburn-Linton-Tokomaru	29	1	1			
Otaki-Waikanae	29	12	2			
Feilding-Kimbolton	22	6	10			
Te Horo	2	4	2			
Seddon-Awaters	26	0	11			
Parapara	11	8	0			
Belgrove-Wai-iti	5	17	5			
Denniston-Burnett's	59	0	7			
Granity-Millerton	33	7	0			
Akaroa-German Bay	0	19	0			
Ashburton-Mayfield	5	13	5			
Bealey	1	16	0			
Timaru-Glen-iti	79	9	1			
Otipua-Beaconsfield	45	11	10			
Heathcote Valley	0	4	2			
Eweburn-Ranfurly	31	10	5			
Invercargill-Otautau	6	4	6			
Merrivale-Clifden	160	6	4			
Drummond-Heddon Bush	65	0	0			
Colac Bay-Round Hill	39	10	0			
Oamaru-Totaratahi	5	10	0			
Pukeuri-Hilderthorpe	0	5	10			
West Plains	76	15	8			
Waimahaka	1	18	8			
Orepuki-Te Tua	248	12	2			
Dunedin-Lawrence	276	12	5			
Dunedin-Palmerston	56	16	10			
Dunedin-Oamaru	94	7	7			
Mosgiel-Otakia	12	0	9			
Clyde-Alexandra	37	9	11			
Wallacetown-Wright's Bush	2	17	9			
New cables	367	4	0			
Purchase of material, &c.	16,614	8	3			
	26,771	7	9			
Expenditure to 31st March, 1899	829,285	18	9	856,057	6	6
Total expenditure				856,057	6	6
Liabilities, 31st March, 1900				20,278	0	0
Total expenditure and liabilities				£876,330	6	6

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1900, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1899.			Expenditure for Year ended 31st March, 1900.			Total Expenditure to 31st March, 1900.			Liabilities on Authorities, Contracts, &c., 31st March, 1900.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Judicial	360,815	19	4	19,682	2	11	380,498	2	3	28,872	2	5	409,370	4	8
Postal and Telegraphic	182,887	10	6	13,482	19	10	196,370	10	4	4,725	6	8	201,095	17	0
Customs	6,920	0	4	107	9	0	7,027	9	4	143	4	6	7,170	13	10
Offices for Public Departments	216,950	19	0	878	1	8	217,829	0	8	234	13	2	218,063	13	10
Lunatic Asylums	422,265	16	5	17,712	1	1	439,977	17	6	6,715	18	3	446,693	15	9
School-buildings	966,422	18	11	49,256	9	11	1,015,679	8	10	935	13	4	1,016,615	2	2
Hospitals	48,444	0	6	898	16	6	49,342	17	0	101	3	6	49,444	0	6
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	42,105	1	4	9,882	16	2	51,987	17	6	2,405	4	9	54,393	2	3
Government House, Auckland	2,593	8	7	2,338	18	3	4,932	6	10	83	10	9	5,015	17	7
" Wellington	4,446	10	8	739	12	5	5,186	3	1	9	8	6	5,195	11	7
Agricultural	4,791	2	1	447	4	9	5,238	6	10	120	3	6	5,358	10	4
Miscellaneous	9,838	14	10				9,838	14	10				9,838	14	10
Totals	2,272,859	6	2	115,426	12	6	2,388,285	18	8	44,346	9	4	2,432,632	8	0

TABLE No. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES, out of Public Works Fund, to 31st March, 1900, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1899.	Net Expenditure during 12 Months ended 31st March, 1900.	Total Expenditure to 31st March, 1900.	Liabilities on Authorities, Contracts, &c., to 31st, March, 1900.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
LIGHTHOUSES.					
Akaroa	7,148 16 5	..	7,148 16 5	..	7,148 16 5
Brothers	6,241 0 0	..	6,241 0 0	..	6,241 0 0
Cape Egmont	3,354 6 4	..	3,354 6 4	..	3,354 6 4
Cape Foulwind	6,955 9 1	..	6,955 9 1	..	6,955 9 1
Cape Kidnappers	2,109 11 7	..	2,109 11 7	..	2,109 11 7
Cape Maria van Diemen	7,028 14 8	..	7,028 14 8	..	7,028 14 8
Cape Palliser	6,493 2 6	219 7 0	6,712 9 6	30 13 0	6,743 2 6
Cape Saunders	6,066 6 3	..	6,066 6 3	..	6,066 6 3
Centre Island	5,785 19 0	..	5,785 19 0	..	5,785 19 0
Cuvier Island	7,405 9 11	..	7,405 9 11	..	7,405 9 11
French Pass Beacon	668 15 8	..	668 15 8	..	668 15 8
French Pass	1,427 17 5	..	1,427 17 5	..	1,427 17 5
Hokitika	801 9 7	..	801 9 7	..	801 9 7
Jackson's Reef Beacon	3,180 0 5	..	3,180 0 5	..	3,180 0 5
Kaipara	5,571 8 0	..	5,571 8 0	..	5,571 8 0
Manukau Heads	600 13 11	..	600 13 11	..	600 13 11
Marine Store	499 11 3	..	499 11 3	..	499 11 3
Moeraki	2,943 1 11	..	2,943 1 11	..	2,943 1 11
Mokohinau	8,185 11 0	..	8,185 11 0	..	8,185 11 0
Portland Island	6,554 14 5	..	6,554 14 5	..	6,554 14 5
Puysegur Point	9,958 19 5	..	9,958 19 5	..	9,958 19 5
Stephens Island	9,452 12 11	..	9,452 12 11	14 18 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
East Cape	3,477 6 7	3,113 6 9	6,590 13 4	244 1 9	6,834 15 1
Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella" ..	20,590 5 9	..	20,590 5 9	..	20,590 5 9
Total Lighthouses ..	141,027 7 3	3,332 13 9	144,360 1 0	289 13 5	144,649 14 5
HARBOUR WORKS.					
Wharf at Howick	1,087 18 2	..	1,087 18 2	..	1,087 18 2
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	2,806 15 8	..	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	15 0 0	90 0 0
Little Wanganui Wharf and wharf approach .. .. .	..	173 7 6	173 7 6	158 17 6	332 5 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	58,596 0 1	184 5 9	58,780 5 10	..	58,780 5 10
Lyttelton, reclamation works, Sticking Point	1,501 16 3	6 19 4	1,508 15 7	151 7 0	1,660 2 7
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
Total Harbour Works ..	317,828 18 3	364 12 7	318,193 10 10	325 4 6	318,518 15 4
HARBOUR DEFENCES.					
Guns	147,768 18 10	..	147,768 18 10	..	147,768 18 10
Ammunition	24,531 6 7	..	24,531 6 7	..	24,531 6 7
War Office stores	9,933 10 9	..	9,933 10 9	..	9,933 10 9
Torpedo-boats and torpedoes	20,203 13 7	..	20,203 13 7	..	20,203 13 7
Submarine mining stores	17,665 2 2	..	17,665 2 2	..	17,665 2 2
Miscellaneous	18,009 5 10	..	18,009 5 10	..	18,009 5 10
Works in colony	214,774 15 3	5,328 6 11	220,103 2 2	3,374 1 11	223,477 4 1
Land for depots and batteries	38,327 14 6	..	38,327 14 6	..	38,327 14 6
Total Harbour Defences ..	491,214 7 6	5,328 6 11	496,542 14 5	3,374 1 11	499,916 16 4
Grand total	950,070 13 0	9,025 13 3	959,096 6 3	3,988 19 10	963,085 6 1

APPENDICES TO THE PUBLIC WORKS STATEMENT. 1900.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR
1899-1900.*Prepared in compliance with Section 8 of "The Public Works Act, 1894."*

SIR,— Public Works Department, Wellington, 31st May, 1900.
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 1899-1900.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
PUBLIC WORKS FUND.						
			£	£ s. d.	£ s. d.	£ s. d.
I.	76	Immigration	150	384 14 9	..	384 14 9
II.	77	Public Works, Departmental	12,485	12,939 2 8	367 8 5	12,571 14 3
III.	78-98	Railways	561,500	436,421 5 3	18,483 16 7	417,937 8 8
IV.	97-98	Roads	447,145	288,115 9 6	2,725 10 1	285,389 19 5
V.	99	Development of Goldfields	42,250	22,560 16 8	745 8 0	21,815 8 8
VI.	100	Purchase of Native Lands	50,000	33,262 16 8	1,380 9 1	31,882 7 7
VII.	101	Telegraph Extension	33,000	33,448 15 3	6,677 7 6	26,771 7 9
VIII.	102-110	Public Buildings	170,030	116,025 11 2	598 18 8	115,426 12 6
IX.	111-113	Lighthouses, Harbour-works, and Harbour Defences	16,245	9,088 0 2	57 6 11	9,025 13 3
X.	114	Rates on Native Lands	1,500	743 17 8	..	743 17 8
XI.	115	Contingent Defence	40,000	42,809 15 8	..	42,809 15 8
		Unauthorised .. .. .	..	262 6 7	120 0 0	142 6 7
Total Public Works Fund			1,374,305	996,057 12 0	31,156 5 3	964,901 6 9

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.
PUBLIC WORKS FUND.					
76	Immigration— Immigration	150	384 14 9	..	384 14 9
77	Public Works, Departmental— Public Works, Departmental	12,485	12,939 2 8	367 8 5	12,571 14 3
Railways—					
78	Whangarei-Kamo Extension	10,000	2,530 0 1	..	2,530 0 1
79	Helensville Northwards	12,000	7,715 8 10	27 17 0	7,687 11 10
80	Thames-Te Aroha	7,000	7,214 18 8	45 0 5	7,169 18 3
81	Paeroa-Waihi	6,000	398 15 4	..	398 15 4
82	Gisborne-Karaka	6,000	501 14 5	..	501 14 5
83	Marton-Te Awamutu	70,000	46,529 9 1	351 7 5	46,178 1 8
84	Wellington-Woodville (Rimutaka Deviation)	6,000	138 17 4	..	138 17 4
85	Blenheim-Awatere	15,000	15,396 13 4	47 3 9	15,349 9 7
86	Midland Railway	60,000	55,336 8 7	704 7 3	54,632 1 4
87	Waipara-Cheviot	6,000	880 7 2	..	880 7 2
88	Otago Central	60,000	31,328 15 2	118 5 6	31,210 9 8
89	Heriot Extension	2,000	..	..	..
90	Catlin's-Seaward Bush	12,000	6,683 5 6	121 1 1	6,562 4 5
91	Forest Hill	7,000	6,208 15 2	719 0 4	5,489 14 10
92	Orepuki-Waiiau	6,000	211 9 0	..	211 9 0
93	Land-claims, &c.	1,500	684 12 10	9 14 10	674 18 0
94	Surveys, New Lines of Railway	4,000	4,041 7 8	421 15 11	3,619 11 9
95	Permanent-way and other Materials	46,000	32,220 4 6	15,875 1 9	16,345 2 9
96	Additions to Open Lines	225,000	218,400 2 7	43 1 4	218,357 1 3
		561,500	436,421 5 3	18,483 16 7	417,937 8 8
Roads—					
97	Settlement Roads, Bridges, and other Public Works ..	374,445	239,883 14 0	2,532 5 9	237,351 8 3
98	Roads and other Works on Goldfields and Mineral Lands	72,700	48,231 15 6	193 4 4	48,038 11 2
		447,145	288,115 9 6	2,725 10 1	285,389 19 5
99	Development of Goldfields— Development of Goldfields	42,250	22,560 16 8	745 8 0	21,815 8 8
100	Purchase of Native Lands— Purchase of Native Lands	50,000	33,262 16 8	1,380 9 1	31,882 7 7
101	Telegraph Extension— Telegraph Extension	33,000	33,448 15 3	6,677 7 6	26,771 7 9
Public Buildings—					
102	General	18,680	14,069 15 8	230 7 2	13,839 8 6
103	Judicial	36,240	19,718 1 1	35 18 2	19,682 2 11
104	Postal and Telegraph	21,850	13,787 7 4	304 7 6	13,482 19 10
105	Customs	555	107 9 0	..	107 9 0
106	Lunatic Asylums	26,370	17,724 11 11	12 10 10	17,712 1 1
107	School Buildings	34,700	29,128 5 3	..	29,128 5 3
108	School Buildings (Special)	25,000	20,128 4 8	..	20,128 4 8
109	Agricultural	2,495	462 19 9	15 15 0	447 4 9
110	Hospitals and other Charitable Institutions	4,140	898 16 6	..	898 16 6
		170,030	116,025 11 2	598 18 8	115,426 12 6
Lighthouses, Harbour Works, and Harbour Defences—					
111	Lighthouses	4,270	3,363 19 6	31 5 9	3,332 13 9
112	Harbour Works	1,975	364 12 7	..	364 12 7
113	Harbour Defences	10,000	5,354 8 1	26 1 2	5,328 6 11
		16,245	9,083 0 2	57 6 11	9,025 13 3
114	Rates on Native Lands— Rates on Native Lands	1,500	743 17 8	..	743 17 8
115	Contingent Defence— Contingent Defence	40,000	42,809 15 8	..	42,809 15 8
Unauthorised—					
	Services not provided for .. .. .	..	262 6 7	120 0 0	142 6 7
	Total Public Works Fund	1,374,305	996,057 12 0	31,156 5 3	964,901 6 9

APPENDIX B.

STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department outstanding at the Close of the Financial Year ended 31st March, 1900, 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.			
III.	78-95	Railways	£ 95,985 16 5
VIII.	102-110	Public Buildings	44,346 9 4
IX.	111-113	Lighthouses, Harbour Works, and Harbour Defences	3,988 19 10
			144,271 5 7
Vote No.	Name of Vote.		Total.
PUBLIC WORKS FUND.			
Railways—			
£			
78	Kawakawa-Grahamstown		2,046 12 11
79	Helensville Northwards		2,646 0 11
80	Thames-Te Aroha .. .. .		.. .. .
81	Paeroa-Waihi		1,028 4 10
82	Gisborne-Karaka		1,511 11 10
83	Marton-Te Awamutu (north end)		3,346 6 7
	(south end)		11,254 7 7
84	Wellington-Woodville (Rimutaka Deviation)		121 0 0
85	Blenheim-Awatere		18,648 7 8
86	Midland Railway, Otira Section		10,733 14 7
	" Belgrove Section		11 1 5
	" Springfield end		2,350 3 8
87	Waipara-Cheviot		1,166 18 11
88	Otago Central		12,739 5 0
89	Heriot Extension .. .. .		.. .. .
90	Catlin's-Seaward Bush		425 14 10
91	Forest Hill		761 10 10
92	Orepuki-Waiiau		407 2 8
93	Land-claims, &c.		527 18 4
94	Surveys, New Lines of Railway		73 13 9
95	Permanent-way and other Materials		26,136 0 1
			95,985 16 5
Public Buildings—			
102	General		2,732 17 2
103	Judicial		28,872 2 5
104	Postal and Telegraph		4,725 6 8
105	Customs		143 4 6
106	Lunatic Asylums		6,715 18 3
107	School-buildings (part of vote only)		935 13 4
109	Agricultural		120 3 6
110	Hospitals and other Charitable Institutions		101 3 6
			44,346 9 4
Lighthouses, Harbour Works, and Harbour Defences—			
111	Lighthouses		289 13 5
112	Harbour Works		325 4 6
113	Harbour Defences		3,374 1 11
			3,988 19 10
Total, Public Works Fund.. .. .			144,271 5 7

G. J. CLAPHAM,
Accountant.

W. D. DUMBELL,
For Under-Secretary.

Public Works Department, 30th April, 1900.

APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1899, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1900.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
Dec. 16, 1899	Kawakawa-Grahamstown	Ironbark Timber	John Burns	March 8, 1900	June 8, 1900	£ 131 5 0	
Feb. 28, "	Helensville Northwards	Ironbark Timber	James McLellan	May 31, 1899	Contract terminated	260 18 2	
Feb. 27, "	"	Totara and Kauri Timber	Cosgrove and Rapson	May 22, "	June 5, 1899	213 12 10	
Dec. 7, "	"	Ironbark Timber	John Burns and Co.	Feb. 27, 1900	April 2, 1900	277 1 0	
April 12, 1900	Gisborne-Karaka	Erection of Platelayer's Cottage	Mackrell and Colley	June 11, "	"	339 10 0	
May 15, 1899	Blenheim-Awatere	Awatere Bridge	Scott Bros. (Limited)	April 8, 1901	"	22,001 18 0	
Mar. 16, 1898	Midland, Opira Section	Steel-plate Girders	Dispatch Foundry Co.	Feb. 4, 1899	Aug. 12, 1899	1,493 0 0	
April 14, 1899	" Springfield End	100,000 Bricks	Albert Crum	May 18, "	June 30, "	200 0 0	
July 24, "	"	100,000 Bricks	Albert Crum	Sept. 15, "	Oct. 10, "	200 0 0	
Nov. 3, 1898	Otago Central	Steel-plate Girders, Eweburn Bridge	James Fowler	Aug. 1, "	July 18, "	508 17 9	
Nov. 13, 1899	"	Timber for Wedderburn Station-buildings	Thomson, Bridger, and Co.	Jan. 2, 1900	Jan. 2, 1900	465 9 11	
Nov. 20, "	"	Ironbark Timber and Piles	W. Flannery	Feb. 11, "	"	825 11 3	
Dec. 12, "	"	Timber and Joinery for Cottages, Blackstone Hill	Thomson, Bridger, and Co.	Jan. 18, "	Jan. 18, "	301 7 4	
Feb. 6, "	Seaward Bush	Timber and Joinery, Waimahaka Station-buildings	Thomson, Bridger, and Co.	As per specification	June 17, 1899	660 5 10	
Oct. 18, 1898	Permanent-way	Twenty-five sets Points and Crossings	John Anderson	Feb. 18, 1899	June 30, "	250 0 0	

RAILWAYS.

APPENDIX C—continued.
SCHEDULE of CONTRACTS CURRENT on the 1st April, 1899, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1900.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
AUCKLAND.						
Nov. 28, 1898	Removal of Maungatapu Native School ..	Daines and Mannix, Tauranga ..	Feb. 23, 1899	April 21, 1899	181 0 0	
Dec. 22, "	Native School, Rakaumanga ..	D. Henderson, Ngaruawahia ..	April 20, "	May "	645 0 0	
Dec. 22, 1899	Police-station, Auckland ..	Ferguson and Malcolm, Auckland ..	Aug. 19, "	Dec. 31, "	5,785 12 6	
Jan. 25, 1899	Native School, Waitotapu ..	D. Forsyth, Auckland ..	May 23, "	June 28, "	609 0 0	
March 20, "	Repairs, Gisborne Gaol ..	W. O. Skeet, Gisborne ..	June 25, "	July 25, "	339 0 0	
April 10, "	Thames Police-station and Residence ..	Thomas Williams, Thames ..	July 5, "	July 28, "	402 6 2	
April 20, "	Native School, Raorao ..	John Davis, Auckland ..	Aug. 13, "	Aug. 29, "	555 7 5	
April 25, "	Parengarenga ..	J. E. Guthrie, Auckland ..	Aug. 21, "	Sept. 25, "	697 15 4	
April 15, "	Female Single Rooms, Auckland Lunatic Asylum ..	John Davis, Auckland ..	Jan. 7, 1900	"	1,663 12 9	
June 4, "	Police-station, Cambridge ..	T. E. Doyle, Kihikihiki ..	Oct. 7, 1899	Jan. 13, 1900	392 3 9	
July 28, "	Native School, Touwai ..	Thomas Moore, Kawakawa ..	Oct. 23, "	Jan. 8, "	447 9 0	
Aug. 28, 1900	Alterations and additions, Magistrate's Court, Auckland ..	Ebenezer Morris, Auckland ..	May 3, 1900	"	665 0 0	
Jan. 8, 1900						
TARANAKI.						
June 23, 1899	Police-station, Mokau ..	James McIndoe, Hawera ..	Oct. 13, 1899	Dec. 4, 1899	480 0 0	
HAWKE'S BAY.						
Jan. 5, 1900	New Class-room, Nuhaka Native School ..	A. R. Gardiner, Waioa ..	March 5, 1900	"	136 19 9	
WELLINGTON.						
Oct. 9, 1898	New Additions Completion, Parliament Buildings ..	J. and A. Wilson, Wellington ..	April 30, 1899	June 17, 1899	12,989 0 0	
March 3, 1899	Timber and Joinery, Porirua Asylum ..	Stewart Timber, Glass, and Hardware Company, Wellington ..	April 28, "	Feb. 19, 1900	1,080 15 11	
Feb. 24, "	Post-office, Mangaweka ..	W. T. Peacock, Mangaweka ..	May 15, "	June 20, 1899	385 0 0	
June 1, "	Courthouse, Eketahuna ..	C. E. Daniell, Masterton ..	Oct. 1, "	Oct. 4, "	437 3 0	
April 10, "	Additions to Police-station, Lambton Quay, Wellington ..	James Bruce, Wellington ..	July 26, "	Aug. 16, "	886 0 0	
July 5, "	Masterton Post-office ..	Coradine and Whittaker, Masterton ..	Feb. 4, 1900	"	3,483 0 0	
June 26, "	Timber and Joinery, Female Dining-room Block, Porirua Asylum ..	Waddell, McLeod, and Weir, Wellington ..	As per specification	Sept. 1, 1899	422 16 9	
Sept. 20, "	Post-office, Petone ..	James Nicholson, Wellington ..	Feb. 18, 1900	"	1,397 0 0	
Oct. 4, "	Post-office, Newtown ..	Wilkening and Dryden, Wellington ..	March 2, "	"	1,706 0 0	
Nov. 8, "	Boilerhouse, Drying-closet, and Chimney, Mount View Asylum ..	John Moffat, Wellington ..	Feb. 2, "	Feb. 28, 1900	552 11 1	
Dec. 8, "	Timber and Joinery, Doctor's Residence, Porirua Asylum ..	Waddell, McLeod, and Weir, Wellington ..	Jan. 14, "	"	465 13 1	
Jan. 22, 1900	Alterations, additions, and repairs, Marlon Police-station ..	Zajonskowski Brothers, Marlon ..	Feb. 22, "	"	158 13 0	
Feb. 19, "	Additions to School and Residence, Koroniti ..	Russell and Bignell, Wanganui ..	May 19, "	"	265 0 0	
Mar. 22, "	Police-station and Lock-up, Feilding ..	F. Elwood, Woodville ..	July 19, "	"	527 2 0	
NELSON.						
April 10, 1899	Cable Station, Wakapuaka ..	Robertson Brothers, Nelson ..	Aug. 4, 1899	Aug. 17, 1899	1,048 17 0	
Sept. 18, "	Additions to Sanatorium and new Bath-house, Hanmer ..	Thomas Ballantine, Christchurch ..	Jan. 13, 1900	"	1,854 0 0	
Oct. 31, "	Post-office and Postmaster's Residence, Takaka ..	John M. Davies, Collingwood ..	Jan. 25, "	"	497 0 8	
Feb. 26, 1900	Constable's Residence, Lock-up, &c., Nelson ..	Robertson Brothers, Nelson ..	June 28, "	"	683 14	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1899, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1900—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
May 15, 1899	Post-office, Renwicktown	D. Wemyss, Blenheim..	Aug. 13, 1899	Sept. 4, 1899	417 0 0	
July 6, "	Additions and Repairs, Police-station, Kaikoura	J. H. Sandford, Kaikoura	Aug. 17, "	Sept. 16, "	309 19 0	
April 17, "	Custodian's Quarters, Supreme Court, Christchurch	A. H. Webb, Sydenham	July 10, "	Sept. 16, "	359 14 6	
July 28, "	Brick Cells, Christchurch Police-station	Benjamin Bull, Christchurch	Oct. 21, "	Dec. 5, "	231 13 6	
Aug. 11, "	Manager's Office, Industrial School, Burnham	Peter Hyndman, Christchurch	Nov. 8, "	Oct. 31, "	300 0 0	
Jan. 5, 1900	Additions and Alterations to Sub-Inspector's House, Christchurch	Peter Hyndman, Christchurch	April 22, 1900		434 0 0	
Jan. 16, "	Detectives' Quarters, Timaru	John Broadhead, Timaru	Mar. 22, "		241 0 0	
April 27, 1899	Post and Telegraph Office, Mosgiel	George Morrison, Dunedin	Aug. 21, 1899	Aug. 21, 1899	532 0 0	
Aug. 9, "	Government Buildings, Bluff	Alexander Menzies, Invercargill	Jan. 31, 1900		2,521 7 0	
Nov. 16, 1900	Workmen's Cottages, Inch Valley Lime Quarry	E. H. Clark, Palmerston	Dec. 30, 1899	Mar. 10, 1900	474 10 3	
Jan. 16, 1900	Police-station, Invercargill	Neil McLeod, Invercargill	June 29, 1900		1,040 12 6	
Feb. 10, "	Police Sergeant's Residence, Queenstown	J. P. Petersen, Invercargill	April 22, "		396 0 0	
Jan. 27, "	Courthouse, Hampden	James Sinclair, Oamaru	May 27, "		408 0 0	
Jan. 24, "	Law Courts, Dunedin	Archibald Shaw, Dunedin	July 15, 1901		19,311 9 11	
Feb. 7, "	Constable's House, Bluff	Alexander Menzies, Invercargill..	April 26, 1900		347 10 0	
Mar. 5, "	Police-station, Arrowtown	Malcolm Robertson, Invercargill	June 20, "		696 10 3	
Mar. 20, "	Additions to Post and Telegraph Office, Roxburgh..	Kinaston and Lambourne, Alex- andra.	June 7, "		328 19 9	
Dec. 22, 1898	Coal and Firewood, Public Buildings, Auckland	J. J. Craig, Auckland	Mar. 31, 1900	Mar. 31, 1900	Schedule rates	
Mar. 2, 1898	Stores Supply, Classes 7 and 8, Auckland	J. J. Craig, Auckland	Mar. 31, "	Mar. 31, "	"	
Mar. 9, "	" " " " " " " " " " " "	J. Wilson and Co., Auckland	Mar. 31, "	Mar. 31, "	"	
Dec. 29, "	Chimney-sweeping, Public Buildings, Auckland	M. Cockroft, Auckland..	Dec. 31, 1899	Dec. 31, 1899	26 13 0	
Dec. 16, 1899	" " " " " " " " " " " "	M. Cockroft, Auckland..	Dec. 31, 1900		27 18 6	
Mar. 7, "	6-ton Wharf-crane, Harbour Defences, "	S. Luke and Co., Wellington	May 16, "	July 19, 1900	215 0 0	
July 27, "	Removal and Re-erection Kaipara Signal-mast	John Sheehan, Kaipara	Aug. 14, 1899	Oct. 13, 1899	157 0 10	
Mar. 1, 1898	Stores Supply, Classes 1 (part), 3, 4, and 9, Wellington	Briscoe, McNeil, & Co., Wellington	Mar. 31, 1900	Mar. 31, 1900	Schedule rates	
Mar. 2, "	" " " " " " " " " " " "	Cameron and Christie, Wellington	Mar. 31, "	Mar. 31, "	"	
Mar. 23, "	" " " " " " " " " " " "	J. J. Craig, Auckland	Mar. 31, "	Mar. 31, "	"	
Jan. 4, 1899	Chimney-sweeping, Public Buildings, Wellington	Harry Smith, Wellington	Mar. 31, "	Mar. 31, "	90 0 0	
Jan. 9, "	Removal of Rubbish, " " " " " "	T. Costello, Wellington	Mar. 31, "	Mar. 31, "	68 10 0	
Dec. 31, 1898	Cartage " " " " " "	M. Fitzgerald, Wellington	Dec. 31, 1899	Dec. 31, 1899	Schedule rates	
Jan. 4, 1899	Window-cleaning, " " " " " "	Gawler and Attwell, Wellington	Mar. 31, 1900	Mar. 31, 1900	192 0 0	

