

SESS. II.—1891.  
NEW ZEALAND

# PUBLIC WORKS STATEMENT,

BY THE MINISTER FOR PUBLIC WORKS, THE HON. R. J. SEDDON,  
8TH SEPTEMBER, 1891.

MR. SPEAKER,—

As my honourable colleague the Colonial Treasurer has already intimated in his Financial Statement that the Government is of opinion that borrowing in the English money-market must cease, and as announcements of intention to borrow large sums of money, together with statements of the manner of its proposed expenditure, have, as a rule, constituted the chief elements of attractiveness in former Public Works Statements, it is evident at the outset that the Statement which I have to make to the House this evening must be considerably less attractive and interesting than some of its predecessors have been. To make it pleasing I have found to be impossible, there being so much work to be done and so little money available to do it with.

With the view of making myself fully acquainted with the requirements of each district, and the works in progress therein, I have, during the brief recess since the last short session of Parliament, visited the several provinces. It is true that the time at my disposal was somewhat limited; but, as a pledge had been given that Parliament should be called together early in June, it was necessary that I should be as expeditious as possible. The result of my personal observations will be disclosed as the several works to be referred to herein are brought under review; but, before dealing with works in detail, it will perhaps be well for me to fully inform honourable members of the condition of the Public Works Fund.

## PUBLIC WORKS FUND.

The state of the Public Works Fund on the 31st March last (including an asset of £62,974 due to Part I. of the fund under “The Government Loans to Local Bodies Act, 1886”) was as shown in the following table:—

Parts of Fund.			Unexpended Balances, 31st March, 1890.	Expenditure, Year ended 31st March, 1891.	Balances remaining, 31st March, 1891.	Liabilities existing, 31st March, 1891.	Net Balances available, 31st March, 1891.
			£	£	£	£	£
Part I.	...	...	239,456*	128,811	110,645	96,608	14,037
Part II.	...	...	386,985	30,878	356,107	44,903	311,204
Part III.	...	...	426,806	175,462	251,344	98,876	152,468
Totals	...	...	1,053,247	335,151	718,096	240,387	477,709

As has already been intimated in the Financial Statement, the Government proposes to devote £200,000 of the accumulated sinking funds, set free this year by our loan-conversion operations, to public-works purposes. One hundred and twelve thousand pounds of this amount it is proposed to allocate to Miscellaneous Public Works, under Part I. of the Fund (as shown on Table A appended to

\* The actual balance on the 31st March, 1890, was £233,675, but during the year 1890-91 recoveries were made on account of previous years to the amount of £5,781.

this Statement), and the balance of eighty-eight thousand pounds to Railway Works, under Part III. of the Fund (as shown on Table C).

The following table shows the state of the Public Works Fund on the 31st March last, and an estimate of how it will stand on the 31st March next if the proposals which I have now the honour to submit to the House are approved of:—

	Part I.	Part II.	Part III.	Total.
	£	£	£	£
Cash balances on 31st March, 1891 ... ..	110,645	356,107	251,344	718,096
Credit from released sinking funds ... ..	112,000	...	88,000	200,000
Probable recoveries during the year ... ..	...	...	14,000	14,000
	222,645	356,107	353,344	932,096
Amount proposed for actual expenditure during 1891-92 ... ..	200,139	197,631	261,426	659,196
Estimated cash balances on 31st March, 1892, available for expenditure after that date ...	22,506	158,476	91,918	272,900

	Part I.	Part II.	Part III.	Total.
	£	£	£	£
Cash balances on 31st March, 1891 ... ..	110,645	356,107	251,344	718,096
Credit from released sinking funds ... ..	112,000	...	88,000	200,000
Probable recoveries during the year ... ..	...	...	14,000	14,000
	222,645	356,107	353,344	932,096
Total appropriation proposed for expenditure during 1891-92, and to cover liabilities at end of year ...	221,419	267,631	348,426	837,476
Estimated balance on 31st March, 1892, available for future appropriation ... ..	1,226	88,476	4,918	94,620

The expenditure on all works and services throughout the colony under the Public Works Fund up to the 31st March last, including the purchase of the Provincial and District railways, has amounted to a total sum of £28,110,081, the principal items being as follows, viz.: Railways, £15,208,374; Roads, £3,598,163; Immigration, £2,145,150; Public Buildings, £1,780,785; Purchase of Native Lands, £1,196,479; Lighthouses, Harbour-works, and Harbour Defences, £881,818; Defence Purposes generally, £429,719; Telegraph Extension, £606,648; Waterworks on Goldfields, £561,101; Cost of and Discount on raising Loans, &c., £1,021,472; and Departmental, £352,170.

#### DEPARTMENTAL ADMINISTRATION.

On taking charge of the Public Works Department, I expected to have found that the expenses in connection with its administration would have been but small, seeing that our predecessors had advised the abolition of the department, and that their policy in this respect was initiated three years ago. On procuring the returns showing the Head and District offices' administrative expenses, however, I found that they were still very large, and that the department was considerably overmanned in view of the reduced amount of work which it is now called upon to perform.

The country having decided upon strict economy being observed in all departments of the Government service, and the Government having determined to administer this department in future on business lines, it became evident that further retrenchment must be made therein, and the services of some forty officers were accordingly dispensed with, the saving in salaries being over £8,000 per annum, while the compensation payable to the officers leaving amounted to £2,239.

So far as the present arrangement of the staff is concerned, there is no alteration of moment required. Owing to the ill-health of Mr. W. N. Blair, the late Engineer-in-Chief, Mr. Hales, the District Engineer at Auckland, had been appointed by my predecessor as Acting Engineer-in-Chief. Mr. Blair unfortunately died shortly afterwards, and by his death the colony lost a faithful and valued public servant, and one whom it will be most difficult to replace. So far the vacancy has not been filled, but Mr. Hales has continued to perform the duties of the Engineer-in-Chiefship. A slight change has, however, been made, inasmuch as Mr. Blow, the former Assistant Under-Secretary, has been appointed Acting Under-Secretary.

It is necessary that the relative positions of, and the work to be done in, the clerical and engineering branches of the department should be more clearly defined, as the colony cannot afford to pay professional officers to perform work of a clerical nature. It is my intention, therefore, to arrange that all the clerical and administrative work of the department shall in future be undertaken by the Under-Secretary and his staff. This will leave the Engineer-in-Chief free to deal with questions of a purely engineering character. By this arrangement a saving will be effected, and the work will be more evenly distributed.

### WORKING RAILWAYS.

The report of the Railway Commissioners, which has already been laid on the table of the House, shows the result of the working of the railways during the past year. The length of line completed and handed over to the Railway Commissioners for working during the year has been 22 miles 57 chains—namely, from Woodville to Palmerston, 17 miles 21 chains, and an extension of the Edendale-Toitoto line from Wyndham to Glenham, 5 miles 36 chains; making a total length of line open for traffic at the close of the financial year of 1,836 miles. On this length of railway no less a sum than £1,121,701 was earned during the year, the net profit, after defraying all working-expenses, being £420,998, which is equivalent to a return of £2 18s. 11d. per cent. on the capital invested. This return is practically the same as that of last year, which was £2 19s. 5d. per cent. For the current financial year I regret to observe that the Railway Commissioners do not anticipate quite so favourable a result. They estimate a net revenue for the year of £414,000 only, as against £420,998 for last year; and, as the mileage and capital cost of the lines will be greater at the end of this year than at the end of last year, it is manifest that, if the Commissioners' estimate is not exceeded, the percentage return for the present year must fall short of that for last year.

The best-paying sections during the late financial year have been the two coal-carrying lines on the west coast of the South Island, the Westport Section having yielded a return of £5 10s. 9d. per cent., and the Greymouth Section £4 16s. 8d. per cent. Next to these two lines comes the Hurunui-Bluff system, embracing 1,074 miles of railway, on which the return has been £3 7s. 11d. per cent.

There has been a fair increase in the traffic during the year, the most noticeable increases being in live-stock, which increased from 1,069,253 head in 1889-90 to 1,348,946 in 1890-91, and grain, which increased from 498,198 tons in the former year to 528,682 tons in the latter. Passengers increased from 3,376,459 to 3,433,629.

Attention was drawn in the Public Works Statement of last year to a gratifying increase in traffic on the Wellington-Eketahuna Section, and it is pleasing to note that this year there is a still further improvement on the same line, the profit realised having increased from £2 8s. 10d. per cent. to £2 16s. 9d. per cent. Substantial increases are also observable on some of the other sections, the most noticeable being the following: Whangarei-Kamo, from 11s. 4d. per cent. in 1889-90 to £1 12s. 2d. per cent. in 1890-91; the Auckland system generally from £1 9s. 10d. per cent. to £2 4s. 4d. per cent., and the Greymouth Section from £4 3s. 3d. per cent. to £4 16s. 8d. per cent.

Representations have been made to the Government by the Railway Commissioners that a considerable expenditure is necessary to increase the accom-

modation and appliances on the opened lines in order to adequately meet the requirements of the ever-increasing traffic. A sum of £40,000 has been asked for expenditure during the current financial year; and a vote for this amount has been placed on the estimates accordingly; also for an additional amount of £3,000 for improving the wharfage accommodation at Picton, thus bringing the total amount of the vote for works on opened lines up to £43,000.

The existing loan allocation for additions to opened lines being exhausted, special provision will have to be made for the whole of this sum. Towards the amount a special credit of about £14,000 is expected to be received during the year on account of certain rolling-stock which the Railway Commissioners, with the concurrence of the Government, have sold to the Government of Western Australia, and the balance of £29,000 we propose to take from the Public Works Funds.

The question of the control of the loan expenditure on additions to open lines has engaged the serious consideration of the Government. It appears that for several months after the appointment of the Railway Commissioners this expenditure continued to be controlled by the Minister for Public Works; but in September, 1889, the Audit Department ruled that under section 46 of the Government Railways Act all moneys voted for expenditure on opened railways, whether for purposes of maintenance or improvement, and whether derived from revenue or from loan, must be expended solely under the control of the Commissioners. Since that date, therefore, the Minister for Public Works has had no voice in or control over the expenditure of the amounts voted out of the Public Works Fund for additions to open lines.

While not desiring to take the actual expending of the moneys voted for works of this class out of the hands of the Commissioners, the Government nevertheless considers that it is undesirable that the expenditure of funds derived from loan should be removed from the control of the Minister for Public Works; and a proposal will therefore be made to again place the vote for additions to open lines under Ministerial control, as was formerly the case. The actual expending of the money will still rest with the Railway Commissioners, but it is intended that the Commissioners should obtain the authority of the Minister before incurring any expense or liability under the vote referred to, and also that they should furnish proper vouchers to the Minister for the expenditure of the amounts authorised.

Of the total amount of £43,000 proposed to be voted for the current year a sum of £16,000 is proposed to be expended in new rolling-stock. The allocation of the remainder of the vote which appears in the estimates is that recommended by the Railway Commissioners, and £3,000 as already stated for extending the wharfage accommodation at Picton, a work which the Government regards as urgently necessary.

For some time past there has been considerable agitation in favour of a trial being given on our railways to the "zone" system, as advocated by Mr. Samuel Vaile, of Auckland. The position in which the Legislature has placed our railways, however, prevents any change being made for the present.

In connection with the management of our railways there has, unfortunately, been a great deal of friction between the Commissioners and their employés and ex-employés, and I have used my best endeavours to remove that friction and to promote good feeling.

I have not thought it wise to interfere in any way with the Commissioners in the details of the management of the railways, as such an interference would be a violation of the intention of Parliament as expressed in the Government Railways Act. At the same time, as the political head of the Railway Department, I have carried out the duties dependent upon the position in that spirit which I considered that Parliament desired should prevail.

From the number of claims preferred to Parliament every session by employés or ex-employés who have been injured in the railway service, or the widows or children of men killed, or who have died while in that service, it becomes more and more evident that an equitable scheme for the insurance of our railway employés is an absolute necessity. The Railway Commissioners

have prepared proposals to meet the difficulty on two occasions, but these proposals have not proved acceptable to the men.

#### WELLINGTON AND MANAWATU RAILWAY.

The Government has given full consideration to the proposals which have been brought forward by honourable members from time to time in reference to the purchase of the Wellington and Manawatu Railway. The question requires consideration first of all from a financial point of view, and the condition of our finances at the present time is such that it would be inadvisable for the colony to undertake so great an additional liability. Some time ago negotiations were entered into between the Company and the Government, and terms were then offered to the Company which were fair and reasonable. The Company refused, however, to accept them, and from that time to this they have not approached the Government on the subject. It would be impolitic for the Government to endeavour to force the Company to dispose of its property, and would only result in the colony having to pay more for the railway.

There is doubtless great force in the contention that if the line were purchased a considerable saving could be effected in the cost of its administration, and that the saving thus effected could be given to the settlers in the shape of cheaper through rates, instead of the special rates now charged.

As matters stand, however, the Government considers that it would be unwise to take action at present.

#### RAILWAYS UNDER CONSTRUCTION.

On taking office the Government found that, with the exception of one or two works that were nearing completion, there was nothing of any importance that was being proceeded with, most of the votes for railway-works having already been expended.

In the course of the investigations which I made into the working of the department, I discovered that, whilst the conditions for public-works contracts provided that sub-contracting was not to be allowed, in actual practice this condition was evaded, so much so, in fact, that the departmental officers had for some time looked upon it as a dead-letter. Knowing the evils arising from the practice, I determined that steps of a drastic nature should be taken to effectually put a stop to it, and accordingly had amended conditions of contract prepared. It may perhaps be contended that by the stoppage of sub-contracting the works will cost the colony more to construct. This is a fallacy, however, and results have proved it to be so. The provision has always been in the Government conditions of contract, and contractors of good standing have tendered for works well knowing that subletting was forbidden, and being fully prepared to carry out their contracts without subletting accordingly, and have, notwithstanding this, been successful in obtaining the contract, while in other instances other contractors, not satisfied with a fair profit on the work, have also endeavoured by subletting to make money at the expense of their workmen. The sweating system in its most flagrant and baneful attributes has been practised, as the sub-contractors have been led to take work at prices that could not pay them, with the result that the business people who have supplied them with goods have very often not been paid; the work has been done in a slovenly manner, and frequently delayed long after the date fixed for its completion; and the result to the district in which the work is situated instead of being of a beneficial character has proved to be the reverse.

Contemporaneously with the question of sub-contracting, I also took into consideration the question of the necessity of inaugurating a new system in connection with the construction of our public works—a system which, in the near future, must, I think, obtain throughout. I allude to the system of constructing works on the co-operative principle—that is, giving the work direct to the workmen, and dispensing with middlemen altogether. An opportunity for introducing the system occurred in connection with the construction of certain sections of the Ngakawau Railway extension to Mokihinui. Public tenders had been invited for certain sections of this railway, the conditions

being of the most liberal character: no deposit was required, and the work was cut up into short lengths. Almost immediately the tenders were accepted for some of the sections the contracts were thrown up, and it became a choice therefore between calling for fresh tenders on the original method and giving the co-operative principle a trial. On arriving in Westport I found a large number of men who had flocked there from different parts of the colony, expecting to get employment on the construction of this railway. To avoid the delay that calling for fresh tenders would have involved, I decided to let the sections referred to—three in number—on the co-operative principle, and asked the men to divide themselves into parties of about fifty each, and to select from each party certain trustees, the trustees to take the work from the Government in the ordinary way, but the work itself to be done by the whole of the men, each one having equal interests with his fellows; the price to be given to be fixed by the Engineer in charge of the work. On this the men went to work in a few days. They have now almost completed their contracts, and are very well satisfied with the result. As often occurs when new methods are adopted, there was a little friction at first, and a little difficulty in the classification of the men. The strong and able-bodied men did not altogether like to work for the aged and the feeble, but, after classifying both the men and the work, and giving the lighter work to the aged and less capable men, and the heavier work to those best fitted for it, the earnings, as a whole, proved satisfactory, and the men are quite prepared to go to work again on the same principle if further work was available.

The experience gained in this instance has indicated the course which it will be advisable to adopt in the future. It should be arranged—(1) That the men form themselves into parties voluntarily; (2) in case there are more men than work can be found for, the men of equal capabilities should ballot amongst themselves as to who is to get the work; and (3) that a classification of the men be arranged beforehand, so that the abler and stronger men, and those accustomed to the work, might receive the largest share of the profits, the next or second-class a slightly lower rate, and older and weaker men a somewhat lower rate again. By so doing, the feeling of a man working for his fellows would be avoided, also the feeling on the part of others that they were dependent on their fellows. With a suitable classification on the lines that I have indicated, the system would, I am satisfied, work on the whole admirably.

Considering that the system is only now being tried for the first time in connection with our public works in New Zealand, it must be conceded that it has proved fairly successful; and, as we gain further practical experience with its working, I have no hesitation whatever in saying that it will ere long be recognised as the proper system on which our public works should be constructed.

The colony in the past has not received the benefit that it should have received from the public-works expenditure. We have had contractors who have made large fortunes and who have taken the money so quickly and easily made and spent it in the Mother-country or in the other colonies. Again, we have had large sums of money expended in the different districts, yet the districts have not profited by the expenditure. We have had large estates made valuable by the construction of works, and yet we have not increased the settlement on the land. Had the system of co-operation obtained in years gone by,—had lands adjoining the works been thrown open for settlement as the works progressed,—had those employed shared in the profits in addition to their wages, which is the principle of the co-operative system—then, as they shared their profits, so they would have taken up the lands and settled thereon. It is necessary that a remedy should be devised for the mistakes of the past, and that remedy is the construction of works on the co-operative system, and the simultaneous throwing-open of lands for settlement in the vicinity of the works. The work will not cost the colony any more, and a large portion of the money expended on the same will come back to the Treasury in the shape of payments made for the purchase or rent of lands.

Another advantage to each district will also ensue. In calling for tenders for works on a large scale it has often occurred that in the locality in which the work is situated there has been a large amount of labour available, but the con-

tractor, coming, as he frequently does, from another provincial district, brings his own men with him. The work, therefore, instead of providing labour for those resident in the district, has the reverse effect, as men who go there expecting to obtain employment do not receive it, owing to the contractor having brought his men with him, and hence the labour-market in the district, instead of being relieved, is congested more than it was before. Not only so, but, as our experience has recently demonstrated, we have had the labour-market glutted in one part of the colony whilst in other parts labouring-men were not obtainable. I attribute this inequality, to a large extent, to the system that has obtained in the construction of our public works. There is, doubtless, a certain class of public works, where technical skill is required—such as large bridges and so forth—in which the old system of doing the work by public tender, and having a middleman in the shape of a contractor, will, for a time at least, be necessary; but, in the course of time, even this, as working-men gain more experience, and the absurdity of the middleman being kept to make a profit from both the Government and the workmen is more clearly recognised, will be seen to be entirely unnecessary.

There will also sometimes be a difficulty in carrying out what I have suggested as regards settlement of lands, owing to the lands in some parts of the colony being held by the Natives or by private owners. As a case in point, take the construction of the North Island Main Trunk Railway. If we proceed with the construction of that line to any material extent, it will happen that the further we progress through or approach towards Native lands the more difficult it will become for the Government to deal with the Natives, and the higher the price we shall have to pay. The same also applies as regards private lands. Take, for instance, the Blenheim-Awatere Railway. The completion of that work means that every pound which the Government spends upon the railway will give an increased value of twice that amount to the lands through which the railway runs, and which is held by a very few individuals. The Government considers, therefore, that it would be folly, under these circumstances, to construct these railways much further until arrangements have been made with the Natives for the purchase of their lands, and with the owners of private lands that they will lease or dispose of the lands to be benefited, on terms to be agreed upon between the Government and the owners of such lands.

I will now refer to the several railway-works in course of construction, dealing first with those in the North Island.

#### KAMO-KAWAKAWA.

I regret to say that the prospects so far as the Kawakawa Railway is concerned are somewhat disheartening. The line has cost in construction something like £90,000, and the coalfield, for the opening-up of which it was constructed, will in about six months be worked out. Prospecting for further coal has been carried on, but so far without any good results.

In reference to the construction of the line from Kamo to Kawakawa, the Government thinks that the time has come to take action in the matter. We therefore propose to provide this year for the extension of the line from Kamo to Hikurangi, and to devote to this purpose the money at present allocated to the doubling of the Auckland-Penrose line. We do not, however, propose to extend the line from Whangarei to Grahamstown. Any further extension of the railway that may be decided upon in the future should be in the direction of Kawakawa, with the view of connecting the Kamo and Kawakawa Railways, and so communicating with deep water at Opua.

From inquiries made I am fully satisfied that the coal-deposits at Hikurangi are of an extensive character, also that the expense of getting the coal will be small, so that when completed the returns from this line will probably be equal to those of the Brunner-Greymouth Railway.

Another very strong ground for the construction of this extension is the fact that it brings the railway to within a few miles of the Puhipuhi Forest, where now stands at the risk of fire something like 130,000,000ft. of available timber, valued at between £30,000 and £35,000. To see a valuable asset like

this remaining, as it has done, year after year, at such imminent risk, amounts almost to a criminality. To attempt to dispose of the timber before the line is extended would be a serious blunder, as speculators would buy it up on the prospect of the railway being constructed; but if the line were constructed first, and then the land upon which the timber stands were cut up into blocks of 300 or 400 acres, and the right to cut the timber thereon submitted to public competition, allowing those who lease the blocks or purchase the timber to make their own connections with the railway, I feel satisfied that from the sale of the timber alone the Crown would be reimbursed the entire cost of the line.

#### HELENSVILLE NORTHWARDS.

The works on the Makarau Section (3 miles 6 chains in length) of this railway have been steadily pushed on with, and the formation as far as the tunnel is practically finished. The tunnel is in hand, and a commencement has been made with the work beyond it. The Mount Rix Wharf has also been finished during the year, and the line surveyed for an additional distance of about  $6\frac{1}{2}$  miles, and a trial survey run to a little south of Wellsford.

After providing for liabilities, which amounted on the 31st March last to £21,384, the balance remaining on the allocation for this railway is £18,910.

The Government, however, does not think it would be advisable under existing circumstances to proceed further with the construction of this railway; and, in coming to this conclusion, we are acting on the advice of the Railway Commissioners, who are well able to judge in the matter. The vote proposed is for the purpose of covering the liabilities already existing and any minor contingencies that may arise.

#### GRAHAMSTOWN—TE AROHA.

Very little work was done on this line during last year, as may be judged from the smallness of the expenditure thereon, which amounted to £973 only.

There is a considerable sum of money standing to the credit of the line, however, under the allocation of funds as determined by the Loan Act of 1886; the unexpended balance on the 31st March last being £32,096. A sum of £63,000 has been expended on the work, the whole of which is lying perfectly useless and waste, and whilst in the near future there is not much hope of the full completion of the line it would still be well to construct the railway from Te Aroha to Paeroa, as by so doing some return upon the whole outlay would be received. The mines in the district referred to are now in a most prosperous condition, and the general outlook warrants the Government in giving special consideration to the construction of the line between the two places mentioned. The Government will, therefore, ask for an appropriation of £32,000 for this railway, which is practically the whole amount of the existing loan allocation for the work.

#### PUTARURU—ROTORUA.

On this line the Kaponga contract—which includes platelaying— $10\frac{1}{2}$  miles in length, and which brings the line to a point about  $13\frac{1}{2}$  miles from the Rotorua Township, is expected to be finished in about three months from now. Of the remaining  $13\frac{1}{2}$  miles between the end of this contract and Rotorua, 6 miles of earthwork, some culverts, and also some drainage-works at the Rotorua end of the line have already been done, having been undertaken by Maori labour about three years ago.

The completion of the Kaponga section will not, however, bring the line to a point where it will be of any utility for traffic. It has been suggested that a road might be made from the present road to the termination of the Kaponga contract, but the construction of this road, which would be 6 miles in length, would take a large sum of money, and when completed would not shorten the distance to Rotorua to any appreciable extent. Instead, therefore, of constructing the road the Government proposes, with the utmost despatch, to extend the line for another  $4\frac{1}{2}$  miles, at which point it would intersect the road from Cambridge to Rotorua.

The balance of £19,429 available on the existing loan allocation for this



work is only just sufficient to cover the liabilities already incurred on account of it, it is therefore proposed to allocate an additional sum of £15,571 thereto out of the released sinking funds. This will bring the total available funds for the line up to £35,000, and any further amount that may be required in order to complete it to the point indicated can be allocated when available.

#### NORTH ISLAND MAIN TRUNK RAILWAY.

The only work that has been in hand at the northern end of this line for some time past is the Poro-o-tarao Tunnel, and this has been completed during the year. At the southern end of the line a contract for the Mangaonoho section (nearly 4 miles in length, and including platelaying), has been let, and a good start made with the work; and a further length of about 2 miles between the end of that section and the Makohine has been got ready for construction, to meet the demands of the labour market, and is now in course of formation by the "Unemployed."

The balance at the credit of the North Island Main Trunk Railway Account on the 31st March last was £356,107. Of the £1,000,000 loan specially raised for this work, £394,942 has been spent on the construction of the railway; £48,137 on the construction of roads to give access thereto; £136,454 on the purchase of Native lands within the railway-area; £12,572 on departmental services; while the charges and expenses of raising the loan amounted to £51,788: thus leaving an available balance on the 31st March last of £356,107, as already stated. Of this amount, £83,831 has been specially allocated for the purchase of Native lands, that being the balance unexpended on the 31st March last of the total allocation made for that purpose under "The North Island Main Trunk Railway Loan Application Act, 1886," and the Amendment Act of 1889. The net amount available for the construction of the railway, and for roads to give access thereto, is £267,076, the balance of £5,200 being allocated to departmental expenses. We ask this year for an appropriation of £130,000 for railway construction-works, £50,000 for roads to give access to the railway, and £3,000 for further surveys. Only £113,000 of the total amount, however, is proposed for actual expenditure within the year; and, on account of this, liabilities already exist to the amount of £44,903.

At the north end of the line there is a section between the portion already completed and the Poro-o-tarao Tunnel, on which nothing has at present been done. This section, which is 11 miles 9 chains in length, it is proposed to put in hand as soon as my honourable colleague the Native Minister is in a position to state that the acquisition of land in the locality has progressed sufficiently to admit of the work being gone on with without detriment to the land-purchase transactions of his department. A vote for £65,000 has been placed on the Estimates for this section accordingly. With the view of saving time it is also proposed to let a contract for the Makohine Viaduct at the southern end of the line, as that work will take a considerable time to construct, and if not put in hand soon would retard the prosecution of the works when the Native land difficulty is removed. The vote proposed provides for this, and for the completion of the Makohine section now in hand by the "unemployed." The Native lands are being acquired as fast as possible, and, as soon as circumstances permit, the Government will call for tenders for the works for which the votes have been taken.

#### WOODVILLE-PALMERSTON.

This important line, the last link in the chain of communication to connect Napier with Taranaki, Wanganui, and Wellington, was opened for public traffic, with some little local demonstration, on the 9th March last.

Some heavy slips took place in the Manawatu Gorge during the winter and spring of 1890, which considerably retarded the progress of the works, and delayed the opening beyond the date expected; but it is satisfactory to note that no slips of any considerable magnitude have occurred since the line has been open for traffic.

## EKETAHUNA—WOODVILLE.

Every mile of railway made either from Eketahuna or Woodville will promote settlement, and be of great benefit to the district and the colony. We propose, therefore, to ask the House to vote a sum of £17,000, which will be expended partly at one end of the line and partly at the other. This must be taken only as an instalment on account of the cost of constructing the line, and later on, at an early date, when funds may be available, a further allocation to insure the completion of the connection must be made.

## WELLINGTON—EKETAHUNA (Te Aro Extension).

There is a sufficient balance on the allocation for railways, under Part I. of the Public Works Fund, to defray the cost of the proposed extension of this line to the Te Aro end of the City of Wellington. Our predecessors recommended this work, and requested the sanction of Parliament thereto, but from various circumstances that consent was withheld. The longer the construction of the work is delayed, however, the more serious will the complications become. The Railway Commissioners strongly recommend that the work should be proceeded with, and we therefore propose that the amount required for its construction shall be voted out of the balance of the railway allocation under Part I. of the fund.

I will now refer to the railways under construction in the South Island, but, before doing so, will briefly remark on some representations made to me during my recent visit to Nelson on the subject of a proposed deviation of the existing railway between Nelson and Belgrove.

## NELSON—BELGROVE.

It was pointed out to me that great inconvenience is caused owing to the steep grades on the existing line immediately after leaving Nelson. It is urged that, by carrying the line from the Port, round the rocks, until it joins the present line over the hill at Stoke, a cheap and level line could be secured. The local authorities, viz., the Nelson Borough Council and the Waimea County Council, have decided to make a road along the route referred to, and have asked the Government for assistance towards the construction of the same, on the understanding that they will form the road to a sufficient width to at some future time carry the railway. The total cost of the work would be about £9,000. The proposal has great advantages, and the Government considers that it would be wise to assist in the matter by granting a reasonable subsidy. It is therefore proposed to subsidise the work to the extent of one-third of its cost, and a vote for £1,000 as a money contribution thereto appears on the estimates this year. The balance of the Government contribution it is proposed should be given in the form of prison labour.

## BLENHEIM—AWATERE.

The Utawai contract, which will complete the formation of this line to the Dashwood Pass, has progressed fairly well during the year, and is now nearing completion. The vote proposed for the current year is to cover the liabilities already existing, and to provide for a short extension of the line to the freezing-works.

The freezing industry in this locality has assumed such proportions that the expenditure of a reasonable sum to complete the line to the works is warranted, as the portion of the line referred to will amply pay the interest upon its construction, and will also tend to increase the returns from the remainder of the Picton-Blenheim Railway.

As regards the further extension to the Awatere, a great deal must depend upon the attitude which the owners of the private lands through which the line will run decide to take up in reference to the matter. If an undertaking is given binding the owners to sell or lease their lands at rates which the Government may consider reasonable, it would probably be in the interests of the colony to undertake the extension of the line as far as the Awatere.

## WESTPORT-NGAKAWAU-MOKIHINUI.

The extension of the Westport-Ngakawau Railway to Mokihinui, which was authorised by "The Westport-Ngakawau Railway Extension Act, 1890," to be undertaken at the cost of the Westport Harbour Board, is being vigorously proceeded with. The formation is now almost completed, a large part of which, as previously stated, has been done under the co-operative system.

The bridge over the Ngakawau River, a structure of fourteen spans of 40ft. each, and two of 11ft. each, has been let by contract in the ordinary way, the contract time being ten months from the date of the acceptance of the tender (29th May last), and the contractor is making fair progress with the work. The laying of the permanent-way will be proceeded with shortly, with the view of bringing the coal from the Mokihinui mines into the market at the earliest possible date.

## GREYMOUTH-HOKITIKA.

On this railway work is now proceeding as vigorously as the funds voted for the purpose will permit. A contract for the Kapitea section (formation only),  $4\frac{1}{2}$  miles in length, was let in December last, and the work is now well in hand. Since that date a contract has been let for the completion of the Arahura Bridge and the approaches thereto, as well as for the planking of the bridge, so as to render it available for road- as well as railway-traffic, and this contract has just been completed; and several small works have been let on the co-operative principle. The total expenditure on the line to 31st March last has been over £100,000, for which no returns whatever have been received; and costly wooden bridges have been constructed which ere long will require renewing.

The necessity for the early completion of this work becomes more and more urgent every day. Owing to the recent dry weather on the West Coast steamers have been unable to cross the Hokitika bar, and Hokitika has simply been under a famine. Large quantities of merchandise have been landed on the wharf at Greymouth, but there have been no ready means of taking it to the people at Hokitika and South Westland. Goods have actually had to be carried overland to Hokitika by means of wagons a distance of from 40 to 45 miles. We therefore purpose for the present to ask the House to appropriate the sum of £26,000 to this railway, which will enable the formation and the bridges throughout the entire line to be completed.

## OTAGO CENTRAL.

This line was opened to Middlemarch, a distance of 40 miles from its junction with the main Dunedin and Invercargill Railway, on the 4th May last. The line has also been formed and rails laid for a distance of 2 miles beyond Middlemarch, to connect with the Ballast Reserve.

Working-drawings and estimates have been prepared for a further 56 miles of this railway, namely, to the Ida Valley, opposite Blackstone Hill, a distance of  $98\frac{1}{2}$  miles from Wingatui Junction, on the main Dunedin-Invercargill line, and 106 miles from Dunedin.

In connection with this work much has been said and much written, and probably the House is well versed in the history of the subject; but, having heard so many conflicting opinions, I decided to make a personal inspection of the line and the country it traverses, with the result that I have come to the conclusion that the work should be expeditiously proceeded with.

Central Otago is approached at the present time on the north by the line from Palmerston to Dunback; in the centre by the Otago Central; and in the south by the Lawrence and Kelso-Tapanui lines.

The goods for central Otago are conveyed principally by the Dunback and Lawrence lines, so that on the extension of the Otago Central Railway the carriage of goods on those lines will decrease; but every mile of the Otago Central line now made will bring it nearer the land fit for cultivation, and will have the effect of promoting settlement, besides considerably lessening the cost of carriage to the settlers. The state of the roads for traffic in the winter must be very bad indeed. They were bad when I went over them, and that was in fairly good weather.

Taking into consideration the necessity for railway communication and the money already expended, it is impossible to stop the line at its present terminus. We therefore propose to appropriate a sum of £30,000, to be expended in constructing the line from Middlemarch towards Hyde. This must only be taken as an instalment on account, and as further funds are available additional allocations will be made.

