1905.

NEW ZEALAND.

PUBLIC WORKS STATEMENT.

BY THE HON. W. HALL-JONES, MINISTER FOR PUBLIC WORKS,

29TH AUGUST, 1905.

MR. SPEAKER,—

It is my pleasing duty to place before honourable members my tenth consecutive Public Works Statement, and to report that good progress has been made with the various works undertaken. The gross expenditure upon the North Island Main Trunk Railway (including the value of permanent-way materials issued to the line) during the year amounted to £154,436. The sum voted for all classes of roads was £410,975, against which authorities were issued amounting to £469,444. The exceptionally wet weather experienced in the early summer considerably retarded the progress of some of the works, particularly road-construction works, and consequently the expenditure up to the end of the financial year was not so large as I had anticipated. Since the period referred to good progress has been maintained.

In view of the New Zealand International Exhibition which is to be held next year, I desire to say, so that the information may be circulated for the benefit of likely visitors during the Exhibition season, that the Government anticipates that either prior to the opening of the Exhibition or during the season it will be practicable to take the through journey from Auckland to Wellington by the route of the North Island Main Trunk Railway, and also to travel by road and rail in one day from Greymouth or Hokitika to Christchurch.

The programme at present in course of execution and in contemplation for the North Island Main Trunk line provides for the rails at the north end reaching the Waimarino Plain, and probably up to the site of the Makatote Viaduct, by the date referred to. By the same date the rail-head at the southern end should be at Waiouru. From Waiouru to Raetihi a mail-coach road already exists, and the railway service-road between Raetihi and Makatote will be completed, so that a coach could travel from rail-head to rail-head.

As regards the Midland Railway, honourable members are aware that the contract for the Staircase Viaduct and Broken River Bridge is now being carried out. The contract time for completion expires on the 12th of October, but the work is not likely to be finished for some little time. I am, however, urging the contractors to use every expedition in finishing. The instructions issued to the departmental officers are that the rails must be laid across Staircase and up to and across the Broken River Bridge by the commencement of the Exhibition season, and a good service-road is in course of construction from Broken River to the Cass. It will therefore be possible to rail passengers from Christchurch to the west side of Broken River, leaving a coach journey of only forty miles from there to Otira, which, as already stated, will enable the through journey to be accomplished in one day.

In addition to the above, the Otago Central Railway should be completed to Clyde by the date mentioned, thus placing further facilities in the way of tourists visiting the beautiful cold lake scenery of the Middle Island.

TOTAL EXPENDITURE.

The expenditure during last financial year was less than during the previous year. The following table shows, as regards each class of work, (*a*) the total expenditure from the inauguration of the public-works policy to the 31st December, 1890; (*b*) the similar expenditure between the 1st January, 1891, and the 31st March, 1905; (*c*) the gross total expenditure to the 31st March, 1905; and (*d*) the expenditure for the late financial year:—

Class of Work.	Expenditure.			
	A Total to 31st December, 1890.	B 1st January, 1891, to 31st March, 1905.	Total to 31st March, 1905.	D Year ended 31st March, 1905.
Railways—	£	£	£	£
New construction	11,975,098	3,867,814	15,842,912	464,413
Additions to open lines	2,092,002	2,869,261	4,961,263	275,802
Utilisation of water-power	...	468	468	468
Roads	3,575,804	3,263,248	6,839,052	228,962
Public buildings	1,776,003	1,410,221	3,186,224	117,328
Immigration	2,144,386	10,089	2,154,475	6,482
Purchase of Native lands	1,191,137	819,509	2,010,646	6,281
Lighthouses, harbour-works, and harbour defences	880,095	128,112	1,008,207	5,990
Tourist and health resorts	...	55,360	55,360	17,508
Telegraph-extension	600,849	532,141	1,132,990	79,298
Development of goldfields	561,101	187,327	748,428	6,258
Defence-works (general)	429,720	389,432	819,152	46,588
Departmental	349,789	170,150	519,939	12,814
Payment to Midland Railway bondholders	...	150,000	150,000	...
Minor works and services	300,689	18,168	318,857	3,423
Cost and discount, raising loans, &c. ...	1,021,472	227,595	1,249,067	10,763
Totals	26,898,145	14,098,895	40,997,040	1,282,378
Paeroa–Waihi Railway Account ...	...	66,138	66,138	39,676
Gross totals	26,898,145	14,165,033	41,063,178	1,322,054

WAYS AND MEANS.

At the 31st March, 1904, the available balance of ways and means for public-works purposes was £393,802; and further funds were received as under:—

	£
Balance of £1,000,000 raised under the Act of 1903	416,050
Amount raised under the Act of 1904	717,063
To provide for debentures falling due	755,200
Transferred from revenue	600,000
Miscellaneous receipts	11,633
Making a gross total of	£2,893,748

The ordinary expenditure of the year amounted to £1,219,838. In addition to this, £62,540 was transferred to the credit of the State Coal-mines Account in respect of the Point Elizabeth Railway; debentures to the amount of £365,600 were paid off, and others to the amount of £384,100 were renewed; thus bringing the total disbursements up to £2,032,078, and leaving a credit balance at the end of the year of £861,670.

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

	£
Balance of 1904 loan	32,937
New loan of 1905	1,000,000
Transfer from the Consolidated Fund—	
For public works generally	500,000
For development of water-power	50,000
For irrigation water-supply	50,000

This will give a total available ways and means of £2,494,607. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £2,286,719, thus leaving a balance of £207,888 to be carried forward to next year.

RAILWAYS.

As we are now in the last session of a Parliament, it would not be out of place to review what has been accomplished in the matter of railway-construction during the term of office of the Liberal Administration—namely, since the 24th January, 1891. During this period 461 miles 75 chains of railway, constructed by the Public Works Department, has been opened for public traffic, while a length of 105 miles 61 chains has been acquired from private owners and added to the Government railway system; the total increase in the mileage of the Government railways during the period being 567 miles 56 chains. The different sections are as under:—

Railway.	Section.	Mileage.	
		M. ch.	M. ch.
Kawakawa–Grahamtown	Kamo–Hukerenui	16 0	
Kaihu Valley	Opanake–Booms	0 55	
Helensville Northwards	Kanohi–Woodcock's	13 40	
Waikato–Thames	Te Aroha – Thames	32 3	
Thames Valley – Rotorua	Putaruru–Rotorua	31 56	
Gisborne–Rotorua	Gisborne–Karaka	18 15	
North Island Main Trunk	Mokau–Taumarunui	66 12	
"	Hunterville–Taihape		
Woodville – Palmerston North	Woodville–Palmerston	17 21	
Wellington–Napier	Eketahuna–Woodville	27 69	
"	Te Aro Extension		
Stratford–Ongarue	Stratford–Oruru	11 18	
Midland	Jackson's–Otira	10 12	
Westport–Ngakawau Extension ...	Ngakawau–Mokihinui	7 12	
State Colliery line	Greymouth – Coal Creek	5 1	
Greymouth–Hokitika	Greymouth–Hokitika	24 37	
Blenheim–Waipara	Blenheim–Seddon	30 25	
"	Waipara–Scargill		
Inch Valley	Inch Valley – Limekilns	2 29	
Catlin's River	Romahapa–Owaka	11 38	
Waipahi – Heriot Extension	Heriot–Edievale	6 20	
Seaward Bush	Mokotua–Waimahaka	13 34	
Catlin's–Waimahaka	Owaka–Catlin's	3 38	
Otago Central	Hindon–Omakau	96 20	
Forest Hill	Winton–Hedgehope	12 40	
Orepuki–Waiau	Orepuki–Waihoaka	4 40	
	Total		461 75
	Private Lines acquired.		
Kaihu Valley	Dargaville–Opanake	16 46	
Westport–Mokihinui	Mokihinui Colliery line	3 69	
Fernhill Branch	Fernhill Colliery line	1 60	
Midland	Stillwater–Reefton	37 9	
	Brunner–Jackson's	32 15	
	Springfield–Otarama	4 58	
	Belgrove–Motupiko	9 44	
	Total		105 61
	Grand total	...	567 56

In addition to the above total of 567 miles 56 chains, we have 41 miles 21 chains upon which goods traffic is already being carried, and which will be available for passenger and other traffic in a few weeks.

I will now refer to the different lines of railway that have been in hand during the last year, and state the proposals of the Government with regard to each for the current year.

KAWAKAWA–GRAHAMTOWN.

Construction-work has recently been resumed at the northern end of this line on a section about four miles in length, and fair progress is being made. The distance between the completed formation at the Kawakawa end and the terminus of the open railway at the southern end is rather under eighteen miles. The

Government is being urged to resume construction at the southern end—namely, from Hukerenui towards Towai—and the appropriation proposed for the current year provides for a resumption of work at this end. On the section between Whangarei and Grahamtown the earthwork has been proceeded with throughout the year, and plans and specifications have been completed for the deep-water wharf at the latter township. When this wharf is completed it will be possible for vessels up to 2,500 tons to lie at the berthage at all stages of the tide. Tenders for building the wharf will be invited in due course. The total expenditure on this railway last year amounted to £8,610, and as considerably more work will be in hand during the current year a larger expenditure must be anticipated. The vote proposed is therefore £20,000.

Helensville Northwards.

The section between Ahuroa and Woodcock's was opened for public traffic on the 12th May last, and the formation of the next section—namely, to Kaipara Flats—is nearly finished, and the platelaying and ballasting is in progress. Formation is also well in hand on the section between Kaipara Flats and Tauhoa. This railway is fully surveyed as far as Hoteo, but as a considerable extension of the line was authorised last session it is proposed to put further survey-work in hand as soon as a staff location engineer is available. Some of the landowners along the route have offered to give the land required for the railway free, and as soon as the route has been definitely determined the necessary formal agreement to give effect to this arrangement will be submitted to them for signature. Last year's expenditure amounted to £9,320, and for the current year an appropriation of £30,000 is asked for.

Paeroa–Waihi.

Satisfactory progress has been made with the works on this line during the past year. Coal traffic is now being carried on as far as the Waihi Gold-mining Company's battery at Waikino. The formation is finished to Waihi; rail-laying on the last section is well in hand, and the erection of the station buildings is in progress. As gravel is not available, all the ballast on this line has to be crushed, and the rate of progress is therefore slower than would otherwise obtain. The railway will be completed to Waihi and handed over to the Railway Department for regular traffic at an early date. The expenditure on this railway last year amounted to £39,676, all of which was charged to the special account established for this line. At the close of the financial year a balance of £8,861 remained at the credit of this account, but as some additional works are necessary that sum will not quite meet the cost of completing the line, and it is proposed to take a vote of £6,000 to close accounts in connection with it.

Gisborne–Rotorua.

The section between Kaiteratahi and Karaka was opened for public traffic on the 13th April last. The survey of the extension authorised last year has been proceeded with, and several miles of same are now located, so that it has been possible to make a start with the earthworks. The trial survey has been carried as far as the summit on the Gisborne side of the Motu Valley. This summit is 1,964 ft. above sea-level, and the distance from Gisborne is 43½ miles, and 25½ miles from Karaka. Before permanently locating any further portion of the line beyond the section, which has just been commenced, it is considered advisable to remove the survey party to the Opotiki side of the main range, as the question of the most advantageous point to enter and cross the Motu Valley is largely influenced by the question of the best point to leave that valley and to make a descent to the low lands in the Bay of Plenty. The expenditure last year amounted to £16,068. This was in excess of the vote, but under all the circumstances it was thought advisable to push on the works to completion so as to make the expenditure interest-bearing as soon as possible. For the current year a vote of £20,000 is proposed.

Mamaku – Te Puke.

A rough exploration of a projected railway route between the above points has been made. Mamaku is the summit station on the Rotorua line, and the projected railway, if constructed, would connect the fertile lands of the Bay of Plenty with the Auckland railway system. From the rough examination of the country that has been made it appears that a very favourable route for constructing a line at comparatively small cost can be obtained. It is proposed during the year to have a trial survey made, and I hope to be able to submit the result to the House next session.

Stratford–Ongarue.

The section of this line between Toko and Oruru was opened for regular traffic on the 1st March last; and formation on the Huiroa Section has been begun. The extension of this line will be of material assistance in developing a good class of country, and will eventually form an important connection between Auckland and Taranaki. The expenditure last year was £6,217, and for the current year an appropriation of £20,000 is provided.

Mount Egmont Branch.

This is one of the new lines authorised last session. The earthworks were commenced in January, and have now been completed for a distance of four miles, and the bush felled for a mile and a half further. A start has also been made with the platelaying, and machinery for stone-crushing has been ordered. Probably by about the end of the financial year the output of stone ballast from this railway will have commenced. The expenditure last year was comparatively small, having amounted to £1,986 only, but for the present year a vote of £15,000 is proposed. This will complete the line to the point where the first deposit of stone is met with, and will also cover the cost of the crushing plant.

North Island Main Trunk.

At the northern end the rail-head has been advanced to Owhango, 190 miles from Auckland. The formation is complete for four miles further, and is in hand as far as and a little beyond Pukerimu, 198 miles from Auckland. The works on this section are rather heavy, and include two tunnels—one nearly 5 chains and the other 19 chains in length. Beyond this point the service-road is in course of construction. The formation has already reached the edge of the Waimarino Plateau, and is being pushed forward to the site of the Makatote Viaduct so as to facilitate the work of erecting that structure. The contract for the Makatote Viaduct was let to Messrs. J. and A. Anderson, of Christchurch, in June last, for the sum of £53,369. Though both longer and higher than the Makohine Viaduct, the structure at Makatote will not be of so difficult or costly a character. The principal reasons for this are the shorter spans and the safer material on which to build the foundations. At the former the foundations were in papa, and necessitated the use of enormous concrete monoliths, while at the latter the material is much harder, and less work and expense is necessary. The longest spans at Makatote will be 100 ft., whereas at Makohine they were 247 ft. A drawing of the Makatote Viaduct is appended to this Statement.

At the southern end platelaying between Taihape and Mataroa is in hand, and ballasting has been begun. The "heading" through the Mataroa Tunnel has been finished for some time, and the work of enlarging and lining is being vigorously pushed on, the parties working night and day. As soon as the lining of this tunnel is finished the platelaying on the section to Turangarere will be put in hand, the formation of that section being now well advanced. Work is also in hand on both the Waiouru and Murimutu Sections, and preparations are being made for taking in hand a further section of the unfinished portion of this railway during the coming summer.

The number of men at present employed on the line exceeds thirteen hundred, and this number will be increased as soon as carting can be resumed.

The surveyed line of the railway in the neighbourhood of Raetihi is about seven miles distant from the Raetihi Township. The Department has been urged to deviate the line so as to pass through Raetihi; but, as it is desirable that the Main Trunk Railway between Auckland and Wellington should be constructed by the shortest and most direct route, I could not recommend the proposed deviation. A trial survey will, however, be made to ascertain the cost of connecting with Raetihi by means of a branch line, which branch line could ultimately be extended to Pipiriki if thought necessary.

The construction of the service-road to connect the works at the Auckland and Wellington ends will also be proceeded with during the ensuing summer.

The expenditure on the North Island Main Trunk Railway last year amounted to £154,436—namely, £136,372 out of the ordinary construction vote, and £18,064 out of the vote for permanent-way materials. A larger expenditure will be required this year, and a vote of £300,000 is therefore asked for.

Blenheim–Waipara.

Formation-works have been resumed at the north end of this line—namely, on the section between Seddon and Flaxbourne. The work having only recently been commenced, no great progress has yet been made.

At the southern end considerable work has been done, and but for the unusually wet weather experienced the line would ere this have been opened for traffic to Hurunui Station. I fear it will now be impossible to open it until about the 1st October. Work in the Hurunui Gorge is in hand.

Tenders for the station buildings at Westlands have been invited. This station will be upon the Cheviot main road, and I hope to be able to have the railway to that point opened for traffic at a reasonably early date.

Last year's expenditure totalled to £23,195, and for the current year (to meet the cost of works at both ends of the line) a vote of £45,000 is proposed.

Midland.

At the Nelson end the rail-head has been advanced to within half a mile of Tadmor, and the ballasting is in progress, so that we should be in a position to carry goods to Tadmor at an early date. A further section of this line, 10½ miles in length, was authorised in the Railways Authorisation Act of last session, and formation-work thereon has been started.

At the Reefton end considerable work has been done. A combined road and railway bridge has been built over the Waitahu River; and a similar bridge over the Inangahua, at the landing, has also been finished. Progress has been made with the earthworks, especially on the embankments approaching the Waitahu Bridge.

At the Otira end a contract has been let for the bridges over Goat Creek and the Rolleston River, and a start has been made with the earthworks. The surveys for the permanent location of the summit tunnel at Arthur's Pass are now well advanced. Honourable members will realise that a work of the magnitude of the Arthur's Pass tunnel demands much more accurate survey than is ordinarily required in railway undertakings. In view of the special nature of this tunnel and the plant that will be required to carry it out expeditiously, the Government has determined to invite tenders for its construction. While the surveys are going on, all necessary data is being obtained for the utilisation of a water-power plant to generate electricity for use in working the traffic on the tunnel section of the railway.

At the Springfield end good progress has been made. The line as far as Staircase Gully is regularly used for the conveyance of goods; the Staircase Gully Viaduct is in course of erection, and making good progress; the formation between Staircase and Broken River is well advanced; the piers for the Broken River Bridge have been begun; and the earthworks between that point and Sloven's Creek are in hand. A service-road is also in course of construction between Broken River and the Cass.

The total expenditure on the Midland Railway last year was £55,468. This year a larger vote will be necessary, and an appropriation of £100,000 is therefore proposed.

Westport–Inangahua.

The first twelve miles of this railway was authorised last year. The survey of the whole line has been in hand for some time, and is nearing completion. It is proposed, as soon as the appropriations for the current year are passed, to commence formation-work at the Westport end, and a vote of £10,000 for the purpose appears on the estimates.

Ngahere–Blackball.

The approaches to the Ngahere Bridge sustained some damage during a heavy flood in the Grey River which took place a short time since, but the damage was speedily restored and protection-works constructed. The formation of the railway beyond the bridge is in hand.

Last year's expenditure amounted to £7,249, and for the current year a vote of £10,000 is proposed.

Greymouth – Point Elizabeth.

This railway was completed and handed over to the Railway Department for regular working on 1st December last. Some supplementary works have since been and are still in hand, but will shortly be completed.

The expenditure last year amounted to £11,420, which was charged to the State Coal-mines Account, but transferred at the end of the year, together with the expenditure during previous years on this railway, to the debit of the Public Works Fund, as provided in the Appropriation Act of last session. An expenditure of about £2,500 will be necessary during the current year to complete the work, and a vote for this amount is provided accordingly.

Hokitika–Ross.

The combined road and railway bridge over the Hokitika River was finished in October last. A contract for the bridges over the Mahinapua and Fisherman's Creeks has been let, and the latter bridge is now completed and the former well advanced. The formation-works are practically finished for eight miles and a half, and some rail-laying and ballasting have been done. The first section of the railway—viz., to Ogilvie's, abreast of Lake Mahinapua—will probably be available for traffic during the year.

Last year's expenditure amounted to £17,174, and for the current year a vote of £20,000 is asked for.

Culverden–Rotherham–Hanmer.

This is another of the new lines, a section of which was authorised last session. A survey of the line between Culverden and Hanmer has recently been completed, and the plans are now being prepared, so that we shall be in a position to commence construction-works shortly. A vote of £10,000 is proposed accordingly.

Culverden–Waiau.

This projected line would be a branch from the Culverden–Hanmer Railway. Its construction has not yet been authorised, but, as proposals have been made to provide the whole of the funds required on terms similar to those approved by Parliament in the case of the Paeroa–Waihi Railway, it is proposed to introduce a Bill to authorise its construction accordingly.