MISCELLANEOUS.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
Dec. 22, 1898	Coal and Firewood, Public Buildings, Auckland	J. J. Craig, Auckland	Mar. 31, 1900	Mar. 31, 1900	Schedule rates	
Mar. 2, 1898	Stores Supply, Classes 7 and 8, Auckland	J. J. Craig, Auckland	Mar. 31, "	Mar. 31, "	"	
Mar. 9, "	" " " " " " " " " " " "	J. Wilson and Co., Auckland	Mar. 31, "	Mar. 31, "	"	
Dec. 29, "	Chimney-sweeping, Public Buildings, Auckland	M. Cockroft, Auckland..	Dec. 31, 1899	Dec. 31, 1899	26 13 0	
Dec. 16, 1899	" " " " " " " " " " " "	M. Cockroft, Auckland..	Dec. 31, 1900		27 18 6	
Mar. 7, "	6-ton Wharf-crane, Harbour Defences, "	S. Luke and Co., Wellington	May 16, "	July 19, 1900	215 0 0	
July 27, "	Removal and Re-erection Kaipara Signal-mast	John Sheehan, Kaipara	Aug. 14, 1899	Oct. 13, 1899	157 0 10	
Mar. 1, 1898	Stores Supply, Classes 1 (part), 3, 4, and 9, Wellington	Briscoe, McNeil, & Co., Wellington	Mar. 31, 1900	Mar. 31, 1900	Schedule rates	
Mar. 2, "	" " " " " " " " " " " "	Cameron and Christie, Wellington	Mar. 31, "	Mar. 31, "	"	
Mar. 23, "	" " " " " " " " " " " "	J. J. Craig, Auckland	Mar. 31, "	Mar. 31, "	"	
Jan. 4, 1899	Chimney-sweeping, Public Buildings, Wellington	Harry Smith, Wellington	Mar. 31, "	Mar. 31, "	90 0 0	
Jan. 9, "	Removal of Rubbish, " " " " " "	T. Costello, Wellington	Mar. 31, "	Mar. 31, "	68 10 0	
Dec. 31, 1898	Cartage " " " " " "	M. Fitzgerald, Wellington	Dec. 31, 1899	Dec. 31, 1899	Schedule rates	
Jan. 4, 1899	Window-cleaning, " " " " " "	Gawler and Attwell, Wellington	Mar. 31, 1900	Mar. 31, 1900	192 0 0	

APPENDIX C—continued.
SCHEDULE of CONTRACTS CURRENT on the 1st April, 1899, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1900—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
MISCELLANEOUS—continued.						
WELLINGTON—continued.						
Jan. 20, 1899	Coal Supply, Public Buildings, Wellington	Westport Coal Co., Wellington	Mar. 31, 1900	Mar. 31, 1900	Schedule rates	
Jan. 12, 1900	Cartage,	T. Cronin and Co., Wellington	Dec. " "	" "	" 945 0 0	
Nov. 14, 1899	Boilers and Drying-closet Fittings, Mount View Asylum	S. Luke and Co. (Limited), Wellington	Mar. " "	" "	" 0 0	
CANTERBURY.						
Mar. 21, 1898	Stores Supply, Classes 1, 2, 3, 4, 5, 6, 8, 9, Christchurch	Ashby, Bergh, and Co., Christchurch	Sept. 30, 1899	Sept. 30, 1899	" "	
Mar. 22, " "	Class 7,	J. J. Craig, Auckland	Mar. 31, 1900	Mar. 31, 1900	" "	
Oct. 1, " "	Cleaning Offices, Public Buildings,	E. V. Worthington, Christchurch	Sept. 30, 1899	Sept. 30, 1899	67 0 0	
Feb. 15, 1899	Coal Supply,	W. White and Co., Christchurch	Dec. 31, " "	Mar. 31, 1900	Schedule rates	
Oct. 1, " "	Cleaning Offices,	E. V. Worthington, Christchurch	Sept. 30, 1900	" "	67 0 0	
NELSON.						
June 6, " "	Little Wanganui Wharf	Leslie Hill, Karamea	Aug. " "	Sept. 26, 1899	149 10 0	
Oct. 7, " "	Granity Creek Bridge	Charles Downie, Murchison	Mar. " "	Mar. 17, 1900	357 0 0	
Jan. 15, 1900	Karamea Bridge	H. H. Lange, Westport	Jan. " "	Nov. 15, " "	3,855 9 0	
WESTLAND.						
Mar. 7, 1898	Stores Supply, Class 9,	Charles Hansen, Greymouth	Mar. 31, 1900	Mar. 31, 1900	Schedule rates	
Mar. 9, " "	" " Class 5,	James Holmes, Greymouth	Mar. 31, " "	Mar. 31, " "	" "	
Mar. 22, " "	" " Class 7,	J. J. Craig, Auckland	Mar. 31, " "	Mar. 31, " "	" "	
April 18, " "	" " Classes 1, 2, 3, 4, 6,	Duncan McLean, Greymouth	Dec. 31, 1899	Dec. 31, 1899	" "	
April 25, 1899	Cartage, Jackson's	F. A. Jackson, Jackson's	Mar. 31, 1900	Mar. 31, 1900	" "	
Sept. 28, " "	Stillwater Road Bridge	J. R. Rees, Greymouth	Dec. " "	Mar. 31, " "	392 8 6	
OTAGO.						
Mar. 14, 1898	Stores Supply, Classes 1, 2, 5, Dunedin	Thomson, Bridger, & Co., Dunedin	Sept. 30, 1899	Sept. 30, 1899	Schedule rates	
Mar. 19, " "	" " Class 6,	Milburn Lime and Cement Company, Dunedin	Mar. 31, 1900	Mar. 31, 1900	" "	
Mar. 22, " "	Erection of Lime-kiln, Inch Valley	J. J. Craig, Auckland	Mar. 31, 1900	Mar. 31, " "	" "	
Mar. 16, 1899	Coal Supply, Public Buildings, Dunedin, and Otago Central Railway	Steel and Clark, Palmerston S.	May 15, 1899	Oct. 6, 1899	227 2 3	
Jan. 20, " "	Engine and Winding-gear, Inch Valley	Westport Coal Company, Dunedin	Dec. 31, " "	Mar. 31, 1900	Schedule rates	
Aug. 28, " "	Iron Bedsteads for Lunatic Asylums	S. Luke and Co. (Limited), Wellington	Oct. 17, " "	Feb. 22, " "	970 0 0	
Mar. 7, 1900	" " " " " "	J. W. Faulkner and Sons, Dunedin	May 26, 1900	" "	477 10 0	
SOUTHLAND.						
Mar. 13, 1898	Stores Supply, Classes 1, 2, 3, 4, 5, 8, 9, Invercargill	A. Briscoe and Co., Dunedin	Mar. 31, 1900	Mar. 31, 1900	Schedule rates	
Mar. 19, " "	" " Class 6,	Milburn Lime and Cement Company, Dunedin	Mar. 31, " "	Mar. 31, " "	" "	
Mar. 22, " "	" " Class 7	J. J. Craig, Auckland	Mar. 31, " "	Mar. 31, " "	" "	

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1899, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1900, showing Deliveries to the latter Date.

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.
NORTH ISLAND.									
AUCKLAND DISTRICT.									
7 April, 1899	Tutahanga ..	Poru-o-tarao	1,000 totara	s. d.	..	No fixed rate	16 May, 1900..	428	..
27 April, "	Olsen and Teko ..	"	2,000 "	3 0	..	"	16 May, " ..	..	..
17 July, "	W. Campbell ..	"	500 "	3 0	..	"	17 April, " ..	297	..
6 Dec., "	G. Gotty ..	"	1,000 "	3 0	..	"	6 May, " ..	605	..
20 Feb., 1900	McIntyre and Bird ..	"	500 "	3 0	..	"	20 Aug., " ..	..	..
2 Mar., "	R. McMillan ..	Makarau ..	400 "	3 3	..	"	2 June, " ..	..	..
6 Mar., "	M. Lee ..	Poru-o-tarao	2,000 "	3 0	..	"	6 Mar., 1901..	..	..
16 Mar., "	E. Mitchelson and Bros.	Dargaville ..	250 "	3 9	..	"	10 April, 1900..	..	..
28 Mar., "	R. McMillan ..	Makarau ..	600 "	3 3	..	"	28 July, " ..	..	..
Various ..	Sundry small contractors	Poru-o-tarao	273 "	3 0	..	"	Not fixed	273	10 Mar., 1900.
HUNTERVILLE DISTRICT.									
26 Oct., 1899	Momo Brothers ..	Utiku ..	2,000 totara	3 6	..	No fixed rate	20 Feb., 1900..	1,300	20 Feb., 1900.
26 Oct., "	W. A. Officer ..	Mangaweka	500 "	3 3	..	"	20 Feb., " ..	518	22 Nov., 1899.
26 Oct., "	F. Lukaszewski ..	"	500 "	3 3	..	"	20 Feb., " ..	574	31 Mar., 1900.
20 Feb., 1900	F. Mickelsen ..	Utiku ..	3,000 "	3 6	..	"	31 Mar., " ..	3,420	..
SOUTH ISLAND.									
WESTPORT DISTRICT.									
7 April, 1898	McKay and Creed ..	Cape Foulwind	2,000 silver-pine	2 6	..	No fixed rate	..	1,988	22 April, 1899.
7 April, "	Charles Low ..	"	1,000 ditto	2 6	..	"	..	1,000	27 June, "
WESTLAND DISTRICT.									
19 Oct., 1896	J. Mundy ..	Stafford ..	500 silver-pine	2 6	..	No fixed rate	No fixed rate ..	450	Balance of order cancelled.
19 Feb., 1897	R. Greenlees ..	Blue Spur ..	500 ditto	2 6	..	"	" ..	500	6 May, 1899.
8 Mar., "	J. Sullivan ..	Piper's Flat ..	1,000 "	2 6	..	"	" ..	1,000	28 April "
12 July, "	J. H. Morris ..	Kanieri ..	1,000 "	2 6	..	"	31 Dec., 1897 ..	1,000	4 April, "
10 Aug., "	E. Cain ..	Greymouth ..	1,689 "	2 6	..	"	31 Mar., 1898 ..	1,689	14 April, "

APPENDIX D—continued.
 SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1899, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—continued.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date for Completion.	Total delivered to Date.	Date of Completion.
21 Aug., 1897	D. Dwyer	Ho Ho	500 silver-pine	s. d. 2 6	Hokitika	No fixed rate	No fixed rate	500	5 April, 1899.
21 Aug., "	E. Rowe	Blue Spur	500 ditto	2 6	"	"	"	500	28 April, "
1 Nov., "	R. Watson	Dillmanstown	2,000 "	2 6	Kumara	"	"	2,000	20 Sept., "
29 Dec., "	C. Murtha	Kumara	1,000 "	2 6	Chesterfield	"	"	1,000	14 Sept., "
29 Dec., "	J. Anderson	Lamplough	1,000 "	2 6	Hokitika	"	"	1,000	14 April, "
21 Jan., 1898	J. Sutherland and party	Okarito	2,000 "	2 6	Chesterfield	"	"	2,000	14 April, "
21 Jan., "	I. Danston	Chesterfield	500 "	2 6	Chesterfield	"	"	500	24 Aug., "
29 Jan., "	W. Stephens and party	Rinu	1,000 "	2 6	Hokitika	"	"	1,000	14 Dec., "
7 Mar., "	T. and R. Stephens	"	1,000 "	2 6	"	"	"	1,000	2 Oct., "
30 Mar., "	J. F. Dwyer	Ho Ho	500 "	2 6	"	"	"	500	13 April, "
4 April, "	Butler Brothers	Kokiri	1,500 "	2 6	Brunner	"	"	1,500	22 Aug., "
4 April, "	C. Murtha	Kumara	1,000 "	2 6	Stafford	"	"	1,000	9 Mar., 1900.
13 April, "	W. Peacock	Goldborough	500 "	2 6	"	"	"	500	"
27 April, "	Baxter Bros. and Foord	Kokiri	2,000 "	2 6	"	"	"	2,000	9 Aug., 1899.
22 Nov., "	J. Taylor	Cobden	500 "	2 6	Brunner	"	"	500	18 May, "
22 Nov., "	R. Watson	Dillmanstown	500 "	2 6	Kumara	"	"	500	11 April, "
28 Nov., "	C. E. Fellowes	Ross	1,000 "	2 6	Hokitika	"	"	1,000	20 Sept., "
6 Dec., "	C. Jones	"	500 "	2 6	"	"	"	500	6 May, "
6 Dec., "	A. Meharry, jun.	Lower Kokatahi	700 "	2 6	"	"	"	667	14 Dec., "
21 Dec., "	S. Dixon	Kawhaka	1,000 "	2 6	"	"	"	1,000	19 Aug., "
17 Jan., 1899	J. McDiarmid	Hokitika	500 "	2 6	"	"	"	500	17 July, "
14 May, "	D. J. Smith	Ross	500 "	2 6	"	"	"	500	27 July, "
23 May, "	Lawson and Stewart	Kumara	500 "	2 6	"	"	"	500	28 June, "
7 July, "	E. McCormick	Kokatahi	500 "	2 6	Hokitika	"	"	390	"
6 Oct., "	A. C. Campbell	Kumara	500 "	2 6	Brunner	"	"	500	8 Nov., "
13 Nov., "	Baxter Brothers	Kokiri	1,000 "	2 6	"	"	"	1,000	18 Dec., "
23 Dec., "	A. C. Campbell	Kumara	500 "	2 6	"	"	"	"	"
6 Feb., 1900	Baxter Brothers	Kokiri	1,000 "	2 6	"	"	"	"	"
1 Mar., "	"	"	2,000 "	2 6	"	"	"	"	"
10 Mar., "	C. W. Murtha	Kumara	500 "	2 6	Stafford	"	"	"	"
10 Mar., "	W. L. Stewart	Greymouth	500 "	2 6	Acre Creek	"	"	"	"
23 Mar., "	G. H. Blank	Dillmanstown	500 "	2 6	Kumara	"	"	"	"
Various	Sundry small contractors	Various	69,124 "	2 6	Various	"	"	50,748	"
OTAGO DISTRICT.									
16 Nov., 1898	G. A. Whealler	Bluff	1,350 ironbark 19' per 100 b.m.		Bluff	The lot within two months	15 Jan. 1899	1,350	11 July, 1899.
15 April, 1899	Murray, Arnold, and Co.	Dunedin	2,000 "	19/6 ditto	(1,000 at Dunedin... 1,000 at Wellington	No fixed rate	15 July, "	{ 831 at Dunedin. { 863 at Wellington.	"
20 June, "	Jack Brothers	Winton	1,000 black-pine	2 6	Forest Hill Railway	"	Not fixed	933	7 Aug., "
9 Aug., "	W. St. George	"	165 ditto	2 6	"	"	"	165	9 Aug., "

* Contracts entered into for supply of sleepers in lots of less than 500.

APPENDIX E.

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, 1900.

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, 1900:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1900.		Liabilities on 31st March, 1900.	
	M. ch.	M. ch.	£	s. d.	£	s. d.
Kaihu Valley	19 40	17 21	54,995	19 2	34	7 9
Kawakawa-Grahamtown—						
Kawakawa	7 41	7 41	80,473	15 6	195	1 10
Whangarei-Kamo and Extension	48 17	21 26	137,618	13 7	1,856	11 1
Helensville Northwards	110 0	10 48	91,450	17 10	2,646	0 11
Kaipara-Waikato, with Branches	151 1	151 1	1,222,840	11 7	..	..
Waikato-Thames, with Branches	62 58	62 58	323,510	17 10	1,041	6 10
Thames Valley—Rotorua	69 33	69 33	353,951	15 7	146	10 11
Gisborne-Karaka	17 0	..	501	14 5	1,511	11 10
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown Branch)	233 12	233 12	1,946,327	19 8	299	6 7
Wellington-Foxton .. .. .	..	..	42,116	3 4	150	0 0
Foxton-New Plymouth, with Branches	195 49	195 49	1,310,789	6 11	..	..
North Island Main Trunk	209 64	69 40	692,300	18 10	14,601	5 3
Nelson-Roundell	52 0	22 73	162,671	14 4	..	..
Midland Railway* .. .. .	..	..	136,682	6 10	13,094	19 8
Greymouth-Nelson Creek	7 51	7 51	166,471	11 11	..	..
Greymouth-Hokitika	24 37	24 37	187,670	16 4	..	..
Westport-Ngakawau	19 56	19 56	187,512	15 7	..	..
Westport-Ngakawau Extension to Mokihinui†	7 12	7 12	..	..	..	..
Mokihinui Colliery Line‡	3 69	3 69	..	..	..	..
Picton-Waipara—						
Picton-McKenzie	138 16	20 42	279,088	14 8	18,648	7 8
Waipara-McKenzie	35 0	..	880	7 2	1,166	18 11
Hurunui-Waitaki, with Branches	483 72	443 08	2,183,518	12 3	..	..
Canterbury Interior Main Line—Oxford-Temuka	83 0	11 44	59,343	9 2	..	..
Waitaki-Bluff, with Branches	505 13	466 05	3,340,779	10 4	425	14 10
Otago Central	182 56	77 45	807,640	3 9	12,739	5 0
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	282,828	4 6	..	..
Forest Hill Railway—Winton-Hedgehope§	12 40	12 40	21,682	16 3	761	10 10
Western Railways	57 56	57 56	214,722	18 7	407	2 8
Preliminary surveys .. .. .	..	..	61,444	10 4	73	18 9
Miscellaneous .. .. .	..	..	10,336	19 11	..	..
Stock of permanent-way on hand .. .. .	..	..	30,614	0 2	26,136	0 1
Value of permanent-way in hands of Railway Department .. .. .	..	..	25,000	0 0	..	..
Rolling-stock .. .. .	..	..	2,029,559	19 3	7,702	8 1
Total	2,853 74	2,110 31	16,445,328	5 7	103,638	4 6
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	..	..
Grand total	2,853 74	2,110 31	17,554,584	9 7	103,638	4 6

* 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 19 miles 12 chains was opened for traffic. The following table contains particulars of the sections :—

Railway.	Section.	Length.	Date opened for Traffic.
Seaward* Bush	Gorge Road—Waimahaka ...	M. ch. 6 52	8th June, 1899.
Forest Hill	Winton—Hedgehope ...	12 40	17th July, 1899.
	Total	19 12	

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

GRAHAMTOWN—KAWAKAWA RAILWAY.

Kawakawa Southwards (7 m. 10 ch. to 10 m. 30 ch. ; length, 3 miles 20 chains).—Construction was begun on this section in November, and good progress has been made in the construction of the bank through the first swamp. The bridge over the Waiharakeke has been built.

Hukerenui Section Extension (14 m. 57 ch. to 16 m. ; length, 1 mile 23 chains).—The formation works are about half finished. Materials have been obtained and a contract entered into for the bridges.

HELENSVILLE NORTHWARDS RAILWAY.

Tahekerua Section (46 m. 36 ch. to 49 m. 54 ch. ; length, 3 miles 18 chains).—The formation for about two miles and a half of this section was finished in September last, and the whole is now nearly completed. The rails have been linked in up to 48 m. 50 ch. One bridge has been built, and the material for a second is now on the ground. The fencing has been started.

Komokoriki Section (49 m. 54 ch. to 56 m. ; length, 6 miles 26 chains).—The bush has been felled on the first four miles, and a start has been made with the formation.

GRAHAMSTOWN—TE AROHA RAILWAY.

Thames—Paeroa Section (0 m. to 19 m. 20 ch. ; length, 19 miles 20 chains).—This section was opened for traffic in December, 1898, before it was finished, and the work of completion has been carried on till the beginning of this year, when the section was handed over to the Working Railways Department as completed.

PAEROA—WAIHI RAILWAY.

Length, 12 miles 30 chains.—Plant and materials were got ready early in the present year, and work was begun in March last.

GISBORNE—KARAKA RAILWAY.

Gisborne—Ormond Section (0 m. to 10 m. ; length, 10 miles).—Work was begun in February last, and satisfactory progress has been made.

NORTH ISLAND MAIN TRUNK LINE.

North End.

Mokau and Poro-o-tarao Sections (34 m. 42 ch. to 49 m. 7 ch.).—These sections have been maintained during the year in an efficient state.

Ohinemoa Section (49 m. 18·79 ch. to 65 m.).—Work on this has been in progress up to the 55 m. during the year, and a large number of men has been employed. The work for three miles has been of a difficult character, as the unstable material in the hillsides from about 49 m. 20 ch. to 52 m. 20 ch. has slipped badly, both in the cuttings and in some of the banks. Good progress has, however, been made with the part of the section now in hand.

South End.

Makohine Section (22 m. 40 ch. to 33 m. 40 ch. ; length, 11 miles).—The earthworks of this section are finished, with the exception of the completion of the bank at 32 m. 25 ch. and the formation of the Mangaweka station-yard. The earthworks will also require to be trimmed just before the platelaying is done. A considerable amount of work has been done in flattening the slopes of the cuttings between 33 m. and 33 m. 40 ch., and the line will thereby be rendered much safer. Similar work requires to be done on the slopes of the cutting from 32 m. 10 ch. to 32 m. 63 ch., as with the present slopes lumps frequently fall upon the line.

Makohine Viaduct (24 m. 42 ch.).—The construction of the steel and iron work has been carried on during the year with the maximum number of men it was possible to employ in setting out the work and working the drilling, riveting, and other machinery. The drilling plant has been worked night and day. The steel and iron work for the two piers has been finished, and a considerable amount of work has been done in the erection of the bases for both piers, and in the erection of the columns and bracing of pier D.