In my tour through Central Otago I did not see the country at its best, but the one redeeming feature of all others was that, in each place, the repeated cry was, "We want some land thrown open for settlement." With a genuine demand for land for settlement, and with the prospect of irrigation (which is almost indispensable) in the early future, there is every probability that two things will shortly disappear: that is, the rabbit-pest and the non-progressive condition of the people settled in this part of the colony; and we shall find that, by the construction of this railway, instead of a wild waste, occupied largely by rabbits, we shall have a thrifty population settled in a prosperous and productive country.

As the existing loan allocation for this railway is practically exhausted, it is proposed to provide the amount required for its further extension partly from the released sinking funds and partly from a re-allocation of the loan moneys under Part III. of the Public Works Fund.

#### CATLIN'S RIVER RAILWAY.

The Glenomaru Section of this railway, a length of  $6\frac{1}{4}$  miles, has recently been completed, and vested in the Railway Commissioners. The line was opened for public traffic to the Township of Glenomaru on the 15th July last. A further short section, half a mile in length only, but including a tunnel  $12\frac{1}{4}$  chains long, has been let by contract, and is well in hand.

On the completion of the works on the Otago Central Railway the want of employment in the district became very great. There being some money available for the construction of the Catlin's River line, a section of about  $2\frac{1}{2}$  miles in length was authorised to be let on terms similar to those for the construction of the Ngakawau-Mokihinui Railway. There was a little friction at first; but the work is now proceeding rapidly, and the men employed are fairly satisfied with their returns.

The vote proposed is required to complete the line to the point to which it is now in hand. When completed to that point it will meet all the requirements of the district for the present. There is, moreover, considerable diversity of opinion in the locality as to the best route to adopt for the further extension of the railway.

#### SEAWARD BUSH RAILWAY.

As considerable diversity of opinion seemed to exist in Southland as regards the relative merits of the Seaward Bush and Edendale-Fortrose Railways, and as both lines will, to a large extent, open up the same district, I determined to visit the locality, and, after making inquiries on the spot, I have come to the conclusion that it would be a greater advantage to the colony to extend the Seaward Bush Railway than the Edendale-Fortrose line. The land in the vicinity of the former line is fairly good, and the extension would promote settlement, and would also bring within marketable distance a very large forest of valuable timber—in fact, the cost of the extension of the line would quickly be recouped from the sale of the timber alone. As compared with the proposed extension of the Edendale-Fortrose Railway, the advantages are greatly on the side of the Seaward Bush line. Under these circumstances, therefore, we propose to take a vote for £12,000 to complete the latter line from its present terminus to a point well within the forest, a distance of about five miles. Its further extension will depend upon funds being available hereafter.

#### SUMMARY.

The various appropriations proposed for railway-works this year total to a sum of £484,976. Of this sum £323,289 is proposed for expenditure out of allocations already made to the railways on which it is proposed to expend it;

£88,000 is taken from the released sinking funds; £14,000 is derived from the sale of rolling-stock no longer required; and the remainder is obtained from a rearrangement of the balances under the allocations as determined by the Loan Acts.

As regards the re-allocation of these unexpended balances, the Government considers that the pressing requirements for the works on which it is proposed to expend them, and the dearth of employment which exists at the present time, and which has caused so large an exodus of our industrial population, fully justify the proposals submitted.

One of the allocations proposed to be diverted is that for doubling the line between Auckland and Penrose, for which work a sum of £23,000 was provided no less than five years ago, but which no Government has yet proposed to expend. Another is the allocation for the Riversdale-Switzers Railway, which, as stated by the late Government in their Public Works Statement of 1889, is insufficient to complete the line. That Government did not see its way to provide the additional amount required to complete it, and recommended that no further work should be done upon the line at that time. The Hon. E. Mitchelson, when Minister for Public Works in the late Administration, took the view that, as the line, being a branch line, would be an expensive one to work, requiring, as it would, a special staff and special rolling-stock, its further prosecution was not warranted at present; and last year no mention whatever was made of the railway in the Public Works Statement delivered by my predecessor.

These two allocations are mentioned as instances merely, but there are others that are situated almost similarly, and which we propose to deal with in the same way.

In view, therefore, of the facts that the money at present is lying idle and useless, and that interest has to be paid upon it notwithstanding its unproductiveness, and also that other works that could be constructed with it, and which, when constructed, would be of a reproductive character, are urgently required, the Government proposes a re-allocation of these unexpended balances, with the view of turning them to profitable account.

After all, it is largely a mere question of accounts, and if circumstances alter materially hereafter the moneys now proposed to be diverted can doubtless be replaced.

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#### MIDLAND RAILWAY.

Although this railway is not being constructed directly by the Government, the colony is so largely interested in the undertaking that I deem it desirable to make special reference to the progress being made with the work, as was done by my honourable predecessor last year.

At the south end of the Brunnerton-Belgrove Section of the railway the portion between Brunnerton and Mawheraiti (Little Grey), a distance of 31 miles 3 chains, has been opened for traffic; the further portion from Mawheraiti to the Slab Hut (or Tawhai), 4 miles 50 chains in length, is now ready for opening; and the construction of the remainder of the line to Reefton, 5 miles 30 chains in length, is well advanced.

A large slip at the mouth of the tunnel near Reefton has somewhat delayed the construction of the work, and necessitated the steepening of the grades. The alteration of the grades was made without obtaining the written consent of my predecessor, in terms of the contract, and the Company, on being written to on the subject, disputed the right of the Government to interfere in the matter of alterations of this nature. As, however, it turned out on inquiry that the alteration in question had been verbally mentioned to the late Engineer-in-Chief, and as, moreover, the department was aware that the same had been made, and had not objected to it, I allowed the matter to proceed, but I have taken steps to insure that in future no alterations shall be made unless the plans thereof have been approved beforehand in terms of the contract.

At the north end of the same section of the railway a contract has been let, called the Belgrove contract, 5½ miles in length, for the formation-works of the

railway from a junction with the Government line from Nelson to Belgrove, up to and including the long tunnel through the Spooner Range, and the works are progressing satisfactorily.

The estimated cost of this section, including the acquisition of the necessary land, probable extras on the contract, &c., is about £60,000, and the work is to be completed by the 3rd October, 1892. A bond for £20,000 has been entered into by the Company to insure that the expenditure on the section shall amount to at least £60,000, as provided by the Midland Railway Contract, and a cash deposit of £5,000 has also been taken to insure the due completion of the same, as required by "The Midland Railway Contract Act, 1890."

On the East and West Coast section of the railway but little new work has been put in hand during the year, the question of the deviation of the line near Lake Brunner, which was authorised on certain conditions by "The Midland Railway Contract Act, 1890," not having been finally settled until the 7th July last. The Company, however, let a contract for the Kotuku Section, 5 miles and 34½ chains in length, promptly on the deviation being assented to, and will, I understand, let further contracts shortly. Some difficulty arose as to compliance with the conditions that Parliament imposed in reference to the deviation, which resulted in negotiations of a somewhat lengthy nature, and it was only after considerable trouble that the matter was definitely settled. It is not necessary to go into details of these negotiations here. Suffice it to say that terms satisfactory to both the Government and the Company were ultimately agreed upon, while at the same time the wishes of Parliament were respected. A short piece of the line from Kaimata to Stony Creek, a distance of 1 mile 42 chains, has recently been completed and passed as safe and fit for traffic, thus bringing up the total length of completed line on this section of the railway to a little over 10 miles.

At the Springfield end of the same section of the railway no new works have, so far as the Government is aware, been put in hand during the late financial year; but the Springfield contract, which was let in January, 1890, is now nearing completion.

The Midland Railway contract was signed on the 3rd August, 1888; the contract time for the completion of the whole of the works contracted for being ten years from the date of the original contract entered into with the colonial syndicate on the 17th January, 1885, so that a period of less than three and a half years now remains before the whole railway from Springfield to Brunnerton and from Brunnerton to Belgrove should be completed and open for traffic.

The amount agreed upon as the estimated cost of the whole railway was £2,500,000, and the cost of the works so far completed and ready for traffic (estimated on the basis laid down in the contract) is in round figures £230,000. If we add to this a sum of £120,000 as the possible value (on the same basis) of the work so far done on the sections now under construction, we have a total sum of £350,000 as the approximate value (on the contract basis) of all the work so far done by the Company on its railway. This roughly represents about one-seventh of the whole work contracted for, leaving about six-sevenths, of the estimated value of £2,150,000, to be done in the remaining three and a half years of the contract term. From this it will be evident that the Company will have to proceed at a very much more rapid rate in the future than it has done in the past if the whole of the works contracted for are to be completed within the contract time, or anywhere near that time.

The land grants so far made to the Company under the contract total to an area of nearly 150,000 acres, of the estimated total value of about £115,000. The area granted during the late financial year was 74,526 acres, of an estimated value of £64,103.

Negotiations have been going on between the Government and the Company in regard to the question of mining reserves, and also as to the disposal of lands for settlement purposes. I have considered that the first step to be taken to conserve the auriferous lands for mining is to proclaim reserves amounting in the aggregate to say 250,000 acres out of the 750,000 acres which the contract allows us to reserve; the first selections being in the immediate vicinity of the

workings, and in localities where gold is known to exist, and where the land would be wanted for *bona fide* mining. The proclamation of these reserves is proceeding as rapidly as possible; two blocks have been already proclaimed, and the Company has not demurred to the fairness of the selections made. A further proclamation will be issued as rapidly as the plans can be prepared.

When these reserves are made the present regulations as to the disposal of lands for settlement can doubtless be modified. At the present time it takes several months before any land can be acquired. This is owing to the caution necessary to prevent auriferous lands being acquired by those who are ever on the watch for such an opportunity. For this the Company is in no way to blame. Persons who make the applications to them have selected land which is either auriferous or wanted for mining purposes, and they apply to the Company to purchase. When, however, reserves are made, the same caution will not be necessary, and land-selectors should be able to obtain land—at all events when the selections are advertised—within, at the most, three months from the date of selection.

#### KAIHU VALLEY RAILWAY.

This railway, which was constructed by the Kaihu Valley Railway Company under the provisions of the District Railways Acts, and mortgaged to the Government as security for a guarantee by the Crown of debentures issued by the Company to the amount of £47,000, was taken possession of on the 27th May, 1890, in consequence of non-payment by the Company of interest due on the guaranteed debentures referred to. With the view of affording the Company every opportunity of disposing of the railway on favourable terms, the Government refrained from exercising its powers of sale under the mortgage-deed until the 25th June last, on which date the line was offered for sale by public auction in Auckland, after notice of the proposed sale had been advertised in the chief cities of both New Zealand and Australia for a period of three months. As no eligible offer was received at that sale, the property was then directed to be sold under the conduct of the Registrar of the Supreme Court, in terms of the Property Law Consolidation Act, and was duly purchased on behalf of the Government at such sale (which was held on the 27th July last) for the sum of £1,000.

Since being taken over the line has been worked by the Public Works Department, and the receipts have covered the working-expenses. It is intended to submit to the House a Bill giving power to the Government to vest this railway in the Railway Commissioners, or to permit the Public Works Department to go on working it, pending arrangements being made as to its further extension.

It has been represented to the Government that if the line was extended another five miles or so it would open up a very large tract of good timber country, together with some very fair land suitable for settlement, and that with this extension the working of the line would become profitable. I am at the present time making further inquiries into this matter, and will apprise Parliament of the result of that inquiry before the session closes if possible.

#### HARBOURS.

For some time prior to the accession of the present Government to office the important harbour works at Westport and Greymouth were carried out nominally by Boards of local government officials at those places, but really under the direction of the Public Works or Marine Departments, the local Boards being mere dummy Boards appointed for the purpose of fulfilling the Westport and Greymouth Harbour Board Acts in the letter, while utterly violating them in the spirit. The Government decided that this state of affairs could not be allowed to continue, and the Boards were accordingly reconstituted and made independent of any Government control, except that specially provided for in the Harbour Acts.

During the year the Government has lost the services of the late Marine Engineer, Mr. C. Y. O'Connor having resigned that office in order to accept a

superior position under the Government of Western Australia. The Government does not intend to make any fresh appointment to this position, as it is considered that the duties of the office can very well be combined with those of the Engineer-in-Chiefship.

It is also proposed, with the view of effecting economy, to shortly amalgamate the Marine Department, so far at least as regards the construction and maintenance of lighthouses and harbour works and the inspection of machinery, with the Public Works Department.

### ROADS.

The total appropriation for the construction and improvement of roads last year was £181,112, and the expenditure thereon has been £71,683, while the liabilities existing at the close of the year amounted to £79,397, as follows:—

Classes of Work.	Appropriation.	Expenditure.	Liabilities.
	£	£	£
Main roads ... ..	14,130	9,904	3,590
Miscellaneous roads and bridges ... ..	18,733	12,489	4,687
Grants-in-aid ... ..	3,146	1,586	1,213
Roads to open up Crown lands before sale ... ..	46,570	24,285	24,676
Village special settlements ... ..	31,033	4,884	16,949
Roads to give access to North Island Main Trunk Railway ... ..	40,500	5,848	18,800
Roads on goldfields ... ..	27,000	12,687	9,482
Totals ... ..	£181,112	£71,683	79,397

### MAIN ROADS.

The expenditure on this class of roads has been devoted principally to maintenance purposes, although improvements of a permanent character have been made on some of them as far as the limited means at the disposal of the Government would permit.

In addition to the liability of £3,590, it is proposed to vote a sum of £11,160 for the current year, as the Government cannot at present hand over all these roads to the local bodies to maintain out of their own funds; but the time is not far distant when the whole amount required for their upkeep will have to be provided by the local authorities through whose districts they pass.

### MISCELLANEOUS ROADS AND BRIDGES.

Under this heading is included the Lyell Bridge, which is now finished; also the bridge over the Clutha at Cromwell, which is being constructed by the Clutha County Council under a £1 for £1 subsidy.

Further improvements have been made to the Pelorus, Rai Valley, and other arterial roads. Details of the expenditure and liabilities on these roads will be found in the report of the Surveyor-General and in the tables attached to this Statement. A vote of £15,200 is proposed for this class of roads.

### GRANTS-IN-AID.

The expenditure of £1,586 under this class was incurred wholly to provide work for the "unemployed." From January, 1889, to July, 1890, the Government was not called upon to provide relief work; but at the latter time it became necessary to start works in Canterbury and Otago, and the extension of road-works at Bealey Valley and at Catlin's River were therefore put in hand. Further works have recently been arranged for on roads near Pahiatua, in Wellington, and at Maruwhenua Pass, in Otago.

In view of the success that attended the adoption of the co-operative system on the Ngakawau Railway-works, it was decided to adopt the same system with the road-works at the Bealey. Previously the Government were paying 4s. 6d. per day to the men, and the result was that the State received but a poor return for its pittance, as no interest of course was taken in the work. Now the men—some seventy in number—are paid so much per chain for the work, and the



total cost has not exceeded what it would have been had the work been done by contract, and the men employed are well satisfied. Men who had been working under the old system, and who the overseers had considered were not able to do a fair day's work, and who were consequently not worth even the 4s. 6d. per day which they were paid, have turned out excellent work, and are moreover anxious and eager to do the work. Instead of being disappointed and complaining as they were in the past, they have been made happy and contented, and have been able to put by a little money. An entirely new phase has, in fact, been put upon the whole business.

It will be necessary to ask for a further vote this year in case work has to be found in districts where no authorised works are in progress. Efforts will be made to settle the men on small holdings in positions favourable to their obtaining work, and thus they will have a chance of becoming independent.

#### ROADS TO OPEN UP LANDS BEFORE SALE.

These roads, looked at from a settlement point of view, are at present the most important ones in the colony, as it is only by means of them that the remaining Crown lands, lying for the most part far inland in country to which there are only bush-tracks, can be profitably occupied by the settler. The funds provided yearly are utilised in making roads or tracks into unoccupied Crown lands, and, as settlement advances, in widening and improving such tracks, so as to more easily reach lands beyond.

It is proposed to ask for a vote of £3,800 for the current year for this purpose, and to supplement this by a vote of £30,000 out of the Consolidated Fund, as announced in the Financial Statement, and also by a loan to the Minister of Lands under the provisions of the Government Loans to Local Bodies Act Amendment Bill, if that Bill becomes law. It is expected that this expenditure will largely conduce to *bonâ fide* settlement.

Full details of the work done and of the lands opened up by these roads during the past year will appear in the annual report of the Survey Department.

#### VILLAGE SPECIAL SETTLEMENTS.

The expenditure of £4,884 under this class was incurred partly in providing roads in the vicinity of the settlements, and partly in making advances to the settlers for improvements effected on their holdings, in terms of the regulations under which they took up their lands. The proposed vote of £17,629 for the current year is to cover the estimated liabilities for further advances, which the settlers can claim, and for such local roads as the vote will permit.

#### ROADS TO GIVE ACCESS TO NORTH ISLAND MAIN TRUNK RAILWAY.

Good progress has been made with the work on these roads during the year, notwithstanding the exceptionally wet weather experienced. In addition to work done, several contracts have been prepared, and will be advertised as soon as funds are voted. During next summer it is expected that some important roads will be completed, affording, amongst other advantages, direct coach-communication between the termini of the northern and southern systems of railway.

On the Tunnel to Karioi Road nearly 3 miles of formation are approaching completion, 5 miles have been let by contract, and 6 miles have been let at piecework-rates to the Maoris living in the vicinity of Te Koura and Taumaranui, and the survey of the portion of the road from Mokau Station to Taumaranui, 43 miles, is well advanced towards completion.

On the Kuripapanga to Karioi Road nearly 5 miles of old road have been re-formed, and contracts comprising nearly 12 miles of dray-road are finished, besides about 5 miles of open country tussocked and levelled off.

On the Hunterville to Turangarere Road an engineering survey has been made, 15½ miles have been constructed, 5½ miles are under contract, and plans and specifications are ready for tenders for the remaining 14½ miles to Turangarere, as soon as funds are voted. This will complete the road-communication between Hunterville and the Murimotu Country.

On the Turangarere to Tokaanu Road the grade-survey of 33 miles is com-  
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pleted and the Tongariro Bridge is finished. Four miles of road-formation have been let to Maori contractors, and tenders have been accepted for a further 7 miles. Tenders are also invited for  $3\frac{1}{2}$  miles more. This will complete the most difficult part of the road, the remainder being an open plain. It is expected that the route will be completed for wheeled traffic during next summer.

The Rotoaira to Waimarino and Ohakune to Pipiriki Roads have been improved and maintained, and a quantity of timber has been cut for bridges and culverts. The latter road is now under survey, preparatory to calling for tenders.

The Mangaroa-Stratford Road is surveyed to the extent of 41 miles, and 6 miles of formation are under contract at the Mangaroa end, and 5 miles at the Stratford end. Plans are almost ready for tenders for 11 miles further.

With the view of further opening-up the Waimarino Country by means of the Wanganui River—which is the natural highway to very much of it—our predecessors last year entered into a contract for a weekly steam-service between Wanganui, Pipiriki, and wayside places, for a term of four years, commencing from January next, for a total sum of £2,000, payable in certain proportions each year. Under this contract the mails will be carried free of charge, and passengers and cargo will be carried at reasonable rates. A special steamer for the work is being built by private enterprise in England, under Government supervision, and will arrive shortly.

#### ROADS ON GOLDFIELDS.

These roads have been constructed partly out of loan and partly from the Consolidated Fund. The expenditure out of loan on works of this nature last year amounted to £12,687, and the liability on works in progress at the end of March last was £9,482. It is intended to ask the House this year for a total appropriation of £30,550 to complete the works now in progress, and for the construction of roads and tracks, and other works in connection with the development of the mineral resources of the colony, and also for granting assistance to local bodies in the construction of roads and minor works on goldfields.

#### PUBLIC BUILDINGS.

The total appropriation for public buildings and domains last year was £124,136, namely, £67,015 under the Consolidated Fund, and £57,121 under the Public Works Fund, and the expenditure thereunder during the year has amounted to £59,020 and £22,819 respectively, while liabilities existed on the 31st March last to the amounts of £7,753 and £27,082 in addition.

More than half the expenditure under the Consolidated Fund was devoted to school buildings, the remainder having been incurred in enlarging, improving, and keeping in repair the very numerous public buildings throughout the colony.

The principal works in hand during the year chargeable to loan funds have been the new Lunatic Asylum at Porirua, a contract for which was signed on the 7th February last, the contract sum being £17,383, and the new Judicial and Police Buildings at Dunedin, which have just been completed at a total cost of about £6,700.

In addition to these works a new Courthouse has been erected at Kaiapoi, a new Customhouse at Greymouth, further progress has been made with the new prisons at Auckland and Wellington, the Stamp Printing Office at Wellington has been completed, extensive sanitary improvements have been made at the Lunatic Asylum at Auckland, and the Asylum at Sunnyside (Christchurch) has been restored, while several other works of a minor character have also been carried out.

We ask this year for a total appropriation for Public Buildings and Domains of £133,775, of which amount £52,950 is proposed to be charged to the Consolidated Fund, and £80,825 to the Public Works Fund. The details of the proposed appropriations under the Consolidated Fund have been before honourable members for some time; it will, therefore, probably be sufficient to state here that £26,000 of the amount is proposed to be expended on school buildings, £26,050 on

ordinary maintenance and repairs of Government buildings throughout the colony, and £900 on keeping in order the Government Domains at Auckland and Wellington.

Under the Public Works Fund provision has been made for a vote of £7,500 for school buildings, to supplement the vote for the same purpose already provided for on the Consolidated Fund Estimates; for enlarging the Government Printing Office, to provide accommodation urgently required to take the place of that destroyed some short time since by the fire at the old office; also for completing the Lunatic Asylum at Porirua, and for some additions and improvements at the asylums at Auckland, Sunnyside, and Seacliff; for a new telegraph office at Invercargill, new Courthouses at Hastings, Danevirke, and Mongonui; for a grant-in-aid towards the cost of a new hospital building at Dunedin, and sundry other smaller works.

### HARBOUR DEFENCES.

Provision was made last year by a vote of £3,000 out of the Public Works Fund for *matériel* of war from England (partly in fulfilment of contracts entered into by previous Governments, and partly to complete equipments), as well as for certain miscellaneous charges which could not properly be debited against the vote on the Consolidated Fund for prison-labour and material in connection with the defence works. The expenditure out of this vote during the year amounted to £2,477.

The liabilities on the 31st March last were £3,710 upon *matériel* and miscellaneous charges, which will require to be covered by a vote out of Loan Fund; £1,600 of this amount is represented by an award of the Compensation Court for land taken for the Torpedo Dépôt, at the North Shore, Auckland.

The value of lands acquired, owing to the exigencies of negotiations, in excess of actual requirements, and of the engines, plant, &c., on the works, amounts, at a low valuation, to about £10,000. This sum is an asset against the cost of the defences, and against the liabilities at any date at which the works may be discontinued.

The total expenditure out of both Consolidated and Public Works Funds on harbour-defences up to the 31st March last, together with the liabilities at that date, amount to, in round numbers, £475,000, of which £240,000 represents cost of *matériel* of war from England and miscellaneous charges connected therewith, and £235,000 the cost of works in the colony. Of this latter sum about £36,500 represents cost of land, and the balance, £198,500, the cost of forts, batteries, submarine defences, steam-launches, and all other charges.

A return giving, in tabular form, particulars of the total expenditure upon the harbour defences of the colony, from the first steps taken up to the present date, will be separately laid before Parliament.

In order to enable me to decide upon the policy to be pursued as regards the defences, I have during the recess made a minute and careful inspection of the whole of the batteries and other works at each of the four fortified ports, and have also studied the proposals of the experienced officers of the Royal Engineers who have from time to time specially advised upon the defences of the colony. To a very considerable extent I find that the recommendations of these officers have been carried out, and the greater portions of the powerful armaments ordered from England have been emplaced in well-constructed batteries, with proper magazines, casemates, and other accessories, while satisfactory progress has also been made with the dépôts, equipment, and preparations for the submarine mining and torpedo defences. The vote proposed for the present year provides only for those works which it is absolutely necessary to carry to completion in order to put the defences of the harbours in a fairly-sound position. In this connection Auckland has been specially regarded by the Imperial authorities as a possible naval base in these seas; and it is therefore advisable that the colony should, as far as possible, endeavour to justify the selection by providing such efficient defences to the harbour as will enable Her Majesty's ships to confidently take advantage of it. The same argument to a

large extent applies to Wellington also; and more especially in view of the recent special augmentation of the Australian Squadron and permanent stationing of war-vessels in New Zealand waters.

## MISCELLANEOUS CHARGES ON LOAN FUNDS.

### PURCHASE OF NATIVE LANDS.

Inclusive of a credit of £5,000 from Part II., the amount voted last year for the purchase of Native lands in the North Island generally, under Part I. of the Public Works Fund, was £10,252, the actual expenditure during that period being £9,011. The result of this expenditure has been to close up the purchase of between 8,000 and 9,000 acres, which are now available for settlement, and to advance towards completion the purchase of various other blocks of land covering an area of about 600,000 acres, special attention having been directed towards closing up negotiations for such lands as are more or less well adapted to the purposes of settlement.

The Hon. the Native Minister has also recently completed the purchase of some further lands to the extent of 35,281 acres, at an expenditure of £13,600, in the following districts, namely: Coromandel and Thames, 4,144 acres; Waikato, 22,360 acres; Waikanae, Wellington, 8,777 acres.

That no purchases have been completed during the year under Part II. within the area described in the Second Schedule to "The North Island Main Trunk Railway Loan Application Act Amendment Act, 1889," is due to the backward and complicated state of the titles. The purchase of nine blocks, portions of the large Rohe Potae Block, containing in the aggregate about 200,000 acres, has, however, been commenced, and is now being proceeded with as circumstances permit. The total number of owners, many of whom are under disability as minors, in these nine blocks, is 2,129, of whom 148 have, so far, signed the deeds of sale to the Crown. For various reasons the majority of the owners are at present more or less averse to land sales.

At the southern end of the railway area the principal block, Awarua, has not been sufficiently advanced in the Native Land Court to admit of negotiations being commenced; but within the past few months the purchase of the adjoining blocks, Te Kapua and Pohonuiatane, have been vigorously pushed on with, and these lands, containing about 55,000 acres, will be available for settlement within a very short period.

The expenditure under Part II. during the year was £13,913, which includes £5,000 transferred to Part I., as explained above, and survey costs amounting to £3,800.

It is the intention of the Government to ask for a further allocation of £14,000 for general land purchases outside the North Island Main Trunk Railway area, to enable the acquisition of valuable lands for settlement purposes in different parts of the North Island to be undertaken.

### IMMIGRATION.

The acceptance of nominations for passages was discontinued on the 16th December, 1890, and notice to that effect was published in the *Gazette* of the 18th of the same month.

The number of immigrants introduced under the regulations, during the year 1890–91, was 147, the total cost of their passages being £1,943, of which amount £1,250 was paid by the nominators in the colony and £10 by the immigrants themselves, in London.

Since the 1st April last fourteen persons have been provided with passages, and the number of nominations still on the books is forty.

### WATERWORKS ON GOLDFIELDS.

The expenditure under this heading out of loan last year was £821 only. We propose to ask for a vote for this year of £6,000, to be applied towards the construction of water-races and reservoirs, and also for granting assistance to private enterprise in constructing works of a similar character.

## TELEGRAPH EXTENSION.

The expenditure out of loan on account of telegraph construction, and for the extension of telephone exchanges throughout the colony, amounted during the last financial year to £16,292; and of this sum an amount of £8,999 was expended on the telephone exchanges, making their capital cost at the close of the year £72,365.

Of the new lines erected during the year for the extension of telegraph communication the most important are those to Waipiro, to Kaitaia, to Kuaotunu, to Waikoikoi, to Ararimu, and from Makaretu to Ongaonga, from Charleston to Addison's, from Queenstown to Glenorchy, and from Lumsden to Mossburn. In all these extensions the lines have been brought into operation by means of telephones.

In the estimates for the present year's expenditure provision has been made for a second wire from Mohaka to Wairoa, and for extensions of lines from Makaretu to Ashley-Clinton, from Maraekakaho to Hastings, from Gimmerburn to Eweburn and Naseby, from Riccarton to Christchurch, from Geraldine to Woodbury, from Christchurch to Taitapu, from Kawakawa to Towai, from Auckland to Pakuranga, from Karangahake to Waihi, from Wellington to Petone and Hutt, from Marton to Hunterville, from Feilding to Awahuri, for the reconstruction of the Charleston line, and for an additional wire from Westport to Reefton.

## CONCLUSION.

After having enumerated the various railway and other works upon which we purpose to expend the moneys available, I feel certain that I have not given satisfaction, but that the dissatisfaction will have arisen not so much from the manner of the distribution, as from the fact that the moneys available are so small and the wants so great.

However, the amounts now proposed to be appropriated must be regarded as merely instalments on account, and as moneys are from time to time available from the conversion of our loans and other sources, so our public works can be extended and completed.

It is the intention of the Government to place the works to be gone on with in hand as expeditiously as possible, so as to get the greater part of the same done in the summer months. The work will thus be done much cheaper, and by being placed in the market at once will provide the much needed employment for our working population.



PUBLIC WORKS STATEMENT, 1891.

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LIST OF TABLES ATTACHED TO STATEMENT.

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**Table A—Public Works Fund, Part I.**—Condition on 31st March, 1891, with proposals for 1891–92.

**Table B—Public Works Fund, Part II.**—Condition on 31st March, 1891, with proposals for 1891–92.

**Table C—Public Works Fund, Part III.**—Condition on 31st March, 1891, with proposals for 1891–92.

**Table D—General Summary.**—Showing total expenditure under Public Works Fund on all classes of work for the years 1880–81 to 1890–91, and the proposed expenditure on same for the year 1891–92.

NOTE.—An index of the ordinary Departmental tables and appendices follows the tables above referred to.





Table A.

[To accompany Public Works Statement of 8th September, 1891.]

## PUBLIC WORKS FUND.—PART I.

Classes	Description of Work.	(1) Allocations as determined in July, 1890.	(2) Expendi- ture during Year ending 31st March, 1891.	(3) Balances of Allocations unex- pended on 31st March, 1891.	(4) Readjustment of Allocations now proposed		(5) Unex- pended Balances of Allocations as thus readjusted	(6) Liabilities on 31st March, 1891.	(7) Year ending 31st March, 1892.		(8) Balances which will thus remain available for further Under- takings in succeeding Years.
					Additions.	Reductions.			Amounts proposed to be voted for actual Ex- penditure.	Total Amount proposed to be authorised.	
		£	£	£	£	£	£	£	£	£	£
I.	Immigration .. .. .	2,963	1,823	1,140	..	..	1,140	1,000	1,140	1,140	..
II.	Public Works, Departmental .. .. .	2,000	700	1,300	..	..	1,300	..	700	700	600
II.	Railways .. .. .	13,700	3,005	10,695	..	352	10,343	1,203	7,550	9,850	493
IV.	Roads:—										
	Main Roads .. .. .	12,630	9,905	2,725	12,025	..	14,750	3,590	14,750	14,750	..
	Miscellaneous Roads and Bridges .. .. .	17,091	12,489	4,602	10,598	..	15,200	4,686	15,200	15,200	..
	Grants-in-aid .. .. .	3,046	1,586	1,460	4,875	..	6,335	1,213	6,335	6,335	..
	Roads to open up Lands before Sale .. .. .	42,370	24,285	18,085	..	14,285	3,800	24,676	3,800	3,800	..
	Village Settlements .. .. .	22,513	4,884	17,629	..	..	17,629	16,949	16,949	17,629	..
	Roads on Goldfields .. .. .	27,000	12,687	14,313	16,237	..	30,550	9,482	29,750	30,550	..
	Total Roads .. .. .	124,650	65,836	58,814	43,735	14,285	88,264	60,596	86,784	88,264	..
V.	Waterworks on Goldfields .. .. .	645	821	Dr. 176	6,176	..	6,000	..	6,000	6,000	..
VI.	Purchase of Native Lands, North Island .. .. .	5,252	4,012	1,240	14,000	..	15,240	..	15,240	15,240	..
VII.	Telegraph Extension .. .. .	17,226	16,292	934	11,066	..	12,000	3,006	12,000	12,000	..
VIII.	Public Buildings:—										
	Departmental Offices .. .. .	3,350	2,880	470	12,505	..	12,975	467	8,975	12,975	..
	Judicial .. .. .	21,150	9,892	11,258	2,242	..	13,500	5,429	12,500	13,500	..
	Post and Telegraph .. .. .	3,500	708	2,792	5,208	..	8,000	590	8,000	8,000	..
	Customs .. .. .	642	409	233	..	..	233	19	100	100	133
	School Buildings .. .. .	..	..	..	7,500	..	7,500	..	7,500	7,500	..
	Lunatic Asylums .. .. .	27,934	8,930	19,004	11,746	..	30,750	20,577	22,250	30,750	..
	Hospitals and Charitable Institutions .. .. .	120	..	120	7,880	..	8,000	..	4,000	8,000	..
	Total Public Buildings .. .. .	56,696	22,819	33,877	47,081	..	89,958	27,082	63,325	80,825	133
IX.	Lighthouses, Harbour Works, and Defences:—										
	Harbour Works .. .. .	193	189	4	..	4	..	..	..	..	..
	Harbour Defences .. .. .	3,000	2,477	523	6,477	..	7,000	3,710	7,000	7,000	..
	Total Lighthouses, &c. .. .. .	3,193	2,666	527	6,477	4	7,000	3,710	7,000	7,000	..
X.	Rates on Native Lands .. .. .	5,000	8,250	Dr. 3,250	3,250	..	..	..	..	..	..
XI.	Thermal Springs .. .. .	2,350	2,587	Dr. 237	637	..	400	11	400	400	..
	Totals .. .. .	233,675	128,811	104,864	132,422	14,641	222,645	..	200,139	221,419	1,226
	Recoveries on account of services of previous years:—										
	From Ohinemuri County .. .. .	..	Cr. 395	395	..	395	..	..	..	..	..
		233,675	128,416	105,259	132,422	15,036	222,645	96,608	200,139	221,419	1,226
	Receipts in aid:—										
	Under "Ellesmere Lake Lands Act, 1888" .. .. .	..	..	4,262	..	4,262	..	..	..	..	..
	Under "Government Loans to Local Bodies Act, 1886" .. .. .	..	..	1,024	..	1,024	..	..	..	..	..
	Under Section 15, "Public Works Act, 1882" .. .. .	..	..	100	..	100	..	..	..	..	..
	Grand totals .. .. .	..	..	110,645	132,422	20,422	222,645	96,608	200,139	221,419	1,226

\* Includes £112,000 released Sinking Funds.

