

1911.
NEW ZEALAND.

PUBLIC WORKS STATEMENT.

BY THE HON. RODERICK MCKENZIE, MINISTER OF PUBLIC WORKS.
16TH OCTOBER, 1911.

MR. SPEAKER,—

In submitting the annual Statement of the operations of the Public Works Department and the proposals for the current year, I may congratulate the House on the substantial progress made with our public works during last year.

TOTAL EXPENDITURE.

The total expenditure, though not quite equal to that of the previous year, was still very satisfactory, being no less than £2,190,954—namely, under the Public Works Fund and separate accounts £2,109,851, and under the Consolidated Fund £81,103.

The following table shows, as regards the Public Works Fund and separate accounts, (a) the total expenditure since the inauguration of the public-works policy to the 31st December, 1890; (b) the similar expenditure between the 1st January, 1891, and the 31st March, 1911; (c) the gross total expenditure to the 31st March, 1911; and (d) the expenditure for the late financial year:—

Class of Work.	Expenditure.			
	A Total to 31st December, 1890.	B 1st January, 1891, to 31st March, 1911.	C Total to 31st March, 1911.	D Year ended 31st March, 1911.
Railways—	£	£	£	£
New construction	11,975,098	8,534,311	20,509,409	743,145
Additions to open lines	2,092,002	6,712,618	8,804,620	440,788
Roads	3,575,804	5,349,137	8,924,941	*255,163
Public buildings	1,776,003	2,915,940	4,691,943	325,613
Immigration	2,144,386	83,846	2,228,232	9,441
Purchase of Native lands	1,191,137	877,966	2,069,103	2,976
Lighthouses, harbour-works, and harbour-defences	880,095	188,751	1,068,846	8,427
Tourist and health resorts ... ..	...	203,273	203,273	5,912
Telegraph-extension	600,349	1,277,209	1,878,058	111,868
Development of goldfields	561,101	285,858	846,959	10,845
Defence-works (general)	429,720	480,262	909,982	6,071
Departmental	349,789	327,017	676,806	42,733
Development of water-power ... ..	...	9,369	9,369	1,020
Irrigation and water-supply ... ..	...	1,562	1,562	1,562
Payment to Midland Railway bondholders	...	150,000	150,000	...
Lands-improvement ... ..	...	62,152	62,152	11,125
Minor works and services	300,689	11,918	312,607	...
Cost and discount, raising loans, &c. ...	1,021,472	220,435	1,241,907	66,367
		27,691,624	54,589,769	2,043,056
New Hutu Road ... ..	...	82,729	82,729	15,485
Opening up Crown Lands for Settlement Account	...	534,463	534,463	45,691
National Endowment Account ... ..	...	10,594	10,594	5,619
Totals	26,898,145	28,319,410	55,217,555	2,109,851

* Includes £1,000 subsidy granted to Woodville County Council.

WAYS AND MEANS.

At the 31st March, 1910, the available ways and means for public-works purposes were £312,366
and further funds were received as under:—

Under the Loans Acts of 1909	....	....	350,002
Under the Aid to Public Works and Land Settlement Act, 1910	...	....	1,568,350
Under the New Zealand Loans Act, 1908	....	....	66,390
Transfer from Consolidated Fund	....	....	800,000
Miscellaneous receipts	....	....	6,506
Making a gross total of	....	....	£3,103,614

The ordinary expenditure of the year amounted to £1,892,851; debentures redeemed, £225; charges and expenses in respect of raising loans, £66,367; other charges, £4,126; thus bringing the total disbursements up to £1,963,569, and leaving a credit balance at the end of the year of £1,140,045.

For the current year it is proposed to provide additional funds as under:—

Balance of 1910 loan	....	....	£181,650
Proposed loan of 1911	....	....	1,500,000
Under the Aid to Water-power Works Act, 1910	....	....	500,000
Transfer from Consolidated Fund	....	....	500,000
Special provision for irrigation-works (section 20, Appropriation Act, 1910)	....	....	100,000

The above, with the balance brought forward, gives a gross total of £3,921,695. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £2,921,000, leaving an estimated balance of £1,000,695 to be carried forward to next year.

RAILWAY-CONSTRUCTION.

The following sections of railway were opened for traffic during the last financial year or since its close:—

	M.	ch.	Opened.
Hukerenui to Towai	4	30	2nd May, 1910.
Wellsford to Te Hana	3	27	16th May, 1910.
Huiroa to Te Wera	6	77	20th June, 1910.
Domett to Mina	3	63	1st August, 1910.
Ngahere to Blackball	3	40	1st August, 1910.
Lawrence to Big Hill	7	37	4th October, 1910.
Broken River to Cass	15	22	12th December, 1910.
Kawakawa to Towai	21	18	13th April, 1911.
Seddon to Ward	14	44	15th April, 1911.
Waimahaka to Tokanui	8	27	20th September, 1911.
Kioreroa to Onerahi (Grahamtown Wharf, Whangarei)	2	50	2nd October, 1911.
Total	91	35	

In addition to the above, the following sections are approaching completion and will be ready to hand over to the Railway Department for regular working shortly:—

Waikohu to Otoko	7	75
Te Wera to Pohokura	8	55
Kiwi to Tui	3	17
Westport to Te Kuha	5	74
Cronadun to Landing	8	40
Houipapa to Papatupu	3	42
Total	37	63

The total expenditure on railway-works last year amounted to £1,183,933, made up as under:—

	£
Construction of new lines	743,145
Additions to open lines	360,926
Wellington-Hutt Railway Duplication	19,511
Railways Improvements Account	60,351
Total	£1,183,933

I will now give a brief account of what has been done on the several railways which have been in hand during the year, and state what is proposed regarding each for the current year.

KAIHU EXTENSION.

The formation on this line, carried out some years ago by the Kaihu Valley Railway Company, has all been resurveyed and the line relocated. The widening and completion of the formation is now well in hand, and a start is about to be made with the erection of the bridges. Tenders for the bridges were invited, but the result was not satisfactory, and it has accordingly been decided to carry out the work under the direct control of the Department's Resident Engineer.

The expenditure during last financial year was small—namely, £2,327; but for the current year a vote of £15,000 is asked for.

KAWAKAWA—HOKIANGA.

Very satisfactory progress has been made with the works on this line, and ground has been broken at intervals over nearly the whole of the authorized section, and rail-laying at the Kawakawa end has been begun. Such good headway having been made, it will be desirable to have the second section of the line—namely, from Kaikohe to Horeke—authorized during the present session, and provision for this will be made in the Railways Authorization Bill accordingly.

The expenditure on the line during last financial year amounted to £13,119, and for the current year a vote of £60,000 is asked for.

KAWAKAWA—GRAHAMTOWN.

This railway is now open for traffic for the whole distance between Kawakawa and Whangarei. The section between Hukerenui and Towai was opened in May, 1910, and the remainder of the line between Towai and Kawakawa on 13th April last. The extension from Whangarei to deep water at Grahamtown, including the Grahamtown Wharf, has also just been finished, and was handed over to the Railway Department for regular working on the 2nd instant.

Last year's expenditure on this railway amounted to £65,936. For the current year a vote of £15,000 is required to meet the expenditure which has taken place since 31st March last, and to provide for a few finishing works.

NORTH AUCKLAND.

An exceptionally good year's work has been done on this railway. The section between Wellsford and Te Hana, 3 miles 27 chains, was opened for traffic on the 16th May, 1910, and the further section to Kaiwaka, 8 miles 65 chains, is approaching completion, the rails being now laid into the Kaiwaka Station. The Ross Hill Tunnel was also completed and lined during the year. Work on the Otamatea and Bickerstaffe sections has been vigorously proceeded with, and contracts let for the Otamatea Bridge at Young's Point, and for a shipping wharf at the same place. A commencement has been made with the Bickerstaffe Tunnel, and the Maungaturoto Tunnel will shortly be taken in hand. The permanent survey of the line from Maungaturoto to McCarroll's Gap is proceeding and making satisfactory progress. It is proposed to ask Parliament to authorize a further extension of the line—namely, from McCarroll's Gap to the left bank of the Wairoa River, in the Maungaru Survey District—being an additional length of about twenty-five miles. This extension will connect with the Wairoa River, and thus enable water-borne freight to be brought to the railway from a considerable distance.

As soon as a suitable length of the railway at the Wairoa River end can be surveyed, it is proposed to put construction in hand at that end and work southwards, so as to meet the construction parties already working from Te Hana northwards.

The expenditure on the North Auckland Railway during the previous financial year was stated to be a record, but I am glad to say that last year's expenditure was even larger, having amounted to no less than £73,042. For the current year a vote of £120,000 is proposed.

Honourable members will recollect that during last recess a Royal Commission was appointed to inquire as to the best route for the extension of this railway north of McCarroll's Gap, and it is very pleasing to me to be able to announce that the Commission, after going very exhaustively into the matter and taking a large amount of evidence, came to a unanimous conclusion—namely, that the railway should be expeditiously constructed to a junction with the section of the Kawakawa-Hokianga Railway, now in course of construction between Kawakawa and Kaikohe, by a route lying to the westward of the Tangihua Range. The Commissioners report that the route selected traverses throughout its entire length a large area of rich pastoral land of uniform quality capable of carrying a large population when removed from its present isolation. I have already stated that provision will be made in the Railways Authorization Bill to sanction the construction of the first portion of the line recommended by the Commission.

HUNTLY-AWAROA.

Honourable members will recollect that the construction of the first section of this railway, three miles in length, was authorized last session. A contract for the large combined road and railway bridge over the Waikato River has been let, and the work is now in progress. The survey of the remainder of the three-miles section has been started so that construction-works thereon can shortly be commenced. It is also proposed to ask Parliament during the present session to authorize a further section of the line, about four miles and a half in length. This extension, besides opening up much valuable coal-bearing country, will be in the direction of an easy saddle which exists towards the Waingaro and Raglan country, so that a further extension of the line in that direction will be practicable at a later date.

Only a very small sum came to charge against last year's vote, but for the present year an appropriation of £20,000 will be required.

RAETIHI-MAIN TRUNK.

The opening of the North Island Main Trunk Railway has led to a considerable development of the sawmilling industry between Ohakune and Raetihi, and urgent representations have been made to the Government as to the necessity of a branch line of railway from either Ohakune or Rangataua to enable the numerous sawmills to gain access to the railway system, and also to connect the agricultural district of Raetihi with the Trunk line. Provision will accordingly be made in this year's Railways Authorization Bill for the construction of a branch railway for a distance of about nine miles.

A vote of £15,000 is included in the estimates to make a commencement with the work.

EAST COAST MAIN TRUNK.

In my last year's Statement I mentioned that a commencement had been made with the section of this railway from Maunganui Bluff (Tauranga) to Te Puke. The formation-works on this section are now nearly finished, rail-laying has been begun, and a locomotive and ballast-wagons have been sent to Tauranga for use in ballasting the line.

An extension of the line from Te Puke to Paengaroa was authorized last year, and this section is now being surveyed. As the construction-works will be of an easy character, it will not take very long to complete the formation, and it

is consequently desirable to have a further section authorized during the present session, and provision for this will be made in the Railways Authorization Bill.

It is also proposed to put in hand a section of the line between Waihi and Tauranga—namely, from Waihi to Athenree; also a westerly extension of the line already in course of construction, near Tauranga, as far as the right bank of the Wairoa River, a length of about eight miles. Provision for these extensions will be made in the Railways Authorization Bill.

On the Gisborne—Motu division of the railway a very large amount of work has been done. I mentioned last year that ballast-trains were being run as far as the Otoko Viaduct, but that they could not proceed beyond that point pending the completion of that structure. To enable rail-laying to be proceeded with, a cable-way was constructed across the Otoko Gorge, and by this means a locomotive was transported to the farther side of the river, and platelaying carried on for an additional four miles and a half. The viaduct is now nearing completion, and as soon as it is available for traffic ballasting can proceed for a considerable distance ahead. A very large amount of work has been done on the Rakauora and Matawai sections, and the formation now extends considerably beyond the Summit at 41 miles—namely, as far as the 43-mile peg. I mentioned last session that the expenditure during the previous financial year had been by far the largest on this line since the works were started, but during last year the amount was even larger.

In the Railways Authorization Bill, 1910, provision was made for the construction of a section of the line from Gisborne towards Napier, and since its authorization a considerable amount of survey has been done, and during the present year it is proposed to put formation work in hand.

It is intended this year to ask the House to authorize a section of the line from Napier towards Gisborne, and in anticipation of this being approved a surveyor has been sent to undertake the location of the first section.

The expenditure on the different divisions of the East Coast Main Trunk Railway during last financial year was as under:—

Tauranga—Paengaroa	...	...	...	...	...	£	15,292
Gisborne—Motu	...	...	...	...	...		68,668
Napier—Gisborne	...	...	...	...	...		131

For the current year the following votes are proposed:—

Waihi—Tauranga	...	...	...	...	...	£	15,000
Tauranga—Paengaroa	...	...	...	...	...		30,000
Gisborne—Motu	...	...	...	...	...		85,000
Napier—Gisborne—							
North end	...	...	...	...	...		15,000
South end	...	...	...	...	...		20,000

STRATFORD—MAIN TRUNK.

Very good progress has been made with the works on this line. The section between Huiroa and Te Wera was opened for traffic on the 20th June, 1910, and the further section to Pohokura is finished, but is being retained by the Public Works Department in consequence of its being required in connection with the construction of the next section. Goods and passengers are, however, being regularly conveyed not only to Pohokura, but to the foot of the Whangamomona saddle on the next section, so that the settlers are reaping the benefit of railway communication. The Whangamomona Tunnel, which is over 30 chains in length, is proceeding satisfactorily, the bottom “headings” having already met, and enlarging to full size and lining is now being pushed on. Clearing and fencing on the Tahora section have been commenced, and the location survey of a further extension is in hand.

Survey-work has also been in hand for some time at the eastern end of the line, and construction operations will be undertaken as soon as a section of convenient length has been finally located.

The expenditure on this line last year amounted to £76,234, and for the current year I am asking for a vote of £100,000.

MOUNT EGMONT BRANCH.

The survey of the extension to the quarry-site is now finished, and clearing work has been undertaken, not only on this section but also on the rope-incline road, and some earthworks are now in hand.

The expenditure last year was £882. For the current year a vote of £15,000 is provided.

SOUTH ISLAND MAIN TRUNK.

At the north end of this line the section between Seddon and Ward has been completed, and was opened for traffic on 15th April last, and considerable progress has been made with the formation of the Mirza section. Work has also been begun on the section to the Ure River authorized last session. It will be necessary to authorize a further section this year, and provision will accordingly be made in the Railways Authorization Bill for extending the line to the south side of the Keckerangu River, about eight miles and a half beyond the Ure River.

At the south end the section between Domett and Mina was completed and handed over to the Railway Department in August, 1910, and good progress has been made with the Parnassus section. The large combined road and railway bridge over the Waiau-ua River has been completed, and is already in use for road traffic.

A commencement has also been made with the formation on the Mendip section, which was authorized last session. At this end of the line, also, it will be desirable to authorize a further extension, and provision will accordingly be made in the Railways Authorization Bill for another section, about ten miles in length, extending as far as the confluence of the Charwell and Conway rivers. Last year's expenditure on the railway amounted to £51,587—namely, £21,111 at the north end and £30,476 at the south end. For the current year it is proposed to ask for a vote of £55,000—namely, £20,000 for the north end and £35,000 for the south end.

MIDLAND.

At the Nelson end of this line the section between Kiwi and Tui has been finished, but as a matter of departmental convenience is still retained by the Public Works Department, though traffic for the settlers is being run over it.

The work on the Glenhope section is also approaching completion, and it is expected that this section will be available for traffic about March next, when the whole line to Glenhope will be handed over to the Railway Department for regular working. A commencement will shortly be made on the further section between Glenhope and the confluence of the Hope and Buller rivers, the location survey of which is well in hand. It is proposed to ask for an authorization of another section of this line, about nine miles in length—namely, to the confluence of the Owen and Buller rivers, and provision for this will be made in the Railways Authorization Bill.

At the Reefton end the section between Cronadun and the Inangahua Landing is practically finished, and work is in hand between the Landing and the Inangahua Junction. The exact site of the Junction Station has not at present been fixed, but surveys are now in hand to determine the best point for the crossing of the Buller River, as on this the question of the location of the Junction Station largely depends.

A great deal of work has been done on the Canterbury–Westland portion of the line. In the Arthur's Pass Tunnel the "heading" has been driven for a total distance of 1 m. 68 ch., leaving 3 m. 37 ch. yet to be pierced, and nearly a mile and a half has been enlarged to the full size and lined. A good deal of work has also been done outside the tunnel, and at the Otira end the embankment has now reached the bed of the Otira River, and some groins and protective works have been constructed. Some bank-formation has also been done at the Bealey end.

Between Broken River and the tunnel the works have been in hand under the co-operative principle, and very satisfactory progress has been made. The

section between Broken River and the Cass, 15 m. 22 ch. in length, was opened for traffic in December last, and a further section eleven miles long is approaching completion and is expected to be ready for traffic about the end of the current financial year. This section includes the bridges over the Cass and Waimakariri Rivers, and will carry the line up to the Bealey Valley, and reduce the distance which will have to be travelled by coach between the railheads to about fifteen miles.

The expenditure on the different sections of the Midland Railway during the year was as under :—

	£
Nelson end	23,861
Reefton end	15,675
Otira-Bealey... ..	73,179
Broken River-Bealey	38,913
Total	£151,628

For the current year the following appropriations are proposed :—

	£
Nelson end	35,000
Reefton end	20,000
Otira-Bealey... ..	90,000
Broken River-Bealey	50,000
Total	£195,000

WESTPORT—INANGAHUA.

The first section of this railway between Westport and Te Kuha, 5 m. 74 ch., is finished, except the station-buildings, which are well in hand. On the completion of these buildings the section will be handed over to the Railway Department for regular working. Beyond Te Kuha the work is in progress for rather more than three miles, partly on the co-operative system and partly under small contracts let by public tender. The work is making very satisfactory progress, and it will be necessary to ask this year for the authorization of a further section of the railway, and provision will be made for this in the Railways Authorization Bill.

The expenditure last year was £18,557, and for the current year a vote of £30,000 is asked for.

NGAHERE—BLACKBALL.

This railway has been open for traffic for some time, but a good deal of work was done upon it last year, the expenditure having amounted to over £11,000. A few completion-works remained to be executed on 31st March last, and a small vote of £2,000 to provide for these is included in the estimates.

GREYMOUTH—POINT ELIZABETH.

The main line of this railway is complete with the exception of the centre rail, but some little work yet remains to be done on the back-shunt at the end of the line, where extensive slips have occurred. The whole railway will, however, be in working-order by the time the new State mine is in a position to put out coal.

The expenditure last year amounted to £47,081, and for the current year a vote of £25,000 is asked for, and will be sufficient to complete the line.

ROSS—MIKONUI.

The local authorities in the Westland District—including the County Council, the Kumara, Hokitika, and Ross Borough Councils, the Hokitika Harbour Board, and the South Westland Railway League—have for some time past asked for an extension of the railway from Ross to Waitaha, and the Government, after carefully considering the matter, proposes to undertake the first section of the line—namely, as far as Mikonui, a distance of about four miles. Formal authority for the construction of the line will be asked for in the Railways Authorization Bill, and a vote of £5,000 on account of the cost is

included in the estimates. This line will provide an outlet for a very large quantity of milling-timber as well as opening up a considerable area of agricultural land.

WAIMATE BRANCH EXTENSION.

Petitions have from time to time been presented to Parliament praying for an extension of the Waimate Branch Railway from its present terminus at the Waihao Downs to Waihaorunga, and it is considered that the time has now arrived for the work to be taken in hand. Provision for a suitable extension of the line will accordingly be made in the Railways Authorization Bill, and a vote of £5,000 has been included in the estimates to make a commencement with the work.

LAWRENCE—ROXBURGH.

The section between Lawrence and Big Hill, 7 m. 37 ch. in length, was handed over to the Railway Department for regular working in October, 1910. Work in the Big Hill Tunnel is now in hand, and the construction of the line to Beaumont is making satisfactory progress.

The expenditure last year amounted to £3,894, and for the current year a vote of £20,000 is provided.

CATLIN'S—WAIMAHAKA.

At the Catlin's end of the line the Papatupu section—3 m. 42 ch.—has been completed, but is retained by the Public Works Department for the present so as to facilitate the transport of ballast from the Houipapa Quarry to the sections of the line under construction. Further substantial progress has been made with the work on the Puketiro and Papatowai sections. The rails are now laid to Puketiro Station, three miles and three-quarters beyond Papatupu. So well are the works proceeding that it will be necessary to authorize a further section of the line during the present session, and provision will accordingly be made in the Railways Authorization Bill for a five-miles extension to near the confluence of the Back Creek with the Tahakopa River.

At the Waimahaka end the section from Waimahaka to Tokanui has been completed, and was recently handed over to the Railway Department for regular working. It is proposed to ask the House to sanction the construction of a further section of the line in the direction of Catlin's—namely, from Tokanui to Block XII, Mokoreta Survey District, a length of about five miles and a half.

The expenditure on the railway last year amounted to £56,592, and for the current year a vote of £80,000 is asked for—viz., £60,000 for the east end and £20,000 for the west end.

WINTON—HEDDON BUSH.

For many years past the Government has been pressed to connect the rich agricultural district of Heddon Bush with the railway system, and it is felt that this very reasonable request cannot any longer be denied. The line from Winton to Heddon Bush would be of very moderate length, and as the country is exceedingly favourable for railway-construction it is believed it can be built for less than £4,000 per mile. Provision for it will therefore be made in the Railways Authorization Bill, and a vote of £10,000 as a first instalment of the cost of its construction has been included in the estimates.

OREPUKI—WAI AU EXTENSION.

Even before the completion of the line to the Wai au (Tuatapere) an agitation arose for its extension to Waicola and Orawia, but as there was some doubt as to the best route for the extension the matter was allowed to remain in abeyance for a time. It is now proposed to extend the line to Orawia, and provision for such extension will be made in the Railways Authorization Bill. A vote of £5,000 for the line appears in the estimates.

TOTAL APPROPRIATIONS FOR RAILWAY-CONSTRUCTION.

In addition to the votes already mentioned, an appropriation of £110,000 is required for permanent-way materials for all lines ; also £2,500 for land-claims and liabilities on account of votes of previous years which have not been renewed ; also a vote of £2,500 for surveys of new lines, making the total proposed vote for railway-construction purposes £1,083,000.

OTHER RAILWAY-WORKS.

During the year under review the sum of £248,075 was spent in providing additional rolling-stock and workshop machinery for the working railways, and £112,851 in tablet appliances, signals and interlocking, telegraph and telephone extensions, water-services, sidings, wharves, reclamation-work, dwellings, reduction of grades and improving of curves, and additions to station accommodation, making the total expenditure under the heading "Additions to Open Lines" £360,926.

Considerable progress has been made with the Dunedin–Mosgiel duplication, and gangs of men are now engaged in the tunnel and formation-work between Burnside and Mosgiel.

The expenditure last year on railway duplications and contingent works was £95,347, made up as follows :—

	£
Wellington–Hutt duplication-works	19,511
New Hutt Road, including land for same	15,485
Auckland–Penrose duplication-works	75
Addington–Rolleston duplication-works...	1,805
Dunedin–Mosgiel duplication and deviation of line	58,471
	£95,347

For the current year provision has been made on the estimates to the extent of £85,324, namely :—

	£
Wellington–Hutt duplication-works	1,324
New Hutt Road	14,000
Dunedin–Mosgiel duplication and deviation of line	70,000
	£85,324

The amount proposed to be voted for the current year for "Additions to Open Lines" is £370,000, of which the sum of £225,000 is for new rolling-stock and additions to workshops machinery, and £20,000 for the new steamer for Lake Wakatipu.

DEVELOPMENT OF WATER-POWER.

In pursuance of the intention announced in my last year's Statement, to appoint an Electrical Engineer, Mr. Evan Parry has been appointed to the position, and entered on his duties in July last.

Much preliminary work has been carried out in connection with the Lake Coleridge scheme. The available market for power in the Canterbury District has been investigated and the requirements ascertained, and plans and specifications are in course of preparation for works to provide for an ultimate demand of 10,000-horse power, and tenders will shortly be invited for a first instalment of the plant. Arrangements are being made for completing the first section of the works in two years.

It is estimated that a capital expenditure of about £375,000 will be required to efficiently instal the full 10,000-horse-power plant, and that when installed the district between Rangiora in the north and Timaru in the south can be supplied with electrical energy, with branch lines to the different farming centres. It is hoped to make the system serviceable to country residents as well as to the inhabitants and industries of the cities and larger towns. In this we have very striking precedents in Switzerland, France, Germany, and, latterly in England, where farms and cottages in rural districts are supplied with electricity for lighting and power purposes at cheap rates.

The estimates of capital outlay and operating-expenses indicate that power can be supplied at about £6 10s. per horse-power per year for wholesale supply for distribution and for factories.

Although the Lake Coleridge system is the first in importance owing to the urgent demand for an adequate supply of power in the city and suburbs of Christchurch, other available sources of electrical energy are receiving attention.

An investigation of the available market in the Whangarei district, where hydro-electric power is available from the Wairua Falls, has been made, with satisfactory results, and preliminary steps are about to be taken for the development of power from those falls and from Lake Waikaremoana. The Electrical Engineer will visit both sources of power at an early date.

It is of fundamental importance for the future development of this work that the fullest possible information should be collected with regard to the rainfalls and variations in flow of our principal rivers over an extended number of years. This information is essential in order that, as the population and the markets develop, accurate and reliable estimates may be formed of the water-power available to meet the demands. For this purpose gaugings will be undertaken of all rivers and streams which are likely to be put under control.

RAILWAY ELECTRIFICATION.

The conditions pertaining to the electrification of the Christchurch-Lyttelton Railway are being investigated, and the requirements ascertained. It is anticipated that with a supply of power available from Lake Coleridge the conversion from steam to electric working will be profitable, and tenders for the work will be invited in due course with a view to its completion as soon as possible after the supply of current becomes available.

After the application of electricity to the working of this line, its application to other sections will be considered. In the meantime all information on the subject is being collated, and the progress of electrification of railways in other countries is being carefully watched. In view of the rapid extension of electric working in France, Germany, Switzerland, Norway, United States, and England, it is intended to make a systematic study of the traffic and train movements throughout the Dominion, with the object of ascertaining definitely the power requirements of the different sections. In other countries the electric working of railways, which has previously been limited to suburban services, is now being extended to main and branch lines, not only where the traffic is heavy, but also on lines with a comparatively infrequent service.

The Department is consequently studying the application of electricity not only to suburban services, where its usefulness is undoubted, but also as an alternative to regrading, which is proving necessary on many of the main lines in order to cope with the increasing traffic.

The use of electric traction would dispense with the necessity of regrading in a great many cases, inasmuch as steeper grades can be worked with electric haulage and at higher speeds than with steam-engines. On new lines also it would be possible to reduce the cost of construction considerably, and to expedite the work by the adoption of higher ruling maximum gradients than are possible with steam haulage, but which can be advantageously operated electrically.

IRRIGATION AND WATER-SUPPLY.

The surveys and explorations in connection with irrigation-works in Otago have been vigorously proceeded with during the year.

In the Ida Valley, the irrigable area is divisible into several sections, each section requiring different treatment. It is intended to deal first with the southern section, which contains some of the best land, and the surface characteristics of which are such as to render it suitable for irrigation with a minimum of expense. The water required for this portion can be obtained directly by gravitation, the chief sources of supply being the Manorburn and the Poolburn, in each of which it is proposed to erect two dams at favourable

points in their upper reaches. One of the reservoirs will have a capacity of approximately 1,400 million cubic feet. The others, though not of such large proportions, will still be of very considerable extent, the total area of water impounded being 2,887 acres of varying depths up to 78 ft.

As the rainfall in this region has in the past shown remarkable fluctuations, being in the years of greatest precipitation as much as two and a half times that of other years, it is probable that the dams which will be constructed will not fill all at once, and possibly not for a year or two; but when once filled there will be a large surplus from wet seasons available to assist during dry years. With the water available we expect to irrigate about 16,000 acres by gravitation.

It will be possible, by pumping up the surplus water which will run off after the irrigation of the higher parts of the valley, to irrigate a second block situated lower down the valley; and, after some years of constant application of large bodies of water have caused the ground-water level throughout the valley to rise, a third area may even be served by pumping from the same source.

As the water is being brought from the Manorburn into the Ida Valley district it falls, in one case, 220 ft. in a distance of 13 chains. This would be a good site for a hydro-electric-power station, from which power could be transmitted and used in pumping water from the Manuherikia River to irrigate a further section of the Ida Valley.

The Cromwell Flat is a locality for the irrigation of which there has been an agitation for many years. The water of the Roaring Meg has been retained by the Government, and can be used by direct gravitation to serve practically the whole flat; and although, owing to the extreme porosity of the soil, it may be necessary to pipe a great many of the distributaries, the scheme has promising features. The landowners will be invited to enter into the agreements required by the Public Works Act, with a view to this scheme being authorized at an early date.

The water-rights of the Last Chance Gold-mining Company have been purchased, which will render water available for the irrigation of such country as is suitable in the locality of Bald Hill Flat.

The flat ground between Clyde and Alexandra, also the Moutere Flat and the Galloway Flat, for the irrigation of which there has been a great deal of local agitation, can probably be served from the Manuherikia River, and without expensive impounding-reservoirs.

The irrigation of the Maniototo Plain is also being considered. With the water that could be impounded in the Serpentine Reservoir (10,000 million cubic feet) it would be possible to irrigate at least 65,000 acres of land, after making a liberal allowance for probable loss by evaporation, seepage, and waste; and, in the conveyance of this water from the reservoir to the land to be irrigated, power to the extent of about 9,000-horse power can be generated, which could be transmitted electrically to pump residual water to irrigate a further area, or used for industrial purposes.

Coming now to the work which has been actually accomplished: The first scheme to be completed was the irrigation of the Steward Settlement, an area of over 21,000 acres lying immediately south of the Waitaki River. The water for this area is taken from the Waitaki, a never-failing source of supply, and led by means of a branching system of distributaries so as to command every section (except one small one) on the settlement. In carrying out the scheme, sixty-three miles of races were constructed, ranging from 18 in. to 12 ft. in width. To reduce the fall and prevent scour, forty-two masonry overfalls were constructed, and the races, where they run over terraces, varying in height from 5 ft. to 30 ft., have been lined with concrete.

Though the bulk of the races were not constructed in time for last year's harvest, a few of the settlers were able to make use of the water towards the end of the season, and the effect upon the crops was excellent.

A portion of the Otekaike Settlement on the western side of the Otekaike River, and lying between the foothills and the Waitaki River, was surveyed, and a scheme of irrigation drawn up and put in hand. The whole of the main race, five miles in length, has been finished, and the major part of the distributaries

necessary to serve approximately 1,000 acres is almost completed, so that the water will be available during the ensuing irrigating season. The supply for this scheme is from the Otekaike River, in which the water disappears under the shingle for many months in the year. In order, therefore, to insure a supply during the period required, it was decided to bring the main race from a point some miles above the land to be irrigated where the river is confined in a rock-bound gorge. Even there the bottom of the gorge is covered with over 10 ft. of shingle carrying much water. Here a coffer-dam was constructed and the shingle excavated down to solid rock, and a concrete diverting-weir built so that all the water flowing might be available. This was a work of considerable difficulty owing to the very porous nature of the shingle and the large quantity of water flowing therein. The water now runs freely from the intake to the end of the furthest distributary, even when only one Government head of water is turned through the intake sluice-gate. There are some splendid areas of land admirably situated for irrigation at various points along the Waitaki River which are well worth consideration.

In connection with irrigation generally, accurate gaugings of the Taieri and Manuherikia Rivers have been taken at high, low, and mean levels of the rivers, and, in the case of the Taieri, at many intermediate stages.

The expenditure last year amounted to £7,980, of which the expenses in connection with the Steward Settlement and Otekaike schemes, amounting to £6,418, were charged to the Lands and Education Departments, and £1,562 spent in survey-work in connection with the Ida Valley and other schemes to the special vote for irrigation and water-supply. The vote proposed for the current year under this latter heading in the estimates now submitted is £30,000.

PUBLIC BUILDINGS.

The total expenditure on public buildings last year amounted to £432,750, being a considerable increase on that of the previous year. This was owing to the great expansion of business throughout the Dominion. The amount is made up as under:—

	£
New buildings (Class XX, Public Works Fund)	325,613
Maintenance-works (Class V, Consolidated Fund)	49,566
Maintenance-works (Schools), (Class XV, Consolidated Fund)	57,571
	£432,750

For the current year the following appropriations are proposed:—

	£
New buildings (Public Works Fund)	449,000
Maintenance-works (Consolidated Fund)	53,977
Maintenance-works (Schools), (Consolidated Fund)	90,300
	£593,277

GENERAL.

Under this head provision is made for continuing work on the Christchurch and Invercargill departmental buildings; for new Government Buildings at Hamilton, Gisborne, New Plymouth, and Masterton; for the completion of the Government Buildings at Hokitika; for new offices for the Stamps and Native Departments in Wellington; for making a commencement with the new Parliament Buildings; and for sundry other items.

In connection with the new Parliament Buildings, competitive designs were invited from architects practising within the Dominion, and four premiums, ranging from £1,000 to £200, were offered. The invitation met with a spirited response, and by 31st August, the closing date of the competition, thirty-three designs of a high average order of merit were received. In accordance with the conditions governing the competition, the Government secured the services of Colonel W. L. Vernon, formerly Government Architect of New South Wales,

and a distinguished member of his profession, to act as assessor and award the premiums. Colonel Vernon went very carefully into the merits of the various designs, and his report has already been published.

JUDICIAL.

Courthouses.—The principal works undertaken were new buildings at Taumarunui, Opotiki, Waverley, and Petone; and additions at Gisborne and Timaru.

For the current year votes are asked for new buildings at Kaitaia, Kaikohe, Waipu, Auckland, Otorohanga, Ohakune, Raetihi, Wanganui, Masterton, Takaka, Greymouth, Cheviot, and Methven; for additions at Hamilton and New Plymouth; and for converting the police-station at Warkworth into a Court-house.

Gaols.—The principal expenditure last year was in connection with the new wing at Mount Eden, Auckland, the gaol at Invercargill, and the police-gaol at Gisborne.

The new votes include warders' cottages at Invercargill and Wellington, and provision for a reformatory farm.

Police-stations.—The expenditure under this head was chiefly in connection with the erection or purchase of country and suburban stations.

Owing to the increase of population in newly settled districts and the need of better buildings in the older settlements, a number of new structures were required, and during the year new stations were completed at Wellsford, Parnell, Frankton, Pongaroa, Otaki, Johnsonville, Motueka, Blackball, Greymouth (police-gaol), and South Invercargill. Substantial additions were made at other stations, and suitable residential properties were purchased at Remuera, Waitara, and New Plymouth (Fitzroy). Sites for new stations were also acquired in different localities.

On this year's estimates provision is being asked for the erection of a number of very necessary buildings, some of them to replace rented premises, which are frequently inconvenient, and are responsible for a somewhat large annual charge against the Police Department.

Among the more important works that are being proceeded with under last year's votes, and which will soon be completed, are additions to the Mount Cook (Wellington) Police-barracks, and a gymnasium and other accommodation at the Police-training Depot at Wellington South.

POST AND TELEGRAPH.

The expenditure on Post and Telegraph buildings is on the increase. The largest outlay last year occurred in connection with the new General Post Office in Wellington and the new Chief Post-office in Auckland, the expenditure on these two buildings during the year having amounted to £66,777. Other important offices that have been in hand are those at Helensville, Avondale, Mount Roskill, Frankton, Wairoa, Bull's, Westport, Waiau, Christchurch (Ferry Road), Addington, Rakaia, Wainate, St. Kilda, and a number of others. A valuable property has also been acquired at Wanganui.

Owing to continued expansion of business, provision will have to be made for a considerable expenditure on building account this year in order to afford sufficient accommodation for carrying on the work with satisfaction to the public. As will be seen, there are large appropriations on account of the new buildings at Auckland and Wellington; also votes for new buildings at Wellesley Street (Auckland), Ponsonby, Te Aroha, Rotorua, Manaia, Blenheim, Westport, Sydenham, Akaroa, Balclutha, and Kaitangata, and for a bulk-store at Wellington. Provision has also been made for new buildings at a number of other places.

Votes are provided for the purchase of new sites or sites and buildings at Kawakawa, Hikurangi, Otahuhu, Raglan, Tokaanu, Wellington North, Adelaide Road (Wellington), Little River, and Ravensbourne.

MENTAL HOSPITALS.

New laundry machinery has been installed at Auckland, and tenders have been invited for extensive additions to the buildings to meet present and future requirements. The Wolfe Bequest Reception-house has been completed and is in occupation.

At Tokanui buildings for the new mental hospital necessary to relieve, but not to replace, the existing institutions are about to be erected at the extremity of the property nearest Te Pahi Railway-station. The area of land is 5,000 acres, and the intention is to build separate erections for the accommodation of each class and subclass of patients. There are very fine building-sites for this purpose sufficiently separated to eliminate the sentiment of a large institution. A start has been made in working the land, and when this can be extended by the labour of patients the property will be improved so much in excess of its cost that, quite apart from the ideal conditions for the treatment and classification of patients, it will be seen that the selection of this area was a very wise step.

At Porirua the extensive additions were furnished, and immediately occupied. A second water-reservoir is being constructed, and many minor works have been carried out. The area of land in connection with the hospital is hardly adequate for the number of patients, and an additional area of eighty acres has been leased. The limited extent of land available will preclude any considerable extension of the buildings, but it is contemplated to make a moderate addition on the lines of the Wolfe Bequest Hospital in Auckland.

At Sunnyside a refrigerating-plant is being put in, and an extension of the single-room accommodation has been provided on the women's side. It is proposed to repeat here also the plan of the Wolfe Bequest Hospital in order that as many patients as possible may in the first instance be received and treated there instead of in the main institution.

At Seacliff the dry weather has demonstrated beyond question the necessity for an improved water-supply, and the necessary works are in progress. Some minor additions to the buildings are being carried out, and the accommodation at the auxiliary institution at Waitati is to be extended.

SCHOOLS.

During the year the sum of £124,926 was expended out of the Public Works Fund on school buildings and £57,571 out of the Consolidated Fund. As usual, the greater part of this amount was paid to Education Boards, High School Boards, and other controlling authorities as grants for the erection of new buildings and additions, and for the purchase of sites and equipment, &c., for primary schools (including teachers' residences), secondary and technical schools, training colleges, and university colleges.

The following were the principal works carried out directly under the control of the Government: Completion of the principal's residence and a classification cottage at the special school for boys, Ōtekaikē; installation of a gas-lighting plant at Te Oranga Home (girls' reformatory), Christchurch; completion of a new wing at Burnham Industrial School; additional rooms for the staff and another cottage home at the Boys' Training Farm, Weraroa; part purchase of land, buildings, stock, and equipment for the Boys' Industrial School, Stoke, Nelson; and four new Native schools, as well as additional accommodation at several existing ones.

WORKERS' DWELLINGS.

On the supplementary estimates last year a vote of £15,000 was taken for workers' dwellings, and considerable preliminary work was done in pursuance of this appropriation. On the current year's estimates largely increased provision has been made—namely, for the acquisition of suitable sites, for road-formation to give access to same, and for the erection of suitable buildings. This work is being carried out under the direction of the Department of Labour.

HOSPITAL BUILDINGS.

Under the heading of "Hospitals and Charitable Institutions" the principal items of expenditure were in connection with the Reefton Hospital, the St. Helens Hospital at Auckland, and the Auckland Veterans' Home. The current year's estimates provide for a renewal of the vote for a site and buildings for a new St. Helens Hospital, Wellington; for a new St. Helens and site at Christchurch; for additional hospital accommodation at Rotorua; and some other minor works.

AGRICULTURAL TRAINING WORKS.

Last year saw the completion and equipment of the training quarters at the Ruakura Farm of Instruction, and a number of lads are now in residence there. Further drainage operations have been carried out at Ruakura during the year. The land is very responsive to draining, and the marked improvement effected by this means since the farm was taken over has been a valuable object-lesson. Steps were taken last year to provide a permanent water-supply for Waerenga and Ruakura. At Weraroa stumping was carried out, which will enable more land to be brought under profitable cultivation.

For the current year provision is made for the purchase of land for an experimental farm which it has been decided to establish in the South Island. New buildings required on experimental farms are also provided for. This is in continuation of the policy of gradually replacing the original buildings on the farms with buildings more in keeping with the character of the places, and better adapted for economically working them.

ROADS AND BRIDGES.

Liberal provision was made on last year's estimates for roads, and every effort has been made since the votes were passed to push on energetically with the works. No time was lost in offering to local bodies the expenditure of such votes as it was anticipated they would be prepared to undertake. The expenditure of 1,503 items, totalling £292,116, was offered to local bodies, the offers in respect of the items provided for on the main estimates being made on the 15th and 16th November, and in respect of the supplementary estimates on the 12th and 13th December.

When the offers to local bodies were made, they were invited to submit proposals for expenditure at as early a date as possible, and informed that authority would be issued so soon as such proposals had been approved. Between the 30th November and the 31st March no less a sum than £225,768 was authorized to local bodies and departmental Engineers, and between 31st March and 31st July authority for a further sum of £70,945 was issued.

Some few local bodies declined to take up the items offered to them, others selected only those which presented little difficulty or expense in carrying out, and in almost every case where the local body was unwilling to undertake any particular work authority was promptly issued to the Department's local Engineer to carry it out. On the whole, however, the response may be regarded as quite satisfactory, so far as the willingness of local bodies to undertake work is concerned.

Despite the fact that votes were made available at the earliest possible date, the expenditure at the 31st March had not reached the amount I anticipated. Of course, it will be understood that at that date there were many thousands of pounds' worth of work in hand under grants, much of which has since been completed.

The system governing expenditure by local bodies of Government grants has been simplified as far as is consistent with properly safeguarding the expenditure of public money.

Last session I announced the intention of the Government to give consideration to applications for grants where the local people were prepared to help themselves. A large number of substantial votes, on a pound-for-pound basis, were accordingly provided. The expenditure of these items has not so far reached anything like the amount offered. In many cases this is doubtless

attributable to the fact that when the votes were provided local bodies had not completed their arrangements for loans. An increased number of applications has been received this year for grants on this basis.

It is unnecessary to detail all the various works carried out during the year, but they may be summarized as follows:—

New dray-roads constructed....	....	....	362 miles.
Dray-roads metalled	....	....	195 "
Bridle-roads converted to dray-roads	....	....	127 "
New bridle-roads constructed	....	....	202 "
Engineering surveys made	....	....	445 "
Dray-roads maintained	....	....	1,940 "
Bridle-roads maintained	....	....	1,073 "
Bridges constructed, 20 ft. in length or over	....	....	149 "
Stock-bridges	....	....	72 "

ROADS ON GOLDFIELDS.

The authorizations last year under this head were £86,795, on account of which a vote of £53,420 was taken. The vote was made up of a large number of quite small items. It is proposed to continue to assist local bodies by means of grants and subsidies towards the construction of roads and tracks to enable plant and stores to be conveyed to mines in course of development, and also towards the construction of tracks in new localities so as to better enable prospecting operations to be carried on.

TOTAL APPROPRIATIONS FOR ROAD-WORKS.

Last year's appropriations were as under:—

	£
Roads, &c.	312,545
Backblock roads	230,720
Roads on goldfields	53,420
Opening up Crown Lands for Settlement Account...	100,000
National Endowment Account	15,935
Land for Settlements Account	20,865
New Hutt Road	20,000
Maintenance of roads (Consolidated Fund)	30,000
Total	£783,485

The provision for the current year is as under:—

	£
Roads, &c.	253,865
Backblock roads	296,135
Roads on goldfields	50,000
Opening up Crown Lands for Settlement Account	100,000
National Endowment Account	19,350
Land for Settlements Account	20,000
New Hutt Road	14,000
Maintenance of roads (Consolidated Fund)	35,000
Total	£788,350

DEVELOPMENT OF GOLDFIELDS.

The mining industry maintains its position. The production of coal in New Zealand is steadily increasing, and affords an indication of the continual growth of our industrial enterprises. The extension of the Kumara Water-race is nearing completion, and it is anticipated that the water will be available for sluicing before the end of the financial year. The pipes have been successfully laid across the bed of the Teramakau River, and this is, I believe, the first instance of such a work being accomplished in the bed of so swiftly flowing a river as the Teramakau.

The amount expended last financial year on the development of our goldfields was £10,845, and a vote of £25,000 is proposed for the current year.

TOURIST AND HEALTH RESORTS.

The expenditure on the Rotorua Electrical Works was chiefly for completing the power-house extension, which will enable the production of a higher power, and consequently admit of a greater number of connections. Some buildings works were also carried out at Rotorua, and a bath-house has been erected at Tokaanu. Improvements have been carried out at various tourist resorts.

For the current year a vote of £15,000 is proposed, the principal works provided for being a sanatorium for workers and other buildings at Rotorua, purchase of Native-township land at Te Puia, and the new hostel at Mount Cook.

TELEGRAPH-EXTENSION.

The expenditure on telegraph and telephone extensions during the year amounted to £111,868.

The number of miles of poles and wire erected and in course of construction were 427 and 2,457 respectively.