Mangaweka Section (33 m. 40 ch. to 40 m. 40 ch. ; length, 7 miles).—The heavy works in cuttings, banks, culverts, &c., on this section are nearly finished. Double shifts were worked during the summer in removing the slip at 35 m. 58 ch. There is a considerable amount of work yet to be done in finishing the tunnels.

Mangaweka Viaduct.—The construction of this work was put in hand in March last, and considerable quantities of materials for the construction of the concrete foundations have been got on the ground. Steel and iron for the manufacture of the piers have been ordered from England.

Paengaroa Section (40 m. 40 ch. to 50 m. 77·60 ch. ; length, 10 miles 37·60 chains).—Most of the work in connection with the construction of the cuttings, banks, and culverts up to 43 m. 48 ch. has been done. Three large water-tunnels, in place of 10 ft. culverts, have been constructed, and a considerable saving has thereby been effected. The construction of the culverts up to 46 m. is in hand. The line has been deviated between 43 m. 50 ch. and 45 m. 6 ch., a cheaper line being got, and also a suitable station-site for Taihape Township. The felling and clearing have been finished.

MIDLAND RAILWAY.

The minor works required to complete the Belgrove–Motupiko and Motueka Sections, extending from 21 m. 35 ch. to 30 m. 58 ch., a length of 9 miles 23 chains, were finished in November last.

Springfield Section (0 m. to 6 m.).—No work has been done on this section.

Mount Torlesse Section (6 m. to 18 m.).—Very good progress has been made with this work. All the culverts up to 9 m. 62 ch. have been completed, and the banks to 8 m. 10 ch. About 22½ chains out of the 92½ chains of tunnel on the section have been completed. About 440,000 bricks for tunnel work were purchased during the year, and a beginning has been made with making concrete blocks for tunnel-arch work.

Otira Section (32 m. 11 ch. to 37 m. 75 ch. from Stillwater, and 12 m. 21 ch. to 6 m. 8 ch.).—All the formation, bridges, permanent-way, and ballasting are finished to the Otira Station. The rock protection to the slopes of the railway-banks along the Otira River is nearly completed, and the work of protecting the slopes of the banks along the Teremakau River is in hand. Three steam-cranes and three locomotives have been employed on this work during the year. The station-buildings, passenger-platform, and water-supply at Aicken's are finished, and also the goods-shed and platform at Otira, and materials for the other buildings are being delivered. The line is being fenced where necessary. Several floods have occurred in the Otira during the year. Some damage was done to the works, and about 2 chains of bank washed away; the highest flood of all, however, did no damage. Since December last goods trains have been run from Jackson's to Otira.

PICTON—WAIPARA.

Awatere Section (28 m. 38 ch. to 33 m. 60 ch. ; length, 5 miles 22 chains).—The earthworks have been completed up to 31 m. 7 ch. at the north end of Dumgree station-yard, and the cuttings up to 32 m. 50 ch. have been well advanced, including the road-approach cuttings to the Awatere Bridge. All the small bridges north of the Awatere River have been completed.

Awatere Bridge.—No work has yet been done in the erection of this bridge by the contractors, Messrs. Scott Brothers; but the cylinders have been cast, and considerable progress has been made with the manufacture of the superstructure. Preparations are being made to start the fencing.

The bridges on the sections of this line from Blenheim to 28 m. 38 ch. have been completed during the year, and some three miles of fencing has been repaired. Some work has been done in making good the settlement of banks on these sections, but the heaviest part of the work yet remains to be done.

The rails have been laid up to 31 m. 7 ch., and the bottom ballasting has been finished up to 30 m. 16 ch. A contract for an Inspector's house at Seddon has been let.

South End.

Omihi Section (0 m. to 15 m. ; length, 15 miles).—Work was begun on this section in March last, and a considerable amount of work has already been done, the light earthworks, culverts, &c., on the first six miles being well advanced.

INCH VALLEY LIME QUARRY RAILWAY.

The works on this line have been completed, with all necessary buildings, kiln, sidings, winding-plant, &c. This line has been taken over by the Lands Department.

OTAGO CENTRAL.

Wedderburn Section (77 m. 35 ch. to 85 m. 60 ch. ; length, 8 miles 25 chains).—This section was opened for traffic in May last, and some additional station-buildings are now being erected at Wedderburn to meet the requirements of the traffic.

Ida Valley Section (85 m. 60 ch. to 98 m. 18 ch. ; length, 12 miles 38 chains).—The formation works have been vigorously pushed forward during the year, and good progress has been made. Masonry work cannot be done during the winter months in this district. The bridge work is in hand; there is little of it, however, on this section.

Poolburn Section (98 m. 18 ch. to 107 m. 40 ch. ; length, 9 miles 22 chains).—Work has been started on this section by opening up the cuttings, and a good start has been made with the two tunnels in Poolburn Gorge.

CATLIN'S RAILWAY.

Work has just been started on an extension about three miles and a half long beyond Owake Station.

SEAWARD BUSH RAILWAY.

The Waimahaka Station has been finished during the year.

OREPUKI-WAIAU RAILWAY.

Length, about 13 miles.—A start has been made by putting a few men at work. Contracts for construction, bushfelling, and material will be let shortly.

FOREST HILL RAILWAY.

The works in progress on this line were finished in July last, and the line handed over to the Working Railways Department.

SURVEYS.

SURVEYS OF NEW LINES, ETC.

Grahamtown-Kawakawa.—The survey of this line has been in progress from both ends. About nine miles of line has been permanently located, and about six miles more of trial line run. Land-plan surveys for about a mile and a quarter of line have been completed and plans prepared.

Helensville Northwards.—Land-plans for a length of three miles and a quarter on the Tahekeroa Section have been completed.

North Island Main Trunk Line.—North end: No further extension of the survey southwards has been done, but the plans for an additional ten miles have been finished, and the remainder up to 83 m. from Te Awamutu are in course of preparation. South end: Line has been permanently located up to about 121 m. from Marton Junction. There is still a length of about seven miles and three-quarters to be permanently located to join with the survey from the north end, terminating at 83m. from Te Awamutu. The trial-line work has been done, and the location of the permanent line determined upon in readiness for pegging. The estimates of the Waimarino Section have been completed, and the plans for the bridges have been begun.

Gisborne-Rotorua.—A reconnaissance survey of one route was finished during the year, one *via* Whaukopae, Maungapohatu, and Galatea; also a similar survey from Gisborne to Opotiki. Reports and estimates were obtained from Mr. James Stewart, M.I.C.E., who made the surveys; also a report on the probable route for a line of railway from Opotiki to Rotorua.

A working survey has been made of the first ten miles of the first of the above routes, starting from the Gisborne end. This, however, is common to both routes.

Napier-Gisborne Railway.—The trial survey of this line has been extended to a point distant ninety-three miles and a half from Napier.

Wellington-Woodville Railway.—A further exploration of the Wainuiomata route was made by Mr. Holmes, who also examined and reported on the Ladle Bend route. The survey of the Tauherenikau route has been started, and several miles of trial survey have been done.

Midland Railway.—The deviation trial survey of the Tadmire route has been completed and the plans finished.

Picton Waipara Railway.—The trial survey fieldwork has been completed from the Awatere to the north end of Dobson's survey, and the plans, estimates, &c., are now being prepared. The location of the permanent line from Waipara to join the survey through the Cheviot Estate was completed during the year.

Catlin's Railway.—A survey for an extension about four miles long was completed during the year.

Seaward Bush Railway.—The permanent survey has been extended for a distance of five miles and a half beyond Waimahaka Station, and is still in progress.

Orepuki-Waiau Railway.—About four miles of this line has been permanently surveyed, and the preliminary survey has also been done for a further distance of eight miles and a half.

SLEEPERS.

A large number of contracts and agreements for the supply of sleepers were current during the year ended the 31st March last, and the deliveries made in the districts from which they were obtained were as follows, viz. :—

Auckland District: 1,603 totara.

Huntermville District: 5,812 totara.

Wellington District: 863 ironbark.

Westport District: 2,988 silver-pine.

Westland District: 77,939 silver-pine.

Otago District: 2,181 ironbark, 1,098 black-pine.

Details of contracts current during the year ended the 31st March last will be found in Appendix D.

ROADS, BRIDGES, ETC.

AUCKLAND DISTRICT.

The maintenance of the Whangaparapara-Blind Bay Road was attended to during the year. A report was furnished on Gum Town-Kopuwaiti Track, Mercury Bay. The Tamaki Road Bridge was replanked.

NELSON AND WESTLAND DISTRICTS.

A contract for the building of a bridge over Granity Creek has been completed. A contract has been let for the rebuilding of the Karamea Bridge. The formation, bridges, and culverts of the Denniston Hill Road have been completed; the length is 5 miles 63 chains, and width of formation 7 ft.; the metalling is not yet finished. About 60 chains of the Westport-Waimangaroa Road have been constructed during the year and metalled; the formation is 14 ft. wide. A short approach road to the Little Wanganui Wharf has been formed, and an approach to the Granity Creek Bridge was completed under petty contract.

Surveys have been made and plans prepared for the widening of the Ahaura-Haupiri Road, and the work has been started; two small contracts for about half a mile long are finished, and four more are in progress. Work has been started in cutting a track about five miles and a half long to the Ahaura Hot Springs. The work of constructing 140 chains of road from Cobden to Point Elizabeth is in progress. A contract for a new road-bridge over Stillwater Creek has been completed. The work of constructing a track about eight miles long up the Clarke River has been begun, starting from the junction of the Clarke with the Grey River. The road round Lake Mapourika has been widened for a length of 105 chains.

The Mount Hercules deviation of the Great South Road has been completed, and the road from the end of the deviation to the Wataroa River has been widened for a length of about 4 miles 11 chains. Surveys have been made and plans are prepared for the continuation of the widening south of the Wataroa River, and a contract for the first 70 chains is in progress.

The following works were reported on for the Mines Department: Road, Lyell Bridge to Ryan's; deviation of Charleston Road at Costello's Hill; road, Westport to Waimangaroa; road, Granity Creek southwards; road, Reefton to Black's Point; prospecting-shaft, Giles's, Pahiki; bridge, Granity Creek-Buller Road; road, Nile Saddle to Maori Creek; Mudflat Road, Karamea; Addison's-Buller Road; Land of Promise Road; Westport-Mokihinui Road; Seddonville-Mokihinui Road; Seddonville-Cardiff Road; Lyell-Victoria Range Track; track, Seddonville to Mokihinui; Oparara Road; road, Mokihinui to reefs; road improvements, Mokihinui to Little Wanganui; and inspections were made of the river-protection works at Marsden Bridge; track up Paparoa Mountain; road, river-Ahaura Plains; and track, Wharton's Dam to Deep Creek. The lower portion of the Arahura River was inspected for the Public Trust Department.

MISCELLANEOUS.

Designs for the proposed road-bridges over the Rangitikei River at Bull's were reported on for the Survey Department; also, designs for a road-bridge over the Otaki. A survey has been made and plans prepared for a proposed sheep-bridge over the Awatere. Report on and plans for bridge over the Mangatainoka River at Quarry Road, near Eketahuna, were prepared. Plans and specification for a road-bridge over the Manawatu River at the Lower Gorge crossing were prepared during the year.

PUBLIC BUILDINGS.

AUCKLAND DISTRICT.

Government House.—This building was refurnished and recarpeted during the year, and carefully looked after when not occupied. A larder has been built, and repairs executed. A new brick stable has been built, and some new fencing erected. The Exhibition Buildings were finally removed in July last, and the ground they occupied has been resown in grass, but a considerable amount of work was required to get the grounds again into a fair state.

Admiralty House is still occupied under lease by Mrs. A. Taylor.

Departmental Buildings, Auckland.—These buildings have been kept in a good state of repair. A new flagstaff has been erected; various fittings and cupboards have been supplied.

Departmental Buildings, Thames.—Repairs to the outbuildings and yard have been finished during the year, and some fencing has been erected.

Departmental Buildings, Tauranga.—Some repairs to the building and gravelling on the paths have been done during the year.

Government Life Insurance Buildings, Auckland.—A fire-service equipment on each landing has been supplied, and the outbuildings improved.

Auckland University College.—A contract for additions has been completed during the year.

Supreme Court, Auckland.—Various repairs have been executed, and one room enlarged. The Supreme Court room, the Judges' and officers' rooms have been cleaned, painted, and renovated.

District Courthouse, Auckland.—Various repairs have been attended to. A contract was let for alterations and additions, and was nearly finished when still further alterations were decided on, the works in connection with which are now in hand.

Dargaville Courthouse.—This building has been repaired, painted, and reroofed with iron, and the fences repaired.

Te Aroha Courthouse.—New venetian blinds have been provided and some repairs done.

Whangarei Courthouse.—Gas has been laid on, and some repairs and shelving done.

Cambridge Courthouse.—New flooring has been laid, outside repairs done, and the building repainted.

Pukekohe Courthouse.—This building has been repaired and repainted.

Paeroa Courthouse.—Water has been laid on and a fire-service provided. The Clerk's room has been altered and enlarged.

Thames Courthouse.—A strong-room has been built.

Prison Gaol, Shortland.—Repairs, painting, and papering to the residence have been executed.

New Gaol, Mount Eden.—The basement walls of the centre block and wing have been brought up to ground-level. The imported iron floor-joists have been delivered, and are now being put in position. All the locks have been received. Repairs to the stone-crusher and portable engine have been done. Repairs have been done to the Gaoler's house, and painting and repairs to the old prison.

Auckland Police-station.—A new brick building has been erected, and also a stable. All the works were finished in December last. A contract for furniture and fittings was completed about the same time.

Thames Police-station Residence.—A contract for the erection of this building was completed in July last.

Police-station, Rawene.—Two additional rooms have been built, and some painting and repairing have been done, and a fence has been erected.

Mercer Police-station.—Two additional rooms have been added to the building, which has also been repaired and repainted.

Ngaruawahia Police-station.—Two additional rooms and an office have been built, and some fencing erected.

Te Kuiti Police-station.—A contract for this building was completed during the year.

Cambridge Police-station.—The contractor for this building failed to carry out his work, which was finally completed by the department in January.

Tokaanu Lock-up.—This building was erected by contract, and an outhouse and some fencing have since been erected.

Auckland Watchhouse and Lock-up.—Various small repairs, &c., have been done. Plans of proposed alterations have been prepared.

Waihi Police-station.—An office has been built, and some repairs and external painting done.

Karangahake Police-station.—A new verandah has been built, the chimneys repaired, and outside painting done.

Pukekohe Police-station.—A contract for building two rooms and repainting the building has been finished.

Paeroa Police-station.—An outhouse has been built.

Dargaville Police-station.—A verandah has been added to the building, a stable built, and repairs and painting done.

Hamilton East Police-station.—The building has been repaired and a new fence erected.

Warkworth Police-station.—Tenders are now invited for repairs.

Gisborne Police-station.—A report on repairs required to sergeant's house has been furnished.

Newton Police-station.—Repairs, painting, and repapering have been done.

Auckland Asylum.—Twenty additional rooms have been added to the female wing in brick. Repairs have been done to the engine, stone-breaker, &c.

Auckland Post- and Telegraph-office.—Various repairs have been done and new fittings provided. The private letter-boxes have been reroofed. Plans for internal alterations to give more room have been prepared.

Otahuhu Post-office.—The maintenance period on the contract for this building expired in February. Plans have been prepared for the addition of two dwelling-rooms.

Te Aroha Post-office.—Additional living-rooms have been built, and the office enlarged. The building has been repainted.

Parnell Post-office.—A section with two cottages was bought, and one of them has been altered into a post-office.

Waitekauri Post-office.—The ground has been fenced.

Raglan Post-office.—Painting and repairs have been done.

Hamilton Post-office.—An additional public room was being built, and the office was being enlarged during the year, but before the workmen finished the whole building was destroyed by fire.

Mercer Post-office Residences.—The Postmaster's and lineman's residences have been repaired and painted.

Rotorua Post-office.—Two rooms have been added to the residence.

Industrial School, Parnell.—There has been no improvement in the drainage of the adjacent grounds, and a new site has been purchased at Mount Albert, and as soon as the building on it has been put in order the school will be removed.

Ponsonby Hall.—This building has been maintained during the year, and let as opportunity arose.

Motuihi Quarantine-station.—Repairs to the wharf and buildings have been done.

Parengarenga Native School.—A detached school and residence have been built by contract.

Rukauanga Native School.—A contract for a detached school and residence has been completed; both buildings were enlarged during the execution of the work.

Waimano Native School, Whakatane.—The maintenance period of the contract for the erection of the buildings expired at the beginning of the year.

Waiotapu Native School.—A detached residence has been built.

Rao-Rao Native School.—A contract for the erection of a combined school and residence has been completed.

Mangatapu to Papamoa.—The detached school and residence at Mangatapu have been removed to Papamoa.

Touwai Native School, Whangaroa.—A contract for the erection of a combined school and residence has been completed.

Tapuaeharuru Native School, Lake Rotoiti.—A combined school and residence is in course of erection.

Waotu Native School.—Some additions have been made to the residence. These have been inspected and reported on.

NEW PLYMOUTH—WANGANUI—NAPIER DISTRICTS.

Mokau Police-station.—A constable's residence and a stable have been erected.

New Plymouth Police-station.—Enlarged plans for a sergeant's residence are being prepared, the first plans having been found to give insufficient room.

Inglewood Police-station.—A contract has been advertised for alterations, additions, and repairs.

Rahoutu Lock-up and Office.—A building to serve as lock-up and office has been built.

Normanby Police-station.—A contract for alterations, additions, and repairs* has been completed.

Eltham Police-station.—Tenders have been invited for a third time for the erection of an office for the Clerk of Court.

Waverley Police-station.—Repairs to the stable have been executed, and a contract has been signed for alterations, additions, and repairs to the station.

Manara Police-station.—A contract for a lock-up has been nearly finished.

Marion Police-station.—A contract for alterations, additions, and repairs has been carried out.

Feilding Police-station.—A contract for the erection of residence and lock-up has been nearly finished.

Waipawa Police-station.—Nothing has been done towards the erection of the new buildings at the constable's quarters, recommended last year.

Clive Police-station.—A wash-house has been erected, and a report, with plans, &c., for alterations and repairs has been prepared.

Napier Police-station.—The drains have been improved in accordance with the by-laws.

Spit Police-station.—An office has been added to the residence, a wash-house built, and drains have been laid connecting with the town drainage system.

New Plymouth Courthouse.—A fire-service has been fitted up within the building.

Stratford Courthouse.—A contract for painting this building has been completed.

Wanganui Courthouse.—Contracts for internal alterations to the library and for painting and repairs have been completed.

Palmerston North Courthouse.—The grounds have been laid down in grass, and the paths formed and gravelled. The Court-room has been draped in baize, and the acoustics of the room thereby improved.

Mangaweka Courthouse.—A contract for the erection of this building is making satisfactory progress.

Waipawa Courthouse.—A report and estimates for the necessary repairs have been sent in by the Resident Engineer.

Napier Courthouse.—A considerable amount of work has been done in improving the sanitation of the outbuildings, and in relaying storm-water drains, &c. A new wash-house has been built for the caretaker's residence. Estimates of the cost of repairs and repainting of the building have been prepared.

Stratford Post-office.—A contract for painting and repairs has been finished.

Hawera Postmaster's Residence.—Some rooms have been repainted and repapered, an old well under the house has been filled in, and the space under the ground floor ventilated.

Wanganui Post-office.—Tenders have been received for alterations and repairs.

Mangaweka Post-office.—A contract for the erection of this building was satisfactorily finished.

Palmerston North Post-office.—A defective chimney has been rebuilt.

Napier Post-office.—The drains were relaid and ventilated. The roof of the clock-tower has been overhauled, and the guttering renewed. The telegraph operating-room has been redecorated and ventilated. Other repairs have been done.

New Plymouth Departmental Buildings.—The works to give the proposed increased accommodation have not yet been put in hand.

Napier Departmental Buildings and Survey Office.—Some repairs have been done, and the drainage system brought up to the municipal standard.

Wanganui Customhouse.—A contract for a brick building, to accommodate the Stock and Survey Departments in addition to the Customs, has been advertised.

Te Haroto Native School.—A contract for the erection of this school is in progress.

Koroniti Native School.—A contract for additions has been finished.

Napier Gaol.—Alterations to the drainage system have been authorised.

WELLINGTON DISTRICT.

The numerous public buildings in Wellington were kept in an efficient state of repair during the year, in addition to the special works referred to below.

Porirua Asylum.—The single-room block for females has been completed, and the single-room block for males is now built up to the level of the first floor. A house has been completed for the Medical Superintendent. A dairy is in course of construction.

Mount View Asylum.—A new boiler-house, with boilers and steam drying closet, has been completed. Alterations have been made in the laundry. The hot-water supply to the baths and other rooms has been improved. The sanitary fittings in the outbuildings have been improved, new water-mains have been laid, and two fire-escape stairs have been built. Tenders for the erection of a mortuary will be called for shortly.

Quarantine-station, Somes Island.—A large amount of work has been done in additions, alterations, repairs, and renewal of defective or decayed materials. The lining of the rooms throughout has been completed, and a large quantity of new flooring laid. Two rooms have been added to the hospital for doctor's quarters. Ventilation has been provided, and also a water-supply. The drainage system has been improved. Over a hundred new blinds have been fixed. A large shed has been built for fumigation purposes, and a steam disinfecting plant has been made, and is now ready for erection. Numerous other improvements have been made.

Departmental Buildings.—A considerable amount of work has been done in providing better sanitary arrangements and in the ventilation required thereby. The main corridors have been repainted.

Parliament Buildings.—The cellars have been fitted up to store department records. Electric lights have been fitted, and additional temporary rooms in the interior of the building have been built in. Two pairs of brass swing-gates have been provided at the main entrance vestibule, and a large amount of repairing work has been done. Some of the chimney-tops have been rebuilt, and the fireplaces examined, and dangerous woodwork removed. Alterations have been made in the Speaker's gallery and in the adjoining room, to give better access. The grounds have been rearranged, and new concrete channelling laid. The iron shelving for the library did not arrive from America in time to be fitted up before the present session of Parliament.

Government House.—A considerable amount of repairing and renovating work has been done, and the upstairs fireplaces made more secure. A new servants' bathroom has been fitted up. The drainage system has been added to and altered to bring it up to the Corporation standards. Additions have been made to the gardener's cottage, and a large greenhouse built.

Printing Office.—Some work has been done in rearranging the stamp portion of the building, and a new passage-way has been formed through the cellars. New storm-water drains have been laid. Some additional lavatory accommodation has been provided.

Central Police-station.—Improvements have been made in the cells. Radiators have been fixed in them, and some drainage work done.

South Wellington Lock-up.—A two-cell lock-up has been built at Newtown.

Ministerial Residence, East.—A considerable amount of repairing and renewing work has been done.

Ministerial Residence, West.—New sewerage drains have been laid, and the old drains converted into storm-water drains. Extensive alterations, additions, and repairs are in progress.

Museum House.—Extensive renewals of the weatherboarding have been required; new joists have been put in, and the building generally overhauled.

Mount Cook Barracks.—The outhouses have been added to, and the drainage-works completed.

Kaiwarra Magazine.—The buildings have been repaired, and the keeper's quarters have been lined, grates put in, and other improvements made. A new shed for storage purposes has been built.

Offices have been fitted up in the Wairarapa Farmers' Co-operative Association buildings for the Labour Department, Official Assignee, Conciliation Court, together with the necessary conveniences; also offices for the Valuation Department and Inspector of Fisheries. The Inspector of Machinery's offices have been altered, and additional furniture and office-fittings supplied. A number of alterations have been made in the Land Transfer offices in the Government Insurance buildings. Alterations have been made in the offices of the Marine Superintendent.

Supreme Court.—The room formerly occupied by the Official Assignee has been fitted up as a Court-room.

South Wellington.—The South Wellington Post-office has been completed, and is now being furnished.

Petone.—The post-office has been completed and opened.

Masterton Post-office.—A contract for the erection of this building has been completed, and the building has been opened.

Eketahuna Post-office.—A contract has been let for the erection of this building.

Molesworth Street Branch Post-office.—This has been removed to another building, which has been repaired and supplied with fittings.

Lower Hutt Police-station.—A contract has been let for alterations, additions, and repairs, but no work has been done.

Upper Hutt Police-station.—Sundry small works and repairs have been done by contract.

MARLBOROUGH DISTRICT.

Blenheim Departmental Buildings.—New tank-stands were erected, and minor repairs carried out.

Picton Post-office.—New metal skylights have been put in.

Renwick Post-office.—The contract for this building has been completed in a satisfactory manner, and a well sunk to give a good water-supply.

Wairau Native School.—Preparations for fencing the school-grounds have been made; the work will be done as soon as the boundaries are set out by the Survey Department.

Police-station, Blenheim.—A contract for the erection of a stable has been completed in a satisfactory manner.

NELSON DISTRICT.