Table B.

[To accompany Public Works Statement of 8th September, 1891.]

## PUBLIC WORKS FUND.—PART II.

Classes.	—	(1.) Allocations as determined in July, 1890.	(2.) Expenditure during Year ending 31st March 1891.	(3.) Balances of Allocations unexpended on 31st March, 1891.	(4.) Readjustment of Allocations now proposed (July, 1891).		(5.) Unexpended Balances of Allocations as thus adjusted (July, 1891).	(6.) Liabilities, 31st March, 1891.	(7.) Year ending 31st March, 1892.		(8.) Balances which will thus remain available for further Undertakings in succeeding Years.
					Additions.	Reductions.			Amount proposed to be voted for actual Expenditure.	Total Amount proposed to be authorised.	
I.	Departmental .. .. .	£ 6,000	£ 800	£ 5,200	£ ..	£ ..	£ 5,200	£ ..	£ 800	£ 800	£ 4,400
II.	Railway Construction :—										
	Construction, north end .. .. .	187,477	9,148	177,160	..	15,348	161,812	369	20,000	65,000	28,812
	" south end .. .. .		1,169					25,734	40,000	65,000	
	Surveys .. .. .		..					..	3,000	3,000	
	Permanent-way, sleepers and rolling-stock—										
	North end .. .. .	55,264	..	55,264	..	..	55,264	..	..	..	55,264
	South end .. .. .										
	Total Railways .. .. .	242,741	10,317	232,424	..	15,348	217,076	26,163	63,000	133,000	84,076
III.	Roads to give access to Railway :—										
	North end .. .. .	40,000	1,322	34,467	15,033	..	49,500	7,566	49,500	49,500	..
	South end .. .. .		4,211					11,049			
	Payment of " thirds " and " fourths " to Local Bodies under " Land Act, 1885 " (to be recouped out of North Island Main Trunk Railway Loan Application Act Deposit Account) .. .. .	500	315	185	315	..	500	185	500	500	..
	Total Roads .. .. .	40,500	5,848	34,652	15,348	..	50,000	18,800	50,000	50,000	..
IV.	Purchase of Native lands .. .. .	97,744	13,913	83,831	..	..	83,831	..	83,831	83,831	..
	Total .. .. .	386,985	30,878	356,107	15,348	15,348	356,107	44,903	197,631	267,631	88,476

Table C.

[To accompany the Public Works Statement of 8th September, 1891.]

## PUBLIC WORKS FUND.—PART III.

Name of Railway, &c.	(1.) Allocations as determined (July, 1890).	(2.) Expendi- ture during Year ending 31st March, 1891.	(3.) Balances of Allocations unex- pended on 31st March, 1891.	(4.) Readjustment of Allocations now proposed		(5.) Unex- pended Balances of Allocations as thus readjusted.	(6.) Liabilities on 31st March, 1891.	(7.) Year ending 31st March, 1892.		(8.) Balances which will thus remain available for further Undertakings in succeeding Years.
				Addi- tions.*	Reduc- tions.			Amount proposed to be voted for actual Expenditure.	Total Amount proposed to be authorised.	
	£	£	£	£	£	£	£	£	£	£
Whangarei-Kamo Extension	..	..	..	23,000	..	23,000	..	10,000	23,000	..
Helensville northward ..	51,133	10,839	40,294	..	11,000	29,294	21,384	25,000	25,000	4,294
Penrose, double line ..	23,000	..	23,000	..	23,000	..	..	..	..	..
Grahamstown—Te Aroha ..	33,069	973	32,096	..	..	32,096	136	20,000	32,000	96
Putaruru-Rotorua ..	40,510	21,081	19,429	15,571	..	35,000	19,268	30,000	35,000	..
Woodville—Palmerston ..	38,310	35,615	2,695	4,305	..	7,000	4,642	7,000	7,000	..
Eketahuna—Woodville ..	2,711	817	1,894	15,106	..	17,000	1,585	10,000	17,000	..
Blenheim—Awatere ..	27,237	11,279	15,958	..	6,923	9,035	7,358	9,000	9,000	35
Greymouth—Hokitika ..	18,668	827	17,841	8,159	..	26,000	11,355	20,000	26,000	..
Otago Central ..	29,939	†25,456	4,483	26,010	..	30,493	3,042	15,000	30,000	493
Catlin's River ..	26,321	7,426	18,895	3,105	..	22,000	14,511	20,000	22,000	..
Riversdale—Switzer's ..	18,615	..	18,615	..	18,615	..	..	..	..	..
Edendale—Fortrose ..	10,428	2,302	8,126	..	8,000	126	110	126	126	..
Seaward Bush ..	3,961	..	3,961	8,039	..	12,000	..	5,000	12,000	..
Additions to opened railways	12,928	†13,371	Dr. 443	43,443	..	43,000	..	43,000	43,000	..
Permanent-way, sleepers, and rolling-stock	82,249	36,712	45,537	14,463	..	60,000	15,485	40,000	60,000	..
Departmental ..	7,706	8,764	Dr. 1,058	7,358	..	6,300	..	6,300	6,300	..
Surveys, new lines ..	21	..	21	979	..	1,000	..	1,000	1,000	..
Totals ..	426,806	175,462	251,344	169,538	67,538	333,334	98,876	261,426	348,426	4,918
Estimated receipts ..	..	..	14,000	..	14,000	..	..	..	..	..
	..	..	265,344	169,538	81,538	333,344	98,876	261,426	348,426	4,918

\* Includes £88,000 released Sinking Funds.

† Includes £10 unauthorised.

‡ Includes £443 unauthorised.

Table D.

[To accompany Public Works Statement of 8th September, 1891.]

## GENERAL SUMMARY.

Showing EXPENDITURE under PUBLIC WORKS FUND, 1880-81 to 1890-91, and PROPOSED EXPENDITURE, 1891-92, &amp;c.

Class.	Description of Services.	Expenditure.											Amounts proposed to be voted for Expenditure during the Year ending 31st March, 1892.
		1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	
	SERVICES AT PRESENT CHARGED TO PART I. OF THE PUBLIC WORKS FUND.	£	£	£	£	£	£	£	£	£	£	£	£
I.	Immigration .. .. .	29,701	4,334	3,999	107,041	57,148	11,675	12,454	15,598	8,791	867	1,823	1,140
II.	Public Works Departmental* .. .. .	..	..	..	..	..	..	12,896	6,089	6,458	..	700	700
III.	Railways† .. .. .	..	..	..	..	..	..	16,729	1,408	4,762	7,976	3,005	7,550
IV.	Roads:—												
	Roads North of Auckland .. .. .	43,773	17,022	7,929	17,566	34,571	33,163	30,738	3,138	264	267	..	..
	Main Roads .. .. .	83,501	92,519	111,603	31,809	30,380	26,833	22,294	13,756	10,968	12,799	9,905	14,750
	Miscellaneous Roads and Bridges .. .. .	..	..	..	61,635	37,165	37,615	39,748	25,989	26,748	19,998	12,489	15,200
	Grants-in-Aid .. .. .	..	..	..	106,399	149,982	138,045	81,264	57,632	26,913	2,172	1,586	6,335
	Roads to open up Lands .. .. .	52,152	35,936	81,634	84,631	49,314	61,794	57,157	61,488	21,954	28,160	24,285	3,800
	Village Settlements .. .. .	..	..	9,439	26,602	15,631	31,622	1,891	12,053	10,770	7,345	4,884	16,949
	Roads on Goldfields .. .. .	..	..	..	..	..	..	32,625	25,053	7,015	13,290	12,687	29,750
	Miscellaneous .. .. .	51,117	129	..	..	..	..	..	..	..	..	..	..
	Total, Roads .. .. .	230,543	145,606	210,605	328,642	317,043	329,072	265,717	199,109	104,542	83,878	65,441	86,784
V.	Waterworks on Goldfields .. .. .	16,577	13,272	6,824	16,596	8,029	9,032	7,665	1,016	55	284	821	6,000
VI.	Purchase of Native Lands, North Island .. .. .	56,887	37,912	29,844	24,480	70,572	34,545	18,457	1,515	5,089	4,144	4,012	15,240
VII.	Telegraph Extension .. .. .	43,783	7,485	18,654	19,532	25,799	36,010	18,952	22,984	12,047	16,346	16,292	12,000
VIII.	Public Buildings:—												
	Parliamentary .. .. .	..	..	5,331	8,416	183	..	8	24	..	..	..	..
	General Departmental Offices .. .. .	..	..	..	..	..	..	947	12,742	14,588	7,256	2,880	8,975
	Judicial .. .. .	55,402	16,259	16,743	22,652	12,227	11,106	15,875	8,273	8,228	11,246	9,892	12,500
	Post and Telegraph .. .. .	9,336	1,752	9,939	22,616	8,955	4,880	2,772	2,227	82	1,376	708	8,000
	Customs .. .. .	..	..	193	1,659	830	99	..	..	..	18	409	100
	Survey .. .. .	..	..	20	34	..	461	..	..	..	..	..	..
	Quarantine Station .. .. .	..	971	996	848	313	123	274	..	..	..	..	..
	Lunatic Asylums .. .. .	39,604	26,695	31,652	58,047	24,992	4,007	13,694	23,107	10,242	15,717	8,930	22,250
	Miscellaneous .. .. .	..	..	..	34	..	..	..	..	..	..	..	..
	Hospitals and Charitable Institutions .. .. .	2,219	140	64	256	3,792	3,299	4,421	4,156	673	Cr. 140	..	4,000
	School-buildings .. .. .	99,173	82,535	88,134	49,814	66,069	62,884	51,607	40,000	779	..	..	7,500
	Total, Public Buildings .. .. .	205,734	128,352	153,072	164,376	117,361	86,859	89,598	90,529	34,592	35,473	22,819	63,325
IX.	Lighthouses, Harbour Works, and Harbour Defences:—												
	Lighthouses .. .. .	..	2,397	4,724	6,730	7,382	300	3,272	2,866	2,504	1,552	..	..
	Harbour Works .. .. .	24,512	18,810	19,874	29,591	17,050	6,508	6,004	500	Cr. †5,000	..	189	..
	Harbour Defences .. .. .	904	..	..	7,213	9,601	127,167	139,429	73,459	50,089	7,293	2,477	7,000
	Total, Lighthouses, &c. .. .. .	25,416	21,207	24,598	43,534	34,033	133,975	148,705	76,825	47,593	8,845	2,666	7,000
	Contingent Defence .. .. .	154,000	133,219	..	..	..	25,000	12,500	..	..	..	..	..
X.	Rates on Native Lands .. .. .	..	..	..	..	..	..	25,139	8,446	10,304	5,874	8,250	..
XI.	Thermal-Springs .. .. .	..	..	..	..	..	..	7,814	2,999	935	..	2,587	400
XII.	Charges and Expenses raising Loans .. .. .	..	..	..	..	..	..	..	..	28,758	3,084	..	..
	Advance to Westport Harbour, repayable .. .. .	..	..	..	..	..	..	..	14,336	Cr. †14,336	..	..	..
	Unauthorised—Raising Dredge, repayable .. .. .	..	..	..	..	..	..	..	..	..	589	..	..
	Unallotted .. .. .	..	..	..	..	..	..	..	..	..	..	..	..
	Totals for the Services at present charged to Part I. of Public Works Fund .. .. .	762,641	491,387	447,596	704,201	629,985	666,168	636,626	440,854	249,590	167,360	128,416	200,139
	OTHER SERVICES.												
	Railways:—												
	Construction Works, including Rails, Sleepers, and Rolling-stock, and Additions to Open Lines .. .. .	950,395	432,524	436,054	662,046	663,063	537,196	432,349	402,318	267,315	206,596	177,015	318,126
	Roads to give access to North Island Trunk Railway .. .. .	..	..	..	..	..	6,832	12,900	20,410	1,898	248	5,848	50,000
	Purchase of District Railways .. .. .	..	..	..	..	..	188,300	166,187	..	..	75,000	..	..
	Purchase of Native Lands, North Island .. .. .	..	..	..	..	..	..	70,379	24,129	3,983	24,050	13,913	83,831
	Unallotted .. .. .	..	..	..	..	..	..	..	..	..	..	..	..
	Total charge to Railways (except the small items in Part I.) .. .. .	950,395	432,524	436,054	662,046	663,063	732,328	681,815	446,857	273,196	305,894	196,776	451,957
	Miscellaneous, including Charges and Expenses raising Loans, Interest and Sinking Fund, Public Works Departmental .. .. .	206,605	26,808	13,387	43,341	43,673	76,890	15,043	78,448	91,153	{ 12,294 } { †3,084 }	9,564	7,100
	Total, Other Services .. .. .	1,157,000	459,332	449,441	705,387	706,742	809,218	696,858	525,305	364,349	315,104	206,340	459,057
	Grand Total .. .. .	1,919,641	950,719	897,037	1,409,588	1,336,727	1,475,386	1,333,484	966,159	†613,939	482,464	334,756	659,196

\* Up to 1886-87 this item was not subdivided, and is included under item "Miscellaneous," at foot of table.

† These are isolated items of railways not covered by loan of 1886. Up to 31st March, 1886, all expenditure on railways was included under one heading.

‡ These credits are recoveries on account of expenditure of previous years, amounting to, in 1888-89, £19,426; 1889-90, £3,237; 1890-91, £395.

# PUBLIC WORKS STATEMENT, 1891.

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#### *Enclosures with Appendix G.*

1. Table of Lengths of Government Railways authorised, constructed, and surveyed up to 31st March, 1891.
2. Diagrams showing Miles of Government Railway opened in the North and Middle Islands, year by year since 1872.
3. Maps of the North and Middle Islands, showing Railways opened and in progress.

TABLE NO. 1.

SUMMARY showing the TOTAL EXPENDITURE on PUBLIC WORKS and OTHER SERVICES out of Immigration and Public Works Fund to 31st March, 1891, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1890.	Expenditure during 12 Months ended 31st March, 1891.	Total Expenditure to 31st March, 1891.	Liabilities on Authorities, Contracts, &c. 31st March, 1891.	Total Expenditure and Liabilities.	Works.
2 3, 4, 5 6 7 8 9 ... 18 of 1878 11 of 1877 ... ... ... ... ... ... ...	Railways ... Roads ... Water-supply on goldfields ... Telegraphs ... Public buildings ... Lighthouses, harbour works, and harbour defences ... Departmental ... Coal-exploration and mine-development ... Aiding works on Thames Goldfields ... Immigration ... Purchase of Native land ... Defence ... Charges and expenses of raising loans ... Interest and sinking fund ... Rates on Native lands ... Thermal Springs ... Totals ... \$ Less Recoveries on account of services of previous years, £1,419 7s. 4d. ... Receipts under section 15, "Public Works Act, 1882," £99 10s. ... Receipts under "Government Loans to Local Bodies Act, 1886," £25,000 ... GRAND TOTALS ...	£ s. d. *13,924,072 8 3 3,552,998 12 7 510,280 7 6 590,356 1 9 1,757,965 9 6 879,151 10 0 341,905 6 8 10,835 8 0 59,000 0 0 2,143,326 18 11 1,178,553 16 0 429,718 19 3 1,021,472 6 9 218,500 0 0 49,763 15 5 11,748 5 11 26,670,649 6 6	£ s. d. †180,020 13 6 71,683 3 2 820 11 5 16,291 14 0 22,819 17 7 2,666 2 11 10,264 9 6 ... ... 1,823 9 1 17,924 16 6 ... ... ... 48,249 17 8 2,586 19 11 335,151 15 3	£ s. d. 14,104,093 1 9 \$3,624,681 15 9 511,100 18 11 606,647 15 9 1,786,785 7 1 881,817 12 11 352,169 16 2 10,835 8 0 50,000 0 0 2,145,150 8 0 1,196,478 12 6 429,718 19 3 1,021,472 6 9 218,500 0 0 58,013 13 1 14,335 5 10 27,005,801 1 9	£ s. d. 126,181 19 1 79,396 4 10 ... 3,005 14 5 27,582 3 11 3,710 9 0 ... ... 1,000 0 0 ... ... ... ... 10 10 10 240,387 2 1	£ s. d. 142,302,275 0 10 3,704,078 0 7 511,100 18 11 609,633 10 2 1,807,897 11 0 885,538 1 11 352,169 16 2 10,835 8 0 50,000 0 0 2,146,150 8 0 1,196,478 12 6 429,718 19 3 1,021,472 6 9 218,500 0 0 58,013 13 1 14,345 16 8 27,246,188 3 10	Railways. Roads. Water-supply on goldfields. Telegraphs. Public buildings Lighthouses, harbour works, and harbour defences. Departmental. Coal-exploration and mine-development. Aiding works on Thames Goldfields. Immigration. Purchase of Native land. Defence. Charges and expenses of raising loans Interest and sinking fund. Rates on Native lands. Thermal Springs. Totals. \$ Less Recoveries on account of services of previous years, £1,419 7s. 4d. Receipts under section 15, "Public Works Act, 1882," £99 10s. Receipts under "Government Loans to Local Bodies Act, 1886," £25,000. GRAND TOTALS.

\* Exclusive of value of provincial railways taken over by Government. † Includes £1,009, 5s. 2d. charged as "Unauthorised." ‡ Includes £630 charged as "Unauthorised."

Public Works Department, 11th July, 1891.

G. J. CLAPHAM,  
Accountant.

TABLE No. 2.  
TOTAL EXPENDITURE on RAILWAYS to 31st March, 1891, and LIABILITIES on that Date.

LINES OF RAILWAY.	Total Expenditure by General Government, 31st March, 1890.	EXPENDITURE DURING YEAR 1890-91 (INCLUDING £15,317 7s. 8d. DISTRIBUTED FROM STOCK).										Total Expenditure by General Government to 31st March, 1891.	LIABILITIES.			Total Expenditure by General Government, and Liabilities, 31st March, 1891.	Valuation of Works constructed by Provinces.	Total Expenditure and Liabilities, 31st March, 1891.	LINES OF RAILWAY.
		New Works.			Works on Open Lines (including Land-claims and other Old Liabilities).			Surveys.	Rolling-stock.		New Works.		Land-claims and other Old Liabilities.	Total Liabilities.					
		Construction.	Permanent- way.	Total New Works.	Works on Open Lines, &c.	Permanent- way.	Total Works on Open Lines, &c.		Additions to.	Reductions from.									
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Kawakawa .. .. .	90,235 8 4	..	..	..	..	..	..	..	..	..	90,235 8 4	..	34 0 0	34 0 0	90,269 8 4	..	90,269 8 4	Kawakawa.	
Whangarei to Kamo .. .. .	70,095 9 3	..	..	..	..	..	..	..	..	..	70,095 9 3	..	..	..	70,095 9 3	..	70,095 9 3	Whangarei to Kamo.	
Helensville Northwards .. .. .	32,103 17 3	10,839 5 6	..	10,839 5 6	85 3 6	..	85 3 6	..	..	..	43,028 6 3	21,384 8 9	..	21,384 8 9	64,412 15 0	..	64,412 15 0	Helensville Northwards.	
Kaipara to Waikato .. .. .	1,323,024 1 9	..	..	..	168 17 6	..	168 17 6	..	..	..	1,323,192 19 3	..	..	..	1,323,192 19 3	..	1,323,192 19 3	Kaipara to Waikato.	
Cambridge Branch .. .. .	56,350 13 7	..	..	..	..	..	..	..	..	..	56,350 13 7	..	..	..	56,350 13 7	..	56,350 13 7	Cambridge Branch.	
Waikato to Thames— Hamilton to Te Aroha .. .. .	144,451 3 7	..	..	..	295 8 6	..	295 8 6	..	..	..	144,746 12 1	..	43 11 6	43 11 6	144,790 3 7	..	144,790 3 7	Waikato to Thames— Hamilton to Te Aroha.	
Te Aroha to Thames .. .. .	62,349 11 5	973 7 10	..	973 7 10	..	..	..	..	..	..	63,322 19 3	135 19 0	..	135 19 0	63,458 18 3	..	63,458 18 3	Te Aroha to Thames.	
Morrinsville to Rotorua— Morrinsville to Lichfield .. .. .	166,838 18 5	..	..	..	603 10 1†	..	603 10 1	..	..	..	167,442 8 6	..	..	..	167,442 8 6	..	167,442 8 6	Morrinsville to Rotorua— Morrinsville to Lichfield.	
Putaruru to Rotorua .. .. .	69,883 2 8	21,081 5 0	3,029 0 0	24,110 5 0	..	..	..	..	..	..	93,993 7 8	19,267 19 8	..	19,267 19 8	113,261 7 4	..	113,261 7 4	Putaruru to Rotorua.	
Marton to Te Awamutu— North End .. .. .	227,430 9 5	..	..	..	9,148 12 9	..	9,148 12 9	..	..	..	236,579 2 2	369 7 6	..	369 7 6	236,948 9 8	..	236,948 9 8	Marton to Te Awamutu— North End.	
South End .. .. .	104,652 2 5	..	..	..	1,168 15 3	..	1,168 15 3	..	..	..	105,820 17 8	25,733 14 4	..	25,733 14 4	131,554 12 0	..	131,554 12 0	South End.	
Gisborne to Ormond Tramway .. .. .	4,975 1 7	..	..	..	..	..	..	..	..	..	4,975 1 7	..	..	..	4,975 1 7	..	4,975 1 7	Gisborne to Ormond Tramway.	
Wellington to Napier— Napier to Woodville and Palmerston North .. .. .	789,554 5 6	35,615 4 3	20,000 0 0	55,615 4 3	2,749 3 6	..	2,749 3 6	..	..	..	847,918 13 3	4,641 18 8	..	4,641 18 8	852,560 11 11	..	852,560 11 11	Wellington to Napier— Napier to Woodville and Palmerston North.	
Wellington to Woodville .. .. .	1,065,553 11 6	816 19 4	..	816 19 4	400 7 8	..	400 7 8	..	..	..	1,066,770 18 6	1,585 8 6	..	1,585 8 6	1,068,356 7 0	..	1,068,356 7 0	Wellington to Woodville.	
Wellington to Foxton .. .. .	41,897 7 9	218 15 7	..	218 15 7	..	..	..	..	..	..	42,116 3 4	67 14 0	..	67 14 0	42,183 17 4	..	42,183 17 4	Wellington to Foxton.	
Foxton to Waitara .. .. .	1,408,900 8 5	..	..	..	8,046 11 10	..	8,046 11 10	..	..	..	1,416,947 0 3	..	105 0 0	105 0 0	1,417,052 0 3	..	1,417,052 0 3	Foxton to Waitara.	
Nelson to Roundell .. .. .	177,947 18 8	..	..	..	Cr. 0 15 0	..	Cr. 0 15 0	..	..	..	177,947 3 8	..	..	..	177,947 3 8	..	177,947 3 8	Nelson to Roundell.	
Greymouth to Nelson Creek .. .. .	216,178 5 5	..	..	..	11 13 1	..	11 13 1	..	..	..	216,189 18 6	..	..	..	216,189 18 6	..	216,189 18 6	Greymouth to Nelson Creek.	
Greymouth to Hokitika .. .. .	99,783 15 0	826 18 3	..	826 18 3	..	..	..	..	..	..	100,610 13 3	11,354 9 7	..	11,354 9 7	111,965 2 10	..	111,965 2 10	Greymouth to Hokitika.	
Westport to Ngakawau .. .. .	226,414 14 6	..	..	..	938 12 11	..	938 12 11	..	..	..	227,353 7 5	..	222 4 1	222 4 1	227,575 11 6	..	227,575 11 6	Westport to Ngakawau.	
Pictou to Hurunui— Pictou to Awatere .. .. .	231,601 3 4	11,279 3 1	..	11,279 3 1	118 0 0	..	118 0 0	..	..	..	242,998 6 5	7,358 5 8	..	7,358 5 8	250,356 12 1	..	250,356 12 1	Pictou to Hurunui— Pictou to Awatere.	
Hurunui to Red Post .. .. .	39,033 14 4	..	..	..	..	..	..	..	..	..	39,033 14 4	..	..	..	39,033 14 4	..	39,033 14 4	Hurunui to Red Post.	
Hurunui to Waitaki— Main Line .. .. .	1,741,635 5 3	..	..	..	Cr. 2 10 0	..	Cr. 2 10 0	..	..	..	1,741,632 15 3	..	..	..	1,741,632 15 3	316,135 0 0	2,057,767 15 3	Hurunui to Waitaki— Main Line.	
Oxford Branch .. .. .	55,217 2 5	..	..	..	2 2 0	..	2 2 0	..	..	..	55,219 4 5	..	..	..	55,219 4 5	..	55,219 4 5	Oxford Branch.	
Eyreton Branch .. .. .	47,644 3 2	..	..	..	..	..	..	..	..	..	47,644 3 2	..	..	..	47,644 3 2	..	47,644 3 2	Eyreton Branch.	
Lytelton Branch .. .. .	91,014 12 9	..	..	..	..	..	..	..	..	..	91,014 12 9	..	..	..	91,014 12 9	340,500 0 0	431,514 12 9	Lytelton Branch.	
Southbridge Branch .. .. .	99,626 3 1	..	..	..	..	..	..	..	..	..	99,626 3 1	..	..	..	99,626 3 1	..	99,626 3 1	Southbridge Branch.	
Springfield and Whitecliffs Branches .. .. .	108,037 2 1	..	..	..	2 2 0	..	2 2 0	..	..	..	108,039 4 1	..	..	..	108,039 4 1	..	108,039 4 1	Springfield & Whitecliffs Branches.	
Fairlie Creek Branch .. .. .	73,941 13 4	..	..	..	..	..	..	..	..	..	73,941 13 4	..	..	..	73,941 13 4	75,124 0 0	149,065 13 4	Fairlie Creek Branch.	
Waimate Branch .. .. .	49,450 10 9	..	..	..	..	..	..	..	..	..	49,450 10 9	..	..	..	49,450 10 9	..	49,450 10 9	Waimate Branch.	
Ashburton Forks Branch .. .. .	*73,454 5 10	..	..	..	..	..	..	..	..	..	73,454 5 10	..	..	..	73,454 5 10	..	73,454 5 10	Ashburton Forks Branch.	
Upper Ashburton Branch .. .. .	61,753 3 0	..	..	..	Cr.1,014 10 11	..	Cr.1,014 10 11	..	..	..	60,738 12 1	..	33 14 1	33 14 1	60,772 6 2	..	60,772 6 2	Upper Ashburton Branch.	
Little River Branch .. .. .	105,503 1 1	1,161 15 8	..	1,161 15 8	..	..	..	..	..	..	106,664 16 9	321 14 4	..	321 14 4	106,986 11 1	..	106,986 11 1	Little River Branch.	
Canterbury Interior Main Line— Oxford to Malvern .. .. .	53,559 1 6	..	..	..	..	..	..	..	..	..	53,559 1 6	..	..	..	53,559 1 6	..	53,559 1 6	Canterbury Interior Main Line— Oxford to Malvern.	
Whitecliffs to Rakaia .. .. .	499 6 10	..	..	..	..	..	..	..	..	..	499 6 10	..	..	..	499 6 10	..	499 6 10	Whitecliffs to Rakaia.	
Temuka to Rangitata .. ..																			

## SUMMARY.

	£	s.	d.
Expenditure to 31st March, 1890 ... ..	13,924,072	8	3
Less value of Permanent-way distributed from Stock ... ..	15,317	7	8
	<u>13,908,755</u>	<u>0</u>	<u>7</u>
Amount expended during 1890-91 (including amount distributed from Stock)—			
<i>New Works—</i>			
Construction and Permanent-way ... ..	£180,898	13	1
<i>Additions to Open Lines—</i>			
Additional Works and old Land-claims, &c. ... ..	14,128	11	1
Surveys ... ..	310	17	0
	<u>195,338</u>	<u>1</u>	<u>2</u>
Total expenditure to 31st March, 1891 (as per Table No. 1) ... ..	<u>£14,104,093</u>	<u>1</u>	<u>9</u>

STATEMENT showing Agreement of Public Works Table No. 2 of Expenditure on Railways with Return No. 6 attached to Report of New Zealand Railways Commissioners.

Expenditure to 31st March, 1891, on Railways constructed by General Government out of Public Works Fund (as per Table No. 2) ... ..	£	14,104,093
Expenditure on account of Rakaia-Ashburton Forks Railway out of Consolidated Fund ... ..		35
Expenditure on Greymouth and Westport Harbour Works forming part of Railway System (as per Table No. 9) ... ..		141,345
Valuation of Railways constructed by Provinces (as per Table No. 2) ... ..		1,104,281
		<u>15,349,754</u>
Less Expenditure on Permanent-way for Gisborne-Ormond Tramway ... ..	£4,975	
"       "       Forest Hill Tramway ... ..	556	
		<u>5,531</u>
Leaves Amount shown by Railway Commissioners in Table No. 6 of their Annual Report ... ..	<u>£15,344,223</u>	



TABLE No. 3.

STATEMENT showing the EXPENDITURE on ROADS out of Immigration and Public Works Loan to 31st March, 1891, and the LIABILITIES on that date.