Among the principal land-lines erected or under erection are the following: Auckland-Wellington, Hamilton-Paeroa, Gisborne-Te Karaka, Napier-Gisborne, Napier-Waipawa, Wellington-Featherston, Wanganui-Marton, Amberley-Cheviot, Springfield-Cass, Dunedin-Oamaru, Dunedin-Middlemarch, and Invercargill-Winton.

During the past year matters in connection with the installation of the wireless-telegraph system have been pushed forward with all expedition. A great deal of initial work has been undertaken in the selection of suitable sites, the acquiring of the necessary land, the formation of roads, clearing of sites, and the preparation of the plans and specifications for the buildings. Contracts have been let for the erection of two high-power stations, one at Awanui, north of Auckland, and the other at Awarua, near the Bluff. Both these stations will have a daylight range of 1,250 miles, and thus uninterrupted communication will be kept up with vessels to and from Australia. Medium-power stations, having a daylight range of 300 miles, are to be erected on Mount Etako, North Tinakori Range, near Wellington; at North New Brighton, near Christchurch; at Gisborne; and on the Government steamer "Tutanekai."

The vote asked for this year, £175,000, includes liabilities amounting to £71,904 principally for telegraph and telephone material under order at the commencement of the financial year.

LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR-DEFENCES.

LIGHTHOUSES.

The works undertaken during the year were—the completion of the Jackson's Head beacon, the erection of an automatic explosive fog-signal at Patiti Point (Timaru), and a track leading to the fog-signal at Godley Head.

The new works to be provided for are—the erection of lights at Castlepoint, North Cape, and Chickens Islands; the re-erection of the Tuahine Point Lighthouse, which had to be temporarily dismantled last year owing to serious land-slides; and the connection of another lighthouse with the telegraph system. For the works mentioned above a sum of £8,885 will be required, on account of which a vote of £4,500 is provided on the estimates.

HARBOUR-WORKS.

The principal works carried out last year were—Wharf at Matata (Bay of Plenty); extensions of existing wharves at Mercury Bay, Omokoroa, and Karamea; harbour-improvements at Matakana, Mokau, Havelock, Takaka, and Karamea; protective works at Westshore (Napier); alterations to the ponds at the Portobello fish-hatchery, and the installation of an oil-engine winch and protective works at Nugget Bay for the benefit of the fishermen at that place.

For the current year, in addition to renewing the unexpended items on last year's appropriations, it is proposed to provide for the following: Wharves at Ruakiwi (Whaingaroa), Marakopa, Needles (Manukau), Mahau (Pelorus Sound), lights at Shelly Beach and Beacon Point (Kaipara), wharf-extension at Little Wanganui, wharf and river improvements at Otaeo (Waiwawa), removal of rocks (Kaipara River), and increased grants or subsidies for—Lemon Point

(Kawhia) Wharf, Wade River clearing, Matakana River improvements, Nugget Bay Landing and oil-engine, Kohukohu reclamation retaining-wall, and Karamea River improvements.

The sum of £14,670 will be required for these works, on account of which a vote of £8,500 is proposed for the current year.

HARBOUR-DEFENCES.

A small amount of work was carried out last year, and a moderate expenditure will be necessary during the current year to provide for its completion. A vote of £3,000 for this purpose is provided on the estimates.

WAIHOU AND OHINEMURI RIVERS IMPROVEMENT.

A large amount of preliminary work has been done in pursuance of the Act passed last session to give effect to the recommendations of the Commission appointed to inquire into the silting of the Waihou and Ohinemuri rivers. The survey of the partially or totally destroyed agricultural lands is nearing completion, and the plans are being compiled. Location-work in connection with the Ngararahi and Koutou deviations of the Waihou River has been completed, and contracts are being prepared with a view of inviting tenders for the full width of the cuts down to below high-water mark. The further excavating of the cuts to their full depth will be done by means of a suction dredge which is being specially designed for this river-improvement work. The Ngararahi Cut will be about 60 chains long and 170 ft. wide, while the Koutou Cut will be about 10 chains long and 230 ft. wide. Instructions have been issued for the poisoning of the willows which encroach upon the channel of the Waihou River, and the extraction of the dead trees will be undertaken as soon as the poison has completed its work. Surveys have also been made in connection with the proposed removal of the Te Puke Wharf to a point below the Netherton Ferry.

A vote of £20,000 for this work is included in the estimates.

GROSS TOTAL APPROPRIATIONS.

In addition to the votes specifically referred to, the estimates include provision for the undermentioned services :—

	£
Departmental	48,000
Immigration	20,000
Lands-improvement	20,000
Contingent defence	20,000

thus bringing the total amount of the proposed appropriations, including special accounts, up to £3,145,674, against £3,248,210 voted and £2,039,508 actually expended last year.

EMPLOYMENT ON PUBLIC WORKS.

In accordance with the policy already outlined in the Financial Statement this year, the Government settlers who take up allotments under the proposed family land settlement system will, wherever possible, if they desire it, be employed part of their time on the public works to be promoted to give access to lands upon which they are settled.

IRON INDUSTRY.

In regard to the development of our iron-ores and ironsand, legislation will be introduced providing, in the alternative, for this purpose either by private enterprise or by the State.

CONCLUSION.

I have now reviewed the work of the past year, and given an epitome of the proposals regarding the current year. The votes proposed, while not excessive or extravagant, are nevertheless of an exceedingly liberal character, but are justified by the Government's policy of progressive development of the natural resources of the Dominion and of providing for the reasonable requirements of the people, and will admit of a satisfactory rate of progress being maintained with the various enterprises in hand. The works in progress and those proposed to be gone on with are all of a necessary character, and their execution will tend to still further advance the progress of the Dominion.

PUBLIC WORKS STATEMENT, 1911.

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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, 1911, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1910.			Expenditure during 12 Months ended 31st March, 1911.			Total Expenditure to 31st March, 1911.			Liabilities on Authorities, Con- tracts, &c. 31st March, 1911.			Total Expenditure and Liabilities.			Works.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
3	Railways ..	26,457,577	6	7	1,104,070	17	10	27,561,648	4	5	636,640	12	11	28,198,288	17	4	Railways.
4*	Roads ..	8,669,778	3	9	255,163	5	4	8,924,941	9	1	167,326	0	0	9,082,267	9	1	Roads.
5 and 5A	Development of goldfields ..	787,113	7	1	10,845	3	7	797,958	10	8	2,034	4	7	799,992	15	3	Development of goldfields.
6	Telegraphs ..	1,766,190	14	9	111,867	13	1	1,878,058	7	10	71,904	0	0	1,949,962	7	10	Telegraphs.
7	Public buildings ..	4,367,274	18	5	325,612	11	10	4,692,887	10	3	221,135	14	6	4,914,023	4	9	Public buildings.
8	Lighthouses, harbour-works, and har- bour defence ..	1,060,419	9	11	8,426	15	1	1,068,846	5	0	347	5	7	1,069,193	10	7	Lighthouses, harbour-works, and harbour defences.
..	Departmental ..	634,073	1	7	42,732	16	8	676,805	18	3	34	0	0	676,839	18	3	Departmental.
..	Development of water-power ..	8,347	18	11	1,020	11	2	9,368	10	1	212	13	6	9,581	3	7	Development of water-power.
18 of 1878	Coal-exploration and mine-development ..	10,885	8	0	..	..	..	10,885	8	0	..	..	..	10,885	8	0	Coal-exploration and mine-development.
11 of 1877	Aiding works on Thames goldfields ..	50,000	0	0	..	..	..	50,000	0	0	..	..	..	50,000	0	0	Aiding works on Thames goldfields.
..	Immigration ..	2,218,790	16	5	9,440	15	1	2,228,234	11	6	22	0	0	2,228,253	11	6	Immigration.
..	Purchase of Native lands ..	2,068,413	11	1	2,976	0	0	2,071,389	11	1	..	..	..	2,071,389	11	1	Purchase of Native lands.
..	Defence ..	903,911	0	1	6,070	18	4	909,981	18	5	33	5	10	910,015	4	3	Defence.
..	Charges and expenses of raising loans ..	1,241,932	3	3	Ch.	25	9	1,241,906	13	9	..	..	..	1,241,906	13	9	Charges and expenses of raising loans.
..	Interest and sinking fund ..	218,500	0	0	..	..	..	218,500	0	0	..	..	..	218,500	0	0	Interest and sinking fund.
..	Rates on Native lands ..	68,671	16	10	..	..	..	68,671	16	10	..	..	..	68,671	16	10	Rates on Native lands.
..	Thermal springs ..	14,599	13	2	..	..	..	14,599	13	2	..	..	..	14,599	13	2	Thermal springs.
..	Tourist and health resorts ..	197,360	10	11	5,911	19	6	203,272	10	5	442	1	9	203,714	12	2	Tourist and health resorts.
..	Lands improvement ..	51,026	12	3	11,125	9	4	62,152	1	7	1,973	12	6	64,125	13	7	Lands improvement.
..	Payment to Midland Railway bond- holders ..	150,000	0	0	..	..	..	150,000	0	0	..	..	..	150,000	0	0	Payment to Midland Railway bond- holders.
..	Irrigation and water-supply † ..	..	..	..	1,562	8	1	1,562	8	1	1	0	0	1,563	8	1	Irrigation and water-supply †.
..	Totals ..	50,944,816	13	0	1,896,801	15	5	52,841,618	8	5	1,092,106	10	8	53,933,724	19	1	Totals.
..	Less recoveries on account of services of previous years—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Less recoveries on account of services of previous years—
..	Railways ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Railways ..
..	Development of goldfields ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Development of goldfields ..
..	Buildings ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Buildings ..
..	Purchase of Native lands ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Purchase of Native lands ..
..	£4,883	0	9	..	..	..	..	..	..	..	..	..	..	..	..	..	£4,883 0 9
..	GRAND TOTALS ..	..	..	..	1,896,801	15	5	52,836,735	7	8	1,092,106	10	8	53,928,841	18	4	GRAND TOTALS.

* Table 4 also contains details of expenditure under Loans to Local Bodies and other Accounts. † Includes £200 charged to "Unauthorized." ‡ Previously included under Lands Improvement.
Does not include expenditure on Wellington-Manawatu Railway Purchase, Hutt Railway and Road Improvement, and Railways Improvement Accounts.

TABLE No. 2. GENERAL SUMMARY. Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1889-90 to 1910-11.

Table with 23 columns for years (1889-90 to 1910-11) and one for Total Net Expenditure to 31st March 1911. Rows include categories like Immigration, Public Works Departmental, Development of Water-power, Irrigation and Water Supply, Railways, Payment to Midland Railway Bondholders, Roads (North of Auckland, Main Roads, etc.), Development of Thermal Springs and Natural Scenery, Land Purchases, Telegraph Extension, Public Buildings, Lighthouses, Rates on Native Lands, etc.

* Includes "Unauthorized," £200. † Previously included under Lands Improvement. ‡ Includes £1,000 subsidy granted to Wodville County Council, applied in reduction of loan in terms of clause 27 of Appropriation Act, 1910. § Expenditure re-used by £945 credited to services of previous year. ¶ For previous expenditure see Roads Class. N.B.—The figures in italics, prefixed by "Cr.," are either recoveries on account of services of previous years or receipts-in-aid applied in reduction of expenditure. The totals from 1892-93 to 1896-97, inclusive, include expenditure under Native Lands Purchase Account; and from 1894-95 to 1896-97, inclusive, expenditure under Lands Improvement Account.

TABLE No. 4.

STATEMENT showing the NET EXPENDITURE on ROADS, BRIDGES, &c., out of the Public Works Fund, Consolidated Fund, and the New Zealand State-guaranteed Advances Act, 1910, for the Year ended 31st March, 1911.

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		PUBLIC WORKS FUND.			
		ROADS, ETC.			
		NORTH AUCKLAND ROAD DISTRICT—			
112	1	Ahipara to Herekino	Mangonui	Bay of Islands	£ s. d. 77 8 0
	2	Awanui to Dunn's	"	"	475 0 0
	3	Awanui to Fairburn (£1 for £1)	"	"	150 0 0
	4	Awanui to Mangatete, <i>via</i> Oturu Block	"	"	11 6 0
	6	Awanui to West Coast	"	"	65 7 6
	8	Chamberlain Road	"	"	128 12 0
	9	Double-crossing Bridge to Awanui	"	"	163 10 0
	10	Double-crossing Bridge to Kaitaia Dairy Factory	"	"	180 12 0
	11	Fairburn Creamery to Flat Bush	"	"	110 0 0
	12	Faulkner Road (Ruapekapeka)	Bay of Islands	"	65 10 0
	14	Herekino Settlement Roads	Mangonui and Hokianga	"	99 7 0
	15	Hodges Bridge	Mangonui	"	471 8 9
	20	Kaeo to Matauri	Whangaroa	"	75 0 0
	23	Kaeo to Waiari	"	"	100 0 0
	24	Kaeo to Whangaroa (£1 for £1), (on account of £800)	"	"	100 0 0
	25	Kaihu to Mangonui Bluff	Hokianga and Hobson	Bay of Islands and Kaipara	77 0 0
	27	Kaikohe to Kawakawa, <i>via</i> Ngapipito	Bay of Islands	Bay of Islands	2 7 0
	28	Kaikohe to Rawene	Hokianga and Bay of Islands	"	300 0 0
	29	Kaimamaku to Helena Bay	Whangarei	"	100 0 0
	30	Kaimamaku to Marua Boundary	"	"	50 0 0
	31	Kaitaia to Ahipara	Mangonui	"	100 0 0
	32	Kaitaia to Awanui	"	"	260 0 0
	36	Kohukohu to Mangamuka Ferry	Hokianga	"	252 16 1
	37	Kohukohu Township roads (£1 for £2)	"	"	80 0 0
	38	Kumi	Mangonui	"	50 0 0
	39	Lambly's Bridge	"	"	129 19 10
	40	Larmer's Road (Kaitaia)	"	"	50 0 0
	41	Mamari Village to Pukemiro	Hokianga	"	28 3 0
	42	Mangakahia Bridge to Houto	Whangarei and Hobson	Bay of Islands and Kaipara	150 0 0
	45	Mangataraire	Hokianga	Bay of Islands	49 11 1
	46	Mangatoetoe	Mangonui	"	285 2 0
	48	Mangonui to Cable-station	"	"	76 16 0
	49	Mangonui County flood-damage	"	"	25 0 0
	50	Maungataniwha Block roads	"	"	50 0 0
	51	McCullough and Hood Road	Hokianga	"	49 19 0
	52	Moscoviti Road	Bay of Islands	"	60 13 8
	53	Ngapipito Stream Bridge	"	"	100 0 0
	54	Ngaruawahine	"	"	70 3 6
	55	Ohaeawai to Okaihau (Ahu Ahu Hill), (£1 for £1)	"	"	200 0 0
	57	Ohaeawai to Waitangi	"	"	100 0 0
	58	Okaihau to Horeke	Hokianga and Bay of Islands	"	498 10 8
	59	Okaihau to Kerikeri	Bay of Islands	"	50 0 0
	61	Okaihau to Waihou	"	"	100 0 0
	62	Omapere Survey District, Blocks IX and X	Hokianga	"	74 3 0
	64	Opanaki to Hokianga	Hokianga and Hobson	"	263 17 4
	65	Opouteke River Bridge	Hokianga	"	1,115 5 5
	66	Opuia Township Road	Bay of Islands	"	100 0 0
	67	Opuawhanga to Helena Bay	Whangarei	"	100 0 0
	68	Opuawhanga to Whananaki	"	"	50 0 0
	71	Oruru Factory to Fairburn Creamery	Mangonui	"	150 0 0
	72	Oruru to Kohumaru	"	"	56 12 4
	73	Otiria Railway-station Road	Bay of Islands	"	50 0 0
	74	Otonga to Opuawhanga	Whangarei	"	100 0 0
	75	Owae Road (Upper)	Bay of Islands	"	50 0 0
	78	Peria to Victoria Valley Post-office	Mangonui	"	212 0 8
	79	Purua Road and Deviation	Whangarei	"	50 0 0
	82	Rangiahua to Umawhero	Hokianga	"	48 11 0
	84	Rawene Hospital Road	"	"	75 0 0
	86	Ryder's Creek Bridge	Mangonui	"	68 1 9
	88	Takahue Village to Victoria Valley Road	"	"	94 12 4
	89	Taumarere to Opuia	Bay of Islands	"	150 0 0
	90	Totara Foreshore (£1 for £1)	Whangaroa	"	100 0 0
	92	Towai Railway-station Road	Bay of Islands	"	200 0 0
	93	Towai to Ramarama	"	"	94 15 0
	94	Towai to Ruapekapeka	"	"	92 16 0
	97	Utakura to Okaka	Hokianga	"	50 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS, ETC.—<i>continued.</i>			
		NORTH AUCKLAND ROAD DISTRICT—<i>continued.</i>			
112	98	Victoria Valley Post-office to Fairburn Road (west end) ..	Mangonui ..	Bay of Islands	£ 50 0 0
	99	Waiarohia Point	Hokianga ..	"	50 0 0
	100	Waihou to Puketi	Bay of Islands ..	"	100 0 0
	105	Waimamaku to Pakanae	Hokianga ..	"	396 17 0
	107	Waimatanui to Tarawhata	" ..	"	14 3 6
	109	Waiotu to Hukerenui (Galbraith's)	Bay of Islands ..	"	50 0 0
	110	Waiotu Railway-station to Jordan	Whangarei ..	"	100 0 0
	111	Waiotu River to Ruapekapeka	Bay of Islands ..	"	50 0 0
	113	Whakanekeneke Bridge	" ..	"	154 7 9
	116	Whananaki Coast Road	Whangarei ..	"	50 0 0
	117	Whangaroa Coast Road	Whangaroa ..	"	50 0 0
	123	Mangapai to Mangonui Bridge (Upper)	Whangarei ..	Marsden	91 5 0
	124	Mangapai to Waikiekie (£1 for £1)	" ..	"	150 0 0
	129	Maungatapere School Hill (£1 for £1)	" ..	"	50 0 0
	130	Maungatapere to Tangiteroria	" ..	"	189 2 0
	132	McLaughlin's to Caves	" ..	"	93 8 0
	133	Otaika to Maungakarama (£1 for £1)	" ..	"	100 0 0
	135	Paparoa to Waikiekie	" ..	"	199 2 6
	137	Parua to Taheke	" ..	"	300 0 0
	138	Poroti to Mangakahia Bridge	" ..	Marsden and Bay of Islands	300 0 0
	141	Ruakaka Valley	" ..	Marsden	100 0 0
	142	Ruatangata Lower Road	" ..	"	50 0 0
	154	Waipu to Ruakaka	" ..	"	425 0 0
	155	Whangarei to Kiripaka	" ..	"	50 0 0
	156	Whangarei to Whangarei Heads	" ..	"	50 0 0
	157	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	"	420 14 11
	158	Supervision	" ..	"	919 14 2
	160	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	"	82 1 10
		Total—North Auckland			£13,600 14 7
		AUCKLAND ROAD DISTRICT—			
	163	Civil Road	Rodney ..	Marsden	30 0 0
	164	Dibble's Bridge to Whangaripo Creamery	" ..	"	59 13 10
	167	Kaiwaka to Mangawai	Otamatea ..	"	129 9 3
	169	Mangawai to Te Hana Railway-station	Rodney ..	"	50 0 0
	170	Mangawai to Waipu (coast road)	Otamatea ..	"	118 6 5
	171	Mareretu to Bull's	" ..	"	2 4 0
	172	Mareretu Central (£1 for £1)	" ..	"	Cr. 49 18 9
	173	Matakana to Whangaripo	Rodney ..	"	50 0 0
	174	Maungaturoto to Brynderwin	Otamatea ..	"	100 0 0
	178	Pakiri to Whangaripo	Rodney ..	"	9 13 0
	182	Waipu Gorge Bridge (£1 for £1)	Whangarei and Otamatea ..	"	Cr. 121 19 0
	183	Waipu to Mareretu (Otamatea County section), (£2 for £1)	Otamatea ..	"	Cr. 74 18 9
	184	Waipu to Waikiekie (Otamatea County section), (£1 for £1)	" ..	"	Cr. 24 18 9
	186	Wayby Road to Railway-station	Rodney ..	"	50 0 0
	188	Ahuroa Railway-station to Komokoriki	" ..	Kaipara	32 19 11
	189	Angel's to Creamery	Otamatea ..	"	50 0 0
	191	Arapohue Settlement Road, <i>via</i> Education Reserve (£1 for £1)	Hobson ..	"	362 16 3
	192	Ararua	Otamatea ..	"	20 8 2
	194	Aratapu to West Coast (through Domain)	Hobson ..	"	150 0 0
	197	Awaroa Creek Bridge	Otamatea ..	"	2 0 0
	199	Awaroa River Canal to Matakoho-Tokatoka Road	" ..	"	200 0 0
	200	Batley Road	" ..	"	100 0 0
	203	Birtle's Bridge to Paparoa-Maungaturoto Road	" ..	"	50 0 0
	205	Burch's to Tokatoka-Mangapai Road	" ..	"	11 12 6
	206	Burch's to Tokatoka-Matakoho Road	" ..	"	100 0 0
	207	Dargaville to Flaxmill Bridge	Hobson ..	"	50 0 0
	208	Ferry Yard improvement (£1 for £1)	" ..	"	50 0 0
	212	Helensville end of Auckland Road	Waitemata ..	"	100 0 0
	215	Helensville to Port Albert (Rodney County section)	Rodney ..	"	20 0 2
	216	Helensville to Port Albert (Waitemata County section)	Waitemata ..	"	95 2 6
	218	Homestead Road	Otamatea ..	"	100 0 0
	220	Hoyle Road (£1 for £1)	Hobson ..	"	121 9 6
	223	Jackson Road	Otamatea ..	Kaipara and Marsden	0 16 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<i>ROADS, ETC.—continued.</i>			
		<i>AUCKLAND ROAD DISTRICT—continued.</i>			
112	226	Kaihu to Waima	Hobson ..	Kaipara ..	100 0 0
	228	Kaipara Flats to Tauhoa Railway-station (through Section 7)	Rodney ..	" ..	150 0 0
	230	Kirikopini to Mangakahia	Hobson ..	" ..	256 8 0
	234	Long Bridge (£1 for £1)	Waitemata ..	" ..	150 0 0
	235	Lusk Road (£1 for £1)	Hobson ..	" ..	100 0 0
	236	Makarau to Komokoriki	Waitemata and Rodney ..	" ..	21 9 6
	240	Makarau River Bridge (near Railway-station)	Waitemata ..	" ..	9 9 0
	244	Maropiu to Kairara	Hobson ..	" ..	50 0 0
	246	Matakohe to Tokatoka (Tokatoka end)	Otamatea ..	" ..	100 0 0
	252	Mititai to Tokatoka	Hobson and Otamatea ..	" ..	200 0 0
	253	Mount Wesley to Kaihu	Hobson ..	" ..	500 0 0
	260	Omano to Mangarata	" ..	" ..	150 0 0
	261	Omano to Maraekura	" ..	" ..	150 0 0
	262	Onehunga Stream to Kaipara Flats Railway-station	Rodney ..	" ..	100 0 0
	263	Otamatea Road	Otamatea ..	" ..	57 1 0
	264	Pahi to Paparoa	" ..	" ..	307 16 6
	265	Paparoa to Matakohe	" ..	" ..	215 7 8
	266	Paparoa to Maungaturoto	" ..	" ..	198 2 3
	268	Paparoa to Wairere	" ..	" ..	3 7 0
	270	Paradise Road	Hobson ..	" ..	100 0 0
	271	Paton's Hill (£1 for £1)	" ..	" ..	100 0 0
	272	Port Albert to Wellsford Station (800, £1 for £1)	Rodney ..	" ..	200 0 0
	273	Poyner's to Omaru	Otamatea ..	" ..	50 0 0
	274	Raupo to Creamery	" ..	" ..	100 0 0
	275	Rewiti to Waimauku	Waitemata ..	" ..	150 0 0
	277	Ruawai to Awaroa Canal	Otamatea ..	" ..	200 0 0
	279	Sill's Road	Hobson ..	" ..	50 0 0
	280	Smith's Canal Road	Otamatea ..	" ..	50 0 0
	282	Stoney Creek Bridge	Rodney ..	" ..	232 14 0
	284	Tangiteroria Bridge to Post-office	Hobson ..	" ..	100 0 0
	286	Tangowahine to Mangakahia	" ..	" ..	192 8 9
	287	Tauhoa Block to Ahuroa Railway-station	Rodney ..	" ..	50 0 0
	289	Te Kowhai (£1 for £1)	Otamatea ..	" ..	19 17 0
	291	Te Pahi to Hoteo Railway-station	Rodney ..	" ..	100 0 0
	292	Tokatoka to Mangonui Bridge (Upper)	Hobson and Otamatea ..	" ..	118 3 10
	294	Tokatoka Post-office Road to Creamery	Otamatea ..	" ..	150 0 0
	295	Tokatoka Swamp (main access road)	" ..	" ..	100 0 0
	298	Waimauku to Waikoukou	Waitemata ..	" ..	62 0 0
	301	Whakapirau to Birtles	Otamatea ..	" ..	52 16 0
	302	Wharehine to Wellsford Railway-station	Rodney ..	" ..	100 0 0
	305	Albany to Cut Hill (£100, £1 for £1)	Waitemata ..	Waitemata ..	75 0 0
	306	Albany to Dairy Flat	" ..	" ..	50 0 0
	312	Greenhithe Wharf Road	" ..	" ..	250 0 0
	319	Puhoi Road District flood-damage (£1 for £1)	Rodney ..	" ..	50 0 0
	324	Strakas Hill (£1 for £1)	" ..	" ..	100 0 0
	328	Wade to Dairy Flat	Waitemata ..	" ..	50 0 0
	331	Wainui to Kaukapakapa Railway-station	" ..	Waitemata and Kaipara ..	50 0 0
	333	Waitemata River Bridge (River-head)	" ..	Waitemata ..	50 0 0
	336	Waiwera to Wainui	" ..	" ..	97 4 0
	345	New Lynn to Huia	" ..	Eden ..	200 0 0
	346	Swanson to West Coast	" ..	" ..	130 0 0
	348	Titirangi School Road	" ..	" ..	100 0 0
	351	Waitakerei to Swanson	" ..	" ..	100 0 0
	353	Ardmore to Manurewa Railway-station (£1 for £1)	Manukau ..	Manukau ..	56 5 0
	354	Ardmore Range Road (£2 for £1)	" ..	" ..	50 0 0
	355	Brookby to Papakura Railway-station. <i>via</i> Alfreton (£1 for £1)	" ..	" ..	21 5 0
	356	Dow Road	" ..	" ..	0 4 2
	359	Great South Road to Whitford (£1 for £1)	" ..	" ..	50 0 0
	360	Howick Main Road (£1 for £1)	" ..	" ..	50 0 0
	361	Hunua to Railway-station	" ..	" ..	153 17 1
	362	Hunua Road District flood-damage (£2 for £1)	" ..	" ..	80 18 3
	365	Maraetai to Clevedon	" ..	" ..	1 4 7
	366	Maungamaungaroa to Maraetai (£50, £1 for £1)	" ..	" ..	49 4 0
	367	Paparoa to East Tamaki Road (£1 for £1)	" ..	" ..	87 4 3
	370	Slippery Creek Bridge (£1 for £1)	" ..	" ..	8 4 4
	371	Tamaki Bridge (Panmure), (£1 for £1)	" ..	" ..	Cr. 194 15 11
	374	Akaaka Gravel Reserve Road	" ..	Franklin ..	50 0 0
	377	Ararimu	" ..	" ..	47 10 0
	378	Awaroa Landing Road (£400, £1 for £1), (on account of £1,000)	Raglan ..	" ..	100 0 0
	379	Awaroa River Clearing (1 for £1)	" ..	" ..	83 3 6

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<i>ROADS, ETC.—continued.</i>			
		<i>AUCKLAND ROAD DISTRICT—continued.</i>			
112	382	Box Road	Raglan	Franklin	£ s. d. 88 10 8
	386	Drury to Tuakau (£1 for £1)	Manukau	"	50 0 0
	390	Glen Murray to Rangitiri (£1 for £1)	Raglan	"	109 19 4
	393	Graham's Beach to Palmer's	Manukau	"	50 0 0
	395	Henderson's to Kohunga (£1 for £1)	Raglan	"	15 16 6
	397	Huntly to Kahuiuhuru	"	"	17 19 5
	398	Huntly to Pukemiro	"	"	12 18 6
	402	Kawakawa Bay to Hauarahi Stream	Manukau	"	237 19 8
	404	Koheroa	"	"	4 0 0
	406	Kopuku Stream Bridge	Waikato	"	0 18 0
	412	Maungatawhiri Stream to Maungatangi Stream (£37, £1 for £1)	Manukau	"	13 1 6
	418	McKinnon Road	Raglan	"	20 11 6
	420	Ness Valley (£1 for £1)	Manukau	"	60 0 0
	421	Ngaruawahia to Huntly West	Raglan	"	100 0 0
	423	Opaheke Main Road	Manukau	"	34 0 0
	424	Otaua Creek (snagging), (£1 for £1)	"	"	50 0 0
	426	Otoroheao Trig. Road	Raglan	"	70 3 2
	428	Palmer's Hill	"	"	0 12 6
	439	Puriri to Huntly (£1 for £1)	"	"	76 19 0
	441	Rutherford Road	"	"	161 8 3
	443	Tahuna to Morrinsville	Piako	"	340 0 0
	444	Taniwha Gorge Road	Waikato	"	1 0 0
	445	Taniwha to Wairangi Railway-station	"	"	64 13 6
	446	Tauhei	Waikato and Piako	"	140 0 0
	452	Tuakau Bridge to Pukekawa	Raglan	"	100 0 0
	453	Tuakau Bridge to Raglan	"	Franklin and Waikato	475 0 0
	455	Tuakau Railway-station to Tuakau Bridge (£1 for £1)	Manukau	Franklin	99 17 0
	459	Waingaro to Ngaruawahia	Raglan	"	100 0 0
	460	Waipuna Vulley Road	Waikato	"	0 6 0
	462	Wairoa Road District bridges (£2 for £1)	Manukau	"	Cr. 260 0 0
	463	Wairoa Road District flood-damage	"	"	74 14 3
	464	Waitangi Bridge (£1 for £1)	"	"	34 3 0
	465	Waiuku to Awhitu	"	"	3 6 8
	466	Waiuku to Pukekohe (£75, £1 for £1)	"	"	139 4 6
	467	Whangarata (£1 for £1)	"	"	52 10 0
	474	Coromandel County flood-damage	Coromandel	Thames	200 0 8
	475	Kaimarama Creek Bridge	"	"	79 11 5
	476	Kuaotunu to Opito Settlement	"	"	100 0 0
	478	Matatoke Road and drain	Thames	"	100 0 0
	479	Miranda to Waitakaruru	"	"	175 10 11
	480	Ngataipua East	"	"	169 0 0
	482	Owaikanae Settlement Road	Coromandel	"	100 0 0
	483	Pauhu to Cape Colville	"	"	300 0 0
	485	Pipi Creek Bridge and approaches	Thames	"	198 1 9
	486	Thames County flood-damage (£1 for £1)	"	"	24 3 4
	491	Warahoe East	"	"	50 0 0
	492	Wharepoha District Road (£1 for £1)	"	"	250 0 0
	502	Netherton to Kerepehi	Ohinemuri	Ohinemuri	67 15 2
	503	Netherton to Turua	Ohinemuri and Thames	Ohinemuri and Thames	75 0 0
	504	Ohinemuri County flood-damage (£1 for £1)	Ohinemuri	Ohinemuri	252 0 0
	506	Rangiora Road to Komata Railway-station	"	"	150 0 0
	508	Tahuna to Waikaka	"	"	1 8 0
	509	Te Rohia to Mangaiti	"	"	100 0 0
	511	Waikaka Stream Road	"	"	0 16 0
	513	Aotea to Raglan	Raglan and Kawhia	Waikato	105 1 3
	514	Cogswell Road	Raglan	"	8 10 1
	515	Eureka Main Road to Railway-station	Waikato	"	250 0 0
	517	Hamilton Traffic Bridge (£1 for £1)	Borough of Hamilton	"	3,000 0 0
	518	Heddon Road	Raglan	"	93 12 0
	520	Kaniwhaniwha Stream Bridge (Steel's Crossing)	"	"	264 1 1
	525	Mangaokahu	"	"	23 19 6
	530	Puniu Bridge	Waipa and West Taupo	"	659 7 8
	531	Raglan to Waipa	Raglan	"	200 0 0
	532	Ruapuke to Aotea	"	"	17 17 0
	537	Te Mata to Ruapuke	"	"	6 0 0
	540	Te Toto Stream Bridge	"	"	28 14 0
	541	Tunaki	"	"	60 17 3
	543	Waingaro Springs to Te Uku	"	"	41 8 7
	544	Waingaro to Waingaro Landing	"	"	224 14 5
	545	Wainui	"	"	18 16 6
	547	Waitetuna to Kauri	"	"	62 15 0
	548	Waitetuna to Whatawhata	"	"	1,083 13 9

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<i>ROADS, ETC.—continued.</i>			
		<i>AUCKLAND ROAD DISTRICT—continued.</i>			
112	549	Waitomotomo bridges	Raglan	Waikato	£ 111 6 6
	550	Whaanga	"	"	302 5 1
	552	Whatawhata Swamp Road	Waipa	"	200 0 0
	557	French Pass to Taotaoroa	Matamata	Tauranga	89 12 10
	558	Kakepuku Improved Farm Settlement	Waitomo and West Taupo	"	1 1 0
	559	Kakepuku	Ditto	"	155 11 3
	560	Kakepuku to Puniu Bridge	Waitomo	"	15 5 1
	565	Raupara	West Taupo	"	39 1 10
	567	Stanley Road (£1 for £1)	Piako and Matamata	"	225 0 0
	570	Tokanui to Wharepapa	West Taupo	"	36 7 3
	573	Waihou River Bridge (Mangawhero)	Piako	"	59 3 4
	576	Awaiti Bridge	Kawhia	Taumarunui	229 7 6
	578	Hangatiki to Waitomo (£1 for £1), (on account of £4,000)	Waitomo	"	98 8 10
	581	Huaroa Bridge	Awakino and Kawhia	"	3 7 6
	584	Kawa	Waitomo and West Taupo	"	34 16 0
	586	Kawhia to Aotea	Kawhia	"	68 15 2
	590	Mangatangi Bridge	"	"	67 7 6
	596	Otorohanga to Ouruwhero	Waitomo	"	49 2 0
	599	Pirongia to Kawhia	Kawhia and Waitomo	"	126 7 3
	605	Turitea (Lyford's), (£50, £1 for £1)	Waitomo	"	25 0 0
	606	Waiharakeke Bridge	Kawhia	"	81 19 6
	607	Waitetuna to Aotea	Kawhia and Raglan	"	238 11 10
	608	Waitomo Stream Bridge	Waitomo	"	3 7 0
	609	Waitomo Valley (Ruakuri Caves)	"	"	115 17 11
	611	Wharauoa	Kawhia	"	16 12 6
	612	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	400 7 4
	613	Supervision	"	"	1,501 2 3
	614	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	4 3 0
	615	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	658 10 11
		Total—Auckland			£25,078 11 5
		<i>TAURANGA ROAD DISTRICT—</i>			
	616	Hairini Bridge and approaches	Tauranga	Tauranga	186 0 3
	617	Maketu to Waihi	"	"	100 0 11
	619	Oropi Settlement	"	"	20 0 0
	622	Tauranga County flood-damage (£250, £1 for £1)	"	"	889 18 10
	632	Galatea to Te Teko	Whakatane	Bay of Plenty	17 15 0
	634	Harper Road	Rotorua and Matamata	"	32 11 0
	635	Kaharoa	Rotorua	"	9 12 0
	636	Kakaramea Horse-track	"	"	9 12 0
	641	Maraetotara	Whakatane	"	30 15 6
	642	Matata to Otamarakau	"	"	16 10 10
	643	Matata to Tamarenu Junction	"	"	92 0 0
	644	Murupara to Ruatahuna	East Taupo and Whakatane	"	48 4 0
	645	Orakei Korako Road	East Taupo	"	13 12 0
	649	Rotorua to Lake Rotoma	Rotorua	"	57 12 0
	650	Rotorua to Ngongotaha Mount	"	"	9 12 0
	651	Rotorua to Taupo, <i>via</i> Atiamuri	Rotorua and East Taupo	"	50 0 0
	652	Rotorua to Taupo, <i>via</i> Waitapu	Ditto	"	49 8 5
	653	South Road	Rotorua	"	51 16 0
	654	Tarawera Bridge protection	Whakatane	"	165 11 7
	656	Tirau to Ngongotaha	Rotorua and Matamata	"	9 12 0
	659	Waimangu Geyser to Kakaramea	Rotorua	"	39 12 0
	660	Waimangu to Lake Rotomahana	"	"	64 16 0
	662	Whakatane County flood-damage (£76, £1 for £1)	Whakatane	"	76 8 11
	663	Whakatane River Bridge (£1 for £1)	"	"	1,096 0 9
	665	Survey, acquisition and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	104 18 3
	666	Supervision	"	"	479 16 4
	668	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	27 10 8
		Total—Tauranga			£3,749 7 3

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
ROADS, ETC.—continued.					
GISBORNE ROAD DISTRICT—					
112	671	Gisborne to Waiapu, <i>via</i> Kai Inanga	Waiapu	Bay of Plenty	£ 150 0 0
	682	Mangatokerau	Cook	"	100 0 0
	685	Mata River Traffic Bridge (£1 for £1)	Waiapu	"	100 0 0
	687	Motu to Motu Bridge	Waikohu	"	57 17 10
	688	Motu River Bridge (renewing)	Waikohu and Opo- tiki	"	706 0 0
	692	Omaramutu to Te Whaite	Opotiki	"	96 10 0
	693	Opotiki County flood-damage	"	"	243 1 7
	695	Opotiki to Ohiwa (£1 for £1)	"	"	150 0 0
	700	Peoples Road	"	"	46 10 6
	702	Poututu to Motu (£1 for £1)	Waikohu	"	296 6 9
	703	Rakauroa to Tahora (£143, £1 for £1)	"	"	1 0 0
	709	Te Waiti	Opotiki	"	42 4 0
	711	Tokomaru to Te Puia (£1 for £1)	Waiapu	"	200 0 0
	719	Waikohu County flood-damage (£1 for £1)	Waikohu	"	601 4 0
	723	Waipiro to Te Puia	Waiapu	"	300 0 0
	724	Waiwhero Stream Bridge	Waikohu	"	40 4 0
	726	Wharekopae to Tahora No. 2 (£200, £1 for £1)	"	"	600 0 0
	727	Cook County flood-damage (£1 for £1)	Cook	Gisborne	2,736 0 0
	730	Gisborne to Wairoa County Boundary, <i>via</i> Tiniroto	"	"	78 6 8
	733	Muriwai to Morere	"	"	200 0 0
	734	Patutahi to Gentle Annie	"	"	350 0 0
	736	Te Arai Settlement (metalling), (on account)	"	"	28 19 3
	738	Wharerata to Mahanga	Wairoa and Cook	"	100 0 0
	740	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	80 0 0
	741	Supervision	"	"	541 5 0
		Total—Gisborne	"	"	£7,845 9 7
TARANAKI ROAD DISTRICT—					
	746	Awakino to Tirua Point (coast track)	Awakino	Taumarunui	33 12 0
	747	Maire	Waitomo	"	7 16 0
	748	Mairoa (£1 for £1), (on account of £2,000)	"	"	108 8 10
	750	Mangakara	Ohura	"	92 10 0
	751	Mangaorino	Waitomo	"	55 4 6
	752	Mangatoro	Clifton	"	67 6 3
	754	Marokopa River snagging	Kawhia and Awa- kina	"	25 2 0
	755	Mataro (£1 for £1)	Clifton	"	99 15 6
	756	Matiere Township	Ohura	"	20 18 5
	757	McNeish Road	Awakino	"	49 19 7
	758	Mimi to Mokau	Clifton	"	650 0 0
	759	Miro	Waimarino	"	131 4 2
	763	Ngatarawa	Awakino	"	21 8 0
	768	Ongarue River Bridge (Taumarunui)	Ohura and West Taupo	"	Cr. 396 19 0
	771	Orautaha River Bridge (Raetihi-Ohura Road)	Waimarino	"	92 3 1
	772	Otaraoa	Clifton	"	75 0 0
	773	Otuiti	Ohura	"	7 1 0
	774	Owen Road	Waitomo	"	44 9 8
	775	Parakoko	"	"	0 8 0
	777	Piko	Clifton	"	95 0 0
	778	Poru-o-tarao to Taumarunui	Ohura and West Taupo	"	24 8 4
	781	Putiki	Clifton	"	50 0 0
	783	Rotoaira to Waimarino Railway-station	Waimarino, West Taupo, and East Taupo	"	30 18 0
	784	Taumarunui to Ohakune (£700, £1 for £1)	Waimarino and West Taupo	"	39 6 3
	785	Te Kuiti to Mokau	Waitomo and Awa- kina	"	3,730 4 11
	788	Totoro (£1 for £1), (on account of £3,500)	Waitomo	"	12 17 9
	789	Tumutumu to Waitomo	"	"	37 13 0
	790	Turipoto	Awakino	"	17 8 0
	795	Waiouru to Tokaanu	Waimarino and East Taupo	"	111 9 8
	797	Waitaanga North	Ohura	"	90 13 7
	798	Waitara River Bridge (Rerekino Road)	Clifton	"	219 5 4
	800	Whenuakura	Ohura	"	23 3 0
	801	Bell's Falls Side Tracks	Taranaki	Taranaki	30 0 0
	802	Carrington	"	"	278 4 2
	806	Hill Road	"	"	50 0 0
	807	Korito	"	"	65 0 0
	808	Oxford Road (Upper), (£1 for £1)	"	"	170 0 0
	809	Pitone (£1 for £1)	"	"	25 0 0
	810	Rahotu House to Bell's Falls	"	"	34 17 0
	812	Upper Mangorei Road	"	"	99 4 6