Otago Central.

The earthworks on the section between Omakau and Chatto Creek have been completed, and the laying of the rails is in hand. Earthwork is also finished between Chatto Creek and the second bridge over the Manuherikia River. A contract for the erection of the bridge is let to Messrs. G. M. Fraser

and Co., and the work is well in hand, but is not progressing as fast as I should like to see it. The contract time expires in November next, but at the present rate of procedure I am doubtful if it will be completed within the time. I am urging the contractors to use the utmost expedition with the work, as if it is not completed within the contract period it will have the effect of delaying the progress of the railway, as the formation between the bridge-site and the third crossing over the river near Alexandra is already well advanced. The contract for the third bridge over the Manuherikia has also recently been let to Messrs. Fraser and Co. The date for its completion is the 30th October, 1906. Formation-work has also been started on the Alexandra–Clyde Section, and as it is of an easy character it will not take very long. The completion of the whole railway to Clyde is therefore now well in sight.

Last year's expenditure amounted to £44,924, and for the current year a vote of £100,000 is asked for.

Lawrence–Roxburgh.

This is one of the new railways authorised in last year's Act. It is proposed to commence formation-work at the Lawrence end shortly, and a vote of £10,000 is provided in the estimates for the purpose.

Heriot Extension.

This railway has now been completed, having been taken over by the Railway Department for regular traffic on 15th February. The expenditure last year amounted to £6,422. As some of the expenditure in connection with the completion of the undertaking did not come to charge before 31st March it will be necessary to take a vote of £3,000 in the current year's estimates to provide for same.

Gore–Waikaka.

This is another of the new lines authorised last session. In this case, as in the case of the Culverden–Waiau line, proposals have been made to the Government to provide the funds for the construction of the railway on similar terms to those authorised in regard to the Paeora–Waihi line, and a Bill to sanction the acceptance of these terms will be submitted to Parliament shortly.

Catlin's–Waimahaka.

Work has recently been commenced on a new section at the Catlin's end of this railway. Bushfelling has been completed for about two miles, and earthwork is in hand.

After mature consideration, it has now been definitely decided to construct the extension at the Waimahaka end on the Tokonui route, and formation-work has just been begun.

Last year's expenditure on this railway amounted to £4,193, and for the current year an appropriation of £20,000 is proposed.

Riversdale–Switzers.

The only work done on this line last year was the completion of the bridge over the Mataura River. The formation-work between Riversdale and the Mataura Bridge, which was executed several years ago, is now a good deal out of order. It is proposed to have this put into satisfactory condition, and to also undertake an extension of the line beyond the bridge so as to reach a point where a profitable traffic may be expected.

Last year's expenditure amounted to £1,302, and for the current year a vote of £5,000 is proposed.

Orepuki–Waiau.

Nothing has been done on this line since the completion of the section to Waihoaka, but it is now proposed to take a further length in hand, and a vote of £10,000 is accordingly proposed.

Total Appropriations for Railway-construction.

Including the vote of £100,000 for permanent-way materials and the small votes for old land claims and surveys of new lines (£1,000 and £3,000 respectively), the total appropriations proposed for railway-construction purposes amount to £860,500. This is materially in excess of last year's vote, and is a consequence of the more vigorous programme adopted.

ROADS AND BRIDGES.

The particulars of the appropriations administered by the Department of Roads, and the expenditure thereunder, for the year 1904-5, are shown in the following table :—

Vote.	Number of Items on Appropriations.	Amount allocated by Parliament.	Amount voted by Parliament for Expenditure.	Amount of Authorities issued.	Gross Expenditure.	Recoveries to Credit of Expenditure.	Net Expenditure.	Unexpended Balances of Authorities, 31st March, 1905.
Public Works Fund—		£	£	£	£	£	£	£
Roads, Departmental	13	18,605	18,605	..	18,789	275	18,514	..
Roads, &c.	1,625	297,485	266,244	273,855	152,799	2,508	150,291	121,056
Maintenance of Main Roads ..	10	28,458	28,458	28,194	21,704	375	21,329	6,490
Tourist Roads, &c.	88	18,858	18,858	18,333	10,218	2	10,216	8,114
Unauthorised Account	..	..	..	40	40	..	40	..
Total	1,736	363,406	332,165	320,422	203,550	3,160	200,390	135,660
Land for Settlements Account ..	32	6,910	6,910	35,753	24,688	..	24,688	11,066
Loans to Local Bodies Account ..	156	50,000	35,000	54,994	28,928	34	28,894	26,065
Gross totals	1,924	420,316	374,075	411,169	257,166	3,194	253,972	172,791

From the above, it will be seen that the total sum voted for roadworks under the control of the Roads Department was £374,075. The authorities issued exceeded that amount by £37,094. The gross expenditure by that Department during the year was £257,166, of which £3,194 was afterwards recovered, leaving a net expenditure of £253,972. At the end of the year there were outstanding liabilities amounting to £72,775, which, added to the £257,166 actually paid during the year, shows that the total value of work in hand during the year amounted to £329,941. This, for the reasons already mentioned, was less than was anticipated.

In addition to its own votes, the Department has supervised works for other Departments to the amount of £10,805, which amount, added to the expenditure above mentioned, gives a total of £267,971.

The outdoor work done during the year consisted of—

Engineering surveys	441 miles.
Dray roads constructed	385 "
Bridle roads constructed	211 "
Bridges (dray) over 30 ft. in length (92) totalling	7,814 feet.
Dray roads improved	712 miles.
Bridle roads improved	141 "
Dray roads maintained	2,295 "
Bridle roads maintained	1,315 "
Dray roads metalled	211½ "

The number of men employed on the various works from month to month was as under :—

April,	1904	1,544
May,	"	1,437
June,	"	1,493
July,	"	1,291
August,	"	1,060
September,	"	1,024
October,	"	1,031
November,	"	1,039
December,	"	1,091
January,	1905	1,390
February,	"	1,915
March,	"	2,115

The roads constructed during the year were nearly all in forest country, where the work is much more costly than in open land. The country also, as a rule, was broken and remote from supplies, which adds to the cost and arduousness of the work. During the year about fifteen hundred selections of country land took place, all involving more or less road-making to give the holders access.

The appropriations proposed for the current year are as under:—

Roads, Departmental	18,775
Roads generally	391,718
Maintenance of main roads	28,000
Tourist roads	25,476
Government Loans to Local Bodies Account	35,000
Total	£498,969

ROADS ON GOLDFIELDS (MINES DEPARTMENT).

The vote last year under this head amounted to £36,900. The expenditure was £26,112, with contingent liabilities at the end of the year of £32,163.

The sum proposed to be authorised for the current year is £78,512, on account of which a vote of £50,000 is proposed.

DEVELOPMENT OF GOLDFIEDS AND MINING.

The gold-mining industry maintains its position. Although the yield for the year 1904 shows a slight decrease compared with the preceding twelve months, which was the highest for thirty-three years, the falling-off was very slight.

For the year 1904 there was exported from the colony 520,320 oz. of gold, value £1,987,501, and for the previous year 533,314 oz., value £2,037,831.

For the first time in the history of the colony the export of silver, which is a by-product principally from the gold-mines in the Ohinemuri district, reached a total of upwards of a million ounces, whilst the excess in value was £21,378 compared with the value of the production for the preceding twelve months.

There is no reason to suppose that the mining industry, which is being vigorously prosecuted all over the colony, will not keep up to the standard attained during recent years.

The amount expended last financial year on works for the development of the goldfields was £6,258, while the liabilities at the close of the year amounted to £1,795. It is proposed to take a vote of £30,000 for the current year.

TOURIST AND HEALTH RESORTS.

The expenditure last year amounted to £17,108, the drainage-works at Rotorua absorbing £5,445. The works carried out at Hanmer included a new swimming-bath, erection of a tea-house, and additions to the spa, &c. The enlargement of Pukaki Accommodation-house was completed in time for the opening of last season. Oil-launches for Lakes Tarawera and Rotomahana were purchased, and have proved a means of successfully and profitably increasing traffic.

The estimates now submitted make provision for commencing the new bath-buildings at Rotorua, tenders for which have been invited, and an amount on account of a new water-supply at the same place. Items are also included for the acquisition of steamers and an accommodation-house at Lake Te Anau, increased hut accommodation on the Te Anau–Milford Track, and for additions to Glade House. Provision is also made for a water-supply at Hanmer and drainage-improvement at Te Aroha.

The gross authorization asked for is £28,153, on account of which a vote of £26,000 is proposed.

TELEGRAPH-EXTENSION.

The total amount expended during the year out of the vote for telegraph-extension was £79,298.

There were fifty-two new lines and extensions undertaken, on which were opened fifty-seven new offices.

Among the more important lines may be mentioned Kaitaia–Herekino, Gisborne–Manutuke, Hunterville–Koeke, Dannevirke–Umutaoroa, Ashburton–Longbeach, Owaka–Purekireki, and Invercargill–Winton.

As in past years, the principal expenditure has been on the telephone exchanges. There is an ever increasing demand not only for additional connections in the existing exchanges, but also for new exchanges. There were 1,318 new subscribers during the year, and four new exchanges were opened. There are now eighty-five exchanges with 13,423 connections. The installation of metallic circuits rendered necessary by the electric-tram systems at the four chief centres has caused, and will continue to cause during the current year, a heavy additional expenditure.

The number of outlying settlements desiring communication with the telegraphic system is still considerably beyond the limits of expansion set by the allocation for the purpose, but as the cost of construction per mile has been largely reduced good progress will be made during the year.

The amount asked for this year is £100,000, including £30,114 liabilities, leaving £69,886 for new lines, existing exchanges, and additional exchanges not previously authorised.

PUBLIC BUILDINGS.

The total expenditure on public buildings out of votes under the control of the Minister for Public Works amounted last year to £142,946—namely, £26,268 under the Consolidated Fund and £116,678 under the Public Works Fund. This shows a considerable diminution on the figures of the previous year. For the current year votes totalling to £26,410 under the Consolidated Fund and £216,700 under the Public Works Fund are proposed. These figures are irrespective of the substantial votes for school buildings out of the Consolidated Fund proposed on the estimates under the control of the Minister of Education.

General.

Under this head the amount expended was £9,068, the principal items being the new offices and laboratory of the Mines Department, Wellington; the partial reconstruction of the Departmental Buildings at Napier; and additions and alterations at the Alexandra Depot. For the current year a vote of £7,000 is proposed. This provides for commencing the much-needed additions to the Departmental Buildings at Auckland; proceeding with the offices at Napier; additions to the Parliament Buildings, and offices and laboratory for the Geological Department, Wellington; and sundry minor works.

Judicial.

Courthouses.—The principal expenditure took place in connection with the new Law Courts in Dunedin, and some alterations at the Supreme Court, Wellington. Provision is made on the estimates, now submitted, for new Courthouses at Hamilton, Te Kuiti, Tauranga, Dannevirke, Eltham, Taihape, Masterton, Brightwater, Hawkesbury, Kaitangata, and Campbelltown; for important additions at Auckland, Stratford, Feilding, Palmerston North, Christchurch, and Alexandra, &c.

Gaols.—The expenditure under this head was not large. Work was carried on throughout the year at the new building in Auckland, and a new wing was provided at Wellington. Further provisions for the same works is made on the estimates, also for proposed new Gaols at Gisborne and Invercargill.

Police-stations.—The vote for Police-stations embraced a considerable number of items, but none of them were of any magnitude. The total expenditure on police buildings during the year amounted to £6,782. For the current year a somewhat larger vote is proposed, the principal items being new Police Barracks at Newton (Auckland), and Christchurch; new stations at Helensville, Avondale, Karangahake, Waiuku, Raglan, Taumarunui, Tologa Bay, Newtown (Wellington), Collingwood, Bingsland (Christchurch), Addington, Ngapara, and Gore; substantial additions at Wellington (Lambton Quay); and new quarters at Nelson.

Post and Telegraph.

Under this class also the number of items was considerable, but the expenditure was not very large in connection with any of them, the largest being for the new Post-offices at Eltham, Otaki, and Kaiapoi. The appropriation proposed for the current year provides for new offices at Waipu, Newmarket, Parnell, Cambridge, Whakarewarewa, Tauranga, Whakatane, Waipiro, Tokomaru, Tuparoa, New Plymouth, Waitotara, Taihape, Bulls, Palmerston North, Manakau, Lower Hutt, Nelson, Collingwood, Millerton, Brunnerton, Greymouth, Mornington, Winton, Otautau, and Half-moon Bay (Stewart Island); extensive additions at Christchurch; additions at Auckland, Rotorua, Napier, Dannevirke, Pahiatua, Greytown, Wellington, Gore, and Bluff; new quarters at Havelock and Arrowtown; the purchase of a property at Linwood, and of additional land and providing a water-supply at Wakapuaka.

Customhouses.

The new Customhouse at Wellington has been completed and occupied. The expenditure in connection with the building during the year amounted to £13,018, and a further vote of £7,700 is necessary to clear off liabilities.

Mental Hospitals.

The expenditure on buildings of this class amounted to £15,949, which was nearly the same as during the previous year. The principal expenditure took place in connection with the four large institutions at Auckland, Porirua, Sunnyside, and Seacliff. In the estimates now submitted, provision is made for fairly extensive additions at the same institutions, and also at Mount View, Wellington, as well as for minor works at Nelson, Hokitika and Waitati.

Schools.

Our expenditure on school buildings is now being brought more and more on to the Consolidated Fund. Last year's expenditure totalled to £110,727, of which £68,006 was debited to revenue and £42,721 to the Public Works Fund. For the current year still larger votes are proposed out of the Consolidated Fund, and £85,000 out of the Public Works Fund. Of the works carried out directly under the control of the Government, the principal structures in hand during the year were the Levin Industrial School, the School for Deaf-mutes at Sumner, and the Home for Defectives at Richmond.

The Native schools at Waitahanui, Okuanui, Te Rawhiti, Waimarama, and Mangaorongo have been completed, the teacher's residence at Puniho enlarged, and the disused buildings at Huria removed and added to the Paeroa School. Additions and alterations are now being made at Whangape.

Other Buildings.

Hospitals.—A small expenditure took place in connection with our general hospitals, in the shape of grants for additions at Whangarei, Coromandel, Wairoa, Wanganui, and Picton. A contract was let for a new wing at Greymouth, but very little expenditure came to book during the year.

The estimates for the current year provide for aid to new buildings or additions at Northern Wairoa, Rawene, Waihi, Stratford, Napier, Masterton, Blenheim, Westport, Reefton, Greymouth, Hokitika, &c.

Agricultural.—Last year's operations under this head were of a very limited character, and consisted chiefly of the erection of some small buildings at Wallaceville, and the purchase of land at Te Mata for a viticultural nursery.

The vote now proposed provides for buildings at Auckland, Arataki, Palmerston North, Wallaceville, Wellington, Hokitika, and Bluff.

Public Health.—The only expenditure under this class occurred in connection with the Cambridge Sanatorium and the Vaccine Laboratory at Wellington. During the current year it is proposed to erect suitable offices for the Health Department in Wellington; new wharves at the Quarantine-stations at Motuihi

and Somes Island; hospital and water-supply at the latter station; and provision for these works is made on the estimates accordingly. Provision is also made for subsidies for Infectious Diseases Hospitals at Auckland, Waihi, Palmerston North, Wellington, Christchurch, Dunedin, and Invercargill; and for annexes for consumptives at New Plymouth, Wellington, Nelson, Christchurch, and Invercargill.

LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR DEFENCES.

The expenditure on lighthouse-works amounted to £2,168 only, and was incurred on works at Kahurangi Point, Jack's Point, and Cape Campbell. For the current year provision is made for completing the works at Cape Campbell, and also for connecting some of our lighthouses with the colonial telegraph system. Application has been made to the Government to provide a low-level light at Pencarrow Head. This, however, is, strictly speaking, a harbour light, and as such it is the duty of the Harbour Board to provide for same. In view, however, of any possible benefit to coastal shipping, the Government will favourably consider providing for the annual maintenance of the light if the Harbour Board will provide for its first cost.

The expenditure on harbour-works was again small, being even less than last year's. On the current year's estimates new votes are provided for wharves at Horeke, Deep Creek (Waitemata), Orua, Graham Beach, and Moeraki, and for protective works at the Western Spit, Napier. Several unexpended votes of last year are also renewed.

On harbour defences at the chief ports the sum of £2,515 was spent during the late financial year. A number of other works are still required, and a vote of £4,000 is asked for to provide for the same.

UTILISATION OF WATER-POWER.

Two reports on this subject were submitted to Parliament last session—one by Mr. Hancock, of San Francisco, and the other a Public Works Departmental report, giving more complete and detailed information than Mr. Hancock was able to supply. A further report by Mr. Allo has been submitted during the present session.

Surveys have been put in hand during the year to procure the necessary data for the design of works to utilise the power available at Huka Falls on the Waikato River and in the Tauherinikau, Clarence, Opihi, and Teviot Rivers; also further surveys will in a short time be started at the Hutt River, Lakes Rotoiti, Coleridge, and Hauroko. The places indicated appear to be the most suitable in the first instance to give supplies of power to the present industrial centres of the colony.

The Huka Falls and Rotoiti–Kaituna schemes would be alternative; whichever appears on an exhaustive examination to be the better would be first developed. The same remark holds for the Hutt and Tauherinikau Rivers. In Canterbury it is a question to be decided whether a central scheme at Lake Coleridge or two schemes, one at Hanmer using the Clarence River and another at Opihi, would be the more favourable. The two schemes combined would command the whole of Canterbury in a very efficient manner, and the conditions of the Clarence scheme at Jollies Pass are very favourable. If carried out an electric railway from Culverden to Hanmer would easily be possible, or even from Christchurch to Hanmer.

The survey of the Teviot River shows that a scheme of about 25,000-horse power should easily be practicable. A series of power schemes is obtainable on this river, as there is a fall of nearly 1,800 ft. between Lake Onslow and the flood-level of the Clutha just below Roxburgh. This is after deducting the fall in the conduits. There would be, say, four schemes, in series, along the Teviot River. The last of the series—that next the Clutha River—shows a fall of 870 ft., and would have a conduit two miles and a quarter in length, and about one mile and a quarter of pipes. The power available

would be about 25,000 brake horse-power. All the four Teviot schemes together should yield over 50,000 brake horse-power. Lake Onslow is about fifteen miles from the Clutha. Its area is a little over two square miles. It is formed by a short masonry dam, 26 ft. high. By increasing the dam to 90 ft. in height the area of the lake would be ten square miles, probably more than will be required to store all the water in the watershed of the Teviot above the dam. This is probably the most favourable site for a reservoir in the colony. The Teviot scheme is the largest available near Dunedin, so far as is at present known. It is possible to get a large power scheme by diverting the waters of the Upper Taieri through the Rock and Pillar Range. It remains to be determined whether such a scheme would compare favourably with the Teviot one. It is likely to be relatively much more costly.

So far, the results to date of the surveys made show that the forecasts of power obtainable for the several schemes given in the Departmental report last year have been fully justified.

Full information is being obtained as to the possibilities of working the Arthur's Pass Tunnel by electric traction, utilising the water of the Otira—and of the Rolleston if necessary—to provide the necessary motive power.

Every attention is being given to the developments in electric traction on railways, so that full advantage may be taken of any power scheme that may be inaugurated. Developments of industries that require large supplies of power are also being studied, as the introduction of such into this colony would enable some of our more easily workable schemes to be profitably utilised.