	Expenditure to 31st March, 1890.			Expenditure during 12 Months ended 31st March, 1891.			Total Expenditure to 31st March, 1891.			Liabilities on Authorities, Contracts, &c., 31st March, 1891.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS, BRIDGES, and WHARVES, NORTH of AUCKLAND ... ..	229,671	15	9	...	...	...	229,671	15	9	...	...	...	229,872	15	9
MAIN ROADS:—															
Warkworth to Kawakawa ... ..	3,714	0	0	612	0	0	4,326	0	0	1,109	0	0	5,435	0	0
Paeroa to Owaharoa ... ..	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Cambridge to Taupo ... ..	1,341	10	7	...	...	...	1,341	10	7	...	...	...	1,341	10	7
Oxford to Rotorua ... ..	16,045	16	5	561	2	1	16,606	18	6	306	9	4	16,913	7	10
Tauranga, East Cape, Whakatane, Te Te-ko, and sundry roads, Bay of Plenty	7,474	3	2	...	...	...	7,474	3	2	...	...	...	7,474	3	2
Tauranga to Napier, <i>via</i> Taupo ...	23,757	8	7	2,438	3	8	26,195	12	3	775	7	5	26,970	19	8
Kurupapanga to inland Patea ...	5,000	0	0	...	...	...	5,000	0	0	...	...	...	5,000	0	0
Maintenance of roads, North Island Trunk Railway ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Seventy-mile Bush ... ..	61,326	5	7	...	...	...	61,326	5	7	...	...	...	61,326	5	7
Manawatu Gorge ... ..	117,236	6	4	...	...	...	117,236	6	4	...	...	...	117,236	6	4
Nelson, Tophouse, and Tairādale ...	5,009	4	11	145	6	0	5,154	10	11	137	13	9	5,292	4	8
Nelson, Westport, and Greymouth ...	54,678	1	10	2,157	15	6	56,835	17	4	531	2	3	57,366	19	7
Inangahua Bridge, maintenance ...	141	17	6	...	...	...	141	17	6	...	...	...	141	17	6
Pelorus District and Rai Valley ...	28,660	14	3	...	...	...	28,660	14	3	...	...	...	28,660	14	3
Haast Pass Track ... ..	3,612	2	8	147	2	6	3,759	5	2	75	16	0	3,835	1	2
Hokitika to Christchurch ... ..	110,081	6	11	4,129	2	7	114,210	9	6	654	16	8	114,865	6	2
Otira Toll ... ..	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Native districts ... ..	11,486	8	3	...	...	...	11,486	8	3	...	...	...	11,486	8	3
Totals ... ..	450,565	7	0	*10,190	12	4	460,755	19	4	3,590	5	5	464,346	4	9
MISCELLANEOUS ROADS AND BRIDGES:—															
Maungaturoto to Tokatoka ... ..	230	6	6	...	...	...	230	6	6	...	...	...	230	6	6
Mercury Bay to Mahikarau ... ..	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Hunua to Railway-station ... ..	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Putamahoe to Steinson's Corner ...	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Waioero to Port Waikato ... ..	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Tamaki Bridge ... ..	160	0	0	...	...	...	160	0	0	...	...	...	160	0	0
Great South ... ..	764	5	8	...	...	...	764	5	8	...	...	...	764	5	8
Waikomiti, West Coast ... ..	150	0	0	150	0	0	300	0	0	150	0	0	450	0	0
Payment to Ferryman, Port Waikato ...	7	10	0	...	...	...	7	10	0	...	...	...	7	10	0
Pukekohe to Waiuku ... ..	5,424	2	1	...	...	...	5,424	2	1	...	...	...	5,424	2	1
Punt at Tuakau ... ..	270	9	6	...	...	...	270	9	6	...	...	...	270	9	6
Tuhikaramea to Hamilton ... ..	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Raglan to Waipa ... ..	2,251	9	8	165	13	6	2,417	3	2	35	19	4	2,453	2	6
Raglan Wharf, £1 for £1 ... ..	...	...	...	242	0	0	242	0	0	...	...	...	242	0	0
Bridge over Waikato at Hamilton ...	284	12	3	...	...	...	284	12	3	...	...	...	284	12	3
Cambridge to Tauranga ... ..	4,000	0	0	...	...	...	4,000	0	0	...	...	...	4,000	0	0
Katikati to Te Aroha (horse-track) ...	359	9	5	...	...	...	359	9	5	...	...	...	359	9	5
Katikati to Te Aroha (Thompson's track)	1,947	16	11	192	0	0	2,139	16	11	...	...	...	2,139	16	11
Waihi Bridge, subsidy £1 for £1 ...	...	...	...	250	0	0	250	0	0	...	...	...	250	0	0
Rotorua-Rotomahana ... ..	206	17	0	...	...	...	206	17	0	...	...	...	206	17	0
Tauranga, East Cape, &c. ... ..	1,141	15	3	190	5	6	1,332	0	9	182	8	0	1,514	8	9
Thames to Tauranga ... ..	5,323	8	0	...	...	...	5,323	8	0	...	...	...	5,323	8	0
Native Districts ... ..	378	2	6	172	1	5	550	3	11	5	0	0	555	3	11
Maketu, Rotorua ... ..	122	19	6	413	8	11	536	8	5	28	14	6	565	2	11
Rototiti-Tikitere ... ..	87	16	0	...	...	...	87	16	0	...	...	...	87	16	0
To Waitomo Caves ... ..	138	8	0	1,138	7	9	1,276	15	9	...	...	...	1,276	15	9
Otorohanga to Kibikihi ... ..	2	13	0	91	8	6	94	1	6	105	18	6	200	0	0
Mangapai Block ... ..	150	0	0	150	0	0	300	0	0	...	...	...	300	0	0
Opotiki to Whakatane ... ..	1,099	15	8	...	...	...	1,099	15	8	...	...	...	1,099	15	8
Repairing flood damages, Cook County	1,490	12	0	...	...	...	1,490	12	0	...	...	...	1,490	12	0
Sundry roads and bridges, Auckland...	10,824	6	7	...	...	...	10,824	6	7	...	...	...	10,824	6	7
Bay of Islands District ... ..	34,903	16	5	...	...	...	34,903	16	5	...	...	...	34,903	16	5
Mangere Bridge ... ..	17,311	0	9	...	...	...	17,311	0	9	...	...	...	17,311	0	9
Thames ... ..	75	2	9	...	...	...	75	2	9	...	...	...	75	2	9
Waikato ... ..	27,582	11	7	...	...	...	27,582	11	7	...	...	...	27,582	11	7
Bay of Plenty ... ..	91,220	6	4	...	...	...	91,220	6	4	...	...	...	91,220	6	4
Poverty Bay ... ..	21,499	5	4	...	...	...	21,499	5	4	...	...	...	21,499	5	4
Taupo ... ..	9,336	17	1	...	...	...	9,336	17	1	...	...	...	9,336	17	1
Tools, &c. ... ..	714	13	6	...	...	...	714	13	6	...	...	...	714	13	6
Mahurangi to Whangarei ... ..	129	15	3	...	...	...	129	15	3	...	...	...	129	15	3
Pukekohe Railway-station, through East Pukekohe, to Bombay ...	15	2	2	...	...	...	15	2	2	...	...	...	15	2	2
Buckland Station ... ..	300	0	0	...	...	...	300	0	0	...	...	...	300	0	0
Bridge over Waipa, on Raglan Main Road	1,006	4	8	...	...	...	1,006	4	8	...	...	...	1,006	4	8
Te Awamutu Station to Township ...	315	16	3	...	...	...	315	16	3	...	...	...	315	16	3
To free Hamilton Bridge from tolls ...	6,700	0	0	...	...	...	6,700	0	0	...	...	...	6,700	0	0
Waimapu Bridge ... ..	5,655	3	0	...	...	...	5,655	3	0	...	...	...	5,655	3	0
Repairing flood damages at the Thames: Thames County ... ..	4,928	10	0	...	...	...	4,928	10	0	...	...	...	4,928	10	0
Thames Borough ... ..	2,452	10	0	...	...	...	2,452	10	0	...	...	...	2,452	10	0
Carried forward ... ..	262,013	10	7	3,155	5	7	265,168	16	2	508	0	4	265,676	16	6

\* Treasury figures £9,904 12s. 4d., £286 being charged to vote "Miscellaneous Roads and Bridges."

TABLE No. 3—*continued.*  
STATEMENT showing the EXPENDITURE on ROADS—*continued.*

	Expenditure to 31st March, 1890.			Expenditure during 12 Months ended 31st March, 1891.			Total Expenditure to 31st March, 1891.			Liabilities on Authorities, Contracts, &c., 31st March, 1891.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES — <i>continued.</i>															
Brought forward	262,013	10	7	3,155	5	7	265,168	16	2	508	0	4	265,676	16	6
Tararu Tramway	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Tauranga to Opotiki	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Ormond to Opotiki	912	18	8	...	...	...	912	18	8	...	...	...	912	18	8
Whakatane, Ohape	...	...	...	75	0	0	75	0	0	175	0	0	250	0	0
Orini Bridge, Whakatane	...	...	...	...	...	...	...	...	...	299	5	0	299	5	0
West Coast Roads	...	...	...	...	...	...	...	...	...	200	0	0	200	0	0
Hamilton to Cambridge	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Coromandel to Thames	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Coromandel to Port Charles	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Coromandel to Tairua	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Maungatawhiri Valley	102	0	0	...	...	...	102	0	0	...	...	...	102	0	0
Makeku to Ararimu	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
To Ohaupo Station	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Whau to Henderson's Creek	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Rukuhia Swamp	693	1	8	...	...	...	693	1	8	...	...	...	693	1	8
South Bombay to Paparata	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Tuakau to Waikato	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Sundry roads, Waiton District	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Wade to Wainui	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Helensville to Kaukapakapa	658	19	1	...	...	...	658	19	1	...	...	...	658	19	1
Komorau Bridge	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Whangaroa to Kaeo	250	0	0	...	...	...	250	0	0	...	...	...	250	0	0
Clark's Road	50	0	0	...	...	...	50	0	0	...	...	...	50	0	0
Road to Omaha Wharf	80	0	0	...	...	...	80	0	0	...	...	...	80	0	0
Stokes Point to Lucas Creek	100	0	0	...	...	...	100	0	0	...	...	...	100	0	0
Stokes Point to Lake District	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Removal of snags, Thames River	636	18	11	...	...	...	636	18	11	...	...	...	636	18	11
Whatawhata Bridge	34	17	0	...	...	...	34	17	0	...	...	...	34	17	0
Coromandel Wharf	3	9	0	...	...	...	3	9	0	...	...	...	3	9	0
Coromandel to Mercury Bay	14	4	8	...	...	...	14	4	8	...	...	...	14	4	8
Aroha Township to Gold-mines	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Removal of punt, Te Rori to Churchill	40	14	9	...	...	...	40	14	9	...	...	...	40	14	9
Removal of Churchill punt	42	2	0	...	...	...	42	2	0	...	...	...	42	2	0
Waimarino to Tokaanu	43	6	6	...	...	...	43	6	6	...	...	...	43	6	6
Manawatu and Makotuku Rivers, Ormondville	450	0	0	...	...	...	450	0	0	...	...	...	450	0	0
Sundry roads and bridges, Hawke's Bay	419	10	5	...	...	...	419	10	5	...	...	...	419	10	5
Waioamatani to Hicks Bay	...	...	...	181	3	5	181	3	5	117	4	7	298	8	0
Roads, Napier District	32,189	19	2	...	...	...	32,189	19	2	...	...	...	32,189	19	2
Napier to Murimotu Road	1,047	6	0	...	...	...	1,047	6	0	...	...	...	1,047	6	0
Roads, Wairoa	1,212	7	8	...	...	...	1,212	7	8	...	...	...	1,212	7	8
Tools, &c.	248	15	0	...	...	...	248	15	0	...	...	...	248	15	0
Bridge over Ahuriri Harbour	625	16	1	...	...	...	625	16	1	...	...	...	625	16	1
Bridge over Wangaehu	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Bridge approach, Orepuhi	150	0	0	...	...	...	150	0	0	...	...	...	150	0	0
Foxton to Otaki, inland	599	10	9	...	...	...	599	10	9	...	...	...	599	10	9
Grant-in-aid for bridge over Manawatu River	2,002	16	0	...	...	...	2,002	16	0	...	...	...	2,002	16	0
Roads in Fitzherbert Block	1,050	5	3	...	...	...	1,050	5	3	...	...	...	1,050	5	3
Sundry roads, Wellington	347	1	11	...	...	...	347	1	11	...	...	...	347	1	11
Patea to Wanganui	36,275	18	9	...	...	...	36,275	18	9	...	...	...	36,275	18	9
Wanganui to Taupo	5,376	18	1	...	...	...	5,376	18	1	...	...	...	5,376	18	1
Hutt to Lowry Bay	290	0	0	...	...	...	290	0	0	...	...	...	290	0	0
Tools, &c.	504	9	8	...	...	...	504	9	8	...	...	...	504	9	8
Bridge over Waiohine	13	15	6	...	...	...	13	15	6	...	...	...	13	15	6
Parakaretu Block	149	0	0	...	...	...	149	0	0	...	...	...	149	0	0
To relieve Wanganui Bridge from tolls	17,000	0	0	...	...	...	17,000	0	0	...	...	...	17,000	0	0
Karori Road	153	1	8	...	...	...	153	1	8	...	...	...	153	1	8
Waverley to Patea Road	130	0	0	...	...	...	130	0	0	...	...	...	130	0	0
Manawatu Bridge at Foxton	0	18	0	...	...	...	0	18	0	...	...	...	0	18	0
Roads and bridges in unsettled dis- tricts, Patea and Taranaki	48,296	16	3	...	...	...	48,296	16	3	...	...	...	48,296	16	3
Great South Road between Opunake and Manaia	2,946	0	0	...	...	...	2,946	0	0	...	...	...	2,946	0	0
Bridge over Stony River, and approaches	1,151	6	2	...	...	...	1,151	6	2	...	...	...	1,151	6	2
Inglewood to Whitecliffs	5,000	0	0	...	...	...	5,000	0	0	...	...	...	5,000	0	0
Inglewood to Ngatimaru	368	3	1	...	...	...	368	3	1	131	18	3	500	1	4
Henwood and Upland	993	12	10	...	...	...	993	12	10	...	...	...	993	12	10
Sundry roads, Taranaki	251	11	3	...	...	...	251	11	3	...	...	...	251	11	3
New Plymouth, inland	3,760	17	3	...	...	...	3,760	17	3	...	...	...	3,760	17	3
Hawera to Waitara	14,469	19	2	...	...	...	14,469	19	2	...	...	...	14,469	19	2
Wai-iti to Patea	58,566	6	9	...	...	...	58,566	6	9	...	...	...	58,566	6	9
Tools, &c.	254	4	2	...	...	...	254	4	2	...	...	...	254	4	2
Waverley to Patea	70	0	0	...	...	...	70	0	0	...	...	...	70	0	0
Carried forward	507,092	9	8	3,411	9	0	510,503	18	8	1,431	8	2	511,935	6	10

TABLE No. 3—continued.

STATEMENT showing the EXPENDITURE ON ROADS—continued.

	Expenditure to 31st March, 1890.			Expenditure during 12 Months ended 31st March, 1891.			Total Expenditure to 31st March, 1891.			Liabilities on Authorities, Contracts, &c., 31st March, 1891.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MISCELLANEOUS ROADS AND BRIDGES —continued.															
Brought forward ...	507,092	9	8	3,411	9	0	510,503	18	8	1,431	8	2	511,935	6	10
General salaries, &c. ...	402	18	8	...			402	18	8	...			402	18	8
Refund expenses, T. Kelly, Mountain Road Commission ...	19	8	0	...			19	8	0	...			19	8	0
Roads, Lower Moutere, flood damages ...	1,661	18	10	...			1,661	18	10	...			1,661	18	10
Bridge over Granity Creek ...	762	19	11	...			762	19	11	...			762	19	11
Bridge over Owen Creek ...	1,797	10	1	...			1,797	10	1	...			1,797	10	1
Horse-bridge over Matakītiki ...	1,413	4	4	...			1,413	4	4	...			1,413	4	4
Bridge over Matiri River ...	2,841	16	0	...			2,841	16	0	...			2,841	16	0
Bridge over Inangahua, at Buller Junction ...	8,804	2	7	...			8,804	2	7	...			8,804	2	7
Bridges on road, Nelson to Reefton ...	9,795	10	2	...			9,795	10	2	...			9,795	10	2
Bridge over Little Grey, at Devery's ...	3,870	18	1	...			3,870	18	1	...			3,870	18	1
Bridge over Grey, at Cobden ...	4,971	8	5	...			4,971	8	5	...			4,971	8	5
Bridge over Waiau, in Amuri County ...	11,240	14	11	...			11,240	14	11	...			11,240	14	11
Bridge over Waiau, at Hammer Plain ...	14,937	18	4	...			14,937	18	4	...			14,937	18	4
Sandy Bay ...	300	0	0	...			300	0	0	...			300	0	0
Riwaka-Takaka, Collingwood ...	250	0	0	...			250	0	0	...			250	0	0
Nelson to Reefton, and Greymouth Bridges ...	13,731	15	1	...			13,731	15	1	...			13,731	15	1
Sundry roads and bridges, Nelson ...	794	0	1	...			794	0	1	...			794	0	1
Buller to Arnould ...	73,197	4	8	...			73,197	4	8	...			73,197	4	8
Boatman's ...	844	10	0	...			844	10	0	...			844	10	0
Westport to Lyell ...	13,409	17	4	2,993	17	10	16,403	15	2	...			16,403	15	2
Upper Buller Road ...	246	0	1	...			246	0	1	...			246	0	1
Ahaura to Amuri ...	6,210	13	10	...			6,210	13	10	...			6,210	13	10
Nile Bridge ...	1,115	16	4	...			1,115	16	4	...			1,115	16	4
Takaka Valley ...	2,000	0	0	...			2,000	0	0	...			2,000	0	0
Collingwood to Quartz Range ...	507	1	1	...			507	1	1	...			507	1	1
Takaka Road ...	21	6	0	...			21	6	0	...			21	6	0
Takaka Tramway ...	3,000	0	0	...			3,000	0	0	...			3,000	0	0
Bridge over Wairoa, in Waimea District ...	3	18	0	...			3	18	0	...			3	18	0
Bridge over Inangahua, at Reefton ...	2,099	6	7	...			2,099	6	7	...			2,099	6	7
Bridge over Ahaura ...	125	14	0	...			125	14	0	...			125	14	0
Tracks, Pelorus and Queen Charlotte Sounds ...	1,171	19	0	...			1,171	19	0	...			1,171	19	0
Pelorus District and Rai Valley ...	2,026	12	0	1,696	7	2	3,722	19	2	...			3,722	19	2
Bridge over Wairau, near Blenheim ...	4,362	8	3	...			4,362	8	3	...			4,362	8	3
Bridge over Clarence River ...	18,615	3	11	...			18,615	3	11	...			18,615	3	11
Kaikoura to Clarence ...	13,612	19	1	...			13,612	19	1	...			13,612	19	1
Kaikoura to Waiatu ...	31,282	8	11	...			31,282	8	11	...			31,282	8	11
Wharf at Havelock ...	441	6	10	...			441	6	10	...			441	6	10
Sundry Roads & Bridges, Marlborough Greymouth to Okarito ...	508	0	11	...			508	0	11	...			508	0	11
Bridge over Teremakau, Kumara ...	103,447	12	11	...			103,447	12	11	...			103,447	12	11
Bridge over Donnelly's Creek ...	1,079	18	0	...			1,079	18	0	...			1,079	18	0
Extension south of Okarito ...	2,010	13	7	...			2,010	13	7	...			2,010	13	7
Sundry roads, &c., Westland ...	1,033	10	0	...			1,033	10	0	...			1,033	10	0
Dray-road through Cheviot Hill Country ...	47	15	11	...			47	15	11	...			47	15	11
Bridge over Grey, at Cobden ...	100	8	0	...			100	8	0	...			100	8	0
Greymouth to Arnould ...	13	10	0	...			13	10	0	...			13	10	0
Lyell to Westport ...	5,058	1	5	...			5,058	1	5	...			5,058	1	5
South Creek to Main Line ...	1,322	3	7	...			1,322	3	7	...			1,322	0	7
Junction Line ...	281	17	6	...			281	17	6	...			281	17	6
Greenstone to Lake Brunner ...	3,923	9	5	...			3,923	9	5	...			3,923	9	5
Marsden to Maori Creek ...	2,756	5	6	...			2,756	5	6	...			2,756	5	6
Marsden to Paroa ...	2,538	3	0	...			2,538	3	0	...			2,538	3	0
Stillwater to Maori Gully ...	798	8	0	...			798	8	0	...			798	8	0
Kanieri Forks, Kanieri Lakes ...	1,869	2	0	...			1,869	2	0	...			1,869	2	0
Hokitika to Bluespur ...	1,578	1	0	...			1,578	1	0	...			1,578	1	0
Kanieri Bridge ...	2,520	3	5	...			2,520	3	5	...			2,520	3	5
Waimea Bridge ...	489	15	0	...			489	15	0	...			489	15	0
Westland, general ...	207	12	6	...			207	12	6	...			207	12	6
Bridge over Upper Waitaki ...	2,613	13	3	...			2,613	13	3	...			2,613	13	3
Bridge, Ashburton, subsidy ...	510	18	3	...			510	18	3	...			510	18	3
Christchurch to Hokitika (Bealey Valley) ...	7,000	0	0	...			7,000	0	0	...			7,000	0	0
Sundry roads, Canterbury ...	1,778	11	1	...			1,778	11	1	...			1,778	11	1
Waikari to Waitati ...	818	11	9	...			818	11	9	...			818	11	9
Maori Kaika to Taiaroa Head Light- house ...	3,257	6	4	...			3,257	6	4	...			3,257	6	4
Anderson's Bay ...	881	8	6	...			881	8	6	...			881	8	6
Green Island to Brighton ...	100	0	0	...			100	0	0	...			100	0	0
Bridge over Taieri, Main South Road ...	990	13	0	...			990	13	0	...			990	13	0
Bridges over Clutha at Beaumont and Roxburgh, grant-in-aid ...	12,581	19	0	...			12,581	19	0	...			12,581	19	0
Carried forward ...	16,403	13	2	...			16,403	13	2	...			16,403	13	2
	937,504	5	1	8,101	14	0	945,605	19	1	1,431	8	2	947,037	7	3

TABLE No. 3—continued.  
STATEMENT showing the EXPENDITURE ON ROADS—continued.

	Expenditure to 31st March, 1890.			Expenditure during 12 Months ended 31st March, 1891.			Total Expenditure to 31st March, 1891.			Liabilities on Authorities, Contracts, &c., 31st March, 1891.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>MISCELLANEOUS ROADS AND BRIDGES</b> —continued.															
Brought forward ...	937,504	5	1	8,101	14	0	945,605	19	1	1,431	8	2	947,037	7	3
Kaitangata to Wangaloa ...	500	0	0	...	...	...	500	0	0	...	...	...	500	0	0
Bridge over Mataura, Otama District	1,998	17	2	...	...	...	1,998	17	2	...	...	...	1,998	17	2
Martin's Bay Settlement ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
To West Coast Sounds ...	309	13	7	1,196	4	3	1,505	17	10	...	...	...	1,505	17	10
Sundry roads and bridges, Otago	1,001	5	1	...	...	...	1,001	5	1	...	...	...	1,001	5	1
Queenstown Jetty ...	453	2	3	...	...	...	453	2	3	...	...	...	453	2	3
Pomahaka Bridge, £1 for £1	...	...	...	...	...	...	...	...	...	350	0	0	350	0	0
Jacob's River Bridge, subsidy	...	...	...	...	...	...	...	...	...	300	0	0	300	0	0
Mossburn, Te Anau ...	...	...	...	7	19	9	7	19	9	50	0	0	57	19	9
Bridge over Kaikorai Stream	400	0	0	...	...	...	400	0	0	...	...	...	400	0	0
Grant in aid of bridge at Kaikorai, on Main South Road ...	456	0	0	...	...	...	456	0	0	...	...	...	456	0	0
Subsidy, Clutha Bridge ...	2,500	0	0	...	...	...	2,500	0	0	...	...	...	2,500	0	0
Bridge over Oreti at Elbow ...	9	0	0	...	...	...	9	0	0	...	...	...	9	0	0
Warrington ...	200	0	0	...	...	...	200	0	0	...	...	...	200	0	0
Bridge over Clutha at Alexandra, grant-in-aid ...	5,000	0	0	...	...	...	5,000	0	0	...	...	...	5,000	0	0
Bridge over Clutha at Cromwell	246	10	7	1,377	17	7	1,624	8	2	1,875	11	10	3,500	0	0
Waitahuna Bridge ...	750	0	0	...	...	...	750	0	0	...	...	...	750	0	0
Native Districts ...	735	5	11	...	...	...	735	5	11	...	...	...	735	5	11
Expenditure under Miscellaneous Public Works Votes (see Table No. 7 of 1884) ...	319,598	7	6	1,518	19	11	321,117	7	5	679	8	0	321,796	15	5
Totals ...	1,271,862	7	2	*12,202	15	6	1,284,065	2	8	4,686	8	0	1,288,751	10	8
<b>GRANTS-IN-AID:—</b>															
Grants-in-aid under "The Roads and Bridges Construction Act, 1882" ...	375,213	14	10	...	...	...	375,213	14	10	273	0	0	375,486	14	10
Expenses taking poll re Buller Bridge	79	4	4	...	...	...	79	4	4	...	...	...	79	4	4
Portion of subsidies to local bodies ...	143,553	12	11	...	...	...	143,553	12	11	...	...	...	143,553	12	11
Contingencies and subsidies to local bodies for providing work for un- employed ...	42,559	4	2	1,585	16	0	44,145	0	2	239	12	8	44,384	12	10
Grant to Ohinemuri County	1,000	0	0	...	...	...	1,000	0	0	...	...	...	1,000	0	0
Opunaki Wharf, £1 for £2... ..	...	...	...	...	...	...	...	...	...	700	0	0	700	0	0
Totals ...	562,405	16	3	1,585	16	0	563,991	12	3	1,212	12	8	565,204	4	11
<b>ROADS TO GIVE ACCESS TO RAILWAY, MARTON-TE AWAMUTU:—</b>															
North end ...	3,886	5	5	...	...	...	3,886	5	5	...	...	...	3,886	5	5
South end ...	38,205	16	0	...	...	...	38,205	16	0	...	...	...	38,205	16	0
Tunnel to Karioi ...	...	...	...	138	1	11	138	1	11	3,332	5	2	3,470	7	1
Kuripakanga to Karioi ...	...	...	...	1,183	19	11	1,183	19	11	975	4	8	2,159	4	7
Hunterville to Taurangarere	196	13	5	2,368	9	10	2,565	3	3	8,003	14	4	10,568	17	7
Taurangarere to Tokaanu ...	...	...	...	763	6	0	763	6	0	1,574	0	2	2,337	6	2
Rotoaira to Waimariro ...	...	...	...	71	4	0	71	4	0	824	6	6	895	10	6
Ohakune to Pipiriki ...	...	...	...	283	13	6	283	13	6	234	8	6	518	2	0
Mangaroa to Stratford ...	...	...	...	712	13	2	712	13	2	3,671	6	4	4,383	19	6
Totals ...	42,288	14	10	†5,521	8	4	47,810	3	2	18,615	5	8	66,425	8	10
<b>LOCAL BODIES:—</b>															
Payments of thirds, &c. ...	...	...	...	315	8	6	315	8	6	184	11	6	315	8	6

\* Treasury figures £12,488 15s. 6d., includes £286 charged by Survey Department to "Main Roads." † Treasury figures £5,532 11s. 8d., includes £11 3s. 4d. charged by Survey Department to "Roads to Open up Lands."

TABLE No. 4.

STATEMENT showing the EXPENDITURE on ROADS under the Control of the Minister of Lands, to 31st March, 1891, and the LIABILITIES on that Date.

	Expenditure to 31st March, 1890.	Expenditure during 12 Months ended 31st March, 1891.	Total Expenditure to 31st March, 1891.	Liabilities on Authorities, Contracts, &c., 31st March, 1891.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
ROADS TO OPEN UP LANDS BEFORE SALE.					
<i>North Island.</i>					
<i>Auckland—</i>					
Opua to Waimate .. ..	.. ..	.. ..	.. ..	200 0 0	200 0 0
Kaihu to Kaikohe .. ..	385 1 0	.. ..	385 1 0	.. ..	385 1 0
Homestead blocks, Manganui .. ..	454 15 6	.. ..	454 15 6	.. ..	454 15 6
Pakiri Block .. ..	282 7 6	.. ..	282 7 6	.. ..	282 7 6
Wairua to Sandy Bay .. ..	1,540 3 6	.. ..	1,540 3 6	.. ..	1,540 3 6
Wairua to Helena Bay .. ..	1,788 13 10	.. ..	1,788 13 10	.. ..	1,788 13 10
Whangarei through Taheke .. ..	1,121 1 7	141 18 0	1,262 19 7	.. ..	1,262 19 7
Purua and Mangakahia .. ..	1,411 5 3	.. ..	1,411 5 3	.. ..	1,411 5 3
Tangihua No. 3 .. ..	827 8 2	.. ..	827 8 2	.. ..	827 8 2
Manganui Bluff to Kaihu .. ..	4,018 15 0	.. ..	4,018 15 0	.. ..	4,018 15 0
Takahue to Mangonuiowae .. ..	2,931 7 7	.. ..	2,931 7 7	.. ..	2,931 7 7
Okaihū to Victoria Valley .. ..	7,040 12 6	328 1 2	7,368 13 8	238 9 7	7,607 3 3
Helensville to Kaipatiki .. ..	2,236 5 7	.. ..	2,236 5 7	.. ..	2,236 5 7
Waikato to Block XVI., Awaroa .. ..	3,806 19 11	.. ..	3,806 19 11	.. ..	3,806 19 11
Lake Whangape to Blk. VII., Awaroa .. ..	3,035 10 4	.. ..	3,035 10 4	.. ..	3,035 10 4
Hikutaia to Ohinemuri .. ..	4,022 7 7	.. ..	4,022 7 7	.. ..	4,022 7 7
Tauranga to Te Puke and Matata .. ..	12,962 1 2	.. ..	12,962 1 2	.. ..	12,962 1 2
Opotiki to Waioatahi .. ..	562 10 0	.. ..	562 10 0	.. ..	562 10 0
Opotiki to Ormond .. ..	14,958 14 1	.. ..	14,958 14 1	.. ..	14,958 14 1
Te Aroha Block .. ..	5,300 2 6	.. ..	5,300 2 6	.. ..	5,300 2 6
Takahue to Herd's Point .. ..	3,027 1 10	638 13 11	3,665 15 9	204 8 5	3,870 4 2
Block II., Tangihua .. ..	635 6 0	.. ..	635 6 0	.. ..	635 6 0
Wairoa and Waikaremoana bridle-track through the Waiau District, Poverty Bay .. ..	544 18 6	.. ..	544 18 6	.. ..	544 18 6
Huihuiata to Patetere .. ..	705 8 2	.. ..	705 8 2	.. ..	705 8 2
Ruakituri Block .. ..	2,149 14 4	.. ..	2,149 14 4	.. ..	2,149 14 4
Ormond to Waiapu .. ..	12,476 0 1	.. ..	12,476 0 1	.. ..	12,476 0 1
Gisborne to Waimata .. ..	4,250 9 6	.. ..	4,250 9 6	.. ..	4,250 9 6
Gisborne to Wairoa .. ..	11,963 7 8	.. ..	11,963 7 8	.. ..	11,963 7 8
Taupo, via Rotoaira and Murimotu, to West Coast .. ..	12,601 17 9	.. ..	12,601 17 9	.. ..	12,601 17 9
Katikati to Te Aroha .. ..	785 11 1	.. ..	785 11 1	.. ..	785 11 1
Tolago Bay to Arakihi .. ..	2,172 6 9	.. ..	2,172 6 9	.. ..	2,172 6 9
Kohukohu to Rahutapu .. ..	484 13 6	.. ..	484 13 6	.. ..	484 13 6
Ohuka to Waikaremoana .. ..	100 0 0	.. ..	100 0 0	.. ..	100 0 0
Whangaroa to Kahuru .. ..	2,065 15 0	.. ..	2,065 15 0	.. ..	2,065 15 0
Hamilton-Whatawhata Drain .. ..	137 18 0	.. ..	137 18 0	.. ..	137 18 0
Warerenga to Wangamano .. ..	902 14 5	83 10 0	986 4 5	65 6 0	1,051 10 5
Waimamaku Bridge .. ..	606 8 9	.. ..	606 8 9	.. ..	606 8 9
Awaroa Swamp, drains and roads .. ..	610 2 6	.. ..	610 2 6	.. ..	610 2 6
Paparua to Waikiekie .. ..	824 13 3	117 0 6	941 13 9	198 18 2	1,140 11 11
Oamarakau Bridge .. ..	378 19 0	.. ..	378 19 0	.. ..	378 19 0
Churchill Punt .. ..	150 5 2	.. ..	150 5 2	.. ..	150 5 2
Otonga Bridge .. ..	225 4 3	.. ..	225 4 3	.. ..	225 4 3
Kawhia to Waipa .. ..	3,210 8 7	.. ..	3,210 8 7	.. ..	3,210 8 7
Alexandria to Kawhia .. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Rotorua to Galatea via Rotomahana .. ..	3,825 5 10	.. ..	3,825 5 10	.. ..	3,825 5 10
Galatea to Te Kapu via Waikaremoana .. ..	1,848 3 9	.. ..	1,848 3 9	.. ..	1,848 3 9
Alexandra to Hikurangi .. ..	1,341 15 3	.. ..	1,341 15 3	.. ..	1,341 15 3
Wangaroa to Akatea .. ..	733 6 10	317 8 2	1,050 15 0	183 0 0	1,233 15 0
Akaaka Swamp .. ..	746 17 4	364 9 8	1,111 7 0	264 13 2	1,376 0 2
Waihou Ferry through Komata .. ..	80 13 0	.. ..	80 13 0	.. ..	80 13 0
Draining Tatarariki .. ..	250 0 0	100 0 0	350 0 0	.. ..	350 0 0
Drain, Te Aroha .. ..	691 9 1	20 13 6	712 2 7	64 16 8	776 19 3
Cabbage Bay to Cape Colville .. ..	350 0 0	.. ..	350 0 0	.. ..	350 0 0
Lower Waihou Road .. ..	284 11 0	.. ..	284 11 0	.. ..	284 11 0
Otama to Deeds .. ..	375 0 0	.. ..	375 0 0	.. ..	375 0 0
Mangapai to Mareretu .. ..	502 0 6	.. ..	502 0 6	.. ..	502 0 6
Puriri to Tairoa .. ..	924 0 0	.. ..	924 0 0	.. ..	924 0 0
Whangaroa to Waitetuna .. ..	1,675 9 5	4 2 4	1,679 11 9	245 6 4	1,924 18 1
Matawhero to Whangape .. ..	511 8 0	.. ..	511 8 0	.. ..	511 8 0
Mauku Bridge (subsidy) .. ..	41 0 0	.. ..	41 0 0	.. ..	41 0 0
Huka Falls to Puketarata .. ..	1,544 19 10	63 15 7	1,608 15 5	177 16 5	1,786 11 10
Ahipara to Herekino .. ..	2,051 11 6	.. ..	2,051 11 6	.. ..	2,051 11 6
Wairoa Ferry, Dargaville .. ..	299 18 11	.. ..	299 18 11	.. ..	299 18 11
Tairua to Whenuakito .. ..	100 0 0	.. ..	100 0 0	.. ..	100 0 0
Puhoi to Makarau .. ..	220 0 0	80 0 0	300 0 0	270 0 0	570 0 0
Omaha .. ..	.. ..	272 16 6	272 16 6	.. ..	272 16 6
Waimamaku to Pakanae .. ..	277 7 6	285 12 3	562 19 9	.. ..	562 19 9
Rotorua to Waioatahi .. ..	246 16 11	127 16 0	374 12 11	283 3 1	657 16 0
Mata to Kaurua .. ..	202 17 1	.. ..	202 17 1	.. ..	202 17 1
Opanaki to Hokianga .. ..	.. ..	407 15 0	407 15 0	225 0 0	632 15 0
Woodhill Bridge .. ..	.. ..	0 14 8	0 14 8	299 5 4	300 0 0
Approach to Miranda Wharf, £1 for £1 .. ..	.. ..	.. ..	.. ..	100 0 0	100 0 0
Carried forward .. ..	148,819 18 5	3,354 7 3	152,174 5 8	3,020 3 2	155,194 8 10