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<i>ROADS, ETC.—continued.</i>			
		<i>TARANAKI ROAD DISTRICT—continued.</i>			
					£ s. d.
112	813	Dawson's Falls	Stratford	Egmont	59 1 3
	814	Dawson's Falls House to Stratford House	"	"	10 0 0
	815	Moewatea Ridge	Eltham	"	189 15 5
	816	Okahu (Ngariki Road to Newall Road)	Egmont	"	121 17 9
	817	Rawhitiroa (£1 for £1)	Eltham	"	589 7 5
	818	Whenuakura Valley	Hawera and Eltham	"	203 11 0
	819	Wiremu (Ngariki Road to Ihaia Road)	Egmont	"	123 10 0
	821	Autawa	Stratford	Stratford	121 12 0
	822	Brewer (Strathmore to Murcott Road), (£1 for £1), (on account)	Whangamomona and Stratford	"	600 0 0
	823	Junction Road (Purangi to Matau)	Clifton	"	300 0 0
	824	Kohi	Whangamomona	"	199 7 3
	825	Lincoln and other roads (£1 for £1)	Taranaki	"	250 0 0
	828	Mangaehu Road to Waitiri	Eltham and Stratford	"	5 12 0
	829	Mangaehu (Upper), (£1 for £1), (on account)	Whangamomona	"	19 19 4
	830	Mangaone Road (access to Daggs)	Clifton	"	99 18 1
	831	Mangaone Stream Bridge (Rerekino Road)	"	"	5 9 10
	832	Mangare	Whangamomona	"	407 11 0
	833	Mohakau	Stratford	"	146 11 6
	834	Mount Humphries Road	"	"	6 2 0
	836	Okara	Whangamomona	"	386 3 10
	838	Rimuputa	Whangamomona and Clifton	"	151 16 9
	839	Tahunaroa to Tirohanga	Whangamomona	"	123 11 11
	841	Tangarakau Valley Road	"	"	136 2 11
	842	Tirohanga Creek Bridge	"	"	164 11 11
	843	Tirohanga Road	"	"	28 2 0
	844	Waitara Valley (Tangitu Road to Mangare Road)	Clifton	"	472 2 2
	845	Whangamomona Stream Bridge (Poarang)	Whangamomona	"	7 4 0
	847	Tokaanu to Waihi	East Taupo and West Taupo	Hawke's Bay	48 6 8
	848	Tokaanu Wharf Road	East Taupo	"	45 4 0
	850	Ahuahu	Waitotara	Patea	40 0 0
	851	Ahuahu Ferry	"	"	201 13 0
	852	Kauarapa	"	"	164 16 10
	853	Koane	Patea and Eltham	"	6 16 0
	854	Maben	Patea	"	153 11 8
	855	Mataimoana	"	"	37 8 0
	856	Moeawatea Valley	Eltham and Patea	"	249 14 2
	861	Wharariki	Patea	"	14 8 0
	871	Mangawhero River Bridge (Raupiu)	Wanganui	Rangitikei	248 3 2
	873	Mataroa roads	Rangitikei	"	300 0 0
	875	Murray's Track (Mataroa to Rongoiti)	"	"	1,000 0 0
	879	Pongaroa	Wanganui	"	100 0 0
	882	Tauakira Block Road (deviation), (£500, £1 for £2)	"	"	500 0 0
	883	Turakina Valley (extension)	Waimarino	"	59 2 0
	887	Wangaehu River Bridge (Addenbrook's)	Wanganui	"	39 11 3
	888	Wangaehu River Bridge (Mangamahu)	"	"	133 10 0
	889	Wangaehu River Bridge (Whiteman's)	"	"	29 5 2
	893	Wanganui River Bridge (£1 for £3), (on account of £5,000)	"	Wanganui	7 16 11
	895	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	716 3 6
	896	Supervision	"	"	2,468 3 3
	897	Contingencies, including unforeseen expenditure incidental to the other items of the vote	"	"	Cr. 749 16 10
	898	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	175 6 0
		Total—Taranaki			£17,338 5 7
		<i>WELLINGTON ROAD DISTRICT—</i>			
	900	Nuhaka Ferry Service	Wairoa	Gisborne	50 2 1
	901	Nuhaka River Bridge (Nuhaka Township)	"	"	14 10 3
	902	Nuhaka to Tarewa	"	"	338 14 0
	903	Pohue to Titiokura Saddle	Wairoa and Hawke's Bay	"	530 1 5
	905	Tongoio Lagoon (deviation)	Wairoa	"	26 2 5
	908	Wairoa County flood-damage (£3,100, £1 for £1)	"	"	2,271 7 3
	911	Waitara to Pohukura	"	"	79 8 0
	912	Aorangi (Mangatahi Settlement)	Hawke's Bay	Hawke's Bay	150 0 0
	913	Brow Road	Waipawa	"	101 10 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate	Net Expenditure.
		<i>ROADS, ETC.—continued.</i>			
		<i>WELLINGTON ROAD DISTRICT—continued.</i>			
112	915	Havelock North to Waimarama (£1 for £1)	Hawke's Bay	Hawke's Bay	£ 300 0 0
	917	Kaikōra Stream Bridge	Waipawa	" "	1 5 0
	919	Mahora and Raureka Settlements	Hawke's Bay	" "	100 0 0
	920	Mangaohane	" "	" "	700 0 0
	921	Mangatahi Settlement	" "	" "	380 0 0
	923	Puketitiri to Hot Springs	" "	" "	78 8 6
	924	Puketitiri to Pakaututu Block	" "	" "	180 10 5
	925	Run No. 11, Kaweka Survey District (access)	" "	" "	165 3 2
	929	Mangapurakau Stream Bridge (Purimu Road)	Waipawa	Waipawa	3 15 0
	933	Piripiri Block	Dannevirke	" "	386 14 4
	936	Tamaki No. 1 to Law Road	" "	" "	22 0 0
	938	Tangarawai River Bridge and approaches (£1 for £1)	Waipawa	" "	225 0 0
	944	Mangawharariki Bridge and approaches (£1 for £1)	Kiwitea	Rangitikei	578 16 3
	947	Rangitikei Bridge (Omatane)	Rangitikei	" "	699 10 4
	948	Rangitikei River Bridge and approaches (Taoroa), (£1 for £1)	" "	" "	900 0 0
	950	Cliff Road (£1 for £1)	Kiwitea and Pohangina	Oroua	86 5 10
	951	Finnis	Pohangina	" "	199 0 11
	955	Mangamako (Sandon Block)	Kiwitea	" "	100 0 0
	956	Mangapapa (£1 for £1)	" "	" "	50 0 0
	958	Mangarere	" "	" "	100 0 0
	960	Mangoira and Hare's Road (£1 for £1)	" "	" "	100 0 0
	962	Ohingaiti to Pemberton (£1 for £1)	" "	" "	34 7 8
	963	Oroua River Bridge (London's Ford), (£1 for £1)	Kiwitea and Pohangina	" "	724 10 6
	965	Pakihikura Bridge	Kiwitea	" "	500 0 0
	967	Gorge Road	Kairanga and Pahiatua	Palmerston and Pahiatua	554 5 10
	968	Manawatu River Bridge (Lower Gorge)	Oroua and Kairanga	Palmerston	87 12 4
	973	Ballance to Manawatu Gorge (£95, £1 for £1)	Pahiatua	Pahiatua	90 16 7
	976	Esdale (£250, £1 for £1)	Weber	" "	47 5 8
		Harding's Road Bridges	Woodville	" "	*1,000 0 0
	981	Holder's Bluff (£1 for £1)	" "	" "	30 5 0
	983	Kaituna	Akitio	" "	20 2 0
	986	Makuri to Pongaroa (£1 for £1)	Akitio and Pahiatua	" "	225 1 5
	990	Mill Stream Road and Bridge	Weber	" "	22 7 0
	993	Oringi (£1 for £1)	Woodville	" "	35 9 3
	996	Otawahao	" "	" "	87 1 3
	1002	Pongaroa to Waione (£1 for £1)	Akitio	" "	349 12 0
	1004	Tahukaretu	Weber	" "	132 15 0
	1008	Towai	Akitio and Pahiatua	" "	154 9 4
	1009	Tunakore Bridge	Dannevirke	" "	224 14 0
	1010	Waihi River Bridge (Lunt's)	Akitio	" "	262 4 11
	1011	Waikereru	" "	" "	67 6 7
	1013	Weber to Herbertville	Weber	" "	220 1 0
	1016	Alfredton to Tinui (£7, £1 for £1)	Masterton and Castlepoint	Masterton and Wairarapa	120 11 11
	1017	Alfredton to Weber (£1 for £1), (on account of £2,000)	Masterton and Akitio	Masterton and Pahiatua	840 4 0
	1019	Bowen Road (South)	Eketahuna	Masterton	35 0 0
	1024	Hukanui Stream Bridge (£1 for £1)	" "	" "	62 10 0
	1028	Kopikopiko (£1 for £1)	" "	" "	501 5 7
	1041	Beef Creek Road	Wairarapa South	Wairarapa	50 0 0
	1046	Gladstone to Wharau (£1 for £1)	" "	" "	124 0 0
	1048	Hoiki	" "	" "	150 0 0
	1057	Maungaru to Fernyhurst	Masterton	" "	115 18 6
	1059	Ngakonui	Featherston	" "	100 0 0
	1065	Taueru Bridge (£1 for £1)	Masterton	" "	200 0 0
	1068	Tinui to Whakataki (£1 for £4)	Castlepoint	" "	356 1 10
	1081	Harris Road	Hutt	Otaki	50 0 0
	1083	Main Road, through Sections 5 to 9, Block XV, Mount Robinson S.D.	Horowhenua	" "	200 0 0
	1087	Mount Cecil	Hutt	" "	75 0 0
	1093	Pahautanui to Upper Hutt (£1 for £1)	" "	" "	241 0 0
	1096	Plimmerton to Pahautanui	" "	" "	141 12 1
	1101	Rikiorangi Road to Mangaone Valley Road (£1 for £2 10s.)	Horowhenua	" "	500 0 0
	1102	Shannon to Eketahuna	Horowhenua and Eketahuna	" "	0 8 2
	1103	Tararua Track (Otaki Forks to Mount Hector)	Horowhenua	" "	49 16 0
	1108	Waikanae Beach Road	" "	" "	120 0 0
	1112	Hutt Pipe and Traffic Bridge	Hutt	Hutt	500 0 0
	1114	Mungaroa to Upper Hutt	" "	" "	100 0 0
	1115	Orongorongo	" "	" "	100 0 0
	1116	Thomas Creek Bridge	" "	" "	47 7 2

* Paid under authority of section 27 of the Appropriation Act of 1910.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
ROADS, ETC.—<i>continued</i>.					
WELLINGTON ROAD DISTRICT—<i>continued</i>.					
112	1119	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	..	..	£ 174 s. 12 d. 1
	1120	Supervision .. .. .	..	..	1,512 10 6
	1121	Contingencies, including unforeseen expenditure incidental to the other items of the vote	..	..	6 18 11
	1122	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	..	..	122 2 2
Total—Wellington					£20,365 11 5
NELSON ROAD DISTRICT—					
	1126	Aaron's Creek Road	Takaka	Motueka	£ 50 s. 0 d. 0
	1131	Awaroa to Totaranui	"	"	150 16 10
	1132	Barron's Flat Track (extension)	"	"	56 11 3
	1135	Blackbird Valley	Waimea	"	48 8 0
	1136	Bonny Doon Road	Collingwood	"	71 13 6
	1138	Brooklyn Creek (protective works)	Waimea	"	100 0 0
	1141	Burnt Section Road	Takaka	"	100 0 0
	1143	Collingwood Main Road (£1 for £1)	Collingwood	"	32 13 1
	1149	Gardner Road (Upper Moutere)	Waimea	"	48 5 0
	1150	Glen Rae	"	"	50 0 0
	1151	Harvey's Road	"	"	50 0 0
	1154	James Road	Collingwood	"	50 0 0
	1156	Lewis Flat River protection	Takaka	"	100 0 0
	1159	Mangarakau (£400, £1 for £1)	Collingwood	"	191 10 7
	1161	Motueka River protective works	Waimea	"	121 16 9
	1162	Motueka Valley (Faulkener's)	"	"	100 0 0
	1165	Moutere Mud-flat	"	"	150 0 0
	1172	Pohara to Awaroa	Takaka	"	105 0 0
	1177	Riwaka Valley (South Branch)	Waimea	"	26 13 9
	1179	Rosedale Road	"	"	50 0 0
	1183	Sherry Valley (Middle Branch)	"	"	150 0 0
	1185	Stoney Creek Road (Belgrove)	"	"	90 0 0
	1186	Supplejack Valley	"	"	50 0 0
	1188	Takaka Hill Road	Takaka and Waimea	"	195 10 1
	1193	Wai-iti Valley (Upper)	Waimea	"	100 0 0
	1196	Waitapu and Totaranui roads	Takaka	"	50 0 0
	1200	Baigent Road	Murchison	Buller	53 19 0
	1202	Braeburn Settlement ('Tutaki Road)	"	"	100 0 0
	1203	Clay Bank Cutting, Buller Road	"	"	76 12 0
	1204	Mangles Valley	"	"	188 15 11
	1205	Maruia, <i>via</i> Caalani's	"	"	54 10 0
	1206	Matakitaki River protection	"	"	189 2 9
	1213	Slips Road	"	Buller and Motueka	16 13 0
	1214	Warwick Junction to Main Road	"	Buller	90 0 0
	1215	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	..	..	22 15 0
	1216	Supervision .. .. .	..	..	262 1 6
	1217	Contingencies, including unforeseen expenditure incidental to the other items of the vote	..	..	0 8 0
	1218	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	..	..	1 12 0
Total—Nelson					£3,345 8 0
MARLBOROUGH ROAD DISTRICT—					
	1220	Brown Stream Bridge	Marlborough	Nelson	2 19 11
	1226	Pelorus Bridge to Tinline	"	"	251 5 9
	1228	Rai River Bridge and approaches (Carluka)	"	"	2 19 11
	1229	Rai Saddle to Havelock	"	Nelson and Wairau	100 0 0
	1231	Wakamarina	"	Nelson	50 0 0
	1232	Wakamarina (West)	"	"	42 9 0
	1233	Arapawa Island	Sounds ..	Wairau	93 5 5
	1234	Awatere River to Clarence River	Marlborough	"	160 0 0
	1239	Dumgree Railway-station to Upper Awatere	"	"	150 0 0
	1240	Grasmere to Kaparu	Marlborough	"	144 0 0
	1241	Havelock to Kaituna	"	"	300 0 0
	1243	Horse-shoe Bend	"	"	100 0 0
	1244	Kaituna Bridge (£1 for £1), (on account of £850)	"	"	542 12 5
	1246	Kaituna - Tuamarina (protective works) (£150, £1 for £1)	"	"	100 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS, ETC.— <i>continued.</i>			
		MARLBOROUGH ROAD DISTRICT— <i>continued.</i>			£ s. d.
112	1251	Pieton to Grove	Marlborough	Wairau	353 10 3
	1252	Ure to Clarence	"	"	500 0 0
	1259	Hundalee Road (Oaro)	Kaikoura	Hurunui	250 0 0
	1262	Kahautara to Conway (Hundalee)	"	"	200 0 0
	1263	Kaikoura County flood-damage (£1 for £1)	"	"	473 15 10
	1268	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	124 10 0
	1269	Supervision	"	"	395 10 6
	1271	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	"	"	22 2 9
		Total—Marlborough			£4,359 1 9
		WESTPORT ROAD DISTRICT—			
	1274	Collingwood—Heaphy Track to Karamea	Buller	Motueka	30 0 0
	1280	Little Wanganui River Bridge approaches	"	"	247 19 3
	1282	Six-mile Valley Road	"	"	75 0 0
	1283	Abattoir to Soap-factory and Orowaiti River	"	Buller	96 10 0
	1284	Buller Road (loop line Nine-mile to Westport)	"	"	193 4 2
	1287	Carter Junction to Cape Foulwind	"	"	100 0 0
	1288	Charleston to Grey County boundary	"	"	200 0 0
	1290	Inangahua Junction Bridge	"	"	400 0 0
	1291	McKenna Road	"	"	100 0 0
	1292	Organ Road	"	"	50 0 0
	1294	Waimangaroa Bridge to Beach	"	"	81 0 0
	1296	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	"	"	49 10 0
	1297	Supervision	"	"	456 14 0
		Total—Westport			£2,079 17 5
		WESTLAND ROAD DISTRICT—			
	1301	Gilmer Road	Inangahua	Buller	16 0 0
	1303	Inangahua River Bridge (right-hand branch), (Reefton—Maruia Road)	"	"	217 9 6
	1305	Reefton to Maruia	"	"	2,480 17 8
	1307	Blackball to Moonlight	Grey	Grey	750 0 0
	1308	Cobden to Barrytown	"	"	200 0 0
	1309	Grey River encroachment	Inangahua	"	396 12 4
	1311	Main Grey Road Bridge (Reefton to Grey-mouth)	"	"	90 0 0
	1312	Munn's Creek Bridge	Grey	"	40 8 6
	1316	Upper Grey Road	Inangahua	Grey and Buller	73 13 4
	1317	Upper Moonlight	Grey	Grey	197 10 0
	1318	Arahura Bridge (Malfroy's)	Westland	Westland	500 0 0
	1319	Arahura Valley	"	"	100 0 0
	1320	Arthur's Pass Tunnel Road	"	"	110 18 0
	1321	Awatuna Road and Bridge	"	"	124 16 0
	1323	Big Wanganui Flat	"	"	197 7 6
	1324	Big Wanganui River (Lower Ford)	"	"	135 0 0
	1325	Big Wanganui River Bridge	"	"	3,127 7 7
	1326	Bruce Road	Grey	"	36 4 0
	1327	Camelback Road	Westland	"	75 0 0
	1328	Clearwater Creek Bridge (Gillespie's)	"	"	73 10 0
	1329	Copland Track	"	"	259 1 9
	1331	Dorothy Falls Track	"	"	208 10 9
	1334	Forks to Canoe Point	"	"	145 2 6
	1335	Ferguson Road	"	"	93 10 0
	1338	Haast to Harris Bridge	"	"	66 18 0
	1340	Haast Pass	"	"	211 4 0
	1342	Harris Creek Bridge (Hokitika Flat Road) (£1 for £1)	"	"	58 12 7
	1343	Harris Creek Bridge (Christchurch Road, old) (£1 for £1)	"	"	72 5 0
	1351	Kokatahi Roads (widening)	"	"	240 8 0
	1355	Matakitaki Track (South Westland)	"	"	93 8 0
	1356	Mikonui to Bold Head	"	"	71 19 9
	1358	Morgan Road	Grey	"	50 0 0
	1360	Municipal Road extension	Westland	"	197 1 3
	1361	Otira Bridge (Upper)	"	"	73 10 3
	1362	Otira Bridge (widening)	"	"	16 16 0
	1363	Peterson Road and extension	"	"	142 10 0
	1365	Roto Road (Waitangi)	"	"	70 0 0
	1367	South Westland Thermal Springs	"	"	37 16 0
	1368	Stafford Tracks	"	"	150 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
ROADS, ETC.— <i>continued</i> .					
WESTLAND ROAD DISTRICT— <i>continued</i> .					
112	1370	Two-mile Road (Arahura)	Westland ..	Westland ..	£ 79 10 8
	1371	Waiho River Foot-bridge	" ..	" ..	25 10 5
	1374	Waitaha Village Road	" ..	" ..	77 0 0
	1375	Waitaha Settlement	" ..	" ..	260 10 0
	1376	Westland County Flood-damage	" ..	" ..	293 2 7
	1377	Westland Ferry Service	" ..	" ..	200 0 0
	1378	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	103 8 9
	1379	Supervision	" ..	" ..	496 16 7
	1381	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	15 14 0
Total—Westland					£12,753 1 3
CANTERBURY ROAD DISTRICT—					
	1382	Ashley Gorge Road (£500, £2 for £1) ..	Ashley ..	Hurunui ..	500 0 0
	1384	Conway River to Waiau River	Cheviot ..	" ..	250 0 0
	1385	Culverden to Hanmer	Amuri ..	" ..	300 0 0
	1386	East Oxford to Wharfdale (Richardson's Track)	Ashley ..	" ..	200 0 0
	1387	Mason River Bridge (£1 for £1)	Amuri ..	" ..	778 3 9
	1391	King Edward VII Road	Selwyn and Mount Herbert	Lyttelton and Riccarton	424 13 1
	1394	Carney Road	Ashburton ..	Selwyn ..	100 0 0
	1396	Motukarara to Green Park Road	Selwyn ..	" ..	200 0 0
	1397	Mount Somers to Mesopotamia	Ashburton ..	" ..	200 0 0
	1404	Kinloch Settlement roads	Waikarewa ..	Ellesmere ..	405 14 4
	1405	Morice Settlement Main Road	" ..	" ..	189 12 0
	1406	Okain's Wharf Road	Akaroa ..	" ..	650 0 0
	1409	Cave to Pareora River	Mackenzie ..	Geraldine ..	100 0 0
	1410	Clayton Road	" ..	" ..	41 10 0
	1412	Daisy Hill Road (£1 for £1)	Waimate ..	" ..	50 0 0
	1414	Fairlie to Mount Cook (bridges)	Mackenzie ..	" ..	722 9 4
	1419	Lake Tekapo to Lake Pukaki	" ..	" ..	919 3 0
	1420	Lyalldale to Pleasant Valley Road (£1 for £1)	Waimate ..	" ..	24 9 3
	1421	Mackenzie Pass Road	Mackenzie ..	" ..	81 18 6
	1423	Mount Cook Station Road	" ..	" ..	100 0 0
	1428	Riverside Road	" ..	" ..	63 8 9
	1430	Springs Road	" ..	" ..	44 5 0
	1433	Twizel River Bridge	" ..	" ..	181 16 10
	1437	Hakataramea River Bridge	Waimate ..	Waitaki ..	526 16 0
	1438	Pike's Point Road (£1 for £1)	" ..	" ..	49 9 2
	1440	Shearer's Hill Road (£1 for £1)	" ..	" ..	12 17 9
	1442	Waimate to Waihao Forks (£1 for £1)	" ..	" ..	31 7 6
	1443	Wallace Road	" ..	" ..	100 0 0
	1444	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	" ..	" ..	41 10 3
	1445	Supervision	" ..	" ..	421 7 3
	1446	Contingencies, including unforeseen expenditure incidental to the other items of the vote	" ..	" ..	0 7 6
	1447	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	" ..	" ..	58 11 10
Total—Canterbury					£7,869 11 1
OTAGO ROAD DISTRICT—					
	1448	Ahuriri Gorge Track	Waitaki ..	Waitaki ..	100 0 0
	1449	Ahuriri River Bridge	" ..	" ..	969 14 6
	1455	Kauroo River Stock-bridge	" ..	" ..	237 9 4
	1461	St. Bathans to Hawkdén	" ..	" ..	34 7 0
	1462	Wharekuri Cutting	" ..	" ..	135 0 0
	1463	Ardgowan	" ..	Oamaru ..	300 0 0
	1464	Dunback to Macrae's	Waihemo ..	" ..	100 0 0
	1465	Dunback to Pigroot	" ..	" ..	76 19 0
	1471	Muddy Creek to County boundary	" ..	" ..	76 1 2
	1475	Tarapuka Creek Bridge	Waitaki ..	" ..	350 0 0
	1478	Blackstone and Homehills (access)	Maniototo ..	Tuapeka ..	200 0 0
	1479	Cambrian Settlement Block (access)	" ..	" ..	136 4 4
	1480	Clyde Bridge to Settlement, west bank of Molyneux	Vincent ..	" ..	50 0 0
	1484	Edievale to Moa Flat	Tuapeka ..	" ..	200 0 0
	1488	Kelso to Heriot	" ..	" ..	100 0 0
	1490	Lauder Railway-station to Lauder Runs	Maniototo ..	" ..	175 5 6
	1491	Lawrence to Beaumont	Tuapeka ..	Tuapeka and Bruce	100 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS, ETC.— <i>continued.</i>			
		OTAGO ROAD DISTRICT— <i>continued.</i>			£ s. d.
112	1492	Maniototo County flood-damage	Maniototo ..	Tuapeka ..	57 0 4
	1493	Manuherikia Footbridge (Springvale) ..	Vincent ..	" ..	540 12 6
	1495	Patearoa to Waipiata	Maniototo ..	" ..	100 0 0
	1496	Roxburgh to Miller's Flat (east bank of river)	Tuapeka ..	" ..	150 0 0
	1499	Arrow to Crown Range Saddle	Lake ..	Wakatipu ..	97 10 0
	1500	Arthur's Point to Queenstown	" ..	" ..	100 0 0
	1502	Bannockburn Bridge (repairs)	Vincent ..	" ..	69 1 6
	1504	Bob's Cove to Glenorchy	Lake ..	" ..	49 19 6
	1505	Cardrona to Mount Barker	" ..	" ..	95 18 3
	1509	Chatton to Pyramid (£1 for £1)	Southland ..	" ..	50 0 0
	1510	Cromwell to Wanaka	Vincent ..	" ..	200 0 0
	1512	Glade House to Lake Wakatipu	Wallace and Lake	" ..	218 16 10
	1514	Glenorchy to Routeburn	Lake ..	" ..	123 5 0
	1517	Greenstone and Eglington Bridges	Wallace and Lake	" ..	4 5 0
	1520	Lake Hayes to Arrow Bridge, <i>via</i> Baird's	Lake ..	" ..	50 0 0
	1521	Lake Hayes to Shotover Bridge	" ..	" ..	91 0 0
	1524	Luggate to Pembroke	Vincent ..	" ..	100 0 0
	1525	Lumsden to Balfour (£1 for £1)	Southland ..	" ..	100 0 0
	1527	Martin's Bay to Kinloch	Lake ..	" ..	100 0 0
	1538	Shotover Bridge (£1 for £1)	" ..	" ..	1,556 19 6
	1540	Tarras to Lindis Pass	Vincent ..	" ..	100 0 0
	1543	Waipunama Bridge (£2 for £1)	Southland ..	" ..	159 10 4
	1544	Anderson Bay Main Road	Peninsula ..	Chalmers ..	200 0 0
	1545	Baytown Boundary to Camp	" ..	" ..	99 18 4
	1546	Beach Road to Back Beach (Karitane) ..	Waikouaiti ..	" ..	50 0 0
	1552	Gravesend to Taiaroa	Peninsula ..	" ..	79 0 0
	1553	Hawksbury Bush Road	Waikouaiti ..	" ..	26 10 0
	1554	Henry's Bush Road	" ..	" ..	50 0 0
	1557	Hooper's Inlet (west side)	Peninsula ..	" ..	100 0 0
	1560	Karitane protective works and road-approaches	Waikouaiti ..	" ..	50 0 0
	1565	Otakau School Road	Peninsula ..	" ..	46 10 0
	1566	Papanui Inlet roads'	" ..	" ..	100 0 0
	1568	Pipikaretu	" ..	" ..	79 0 0
	1570	Portobello	" ..	" ..	100 0 0
	1574	Puketiraki Station to Seacliff	Waikouaiti ..	" ..	100 0 0
	1576	Purakanui Native Reserve	" ..	" ..	100 0 0
	1578	Quarry Road	" ..	" ..	7 6 8
	1579	Rossiter Road	" ..	" ..	26 0 0
	1583	Sheep-yards to Merton Railway-station ..	" ..	" ..	100 1 3
	1584	Snell Road	" ..	" ..	30 0 0
	1592	Wickliff Bay to Cape Saunders Lighthouse..	Peninsula ..	" ..	100 0 0
	1602	Clarendon to Maryhill	Bruce ..	Taieri ..	100 0 0
	1603	Clarendon S.D., Blocks VI and XI	" ..	" ..	87 10 0
	1604	Cragie Road	" ..	" ..	50 0 0
	1605	Green Island to Taieri Mouth	Taieri ..	" ..	200 0 0
	1606	Maungatua Hill (£1 for £1)	" ..	" ..	100 0 0
	1613	Taieri Beach to Punt	Bruce ..	" ..	150 0 0
	1615	Taieri County flood-damage (£1 for £1) ..	Taieri ..	" ..	938 11 8
	1616	Taieri Mouth Bridge (£1 for £1)	Taieri and Bruce	" ..	Cr. 2,488 14 6
	1622	Whare Flat, Silverstream Road	Taieri ..	" ..	325 0 0
	1625	Begg Road	Bruce ..	Bruce ..	110 1 1
	1627	Black Bridge (Milton), (£1 for £1)	" ..	" ..	147 16 0
	1629	Bowbell Flat to Lawrence	Tuapeka ..	" ..	200 0 0
	1631	Cairn Road	Bruce ..	" ..	100 0 0
	1636	Greenfield Settlement to Waitahuna	Tuapeka ..	" ..	99 18 0
	1637	Greenfield to Clydevale Punt (£1 for £1) ..	Bruce ..	" ..	80 10 0
	1638	Hardie's Road (Greenfield)	" ..	" ..	100 0 0
	1639	Hillend to Waitahuna Bridge (£1 for £1) ..	" ..	" ..	68 0 0
	1642	Kaitangata to Centre Road (Inch-Clutha), (£100, £1 for £1)	" ..	" ..	100 0 0
	1643	Lakeside to Stirling (Morrison's)	" ..	" ..	100 0 0
	1644	Lawrence to Tuapeka West	Tuapeka ..	" ..	87 18 0
	1646	Loudon's Gully to Coast	Bruce ..	" ..	100 0 0
	1648	Milburn to Forthill (£50, £1 for £1) ..	" ..	" ..	50 0 0
	1651	Mount Stuart (Hillend)	" ..	" ..	67 15 0
	1660	Upper Barnago Settlement Road	" ..	" ..	100 0 0
	1664	Wangaloa to Coombe Bay (£1 for £1) ..	" ..	" ..	23 17 6
	1667	Back Creek Road	Clutha ..	Clutha ..	100 0 0
	1669	Bew's Road (Wynndham Valley)	Southland ..	" ..	105 17 10
	1677	Faddis Road	Clutha ..	" ..	45 12 2
	1689	Mitchell Road (Glenham), (£1 for £1) ..	Southland ..	" ..	45 2 0
	1692	Mokoreta to Rimu	Clutha ..	" ..	129 11 3
	1697	Owaka to Railway-crossing	" ..	" ..	100 0 0
	1699	Pomahaka River Bridge (£1 for £1), (on account of £700)	Clutha and Tuapeka	" ..	689 2 6
	1704	Quarry Hills to Waikawa	Southland ..	" ..	100 0 0
	1706	Ratanui to Papatowai	Clutha ..	" ..	3 3 0
	1707	Samson Hill	" ..	" ..	100 0 0
	1709	Seddon Road	" ..	" ..	29 0 6

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS, ETC.— <i>continued.</i>			
		OTAGO ROAD DISTRICT— <i>continued.</i>			
112	1712	Taumata Settlement to Clinton (£150, £1 for £1)	Clutha	Clutha	£ s. d. 253 10 7
	1721	Alton No. 3 Block Roads	Wallace	Wallace	72 16 6
	1724	Benmore-Limehills River Channel	Southland	Wallace and Awarua	200 0 0
	1726	Bluff Harbour Endowment Road (£100, £1 for £1)	.. ..	Wallace	50 0 0
	1733	Dipton Bridge (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1734	Dipton to Caroline (£1 for £1) .. ..	.. ..	.. ..	50 0 0
	1737	Feldwick Road	Wallace .. ..	.. ..	50 0 0
	1745	Hill Road .. ..	.. ..	.. ..	19 12 0
	1748	Koromiko (Merrivale) .. ..	.. ..	.. ..	150 0 0
	1753	Line of Hundreds (west of railway) .. ..	.. ..	.. ..	100 0 0
	1759	Manapouri to Flaxy Creek .. ..	.. ..	.. ..	100 0 0
	1762	Mather Road (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1764	Moffat and Forbes Road (£1 for £1) .. ..	.. ..	.. ..	50 0 0
	1768	Mossburn to Te Anau, via Manapouri .. ..	.. ..	.. ..	264 17 4
	1769	Muir Road (Waicoula), (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1770	McFarlane Road (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1771	McNeill's Road (Jacobs River Hundred), (£75, £1 for £1)	.. ..	.. ..	37 10 4
	1773	Nightcaps to Wrey's Bush (£1 for £1) .. ..	.. ..	.. ..	50 0 0
	1780	Otapiri Gorge	Southland .. ..	.. ..	182 2 11
	1788	Station Road (Jacobs River Hundred)	Wallace .. ..	.. ..	31 12 6
	1790	Sutton Road (Boggy Burn)	Southland .. ..	.. ..	100 0 0
	1797	Wairio Church Road (£1 for £1)	Wallace .. ..	.. ..	50 0 0
	1799	Watson's Road (£1 for £1) .. ..	.. ..	.. ..	70 0 0
	1800	Wild Bush to Pourakino (£1 for £1) .. ..	.. ..	.. ..	75 0 0
	1808	Gerrard's Road (£1 for £1)	Southland	Mataura	100 0 0
	1809	Gore to Kelvin (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1810	Core to Pukerau (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1812	Hedgehope to Mataura (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1813	Hunter's Bush Road (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1818	Mabel, Blocks IV and V (£50, £1 for £1) .. ..	.. ..	.. ..	150 0 0
	1829	Oteramika, Block VII (Sections 39 to 32) .. ..	.. ..	.. ..	150 0 0
	1831	Rakahouka to Dacre (£1 for £1) .. ..	.. ..	.. ..	200 0 0
	1835	Shepherd Bush (Oteramika) .. ..	.. ..	.. ..	50 0 0
	1845	Waihopai River protective works (£1 for £1)	.. ..	.. ..	75 0 0
	1849	Bransholme to Makarewa (£1 for £1) .. ..	.. ..	Awarua	50 0 0
	1852	Brookdale Road (Hokonui) .. ..	.. ..	.. ..	300 0 0
	1858	Campbell and Fleming's Road (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1859	Campbelltown Reserve .. ..	.. ..	.. ..	150 0 0
	1861	Chisholm's Road (Springhills) .. ..	.. ..	.. ..	60 0 0
	1863	Cross Road (Spar Bush), (£1 for £1) .. ..	.. ..	.. ..	50 0 0
	1864	Davidson Road (Hokonui) .. ..	.. ..	.. ..	100 0 0
	1882	Gill Road (Grove Bush), (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1883	Grove Bush Factory Road (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1886	Hall and Acker Road (Otatara) .. ..	.. ..	.. ..	100 0 0
	1888	Harold's Road	Stewart Island .. ..	.. ..	174 5 0
	1891	Horseshoe Bay Back Road .. ..	.. ..	.. ..	200 0 0
	1895	Kaipipi Road .. ..	.. ..	.. ..	89 12 0
	1904	Main Road North	Southland .. ..	.. ..	177 0 0
	1914	Melvor Road (£1 for £1) .. ..	.. ..	.. ..	150 0 0
	1917	New River Bridge approaches (West Plains) .. ..	.. ..	.. ..	112 15 0
	1920	Ocean Beach Road (Bluff) .. ..	.. ..	.. ..	400 0 0
	1921	Old Mill Creek Bridge and road	Stewart Island .. ..	.. ..	150 0 0
	1922	O'Neil's Road (Block XXII, Invercargill Hundred)	Southland .. ..	.. ..	75 0 0
	1924	Oughton to Weir's Road (£1 for £1) .. ..	.. ..	.. ..	26 11 6
	1925	Point Road .. ..	.. ..	.. ..	123 16 6
	1932	Scott Road (Hokonui) .. ..	.. ..	.. ..	190 0 0
	1933	Sim's Road (£1 for £1) .. ..	.. ..	.. ..	100 0 0
	1937	Springbank School North (£1 for £1) .. ..	.. ..	.. ..	50 0 0
	1940	Stewart Island Main Road	Stewart Island .. ..	.. ..	192 7 6
	1941	Tisbury Road (£1 for £1)	Southland .. ..	.. ..	35 4 6
	1945	Tramway Road, Invercargill, Block XXII, Sections 20 to 35, and 36	.. ..	.. ..	150 0 0
	1949	Waipapa Creek Road .. ..	.. ..	.. ..	150 0 0
	1955	Winton, Blocks II and III (outfall drain) .. ..	.. ..	.. ..	37 13 4
	1960	Zweiss Road (£1 for £1) .. ..	.. ..	.. ..	75 0 0
	1961	Survey, acquisition, and legalization of roads, drains, gravel-pits, tramways, &c.	.. ..	.. ..	7 16 4
	1962	Supervision .. ..	.. ..	.. ..	483 5 1
	1963	Contingencies, including unforeseen expenditure incidental to the other items of the vote	.. ..	.. ..	1 19 9
	1964	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.	.. ..	.. ..	72 19 0
		Total—Otago .. ..	.. ..	.. ..	£19,162 5 6

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS, ETC.— <i>continued.</i>			
		GENERAL—			£ s. d.
112	1965	Compensation for injuries to employees while in discharge of their duties, and contingent expenses in connection with same	..	..	606 5 0
	1966	Engineering surveys .. ..	..	..	142 15 6
	1967	Expenses incidental to the maintenance and improvements of roads	..	..	7,282 18 5
	1968	Plant not chargeable to any particular work	..	..	[ 162 0 0
	1969	Roadmen's huts, storerooms, &c.	..	..	275 7 10
	1970	Stone-crushers and road-making plant	..	..	62 15 5
		Total—General .. ..	..	..	£8,532 2 2
		Vote No. 112—Total for 1910-11 ..	..	..	*£146,079 7 0
		BACKBLOCKS ROADS, ETC.			
		NORTH AUCKLAND ROAD DISTRICT—			
113	1	Auckland Special Settlement to Mangakahia	Hokianga	Bay of Islands	199 16 5
	2	Awanui to Mangonui, <i>via</i> Taipa	Mangonui	..	24 9 6
	4	Broadwood to Herekino	Hokianga	..	272 17 2
	5	Broadwood to Runa Runa .. ..	..	..	192 15 8
	6	Duncan Road	Mangonui	..	201 2 7
	7	Great North Road to Otukai .. ..	..	..	92 14 0
	8	Haha	Hokianga	..	112 0 0
	9	Harnett Road .. ..	..	..	13 3 0
	10	Herd's Point to Takahue	Mangonui and Hokianga	..	320 4 8
	11	Herekino to Kaitaia	Mangonui	..	104 1 0
	12	Herekino Settlement (access to Sections 26 and 27)	Hokianga	..	99 19 0
	13	Herekino to Whangape .. ..	..	..	96 19 5
	14	Horeke to Taheke, <i>via</i> Section I, Block XII, Mangamuka Survey District	..	..	46 18 6
	15	Huahua to Mangakino .. ..	..	..	117 17 8
	16	Huehue .. ..	..	..	100 0 0
	17	Huehue Block to Punakitere Settlement Road	..	..	98 16 10
	18	Humphrey's Road .. ..	..	..	22 8 0
	19	Kaeo to Upokarau Valley	Whangaroa	..	50 0 0
	20	Kaikohe to Huehue	Hokianga and Bay of Islands	..	199 4 1
	21	Kaikohe to Mangakahia Church	Ditto ..	..	793 12 1
	22	Karaka to Retokakahi Block	Hokianga	..	131 5 6
	23	Katui to Marlborough Settlement	..	..	115 2 9
	24	Katui to Waipoua .. ..	..	..	125 19 0
	25	Kereponia	Mangonui	..	56 0 0
	27	Kohukohu to Motukaraka, <i>via</i> Runa Valley	Hokianga	..	249 18 9
	28	Kohumaru	Mangonui	..	77 8 0
	29	Mangamuka to Oruru	Hokianga and Mangonui	..	95 12 0
	30	Mangamuka to Victoria Valley	Ditto ..	..	320 17 1
	31	Mangatu to Katui	Hokianga	..	69 3 4
	32	Mangonui to Kohumaru Block, <i>via</i> Kenana	Mangonui	..	105 10 0
	35	Marlborough Association	Hokianga	..	49 16 6
	37	Maungataniwha Block VI (access to Sections 2 and 3)	Mangonui	..	144 0 0
	38	Motukaraka Creamery Road	Hokianga	..	193 13 0
	39	Newton Road .. ..	..	..	99 2 7
	40	Okaihau to Kaikohe	Bay of Islands	..	11 14 0
	42	Opouteke Block (access road)	Hokianga	..	Cr. 207 1 3
	43	Opouteke to Mangakahia .. ..	..	..	132 0 6
	44	Opua to Waimate	Bay of Islands	..	48 0 0
	45	Oruru to Hikurangi	Mangonui	..	111 6 0
	46	Otaua	Hokianga	..	149 8 5
	47	Otukai to Mangatete, <i>via</i> Creamery Reserve	Mangonui	..	100 0 0
	49	Pakanae Block Road	Hokianga	..	5 16 0
	52	Paranui	Mangonui	..	100 0 0
	53	Pirikaha .. ..	..	..	100 0 0
	54	Raparapahoe	Hokianga	..	68 15 0
	55	Takahue to Herekino	Mangonui	..	300 0 0
	56	Takahue S.D., Block VI (access to Sections 13, 15, and 16)	..	..	89 9 0
	57	Takahue S.D., Block X (access) .. ..	..	..	47 16 0
	58	Takitu	Hokianga	..	14 10 0
	60	Te Karae Block .. ..	..	..	3,391 16 9
	61	Te Rio River Bridge	Mangonui	..	3 15 4
	62	Underwood Road	Hokianga	..	61 13 0
	63	Waimamaku to Opanaki-Hokianga Road ..	Hokianga	..	245 18 3
	64	Waima to Opouteke .. ..	..	..	245 9 0

* Includes £1,000 paid under authority of Section 27 of the Appropriation Act of 1910. *Vide* Harding's Road bridges, Wellington District.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		BACKBLOCKS ROADS, ETC.—<i>continued.</i>			
		NORTH AUCKLAND ROAD DISTRICT—<i>continued.</i>			
113	65	Waimatanui	Hokianga ..	Bay of Islands	£ 322 11 6
	66	Waiote-Kumarau	" ..	" ..	382 9 3
	67	Waiotemarama	" ..	" ..	290 12 6
	68	Waipoua S.D., Section 26, Block XI (access)	" ..	" ..	183 13 2
	69	Wairau Block (access)	" ..	" ..	64 1 9
	70	Waoku Extension Block (access)	" ..	" ..	299 6 3
	72	Whakapaku roads	Mangonui ..	" ..	96 6 6
	73	Whangape to Mangonuiwae, <i>via</i> Rotokakahi Block	Hokianga ..	" ..	212 3 3
	74	Whangape Track	" ..	" ..	191 4 0
	75	Yarborough Road	" ..	" ..	120 14 0
	76	Maungakaramea to Tangiteroria	Whangarei ..	Marsden ..	87 14 0
	77	Maungaturoto to Cove, <i>via</i> Rowsell's	Whangarei and Otamatea	" ..	93 18 0
	79	Supervision	" ..	" ..	571 17 7
		Total—North Auckland			£12,930 5 10
		AUCKLAND ROAD DISTRICT—			
	80	Tangihua River Bridge	Hobson	Marsden ..	150 0 0
	82	Waipu to Mareretu (extension to Nutsford's)	Otamatea ..	" ..	5 12 0
	85	Avoca Settlement (West Road)	Hobson	Kaipara ..	50 0 0
	86	Dargaville to Whangarei County Boundary	"	Kaipara and Marsden	360 13 6
	88	Hukatere District roads	Otamatea ..	Kaipara ..	71 18 10
	89	Kaihu to Tarawhati	Hobson	Kaipara and Bay of Islands	200 0 0
	90	Makarau Railway-station to West Coast Road	Rodney and Waitemata	Kaipara ..	30 12 8
	91	Mangakahia Bridge to Mangakahia Church ..	Hobson and Whangarei	Kaipara and Bay of Islands	817 7 8
	92	Opanake Block (access road)	Hobson	Kaipara ..	7 3 6
	94	Tangiteroria to Tangihua, Block II	"	Kaipara and Marsden	178 5 4
	99	Great Barrier Island (Harataonga to Port Fitzroy)	No county ..	Waitemata ..	10 17 6
	101	Hetherington Road	Raglan	Franklin ..	45 6 0
	102	Kirikiri to Te Akau through Section 60	"	" ..	1 4 0
	103	Klondyke	"	" ..	93 16 9
	105	Maungatawhiri to Waitakaruru	Waikato and Thames	" ..	63 7 10
	107	Moewaka	Raglan	" ..	80 5 3
	108	Otau to Hunua	Manukau	" ..	176 17 0
	109	Otau Road	"	" ..	120 5 6
	110	Ponganui	Raglan	" ..	75 1 4
	112	Te Akau Block to Tuakau-Raglan Road	"	" ..	301 18 10
	113	Te Kirikiri	"	" ..	34 6 8
	114	Turner's Junction to West Coast (through Block VI, Awaroa)	"	" ..	159 4 10
	115	Wairoa River to Otau	Manukau	" ..	46 3 3
	116	Whangape Parish (Sections 126, 127, and 128)	Raglan	" ..	83 8 0
	117	Coromandel to Mercury Bay (continuation of main through road)	Coromandel ..	Thames ..	500 0 0
	118	Gumtown to Whenuakite	"	" ..	250 0 0
	119	Kaimarama Settlement to Waikawau	"	" ..	100 0 0
	120	Tairua to Hikuwai (Upper Landing)	Thames	" ..	20 11 1
	122	Kaihere	Ohinemuri ..	Ohinemuri ..	22 11 8
	123	Mangawhara	"	" ..	14 6 0
	125	Tahuna to Proctor's	"	" ..	99 11 9
	126	Torehapa	"	" ..	10 1 10
	127	Waikaka to Waitakaruru	"	" ..	10 0 1
	128	Waiti	"	" ..	96 14 3
	130	Karioi to Ruapuke Mountain Road	Raglan	Waikato ..	17 1 0
	131	Mangakino	Raglan and Kawhia	" ..	40 16 0
	135	Pehehau	Raglan	" ..	169 14 6
	136	Pehehau to Kaniwhaniwha	"	" ..	38 5 8
	137	Ruapuke Mountain Road	"	" ..	45 3 0
	140	Awaroa to Mahoe	Kawhia	Taumarunui ..	300 10 3
	141	Awaroa to Waiharakeke	"	" ..	205 1 3
	142	Caves Road	Waitomo	" ..	113 4 0
	143	Hauturu	Kawhia and Waitomo	" ..	140 0 0
	144	Hauturu to Otorohanga	Waitomo	" ..	161 11 1
	145	Kaimango	Kawhia	" ..	3 12 0
	146	Kauri	"	" ..	136 2 11
	147	Kawhia to Marokopa River	"	" ..	279 13 8

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		<i>BACKBLOCKS ROADS, ETC.—continued.</i>			
		<i>AUCKLAND ROAD DISTRICT—continued.</i>			
113	148	Kihi	Kawhia	Taumarunui ..	£ 237 5 0
	149	Kinohaku to Waiharakeke	"	"	148 0 3
	150	Lemon Point to Te Maika Road	"	"	151 13 0
	151	Mahoe	"	"	181 13 8
	152	Mangaiti	Waitomo	"	91 13 11
	155	Tapuae	"	"	90 0 0
	156	Taumatatotara East	Kawhia	"	60 2 11
	157	Taumatatotara West	"	"	8 15 0
	158	Te Maika	"	"	216 19 6
	159	Te Maika to Marokopa	"	"	74 17 3
	160	Waihohonu	Waitomo	"	38 7 7
	162	Supervision	"	"	806 7 10
		Total—Auckland			£8,044 4 2
		<i>TAURANGA ROAD DISTRICT—</i>			
	165	Clover Road	Tauranga	Tauranga	48 0 0
	166	Faulkner Road	"	"	98 8 0
	169	Kaimai	Tauranga and Mata- mata	"	45 10 0
	171	Kaituna	Tauranga	"	133 1 0
	172	Karano	"	"	61 7 0
	174	Ngamuawahine	"	"	0 16 6
	176	Rangiuru Settlement to Rangiuru—Mangore- wa Gorge Road	"	"	74 18 0
	180	Clayton Road	Rotorua	Bay of Plenty ..	16 5 0
	181	Dansey Road	"	"	8 19 0
	182	Hereperu North	Whakatane	"	284 14 6
	185	Kaikokupu to Taheke	Rotorua	"	30 2 0
	186	Mamaku to Maraeroa—Oturoa Block	"	"	106 9 6
	187	Mangorewa Gorge to Mamaku	"	"	35 17 0
	188	Maniatutu	"	"	11 15 0
	189	Ngawaro to Te Puke	Rotorua and Tau- ranga	Bay of Plenty and Tauranga ..	23 10 0
	191	Pikowai North	Whakatane	Bay of Plenty ..	49 6 0
	192	Pikowai South	Rotorua	"	40 12 0
	194	Pungarehu	Whakatane	"	10 12 9
	195	Puwhenua	Rotorua	"	11 18 0
	196	Rangiuru to Mangorewa Gorge	Rotorua and Tau- ranga	"	74 11 10
	202	Waimana Gorge and deviation	Whakatane	"	559 17 8
	203	Whataroa	Rotorua	"	88 19 6
	204	Whirinaki Valley	Rotorua and East Taupo	"	25 16 0
	205	Supervision	"	"	232 19 6
		Total—Tauranga			£2,074 5 9
		<i>GISBORNE ROAD DISTRICT—</i>			
	206	Appleton Road	Opotiki	Bay of Plenty ..	76 3 0
	207	Armstrong Road	Waikohu	"	500 0 0
	208	Fraser Road	"	"	1 3 0
	209	Kopuapounamu Valley	Waiaapu	"	250 0 0
	210	Kowhai	Opotiki	"	61 4 5
	217	Neill Road	Waikohu	"	1,537 9 1
	218	Oliver Road	"	"	58 17 11
	220	Opotiki to Motu	Opotiki	"	538 15 9
	221	Pakihi	"	"	251 4 0
	222	Pakihi Road to Opotiki—Motu Road	"	"	88 17 11
	225	Philp Road	"	"	57 11 0
	226	Ruatuna to Ohiwa Landing	"	"	38 1 3
	231	Tokomaru to Mata	Waiaapu	"	150 0 0
	232	Tutaetoko	Opotiki	"	143 7 3
	237	Waiawa River to East Cape	Opotiki and Waiaapu	"	84 4 0
	238	Waimata to Waiaapu Inland Road (Todd's)	Cook	"	191 15 2
	241	Waioeka River Main Road	Opotiki	"	34 5 0
	242	Waioeka River to Matawai	Opotiki and Wai- kohu	"	381 2 0
	243	Waiotahi Valley	Opotiki	"	110 0 0
	246	Whinray	"	"	5 18 0
	249	Ahimanu	Cook	Gisborne	400 0 0
	250	Gisborne to Wairoa (deviation, <i>via</i> Te Arai Valley)	"	"	216 12 5
	251	Hangaroa to Tahora (Steele's)	"	"	325 12 7
	252	Mangapoike Valley (east end)	Cook and Wairoa	"	69 15 9
	254	Tokanui	Cook	"	272 12 0
	255	Supervision	"	"	329 8 4
		Total—Gisborne			£6,173 19 10