The total amount of water-power readily available in New Zealand may now be put down at about 550,000-horse power in the North and 3,450,000-horse power in the South Island, or, in round figures, 4,000,000-horse power (estimated as brake horse-power on the turbine-shafts) for the whole colony; but these figures are not by any means exhaustive or final.

In developing water-power schemes in New Zealand for objects other than the local use of power, or local consumption of the products of industries using such power—such, for example, as the manufacture of products for sale in foreign markets—it will be necessary to study well the colony's position in the world as a possessor of water-power resources, so that no disaster may follow from attempting to compete against foreign schemes working possibly under more favourable conditions.

About a year ago, it was estimated that only about 2,000,000-horse power was in use in the whole world, in hydro-electric installations. This estimate was founded on statistics of a somewhat earlier date, which showed 1,500,000-horse power actually in use. Of this latter figure, less than one-third was in use in the United States, and only 12,000-horse power in Great Britain.

The amount of power being utilised in the world is, however, increasing very rapidly. At Niagara there will soon be over 500,000-horse power made use of.

The schemes proposed for immediate consideration, the amount of power expected to be derived from same, the probable total cost, and the amounts proposed to be voted for the current year are as under :—

Scheme.	Brake Horse-power.	Estimated Cost. £	Proposed Vote. £
Huka	38,000	1,000,000	10,000
Hutt	12,000	340,000	10,000
Clarence	25,000	600,000	10,000
Opihi	10,000	250,000	
Teviot	25,000	600,000	10,000
Hauroko (partial development) ...	40,000	850,000	10,000
General	...	...	3,000
Totals	150,000	3,640,000	53,000

Our water-power resources are a natural asset of immense value. The power used in the colony last year was about 400,000-horse power, of which the railways employed about one-half. By the judicious development of our great

resources in this respect there can be no doubt that many industries which cannot at present be profitably carried on in this colony could be successfully established, and thus greatly add to the general prosperity and afford employment to a largely increased population.

CONCLUSION.

Before concluding this Statement I wish to say a few words in reference to the career of a very old public servant who has been identified with the Public Works Department from its earliest days. On the 31st March next Mr. William Henry Hales, who now holds the position of Engineer-in-Chief of the colony, closes the active portion of his official career by retiring on the pension to which he is by law entitled. Mr. Hales entered the service of the late Provincial Government of Wellington on the 30th December, 1861; joined the General Government service in March, 1866; and entered the Public Works Department in March, 1872. He became Engineer-in-Chief on the 1st April, 1892, and at the date of his retirement—after forty-four years continuous service—will have held that high and responsible position for fourteen years, or twice as long as any other occupant of the post has held it. He will relinquish the performance of his duties on the 31st December next.

In allocating the amounts proposed for the various public works, very careful consideration has been devoted to the claims and necessities of the different parts of the colony.

The total amount proposed to be voted this year is £2,384,616. It is with feelings of pleasure, therefore, that I look forward to the year's work.

If New Zealand is to maintain its proud and prosperous position, facilities must be provided for the development of its natural resources, and this cannot be better accomplished than by a vigorous public-works policy.

PUBLIC WORKS STATEMENT, 1905.

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TABLE No. 1.

SUMMARY showing the TOTAL EXPENDITURE on PUBLIC WORKS and OTHER SERVICES out of PUBLIC WORKS FUND to 31st March, 1905, and the LIABILITIES on that Date.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1904.	Expenditure during 12 Months ended 31st March, 1905.	Total Expenditure to 31st March, 1905.	Liabilities on Authorities, Contracts, &c., 31st March, 1905.	Total Expenditure and Liabilities.	Works.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
3	Railways	20,090,422 11 3	779,890 11 5	20,870,313 2 8	211,572 0 9	*21,081,885 3 5	Railways.
4†	Roads	‡6,610,089 18 0	§228,961 15 2	6,839,051 13 2	98,326 1 7	6,937,377 14 9	Roads.
5 and 5A	Development of goldfields	692,169 15 3	6,257 19 11	698,427 15 2	1,794 16 3	700,222 11 5	Development of goldfields.
6	Telegraphs	1,053,692 9 6	79,297 15 1	1,132,990 4 7	30,114 0 0	1,163,104 4 7	Telegraphs.
7	Public buildings	3,068,896 5 0	‖117,327 14 10	3,186,223 19 10	38,887 18 5	3,225,111 18 3	Public buildings.
8	Lighthouses, harbour works, and harbour defences	1,002,216 4 5	5,990 8 7	1,008,206 13 0	316 5 5	1,008,522 18 5	Lighthouses, harbour works, and harbour defences.
...	Departmental	507,125 11 7	12,813 17 11	519,939 9 6	...	519,939 9 6	Departmental.
...	Utilisation of water-power	...	467 13 3	467 13 3	8 1 11	475 15 2	Utilisation of water-power.
18 of 1878	Coal-exploration and mine-development	10,835 8 0	...	10,835 8 0	...	10,835 8 0	Coal-exploration and mine-development.
11 of 1877	Aiding works on Thames goldfields ...	50,000 0 0	...	50,000 0 0	...	50,000 0 0	Aiding works on Thames goldfields.
...	Immigration	2,147,993 14 3	6,481 14 0	2,154,475 8 3	..	2,154,475 8 3	Immigration.
...	Purchase of Native lands	¶2,004,365 6 11	6,280 10 4	2,010,645 17 3	4,580 11 8	2,015,226 8 11	Purchase of Native lands.
...	Defence	772,563 4 7	46,588 7 1	819,151 11 8	38,151 0 0	857,302 11 8	Defence.
...	Charges and expenses of raising loans ...	1,238,304 4 3	10,763 6 7	1,249,067 10 10	...	1,249,067 10 10	Charges and expenses of raising loans.
...	Interest and sinking fund	218,500 0 0	...	218,500 0 0	...	218,500 0 0	Interest and sinking fund.
...	Rates on Native lands	65,934 2 6	631 4 9	66,565 7 3	300 0 0	66,865 7 3	Rates on Native lands.
...	Thermal springs	14,599 13 2	...	14,599 13 2	..	14,599 13 2	Thermal springs.
...	Tourist and health resorts	37,851 19 6	**17,507 15 6	55,359 15 0	2,285 6 3	57,645 1 3	Tourist and health resorts.
...	Lands improvement	6,109 1 4	2,248 4 5	8,357 5 9	381 0 5	8,738 6 2	Lands improvement.
...	Payment to Midland Railway bondholders	150,000 0 0	...	150,000 0 0	...	150,000 0 0	Payment to Midland Railway bondholders.
	Totals	39,741,669 9 6	1,321,508 18 10	41,063,178 8 4	426,717 2 8	41,489,895 11 0	Totals.

* Includes Paeroa-Waihi Railway Account—Expenditure, £66,138 6s. 5d.; liabilities, £896 2s. 10d.; also amount transferred from State Coal-mines Account, being amount expended in acquiring and partially completing Greymouth-Point Elizabeth Railway, £62,540 11s. 10d.; liabilities, £18 19s. 1d. † Table 4 also contains details of expenditure under Government Loans to Local Bodies Account. ‡ Includes expenditure under Lands Improvement Account, £300,929 12s. 5d. and £30,000 transferred from Consolidated Fund, previously applied in reduction of "Roads" expenditure. § Includes £2,499 1s. 10d. charged to "Unauthorised." ‖ Includes £650 charged to "Unauthorised." ¶ Includes expenditure under Native Lands Purchase Account, £491,980 1s. 1d. ** Includes £400 charged to "Unauthorised."

TABLE No. 2.

GENERAL SUMMARY.

Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1883–84 to 1904–05.

Description of Services.	Total Net Expenditure to 31st March, 1883.	Expenditure. 1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.	1895–96.	1896–97.	1897–98.	1898–99.	1899–1900.	1900–1.	1901–2.	1902–3.	1903–4.	1904–5.	Total Net Expenditure to 31st March, 1905.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Immigration	1,929,754	107,041	57,148	11,675	12,454	15,598	8,791	867	1,823	817	242	343	101	Cr. 10	301	70	105	385	214	139	142	Cr. 7	6,482	2,154,475
Public Works Departmental	183,974	13,465	30,157	29,632	25,835	25,090	21,458	12,294	10,264	7,796	7,790	8,406	8,680	14,300	14,892	9,689	10,090	12,572	12,933	17,771	13,949	16,088	12,814	519,939
Utilisation of Water-power	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	468	468
Railways	10,291,644	662,046	663,063	725,496	616,447	403,727	272,077	289,601 *Cr. 29*	180,021	154,417 *Cr. 681*	220,894	176,304	247,545	197,105	207,231 *Cr. 334*	351,600	374,192	417,937	717,723	1,333,940	759,753	828,705	779,891	*20,870,313
Payment to Midland Railway Bondholders	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	150,000	..	150,000
Roads:—																								
Roads North of Auckland	109,965	17,566	34,574	33,163	30,738	3,138	264	267	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Main Roads	1,006,199	31,809	30,380	26,833	22,294	13,756	10,968	12,799	9,905	11,739	12,588	22,235	22,731	27,959	4,289	241,209	248,934	237,351	267,374	354,687	230,349	316,248	†202,850	..
Miscellaneous Roads and Bridges		61,635	37,165	37,615	39,748	25,989	26,748	19,998	12,489	6,843	10,443	58,042	9,972	17,075	11,195									
Roads to open up Lands	213,977	84,631	49,314	61,794	57,157	61,488	21,954	28,160	24,285	27,993	21,989		..	..	..	..	..	..	..	..	..	..	..	..
Grants-in-Aid	225,000	106,399	149,982	138,045	81,264	57,632	26,913	2,172	1,586	10,757	7,144	8,951	..	..	..	..	..	..	..	..	..	..	..	..
Village Settlements	..	..	..	..	1,891	12,053	10,770	7,345	4,884	3,829	4,412	2,898	..	..	..	..	..	..	..	..	..	..	..	..
Local Bodies	..	..	..	..	..	..	..	..	315	470	..	390	..	227	207	..	..	..	..	..	..	..	..	..
Roads on Goldfields	9,439	26,602	15,631	31,622	32,625	25,053	7,015	13,290	12,687	9,795	19,490	20,387	17,577	21,513	32,578	49,569	46,550	48,039	48,417	47,573	51,690	45,594	26,112	..
Miscellaneous	319,245	..	..	..	..	..	..	*Cr. 91*	*Cr. 1,270*	*Cr. 26,519*	*Cr. 64,954*	*Cr. 1,613*	*Cr. 1,030*	*Cr. 7,050*	*Cr. 573*	*Cr. 365*	*Cr. 365*	*Cr. 365*	*Cr. 347*					..
Development of Thermal Springs and Natural Scenery	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,023	..	..	..	..	..	..	..	..	..
Roads to give access to North Island Trunk Railway	..	..	..	6,832	12,900	20,410	1,898	248	5,532	30,289	29,440	34,765	17,841	..	..	..	..	..	..	..	..	..	..	..
Lands Improvement Account	..	..	..	..	..	..	..	..	..	..	..	..	89,207	108,168	103,555	..	..	..	..	..	..	..	..	..
Total, Roads	1,883,825	328,642	317,043	335,904	278,617	219,519	106,439	83,009	45,164	36,761	103,893	146,638	150,278	174,369	167,482	290,413	295,119	285,043	315,791	402,260	282,039	361,842	228,962	6,839,052
Development of Goldfields	517,603	16,596	8,029	9,032	7,665	1,016	55	284	821	2,257	3,811	5,272	5,865	9,345	10,508	33,117	17,355	21,815	15,907	15,326	24,213	16,278	6,258	748,428
Purchase of Native Lands	897,212	24,480	70,572	34,545	88,836	25,643	9,072	28,194	17,925	52,397	57,187 *Cr. 10,438*	4,320 *Cr. 2,428*	349 *Cr. 12*	..	Cr. 37	61,503	53,182 *Cr. 225*	32,025	28,688	18,261	15,782	5,352	6,281	..
Native Lands Purchase Account	..	..	..	..	..	..	..	..	..	..	19,575	78,985	101,009	163,411	129,000	..	..	..	..	..	..	..	..	..
Total, Land Purchases	897,212	24,480	70,572	34,545	88,836	25,643	9,072	28,194	17,925	52,397	66,324	80,877	101,346	163,411	128,963	61,503	52,957	32,025	28,688	18,261	15,782	5,352	6,281	2,010,646
Telegraph Extension	438,686	19,532	25,799	36,010	18,952	22,984	12,047	16,346	16,292	27,773	29,245	16,127	19,229	35,538	36,791	29,384	28,551	26,771	50,101	31,729	68,578	47,227	79,298	1,132,990
Public Buildings:—																								
General (including Miscellaneous)	154,733	34	..	..	947	12,742	14,588	7,256	2,880	454	1,588	621	2,523	3,724	8,178	14,797	8,764	3,957	5,594	12,513	9,031	10,964	9,021	..
Parliamentary	5,331	8,416	183	..	8	24	..	..	..	..	..	209	6,822	..	9	466	20,636	9,883	3,039	4,424	1,503	602	697	..
Judicial	166,903	22,652	12,227	11,106	15,875	8,273	8,228	11,246	9,892	8,901	2,779	5,262	11,487	27,341	14,806	12,727	11,109	19,682	29,630	28,728	33,224	25,978	13,083	..
Post and Telegraph	99,971	22,616	8,955	4,880	2,772	2,227	82	1,376	709	1,009	6,843	3,154	3,542	6,194	7,504	5,888	5,168	13,483	20,954	40,361	74,686	53,918	16,008	..
Customs	2,162	1,659	330	99	..	..	..	18	409	13	5	666	12	647	16	385	..	107	875	2,066	6,630	8,719	13,018	..
Survey	20	34	..	461	..	..	..	..	..	..	..	..	28	..	..	..	..	..	..	..	..	..	..	..
Quarantine Stations	1,967	848	313	123	274	..	..	..	..	..	..	3	306	..	..	..	..	..	2,607	424	..	..	..	..
Hospitals for Mental Diseases	143,003	58,047	24,992	4,007	13,694	23,107	10,242	15,717	8,930	16,914	11,887	18,957	13,633	10,935	16,404	14,130	17,667	17,712	18,872	16,743	10,167	15,812	15,949	..
Public Health	..	..	..	..	..	..	..	..	..	..	..	..	..	6,561	700	..	..	899	5,141	1,200	3,540	6,315	4,265	..
General Hospitals and Charitable Institutions	16,727	256	3,792	3,299	4,421	4,156	673	Cr. 140	..	..	7,999	..	..	20,000	22,143	23,864	43,403	49,256	33,681	38,606	57,790	4,291	1,204	..
School-buildings	548,361	49,814	66,069	62,884	51,607	40,000	779	..	..	7,500	..	15,000	15,000	1,127	819	1,328	520	447	971	535	883	87,089	42,721	..
Agricultural	..	..	..	..	..	..	..	..	..	..	..	160	837	..	..	..	..	..	..	..	..	2,504	1,362	..
Total, Public Buildings	1,139,178	164,376	117,361	86,859	89,598	90,529	34,592	35,473	22,820	34,791	31,101	44,032	54,190	76,529	70,579	73,585	107,267	115,426	121,364	145,600	197,454	216,192	‡117,328	3,186,224
Lighthouses, Harbour Works, and Harbour Defences:—																								
Lighthouses	94,960	6,730	7,383	300	3,272	2,866	2,504	1,551	..	..	6,642	2,612	..	234	6,067	2,180	3,727	3,333	1,017	2,060	6,082	6,206	2,167	..
Harbour Works	254,676	29,591	17,050	6,508	6,004	500	*Cr. 5,000*	589	189	..	..	..	650	3,861	866	568	1,777	365	1,540	3,421	1,373	1,773	1,308	..
Harbour Defences	35,418	7,213	9,601	127,167	139,429	73,459	50,089	7,293	2,477	7,347	4,563	3,976	2,495	3,314	4,667	2,547	10,158	5,328	3,960	6,678	6,126	2,885	2,515	..
Total, Lighthouses, &c.	385,054	43,534	34,034	133,975	148,705	76,825	47,593	9,433	2,666	7,347	11,205	6,588	3,145	7,409	11,600	5,295	15,662	9,026	6,517	12,159	13,581	10,864	5,990	1,008,207
Rates on Native Lands	..	..	..	..	25,139	8,446	10,304	5,874	8,250	2,038	615 *Cr. 8*	415	561	340	332	156	347	744	673	571	471	666	631	66,565
Contingent Defence	392,219	..	..	25,000	12,500	..	..	..	..	..	..	..	..	5,000	10,554	10,360	13,867	42,810	37,650	146,875	37,005	38,724	46,588	819,152
Tourist and Health Resorts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,260	10,949	15,643	§17,508	55,360
Lands Improvement	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,741	2,349	2,019	2,248	8,357
Charges and Expenses of raising Loans	765,535	29,877	13,521	47,258	922	59,448	104,911	3,084 *Cr. 3,084*	..	..	5,356	..	..	..	943 *Cr. 6*	5 *Cr. 5*	224	28,322	1,460	5,620 *Cr. 516*	88,180	87,249	10,763	1,249,067
Interest and Sinking Funds	218,500	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	218,500
Coal Exploration and Mine Development	10,835	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10,835
Thermal Springs	..	..	..	..	7,814	2,999	936	..	2,587	264	..	..	..	..	..	..	..	..	..	..	..	..	.	14,600
Advance to Westport Harbour, repayable	..	..	..	..	..	14,336	*Cr. 14,336*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total Ways and Means Credits	..	..	..	..	..	..	*19,427*	*4,363*	*26,519*	*65,635*	*12,059*	*3,458*	*7,062*	*573*	*705*	*370*	*590*	*347*	..	*516*	..	..	..	
Grand Total—Net Expenditure	19,054,019	1,409,589	1,336,727	1,475,386	1,333,484	966,160	613,939	481,346	308,633	325,977	480,468	485,002	590,940	683,336	659,836	865,172	915,736	992,876	1,309,021	2,142,736	1,514,445	1,796,840	1,321,509	41,063,178

N.B.—The figures in italics, prefixed by "*Cr.*," are either recoveries on account of services of previous years or receipts-in-aid applied in reduction of expenditure.
The totals from 1892–93 to 1896–97, inclusive, include expenditure under Native Lands Purchase Account, and from 1894–95 to 1896–97, inclusive, expenditure under Lands Improvement Account.

* Includes expenditure out of Paeroa–Waihi Railway Account, £66,138; and cost of acquiring and partially completing Greymouth–Point Elizabeth Railway, £62,541. † Includes "Unauthorised," £2,499. ‡ Includes "Unauthorised," £650. § Includes "Unauthorised," £400. || For previous expenditure see Roads Class.

TABLE No. 3.

EXPENDITURE on Railways to 31st March, 1905, and Liabilities on that Date.