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

	Expenditure to 31st March, 1890.		Expenditure during 12 Months ended 31st March, 1891.		Total Expenditure to 31st March, 1891.		Liabilities on Authorities, Contracts, &c., 31st March, 1891.		Total Expenditure and Liabilities.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<b>ROADS TO OPEN UP LANDS BEFORE SALE</b>										
—continued.										
Brought forward ..	148,819	18 5	3,354	7 3	152,174	5 8	3,020	3 2	155,194	8 10
<i>North Island—continued.</i>										
<b>Auckland—continued.</b>										
Wairua Bridge and Road ..	35	2 0	73	17 4	108	19 4	416	0 8	525	0 0
Opuwhanga to Whananaki ..	7	16 3	..	..	7	16 3	192	3 9	200	0 0
Whaingaroa to Mangapiko ..	7	0 0	142	1 0	149	1 0	..	..	149	1 0
Purchase of roads to Crown lands ..	20	0 0	..	..	20	0 0	..	..	20	0 0
Miscellaneous ..	9,582	18 0	697	7 3	10,280	5 3	284	13 6	10,564	18 9
<b>Taranaki—</b>										
Road through bush, Waimate Plains	15,714	8 9	..	..	15,714	8 9	..	..	15,714	8 9
Roads east of Stratford ..	1,705	5 9	91	13 11	1,796	19 8	69	0 0	1,865	19 8
Bush land inland of Patea ..	1,926	0 11	..	..	1,926	0 11	..	..	1,926	0 11
Continuous Reserve (to be refunded)	5,045	10 4	..	..	5,045	10 4	..	..	5,045	10 4
Mountain Road to blocks under survey	890	14 0	..	..	890	14 0	..	..	890	14 0
Waitara Bridge ..	968	18 2	..	..	968	18 2	..	..	968	18 2
Opening up Huiroa Block ..	1,040	2 7	25	16 3	1,065	18 10	174	1 6	1,240	0 4
Huiroa Block, bridge over Manganui River	781	1 3	..	..	781	1 3	..	..	781	1 3
To complete bush-felling, Stratford ..	34	0 0	..	..	34	0 0	..	..	34	0 0
Through parts of Blocks I., II., V., VI., X., Ngaire District	2,041	0 10	..	..	2,041	0 10	..	..	2,041	0 10
Through parts of Blocks III., V., X., Ngaire District	1,146	3 6	..	..	1,146	3 6	..	..	1,146	3 6
Block X., Huiroa ..	745	17 0	..	..	745	17 0	..	..	745	17 0
Egmont District ..	356	12 11	..	..	356	12 11	..	..	356	12 11
Kahouri Bridge ..	600	0 0	..	..	600	0 0	..	..	600	0 0
Eltham and Branch Roads ..	6,651	1 8	708	13 10	7,359	15 6	..	..	7,359	15 6
Native Trust Blocks ..	1,834	13 9	..	..	1,834	13 9	..	..	1,834	13 9
Ironsand Blocks ..	514	0 2	..	..	514	0 2	..	..	514	0 2
Tariki Road ..	1,149	7 0	..	..	1,149	7 0	..	..	1,149	7 0
Road through bush, Waimate Plains	1,614	9 8	..	..	1,614	9 8	..	..	1,614	9 8
Pukearuhe to Mokau ..	948	1 9	227	4 0	1,175	5 9	..	..	1,175	5 9
Bridge on Stratford to Opunake Road	376	19 8	..	..	376	19 8	..	..	376	19 8
Inglewood to Waitara ..	2,749	1 5	..	..	2,749	1 5	..	..	2,749	1 5
Roads east of Midhurst ..	253	10 3	..	..	253	10 3	..	..	253	10 3
Egmont Road ..	185	15 6	..	..	185	15 6	..	..	185	15 6
Roads east of Waitara ..	1,990	6 4	102	9 7	2,092	15 11	2,220	16 0	4,313	11 11
Roads inland of Mokoia ..	663	18 1	..	..	663	18 1	..	..	663	18 1
Alfred Road ..	12	10 0	57	16 6	70	6 6	135	3 11	205	10 5
Rotokare and Branch Roads	409	18 9	..	..	409	18 9	..	..	409	18 9
Mokau Punt ..	2	0 0	219	16 0	221	16 0	..	..	221	16 0
Pukearuhe inland ..	31	7 6	853	2 7	884	10 1	32	2 0	916	12 1
Roads east of Waipuku ..	..	..	68	6 2	68	6 2	201	13 10	270	0 0
Miscellaneous ..	470	15 3	477	19 4	948	14 7	2,149	14 0	3,098	8 7
<b>Hawke's Bay—</b>										
Tologa to Mangatokerau ..	158	19 6	200	0 0	358	19 6	..	..	358	19 6
Tologa to Arakihi ..	516	2 9	38	17 3	555	0 0	..	..	555	0 0
Ormond to Waipapu ..	302	13 0	..	..	302	13 0	..	..	302	13 0
Ormond to Opotiki ..	1,200	11 5	730	2 0	1,930	13 5	649	18 0	2,580	11 5
Waipua Road to Oilsprings ..	650	0 0	..	..	650	0 0	..	..	650	0 0
Puketitiri Block ..	520	0 0	..	..	520	0 0	..	..	520	0 0
Norsewood District, Ngamoko, and Maharahara	2,709	16 6	..	..	2,709	16 6	..	..	2,709	16 6
Ahuturanga Block ..	1,883	7 11	..	..	1,883	7 11	..	..	1,883	7 11
Tautane and Tahoraite ..	17,632	8 0	221	0 11	17,853	8 11	324	18 6	18,178	7 5
Tukituki to Waipawa ..	985	1 5	..	..	985	1 5	..	..	985	1 5
Mohaka and Waitara ..	151	6 4	..	..	151	6 4	..	..	151	6 4
Waitara Block ..	781	0 6	..	..	781	0 6	..	..	781	0 6
Umutaoroa Block ..	2,088	15 4	..	..	2,088	15 4	..	..	2,088	15 4
Maharahara Block ..	1,938	12 8	..	..	1,938	12 8	..	..	1,938	12 8
Victoria and Bush-mills Settlements	900	0 0	..	..	900	0 0	..	..	900	0 0
Wairoa to Rotokakaranga ..	1,669	7 10	..	..	1,669	7 10	..	..	1,669	7 10
Makaretu ..	1,813	15 2	179	0 0	1,992	15 2	..	..	1,992	15 2
Te Ohu ..	434	8 10	..	..	434	8 10	..	..	434	8 10
Manawatu Bridge ..	..	..	500	0 0	500	0 0	..	..	500	0 0
Miscellaneous ..	867	3 6	60	5 0	927	8 6	475	14 0	1,403	2 6
<b>Wellington—</b>										
Pahiatua, Mangaone, &c. ..	19,170	15 2	147	0 0	19,317	15 2	..	..	19,317	15 2
Pahiatua, Palmerston North	1	14 0	831	5 5	832	19 5	97	12 3	930	11 8
Repairs, Fitzherbert Bridge	500	0 0	..	..	500	0 0	..	..	500	0 0
Roads, Fitzherbert Block ..	400	0 0	..	..	400	0 0	..	..	400	0 0
Otamakapua and Waitapu ..	4,464	8 2	..	..	4,464	8 2	..	..	4,464	8 2
East side of Pohangina River	920	17 6	..	..	920	17 6	..	..	920	17 6
Momahaki to Waitotara ..	3,602	13 1	..	..	3,602	13 1	..	..	3,602	13 1
Carried forward ..	277,590	6 0	10,008	1 7	287,598	7 7	10,443	15 1	298,042	2 8

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

	Expenditure to 31st March, 1890.			Expenditure during 12 Months ended 31st March, 1891.			Total Expenditure to 31st March, 1891.			Liabilities on Authorities, Contracts, &c., 31st March, 1891.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE															
—continued.															
Brought forward ..	277,590	6	0	10,008	1	7	287,598	7	7	10,443	15	1	298,042	2	8
North Island—continued.															
Wellington—continued.															
Tokomaru Block ..	1,995	3	4	..	..	..	1,995	3	4	..	..	..	1,995	3	4
Wanganui to Murimotu ..	3,606	18	1	..	..	..	3,606	18	1	..	..	..	3,606	18	1
Marton to Murimotu ..	2,670	6	6	..	..	..	2,670	6	6	..	..	..	2,670	6	6
Rangitumau Block ..	3,978	12	7	139	8	0	4,118	0	7	..	..	..	4,118	0	7
Sandon Township ..	1,430	7	9	..	..	..	1,430	7	9	..	..	..	1,430	7	9
Wairarapa East ..	1,500	0	0	..	..	..	1,500	0	0	..	..	..	1,500	0	0
Mungaroa to Waikanae ..	4,373	2	11	..	..	..	4,373	2	11	..	..	..	4,373	2	11
Blocks V., VI., IX., and XIII., Kai- ranga Survey Dist., Palmerston N.	3,738	8	0	..	..	..	3,738	8	0	..	..	..	3,738	8	0
Tararua ..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Road, Orua River ..	130	0	0	270	0	0	400	0	0	100	0	0	500	0	0
Toritea Road ..	..	..	..	100	0	0	100	0	0	50	0	0	150	0	0
Pohangina to Orua ..	..	..	..	11	14	6	11	14	6	..	..	..	11	14	6
Otamakapua ..	769	14	0	328	9	9	1,098	3	9	175	9	3	1,273	13	0
Waitotara, Omahine ..	47	10	7	146	8	4	193	18	11	455	10	0	649	8	11
Waitotara Valley ..	..	..	..	686	0	0	686	0	0	..	..	..	686	0	0
Blocks V., VI., IX., X., and XIII., Kairanga Survey District, Palmers- ton N., 24 miles, to open 8,582 acres	1,524	7	2	..	..	..	1,524	7	2	..	..	..	1,524	7	2
Karewarewa Block ..	319	1	9	..	..	..	319	1	9	..	..	..	319	1	9
Paratieke ..	588	2	7	..	..	..	588	2	7	..	..	..	588	2	7
Kaiwhata and Pahaoa ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Otairi Block ..	117	17	6	1	15	0	119	12	6	98	5	0	217	17	6
Makakahi Road ..	669	7	10	..	..	..	669	7	10	..	..	..	669	7	10
Wairoa Survey District ..	14	5	7	..	..	..	14	5	7	..	..	..	14	5	7
Kairanga Drain ..	350	0	0	501	8	4	851	8	4	3	7	0	854	15	4
Kimbolton Road Extension ..	1,008	4	11	..	..	..	1,008	4	11	..	..	..	1,008	4	11
Kimbolton Road to Orua ..	496	2	0	..	..	..	496	2	0	..	..	..	496	2	0
Waitapu Block ..	1,379	6	6	..	..	..	1,379	6	6	..	..	..	1,379	6	6
Mangatainoko Roads ..	4,949	17	0	449	13	2	5,399	10	2	13	10	0	5,413	0	2
Tiraumea Bridge ..	2,244	10	10	..	..	..	2,244	10	10	..	..	..	2,244	10	10
Tutaekara Road ..	136	15	11	174	5	7	311	1	6	..	..	..	311	1	6
South Pahiatua Road ..	1,609	0	8	..	..	..	1,609	0	8	..	..	..	1,609	0	8
Mangaone to Tiraumea ..	1,246	4	6	..	..	..	1,246	4	6	..	..	..	1,246	4	6
Tiraumea to Makuri ..	1,610	14	2	..	..	..	1,610	14	2	..	..	..	1,610	14	2
Puketoi ..	551	16	0	719	1	6	1,270	17	6	1,262	2	9	2,533	0	3
Makakahi Bridge to Mangahao ..	235	12	6	81	0	0	316	12	6	..	..	..	316	12	6
Mauriceville West ..	489	12	3	162	8	11	652	1	2	..	..	..	652	1	2
Otaki to Foxton ..	356	2	8	..	..	..	356	2	8	156	0	0	512	2	8
South Mangaone Road ..	214	7	4	..	..	..	214	7	4	..	..	..	214	7	4
Maungakaretu ..	1,605	7	0	125	0	0	1,730	7	0	120	0	0	1,850	7	0
Mikimiki ..	135	12	6	..	..	..	135	12	6	..	..	..	135	12	6
To purchase roads to Crown lands ..	152	0	11	337	11	8	489	12	7	29	9	0	519	1	7
Mount Baker Valley ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Crossing at Levin ..	..	..	..	107	0	0	107	0	0	150	0	0	257	0	0
Miscellaneous ..	1,468	12	6	671	18	7	2,140	11	1	958	3	5	3,098	14	6
Middle Island.															
Nelson—															
Ngatimoti Bridge ..	..	..	..	..	..	..	..	..	..	400	0	0	400	0	0
Cobden to Seventeen-mile Diggings..	1,678	11	0	..	..	..	1,678	11	0	..	..	..	1,678	11	0
Hampden to Maruia ..	10,507	5	9	..	..	..	10,507	5	9	..	..	..	10,507	5	9
Grey Valley to Teremakau ..	2,688	2	1	..	..	..	2,688	2	1	..	..	..	2,688	2	1
Wakefield to Stanley Brook ..	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Aorere Valley to Karamea ..	4,699	7	5	..	..	..	4,699	7	5	..	..	..	4,699	7	5
Tadmor and Sherry to Buller ..	5,482	16	11	..	..	..	5,482	16	11	..	..	..	5,482	16	11
Baton to Karamea ..	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Maruia to Amuri ..	1,653	4	1	..	..	..	1,653	4	1	..	..	..	1,653	4	1
Takaka to Anatoki and Collingwood ..	4,733	6	5	..	..	..	4,733	6	5	..	..	..	4,733	6	5
Takaka to Karamea ..	289	3	4	..	..	..	289	3	4	..	..	..	289	3	4
Ahaura to Kopara and Amuri ..	2,065	1	8	..	..	..	2,065	1	8	..	..	..	2,065	1	8
Oronoko to Rosedale ..	963	14	0	..	..	..	963	14	0	..	..	..	963	14	0
Brooklands Valley Road ..	178	6	6	..	..	..	178	6	6	..	..	..	178	6	6
Karamea to Mokihinui ..	913	12	2	..	..	..	913	12	2	..	..	..	913	12	2
Ahaura (Mason's) to Haupiri ..	2,083	9	6	..	..	..	2,083	9	6	..	..	..	2,083	9	6
Takaka to Stockyard ..	257	14	1	..	..	..	257	14	1	..	..	..	257	14	1
Pigeon Valley to Motueka..	709	4	6	..	..	..	709	4	6	..	..	..	709	4	6
Pretty Bridge Valley ..	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Grey Valley, via Clarke, to Maruia..	211	10	2	..	..	..	211	10	2	..	..	..	211	10	2
Dovedale ..	360	0	0	100	0	0	460	0	0	..	..	..	460	0	0
Little Sidney Road, Riwaka ..	62	12	6	..	..	..	62	12	6	..	..	..	62	12	6
Trass Valley ..	160	0	0	..	..	..	160	0	0	..	..	..	160	0	0
Wakefield District ..	160	0	0	..	..	..	160	0	0	..	..	..	160	0	0
Wairoa Bridge ..	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Wairoa Gorge Road ..	..	..	..	270	0	0	270	0	0	..	..	..	270	0	0
To purchase roads to Crown lands ..	51	0	0	57	1	0	108	1	0	190	0	0	298	1	0
Miscellaneous ..	1,453	6	2	177	18	5	1,631	4	7	..	..	..	1,631	4	7
Carried forward ..	367,915	0	7	15,726	4	4	383,641	4	11	14,705	11	6	398,346	16	5

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

	Expenditure to 31st March, 1890.			Expenditure during 12 Months ended 31st March, 1891.			Total Expenditure to 31st March, 1891.			Liabilities on Authorities, Contracts, &c., 31st March, 1891.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>ROADS TO OPEN UP LANDS BEFORE SALE</b>															
—continued.															
Brought forward ..	367,915	0	7	15,726	4	4	383,641	4	11	14,705	11	6	398,346	16	5
Middle Island—continued.															
Marlborough—															
Awatere Valley Road ..	8,484	11	1	..			8,484	11	1	..			8,484	11	1
Rai Ronga and Whangamoa Roads..	33	8	6	..			33	8	6	..			33	8	6
Westland—															
Mapourika to Gillespie's ..	8,077	5	0	..			8,077	5	0	..			8,077	5	0
Mahitahi to Haast ..	16,234	16	9	..			16,234	16	9	..			16,234	16	9
Mathias Pass Road ..	336	18	0	..			336	18	0	..			336	18	0
In the County of Westland ..	1,980	0	0	..			1,980	0	0	..			1,980	0	0
Kumara to Beach ..	2,000	0	0	..			2,000	0	0	..			2,000	0	0
Kokatahi River to Hokitika River ..	970	0	0	..			970	0	0	..			970	0	0
Moeraki Crossing to Otumotu ..	1,510	18	5	..			1,510	18	5	..			1,510	18	5
Mount Bonar to Poerua River ..	900	0	0	..			900	0	0	..			900	0	0
Wataroa and Waitangi-taone ..	1,500	0	0	..			1,500	0	0	..			1,500	0	0
Teremakau to Bell Hill Road ..	1,986	16	0	..			1,986	16	0	..			1,986	16	0
Waikukupa to Cook's River Flat ..	1,000	0	0	..			1,000	0	0	..			1,000	0	0
Cook's River Flat ..	2,070	18	8	..			2,070	18	8	..			2,070	18	8
Cascade Valley Road ..	1,809	9	2	..			1,809	9	2	..			1,809	9	2
Pounamou to Teremakau ..	575	0	0	109	5	4	684	5	4	..			684	5	4
Mahitahi to Paringa ..	1,400	0	0	..			1,400	0	0	..			1,400	0	0
Hunt's Beach to Makawiho ..	4	18	0	504	3	6	509	1	6	44	10	0	553	11	6
Makawiho to Mahitahi ..	..			122	9	0	122	9	0	662	11	0	785	0	0
Miscellaneous ..	285	19	6	15	15	0	301	14	6	69	5	0	370	19	6
Canterbury—															
Mathias Pass Road ..	2,046	15	10	..			2,046	15	10	..			2,046	15	10
To Upper Ashley over Kuku Pass ..	8,630	4	8	..			8,630	4	8	..			8,630	4	8
Irrigation works, Eyre & Waimakariri ..	3,400	0	0	..			3,400	0	0	..			3,400	0	0
Oxford Bush to Upper Ashley ..	3,996	2	3	..			3,996	2	3	..			3,996	2	3
Burke's Pass, Mackenzie County ..	249	18	10	..			249	18	10	..			249	18	10
To deferred-payment lands, Teviotdale ..	1,764	4	11	..			1,764	4	11	..			1,764	4	11
To deferred-payment lands, Waikari ..	784	19	1	..			784	19	1	..			784	19	1
To village & deferred-payment blocks ..	1,399	15	10	..			1,399	15	10	..			1,399	15	10
Blackford to Redcliffe ..	600	0	0	..			600	0	0	..			600	0	0
Blackhills Road ..	970	0	0	..			970	0	0	..			970	0	0
Road to Mount Cook and Glaciers ..	1,630	0	0	279	15	0	1,909	15	0	76	14	5	1,986	9	5
Waihao to Hakateramea ..	863	8	5	..			863	8	5	..			863	8	5
Mount Grey Downs ..	468	0	0	..			468	0	0	..			468	0	0
Glentui Road ..	683	5	4	..			683	5	4	..			683	5	4
Ohau Bridge, £1 for £1 ..	..			800	0	0	800	0	0	..			800	0	0
Miscellaneous ..	1,394	18	3	303	18	1	1,698	16	4	40	2	6	1,738	18	10
Otago—															
Beaumont to Miller's Flat ..	6,000	0	0	..			6,000	0	0	..			6,000	0	0
Through Blocks VIII. and X., Benger ..	1,000	0	0	..			1,000	0	0	..			1,000	0	0
Run 106 ..	1,148	7	3	..			1,148	7	3	..			1,148	7	3
Kelso to Greenvale ..	500	0	0	..			500	0	0	..			500	0	0
Tapanui Railway to Run 140 ..	1,145	2	3	..			1,145	2	3	..			1,145	2	3
To open up Otago and Southland runs ..	12,941	15	7	..			12,941	15	7	..			12,941	15	7
Through Runs 171 and 171A ..	1,500	0	0	..			1,500	0	0	..			1,500	0	0
Otara to Waikawa, and bridge over ..	1,000	0	0	..			1,000	0	0	..			1,000	0	0
Tokanui Creek															
Arrowtown to Crown Terrace ..	1,500	0	0	..			1,500	0	0	..			1,500	0	0
Waitahuna to Run 52c ..	1,200	0	0	..			1,200	0	0	..			1,200	0	0
Run 75 (Boyd's) ..	3,000	0	0	..			3,000	0	0	..			3,000	0	0
Education reserves ..	1,821	3	9	..			1,821	3	9	..			1,821	3	9
Through Runs 177 and 257 ..	5,002	0	0	..			5,002	0	0	..			5,002	0	0
Glenorchy up Rees and Dart ..	1,805	3	7	..			1,805	3	7	..			1,805	3	7
Lauder Block ..	1,149	0	0	..			1,149	0	0	..			1,149	0	0
Upper Clutha Blocks ..	604	15	0	..			604	15	0	..			604	15	0
Waikaia Bush to Clutha Valley ..	3,500	0	0	..			3,500	0	0	..			3,500	0	0
Pembroke to Matukituki ..	1,979	11	4	..			1,979	11	4	..			1,979	11	4
Block II., Blackstone ..	200	0	0	..			200	0	0	200	0	0	400	0	0
Taieri Lake, Block XV., Maniototo ..	200	0	0	..			200	0	0	..			200	0	0
Taieri Bridge to Nenthorn Bridge ..	175	0	0	..			175	0	0	..			175	0	0
Ida Valley ..	500	0	0	..			500	0	0	..			500	0	0
Kurow Run ..	1,261	0	0	..			1,261	0	0	..			1,261	0	0
Pyramid Bridge to Waikaia ..	500	0	0	..			500	0	0	..			500	0	0
Taieri River Road ..	200	0	0	..			200	0	0	..			200	0	0
Hummockside District ..	260	0	0	..			260	0	0	..			260	0	0
Athol to Nokomai Saddle ..	200	0	0	..			200	0	0	..			200	0	0
Moeraki District ..	167	10	8	..			167	10	8	..			167	10	8
Maniototo ..	740	0	0	..			740	0	0	500	0	0	1,240	0	0
Gimmerburn District ..	500	0	0	..			500	0	0	200	0	0	700	0	0
Carried forward ..	499,658	2	6	17,861	10	8	517,519	12	9	16,498	14	5	534,018	7	2



TABLE No. 4—continued.

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

	Expenditure to 31st March, 1890.			Expenditure during 12 Months ended 31st March, 1891.			Total Expenditure to 31st March, 1891.			Liabilities on Authorities, Contracts, &c., 31st March, 1891.			Total Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
ROADS TO OPEN UP LANDS BEFORE SALE															
—continued.															
Brought forward ..	499,658	2	6	17,861	10	8	517,519	12	9	16,498	14	5	534,018	7	2
Middle Island—continued.															
Otago—continued.															
Run 222 ..	..	..	..	..	..	..	..	..	..	450	0	0	450	0	0
Swinburn and Rock and Pillar ..	200	0	0	..	..	..	1,093	0	0	..	..	..	1,093	0	0
Run 210 ..	515	0	0	378	0	0	..	..	..	..	..	..	..	..	..
Silverpeak, &c. ..	320	0	0	..	..	..	320	0	0	..	..	..	320	0	0
Switzer's Track to Spylaw and Clutha ..	690	5	8	..	..	..	690	5	8	..	..	..	690	5	8
Rankleburn, &c. ..	150	0	0	..	..	..	150	0	0	700	0	0	850	0	0
Kelso to Waikaka ..	760	8	6	240	0	0	1,000	8	6	..	..	..	1,000	8	6
Catlin's District ..	1,983	6	0	1,726	7	8	3,709	13	8	173	18	2	3,883	11	10
Mossburn to Manapouri ..	400	0	0	..	..	..	400	0	0	..	..	..	400	0	0
Blocks II. and III., Campbelltown..	..	..	..	..	..	..	..	..	..	100	0	0	100	0	0
Appleby to Tisbury ..	245	12	0	98	14	7	344	6	7	..	..	..	344	6	7
Woodend to Bushy Point ..	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Bridge, Tokomairiro River, N. Branch	250	0	0	..	..	..	250	0	0	..	..	..	250	0	0
Hindon ..	1,005	0	0	..	..	..	1,005	0	0	..	..	..	1,005	0	0
Glenomaru and Owake ..	1,146	16	2	..	..	..	1,146	16	2	..	..	..	1,146	16	2
Waikaka to Wendon and Greenvale	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Glenkenich ..	110	4	0	..	..	..	110	4	0	..	..	..	110	4	0
Woodlands ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Waikoikoi Bridge ..	..	..	..	125	0	0	125	0	0	..	..	..	125	0	0
Riversdale, Switzers ..	400	0	0	194	0	0	594	0	0	..	..	..	594	0	0
Boundary Creek Bridge ..	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Horse-bridge, Wairaki River, £1 for £1	..	..	..	100	0	0	100	0	0	..	..	..	100	0	0
Wendon District ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Seaward Forest to coast ..	6,064	15	11	..	..	..	6,064	15	11	..	..	..	6,064	15	11
Forest Hill Tramway ..	13,016	7	10	..	..	..	13,016	7	10	..	..	..	13,016	7	10
Waikawa to Catlins ..	275	10	8	1,662	6	11	1,937	17	7	1,263	12	10	3,201	10	5
Orepuki to Waiaurahiri ..	900	0	0	..	..	..	900	0	0	1,500	0	0	2,400	0	0
Branch Road to Forest Hill ..	1,494	19	5	..	..	..	1,494	19	5	..	..	..	1,494	19	5
Tomogalak Creek to deferred-pay-	499	5	6	..	..	..	499	5	6	..	..	..	499	5	6
ment land	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bridges, Fortross to Wyndham ..	..	..	..	250	0	0	250	0	0	..	..	..	250	0	0
Dome Creek Bridge ..	..	..	..	400	0	0	400	0	0	..	..	..	400	0	0
Waikawa ..	..	..	..	375	0	0	375	0	0	2,885	18	9	3,260	18	9
Waikaka Siding to Waikaka Town..	1,800	0	0	200	0	0	2,000	0	0	..	..	..	2,000	0	0
Bay Road to Otara Bush ..	1,179	18	3	..	..	..	1,179	18	3	..	..	..	1,179	18	3
Bush land east of Makarewa ..	520	0	0	..	..	..	520	0	0	..	..	..	520	0	0
Port William to Half-moon Bay ..	250	0	0	..	..	..	250	0	0	..	..	..	250	0	0
Wyndham, via Mimihaui, to Otaraia	1,299	18	2	200	0	0	1,499	18	2	..	..	..	1,499	18	2
Waikaka to Pyramid ..	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Wendonside ..	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Pyramid Bridge ..	850	0	0	..	..	..	850	0	0	..	..	..	850	0	0
Otatara Bush ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
West's to Mokohua ..	100	0	0	..	..	..	100	0	0	..	..	..	100	0	0
Waimatuku Bush ..	500	0	0	..	..	..	500	0	0	100	0	0	600	0	0
Blackmount to deferred-payment land	425	0	0	..	..	..	425	0	0	..	..	..	425	0	0
Bush land, Makarewa ..	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Seaward Moss to Awarua Bay ..	500	0	0	..	..	..	500	0	0	..	..	..	500	0	0
Hedgehope Road ..	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Waikiwi Suburban ..	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Wallacetown to Tomoporakau ..	150	0	0	..	..	..	150	0	0	..	..	..	150	0	0
Winton Tramway to Winton Forest	200	0	0	..	..	..	200	0	0	..	..	..	200	0	0
Seaward Forest to deferred-payment	650	0	0	..	..	..	650	0	0	..	..	..	650	0	0
block	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stewart Island ..	539	15	11	..	..	..	539	15	11	353	9	1	893	5	0
Purchase, roads to Crown lands ..	..	..	..	..	..	..	..	..	..	300	0	0	300	0	0
Sundry roads ..	9,394	2	11	..	..	..	9,394	2	11	..	..	..	9,394	2	11
Sundry roads, Native labour ..	9	9	0	..	..	..	9	9	0	..	..	..	9	9	0
Miscellaneous ..	6,044	16	7	680	7	9	6,725	4	4	350	0	0	7,075	4	4
Totals ..	556,948	15	0	*24,591	7	2	*581,540	2	2	24,675	13	3	*606,215	15	5
VILLAGE SETTLEMENTS:—															
Village settlements ..	32,059	0	10	4,883	19	8	36,943	0	6	16,949	0	4	53,892	0	10

\* Less credit £295, charged in 1889-90; now transferred to "Miscellaneous Roads—West Coast Sounds." Treasury figures £24,285 3s. 10d., £11 3s. 4d. charged by Treasury to "Roads to give Access, &c."

TABLE No. 5.

STATEMENT showing the EXPENDITURE on GOLDFIELDS ROADS (Class IV.) out of Immigration and Public Works Loan to 31st March, 1891, and LIABILITIES on that Date.

	Expenditure to 31st March, 1890.	Expenditure during Twelve Months ending 31st March, 1891.	Total Expenditure to 31st March, 1891.	Liabilities on Authorities, Contracts, &c., 31st March, 1891.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>ROADS ON GOLDFIELDS—</b>					
Subsidies towards the construction of roads and tracks in mining districts, and minor works for the development of minerals, upon a subscription of one-half being contributed ..	63,519 12 7	2,676 5 5	66,195 18 0	5,178 15 10	71,374 13 10
Roads to open up mineral lands ..	207 2 6	126 14 10	333 17 4	..	333 17 4
<b>AUCKLAND—</b>					
Assistance to Piako County Council towards constructing tramway from Te Aroha Mountain to batteries ..	6,000 0 0	..	6,000 0 0	..	6,000 0 0
Opening Mokau River for development of coal-mine ..	552 8 0	..	552 8 0	..	552 8 0
Kuaotuna-Cromandel Road ..	..	..	..	500 0 0	500 0 0
Waikawau to Manaia ..	625 2 6	374 17 6	1,000 0 0	..	1,000 0 0
Tapu to Waikawau ..	400 0 0	210 3 0	610 3 0	159 17 0	770 0 0
Whangamata Harbour to Reefs ..	141 10 6	..	141 10 6	..	141 10 6
Karangahake through Ohinemuri Gorge ..	505 3 1	494 16 11	1,000 0 0	..	1,000 0 0
<b>NELSON—</b>					
Repairs to Nile Bridge ..	..	..	..	300 0 0	300 0 0
Lyell to Mokihinui <i>via</i> Eight-Mile ..	5,098 8 6	..	5,098 8 6	..	5,098 8 6
Mokihinui Quartz-reefs to Specimen Creek ..	1,238 7 5	..	1,238 7 5	..	1,238 7 5
Brighton to Seventeen-Mile Beach <i>via</i> Terraces ..	1,789 7 2	..	1,789 7 2	..	1,789 7 2
Colden to Seventeen-Mile Beach ..	3,036 1 4	..	3,036 1 4	..	3,036 1 4
Wangapeka to Karamea ..	2,000 0 0	..	2,000 0 0	..	2,000 0 0
Aorere Valley to Karamea and Mokihinui ..	20,163 12 0	4,900 1 9	25,063 13 9	875 0 0	25,938 13 9
Owen Valley Road ..	2,208 9 2	..	2,208 9 2	..	2,208 9 2
Hatter's Terrace to Bell Hill ..	500 0 0	..	500 0 0	..	500 0 0
Larry's Creek to Lyell Road, near Dee River (subsidy of £1 for £1) ..	423 10 0	..	423 10 0	..	423 10 0
Bridle-track to Upper Anatoki ..	722 8 0	..	722 8 0	..	722 8 0
Hatter's Terrace Road (£1 for £1 subsidy) ..	400 0 0	..	400 0 0	..	400 0 0
Deep Creek to Bell Hill (£1 for £1 subsidy) ..	365 10 0	..	365 10 0	..	365 10 0
Irishman's to Lake Brunner (£1 for £1 subsidy) ..	900 0 0	..	900 0 0	..	900 0 0
Improving roads and tracks, Collingwood to Takaka, Motueka, and Karamea ..	11,005 18 11	..	11,005 18 11	..	11,005 18 11
Ahaura to Amuri ..	2,504 19 7	..	2,504 19 7	..	2,504 19 7
<b>MARLBOROUGH—</b>					
Wakamarina Valley ..	11 0 0	..	11 0 0	..	11 0 0
Wakamarina Forks to Wairau Valley ..	..	..	..	150 0 0	150 0 0
Anikiwa Jetty ..	96 6 0	39 9 9	135 15 9	..	135 15 9
<b>CANTERBURY—</b>					
Road to open up Wilberforce Quartz-reefs ..	1,830 17 7	..	1,830 17 7	..	1,830 17 7
<b>WESTLAND—</b>					
Rimu to New Rush ..	..	..	..	590 15 0	590 15 0
Cedar Creek Road ..	4,500 0 0	..	4,500 0 0	..	4,500 0 0
Browning's Pass to Reefs (subsidy of £2 for £1) ..	2,207 10 8	..	2,207 10 8	..	2,207 10 8
Jackson's Bay to Cascade and Gorge River Districts ..	4,709 3 3	450 7 8	5,159 10 11	150 0 0	5,309 10 11
Grey Valley to Teremakau ..	633 6 0	266 14 0	900 0 0	..	900 0 0
<b>OTAGO—</b>					
Arthur's Point to Skipper's ..	11,167 4 1	1,000 0 0	12,167 4 1	..	12,167 4 1
Waikaia Bush Road ..	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Arrowtown to Macetown Quartz-reefs and Motutapu Bush ..	9,270 6 8	..	9,270 6 8	..	9,270 6 8
Waitahuna Bridge, on account of reconstruction ..	750 0 0	..	750 0 0	..	750 0 0
Garston to Nevis ..	..	788 18 6	788 18 6	657 0 2	1,445 18 8
Wakatipu to Milford Sound ..	..	1,328 17 10	1,328 17 10	671 0 0	1,999 17 10
Dart River Road ..	..	..	..	200 0 0	200 0 0
<b>SOUTHLAND—</b>					
Tracks, Merivale District ..	500 0 0	..	500 0 0	..	500 0 0
Contingencies ..	292 13 4	29 8 6	322 1 10	50 0 0	372 1 10
<b>Totals ..</b>	<b>161,275 18 10</b>	<b>12,686 15 8</b>	<b>173,962 14 6</b>	<b>9,482 8 0</b>	<b>183,445 2 6</b>
<b>SUMMARY.</b>					
ROADS, BRIDGES, ETC., NORTH OF AUCKLAND	229,671 15 9	..	229,671 15 9	..	229,671 15 9
MAIN ROADS ..	447,605 19 1	9,904 12 4	457,510 11 5	3,590 5 5	461,100 16 10
MISCELLANEOUS ROADS AND BRIDGES ..	1,275,576 7 2	12,488 15 6	1,288,065 2 8	4,686 8 0	1,292,751 10 8
ROADS TO GIVE ACCESS TO RAILWAY, MARTON-TE AWAMUTU ..	42,288 14 10	5,532 11 8	47,821 6 6	18,615 5 8	66,436 12 2
GRANTS-IN-AID ..	562,405 16 3	1,585 16 0	563,991 12 3	1,212 12 8	565,204 4 11
ROADS TO OPEN UP LANDS (see Table No. 4)	556,948 15 0	24,235 3 10	581,233 18 10	24,675 13 3	605,909 12 1
IMPROVEMENT OF VILLAGE SETTLEMENTS ..	32,059 0 10	4,883 19 8	36,943 0 6	16,949 0 4	53,892 0 10
THROUGH LANDS RECENTLY PURCHASED (see Table No. 5, 1883) ..	21,527 14 5	..	21,527 14 5	..	21,527 14 5
GOLDFIELDS ROADS (see Table No. 5) ..	161,275 18 10	12,686 15 8	173,962 14 6	9,482 8 0	183,445 2 6
PAYMENTS TO ROAD BOARDS (see Table No. 11, 1877) ..	225,000 0 0	..	225,000 0 0	..	225,000 0 0
LOCAL BODIES ..	..	315 8 6	315 8 6	184 11 6	500 0 0
<b>TOTALS ..</b>	<b>3,554,360 2-2</b>	<b>71,683 3-2</b>	<b>3,626,043 5 4</b>	<b>79,396 4 10</b>	<b>3,705,439 10 2</b>
<b>Less—</b>					
Recoveries on account of services of previous years ..	1,361 9 7	..	2,780 16 11	..	2,780 16 11
Receipts—					
Under section 15, "Public Works Act, 1882" ..	..	..	99 10 0	..	99 10 0
Under "Government Loans to Local Bodies Act, 1886" ..	..	..	25,000 0 0	..	25,000 0 0
<b>GRAND TOTALS ..</b>	<b>3,552,998 12 7</b>	<b>..</b>	<b>3,598,162 18 5</b>	<b>79,396 4 10</b>	<b>3,677,559 3 3</b>

TABLE No. 6.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Immigration and Public Works Loan to 31st March, 1891, and the LIABILITIES on that Date.