Nelson Departmental Buildings.—The interior of the Provincial Hall has been renovated, and a strong-room for the Land and Deeds Registry has been built.

Nelson Police-station.—The exterior of the building has been repainted.

Police Gaol.—A new police gaol is being erected under contract. The lock-up and outbuildings have been altered, increasing the contract price. The gaoler's residence is nearly completed.

Collingwood Courthouse.—A site for a new building has been bought.

Wakapuaka Cable-station.—New offices have been built under contract, and the old offices converted into a residence.

Takaka Post-office.—A new post-office with residence has been built.

Nelson Asylum.—The laundry has been fitted with steam appliances, drying-closet, &c. A hot-water service has been laid to the bathrooms, and the extension of the drainage in hand last year has been completed. The dining-room has been extended, suitable fire-prevention appliances have been fitted at the auxiliary building, and telephone and alarm services have been fitted up in the main and auxiliary buildings. The exterior of the main building has been repainted. Shutters have been fixed on the upper windows of the auxiliary buildings. The fencing of the airing-courts is being renewed. The necessary maintenance of buildings in the district is being attended to, and generally they are in as good a condition as can be expected considering the age of many of them.

WESTLAND DISTRICT.

Westport.—The following buildings at Westport have been repaired as required: Clerk of Court's house, District Surveyor's residence, Gaoler's residence, Bailiff's residence, and Warden's residence. The interior of the post-office has been painted. A contract for a constable's residence is nearly completed. The Government reserve has been provided with a drainage system, and all necessary connections made.

Lyell.—The lock-up has been repaired and painted.

Reefton.—The Clerk of Court's residence grounds have been fenced.

Reefton Police-station.—A new room has been added, and alterations made. Electric light and water have been laid on, and the building has been repaired and painted.

Ahaura Post- and Telegraph-office.—This building has been repaired and painted.

Ahaura Police-station.—Two new rooms have been built, and the verandah lengthened. The whole building has been painted, and the fencing repaired.

Brunnerton Police-station.—The building has been painted, and drainage has been supplied.

Kanieri.—The police-station and lock-up have been repaired and painted.

Stafford.—The Courthouse and police quarters have been repaired and painted.

Goldsborough.—The repairing and painting of the Courthouse has been finished.

Greenstone.—The Warden's office has been put in a state of repair.

Greymouth.—The Public Works offices were repaired and painted.

Greymouth Post- and Telegraph-offices.—The outbuildings were put in a proper state of repair. The strong-room was underpinned and a damp course put in, and it was painted.

Greymouth Police-station.—The old station-building has been taken down, a store and out-house built, and the station repaired. The work of raising the old prison is now in hand. The lock-up has been shifted. The police paddock has been fenced. Material for the alteration of the stables has been put on the ground. The Police Inspector's house has had the kitchen lined and painted, and a new wash-house has been built.

Greymouth Courthouse.—A number of foundation-blocks were renewed. The building has been repaired and painted inside and outside. The Judge's room has been done up.

Greymouth Stipendiary Magistrate's Courthouse.—Improvements have been made in the Magistrate's room.

The *Customhouse* has been painted.

Hokitika.—The chimney of the day-room of the Asylum has been rebuilt.

Hokitika Police-station.—Drainage has been provided to the constable's house, and some fencing and minor repairs done. The sergeant's house has been repaired and painted.

Hokitika Post- and Telegraph-office.—Some repairs in hand last year have been completed. A new safe has been built, and the old one encased in concrete. The outbuildings have been raised above flood-level, and a wash-house built. Some additional repairs and painting have been done.

Hokitika Gaol.—The outer walls and buildings have been repaired. A new range has been fixed, and gas has been laid on.

CANTERBURY DISTRICT.

Christchurch Supreme Court.—New quarters have been built for the custodian, and the yard asphalted. The roofs of the Court and library have been repaired, and a new skylight fixed.

Christchurch Stipendiary Magistrate's Court.—The offices and the rooms, including the strong-room, have been ventilated. A dwarf partition has been erected in the prisoners' room, and various repairs and sanitary works executed.

Christchurch Police Court.—The furniture has been repaired and renovated.

Geraldine Courthouse.—Two rooms have been added to the building and suitably furnished.

Timaru Courthouse.—The whole of the drainage has been renewed, new grates fixed, and the buildings repaired throughout.

A contract has been let for a Courthouse at Temuka, to be of brick.

Departmental Offices, Provincial Buildings.—Various fittings have been put up in the safes for the Survey Department, and other repairs and renovations done in the rooms occupied by the same department. The gas-fittings have been overhauled in the Land Transfer Office. A shoot has been provided, connecting the Deeds and Stamp Offices. In the Deeds Office the lighting of the strong-room has been improved, and all the furniture repaired. Many repairs and improvements have been done in the offices, and the gutters, drains, and sanitary fittings attended to as required.

Maling's Buildings, Christchurch.—New offices have been provided for the Registrar of Births, &c., and fitted up and furnished. Also, new offices for the Inspector of Machinery have been fitted up and furnished. Some improvements and painting have been done, and a flag-pole erected.

Christchurch Government Life Insurance Buildings.—A flag-pole has been erected.

Christchurch Defence Offices.—Outhouses have been erected, and some fencing.

Christchurch Post- and Telegraph-office, Cathedral Square.—Two brick walls have been taken down, a partition shifted, the roof strengthened to give room for a new Telephone Exchange, and a new floor laid in the new room. The ladies' retiring-room has been renovated and furnished, and a lavatory built. A brick shed for a dynamo has been built. A building in the yard has been altered to provide a fumigating-chamber. The cottage has been repaired and renovated. Numerous small repairs and improvements have been made, and all gas, water, and drainage fittings attended to.

Ashburton Post- and Telegraph-office.—Six skylights have been fixed in the verandah, and the Postmaster's quarters painted and repaired.

Geraldine Post-office.—The building has been painted.

Timaru Post-office.—Various repairs have been done to the building. The grounds have been partially filled in and planted.

Lyttelton Post-office.—The roof has been thoroughly overhauled, repaired, and painted, gas-fittings kept in order, and the upper and lower floor connected by telephone.

Waimate Post-office.—Additions have been made to the old post-office building.

Kaikoura Post-office.—This office has been repaired and painted.

New Brighton Post-office.—A building has been purchased, a wash-house and porch added to it, and other improvements made to enable it to be used as a post-office.

Papanui.—A section of land with a house on it has been bought, the house to be used as a post-office.

Sumner.—A section of land has been bought for a site for a post-office.

Addington.—A recommendation has been made in favour of setting aside a portion of the grounds of the old Addington Gaol as a post-office site.

Christchurch Police-station.—Four new cells, a boiler-house, and outhouse have been built; all the cells have been heated, and part of the stable has been converted into four auxiliary cells. A new residence has been built for the sub-Inspector and the outbuildings put in a state of repair. A bathroom has been built, some renovations done, and gas and water laid on to the various rooms in the Inspector's residence. The whole of the police-buildings have been painted. Hot-water apparatus has been provided for the bath- and drying-rooms, and a new floor laid in the kitchen. A lavatory has been fitted for the Inspector of Weights and Measures. The old Weights and Measures Office has been fitted up as an office for the Inspector of Police. Many minor repairs have been done, and, gas, water, and drainage fittings attended to.

Kaiapoi Police-station.—An office, bedroom, and scullery have been built and, the whole building renovated.

Kaikoura Police-station.—Four new rooms have been built. The old cottage has been repaired and painted. A bathroom and wash-house have been provided, new water-tanks erected, and the grounds improved.

Fairlie.—Additional rooms have been erected, the stable re-roofed, some fencing done, and the whole building renovated and painted.

Lincoln Police-station.—A new office has been erected, and the whole buildings repaired and painted.

Culverden Police-station.—A new office has been built and furnished, and some fencing and gates put up.

Timaru Police-station.—New quarters for the detectives have been erected. Seats and ranges have been provided, and sanitary fittings attended to. The buildings have been repaired, and the grounds cleaned up.

Rangiora Police-station.—New stables have been built. The station-buildings and fencing have been repaired and painted.

Leeston Police-station.—The stable has been reroofed, a wash-house and fence erected, and the station put in a state of repair.

Glenavy Police-station.—The constable's house has been repaired.

Addington Police-station.—The roof, bathroom, and kitchen have been repaired, and water and drainage appliances attended to.

Some small repairs have been done to the police-stations at Phillipson and Linwood.

Burnham Industrial School.—A new brick office has been built and furnished. The whole of the main buildings, residences, and outbuildings have been repaired and renovated, and some additions made. New tanks have been erected. Some concrete channelling has been done, and an underground concrete sewerage tank constructed. Many small repairs and improvements have been done.

Windsor Girls' Reformatory.—A building has been leased for a reformatory, and a wash-house, drying-closet, and outbuildings erected. A well has been sunk, and a good water-supply obtained; tanks have been erected, and water laid on throughout the buildings. The whole of the main building has been repaired, improved, and ventilated.

Sunnyside Lunatic Asylum.—The old electric wires have been removed, and a new alarm system has been put in. A new steel superheater and water-heater for boiler have been provided, and the baker's oven thoroughly repaired.

DUNEDIN AND SOUTHLAND DISTRICTS.

Palmerston South Post-office.—This building has been renovated.

Dunedin Chief Post-office.—Over four hundred and fifty private letter-boxes have been provided.

Mosgiel.—Some new fittings were provided for this office. A contract for a new building for post- and telegraph-office was finished in August last.

Milton Post-office.—The building has been repaired and renovated.

Lawrence Post-office.—This building has been repaired and renovated.

Roaburgh Post-office.—A contract for additions to this office is in progress.

Alexandra Post-office.—A contract for additions to this office is in progress. The private letter-boxes have been made in the departmental workshops in Dunedin.

Kaitangata Post-office.—This office has been repaired and renovated.

Mataura Post-office.—This office has been added to and renovated.

Naseby Post-office.—A contract for a new brick building has been let, but no work has yet been done.

Otautau Police-station.—The building has been repaired and renovated.

Bluff Police-station.—The building has been repaired and renovated. A contract for the erection of a constable's house is in hand.

Alexandra Police-station.—The work of repairing and renovating the building is in progress.

Oamaru Police-station.—The building has been repaired and renovated.

Hampden Police-station.—The building has been repaired and renovated.

Balclutha Police-station.—The building has been repaired and renovated.

Palmerston Police-station.—A new wash-house has been built, and the old wash-house has been converted into a bedroom.

Invercargill Police-station.—A contract for removal of the old building and erecting a new one was let, but work was stopped on account of alterations. An amended contract has been let, but no work has yet been done.

Queenstown Police-station.—A contract for the erection of a sergeant's residence is in progress.

Arrowtown Police-station.—A contract for the erection of a new station is in progress.

Milton Police-station.—The building has been repaired and renovated.

Caversham Police-station.—The two cottages have been re-roofed.

Alexandra Courthouse.—Work on repairs and renovations is in progress.

Balclutha Courthouse.—Work on repairs and renovations is in hand.

Lawrence Courthouse.—Additions have been made.

Tapanui Courthouse.—This building has been renovated.

Hampden Courthouse.—A contract for the erection of a new Courthouse is now in progress.

Waikaiti Courthouse.—This building has been repaired and renovated.

Dunedin Old Gaol.—A contract for the removal of the old gaol has been completed.

Dunedin Law-courts.—A large quantity of surplus earth has been carted away from the site, and a brick boundary-wall between the new gaol and the law-courts has been built. A contract has been let for the erection of the new law-courts, and very satisfactory progress has been made. The Port Chalmers stone base is set, the rubble front is begun, and the brickwork is up to floor-level.

Four offices have been fitted up for the Stock Department in the Colonial Bank buildings.

Owaka: Stock Inspector's House.—A contract for the removal and re-erection of a house has been finished.

Seacliff Asylum.—A contract was let for the supply of joinery and timber for patients' cottage. The work of erection was done by the Asylum staff. A contract was also let for the supply of timber and joinery for the auxiliary building. Both contracts have been completed.

Caversham Industrial School.—The erection of the dining-room block has been finished. The old building has been ventilated, and outside stairs have been erected.

Fittings have been provided for the offices of the Labour Bureau in the Colonial Bank buildings and in the Inspector of Factories' office.

Dunedin Telephone Bureau.—Some alterations have been made in the office in connection with the fittings of the multiple switchboard.

Offices have been fitted up in the old Harbour Board building for the Marine Superintendent.

MARINE.

A contract for seven wrought-iron buoys was completed during the year. The flagstaff at Kaipara Heads was shifted, and a hut built for the signalman. The erection of a third beacon is in progress. The dredging of a channel from the Onehunga Wharf has been started. The Westport Harbour dredging plant has been hired to do the work.

East Cape Lighthouse.—The works in connection with the erection of the East Cape Lighthouse are nearly finished. Some damage was done to the works at the landing by a slip.

Somes Island Light.—A new brick tower has been built and the lighting apparatus fixed, and the light was shown in February last. Some minor works have yet to be done.

An examination of the Manawatu River was made, and specifications for removal of snags prepared. A survey of a portion of the bar, Nelson Harbour, was made. At Little Wanganui some snagging has been done, the contract for the wharf has been completed, and a shed has also been built out. A contract has been let for the removal of some rocks and the erection of beacons. Contract plans have been prepared for a wharf at Karamea.

A considerable amount of work has been done at Sticking Point Reclamation, Lyttelton Harbour, by prison labour. The face-wall has been improved; the ground levelled; a large quantity of stone has been got; the crane has been overhauled, cleaned, and painted.

DEFENCE WORKS.

AUCKLAND.

A large amount of work has been done in improvements and additions to the various forts and mine-fields. At one fort the fire command has been improved, erection of an electric-light plant is in progress, and a small hospital-hut has been built. At another fort a large gun has been emplaced, a fire commander's station built, and a caretaker's cottage, and some fencing done. At other forts battery commanders' stations have been built, the arc of fire of the guns improved, and additional guns emplaced, the roads repaired, outbuildings put up, and improvements in drainage made, some minor repairs to the buildings done, and improvements in gates, &c., made. Submarine depot: Tram-lines have been laid to the submarine-mining wharf, the fitting- and testing-rooms have been moved and refitted, a concrete floor has been laid in one shed, a coal-shed and carpenter's shop built, and the smithy has been moved. Gas and water have been laid on to the testing-rooms, which have also been done up; turntables have been fixed, and drainage work done; two cranes have been fixed on the wharf, and a boat-shed is in progress. The cable to the observing-station has been trenched, a survey of the mine-field has been made, and some of the necessary appliances have been provided.

Estimates for additions and alterations to the drill-shed have been prepared, and also for additional rifle-ranges.

WELLINGTON.

Some additional work has been done in finishing the electric-light installations. The engine-room has been ventilated, the boiler has been lagged, and some fittings provided. Some improvements have been made in the searchlight emplacements. A new floor has been laid in a shell-store. Head-covers have been finished in some fighting-stations. A site has been surveyed for a submarine-mining station, and work on it has begun. The hauling-gear in the Shelly Bay slip-way has been improved, and side-moorings are being provided. The Mahanga Bay Wharf has been finished, and a crane fixed in position. The boundary-fence has been put in good order, and the Evans Bay Road repaired. Additional gun-emplacements have been built, and guns mounted.

LYTTLETON.

A new engine and boiler have been provided for the searchlight. The shed has been lined, roads and approaches have been formed, and a large amount of levelling done. Large additions have been made to the Sumner Road Barracks; a large retaining-wall has been built to protect the parade-ground and to allow for its enlargement; the road and buildings have been kept in a good state of repair. The residence of the sergeant-major, Erskine Point, has been repaired and renovated.

DUNEDIN.

Some fencing has been erected in front of one of the batteries, and a fighting-station is being built. At another battery a concrete roof has been built over the engine-room and one of the galleries, and covered with earth, a wall built in rear of a gun-pit, ramps formed at ends of passages, wing-walls to loading platforms built, and some asphaltting done, a new gun-pivot has been fixed, some slopes have been sodded, and other earthwork on slopes, the Defence Reserve fenced in, and the road leading to the battery repaired. Some excavations and concrete work has been done for a fighting-station at another battery.

I have, &c.,

WILLIAM H. HALES, Engineer-in-Chief.

The Hon. the Minister for Public Works.

Enclosure to Appendix E.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1900.

NORTH ISLAND.

Main data table with columns: Appropriation, Name of Line, Mileage, Subdivisions, Main Line, Stages, Total, Surveyed, Under Formation, Under Laying, Date, and years 1873-1900. Rows include Kawakawa, Kairua Valley, Helensville Northwards, Kaipara-Auckland, Gisborne-Karakara, Napier-Woodville, Foxton-Patea, etc.

* In this case the date given is the date on which the railway was taken over by the Government.

† Reconnaissance only.

‡ 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.

§ 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.

Note. - Taonui and Lichfield Branches not mentioned above, as the rails have been taken up.

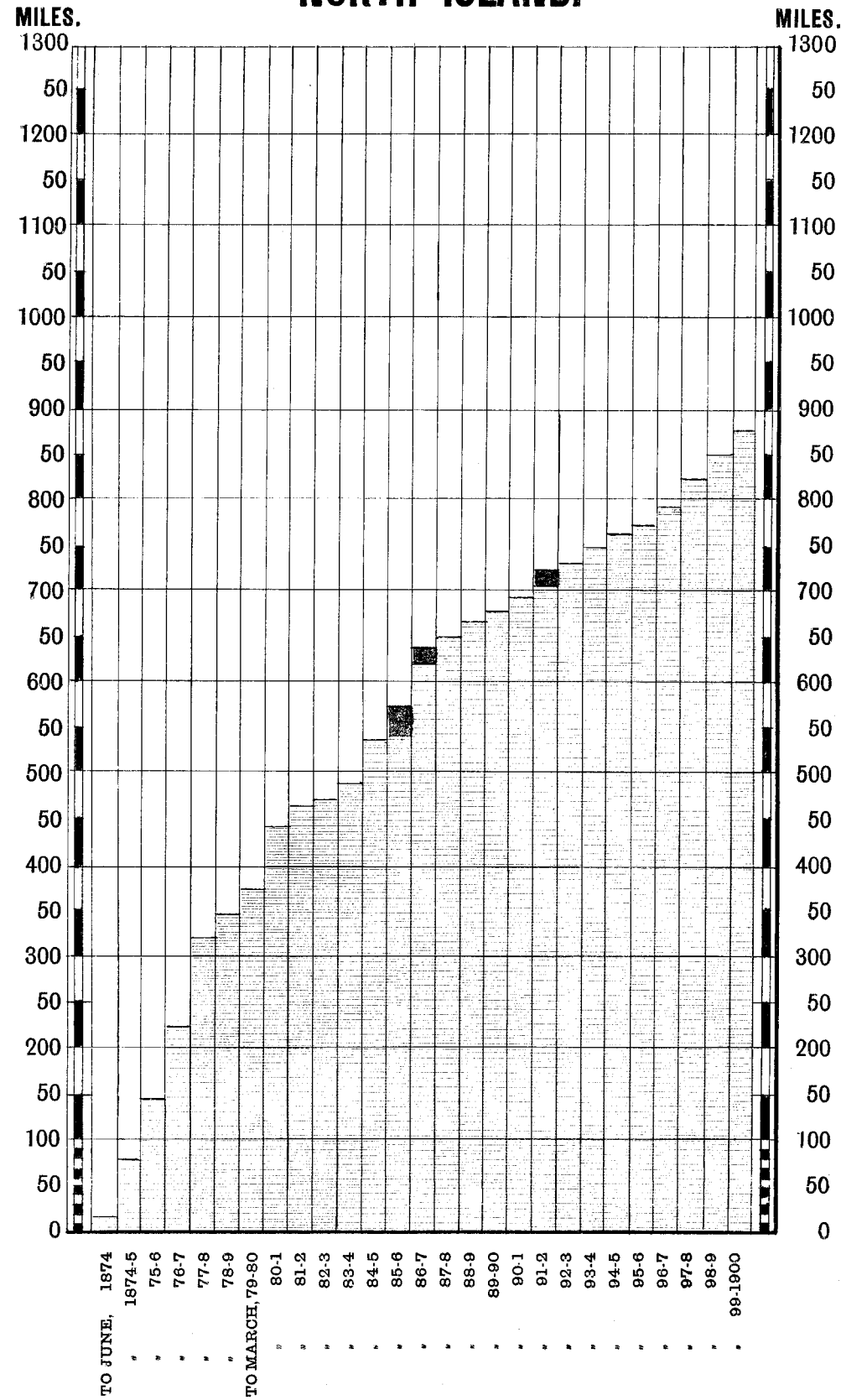
TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1900—continued SOUTH ISLAND.

Main table with columns: Appropriation, Name of Line, Mileage, Subdivision, Main Line, Sidings, Total, State of Line, and a grid of columns for years from 1872 to 1900. Includes entries for Nelson-Bolgrove, Greyhound-Nelson Creek, Westport-Ngakawau, etc.

* In these cases the dates given are the dates on which the railways became the property of the Government.
† This comprises 3m. 48ch. of railways constructed by the Government, and 1m. 60ch. of lines constructed by private company and afterwards purchased by the Government.
‡ This comprises 45m. 55ch. of railways constructed by the Government, and 45m. 79ch. of lines constructed by private companies under the District Railways Act and afterwards purchased by the Government.
§ This comprises 11m. 23ch. of railways constructed by the Government, and 36m. 89ch. of lines constructed by private companies under the District Railways Act and afterwards purchased by the Government.
|| This comprises 28m. 40ch. of railways constructed by the Government, and 3m. 60ch. of lines constructed by private company and afterwards purchased by the Government.
¶ 9 miles 75 chains formerly returned as opened tramway.

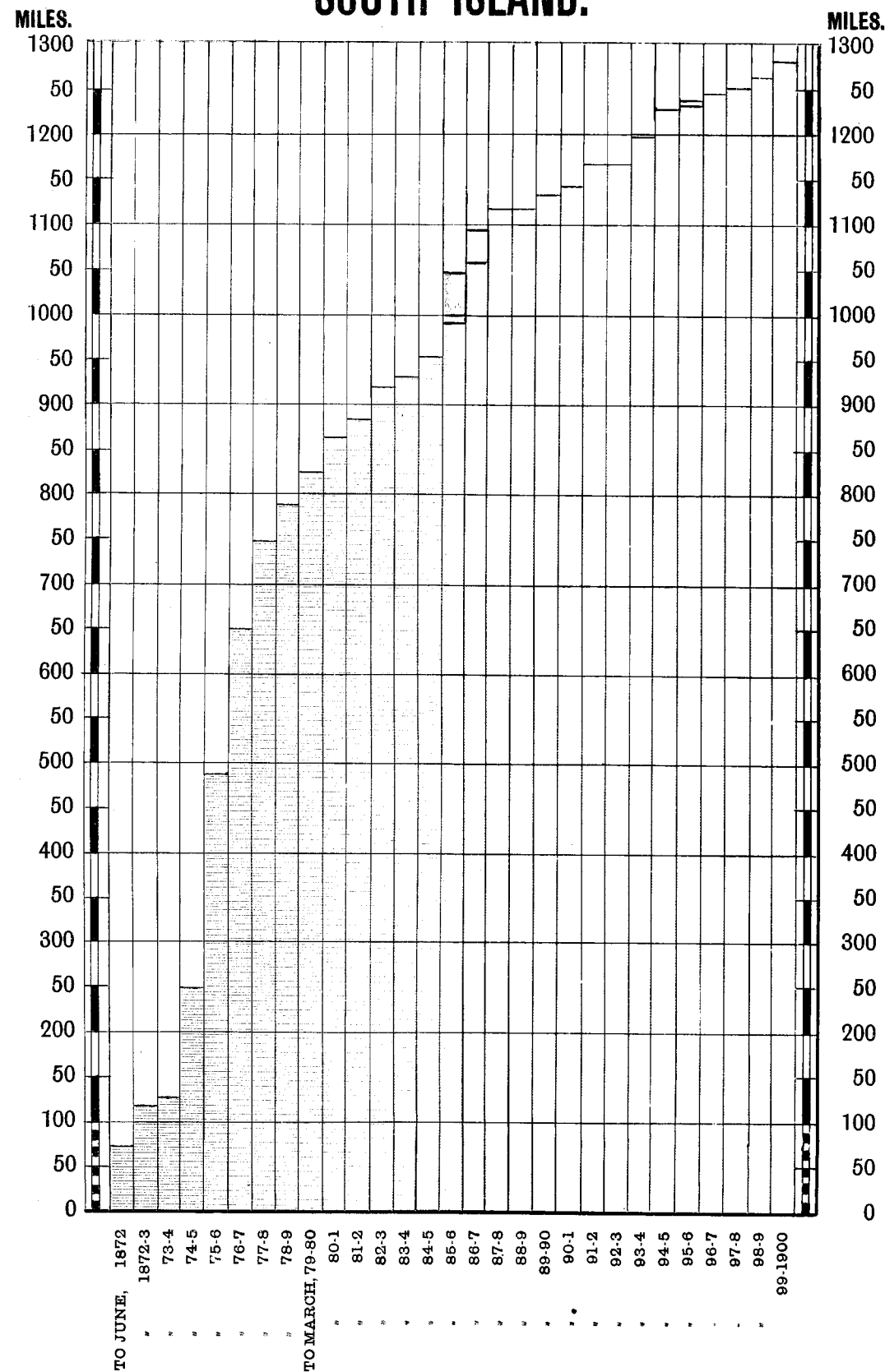
Number of Miles open
of
Government Lines.