Lines of Railway.	Total Expenditure by General Government to 31st March, 1904.	Expenditure during Year 1904-5 (including £311 6s. distributed from Stock of Permanent-way).								Total Expenditure by General Government to 31st March, 1905.	Liabilities.	Total Expenditure by General Government, and Liabilities, 31st March, 1905.	Valuation of Works constructed by Provinces and Midland Railway Company.§	Total Expenditure and Liabilities, 31st March, 1905.	Lines of Railway.
		New Works.			Works on Open Lines.	Land-claims and other Old Liabilities.	Surveys.	Rolling-stock.	Greymouth-Point Elizabeth Railway.						
		Construction.	Permanent-way.	Total New Works.											
	£ 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.	
Kaihu Valley	55,044 17 1	..	..	..	..	..	..	..	..	55,044 17 1	..	55,044 17 1	..	55,044 17 1	Kaihu Valley.
Kawakawa	119,751 8 7	1,073 9 0	139 0 0	1,211 9 0	..	..	..	..	..	120,962 17 7	..	120,962 17 7	..	120,962 17 7	Kawakawa.
Whangarei to Kamo Extension	157,424 6 7	7,536 11 3	117 0 0	7,653 11 3	..	..	..	..	..	165,077 17 10	152 15 8	165,230 13 6	..	165,230 13 6	Whangarei to Kamo Extension.
Helensville Northwards	157,097 5 1	9,320 8 3	1,232 0 0	10,552 8 3	..	..	..	..	..	167,649 13 4	242 13 5	167,892 6 9	..	167,892 6 9	Helensville Northwards.
Kaipara to Waikato	1,213,126 10 1	..	..	..	15,115 5 0	..	..	..	..	1,228,241 15 1	..	1,228,241 15 1	..	1,228,241 15 1	Kaipara to Waikato.
Cambridge Branch	51,110 9 9	..	..	..	..	..	..	..	..	51,110 9 9	..	51,110 9 9	..	51,110 9 9	Cambridge Branch.
Waikato to Thames—															Waikato to Thames—
Hamilton to Te Aroha	139,835 0 5	..	..	..	..	..	..	..	..	139,835 0 5	..	139,835 0 5	..	139,835 0 5	Hamilton to Te Aroha.
Te Aroha to Thames	184,973 13 11	..	..	..	..	41 7 5	..	..	..	185,015 1 4	..	185,015 1 4	..	185,015 1 4	Te Aroha to Thames.
Paeroa to Waihi	78,811 1 3	39,675 11 3	4,236 0 0	43,911 11 3	..	..	..	..	..	122,722 12 6	896 2 10	123,618 15 4	..	123,618 15 4	Paeroa to Waihi.
Thames Valley to Rotorua—															Thames Valley to Rotorua—
Morrinsville to Lichfield	161,552 5 2	..	..	..	140 15 8	..	..	..	..	161,693 0 10	..	161,693 0 10	..	161,693 0 10	Morrinsville to Lichfield.
Putaruru to Rotorua	193,265 1 9	..	..	..	..	..	..	..	..	193,265 1 9	..	193,265 1 9	..	193,265 1 9	Putaruru to Rotorua.
Marton to Te Awamutu—															Marton to Te Awamutu—
North End	648,532 17 4	65,459 5 9	9,416 0 0	74,875 5 9	..	..	..	..	..	723,408 3 1	2,352 17 7	725,761 0 8	..	725,761 0 8	North End.
South End	675,817 0 1	70,912 6 4	8,648 0 0	79,560 6 4	..	..	..	..	..	755,377 6 5	2,475 12 8	757,852 19 1	..	757,852 19 1	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.
Gisborne to Karaka	88,764 18 8	16,068 1 8	4,593 0 0	20,661 1 3	..	..	..	..	..	109,425 19 11	2,150 0 0	111,575 19 11	..	111,575 19 11	Gisborne to Karaka.
Wellington to Napier—															Wellington to Napier—
Napier to Woodville and Palmerston North	837,433 1 11	..	..	..	2,786 7 1	24 2 6	..	..	..	840,243 11 6	..	840,243 11 6	..	840,243 11 6	Napier to Woodville and Palmerston North.
Wellington to Woodville, including Te Aro Extension	1,253,280 10 10	..	..	..	5,499 1 10	..	..	..	..	1,258,779 12 8	..	1,258,779 12 8	..	1,258,779 12 8	Wellington to Woodville, including Te Aro Extension.
Wellington to Foxton	42,116 3 4	..	..	..	..	..	..	..	..	42,116 3 4	..	42,116 3 4	..	42,116 3 4	Wellington to Foxton.
Foxton to Waitara	1,411,883 11 3	..	..	..	12,362 19 1	..	..	..	..	1,424,246 10 4	..	1,424,246 10 4	..	1,424,246 10 4	Foxton to Waitara.
Mount Egmont Branch	850 4 5	1,985 12 8	..	1,985 12 8	..	..	..	..	..	2,835 17 1	53 17 6	2,889 14 7	..	2,889 14 7	Mount Egmont Branch.
Stratford to Kawakawa	41,625 13 7	6,217 8 1	5,121 0 0	11,338 8 1	..	..	..	..	..	52,964 1 8	32 14 0	52,996 15 8	..	52,996 15 8	Stratford to Kawakawa.
Nelson to Roundell	165,670 11 0	..	..	..	..	Cr. 1 0 0	..	..	..	165,669 11 0	21 10 6	165,691 1 6	..	165,691 1 6	Nelson to Roundell.
Midland Railway—															Midland Railway—
Nelson End	46,539 0 6	7,786 9 2	3,055 0 0	10,841 9 2	..	96 1 0	..	..	..	57,476 10 8	35 19 11	57,512 10 7	78,306 19 9	135,819 10 4	Nelson End.
Stillwater to Inangahua	14,854 11 0	15,048 6 9	292 0 0	15,340 6 9	469 0 5	104 11 3	..	..	..	30,768 9 5	2,283 5 10	33,051 15 3	543,573 17 9	711,781 17 9	Stillwater to Inangahua.
Brunnerton to Otira	‡133,149 13 2	1,519 3 8	..	1,519 3 8	469 0 5	17 1 3	..	..	..	‡135,154 18 6	1 6 3	135,156 4 9			Brunnerton to Otira.
Springfield End	207,388 9 8	31,114 11 10	170 0 0	31,284 11 10	..	..	..	..	..	238,673 1 6	28,148 12 6	266,821 14 0	61,579 5 7	328,400 19 7	Springfield End.
Greymouth to Point Elizabeth	..	..	..	..	..	..	..	..	62,540 11 10	62,540 11 10	18 19 1	62,559 10 11	..	62,559 10 11	Greymouth to Point Elizabeth.
Greymouth to Brunnerton	‡150,512 11 11	..	..	..	..	..	..	..	..	‡150,512 11 11	..	150,512 11 11	..	150,512 11 11	Greymouth to Brunnerton.
Greymouth to Hokitika and Ross	226,843 8 9	17,173 18 4	..	17,173 18 4	489 8 11	..	..	..	..	244,506 16 0	1,883 7 11	246,390 3 11	..	246,390 3 11	Greymouth to Hokitika and Ross.
Westport to Ngakawau	188,008 17 3	..	..	..	..	..	..	..	..	188,008 17 3	..	188,008 17 3	..	188,008 17 3	Westport to Ngakawau.
Ngahere to Blackball	20,630 11 4	7,248 16 8	..	7,248 16 8	..	..	..	..	..	27,879 8 0	5 14 4	27,885 2 4	..	27,885 2 4	Ngahere to Blackball.
Picton to Waipara—															Picton to Waipara—
Picton to Cheviot	327,929 17 5	9 2 0	..	9 2 0	50 6 4	229 6 10	..	..	..	328,218 12 7	..	328,218 12 7	..	328,218 12 7	Picton to Cheviot.
Waipara to Cheviot	121,466 8 8	23,185 14 10	9,058 0 0	32,243 14 10	..	..	..	..	..	153,710 3 6	1,632 8 5	155,342 11 11	..	155,342 11 11	Waipara to Cheviot.
Hurunui to Waitaki—															Hurunui to Waitaki—
Main Line	1,561,464 10 5	..	..	..	12,626 11 4	..	..	..	..	1,574,091 1 9	..	1,574,091 1 9	316,135 0 0	1,890,226 1 9	Main Line.
Oxford Branch	51,467 7 11	..	..	..	..	..	..	..	..	51,467 7 11	..	51,467 7 11	..	51,467 7 11	Oxford Branch.
Eyreton Branch	44,276 12 10	..	..	..	..	..	..	..	..	44,276 12 10	..	44,276 12 10	..	44,276 12 10	Eyreton Branch.
Lyttelton Branch	76,868 8 4	..	..	..	1,400 0 0	..	..	..	..	78,268 8 4	..	78,268 8 4	340,500 0 0	418,768 8 4	Lyttelton Branch.
Southbridge Branch	87,989 18 5	..	..	..	700 0 0	..	..	..	..	88,689 18 5	..	88,689 18 5	..	88,689 18 5	Southbridge Branch.
Springfield and Whitecliffs Branches	94,796 13 8	..	..	..	..	..	..	..	..	94,796 13 8	..	94,796 13 8	..	94,796 13 8	Springfield & Whitecliffs Branches.
Fairlie Creek Branch	66,872 12 5	..	..	..	..	..	..	..	..	66,872 12 5	..	66,872 12 5	75,124 0 0	141,996 12 5	Fairlie Creek Branch.
Waimate Branch	47,953 11 8	..	..	..	..	..	..	..	..	47,953 11 8	..	47,953 11 8	..	47,953 11 8	Waimate Branch.
Ashburton Forks Branch	*74,214 6 2	..	..	..	..	..	..	..	..	*74,214 6 2	..	74,214 6 2	..	74,214 6 2	Ashburton Forks Branch.
Upper Ashburton Branch	61,582 16 9	..	..	..	..	..	..	..	..	61,582 16 9	..	61,582 16 9	..	61,582 16 9	Upper Ashburton Branch.
Little River Branch	107,523 16 0	..	..	..	102 2 2	..	..	..	..	107,625 18 2	..	107,625 18 2	..	107,625 18 2	Little River Branch.
Canterbury Interior Main Line—															Canterbury Interior Main Line—
Oxford to Malvern	53,649 0 4	..	..	..	..	..	..	..	..	53,649 0 4	..	53,649 0 4	..	53,649 0 4	Oxford to Malvern.
Whitecliffs to Rakaia	542 6 2	..	..	..	..	..	..	..	..	542 6 2	..	542 6 2	..	542 6 2	Whitecliffs to Rakaia.
Temuka to Rangitata	5,152 2 8	..	..	..	..	..	..	..	..	5,152 2 8	..	5,152 2 8	..	5,152 2 8	Temuka to Rangitata.
Waitaki to Bluff—															Waitaki to Bluff—
Main Line, including Port Chalmers Branch	2,584,400 17 6	..	..	..	31,234 2 7	3 3 0	..	..	..	2,615,638 3 1	..	2,615,638 3 1	82,258 17 3	2,697,897 0 4	Main Line, including Port Chalmers Branch.
Duntroon Branch	96,531 16 11	..	..	..	..	..	..	..	..	96,531 16 11	..	96,531 16 11	37,500 0 0	134,031 16 11	Duntroon Branch.
Ngapara Branch	25,891 11 9	..	..	..	..	..	..	..	..	25,891 11 9	..	25,891 11 9	58,009 0 0	83,900 11 9	Ngapara Branch.
Fernhill Railway Purchase	1,400 8 10	..	..	..	..	15 0 0	..	..	..	1,415 8 10	..	1,415 8 10	..	1,415 8 10	Fernhill Railway Purchase.
Brighton Road Branch	6,473 14 9	..	..	..	..	..	..	..	..	6,473 14 9	..	6,473 14 9	12,829 0 0	19,302 14 9	Brighton Road Branch.
Outram Branch	11,951 7 6	..	..	..	..	..	..	..	..	11,951 7 6	..	11,951 7 6	29,691 0 0	41,642 7 6	Outram Branch.
Lawrence Branch	161,885 7 2	..	..	..	..	..	..	..	..	161,885 7 2	..	161,885 7 2	..	161,885 7 2	Lawrence Branch.
Livingstone Branch	82,784 18 10	..	..	..	..	..	..	..	..	82,784 18 10	..	82,784 18 10	..	82,784 18 10	Livingstone Branch.
Waihemo Branch	33,190 18 8	..	..	..	..	..	..	..	..	33,190 18 8	..	33,190 18 8	..	33,190 18 8	Waihemo Branch.
Catlin's River Branch	148,484 1 9	4,192 15 11	93 0 0	4,285 15 11	..	..	..	..	..	152,769 17 8	4 11 2	152,774 8 10	..	152,774 8 10	Catlin's River Branch.
Heriotburn Branch	106,615 13 7	6,421 10 3	7,522 0 0	13,943 10 3	..	..	..	..	..	120,559 3 10	576 16 7	121,136 0 5	..	121,136 0 5	Heriotburn Branch.
Waimea Plains Branch	110,820 4 5	..	..	..	..	..	..	..	..	110,820 4 5	..	110,820 4 5	..	110,820 4 5	Waimea Plains Branch.
Toitois Branch	52,307 4 8	..	..	..	..	..	..	..	..	52,307 4 8	..	52,307 4 8	..	52,307 4 8	Toitois Branch.
Riversdale to Switzer's	11,358 8 5	1,302 5 6	..	1,302 5 6	..	..	..	..	..	12,660 13 11	..	12,660 13 11	..	12,660 13 11	Riversdale to Switzer's.
Kelso to Gore	602 2 5	..	..	..	..	..	..	..	..	602 2 5	..	602 2 5	..	602 2 5	Kelso to Gore.
Seaward Bush to Catlin's	112,365 0 5	..	..	..	..	..	..	..	..	112,365 0 5	..	112,365 0 5	..	112,365 0 5	Seaward Bush to Catlin's.
Otago Central	1,090,564 0 8	44,923 13 8	5,721 0 0	50,644 13 8	..	..	..	..	..	1,141,208 14 4	3,997 5 2	1,145,205 19 6	..	1,145,205 19 6	Otago Central.
Invercargill to Kingston—															Invercargill to Kingston—
Main Line	304,105 0 4	..	..	..	1,228 15 4	..	..	..	..	305,333 15 8	..	305,333 15 8	91,937 5 2	397,271 0 10	Main Line.
Mararoa Branch	27,216 18 7	..	..	..	..	..	..	..	..	27,216 18 7	..	27,216 18 7	..	27,216 18 7	Mararoa Branch.
Makarewa to Orepuki and Waiau	262,660 19 4	..	..	..	49 9 3	123 0 7	..	..	..	262,833 9 2	..	262,833 9 2	60,297 0 0	323,130 9 2	Makarewa to Orepuki and Waiau.
Thornbury to Wairio															Thornbury to Wairio.
Forest Hill	22,733 19 3	..	..	..	..	..	..	..	..	22,733 19 3	..	22,733 19 3	..	22,733 19 3	Forest Hill.
Expenses of Railway Commissions and other Expenditure not chargeable to Individual Lines	10,336 19 11	..	..	..	..	..	..	..	..	10,336 19 11	..	10,336 19 11	..	10,336 19 11	Expenses of Railway Commissions, &c., not chargeable to Individual Lines.
Surveys of New Lines—															Surveys of New Lines—
North Island	23,914 8 10	..	..	..	..	..	703 3 5	..	..	24,617 12 3	..	24,617 12 3	..	24,617 12 3	North Island.
Middle Island	6,681 16 0	..	..	..	..	..	2,916 5 9	..	..	9,598 1 9	..	9,593 1 9	..	9,593 1 9	Middle Island.
Permanent-way for Railway Department	25,000 0 0	..	..	..	..	..	..	..	..	25,000 0 0	..	25,000 0 0	..	25,000 0 0	Permanent-way for Railway Department.
Rolling-stock	3,273,148 18 10	..	..	..	..	..	..	191,078 14 9	..	3,464,227 13 7	164,491 0 9	3,628,718 14 4	..	3,628,718 14 4	Rolling-stock.
Stock, Mar. 31, 1902, Permanent-way, £42,376 4 10	42,376 4 10														
	20,090,422 11 3														
Stock of Permanent-way decreased by 311 6 0	311 6 0														
£42,064 18 10		..	..	..	..	..	..	..	..	42,064 18 10	114 8 8	42,179 7 6	..	42,179 7 6	Stock of Permanent-way.
Total	†20,090,111 6 3	378,175 2 5	59,412 0 0	437,587 2 5	84,723 5 5	652 13 10	3,619 9 2	191,078 14 9	62,540 11 10	20,870,313 2 8†	211,572 0 9	21,081,885 3 5	1,787,741 5 6	22,869,626 8 11	.. Total.

This line being now included in the railway system of the colony, the amount paid out of the State Coal-mines Account by way of purchase money, and in the completing and equipping of the line, is now charged to the Public Works Fund, and included in this Table. (See "Appropriation Act, 1904.")

* Does not include amount expended out of Consolidated Fund, viz., £95 15s. 7d. † Includes amount expended on purchase of district railways, £477,487 7s. 11d. ‡ £15,959 expended between Brunnerton – Nelson Creek, transferred to Brunnerton–Otira item, 1904.

§ Also includes value for £150,000 paid to debenture-holders under "The Midland Railway Petitions Settlement Act Amendment Act, 1903."

TABLE No. 4.

STATEMENT showing the NET EXPENDITURE on ROADS, BRIDGES, &c., out of the Public Works Fund and Government Loans to Local Bodies' Account, for the Year ended 31st March, 1905.

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.			
		AUCKLAND ROAD DISTRICT—			
104	1	Ahipara Bridge	Mangonui	Bay of Islands	11 3 4
	2	Ahipara to Herekino	"	"	177 12 4
	3	Auckland Special Settlement to Mangakahia	Hokianga	"	99 14 6
	4	Awanui to Mangonui, *via* Taipa	Mangonui	"	13 15 5
	7	Broadwood to Herekino	Hokianga	"	110 19 4
	8	Duncan's Road	Mangonui	"	150 2 9
	9	Fairburn's Road (Victoria Valley Road to Peria)	"	"	180 0 0
	10	Herd's Point to Takahue	Hokianga	"	153 14 11
	11	Herekino to Kaitaia	Mangonui and Hokianga	"	112 13 0
	12	Herekino to Whangape	Hokianga	"	57 11 0
	14	Horeke to Taheke	"	"	336 5 3
	15	Kaeo to Matauri	Whangaroa	"	30 0 0
	16	Kaeo to Whangaroa	"	"	75 0 0
	17	Kaikohe to Dargaville, *via* Mangakahia	Bay of Islands, Hobson, and Hokianga	"	15 13 0
	19	Kaikohe to Kawakawa, *via* Ngapipito	Bay of Islands	"	145 12 0
	20	Kaikohe to Rawene	Hokianga and Bay of Islands	"	101 4 2
	21	Kaimamaku	Whangarei	"	50 0 0
	23	Kaitaia to Awanui	Mangonui	"	100 0 0
	24	Kaitaia to Victoria Valley Road (Kaitaia Creamery metalling)	"	"	175 0 0
	25	Kapiro Bridge	Bay of Islands	"	103 14 1
	26	Ketetangariki Block to Mangakahia–Dargaville Road	Hokianga	"	2 3 0
	27	Kohukohu to Motukaraka, *via* Rimu Valley	"	"	149 17 3
	28	Kohukohu to Otane	"	"	50 12 3
	29	Kohukohu to Rakautapu	"	"	21 1 0
	30	Kohukohu Township roads (£1 for £1)	"	"	25 0 0
	32	Mangamuka Ferry	"	"	115 3 6
	33	Mangamuka to Oruru	Hokianga and Mangonui	"	89 15 0
	34	Mangatoetoe	Mangonui	"	100 0 0
	37	Matawherohia to Kaeo	Whangaroa	"	7 0 0
	39	Ohaeawai to Kaikohe	Bay of Islands	"	50 0 0
	40	Okaihau to Horeke	Hokianga and Bay of Islands	"	282 10 3
	41	Okaihau to Kaikohe	Bay of Islands	"	37 8 0
	42	Okaihau to Waihou	"	"	100 0 0
	43	Omanaia to Hokianga Heads	Hokianga	"	105 4 6
	44	Omapere Survey District, Blocks IX. and X.	"	"	50 6 6
	45	Omapere to Waimamaku	"	"	57 12 0
	46	Opanaki to Hokianga	Hokianga and Hobson	"	76 9 0
	47	Opouteke to Mangakahia	Hokianga	"	7 4 0
	48	Opua to Waimate	Bay of Islands	"	23 0 0
	49	Opuawhanga No. 1	Whangarei	"	78 13 8
	51	Oruru to Hikurangi	Mangonui	"	28 4 6
	54	Pakaru Settlement	Bay of Islands	"	19 12 0
	55	Pakia to Kawerua, *via* Waimamaku	Hokianga	"	37 0 0
	57	Peria to Maungataniwha	Mangonui	"	0 16 0
	58	Peria to Victoria Valley Post-office	"	"	133 10 8
	59	Punakitere Settlement	Hokianga	"	101 5 5
	60	Pupuke to Kaeo	Whangaroa	"	180 18 6
	61	Purohata Valley	Hokianga	"	51 11 6
	63	Ramarama Valley (Lower)	Bay of Islands	"	25 0 0
	64	Rangatira Improved-farm Settlement	Hokianga	"	6 5 3
	65	Rangiahua to Umawhero	"	"	204 18 11
	66	Ruapekapeka (Hayter's Road)	Bay of Islands	"	100 0 0
	68	Russell to Whangaruru	"	"	22 2 0
	69	Takahue to Herekino	Mangonui	"	65 8 0
	70	Takahue Village to Victoria Valley Road	"	"	127 15 6
	71	Te Huehue Block to Punakitere Settlement Road	Hokianga	"	98 7 0
	74	Umawhero to Mangamuka	"	"	76 6 9
	75	Umawhero to Victoria Valley	Hokianga, Mangonui, and Bay of Islands	"	27 0 0
	76	Uwhiroa Valley Road	Hokianga	"	76 7 8
	77	Victoria Valley Post-office to Fairburn's Road (west end)	Mangonui	"	100 0 0
	79	Waimamaku Settlement, Hokianga	Hokianga	"	2 2 0
	80	Waimamaku to Opanaki–Hokianga Road	"	"	104 16 9
	81	Waimamaku to Pakanae	"	"	18 7 0
	82	Waimatanui	"	"	149 18 3