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		BACKBLOCKS ROADS, ETC.—continued.			
		TARANAKI ROAD DISTRICT—			£ s. d.
113	257	Arapae	Waitomo ..	Taumarunui ..	524 0 0
	258	Awakino Valley (Lower)	Awakino ..	" ..	453 13 6
	259	Awakino Valley (Upper)	" ..	" ..	185 10 0
	263	Horopito	Waimarino ..	" ..	316 8 8
	264	Huhatahi	Ohura ..	" ..	142 11 7
	265	Hunt Road	Awakino ..	" ..	47 4 0
	266	Kaeaeae	Waitomo ..	" ..	63 18 6
	267	Kairimu	Awakino ..	" ..	280 14 4
	268	Kairimu Stream bridges	" ..	" ..	259 16 5
	269	Kaitieke	Waimarino ..	" ..	225 3 1
	270	Kakahi	Ohura ..	" ..	10 4 0
	271	Kakahi Stream Bridge	" ..	" ..	13 16 9
	272	Karioi to Rangiwaea	Waimarino ..	" ..	93 11 0
	273	Karioi to Waitangi	" ..	" ..	131 10 2
	274	Kawautahi	West Taupo and Waimarino	" ..	131 8 4
	275	Kie Kie	Waitomo ..	" ..	17 17 6
	276	Kiritehere	Awakino ..	" ..	539 11 11
	277	Kiritehere Bridge	" ..	" ..	96 11 6
	278	Kiwi	Clifton ..	" ..	439 0 1
	279	Kohua	Waitomo ..	" ..	96 4 11
	281	Kopuha	Ohura ..	" ..	11 6 0
	283	Kumara	Waitomo ..	" ..	138 5 9
	284	Kururau	Ohura ..	" ..	34 14 9
	285	Mahoenui to Totoro	Awakino ..	" ..	144 16 8
	290	Mangahoe	Waimarino ..	" ..	21 0 9
	292	Mangakokopu	Awakino ..	" ..	97 9 5
	293	Manganui	" ..	" ..	1,283 3 3
	294	Manganui-o-te-ao	Waimarino ..	" ..	169 8 2
	295	Manganui-o-te-ao Bridge	" ..	" ..	8 15 6
	298	Mangaotaki Valley (Upper)	Awakino ..	" ..	273 6 8
	299	Mangapapa	Ohura ..	" ..	47 1 6
	300	Mangapohue	Waitomo, Awakino, and Kawhia	" ..	514 6 6
	301	Mangaturuturu	Waimarino ..	" ..	177 12 2
	303	Marokopa River Bridge (Te Anga), (on account)	Awakino and Kawhia	" ..	222 12 1
	304	Marokopa River to Mahoenui	Awakino and Waitomo	" ..	535 10 10
	305	Marokopa Valley	Awakino ..	" ..	658 17 3
	306	Miroahuaio to Matiere	Ohura and Waitomo ..	" ..	786 17 5
	307	Miroahuaio to Mangaotaki	Waitomo ..	" ..	10 2 9
	308	Mohakatino Valley	Clifton ..	" ..	65 1 5
	309	Mokauiti	Waitomo ..	" ..	22 8 0
	310	Moki	Clifton ..	" ..	594 19 7
	311	Motete	Waimarino ..	" ..	58 6 0
	312	Ngapaenga	Waitomo ..	" ..	59 12 6
	314	Ohura Road	Stratford, Whangamomona, Clifton, and Ohura	" ..	4,476 2 8
	315	Oio	Waimarino and West Taupo	" ..	187 10 7
	316	Otautu	Waimarino ..	" ..	115 16 11
	317	Owhango	West Taupo ..	" ..	246 12 1
	318	Otunui South	Ohura ..	" ..	190 7 6
	321	Paraheka	Waitomo ..	" ..	313 1 2
	322	Parapara to Raetihi	Waimarino ..	" ..	1,014 1 2
	323	Paro	Waitomo ..	" ..	73 14 8
	324	Patua	Waimarino ..	" ..	157 11 7
	325	Pehu	" ..	" ..	91 13 9
	327	Pirere	Ohura ..	" ..	1 12 0
	328	Pomorangi	Awakino ..	" ..	727 7 1
	329	Pukearuhe	Waitomo ..	" ..	71 11 0
	330	Pukekaha	Waimarino ..	" ..	17 13 9
	331	Pokatea to Kokakonui	West Taupo ..	" ..	683 5 7
	332	Pungarehu	Waitomo ..	" ..	191 13 10
	333	Raetihi to Ohura	Waimarino ..	" ..	372 8 4
	335	Rerekino	Clifton ..	" ..	125 10 10
	336	Retaruke River Bridge	Waimarino ..	" ..	247 7 1
	337	Retaruke Valley	" ..	" ..	346 13 3
	338	Retaruke Valley (Upper)	Waimarino ..	" ..	260 7 2
	339	Roto	Ohura ..	" ..	9 16 0
	340	Ryan Road	" ..	" ..	24 16 0
	342	Tangarakau River Bridge (top crossing)	Clifton ..	" ..	87 16 10
	343	Tangitu	" ..	" ..	279 19 2
	344	Te Maire	West Taupo ..	" ..	38 18 3
	345	Te Rata	Waimarino ..	" ..	90 7 7
	346	Tokorima Road to Wanganui River	Ohura ..	" ..	211 13 4
	347	Tongaporutu to Mangaroa	Clifton and Ohura ..	" ..	1,264 2 8

TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		BACKBLOCKS ROADS, ETC.—continued.			£ s. d.
		TARANAKI ROAD DISTRICT—continued.			
113	348	Turoto	Ohura	Taumarunui ..	38 19 0
	350	Waikawau	Awakino	"	839 12 2
	351	Waimarino to Retaruke	Waimarino	"	210 9 9
	353	Waipapa	Waitomo	"	59 2 5
	354	Waipaua	Awakino	"	165 5 0
	355	Wairere to Mokauiti	Waitomo	"	167 5 9
	356	Waitawhena	Ohura	"	302 1 2
	357	Wanganui Valley Road	West Taupo	"	252 14 7
	358	Whakahau	Awakino	"	299 18 6
	360	Rawhitiroa	Eltham and Patea	Egmont	1,212 19 2
	361	Tangahoe (Whareroa to Rehu Village)	Hawera	"	422 11 9
	362	Kohuratahi	Whangamomona	Stratford	259 16 3
	363	Manga	Stratford	"	7 16 0
	364	Mangaopapa (Junction Road to Mohakau Road)	Clifton and Stratford	"	18 11 10
	365	Mangaowata	Whangamomona	"	244 17 2
	366	Marco	"	"	29 1 2
	367	Matau Township to Mangaopapa Road	Stratford and Clifton	"	62 0 0
	368	Matau Township to Tarawai	Clifton	"	282 11 6
	369	Poarangi	Whangamomona	"	1 3 6
	370	Putikituna	"	"	498 5 8
	372	Whangamomona to Wanganui River	"	"	248 4 8
	373	Ahoroa	Patea	Patea	177 10 0
	374	Ahu Ahu	Waitotara	"	371 9 8
	377	Makakaho River Bridge	Patea	"	664 9 7
	378	Omata	"	"	60 5 0
	379	Opaku	"	"	57 15 0
	380	Puao	"	"	94 3 0
	381	Ridge Road	"	"	99 16 8
	382	Waitotara Valley Road	"	"	130 9 3
	383	Watershed Road	Waitotara and Patea	"	362 2 0
	384	Weraweraonga	Patea	"	2 8 0
	386	Karetu	Rangitikei	Rangitikei	122 8 0
	387	Mangahowhi	Wanganui	"	63 17 2
	389	Mangamahoe	Rangitikei	"	117 14 7
	390	Mason's to Parapara	Wanganui and Waimarino	"	1,202 6 7
	392	Mataroa to Mangaweka	Rangitikei	"	46 0 0
	393	Namunui	"	"	192 0 8
	394	Owhakura	Wanganui	"	63 0 0
	399	Taihape to Waiouru	Rangitikei	"	715 0 0
	400	Te Komai	Wanganui	"	70 0 0
	401	Turakina Valley	Rangitikei	"	145 9 11
	402	Upokonui	Wanganui	"	91 16 6
	404	Wanganui River Road (Left Bank)	Wanganui and Waimarino	"	235 17 6
	405	Supervision	"	"	1,500 5 2
		Total—Taranaki			£34,133 14 3
		WELLINGTON ROAD DISTRICT—			
	406	Frasertown to Mangapoike River	Wairoa	Gisborne	428 9 9
	409	Makaretu to Paparatu	"	"	277 12 9
	410	Mangaone	"	"	149 10 4
	411	Mangapahi	"	"	75 0 0
	412	Mangarewarewa	"	"	20 0 0
	414	Matukihia	"	"	127 11 0
	415	Nuhaka River Road	"	"	318 5 11
	416	Omahanui to Whataroa	"	"	25 0 3
	417	Opoho	"	"	100 0 0
	419	Ruakituri River Bridge (Boothman's)	Wairoa and Cook	"	820 7 5
	420	Ruakituri Valley	"	"	95 1 6
	422	Waikati	Wairoa	"	195 14 9
	432	Makopua	Rangitikei	"	18 0 0
	435	Pourangaki	Kiwitea	"	8 8 6
	437	Conspicuous Road	"	Oroua	24 10 9
	439	Kawakawa	Akitio	Pahiatua	44 13 9
	445	Marainanga	"	"	242 3 0
	446	Piper Road	Pahiatua	"	155 18 6
	455	Waiowaka	Akitio	"	135 9 11
	461	Manakau North	Horowhenua	Otaki	50 0 0
	462	Waikanae to Upper Hutt	Hutt	Otaki and Hutt	126 14 0
	463	Waitohu Extension	Horowhenua	Otaki	110 4 0
	464	Supervision	"	"	745 16 7
		Total—Wellington			£4,294 12 8

TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		BACKBLOCKS ROADS, ETC.—continued.			
		NELSON ROAD DISTRICT—			
112	465	Deep Bay to Section 4, Block XII, French Pass Survey District ..	Sounds ..	Nelson ..	£ 53 s. 8 d. 0
	466	Alexander Bluff Road ..	Waimea ..	Motueka ..	457 0 10
	469	Burmeister Road ..	" ..	" ..	82 10 0
	480	Karaka Road (West Wanganui) ..	Collingwood ..	" ..	45 14 0
	487	Lee Valley ..	Waimea ..	" ..	273 12 11
	493	Tadmor to Baton ..	" ..	" ..	83 10 9
	495	Wairoa Forks Block Road ..	" ..	" ..	168 18 10
	496	Wangapeka Settlement (Sherry Road) ..	" ..	" ..	103 4 2
	498	Glencairn to Maruia North Block ..	Murchison ..	Buller ..	9 14 0
	499	Glengarry ..	" ..	" ..	1 7 0
	500	Glenroy to Maruia ..	" ..	" ..	94 5 1
	501	Glenroy to Rappahannock ..	" ..	" ..	200 0 0
	502	Hope Junction to Lake Rotoroa ..	" ..	" ..	58 0 0
	507	Maruia River Bridge ..	" ..	" ..	1 16 0
	508	Maruia River Protection (Maruia South Road) ..	" ..	" ..	0 18 0
	510	Maruia South Road ..	" ..	" ..	141 10 0
	511	Maruia Valley ..	" ..	" ..	121 10 0
	514	Matiri River Road (East Bank) ..	" ..	" ..	8 2 0
	515	Matiri River Road (West Bank) ..	" ..	" ..	43 5 6
	518	Owen Junction to Murchison Creek ..	" ..	" ..	43 10 0
	523	Supervision ..	" ..	" ..	301 10 4
		Total—Nelson ..			£2,293 7 5
		MARLBOROUGH ROAD DISTRICT—			
	526	Crail Bay to Manaroa ..	Sounds ..	Nelson ..	95 12 2
	527	Crail Bay to South-east Bay ..	" ..	" ..	18 13 9
	534	Mahau Sound ..	" ..	" ..	72 17 11
	537	Ohinetaha to Te Mahia ..	" ..	" ..	4 8 0
	539	Skiddaw Run to Te Matau-a-Mani ..	" ..	" ..	1 0 0
	540	Skiddaw to Yncyca Bay ..	" ..	" ..	72 1 5
	541	Te Mahia to Portage Bay ..	" ..	" ..	80 1 11
	542	Te Matau to Wet Inlet ..	" ..	" ..	69 4 3
	546	Dryden's Bay to Endeavour Inlet ..	" ..	Wairau ..	84 8 0
	549	Kenepuru to Endeavour Inlet ..	" ..	Wairau and Nelson ..	20 16 0
	554	Onahau Bay to Kenepuru Sound ..	" ..	Ditto ..	190 2 6
	557	Rock Ferry to Bartlett's Creek ..	Marlborough ..	Wairau ..	65 18 6
	562	Whatamongo to Difenbach ..	Sounds ..	" ..	70 5 4
	565	Puhipuhi ..	Kaikoura ..	Hurunui ..	321 4 5
	569	Supervision ..	" ..	" ..	372 13 4
		Total—Marlborough ..			£1,539 7 6
		WESTPORT ROAD DISTRICT—			
	571	Little Wanganui River Bridge ..	Buller ..	Motueka ..	547 12 0
	572	Mokihinui to Little Wanganui ..	" ..	" ..	1,591 8 8
	573	Mokihinui River Bridge ..	" ..	" ..	1,420 4 9
	575	Otumahana to Karamea Bridge (road deviation) ..	" ..	" ..	193 0 0
	576	Brighton Block Road ..	" ..	Buller ..	96 4 9
	578	Supervision ..	" ..	" ..	279 13 6
		Total—Westport ..			£4,128 3 8
		WESTLAND ROAD DISTRICT—			
	579	Brown Creek Road ..	Inangahua ..	Buller ..	118 14 2
	580	Inangahua Landing to Coal Creek ..	" ..	" ..	60 0 0
	581	Inangahua Landing to Brown Creek ..	" ..	" ..	176 1 8
	583	Barrytown to Punakaiki ..	Grey ..	Grey ..	454 0 0
	584	Big River ..	" ..	" ..	140 0 0
	585	Cameron's Terrace Road ..	" ..	" ..	63 0 0
	586	Dunollie to Seven-mile ..	" ..	" ..	292 0 0
	588	Meagher's Creek to Sea-beach ..	" ..	" ..	100 0 0
	589	Porarari ..	" ..	" ..	207 10 0
	590	Panakaiki ..	" ..	" ..	228 10 0
	591	Rough River Track ..	" ..	" ..	181 0 0
	592	Seven-mile Road bridges ..	" ..	" ..	443 17 1
	593	Arawata to Cascade ..	Westland ..	Westland ..	91 8 0
	594	Cook River to Karangarua ..	" ..	" ..	192 0 0
	595	Douglas Road ..	" ..	" ..	100 0 0
	596	Evans Road ..	" ..	" ..	179 10 0
	597	Harris Road ..	Grey ..	" ..	45 0 0
	598	Hatters to Haupiri ..	" ..	" ..	371 0 0
	599	Jacobs to Karangarua (Hunt Creek) ..	Westland ..	" ..	102 13 8

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		BACKBLOCKS ROADS, ETC.— <i>continued.</i>			
		WESTLAND ROAD DISTRICT— <i>continued.</i>			£ s. d.
113	601	Kokatahi (Upper) to Doughboy	Westland	Westland	157 16 5
	602	Kokiri to Moana	Grey	"	90 0 0
	604	La Fontaine Road and extension	Westland	"	241 15 1
	605	Mahitahi to Bruce Bay (Paringa Landing)	"	"	87 18 0
	608	Okuru Track	"	"	33 3 0
	609	Omoeroa to Waiho	"	"	249 4 2
	611	Robertson Road	"	"	181 0 0
	612	Ross to Kokatahi	"	"	585 17 0
	613	Scally Road	"	"	87 12 0
	614	Slatey Creek Footbridge (Larkin's)	Grey	"	100 0 0
	616	Waiho South	Westland	"	51 0 0
	617	Waikukupa Bridge	"	"	42 11 7
	620	Waitaha Settlement extension	"	"	141 3 3
	621	Wall Road	"	"	407 5 6
	622	Walsh Track (Cook River)	"	"	148 0 0
	623	Wataroa Flat	"	"	286 10 0
	624	Supervision	"	"	228 8 9
		Total—Westland			£6,665 9 4
		OTAGO ROAD DISTRICT—			
	631	Gregg Road (Otara)	Southland	Clutha	38 16 0
	634	King Road (Otara)	Clutha	"	50 0 0
	635	Pascoe Road	Southland	"	128 9 5
	641	Hodgson Road (Kapuka)	"	Mataura	28 3 6
	642	Killen Road (Oteramika)	"	"	50 0 0
	646	Hughes Road (Otatarā)	"	Awarua	74 16 0
	649	Lora Stream Bridge (Section 148, Forest Hill)	"	"	30 4 2
	653	Taylor Gorge Road	"	"	146 19 4
	654	Winton, Block VIII	"	"	191 5 0
	655	Wood Road, Campbelltown	"	"	114 0 5
	656	Supervision	"	"	212 8 7
		Total—Otago			£1,065 2 5
		GENERAL—			
	657	Miscellaneous works and services, including assistance towards the construction of roads, bridges, tracks, &c.			115 4 10
		Total—General			£115 4 10
		Vote No. 113—Total for 1910-11			£83,457 17 8
		ROADS TO OPEN UP CROWN LANDS.			
		NORTH AUCKLAND ROAD DISTRICT—			
127	4	Kohumaru Block	Mangonui	Bay of Islands	262 6 0
	6	Mangakahia Block	Whangarei	"	114 3 1
	7	Omawhake Block	Bay of Islands	"	499 1 0
	8	Opouteke Block	Hokianga	"	482 1 10
	11	Otepo Block	Mangonui	"	115 0 0
	12	Otukai Block	"	"	4 15 0
	13	Oue Block	Whangarei and Hobson	"	297 13 4
	18	Rotokakahi Block	Hokianga	"	18 4 0
	20	Taeore Block	Mangonui	"	50 13 2
	23	Tarawhati Block	Hokianga	"	2,195 19 4
	30	Ranga Block	Whangarei	Marsden	12 12 3
		Total—North Auckland			£4,052 9 0
		AUCKLAND ROAD DISTRICT—			
	37	Te Akau Block	Raglan	Franklin	5,346 17 4
	41	Mangaokahu Block	"	Waikato	19 18 6
	42	Korakanui Block	West Taupo	Tauranga	261 2 4
	44	Wharepuhunga Block	"	"	127 8 6
	47	Kaimango Block	Kawhia	Taumarunui	5 2 8
	48	Kekepuku Block	Waitomo and West Taupo	"	2 3 6
	57	Rangitoto Block	Waitomo	"	3,451 14 7
		Total—Auckland			£9,214 7 5

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS TO OPEN UP CROWN LANDS—contd.			
		TAURANGA ROAD DISTRICT—			
127	66	Manawahe Block	Whakatane	Bay of Plenty	£ s. d. 243 0 0
	67	Mangorewa-Kaharoa Block	Rotorua	"	201 7 3
		Total—Tauranga			£444 7 3
		GISBORNE ROAD DISTRICT—			
	71	Koranga Block	Waikohu	Bay of Plenty	629 10 9
	72	Oamaru No. 2 Block	Opotiki	"	6 8 8
	73	Oamaru No. 3 Block	"	"	26 16 0
	74	Oamaru No. 4 Block	"	"	16 19 0
	76	Tahora No. 2 North Block	"	"	230 13 7
	79	Whitikau Block	"	"	343 12 9
		Total—Gisborne			£1,254 0 9
		TARANAKI ROAD DISTRICT—			
	82	Aria Township Block	Waitomo	Taumarunui	22 17 6
	86	Hikimutu Block	West Taupo	"	290 6 10
	88	Horopito West Block	Waimarino	"	14 3 0
	89	Iriwhata Block	Ohura	"	898 11 9
	90	Kahuwera Block	Waitomo	"	2,288 8 4
	92	Kakahi Village Settlement Block	West Taupo	"	0 18 6
	93	Kawautahi Block	West Taupo and Waimarino	"	80 14 4
	94	Kirikau Block	Waimarino	"	0 6 0
	96	Mangaroa Township Block	Ohura	"	49 11 6
	97	Mangatiti Block	Waimarino	"	233 15 8
	99	Marangae Block	Whangamomona	"	1,447 2 3
	100	Matiere Village Block	Ohura	"	180 0 0
	103	North Waimarino Block	West Taupo	"	924 8 8
	105	Ohakune No. 2 Block	Waimarino	"	39 12 7
	106	Ohakune Village Settlement Block	"	"	462 2 7
	109	Owhango Block	West Taupo	"	55 14 0
	110	Papakauri Block	Awakino	"	198 3 9
	111	Paraketu Block	Ohura and Wai- tomo	"	947 11 3
	112	Rangataua Block	Waimarino	"	914 6 1
	114	Retaruke Block	"	"	357 5 3
	115	Riariaki Block	"	"	954 0 4
	117	Ruatiti Block	"	"	1,347 1 6
	118	South Kaitieke Block	"	"	302 9 7
	120	Tahuna Block	Waitomo	"	6,352 9 0
	123	Tupapanui Block	Waimarino	"	33 3 11
	130	Ahu Ahu Block	Waitotara	Patea	916 10 6
	131	Rangitatau Block	"	"	743 1 0
	134	Taonui-Maraetaua-Pukewhaka- pu Block	Wanganui	Rangitikei	21 11 1
		Total—Taranaki			£20,076 6 9
		WELLINGTON ROAD DISTRICT—			
	136	Waipaoa Block	Wairoa	Gisborne	134 1 0
	137	Waimarama Block	Hawke's Bay	Hawke's Bay	3,066 10 6
	141	Kumeti Block	Dannevirke	Pahiatua and Waipawa	990 19 5
	142	Makaretu Village Settlement Block	Pahiatua	Pahiatua	125 0 0
	147	Makaretu Block	Waipawa	Waipawa	859 6 3
	148	Mangatera Block	Dannevirke	"	92 19 6
	149	Piripiri Block	"	"	44 0 8
	150	Rokai Block	"	"	2 9 6
		Total—Wellington			£5,305 6 10
		NELSON ROAD DISTRICT—			
	161	Wairoa Forks Block	Waimea	Motueka	21 10 3
	162	Glenroy Block	Murchison	Buller	184 18 0
	165	Maruia Block	"	"	3 9 0
	167	Mid Maruia Block	"	"	648 0 6
	170	Rappahannock Block	"	"	305 9 6
	171	Warwick Block	"	"	5 3 0
		Total—Nelson			£1,168 10 3

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure.
		ROADS TO OPEN UP CROWN LANDS [†] contd.			
		WESTPORT ROAD DISTRICT—			
127	178	Kongahu Block	Buller	Motueka	£ s. d. 806 14 5
	179	Mokihinui Block	"	"	264 0 11
	180	Oparara Block	"	"	276 15 2
	181	Otumahana Block	"	"	509 1 9
		Total—Westport			£1,856 12 3
		WESTLAND ROAD DISTRICT—			
	185	Haast River Block	Westland	Westland	99 19 6
		Total—Westland			£99 19 6
		OTAGO ROAD DISTRICT—			
	189	Alton No. 3 Block	Wallace	Wallace	2,124 15 6
	195	Waikawa, Block II	Southland	Clutha	29 18 4
	200	Waimatua Block	"	Mataura	63 16 6
		Total—Otago			£2,218 10 4
		Vote No. 127—Total for 1910–11			£45,690 10 4
		ROADS TO OPEN UP NATIONAL ENDOWMENT LANDS.			
		NORTH AUCKLAND ROAD DISTRICT—			
128	1	Koutu Block	Hokianga	Bay of Islands	31 9 5
	2	Otakairangi Block	Whangarei	"	83 18 5
	3	Whakapara Block	"	"	351 13 11
	4	Ngunguru Extension No. 2 Block	"	Marsden	1 4 0
		Total—North Auckland			£468 5 9
		AUCKLAND ROAD DISTRICT—			
	5	Opunake Block (extension)	Hobson	Kaipara	702 9 7
		Total—Auckland			£702 9 7
		TARANAKI ROAD DISTRICT—			
	13	Iriwhata Block	Ohura	Taumarunui	2,561 4 10
	16	Otunui Block	"	"	691 6 8
		Total—Taranaki			£3,252 11 6
		NELSON ROAD DISTRICT—			
	18	Wangamoia Block	Waimea	Nelson	59 8 0
	21	Lee River Extension Block	"	Motueka	358 4 4
		Total—Nelson			£417 12 4
		WESTLAND ROAD DISTRICT—			
	25	Arnold Valley Block	Grey	Grey	603 10 9
	26	Clearwater Block	Westland	Westland	74 18 9
	31	Waiho Lower Block	"	"	100 0 0
		Total—Westland			£778 9 6
		Vote No. 128—Total for 1910–11			£5,619 8 8
		CONSOLIDATED FUND.			
		MAINTENANCE AND IMPROVEMENT OF ROADS.			
20	1	Expenses incidental to the maintenance and improvement of roads			£29,502 9 0
		Votes 112, 113, 127, 128, and 20			*310,349 12 8
		Add expenditure for previous years			†8,301,802 14 6
		Total expenditure to 31st March, 1911			£8,612,152 7 2

* Includes £1,000 paid under authority of section 27 of the Appropriation Act of 1910.—Vide Harding's Road bridges, Wellington District.

† Includes expenditure for certain years out of Native Land Purchase Account and Lands Improvement Account.—Vide Table No. 2.

TABLE NO. 4—continued.
ROADS ON GOLDFIELDS.

Vote No. 114.—Item No. 1.—Assistance towards the construction and repair of roads. &c.		£	s.	d.
		741	7	11
		<u>£741</u>	<u>7</u>	<u>11</u>
AUCKLAND.				
<i>Whangaroa County.</i>				
4.	Pupuke (Landing—Mines)	150	0	0
<i>Coromandel County.</i>				
7.	Cabbage Bay—Matamataharakeke	40	0	0
11.	Cape Colville—Port Charles	100	0	0
12.	Coromandel—Kuaotunu, via Matarangi	169	0	0
17.	Kaimarama—Waikawau	400	0	0
19.	Kapanga Mine Road (metalling)	200	0	0
21.	Kennedy Bay—Matamataharakeke	279	0	0
22.	Kikowhakarere—Cabbage Bay	150	18	8
26.	Mercury Bay—Tairua	250	0	0
27.	McLauchlin's—Waikawau Creek Track (widening)	41	19	0
29.	Tiki Goldfield Road	50	0	0
33.	Tokatea—Kennedy Bay	250	0	0
34.	Waitaia Company's Low-level Road	50	0	0
35.	Whitianga—Gumtown	150	0	0
<i>Thames County.</i>				
36.	Golden Belt Battery—Puketui	34	10	0
41.	Hikuwai—Tairua	154	17	6
44.	Kauaeranga Valley Road	250	0	0
55.	Puriri—Neavesville	104	7	7
56.	Puriri Valley Road	119	15	0
59.	Tairua—Broken Hills—Upper Landing	101	4	9
61.	Tapu—Gumtown	95	15	0
64.	Thames—Hikutaia	125	6	1
68.	Upper Tararu Road	50	0	0
72.	Waiotahi Road	50	0	0
<i>Thames Borough.</i>				
75.	Karaka Creek (clearing)	100	0	0
76.	Waiotahi Aqueduct (repairs)	50	0	0
<i>Ohinemuri County.</i>				
77.	Adeline—Mangakino	86	0	0
78.	Bridge Road—Karangahake	100	0	0
81.	Cadman Road (Waikino—Waitekauri)	180	0	0
83.	Durbar Mine—Komata	100	0	0
85.	Golden Cross—Maratoto	67	17	6
87.	Hikutaia—Paeroa	100	0	0
89.	Hill Road—Talisman Mine	100	0	0
90.	Houunga Road	60	0	0
91.	Karangahake—Rotokohu	100	0	0
92.	Komata Creek Road	100	0	0
93.	Komata Creek—Battery	140	0	0
94.	Komata Main Drain (£1 for £1)	5	0	6
96.	Kuriri Creek Drain	30	0	0
100.	Mangakino Track	49	0	0
101.	Maoriland Mine—Paeroa	50	0	0
102.	Maratoto Road	421	19	0
103.	Mill Road (£1 for £1)	100	0	0
107.	Paeroa—Hikutaia Road—Robinson's	35	0	0
109.	Paeroa—Te Aroha	189	10	0
110.	Paeroa—Waitoa	273	3	4
113.	Puke—Netherton	151	7	4
115.	Rahu Road—Cornish Town	99	15	0
116.	Railway—Hill Road	100	0	0
118.	Talisman Coal-hopper—Hill Road	45	0	0
119.	Thames Road—Komata Railway-station	73	15	0
121.	Waihi—Whangamata	84	0	0
124.	Waitawheta Road	50	0	0
125.	Waitawheta Road Deviation	85	15	0
128.	Waitekauri—Durbar	51	0	0
129.	Waitekauri—Maoriland Mine	80	0	0
<i>Piako County.</i>				
133.	Waiorongomai—Waitawheta	200	0	0
		<u>£6,824</u>	<u>15</u>	<u>9</u>

TABLE No. 4—continued.
ROADS ON GOLDFIELDS—continued.

MARLBOROUGH.							£	s.	d.
<i>Pelorus Road Board.</i>									
139.	Kaituna—Tuamarina	...	...	...	...	...	100	0	0
							£100	0	0
NELSON.									
<i>Collingwood County.</i>							£	s.	d.
145.	Bishop's Washout Bridge	...	...	...	...	...	147	0	0
146.	Collingwood—Parapara	...	...	...	...	...	97	14	6
151.	Ruataniwha Bridge	...	...	...	...	...	271	1	0
<i>Takaka County.</i>							247	12	4
<i>Waimea County.</i>							185	11	8
164.	Kiwi Saddle—Crow River	...	...	...	...	...	98	15	9
166.	Rolling River—Battery-site	...	...	...	...	...	100	0	0
169.	Wangapeka—Baton	...	...	...	...	...
<i>Buller County.</i>							150	0	0
171.	Brighton—Grey County Boundary	...	...	...	...	...	200	0	0
173.	Bullock Creek	...	...	...	...	...	105	2	0
174.	Carter's Junction—Bradshaw's Terrace	...	...	...	...	...	150	0	0
176.	Channel Flat—Mackley's and bridge	...	...	...	...	...	225	10	0
181.	Fairdown—Sergeant's Hill, <i>via</i> railway	...	...	...	...	...	244	5	0
183.	Granity Creek (clearing)	...	...	...	...	...	25	0	0
184.	Granity Creek Southwards	...	...	...	...	...	25	0	0
185.	Granity Relief Channel	...	...	...	...	...	100	0	0
186.	Harney Road	...	...	...	...	...	100	0	0
187.	Harben Road	...	...	...	...	...	119	2	0
189.	Hector Roads	...	...	...	...	...	200	0	0
190.	Karamea Mud-flat	...	...	...	...	...	950	0	0
191.	Karamea Overflow Bridge	...	...	...	...	...	184	5	0
193.	Lyell—Alpine Mine (widening)	...	...	...	...	...	60	0	0
194.	Lyell—Mokihinui	...	...	...	...	...	100	0	0
196.	McPadden's—Gillow's Dam	...	...	...	...	...	150	0	0
197.	Millerton—Stockton Mine	...	...	...	...	...	100	0	0
199.	Millerton Road (widening)	...	...	...	...	...	150	0	0
200.	Millerton Township	...	...	...	...	...	300	0	0
203.	Mokihinui end of Westport Road	...	...	...	...	...	500	0	0
204.	Mokihinui—Little Wanganui River Road	...	...	...	...	...	250	0	0
205.	Mokihinui—Ngakawau	...	...	...	...	...	485	14	10
207.	Mountain Creek Bridge	...	...	...	...	...	52	10	0
208.	New Creek Foot-bridge	...	...	...	...	...	200	0	0
214.	Outlet—Road Birchfield	...	...	...	...	...	50	0	0
215.	Oparara Bridge—South Beach	...	...	...	...	...	160	0	0
216.	Overflow Road—North Beach	...	...	...	...	...	150	0	0
218.	Pororari Foot-bridge	...	...	...	...	...	100	0	0
219.	Promised Land—Allan's	...	...	...	...	...	150	0	0
221.	Seddonville Roads	...	...	...	...	...	42	10	0
223.	Seddonville—Mokihinui Mine (extension)	...	...	...	...	...	150	0	0
224.	Specimen Creek Road Extension	...	...	...	...	...	150	0	0
229.	Wanganui—Wangapeka Road Extension—Mount Radiant	...	...	...	...	...	50	0	0
230.	Wilson's Lead Road, Addison's	...	...	...	...	...
<i>Inangahua County.</i>							200	0	0
231.	Big River—St. George's Mine	...	...	...	...	...	79	7	6
233.	Boatman's Road	...	...	...	...	...	114	2	6
235.	Cronadun—Capleston	...	...	...	...	...	30	3	11
239.	Greymouth—Reefton—Upper Blackwater	...	...	...	...	...	300	14	11
240.	Inangahua Bridge	...	...	...	...	...	200	0	0
241.	Just-in-Time Shaft—Victoria Range	...	...	...	...	...	297	16	0
242.	Landing—Blackwater	...	...	...	...	...	100	0	0
244.	Main Grey Road—Lloyds, Blackwater	...	...	...	...	...	124	17	6
245.	Murray Creek Road	...	...	...	...	...	100	0	0
247.	Progress Junction—Slab Hut Creek	...	...	...	...	...	200	0	0
250.	Slab Hut—Big River	...	...	...	...	...

TABLE No. 4—continued.

ROADS ON GOLDFIELDS—continued.

NELSON—continued.

Murchison County.

	£	s.	d.
256. Mangles Valley Road	50	0	0
257. Maruia Road, <i>via</i> Caslani's	185	0	0
260. Shenendoah Track	127	13	0

£9,386 9 5

WESTLAND.

Grey County.

	£	s.	d.
261. Ahaura-Moonlight-Shellback	75	0	0
262. Arnold Bridge (approaches)	347	10	0
263. Baxter's Creek Bridge, Moonlight	100	0	0
264. Blackball-Healey's Gully	533	5	0
266. Cobden-Brighton	235	0	0
267. Cobden-Runanga	156	0	0
268. Cobden - Point Elizabeth, <i>via</i> Darkie's Terrace	60	0	0
269. Grey - Dunganville Bridges	300	0	0
270. Maori Creek - Maori Gully	124	0	0
271. McLean's Creek Track	37	0	0
272. Moonlight-Blackball	200	0	0
274. Nelson Creek - Bell Hill	300	0	0
275. Nelson Creek Footbridge	200	0	0
276. Paparoa Street, Roa	12	18	2
277. Paparoa-Taffy	140	10	0
278. Payne's Gully Track	530	0	0
281. Saltwater Bridge, Old Marsden Road	37	16	0
282. Seven-mile - Nine-mile Bluff	100	0	0
283. Upper Moonlight Prospecting Track	100	0	0
284. Upper Moonlight Road	150	0	0

Brunner Borough.

286. Brunner-Blackball	142	2	8
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Westland County.

292. Back Creek Road	100	0	0
293. Beach Road, Kumara	50	0	0
295. Cedar Creek Road	50	0	0
296. Deep Creek Bridge	200	0	0
299. Gibbs Road	50	0	0
304. Kumara Junction - Taramakau Road	100	0	0
306. Larrikins - Great Westland Road	60	0	0
308. Larrikins - Main Road	200	0	0
309. Larrikins Road Extension	300	0	0
313. Seddon's Terrace (road-widening)	100	0	0
316. Upper Totara Road	100	0	0
317. Waimea Creek Footbridge	75	0	0
318. Westland Reefs Prospecting Track	200	0	0
319. Wilberforce - Westland Reefs	103	6	0
320. Woolhouse Road	100	0	0

Ross Borough.

321. Ross - Railway-station	300	0	0
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£5,969 7 10

OTAGO.

Waihemo County.

322. Mount Highlay Mine Road	40	0	0
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Tuapeka County.

324. Lawrence - Roxburgh Road	100	0	0
326. Rae's Junction - Roxburgh	250	0	0

Vincent County.

328. Alexandra-Earnscliffe	108	1	10
329. Bannockburn Bridge	111	10	2
333. Cromwell-Nevis	100	0	0

Lake County.

339. Arrowtown-Macetown	99	16	3
340. Blue Slip, Skipper's	214	7	9
345. Queenstown - Gentle Annie	100	0	0

£1,123 16 0

TABLE No. 4—*continued.*ROADS ON GOLDFIELDS—*continued.*

SOUTHLAND.

Wallace County.

	£	s.	d.
356. Murchison Road	75	0	0
357. Otautau Stream (protection)...	48	9	8
359. Pahia Village Road	50	0	0
361. Riverton—Orepuki	100	0	0

Southland County.

363. Charlton Dredging-claims	100	0	0
364. East Waikaka Road	100	0	0
366. Gill Road, Hokonui	200	0	0
367. Maitland—Little Waikaka	100	0	0
368. Makarewa River Bridge (£1 for £1)	123	1	7
370. Waikaia—Dredges Road (repairs)	100	0	0
372. Waikaka Main Road—Coal Reserve	50	0	0
374. Waikaka Valley Road—Dredging-claims	100	0	0
375. Waikaka Valley Main Road	200	0	0
376. Waimumu Dredging-claims	100	0	0

Stewart Island County.

378. Stewart Island roads	33	12	6
	<hr/>		
	£1,480	3	9
	<hr/>		

	£	s.	d.
Expenditure for year ended 31st March, 1911	25,626	0	8
Expenditure for previous years	869,653	7	5

Total expenditure to 31st March, 1911, on Roads on Goldfields ... £895,279 8 1

Development of Goldfields.—Table No. 5.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1911, and the LIABILITIES on that Date.

LOCALITY AND NAME OF RACE.	EXPENDITURE.				LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.
	Survey and Construction, 1870-1910.	Grants, Subsidies, 1870-1910.	Survey and Construction, 1910-1911.	Grants, Subsidies, 1910-1911.	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.	£ s. d.	£ s. d.
NORTH ISLAND.										
AUCKLAND PROVINCIAL DISTRICT—										
Thames	80,708 19 3	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	80,708 19 3
Tairua Water-race .. .. .	.. .. .	34 5 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	34 5 4
Compensation, Thames Water-race .. .. .	.. .. .	1,250 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1,250 0 0
R. Kelly's water-race, Mata .. .. .	.. .. .	40 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	40 0 0
Kuotunu Sludge-channel .. .. .	.. .. .	230 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	230 0 0
Drain, Te Aroha West .. .. .	.. .. .	61 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	61 0 0
	80,708 19 3	1,615 5 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	82,324 4 7
MIDDLE ISLAND.										
WESTLAND PROVINCIAL DISTRICT—										
<i>Subsidies—</i>										
Hohonu	3 7 0	1,955 12 1	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1,958 19 1
Hibernian	12 5 8	1,992 14 8	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2,005 0 4
New River	21 5 0	3,496 0 3	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	3,517 5 3
Kanieri	1 5 6	10,310 18 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	10,312 3 10
Rimu Drainage-tunnel	191 19 6	32 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	223 19 6
Ross Sludge-channel .. .. .	.. .. .	1,554 10 6	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1,554 10 6
Kumara Sludge-channel No. 2 .. .. .	.. .. .	2,762 17 2	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2,762 17 2
Kumara Sludge-channel No. 3 .. .. .	.. .. .	1,199 7 6	75 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1,274 7 6
Kumara No. 4 Main Tail-race .. .. .	.. .. .	1,151 10 8	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1,151 10 8
Kumara No. 5 Main Tail-race .. .. .	.. .. .	5,666 14 11	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	5,666 14 11
Trustees Main Tail-race, Waimea .. .. .	.. .. .	2,294 6 8	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2,294 6 8
Branch Tail-race to No. 4 Channel, Payne and party .. .. .	.. .. .	100 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	100 0 0
Kelly's Terrace Tunnel .. .. .	.. .. .	2,583 3 2	.. .. .	4 9 10	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	2,587 13 0
Quinn's Creek Water-race (purchase) .. .. .	.. .. .	70 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	70 0 0
Raising dam, Loop-line	1,125 16 6	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	1,125 16 6
Ngahere-Blackball .. .. .	.. .. .	200 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	200 0 0
Donnelly's Creek Tail-race .. .. .	.. .. .	444 4 5	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	444 4 5
Purchase of Byrne, O'Hallahau, and Murdoch's water-rights .. .. .	.. .. .	35 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	35 0 0
Jones Creek Storm-channel	100 0 0	321 18 8	.. .. .	3 1 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	425 0 0
Back Creek Water-race	330 1 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	330 1 0
Ford and Party, Park Terrace .. .. .	.. .. .	108 18 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	108 18 0
McCannon and Garner, Dilmans-town .. .. .	.. .. .	.. .. .	.. .. .	181 14 6	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	181 14 6
Murchie and Benyon, Kumara .. .. .	.. .. .	.. .. .	.. .. .	75 12 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	75 12 0
<i>Government Works—</i>										
Waimea-Kumara	195,850 9 4	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	195,850 9 4
Wainihihi Water-race	14,152 17 7	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	14,152 17 7
Mikonui	25,927 4 6	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	25,927 4 6
NELSON PROVINCIAL DISTRICT—										
<i>Government Works—</i>										
Nelson Creek	90,722 10 8	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	90,722 10 8
Napoleon Hill	257 16 7	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	257 16 7
Argyle (Charleston)	15,951 15 3	150 0 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	16,101 15 3
Black's Point	244 9 0	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	244 9 0
	344,893 3	136,493 17 0	75 0 0	264 17 8	264 17 8	381,662 17 9	.. .. .	.. .. .	.. .. .	381,662 17 9
Carried forward										

Development of Goldfields.—Table No. 5—continued.
STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1911, 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, 1870-1910.	Grants, Subsidies, 1870-1910.	Survey and Construction, 1910-1911.	Grants, Subsidies, 1910-1911.	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 ..	844,898 3	186,429 17 0	75 0 0	264 17 8	881,662 17 9	..	..	..	381,662 17 9	MIDDLE ISLAND—continued.
MIDDLE ISLAND—continued.										NELSON PROVINCIAL DISTRICT— <i>ctd.</i>
NELSON PROVINCIAL DISTRICT— <i>ctd.</i>										Subsidies—
Jones, Baxter, and party, water-race from Roaring Meg	..	800 0 0	..	..	800 0 0	..	..	..	800 0 0	Jones, Baxter, and party, water-race from Roaring Meg.
Bell Hill Co.'s Race ..	..	500 0 0	..	..	500 0 0	..	..	..	500 0 0	Bell Hill Co.'s Race.
Randall Creek Water-race ..	322 18 2	..	..	..	322 18 2	..	..	..	322 18 2	Randall Creek Water-race.
Wills and party, water-race at Sulky Gully	..	218 0 0	..	..	218 0 0	..	..	..	218 0 0	Wills and party, water-race at Sulky Gully.
OTAGO PROVINCIAL DISTRICT—										OTAGO PROVINCIAL DISTRICT—
Subsidies—										Subsidies—
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 ..	..	3,092 19 0	..	..	3,092 19 0	..	..	..	3,092 19 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 ..	..	2,314 4 0	..	..	2,314 4 0	..	..	..	2,314 4 0	St. Bathans.
Maerewhenua ..	1,065 0 0	..	..	..	1,065 0 0	..	..	..	1,065 0 0	Maerewhenua.
Artesian wells, Maniototo ..	20 0 0	..	..	..	20 0 0	..	..	..	20 0 0	Artesian wells, Maniototo.
Improving water-supply, Oamaru	1,500 7 2	..	..	..	1,500 7 2	..	..	..	1,500 7 2	Improving water-supply, Oamaru.
Mountain Hut Water-race ..	4,879 12 0	..	..	..	4,879 12 0	..	..	..	4,879 12 0	Mountain Hut Water-race.
Government Works—										Government Works—
Mount Ida ..	73,832 10 6	..	..	..	73,832 10 6	..	..	..	73,832 10 6	Mount Ida.
Waipori ..	11,263 1 0	..	..	..	11,263 1 0	..	..	..	11,263 1 0	Waipori.
Alexandra (purchase)	16,956 7 3	..	..	..	16,956 7 3	..	..	..	16,956 7 3	Alexandra (purchase).
CANTERBURY PROVINCIAL DISTRICT—										CANTERBURY PROVINCIAL DISTRICT—
Subsidy—										Subsidy—
Ninety-mile Beach Water-race	65 6 7	..	..	..	65 6 7	..	..	..	65 6 7	Ninety-mile Beach Water-race.
SOUTHLAND PROVINCIAL DISTRICT—										SOUTHLAND PROVINCIAL DISTRICT—
Subsidy—										Subsidy—
Round Hill ..	..	138 19 4	..	..	138 19 4	..	..	..	138 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.	6,763 9 6	..	..	..	6,763 9 6	..	..	..	6,763 9 6	Salaries, travelling, advertising, &c.
TOTALS ..	462,196 5	556,291 2 5	75 0 0	264 17 8	851,827 5 6	..	..	..	518,827 5 6	TOTALS.
SUMMARY.										SUMMARY.
NORTH ISLAND ..	80,708 19 3	1,615 5 4	..	..	82,324 4 7	..	..	..	82,324 4 7	NORTH ISLAND.
MIDDLE ISLAND ..	462,196 5	556,291 2 5	75 0 0	264 17 8	851,827 5 6	..	..	..	518,827 5 6	MIDDLE ISLAND.
TOTALS ..	542,905 4	857,906 7 9	75 0 0	264 17 8	8601,151 10 1	..	..	..	601,151 10 1	TOTALS.

Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1911, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1910.			Net Expenditure during Twelve Months ended 31st March, 1911.			Total Net Expenditure to 31st March, 1911.			Liabilities on 31st March, 1911.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Assistance towards prospecting ..	34,446	8	6	3,237	2	3	37,683	10	9	..	..	..	37,683	10	9
Oil boring, Kotuku ..	207	10	0	..	..	..	207	10	0	..	..	..	207	10	0
Purchase and expenses of diamond and other drills	10,948	2	7	610	7	11	11,558	10	6	..	..	..	11,558	10	6
Prospecting deep levels, Thames—															
Queen of Beauty shaft subsidy ..	25,000	0	0	..	..	..	25,000	0	0	..	..	..	25,000	0	0
Inspector's fee ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Cost and expenses, purchase, plant, &c.	6,867	6	6	9s	13	10	6,966	0	4	..	..	..	6,966	0	4
Lowering water, Queen of Beauty shaft	400	0	0	..	..	..	400	0	0	..	..	..	400	0	0
Deepening and unwatering Queen of Beauty shaft	9,205	16	6	..	..	..	9,205	16	6	..	..	..	9,205	16	6
Prospecting deep levels, Ross ..	15,019	4	4	..	..	..	15,019	4	4	..	..	..	15,019	4	4
Purchase of Cassrell's and Bennett's leaseholds, Paeroa	2,250	0	0	..	..	..	2,250	0	0	..	..	..	2,250	0	0
Compensation proclamation of rivers Water-conservation—	40,406	16	9	1,145	13	0	41,552	9	9	..	..	..	41,552	9	9
Reports on Coromandel Harbour and Kuaotunu Sludge-channel	80	12	6	..	..	..	80	12	6	..	..	..	80	12	6
Engineer's salary and expenses ..	3,219	0	2	..	..	..	3,219	0	2	..	..	..	3,219	0	2
Reports on Ross Flat ..	284	10	8	..	..	..	284	10	8	..	..	..	284	10	8
Eweburn Reservoir ..	16,459	15	10	..	..	..	16,459	15	10	..	..	..	16,459	15	10
Gimmerburn Creek embankment	211	12	3	..	..	..	211	12	3	..	..	..	211	12	3
Greenland Swamp Dam ..	39	12	0	..	..	..	39	12	0	..	..	..	39	12	0
Home Gully Dam ..	1,028	0	6	..	..	..	1,028	0	6	..	..	..	1,028	0	6
Manorburn Creek weir ..	457	1	7	..	..	..	457	1	7	..	..	..	457	1	7
Compensation, Owen Roberts ..	75	0	0	..	..	..	75	0	0	..	..	..	75	0	0
Telephone-line, Bannockburn to Nevis	50	0	0	..	..	..	50	0	0	..	..	..	50	0	0
Resumption of land ..	862	7	0	..	..	..	862	7	0	..	..	..	862	7	0
Water-supplies for Mining Townships—															
Walkino ..	2,568	0	0	..	..	..	2,568	0	0	..	..	..	2,568	0	0
Waitekauri ..	445	2	5	..	..	..	445	2	5	..	..	..	445	2	5
Karangabake ..	607	6	5	..	..	..	607	6	5	..	..	..	607	6	5
Mackaytown ..	351	0	0	..	..	..	351	0	0	..	..	..	351	0	0
Clyde ..	1,121	13	2	..	..	..	1,121	13	2	..	..	..	1,121	13	2
Alexandra ..	600	0	0	..	..	..	600	0	0	..	..	..	600	0	0
Ophir ..	..	..	..	142	10	9	142	10	9	..	..	..	142	10	9
Ohinemuri River silting ..	3	12	0	..	..	..	3	12	0	..	..	..	3	12	0
Thames Drainage Board contribution	1,000	0	0	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Kumara Water-race extension across Teremakau River	427	9	8	4,784	12	9	5,212	2	5	2,034	4	7	7,246	7	0
Waimumu Main Tail-race ..	1,450	6	3	..	..	..	1,450	6	3	..	..	..	1,450	6	3
Charlton Creek Main Tail-race ..	408	7	1	..	..	..	408	7	1	..	..	..	408	7	1
Advances to companies ..	10,200	0	0	..	..	..	10,200	0	0	..	..	..	10,200	0	0
Protective works, Stafford ..	100	0	0	186	5	5	286	5	5	..	..	..	286	5	5
Dam, Bow Bell Flat ..	..	..	..	300	0	0	300	0	0	..	..	..	300	0	0
Less Recovery on Account of Expenditure of Previous Years—	187,301	14	8	10,505	5	11	197,807	0	7	2,034	4	7	199,841	5	2
Muddy Terrace Sluicing Company	..	..	..	..	..	..	1,000	0	0	..	..	..	1,000	0	0
Totals ..	187,301	14	8	10,505	5	11	196,807	0	7	2,034	4	7	198,841	5	2

TABLE No. 6.

STATEMENT showing the EXPENDITURE on TELEGRAPHS out of Public Works Fund to 31st March, 1911, and the Liabilities on that Date.

Line.	Expenditure during Twelve Months ended 31st March, 1911.					
	Expenditure.		Material issued from Stores.		Total Cost during the Year.	
	£	s. d.	£	s. d.	£	s. d.
Telephone Exchanges—						
Ashburton	815	7 0	764	15 7	1,580	2 7
Auckland	15,505	11 10	5,686	6 7	21,191	18 5
Blenheim	74	3 10	244	8 1	318	11 11
Christchurch	2,641	3 4	5,619	8 3	8,260	11 7
Dannevirke	30	19 9	217	17 9	248	17 6
Dunedin	2,002	9 3	4,095	4 1	6,097	13 4
Feilding	518	1 2	1,792	7 2	2,310	8 4
Gisborne	522	2 11	2,056	13 1	2,578	16 0
Greymouth	175	8 1	256	11 1	431	19 2
Hamilton	164	16 8	463	10 10	628	7 6
Hawera	99	0 1	719	8 2	818	8 3
Hokitika	1	0 0	23	5 2	24	5 2
Invercargill	696	5 10	889	12 10	1,585	18 8
Levin	36	6 11	342	8 10	378	15 9
Masterton	434	16 2	1,115	5 5	1,550	1 7
Napier	7,950	5 5	18,153	14 1	26,103	19 6
Nelson	551	1 2	1,211	3 3	1,762	4 5
New Plymouth	87	6 0	976	13 3	1,063	19 3
Oamaru	2,148	19 1	1,567	0 9	3,715	19 10
Pahiatua	27	0 7	54	8 11	81	9 6
Palmerston North	95	5 10	539	13 0	634	18 10
Rotorua	140	4 3	107	5 11	247	10 2
Stratford	8	18 8	221	1 3	229	19 11
Thames	385	9 4	880	0 0	1,265	9 4
Timaru	443	1 6	509	0 11	952	2 5
Wanganui	1,571	1 2	1,611	1 5	3,182	2 7
Wellington	4,456	0 4	7,484	15 5	11,940	15 9
Westport	28	18 4	102	19 10	131	18 2
Whangarei	8	6 9	70	2 5	78	9 2
Total exchanges	41,619	11 3	57,776	3 4	99,395	14 7
New Wires—						
Broadwood-Paponga	0	5 0	4	3 5	4	8 5
Motukaraka-Broadwood	240	10 7	0	3 4	240	13 11
Marangai-Utakura	66	1 5	12	2 4	78	3 9
Okaihau-Marangai	33	5 3	11	2 9	44	8 0
Russell-Opua	145	3 10	124	2 6	269	6 4
Karetu	22	19 7	7	8 5	30	8 0
Hukerenui-Tapuhi	0	7 11	7	0 4	7	8 3
Hukerenui-Koraha	56	18 2	13	7 2	70	5 4
Whangarei-Kaitara .. .. .	..	..	0	1 1	0	1 1
Whangarei-Onerahi	86	15 10	0	17 6	87	13 4
Whangarei-Hikurangi	23	16 0	22	18 6	46	14 6
Maungatapere-Kaitara	41	0 11	11	12 3	52	13 2
Ngunguru-Matapouri	105	6 3	22	6 3	127	12 6
Parua Bay - Onerahi	159	6 7	..	..	159	6 7
Dargaville - Aratapu - Te Kopuru	7	18 2	57	6 4	65	4 6
Mapau	2	4 0	..	..	2	4 0
Warkworth-Streamlands-Tauhoa	67	18 7	2	16 2	70	14 9
Warkworth - Leigh - Big Omaha	4	18 0	..	..	4	18 0
Tauhoa-Mangakura	56	17 6	13	7 2	70	4 8
Port Albert - Wharehine	75	17 11	16	6 1	92	4 0
Helensville-Kumeu	0	12 2	4	19 2	5	11 4
Helensville-Makarau	58	19 9	1	7 8	60	7 5
Woodhill-Waimauku	9	3 11	10	1 0	19	4 11
Oranua	22	10 5	15	16 8	38	7 1
Auckland-Matapouri .. .. .	..	..	1	0 4	1	0 4
Auckland-Waiwera	104	3 3	342	8 2	446	11 5
Auckland-Pukekohe	1	10 0	..	..	1	10 0
Auckland-Wellington (Auckland-Horopito)	978	8 11	1,026	11 8	2,005	0 7
Waiuku - Ruakohua Extension	1	2 3	18	18 5	20	0 8
Otaua-Waiuku and Puni-Akaaka	1	18 1	138	10 5	140	8 6
Pukekohe-Bombay	30	16 5	23	16 8	54	13 1
Mangatangi (Mercer-Kaiaua)	7	9 9	5	2 4	12	12 1
Ngaruawahia-Mercer	5	1 0	143	6 4	148	7 4
Hamilton-Ngaruawahia .. .. .	..	..	46	0 3	46	0 3
Hamilton-Paeroa	224	14 7	803	3 4	1,027	17 11
Hamilton-Kawhia	152	17 4	147	14 11	300	12 3
Cambridge-Rotoorangi	1	15 6	..	..	1	15 6
Cambridge-Horahora	27	19 4	27	19 5	55	18 9
Leamington-Rotoorangi	0	10 0	12	17 5	13	7 5
Otorohanga-Raurimu	822	9 8	84	13 1	907	2 9
Otorohanga-Honikiwi	145	9 7	32	8 7	177	18 2
Otorohanga-Kiokio	21	0 0	29	3 8	50	3 8
Piopio - Mangaotaki	96	7 1	16	12 4	112	19 5
Mairoa-Marokopa	8	15 6	9	2 9	17	18 3
Mahoenui-Paemako	82	17 5	101	9 4	184	6 9
Tokirima (extension from Tatu)	40	15 0	15	7 3	56	2 3
Raurimu-Katieke	136	14 5	34	2 4	170	16 9
Amodeo Bay Extension	40	4 6	20	7 4	60	11 10
Thames-Puriri	5	3 3	41	13 10	46	17 1
Wharepoua Extension	0	8 6	11	1 0	11	9 6
Omokoroa (branch off Tauranga-Waihi)	1	8 0	..	..	1	8 0
Carried forward	4,228	17 1	3,492	17 3	7,721	14 4

TABLE NO. 6—continued.

STATEMENT showing the EXPENDITURE ON TELEGRAPHS—continued.

Line.	Expenditure during Twelve Months ended 31st March, 1911.					
	Expenditure.		Material issued from Stores.		Total Cost dur- ing the Year.	
	£	s. d.	£	s. d.	£	s. d.
Brought forward	4,228	17 1	3,492	17 3	7,721	14 4
New Wires—continued.						
Matamata—Okaria	77	8 8	29	7 11	106	16 7
Whakatane—Opotiki	20	17 11	158	17 10	179	15 9
Opotiki—Toatoa	214	12 10	3	0 10	217	13 8
Opouriao—Waimeha Extension	0	7 6	..	..	0	7 6
Rotorua—Taupo	36	5 7	41	15 8	78	1 3
Rotorua—Okere	75	7 6	155	17 9	231	5 3
Auckland—Wellington (Wellington—Horopito)	2,102	15 10	5,686	16 9	7,789	12 7
Kahukura—Rangitukia	4	0 6	4	19 3	8	19 9
Hauti—Tologa Bay .. .. .	..	..	25	10 10	25	10 10
Gisborne—Te Karaka	118	15 9	38	16 9	157	12 6
Gisborne—Morere	195	0 8	192	15 8	387	16 4
Wairoa—Nuhaka .. .. .	..	..	62	1 10	62	1 10
Wairoa—Frasertown	48	9 3	56	17 11	105	7 2
Napier—Gisborne (metallic circuit)	959	8 5	78	8 6	1,035	16 11
Tangoio	45	17 2	53	3 5	99	0 7
Petane—Tangoio .. .. .	..	..	0	10 6	0	10 6
Napier—Otane	0	6 2	..	..	0	6 2
Napier—Waipawa	110	6 6	344	14 9	455	1 3
Waipawa—Waipukurau .. .. .	..	..	34	1 6	34	1 6
Waipukurau—Porangahau	212	1 8	222	14 6	434	16 2
Porangahau—Aohanga	12	12 0	39	8 10	52	0 10
Weber Coaching Company's Stables	3	2 10	..	..	3	2 10
Pongaroa—Glencoe—Akitio	121	10 6	45	6 8	166	17 2
Pongaroa—Rakaunui	20	11 3	15	5 11	35	17 2
Pahiatua—Porangahau .. .. .	..	..	135	5 7	135	5 7
Pahiatua—Pongaroa	125	3 11	..	..	125	3 11
Masterton—Featherston	176	13 1	293	14 0	470	7 1
Masterton—Te Nui—Castlepoint	251	0 4	85	13 4	336	13 8
Wellington—Kaiwarawara .. .. .	..	..	56	1 11	56	1 11
Wellington—Featherston	275	9 2	494	17 7	770	6 9
Te Kohanga	3	12 0	24	4 11	27	16 11
Upper Hutt—Mangaroa	26	17 4	32	9 5	59	6 9
Awakino—Mangaawakino	5	9 0	25	16 8	31	5 8
Okau—Kotare	81	19 6	67	11 1	149	10 7
Okau—Rerekapa	139	2 10	0	13 0	139	15 10
Urenui—Okoke	49	14 0	124	19 9	174	13 9
Te Wera—Kiore .. .. .	..	..	55	0 7	55	0 7
Te Wera (lead off Tahora)	3	13 0	9	3 2	12	16 2
Kiore Extension (branch Stratford—Tahora)	52	2 2	6	12 1	58	14 3
Puniwhakau—Taurakawa	64	6 3	84	8 6	148	14 9
Stratford—Inglewood	50	4 8	95	14 7	145	19 3
Midhirst—Makara Road Extension	62	12 3	179	13 1	242	5 4
Mahoe—Tahutimoe	16	17 3	..	..	16	17 3
Omoana—Moeroa	5	13 3	..	..	5	13 3
Kaponga—Dawson's Falls	0	17 1	..	..	0	17 1
Hawera—Inaha Extension	12	2 5	74	2 7	86	5 0
Tokaura	1	6 2	..	..	1	6 2
Ararata Extension	53	16 9	107	10 3	161	7 0
Moumahaki Telephone	0	11 4	7	7 5	7	18 9
Waverley—Kohi	69	11 8	56	18 11	126	10 7
Kai Iwi—Ahuahu	131	10 6	..	..	131	10 6
Ahuiti—Tetui	187	6 0	27	10 9	214	16 9
Brunswick—Raorikia	72	11 9	99	11 4	172	3 1
Makirikiri—Upokonui	3	0 0	..	..	3	0 0
Wanganui—Marton	211	1 6	190	1 0	401	2 6
Wanganui—Rapanui	60	12 6	32	1 5	93	3 11
Wanganui—Gonville Extension	0	5 0	5	19 10	6	4 10
Wanganui—Waitotara—Waitotara Exchange	..	..	217	18 2	217	18 2
Wanganui—Raetihi	2	8 0	53	1 6	55	9 6
Ruanui—Ohakura	139	8 10	27	8 3	166	17 1
Hunterville—Taihape	148	2 6	41	7 4	189	9 10
Hunterville—Mangaonoho	25	5 0	38	1 9	63	6 9
Waitangi (proposed new office)	0	11 0	8	7 8	8	18 8
Tokorangi	0	11 0	..	..	0	11 0
Bulls—Makowhai	0	11 6	9	8 8	10	0 2
Marton Railway—Greatford .. .. .	..	..	34	11 2	34	11 2
Greatford—Bulls .. .. .	..	..	258	17 0	258	17 0
Raunui—Raketapauna	92	17 8	0	11 2	93	8 10
Hui—Te Huri	0	10 0	..	..	0	10 0
Palmerston—Foxton (metallic circuit)	106	7 9	209	9 4	315	17 1
Palmerston—Feilding	143	8 11	205	16 5	349	5 4
Palmerston—Kairanga .. .. .	..	..	42	8 3	42	8 3
Kairanga Extension	2	12 10	4	19 9	7	12 7
Kakariki	1	1 0	7	6 5	8	7 5
Oroua Bridge—Tiakitahuna—Longburn (metallic circuit)	28	15 8	47	7 7	76	3 3
Foxton—Rongotea—Bull's (metallic circuit)	13	4 0	57	18 9	71	2 9
Karewarewa	0	12 6	..	..	0	12 6
Levin—Otaki (metallic circuit)	59	13 0	9	0 10	68	13 10
Rockville—Aorere	10	0 0	6	8 7	16	8 7
Terakohe (Takaka—Totaranui)	1	3 0	8	17 4	10	0 4
Orinoco (branch off Motueka—Tapawera)	1	19 0	4	5 0	6	4 0
Nelson—Wakefield (metallic circuit)	0	1 0	..	..	0	1 0
Carried forward	11,583	2 5	14,448	14 6	26,031	16 11

TABLE NO. 6—continued.

STATEMENT showing the EXPENDITURE ON TELEGRAPHS—continued.

Line.	Expenditure during Twelve Months ended 31st March, 1911.					
	Expenditure.		Material issued from Stores.		Total Cost dur- ing the Year.	
	£	s. d.	£	s. d.	£	s. d.
Brought forward	11,583	2 5	14,448	14 6	26,031	16 11
New Wires—continued.						
Wakefield—Thorpe	213	5 4	56	11 6	269	16 10
Kea	3	3 6	3	19 10	7	3 4
Waimarie (fork off Westport—Seddonville)	1	9 3	..	..	1	9 3
Corbyvale	1	10 6	4	4 5	5	14 11
Cronadun—Inangahua	66	10 8	64	13 5	131	4 1
Pleasant View Extension	1	5 0	5	6 0	6	11 0
Granity—Millerton—Mine Creek	24	12 2	42	17 6	67	9 8
Blackwater—Ikamatus	6	11 0	10	4 4	16	15 4
Greymouth—Runanga	7	3 7	22	8 4	29	11 11
Hau (Cates Corner Extension) .. .. .	..	..	4	18 8	4	18 8
Maruwai (French Pass—Stephens Island)	2	15 6	4	3 9	6	19 3
Mahau—Te Mehia Bay	2	11 0	5	12 3	8	3 3
Otanagerau—Wharehunga	42	19 8	29	17 0	72	16 8
Canvastown—Deep Creek	105	17 1	22	2 0	127	19 1
Blenheim—Picton (metallic circuit)	91	8 3	115	8 4	206	16 7
Blenheim—Molesworth	13	5 8	14	0 0	27	5 8
Blenheim—Renwicktown	26	0 4	52	0 8	78	1 0
Camden Extension .. .. .	..	..	3	8 7	3	8 7
Mason Hills	1	0 0	0	2 7	1	2 7
Corway—Waiana—Mason Hills .. .. .	..	..	3	16 4	3	16 4
Hawkeswood—Hundalee Extension	50	12 6	..	..	50	12 6
Cheviot—Mina	34	10 0	..	..	34	10 0
Amberley—Cheviot	271	5 11	691	4 9	962	10 8
Amberley—Balcairn	1	12 0	14	7 7	15	19 7
Amberley—Waikari	68	4 8	158	6 2	226	10 10
Christchurch—Amberley (metallic circuit)	44	0 11	15	13 5	59	14 4
Christchurch—Addington Saleyards .. .. .	..	..	1	13 4	1	13 4
Christchurch—Kumara—Cass .. .. .	..	..	9	18 6	9	18 6
West Melton—Halkett—Aylesbury	184	14 7	28	12 1	213	6 8
Springfield—Cass	102	0 9	240	19 11	343	0 8
Otira Deviation	31	8 11	..	..	31	8 11
Ashburton—Rakaia (metallic circuit)	65	6 9	282	16 10	348	3 7
Rakaia—Lyndhurst	107	7 11	99	14 6	207	2 5
Temuka—Clandeboye	171	10 4	36	10 4	208	0 8
Clandeboye—Orton	100	2 0	21	6 3	121	8 3
Timaru—Rao (Rao—Pareora)	27	2 0	15	9 6	42	11 6
Pareora—Kingsdown .. .. .	..	..	24	8 0	24	8 0
St. Andrews—Pareora Extension	0	2 0	..	..	0	2 0
Glenavy—Waitaki Extension	30	16 9	13	8 3	44	5 0
Oamaru—Windsor	18	0 0	..	..	18	0 0
Oamaru—Ngapara	85	6 7	2	18 9	88	5 4
Oamaru—Duntroon	61	17 2	4	8 0	66	5 2
Oamaru—Maheno	14	4 0	..	..	14	4 0
Oamaru—Kakanui	52	17 9	..	..	52	17 9
Oamaru—Hampden	119	16 7	..	..	119	16 7
Naseby—Tiroiti	29	18 4	12	17 11	42	16 3
Dunedin—Oamaru (second trunk wire)	1,034	6 2	1,471	18 11	2,506	5 1
Dunedin—Middlemarch	1,828	0 8	316	11 2	2,144	11 10
Dunedin—Mosgiel (second trunk telephone circuit)	32	0 0	23	0 4	55	0 4
Dunedin—Balclutha	11	5 11	239	17 0	251	2 11
Whenuakoa	52	1 9	..	..	52	1 9
Cromwell—Waitiri	15	1 2	..	..	15	1 2
Cromwell—Clyde	71	4 3	66	17 5	138	1 8
Sutton—Barewood Extension	39	12 7	36	9 0	76	1 7
Clydevale—Wharetoa	72	16 3	..	..	72	16 3
Clinton—Waiwera South	18	13 6	39	9 11	58	3 5
Waipahi—Pomahaka	123	4 5	35	19 0	159	3 5
Pukerau—Kaiwera—Otarua	147	19 8	49	0 11	197	0 7
Waikaka—Wendon Valley	73	10 10	26	12 1	100	2 11
Waikaka—Paru	28	5 5	7	12 9	35	18 2
Maitland—Merino Downs	69	19 11	17	8 0	87	7 11
Merino Downs—Pupewhenua .. .. .	..	..	6	2 5	6	2 5
Mataura—Tuturau	78	5 4	24	15 4	103	0 8
Mataura—Waimumu	128	10 7	8	0 5	136	11 0
Invercargill—Winton (second trunk wire)	133	13 3	58	6 5	191	19 8
Mabel Bush Extension	24	7 0	..	..	24	7 0
Morton Mains—Kamahi Extension	3	19 10	30	13 7	34	13 5
Tuatapere—Te Waewae	1	14 6	14	11 0	16	5 6
Birchwood—Awapoto	68	11 5	18	1 6	86	12 11
Wireless plant, G.P.O.	140	4 8	..	..	140	4 8
New wires	18,064	18 5	19,080	11 3	37,145	9 8
Total Telephone Exchanges and New Wires	59,684	9 8	76,856	14 7	136,541	4 3
Stock of materials decreased during year by .. .. .	..	..	24,673	11 2	24,673	11 2
Total expenditure during year ended 31st March, 1911	59,684	9 8	52,183	3 5	111,867	13 1
Total expenditure to 31st March, 1910 .. .. .	..	..	..	..	1,766,190	14 9
Total expenditure 1910—11 .. .. .	..	..	..	..	111,867	13 1
Total expenditure to 31st March, 1911 .. .. .	..	..	..	..	1,878,058	7 10
Liabilities at 31st March, 1911 .. .. .	..	..	..	..	71,904	0 0
Total expenditure and liabilities .. .. .	..	..	..	..	£1,949,962	7 10

TABLE NO. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1911, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1910.			Expenditure for Year ended 31st March, 1911.			Total Expenditure to 31st March, 1911.			Liabilities on Authorities, Contracts, &c., to 31st March, 1911.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Judicial	659,986	18	9	22,294	19	2	682,281	17	11	13,922	18	5	696,204	16	4
Postal and Telegraph	659,192	14	0	117,814	18	4	777,007	12	4	140,110	1	7	917,117	13	11
Customs	49,440	16	11	..	..	..	49,440	16	11	..	..	..	49,440	16	11
Offices for Public Departments	324,879	3	3	11,297	13	3	336,176	16	6	66,476	13	6	402,653	10	0
Mental Hospitals	584,926	14	9	12,706	17	7	597,633	12	4	76	5	8	597,709	18	0
Alexandra Depot, Wellington	8,083	9	6	..	..	..	8,083	9	6	..	..	..	8,083	9	6
School Buildings	1,754,889	15	7	124,926	4	6	1,879,816	0	1	..	..	..	1,879,816	0	1
Hospitals	113,862	18	4	2,429	8	1	116,292	6	5	..	..	..	116,292	6	5
Quarantine Stations	6,863	19	5	..	..	..	6,863	19	5	..	..	..	6,863	19	5
Parliament Buildings	75,819	3	4	130	4	1	75,949	7	5	2	18	4	75,952	5	9
Parliament Buildings: Alterations to streets surrounding grounds and purchase of land .. .. .	..	..	..	106	13	2	106	13	2	..	..	..	106	13	2
Government House, Wellington (land and new building)	25,001	3	7	31,297	17	11	56,299	1	6	97	11	5	56,396	12	11
Agricultural	30,155	3	11	1,159	11	11	31,314	15	10	240	0	10	31,554	16	8
Public Health	32,377	19	4	..	..	..	32,377	19	4	..	..	..	32,377	19	4
Miscellaneous	41,794	17	9	1,448	3	10	43,243	1	7	209	4	9	43,452	6	4
Less Recovery from Westland Hospital and Charitable Aid Board .. .. .	..	..	..	..	..	..	4,692,887	10	3	..	..	..	4,914,023	4	9
							945	0	0	..	..	..	945	0	0
Totals	4,367,274	18	5	325,612	11	10	4,691,942	10	3	221,135	14	6	4,913,078	4	9

TABLE NO. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR-WORKS, and HARBOUR DEFENCES out of Public Works Fund, to 31st March, 1911, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1910.			Net Expenditure during 12 Months ended 31st March, 1911.			Total Expenditure to 31st March, 1911.			Liabilities on Authorities, Contracts, &c., to 31st March, 1911.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
LIGHTHOUSES.															
Akaros	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 Brett	10,885	0	0	352	3	5	11,237	3	5	..	..	..	11,237	3	5
Cape Campbell	4,218	3	9	..	..	..	4,218	3	9	..	..	..	4,218	3	9
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	7,614	13	11	..	..	..	7,614	13	11	..	..	..	7,614	13	11
Cape Palliser	7,312	9	6	..	..	..	7,312	9	6	..	..	..	7,312	9	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
Dieffenbach Point .. .. .	..	..	..	71	5	3	71	5	3	1	0	6	72	5	3
East Cape	9,270	13	9	..	..	..	9,270	13	9	..	..	..	9,270	13	9
Fog-signals	1,656	15	2	461	4	2	2,117	19	4	..	..	..	2,117	19	4
French Pass Beacon	668	15	3	..	..	..	668	15	3	..	..	..	668	15	3
French Pass	1,427	17	5	..	..	..	1,427	17	5	..	..	..	1,427	17	5
Godley Head Fog-signal, protection of road .. .. .	..	..	..	152	2	0	152	2	0	..	..	..	152	2	0
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
Jackson's Head Beacon	837	11	5	332	9	2	1,220	0	7	..	..	..	1,220	0	7
Jack's Point	1,204	10	9	..	..	..	1,204	10	9	..	..	..	1,204	10	9
Kahurangi Point	9,528	1	1	..	..	..	9,528	1	1	..	..	..	9,528	1	1

TABLE NO. 8.—*continued.*STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR-WORKS and HARBOUR DEFENCES, out of Public Works Fund—*continued.*

	Total Expenditure to 31st March, 1910.	Net Expenditure during 12 Months ended 31st March, 1911.	Total Expenditure to 31st March, 1911.	Liabilities on Authorities, Contracts, &c., to 31st March, 1911.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
LIGHTHOUSES—<i>continued.</i>					
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
Moko Hinou	8,185 11 0	..	8,185 11 0	..	8,185 11 0
Nugget Point (dwellings)	746 6 6	..	746 6 6	..	746 6 6
Portland Island	6,554 14 5	..	6,554 14 5	..	6,554 14 5
Puysegur Point	9,958 19 5	..	9,958 19 5	..	9,958 19 5
Stephen Island	9,454 18 5	..	9,454 18 5	..	9,454 18 5
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
Tuahine Point	884 6 7	100 10 6	984 17 1	..	984 17 1
Waipapapa Point	5,969 18 11	..	5,969 18 11	..	5,969 18 11
Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella"	20,866 18 1	..	20,866 18 1	..	20,866 18 1
Total Lighthouses	178,515 13 9	1,469 14 6	179,985 8 3	1 0 0	179,986 8 3
HARBOUR-WORKS.					
Awanui Wharf and shed	100 0 0	..	100 0 0	..	100 0 0
Horeke Wharf	352 6 6	..	352 6 6	..	352 6 6
Kaipara, removal of rocks	689 12 9	Cr. 2 0 0	689 12 9	..	689 12 9
Raupo, Otamatea, wharf repairs	Cr. 80 8 9	..	Cr. 80 8 9	..	Cr. 80 8 9
Tangiteroria Wharf	200 0 0	..	200 0 0	..	200 0 0
Maungaturoto Wharf	250 0 0	..	250 0 0	..	250 0 0
Wharf at Howick	1,087 18 2	..	1,087 18 2	..	1,087 18 2
Manukau Wharf at Sandspit	150 0 0	..	150 0 0	..	150 0 0
Pollok Wharf, Manukau	150 0 0	..	150 0 0	..	150 0 0
Whangarei Heads Wharf	600 0 0	..	600 0 0	..	600 0 0
Waipu, improvement of river	900 0 0	..	900 0 0	..	900 0 0
Waiwera Wharf	350 0 0	..	350 0 0	..	350 0 0
Wade River, clearing	105 1 6	..	105 1 6	..	105 1 6
Puhoi River, clearing	79 19 0	..	79 19 0	..	79 19 0
Awhitu Wharf	50 0 0	..	50 0 0	..	50 0 0
Matakana Wharf	556 10 3	42 12 9	599 3 0	32 19 6	632 2 6
Onehunga, examining-room and office	194 3 2	..	194 3 2	..	194 3 2
Onehunga, dredging, &c., near wharf	758 8 3	..	758 8 3	..	758 8 3
Orua Bay Wharf	144 16 4	..	144 16 4	..	144 16 4
Port Fitzroy, Great Barrier Wharf	8 0 0	..	8 0 0	..	8 0 0
Huia Wharf	252 17 3	..	252 17 3	..	252 17 3
Graham Beach Wharf	50 0 0	..	50 0 0	..	50 0 0
Waitemata: Deep Creek Wharf	50 0 0	..	50 0 0	..	50 0 0
Warkworth Wharf	1 16 6	..	1 16 6	..	1 16 6
Waiuku Channel	357 11 6	..	357 11 6	..	357 11 6
Waiuku-Waikato Canal survey	11 6 2	..	11 6 2	..	11 6 2
Mercury Bay Wharf	253 14 6	75 0 0	328 14 6	..	328 14 6
Coromandel Wharf	Cr. 0 10 0	..	Cr. 0 10 0	..	Cr. 0 10 0
Cabbage Bay Wharf	11 1 0	..	11 1 0	..	11 1 0
Omokoroa Wharf	50 0 0	100 0 0	150 0 0	..	150 0 0
Uretara Wharf	100 0 0	..	100 0 0	..	100 0 0
Matata Wharf .. .. .	..	50 0 0	50 0 0	..	50 0 0
Opotiki Wharf	500 0 0	..	500 0 0	..	500 0 0
Waikokopu Harbour	831 19 7	..	831 19 7	..	831 19 7
Wairoa Harbour	1,500 0 0	..	1,500 0 0	..	1,500 0 0
Nuhaka, land for harbour purposes	141 12 6	..	141 12 6	..	141 12 6
Napier Harbour	3,597 14 9	250 0 0	3,847 14 9	..	3,847 14 9
Mokau Wharf	312 13 9	..	312 13 9	..	312 13 9
Mokau River Improvements .. .. .	..	50 0 0	50 0 0	..	50 0 0
Waitara Harbour	2,000 0 0	..	2,000 0 0	..	2,000 0 0
Waikawau River, removal of rock at entrance	50 0 0	..	50 0 0	..	50 0 0
Patea River, removing eel-weirs	50 0 0	..	50 0 0	..	50 0 0
Patea River, snagging	100 0 0	..	100 0 0	..	100 0 0
Waitotara River, snagging	550 1 3	5 0 0	555 1 3	..	555 1 3
Manawatu River, snagging	214 13 3	..	214 13 3	..	214 13 3
Foxton Marine Reserve, Protection of Castlepoint Jetty	50 0 0	..	50 0 0	..	50 0 0
Picton, removal of old wharf	51 14 1	..	51 14 1	..	51 14 1
Havelock Harbour	94 0 0	..	94 0 0	..	94 0 0
Wairangi Bay Wharf, Croixelles	721 8 0	28 12 11	750 0 11	..	750 0 11
Nelson, dredging harbour	58 13 8	..	58 13 8	..	58 13 8
Elmslie Bay Wharf	2,806 15 8	..	2,806 15 8	..	2,806 15 8
Motueka Wharf, protection	150 0 0	..	150 0 0	..	150 0 0
Tata Islands harbour of refuge	300 0 0	..	300 0 0	..	300 0 0
Takaka Harbour	1,733 1 7	10 0 0	1,743 1 7	..	1,743 1 7
Collingwood Harbour	4 1 6	123 14 3	127 15 9	..	127 15 9
Collingwood Harbour	1,170 18 8	..	1,170 18 8	..	1,170 18 8

TABLE No. 8—continued.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR-WORKS, and HARBOUR DEFENCES, out of Public Works Fund—continued.

	Total Expenditure to 31st March, 1910.	Net Expenditure during 12 Months ended to 31st March, 1911.	Total Expenditure to 31st March, 1911.	Liabilities on Authorities, Contracts, &c., to 31st March, 1911.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
HARBOUR-WORKS—continued.					
Pakawau Wharf	2 0 0	..	2 0 0	..	2 0 0
Little Wanganui Wharf, wharf approach, and snagging river	336 0 10	..	336 0 10	..	336 0 10
Karamea Wharf	562 4 11	94 0 0	656 4 11	..	656 4 11
Karamea River improvements	763 10 9	2,839 11 3	3,603 2 0	296 0 0	3,899 2 0
Karamea Harbour Light	100 3 11	..	100 3 11	..	100 3 11
Westport Harbour	14,110 18 7	..	14,110 18 7	..	14,110 18 7
Point Elizabeth Harbour	1,415 6 7	..	1,415 6 7	..	1,415 6 7
Greymouth Harbour	127,233 19 6	..	127,233 19 6	..	127,233 19 6
Hokitika Harbour	58,780 5 10	..	58,780 5 10	..	58,780 5 10
Okarito Harbour	1,504 17 7	..	1,504 17 7	..	1,504 17 7
Okuru Wharf and River improvements	812 15 9	..	812 15 9	..	812 15 9
Portobello Fish-hatchery Ponds .. .. .	..	125 0 0	125 0 0	..	125 0 0
Martin's Bay, removal of rock	5 0 0	..	5 0 0	..	5 0 0
Martin's Bay shed	14 13 10	..	14 13 10	..	14 13 10
Holyford River, removal of rocks	370 12 1	..	370 12 1	..	370 12 1
Jackson's Bay Jetty	32 6 4	..	32 6 4	..	32 6 4
Cape Campbell Lighthouse Jetty	6 5 0	..	6 5 0	..	6 5 0
Kaikoura Jetty and Harbour	3,276 16 10	..	3,276 16 10	..	3,276 16 10
Kaikoura Wharf	1,004 11 6	..	1,004 11 6	..	1,004 11 6
Akaroa—Le Bon's Bay Wharf, repairs	55 0 0	..	55 0 0	..	55 0 0
Lyttelton, reclamation-works, Sticking Point	1,910 18 10	..	1,910 18 10	..	1,910 18 10
Port Levy Jetty	250 0 0	..	250 0 0	..	250 0 0
Timaru Harbour	100,000 0 0	..	100,000 0 0	..	100,000 0 0
Chatham Islands: Waitangi, removal and extension of wharf and store	90 0 0	..	90 0 0	..	90 0 0
Chatham Islands: Shed at Pitt Island	1 10 0	..	1 10 0	..	1 10 0
Taiaroa Heads Lighthouse, enlarging and repairing dwelling	83 7 1	..	83 7 1	..	83 7 1
Moeraki Boat-slip	175 0 0	..	175 0 0	..	175 0 0
Dunedin, St. Clair, protection of Ocean Beach	532 12 8	..	532 12 8	..	532 12 8
Brighton Boat Harbour .. .. .	..	0 12 6	0 12 6	..	0 12 6
Waikouaiti River improvements	100 0 0	..	100 0 0	..	100 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
Nugget Bay, landing-slip, &c.	377 12 3	299 11 10	677 4 1	4 10 5	681 14 6
Tautuku Wharf and River improvements	200 0 0	..	200 0 0	..	200 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
Stewart Island Wharf, Horseshoe Bay	480 0 0	..	480 0 0	..	480 0 0
Stewart Island, snagging Fresh-water River	500 0 0	..	500 0 0	..	500 0 0
Stewart Island: Wharf, Golden Bay	100 0 0	..	100 0 0	..	100 0 0
Stewart Island: Wharf, Half-moon Bay	450 0 0	..	450 0 0	..	450 0 0
Raising dredge "Hapuka"	777 7 9	..	777 7 9	..	777 7 9
Grab dredge for harbour-works	635 0 10	..	635 0 10	..	635 0 10
Miscellaneous	405 12 6	..	405 12 6	..	405 12 6
Total Harbour-works	345,107 18 8	4,091 15 6	349,199 14 2	333 9 11	349,533 4 1
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 Dominion	260,356 5 3	2,865 5 1	263,221 10 4	12 15 8	263,234 6 0
Land for depots and batteries	38,327 14 6	..	38,327 14 6	..	38,327 14 6
Total Harbour Defences	536,795 17 6	2,865 5 1	539,661 2 7	12 15 8	539,673 18 3
Grand total	1,060,419 9 11	8,426 15 1	1,068,846 5 0	347 5 7	1,069,193 10 7

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1911.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR 1910-11.*Prepared in compliance with Section 8 of the Public Works Act, 1908.*

SIR,— Public Works Department, Wellington, 20th June, 1911.
In compliance with the 8th section of the Public Works Act, 1908, 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.,

RODERICK MCKENZIE,
Minister of 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 1910-11.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
PUBLIC WORKS FUND.						
			£	£. s. d.	£ s. d.	£ s. d.
XVI	93	Public Works, Departmental ..	45,982	43,083 3 10	550 7 2	42,532 16 8
XVII	94-95	Railways	1,372,000	1,118,593 14 3	14,522 16 5	1,104,070 17 10
XVIII	96	Development of Water-power ..	300,000	1,020 11 2	..	1,020 11 2
XIX	97	Irrigation and Water-supply ..	10,000	2,112 11 10	550 3 9	1,562 8 1
XX	98-106	Public Buildings	425,160	331,693 10 6	6,080 18 8	325,612 11 10
XXI	107-109	Lighthouses, Harbour-works, and Harbour Defences	24,550	8,613 17 2	187 2 1	8,426 15 1
XXII	110	Tourist and Health Resorts ..	14,498	6,164 13 2	252 13 8	5,911 19 6
XXIII	111	Immigration	20,000	34,775 1 7	25,334 6 6	9,440 15 1
XXIV	112-114	Roads, Bridges, and other Public Works	596,685	261,147 14 1	6,984 8 9	254,163 5 4
XXV	115	Development of Goldfields ..	25,000	11,779 0 3	933 16 8	10,845 3 7
XXVI	116	Telegraph Extension	140,000	127,513 8 10	15,645 15 9	111,867 13 1
XXVII	117	Contingent Defence	40,400	6,084 16 4	13 18 0	6,070 18 4
XXVIII	118-119	Lands Improvement	12,500	13,035 5 11	1,909 16 7	11,125 9 4
		Unauthorized .. .. .	..	426 7 3	226 7 3	200 0 0
		Total Public Works Fund ..	2,996,775	1,966,043 16 2	73,192 11 3	1,892,851 4 11

G. J. CLAPHAM,
Accountant.

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

Examined and found correct.

ROBERT J. COLLINS,
Controller and Auditor-General.

NOTE.—Charges and expenses of raising loans not included in above figures.

(Details on next page.)