LOCALITY AND NAME OF RACE.	EXPENDITURE.					LIABILITIES.				Total Expenditure and Liabilities.						
	Survey and Construction, 1870-90.		Subsidies, 1870-90.		Survey and Construction 1890-91.	Subsidies, 1890-91.		Totals.	Authorities on Construction.		Authorities on Subsidies.		Contracts.	Totals.		
	£	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													80,708	19 3
MIDDLE ISLAND.																
WESTLAND PROVINCIAL DISTRICT—																
Subsidies—																
Hohouu .. .. .	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
Ross Sludge-channel ..	..	1,554	10 6	..	..	..	..	..	..	..	..	..	..	..	1,554	10 6
Kumara Sludge-channel No. 2	..	2,762	17 2	..	..	..	..	..	..	..	..	..	..	..	2,762	17 2
Government Works—																
Waimaea .. .. .	173,647	13 2	..	..	820 11 5	..	..	..	..	..	..	..	..	..	174,468	4 7
Mikonoii .. .. .	25,644	9 6	..	..	..	..	..	..	..	..	..	..	..	..	25,644	9 6
NELSON PROVINCIAL DISTRICT—																
Government Works—																
Nelson Creek .. .. .	90,722	10 8	..	..	..	..	..	..	..	..	..	..	..	..	90,722	10 8
Napoleon Hill .. .. .	257	16 7	..	..	..	..	..	..	..	..	..	..	..	..	257	16 7
Argyle (Charleston) ..	14,701	15 3	..	..	..	..	..	..	..	..	..	..	..	..	14,701	15 3
Black's Point .. .. .	244	9 0	..	..	..	..	..	..	..	..	..	..	..	..	244	9 0
OTAGO PROVINCIAL DISTRICT—																
Subsidies—																
Arrow .. .. .	..	..	612 10 0	..	..	..	..	..	..	..	..	..	..	..	612	10 0
Beaumont and Tuapeka	4 6 2	640	0 0	..	..	..	..	..	..	..	..	..	..	..	644	6 2
Carriek Range .. .. .	..	9,249	13 1	..	..	..	..	..	..	..	..	..	..	..	9,249	13 1
Mount Pisgah .. .. .	..	200	0 0	..	..	..	..	..	..	..	..	..	..	..	200	0 0
Lawrence Drainage-channel	..	2,956	14 0	..	..	..	..	..	..	..	..	..	..	..	2,956	14 0
Ophir Tail-race .. .. .	..	1,150	0 0	..	..	..	..	..	..	..	..	..	..	..	1,150	0 0
Muddy Creek Channel ..	..	850	0 0	..	..	..	..	..	..	..	..	..	..	..	850	0 0
St. Bathans .. .. .	..	1,000	0 0	..	..	..	..	..	..	..	..	..	..	..	1,000	0 0
Maerewhenua .. .. .	1,065	0 0	..	..	..	..	..	..	..	..	..	..	..	..	1,065	0 0
Government Works—																
Mount Ida .. .. .	65,766	3 8	..	..	..	..	..	..	..	..	..	..	..	..	65,766	3 8
Waipori .. .. .	11,263	1 0	..	..	..	..	..	..	..	..	..	..	..	..	11,263	1 0
SOUTHLAND PROVINCIAL DISTRICT—																
Subsidy—																
Round Hill .. .. .	..	..	133 19 4	..	..	..	..	..	..	..	..	..	..	..	133	19 4
GENERAL—																
Increased water-supply	530	4 0	100 0 0	..	..	..	..	..	..	..	..	..	..	..	630	4 0
DEPARTMENTAL—																
Salaries, travelling, advertising, &c.	6,720	6 8	..	..	..	..	..	..	..	..	..	..	..	..	6,720	6 8
TOTALS .. .. .	390,605	18 10	38,965 9 5	820 11 5	..	..	..	..	..	..	..	..	..	..	430,391	19 8
SUMMARY.																
NORTH ISLAND .. .. .	80,708	19 3	..	..	..	..	..	..	..	..	..	..	..	..	80,708	19 3
MIDDLE ISLAND .. .. .	390,605	18 10	38,965 9 5	820 11 5	..	..	..	..	..	..	..	..	..	..	430,391	19 8
TOTALS .. .. .	471,314	18 1	38,965 9 5	820 11 5	..	..	..	..	..	..	..	..	..	..	511,100	18 11

TABLE No. 7.

STATEMENT showing EXPENDITURE on TELEGRAPHS out of Immigration and Public Works Loan to 31st March, 1891, and the LIABILITIES on that Date.

Line.	Miles of		Expenditure during Twelve Months ended 31st March, 1891.	Total Expenditure and Liabilities.
	Poles.	Wire.		
Expenditure to the 31st March, 1890	..	..	£ s. d.	£ s. d.
Telephone exchanges	..	..	8,999 4 9	590,356 1 9
Morrinsville-Lichfield	43	43	715 16 10	
Okaihau-Rangiahua	11	11	85 10 7	
Kimihiia	2	3	152 2 10	
Matakana Extension	5	5	28 10 6	
Kaitaia	28	28	1,173 3 2	
Okoroire	3	3	92 6 5	
Kuaotunu	5	11	308 7 7	
Western Springs	..	..	35 10 8	
Orewa	..	..	20 12 4	
Patea-Cauville	..	..	14 14 0	
Tikokino	..	..	14 17 6	
Tologa Bay-Waipiro	33½	33½	2,310 6 3	
Maraekakaho	..	..	80 19 7	
Oroua Bridge	..	6	26 13 4	
Hunterville	..	..	12 8 2	
Westport-Mokihinui, Ngakawau Line	15	25	616 12 5	
Charleston-Addison's	..	..	172 15 3	
Kanieri-Rimu	..	..	9 5 0	
Cabbage Tree Flat	..	..	55 0 0	
Mossburn	13	13	347 5 11	
Patearoa-Hamilton South Extension	6	6	197 0 1	
Tapanui-Waikoiko	5	12	173 2 4	
Oteramika	4	4	54 13 8	
Queenstown-Glenorchy	..	..	997 6 10	
Glenham-Lowburn	..	..	66 11 1	
Garston	..	..	31 2 11	
Mount Pisa-Tarras	..	..	3 11 0	
Coal Creek	..	..	24 10 6	
Glenorchy-Milford Sound	..	..	51 2 0	
Lawrence-Tuapeka Mouth	..	..	24 3 6	
Karori	..	..	112 10 2	
Fire-alarm system	..	..	16 15 6	
			17,024 17 8	
Deduct amount shown as stock in previous statement	..	..	733 3 8	16,291 14 0
				606,647 15 9
Liabilities on 31st March, 1891	..	..	..	3,005 14 5
Total Expenditure and Liabilities..	..	..	..	£609,653 10 2

TABLE No. 8.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Immigration and Public Works Loan to 31st March, 1891, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1890.	Expenditure for Year ended 31st March, 1891.	Total Expenditure to 31st March, 1891.	Liabilities on Authorities, Contracts, &c., 31st March, 1891.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial	256,511 3 0	9,892 8 11	266,403 11 11	5,429 8 9	271,833 0 8
Postal and Telegraphic	142,878 1 9	708 9 9	142,586 11 6	589 11 0	144,176 2 6
Customs	4,766 12 2	409 5 11	5,175 18 1	18 17 0	5,194 15 1
Offices for Public Departments	180,461 6 5	2,879 15 3	183,341 1 8	466 17 0	183,807 18 8
Lunatic Asylums	292,809 19 0	8,929 17 9	301,739 16 9	20,577 10 2	322,317 6 11
School-buildings	819,513 1 3	..	819,513 1 3	..	819,513 1 3
Hospitals	33,184 10 7	..	33,184 10 7	..	33,184 10 7
Miscellaneous	9,838 14 10	..	9,838 14 10	..	9,838 14 10
Quarantine Stations	3,525 0 3	..	3,525 0 3	..	3,525 0 3
Survey	514 13 2	..	514 13 2	..	514 13 2
Parliament Buildings	13,962 7 1	..	13,962 7 1	..	13,962 7 1
Totals..	1,757,965 9 6	22,819 17 7	1,780,785 7 1	27,082 3 11	1,807,867 11 0

TABLE No. 9.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Immigration and Public Works Loan to 31st March, 1891, and the LIABILITIES on that Date.

	Total Net Expenditure to 31st March, 1890.	Net Expenditure during 12 Months ended 31st March, 1891.	Total Expenditure to 31st March, 1891.	Liabilities on Authorities, Contracts, &c., to 31st March, 1891.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>LIGHTHOUSES.</b>					
Akaroa .. .. .	7,148 16 5	..	7,148 16 5	..	7,148 16 5
Brothers .. .. .	6,241 0 0	..	6,241 0 0	..	6,241 0 0
Cape Egmont .. .. .	3,354 6 4	..	3,354 6 4	..	3,354 6 4
Cape Foulwind .. .. .	6,955 9 1	..	6,955 9 1	..	6,955 9 1
Cape Maria van Diemen .. .. .	7,028 14 8	..	7,028 14 8	..	7,028 14 8
Cape Saunders .. .. .	6,066 6 3	..	6,066 6 3	..	6,066 6 3
Centre Island .. .. .	5,785 19 0	..	5,785 19 0	..	5,785 19 0
Cuvier Island .. .. .	7,405 9 11	..	7,405 9 11	..	7,405 9 11
French Pass Beacon .. .. .	668 15 8	..	668 15 8	..	668 15 8
French Pass .. .. .	1,427 17 5	..	1,427 17 5	..	1,427 17 5
Hokitika .. .. .	801 9 7	..	801 9 7	..	801 9 7
Jackson's Reef Beacon .. .. .	3,180 0 5	..	3,180 0 5	..	3,180 0 5
Kaipara .. .. .	5,571 8 0	..	5,571 8 0	..	5,571 8 0
Manukau Heads .. .. .	600 13 11	..	600 13 11	..	600 13 11
Marine Store .. .. .	499 11 3	..	499 11 3	..	499 11 3
Moeraki .. .. .	2,943 1 11	..	2,943 1 11	..	2,943 1 11
Mokohinau .. .. .	8,185 11 0	..	8,185 11 0	..	8,185 11 0
Portland Island .. .. .	6,554 14 5	..	6,554 14 5	..	6,554 14 5
Puysegur Point .. .. .	9,958 19 5	..	9,958 19 5	..	9,958 19 5
Stephen's Island .. .. .	70 18 1	..	70 18 1	..	70 18 1
Timaru .. .. .	1,116 17 3	..	1,116 17 3	..	1,116 17 3
Tiritiri Cable .. .. .	1,085 19 6	..	1,085 19 6	..	1,085 19 6
Tory Channel .. .. .	353 7 7	..	353 7 7	..	353 7 7
Waipapapa Point .. .. .	5,969 18 11	..	5,969 18 11	..	5,969 18 11
Miscellaneous, including expenditure on s.s. "Hinemoa" and "Stella" ..	20,590 5 9	..	20,590 5 9	..	20,590 5 9
<b>HARBOUR WORKS.</b>					
Pollock Wharf, Manukau .. .. .	150 0 0	..	150 0 0	..	150 0 0
Whangarei Heads Wharf .. .. .	600 0 0	..	600 0 0	..	600 0 0
Matakana Wharf .. .. .	556 10 3	..	556 10 3	..	556 10 3
Waiuku Channel .. .. .	357 11 6	..	357 11 6	..	357 11 6
Coromandel Wharf .. .. .	Cr. 0 10 0	..	Cr. 0 10 0	..	Cr. 0 10 0
Waitara Harbour .. .. .	2,000 0 0	..	2,000 0 0	..	2,000 0 0
Removing eel-weirs, Patea River ..	50 0 0	..	50 0 0	..	50 0 0
Napier Harbour .. .. .	328 0 0	..	328 0 0	..	328 0 0
Castlepoint Jetty .. .. .	51 14 1	..	51 14 1	..	51 14 1
Kaikoura Jetty and Harbour .. .. .	2,912 16 10	..	2,912 16 10	..	2,912 16 10
Picton, removal of old wharf .. .. .	94 0 0	..	94 0 0	..	94 0 0
Collingwood Harbour .. .. .	745 18 8	..	745 18 8	..	745 18 8
Karamea Wharf .. .. .	75 0 0	..	75 0 0	..	75 0 0
Westport Harbour .. .. .	14,110 18 7	..	14,110 18 7	..	14,110 18 7
Greymouth Harbour .. .. .	127,233 19 6	..	127,233 19 6	..	127,233 19 6
Hokitika Harbour .. .. .	56,500 0 0	..	56,500 0 0	..	56,500 0 0
Timaru Harbour .. .. .	100,000 0 0	..	100,000 0 0	..	100,000 0 0
Martin's Bay, removal of rock .. .. .	5 0 0	..	5 0 0	..	5 0 0
Port Levy Jetty .. .. .	250 0 0	..	250 0 0	..	250 0 0
Toitois Jetty .. .. .	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Balclutha Jetty .. .. .	250 0 0	..	250 0 0	..	250 0 0
Catlin's River, removal of rocks .. .. .	277 19 0	..	277 19 0	..	277 19 0
Catlin's River Jetty .. .. .	1,015 7 7	..	1,015 7 7	..	1,015 7 7
Queenstown Beacon .. .. .	35 0 0	..	35 0 0	..	35 0 0
Queenstown Jetty .. .. .	297 8 0	..	297 8 0	..	297 8 0
Jackson's Bay Jetty .. .. .	32 6 4	..	32 6 4	..	32 6 4
Raising dredge "Hapuka" .. .. .	..	188 17 8	188 17 8	..	188 17 8
Miscellaneous .. .. .	400 0 0	..	400 0 0	..	400 0 0
<b>HARBOUR DEFENCES.</b>					
Guns .. .. .	147,768 18 10	..	147,768 18 10	2,000 0 0	239,816 4 1
Ammunition .. .. .	24,531 6 7	..	24,531 6 7		
War Office stores .. .. .	9,803 18 0	129 12 9	9,933 10 9		
Torpedo boats and torpedoes .. .. .	20,203 13 7	..	20,203 13 7		
Submarine mining stores .. .. .	18,284 3 11	Cr. 619 1 9	17,665 2 2		
Miscellaneous .. .. .	17,971 17 5	341 14 9	17,713 12 2	110 9 0 1,600 0 0	179,698 14 11 36,341 8 1
Works in colony .. .. .	177,521 15 11	2,066 10 0	179,588 5 11		
Land for dépôts and batteries .. .. .	34,182 13 7	558 9 6	34,741 3 1		
<b>Totals .. .. .</b>	<b>878,562 19 11</b>	<b>2,666 2 11</b>	<b>881,229 2 10</b>	<b>3,710 9 0</b>	<b>884,939 11 10</b>

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1891.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS  
OUT OF THE IMMIGRATION AND PUBLIC WORKS LOANS  
FOR THE YEAR 1890-91.

*Prepared in compliance with Section 8 of "The Public Works Act, 1882."*

Sir,—  
In compliance with the 8th section of "The Public Works Act, 1882," I enclose a statement of the expenditure during the preceding financial year upon all Government works authorised by Parliament under "The Public Works Appropriation Act, 1890."

I have, &c.,  
R. J. SEDDON,  
Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT of NET EXPENDITURE on GOVERNMENT WORKS for the Year 1890-91 out of IMMI-  
GRATION AND PUBLIC WORKS LOANS.

Class.	Votes.	Summary.	Appro- priation.	Expenditure.	Credits.	Net Expenditure.
		PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.
		PART I.				
III.	76-79	Railways .. .. .	6,500	3,504 0 1	1,054 17 9	2,449 2 4
IV.	80-85	Roads .. .. .	106,108	67,199 4 4	1,364 1 4	65,835 2 0
V.	86	Water-races .. .. .	645	820 11 5	..	820 11 5
VII.	88	Telegraph Extension .. .. .	17,226	18,377 15 10	2,086 1 10	16,291 14 0
VIII.	89-93	Public Buildings .. .. .	36,817	22,938 12 7	118 15 0	22,819 17 7
IX.	95,96	Harbour Works and Harbour Defences .. .. .	3,193	4,291 18 8	1,625 15 9	2,666 2 11
XI.	98	Thermal Springs .. .. .	2,350	2,586 19 11	..	2,586 19 11
			172,839	119,719 2 10	6,249 11 8	113,469 11 2
		PART II.				
II.	100	Railways .. .. .	25,000	10,339 0 6	21 12 6	10,317 8 0
III.	102, 103	Roads .. .. .	30,500	5,933 0 2	85 0 0	5,848 0 2
			55,500	16,272 0 8	106 12 6	16,165 8 2
		PART III.				
II.	106-117	Railways .. .. .	223,888	171,727 18 11	5,483 0 11	166,244 18 0

Public Works Department, 30th May, 1891.

G. J. CLAPHAM,  
Accountant.

Examined and found correct.  
JAMES EDWARD FITZGERALD,  
Controller and Auditor-General.  
12th June, 1891.

Vote No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.	Expended in Excess of Appropriation.
	PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	PART I.					
	Railways—					
76	Wellington-Foxton .. .. .	300	218 15 7	..	218 15 7	..
77	Lincoln-Little River .. .. .	3,000	1,161 15 8	..	1,161 15 8	..
78	Land-claims and other old Liabilities on Construction Account, Sundry Lines	2,700	1,812 11 10	1,054 17 9	757 14 1	..
79	Surveys, New Lines of Railway ..	500	310 17 0	..	310 17 0	..
		6,500	3,504 0 1	1,054 17 9	2,449 2 4	..
	Roads—					
80	Main Roads .. .. .	14,130	10,013 5 10	108 13 6	9,904 12 4	..
81	Miscellaneous Roads and Bridges ..	18,733	13,026 8 7	537 13 1	12,488 15 6	..
82	Grants-in-aid .. .. .	3,146	1,587 7 0	1 11 0	1,585 16 0	..
83	Roads to open up Lands before Sale ..	39,200	25,001 7 7	716 3 9	24,285 3 10	..
84	Village Special Settlements .. ..	8,152	4,883 19 8	..	4,883 19 8	..
85	Roads on Goldfields .. .. .	22,747	12,686 15 8	..	12,686 15 8	..
		106,108	67,199 4 4	1,364 1 4	65,835 3 0	..
	Water-races—					
86	Water-races, Middle Island .. ..	645	820 11 5	..	820 11 5	175 11 5
	Telegraph Extension—					
88	Telegraph Extension .. .. .	17,226	18,377 15 10	2,086 1 10	16,291 14 0	..
	Public Buildings—					
89	General Departmental Offices .. ..	3,350	2,879 15 3	..	2,879 15 3	..
90	Judicial .. .. .	17,275	9,903 13 11	11 5 0	9,892 8 11	..
91	Postal and Telegraph .. .. .	3,500	708 9 9	..	708 9 9	..
92	Customs .. .. .	642	509 5 11	100 0 0	409 5 11	..
93	Lunatic Asylums .. .. .	12,050	8,937 7 9	7 10 0	8,929 17 9	..
		36,817	22,938 12 7	118 15 0	22,819 17 7	..
	Harbour Works and Harbour Defences—					
95	Harbour Works .. .. .	193	188 17 8	..	188 17 8	..
96	Harbour Defences .. .. .	3,000	4,103 1 0	1,625 15 9	2,477 5 3	..
		3,193	4,291 18 8	1,625 15 9	2,666 2 11	..
98	Thermal Springs .. .. .	2,350	2,586 19 11	..	2,586 19 11	..
	PART II.					
	Railways—					
100	Marton-Te Awamutu .. .. .	25,000	10,339 0 6	21 12 6	10,317 8 0	..
	Roads—					
102	Roads .. .. .	30,000	5,617 11 8	85 0 0	5,532 11 8	..
103	Payments of Thirds and Fourths to Local Bodies	500	315 8 6	..	315 8 6	..
		30,500	5,933 0 2	85 0 0	5,848 0 2	..
	PART III.					
	Railways—					
106	Helensville Northwards .. .. .	25,000	10,876 18 10	37 13 4	10,839 5 6	..
107	Grahamstown-Te Aroha .. .. .	2,000	973 7 10	..	973 7 10	..
108	Putaruru-Rotorua .. .. .	20,000	21,081 5 0	..	21,081 5 0	1,081 5 0
109	Woodville-Palmerston .. .. .	38,310	36,035 1 1	419 16 10	35,615 4 3	..
110	Mangamahoe-Woodville .. .. .	2,711	1,015 4 7	198 5 3	816 19 4	..
111	Blenheim-Awatere .. .. .	20,000	11,287 3 1	8 0 0	11,279 3 1	..
112	Greymouth-Hokitika .. .. .	10,000	887 13 11	60 15 8	826 18 3	..
113	Otago Central .. .. .	29,939	25,659 9 8	214 1 4	25,445 8 4	..
114	Catlin's River Branch .. .. .	20,000	7,426 7 11	..	7,426 7 11	..
115	Wyndham-Fortrose .. .. .	2,500	2,301 9 2	..	2,301 9 2	..
116	Additions to Open Lines .. .. .	12,928	13,271 16 0	343 19 0	12,927 17 0	..
117	Permanent-way, Sleepers, and Rolling-stock	40,000	40,912 1 10	4,200 9 6	36,711 12 4	..
		223,388	171,727 18 11	5,483 0 11	166,244 18 0	1,081 5 0

## APPENDIX B.

STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department outstanding at the Close of the Financial Period ended 31st March, 1891, prepared in terms of Section 9, Subsection (2), of "The Public Revenues Act, 1882," and forwarded, as therein provided, to the Audit Office.

Class.	Votes.	Summary.										Total.							
PUBLIC WORKS FUND.																			
PART I.																			
III.	76-79	Railways .. .. .	£	s.	d.									£	s.	d.			
VIII.	89-94	Public Buildings .. .. .									1,202	18	0						
XI.	98	Thermal Springs .. .. .									27,082	3	11						
														10	10	10			
																	28,295	12	9
PART II.																			
II.	100	Railways .. .. .												26,103	1	10			
PART III.																			
II.	106-115, 117	Railways .. .. .												98,875	19	3			
																	153,274	13	10
CONSOLIDATED FUND.																			
XII.	59, 61	Public Buildings and Domains .. .. .												7,752	14	1			

Vote No.	Name of Vote.				Works under Contract.			Material, Wages, Salaries, &c.			Material from England.			Total.		
PUBLIC WORKS FUND.																
Part I.—Chargeable to the Unexpended Balance of Loans raised prior to the 31st March, 1886.					£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Railways—																
76	Wellington-Foxton .. .. .							67	14	0				67	14	0
77	Lincoln-Little River .. .. .				168	0	9	153	13	7				321	14	4
78	Land-claims, &c. .. .. .							813	9	8				813	9	8
79	Surveys, New Lines of Railway .. .. .															
					168	0	9	1,034	17	3				1,202	18	0
Public Buildings—																
89	General Departmental Offices .. .. .				200	0	0	266	17	0				466	17	0
90	Judicial .. .. .				4,344	6	2	1,085	2	7				5,429	8	9
91	Postal and Telegraph .. .. .				317	12	0	271	19	0				589	11	0
92	Customs .. .. .							18	17	0				18	17	0
93	Lunatic Asylums .. .. .				17,383	10	0	3,194	0	2				20,577	10	2
					22,245	8	2	4,836	15	9				27,082	3	11
98	Thermal Springs .. .. .							10	10	10				10	10	10
Part II.—Chargeable to the £1,000,000 raised under "The North Island Main Trunk Loan Act, 1882."																
Railways—																
100	Main Trunk Line, Marton-Te Awamutu .. .. .				25,677	8	1	425	18	9				26,103	1	10
Part III.—Chargeable to the £1,325,000 raised under "The New Zealand Loan Act, 1886."																
Railways—																
106	Helensville Northwards .. .. .				19,569	1	10	1,815	6	11				21,384	8	9
107	Grahamstown-Te Aroha .. .. .							135	19	0				135	19	0
108	Putaruru-Rotorua .. .. .				17,559	2	2	1,708	17	6				19,267	19	8
109	Woodville-Palmerston .. .. .				496	11	1	4,145	7	7				4,641	18	8
110	Mangamahoe-Woodville .. .. .				693	0	3	892	8	3				1,585	8	6
111	Blenheim-Awatere .. .. .				6,884	0	10	474	4	10				7,358	5	8
112	Greymouth-Hokitika .. .. .				10,710	18	4	643	11	3				11,354	9	7
113	Otago Central .. .. .							3,041	13	6				3,041	13	6
114	Catlin's River Branch .. .. .				14,147	14	0	362	15	9				14,510	9	9
115	Wyndham-Fortrose .. .. .							110	3	8				110	3	8
117	Permanent-way, Sleepers, &c. .. .. .				1,745	6	8	2,739	15	10	11,000	0	0	15,485	2	6
					71,805	15	2	16,070	4	1	11,000	0	0	98,875	19	3
CONSOLIDATED FUND.																
59	Public Buildings .. .. .				410	1	10	7,000	13	11	238	0	0	7,648	15	9
61	Domains .. .. .							103	18	4				103	18	4
					410	1	10	7,104	12	3	238	0	0	7,752	14	1



# APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1890, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1891.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Particulars.	Length of Contract.	Length of Sidings in Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
				M. ch. lk.	M. ch. lk.				£ s. d.	
April 8, 1890	Lincoln-Little River	Stone facing to embankment, Lake Ellesmere	..	..	..	A. Swanston and Co. ..	June 11, 1890	July 19, 1890	767 6 4	
Jan. 3, 1891	"	Road and embankment, Lake Ellesmere reclamation	..	..	..	J. Cooksley ..	March 30, 1891	Mar. 30, 1891	454 0 9	
Aug. 14, 1885	Marton - Te Awamutu (north end)	Poro-o-tarao Tunnel	Formation	1 34 0	..	J. J. O'Brien ..	Aug. 11, 1887	Aug. 23, 1890	46,849 0 0	Contract assigned to E. Porter and Co., 11th May, 1887.
Dec. 13, 1890	Marton - Te Awamutu (south end)	Mangaonohu	F. and p.l.	3 70 30	0 22 0	Clegborn, Forrest, and Magee	Sept. 23, 1892	..	26,499 8 1	
Jan. 23, "	Helensville, northwards	Mount Rix Wharf..	..	..	..	Walter Hughes	Oct. 21, 1890	Mar. 31, 1891	2,000 11 2	
March 13, "	"	Makarau ..	F. and p.l.	3 6 0	0 40 0	John McLean and Son	March 1, 1892	..	26,616 0 0	
Feb. 11, "	Putaruru-Rotorua ..	Kaponga ..	F., p.l., and stations	10 23 0	0 54 0	Daniel Fallon	Oct. 5, 1891	..	37,839 2 2	
Nov. 6, 1886	Woodville-Palmerston	Manawatu Gorge ..	Formation	4 32 0	..	Jones and Peters	July 31, 1889	July 4, 1890	68,097 1 1	Contract assigned to W. Knight, who failed to carry out the work, and new tenders called for (see below).
Feb. 8, 1889	"	Ashurst ..	F. and p.l.	7 52 15	0 50 0	P. Honeybone	March 22, 1890	..	14,484 1 6	
July 18, 1890	"	Pohangina	Perman'nt-way	7 48 42	..	J. Whittaker and Co. ..	July 18, "	Feb. 8, 1891	3,006 18 10	
July 3, 1889	"	Tunnel, No. 1	..	..	..	Jones and Peters	Feb. 26, "	April 14, 1890	2,115 6 0	
Dec. 9, "	"	Ashurst completion	F. and p.l.	..	..	Thomas Denby	Aug. 7, "	Dec. 31, "	11,862 10 0	
March 27, 1890	"	Tunnels, fronts and lining	..	..	..	Jones and Peters	July 26, "	July 26, "	2,182 6 0	
June 1, 1888	Mangamahoe-Woodville	Awapurua Bridge ..	Formation & prot.wks.	1 58 0	..	A. Peebles ..	May 29, 1889	..	3,936 12 0	
March 4, 1890	Blenheim-Awatere ..	Utawai ..	Formation	2 50 0	..	McGrath and Burke	Sept. 3, 1891	..	17,359 10 0	
Feb. 6, 1891	Greymouth-Hokitika	Arahura Bridge extension and roadway	..	..	..	Frazer and Robinson ..	May 2, "	..	764 14 8	
Dec. 17, 1890	Otago Central	Kapitea ..	Formation	..	..	J. Saunders and Co. ..	June 12, 1892	..	9,946 3 8	
Sept. 13, 1888	"	Barewood Bridges	Super-structure	..	..	J. and A. Anderson	July 9, 1890	Nov. 5, 1890	15,765 9 0	
Nov. 23, 1889	"	Middlemarch Bridges	..	..	..	Sutherland and Nelson	Oct. 15, "	Aug. 27, "	1,749 6 4	
June 13, 1890	"	Middlemarch Station-buildings	..	..	..	Sanderson and Co. ..	Nov. 6, "	Jan. 8, 1891	2,692 5 0	
Jan. 5, 1891	Catlin's River Branch	Catlin's Tunnel ..	F., p.l., and stations	..	..	D. Kirkwood ..	Dec. 22, 1891	..	8,939 15 10	
March 3, 1890	"	Glenomaru ..	F., p.l., and stations	6 18 0	0 38 50	James Innes ..	May 25, 1891	..	11,372 9 2	
Jan. 20, "	Wyndham-Fortrose ..	Mainai Station-buildings	..	..	..	R. Meikle ..	April 24, 1890	June 4, 1890	1,377 0 0	

## APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1890, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1891.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
PUBLIC BUILDINGS.						
AUCKLAND.						
Jan. 15, 1890	Police Cottage, &c., Ponsonby	E. Wrigley	April 14, 1890	Nov. 27, 1890	£ 427 0 0	Completed.
Feb. 12, "	Roofing Mount Eden Gaol, Contract No. 1, Auckland	W. Philcox and Son	Aug. 3, "	June 25, 1890	666 0 0	
April 16, "	Police Cottage, Mercury Bay	T. Bell	July 1, "	Dec. 22, "	207 18 0	
April 28, "	New Sanatorium, Rotorua	Malcolm and Price	Oct. 21, "		3,000 0 0	
HAWKE'S BAY.						
April 25, 1890	Additions, Police Cottage, Hastings	James Garnett	June 3, 1890	June 3, 1890	60 0 0	
TARANAKI.						
Nov. 12, 1890	Police Station, Stratford	W. Howson	Feb. 13, 1891		430 19 2	
WELLINGTON.						
Dec. 31, 1889	Window-cleaning, 1890, Public Buildings, Wellington	A. Drake	Dec. 31, 1890	Dec. 31, 1890	159 12 0	
Dec. 31, "	Chimney-sweeping "	J. Withers	Dec. 31, "	Dec. 31, "	114 0 0	
Jan. 3, 1890	Rubbish Contract "	T. Costello	Dec. 31, "	Dec. 31, "	76 14 0	
April 8, "	Manners Street Lockup, Wellington	Arthur A. Compton	May 1, "	May 15, "	55 5 0	
June 6, "	Stamp-printing Office, Wellington	Croft and Hunt	Sept. 5, "	Sept. 12, "	625 0 0	
Dec. 23, "	Window-cleaning, 1891, Public Buildings, Wellington	C. Hayes	Dec. 31, 1891		158 0 0	
Dec. 23, "	Chimney-sweeping "	H. Smith	Dec. 31, "		104 0 0	
Dec. 23, "	Rubbish Contract "	C. Lamberg	Dec. 31, "		57 4 0	
Feb. 9, 1891	Lunatic Asylum, Porirua	James Trevor..	Feb. 3, 1892		17,383 10 0	
NELSON.						
Dec. 13, 1890	Alterations and additions, Cable Station, Wakapuaka	Baker Brothers	Feb. 4, 1891	Mar. 4, 1891	417 12 0	
Jan. 28, "	Lineman's Station, Longford	Carroll and Artindale	May 12, 1890	June 30, 1890	369 0 0	
WESTLAND.						
April 1, 1890	Customhouse, Greymouth	Boyd and Hillman	June 7, 1890	Aug. 28, 1890	460 19 5	
CANTERBURY.						
March 22, 1889	Re-building west wing, Asylum, Sunnyside	J. and W. Jamieson	Sept. 23, 1889		11,686 10 0	Completed.
April 5, 1890	Courthouse, Police-station, and Lockup, Kaiapoi	W. Greig	Aug. 29, 1890	Oct. 14, 1890	848 7 8	
OTAGO.						
Dec. 4, 1889	Police Cottage, &c., Mosgiel	G. Morrison	March 24, 1890	Mar. 24, 1890	547 0 0	
Dec. 10, "	Alterations, Supreme Court Buildings, Dunedin	R. Sandilands	Feb. 12, "	May 31, "	605 15 0	
Dec. 3, "	Police Cottage, Kurow	James Munro..	Feb. 8, "	Mar. 24, "	498 10 0	
Dec. 16, "	" Clinton	W. Moffatt	March 24, "	April 14, "	452 0 6	
Nov. 22, "	" Invercargill	J. C. Howie	Feb. 11, "	Mar. 15, "	317 10 0	
July 12, 1890	Police Buildings, Dunedin	McLeod and Shaw	Feb. 19, 1891		5,857 9 3	

## APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS and DELIVERIES on 1st April, 1890, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1891.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Rate per Month.	Date of Completion.	Total delivered to Date.	Remarks.
NORTH ISLAND.									
AUCKLAND DISTRICT.									
22 October, 1890 ..	Waikato Timber Company	Lichfield ..	10,000 totara ..	s. d. 4 8	Putaruru Junction yard	4,000 first three months, 1,000 each succeeding month	14 July, 1891 ..	5,000	..
December, 1890 ..	R. Rapson and others ..	Kaukapakapa ..	500 totara ..	4 0	Kaukapakapa ..	..	..	323	..
January, 1891 ..	C. Newman ..	..	2,000 puriri & totara ..	4 3	Helensville and Kanohi ..	..	..	534	..
February, 1891 ..	J. Mitchelson ..	Dargaville ..	1,000 puriri ..	4 8	Helensville ..	..	..	1,000	..
November, 1890 ..	J. Harrison ..	Te Kopuru ..	1,000 totara ..	4 2½	Helensville ..	..	..	530	..
PALMERSTON-WOODVILLE DISTRICT.									
6 May, 1890 ..	Luxford and Wylds ..	Palmerston North ..	1,000 totara, 8in. by 6in. 300 totara, 8in. by 6in. ..	3 0 3 6	Palmerston-Woodville Railway-line, at 4 miles 45 chains	One-third	31 August, 1890 ..	..	Completed.
15 September, 1890	Norman Campbell ..	Woodville ..	304 totara, 8in. by 6in. 128 totara, 8in. by 7in. ..	3 3 3 9	Woodville Railway-station ..	In one lot	31 Dec., 1890 ..	..	Completed.