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		AUCKLAND ROAD DISTRICT—*continued.*			
104	83	Waiotemarama	Hokianga ..	Bay of Islands ..	62 2 0
	84	Waiotu to Hukerenui (Galbraith's)	Bay of Islands ..	" ..	50 0 0
	85	Waitangi Bridge	" ..	" ..	193 3 6
	87	Wekaweka Settlement (Waimamaku)	Hokianga ..	" ..	73 12 0
	88	Whangae to Opua	Bay of Islands ..	" ..	12 0 0
	89	Whangape, Section 55, Block VII.	Hokianga ..	" ..	31 1 0
	90	Whangaroa County roads	Whangaroa ..	" ..	140 0 0
	91	Whangaroa Harbour to Kaeo Road	" ..	" ..	75 0 0
	92	Dibble's Bridge to Whangaripo Creamery ..	Rodney ..	Marsden ..	134 9 2
	97	Mangakahia Bridge to Mangakahia Church ..	Whangarei ..	" ..	100 10 8
	101	Mareretu	Otamatea ..	" ..	99 19 10
	102	Mareretu Central	" ..	" ..	99 19 11
	103	Matakana Ranges to Te Arai	Rodney ..	" ..	39 6 8
	105	Matakana to Whangaripo	" ..	" ..	80 5 0
	106	Maungatapere to Tangiteroria	Whangarei ..	" ..	144 12 0
	107	Maungatapere (through Sections 54 and 55) ..	" ..	" ..	150 0 0
	109	Maungaturoto to Waikiekie	Otamatea ..	" ..	7 11 6
	111	Maunu to Maungakahia, *via* Maungatapere ..	Whangarei ..	" ..	200 0 0
	112	Paparoa to Waikiekie	Otamatea ..	" ..	80 17 0
	113	Poroti to Waiotama Bridge	Whangarei ..	" ..	100 0 0
	114	Tangihua	Hobson & Whangarei	" ..	65 14 7
	115	Te Arai to Mangawai	Rodney ..	" ..	2 16 8
	116	Tindall's Track (Matakana)	" ..	" ..	50 0 0
	117	Waikiekie to Mareretu	Otamatea ..	" ..	8 2 0
	118	Waipu to Mangawai (£1 for £1)	Whangarei and Otamatea	" ..	70 0 0
	119	Waipu to Mareretu	Otamatea ..	" ..	164 16 0
	121	Waiwhiu Stream Bridge	Rodney ..	" ..	1 0 0
	123	Waiwhiu to Whangaripo Range Road	" ..	" ..	21 13 6
	127	Wayby Creamery to Dibble's Bridge	" ..	" ..	176 7 8
	130	Awakino to Kaikohe	Hobson ..	Kaipara ..	250 0 0
	132	Batley Wharf	Otamatea ..	" ..	49 3 1
	134	Dargaville to Kaihu (£1 for £1)	Hobson ..	" ..	200 0 0
	135	Dargaville to Tangiteroria	" ..	" ..	80 0 0
	137	Doonan's Hill (Matakohe)	Otamatea ..	" ..	8 2 0
	138	Dreadon's Road	Hobson ..	" ..	100 0 0
	139	Helensville to Port Albert	Rodney and Waitemata	" ..	1 9 5
	140	Kaipara (east of) to Crown tenants in Blocks XI. and XII.	Rodney ..	" ..	21 14 6
	142	Kirikopini to Mangakahia	Hobson ..	" ..	217 15 9
	143	Kohekohe to Maungakaramea (£1 for £1) ..	" ..	" ..	100 0 0
	144	Kopuru Ferry	" ..	" ..	50 0 0
	145	Le Noel's Road	Otamatea ..	" ..	75 2 0
	148	Makarau Railway-station to Kaukapakapa ..	Waitemata ..	" ..	8 18 4
	149	Makarau Railway-station to West Coast Road ..	Rodney & Waitemata	" ..	47 5 2
	150	Mangatu to Katui	Hokianga ..	" ..	30 10 0
	153	Matakohe to Hukatere	Otamatea ..	" ..	54 2 6
	154	Matakohe to Tokatoka	" ..	" ..	100 0 0
	155	Maungaru Settlement	Hobson ..	" ..	102 9 9
	156	North Road	" ..	" ..	15 0 0
	157	Okahu	" ..	" ..	50 0 0
	158	Pahi to Paparoa	Otamatea ..	" ..	101 12 6
	159	Paparoa to Maungaturoto	" ..	" ..	75 18 4
	160	Paparoa Village Road	" ..	" ..	69 0 0
	162	Port Albert Wharf	Rodney ..	" ..	99 19 0
	163	Puhoi to Makarau	" ..	" ..	31 0 0
	164	Raupo to Creamery Road	Otamatea ..	" ..	9 2 3
	166	Tangiteroria Bridge (£1 for £1)	Hobson ..	" ..	250 0 0
	167	Tangiteroria to Mariekura (£1 for £1)	" ..	" ..	50 0 0
	168	Tangiteroria to Whangarei County Boundary (£1 for £1)	" ..	" ..	100 0 0
	169	Tangowahine to Avoca	" ..	" ..	150 0 0
	170	Te Pahi to Hoteo Bridge	Rodney ..	" ..	50 0 0
	171	Tikinui to Pouto	Hobson ..	" ..	100 0 0
	172	Tokatoka to Mangapai	Whangarei, Hobson, and Otamatea	" ..	148 3 5
	173	Tokatoka Swamp	Otamatea ..	" ..	207 8 7
	174	Tokatoka Swamp to Main Road	" ..	" ..	292 8 11
	177	Wairere to Paparoa	" ..	" ..	74 5 4
	178	West Road	Hobson ..	" ..	15 0 0
	179	Whakahara	" ..	" ..	100 0 0
	180	Whakapirau	Otamatea ..	" ..	7 4 0
	181	Woodhill Creamery and Station Road	Waitemata ..	" ..	50 0 0
	182	Woodhill Creamery, through back blocks ..	" ..	" ..	35 0 0
	186	Puhoi District to Tahekeroa Railway-station ..	Rodney & Waitemata	Waitemata ..	66 4 3
	187	Puhoi to Upper Waiwera	Rodney ..	" ..	150 0 0
	188	Purden's Hill to Wade, *via* Orewa	Waitemata ..	" ..	275 0 0
	190	Wainui to Kaukapakapa Railway-station ..	" ..	" ..	75 0 0

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		AUCKLAND ROAD DISTRICT—*continued.*			
104	191	Waiwera to Wainui	Waitemata & Rodney	Waitemata	71 11 1
	193	Coromandel to Thames	Coromandel and Thames	Thames	200 0 0
	195	Kihowhakarere to Cabbage Bay Road, *via* Waitete	Coromandel	"	100 0 0
	196	Newmarket Railway-bridge (£1 for £1)	Eden	Parnell	125 0 0
	197	Orakei Block to St. Heliers	"	"	68 18 1
	198	Orakei to Kohemarama (£1 for £1)	"	"	100 0 0
	201	Panmure Wharf (repairs)	"	"	22 13 1
	205	Waikumete to West Coast	Waitemata	Eden	100 0 0
	206	Brookby Creamery Road	Manukau	Manukau	68 16 0
	207	Clevedon to Orere	"	"	3 6 8
	208	Great South Road to Otau, *via* Ararimu (£2 for £1)	"	"	43 6 8
	209	Great South Road to Whitford	"	"	100 0 0
	211	Howick Beach to Cockle Bay (£1 for £1)	"	"	25 17 10
	213	Hunua to Railway-station	"	"	2 18 0
	214	Hunua Road District	"	"	60 0 0
	215	Hunua to Whisky Creek (No. 2 School to south-east corner of Section 206)	"	"	99 17 4
	216	Miranda Wharf	"	"	77 4 3
	217	Otahuhu to Mercer (Great South Road)	"	"	69 0 4
	218	Otahuhu to Railway-station	"	"	77 7 0
	219	Otau	"	"	37 0 3
	220	Otau to Hunua	"	"	18 4 0
	221	Papakura Bridge	"	"	115 16 7
	222	Paparoa District Stone Bridge	"	"	20 0 0
	223	Tamaki Bridge (Panmure)	Eden	"	25 5 7
	226	Turanga Creek bridge (approaches)	Manukau	"	180 0 0
	227	Turanga to Maraetai	"	"	289 18 2
	228	Akaaka Swamp Road	"	Franklin	35 0 9
	235	Bregmen's Landing to Mercer	Raglan	"	10 12 8
	236	Drury to Waiuku, *via* Karaka	Manukau	"	39 1 5
	237	French's Gully bridges and approaches	"	"	9 11 0
	238	Hetherington's Road	Raglan	"	48 7 6
	239	Huntly to Kahuruhuru	"	"	0 5 0
	240	Huntly University Endowment (Rayner's Road)	Waikato	"	33 12 0
	241	Kelvin's Bridge	Manukau	"	49 14 8
	244	Matahura Road (extension to Sections 2 and 3, Block XVI., Piako Survey District)	Piako & Ohinemuri	"	4 17 0
	245	Waiuku to Pukekohe (£1 for £2)	Manukau	"	10 18 10
	248	Mercer to Miranda (from Station to Section 124)	"	"	50 0 0
	249	Mercer to Rangiriri	Waikato and Manukau	"	73 12 1
	250	Ngaruawahia to Huntly West	Raglan	"	40 11 7
	251	Ohinewai Railway-station to Matahuru	Waikato	"	100 0 0
	252	Opuatia No. 3	Raglan	"	100 0 0
	253	Otorohaea Trig. Road	"	"	44 3 0
	254	Patumahoe to Drury	Manukau	"	50 0 0
	256	Pokeno to Paparata (Prendergast's)	"	"	75 0 0
	257	Ponganui Road	Raglan	"	8 13 4
	258	Pukekohe East to Drury (£1 for £2)	Manukau	"	150 0 0
	259	Pukekohe Station to Bombay (£1 for £2)	"	"	100 0 0
	261	Tuakau Bridge (eastern approach)	"	"	57 9 2
	262	Tuakau Bridge to Pukekawa	Raglan	"	0 17 1
	264	Tuakau to Turner's Junction (£1 for £1)	"	"	100 0 0
	265	Turner's Junction to West Coast (through Block VI., Awaroa)	"	"	79 4 9
	266	Union Road	Manukau	"	50 0 0
	267	Wairangi Railway-station, towards Rangiriri	Waikato	"	36 3 3
	269	Waiuku to Awhitu	Manukau	"	220 18 7
	270	Whangarata Road (£1 for £2)	"	"	100 0 0
	275	Netherton to Turua	Ohinemuri & Thames	Ohinemuri	73 15 0
	277	Te Aroha and Waitoa (drains) (£1 for £1)	Piako	"	13 0 0
	279	Road to Section 132 (through Sections 71A and 72, Block XI., Parish of Waipa)	Raglan	Waikato	19 5 0
	280	Works not specifically provided for			34 4 5
	281	Contingencies and engineering			*Cr.* 44 2 0
		Total—Auckland			£15,842 5 5
		TE KUITI ROAD DISTRICT—			
	284	Aotea to Raglan	Raglan	Waikato	173 3 3
	285	Awaroa to Mahoe	Kawhia	"	31 7 2
	287	Caves Road	Awakino	"	58 14 3
	288	French Pass to Taotaoroa	Piako	"	99 19 10
	291	Hauturu	Kawhia & Awakino	"	98 9 3
	292	Hauturu to Otorohanga	Kawhia	"	47 18 2
	293	Homestead Road (Waikato Experimental Farm)	Waikato	"	41 0 0
	294	Hutewai	Kawhia & Awakino	"	136 16 7
	295	Kaimango	Kawhia	"	161 1 9
	299	Kauri to Harepepe	Raglan	"	97 17 11
	300	Kauroa to Pakoka	Raglan and Kawhia		71 16 4
	302	Kawhia to Aotea	Kawhia	"	25 0 0

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		TE KUITI ROAD DISTRICT—*continued.*			
104	303	Kihi	Kawhia	Waikato	89 13 7
	304	Kihikihi to Otorohanga	"	"	10 14 6
	306	Mahoe	"	"	353 3 2
	307	Mahoenui to Kawhia South	"	Waikato and Egmont	98 12 9
	308	Mairoa to Te Kumi	"	Waikato	100 0 0
	313	Mangapohue	"	"	45 15 2
	316	Marokopa Valley	Kawhia and Awakino	"	96 14 4
	318	Oamaru	Kawhia	"	123 10 6
	319	Okupata	"	"	14 19 4
	322	Otorohanga to Ouruwhero	"	"	0 2 8
	323	Pakihi to Okete	Kawhia and Raglan	"	7 13 0
	324	Pakoka River clearing	Kawhia	"	*Cr.* 8 2 0
	325	Pehehau	Raglan	"	36 10 2
	326	Pirongia to Kawhia	Kawhia	"	441 11 8
	328	Pirongia West	"	"	205 4 4
	331	Raglan to Waipa	Raglan	"	200 0 0
	332	Ruapuke to Aotea	"	"	0 7 0
	333	Ruapuke (Mountain Road)	"	"	188 4 10
	335	Tapuae	Kawhia and Awakino	"	60 15 10
	336	Taumatatotara	Kawhia	"	69 16 9
	337	Tawarau	"	"	36 18 8
	338	Te Kuiti to Otorohanga	Kawhia and Awakino	Waikato and Egmont	3 4 0
	342	Tumutumu to Waitomo	Kawhia	Waikato	47 1 0
	343	Waimaori Hill (and Bridge)	Raglan	"	94 14 5
	344	Waingaro to Te Uku	"	"	11 2 0
	347	Waitetuna to Aotea	Kawhia and Raglan	"	49 7 10
	348	Waitetuna Bridge	Ditto	"	100 0 0
	349	Waitetuna to Kauri	Raglan	"	27 4 5
	350	Waitetuna Valley	Kawhia	"	61 12 3
	352	Waitomo Valley	"	"	101 13 7
	354	Waotu to Putaruru	Piako & West Taupo	"	99 18 0
	355	Whaanga	Raglan	"	19 1 0
	356	Wharauroa	Kawhia	"	24 18 4
	357	Whatawhata Swamp Road	Waipa	"	60 0 0
	359	Awakino Bridge	Awakino	Egmont	64 5 9
	365	Kopuha	Clifton	"	9 10 0
	368	Mairoa	Awakino	"	158 7 0
	369	Manganui	"	"	40 17 9
	373	Mangaotaki Valley	"	"	82 19 6
	374	Mangaparare	Clifton	"	29 4 1
	375	Mangaroa	"	"	24 0 10
	379	Mokau to Awakino Heads	Awakino	"	100 0 0
	381	Ngapaenga	"	"	55 19 0
	382	Ohura Bridge	Clifton	"	88 9 10
	383	Ohura (north of Paorae Stream)	"	"	403 11 7
	385	Paemako to Ohura	Awakino and Clifton	"	149 4 3
	387	Pungarehu	Awakino	"	44 4 8
	388	Rimu	Clifton	"	15 0 0
	389	Rohe-Potae tracks	Awakino, Kawhia, Clifton, and West Taupo	Egmont, Waikato, and Bay of Plenty	19 19 1
	390	Te Kuiti to Te Poro-o-tarao	Awakino and Clifton	Egmont	47 19 10
	392	Tunnel to Taumarunui	Clifton	"	1 2 0
	393	Turipoto	Awakino	"	92 8 6
	394	Turoto	Clifton	"	125 0 4
	395	Upper Awakino Valley	Awakino	"	18 16 0
	396	Waikaka	Clifton	"	33 15 2
	401	Contingencies and engineering			100 19 7
		Total—Te Kuiti			£5,621 2 4
		ROTORUA ROAD DISTRICT—			
	402	Appleton's Road	Opotiki	Bay of Plenty	130 9 3
	403	Arahiwi to Mamaku Railway-station	Rotorua and Piako	"	59 15 9
	404	Bowen Town Wharf (£1 for £1)	Tauranga	"	42 0 0
	406	East Road	Rotorua	"	37 7 4
	407	Galatea to Te Teko	Whakatane	"	55 0 0
	408	Galatea to Te Whaite	Whakatane and East Taupo	"	79 19 6
	409	Galatea to Waimana Valley, *via* Waiohau	Whakatane	"	72 14 0
	410	Hairini Bridge and approaches, Te Puke	Tauranga	"	76 0 0
	411	Harrowell Road	Piako	"	4 10 0
	412	Hewitt's Road	Whakatane	"	244 11 1
	413	Jackson Road	Rotorua	"	4 10 0
	414	Kaikokupu to Taheke	"	"	13 7 3
	415	Kaimai	Tauranga and Piako	"	5 9 5
	417	Lichfield to Atiamuri	Piako, West Taupo, and East Taupo	"	131 6 8
	418	Maketu to Te Ngae	Rotorua	"	228 5 7
	420	Mamaku to Maraeroa—Oturoa Block	Rotorua and Piako	"	113 13 10
	421	Mamaku Village	Rotorua	"	96 13 2
	422	Ngawaro to Te Puke	Rotorua & Tauranga	"	1 4 0
	423	Omarumutu to Te Whaite	Opotiki	"	53 14 10
	424	Opotiki to Gisborne (Rotorua District section)	"	"	192 6 11