NORTH ISLAND.



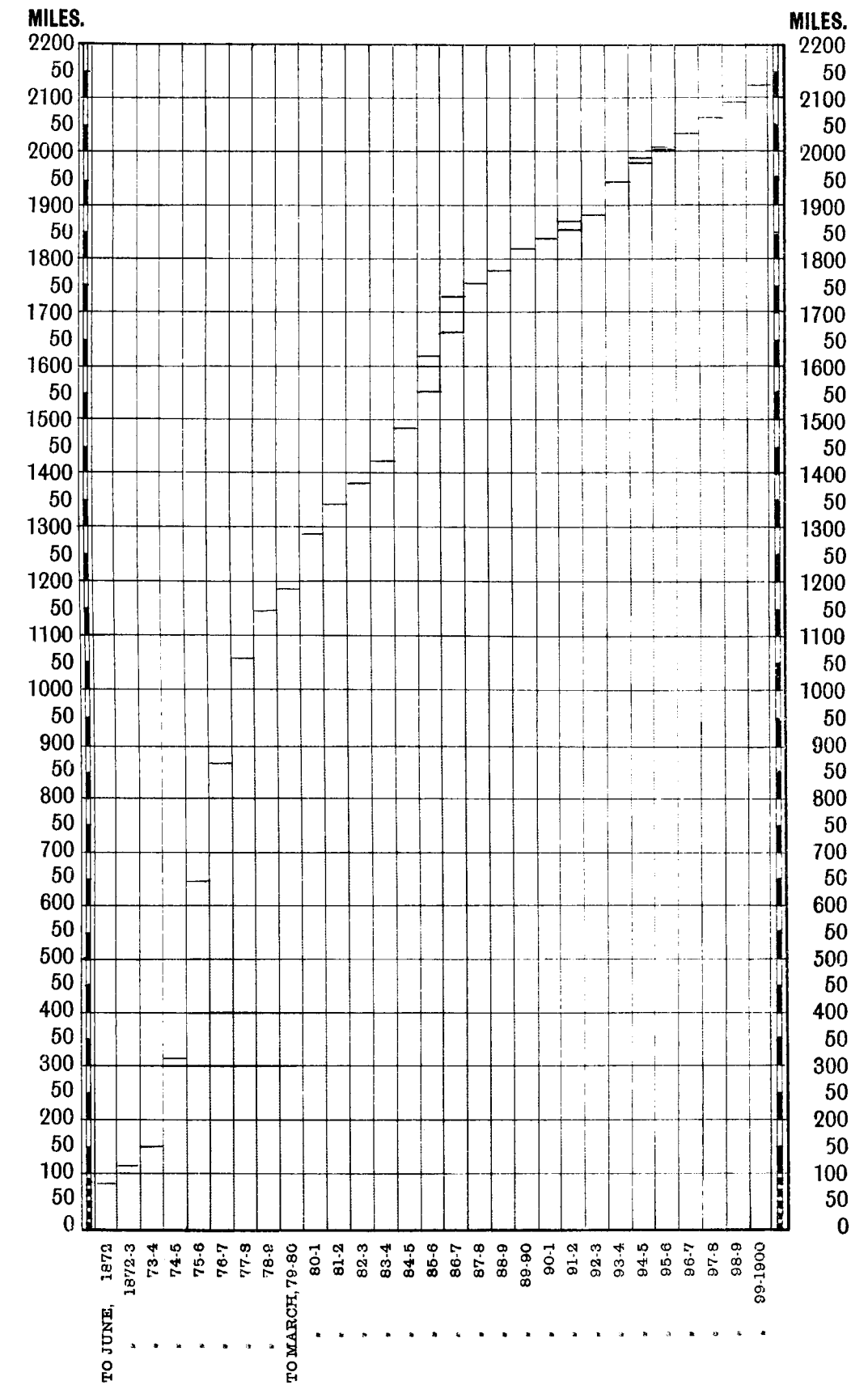
Number of Miles open
of
Government Lines.

SOUTH ISLAND.

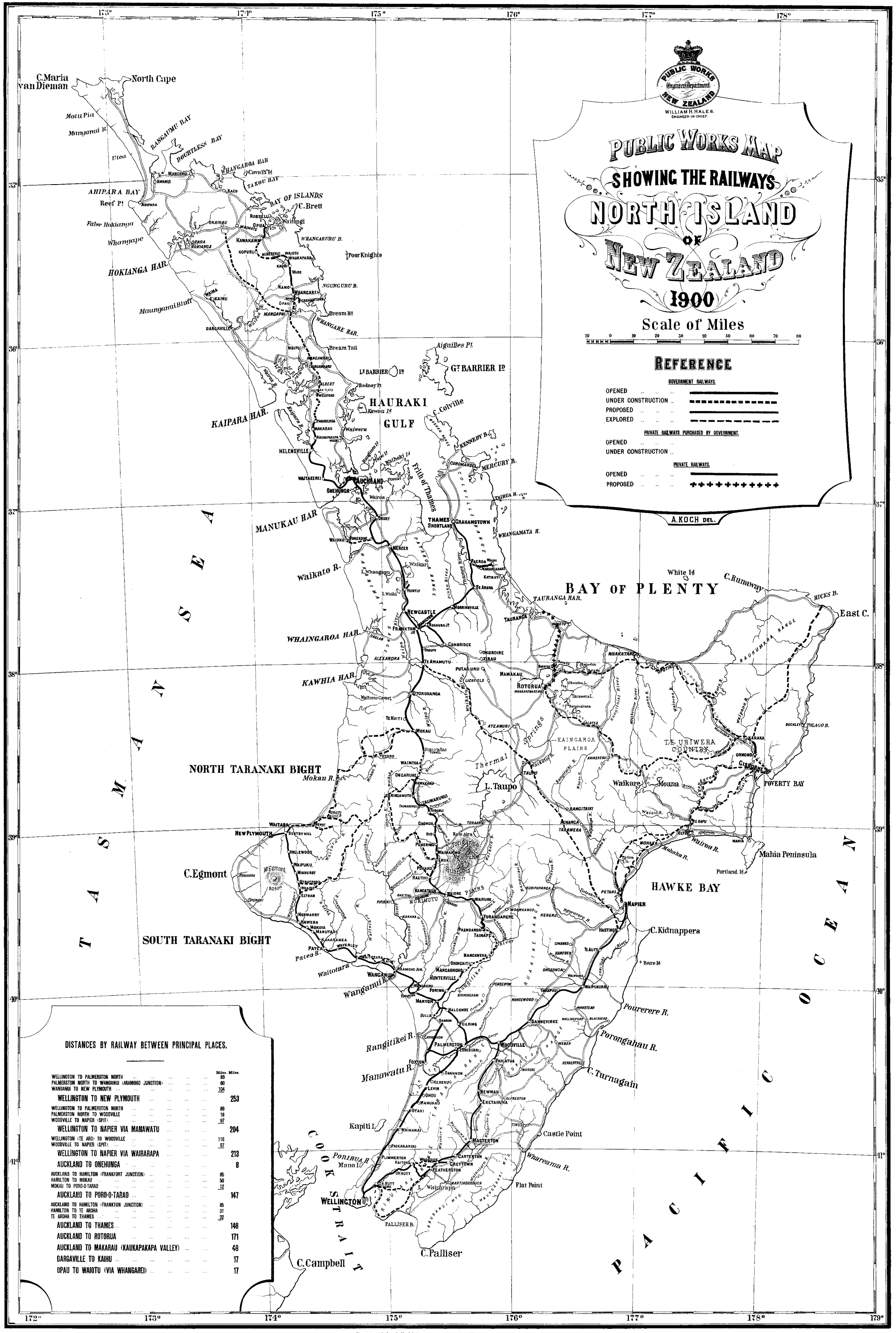


Number of Miles open
of
Government Lines.

NORTH AND SOUTH ISLANDS COMBINED.

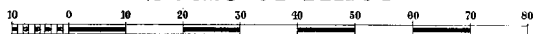


PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN



PUBLIC WORKS MAP
SHOWING THE RAILWAYS
NORTH ISLAND
OF
NEW ZEALAND
1900

Scale of Miles



REFERENCE

- GOVERNMENT RAILWAYS**
- OPENED
 - UNDER CONSTRUCTION
 - PROPOSED
 - EXPLORED
- PRIVATE RAILWAYS PURCHASED BY GOVERNMENT**
- OPENED
 - UNDER CONSTRUCTION
- PRIVATE RAILWAYS**
- OPENED
 - PROPOSED

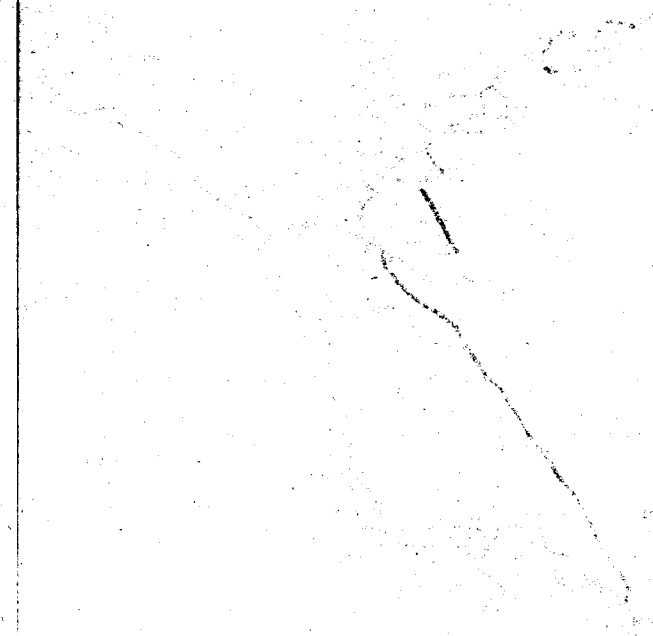
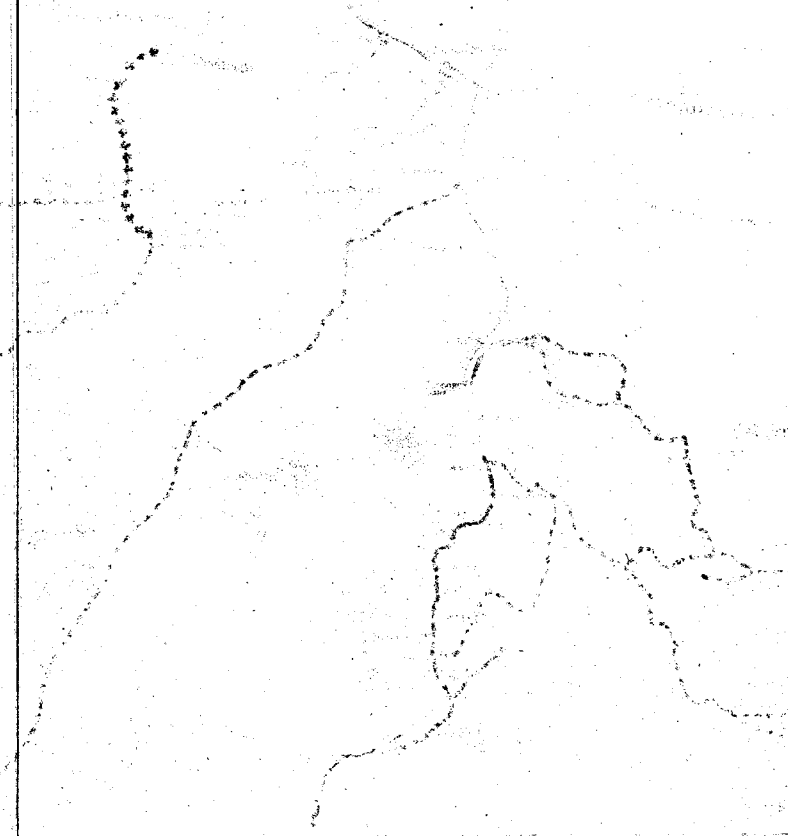
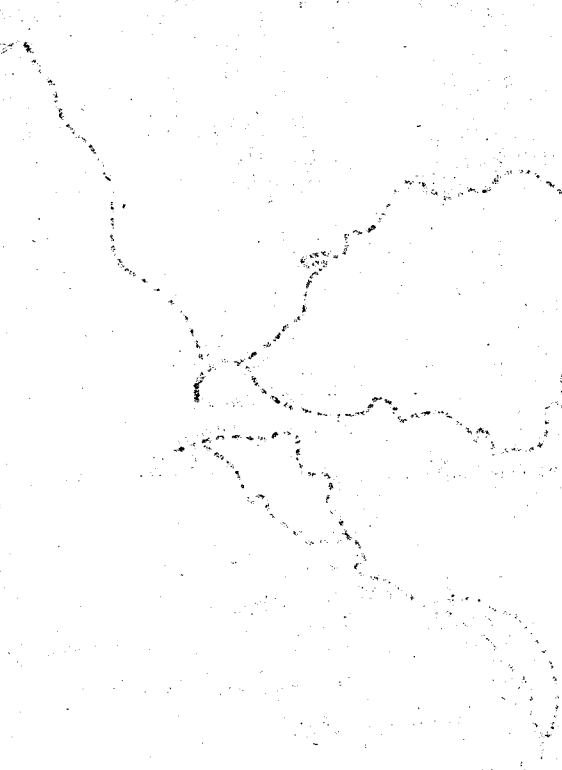
A. KOCH DEL.

DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

Route	Miles	Miles
WELLINGTON TO PALMERSTON NORTH	89	
PALMERSTON NORTH TO WANGANUI (LARAMONG JUNCTION)	60	
WANGANUI TO NEW PLYMOUTH	104	
WELLINGTON TO NEW PLYMOUTH	253	
WELLINGTON TO PALMERSTON NORTH	88	
PALMERSTON NORTH TO WOODVILLE	18	
WOODVILLE TO NAPIER (SPT)	97	
WELLINGTON TO NAPIER VIA MANAWATU	204	
WELLINGTON (TE ARO) TO WOODVILLE	116	
WOODVILLE TO NAPIER (SPT)	97	
WELLINGTON TO NAPIER VIA WAIRARAPA	213	
AUCKLAND TO ONEHUNGA	8	
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85	
HAMILTON TO HOKIAU	50	
HOKIAU TO PORO-TARAO	12	
AUCKLAND TO PORO-TARAO	147	
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85	
HAMILTON TO TE AROHA	31	
TE AROHA TO THAMES	32	
AUCKLAND TO THAMES	148	
AUCKLAND TO ROTORUA	171	
AUCKLAND TO MAKARAU (KAUKAPAKAPA VALLEY)	49	
DARGAVILLE TO KAIHU	17	
OPAU TO WAIOTU (VIA WHANGAREI)	17	

Photo-lithographed at the Head Office, Department of Lands and Survey, Wellington, N.Z., November, 1900.

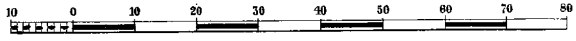
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PUBLIC WORKS MAP SHOWING THE RAILWAYS SOUTH ISLAND OF NEW ZEALAND 1900

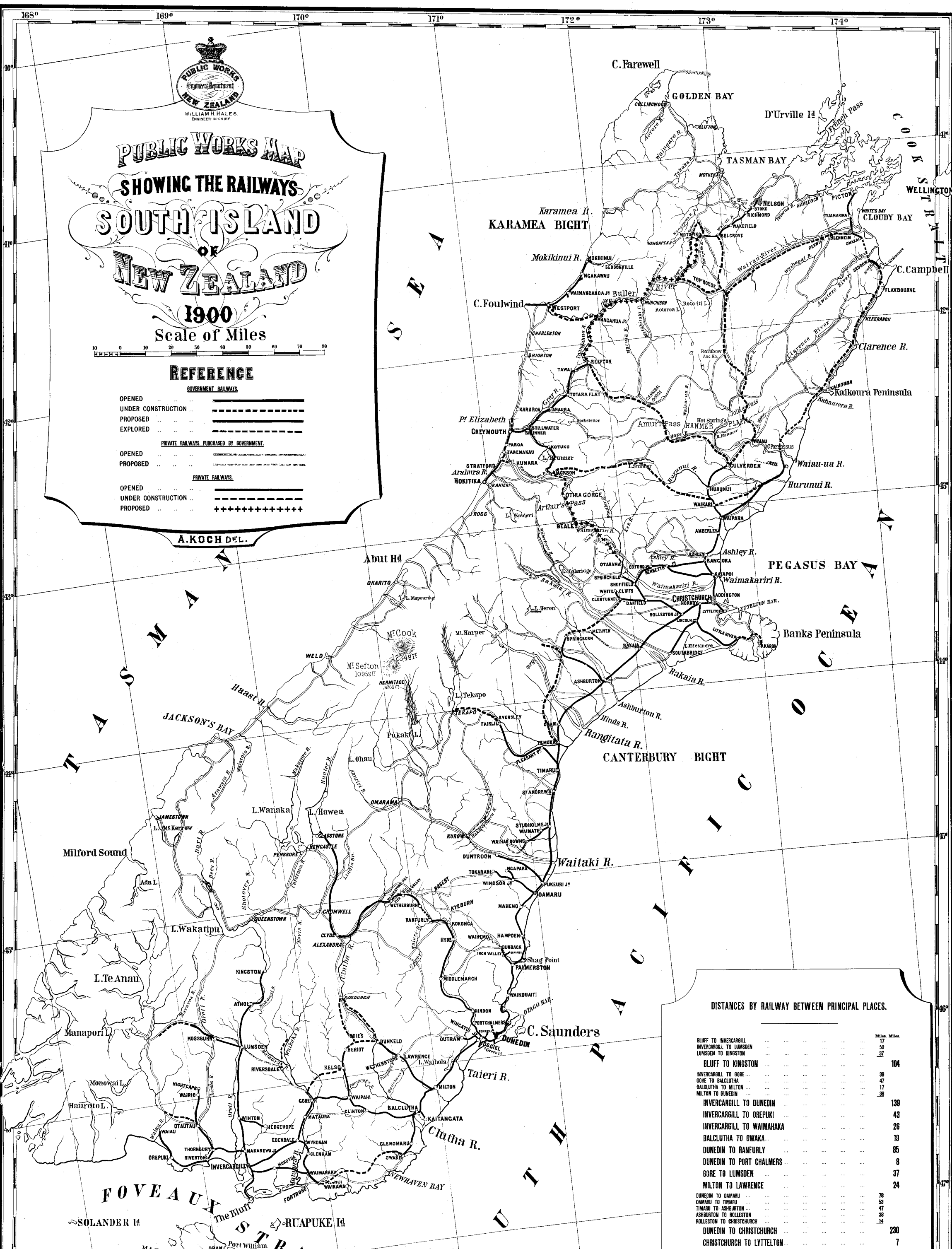
Scale of Miles



REFERENCE

- GOVERNMENT RAILWAYS**
- OPENED
 - UNDER CONSTRUCTION
 - PROPOSED
 - EXPLORED
- PRIVATE RAILWAYS PURCHASED BY GOVERNMENT**
- OPENED
 - PROPOSED
- PRIVATE RAILWAYS**
- OPENED
 - UNDER CONSTRUCTION
 - PROPOSED

A. KOCH DEL.



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	38	
INVERCARGILL TO DUNEDIN	139	
INVERCARGILL TO OREPURI	43	
INVERCARGILL TO WAIMAHAKA	26	
BALCLUTHA TO OWAKA	19	
DUNEDIN TO RANFURLY	85	
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	

APPENDIX F.

MIDLAND RAILWAY.

REPORT OF ENGINEERS ON ADHESION LINES OBTAINABLE OVER ARTHUR'S PASS.

MEMORANDUM for Hon. MINISTER for PUBLIC WORKS.

WE have now the honour to report as under on the question you have referred to us—namely, the possibility of obtaining an adhesion line of railway from the Otira Station to the Bealey Valley, in place of the Fell line, already approved.

As one of the conditions for concessions made to the Midland Railway Company, all the grades, except one on the constructed line, are now 1 in 60, instead of 1 in 50, as originally proposed. The 1-in-60 grades are all in comparatively short sections, and the curvature is good; there is only one 10-chain curve on the 1-in-60 grade and a few 15-chain curves. There is one short length of 1-in-56.6 grade with a 20-chain curve, near Stillwater. This was to have been flattened by the company, but was not; it can, however, be done at any time at a small cost. When this and some other minor and inexpensive improvements in alignment are made, the resistance to eastward haulage should not be worse than 1 in $57\frac{1}{2}$ on the straight, after making allowance for the curvature resistance on the 1-in-60 grades. It will therefore be assumed as a basis of this report that the virtual ruling gradient, Stillwater to Otira and Bealey to Springfield, will be 1 in $57\frac{1}{2}$, equivalent to the actual ruling gradient, plus curvature resistance.

It is necessary to assume that a certain volume of traffic will be taken over the line every year in order to compare the relative merits of the many possible alternative lines. For the purposes of this report the volume of eastward traffic is taken at 150,000 tons, and 50,000 tons westward, as it was in the former discussions on the Lake Brunner deviation and on the Abt *versus* the 1-in-50 adhesion line. The annual cost of working of each of the lines considered has been deduced from the above eastward volume of traffic, the engines being supposed to be fully loaded up the 1-in-60 grades, and the number of trains westward in a year being taken to be the same as the number east, though the engines will not be fully loaded on the 1-in-50 westward grades. The nature of the expected traffic is such that it may reasonably be taken that the engines, as a rule, will be very fully loaded going east. If the above volume of eastward traffic is assumed to be carried in partially loaded trains, the lines with the greater length will compare less favourably than they do with the shortest line in the table given below.

The question resolves itself into finding the best gradient to adopt between Otira and Bealey, so as to get the safest line at a reasonable cost, taking fully into account the probable traffic and the nature of the country through which the line must pass, and at the same time get a line of such a character that the combined annual cost for working-expenses and interest on cost of construction shall be the least possible.

To reduce the working-expenses of the Otira-Bealey section to a minimum it is necessary to get a line of minimum length and curvature over which the full train-loads that the heaviest New Zealand locomotives can take up the 1-in-60 grades can be hauled either (a) by these locomotives alone, or (b) by special locomotives of a more powerful class, or (c) by the single heavy locomotives aided by a single assistant engine to each train.

The alternative (a) would require a continuous 1-in-60 grade, with curves no worse than on the existing 1-in-60 grades, or equivalent grades on the straight. The great first cost and the high working-expenses of such a line, as given in the attached table, shows that it is not advisable to adopt a 1-in-60 grade. The alternative (b) could only be considered for grades nearly 1 in 60, and fails for similar reasons as (a); and it only remains to consider fully the possibilities of alternative (c).

Two ordinary locomotives of equal tractive-power, under equal conditions as to adhesion, will take the same load up a grade of 1 in 31 (about) on the straight which one alone could haul up a 1-in-60 grade with, say, 30-chain curves; and if specially heavy and powerful assistant engines were used somewhat steeper grades than 1 in 31 could, theoretically, be adopted. If sufficient saving in first cost and in working-expenses, due to length, &c., can be obtained by adopting a grade steeper than 1 in 60, to pay for the cost of working an assistant engine on each train, then the use of steep grades with assistant-engines becomes justifiable. A very full examination of a number of possible routes shows that by adopting steep grades, up to 1 in 37, through a tunnel, the shortest route between Otira and Bealey is obtained. The annual saving would be much more than the cost of the assistant-engine power required to work the steep grade, and the margin of saving is sufficiently great to justify the adoption of a steeper grade than 1 in 60. The steeper the grade, the heavier will the assistant engines require to be; but the increase in cost of working for the heavier engines can be but small, while the saving in length, due to the steeper grade, reduces the working-expenses and the interest on first cost so rapidly that it appears to be the best course to adopt the steepest grade the assistant engine can work. As, however, most of the steep-grade line would be in tunnel, in which, owing to condensation of steam, or moisture on the rails, or other causes, the adhesion may at times not be so good as on the line in the open, it is not advisable to adopt quite so steep a grade as the theoretical limit of 1 in 31 given above.