## APPENDIX E.

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1890, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1891.

Name of Contract.	Name of Contractor.	Date when Contract was completed.	Amount of Contract.
<b>AUCKLAND.</b>			
Warkworth-Kawakawa (section 1)	Weaver Brothers	.. ..	£ s. d. 194 10 0
(section 2)	F. Orbeith	.. ..	102 15 0
Waitomo Caves Road	J. Mercer	29 May, 1890	577 10 4
Woodhill Bridge	T. Bell	.. ..	231 16 11
Wairua Bridge and Road	J. Craddock	.. ..	177 16 9
Waingarua-Akatea	R. Melville	.. ..	137 10 8
Akaaka Swamp (contract 180)	D. McCarthy	.. ..	222 16 0
Opunaki-Hokianga (contract 178)	M. Karlson	19 Dec., 1890	114 15 0
(contract 181)	.. ..	.. ..	104 0 0
Tunnel, Karioi Road	Ormsby and French	.. ..	1,116 7 1
Mangaroa-Stratford	J. Houghton	.. ..	570 0 0
<b>HAWKE'S BAY.</b>			
Tologa-Mangatokerau	M. McLeod	21 Nov., 1890	191 5 0
Ormond-Waiapu	.. ..	Dec., 1890	150 0 0
Ormond-Opotiki	J. O'Neill	7 Feb., 1891	425 16 0
.. ..	P. Mooney	5 June, 1891	299 18 0
Tautane Reserve	J. Sullivan	6 Oct., 1890	135 0 0
Danevirke-Wainui	T. Badderley	17 April, 1891	178 12 6
.. ..	H. Carlson	.. ..	145 13 6
Rhone Creek Bridge	John Sullivan	.. ..	225 0 0
Frasertown, &c., Road	Hallett and Laing	.. ..	348 15 6
Kuripapanga-Karioi, No. 7	J. O'Connor	.. ..	377 10 0
" No. 8	"	28 April, 1891	204 5 0
" No. 9	"	.. ..	220 0 0
" No. 84	Kay and McLeod	28 April, 1891	396 12 1
" No. 85	"	28 April, 1891	370 3 10
<b>TARANAKI.</b>			
Pukearua-Mokau	C. Hunt	Dec., 1890	146 16 0
Otakeho Bridge	E. Cave	28 May, 1890	367 0 0
Mangawhero-iti Bridge	.. ..	Feb., 1891	307 0 0
Mokau Punt	W. Campbell	7 June, 1891	189 6 4
Kaitoke Road	Floyd and Hickson	.. ..	120 0 0
Mimi Road, No. 26	W. J. Laurent	4 Mar., 1891	152 15 0
" No. 27	(W. H. Bucks and Co. Paterson and Frank	20 April, 1891	215 12 0
" No. 28	C. Tapp	13 April, 1891	230 0 0
Mangakau and Mangamasho Bridges	M. Clow	Dec., 1891	238 0 0
Stratford-Mangaroa, No. 39	Victor Schinery	.. ..	348 0 0
" No. 38	Paterson and Robertson	.. ..	187 5 0
" No. 40	.. ..	.. ..	250 0 0
" No. 41	A. M. Salter	.. ..	198 0 0
<b>WELLINGTON.</b>			
Kairanga Drain	C. and J. Voss	Feb., 1891	598 0 0
Pahiatua-Palmerston Road, No. 87	C. G. Cameron	10 Jan., 1891	202 2 0
" " No. 78	J. Barron	2 Dec., 1890	199 5 0
" " No. 88	J. Breen	April, 1891	283 0 0
Mangatainoko Roads, No. 77	M. Tangey	12 Feb., 1891	377 3 4
Puketoi Roads, No. 71	C. Parker and Co.	5 Sept., 1890	188 0 0
" No. 72	E. McMahon and Co.	2 June, 1890	132 14 0
" No. 73	Sheehan and Handbrook	2 June, 1890	191 0 0
Pohangina-Oroua, No. 91	T. Donovan	.. ..	233 14 7
Otamakapua Roads, No. 81	B. Poole	25 Sept., 1890	170 8 0
" No. 83	J. H. Weatherly	28 Nov., 1890	103 7 0
Mangawhio Roads, No. 79	J. W. Grimes	11 Mar., 1891	385 18 0
" No. 80	"	.. ..	145 12 3
" No. 90	"	.. ..	194 9 0
Hunterville-Turangare, No. 1	J. Carmody	.. ..	196 17 6
" No. 2	Ben Poole	.. ..	346 0 0
" No. 3	Cleghorn and Co.	.. ..	263 15 0
" No. 3A	B. Poole	.. ..	1,052 13 6
" No. 4	J. Carmody	.. ..	379 5 0
" No. 5	"	.. ..	598 17 2
" No. 6	McDonnell and Howard	.. ..	1,599 0 0
" No. 7	W. A. Floyd	.. ..	1,120 4 0
" No. 8	James Breen	.. ..	1,940 10 0
" No. 9	W. A. Floyd	.. ..	946 0 0
Tongariro Bridge	Younger and Laing	.. ..	1,745 18 2
<b>NELSON.</b>			
Buller Road	J. J. Nolan	28 July, 1890	211 0 0
Lyell Bridge	J. and A. Anderson	Dec., 1890	14,773 0 0
<b>MARLBOROUGH.</b>			
Pelorus and Rai Valley	John Leslie	22 Mar., 1890	850 0 0
"	John Higgins	8 Sept., 1890	486 0 0
"	T. Waterhouse	1 Oct., 1890	399 14 2
"	W. Gill	18 Aug., 1890	112 0 0
"	C. Alport	18 Aug., 1890	109 0 0

APPENDIX E—*continued.*

SCHEDULE of CONTRACTS for ROADS and MISCELLANEOUS WORKS current on the 1st April, 1890, and CONTRACTS entered into by the MINISTER of LANDS during the Year ended 31st March, 1891—*continued.*

Name of Contract.	Name of Contractor.	Date when Contract was completed.	Amount of Contract.
WESTLAND.			
Makawiho—Mahitahi, No. 105 .. ..	John Ritchie .. ..	.. ..	£ s. d. 485 0 0
Hunt's Beach—Makawiho, No. 104 .. ..	J. A. Roberts .. ..	Mar., 1891	450 0 0
CANTERBURY.			
Ohau—Pukaki Road .. ..	J. Pearson .. ..	19 Feb., 1891	107 7 6
OTAGO.			
Lake Te Anau—Arthur River Tracks .. ..	Davis and Coutts .. ..	July, 1890	126 12 0
Lake Ada Track .. ..	Q. McKinnon .. ..	Aug., 1890	120 0 0
Catlin's District Roads .. ..	James Robertson .. ..	16 Aug., 1890	102 4 6
" " .. ..	James Lumsden .. ..	15 Aug., 1890	181 16 0
" " .. ..	M. Allan .. ..	30 Sept., 1890	181 16 0
Catlin's Bridge .. ..	W. McPhee .. ..	26 Jan., 1891	648 9 0
Waikawa—Catlin's Roads, Nos. 15, 16, and 17 .. ..	J. Pemberton .. ..	.. ..	150 4 9
" " No. 5 .. ..	James Ewart .. ..	Dec., 1890	120 7 6
SOUTHLAND.			
Waikawa Bridge .. ..	T. McMath .. ..	.. ..	407 6 4
Orepuki—Wairaurahiri .. ..	W. Baird .. ..	.. ..	282 18 6
" " .. ..	Ridland and Cheyne .. ..	.. ..	257 10 0
Waikawa Roads .. ..	W. Emson .. ..	.. ..	1,564 19 2
Waikawa Jetty and Sheds .. ..	A. Kennedy .. ..	.. ..	913 13 3

NOTE.—Only contracts of over £100 are stated.

## APPENDIX F.

SCHEDULE of CONTRACTS for ROADS on GOLDFIELDS current on the 1st April, 1890, and CONTRACTS entered into by the MINISTER of MINES during the Year ended 31st March, 1891.

Date of Contract.	Name of Road.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date when Contract was completed.	Amount of Contract.
29 Mar., 1889	Westport to Karamea	Mokihinui Bridge	G. Sangster ..	12 Dec., 1890	..	£ s. d. 4,835 0 0
14 Nov., 1890	Garston to Nevis ..	Section No. 1 ..	C. Withington ..	3 May, 1891	..	569 6 8
26 Jan., 1890	" ..	" 2 ..	R. Mapp and Sons	13 July, 1891	..	393 1 0
26 Mar., 1891	Roma " New Rush ..	" 1 ..	W. P. Daly ..	..	..	116 0 0
26 Mar., 1891	" ..	" 2 ..	" ..	..	..	122 0 0
21 Feb., 1891	" ..	" 3 ..	Giese and Max ..	4 April, 1891	..	64 10 0
11 May, 1891	" ..	" 4 ..	Taylor and party	22 June, 1891	..	83 15 0
21 Feb., 1891	" ..	" 5 ..	J. Butler ..	4 April, 1891	..	65 0 0
21 Feb., 1891	" ..	" 6 ..	P. Brown and party	4 April, 1891	..	93 5 0

APPENDIX G.

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

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

SIR,— Public Works Office, Wellington, 31st March, 1891.  
I have the honour to submit the following report on the various works completed and in progress throughout the colony during the financial year ending the 31st March, 1891:—

RAILWAYS.

ABSTRACT.

The following table shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1891:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1891.	Liabilities on 31st March, 1891.
	M. ch.	M. ch.	£ s. d.	£ s. d.
Kawakawa .. .. .	7 41	7 41	90,235 8 4	34 0 0
Whangarei-Kamo .. .. .	9 20	6 52	70,095 9 3	..
Helensville Northwards .. .. .	110 0	7 42	43,028 6 3	21,384 8 9
Kaipara-Waikato, with Branches .. .. .	172 36	151 1	1,379,543 12 10	..
Waikato-Thames .. .. .	62 55	30 55	208,069 11 4	179 10 6
Morrinsville-Rotorua .. .. .	73 36	41 60	261,435 16 2	19,267 19 8
Wellington-Napier and Palmerston North .. .. .	230 15	205 23	1,914,689 11 9	6,227 7 2
Wellington-Foxton .. .. .	..	..	42,116 3 4	67 14 0
Foxton-Waitara .. .. .	202 63	197 60	1,416,947 0 3	105 0 0
North Island Main Trunk .. .. .	216 0	53 7	342,399 19 10	26,103 1 10
Nelson-Roundell .. .. .	52 0	22 73	177,947 3 8	..
Greymouth-Nelson Creek .. .. .	7 69	7 69	216,189 18 6	..
Greymouth-Hokitika .. .. .	24 0	..	100,610 13 3	11,354 9 7
Westport-Ngakawau .. .. .	19 61	19 56	227,353 7 5	222 4 1
Picton-Hurunui—Picton-Awatere Section .. .. .	34 40	17 79	242,998 6 5	7,358 5 8
Picton-Hurunui—Red Post Section .. .. .	9 50	9 50	39,033 14 4	..
Hurunui-Waitaki, with Branches .. .. .	474 41	433 38	2,507,426 1 6	355 8 5
Oxford-Malvern .. .. .	11 44	11 44	59,210 11 0	..
Waitaki-Bluff, with Branches .. .. .	560 60	439 40	3,510,557 4 2	14,995 13 5
Otago Central—Chain Hills—Middlemarch .. .. .	41 57	16 67	539,438 13 7	3,041 13 6
Invercargill-Kingston, with Mararoa Branch .. .. .	117 4	97 44	318,853 1 3	..
Western Railways .. .. .	57 56	57 56	223,822 15 6	..
Preliminary surveys .. .. .	..	..	65,116 10 0	..
Miscellaneous .. .. .	..	..	10,336 19 11	..
Stock of permanent-way and rolling-stock on hand .. .. .	..	..	66,105 15 2	15,485 2 6
Value of permanent-way in hands of Railway Department .. .. .	..	..	25,000 0 0	..
Total .. .. .	2,495 28	1,835 77	14,098,561 15 0	126,181 19 1
PROVINCIAL GOVERNMENT LINES, ETC.				
Canterbury (lengths included above) .. .. .	..	..	731,759 0 0	..
Otago .. .. .	..	..	372,522 2 5	..
Gisborne to Ormond Tramway .. .. .	..	..	4,975 1 7	..
Forest Hill .. .. .	..	..	556 5 2	..
Grand total .. .. .	2,495 28	1,835 77	15,208,374 4 2	126,181 19 1

During the year a total length of 22 miles 57 chains of railway was opened for traffic, 17 miles 21 chains in the North Island and 5 miles 36 chains in the Middle Island. The following table contains particulars of the sections:—

Railway.	Section.	Length.	Date opened for Traffic.
Woodville-Palmerston .. .. .	Woodville to Palmerston .. .. .	M. ch. 17 21	9th March, 1891.
Edendale-Toitois .. .. .	Wyndham to Glenham .. .. .	5 36	1st May, 1890.
Total .. .. .	.. .. .	22 57	..

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

## KAMO-PUHIPUHI RAILWAY.

*Kamo to Puhipuhi and Taumarere.*—The report and estimate for a railway to the Puhipuhi forest has been completed, showing that a line 14 miles 36 chains in length could be constructed with favourable grades and curves for £70,500. A preliminary examination and report was also made of a route west of the Puhipuhi forest, from the end of the first survey to Taumarere on the Kawakawa Railway, *via* the Waiotu, Tirohanga, or Karetu Rivers. This line, however, would not be so good as the through route proposed west of the Ruapekapeka Mountain.

## HELENSVILLE NORTHWARDS RAILWAY.

*Kaukapakapa Section.*—The fencing of the road to Kanohi Station and connecting fences to the Kaukapakapa ballast-pit have been completed.

*Makarau Section (3 miles 6 chains).*—Work on this section was greatly retarded by unsettled weather throughout the year, but, notwithstanding this, fair progress has been made. The line is practically formed from the commencement to the tunnel, the excavation of which is in hand. Beyond the tunnel all the bush has been cleared and the cuttings started.

*Mount Rix Wharf.*—Owing to a difficulty in obtaining piles, and an accident through a small steamer running into the wharf, the contract has only just been finished.

*Surveys.*—As reported last year, the Tahekeroa Section, 46 miles 36 chains to 49 miles 54 chains, is ready for contract. This year the Komokoriki Section, 49 miles 54 chains to 56 miles, has been located, and the plans are now being prepared. A trial survey from 56 miles to about 3 miles south of Wellsford at 67 miles 60 chains, shows that, with the exception of 2 miles through a rough gorge, an easy line can be obtained.

## WAIKATO-THAMES RAILWAY.

The maintenance of the flood-openings contract, Thames, drainage by deferred-payment settlers of Block XI., drainage through the Waikato Land Association's property, all of which were in progress last year, and some minor works, have been completed.

## THAMES VALLEY-ROTORUA RAILWAY.

*Kaponga Section (10 miles 23 chains).*—It is expected that the contractor will finish this section ready for traffic by the contract date—*viz.*, October next. The rails are laid and ballasting done on the first 2 miles, the earthwork on the next 5 miles is well forward, and the bush has been felled on the remainder of the section.

## NORTH ISLAND MAIN TRUNK RAILWAY.

*Poru-o-tarao Tunnel.*—As anticipated, the tunnel was completed in May, but in consequence of the season being an unusually wet one, the contractors were very much hindered in finishing up, and it was not until the middle of December that they were relieved of the maintenance.

*Mangaonoho Section (3 miles 70 chains).*—This section extends from Rangatira, the terminus of the southern portion of the railway, towards Makohine, where there is good land and a totara bush. The contract includes the laying of the permanent-way, and since it was let, in December, fair progress has been made.

## WOODVILLE-PALMERSTON RAILWAY.

*Woodville-Gorge Section.*—The few works remaining to complete this portion of the line ready for platelaying were duly finished.

*Manawatu Gorge Section.*—Shortly after the satisfactory completion of Messrs. Jones and Peters's contract in July, a large slip of 51,340 cubic yards of material came down it at 9 miles 40 chains. It has been removed by the contractors under special arrangement.

*Woodville-Pohangina Platelaying Contract.*—This was let in July, and, in addition to the platelaying between Woodville and the Pohangina Bridge, included the building of two retaining-walls in the Manawatu Gorge. The slip at 9 miles 20 chains considerably retarded the work, and it was not finished until the 8th ultimo.

*Ashurst Section.*—This has been completed, and station-accommodation provided, a shelter-shed being erected at Whakaronga, and a shelter-shed, goods-shed, and sheep- and cattle-yards at Ashurst.

*General.*—It was expected that the railway would have been opened earlier in the year; but when approaching completion some exceptionally heavy rainstorms caused a number of slips, which had to be cleared away before traffic could be commenced. After the line had been cleared and the Railway Commissioners had taken it over it was opened for traffic on the 9th instant.

## WELLINGTON-WOODVILLE RAILWAY.

*Awapurua Contract.*—The contractor has very nearly completed the stream-diversion and works designed for the protection of the Awapurua Bridge, the delay being caused by the obstruction of the Natives, soon after the contract was entered into, to the necessary land being taken.

## PICTON-AWATERE RAILWAY.

*Utawai Section (2 miles 50 chains).*—This contract will complete the formation of the railway to the Dashwood Pass. So far good progress has been made by the contractors; but the excavation of the tunnel was delayed somewhat by a slip which occurred at the end of the drive, when a length of about 70 links from the face had been taken out to full size ready for lining.

*Surveys.*—The land-plan survey is finished, and the plans have been forwarded to the Survey Department for certificate.

## WESTPORT-NGAKAWAU RAILWAY.

*Extension to Mokihinui (7 miles 8 chains).*—This has been divided into nine small sections, on seven of which the formation and culverts are now in hand. Three of these are let on the co-operative principle to trustees on behalf of 107 workmen, who are making satisfactory progress with the works on all the sections. It is intended shortly to let the remaining two sections, and the plans for the Ngakawau Bridge have also been prepared, ready for advertising.

*Surveys.*—The survey for land-plans of the extension is in progress; some three miles has been completed.

## GREYMOUTH-BRUNNERTON RAILWAY.

*Surveys.*—From 3 miles 62 chains to 6 miles 12 chains the land-plan survey is finished. No other work has been done on this line by the department.

## GREYMOUTH-HOKITIKA RAILWAY.

*Kapitea Section (4 miles 43 chains).*—A contract was entered into in December for the formation of this section between Kapitea and Teremakau. The cuttings are well in hand, and half of the felling and clearing has been done.

*Arahura Bridge Extension and Roadway.*—A quantity of timber for the addition of four 11ft. spans to the north end of the bridge, and the planking of the whole length of the bridge so that it may be available for road traffic, is on the ground. As the tender was only accepted on the 2nd ultimo, there has not been time to make more than a start at the work.

*Surveys.*—The field-work for the land-plans from 10 miles to north of the Teremakau Bridge is nearly finished.

## CATLIN'S RIVER RAILWAY.

*Glenomaru Section (6 miles 18 chains).*—Although there has been some delay in carrying on the works on this section, which will complete the railway to McDonald's Saddle, the contractor is now pushing on the works vigorously. It is expected that the contract will be finished not more than a month or six weeks after the due date—25th May, 1891.

*Catlin's Section (40 chains).*—A tunnel, 12½ chains in length, through McDonald's Saddle is included in this contract, which was let in December last. Pending a decision on a proposed deviation, affecting the last 10 chains of the section, the contractor has only been able to open out the work from one end, consequently the progress made is slight.

*Surveys.*—With the view of altering the route of the railway so as to make it more conveniently available for a larger number of the settlers in the district, and also provide a better means of access to the Crown lands now being rapidly taken up for settlement, a survey has been made of a deviation from 13 miles 40 chains to 21 miles 40 chains, near the head of Catlin's Lake. The results of the survey are now under consideration.

## EDENDALE-TOITOIS RAILWAY.

*Wyndham-Glenham Section.*—The Mainai station-buildings contract was finished, and the section from Wyndham to Glenham handed over to the Railway Commissioners ready for opening in May.

## OTAGO CENTRAL RAILWAY.

*Hindon to Middlesmarch.*—The Barewood bridges iron piers and superstructure contract was completed by Messrs. J. and A. Anderson, of Christchurch, in a most satisfactory manner, in November. The masonry and superstructure of the Middlesmarch bridges were finished in August. The platelaying has been done to Middlesmarch Station, at 40 miles, and for 2 miles beyond, to the ballast reserve. At Middlesmarch the following station-buildings are erected, viz.: combined railway, post, and telegraph station; first-class Stationmaster's house; three cottages for men; goods-shed, 60ft. by 30ft.; engine-shed; coal-store. Sheep- and cattle-yards and a gravitation water-supply have also been provided. Everything will be ready for opening to Middlesmarch next month.

*Middlesmarch-Ida Valley.*—Working-drawings and estimates are prepared for the extension of the railway from Middlesmarch to the Ida Valley, opposite Blackstone Hill, 98¼ miles from Wingatui Junction, and 106¾ miles from Dunedin. This portion has been divided into the following sections, viz.: Strath Taieri, 16 miles 14 chains in length, estimated to cost £80,000; Kyeburn, 16 miles 66 chains, £115,000; and Maniototo, 25 miles 18½ chains, £105,000: the total length of the sections being 58 miles 18½ chains, estimated to cost, exclusive of rolling-stock, £300,000, or an average of £5,152 per mile.

## SURVEYS, OTAGO DISTRICT.

*Land-plan Surveys.*—The contract for the land-plan survey of the Dunedin-Port Chalmers Railway was finished in December, and the plans are now being examined in the Survey and Land Transfer Offices. Some progress has been made with the survey for land-plans of the Otago Central Railway, and in a few months the plans will be ready for the portion of the railway constructed—viz., to 42 miles. Several small surveys for land-plans on various lines were executed during the year.

*Orepuki to Waiau River.*—A reconnaissance survey for the extension of the railway from the present terminus of the Riverton branch at Orepuki for 12½ miles to the Waiau River was made, and a site suitable for either a railway- or road-bridge across the river selected about 5 miles from its mouth.

## SLEEPERS.

Out of 10,000 totara sleepers contracted to be delivered at Putaruru for the Auckland-Rotorua Railway 5,000 have been delivered. Tenders were invited for 7,000 sleepers for the Makarau section of the Helensville Northwards Railway, but none were received, and arrangements have been entered into for supplies under agreements for small numbers.



## KAIHU VALLEY RAILWAY.

Possession was taken of this railway, 17 miles in length, on the 27th May, under the powers conferred by the mortgage to the Queen. On the 10th instant notification was given to the trustees of the company of the Government's intention to sell the line by auction on the 25th June. Traffic has been regularly continued under the same staff as the company employed. The receipts per train-mile have increased this year to 4s. 8d. from 2s. 9½d. last year, while the proportion of expenditure to receipts was only 76·12 per cent., against 99·76 per cent. last year, and this notwithstanding the fact that the railway has been kept in much better order than previously.

## ROADS AND BRIDGES, ETC.

## AUCKLAND DISTRICT.

*Road to Puhipuhi Reefs (7 miles 65 chains).*—To accommodate the traffic to the newly-discovered silver reefs in the Puhipuhi Block the "Air-line" route was surveyed, and the formation of the road undertaken. It passes through heavy bush. The grade is generally 1 in 15 on the steep portions, the only exception being a short piece of 1 in 13 on the back of a ridge. For 6 miles the road is formed 12ft. wide, the remainder being 10ft. in width, and, as there is no metalling done, it is almost certain to be a good deal cut up by the daily traffic which is now going on. This month the Prospectors' Company has been enabled to cart in the whole of its machinery.

*Waitomo Caves Road.*—The Mangaokewa and Mangapu Bridges, and the Native piecework contracts for the formation of the road, were completed before the winter, and some considerable damage to the road, caused by the wet season, has since been repaired.

*Otorohanga-Kihikihi Road.*—The improvements to the Tokanui track are nearly finished, the work having been delayed until lately by difficulties raised by the Maoris.

*Mokau-Karioti Road.*—From Mokau railway-station to Poro-o-tarao, 12½ miles, the survey is in progress, about 10¾ miles being completed. A length of 5 miles 24 chains south of the Poro-o-tarao tunnel has been resurveyed, and the formation of the first 2 miles 68 chains of it was let on the 11th ultimo; the contractors have made a commencement with the works. 11 miles 30 chains has also been surveyed from Te Koura northwards towards Poro-o-tarao. At Te Koura and Taumaranui, sections of 3 miles and 3 miles 30 chains respectively have been set out ready for the Natives to undertake in petty contracts, and the 5 miles between comprise Contract No. 2, which can now be advertised at any time.

## WOODVILLE-PALMERSTON DISTRICT.

*Manawatu Gorge Bridge.*—This bridge is being thoroughly repaired. The whole of the rata-floor-beams and transoms were found to be unsound, from age, and have been replaced by totara. The flooring is very much worn, so the bridge is being replanked. But for the difficulty in obtaining timber, and the necessity for allowing the traffic to be continued without interruption, the work would have been completed before now.

*Kairanga Drainage.*—The drain along the western boundary of the Kairanga Block, 1 mile 60 chains, was constructed, and has proved effective in draining the properties in the neighbourhood. A survey was made in April for the drainage of the Taonui Swamp and low parts of the Kairanga district.

## MARLBOROUGH-NELSON DISTRICT.

*Rai Valley Road.*—In the Rai and Whangamoa Valleys 6 miles 9 chains of the road has been metalled.

*Kenepuru-Mahakipawa Track.*—This track, to connect the Kenepuru Sound with Mahakipawa, has been located. It is 20¼ miles long.

*General.*—The Hope Bridge was painted and approaches formed, and various small maintenance-works throughout the district attended to.

## WESTLAND DISTRICT.

*Buller Road.*—Several small bridges between 9 and 13 miles have been erected, and some of the old crib-loggings renewed. The bridge at 12 miles 43 chains was restored.

*Lyell Bridge.*—The large bridge over the Buller River at Lyell was finished in December.

*Mokihinui Bridge.*—The piers, abutments, and the short iron-span are erected. The contractor has experienced some difficulty in getting the material to the site, and this, together with an alteration in the piers, has caused the work to get behind time. All the material for the large span is now on the ground ready for erection.

*Rimu to Back Creek Track.*—A survey was made for a horse-track to the scene of the gold-rush at Back Creek, and six contracts prepared for the work. Four sections have been let, and handed over to the Westland County Council, under whose control the road is being formed.

## RAKAIA GORGE BRIDGE.

The damage to the Rakaia Gorge Bridge caused by the gale of September, 1889, was repaired. The bridge was at the same time thoroughly overhauled, and the flood-channel bridge screwed up.

## OTAGO DISTRICT.

*Hindon Road.*—A few slight repairs have been done to the road between Hindon Township and the Otago Central Railway.

## PUBLIC BUILDINGS.

## AUCKLAND DISTRICT.

*Government House, Auckland.*—In addition to the usual minor repairs, the servants' quarters were cleaned, painted, and papered, and a new roasting-range fixed.

*Departmental Buildings, Auckland.*—In the Customs long-room two rooms have been partitioned off for the accommodation of the Official Assignee. The pan-closets became so insanitary in their condition that it was necessary to replace them by some of a more modern type. A fire-prevention service has been provided, and sundry small repairs attended to.

*New Prison, Mount Eden.*—The walls and floors of the two north towers of the male wing being ready, the roof was put on under contract, and the whole wing is now being fitted up for occupation. Nearly all the stone has been prepared for the walls of the female or west wing, and, as the building of the walls is in progress, this portion should soon be sufficiently advanced for the roof to be undertaken.

*Avondale Lunatic Asylum, Auckland.*—While the control of public buildings was under his charge Mr. Bell prepared plans for the remodelling of the drainage of this institution. In accordance with the design for this new system, work was commenced in November, the services of the patients being utilised as much as possible. The drains have been laid outside the building; the alterations to baths and closets, ventilation of the latter, surface-water drains, and other connections and alterations have been executed. The alteration of the drainage at the auxiliary asylum and the two cottages is in progress.

*Sanatorium, Rotorua.*—It was arranged for the drainage and fire-prevention services to be done by the contractor as part of his contract for the sanatorium, and the whole work was satisfactorily completed in December.

*Post- and Telegraph-offices.*—At Auckland some repairs have been effected in addition to considerable alterations and repairs done by the Postal Department. The mail-room at the Thames office was altered. At Mercury Bay the buildings have been repaired and painted. The fumigating-hulk "*Clara Hargreaves*," was sold by public tender.

*Courthouses and Police-stations.*—The lath-and-plaster ceilings in two of the offices in the Supreme Court buildings, Auckland, are being replaced with wooden ones. The Police Inspector's quarters at Tauranga have been enlarged; and minor repairs and alterations were carried out at the Resident Magistrate's Court, Auckland; the Central Police Court, Auckland; the police-stations, Auckland and Ponsonby; and the lock-up, Mercer.

*Various.*—The roof of the Government Buildings at Tauranga has been repaired and the buildings painted. The Customhouse at Russell was reroofed with corrugated iron, and some small repairs were executed at the same time.

#### TARANAKI-PALMERSTON-NAPIER DISTRICT.

*Police-station, Stratford.*—A new police-station is now being erected under contract at Stratford.

*Post-offices.*—Additions and alterations are being made to the office at Marton. The drainage at Palmerston North has been connected with the main sewer, and a chimney rebuilt at Woodville.

*Courthouses.*—The Courthouses at Napier and Wanganui have been repaired and painted, and gas laid on to that at Palmerston North.

#### WELLINGTON DISTRICT.

*Government House, Wellington.*—Beyond the formation of a new tennis-ground, and some alterations in the garden, no work of importance was done during the year.