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		ROTORUA ROAD DISTRICT—*continued.*			
104	425	Otanewainuku Road to Sections 543 and 548A ..	Tauranga ..	Bay of Plenty ..	89 10 8
	426	Otara River to Papamoa	Opotiki ..	" ..	72 17 3
	427	Papamoa No. 2	Tauranga ..	" ..	92 4 3
	428	Pongakawa to Lake Rotoehu	Rotorua ..	" ..	67 7 0
	430	Rodger's Road	" ..	" ..	73 18 5
	431	Rotorua to Lake Rotoma	" ..	" ..	372 13 11
	432	Rotorua Survey District, Blocks III., IV., VIII.; Rotoiti Survey District, Blocks I., V.	" ..	" ..	96 13 0
	433	Rotorua to Taupo, *via* Atiamuri	Rotorua and East Taupo	" ..	359 3 8
	434	Rotorua to Taupo (*via* Waiotapu)*	Ditto ..	" ..	98 7 0
	435	South Road	Rotorua ..	" ..	4 10 0
	436	Stanley's Track	Whakatane ..	" ..	98 8 0
	439	Taumata Block East	Rotorua ..	" ..	96 1 6
	440	Taumata Block West	" ..	" ..	98 7 0
	442	Te Puna Bridge (Tauranga to Waihi)	Tauranga ..	" ..	100 0 0
	444	Thompson's Track (Te Aroha to Tauranga) ..	Tauranga and Piako	" ..	50 0 0
	446	Tirau to Ngongataha	Rotorua ..	" ..	159 9 6
	447	Tirohanga Bridge (£1 for £1)	Opotiki ..	" ..	42 5 7
	448	Waiawa	" ..	" ..	65 11 0
	449	Waimana Gorge (deviation)	Whakatane ..	" ..	1 18 0
	452	Waioeka Valley	Opotiki ..	" ..	28 5 4
	453	Waiotahi Valley	" ..	" ..	89 7 6
	454	Walker's Road	Rotorua ..	" ..	23 4 2
	455	Whakapoukorero	Tauranga ..	" ..	19 1 2
	456	Whakatane County Roads	Whakatane ..	" ..	295 19 0
	457	Whakatane to Nukuhou	Opotiki and Whakatane	" ..	149 11 9
	458	Whakatane River Bridge	Whakatane ..	" ..	59 17 0
	459	Whirinaki Valley	Rotorua ..	" ..	246 15 0
	460	Works not specifically provided for	..	..	131 9 11
	461	Contingencies and engineering	..	..	421 13 3
		Total—Rotorua			£5,147 8 5
		HAWKE'S BAY ROAD DISTRICT—			
	462	Motu Village Road (Hallam's)	Opotiki ..	Bay of Plenty ..	59 7 4
	463	Waiaua River to Waihau Bay	" ..	" ..	75 0 0
	464	Arakihi	Cook ..	Waiapu ..	79 4 0
	465	Berry's Road (Hangaroa Survey District) ..	" ..	" ..	163 14 6
	466	Gisborne to Opotiki (Hawke's Bay District Section)	Cook and Opotiki ..	Waiapu and Bay of Plenty	190 0 11
	467	Gisborne to Rotorua (stock) (£1 for £1) ..	Cook and Whakatane	Ditto ..	67 4 8
	468	Gisborne to Waikaremoana	Cook and Wairoa ..	Waiapu and Hawke's Bay	248 4 8
	469	Gisborne to Waimata (£1 for £1)	Cook ..	Waiapu ..	100 0 0
	471	Gisborne to Wairoa (deviation), *via* Te Arai Valley	" ..	" ..	117 2 0
	474	Karaka to Waihora	" ..	" ..	247 16 0
	476	Makarika to Paekawa (£1 for £1)	Waiapu ..	" ..	100 0 0
	479	Mangatu	Cook ..	" ..	12 17 0
	480	Mangatuna to Waiapu County Boundary ..	" ..	" ..	300 0 0
	481	Maraetaha Road	" ..	" ..	164 5 7
	484	Motu District	" ..	" ..	48 1 0
	485	Motu Valley Road	" ..	" ..	7 19 4
	486	Neill Road	" ..	" ..	158 6 9
	487	Nuhaka to Gisborne	" ..	" ..	328 11 7
	489	Oliver Road	" ..	" ..	35 10 8
	490	Paraheka to Cook County Boundary	Waiapu ..	" ..	80 13 3
	492	Ruakituri Valley Road	Cook and Wairoa ..	Waiapu and Hawke's Bay	492 12 11
	493	Tauwhareparae	Cook ..	Waiapu ..	70 19 10
	494	Tauwhareparae to Hikiwai	Waiapu and Cook ..	" ..	100 0 0
	495	Te Arai	Cook ..	" ..	100 0 0
	496	Te Arai to Mangapoike	" ..	" ..	367 19 8
	497	Tologa to Arakihi	" ..	" ..	42 1 0
	498	Uawa Bridge (£1 for £1)	" ..	" ..	714 18 0
	501	Waiapu Valley Road (Poroporo Stream) ..	Waiapu ..	" ..	157 1 3
	502	Waihau Bay to East Cape	Waiapu and Opotiki	Waiapu and Bay of Plenty	50 0 0
	503	Waimata to Tauwhareparae	Cook ..	Waiapu ..	13 2 0
	505	Waipiro to Mata	Waiapu ..	" ..	41 3 5
	506	Wharekopae to Tahora No. 2 (£250, £1 for £1) ..	Cook ..	" ..	250 0 0
	508	Goodwin's Road (Small Grazing-run 64, Taramarama Survey District)	Wairoa ..	Hawke's Bay ..	29 3 6
	509	Mangaone	" ..	" ..	55 0 0
	511	Mohaka Bridge	" ..	" ..	54 10 0
	512	Napier to Wairoa	Hawke's Bay and Wairoa	" ..	1,661 7 4
	513	Napier to Wairoa (Tongoio wash-out)	Wairoa ..	" ..	560 10 4
	514	Nuhaka Springs to Wairoa to Mahia Road ..	" ..	" ..	307 6 5

* See also "Tourist Roads, &c." vote.

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905.
		ROADS, ETC.—*continued.*			£ s. d.
		HAWKE'S BAY ROAD DISTRICT—*continued.*			
104	516	Potter's Road to Puketitiri	Hawke's Bay ..	Hawke's Bay ..	249 10 10
	517	Richmond Road (Block XVI., Pohue)	Wairoa and Hawke's Bay	" ..	131 19 8
	520	Tahaenui	Wairoa ..	" ..	29 18 0
	525	Manawatu Bridge to Whetukura (on account of £683)	Waipawa ..	Waipawa ..	240 0 0
	526	Mangahe Road (east)	" ..	" ..	63 10 0
	528	Mangamaire Approach	" ..	" ..	240 0 0
	529	Mangapuaka Bridge	" ..	" ..	365 12 1
	530	Mangapuaka Road	" ..	" ..	132 19 6
	535	Maunga Road, Waikopiro (£1 for £1)	" ..	" ..	450 0 0
	536	Ngapaeruru	" ..	" ..	10 18 11
	538	Ormondville to Waikopiro	" ..	" ..	130 14 1
	539	Paeroa	" ..	" ..	116 18 0
	540	Pokokomoku	" ..	" ..	29 14 0
	541	Porangahau to Ngapaeruru (£1 for £1)	Patangata and Waipawa	" ..	118 18 0
	543	Ruahine	Waipawa ..	" ..	262 0 10
	545	Te Uri (Ngapaeruru)	" ..	" ..	188 13 3
	547	Tuturewa Approach	" ..	" ..	198 15 0
	548	Waikopiro	" ..	" ..	172 3 6
	549	Waikopiro Improved-farm Settlement	" ..	" ..	136 14 7
	550	Angora	Weber ..	Pahiatua ..	137 8 0
	552	Mill Stream Road	" ..	" ..	63 8 0
	553	Ongaha Road	Waipawa ..	" ..	39 4 6
	554	Oporae	Weber ..	" ..	110 11 0
	555	Otawhao (Upper)	Woodville ..	" ..	120 11 0
	556	Rhone Creek Deviation (£1 for £1)	Weber ..	" ..	318 10 11
	557	Tahukaretu Bridge and Road	" ..	" ..	149 19 7
	558	Te Awaputahi	" ..	" ..	342 0 3
	559	Weber to Waione	Weber and Akitio ..	" ..	253 16 4
	560	Wimbledon to North-west boundary, Weber County, *via* Waipatiki (£209, £1 for £1)	Weber ..	" ..	208 12 7
	562	Contingencies and engineering	..	..	57 4 8
		Total—Hawke's Bay	..	..	£12,722 2 0
		TARANAKI ROAD DISTRICT—			
	563	Denbigh	Stratford ..	Egmont ..	50 0 0
	566	Hutiwai	Clifton ..	" ..	18 18 0
	569	Kaipikari	" ..	" ..	24 14 0
	570	Maikai	" ..	" ..	114 11 7
	571	Makarakia	" ..	" ..	137 2 2
	572	Mangaopa (Purangi)	" ..	" ..	75 0 0
	573	Mangapapa	" ..	" ..	252 16 9
	574	Mangatoro	" ..	" ..	49 17 0
	575	Mangatuna	" ..	" ..	84 12 10
	576	Mataro	" ..	" ..	4 13 6
	577	Matau	" ..	" ..	218 13 4
	578	May	" ..	" ..	68 4 6
	579	Mimi to Mokau (£888, £1 for £1)	" ..	" ..	988 0 1
	580	Mimi Bridge	" ..	" ..	229 0 0
	581	Mokau Ferry Service	" ..	" ..	164 13 8
	582	Moki	" ..	" ..	482 6 2
	584	Mount Damper	" ..	" ..	128 1 7
	585	Ngatoto	" ..	" ..	128 7 5
	586	Okau	" ..	" ..	280 19 6
	587	Okohe (£103, £1 for £1)	" ..	" ..	137 0 0
	588	Otaraoa	" ..	" ..	574 1 7
	590	Piko	" ..	" ..	97 2 0
	591	Pukemahoe	" ..	" ..	25 0 0
	592	Radnor	Stratford ..	" ..	49 14 9
	593	Stanley Road (£284, £1 for £1)	" ..	" ..	364 10 0
	595	Tooi	Clifton ..	" ..	110 13 7
	596	Uruti	" ..	" ..	73 4 9
	597	Carrington Road	Taranaki ..	Taranaki ..	179 9 0
	598	Egmont (Lower) (£1 for £1)	" ..	" ..	145 19 3
	599	Maude and Hill Road	" ..	" ..	200 0 0
	600	Pitone (£200, £1 for £1)	" ..	" ..	40 0 0
	602	Mangawhero Bridge (£325, £1 for £1) (Eltham to Opunake Road	Hawera ..	Hawera ..	480 5 5
	603	Akama	Stratford ..	Patea ..	80 0 0
	605	Clark's Track	" ..	" ..	122 16 7
	607	Junction Road (Tawhiwhi Ridge)	" ..	" ..	301 4 7
	608	Kaitieke	" ..	" ..	46 13 2
	609	Karewa	Hawera ..	" ..	52 4 0
	610	Kirai (metalling)	Stratford ..	" ..	166 7 0
	611	Kohuratahi	" ..	" ..	101 12 0
	612	Maben	Patea ..	" ..	70 4 1
	613	Makahu	Stratford ..	" ..	42 12 4
	615	Manga	" ..	" ..	536 17 7
	616	Manga Bridge	" ..	" ..	33 1 1
	618	Mangaehu Bridge, Sections 18 and 19, Block II., Omona (£1 for £3)	" ..	" ..	11 13 10

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		TARANAKI ROAD DISTRICT—*continued.*			
104	619	Mangaehu Bridge (Tututawa Road)	Stratford	Patea	19 4 4
	620	Mangaehu Road (Brewer Road to Taihore Road)	"	"	966 15 0
	623	Mangaere Improved-farm Settlement	"	"	99 16 3
	624	Mangaotuku	"	"	150 0 0
	625	Mangaowata	"	"	123 19 0
	626	Marco	"	"	174 14 2
	627	Mataimoana	Patea	"	149 1 3
	628	Mataiwhetu and Tahuri (£200, £1 for £1)	Hawera	"	227 6 8
	629	Moeawatea	"	"	66 2 6
	630	Mohakau	Stratford	"	100 0 0
	631	Murcott	"	"	33 16 0
	632	Nukuhau	Patea	"	291 7 3
	633	Ohura (south of Paorae Stream)†	Stratford and Clifton	Patea and Egmont	2,401 16 1
	634	Patea River Bridge (Ball Road)	Patea	Patea	87 15 10
	635	Patupuremu	"	"	16 17 6
	636	Poarangi	Stratford	"	324 10 6
	637	Pohokura	"	"	20 2 7
	638	Prospect	"	"	36 5 0
	641	Putikituna	"	"	25 0 0
	642	Raekohua	"	"	27 8 0
	643	Rawhitiroa	Hawera and Patea	"	400 17 10
	644	Tahora	Stratford	"	150 0 0
	646	Tangahoe	Hawera	"	348 3 7
	648	Tawhiwhi	Stratford	"	90 10 0
	650	Tututawa (£17, £1 for £1)	"	"	97 1 4
	651	Vera	"	"	483 0 5
	652	Weraweraonga	Patea	"	3 12 0
	653	Whangamomona Valley	Stratford	"	416 2 8
	654	Whenuakura Valley	Patea	"	26 10 3
	655	Whitianga	Stratford	"	143 18 10
	656	Works not specifically provided for	..	..	93 12 0
	657	Contingencies and engineering	..	..	158 7 11
		Total—Taranaki	..	..	£15,296 13 5
		WANGANUI ROAD DISTRICT—			
	658	Taumarunui Combined Bridge (on account of £1,100)	Clifton	Egmont	250 0 0
	660	Fordell to Mangamahu (main road) (£1 for £1)	Rangitikei	Rangitikei	50 0 0
	661	Hales Road	Wanganui	"	80 0 0
	663	Hautapu Bridge (Waiparuparu Road)	"	"	289 10 4
	664	Hautapu River Bridge, near Taihape (£1 for £1)	Rangitikei	"	164 10 0
	665	Hiwera	"	"	26 7 8
	666	Hoihenga	Waimarino	"	57 14 0
	667	Horouta to Pukeokahu	Rangitikei	"	140 17 3
	668	Huia (£88, £1 for £1)	"	"	104 0 6
	669	Huikumu	Waimarino	"	65 12 0
	670	Hukaroa	"	"	91 8 4
	671	Kaitieke roads	"	"	33 9 0
	672	Kaka	Rangitikei	"	62 11 11
	673	Kakariki	Wanganui	"	11 12 0
	674	Karetu (£8, £1 for £1)	Rangitikei	"	165 5 11
	675	Karioi to Rangiwaea	Waimarino	"	92 6 3
	676	Kauaekeke	Rangitikei	"	97 0 0
	677	Kaweka (£33, £1 for £1)	"	"	36 12 0
	678	Kopurutuku	Waimarino	"	39 2 1
	679	Koukoupo	Wanganui	"	26 9 0
	680	Makohine Bridge (Upper)	Rangitikei	"	7 4 0
	681	Makohine Valley	"	"	117 2 1
	682	Makotuku Bridge (Raetihi)	Waimarino	"	20 14 0
	683	Makotuku Valley	"	"	245 16 10
	684	Mangaetoroa extension	"	"	141 6 0
	685	Mangahoata	Rangitikei	"	10 1 4
	686	Mangahouhou	Waimarino	"	48 17 8
	688	Mangamahoe to Mataroa (£256, £1 for £1)	Rangitikei	"	639 3 7
	689	Mangamahu Valley (£1 for £1)	Wanganui	"	131 4 10
	690	Manganui-o-te-ao	Waimarino	"	212 11 7
	691	Manganui-o-te-ao Bridge	"	"	64 17 4
	692	Manganui-o-te-ao (to open Section 16, Block XIV.)	Rangitikei	"	2 10 6
	693	Mangaone	"	"	112 7 4
	694	Mangaone to Mataroa (£40, £1 for £1)	"	"	549 6 11
	695	Mangapapa	"	"	50 0 0
	696	Mangarewa	Waimarino	"	85 16 1
	697	Mangatete	"	"	52 3 9
	698	Mangaturuturu	Rangitikei	"	20 15 0
	699	Mangaweka to Makohine (£1 for £1)	"	"	38 0 0
	700	Mangaweka to Te Kapua	"	"	131 12 10
	702	Mangaweka to Waiouru (£650, £1 for £1)	Rangitikei, Wanganui, and Waimarino	"	1,232 17
	703	Mangawharariki*	Rangitikei	"	27 11 7

* See also "Wellington District." † See also "Maintenance of Main Roads" vote.

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905.
		ROADS, ETC.—*continued.*			
		WANGANUI ROAD DISTRICT—*continued.*			£ s. d.
104	704	Mangawhero Bridge (Aberfeldie)	Wanganui ..	Rangitikei ..	742 14 5
	705	Mangawhero to Murimotu	Waimarino ..	" ..	50 4 2
	706	Mataiaponga (£93, £1 for £1)	Rangitikei ..	" ..	234 5 7
	707	Mataroa to Mangaweka	" ..	" ..	144 13 1
	708	Matawhero	" ..	" ..	20 1 0
	709	Maungakaretu Survey District, Section 30A, Block XVI.	Wanganui ..	" ..	8 16 0
	710	Middle Road	Waimarino ..	" ..	106 8 0
	711	Moawhango Bridge, Otuarei	Rangitikei ..	" ..	377 18 6
	712	Moawhango Bridge, Te Horo	" ..	" ..	412 1 8
	713	Moawhango to Te Horo	Rangitikei and Wanganui	" ..	38 0 3
	714	Moawhango Valley Road (£70, £1 for £1) ..	Rangitikei ..	" ..	245 8 4
	715	Motete extension	Waimarino ..	" ..	128 9 0
	716	Murimotu	Rangitikei ..	" ..	33 6 8
	718	Oeo No. 2 (access road through timber-milling reserve)	West Taupo and Waimarino	" ..	10 17 0
	719	Ohinewairua Survey District, Section 6, Block IX.	Wanganui ..	" ..	49 19 4
	720	Okaka	Rangitikei ..	" ..	9 0 0
	721	Otaranoho	Waimarino ..	" ..	3 17 0
	722	Owhakura	Wanganui ..	" ..	101 12 0
	723	Papak	Rangitikei ..	" ..	13 3 8
	724	Pohonuiatane District	" ..	" ..	177 2 6
	725	Pongaroa	Wanganui ..	" ..	75 0 0
	726	Potaka Township	Rangitikei ..	" ..	19 6 4
	727	Puhirua	" ..	" ..	18 2 0
	729	Puhirua South	" ..	" ..	141 8 0
	730	Pukekaha	Waimarino ..	" ..	75 7 9
	731	Pukemapo (£1 for £1)	Rangitikei ..	" ..	61 8 0
	733	Quarry Road	" ..	" ..	20 16 0
	734	Raetihi and Pipiriki roads	Waimarino ..	" ..	228 9 7
	735	Raetihi to Ohura	" ..	" ..	213 7 2
	736	Raetihi to Parapara to Mason's	Waimarino and Wanganui	" ..	1,396 12 6
	740	Rangitikei Bridge, Mangaweka	Rangitikei and Kiwitea	" ..	4,917 11 7
	741	Rangitikei County Roads (£1 for £1)	Rangitikei ..	" ..	299 19 0
	742	Ratamaire	Waimarino ..	" ..	45 14 0
	743	Raupiu	Wanganui ..	" ..	47 17 2
	745	River Road (£1 for £1)	" ..	" ..	237 17 0
	746	Ruanui Roads (£1 for £1)	" ..	" ..	75 0 0
	748	Taheke	Rangitikei ..	" ..	71 11 7
	750	Taihape and Mangaweka Roads	" ..	" ..	724 18 1
	751	Taihape to Mataroa	Rangitikei and Wanganui	" ..	216 2 0
	752	Taihape to Otuarei	Rangitikei ..	" ..	91 2 4
	753	Taihape Township roads (£1 for £1)	" ..	" ..	155 8 0
	755	Taihape Village Settlement	" ..	" ..	63 9 3
	756	Taihape Village Settlement (road to Sections 32 and 33)	" ..	" ..	64 17 3
	757	Tauakira Block	Wanganui ..	" ..	64 12 6
	758	Taumarunui to Ohakune	Waimarino and West Taupo	Rangitikei and Egmont	166 19 6
	759	Te Komai	Wanganui ..	Rangitikei ..	275 3 6
	760	Te Kumu to Mangaone (£1 for £1)	Rangitikei ..	" ..	115 5 0
	761	Torere to Horouta (£12, £1 for £1)	" ..	" ..	46 19 0
	762	Tuhoe	" ..	" ..	195 18 5
	764	Turakina Valley (£293, £1 for £1)	" ..	" ..	565 6 7
	765	Turakina Valley (extension)	Waimarino and Wanganui	" ..	356 1 2
	766	Turakina Valley to Mataroa (£250, £1 for £1) ..	Wanganui ..	" ..	477 0 0
	767	Waiparuparu	" ..	" ..	7 3 6
	768	Waipuna Ridge	Waimarino ..	" ..	27 2 6
	769	Wairano (£28, £1 for £1)	Rangitikei ..	" ..	167 15 8
	770	Wairepo Road East	" ..	" ..	25 0 0
	772	Wangaehu River Bridge (Addinbrooke's) (£1 for £1)	Wanganui ..	" ..	200 0 0
	774	Wangaehu River Bridge (Whiteman's) (£1 for £1)	" ..	" ..	107 17 10
	775	Wanganui District Roads	Waimarino, Wanganui, and Rangitikei	" ..	325 0 0
	776	Wanganui River Road	Wanganui ..	" ..	145 5 0
	777	Watershed Road (£1 for £1)	Rangitikei ..	" ..	55 0 0
	778	Weston	" ..	" ..	76 5 4
	780	Makakaho (Upper Waitotara)	Patea ..	Patea ..	270 0 0
	781	Omahine	" ..	" ..	150 0 0
	782	Works not specifically provided for	..	..	83 15 10
	783	Contingencies and engineering	..	..	*Cr.* 292 3 0
		Total—Wanganui	..	..	£21,607 0 2