Assuming that no portion of the line now finished up to Otira Station, at Goat Creek, will be abandoned, the alternatives to the Fell line are: (a) to construct a switchback line from a point a short distance above Otira Station to meet the 1-in-50 line surveyed in 1883, then to follow this line to the Bealey; (b) to cross the Otira below Goat Creek, and locate a line on any grade deemed best (say, 1 in 40 to 1 in 50) by doubling about on the slopes of the Otira and Rolleston Valleys until a sufficient height has been attained to enable the dividing range to be pierced by a tunnel of any desired length, or without a tunnel at all; or (c) to run a line by the shortest route from Otira Station to a point on the left bank of the Bealey River near the 3-mile peg of the present working survey, and pierce the range by a tunnel about $6\frac{1}{2}$ miles long.

By abandoning a portion of the constructed line down to near Kelly's Creek several other schemes for an adhesion line could be formulated.

(a.) The first line would be about $13\frac{1}{2}$ miles long, between 6 m. 67 ch., Otira, and the 3-mile peg in the Bealey Valley. The probable cost would be, say, £550,000. As it would be located on some of the worst slopes in the Otira and Rolleston Valleys, and would be more costly to work than the 1-in-50 line given in the table attached, it is not necessary to discuss its merits at any length.

(b.) It would be possible to get a line with any grade between 1 in 40 and 1 in 60 by crossing the Otira below the junction of Goat Creek and laying out suitable lengths of grades on the hillsides. The chief characteristics of several lines with grades of 1 in 40, of a line with 1 in 44, one with 1-in-50 grade, and one with 1-in-60 grade are given in the attached table, from which it would appear that the best line of the group would be the 1-in-40 line with the shortest length of about 8.6 miles. On all these lines, except the 1-in-40 grade, 8.6 miles long, the maintenance would be considerable, on account of the length of line that must be located on very steep hillsides; also there would be some risk of injury to trains from loose rocks being set in motion on the steep slopes during frosts and the other severe weather conditions which obtain at Arthur's Pass, and there would be some difficulty experienced in constructing simultaneously sections of railway one above another in such steep country. On all these lines, except the short 1 in 40, there would be an excessive amount of curvature, as compared with the alternative (c), which curvature would cost a considerable yearly sum for wear and tear. The cost of construction might be slightly reduced in each case by the use of switchbacks, to the use of which, when there is an engine at each end of the train, there are no serious objections.

(c.) The third alternative is to run the shortest possible line on a uniform grade on the straights between the 6 m. 67 ch., Otira, to a point on the left bank of the Bealey about 7 ch. above the 3-mile peg. The grade so obtainable would be about 1 in 37 or 1 in $37\frac{1}{2}$ on the straights, with proportionally flatter grades on the few curves required. The line would cross the Otira below Goat Creek, its length would be, approximately, 8.3 miles, and the tunnel would be about 6 m. 10 ch. long. The cost of construction would be about £500,000 if a tunnel of the standard section of New Zealand railways were used, which would be sufficiently large if electric locomotives were employed to work the Otira-Bealey section; but £545,000 if the tunnel were made, say, 2 ft. higher and 2 ft. wider, to allow for better ventilation if steam locomotives, burning either coal or liquid fuel, were employed. The maintenance on this line should be much less than on any of the lines on the hillsides, the two miles of its length in the open being located on the most favourable part of the Otira Valley. It is also by far the safest working line that could be constructed over the pass.

As it therefore appears that the best alternatives for an adhesion line necessitate the construction of a long tunnel, it is necessary to discuss somewhat fully the possibility of the quick construction of a long tunnel at Arthur's Pass, and the possibility of its being successfully worked when completed.

For quick construction it would be imperative to employ rock-drills, worked either by electricity or compressed air; also to use electric or compressed-air locomotives for haulage of the excavated and lining materials, and to provide a sufficient pumping-plant to enable the tunnel to be driven down grade from the Bealey end. The pumps would be set at suitable intervals in the tunnel, and be driven by electricity or compressed air. It would be necessary to supply effective artificial ventilation. To provide the necessary plant, boilers, engines, electric or compressed-air machinery, drills, pumps, tools, ventilating-fans and tubes, water-services, electric conductors, &c., offices, quarters for staff and workmen, workshops, locomotives, wagons, sheds, &c., a sum of, say, £56,000 would be required for the longest tunnel, and a somewhat, but not much, smaller sum for the shorter tunnels. The shorter tunnels would, however, involve extra cost for service approach roads, and plant for the haulage of materials. This estimate is on the assumption that steam-power would be used; and, if this were so, the power-station would be located at Dyer's, and the necessary power transmitted to the Bealey end by high-tension electricity, if the line could be finished to that point in time, so as to enable coal to be run right up to the power-house; if not, the power-station would have to be located at Otira Station below Goat Creek, and the power would be transmitted to both ends of the tunnel by high-tension electricity, and this probably implies the use of electricity for the transmission of power to the various working-stations in the tunnel. To insure that work would be carried on continuously throughout the year it would be necessary to use steam to generate the electric-power. As the flow of water in the Otira practically fails in times of frost, and as also the works for supply would be liable to be carried away or be damaged during floods, it is not at all certain that work at the Otira end of a tunnel could be carried on continuously by water-power. More water appears to be available in the Bealey watershed, but as much more power would be required at the Bealey end it is also uncertain whether works at that end could be carried on continuously by water-power. Had a sufficient supply of water been available it would probably be found that compressed air would be preferable to electricity for

working the plant. The initial outlay for water-power would perhaps be greater than for a steam plant, but the cost of working would be cheaper.

The longest of the tunnels required to pierce the pass with a workable grade could be constructed in about five years, and the shorter tunnels in a proportionally less time, and in the case of the latter of a length of $3\frac{1}{4}$ miles or less the work could be expedited by the use of shafts. This would, however, increase the cost of the tunnel, owing to the extra handling of the material, the cost of the shafts, and the cost of the special hoisting-plant, &c., required.

Under unfavourable conditions there may be serious difficulties in working any of the proposed long tunnels, except the $2\frac{1}{4}$ -mile one, as all of them would be on the maximum grade for their whole length; and at all times there would be more or less discomfort to the train crew and passengers. With a high wind blowing west to east it is possible that an up-grade current of air would be induced in the tunnel sufficiently strong to carry all the smoke and steam along with the train, and render the train crew unfit for work. Serious accidents have resulted from such a cause in tunnels on the same grades, but of much shorter length than will be necessary at Arthur's Pass.

In order to abate the smoke nuisance and minimise the risk of accident therefrom, it would be necessary to employ an effective system of artificial ventilation, or burn liquid fuel in the locomotives, or perhaps to combine both methods; but all difficulties of this nature could be avoided by the adoption of electric traction on the Oтира-Bealey section.

The system of artificial ventilation that would likely be most suitable is that of Saccardo, now employed on the Italian railways and on the St. Gothard tunnel through the Alps, and which in all cases appears to give great satisfaction. On this system air is injected into the upper end of the tunnel through an annular opening, in sufficient quantities and under such a pressure as to induce a powerful down-grade current under all conditions when the train is travelling up grade in the tunnel. The drivers and stokers are always in a current of pure air and kept fit for duty, thus insuring the arrival of the train at the upper end of the tunnel. The tunnels on the 1-in-37, 1-in-40, and 1-in-44 grades could be worked by the Saccardo system of ventilation, but there is no doubt passengers would sometimes be inconvenienced by the smoke, as at a speed of, say, ten miles an hour the train would be from twenty to thirty-seven minutes in the tunnel. Purely passenger trains could be run at higher speeds, but the passenger traffic is not likely to justify the running of passenger trains. The installation of the system would cost about £10,000, but this sum might be reduced by the use of some of the construction plant for ventilation; the cost of working would also be considerable. To give the system every chance of success, it will be prudent to make the tunnel of a larger section than the standard New Zealand section; this will increase the cost considerably. Ventilation of a long tunnel is also necessary to enable the surface-men to carry on their work.

A cheap and easy way of minimising the smoke nuisance in tunnels is to use liquid fuel on the locomotives when passing through the tunnels. This has been done with great success in the case of the Arlberg tunnel through the Alps, in which there is a 1-in-66 grade, four miles long. Liquid fuel has also been used with success in Circassian tunnels, one of which, the Suram, is two miles and a half long, with 1-in-55 grade; and in Peru, on the Oroya line, a tunnel three-quarters of a mile long, on a 1-in-27 grade, is now worked satisfactorily with liquid fuel, while it was only worked with great difficulty when coal was used. One pound of liquid fuel such as is used in locomotives is said to be equal to $1\frac{1}{2}$ lb., or even 2 lb., of best coal, and the cost of working the locomotives with it is less than with coal in the case of the Arlberg tunnel; but this will depend on the relative prices of coal and oil at the place where it has to be used. As liquid fuel is not yet a natural product of New Zealand, the question of supply has to be considered carefully before deciding on adopting any scheme necessitating its use. There is also the possibility of the supply being cut off in war time; but in that case the liquid by-products of gasworks would form an excellent substitute. With liquid fuel much more perfect combustion is obtainable than with coal, and the result is much less pollution of the air in a tunnel. Locomotives can be fitted with injectors, oil-tanks, &c., to enable them to use oil when required, at a small cost—say, £60 to £70 each—and an experiment on one of the New Zealand steep-grade lines would be valuable. To work the Oтира-Bealey section with liquid fuel it would be necessary to provide storage-tanks at suitable places, and some special tank trucks would be required. Suitable oil is, or was, obtainable in England for £2 per ton, and if supplies could be obtained, say, from the Borneo oilfields at about this rate it seems as if liquid fuel could be used with advantage in working any tunnel that might be constructed at Arthur's Pass. It is probable that with liquid fuel the wasting of the rails in a tunnel would be much less than if coal were used, as the percentage of sulphur in the coal likely to be used on the Midland Railway would cause excessive wasting, as is found to be the case in most tunnels. If liquid fuel was used in combination with good artificial ventilation there is every reason to expect that a long tunnel could be worked with little or no difficulty, and the expense of the combined installation would not likely be great—say, £15,000.

The most perfect method of traction for the long tunnel on the 1-in-37 grade would, there is no doubt, be found to be electric traction. The Commission that reported finally on the Simplon tunnel scheme before the construction commenced recommended the use of electric locomotives for working the tunnel, which is 12 miles long. On the Baltimore-Ohio Railway electric locomotives 86 tons weight are in use. Passenger trains 500 tons in weight are drawn through a tunnel about one mile and a quarter long, at a speed of fifty to sixty miles per hour, and goods trains weighing as much as 1,600 tons are hauled at speeds up to twelve miles per hour; the grade is 1 in 125. A much less powerful locomotive than is required to work the Baltimore tunnel would be sufficient for the Arthur's Pass tunnel, and could easily be made, allowing for the lesser width of gauge, to take up the full train-loads of heavy locomotives on the 1-in-60 grades at speeds from, say, ten to twelve miles an hour. A smaller section of tunnel could safely be adopted for electric traction, but the cost of the electric locomotives, power-station, and conductors would be

heavy—say, £60,000—even if some of the plant and buildings used in construction were utilised afterwards for working. It would probably be necessary to use steam-power for the generation of electricity to minimise the risk of stoppage of traffic due to break downs. It does not appear, from the information at present available, that any single stream in the Otira or Bealey watersheds would supply water enough to drive an electric-traction plant if the plant is located in the watershed of supply, as a sufficient pressure is not thus obtainable, unless it were possible to store large quantities of water in a suitable reservoir. There would be serious risk of failure of the water-supply at certain seasons, and the cost of collecting water from several streams and the risk of damage to the works would be great. The only scheme that is likely to give a safe water-supply, and one but little liable to damage by floods, &c., is to construct a suitable reservoir in the Bealey Valley, near the 3-mile peg, and take the water through the tunnel in a steel pipe to a power-station near Dyer's. A head of about 900 ft. would be obtained. The drainage area available for supply would be about thirteen square miles, which should be enough to insure a supply under all conditions, with properly designed works.

Water-power would reduce the cost of working very materially, and, besides, possess the very important advantage of enabling the electric plant to be used at any time it might be wanted. With a steam plant, on the other hand, there would be considerable loss in keeping up steam between trains and in getting up steam at odd times, as with only two or three trains a day each way the plant would not be fully employed, and it would not likely be possible to work all the trains closely one after another each day.

Electric traction would introduce more or less of a break, though not a serious one, in the system of working; but it would not interfere with the transfer of locomotives from Canterbury to Westland, or *vice versa*, in the way that the Fell system would do. The rail wastage in the long tunnel would be much less than if coal-burning locomotives were employed.

If it were decided to employ electricity for traction, then the buildings and electric plant required for construction could be made use of for working the line afterwards if suitably designed in the first instance. A permanent power-station would be located at Dyer's.

The electric plant could be designed to take full trains through without the steam locomotive, or, if it was deemed advisable, it could be designed to take the whole trains with the steam locomotives ready to continue the through journey from the Bealey Station. About £10,000 extra would provide the more powerful plant required for taking the locomotives with the trains.

The numerous tunnels required on the Fell line up the Otira Gorge, even when broken up into shorter lengths, as we formerly recommended, would still, in some cases, be of sufficient length to cause trouble, owing to the large quantities of smoke and steam emitted by the Fell engines. Liquid fuel, if used, should give considerable relief if it is the success it is alleged to be in numerous other cases. If, however, ventilation had to be provided for the worst tunnels on the Fell line, it would compare less favourably with the 1-in-37 line than we have stated in the table attached. It would be justifiable to spend £675,000 on the 1-in-37 line to avoid the Fell line. The time taken by a Fell service over the pass would be at least one hour longer between the Otira and the Bealey Stations than the time required on the 1-in-37 line.

After a very full consideration of the merits of the various alternative routes, we beg to recommend the adoption of the shortest route between the Otira and Bealey, 8.3 miles long, with 1-in-37 grade, approximately; that the tunnel be about 2 ft. higher and 2 ft. wider in section than the standard tunnel on New Zealand Railways, and that an efficient system of artificial ventilation be provided.

If, however, it is desired to avoid any chance whatever of discomfort to passengers and those employed in working the traffic, then electric traction can be adopted for the same line with a smaller section of tunnel. The probable cost of the scheme would likely be very little greater than that of the one recommended, and the difference may be neglected in arriving at a decision. There is no doubt but that electric traction would give the greatest satisfaction to the travelling public.

If the above recommendation is adopted, then a survey of the line should be at once made; and the construction of the section up to the Otira end of the tunnel completed as quickly as can be, in order that all the plant and materials required in the construction of the tunnel could be railed up to the tunnel-mouth at as early a date as possible after work on the tunnel is begun.

Should it be desired to compare more closely the 1-in-37-grade line with any of the other lines given in the attached table with 1-in-40 or 1-in-44 grades, then a survey of the line selected for comparison would be required to enable quantities to be computed and a more reliable comparison made. We do not think, however, that the results would be such as to cause us to modify in any way the recommendation given.

The accompanying plan shows by a black dotted line the probable location of the 1-in-44-grade line, and by a full black line the approximate location of the 1-in-37-grade line.

As about £100,000 has been saved by the construction of the line up the bottom of the valley to Goat Creek, the cost of the line completed to the Bealey, on the location recommended above, will not be any greater than the estimated cost of the original line on the 1-in-50 grade surveyed in 1883, while much treacherous country will be avoided.

Wellington, New Zealand,
27th August, 1900.

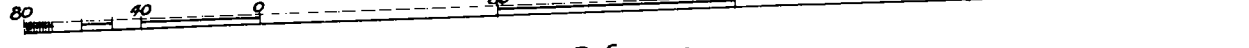
WILLIAM H. HALES,
C. NAPIER BELL., M.INST.C.E.,
JOHN COOM, M.INST.C.E.,
P. S. HAY, M.A., M.INST.C.E.



MIDLAND RAILWAY

GENERAL PLAN OF LINES PROPOSED AT ARTHUR'S PASS

Scale 40 Chs. to 1 in.



Reference
 Line as Constructed —————
 Proposed 1 in 44 Grade - - - - -
 Do. 1 in 37 do. ————

To accompany report of Committee on adhesion lines obtainable
 over Arthur's Pass, August 27th 1900

- sd W. H. Hales
- sd C. Napier Bell M. Inst. C. E.
- sd John Coom M. Inst. C. E.
- sd P. S. Huy M. A. M. Inst. C. E.

MIDLAND RAILWAY.

TABLE OF CHARACTERISTIC POINTS OF THE VARIOUS ALTERNATIVE LINES OVER ARTHUR'S PASS.

Grade.	Length Otira Station to 3 m. 0 ch. Bealey.	Summit- level.	Length Summit Tunnel.	Number of Trains each way in a Year.	Train- miles.	Cost of Working Otira to Bealey.	Cost of Con- struction, in- cluding special Plant and Ventilation.	Interest on Cost of Construction at 4 per Cent. per Annum.	Total Annual Cost.
	Miles.	Feet.	M. ch.			£	£	£	£
1 in 15 { Fell Adhesion ..	7-15 2-75 9-90	3,000	..	2,134	{ 30,516 5,870	16,300	380,000	15,200	31,500
1 in 37 (steam) ..	8-3		2,395	6 10	700	11,620	4,420	{ 555,000 560,000*	22,200 22,400*	26,420 26,620*
1 in 37 (electric traction)	8-3	2,395	6 10	700	11,620	4,700	560,000	22,400	27,100
1 in 40	8-6	2,405	5 60	700	12,040	4,560	570,000	22,800	27,360
1 in 40	11-4	2,516	3 32	700	15,960	6,230	565,000	22,600	28,830
1 in 40	12-7	2,625	3 0	700	17,780	6,790	570,000	22,800	29,590
1 in 40	14-8	2,730	2 25	700	20,720	7,250	620,000	24,800	32,050
1 in 40	16-5	3,000	..	700	23,100	8,980	550,000	22,000	30,980
1 in 44	12-3	2,516	3 32	700	17,220	6,490	580,000	23,200	29,690
1 in 50	13-3	2,530	3 16	700	18,620	6,800	610,000	24,400	31,200
1 in 60	13-5	2,395	5 30	700	18,900	5,600	720,000	23,800	34,400

* Liquid fuel.

APPENDIX G.

PROPOSALS MADE BY WELLINGTON AND MANAWATU RAILWAY COMPANY
FOR THE SALE OF THEIR RAILWAY TO THE GOVERNMENT.

Mr. OLIVER WETHERED to the Right Hon. the PREMIER.

DEAR SIR,—

30 and 31, St. Swithin's Lane, London, E.C., 27th July, 1900.

Wellington and Manawatu Railway.—I will be as brief as possible, well knowing how many calls you have on your time.

After leaving Wellington, the day after you honoured me with an interview, I went through the dredging districts of Otago, and I am astounded at the results already obtained, and the future for the industry. Beyond doubt New Zealand is easily first in this branch of mining. I have since been to West Australia, and I returned to England a few weeks since.

I now write, as you were good enough to say I might, in reference to our conversation about the above railway.

After carefully studying the whole position I feel very confident that a scheme on the lines we discussed—viz., a return of capital *plus* compound interest at an agreed rate, and payment over a period of years—would be acceptable to my fellow-shareholders.

If you still hold the same views, and are prepared to go further into the question, I now write more precisely.

To facilitate reference let me first give a copy of the last balance-sheet of the Wellington and Manawatu Railway Company, varying the bald words to make their meaning more clear, but leaving the figures intact.

Assets.

Railway: Shows the audited amount of cost of the line after an ample sum has been deducted for repairs, renewals, and depreciation to insure the sum not being lessened when it comes before arbitrators under the agreement with the New Zealand Government, subject to the provisions of the Railway Construction Act of 1881	...	762,751	9	4
Freehold Land: Represents allocated and purchased land not yet sold, but of the full value here stated	...	59,314	14	6
Balance due by land-purchasers—in land bought and partly paid for, such balance being soundly secured	...	51,123	19	10
Deposits and accrued interest is for money safely secured	...	20,452	17	6
Sundry Debtors: Is good debts owing to the company	...	3,607	7	8
Railway stores	...	2,611	9	9
Cash Balances: Is money in hand as stated, which, added to the above £20,452 17s. 6d., makes £61,849 7s. 1d. This, under the proposals I am about to make, would pass to the Government	...	£41,396	9	7
		<u>£941,258</u>	<u>8</u>	<u>2</u>

	£	s.	d.
<i>Liabilities.</i>			
Capital: Is the amount paid by shareholders	£170,000	0	0
Debentures, due in June, 1908: ...			
These will have to run out, as they are payable to bearer, but the New Zealand Government, if it thinks fit, will from time to time be able to buy with advantage on the market ...	680,000	0	0
Sundry Creditors: Are debts due by the company. The amount is very small, owing to the company being financially strong...	3,834	7	2
Debenture Interest: Is due to debenture-holders, and was paid on due day ...	8,500	0	0
Balances available for Dividends: This sum could have been divided among shareholders, but in order to keep the company prepared for any contingencies which may arise, it has, as a matter of prudence, been kept in reserve ...	£27,634	0	5
Not available for Dividends: Is also a reserve. It adds to the abundant security held by debenture-holders. The two sums—£27,634 0s. 5d. with this £51,290 0s. 7d.—amount to £78,924 1s., and represent what belongs to shareholders after paying all liabilities, apart from the increment derivable from the unsold land ...	£51,290	0	7
	£941,258	8	2
Balances as above ...			£78,924 1 0
In addition to which, should the line be taken over in accordance with the agreement, there would be 10 per cent. beyond valuation, say ...			£81,206 0 0
And land and works handed over when the contract was signed ...			£42,116 0 0
			£202,246 1 0

The company is practically trustee for the Government, who have a right to take over the line by giving twelve months' notice and paying whatever may be awarded by arbitrators. I am aware this would be subject to the power of purchase under the Railways Construction Act of 1881. You may not, however, know that some large sums for keeping the line in efficient condition, free from depreciation, have been applied for that purpose in anticipation of the line being taken over, the particulars of which can no doubt be obtained from the directors.

The dividends and reserves were as follows:—

February, 1892 ...	Dividend, 3½ per cent.,	Reserves, £4,055
1893 ...	5 " 8,500.	3,500
1894 ...	5 " 8,500.	7,000
1895 ...	6 " 10,200.	6,553
1896 ...	6 " 10,200.	7,169
1897 ...	6 " 10,200.	8,443
1898 ...	5 " 8,500.	9,000
1899 ...	5 " 8,500.	4,788
1900 ...	5 " 8,500.	6,342
	£79,050	£56,850

I was doubtful about giving the amount of reserves, and have therefore thrown it on directors.

If, as a compromise, the terms were 6 per cent. compound from the commencement in 1883 to 1892, during which time no dividend was paid, it would still further simplify matters and come to nearly the same thing, as we received 5 per cent. in five years and 6 per cent. in four years from that date.

In the light of the best information I can obtain, I do not think it at all likely the award would be less than the amount stated in the balance-sheet, *plus* 10 per cent.

My present object is not to go into debatable details more than can be avoided, but to follow up the purport and the spirit of my interview with you to which I have alluded. With this in view I have consulted with some of the largest shareholders in this country, and after considerable difficulty induced them to fall in with the idea we discussed in Wellington. That is to say,—

The Government taking over the railway, land unsold, mortgages secured on land already sold but not entirely paid for, book-debts, cash—in short, the entire undertaking—and assuming all the liabilities as shown in the last balance-sheet and down to date, in exchange for £170,000 paid by shareholders, with 6 per cent. compound interest thereon from the commencement up to date of settlement of purchase, after deducting all dividends received with 6 per cent. compound interest.

I do not know what this would amount to, but trust the simplicity and the moderation will commend itself to your favourable consideration when you remember the risk the company ran, especially in the early stages; the honourable and complete way in which they have carried out every feature of their contract and agreement; the vast benefit it has been to the colony; and also the further benefit and economy that would be derived by combining the management under Government control. Experts here, from the facts placed before them, think this would amount to £17,000 per year, while the facilities gained by the travelling public and freighters would really be a still further yearly money gain; and, in addition to this, the large outlay which I hear it is contemplated to expend in improving another route to oppose this line would be rendered unnecessary. I am sure all these desirable advantages are patent to you. All can be acquired by letting those who hazarded their money on the good faith of the New Zealand Government on the favourable terms named. I think it is right for me to say that the shareholders I have come in contact with are fully alive to the value of their property, and believe that in the long-run they would, by holding on, get more than the 6 per cent., and are making a very large concession in allowing me to name the terms I have; but for you granting me the interview, and what then passed, I could not have persuaded them to entertain the idea.

I wish to add that I am writing without the knowledge or the prompting of the directors or any one of them, but it is only respectful to forward this letter through them. They may disapprove of the whole, or parts, but it may have the effect of bringing about a conference, and a solution of what all admit is an undesirable position.

I have not failed to convey to those of my fellow-shareholders whom I have met your assurance that no injustice should be done to us: you will remember that you authorised me to repeat what you said to me.