*Parliamentary Buildings.*—The drainage-works and sanitary improvements are now in progress, and will be completed in time for the session. In the kitchen the cooking-range has been repaired, and the hot-water apparatus entirely rearranged.

*Mount Cook Prison.*—The ordinary convict labour was largely employed in excavating the site, which is nearly finished. Owing to the scarcity of skilled labour in the prison but little progress has been made, and unless more carpenters, plumbers, &c., are soon available it will be a considerable time before the building can be occupied.

*Porirua Asylum.*—On the 3rd ultimo a tender for £17,383 10s. was accepted for the new asylum at Porirua. About half the excavation of the site has been done, and a brickmaking plant erected. The construction and fencing of the approach road was carried out under a separate contract. Surveys have been made of additional land required, water-supply, drainage, and approach-roads.

*Stamp-printing Office.*—The contract for the new stamp-printing office, a brick building near the Government Printing Office, was satisfactorily completed in September. The new machinery recently imported was then erected, and the machinery transferred from the old office, all being done with but little interruption to the work of stamp-printing.

*Departmental Buildings, Wellington.*—Several rooms have been cleaned and renovated, linoleum laid in others, water laid on from the main to flush out gullies all round the building, and minor repairs executed.

*Post and Telegraph Offices.*—In the General Post Office iron shutters were fitted to the strong-room windows under the tower. The fire-prevention service has been improved by the substitution of a large rising main for two small ones. The sanitary improvements at the south end of the building were finished in August. For the mail-room a partially sound-proof enclosure for the telephone has been constructed, and sound-proof stamping-tables are being provided. The repairing and painting of the Masterton office was finished last month.

*Police-stations.*—A hot-water apparatus has been fixed in the Lambton Quay Police-station, and the drains to the main sewer relaid. At Manners Street the lock-up was completed early in the year. A stable has been erected for the use of the constable at the Lower Hutt.

*Lunatic Asylums.*—At Mount View sundry repairs were executed to the grates, cooking-range, and steam-pipes, and the ventilation of the female dormitory improved. The water-supply reservoir at the Porirua Farm-building has been roofed over.

*Ministerial Residences.*—The Bowen Street house was painted by the landlord. A good deal of the weatherboarding of the residence in Molesworth Street being decayed or worm-eaten, it has been replaced, and the buildings painted. At Tinakori Road East the northern boundary of the ground was refenced; the building has been repaired, and is now being painted.

*Various.*—A concrete retaining-wall was built at the Museum in the place of the brick facing at Bowen Street, which collapsed in consequence of the heavy rain-storm in December last; and the Observatory fence has been repaired.

A store and six huts for the accommodation of prisoners to be employed on the road from Milford Sound to Lake Wakatipu were built and shipped by the "Hinemoa."

The old Government Printing Office was burned down on the 8th October, a small portion only of the building being saved. Temporary offices have in the meantime been found for the various offices that were located there, and permanent provision for them is now being planned by the proposed extension of the present printing-office on the Lambton Quay side.

The general maintenance of the buildings and grounds in Wellington has been satisfactorily attended to by the regular staff of workmen, with some occasional assistance.

#### MARLBOROUGH-NELSON DISTRICT.

*Departmental Buildings, Nelson.*—These buildings are now being repaired and painted.

*Post and Telegraph Offices.*—Extensive repairs and additions have been made to the buildings at the Cable Bay Station, Wakapuaka; and the offices at Nelson and Picton were painted.

*Police-stations and Gaols.*—The Nelson and Blenheim Police-stations have been painted; the station at Havelock is being repaired; and repairs were executed to the gaol at Nelson, and the roof covered with iron.

*Lunatic Asylum.*—The repairing and painting of the Nelson Asylum has been done under petty contract.

#### WESTLAND DISTRICT.

*Post and Telegraph Offices.*—At Greymouth the Postmaster's residence was painted, the office at Reefton repaired, and additional accommodation provided to the lineman's quarters at Longford.

*Courthouses.*—The Resident Magistrate's house at Greymouth has been added to and repaired; the Courthouse at Westport drained; those at Lyell, Greymouth, and Hokitika repaired and painted; and the Warden's residence at Westport repaired.

*Customhouses and Various.*—The contract for the new Customhouse at Greymouth was completed, and the Collector's residence there repaired and painted. The necessary repairs to the office of the District Land Registrar at Hokitika have been made, and the police-station at Denniston is now being repaired and painted.

#### CANTERBURY DISTRICT.

*Sunnyside Asylum.*—In the west wing, rebuilt after the fire, the painting of the dado, and fitting of new special locks, which remained unfinished last year, were completed. The female patients having been removed to the west wing from A and B wards, the latter were thoroughly repaired and painted. Various repairs and alterations to the drainage, hot- and cold-water supply, &c., have been attended to.

*Post and Telegraph Office.*—The office at Timaru was repaired and painted.

*Courthouses and Police-stations.*—At Kaiapoi a new Resident Magistrate's Court, stable, and lock-up have been built. Minor repairs were effected at the Supreme and Resident Magistrate's Courts, Christchurch; and the police-station at St. Albans has been placed in good repair, and re-roofed.

*Various.*—The old Government buildings and the new buildings in Cathedral Square, Christchurch, were repaired; and, after being put in order, the Land Office at Timaru was painted.

#### OTAGO DISTRICT.

*Police-station, Dunedin.*—The progress made with the contract for police-station, lock-up, stable, and boundary-walls has not been so rapid as was expected, principally in consequence of deeper foundations being necessary than was expected, and the inferior quality of the bricks at first brought on to the ground. The work will probably be finished by the end of June.

*Seacliff Lunatic Asylum.*—Rebuilding the west end of the north wing, which was approaching completion at the end of last year, has been finished.

*Post and Telegraph Offices.*—The sanitary arrangements at the North Dunedin office were overhauled and put in proper order, and sundry repairs executed at Dunedin, South Dunedin, Naseby, Arrowtown, Tapanui, and Owake.

*Courthouses and Police-stations.*—Considerable sanitary improvements have been made at the Supreme Court, Dunedin, and the Courthouse at Hampden was repaired. The police-stations at MacLaggan Street and South and North Dunedin have also been repaired and the drainage improved.

*Various.*—The minor repairs and maintenance of public buildings in the Otago District were attended to, the expenditure under this head being £2,800 for the year.

## ENCLOSURES.

This report is accompanied by the following enclosures :—

1. Statement showing lengths of railway authorised, constructed, and surveyed.
2. Diagrams showing mileage of railways open each year.
3. Maps of the North and Middle Islands, showing railways opened and in progress.

I have, &c.,

WILLIAM H. HALES,  
Acting Engineer-in-Chief.

The Hon. the Minister for Public Works.

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Wellington, 31st May, 1891.

It is with deep regret that I record the death, on the 4th instant, of the head of the department, Mr. William Newsham Blair, Engineer-in-Chief and Under-Secretary for Public Works. The late Mr. Blair was associated with the department from the inauguration of the public works policy, and was concerned in the carrying-out of many of the largest and most important public works of the colony, throughout which his professional ability, high personal character, and scientific attainments were well known and respected.

WILLIAM H. HALES.

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TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1891.

NORTH ISLAND.

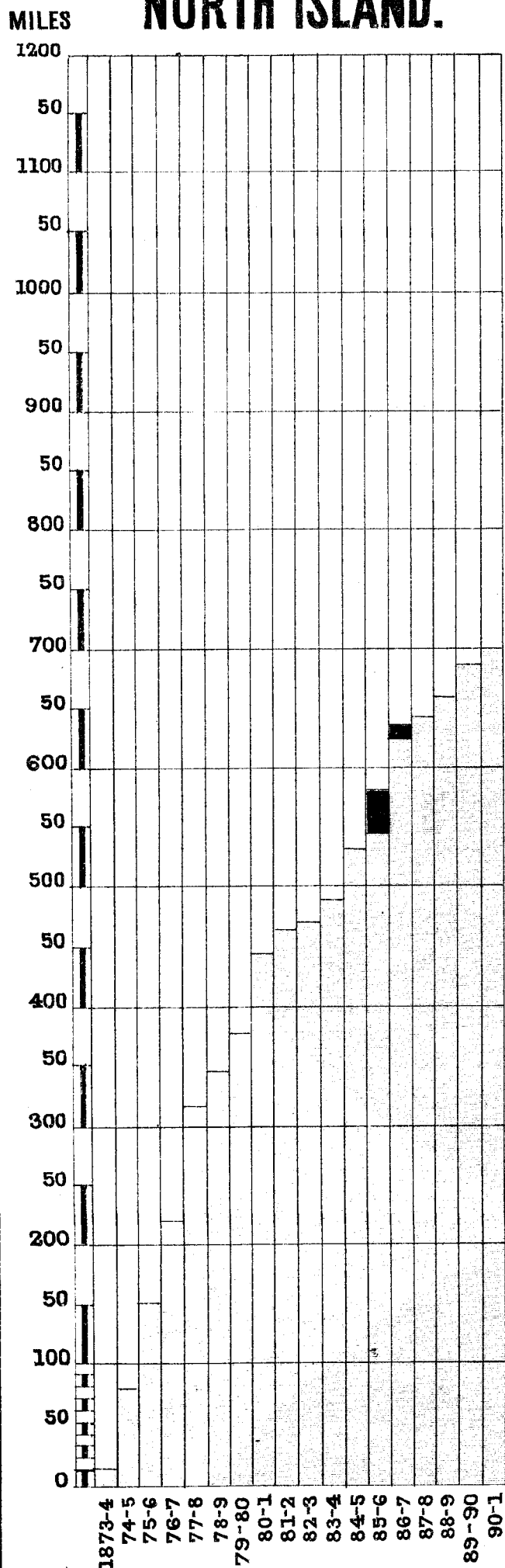
State of Line.																														
Appropriation.	Name of Line.	Mileage.	Subdivisions.	Main Line.	Sillings.	Total.	Surveyed.	Under Formation.	Under Plate-laying.	Opened.																				
										Date.	1873-4	1874-5	1875-6	1876-7	1877-8	1878-9	1879-80	1880-1	1881-2	1882-3	1883-4	1884-5	1885-6	1886-7	1887-8	1888-9	1889-90	1890-1.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
Kawakawa	Kawakawa	7 41	Kawakawa - Taunare	2 30	0 57	8 18				22 Feb., 1877				2 30															7 41	
			Taunare - Opua Wharf	5 11						7 April, 1884												5 11								
Surveys, new lines	Puhupuhi-Kamo	15 0	Puhupuhi-Kamo	15 0		15 0	15 0	Prelim.																						
Whangarei-Kamo	Whangarei-Kamo	9 20	Kamo-Whangarei	4 50	2 27	8 79				28 Oct., 1880								4 50												6 52
			Whangarei - Opau Wharf	2 2						30 Nov., 1882										2 2										
			Opau Wharf - Deep water	2 48		2 48	2 48																							
Helensville northwards	Helensville northwards	110 0	Extension - Welford Road to Komokoriki	77 73	estim.																									
			Komokoriki-Tahakeroa	6 26		6 26	6 26																							
			Tahakeroa-Makarau	3 18		3 18	3 18																							
			Makarau Contract	3 6	0 40	3 46			3 6																					
			Kanohi - Helensville	7 42	1 10	8 52				3 May, 1889																		7 42		7 42
Kaipara-Waikato	Kaipara-Auckland	35 73	Helensville Terminus - Helensville	0 43						18 Sept., 1880								0 43												
			Helensville-Kumeu	12 79	6 66	42 59				29 Oct., 1875			12 79																	35 73
			Kumeu-Henderson	11 0						18 July, 1881										11 0										
			Henderson-Waikomiti	1 50						21 Dec., 1880									1 50											
			Waikomiti-Newmarket	9 61						29 Mar., 1880																				
	Onehunga Branch	2 73	Penrose-Onehunga	2 53	1 70	4 63				24 Dec., 1873			2 53																	2 73
			Onehunga Wharf	0 20						28 Nov., 1878																				
	Auckland-Waikato	100 13	Auckland Wharf	0 15	0 55	0 55				30 Nov., 1885																				
			Auckland Station	42 72						20 May, 1875			42 72																	
			Mercer-Newcastle	31 2						13 Aug., 1877																				
			Newcastle-Hamilton	10 33	16 11	116 24				19 Dec., 1877																				
			Hamilton-Ohaupo	9 27						4 June, 1878																				
			Ohaupo-Te Awamutu	6 24						1 July, 1880									6 24											
			Auckland-Penrose	6 50																										
			Deviation via Beach	2 60		6 50	6 50																							
			Auckland City Branch	2 60		2 60	2 60	Prelim.																						
Surveys, new lines	Paerata-Waiuku	12 5	Paerata-Waiuku	12 5		12 5	12 5																							
Waikato-Thames	Waikato-Thames	62 55	Frankton Junction, Hamilton	1 1						20 Oct., 1879								1 1												
			Hamilton-Morrinsville	16 79	6 1	36 56				1 Oct., 1884																				
			Morrinsville-Te Aroha	12 55						1 Mar., 1886																				
			Te Aroha-Ohinemuri	13 0		13 0	13 0																							
			Ohinemuri Contract	6 15		6 15		6 15																						
			Hikurangi Contract	8 25		8 25		8 25																						
			Kauaranga Contract	4 40	1 35	5 75			4 40	8 Oct., 1884																				
Hamilton-Cambridge	Hamilton-Cambridge	12 2	Ruakura Junction, Cambridge	12 2	3 14	15 16																								
Thames Valley-Rotorua	Thames Valley-Rotorua	63 83	Morrinsville-Oxford	30 60	2 40	40 17				8 Mar., 1886																				
			Oxford-Putaruru	6 77						21 June, 1886																				
			Ngairu Contract	8 0	0 50	8 50			8 0																					
			Kaponga Contract	10 23		10 23		10 23																						
			Kaponga-Ngongotaha	7 33		7 33	7 33																							
			Ngongotaha-Rotorua	6 0		6 0		6 0																						
			Putaruru-Lichfield Branch	4 3		4 3				21 June, 1886																				
Napier-Woodville and Palmerston North	Napier-Woodville	96 65	Spit-Napier	3 16						25 Nov., 1874		2 16																		
			Napier-Hastings	11 64						12 Oct., 1874		11 64																		
			Hastings-Pakipaki	4 27						1 Jan., 1875		4 27																		
			Pakipaki-Te Aute	10 17						17 Feb., 1876		10 17																		
			Te Aute-Waipawa	12 53						28 Aug., 1876		12 53																		
			Waipawa-Waipukurau	4 49						1 Sept., 1876		4 49																		
			Waipukurau-Takapau	12 79	15 05	111 70				12 Mar., 1877		12 79																		
			Takapau-Kopua	5 63						25 Jan., 1878		5 63																		
			Kopua-Makotuku	5 22						9 Aug., 1880		5 22																		
			Makotuku-Matamau	4 22						23 June, 1884		4 22																		
			Matamau-Tahoratu	7 43						1 Dec., 1884		7 43																		
			Tahoratu-Woodville	15 10						22 Mar., 1887		15 10																		
			Woodville-Palmerston North	17 21	0 51	17 72				9 Mar., 1891																				
Wellington-Woodville	Woodville-Wellington	114 64	Woodville-Eketahuna	26 54		26 54	26 58	0 76		8 April, 1889																				

MIDDLE ISLAND.

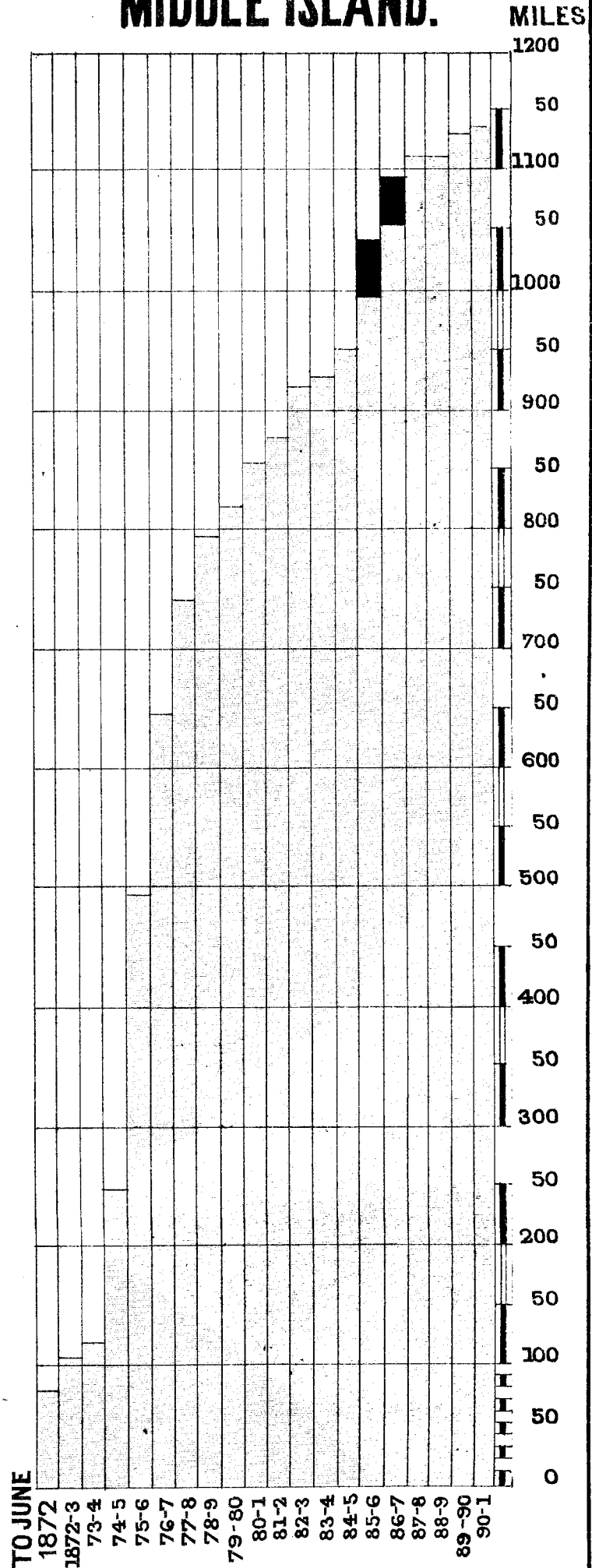
\* In these cases the dates given are the dates on which the railways became the property of the Government.  
 † This comprises 45m. 59ch. of railways constructed by the Government and 45m. 79ch. of lines constructed by private companies under the District Railways Act, and afterwards purchased by the Government.  
 ‡ This comprises 11m. 38ch. of railways constructed by the Government and 36m. 39ch. of lines constructed by private companies under the District Railways Act, and afterwards purchased by the Government.

# Number of Miles open of Government Lines

## NORTH ISLAND.



## MIDDLE ISLAND.

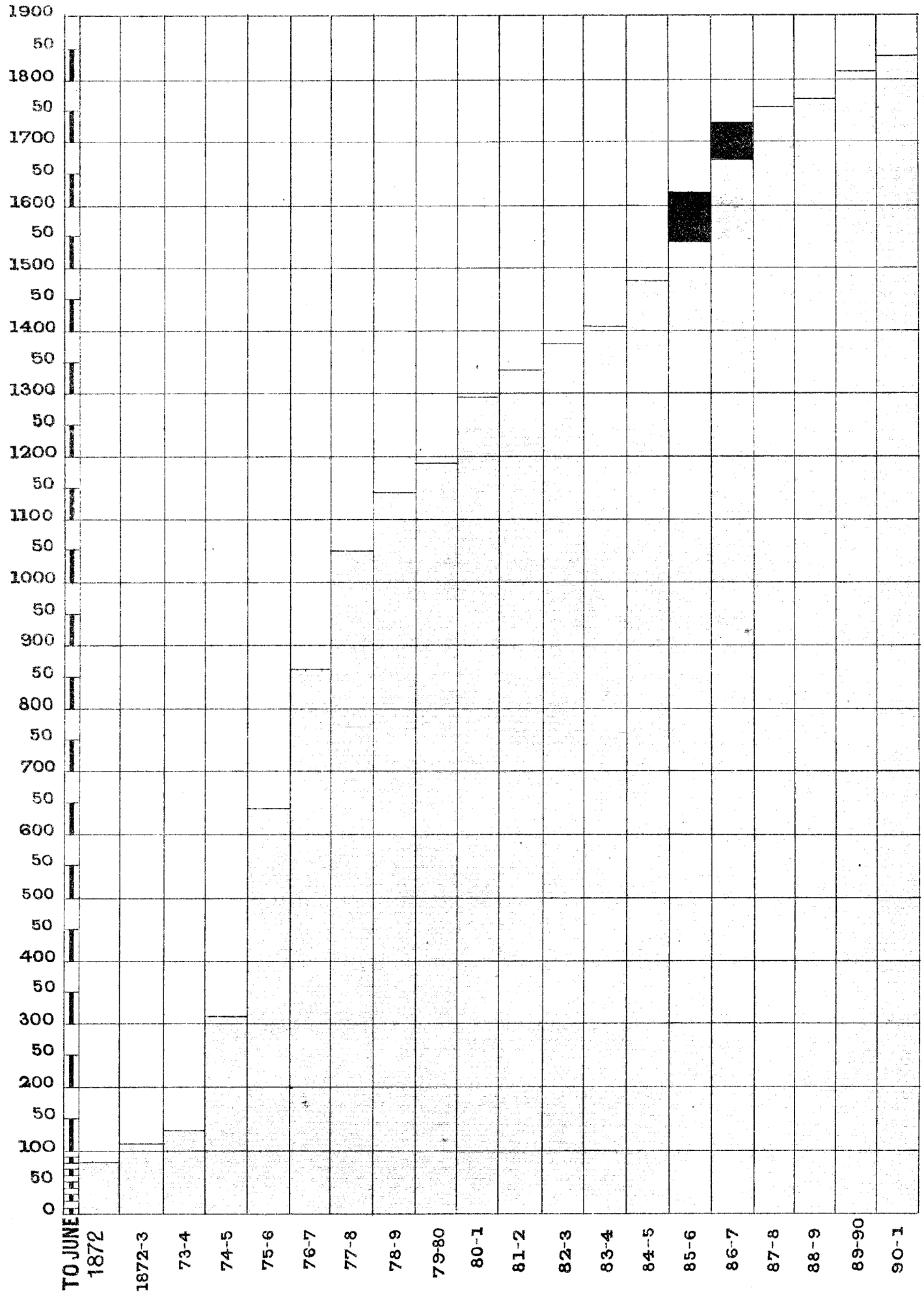






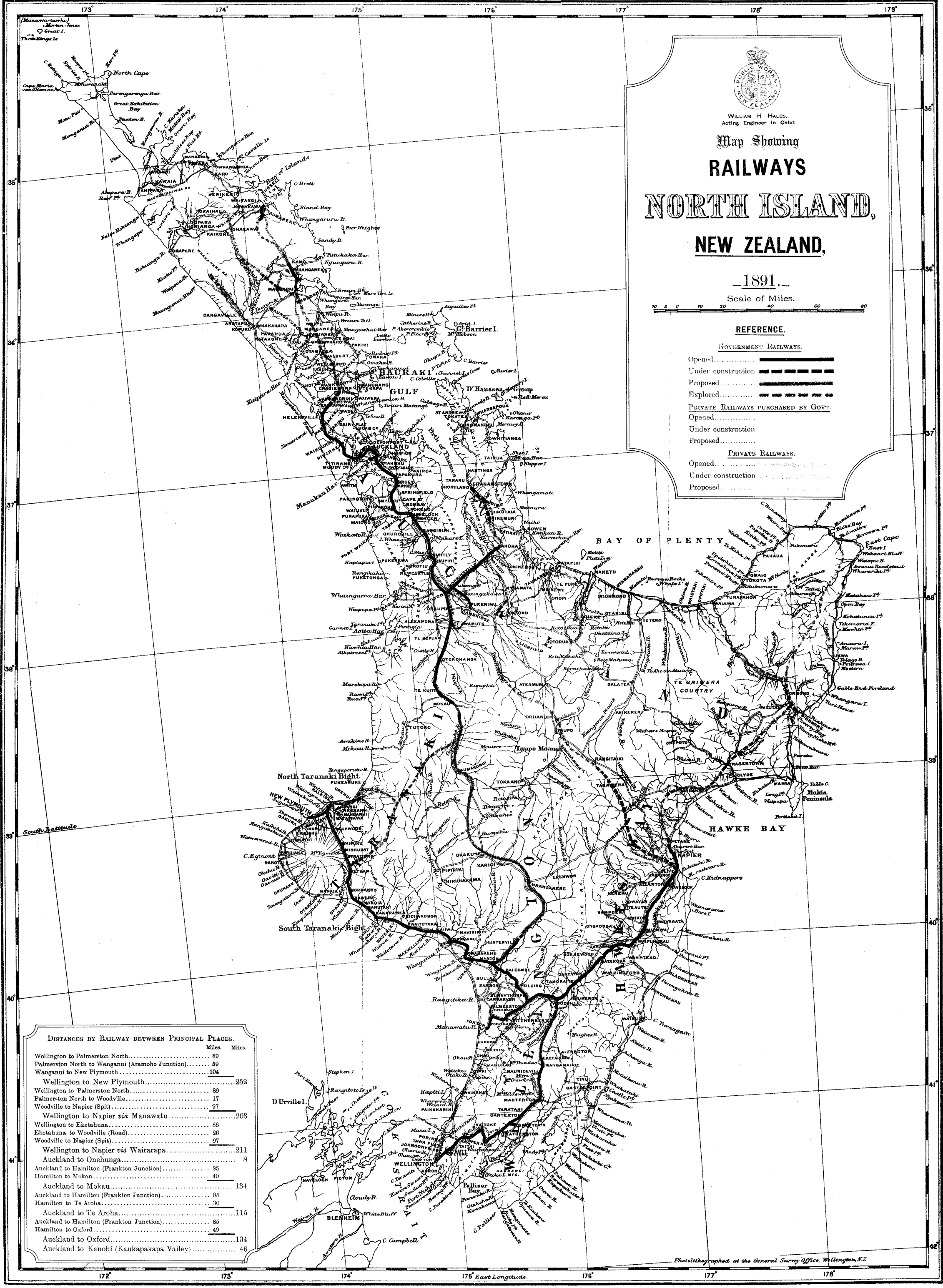
# Number of Miles open of Government Lines.

MILES. North and Middle Islands combined.



PRIVATE RAILWAYS PURCHASED BY THE GOVERNMENT SHOWN





WILLIAM H. HALES,  
Acting Engineer in Chief.

Map Showing  
**RAILWAYS**  
**NORTH ISLAND,**  
**NEW ZEALAND,**

—1891—

Scale of Miles.



**REFERENCE.**

**GOVERNMENT RAILWAYS.**

- Opened.....
- Under construction.....
- Proposed.....
- Explored.....

**PRIVATE RAILWAYS PURCHASED BY GOVT.**

- Opened.....
- Under construction.....
- Proposed.....

**PRIVATE RAILWAYS.**

- Opened.....
- Under construction.....
- Proposed.....

**DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.**

	Miles.	Miles.
Wellington to Palmerston North.....	89	
Palmerston North to Wanganui (Aramoho Junction).....	59	
Wanganui to New Plymouth.....	104	
Wellington to New Plymouth.....	252	
Wellington to Palmerston North.....	89	
Palmerston North to Woodville.....	17	
Woodville to Napier (Spit).....	97	
Wellington to Napier via Manawatu.....	203	
Wellington to Eketahuna.....	83	
Eketahuna to Woodville (Road).....	26	
Woodville to Napier (Spit).....	97	
Wellington to Napier via Wairarapa.....	211	
Auckland to Onehunga.....	8	
Auckland to Hamilton (Frankton Junction).....	85	
Hamilton to Mokau.....	49	
Auckland to Mokau.....	134	
Auckland to Hamilton (Frankton Junction).....	85	
Hamilton to Te Aroha.....	30	
Auckland to Te Aroha.....	115	
Auckland to Hamilton (Frankton Junction).....	85	
Hamilton to Oxford.....	49	
Auckland to Oxford.....	134	
Auckland to Kanihi (Kaukapakapa Valley).....	46	





WILLIAM H. HALES  
Acting Engineer in Chief.

Map Showing  
**RAILWAYS**  
**MIDDLE ISLAND,**  
**NEW ZEALAND,**

1891.

Scale of Miles.



**REFERENCE.**

**GOVERNMENT RAILWAYS.**

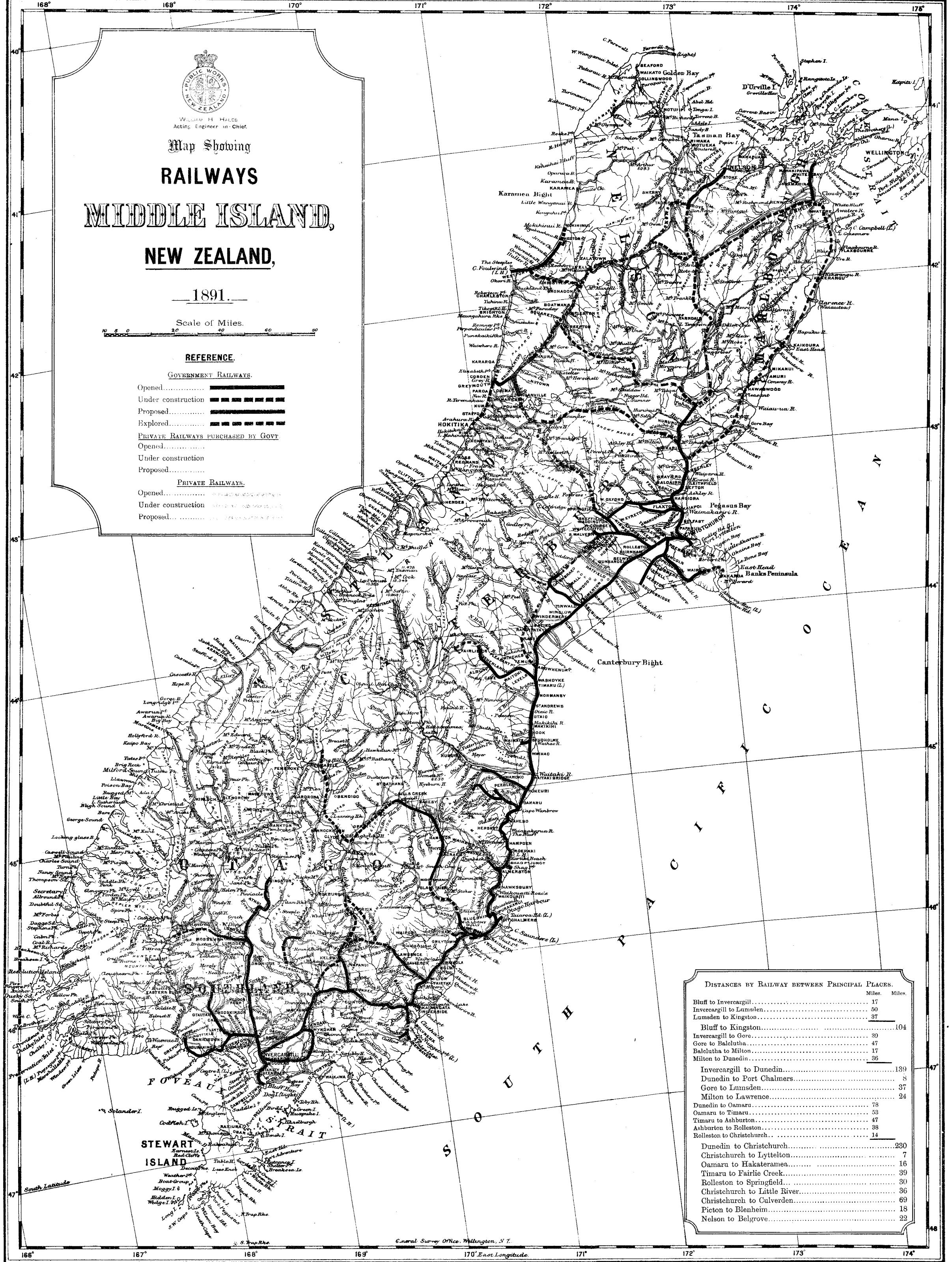
- Opened.....  
Under construction.....  
Proposed.....  
Explored.....

**PRIVATE RAILWAYS PURCHASED BY GOVT.**

- Opened.....  
Under construction.....  
Proposed.....

**PRIVATE RAILWAYS.**

- Opened.....  
Under construction.....  
Proposed.....



**DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.**

	Miles.	Miles.
Bluff to Invercargill.....	17	
Invercargill to Lumsden.....	50	
Lumsden to Kingston.....	37	
Bluff to Kingston.....	104	
Invercargill to Gore.....	39	
Gore to Balclutha.....	47	
Balclutha to Milton.....	17	
Milton to Dunedin.....	36	
Invercargill to Dunedin.....	139	
Dunedin to Port Chalmers.....	8	
Gore to Lumsden.....	37	
Milton to Lawrence.....	24	
Dunedin to Oamaru.....	78	
Oamaru to Timaru.....	53	
Timaru to Ashburton.....	47	
Ashburton to Rolleston.....	38	
Rolleston to Christchurch.....	14	
Dunedin to Christchurch.....	230	
Christchurch to Lyttelton.....	7	
Oamaru to Hakateramea.....	16	
Timaru to Fairlie Creek.....	39	
Rolleston to Springfield.....	30	
Christchurch to Little River.....	36	
Christchurch to Culverden.....	69	
Picton to Blenheim.....	18	
Nelson to Belgrove.....	22	