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		WELLINGTON ROAD DISTRICT—			
104	784	Kawatau North	Rangitikei ..	Rangitikei ..	35 0 0
	786	Makopua	" ..	" ..	95 0 7
	787	Omatane	" ..	" ..	161 1 0
	788	Potaka	" ..	" ..	50 0 0
	789	Apiti Main South (£85, £1 for £1)	Kiwitea ..	Oroua ..	95 18 7
	790	Auputa and Mania (£170, £1 for £1)	" ..	" ..	294 14 2
	791	Coal Creek and Horopito Stream Bridges (Apiti to Norsewood Road)	Pohangina ..	" ..	407 17 2
	792	Conspicuous Road	Kiwitea ..	" ..	59 15 6
	794	Hautapu No. 2	Rangitikei ..	Rangitikei ..	26 17 2
	795	Hautapu to Ruahine	Kiwitea and Rangitikei	Oroua ..	94 0 4
	796	Kawhatau (Upper)	Kiwitea ..	" ..	13 10 6
	798	Kawera	" ..	" ..	32 10 9
	799	Kelpie (£1 for £1)	" ..	" ..	140 0 0
	800	Kew Road	" ..	" ..	19 19 3
	802	Kiwitea Middle Road (Tapuae Block)	" ..	" ..	9 9 4
	803	Lagoon Road (£1 for £1)	" ..	" ..	192 14 0
	805	Mangahuia East	" ..	" ..	56 18 3
	808	Mangarere Bridge (£1 for £1)	" ..	Oroua and Rangitikei	350 0 0
	809	Mangarere (Hautapu Block)	" ..	Oroua ..	140 12 11
	810	Mangatohu	" ..	" ..	4 4 9
	811	Mangawharariki (£110, £1 for £1)*	" ..	" ..	110 0 7
	814	Pohangina Valley Forest Reserve	Pohangina ..	" ..	165 0 11
	815	Potaka Low-level Bridge	Kiwitea and Rangitikei	Oroua and Rangitikei	472 15 9
	819	Titirangi	Kiwitea ..	Oroua ..	109 4 0
	820	Totara (£1 for £1)	" ..	" ..	49 11 6
	821	Tunipo	Pohangina ..	" ..	133 18 9
	822	Umutoi	Kiwitea ..	" ..	23 5 6
	824	Mangawhata	Manawatu ..	Manawatu ..	34 17 0
	825	Pyke's Road (£1 for £1)	" ..	" ..	150 0 0
	826	Akaroa	Akitio ..	Pahiatua ..	99 18 11
	827	Akitio River Road	" ..	" ..	49 17 6
	830	Cross Road (Hall Survey District)	Pahiatua ..	" ..	63 17 10
	832	Hinemoa to Alfredton	Pahiatua and Masterton	Pahiatua and Masterton	35 17 6
	833	Huia and Waikereru	Akitio ..	Pahiatua ..	93 17 3
	835	Hukanui to Mangamaire	Pahiatua ..	" ..	22 11 6
	836	Kaitawa Ridge	" ..	" ..	61 1 11
	837	Kawakawa	Akitio ..	" ..	38 3 6
	838	Makairo to Coonoor	Pahiatua ..	" ..	21 0 0
	839	Makairo to Ngaturi (Priest's) (£1 for £1) ..	" ..	" ..	100 0 0
	840	Makoura	Masterton ..	" ..	51 1 5
	841	Makuri to Pongaroa	Pahiatua and Akitio	" ..	25 0 11
	842	Manawatu Bridge (Upper Gorge)	Pahiatua and Woodville	" ..	700 7 0
	844	Mangahuia (£1 for £1)	Akitio ..	" ..	200 0 0
	845	Mangatiti	" ..	" ..	222 14 3
	846	Mangatiti Improved-farm Settlement (Gardiner's Road)	" ..	" ..	2 17 6
	848	Manuhara (£100, £1 for £1)	" ..	" ..	128 17 11
	850	Moore's Road Bridge and approaches	Pahiatua ..	" ..	312 2 0
	851	Mount Butters (£1 for £1)	" ..	" ..	64 11 4
	852	Mount Marchant (£1 for £1)	" ..	" ..	67 9 10
	853	McLeod's	Akitio ..	" ..	37 9 4
	855	Ohinereiata	Pahiatua ..	" ..	117 8 8
	856	Pahiatua to Palmerston	Pahiatua & Kairanga	Pahiatua & Palmerston	21 3 0
	857	Pakowai	Akitio ..	Pahiatua ..	71 5 4
	858	Pakowai to Tinui	" ..	" ..	65 6 3
	859	Paraengahuata	" ..	" ..	39 19 9
	860	Piper's Road (bridges, £150)	Pahiatua ..	" ..	40 16 6
	861	Pongaroa to Aohanga	Akitio ..	" ..	53 19 11
	863	Pukewhai	Pahiatua ..	" ..	87 18 0
	864	Rakaunui Bridle-track	Akitio ..	" ..	70 12 10
	865	Rakaunui Road	" ..	" ..	138 5 7
	866	Rakaunui Village Settlement Bridle-track (Sections 20–22)	" ..	" ..	128 14 2
	867	Rakaunui to Waione	" ..	" ..	37 11 3
	868	Range Road	" ..	" ..	131 9 9
	869	Spur Road	" ..	" ..	69 9 8
	870	Sugar-loaf Road	" ..	" ..	68 2 1
	872	Towai	" ..	" ..	170 0 5
	873	Utewai (Waterfalls)	Masterton ..	" ..	84 4 5
	874	Waewaepa	Pahiatua ..	" ..	45 1 0
	876	Waihi to Akitio	Akitio ..	" ..	60 19 8
	877	Waihi Valley	" ..	" ..	251 13 2
	878	Waihoki Valley	" ..	" ..	102 2 4

* See also "Wanganui District."

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905.
		ROADS, ETC.—*continued.*			
		WELLINGTON ROAD DISTRICT—*continued.*			£ s. d.
104	879	Waiotieki (£1 for £1)	Akitio	Pahiatua	156 2 6
	880	Waiowaka	"	"	68 11 3
	881	Waipatukaka	"	"	191 2 4
	882	Waituna Road (Makairo)	Pahiatua	"	255 0 3
	883	Alfredton to Rakaunui (£75, £1 for £1)	Masterton & Akitio	Masterton	19 3 8
	884	Alfredton to Tinui	Masterton and Castlepoint	"	513 8 6
	885	Barton's Road	Masterton and Mauriceville	"	64 4 4
	886	Bideford (Mangapakeho) (£1 for £1)	Masterton	"	108 3 8
	887	Black Swamp Bridge (£1 for £1)	Castlepoint	"	150 0 0
	890	Falkner's Road	Eketahuna	"	19 14 0
	893	Kaipororo	Eketahuna and Mauriceville	"	174 1 1
	895	Kopikopiko	Pahiatua	"	175 5 1
	897	Mangahao South	Eketahuna	"	11 12 9
	898	Mangamahoe	Mauriceville	"	123 6 4
	899	Mangaorongo	Eketahuna	"	39 10 3
	901	Mangaraupi (£2, £1 for £1)	"	"	50 0 0
	902	Mangaroa	"	"	40 10 0
	906	Mari's Road	"	"	254 11 6
	911	Miki Miki	Masterton	"	83 14 0
	913	Mount Baker (Tawataia Tollgate), Mangamahoe	"	"	33 4 0
	914	Mount Bruce	Mauriceville and Masterton	"	238 10 10
	916	Parkville to Mangatainoka	Eketahuna	"	23 1 6
	917	Parkville Nos. 1 and 2	"	"	166 16 11
	919	Pori	Masterton	"	148 16 7
	920	Puketoi	"	"	49 19 6
	921	Quarry Road	Eketahuna	"	31 0 1
	922	Ruamahanga Bridge (Upper Opaki)	Masterton and Mauriceville	"	282 15 0
	923	Stirling Block	Eketahuna	"	25 11 2
	925	Te Mara	Masterton	"	200 0 0
	927	Upper Opaki (£1 for £1)	"	"	101 5 0
	930	Waitawhiti Bridge (Alfredton to Waterfalls)	"	"	228 19 0
	933	Wangaehu (£1 for £1)	Masterton and Mauriceville	"	803 15 0
	934	Whakataki (£1 for £1)	Castlepoint	"	150 0 0
	938	Boar Bush Gully	Featherston	Wairarapa	100 0 0
	939	Cooper's Creek	"	"	100 5 4
	940	Cross Creek	"	"	85 0 0
	941	Fernyhurst to Stronvar	Masterton	"	75 10 1
	944	Kaiwhata Valley	Wairarapa South	"	118 4 11
	945	Mangapokia Bridge	Masterton	"	150 0 0
	947	Martinborough to Gladstone (Whangaehu) (£1 for £1)	Featherston and Wairarapa South	"	188 5 0
	948	Martinborough to Pahaoa	Featherston	"	150 0 0
	949	Ngakonui	"	"	59 8 2
	950	Pahaoa to Glendhu	"	"	251 10 3
	951	Ponatahi	Wairarapa South and Featherston	"	44 8 1
	952	Ruakokopatuna	Featherston	"	167 3 7
	954	Ruamahanga Bridge, Waihenga (£1 for £1)	"	"	100 0 0
	957	Woodside to Waiohine	"	"	9 3 0
	958	Aurora	Hutt	Otaki	50 0 0
	959	Hautere	Horowhenua	"	100 0 0
	961	Kimberley	"	"	119 11 0
	963	Levin to Shannon (£1 for £1)	"	Otaki and Manawatu	146 14 10
	964	Manakau North	"	Otaki	15 5 0
	965	Manakau South	"	"	28 0 0
	968	Moonshine	Hutt	"	100 0 0
	969	Motukaraka	"	"	100 0 0
	972	Otaki Gorge	Horowhenua	"	100 0 0
	977	Porotawhao (Levin to Foxton)	Horowhenua and Manawatu	Otaki and Manawatu	200 0 0
	981	Takapu Bridges	Hutt	Otaki	150 0 0
	988	Waitohu Valley	Horowhenua	"	76 4 0
	990	Belmont	Hutt	Hutt	137 3 0
	993	Hutt Bridge (rebuilding)	Borough of Lower Hutt	"	2,038 17 9
	994	Mungaroa Bridges (£250, £1 for £1)	Hutt	"	502 1 1
	996	Phillip's Road	"	Otaki	100 0 0
	997	Wainuiomata Rifle Range Road	"	Hutt	100 0 0
	1000	Works not specifically provided for			112 16 2
	1001	Contingencies and engineering			*Cr.* 255 15 1
		Total—Wellington			£18,285 12 6

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		NELSON ROAD DISTRICT—			
104	1002	Aniseed Valley	Waimea	City of Nelson	150 0 0
	1004	French Pass, Admiralty Bay, and Croixelles tracks	Sounds	"	102 18 11
	1006	Moutere Hills	Waimea	"	300 0 0
	1008	Oyster Bay to Elaine Saddle	Sounds	"	148 5 0
	1009	Richmond to Collingwood	Waimea, Takaka, and Collingwood	City of Nelson and Motueka	207 8 0
	1010	Ronga Saddle to Whangarae and Onatea	Waimea	City of Nelson	61 19 4
	1011	Stoke Road District roads	"	"	41 16 6
	1016	Belgrove to Tarndale	Waimea and Ashley	Motueka & Hurunui	124 16 10
	1017	Belgrove to Upper Wai-iti	Waimea	Motueka	95 10 4
	1018	Bonny Doon to Bainham	Collingwood	"	100 1 3
	1019	Brooklyn Valley Bridle-track	Waimea	"	66 9 9
	1022	Collingwood County roads	Collingwood	"	198 5 8
	1023	Collingwood (Main Road) (£1 for £1)	"	"	31 7 0
	1024	Crooked Bank (Belgrove to Westport to Reefton Main Road)	Inangahua	"	200 0 0
	1025	Cross Road to West Takaka	Takaka	"	50 0 0
	1029	Glenroy Bridge (approaches)	Inangahua	"	37 14 0
	1030	Graham to Mount Arthur	Waimea	"	100 0 0
	1031	Graham River Bridge	"	"	32 13 0
	1032	Hope Valley (branch tracks)	"	"	79 14 7
	1033	Horse Terrace to Hunter's	Inangahua	"	52 8 9
	1034	Jeffries' Road to Bainham	Collingwood	"	50 0 0
	1035	Karamea to Mud-flat	Buller	"	115 0 0
	1036	Karamea to Oparara	"	"	100 0 0
	1037	Lindsay's Crossing at Spring Creek	Takaka	"	100 0 0
	1039	Mangles Bridge (approaches)	Inangahua	"	43 8 6
	1041	Matakitaki Bridge and approaches, Murchison	"	"	425 7 3
	1042	Mokihinui to Little Wanganui	Buller	"	908 5 4
	1043	Mokihinui to Ngakawau	"	"	200 0 0
	1046	Motueka Valley (£1 for £1)	Waimea	"	37 10 0
	1047	Motupiko Bridge (repairs)	"	"	317 3 5
	1048	Motupiko (extension)	"	"	158 6 0
	1049	Motupiko to Rainy River	"	"	189 7 7
	1050	Moutere Mud-flat	"	"	50 0 2
	1052	Moutere River (Lower) (clearing below bridge)	"	"	250 0 0
	1053	Mullocky Creek to Karamea	Buller	"	50 0 0
	1054	Murchison to Fern Flat	Inangahua	"	36 18 3
	1055	Norris's Gully to Stewart's	Waimea	"	100 0 0
	1056	Oparara Beach	Buller	"	100 0 0
	1057	Oparara Bridge	"	"	200 0 0
	1058	Oparara Schoolhouse Road	"	"	150 0 0
	1060	Pigeon Valley Bridge	Waimea	"	500 0 0
	1061	Pohara to Awaroa	Takaka	"	141 0 0
	1063	Promised Land to Otumahana	Buller	"	100 0 0
	1064	Puponga to Whararíki	Collingwood	"	50 0 0
	1065	Quail Valley	Waimea	"	71 0 0
	1066	Rees' Road to Bainham (£2 10s. for £1)	Collingwood	"	50 0 0
	1069	Slips Road	Inangahua	"	21 14 0
	1070	Tableland Track, Mount Arthur	Waimea	"	100 0 0
	1073	Tadmor to Hope	"	"	200 0 0
	1075	Tadmor (Upper)	"	"	21 11 3
	1076	Takaka to Collingwood (inland road)	Collingwood and Takaka	"	387 0 0
	1077	Takaka County roads	Takaka	"	355 6 2
	1078	Takaka to Riwaka (£1 for £1)	Takaka and Waimea	"	88 0 0
	1079	Takaka roads improvement (£1 for £1)	Takaka	"	263 0 0
	1082	Tutaki	Inangahua	"	102 5 0
	1083	Upper Moutere to Thorn's	Waimea	"	100 0 0
	1084	Waimea County roads	"	Motueka and City of Nelson	454 0 0
	1085	Wairoa Gorge	"	Motueka	35 0 0
	1086	Wairoa (Upper)	"	"	86 8 7
	1087	Waitapu (Willcock's Road)	Takaka	"	91 11 7
	1088	White-pine Swamp Road (Ngatimote)	Waimea	"	100 0 0
	1089	Woodstock to Pokororo	"	"	100 0 0
	1090	Woodstock to Stanley Brook	"	"	100 0 0
	1091	Woodstock to Thorpe	"	"	300 0 0
	1092	Birchfield to Granity	Buller	Buller	250 0 0
	1094	Boatman's Creek Bridge	Inangahua	"	93 9 6
	1095	Boatman's Valley	"	"	27 0 0
	1096	Brighton (branch tracks)	Buller	"	90 0 0
	1098	Brighton to Grey to Bullock Creek	"	"	100 0 0
	1099	Brighton to Grey County boundary	"	"	250 0 0
	1100	Buller County roads	"	Buller and Motueka	116 0 0
	1101	Buller Road (loop-line, nine miles to Westport) (on account of £1,000)	"	Buller	300 0 0
	1103	Burke's Creek to Reefton	Inangahua	"	26 17 1
	1104	Charleston Road	Buller	"	200 0 0