The Right Hon. R. Seddon, Premier of New Zealand.

I am, &c.,

OLIVER WETHERED.

The CHAIRMAN, Wellington and Manawatu Railway Company to the Right Hon. the PREMIER.
SIR,—

Wellington, 17th September, 1900.

Since I had the honour to hand you Mr. O. Wethered's open letter of 27th July, 1900, the Directors of the Wellington and Manawatu Railway Company have given most careful consideration to his announcement of the terms on which some of the largest English shareholders are prepared to dispose of their interest in the assets of the company to the Government.

As a result of our deliberations, I am now authorised to inform you that (subject to confirmation by shareholders) the Board of Directors are prepared to sell to the Government the whole of the assets of the Wellington and Manawatu Railway Company for a sum equal to the paid-up capital of the company (£170,000), with compound interest thereon at the rate of 6 per centum per annum, calculated from the various dates when the calls forming the capital of the company were paid to the present time and hereafter to the completion of the purchase. When estimating the amount of the purchase-money, full allowance to be made for all dividends paid to shareholders, with compound interest thereon at a similar rate. The Government to assume the responsibility of payment in London, at the due date, of the debentures (£680,000) issued by the company, with the interest thereon, and all other liabilities and engagements as they become due.

I am also authorised to request that, in the event of the Government making a purchase of the assets of this company, employment be provided in the public service for our staff and well-trained employes in positions similar to those they now hold.

The liabilities of the company were all shown in the balance-sheet of 28th February, 1900. Since that date the items of "Sundry creditors, £3,834," and "Debenture interest accrued, £8,500," have been discharged, but others of a similar character have matured.

From the assets as stated in that balance-sheet a dividend of 5 per cent. (£8,500) has been paid to shareholders, but a sum in excess of that amount has been received as profits during the year.

In submitting this offer for acceptance by the Government, I purposely abstain from advancing any argument to commend the Wellington and Manawatu Railway as the most valuable and profitable section of railway in New Zealand. The joint report of Mr. Hales, Engineer-in-Chief, Mr. John Coom, Chief Engineer for New Zealand Working Railways, and Mr. C. Napier Bell—all leading men in their profession here—lately laid before Parliament, classes the permanent-way, buildings, and rolling-stock as being sound, durable, and fully efficient; and, what is more noticeable, hardly suggests an improvement.

The Wellington and Manawatu Railway was constructed by contract, under most efficient engineering supervision, and at a time when the cost of all classes of labour were fully 20 per cent. less than the rates now prevailing.

The completion and equipment of the railway has cost the company a very much larger sum than £762,751, the amount in which it appears as an asset in the balance-sheet above quoted. To place before you in as succinct a form as possible the capital account of the company, I enclose a statement showing,—

Receipts	...	...	...	...	...	...	...	£	1,116,434
Expenditure on railway, inclusive of land purchases	...	...	...	...	...	...	...		950,262
Value of freehold lands unsold, mortgages, cash, and other assets	...	...	...	...	...	...	...		166,172
									<u>£1,116,434</u>

In 1889 £132,408 was applied from endowments to writing down the cost of the line, and since that time a sum of £55,102 has been devoted from profits to a similar purpose.

These very large amounts are far more than sufficient to make provision for all depreciation and financial expenditure incurred in floating the debentures in London. Since the issue of the last year's balance-sheet the financial position of the company has been improved by some judicious sales of land.

If, in the information now submitted, I have not made clear the value of the assets of the company and the cost of the railway, I shall be very pleased to attend you whenever your engagements permit.

The Right Hon. the Premier, Wellington.

I have, &c.,

THOS. G. MACARTHY, Chairman.

[ENCLOSURE.]

WELLINGTON AND MANAWATU RAILWAY COMPANY (LIMITED).

<i>Capital received.</i>			<i>As Invested 28th February, 1900.</i>		
	£	s. d.		£	s. d.
To Debentures	680,000	0 0	By Railway—Total expenditure to 28th February, 1889, including preliminary expenses, debenture charges, interest, &c.	871,180	6 6
Shares	170,000	0 0	Additions to railway to 28th February, 1900	79,081	19 10
Constructed railway, received from Government	51,838	5 1	Freehold lands (Government valuation, £63,373)	59,314	14 6
Land received from Government	96,570	0 0	Balances due by land-purchasers	51,123	19 10
Profits to 28th February, 1889	1,394	5 5	Cash on deposit, in bank, and in hand.. .. .	61,849	7 1
Profits since 28th February, 1889, on railway and land revenue, less dividends paid	81,342	6 11	Less amounts due to sundry creditors	12,334	7 2
Profits on land since 28th February, 1889	35,290	0 7		49,514	19 11
Total profits since 28th February, 1889, less dividends paid, but including amounts written off railway account (£53,708 6s. 6d)	116,632	7 6	Railway stores	2,611	9 9
	<u>£1,116,434</u>	<u>18 0</u>	Sundry debtors	3,607	7 8
				<u>£1,116,434</u>	<u>18 0</u>

			<i>Railway Capital Account reduced by £187,510 17s.—</i>		
	£	s. d.		£	s. d.
Dividends paid to shareholders prior to 28th February, 1900	80,750		From profits.. .. .	55,192	11 11
Dividends since (this year)	8,500		From endowments	132,408	5 1
Total dividends to shareholders	£89,250			£187,510	17 0

THOS. G. MACARTHY, Chairman.
5th September, 1900.

WM. C. STEPHENS, Book-keeper.
W. M. HANNAY, General Manager.

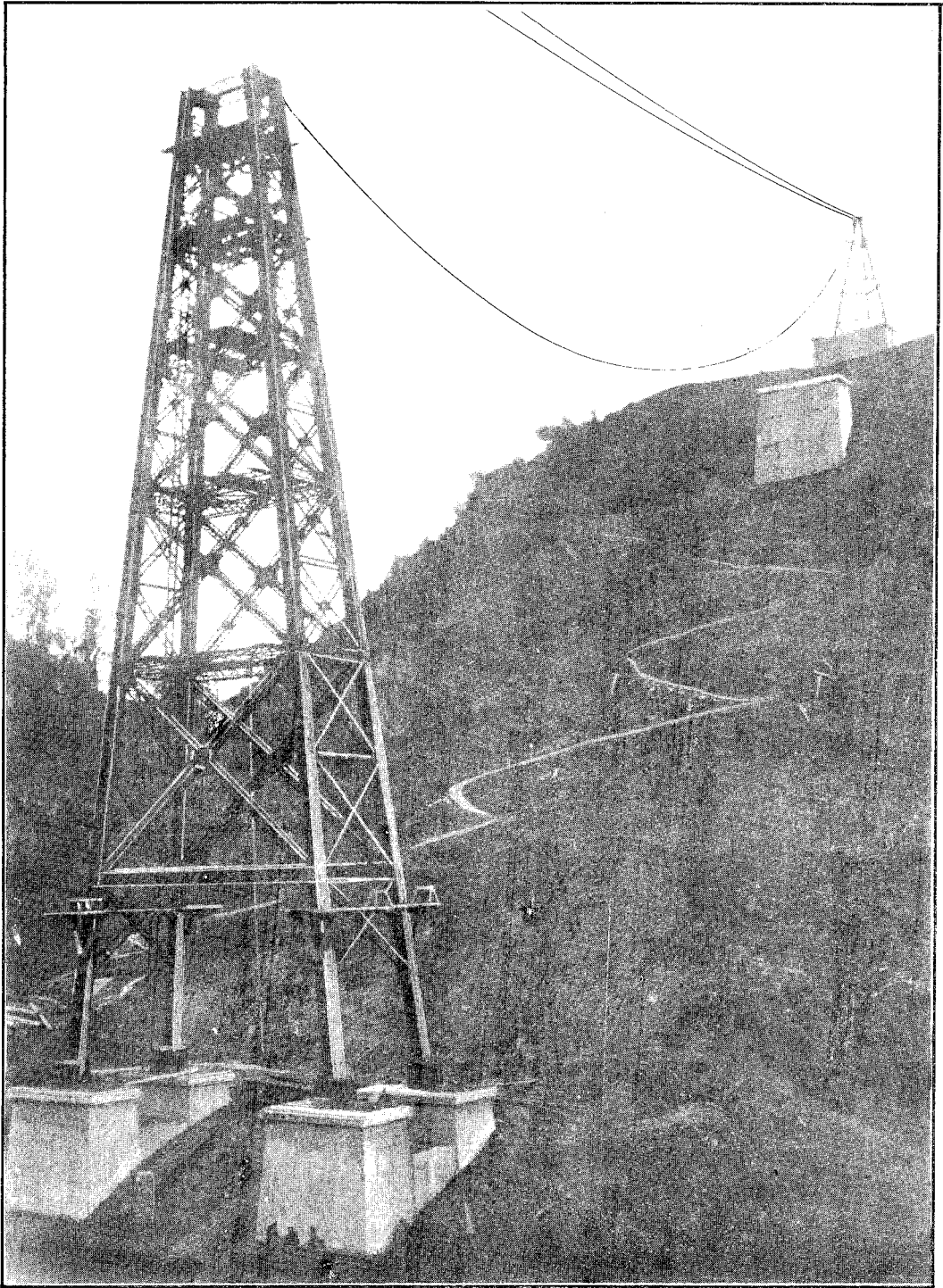
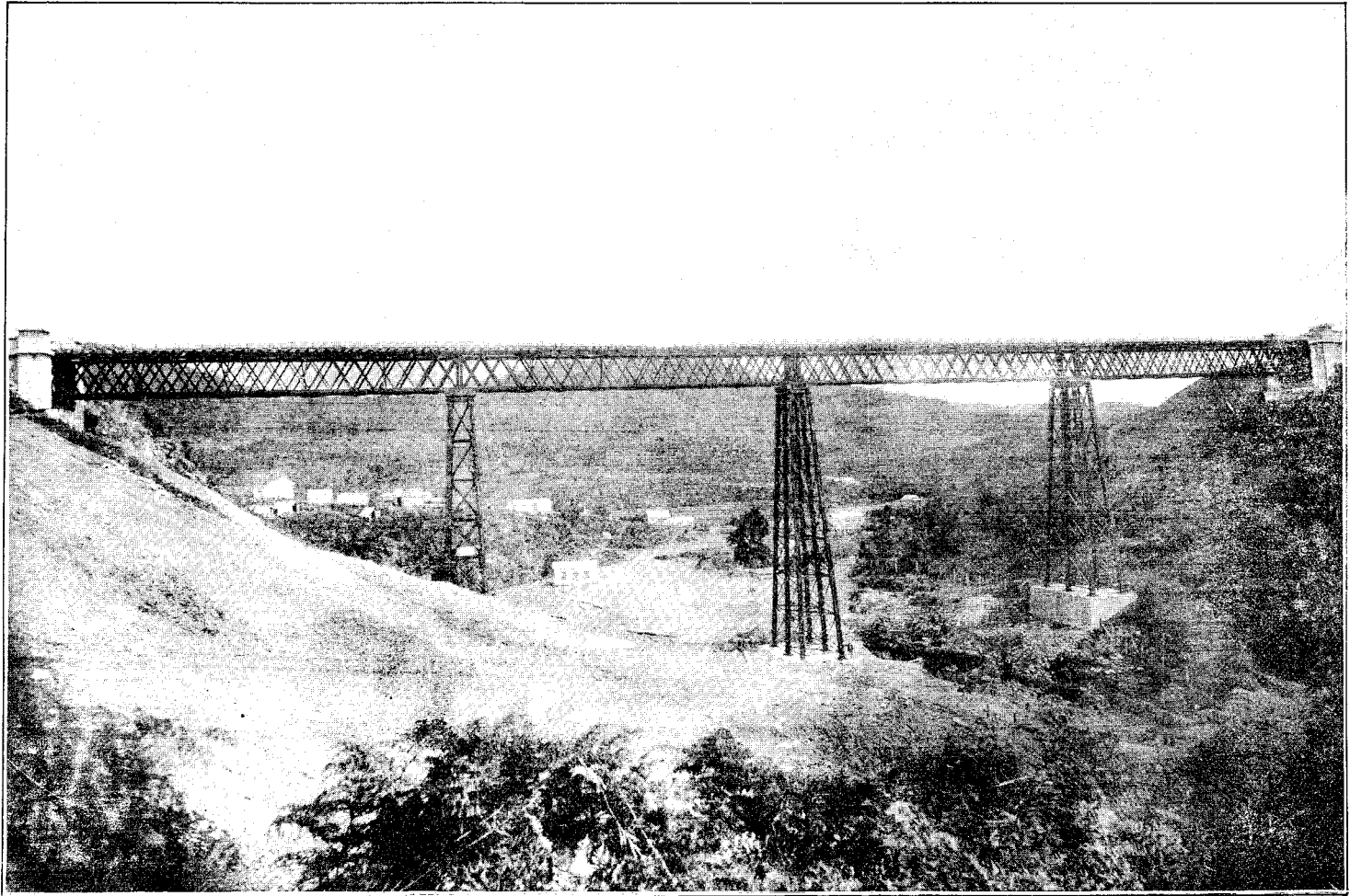


PHOTO BY H. B. PARKES AT HEAD OFFICE, LANDS & SURVEY DEPT., WELLINGTON, N.Z., 1905.

Makohine Viaduct—North Main Pier.

Height of Steelwork, 168 ft.



North Island Trunk Railway, Waititi Viaduct: Four spans of 106 ft.; rail level to bed of creek, 118 ft.



PHOTO LITHOGRAPHED AT HEAD OFFICE, LAMES & SIBBIE (N.Z.) WELLINGTON N.Z. 1901
Midland Railway, Mount Torlesse Section, Staircase Gully: View looking up gulley from bridge-site.

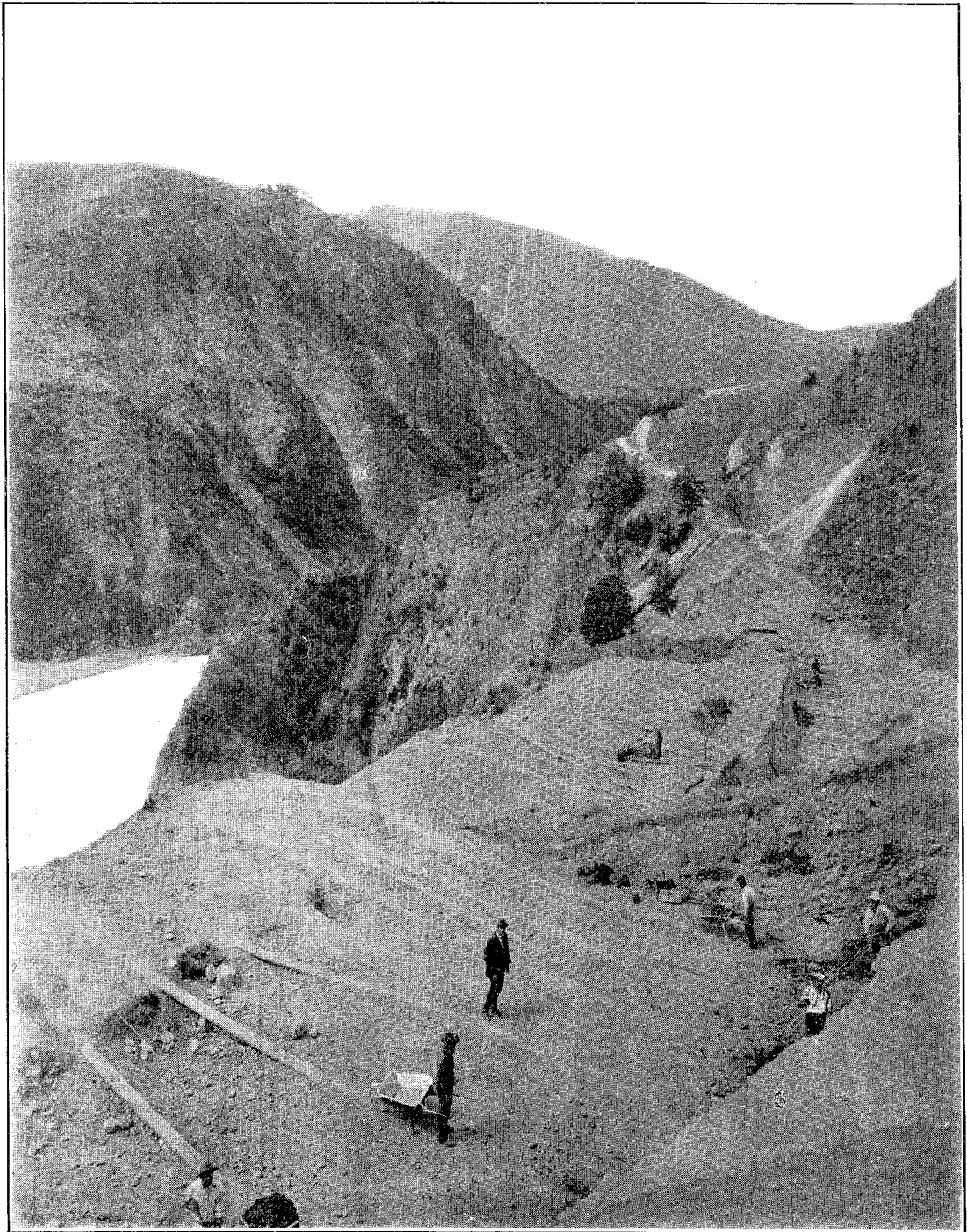
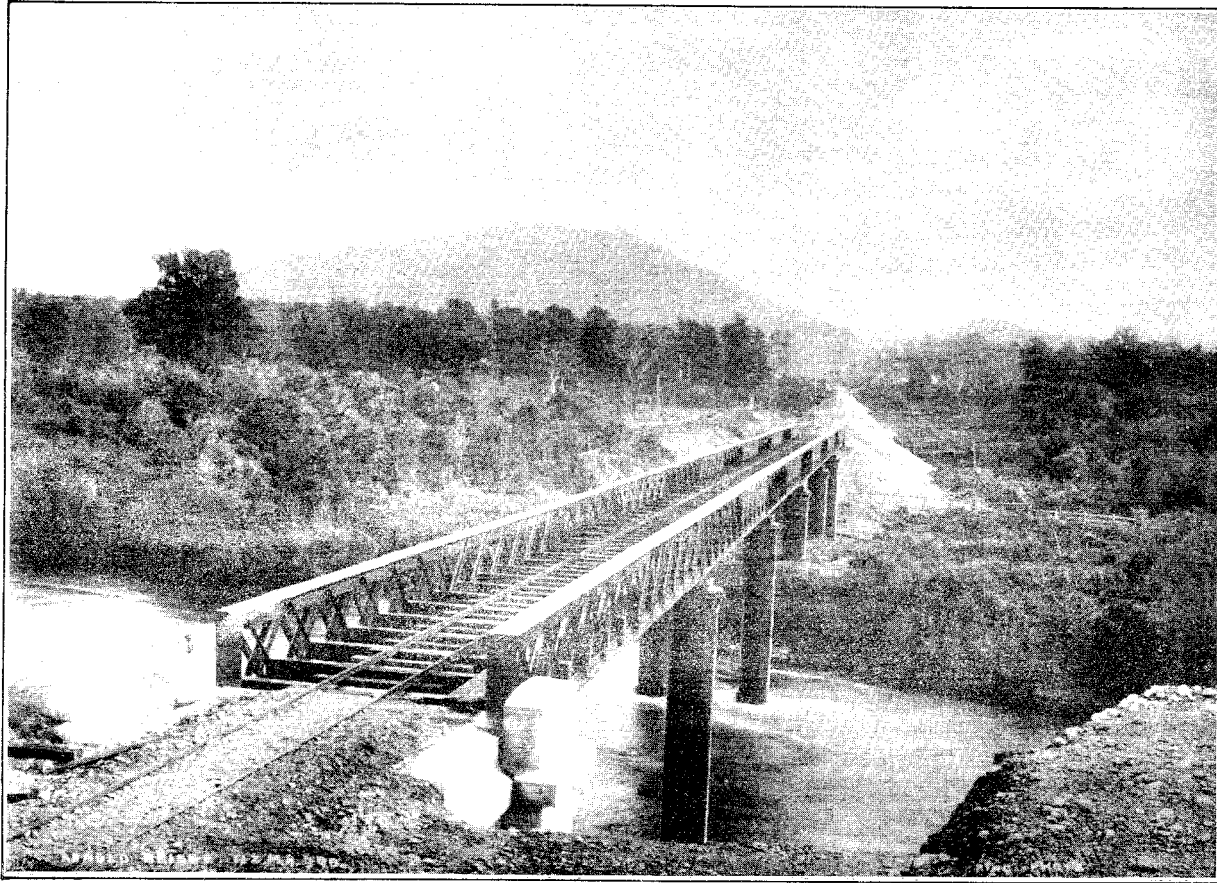


PHOTO LITHOGRAPHS AT HEAD OFFICE, LANDS & SURVEY DEPT., WELLINGTON, N.Z., 1900

Midland Railway, Mount Torlesse Section : 60 ft. cutting, and spoil-bank at 9 miles 66 chains.



PHOTOGRAPHED BY HERB SPALL, LAND & SURVEY DEPT. WASHINGTON, D.C.

Midland Railway, Bridge over Arnold River: Six spans of 66 ft. ; total length of cylinders, 45 ft.



PHOTO LITHOGRAPHED AT HEAD OFFICE LANDS & SURVEY DEPT. WELLINGTON, N.Z. 1900

Midland Railway, Bridge over Little Grey River: Ten spans of 66 ft., and three of 11 ft.; total length of cylinders, 33 ft.

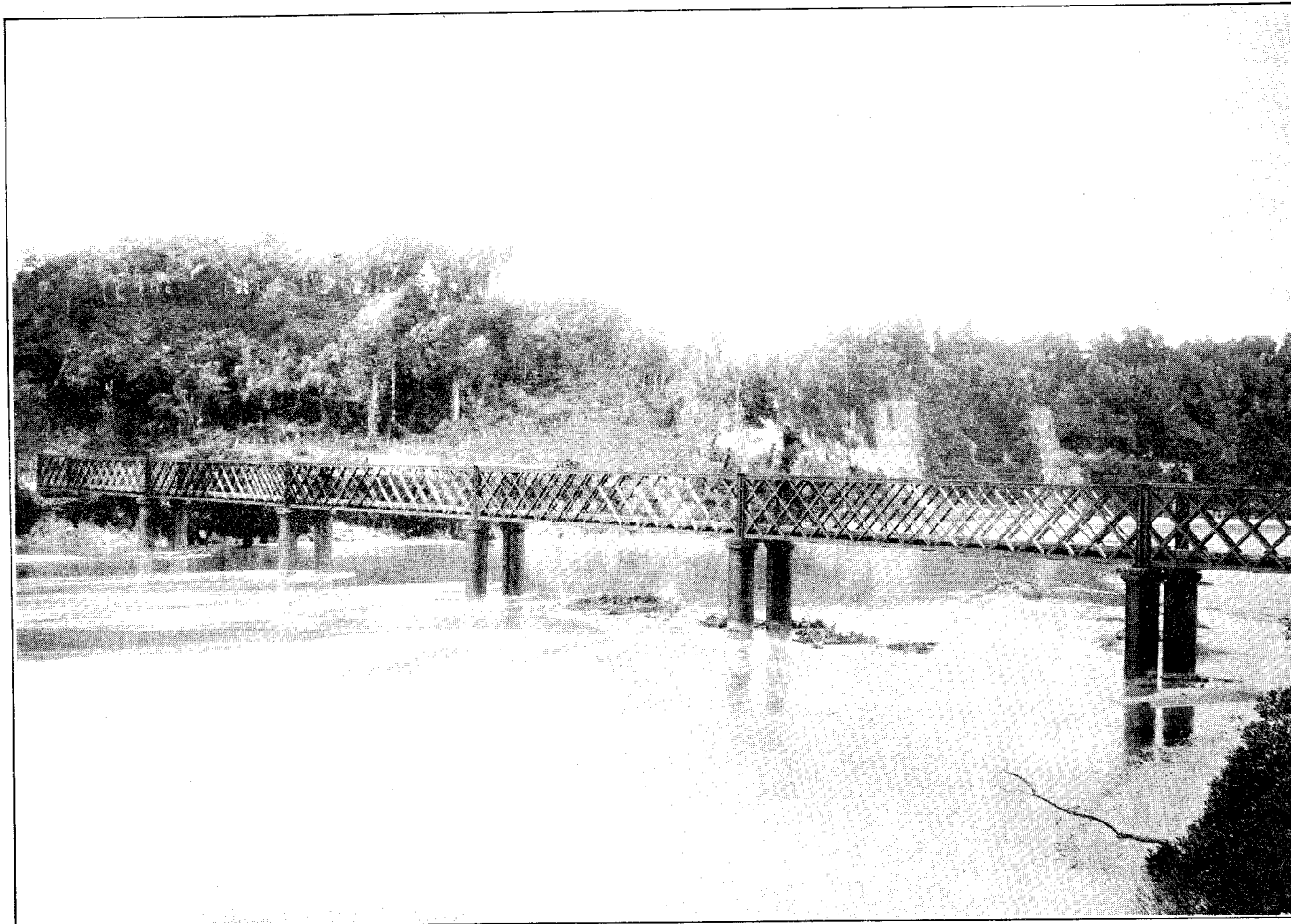


PHOTO LITHOGRAPHED AT HEAD OFFICE LANDS & SURVEY DEPT. WELLINGTON, N.Z. 1900

Greymouth-Hokitika Railway, Bridge over Taramakau River: Six spans of 121 ft.; rail level to bed of river, 53 ft.