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure
		£	£ s. d.	£ s. d.	£ s. d.
	PUBLIC WORKS FUND.				
93	Public Works, Departmental—				
	Public Works, Departmental	45,982	43,083 3 10	550 7 2	42,532 16 8
	Railways—				
	Railway-construction—				
	Kaihu Railway Extension	15,000	2,326 15 1	..	2,326 15 1
	Kawakawa—Grahamtown	65,000	66,224 16 0	288 10 2	65,936 5 10
	Kawakawa—Hokianga	40,000	13,118 19 6	..	13,118 19 6
	North Auckland	100,000	73,155 19 4	114 4 11	73,041 14 5
	Huntly—Awaroa	20,000	29 8 7	..	29 8 7
	East Coast Main Trunk—				
	Tauranga—Paengaroa	25,000	15,293 10 8	2 0 0	15,291 10 8
	Gisborne—Motu	80,000	69,933 13 1	1,266 1 5	68,667 11 8
	Napier—Gisborne	5,000	130 14 10	..	130 14 10
	Mount Egmont Branch	15,000	882 1 7	..	882 1 7
	Stratford—Ongarue	100,000	77,107 7 0	873 15 6	76,233 11 6
	Foxton—New Plymouth (Manawapau Deviation)	2,000	2,000 0 0	..	2,000 0 0
	South Island Main Trunk—				
	North End	20,000	22,027 9 4	916 12 5	21,110 16 11
	South End	30,000	30,593 19 2	117 17 1	30,476 2 1
94	Midland Railway—				
	Nelson—Inangahua	30,000	24,067 18 1	207 2 4	23,860 15 9
	Reefton—Inangahua	20,000	15,857 11 6	182 9 5	15,675 2 1
	Otira—Bealey	90,000	73,586 6 1	406 15 7	73,179 10 6
	Broken River to Bealey	50,000	39,223 6 2	310 0 0	38,913 6 2
	Westport—Inangahua	30,000	18,582 4 3	24 15 0	18,557 9 3
	Ngahere—Blackball	11,000	12,311 6 9	1,295 9 10	11,015 16 11
	Greymouth—Point Elizabeth	50,000	47,090 3 5	9 6 6	47,080 16 11
	Lawrence—Roxburgh	15,000	3,943 5 6	49 7 0	3,893 18 6
	Catlin's—Waimahaka	80,000	56,718 16 6	126 16 10	56,591 19 8
	Riversdale—Switzers	3,000	3,082 19 7	7 1 8	3,075 17 11
	Orepuki—Waiiau	2,000	2,062 2 9	9 4 6	2,052 18 3
	Land Claims, &c.	2,500	1,655 5 2	2,513 17 3	Cr. 858 12 1
	Surveys, New Lines of Railway	1,500	520 12 7	..	520 12 7
	Permanent-way Materials	100,000	80,425 17 3	86 13 3	80,339 4 0
	Total Vote, Railway-construction	1,002,000	751,952 9 9	8,808 0 8	743,144 9 1
95	Additions to Open Lines	370,000	366,641 4 6	5,714 15 9	360,926 8 9
	Development of Water-power—				
96	Development of Water-power	300,000	1,020 11 2	..	1,020 11 2
	Irrigation and Water-supply—				
97	Irrigation and Water-supply	10,000	2,112 11 10	550 3 9	1,562 8 1
	Public Buildings—				
98	General	77,500	47,488 17 5	3,208 5 2	44,280 12 3
99	Judicial	37,500	22,295 6 2	0 7 0	22,294 19 2
100	Postal and Telegraph	107,510	117,815 15 1	0 16 9	117,814 18 4
101	Agricultural	6,400	1,159 11 11	..	1,159 11 11
102	Mental Hospitals	24,250	15,543 13 11	2,836 16 4	12,706 17 7
103	Hospitals and Charitable Institutions	10,750	2,429 8 1	..	2,429 8 1
104	Public Health	250	..	..	..
105	School Buildings	146,000	124,960 17 11	34 13 5	124,926 4 6
106	Workers' Dwellings	15,000	..	..	..
	Lighthouses, Harbour-works, and Harbour Defences—				
107	Lighthouses	5,100	1,469 16 2	0 1 8	1,469 14 6
108	Harbour-works	9,450	4,278 15 11	187 0 5	4,091 15 6
109	Harbour Defences	10,000	2,865 5 1	..	2,865 5 1
	Tourist and Health Resorts—				
110	Tourist and Health Resorts	14,498	6,164 13 2	252 13 8	5,911 19 6
	Immigration—				
111	Immigration	20,000	34,775 1 7	25,334 6 6	9,440 15 1
	Construction and Maintenance of Roads, Bridges, and other Public Works—				
112	Roads, &c.	312,545	150,821 7 3	5,742 0 3	145,079 7 0
113	Backblocks Roads, &c.	230,720	84,695 0 11	1,237 3 3	83,457 17 8
114	Road and other Works on Goldfields and Mineral Lands	53,420	25,631 5 11	5 5 3	25,626 0 8
	Development of Goldfields—				
115	Development of Goldfields	25,000	11,779 0 3	933 16 8	10,845 3 7
	Telegraph Extension—				
116	Telegraph Extension	140,000	127,513 8 10	15,645 15 9	111,867 13 1
	Contingent Defence—				
117	Contingent Defence	10,400	6,084 16 4	13 18 0	6,070 18 4
	Lands Improvement—				
118	Improved-farm Settlements	8,000	11,811 15 11	1,663 16 1	10,147 19 10
119	Lands, Miscellaneous	4,500	1,223 10 0	246 0 6	977 9 6
	Unauthorized—				
	Services not provided for .. .. .	..	426 7 3	226 7 3	200 0 0
	Total Public Works Fund	2,996,775	1,966,043 16 2	73,192 11 3	1,892,851 4 11

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, 1911, prepared in Terms of Section 42 of the Public Revenues Act, 1910, and forwarded, as therein provided, to the Treasury.

Class.	Votes.	Summary.	Total.
PUBLIC WORKS FUND.			
			£ s. d.
XVI	93	Public Works, Departmental	34 0 0
XVII	94	Railways	567,828 12 11
XVIII	96	Development of Water-power	212 13 6
XIX	97	Irrigation and Water-supply	1 0 0
XX	98-102	Public Buildings.. .. .	221,135 14 6
XXI	109	Harbour Defences	12 15 8
XXIV	112-113	Construction of Roads, Bridges, &c.	157,326 0 0
			946,550 16 7
CONSOLIDATED FUND.			
V	18-20	Public Buildings, Domains, and Maintenance of Roads	1,991 1 9
OTHER ACCOUNTS.			
	127	Opening up Crown Lands for Settlement Account	10,376 0 0
	128	National Endowment Account	1,161 0 0
	..	Land for Settlements Account	2,485 0 0
			14,022 0 0
Vote No.	Name of Vote.		Total.
PUBLIC WORKS FUND.			
			£ s. d.
93	Public Works, Departmental		34 0 0
94	Railway-construction—		
	Kawakawa-Grahamtown		4,038 1 5
	Kawakawa-Hokianga		158 17 0
	North Auckland		22,731 15 7
	Huntly-Awaroa		17,580 6 0
	Tauranga-Paengaroa		1,307 14 5
	Gisborne-Rotorua		10,014 8 7
	Mount Egmont Branch		1 0 0
	Stratford-Ongarue		2,132 18 3
	South Island Main Trunk, North End		1,706 1 4
	South Island Main Trunk, South End		2,568 12 11
	Midland—		
	Nelson-Inangahua		394 17 2
	Reefton-Inangahua		571 10 0
	Otira to Bealey		438,372 14 8
	Broken River to Bealey		8,204 13 8
	Westport-Inangahua		33,007 1 1
	Ngahere-Blackball		324 3 2
	Greymouth-Point Elizabeth		287 9 0
	Lawrence-Roxburgh		7 15 0
	Catlin's-Waimahaka		1,716 4 11
	Permanent-way Materials		22,702 8 9
			567,828 12 11
96	Development of Water-power		212 13 6
97	Irrigation and Water-supply		1 0 0
	Public Buildings—		
98	General		66,786 8 0
99	Judicial		13,922 18 5
100	Postal and Telegraph		140,110 1 7
101	Agricultural		240 0 10
102	Mental Hospitals		76 5 8
			221,135 14 6
109	Harbour Defences—		
	Harbour Defences		12 15 8

APPENDIX B—*continued.*STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department
—*continued.*

Vote No.	Name of Vote.	Total.	
		£	s. d.
PUBLIC WORKS FUND—<i>continued.</i>			
	Construction of Roads, Bridges, &c.—		
112	Roads, &c.	111,996	0 0
113	Back-block Roads, &c.	45,330	0 0
		157,326	0 0
	Total, Public Works Fund.. .. .	946,550	16 7
CONSOLIDATED FUND.			
	Public Buildings, Domains, and Maintenance of Roads—		
18	Public Buildings	1,540	12 6
19	Government Domains	2	9 3
20	Maintenance and Improvement of Roads.. .. .	448	0 0
		1,991	1 9
OTHER ACCOUNTS.			
	Opening up Crown Lands for Settlement Account—		
127	Roads to open up Crown Lands	10,376	0 0
	National Endowment Account—		
128	Roads to open up National Endowment Lands	1,161	0 0
..	Land for Settlements Account (Roads portion)	2,485	0 0
	Total, Other Accounts	14,022	0 0

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

Public Works Department, 30th April, 1911.

APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1910, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1911.

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.
						£ s. d.	
Feb. 25, 1909	Kawakawa-Grahamtown	Grahamtown Wharf	D. McLean and Co.	Feb. 25, 1911	Oct. 31, 1910	17,675 0 0	
" 25, "	"	Supply of Ironbark Telephone-poles	J. W. Wallace and Co.	Aug. 25, 1909	May 12, "	354 5 0	
May 30, 1910	"	Ramarama Station Buildings	H. G. Foster	Sept. 30, 1910	Oct. 31, "	655 0 0	
Feb. 17, 1911	"	Two Platelayers' Cottages, Otiria	G. M. Wright	May 17, 1911	"	692 5 2	
Mar. 20, "	"	"	H. G. Foster	"	"	820 0 0	
" 20, "	"	Grahamtown Station Buildings	"	"	"	2,290 0 0	
Oct. 19, 1908	North Auckland	Erection of Te Hana Bridge and Wharf	Brown and Sons	July 19, 1909	Dec. 12, 1910	1,618 1 6	
April 15, 1910	"	Two Platelayers' Cottages, Kaiwaka	W. Rowsell	Aug. 15, 1910	Aug. 4, "	669 15 0	
July 29, "	"	Hardwood Timber for Bridges	Diek Michael	Jan. 29, 1911	"	317 6 10	
Dec. 19, "	"	Topuni Station Buildings	W. Brown and Sons	Mar. 19, "	"	662 12 6	
Feb. 13, 1911	"	Otamatea Bridge	G. M. Fraser	Aug. 13, 1912	"	20,841 0 0	
" 13, "	"	Kaiwaka Station Buildings	W. Brown and Sons	June 16, 1911	"	651 11 2	
" 16, "	"	Huntly Bridge	G. M. Fraser	May 13, 1912	"	17,580 6 0	
Oct. 31, 1910	Huntly-Awaroa	Supply of Ironbark Telephone-poles	Fraser and Co.	April 21, 1911	"	520 0 0	
Nov. 2, "	Tauranga-Paengaroa	Two Platelayers' Cottages, Maungauani	"	Feb. 2, "	Feb. 28, 1911	729 0 0	
" 2, "	"	"	"	"	"	758 0 0	
Feb. 12, "	"	Otoko Viaduct	T. E. Palmer	May 12, "	"	11,773 0 0	
Sept. 22, "	Gisborne-Motu	Steel-plate Girder-spans	G. W. Griffiths and Co.	Sept. 22, "	"	3,002 0 0	
Dec. 15, "	"	Supply of Ironbark Telephone-poles	Messey Bros. (Limited)	June 15, "	"	364 3 4	
" 8, 1909	"	Te Wera Station Buildings	J. W. Wallace and Co.	April 8, 1910	June 25, 1910	1,700 0 0	
Sept. 20, 1910	"	Supply of Hardwood Piles and Timber for Bridges	J. W. Boon	Jan. 20, 1911	"	292 14 7	
Oct. 3, "	"	Pohokura Station Buildings	R. J. Scott	April 3, "	"	1,290 0 0	
Feb. 13, 1911	"	Supply of Ironbark and Hardwood Timber for Bridges	S. Brown (Limited)	Aug. 13, "	"	338 9 8	
Oct. 11, 1909	South Island Main Trunk (North End)	Platelayers' Cottages, Hauwai and Ward	Byrthell and Co.	Jan. 11, 1910	May 24, 1910	845 0 0	
Jan. 8, 1910	"	Hauwai Station Buildings	"	May 8, "	Aug. 17, "	623 13 0	
June 17, "	"	Ward Station Buildings	C. Hegglin	Dec. 17, "	"	2,855 11 0	
Dec. 6, "	"	Supply of Hardwood Piles and Timber for Bridges	J. W. Wallace and Co.	June 6, 1911	"	363 14 3	
Feb. 16, 1911	"	Platelayer's Cottage, Mirza	J. McKinley	May 16, "	"	367 17 6	
May 19, 1909	South Island Main Trunk (South End)	Waiau-ua Bridge	G. M. Fraser	Nov. 19, 1910	"	20,467 4 0	
Jan. 6, 1910	"	Mina Station Buildings	H. Green	June 6, "	July 6, 1910	2,380 3 9	
July 28, "	"	Supply of Ironbark Telephone-poles	Diek Michael	Dec. 28, "	"	149 3 4	
July 4, "	"	Two Platelayers' Cottages, Mina	C. Calvert	Sept. 4, "	Oct. 15, 1910	680 0 0	
April 19, "	Midland (Nelson-Inangahua)	Platelayer's Cottage, Kaka	W. E. Wilkes	July 19, "	June 7, "	259 6 0	
Sept. 21, "	"	Steel-plate Girder-spans	Sanders Bros.	June 21, 1911	"	365 18 6	
Feb. 12, "	"	Supply of Hardwood Timber and Piles	S. Brown (Limited)	Aug. 12, 1910	Jan. 31, 1911	622 19 9	

RAILWAYS.

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1910, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1911—continued.

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.
RAILWAYS—continued.							
Aug. 2, 1910	Midland (Reefton—Inangahua)	Two Plateayers' Cottages...	A. Wells	Dec. 2, 1910	Jan. 27, 1911	£ 544 10 0	
Sept. 27, "	"	Erection of Six Bridges	H. J. Reynolds	Mar. 27, 1911	"	647 0 0	
Aug. 1, 1907	" (Oira—Bealey)	Oira Tunnel	J. McLean and Sons	Aug. 1, 1912	"	599,794 0 0	
Mar. 8, 1910	" (Broken River—Bealey)	Supply of Fencing Material, Cass Section	New Zealand Farmers' Co-operative Association of Canterbury (Limited)	May 31, 1910	Oct. 20, 1910	298 19 2	
" 18, "	"	Land Plan Survey	C. Hastings Bridge	Aug. 18, "	Aug. 13, "	135 0 0	
June 6, "	"	Supply of Hardwood Timber for Bridges	E. F. Broad (Limited)	Dec. 6, "	"	529 10 6	
" 28, "	"	Supply of Ironbark Telephone-poles	Dick Michael	Dec. 28, "	"	298 6 8	
Sept. 22, "	"	Steel-plate Girder-spans	Scott Bros. (Limited)	Sept. 22, 1911	"	1,678 14 8	
Dec. 14, "	"	Station Buildings, Cass Section	J. Forbes	June 14, "	"	4,022 10 6	
May 5, "	Westport—Inangahua	No. 1 Formation Contract	McWilliams and Andrews	May 5, 1912	"	4,788 6 8	
" 5, "	"	" 2	D. McLellan	" 5, "	"	5,406 0 0	
" 5, "	"	" 3	D. Hannon and Co.	" 5, "	"	2,279 0 9	
" 5, "	"	" 4	R. H. O'Brien and Party	" 5, "	"	3,531 18 0	
" 5, "	"	" 5	McWilliams and Andrews	" 5, "	"	2,075 0 0	
" 5, "	"	" 6	R. H. O'Brien and Party	" 5, "	"	1,944 6 8	
" 5, "	"	" 7	Corby and Foster	Mar. 31, 1913	"	3,806 5 0	
Mar. 31, 1911	"	" 10	Maxwell and Mann	" 31, "	"	10,708 10 0	
" 31, "	"	" 12	Redmond, Moore, and Cochrane	" 31, "	"	1,167 16 0	
Jan. 10, 1910	Ngahere—Blackball	Station Buildings, Blackball (No. 3 Contract)	Kelsall and Son	May 10, 1910	Sept. 10, 1910	1,410 11 6	
" 11, "	"	Station Buildings and Cottages, Blackball (No. 2 Contract)	E. and W. Sweetman	" 11, "	June 7, "	779 2 0	
Feb. 21, "	"	Five Plateayers' Cottages, Blackball	A. Cundy	June 21, "	Sept. 5, "	1,202 17 6	
" 18, 1911	"	Gatekeeper's Cottage, Ngahere Railway Bridge	"	May 18, 1911	"	324 3 2	
Jan. 4, 1910	Greymouth—Point Elizabeth	Supply of Hardwood Timber for Bridges	J. W. Wallace and Co.	July 4, 1910	Feb. 28, 1911	601 7 10	
Mar. 15, "	"	"	Millar's West Australian Hardwood Company (Limited)	Sept. 15, "	Sept. 19, 1910	1,140 4 7	
Sept. 27, "	Catlin's—Waimabaka	Plateayer's Cottage, Puketiro	A. McNeil	Dec. 27, 1910	Feb. 4, 1911	318 18 6	
Dec. 20, "	"	Tepeka and Tokanui Station Buildings	P. A. Lyders	June 20, 1911	"	1,827 0 0	
Oct. 15, 1909	Riversdale—Switzers	Station Buildings (No. 2 Contract)	Henderson and Gerrie	Feb. 15, 1910	May 28, 1910	3,670 13 0	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1910, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1911—continued.

Date of Contract.	Name of Contract.	(Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Remarks.
					£ s. d.	
AUCKLAND.						
May 25, 1909	New Post-office, Auckland	J. and W. Jamieson (Limited), Christchurch	Nov. 25, 1911	..	95,551 0 0	
Oct. 15, "	Mental Hospital, Auckland—Wolfe Bequest Hospital	A. J. Jenkin, Auckland	April 15, 1910	July 25, 1910	6,098 0 0	
Mar. 22, 1910	Courthouse, Tauramarunui	T. Dickson, Tauramarunui	Aug. 22, "	Oct. 27, "	556 12 0	
May 26, "	Post-office, Mount Roskill, Auckland	W. Ball, Devonport	Oct. 26, "	Nov. 18, "	1,686 5 0	
" 26, "	" Frankton Junction..	F. W. Wright, Auckland	" 26, "	Oct. 12, "	1,049 0 0	
" 28, "	Courthouse, Opotiki ..	C. M. Grant, Opotiki	Nov. 28, "	Feb. 10, 1911	1,073 1 5	
" 28, "	Post-office, Patutahi ..	J. Colley, Gisborne	Sept. 28, "	Sept. 24, 1910	899 0 0	
July 28, "	" Helensville ..	L. McKinstry, Auckland	Feb. 28, 1911	Mar. 1, 1911	2,755 0 0	
" 30, "	St. Helens Hospital, Auckland, Laundry Building	E. Morris, Auckland	Sept. 30, 1910	Nov. 25, 1910	493 0 0	
Aug. 12, "	Geol. Gisborne ..	J. Colley, Gisborne	May 12, 1911	..	3,700 0 0	
" 15, "	Post-office, Kawhia, Additions and Alterations	C. Frankham, Auckland	Oct. 22, 1910	Oct. 18, 1910	292 2 11	
Nov. 10, "	Police-station, Frankton	G. Jack, Hamilton East	April 10, 1911	..	878 0 0	
Dec. 9, "	" Wellsford ..	T. H. Ashton, Kawaka..	May 9, "	..	1,087 5 0	
" 9, "	" Morrinsville (lock-up, &c.)	J. C. R. Watts, Morrinsville	" 10, "	..	438 10 0	
" 10, "	Post-office, Taupo ..	J. R. McFarlane, Rotorua	" 13, "	..	1,134 0 0	
" 13, "	Police-station, Farnell ..	F. W. Wright, Ellerslie ..	April 13, "	..	1,085 16 10	
" 21, "	Post-office, Kohukohu ..	W. Cook and Son, Waimate North	" 21, "	..	390 0 0	
" 29, "	" Matata ..	C. M. Grant, Opotiki ..	June 29, "	..	779 12 6	
HAWKE'S BAY.						
Jan. 5, 1910	Post-office, Hastings, Manufacture and Erection of Turret-clock	W. Littlejohn and Son, Wellington	Aug. 5, 1910	..	470 0 0	
Feb. 5, "	" Wairoa ..	A. R. Gardner, Wairoa..	Oct. 5, "	..	3,100 0 0	
July 18, "	" Greenmeadows ..	Cairns and Paton, Havelock North	" 18, "	Dec. 14, 1910	656 0 0	
Aug. 1, "	" Takapau ..	J. L. Scott, Dannevirke	Jan. 1, 1911	Mar. 2, 1911	1,120 0 0	
TARANAKI.						
June 3, 1910	Courthouse, Waverley ..	Macfarlane and Son, Waverley ..	Sept. 3, 1910	Nov. 5, 1910	390 0 0	
Nov. 8, "	Post-office, Raibotu ..	H. Peterson and Co., Inglewood ..	Mar. 8, 1911	Mar. 31, 1911	672 0 0	
Jan. 25, 1911	Police-station, Waverley, Additions and Renovations	S. J. Price, Waverley ..	" 8, "	..	515 0 0	
Feb. 21, "	Post-office, Mania ..	A. B. Burrell, Hawera ..	Sept. 21, "	..	3,333 0 0	
WELLINGTON.						
April 6, 1909	Public Trust Office, Wellington, Fittings	J. and A. Wilson (Limited), Wellington	June 1, 1909	..	718 0 0	
July 15, "	Police-station, Pongaroa	Robertson and Whittaker, Pongaroa	Dec. 15, "	June 27, 1910	749 0 0	
Oct. 11, "	New Government House, Wellington, Joinery No. 1 Contract	Sanders Bros., Wellington	" 20, "	July 10, "	848 18 0	
Nov. 5, "	" Wrought Omaru Stone	F. E. Enemark, Wellington	Jan. 7, 1910	June 28, "	350 0 0	
Jan. 5, 1910	" Joinery No. 2 Contract	Prouse Timber Company, Wellington	Mar. 16, "	May 26, "	749 19 0	
" 21, "	" Wall-plaster Work ..	Marblette Patent Plaster Company, Wellington	April 21, "	June 4, "	708 10 0	
Feb. 12, "	" Ornamental Plaster-work	T. Foley and Sons, Wellington ..	May 12, "	" 15, "	420 0 0	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1910, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1911—continued.

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Remarks.
					£ s. d.	
	WELLINGTON—continued.					
Oct. 27, 1909	Post-office, Wellington, Additions	J. and A. Wilson (Limited), Wellington	Oct. 27, 1911	May 31, 1910	96,923 0 0	
Nov. 15, "	Mental Hospital, Porirua, Addition to Auxiliary Building	J. Wood, Wellington	Mar. 31, 1910	Nov. 3, "	6,147 0 0	
Dec. 24, "	Government Insurance Buildings, Wellington, Electric Elevator	Anderson's Limited, Christchurch	April 24, "	Oct. 31, "	612 0 0	
Jan. 14, 1910	Post-office, Bull's, Restoration	W. H. Taylor, Bull's	May 14, "	July 19, "	1,678 0 0	
April 19, "	Police-station, Manners Street, Wellington, Additions	G. L. Wakelin, Wellington	July 19, "	Jan 19, 1911	512 18 0	
July 2, "	Post-office, Levin, Additions	W. Pringle, Weraoa	Oct. 2, "	..	447 0 0	
Aug. 18, "	Linenman's Cottage, Otaki	T. A. Williams, Levin	Nov. 18, "	..	415 0 0	
Oct. 24, "	Courthouse, Petone	G. C. Smart, Wellington	May 24, 1911	..	1,264 0 0	
Dec. 9, "	Post-office, Shannon	W. Pringle, Weraoa	April 9, "	..	1,089 0 0	
" 8, "	Police-station, Johnsonville	G. L. Wakelin, Wellington	" 21, "	..	946 9 6	
" 21, "	" Otaki	J. S. Pole, Otaki	" 16, "	..	735 0 0	
Feb. 16, 1911	Post-office, Kilbirnie	Sanders Bros., Wellington	Dec. 16, "	..	1,407 0 0	
" 16, "	Courthouse, Masterton	F. King and Son, Masterton	..	..	6,660 10 0	
June 29, 1910	Police-station, Motueka	Stilwell and Co. (Limited), Motueka	Oct. 29, 1910	Jan. 20, 1911	694 0 0	
	NELSON.					
June 20, 1910	Post-office, Westport	E. Brynildsen, Westport	June 20, 1911	..	6,166 17 0	
Dec. 19, "	Courthouse, Westport, Alterations and Additions	J. Craig, Westport	Feb. 11, "	Feb. 20, 1911	209 10 3	
Feb. 20, 1911	Post-office, Westport, Clock and Bells	W. Littlejohn and Son, Wellington	..	..	645 0 0	
	WESTLAND.					
April 19, 1910	Police-station, Greymouth, Additions	Morlaunt and Drake, Greymouth	July 19, 1910	Dec. 31, 1910	839 17 0	
Sept. 27, "	" Blackball	Kelsall and Son, Greymouth	Jan. 27, 1911	Feb. 23, 1911	688 8 3	
Feb. 18, 1911	Post-office, Runanga	E. and W. Sweetman, Greymouth	June 18, "	..	695 0 0	
	CANTERBURY.					
Feb. 16, 1910	Safety-cartridge Store, Addington	C. Calvert, Christchurch	April 27, 1910	May 2, 1910	388 8 9	
May 24, "	Post-office, Waiau	Paynter and Hamilton, Christchurch	Oct. 24, "	Sept. 13, "	934 8 0	
" 25, "	" Addington	J. Taylor, Christchurch	Sept. 25, "	Nov. 29, "	1,054 0 0	
June 20, "	" Waimate	C. Calvert, Christchurch	Feb. 20, 1911	Mar. 20, 1911	2,396 11 0	
Aug. 1, "	" Rakaiia	" "	Mar. 1, "	" 18, "	1,627 5 0	
" 15, "	Courthouse, Timaru, Alterations and Additions	J. and W. Jamieson (Limited), Christchurch	Nov. 15, 1910	Jan. 14, "	947 15 0	
Sept. 1, "	Departmental Buildings, Christchurch	J. Taylor, Christchurch	May 1, 1912	..	53,564 0 0	
" 23, "	Post-office, Ferry Road, Christchurch	J. Taylor, Christchurch	Mar. 23, 1911	..	1,235 0 0	
Dec. 8, "	Police-station, Christchurch, Matron's Quarters	Paynter and Hamilton, Christchurch	" 8, "	Mar. 25, 1911	412 10 0	
Jan. 7, 1911	Cottage at Lake Coleridge	Paynter and Hamilton, Christchurch	Mar. 7, 1911	Mar. 25, 1911	410 0 0	
Feb. 15, "	Post-office, Amberley	C. Calvert, Christchurch	May 15, "	..	914 3 0	
" 15, "	" Culverden	" "	" 15, "	..	932 18 0	
Mar. 24, "	" Leeston	F. Blogg, Christchurch	Aug. 24, "	..	1,068 15 6	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1910, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1911—continued.

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Remarks.
					£ s. d.	
OTAGO AND SOUTHLAND.						
Aug. 3, 1908	Government Insurance Buildings, Dunedin	H. Lytters, Dunedin	Aug. 3, 1909	May 3, 1910	10,746 5 0	
Dec. 31, 1909	Post-office, Pembroke, Alterations and Additions	W. Henderson, Dunedin	Mar. 11, 1910	" 18, "	218 10 0	
Jan. 7, 1910	Government Insurance Buildings, Dunedin, Electric Elevator	A. and T. Burt (Limited), Dunedin	July 7, "	Sept. 22, "	554 0 0	
Feb. 1, "	Otekaieke Special School for Boys, Water-supply and Drainage	J. and R. Scott, Dunedin	June 1, "	" 10, "	1,742 0 0	
April 14, "	Departmental Buildings, Invercargill	Shields and Andrews, Invercargill	April 14, 1911	" "	12,380 0 0	
June 8, "	Gaol, Invercargill, Electric Lighting	Turnbull and Jones (Limited), Dunedin	Dec. 8, 1910	" "	398 15 6	
" 22, "	Post-office, St. Kilda	W. M. Clark, Dunedin	Nov. 22, "	Jan. 12, 1911	1,160 0 0	
Oct. 26, "	" Bannockburn	L. Arthur and P. Thomas, Cromwell	Feb. 26, 1911	" "	399 0 0	
Nov. 5, "	" Green Island	C. Crimp, Green Island	May 5, "	" "	1,070 0 0	
Dec. 9, "	" Riverton	P. A. Lytters, Dunedin	June 9, "	" "	1,692 18 0	
" 15, "	Courthouse, Invercargill, Repairs and Renovations	W. Ashley, Invercargill	Jan. 11, "	Feb. 6, 1911	214 10 0	
Jan. 6, 1911	Otekaieke Special School for Boys, Kitchen Administrative Block	W. Duncan and Son, Dunedin	Aug. 6, "	" "	2,267 7 0	
" 27, "	Police-station, South Invercargill	Kerr and Brown, Invercargill	May 6, "	" "	560 0 0	
" 6, "	" Otautau, Additions and Renovations	R. Seatter, Otautau	Mar. 3, "	" "	224 1 8	
Feb. 16, "	Police-station and Post-office, Oamaru, Additions and Alterations	Allan and Lindsay, Oamaru	" 30, "	Mar. 30, 1911	214 7 0	
PUBLIC BUILDINGS—continued.						
AUCKLAND.						
Oct. 28, 1910	Mangatangi Stream Bridge, Te Maika Road	Scott and Forsyth, Te Kuiti	Dec. 28, 1910	Mar. 16, 1911	220 5 10	
" 28, "	Awaiti Stream Bridge	" "	Jan. 28, 1911	Feb. 27, "	237 6 1	
" 28, "	Stony Creek Bridge, near Makarau	F. James, Auckland	" 28, "	Jan. 25, "	230 0 0	
Nov. 11, "	Huaroa Stream Bridge	Scott and Forsyth, Te Kuiti	" 11, "	" "	261 3 6	
Feb. 16, 1911	Toi Bridge	M. W. Forsyth, Te Kuiti	May 16, "	" "	230 14 7	
HAWKE'S BAY.						
June 21, 1910	Metalling on Napier-Taupo Road	Henrickson and Hofferman, Pohui	Jan. 31, 1911	Nov. 12, 1910	526 10 11	
Sept. 23, "	Clydebank Settlement Roads—Rotoparu Road	J. Kelliher, Wairoa	Mar. 18, "	" "	284 19 7	
" 23, "	" Maromauku Road	" "	" 18, "	" "	307 13 1	
" 23, "	" Riuohangi Road	" "	" 18, "	" "	174 15 6	
Dec. 30, "	Nuhaka River Bridge	A. R. Gardiner, Wairoa	Oct. 30, "	" "	3,136 4 0	
TARANAKI.						
Feb. 14, 1909	Road-formation, &c., Ohura (south of Parorac Stream)	Cameron and Brooking, Stratford	June 14, 1909	Dec. 31, 1910	5,566 19 0	
June 20, 1910	Bridge over Mokeu River, Mapara Road	Scott and Forsyth, Te Kuiti	" 20, 1911	Jan. 7, 1911	424 15 11	
" 21, "	Tangarakau River Suspension Bridge	F. M. Grayling, New Plymouth	" 21, "	" "	1,553 0 0	
Nov. 9, "	Maunganui-o-te-ao River Bridge, Raetihi—Ohura Road	W. D. McCalmont, Masterton	Aug. 9, "	" "	1,737 0 0	
Jan. 27, 1911	Whangamomona River Bridge, Poraangi	F. M. Grayling, New Plymouth	Sept. 27, "	" "	850 0 0	
Feb. 16, "	Ongarue River Bridge, Taumarunui	D. McLean and Co., Wellington	Nov. 16, "	" "	1,170 0 0	
Mar. 25, "	Mokau River Bridge, Kahuwera Road	Care and Dixon, Cambridge	" 25, "	" "	624 0 0	
ROAD WORKS.						

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1910, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1911—continued.

Date of Contract.	Name of Contract.	Contractor's Name and Address.	Date for Completion.	Date of Completion.	Amount of Contract.	Remarks.
					£ s. d.	
Feb. 16, 1911	RAI and BROWN River Bridges	MARLBOROUGH. Barton Bros., Onamalutu	Nov. 16, 1911	..	1,100 3 0	
Jan. 4, 1909	Mokihinui River Bridge	NELSON. Freeman and Griffiths, Westport	July 4, 1910	..	3,801 13 3	
Feb. 4, "	Little Wanganui Road Bridge	V. Hill, Little Wanganui	Nov. 4, 1909	April 22, 1910	1,137 0 0	
Mar. 27, 1911	Metalling Road, Mokihinui to Little Wanganui	Davis, Fraser, and Hyndman, St. Helen's, Westport	Aug. 27, 1911	..	1,644 2 6	
Mar. 15, 1910	Big Wanganui Bridge, South Westland	WESTLAND. J. O'Donnell, Wellington	Mar. 15, 1912	..	7,908 4 7	
Mar. 18, 1910	ROAD-FORMATION, Felling, Clearing, Forming, Metalling, &c.,— No. 1 Contract, Alton Survey District, Blocks I, III, and X	OTAGO AND SOUTHLAND. C. Withington and Son, South Invercargill	Nov. 18, 1910	Mar. 30, 1911	675 0 0	
" 18, "	No. 2 Contract, Alton Survey District, Blocks II, III, and XI	" "	" 18, "	" 30, "	544 0 0	
" 18, "	No. 3 Contract, Alton Survey District, Block VI, Sections 9 and 10 (reserve for landless Natives)	" "	" 18, "	..	762 10 0	
" 18, "	No. 4 Contract, Alton Survey District, Blocks X, XI, and III	" "	" 18, "	Feb. 25, 1911	771 15 0	
Oct. 10, "	Ermedale Settlement, Omutu Creek Bridges	J. Hamlyn	Jan. 10, 1911	Mar. 31, "	414 17 6	
Nov. 14, "	Road-formation and Bridge, Block XXIV, Invercargill Survey District, Waimatua-Mokotua Road	Ryan, Dwyer, and Son, South Invercargill	Feb. 14, "	..	201 15 0	
Mar. 4, 1911	Hardwood Timber, Taieri Mouth Bridge	Millars West Australian Hardwoods Company (Limited), Wellington	Sept. 4, "	..	1,254 4 7	
" 28, "	Steel Reinforcing Bars, Taieri Mouth Bridge	Otago Iron Rolling Mills Company (Limited), Burnside, Dunedin	..	..	243 0 0	
" 28, "	Steel and Ironwork, Taieri Mouth Bridge	Stevenson and Cook, Port Chalmers	July 18, 1911	..	285 18 9	
" 29, "	Ermedale Settlement, Road-metalling	W. Baird, East Invercargill	" 18, "	..	1,363 0 0	
May 7, 1908	Seddon Memorial	MISCELLANEOUS. Edwards and Son, Wellington	Nov. 11, 1908	Aug. 31, 1910	2,746 0 0	
Dec. 17, 1910	Coal and Firewood Supply, Government Buildings, Auckland	J. J. Craig (Limited), Auckland	Mar. 31, 1912	..	Schedule rates	
" 17, "	"	"	" 31, 1912	..	"	
April 14, 1910	Training-wall at Karamea, No. 1 Contract	WESTPORT. S. and R. Atkinson, Westport	Oct. 13, 1910	Nov. 10, 1910	2,755 11 0	
Feb. 17, 1911	"	J. Foster, Westport	Aug. 17, 1911	..	2,315 10 3	
Aug. 22, 1910	Rifle Range, Cobden	WESTLAND. Sullivan Bros., Greymouth	Nov. 22, 1910	Feb. 8, 1911	248 7 0	

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS CURRENT ON 1st April, 1910, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1911, 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.	Date for Completion.	Total delivered to Date.	Date of Completion.
NORTH ISLAND.								
WHANGAREI DISTRICT.								
5 Jan., 1910 ..	Millar's West Australian Hard-wood Company	Wellington	1,156 jarrah	s. d. 3 9	Grahamtown	..	1,156	19 April, 1910.
30 June, ..	Charles Grant	Ngunguru ..	800 puriri (second) crossing ..	4 3	Opua ..	30 Sept., 1910..	880 117 36 Nil	21 July, " 21 " " 21 " "
21 Oct., "	Pullman and Leslie	Mata-pouri ..	1,000 totara	4 3	"	27 Dec., "	"	"
28 Dec., "	M. J. Nelson	Kaihu ..	1,000 totara	3 3	Kaihu	31 Mar., 1911..	"	"
20 Jan., 1911	E. Brenstrum	Dargaville ..	900 puriri	3 11	"	30 June, "	"	"
27 " "	G. N. Le Clere	Porua Bay ..	1,000 "	4 6	Grahamtown	30 " "	"	"
2 Mar., "	V. Torunson	Maropiu ..	500 "	3 9	Maropiu	30 " "	"	"
5 Jan., "	T. M. Lane and Son..	Totara North	1,000 totara 1,500 puriri 10 sets crossing sleepers	4 0 2 1s. per 100 ft.	Opua ..	18 Oct., "	"	"
AUCKLAND DISTRICT.								
6 June, 1906 ..	E. McMillan	Tahekeroa ..	500 totara	3 3	Tahekeroa	6 Dec., 1906..	..	Contract cancelled.
7 Feb., 1908 ..	F. G. Worker	Wellsford ..	500 "	3 3	Wellsford	31 Mar., 1908..	512	13 June, 1910.
27 Jan., 1909 ..	E. Brenstrum	Dargaville ..	1,200 puriri	4 3	Helensville	27 July, 1909..	412	"
29 Mar., "	C. Walker	Tanhoa ..	1,600 totara	3 3	Hokio	30 Sept., "	321	Balance cancelled.
5 Oct., "	E. Brenstrum	Dargaville ..	2,000 puriri	4 3	Helensville	5 Oct., 1910..	1,677	"
10 Feb., 1910 ..	W. H. Taylor	Ahuroa ..	500 totara	3 3	Ahuroa	30 April, "	500	26 April, 1910.
18 June, "	Dick Michael	Sydney, New South Wales	350/11 ft. by 8 in. by 6 in. ironbark	9 6	Auckland	18 Sept., "	Nil	"
1 Aug., "	E. Davies	Tamaramui	2,000 totara	3 0	Taringamutu	4 June, "	2,240	4 June, 1910.
30 Sept., "	Fraser and Co.	Grafton, New South Wales	600/7 ft. 6 in. by 8 in. by 6 in. ironbark	5 0	Auckland	1 July, "	407	"
30 " "	Moir and Resta	Pulhoi ..	3,000 totara	3 3	Ahuroa	9 Sept., 1911..	..	"
6 Dec., "	E. Brenstrum	Dargaville ..	350 puriri	4 3	Helensville	20 Mar., "	..	"
3 Oct., "	R. McMillan	Makarau ..	300 totara	3 3	Makarau	3 Jan., "	300	4 Dec., 1910.
TAURANGA DISTRICT.								
21 Oct., 1910 ..	Fraser and Co.	Grafton, New South Wales	7,650 hardwood 510 " 440 "	4 4 4 6 4 8	Tauranga	21 April, 1911..	Nil	"
21 Dec., "	Millar's West Australian Hard-wood Company	Wellington	200 ironbark 45,000 hardwood	5 3 4 6	"	21 June, 1911..	"	"

APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT ON 1st April, 1910, 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.	Date for Completion.	Total delivered to Date.	Date of Completion.	
7 Sept., 1910	Southland Timber Company	Dunedin	7,000 hardwood	s. d. 4 4½	Gisborne	7 Mar., 1911.	Nil	..	
GISBORNE DISTRICT.									
28 June, 1910	Diek Michael	Sydney, New South Wales	1,080 hardwood cross-ing	5 3	Wellington	28 Dec., 1910..	124	..	
16 Aug.,	Richardson, Blair, and McCabe (Limited)	Wellington	200 hardwood, 8 ft.	4 8	"	24 Aug.,	200	24 Aug., 1910.	
7 Sept.,	J. W. Wallace and Co.	"	2,000 "	3 10	"	7 Mar., 1911..	1,320	..	
SOUTH ISLAND.									
WESTLAND DISTRICT.									
16 Dec., 1909	L. Zala	Okarito	2,100 silver-pine	s. d. 3 3	Greymouth	26 July, 1910..	2,100	26 July, 1910.	
10 May, 1910	C. O'Regan	Cronadun	2,000 "	3 3	Cronadun	10 May, "	761	Balance cancelled.	
10 "	J. Hunt	"	2,500 "	3 3	"	10 "	3,361	10 May, 1910.	
10 "	W. Rea	"	500 "	3 3	"	10 "	362	Balance cancelled.	
12 June,	W. Fisher	Nelson Creek	1,000 "	3 3	Ngahere	Immediate	846	"	
10 July	W. A. Lawson	Rimu	1,500 "	3 3	Hokitika	"	1,389	"	
17 "	G. Henderson	Kumara	800 "	3 3	Kumara	"	789	"	
26 "	L. Zala	Okarito	500 "	3 3	Hokitika	"	500	28 Jan., 1911.	
28 July,	T. McMahon	Cronadun	600 "	3 3	Cronadun	"	516	Balance cancelled.	
1 Aug.,	J. Bird	Ngahere	500 "	3 3	Ikamatua	"	500	23 Dec., 1910.	
15 "	W. A. Sadler	"	2,000 "	3 3	Ngahere	"	2,000	22 "	
15 "	L. Stewart	"	700 "	3 3	"	"	666	Balance cancelled.	
15 "	J. Maloney	Woodstock	800 "	3 3	Hokitika	"	781	"	
23 "	R. Power	Greymouth	500 "	3 3	Ross	"	500	24 Aug., 1910.	
23 "	A. Richardson	Kumara	1,500 "	3 3	Kumara	"	1,500	20 Mar., 1911.	
9 Sept.,	J. Minchan	Ross	500 "	3 3	Ross	"	500	10 Sept., 1910.	
15 "	Baxter Bros.	Greymouth	500 "	3 3	Baxter's Siding	"	800	16 "	
21 "	W. Duncan	Hokitika	800 "	3 3	Hokitika	"	800	22 "	
3 Oct.,	G. Feary	Totara Flat	1,000 "	3 3	Totara Flat	"	1,000	4 Oct., "	
3 "	W. Wallace	Kumara	700 "	3 3	Kumara	"	700	27 Nov., "	
6 Nov.,	Jack Bros.	Kotuku	500 "	3 3	Kotuku	"	500	7 "	
16 "	W. Hunt	Nelson Creek	700 "	3 3	Ngahere	"	700	17 "	
22 "	Baxter Bros.	Greymouth	1,000 "	3 3	Baxter's Siding	"	1,000	8 Feb., 1911.	

APPENDIX D—continued.

SCHEDULE OF SLEEPER CONTRACTS CURRENT ON 1st April, 1910, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—continued.

Date of Contract Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
WESTLAND DISTRICT—continued.								
6 Dec., 1910	Thomas Mills	Rotomaru	800 silver-pine	s. d. 3 3	Rotomaru	Immediate	800	6 Dec., 1910.
15 "	T. McMahon	Cronadun	3,000 "	3 3	Cronadun	"	2,746	Balance cancelled.
18 "	G. Lawson	Rimu	500 "	3 3	Hokitika	"	407	"
19 "	T. McMahon	Cronadun	600 "	3 3	Cronadun	"	600	20 Dec., 1910.
19 "	C. O'Regan	"	1,200 "	3 3	"	"	1,195	Balance cancelled.
22 "	Jack Bros.	Kotuku	700 "	3 3	Kotuku	"	672	"
20 Feb., 1911	G. Feary	Totara Flat	1,500 "	3 3	Totara Flat	"	1,490	"
20 "	Power and Walsh	Grey-mouth	1,000 "	3 3	Ross	"	922	"
20 "	J. Minahan	Ross	500 "	3 3	"	"	461	"
13 Mar., "	H. Allison	Cronadun	500 "	3 3	Cronadun	"	500	14 Mar., 1911.
20 "	G. Feary	Totara Flat	700 "	3 3	Totara Flat	"	700	"
Various	Various	Various	5,144 "	3 3	Various	"	5,144	"
7 Sept., 1910	J. W. Wallace and Co.	Wellington	14,000 hardwood	4 5	Grey-mouth	7 Mar., 1911..	3,382	"
CHRISTCHURCH DISTRICT.								
26 Jan., 1909	Southland Timber Company	Dunedin	55,800 hardwood	3 6	Lyttelton	26 Sept., 1909..	61,330	13 May, 1910.
26 "	"	"	242 "	4 0½	"	26 "	242	13 "
26 "	"	"	183 "	5 0	"	26 "	183	13 "
28 May, "	"	"	150 "	3 8	"	28 Aug., "	150	14 April, "
28 "	"	"	310 "	4 2½	"	28 "	367	14 "
28 "	"	"	250 "	5 2	"	28 "	250	14 "
28 "	"	"	290 "	5 8	"	28 "	302	14 "
7 Sept., 1910	Richardson, Blair, and McCabe (Limited)	Wellington	8,000 "	3 11½	"	7 Mar., 1911..	155	"
Various	J. W. Wallace and Co.	"	1,500 "	3 8½	"	Various	1,676	"
DUNEDIN DISTRICT.								
29 July, 1910	Southland Timber Company	Dunedin	2,000 to 3,000 hardwood	3 6	Bluff	No date fixed	2,289	3 Oct., 1910.
25 Oct., "	Cooper and Lumsden	Tawhenui	1,000 totara	3 3	Private siding, 26 m. 71 ch.	25 June, 1911..	Nil	"
17 Nov., "	Richardson, Blair, and McCabe (Limited)	Wellington	73 hardwood 126 hardwood cross-ing	19 0 C.B.M., £64 6s. 10d.	Dunedin Bluff	No date fixed	"	"
7 Sept., "	Ditto	"	12,000 hardwood 12,000 "	3 10 3 10	Dunedin Bluff	7 Mar., 1911..	"	"
						7 "	3,051	"

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.

During the financial year a total length of 44 miles 56 chains of railway, as shown in the following table, was opened for general traffic :—

Plan Mileages.		Railway.	Section.	Length.	Date of handing over to Working Railways Department.
M. ch.	M. ch.			M. ch.	1910.
16 0 to	20 30	Opua - Grahamtown (Onerahi)	Hukerenui-Towai ..	4 30	2 May.
69 18 to	72 45	North Auckland Railway	Wellsford - Te Hana ..	3 27	16 May.
15 68 to	22 65	Stratford-Ongarue ..	Huiroa - Te Wera ..	6 77	20 June.
31 67 to	35 50	South Island Main Trunk Railway	Domett-Mina ..	3 63	1 August.
12 18 to	27 40	Midland Railway ..	Canterbury ; Broken River - Cass	15 22	12 December.
0 0 to	3 40	Ngahere-Blackball ..	Ngahere-Blackball ..	3 40	1 August.
21 76 to	29 33	Lawrence-Roxburgh ..	Lawrence - Big Hill ..	7 37	4 October.
				44 56	

Appended hereto is a coloured diagram showing the lengths of railway opened for traffic each year since the initiation of the public-works policy.

KAIHU VALLEY RAILWAY (16 m. 67 ch. to 19 m. 24 ch.—2 m. 37 ch. in length).

