

APPENDIX B.

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

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

SIR,—

I have the honour to submit the following report upon the various works under my control completed and in progress throughout the Dominion during the period from the 1st June, 1920, to the 31st July, 1921.

During the past year the improvement in the conditions of the employees, together with increased wages, has enabled us to obtain a better supply of labour. The labour-saving appliances which the Department procured have resulted in increased output, and generally the progress made in connection with public works has been much above the average of the last few years.

The prices for material and labour have not yet receded to any substantial extent, and consequently the cost of works still remains very much above what it was in pre-war times.

RAILWAYS.

ABSTRACT.

The following table shows the expenditure on Government railways in New Zealand up to the 31st March, 1921:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1921.
	M. ch.	M. ch.	£
Kaihu Valley	24 30	19 58	145,035
Otiria—Ngapuhi	45 25	16 25	125,771
Opuā Wharf—Onerahi	58 6	58 6	525,771
Whangarei—Waiotira	19 79	5 28	334,335
North Auckland Main Trunk Railway (from Helensville)	84 24	54 27	1,369,470
Helensville—Te Awamutu, with Branches	163 48	150 39	2,778,187
Frankton Junction—Thames, with Branches	127 35	87 20	669,131
Thames Valley—Rotorua	69 33	69 33	376,579
Tauranga—Opotiki, with Branches	145 32	..	629,096
Gisborne—Opotiki	93 44	49 32	623,880
Napier—Gisborne	231 44	..	419,670
Wellington—Napier and Palmerston North (including Te Aro Extension and Greytown and Martinborough Branches)	249 44	233 12	2,646,743
Wellington—Waitara, with Branches	350 11	285 59	2,777,515
Stratford—Okahukura	112 47	42 26	1,037,972
North Island Main Trunk (Marton—Te Awamutu), including Raetihi Branch and Waipa Gravel-access Branch	225 79	218 39	2,868,179
Picton—Waipara (South Island Main Trunk Railway)—			
Picton southwards	92 38	56 6	657,129
Waipara northwards	90 45	44 14	374,162
Nelson—Greymouth	170 0	118 6	580,490
Greymouth—Arthur's Pass	49 78	49 78	1,211,796
Rolleston—Arthur's Pass (including Whitecliffs Branch)	92 59	84 45	841,692
Westport—Ngakawau	19 56	19 56	188,354
Westport—Ngakawau Extension to Mokihinui*	7 12	7 12	..
Mokihinui Colliery Line†	3 69	3 69	..
Westport—Inangahua	26 0	5 74	152,623
Ngahere—Blackball	3 40	3 40	147,532
Greymouth—Rewanui and Branches	8 70	8 70	275,325
Greymouth—Waitaha	50 32	38 68	339,250
Hurunui—Waitaki, with Branches	459 34	413 70	2,674,583
Canterbury Interior Main Line—Oxford—Temuka	83 0	11 44	59,942
Waitaki—Bluff, with Branches	600 21	546 12	4,982,342
Otago Central	182 51	134 78	1,429,740
Invercargill—Kingston, with Mararoa Branch	117 4	97 44	387,299
Forest Hill Railway—Winton—Hedgehope‡	12 40	12 40	23,337
Western Railways	94 8	70 31	347,415
Preliminary surveys .. .. .	..	..	41,679
Miscellaneous .. .. .	..	..	10,337
Stock of permanent-way on hand .. .. .	..	..	81,400
Rolling-stock .. .. .	..	..	7,046,624
Total	4,165 38	3,017 56	£39,180,385

* 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 Railway Improvement Authorization Act 1914 Accounts.