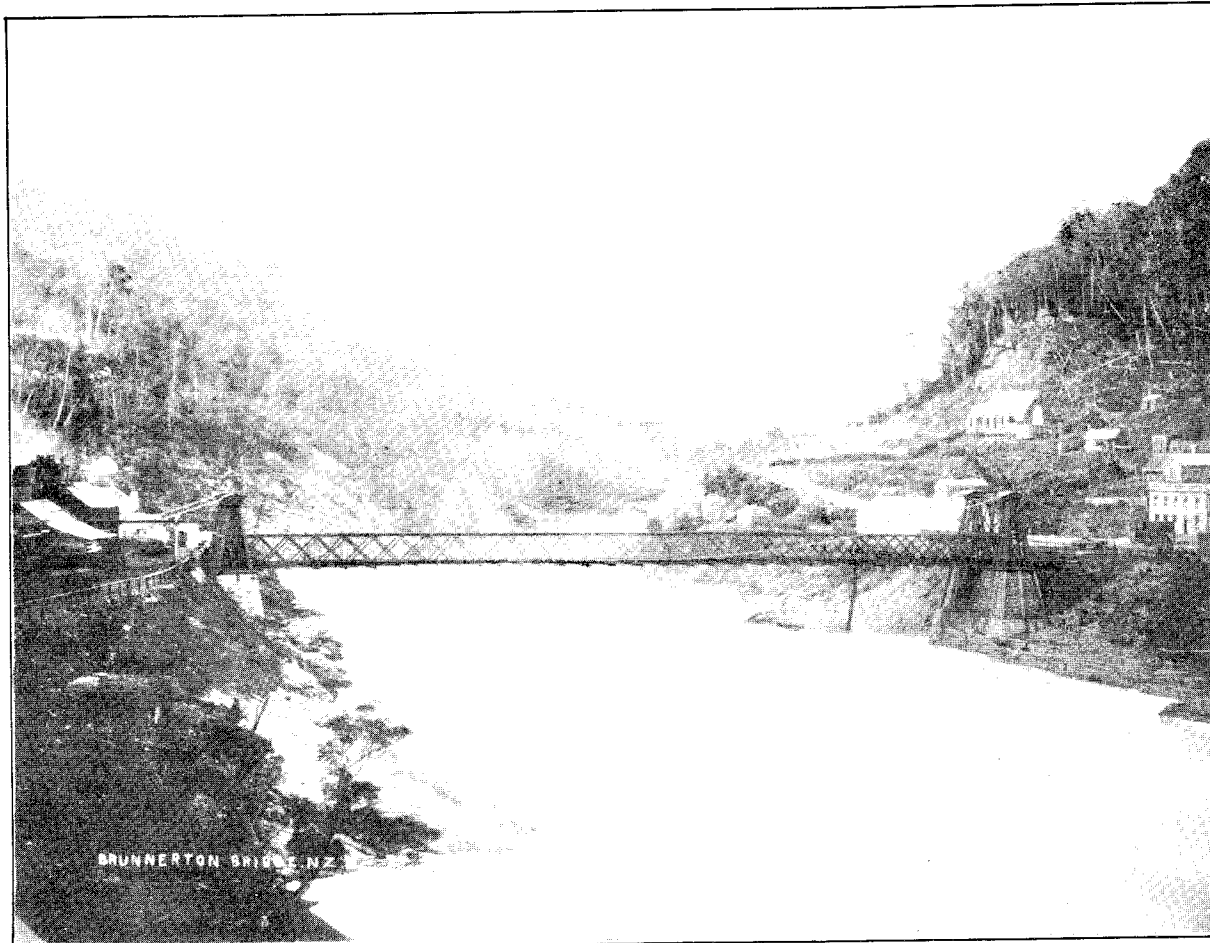


PHOTO LITHOGRAPHED AT HEAD OFFICE LANDS & SURVEY DEPT WELLINGTON N.Z. 1905.

Grey-mouth-Brunner Railway, Grey Gorge Suspension-bridge: Span, 300 ft.; rail level to bed of river, about 80 ft.

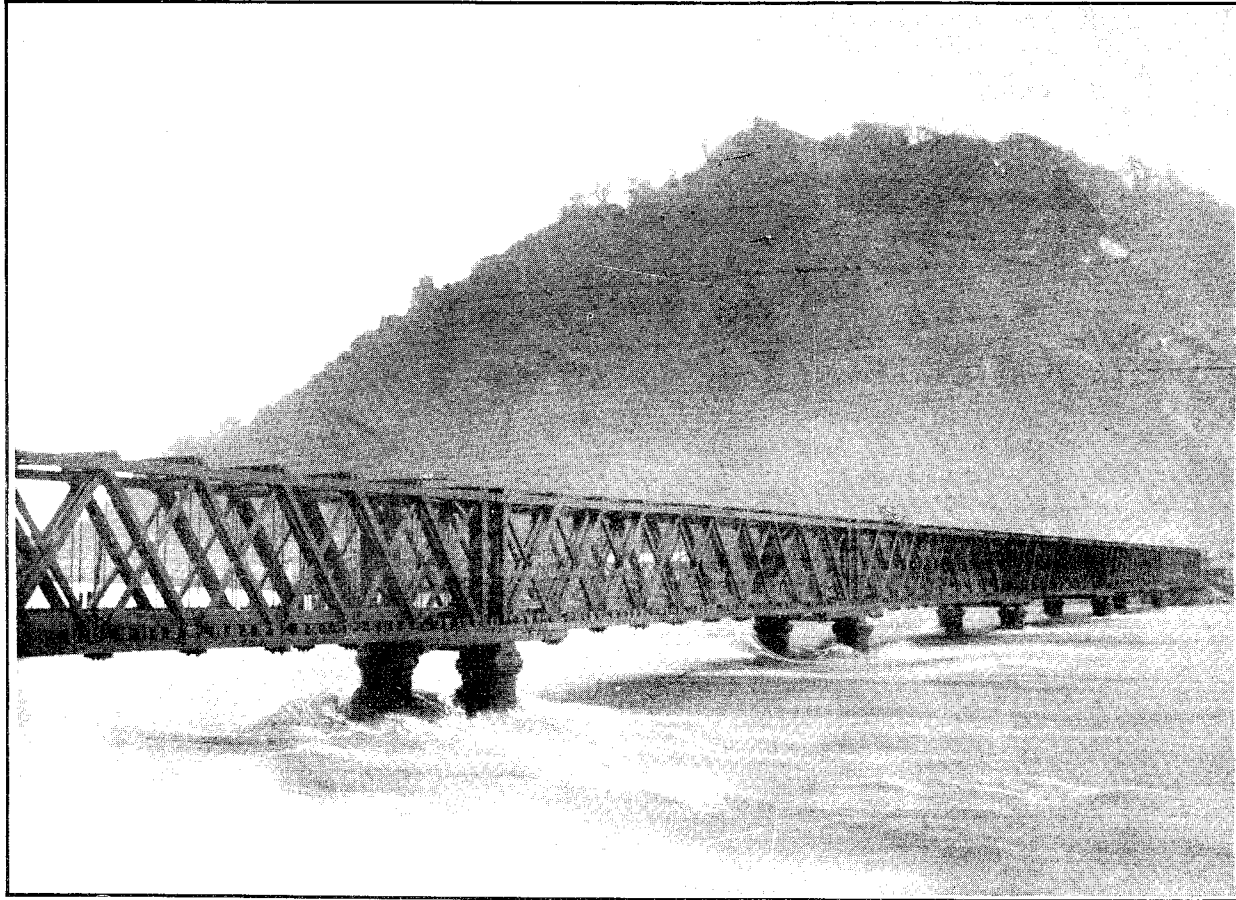
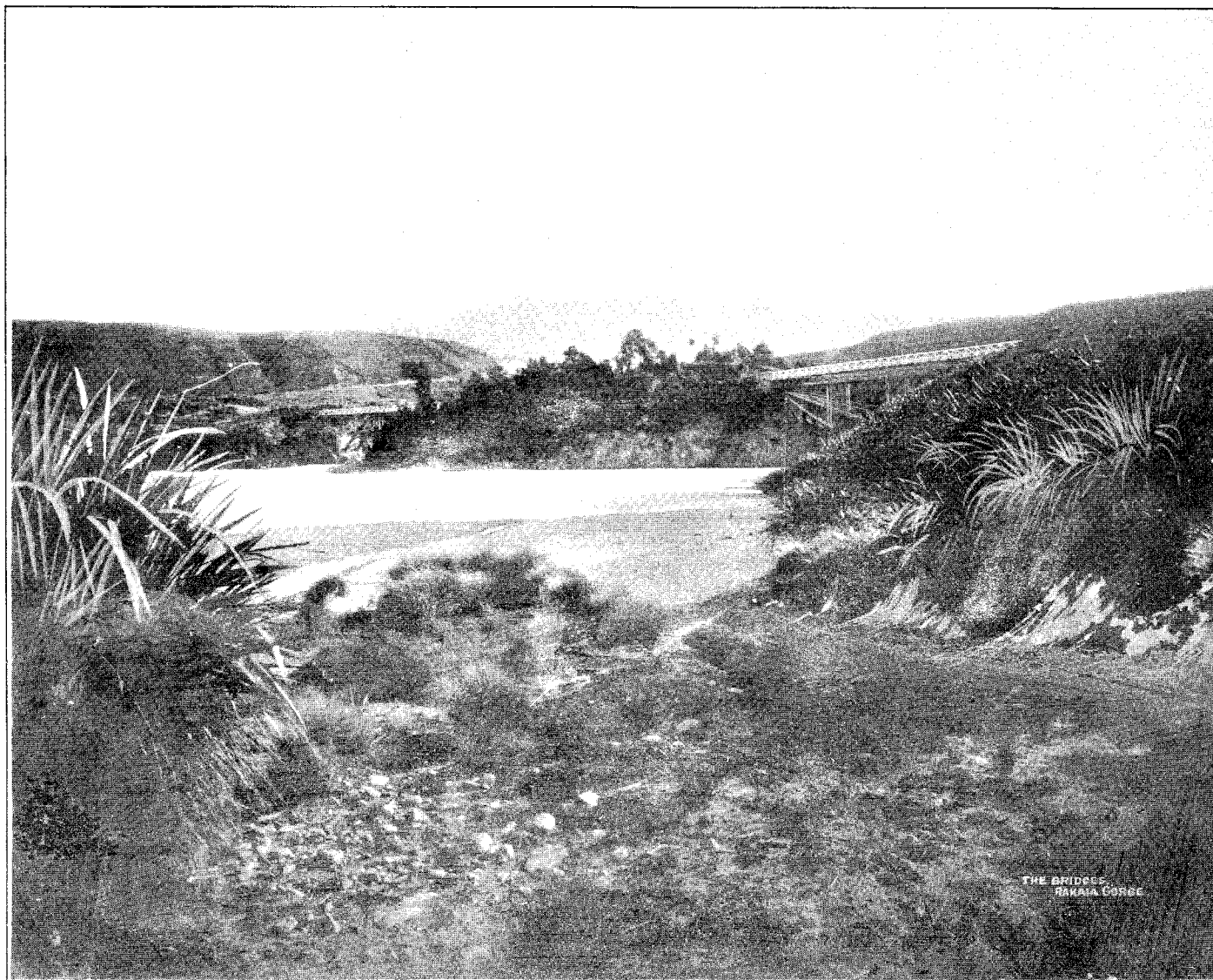


PHOTO LITHOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1900.

Cobden Bridge over Grey River during Flood: Six spans of 109 ft.; road level to river-bed, 43 ft.



PHOTOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. BY L. L. NATION, N.Z., 1910.

Rakaia Gorge Bridges.—Over main stream: One span of 180 ft.; road level to river-bed, 70 ft.
Over flood-channel: One span of 132 ft., one of 22 ft., and two of 20 ft.

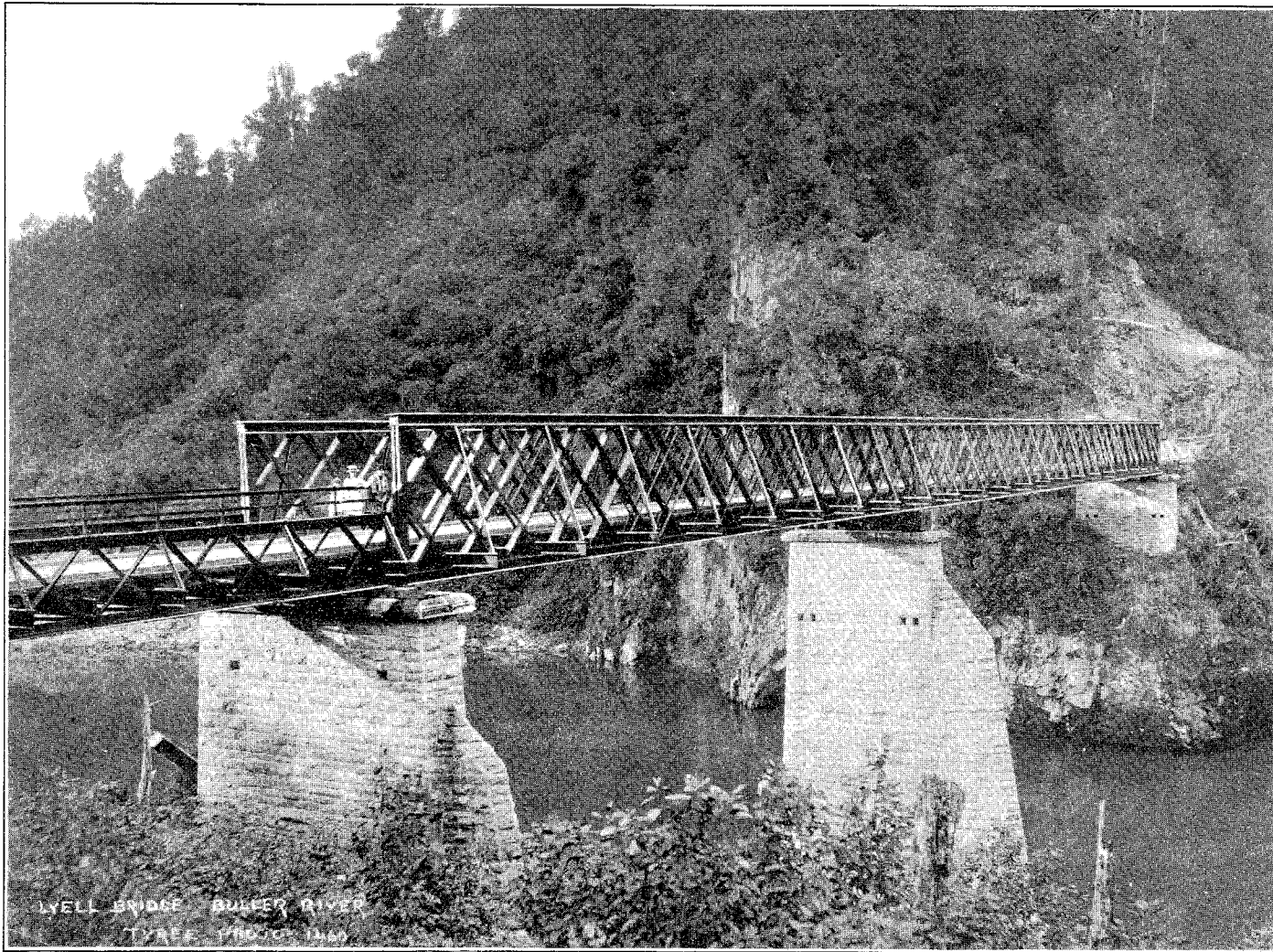


PHOTO LITHOGRAPHED AT HEAD OFFICE LANDS & SURVEY DEPT. WELLINGTON, N.Z. 1900.

Road-bridge over Buller River at Lyell : One span of 168 ft., one of 108 ft., one of 40 ft., and one of 20 ft. ; road level to river-bed, 100 ft.

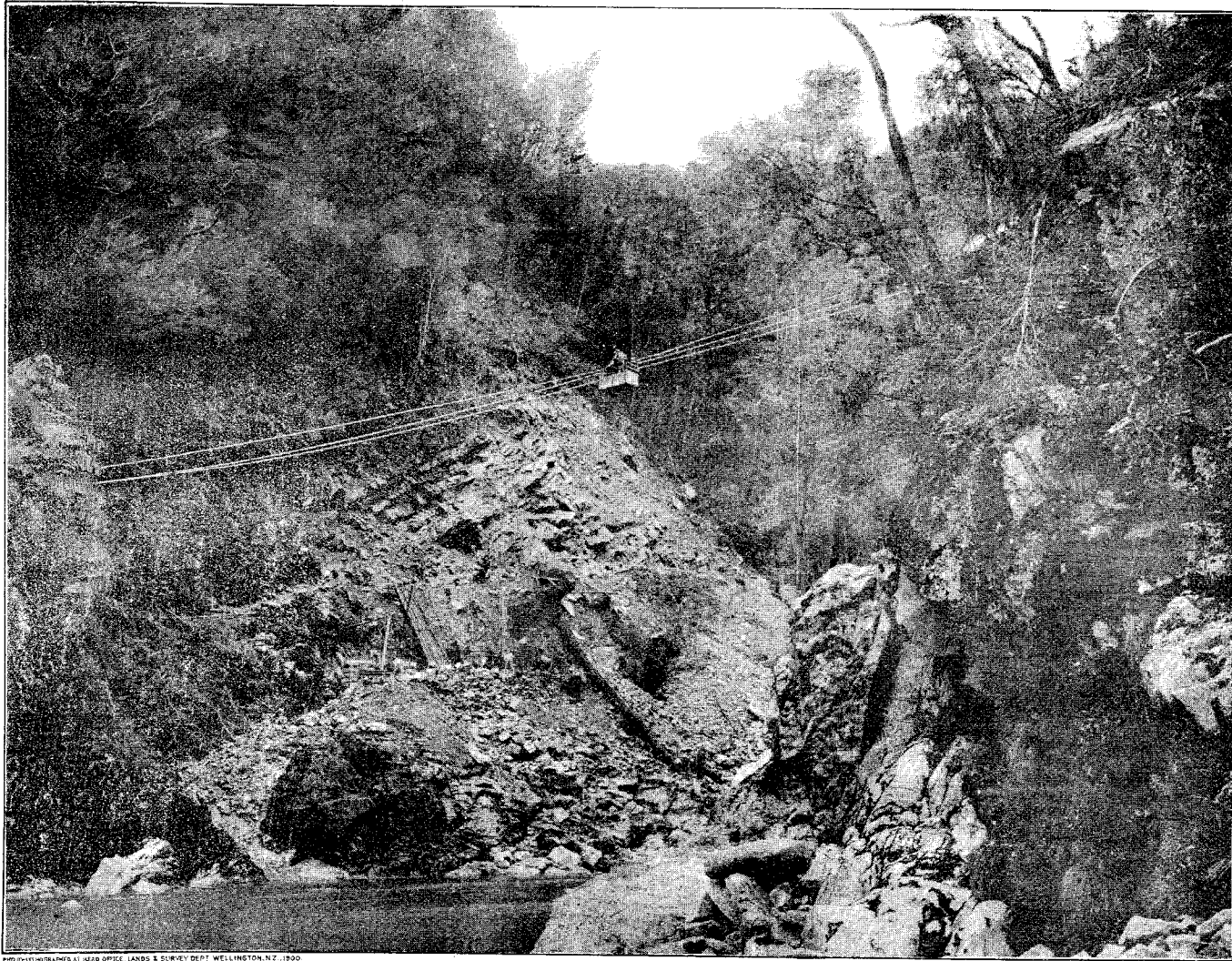


MOKIHINUI BRIDGE

HTL

PHOTO LITHOGRAPHED AT HEAD OFFICE 'LANDS & SURVEY' DEPT. WELLINGTON, N.Z., 1904.

Mokihinui Gorge Road Bridge: One span of 144 ft., and one of 84 ft.



PHOTOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1900

Mokihinui Gorge : Chair crossing before erection of bridge.

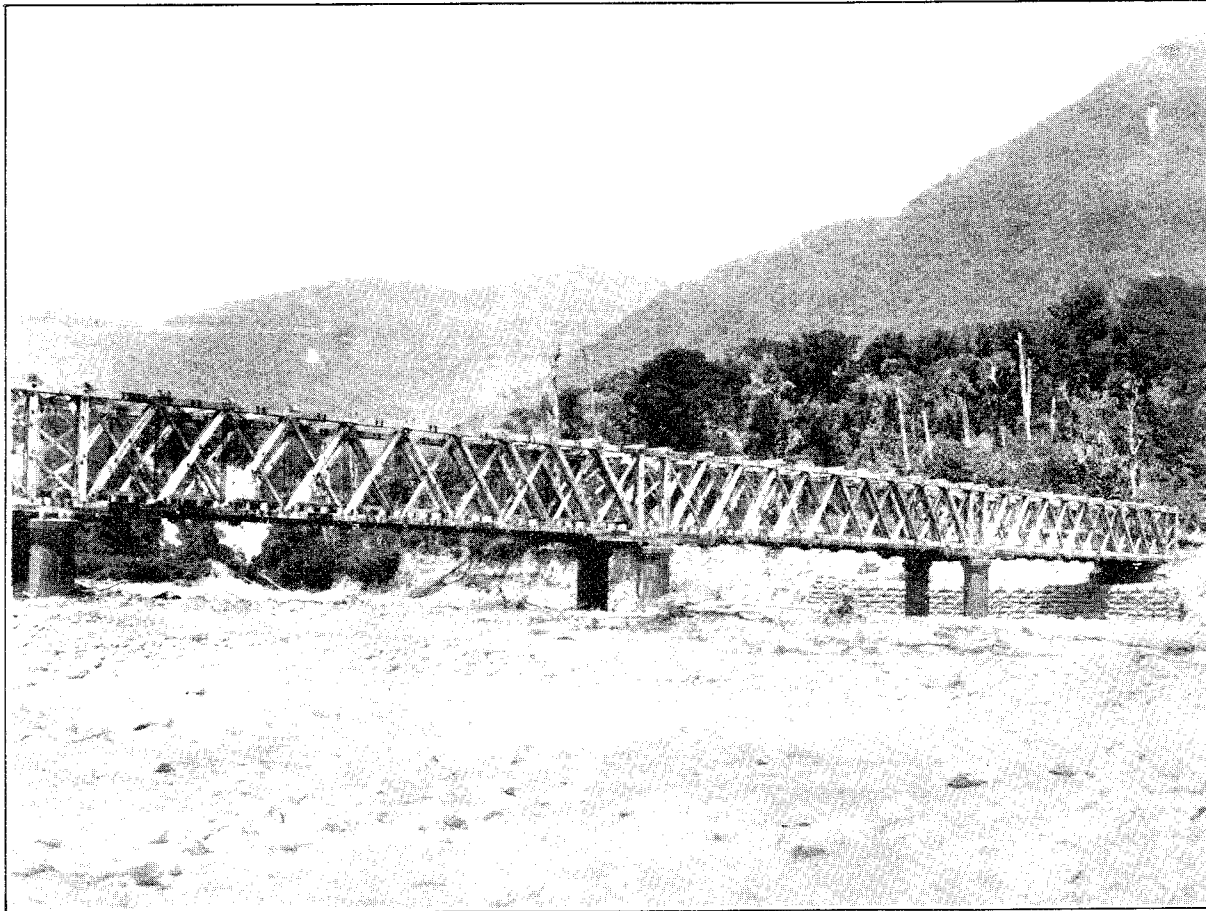


PHOTO: PHOTOGRAPHERS AT HEAD OFFICE LANDS & SURVEY DEPT. WELLINGTON, N.Z. 1909

Christchurch–Hokitika Road, Bridge over Taipo River: Four spans of 110 ft., and one of 30 ft.



Masterton Post-office: Erected 1900.



PHOTOGRAPHED AT HEAD OFFICE, LANDS & SURVEY DEPT. WELLINGTON, N.Z., 1906.

South Wellington Post-office : Erected 1900.

