

APPENDIX E.

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

(1ST JULY, 1910, TO 30TH JUNE, 1911.)

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

SIR,—

Public Works Office, Wellington, 30th June, 1911.

I have the honour to submit the following report on the various works completed and in progress throughout the Dominion 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, 1911:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1911.		Liabilities on 31st March, 1911.	
	M. ch.	M. ch.	£	s. d.	£	s. d.
Kaihu Valley	19 58	17 21	57,371	12 2	..	..
Kawakawa-Kaikohe	16 25	..	..	..	..	..
Opua Wharf - Grahamtown (Onerahi)	58 6	34 18	511,380	5 10	4,196	18 5
North Auckland Main Trunk Railway (from Helensville)	110 0	36 57	470,712	11 5	22,731	15 7
Helensville - Te Awamutu, with Branches	151 1	151 1	1,533,641	19 2	17,580	6 0
Hamilton-Thames, with Branches	75 18	75 18	492,024	17 1	..	..
Thames Valley - Rotorua	69 33	69 33	356,099	12 3	..	..
Tauranga-Paengaroa, with Branch (part of)	13 25	..	15,291	10 8	1,307	14 5
Gisborne-Motu	52 44	23 74	356,103	5 2	10,014	8 7
Napier-Gisborne .. .. .	..	..	130	14 10	..	..
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown Branch)	233 12	233 12	2,456,002	9 5	..	..
Wellington-Waitara, with Branches	289 27	285 59	2,518,792	16 8	1	0 0
Stratford-Ongarue	101 0	22 65	335,511	10 11	2,132	18 3
North Island Main Trunk (Marton-Te Awamutu)	209 69	209 69	2,689,736	2 7	..	..
Picton-Waipara (South Island Main Trunk Railway)—						
Picton southwards	129 9	33 45	504,899	1 2	1,706	1 4
Waipara northwards	44 14	35 51	298,678	0 10	2,568	12 11
Nelson-Roundell	22 73	22 73	193,370	15 6	..	..
Midland Railway*	241 67	139 7	1,306,203	9 8	447,543	15 6
Westport-Ngakawau	19 56	19 56	188,008	17 3	..	..
Westport-Ngakawau Extension to Mokihinui†	7 12	7 12	..	..	..	..
Mokihinui Colliery Line‡	3 69	3 69	..	..	..	..
Westport-Inangahua	26 0	..	76,758	3 11	33,007	1 1
Ngahere-Blackball	3 40	3 40	145,961	14 4	324	3 2
Greymouth-Coal Creek	8 70	5 1	196,528	10 5	287	9 0
Greymouth-Brunner	7 51	7 51	150,512	11 11	..	..
Greymouth-Ross	40 32	38 68	335,951	16 9	..	..
Culverden-Hammer Motor-cars and Repairs to Road .. .. .	..	..	3,834	0 0	..	..
Hurunui-Waitaki, with Branches	483 72	443 8	2,456,420	6 5	..	..
Canterbury Interior Main Line—Oxford-Temuka	83 0	11 44	59,343	9 2	..	..
Waitaki-Bluff, with Branches	616 68	514 54	4,509,061	7 9	1,723	19 11
Otago Central	182 56	134 76	1,280,393	4 3	..	..
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	336,908	5 6	..	..
Forest Hill Railway—Winton-Hedgehope§	12 40	12 40	22,983	14 5	..	..
Western Railways	71 6	70 31	328,285	18 8	..	..
Preliminary Surveys .. .. .	..	..	40,896	1 6	..	..
Miscellaneous .. .. .	..	..	10,336	19 11	..	..
Stock of Permanent-way on hand .. .. .	..	..	77,938	7 3	22,702	8 9
Value of Permanent-way in hands of Railway Department .. .. .	..	..	25,000	0 0	..	..
Rolling-stock .. .. .	..	..	4,967,980	0 1	68,812	0 0
Total	3,521 17	2,760 77	29,309,054	4 10	636,640	12 11
PROVINCIAL GOVERNMENT LINES, ETC.						
Canterbury (lengths included above) .. .. .	..	..	731,759	0 0	..	..
Otago and Southland .. .. .	..	..	372,522	2 5	..	..
Gisborne to Ormond Tramway .. .. .	..	..	4,975	1 7	..	..
Midland Railway, valuation of works constructed by company .. .. .	..	..	683,460	3 1	..	..
Grand total	3,521 17	2,760 77	31,101,770	11 11	636,640	12 11

* The amount shown as expenditure represents the net amount charged against the Dominion.

† 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.

¶ Includes expenditure on railways under Hutt Road and Railway Improvement, Railway Improvement Authorization Act and Wellington-Manawatu Railway Purchase Act Accounts.

‡ Includes value for £150,000 paid to debenture-holders under the Midland Railway Petitions Settlement Act Amendment Act, 1903.