During the year arrangements have been made to extend this line from Kaihu to Waima, another 2 miles 37 chains. The formation done by the old Kaihu Valley Railway Company had all to be resurveyed and the line relocated to suit this. This has been done, plans prepared, borings taken for bridges, of which there are four principal ones, a contract for their erection prepared and advertised, and now formation-work is just ready to be put in hand to complete the length so that the rails may be laid and the line opened for traffic.

KAWAKAWA-KAIKOHE RAILWAY (16 m. 25 ch. in length).

In November, as the work slackened on the completion of the Opua-Grahamtown line, a start was made on the formation of the Ngapipito section of this line, 6 m. 30 ch. in length, and the men gradually moved on to this new work. To enable a proper junction station to be made and to suit all purposes, including the Turntable Hill road traffic, the Scoria Flat Station on the main line to Whangarei was removed to the west about a mile to the junction of this line with the Kawakawa-Whangarei line, and is now known as the Otiria Junction Station. All the sidings and buildings have been removed to this latter station, and the line laid in complete.

So far, the work done this year has been chiefly clearing, draining, and earthwork in the heavy cuttings on the first 2 miles. Contracts for the timber and ironwork for the bridges have been prepared ; and progress will be somewhat retarded till the Ngapipito Bridges at 2½ m. are erected.

OPUA-GRAHAMTOWN RAILWAY (58 m. 6 ch.).

Kawakawa Southwards Section (7 m. 16 ch. to 19 m. from Opua Wharf) ; Ramarama Section (19 m. to 27 m. 64 ch.) ; and Towai Section (16 m. to 21 m. from Kamo).—Practically the whole of the work remaining unfinished on these sections at the date of my last report was duly completed during the year under review, and the line opened for general traffic on the 13th April, 1911, thus giving through railway connection between Opua (Whangarei) on the Bay of Islands and the present wharf at Kioreroa.

Extension from Kioreroa to Grahamtown (or Onerahi) (Deepwater Section) (2 m. to 4 m. 50 ch.).—The balance of formation on this section at Onerahi Station yard was completed. Rails were laid in the station-yard and the full ballasting over the whole section and in the station-yard and road-approaches thereto was finished early in the year. The contractors for the erection of the deep-water wharf finished their work in November, and rails were laid on to it shortly afterwards. Various other minor works, such as culverting and drainage, including a stone wall 6 chains in length to prevent a slip at back of station-yard, were completed. The slopes of all banks exposed to the action of the sea were efficiently protected with heavy stone pitching, a quarry being opened up at Parakiore for the purpose of obtaining the necessary material. The widening of formation at south side of Whangarei River Bridge was completed, as also was the fixing of balance-weights on lift span of the bridge. The oil-engine winch which is to operate the lift span has been ordered, and will be placed in position immediately it arrives. The telephone-line was continued from Kioreroa to Onerahi. A contract has been let for erection of the Onerahi Station buildings, which comprise three cottages, Stationmaster's house, station buildings, goods-shed, and 6,000-gallon water-vat. A gravitation water-supply some 2½ miles in length is being arranged to supply water to this station and wharf. It is anticipated that the section will be completed by the end of September.

NORTH AUCKLAND RAILWAY.

Kaiwaka Section (62 m. 45 ch. to 81 m. 30 ch.).—Work on this section has now been completed up to and including the Topuni Station yard at 77 m. 40 ch., with the exception of a small amount of ballasting, and includes the Te Hana and Mainene Bridges, the Mainene Tunnel and Topuni Bridge; the two latter were in hand last year. This portion of the section is now open for the carriage of goods and mails, and should be ready for handing over to the Working Railways Department for general traffic at an early date. Beyond the Topuni Station work on the remainder of the Kaiwaka Section is in an advanced stage: culvert and formation work is finished, and rails laid up to 78 m. 70 ch., which is the commencement of the cutting leading into Ross Hill Tunnel. Sleepers, rails, and fastenings are now being taken through the tunnel, and a commencement has been made with the laying of permanent-way over the finished formation towards the Kaiwaka Station yard. Work in the tunnel is being pushed forward. A length of $10\frac{1}{2}$ out of a total of 17 chains has been fully taken out and lined; the tunnel-fronts are in, and but little of the enlarging remains to be done. September should see the tunnel completed. Beyond the tunnel, formation is finished to the end of the section at Kaiwaka Station yard. Formation of this yard is complete, and the erection of station buildings is in progress.

Otamatea Section (81 m. 30 ch. to 83 m. 75 ch.).—At the end of last year work on this section had just been commenced. Construction of culverts and formation throughout the section to the Otamatea Bridge at 83 m. 75 ch., near Young's Point, is now in hand, including the erection of staging to be used in building a bank and 10 ft. culvert at the Kaitara Stream. Formation of the Otamatea Station yard is also under way.

Contracts have been let for the building of a bridge over the Otamatea at Young's Point, and also for a wharf at the same place. The bridge consists of twelve 41 ft. spans and five 100 ft. spans, the short spans being supported by concrete piles and reinforced-concrete piers, and the long spans on cylinder piers. Three platelayers' cottages are in course of erection at Otamatea.

Bickerstaffe Section (83 m. 75 ch. to 88 m. 20 ch.).—During the year this section has been opened up and earthworks have now been more or less completed up to 86 m., being the south end of the first short tunnel on the Bickerstaffe Estate, and is now being driven and lined as it proceeds, being in somewhat dangerous ground. Some of the preceding formation, throughout a distance of 25 chains, shows a tendency to slip, though not to an unexpected degree. About a mile on from the first tunnel a tramway about a mile long is to be laid from Maungaturoto Wharf to the south end of the Muddy Creek Tunnel, in order to facilitate obtaining material by sea for lining the tunnel, as there is no suitable stone on the ground. The completion of the detailed survey of the line from 88 m. 20 ch. to McCarroll's Gap at 96 m. 40 ch. for constructional purposes will be put in hand and finished off as soon as possible.

HUNTLY-AWARUA RAILWAY (7 m. 34 ch. in length).

On this railway, which was authorized last year, the first step has been taken in the erection of a bridge across the Waikato River at Huntly, a contract for which was let in February last, the contract sum being £17,580. The bridge is designed to carry both railway and road traffic, and consists of two 40 ft. and eight 100 ft. spans supported on concrete abutments and reinforced concrete piled piers.

EAST COAST MAIN TRUNK RAILWAY.

Tauranga-Paenjaroa.

Maunganui—Te Puke Section (13 m. 27 ch. in length).—On the 19th July, 1910, a party of men was started on preparatory work in clearing and preparing tracks with a view to commencing active operations on the construction of this railway. At the end of that month earthworks were put in hand, and by the 10th August seventy men were at work. On the 30th June, 1911, earthworks were nearly finished, or at any rate so far advanced as to admit of the permanent-way being laid for nearly half the distance. A small wharf has been built at Maunganui for the purpose of landing materials required in connection with the works. The formation of this section was for the most part easily constructed, but carrying the line through the swamps involved extensive drain-work, and where subsidence of banks has taken place necessitated a large amount of extra work being done. The line through these swamps will probably continue to sink for some time, and therefore requires considerable work to maintain levels. Permanent-way is laid to 3 m. 30 ch. or about 1 mile out from the terminal station at Maunganui.

Various rock-deposits at and in the vicinity of Mount Maunganui were examined, and it has been decided to obtain rock from Moturiki Island and crush it for ballasting purposes. A branch line about 1 mile in length from Maunganui terminal station to this deposit has been laid out and a site fixed for the crushing plant.

Four platelayers' cottages have been built by contract at the two terminal stations of the section—viz., two at Maunganui and two at Te Puke. A temporary engine-shed, with pit, coal-store, engine-tanks, store, and shops for carpenters and blacksmiths have also been erected.

Gisborne—Motu.

Otoko Section (23 m. 50 ch. to 31 m. 45 ch.—7 m. 75 ch. in length).—At the 30th June last the bottom lift of ballast on this section was completed nearly to Otoko. Since then the line has been completely ballasted to the site of the Otoko Viaduct (31 m. 5 ch.). The Otoko Station yard, which is on the far side, cannot be ballasted until the viaduct, which is being built by contract, is available. Pending completion of the viaduct, a wire ropeway was thrown across the valley for the purpose of transporting materials on ahead. For the greater part of the year passenger and goods traffic has been regularly run by this Department. Construction-work on this section, notwithstanding its difficult nature, has stood remarkably well, and

with the exception of a washout at 26 m. 35 ch. only ordinary maintenance has been necessary. All fencing on this section has been completed.

Work on the Otoko Viaduct has been in hand all the year and is now about three parts completed. All concrete-work is done excepting the finishing-off of abutments. A large amount of the steel work has been prepared and the rest is in course of preparation. The finished portions consist of the main piers which are erected in position with most of the bracing. The plate-girders for pier-heads are ready, but not in place. Short end-span girders are in a similar condition and shop-work has been commenced on the longer and main 66 ft. plate-girders.

Rakauroa Section (31 m. 45 ch. to 38 m. 25 ch.—6 m. 60 ch. in length).—Formation is nearly finished to 33 m. 15 ch., with the exception of slips to remove, a cutting at 32 m. 42 ch., a big filling at 32 m. 63 ch., and the bridge at 33 m. 12 ch., foundations for which are being started. From this latter point on to 36 m. 40 ch. formation is complete, but there are two considerable bridges still to erect, which are not yet started. From 36 m. 40 ch. on to the end of Rakauroa Section, which includes the station-yard, the formation-work is all in a very forward condition, but there still remains a big cutting at 37 m. 35 ch. and the bridge at 37 m. 50 ch. to finish and erect. A very great deal of extra work has been occasioned through land-slides which have taken place between 31 m. 35 ch. and 32 m. 10 ch. At 32 m. 63 ch. a 10 ft. water-drive has been put through, the concrete lining of which is three parts completed. To enable the work-train to convey materials ahead of the big bank at 32 m. 63 ch. a deviation of a temporary character was run up a gully with a back-shunt down the other side, as there was no room to curve the line round, and this means was adopted to overcome the difficulty. A big gully at 33 m. 12 ch., which has to be bridged, was crossed by means of a temporary trestle. This and the deviation previously referred to allowed all supplies and materials to be taken forward by train for the Matawai Section, and also enabled platelaying to proceed to 34 m. 10 ch. Levelling the station-site at Rakauroa is nearly finished. The greater part of the fencing on this section has been done. Contracts have been let for the ironwork and timber required for the bridges.

Matawai Section (38 m. 25 ch. to 44 m. 10 ch.—5 m. 65 ch. in length).—From the commencement of this section at 38 m. 25 ch., formation, except the bridge at 38 m. 31 ch., is complete to 39 m. 45 ch., and the big cutting, which occurs at this latter point, has had a drive put through it for several chains, and two shafts have been sunk from the surface to enable material to be taken out as expeditiously as possible. From this on, with the exception of two cuttings which are well in hand, the formation has been completed to the summit of the grade at 40 m. 77 ch., the highest point on the line. The cutting on the top of this grade has not yet been all taken out, but beyond this again, to 42 m. 20 ch., formation is complete, and partially done to the end of the 43rd mile. The Matawai Section runs through country that has all until lately been standing bush, and consequently a large amount of stumping has been necessary. Fencing has been erected as far as 40 m. Location-survey work is proceeding on the next 2 miles, 44 m. to 46 m., which are almost ready for work.

STRATFORD-ONGARUE RAILWAY.

Te Wera Section (15 m. 68 ch. to 22 m. 65 ch.—6 m. 77 ch. in length).—This section was handed over to the Working Railways Department on the 20th June, 1910. Since that date some work remaining uncompleted, and including a platelayer's cottage and two small traffic-bridges on a deviation of Ohura Road opposite Te Wera Station, has been completed.

Pohokura Section (22 m. 65 ch. to 31 m. 40 ch.—8 m. 55 ch. in length).—All platelaying and ballasting on this section, with the exception of part of the yard-work in Ngatimaru and Pohokura station-yards, has been completed. All fencing and the telephone-line are also complete. During the year 660 ft. of piping and 350 ft. of culverting were put down. Ngatimaru Station buildings have been completed, and Pohokura Station buildings are approaching completion. A bridge at 22 m. 67 ch. and a road-access bridge at Pohokura Station have been built. Only a few minor items require attention to completely finish the section. Goods traffic has been run since the 26th September, 1910, and passenger traffic since the 10th June last.

Whangamomona Section (31 m. 40 ch. to 37 m. 53 ch.—6 m. 13 ch. in length).—The whole of this section has been cleared, and all earthworks are in hand. All road and creek diversions are complete except the road-diversion opposite 36 m. 70 ch. Fencing is complete up to 34 m. and in places where necessary up to the end of section. Rails have been laid up to 33 m. 71 ch., to which point the first lift of ballast has also been carried. A temporary siding has been put in at 33 m., near the foot of the Whangamomona Road saddle, and goods and passenger traffic are being carried thereto. During the year 1,100 lin. ft. of piping, 1,450 lin. ft. of water-drives, and 430 lin. ft. of concrete culverts have been constructed. The bridge at 31 m. 70 ch. is in hand, and timber is now arriving for some of the other bridges. The bottom headings of Whangamomona Tunnel (some 30½ chains in length) met on 3rd April. 10 chains of the tunnel have been completed and lined, 14 chains fully excavated, and the other 6½ chains have still to be done and these two latter lengths lined.

Tahora Section (37 m. 53 ch. onwards).—This section is cleared of bush to 38 m., and earthworks extending over the first 20 chains are in hand.

MOUNT EGMONT BRANCH RAILWAY.

The survey of the extension from 5 m. 64 ch. to the quarry-site near 8 m. 50 ch. is almost finished. Centre-line has been cleared from 5 m. 64 ch. to 6 m. 7 ch. and from 6 m. 20 ch. to 8 m. 10 ch. up the rope incline route, and clearing at foot station at 6 m. 17 ch. is in progress. Earthworks are in hand from 5 m. 64 ch. to 5 m. 76 ch. A prospecting party is at work at the quarry-site driving under the rock in different places to find out the full extent and lay of the rock, and to test its quality.

SOUTH ISLAND MAIN TRUNK (LATE BLenheim-WAIPARA) RAILWAY.

North End.

Blind River Section (33 m. 45 ch. to 37 m. 7 ch.) and Ward Section (37 m. 7 ch. to 48 m. 9 ch.), (in all 14 m. 44 ch. in length) were completed and handed over to the Working Railways Department for general traffic on the 15th April, 1911.

Mirza Section (48 m. 9 ch. to 51 m. 45 ch.—3 m. 36 ch. in length).—The formation of this section, which was untouched at the date of my last report, is now well in hand. Various concrete and pipe culverts and stream-diversions have been completed. A platelayers' cottage has been built at Mirza Station, and service workshops, stores, &c., at Ward Station. The formation of a further length, to the Ure River, is being put in hand.

South End.

Mackenzie Section (31 m. 67 ch. to 35 m. 50 ch.—3 m. 63 ch. in length).—Work on this section was practically complete at the end of last year. What required to be done was finished off, and the line handed over to the Railway Department for general traffic on the 1st August, 1910, as far as Mina Station.

Parnassus Section (35 m. 50 ch. to 44 m. 13 ch.—8 m. 43 ch. in length).—The line on this section, after leaving Mina, rises over a saddle and then descends to the Waiau-ua River, which it crosses near the end of section. There are two intermediate station-sites—Phœbe and Spotswood. Formation and platelaying is now complete for about three miles, or as far as Phœbe; thence to Spotswood, another 3 miles, line is nearly completed. From Spotswood to Parnassus the formation is light, and will be quickly disposed of. The bridge across the Waiau-ua—a combined road and railway structure (2,330 ft. long)—is finished and in use. Construction of the railway approach-banks is in hand, and heavy protection-works are being put in. It was hoped to have this section complete by the end of February, but damage by flood which has occurred since the end of June may cause some delay.

Mendip Section (44 m. 13 ch. onwards).—A commencement has been made in a few cuttings, and a service-road is under construction as far as 48 m. So far, practically only preliminary work has been done.

MIDLAND RAILWAY.

Nelson—Westland Section, North End.

Tui (part of Manu) Section (46 m. 38 ch. to 49 ch. 55 ch.—3 m. 17 ch. in length).—The work remaining unfinished on this section at the end of last year has been completed, including the erection of Tui Station buildings.

Glenhope Section (49 m. 55 ch. to 59 m. 19 ch.—9 m. 34 ch. (omitting short chainage) in length).—Earthwork from the end of Tui Section to the beginning of deviation at 57 m. 40 ch. has been completed, except at small block cuttings at 53 m. 49 ch. through which only a gullet has been driven, 54 m. 34 ch. at overbridge, 55 m. 29½ ch. at saddle cutting, and 57 m. 20 ch.

A large slide in the saddle cutting at 55 m. 29½ ch., which commenced in May last owing to a seam of soft material giving way at back of batter-line, has occasioned a good deal of trouble. Three parties are working at it, and it is anticipated that sufficient material will have been removed by the time the platelaying reaches that point to allow the rails to be laid through.

Bushfelling and clearing on the deviation from 57 m. 40 ch. to 59 m. 15 ch. are completed to 58 m. 31 ch. A bridge at 50 m. 68 ch., consisting of five 20 ft. spans, has been built; also a bridge at 53 m. 16 ch., consisting of five 22 ft. and one 40 ft. spans. All concrete-work at the piers has been completed, and the 40 ft. timber span has been erected. The 22 ft. plate-girders have come to hand, and riveting-up and placing on the piers is in progress.

Bridge at 55 m. 39 ch., consisting of two 22 ft. and one 40 ft. spans. Concrete abutments and piers have been completed. Arched bridge at 55 m. 55 ch.: Concrete blocks were made for the arch, and erection of the bridge is in progress. The arch has been built, and wing walls and parapets are partially completed. Various water-drives, culverts, and pipe drains were put in where necessary.

Platelaying south of Cat Creek was commenced in January, and has been extended up to the north end of the bridge at 53 m. 14 ch., and siding has been laid at Kaka Station yard. The first lift of ballast is done up to 53 m. 14 ch., and the second lift up to 51 m. 73 ch., and boxing-in has all been done between Kiwi and Tui. A new stone-crusher for ballast purposes has been erected at Kiwi, and is working satisfactorily. Fencing on both sides of the line from 48 m. 88 ch. to 52 m. 57 ch. was put up during the year.

Nelson—Westland Section, South End.

Cronadun—Landing Section (45 m. 40 ch. to 54 m.—8 m. 40 ch. in length).—The formation, which was well in hand at the beginning of the year, was completed, and platelaying put in hand. As soon as the rails reached the ballast-pit at Larry's Creek, ballasting was commenced, and has since been satisfactorily completed. A contract for erection of the bridges on this section was let in September, and completed in the following June. Two platelayers' cottages have been erected at the Rotokohu Station at 50 m. 17 ch., and another contract is now in hand for erection of station buildings at this and the Landing Station. Immediately on completion of the buildings the line can be opened for traffic.

Arrangements are being made to put further work in hand on the first two miles of the next section, the big cutting and platelaying have been already completed as far as the Landing Bridge at 54 m. 28 ch.

Canterbury—Westland Section, West End.

Otira Section (50 m. 38 ch. to 51 m. 40 ch.).—The only work done during the year has been the painting of the Rolleston River Bridge. A commencement was made with the painting of Goat Creek Bridge, but had to be discontinued owing to heavy frosts. Goods traffic between Otira Station and the contractor's depot was run by the Railway Department.

Arthur's Pass Tunnel Contract (51 m. 40 ch. to 59 m. 40 ch.—8 miles in length).—The tunnel begins at 52 m. 67·22 ch. and ends at 58 m. 12·40 ch. At the Otira (west) end the bottom heading has been advanced from 53 m. 61 ch. to 54 m. 17 ch., a distance of 36 chains, or 10 chains more than last year; at the Bealey (east) end the heading has been driven to 57 m. 75 ch., a distance of 6 chains for the year: thus 1 mile 47 chains of heading has been driven, leaving 3 miles 58 chains still to do. Lining at the Otira end is finished to 53 m. 66½ ch., or 38½ chains during the year. At the Bealey end it is complete to 57 m. 75¾ ch., or 14 chains for the year: total to date, 1 mile 16 chains complete. At the west end the bank which is being formed out of tunnel-spoil has been extended to 51 m. 78½ ch., and has reached the bed of the Otira River. Groins and stone facing are being put in as protective works. Owing to the dry weather interfering with the supply of water for power purposes, work has had to be wholly or partially suspended on two occasions.

At the Bealey end a 4 ft. culvert has been completed and some bank-formation work has been in hand in the Bealey Station yard.

Canterbury—Westland Section, East End.

Cass Section (12 m. 12 ch. to 27 m. 40 ch.—15 m. 22 ch. in length). Ballasting and platelaying were continued, and completed in time for handing the section over to the Working Railways Department on the 12th December, 1910. A contract for erection of Cass Station buildings was let and is getting on fairly well, but has not yet been completed.

Bealey Section (27 m. 40 ch. to 41 m. 46 ch.—13 m. 75 ch. (deducting short chains) in length).—This section runs from Cass Station down the Cass River, up the Waimakariri and Bealey Rivers to junction with the end of the work included in the Arthur's Pass Tunnel contract. The line is mostly in the river-bed, involving a large amount of protective work. Formation to 35 m. was first put in hand, and is now in an advanced stage. Thence to 38 m. formation is well under way, but beyond that point not much work has been started yet. Protective works are nearly completed to 35 m. Boulders encased in wire crates, or gabions, is the method chiefly used for protection purposes, but a quarry has been opened up and large stone is being used for groins protecting the approaches to Cass, Waimakariri, and Bealey Bridges. Willow-planting is being done as a further means of protection.

Platelaying has been carried on for 1½ miles, or as far as Cass Bridge, and two lifts of ballast have been put down to the same point. Cass Bridge is complete except for the laying of the track. Piles are being driven for the Waimakariri Bridge, and the plate-girders for it are being made by contract and are due in September. Work has not yet been commenced on the Douglas Creek Bridge. The whole of the section can probably be completed by December, 1912, if vigorously pushed on.

WESTPORT—INANGAHUA RAILWAY.

Te Kuha Section (0 m. to 5 m. 74 ch.—5 m. 74 ch. in length).—With the exception of station buildings at Te Kuha, for the erection of which a contract has been let, all work on this section has been completed.

Cascade Section (5 m. 74 ch. to 12 m.—6 m. 6 ch. in length).—Formation, &c., of this section has been carried out partly under co-operative contract and partly under ordinary contract. Work under the former system extends from 5 m. 74 ch. to 6 m. 38 ch., and under the latter from 6 m. 35 ch. to 9 m.

Co-operative contracts: The cutting through the rock spur from 5 m. 78 ch. to 6 m. 4 ch., and the bank from 5 m. 68 ch. to 5 m. 78 ch., were completed at the beginning of the year. The bank from 6 m. 4 ch. to 6 m. 7½ ch. is almost completed. An 8 ft. by 8 ft. drive has been put through a cutting from 6 m. 8 ch. to 6 m. 10 ch. Material from this cutting is to be utilized in making the bank at 6 m. 37 ch. when the tunnel is completed. The cutting is complete from 6 m. 10 ch. to 6 m. 13 ch. The approach to the tunnel at 6 m. 15 ch. has been finished. Enlargement of the tunnel from 6 m. 15 ch. to 6 m. 20 ch., from a top heading driven last year has progressed well, and the face excavation is now at 6 m. 18·65 ch. The tunnel has been lined with concrete, 12 in. thick, from the entrance to 6 m. 18·40 ch. All the blocks for the arch have been made. Although the excavation has all been in granite rock, the broken nature of the material has necessitated timbering all through. The cutting-approach has been completed from 6 m. 20½ ch. to 6 m. 24 ch. Material therefrom is being tipped into the long bank at 6 m. 38 ch. A trestle was built to carry the service-road over bridge-site at 6 m. 36 ch. A 4 ft. arch concrete culvert has been built at 6 m. 7 ch. In addition to these earthwork co-operative contracts, bushfelling co-operative contracts have been let and completed from 7 m. 53 ch. to 9 m. 40 ch. An average of forty men have been employed during the year.

Ordinary contracts (6 m. 31 ch. to 9 m.): In May, 1910, six contracts were let for formation from 6 m. 35 ch. to 7 m. 38·3 ch.; in March, 1911, five contracts, 6 m. 46·6 ch. to 9 m.; and in May, 1911, one contract for formation from 7 m. 38·5 ch. to 7 m. 46·6 ch., and for culverts from 7 m. 21 ch. to 7 m. 47 ch. Work on the six contracts let in May, 1910, is about three-parts done; on the other contracts work has practically only just been commenced.

No. 1 contract (6 m. 31 ch. to 6 m. 70 ch.): This work was commenced in May, 1911. An average of five men were employed, and 720 cubic yards have been excavated, extending from 6 m. 50 ch. to 6 m. 59½ ch.

No. 2 contract (6 m. 70 ch. to 7 m. 2 ch.): During the year the cutting on this contract has been almost completed; 10,460 cubic yards have been excavated. The bottom drive (12 ft. by 8 ft.) in the tunnel is in 2 chains. The material, though fairly hard rock, will require timbering. An average of nine men were employed during the year.

No. 3 contract (7 m. 3 ch. to 7 m. 13.5 ch.): This contract is well on towards completion, about 12,400 cubic yards of solid rock having been taken out. An average of seven men have been employed.

No. 4 contract (7 m. 13.5 ch. to 7 m. 21 ch.): 16,000 cubic yards of material, partly rock, partly soft material, have been taken out. Two large blasts of 1,500 lb. of gelignite each were successfully fired. An average of seven men have been employed.

No. 5 contract (7 m. 22 ch. to 7 m. 33 ch.): This contract was commenced in September, 1910. 10,970 cubic yards of rock have been excavated. Excavation of a further 800 cubic yards will complete the contract. An average of nine men have been employed.

No. 6 contract (7 m. 33.5 ch. to 7 m. 38.30 ch.): Work is well on towards completion, 10,000 cubic yards of rock having been taken out. A slip of 2,000 cubic yards came down into the cutting and has been removed. The material in the cutting is fairly hard rock but very much broken. An average of eight men have been employed.

No. 7 contract (7 m. 46.6 ch. to 8 m.): This work was commenced in May last, and 400 cubic yards have been taken out. The rock is very hard.

No. 8 contract (8 m. to 8 m. 38.5 ch.): Work has not yet been commenced.

No. 9 contract (8 m. 42.4 ch. to 8 m. 50.5 ch.): About 280 cubic yards have been excavated. Work was commenced in June.

Nos. 10 and 12 contracts (8 m. 50.5 ch. to 8 m. 79 ch.): These two contracts have only just been started.

No. 11 contract (7 m. 38.50 ch. to 7 m. 46.6 ch.): Excavation on this contract has only just been commenced.

The average number of men employed on these contracts so far has been forty-five.

Good progress is now being made by all the contractors, and the work promises to be done at a satisfactory rate.

NGAHERE—BLACKBALL RAILWAY (3 m. 40 ch. in length).

This line, with the exception of a gatekeeper's cottage at Nguhene Bridge and gates to the bridge, both of which are now in course of erection, was completed and handed over to the Working Railways Department on the 1st August, 1910.

GREYMOUTH—POINT ELIZABETH COLLIERIES RAILWAY EXTENSION.

Coal Creek Section (3 m. 69 ch. in length).—Fine weather enabled good progress to be made with this line. All the earthworks and platelaying on the main line have been completed, with the exception of the Fell brake rail. On the back-shunt at the terminal station, however, slips have caused a considerable amount of trouble and extra work. Formation is well in hand, but a good deal of work yet remains to be done. Formidable slips are threatening, but by deviating the line somewhat it is hoped to considerably reduce the amount of work to be carried out. With the exception of one or two doubtful places, the main line is standing well, and will be almost free of slips of any magnitude.

Work has been commenced on the Seven-mile Creek Bridge on the back-shunt line. Two piers are in course of erection, and foundations are ready for three more. The foundations for this bridge have opened out disappointingly, and consequently involved considerably more work than was anticipated.

CATLIN'S—WAIMAHAKA RAILWAY.

Catlin's End.

Papatupu Section (24 m. 8 ch. to 27 m. 50 ch.—3 m. 42 ch. in length).—Work on this section has been completed, and the line is now ready to hand over to the Railway Department. The Public Works Department is, however, retaining control so as to facilitate haulage of ballast from Houipapa quarry. Goods traffic for the convenience of settlers is being run.

Puketiro Section (27 m. 50 ch. to 31 m. 30 ch.—3 m. 60 ch. in length).—Earthworks on this section have been very heavy, and numerous large slips have occurred. This part of the work is, however, now practically finished, the portion remaining unfinished at the end of last year, being between 28 m. 40 ch. and 31 m. 26 ch., having been completed and trimmed, except for a small amount of work in the Puketiro Station yard. Side ditching and water-tabling has been done to 31 m. and also all creek-diversions.

Puketiro Station has been formed by widening the cutting on saddle, and is practically finished except for south end approaches. Metalling will be done when platelaying is carried to this point. Fencing on both sides is nearly complete, and various crossings have been put in. A platform, loading-bank, and shelter-shed have been built at Papatupu Station, and a platelayer's cottage erected at Puketiro. Rails have been laid from 28 m. 44 ch. to 30 m. 5 ch., and Papatupu sidings have been completed. Ballasting (two lifts and boxing) has been carried from 28 m. to 29 m. 73 ch., except on the high banks, which will receive attention when further subsidence has taken place. Both platelaying and ballasting would have been completed to Puketiro by this time had it not been for the delay in the supply of sleepers, which, though under contract from Australia and six months overdue, have not arrived, the explanation being given that the floods over there have prevented them being obtained to time.

Papatuwai Section (31 m. 30 ch. to 37 m.—5 m. 50 ch. in length).—This section runs through very rugged country featured with the deepest gullies that have been met with on the line. Bushfelling,

clearing, and logging has been completed from 31 m. 68 ch. to 37 m. The bulk of the earthwork is being pushed on between 32 m. and 35 m. 52 ch., and good progress has been made during the past season, the climatic conditions having been fairly favourable. Benching was done on the seats of all banks on sloping ground, and stone drains put into all watercourses where culverts do not drain them, as far as 35 m. 45 ch. The greater portion of Avery's Creek bank, at 32 m. 44 ch., has to be made up from the north side, where the cutting is being worked in two places to facilitate the filling; as soon as the weather improves sufficiently, double shifts will be worked. The cuttings on either side of the Matai Creek bank, at 33 m. 14 ch. are being taken out in two places, and double shifts are being worked in all four faces. Caberfeidh Station, at 33 m. 56 ch., is about half formed, and a 17 chain road-diversion has been formed with spoil from cutting. Two creek-diversions have been cut, and twenty-one culverts, totalling 2,185 lin. ft., have been put in between 32 m. and 34 m. 37 ch. Quarries have been opened up at Avery and Matai Creeks for the purpose of supplying material for culverts. Forming and clearing for service tramway have been continued to 36 m. 12 ch., and rails laid and packed with corduroy to 35 m. 28 ch.

Waimahaka End.

Tokanui Section (24 m. 48 ch. to 32 m. 75 ch.—8 m. 27 ch. in length).—Work on this section is nearing completion. The erection of Te Peka and Tokanui Station buildings, which is being carried out by contract, should be finished at an early date. It is anticipated that the line will be ready for handing over to Working Railways Department by the end of September next.

LAWRENCE—ROXBURGH RAILWAY.

Beaumont Section (29 m. 33 ch. to 35 m.—5 m. 67 ch. in length).—Plans and specifications were prepared with a view to letting a contract for construction of portion of this section from 29 m. 34 ch. to 30 m. 29 ch. (including Big Hill Tunnel). Tenders were duly invited, but those received were considered altogether too high, and it was decided in March, 1911, to carry the work out on the co-operative-contract principle. The necessary plant and machinery, including engine and air-compressor, were sent on to the work in the same month, and an air-pipe line laid into the tunnel-workings. Engine-shed, store, coal-shed, and smithy were also erected. The tunnel-approach cutting has been advanced from 29 m. 33·65 ch. to 29 m. 34·8 ch. and face of cutting, which was at 29 m. 72·4 ch. (north end) when work was resumed, has been advanced to 29 m. 71 ch., while the bank into which excavated material is being run has advanced to 29 m. 73·83 ch.

The old bottom heading of the tunnel has been retimbered and *débris* cleared and a start made on the face, which stood at 29 m. 54·64 ch., in April. This has now advanced to 29 m. 51 ch., being a total distance of 6½ chains from the portal. In addition, a top stope, 8 ft. by 7 ft. on roof of heading has been driven from 29 m. 57 ch. to 29 m. 54·93 ch., a distance of 207 links, and the first length of full arch excavated and timbered. Two 18 in. moulded concrete pipe culverts of a total length of 287 ft. have been completed, and a double 18 in. moulded pipe, 178 ft. long, is nearly complete. Excavation has been done for another 18 in. moulded pipe, 188 ft. long. All necessary dray-roads, sledge-tracks, loading-banks, &c., for the cheap and expeditious handling of cement, coal, timber, &c., have been constructed.

SURVEYS OF RAILWAYS UNDER CONSTRUCTION, NEW LINES OF RAILWAY, LAND, PLANS, ETC.

Kawakawa-Kaikohe Railway.—All the surveys in connection with the location of this line from its junction with the Kawakawa-Whangarei Railway at Otiria to within a short distance of the town of Kaikohe have been completed.

Kaikohe-Hokianga Railway.—Several trial lines have been surveyed between these places during the past year, giving sufficient information to enable the exact route to be determined when required.

Kaihu Valley Railway.—The work of reinstating the centre-line on the extension of this line to be constructed has been completed, together with the deviation in the vicinity of Waima Station.

North Auckland Railway.—The permanent survey of this line has now been completed as far as Maungaturoto Station.

East Coast Railway (Tauranga Southwards).—The permanent survey has been completed as far as Te Puke.

East Coast Railway (Gisborne Northwards).—The permanent location survey has been carried to forty-six miles, which is about two miles beyond Matawai Station. Trial-line surveys are now being executed in continuation along two proposed routes to Opotiki.

East Coast Railway (Gisborne Southwards).—Trial-line work towards completion of the trial surveys which were undertaken some years ago has been in hand during the past year between Gisborne and Wairoa via the Te Arai and Mangapoike Valleys. Attention is now being devoted towards the completion of the former trial line via the Hangaroa Valley.

Stratford-Ongarue.—The permanent survey of this line has now been completed for about 5 miles north of Whangamomona, and trial-line work has been completed as far as the Waingarara, a tributary of the Tangarakau. A commencement has been made with the location of the line at the Ongarue end.

Mount Egmont Branch Railway.—The permanent survey of this line is just about completed.

Midland Railway (North End).—The location of the permanent line has been completed to Glenhope Station. Trial-line surveys for an extension beyond Glenhope are now in hand. A land-plan

survey of the Glenhope Section has been made, and the plans sent to the Lands and Survey Office for examination. The preparation of plans of the line as constructed between Kiwi and Tui is in hand.

Midland (Canterbury End).—The location of the permanent line from the Cass to the termination of Arthur's Pass Tunnel contract has been completed. This completes the survey of the whole of this line between the east and west coasts.

Westport-Inangahua.—Some trial-line surveys have been and are still in hand with a view to determining the merits of several alternative lines which have been suggested in connection with the position of the junction of this line with the Midland Railway between Reefton and the Lyell.

Blenheim-Waipara Railway (North End).—The permanent survey of this line has been extended from Ward to near the Ure River, a distance of 5 miles.

Blenheim-Waipara Railway (South End).—The permanent survey of this line has been extended northwards from Parnassus for about 4 miles.

ROADS AND BRIDGES.

A considerable amount of work has been done under this head during the past year, as shown by the following table :—

New dray-roads constructed	..	..	..	..	..	362 miles.
Dray-roads metalled	..	..	..	..	..	195 "
Bridle-roads converted to dray-roads	..	..	..	..	..	127 "
New bridle-roads constructed	..	..	..	..	..	202 "
Bridges constructed 20 ft. in length or over	..	..	..	..	..	149 "
Stock-bridges	..	..	..	..	..	72 "
Engineering survey made	..	..	..	..	..	445 miles.
Dray-roads maintained	..	..	..	..	..	1,940 "
Bridle-roads maintained	..	..	..	..	..	1,073 "

The total expenditure on roads during the last financial year amounted to £310,350.

The amount expended during the quarter ended 30th June, 1911, was £93,168.

The following works, out of the great mass of the roadwork, are worthy of special mention :—

Main Road between Gisborne and Opotiki.—The completion of a dray-road between these places has been carried a short distance north of Motu and for a considerable distance south of Opotiki, leaving a gap of moderate extent, which is being reduced as rapidly as funds will permit.

The completion of the *Ohura Road*, a dray-road which will give access to the back country from Taranaki, is being pushed steadily on, and at the present time has been formed from Stratford to about half through the Tangarakau Gorge, and from the north end to within a short distance of the north end of the same gorge, leaving only a few miles to complete.

The *main road from the Waikato to Taranaki, via Te Kuiti and Awakino*, has been improved for some distance by being metalled, contracts being let for the crushing of the necessary limestone rock. A length of 2 miles of metalling was carried out during the year, and tenders have been invited for the breaking of stone for a further length.

Hodges' Bridge, Awanui.—The construction of this bridge is being carried out by the Department. All materials have been obtained.

Opouteke River Bridge.—This bridge was finished early in the year.

Hamilton Traffic-bridge.—This structure of steel was completed during the year by the Hamilton Borough Council, the work being subsidized by the General Government.

Waipu Gorge Bridge.—A contract for the erection of a ferro-concrete bridge over the tributary of the Waipu River has been entered into.

Waiwera Bridge.—Extensive repairs to this bridge are being carried out by the Waitemata County Council.

Tamaki Bridge.—Extensive repairs to this bridge are being carried out by the Department for the local authority under a pound-for-pound subsidy.

Huntly Bridge over the Waikato River.—This bridge is being erected for railway traffic, but a deck is being added to accommodate ordinary road traffic. A contract has been let during the year, and construction is now in hand.

Waikato River Bridge at Ngaruawahia.—A survey of a site for this bridge has been completed for the purpose of enabling a separate bridge for road traffic to be erected in lieu of the present combined road and railway structure.

Waipa River Bridge.—A site for this bridge has been surveyed, and plans of same prepared.

Whakatane Bridge.—This bridge, which is situated on the main road between Whakatane and Rotorua, was completed during the year. It is constructed of reinforced concrete. During its construction it suffered considerable damage through a flood scouring out one or two of the piers.

Motu River Bridge.—A new structure to replace the old decayed one has been erected across this river on the road between Motu and Opotiki.

Ongarue Bridge, near Taumarunui.—A contract is in hand for the construction of this bridge.

Retaruke River.—Two bridges across this river have been erected during the year, one on the Kai-tieke Road, the other on the Pukeatua.

Manganui-o-te-Ao River.—A bridge over this river on the road between Raetihi and Ohura is under construction.

Mangawhero (Raupiu) Bridge.—This structure has been completed.

Makakaho Bridge.—This has been completed by the Patea County.

Whangamomona (Porangi) Bridge.—The construction of this bridge is proceeding under contract.

Kohuratahi Bridge, over the Tangarakau River, is being constructed under contract.

Wanganui Town Bridge (Dublin Street).—A design for this bridge has been prepared for the local authority, which is now inviting tenders for its erection.

Inangahua Junction Bridge.—The renewal of the decayed parts of this bridge has been completed, the whole structure being now in good order.

Little Wanganui Bridge.—This has been completed.

Mokihinui Bridge.—The construction of this bridge under contract, which has been in hand for a considerable time, is now just about completed.

Otira Bridge.—The renewal of the lower of the two bridges in the Otira Gorge has been completed.

Big Wanganui Bridge.—This bridge is being erected under contract, and at the present time is about three-quarters completed.

Waiau-ua Bridge.—This bridge, which is primarily a railway-bridge, has been decked to provide for road traffic. The structure was completed during the year, since when it has been in use.

Mason River.—A heavy traffic-bridge over this river has been erected by the County Council.

Hooker River.—A bridge over this river is under construction.

Taiari Mouth Bridge.—The construction of this bridge is being carried out by the Department.

Waiau River Bridge, Southland.—A contract for the erection of this bridge has been prepared, and tenders have been invited.

In addition to the above-mentioned structures, a large number of small bridges have been erected.

Working drawings of the following bridges have been prepared in the Head Office during the past year: Taiari Mouth; Awaitei River; Huaroa Stream; Mangatangi; Manganui-a-te-Ao; Mason River; Huntly River; Nuhaka (re-erection); Waipu Gorge (concrete); Hodges Creek; Waimana Road; Whangamomona River; Rai River; Oroua (Menzies Ford); Tangarakau (Lower Crossing); Brown Road; Tangarakau (Middle Crossing); Mokau; Henderson's Pound (reinforced concrete); Wanganui Town Bridge; Orautaho Road Bridge; Waiau (Tuatapere); Bealey Gorge; Big Wanganui (as amended); Aohanga Road Bridge; Coal Creek; Tongariro (Waikato River); Waioeka River Suspension Bridge.

MARINE.

Hokianga.—A contract for the erection of a boatman's residence has been prepared and a tender accepted. Plans have been prepared for a timber breastwork for the protection of some reclamation proposed in front of the Township of Kohukohu.

Matakana.—Various improvements in the direction of removing some obstacles which impeded and restricted navigation have been effected.

Cabbage Bay.—A survey has been made and plans prepared for the erection of a new wharf at Coromandel, and handed over to the local authority to carry out the work.

Kaipara.—Shelly Beach Beacon: The reinforced-concrete piles for this work have been manufactured, and are now seasoning in readiness for the erection of the Beacon. A survey has been made of a portion of the channel of the Kaipara River in the vicinity of Mount Rex Wharf with the object of ascertaining the cost of removing the remainder of the rock, which forms a shoal in the bed of the river.

Bickerstaffe Wharf.—This has been repaired, and is now in good order.

Turanga Creek.—A plan was prepared for a new wharf.

Lucas Creek.—A proposal to deepen this river for navigation purposes was investigated and reported upon.

Waiapu.—An inspection and report were made of the work carried out by the local authority in connection with improvements to the wharf.

Maraetai and Tauranga.—Portions of the foreshore at each of these places were examined, and reports prepared on the question of allowing the removal of sand.

Tuahine Lighthouse.—An extensive landslip rendered the removal of the tower necessary, so a temporary light was installed pending the erection of a new permanent structure. Owing to the continued instability of the hill it was decided to build a concrete pedestal on the foreshore, on which the cast-iron tower with light apparatus would be placed. A contract for the construction of the concrete pedestal was prepared and let, and the work is now about half completed.

Napier Lighthouse.—Some repairs and painting were carried out.

Queen Charlotte Sound.—A small lighthouse consisting of an iron tower for carrying an automatic light was erected on Dieffenbach Point, at the junction of Tory Channel with Queen Charlotte Sound.

Karamea.—The construction of a training-wall for the purpose of fixing the entrance to the river and improving the channel was put in hand by the letting of a contract for a length of 10 chains, which portion was completed in November last. Subsequently, a second contract was let for the construction of a further 6 chains, which work is now nearing completion.

Godley Head Lighthouse.—The removal of some slips which caused some damage on the approach-path to the fog-signal have been removed and repairs effected.

Brighton.—An inspection of the entrance to the river at this place was made, and a report prepared on some proposals for the improvement of the entrance for navigation by fishing-boats.

Taiari River.—A report was prepared upon the deepening of the channel between the river and Lake Waihola.

Nuggets Lighthouse.—Several improvements in connection with the ventilation of the lantern have been carried out.

Nuggets Fishing-boat Landing.—During the past year an oil-engine winch has been placed in position on the foreshore. A long wire-rope has been supplied, and various conveniences have been erected

for the purpose of leading the wire-rope to the positions occupied by the boats when on shore. This work has been carried out supplementary to the construction of a small groin, which was completed last year, for the purpose of arresting the coastal sand-drift and forming a suitable beach for the reception of the boats. The whole scheme has answered so satisfactorily that the number of boats engaged in the fishing business has increased from two to nine, while the conveniences provided will enable the size of the boats to be increased, with the result that the fishermen have approached the Government with a view to the installation of a much larger winch.

Okarito.—Some protection-work to prevent the river encroaching on the wharf has been carried out.

IRRIGATION.

Steward Settlement.—The works for completing irrigation of this settlement have been completed by the Department within the estimated cost, tenders having been previously invited, but declined owing to the lowest one being considerably in excess of the estimate. The settlers have already utilized the water for irrigation to some extent.

In order to prevent encroachment on the settlement by overflows from the Awamoko River, a stop-bank with protecting groins has been constructed. All the works in connection with the irrigation of this settlement are now completed.

Otekaike Settlement.—A survey was made and plans prepared for the irrigation of this settlement by water derived from the Otekaike River, and a start was made with the construction of the races and headworks in April last, but up to the end of June, owing to floods in the river, not much progress had been made.

Central Otago.—Ida Valley.—During the past year the survey-work in connection with headworks required and with the main distributing-races has been practically completed. Some further survey-work is required in connection with the minor distributaries. Considerable information has been obtained with a view of improvement of the Bonanza Race for the purpose of bringing in water from the Greenland dam, and for the purpose of first utilizing this water for the generation of power before its distribution for irrigation, the object being to obtain power for the purpose of pumping the tail-water into the main distributaries and so utilizing it over again.

The question of constructing additional reservoirs on the Manorburn has been fully investigated, and a site for a dam selected which will enable a considerable addition to the available watershed to be made.

Some surveys have also been completed with the object of diverting water from adjacent creeks so that it can be utilized for the irrigation of the Ida Valley. The information now in the hands of the Department will enable construction-works to be put in hand on short notice when the agreement with the landowners and occupiers has been completed.

Survey-work has also been carried out with a view to testing the practicability of pumping water from the Manuhereki River to supplement other waters for this irrigation-work. The total length of line surveyed and levelled during the year amounts approximately to 340 miles. The rigorous climate in this district considerably retards outdoor work during the winter time, so that practically the whole of the survey-work has to be confined to about eight months in the year.

Alternative plans have been prepared for the additional dam in the Manorburn, and also for the main distributary race intake-weir, Moa Creek.

Maniototo.—A small amount of survey-work was carried out to approximately locate the main distributing-races below the Linburn-Pataeroa Ford across the Taieri River.

SEACLIFF MENTAL HOSPITAL WATER-SUPPLY.

Plans in connection with this work have been completed, contracts prepared and submitted for approval, but no work has yet been carried out.

UTILIZATION OF WATER-POWER.

Kaituna Water-power Scheme.—The gauging of the outflow of Lake Rotoiti has been continued during the year.

Huka Falls Power Scheme.—Similar gaugings have been continued during the year.

Hutt Power Scheme.—Gaugings of the flow in the Hutt River have been continued during the year.

Lake Coleridge Power Scheme.—In consequence of the decision of the Government to put in hand the construction of this scheme, the completion of the surveys was put in hand, and up to the end of the year full information as regards the outlet tunnel and the diversion of the Acheron River was obtained. A survey has been made of a road to give access to the site of the power-station and the residences of the employees who will be engaged there. This work has been completed, and contracts have been prepared and entered into for the construction of the road. Plans have also been prepared for a bridge over the Acheron on this road.

OHINEMURI SILTING.

Survey-work in connection with the location of the Ngararahi and Koutou diversions of the Waihou River has been completed, and contracts are in course of preparation with a view of inviting tenders for a part of the work for the purpose of removing the silt from the river below the confluence of the Ohinemuri, and also for the purpose of generally clearing and enlarging the bed of this river in order that the flow of the flood-waters may be facilitated. Drawings for the construction of a suction dredge

with cutting-head on the suction-pipe are in course of preparation, and it is anticipated that they will be shortly completed, when tenders can be invited for the construction of the machine.

TRAMWAYS.

Takapuna Tramways.—During the year the construction of the Takapuna Tramways, which had been in hand throughout the previous year, was satisfactorily completed, the certificate enabling traffic to be run being given in December last. Proposals for altering and improving the siding accommodation at the Bayswater end were approved, and the work has been duly carried out. Improvements to the grades and curves have also been effected.

Auckland Electric Tramways.—Plans of the Remuera duplication were approved in July, and construction immediately put in hand. The work was all finished and ready for traffic by the end of year. Plans for the Morningside extension were approved in March, but so far no work has been done. Drawings of ten new bogie-cars were approved, nine of which have been completed. The company has another fifteen cars on order. Three of these were completed and under examination at the end of year. Ten of these fifteen cars are being manufactured in the Dominion, and five are being imported. Air-brakes have been fitted to thirty cars.

Wellington.—An extension of the Karori tramway to the Karori Park has been carried out during the year. The construction of an electric tramway to Wadestown has also been carried out. The duplication of a portion of the Kilbirnie route has been completed, likewise of two portions of the Thorndon Quay route.

The construction of a second car-shed at Thorndon has been carried out.

The removal of the centre poles supporting the overhead equipment along the single tracks forming the Thorndon Quay and Oriental Bay routes has been completed, with very great convenience to the working of the tramway and the safety of the public. The whole of the cars are now able to travel over these routes without restriction.

The construction of the connecting-link between the tramway in Willis Street and that in the vicinity of the General Post-office has been put in hand. When completed, the Brooklyn cars will run through to the General Post Office, which will form the termination of the first section on that route.

During the past year several new cars have been put in commission and several old ones have been reconstructed with a view to increased accommodation. As completed, these cars were duly inspected.

Christchurch.—Burwood route : This section has been electrified.

Burwood route extension to Beach : This section has been relaid with heavier rails.

Cashel Street route (High Street to Canal Reserve) : The construction of this section has been completed, and the line is now in use.

Antigua Street line to Spreydon : The construction of this section is nearing completion. Various loop-lines have been made or extended on the New Brighton, Edgeware Road, Cashmere Hills, Riccarton, Bealey Avenue, Cathedral Square, Worcester Street, Princes Street, Woolston, and Addington routes. A new lay-out is being put in at the car-shed entrance, Moorhouse Avenue.

A number of cars have been built and passed for traffic.

Invercargill.—During the past year the work of construction of the tramways in the town was put in hand by the Borough Council.

DEFENCES.

Various works in connection with defences have been carried out at Auckland, Wellington, and Dunedin.

CONTRACTS.

A complete schedule of contracts entered into during the year for the construction of works and also for the supplies of materials and the performance of various services is given in Appendix C.

I have, &c.,

R. W. HOLMES, M.Inst.C.E.,
Engineer-in-Chief.

The Hon. the Minister of Public Works.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORIZED, CONSTRUCTED, and SURVEYED up to 31st March, 1911—continued. SOUTH ISLAND.

Table with columns: Appropriation, Division, Mileage, Section, Main Line, Sidings, Total, State of Line (Surveyed, Under Formation, Under Plate-laying), and Opened (Date, 1904-5, 1905-6, 1906-7, 1907-8, 1908-9, 1909-10, 1910-11, Total). Rows include Nelson-Midland Railway, Blackball Railway, Westport-Ngakawau Extension, Greymouth-Hokitika, and various other regional lines.

APPENDIX F.

ANNUAL REPORT ON BUILDINGS BY THE GOVERNMENT ARCHITECT.

The GOVERNMENT ARCHITECT to the Hon. the MINISTER OF PUBLIC WORKS.

SIR,—

Public Works Office, Wellington, 1st July, 1911.

I have the honour to submit the following report on the various building works carried out by the Department during the year ended 30th June last :—

Viceregal Residence, Wellington.—The erection of this building was practically completed in September, 1910. Various alterations, additions, and improvements to buildings connected with the main residence were carried out; a fire service was installed throughout the main building, and also a system of local fire-alarm; the new drive and entrance-gates were completed; extensive alterations were carried out in connection with the drainage of the main building and outbuildings.

Government House, Auckland.—This building was completely repaired and renovated before His Excellency took up his residence in March last. Electric light was installed, and drainage overhauled; minor additions were made, and an independent fire-service main brought into the building.

DEPARTMENTAL BUILDINGS.

Auckland.—The floors in the additions to these buildings have been ventilated between joists, with a view to preventing recurrence of decay, which was showing in some parts. A considerable amount of fittings and shelving was supplied to different Departments during the year, and certain improvements were carried out. General maintenance was duly attended to as required.

Public Works Workshop, Auckland.—Drawings and specifications have been prepared for erection of a new workshop in brick.

Te Kuiti.—These buildings were put into a thorough state of repair.

Thames.—Proposals have been submitted for collecting the drainage from the whole block of Government Buildings and taking it into a septic tank, from which it would pass to the borough drainage-system.

Christchurch.—A contract for the erection of this building has been let, and a commencement made with the work. Excavations for foundations have been taken out. It has been found necessary to pile these, and of the piling required about two-thirds has been driven. Stonework is being prepared.

Dominion Chambers, Dunedin.—The erection of the electric elevator was completed in September, 1910. Various subdivisional partitions of suites of rooms have been put in.

Invercargill.—The contract for these buildings is approaching completion. The top floor is practically finished, and plastering on the ground floor is in a forward state. It is anticipated that the building will be ready for occupation by the end of October next.

POST-OFFICES.

Whangarei.—Alterations to the Telephone Bureau have been made. First-floor sanitary arrangements have been connected with the borough drainage, and similar work is now in hand in connection with the ground floor.

Kawakawa.—The present post-office building, Postmaster's and lineman's quarters, were painted inside and out and thoroughly renovated. Site for a new post-office has been surveyed and plans prepared.

Wireless Telegraph-station, Awanui.—Site has been surveyed and plans prepared.

Kohukohu.—A new post-office has been built, the whole section has been filled in with sea rubble, and outer places pitched with stone.

Kaero.—A contract has been let for erection of a two-storied post-office.

Auckland (new Chief Post Office).—The erection of this building, which is being carried out by contract, has advanced fairly well during the past twelve months. The whole of the walls and roof are finished; the towers are in progress, and a commencement has been made with the side arches. Brickwork is complete, and stonework is almost finished. All steelwork is finished, staircases are built, coke-breeze concrete floors have been laid, and wooden floors and inside plastering are in hand. The installation of hot-water heating service and electric lighting is under way.

Auckland.—Various minor improvements and repairs have been carried out.

Mount Roskill.—A new brick post-office, with quarters, was completed in November.

Kingsland.—Plans were prepared and a contract let for erection of a post-office and quarters in brick.

Ellerslie.—A contract has been let for erection of a brick post-office with upstairs residence. Excavations have been taken out, and a commencement made with the brickwork.

Takapuna.—Plans are being prepared for a new post-office.

Port Albert.—A contract for additions and repairs was completed in November.

Warkworth.—A new post-office in wood, and including quarters, is in course of erection.

Helensville.—The contract for a new post-office in brick was let in July, 1910, and completed on 1st March, 1911.

Otahuhu.—The repairs to this building, which were commenced at latter end of last year, were completed.

Waiuku.—Plans have been prepared for a new post-office.

Mercer.—Alterations and improvements to this office, including the raising of foundations, have been made, and a lineman's cottage provided.

Frankton.—The contract for a large new post-office, which was entered into in May, 1910, was completed in October.

Kirikiriroa.—Tenders were invited for erection of this building, but no satisfactory offers were received. It was decided, therefore, to carry out the work by day-labour. Foundations, walls, roof, brick front, and chimneys have been completed. Finishing-off work is now in hand, and it is anticipated that the building will be completed in August.

Kawhia.—A building was purchased, moved up to the existing post-office, and the whole place thoroughly repaired and painted.

Te Awamutu.—Plans have been prepared and tenders invited.

Te Kuiti.—Tenders have been called for additions to this building.

Putaruru.—Plans were prepared and tenders invited for erection of a new post-office.

Taneatua.—Tenders were invited twice for erection of this post-office. On the first occasion no tenders were received; on the second occasion only one tender, which was not satisfactory, was received. It was therefore decided to do the work by day-labour. Materials have now been ordered.

Matata.—This contract was nearly completed on the 30th June.

Taupo.—This contract will be completed in July.

Patutahi.—A new post-office was erected by contract and all fittings supplied.

Te Araroa.—Plans and specifications were prepared and erection of the building carried out by Department by day-labour.

Tokomaru Bay.—Additions to this office were carried out by contract.

Manutuke.—The erection of a new post-office is being carried out by contract.

Waioa.—The contract for this building should have been completed in October, 1911, but is only now approaching completion.

Rahotu.—This contract was completed towards the end of the year.

Wanganui.—Extensive alterations and repairs to the old bank building, which has been purchased by the Postal Department, are in progress.

Manaia.—A new brick building is in course of erection.

Greenmeadows.—A new post-office has been erected.

Takapau.—A new post-office was erected here during the year, and lighted throughout with acetylene gas.

Hastings.—During the year a clock manufactured for this post-office was placed in position and bells hung.

Porangahau.—A contract for additions to this building was let in March, and was in progress at the end of the year.

Havelock North.—A site has been purchased for a post-office, and a cottage thereon removed to an adjoining section. The necessary data to enable plans to be prepared is being obtained.

Waipawa.—A new telephone exchange and instrument-room was erected.

Shannon.—Drainage-work in connection with the old building has been attended to, and a new post-office is in course of erection.

Rangiwahia.—A contract for erection of a new post-office is in progress.

Tikikino.—The erection of a new post-office was commenced on the 12th June.

Lower Hutt.—A contract has been let for additions and alterations.

Taradale.—A contract was let just after the close of the year for the erection of a new post-office.

Porirua.—Plans for a new post-office have been prepared and tenders will be invited shortly.

Kilbirnie.—A contract for erection of a new post-office in brick was let in February. It is anticipated the building will be finished early in August.

Adelaide Road.—Private premises were purchased and converted into a post-office.

Tinakori Road.—Private premises were purchased and converted into a post-office.

Wellington General Post Office.—A considerable amount of maintenance and improvement-work was carried out during the year.

Wellington (new Post-office).—At the end of the year the stonework had been carried as far as the top of the third-floor window-heads. The concreting of beams and columns had been fixed, and all steel in position except on tower floors. Part of the cornices in Grey Street frontage are fixed in position, and other work is well in advance of stone-work.

Murchison.—A contract has been let for erection of a new post-office, and preparations are being made by the contractor to start work.

Westport.—The erection of this building was commenced in July, 1910. The work is now well on towards completion, plastering and painting being the only work that remains to be done. A good deal of extra work was entailed by having to sink the foundations 6 ft. deeper than was anticipated.

Granity.—A contract has been let for the erection of a new post-office. Piles have been placed in position, and drainage-work is now in hand.

Addington.—A new brick post-office has been built.

Amblerley.—The erection of a new post-office in wood is almost completed.

Ashburton.—Extensive alterations are in hand, and new latrines are being built.

Culverden.—The contract for erection of a new post-office in wood is almost completed.

Ferry Road.—A new post-office in brick has been erected.

Leeston.—This contract for building in wood is nearly finished.

Rakaia.—The contract for erection of a new post-office in brick has been completed, and the building is in use.

Sydenham.—A contract for erection of a new stone building has been let.

Timaru.—A new bicycle-shed has been built, main building renovated, and a contract let for raising the clock-tower.

Waiatu.—The old post-office building has been removed and a new building in wood erected.

Waimate.—A new post-office in stone and brick has been completed. The old building is being fitted up as shops.

Bannockburn.—A contract was let for the erection of a new office in stone. Building was completed and opened in May.

St. Kilda.—A contract for erection of a post-office in brick was let in June and completed in January.

Balclutha.—A contract was let in April for the erection of a building in brick. Fairly good progress is being made with the work.

Kaitangata.—A contract for erection of a new office in brick was let in April last. The contract is still in hand.

Green Island.—The contract for erection of this building in brick, which was let in November, is nearing completion.

Balfour.—Plans and specification have been prepared for erection of a new post-office.

Riverton.—The erection of this building will probably be completed by the end of July.

COURTHOUSES.

Auckland Supreme Court.—A contract for retaining-wall and fences along Eden Street frontage was completed in the latter end of 1910. Various other works for the improvement of the building were also carried out.

Auckland Magistrate's Court.—A contract was let on the 1st June for additional strong-room accommodation. Foundations and brick walls are now in hand. Regrading of Courthouse lane, including the building of a retaining-wall and under-pinning a part of the building, was carried out by the Auckland City Council.

Hamilton.—A contract for additions in brick to law library and prisoners' cell was let in June, and the work is now in progress.

Opotiki.—This Courthouse was satisfactorily completed in February.

Gisborne.—The additions to this building have been completed and necessary furnishing supplied.

Waverley.—A new Courthouse was erected during the year.

Petone.—A new Courthouse in brick has been erected.

Masterton.—A contract for the erection of a new Courthouse in brick and stone was commenced in March, and good progress is being made.

Cheviot.—A new Courthouse is being erected.

Timaru.—Extensive alterations and additions have been made to fit the building for Supreme Court work.

Dunedin Law Courts.—A contract for exterior renovations was let in May, but has not yet been completed. A contract for an additional prisoners' room (in brick) was let in April and completed in June.

Invercargill.—Considerable renovations and repairs to this building have been carried out.

POLICE-STATIONS.

Mount Eden.—The constable's residence was removed from one section to another and renovated and painted. A contract has been prepared and tenders invited for erection of a new police-station.

Ponsonby.—A contract is being prepared for erection of a new station.

Parnell.—A police-station, consisting of residence, office, and cells, has been built.

Maungaturoto.—The police cells from Pahi have been removed and re-erected at Maungaturoto, and a plan of site for erection of a new station has been prepared.

Wellsford.—The contract for police-station and residence, with lock-up and stables, was completed at the end of June.

Frankton.—A new station, with residence and two-cell lock-up, was completed in April.

Hamilton.—An office, new lock-up, stables, and other improvements to the premises are being carried out by the Department by day-labour, as no satisfactory tenders could be obtained for the work. The additions should be ready for use at the end of September.

Morrinsville.—An office, including room for use as a Courthouse, and also cells and stables, have been erected.

Te Kuiti.—Tenders have been invited for a residence and office, also cells.

Fitzroy.—A building was purchased by the Police Department, and alterations and repairs to make it convenient for purpose of police-station were carried out by this Department.

Waverley.—Part of this building, which was in a bad state of decay, was pulled down, four new rooms erected, and the whole of the building repaired and painted.

Whangamomona.—A two-cell lock-up has been built.

Raetihi.—A contract for additions, painting, and repairs is in progress.

Taihape (Constable's Residence).—A new building is in course of erection.
Pongaroa.—A new police-station has been erected.
Johnsonville.—A new police-station has been erected.
Otaki.—A residence, with office and outbuildings, has been erected.
Manners Street, Wellington.—Additions in brick to this station were carried out.
Newtown (Training Depot).—Extensive additions to this building are being carried out by contract. At the end of the year brickwork had been carried up to the first floor.
Mount Cook (Station and Barracks).—A contract for extensive additions in brick was commenced in May, and work is progressing satisfactorily.
Napier.—Tenders have been called for the erection of a residence for the Police Inspector.
Motueka.—The erection of this building was completed in January.
Wakefield.—Plans and specifications for a new station are in course of preparation.
Westport.—The old Barrack building was removed.
Blackball.—The erection of a new residence and lock-up was completed in March.
Christchurch.—Station officer's and sergeant's residence have been thoroughly renovated and painted. A new cottage for use of the matron has been built in the station-grounds.
Rangiora.—A contract has been let for erection of a sergeant's residence.
Riccarton.—A sergeant's residence is being built.
Duntroon.—A new lock-up was erected by contract and completed in June.
South Invercargill.—A contract for this building was practically completed in May last.
Mataura.—Plans are being prepared for a new station.

MENTAL HOSPITALS.

Auckland.—The boiler-power at this institution has been much improved. Two boilers in good condition, formerly in use at Mount View Hospital, have been built into position. The boiler-house has been practically rebuilt.
Wolfe Bequest Hospital.—This building was finished in July, and provides accommodation for forty patients.
Porirua.—A contract has been let for the construction of an auxiliary reservoir. Work will be commenced in July. Arrangements were made for the heating of the large building by means of hot-water pipes.
Nelson.—A considerable amount of renovation and improvement work has been carried out and a morgue has been built. An estimate is being prepared of the cost of bringing the drainage into conformity with the borough system.
Hokitika.—A complete system of hydrants has been installed, together with a 4 in. high-pressure water-service connected with the borough water-supply.
Sunnyside.—A boiler-furnace in brick and and bakers' ovens have been built. The auxiliary building has been repainted, and various other minor works attended to.
Seacliff.—Plans in connection with water-supply for this institution have been prepared and submitted for approval.

GAOLS.

Mount Eden.—(West Wing): The ground-floor is completed and in occupation. On the first floor all doors and windows are fixed in the cells, and work is finished except floors, joinery-work, and iron railings round balcony. All cells on this floor will be ready for occupation in about five weeks' time. On the second floor the outside walls, including towers, are five courses above floor-level. (South Wing): Ground-floor is finished and in use. Cells on first floor are approaching completion. At the present rate of progress these two wings should be finished in about nine months.
Waiotapu and Waipu Prison Camps.—Plans for hot-water heating were prepared, material forwarded to the camps and fitted up.
Gisborne.—The erection of this building has been carried out by contract.
Palmerston North.—Additions and alterations, comprising new day-room, rearrangement of cell-accommodation, ventilating-sashes, extension of yards, asphaltting, altering position of conveniences, and renovating and painting all buildings were carried out by Department.
Wellington (Terrace).—Several of the warders' cottages were connected with the drainage-system and fitted with electric light.
Wellington (Mount Cook).—A new water-service was laid into the premises.
Greymouth.—The contract for erection of this building has been completed.
Lyttelton.—Drainage and water-supply works have been completed and quarters renovated.
Timaru.—Tenders have been invited for a new detention-gaol.
Invercargill.—The main building, including electric lighting, has been completed. Warders' and hospital quarters and chapel and school-room are well in hand. A bridge is being constructed across the Waihopai Stream to give access to the prison farm.

MISCELLANEOUS.

Auckland St. Helens Hospital.—A brick laundry, with steam-heated drying-chamber, has been built. The hospital has been repainted.
Te Araroa Native School.—The work of erecting additions, fencing, and repairing, and repainting was carried out by the Department.
Whareaki Native School and Residence.—The buildings were added to, repaired, and painted.

Veterinarian's Residence, Wallaceville.—Plans were prepared and tenders called for erection of this building.

St. Helens Hospital, Wellington.—Levels and cross-sections of site for proposed building were taken. Plans of the building were subsequently prepared and a contract for erection of the building let in May. Fair progress had been made up to the end of the year.

Wallaceville Laboratory.—During the year an additional water-supply was brought in, and a destructor erected.

Public Works Store, Pipitea.—A new storage-shed with asphalt floor was erected.

Parliamentary Buildings Grounds.—The fence-line on Charlotte and Molesworth Streets was set back, and trees and shrubs cleared away.

Government Life Insurance Buildings, Wellington.—During the year extensive internal alterations to this building were carried out, principally owing to the installation of an electric elevator.

Government Printing Office.—The steam-heating apparatus was completed, hydraulic and steam lifts repaired, a 500-volt electric motor installed, and additional lavatory accommodation provided.

Old Parliamentary Buildings.—In December a commencement was made with the work of reinstating the front portion of the building, and adding an attic story for the Valuation Department. Hot-water service and electric light were installed, and a new hot-water boiler fixed in basement. This work was nearly completed in June.

Public Trust Office, Wellington.—A new strong-room has been built, and a safe-deposit room formed in the basement.

Seddon Memorial.—A new iron railing with gates has been erected, and concrete paths laid.

St. Helens Hospital, Christchurch.—Plans for erection of this building have been prepared.

Hermitage Accommodation-house, Mount Cook.—Foundations for a new hotel have been built.

Otekaike School for Boys.—An order has been placed for an electrical tell-tale installation; water-supply and drainage systems have been completed, and a contract was let in January for erection of the kitchen administrative block. This latter work is still in hand.

The foregoing includes only new works of some importance and alterations and additions of an extensive character. A great many smaller works in the way of new buildings, additions, and alterations have also been carried out during the year, and ordinary maintenance, repair, and repainting of Government buildings has been attended to wherever necessary.

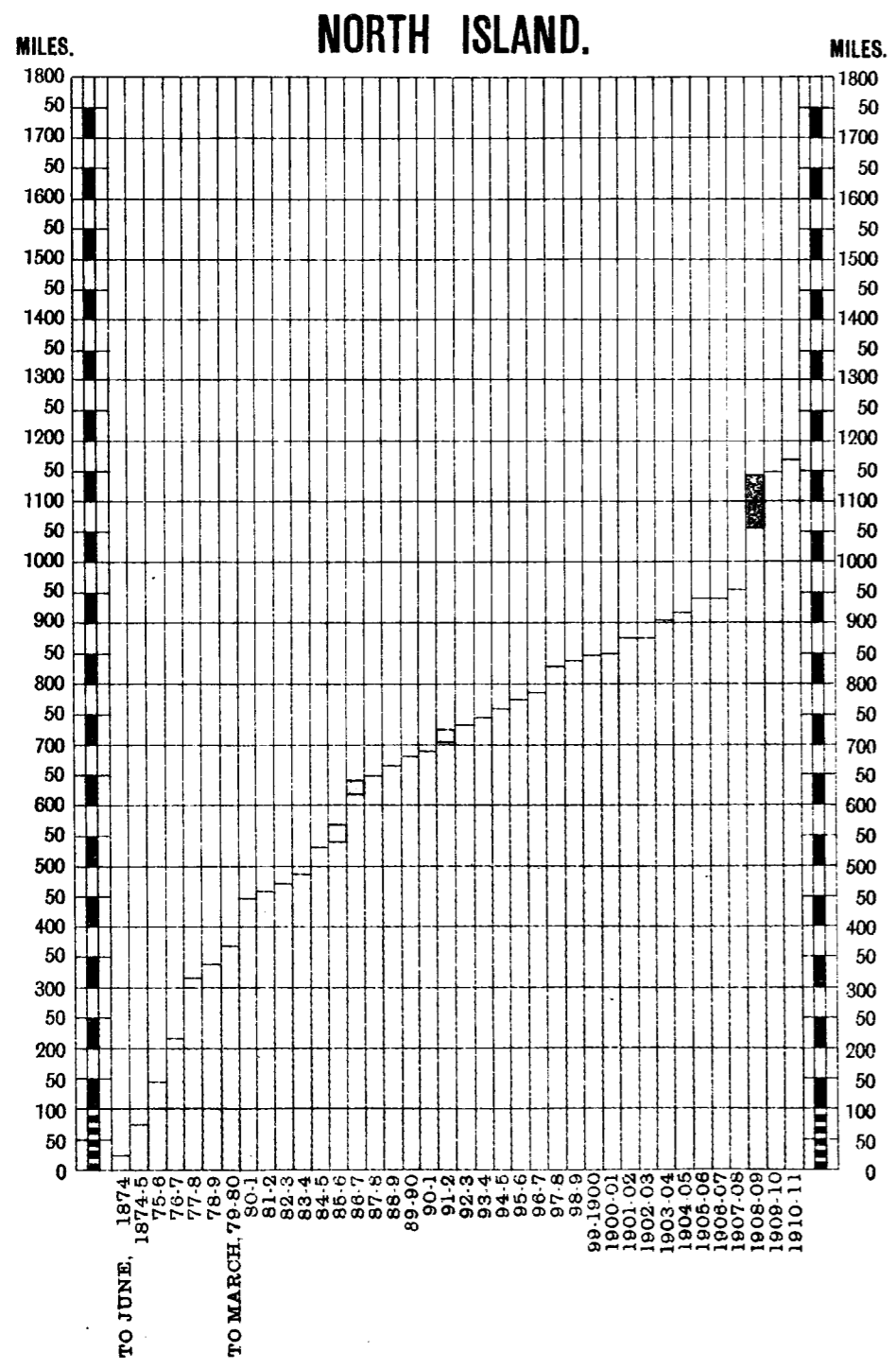
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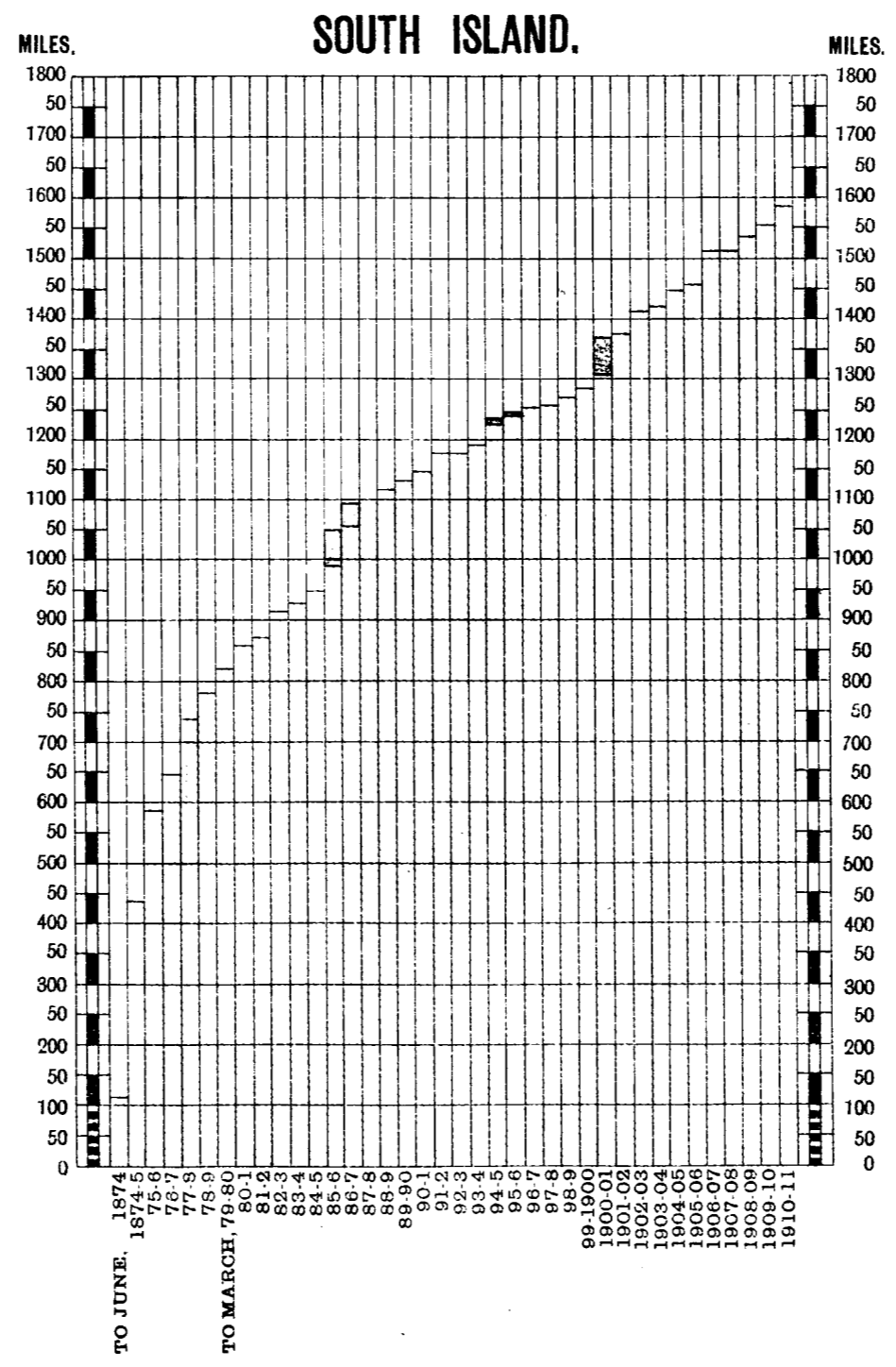
Government Architect.

The Hon. the Minister of Public Works.

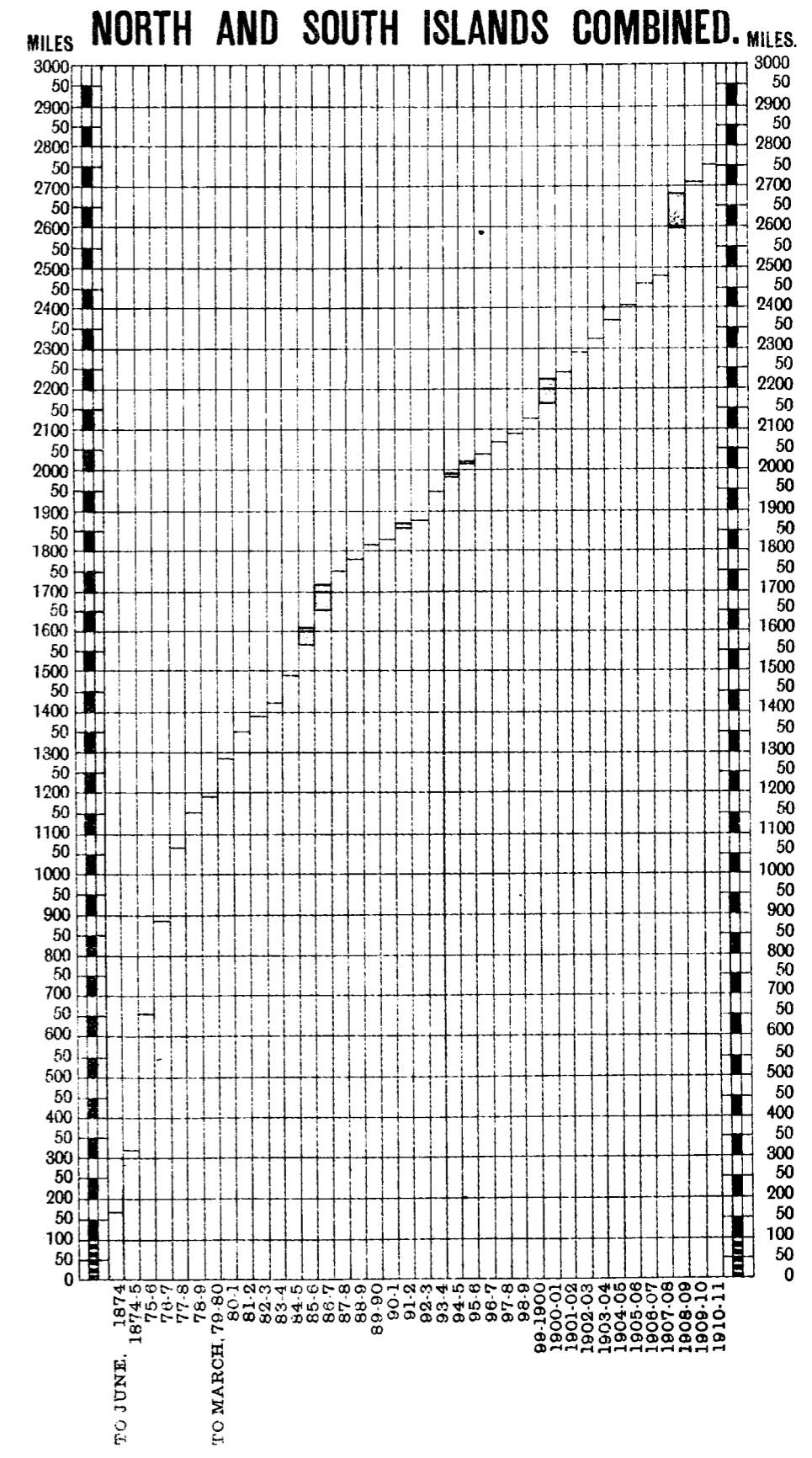
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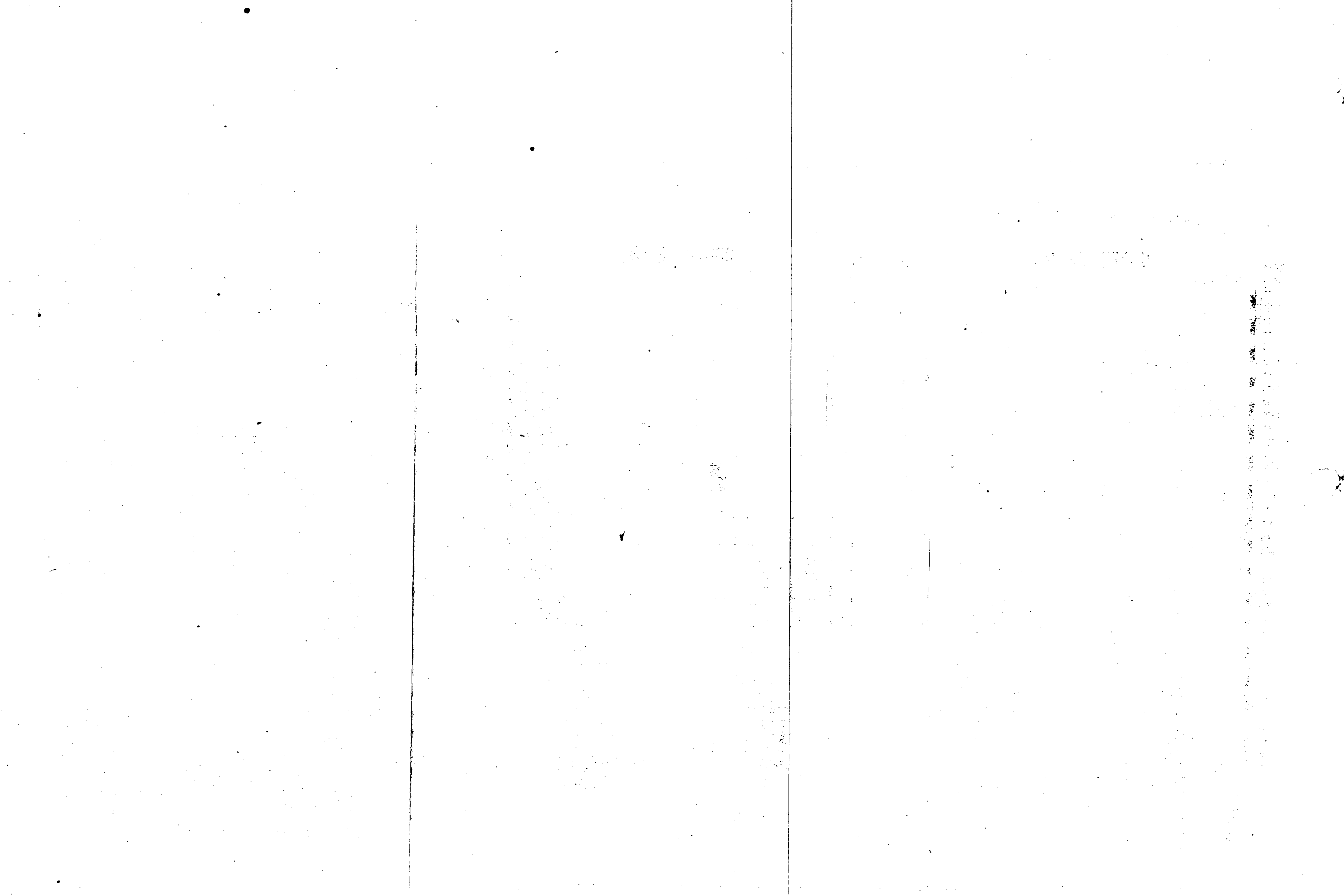
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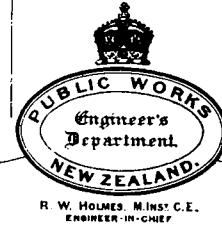


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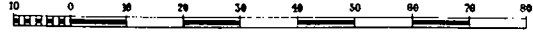
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PUBLIC WORKS MAP
SHOWING THE RAILWAYS
NORTH ISLAND
OF
NEW ZEALAND
1911

Scale of Miles



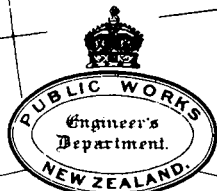
REFERENCE

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

DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

Route	Miles
WELLINGTON TO PALMERSTON NORTH	87
PALMERSTON NORTH TO MANGAUI (ARAMOHO JUNCTION)	80
ARAMOHO TO NEW PLYMOUTH	124
WELLINGTON TO NEW PLYMOUTH	251
WELLINGTON TO PALMERSTON NORTH	87
PALMERSTON NORTH TO WOODVILLE	18
WOODVILLE TO NAPIER (SPIT)	92
WELLINGTON TO NAPIER VIA MANAWATU	202
WELLINGTON (TE ARD) TO WOODVILLE	116
WOODVILLE TO NAPIER (SPIT)	92
WELLINGTON TO NAPIER VIA WAIRARAPA	213
AUCKLAND TO ONEHUNGA	8
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO ONGARUE	75
ONGARUE TO TAUMARUNUI	15
TAUMARUNUI TO OHAKUNE	50
OHAKUNE TO WAIOURU	17
WAIOURU TO MARTON	68
MARTON TO WELLINGTON	116
AUCKLAND TO WELLINGTON	426
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85
HAMILTON TO TE ARDHA	30
TE ARDHA TO THAMES	32
AUCKLAND TO THAMES	148
AUCKLAND TO ROTORUA	171
AUCKLAND TO TE HANA	75
DARGAVILLE TO KAIHU	17
WHANGAREI TO KAWAKAWA	46
BISBORNE TO WAIKOHU	23
THAMES TO WAIHI	33

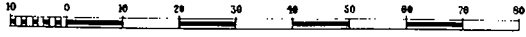
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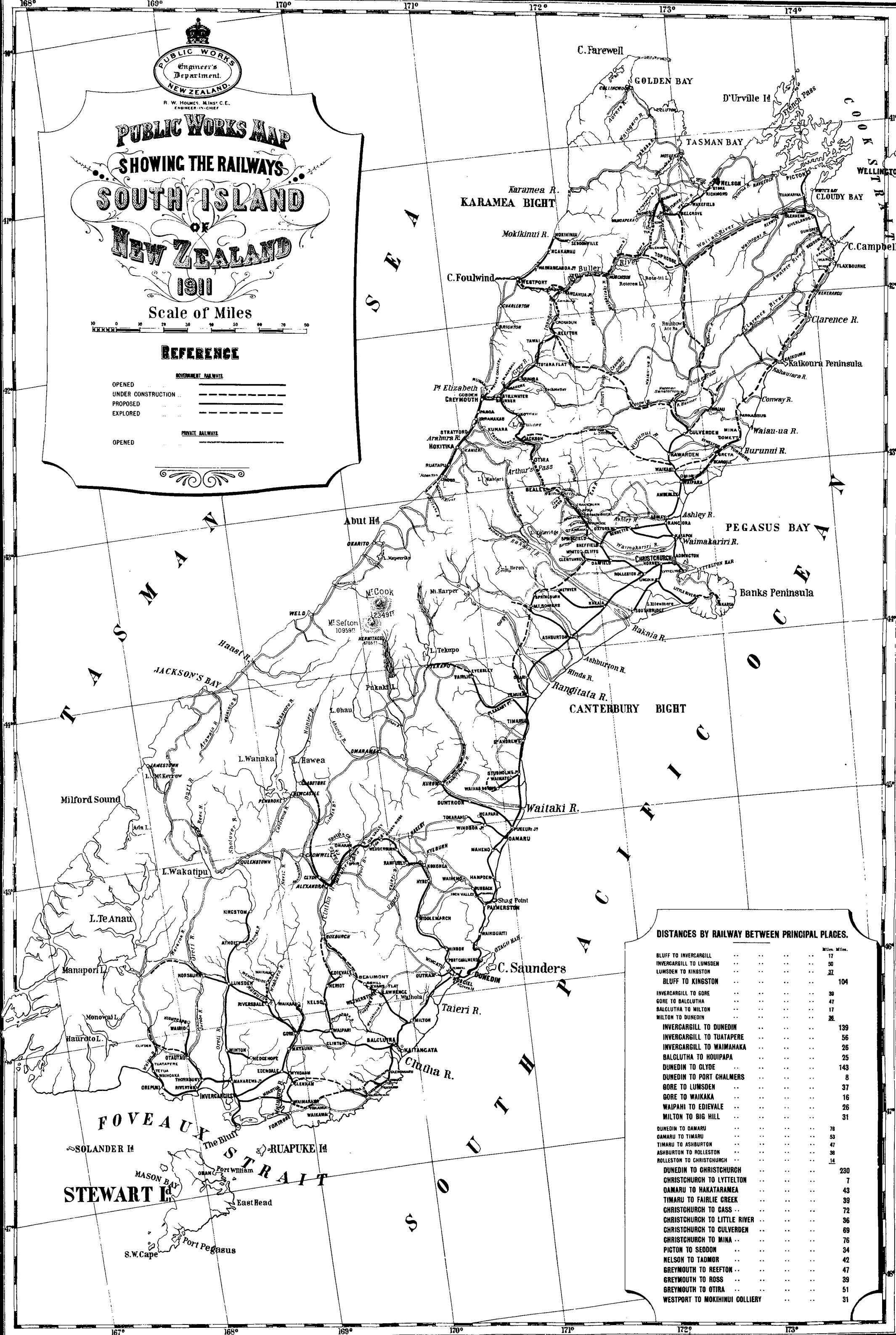
PUBLIC WORKS MAP SHOWING THE RAILWAYS SOUTH ISLAND OF NEW ZEALAND 1911

Scale of Miles



REFERENCE

OPENED		GOVERNMENT RAILWAYS
UNDER CONSTRUCTION		
PROPOSED		
EXPLORED		
OPENED		PRIVATE RAILWAYS



DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

	Miles	Miles
BLUFF TO INVERCARGILL	..	17
INVERCARGILL TO LUNSDEN	..	50
LUNSDEN TO KINGSTON	..	31
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 TUATAPERE	..	56
INVERCARGILL TO WAIMAHAKA	..	26
BALCLUTHA TO HOUIPAPA	..	25
DUNEDIN TO GLYDE	..	143
DUNEDIN TO PORT CHALMERS	..	8
GORE TO LUNSDEN	..	37
GORE TO WAIKAKA	..	16
WAIKAKA TO EDIEVALE	..	26
MILTON TO BIG HILL	..	31
DUNEDIN TO OAMARU	..	78
OAMARU TO TIMARU	..	53
TIMARU TO ASHBURTON	..	47
ASHBURTON TO ROLLESTON	..	38
ROLLESTON TO CHRISTCHURCH	..	14
DUNEDIN TO CHRISTCHURCH	..	230
CHRISTCHURCH TO LYTTELTON	..	7
OAMARU TO HAKATARAMEA	..	43
TIMARU TO FAIRLIE CREEK	..	39
CHRISTCHURCH TO GASS	..	72
CHRISTCHURCH TO LITTLE RIVER	..	36
CHRISTCHURCH TO CULVERDEN	..	69
CHRISTCHURCH TO MINA	..	76
PICTON TO SEDDON	..	34
NELSON TO TADMOR	..	42
GREYMOUTH TO REEFTON	..	47
GREYMOUTH TO ROSS	..	39
GREYMOUTH TO OTIRA	..	51
WESTPORT TO MOKIHINUI COLLIERY	..	31