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		NELSON ROAD DISTRICT—*continued.*			
104	1105	Costello's Hill	Buller	Buller	400 0 0
	1106	Crushington	Inangahua	"	43 10 6
	1108	Harben Road	Buller	"	100 0 0
	1109	Inangahua Bridge at Reefton	Inangahua	"	23 9 0
	1110	Inangahua County roads	"	Buller and Motueka	166 0 0
	1111	Inangahua Landing-bridge (on account of £1,000)	"	Buller	1,000 0 0
	1113	Larry's Creek (protective works)	"	"	32 16 8
	1115	Maruia, *via* Caslani's	"	"	55 10 0
	1116	Ohika-iti Bridge	Buller	"	30 4 0
	1117	Reefton to Maruia	Inangahua	"	650 0 0
	1118	Waimangaroa to Fairdown	Buller	"	200 0 0
	1119	Waitahu Bridge (repairs)	Inangahua	"	3 5 4
	1120	Waitahu Road and Railway Bridge (roads contribution) (on account of £1,300)	"	"	1,300 0 0
	1121	Westport to Ngakawau	Buller	"	250 0 0
	1123	Little Grey River Bridge (near Ikamatua)	Inangahua	Grey	486 15 4
	1124	Works not specifically provided for	..	..	11 14 2
	1125	Contingencies and engineering	..	..	41 17 6
		Total—Nelson	..	..	£15,829 1 1
		MARLBOROUGH ROAD DISTRICT—			
	1129	Harvey's Bay to Tawero Point	Sounds	City of Nelson	66 19 11
	1130	Maori Bay to Black Point	"	"	190 7 1
	1133	Pelorus Bridge	Marlborough	"	420 0 0
	1136	Rai River Foot-bridge (near Forest's)	"	"	1 2 3
	1139	Wakamarina Road and Bridge	"	"	40 4 11
	1142	Tophouse	"	Motueka	75 0 0
	1143	Anakiwi to Grove	"	Wairau	35 14 9
	1144	Anakoa to Manaroa	Sounds	"	115 3 0
	1146	Arapawa Island	"	"	80 4 0
	1147	Arrowsmith's Saddle to Arrowsmith's Bay	"	"	38 1 6
	1148	Bartlett's Creek to Langley Dale	Marlborough	"	295 0 1
	1150	Blarich to Jordan	"	"	100 0 0
	1151	Blenheim to Awatere River (fencing, Redwood Pass)	"	"	200 0 0
	1152	Blenheim to Awatere River (*via* Redwood Pass)	"	"	100 0 0
	1153	Crail Bay to Manaroa	Sounds	"	90 16 3
	1154	Crail Bay to South-east Bay	"	"	24 10 2
	1155	Double Bay to Mahau	"	"	93 17 9
	1156	Dumgree Railway-station to Upper Awatere	Marlborough	"	100 0 0
	1159	Grove Wharf and Shed	"	"	6 8 0
	1160	Hakahaka to Opihi	Sounds	"	5 17 0
	1161	Havelock to Kaituna	Marlborough	"	41 10 0
	1162	Kaiaho Canal and Track	Sounds	"	19 13 6
	1164	Kenepuru to Anakoa	"	"	60 7 6
	1165	Kenepuru to Endeavour Inlet	"	"	56 0 0
	1166	Mahakipawa to Double Bay	Sounds and Marlborough	"	45 5 5
	1168	Mahau Sound	Sounds	"	14 4 6
	1170	Ngakuta Bay to Opua	"	"	59 10 6
	1171	Ngakuta to Shakespeare Bay	"	"	21 0 0
	1172	Ohinetaha to Te Mahia	"	"	13 0 0
	1173	Okoha Bridge	"	"	127 10 8
	1176	Onahau to Anakiwi	"	"	53 19 4
	1177	Onahau Bay to Kenepuru Sound	"	"	7 12 6
	1180	Pember's Road to White's Bay	Marlborough	"	199 19 10
	1181	Picton to Grove	"	"	96 16 7
	1183	Piripaua Neck Cutting and Track	Sounds	"	4 16 0
	1185	Portage Bay and Waitaria Bay Wharves	"	"	270 0 6
	1186	Port Underwood to Fighting Bay	"	"	11 16 2
	1187	Port Underwood to Opua	"	"	29 13 1
	1189	Queen Charlotte Sound	"	"	49 4 9
	1190	Rai Saddle to Havelock	Marlborough	Wairau and City of Nelson	56 19 9
	1192	Resolution Bay to Endeavour Inlet	Sounds	Wairau	43 18 1
	1193	Richmond Bay (Kenny's Isle)	"	"	5 16 6
	1197	Skiddaw Run to Te Matau-a-Maui	"	"	42 11 1
	1199	Taylor's Pass Saddle	Marlborough	"	100 0 0
	1201	Te Mahia to Portage Bay	Sounds	"	6 6 6
	1204	Top Valley to Bartlett's Creek	Marlborough	"	238 7 8
	1205	Torea Bay Road	Sounds	"	27 12 8
	1206	Torea Bay Wharf and Shed	"	"	12 13 6
	1207	Tory Heads to Waikawa	"	"	29 15 8
	1208	Tuamarina to White's Bay	Marlborough	"	176 0 0
	1209	Wairau Native Reserve to Pilot-station	"	"	50 0 0
	1210	Wairau Native Reserve (protection)	"	"	194 0 11
	1211	Waitaria to Manaroa	Sounds	"	10 18 1
	1212	Waitaria to Te Matau-a-Maui	"	"	42 19 0
	1215	Whatamongo to Port Underwood	"	"	20 7 6
	1216	White's Bay to Port Underwood	"	"	4 7 0

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		MARLBOROUGH ROAD DISTRICT—*continued.*			
104	1217	White's Bay to Robin Hood Bay	Sounds	Wairau	26 9 4
	1218	Awatere River to Clarence River	Marlborough	Hurunui and Wairau	137 9 2
	1219	Clarence Bridge (protective works)	Marlborough and Kaikoura	Hurunui	249 19 3
	1223	Kahautara (reserve west of)	Kaikoura	"	150 0 0
	1224	Seaward Valley Road	"	"	200 0 0
	1226	Works not specifically provided for			26 12 0
	1227	Contingencies and engineering			49 17 2
		Total—Marlborough			£5,164 8 4
		WESTLAND ROAD DISTRICT—			
	1228	Ahaura to Haupiri	Grey	Grey	379 16 0
	1231	Big River	"	"	150 0 0
	1233	Brunner to Moonlight	"	"	100 0 0
	1234	Cobden to Brighton *via* Barrytown	"	"	150 0 0
	1235	Grey Valley Main Road and Bridges	"	"	450 0 0
	1236	Hatters to Haupiri	"	"	99 14 11
	1238	Nine-mile Creek Bridge	"	"	150 0 0
	1239	Poerua to Bell Hill	"	Grey and Westland	107 10 0
	1240	Waipuna to Clarke River	"	Grey	200 0 0
	1241	Wilkinson Creek Bridge	"	"	74 1 10
	1244	Arahura Bridge (Upper)	Westland	Westland	100 0 0
	1245	Arahura Bridge (Upper) (protective works at McHarcourt's)	"	"	100 0 0
	1246	Arahura Valley	"	"	150 0 0
	1247	Arawata to Jackson's Track	"	"	10 0 6
	1248	Arawata Track	"	"	121 11 3
	1249	Awatuna Road (widening)	"	"	300 0 0
	1250	Big Wanganui Flat	"	"	225 18 11
	1252	Bladier's Road	"	"	149 13 3
	1254	Christchurch Road (old)	"	"	49 17 6
	1255	Cropp Road	"	"	299 18 11
	1256	Donnelly's Creek (£1 for £1)	Ross Borough	"	25 0 0
	1257	Doughboy	Westland	"	127 15 0
	1258	Ferguson Road	"	"	18 0 0
	1260	Great South Road (Ross to Fox River) (£150, £1 for £1)	"	"	730 0 0
	1261	Great South Road (shelter huts)	"	"	128 12 2
	1262	Greenstone Bridge	Grey	"	63 13 2
	1263	Grey Valley to Teremakau	"	"	136 8 0
	1264	Haast to Blue River	Westland	"	215 11 0
	1265	Haast to Okuru	"	"	99 17 10
	1267	Happy Valley Track	"	"	100 0 0
	1268	Harris Creek Bridge	"	"	150 0 0
	1269	Harris Road	Grey	"	82 7 7
	1270	Hohonu River Bridge	"	"	100 0 0
	1271	Hokitika River (protective works)	Westland	"	34 12 9
	1272	Hunt's Beach	"	"	181 2 11
	1273	Isaac Bluff Track	"	"	89 2 6
	1274	Jacob's to Karangarua	"	"	103 8 6
	1275	Jones Creek (£1 for £1)	Ross Borough	"	25 0 0
	1276	Kanieri to Kokatahi Bridge	Westland	"	78 1 6
	1277	Kanieri River Road (protection)	"	"	38 13 3
	1278	Koiterangi	"	"	914 12 0
	1279	Koiterangi (river encroachment)	"	"	50 4 6
	1280	Koiterangi to Whitcombe Track	"	"	207 14 4
	1281	Kokatahi (£1 for £1)	"	"	97 3 1
	1282	Kokatahi Bridge to Koiterangi	"	"	199 15 0
	1283	Kokatahi (Lower) Road	"	"	100 0 0
	1284	Kokatahi (Lower) (school to river)	"	"	99 10 8
	1285	Kokatahi River Bridge and approaches	"	"	502 2 11
	1286	La Fontaine	"	"	200 0 0
	1287	Little Wanganui (protection-works)	"	"	63 9 9
	1288	Little Wanganui River Road	"	"	99 3 0
	1289	Mahinapua (Hospital Creek) Bridge to Ross to Hokitika Railway	"	"	100 0 0
	1290	Mikonui to Bald Head Bluff	"	"	200 0 0
	1293	Murray Road	"	"	293 0 0
	1294	Okarito to The Forks	"	"	42 19 9
	1295	Okuru Track	"	"	134 15 0
	1296	Otira Avalanche (protection-works)	"	"	214 11 4
	1297	Rangitoto	"	"	200 0 0
	1298	Robertson Road	"	"	150 4 1
	1299	Rotokino	"	"	140 6 6
	1301	Teremakau Settlement Road	Grey	"	73 14 9
	1302	Teremakau Traffic-bridge (repairs)	Westland and Grey	"	90 0 6
	1303	Teremakau Traffic-bridge (£1 for £1) (on account)	Ditto	"	2 7 0
	1307	Waimea Creek Bridge	Westland	"	37 0 2
	1308	Waitaha to Kakapotahi	"	"	667 11 4
	1309	Waitaha Settlement	"	"	265 6 1

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		WESTLAND ROAD DISTRICT—*continued.*			
104	1310	Wall Road	Westland	Westland	299 5 4
	1311	Wall's Creek Bridge	Brunner	"	11 12 9
	1313	Western Road	Westland	"	149 17 3
	1314	Westland County roads	"	"	611 0 0
	1315	Westland Ferry Service	"	"	200 0 0
	1316	Whitcombe River (protective works)	"	"	125 0 0
	1317	White's Road (off Kokatahi Road)	"	"	299 19 8
	1318	Works not specifically provided for			16 12 8
	1319	Contingencies and engineering			62 6 10
		Total—Westland			£12,816 15 6
		CANTERBURY ROAD DISTRICT—			
	1320	Cheviot County roads	Cheviot	Hurunui	63 12 7
	1321	Conway Gorge to Waiau, *via* Hawkswood	"	"	1 1 0
	1323	Hurunui Bridge (Greta)	Cheviot and Ashley	"	356 2 2
	1327	One-tree Creek Ford	Amuri	"	35 12 3
	1328	Waiau Ferry Service	Cheviot	"	67 7 1
	1329	Waiau to Kaikoura, Lyndon No. 1 and Annan Settlements	Amuri	"	181 1 3
	1334	Eyreton Road District (protective works) (£1 for £1)	Ashley	Kaiapoi	23 19 2
	1338	Burke's Main Drain Canal (£1 for £1)	Selwyn	Ellesmere and Courtenay	153 17 8
	1341	Borrell's Hill	Geraldine	Geraldine	100 0 0
	1344	Orari River (protective works)	"	"	200 0 0
	1354	Kapua (Dugdale's Creek Diversion)	Waimate	Waitaki	100 0 0
	1355	Otaio	"	"	22 0 0
	1356	Pareora Bridge (Cannington)	"	"	100 0 0
	1361	Works not specifically provided for			26 19 11
	1362	Contingencies and engineering			*Cr.* 27 5 1
		Total—Canterbury			£1,404 8 0
		OTAGO ROAD DISTRICT—			
	1364	Hawea to Lindis Pass	Vincent and Waitaki	Mount Ida	71 0 0
	1370	Vincent County roads	Vincent	Mount Ida, Tuapeka, and Wakatipu	64 0 0
	1371	Arrow to Cardrona Saddle	Lake	Wakatipu	100 0 0
	1372	Bannockburn to Nevis	Vincent	"	193 14 0
	1373	Ben Lomond	Lake	"	68 0 0
	1374	Cardrona Coal-pit	"	"	50 0 0
	1375	Cardrona to Crown Range Saddle	"	"	100 0 0
	1376	Garston to Black Bridge	"	"	102 0 0
	1378	Martin's Bay to Big Bay Road	"	"	100 0 0
	1380	Minaret Bay to Wilkin Sawmill	"	"	50 0 0
	1381	Nevis Bridge (£1 for £1)	Vincent	"	150 0 0
	1383	Pembroke to Head of Lake Wanaka	Lake	"	100 0 0
	1384	Rees River groins	"	"	30 0 0
	1386	Corner Bush	Waikouaiti	Waikouaiti	55 7 9
	1387	Hawksbury Bush Road	"	"	35 0 0
	1388	Hummockside Road	"	"	10 0 0
	1390	Mountain Track	"	"	10 0 0
	1391	North Harbour and Blueskin District, Block III.	"	"	16 10 0
	1392	Omuraatu Native Reserve Road	"	"	49 8 5
	1394	Purakanui Native Reserve	"	"	48 0 0
	1396	Waikouaiti Beach approach roads	Hawksbury Borough	"	18 18 0
	1397	Waitati to Mount Cargill	Waikouaiti	"	10 1 3
	1398	Taieri County roads	Taieri	Taieri	177 0 0
	1399	Bald Hill Flat to Fraser River Basin	Vincent	Tuapeka	100 0 0
	1401	Beaumont to Rankleburn	Tuapeka	"	100 0 0
	1403	Clyde to Lake County boundary	Vincent	"	226 4 0
	1404	Clyde and Alexandra to Ophir	"	"	97 0 0
	1405	Clyde to Tuapeka County boundary	"	"	188 10 0
	1412	Roxburgh to Vincent County boundary	Tuapeka	"	100 0 0
	1414	Tuapeka County roads	"	"	273 0 0
	1415	Waipori Bush Road	"	"	100 0 0
	1416	Waipori to Eldorado	"	"	100 0 0
	1417	Booth's Road	Borough of Maori Hill	City of Dunedin	50 0 0
	1420	Carey's Road	Waikouaiti	Chalmers	76 0 0
	1421	Dunedin to Port Chalmers	West Harbour	"	200 0 0
	1422	Hooper's Inlet	Peninsula	"	100 0 0
	1423	Main North Road	Borough of North-east Valley	"	50 0 0
	1424	North-east Valley (main road)	Ditto	"	75 0 0
	1425	Portobello	Peninsula	"	116 11 6
	1426	Portobello to Taiaroa	"	"	45 15 8
	1427	Ravensbourne to Sawyer's Bay	West Harbour	"	72 10 0
	1430	Anderson's Bay Road	Boroughs of Caversham, St. Kilda, & South Dunedin	Caversham	28 10 0

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905.
		ROADS, ETC.—*continued.*			£ s. d.
		OTAGO ROAD DISTRICT—*continued.*			
104	1432	Bruce County roads	Bruce	Bruce	132 0 0
	1434	Inch-Clutha River District (£1 for £1)	"	"	73 15 0
	1435	Kaitangata to Wangaloa (£1 for £1)	"	"	69 6 7
	1436	Matau (protective works)	"	"	100 0 0
	1437	Maungatua Road	"	"	100 0 0
	1438	McAlpine's Road (£1 for £1)	"	"	13 10 0
	1439	Short Road	"	"	20 12 6
	1442	Waipori to Waitahuna (Reedy Creek)	Tuapeka	Bruce and Tuapeka	200 0 0
	1443	Wangaloa to Coombe Hay (£1 for £1)	Bruce	Bruce	85 9 2
	1444	Ahuriri Flat	Clutha	Clutha	176 5 0
	1445	Balclutha Bridge	"	"	*54 19 2
	1446	Barr's Road	"	"	27 6 0
	1447	Caberfeidh Road	"	"	165 2 10
	1448	Carrick's Road (Section 57, Block III., Glenomaru)	"	"	49 12 0
	1451	Catlin's River-bank Road (Section 5, Block I., Woodland)	"	"	73 15 6
	1452	Catlin's Valley Road	"	"	245 9 4
	1454	Clinton to Pomahaka Downs	"	"	200 0 0
	1455	Clutha County roads	"	"	374 0 0
	1456	Faddis Road	"	"	100 0 0
	1458	Glenomaru, Block V. (Goldsbury and Forsyth Road)	"	"	92 14 3
	1459	Glenomaru, Block VII., Section 43, access road	"	"	2 0 0
	1460	Goldsbury Road	"	"	311 14 5
	1461	Greenfield Road	"	"	51 15 8
	1462	Hay's Road	"	"	383 3 11
	1463	Heathfield	"	"	46 0 10
	1464	Hukihuki	"	"	26 16 0
	1465	Hunt's Road	"	"	96 1 2
	1466	Kaler's Road	"	"	38 0 8
	1467	Long Point Road	"	"	48 15 0
	1468	Milk and Honey Road	"	"	12 11 4
	1469	Mokoreta to Rimu	"	"	2 1 11
	1470	Morris Saddle Road	"	"	13 11 0
	1471	Morton's Road	"	"	99 12 6
	1472	Mouat's Saddle	"	"	76 14 3
	1473	Newton Road	"	"	96 6 7
	1474	Owaka to Long Beach Creek	"	"	96 2 7
	1475	Owaka to Purekireki	"	"	102 12 4
	1477	Purakauiti Stream	"	"	24 1 0
	1478	Rankin Road	"	"	27 2 11
	1479	Rankleburn	Tuapeka	"	40 0 0
	1480	Ratanui to Whitehead	Clutha	"	92 13 0
	1481	Stewart Road	"	"	100 0 0
	1482	Tautuku to Waikawa (bridge renewals)	"	"	150 0 0
	1483	Waipahi to Pukerau	"	"	70 0 0
	1484	Waipati Road	"	Clutha and Mataura	30 0 0
	1485	Wyndham Road	"	Clutha	284 0 2
	1486	Waipati Bridge (main road)	"	Mataura	153 12 3
	1487	Works not specifically provided for			14 17 6
	1488	Contingencies and engineering			87 1 7
		Total—Otago			*£8,639 6 6
		SOUTHLAND ROAD DISTRICT—			
	1490	Aparima School Road to boundary-line of Hundreds (£1 for £1)	Wallace	Wallace	38 3 0
	1491	Aparima protective works (£1 for £1)	"	"	100 0 0
	1492	Bluff Harbour (endowment road)	Southland	"	200 0 0
	1494	Brownridge Road	Wallace	"	50 0 0
	1495	Clifden Bridge to Waiau Mouth	"	"	173 12 8
	1497	Crean's Hill (£1 for £1)	"	"	50 0 0
	1499	Dipton to Hamilton Burn	"	"	100 0 0
	1500	Falls Creek Road	"	"	100 0 0
	1501	Harvey's Road to Nightcaps	"	"	50 0 0
	1502	Heddon Bush to Otautau, *via* Bayswater (£1 for £1)	"	"	36 16 4
	1503	Heddon Bush (school road)	"	"	50 0 0
	1504	Hundreds (line of) (west of railway-line)	"	"	100 0 0
	1505	Jacob's River Hundred Blocks	"	"	200 0 0
	1507	Line of Hundreds (east of Heddon Bush School Road)	"	"	75 0 0
	1508	Longwood, Block XVI., Sections 3, 4, and 10 to 12	"	"	47 10 6
	1509	Longwood, Block XVII., Sections 10 to 13	"	"	171 16 7
	1510	Longwood, Block XVIII., Sections 9 to 14	"	"	123 17 8
	1511	Longwood, Block XIX., Sections 1 to 8	"	"	246 0 9
	1512	Nightcaps to Mount Linton	"	"	200 0 0
	1514	Orawia to Clifden (bush road)	"	"	386 6 6

* Includes £39 14s. 11d. expended out of "Unauthorised Account."

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		ROADS, ETC.—*continued.*			
		SOUTHLAND ROAD DISTRICT—*continued.*			
104	1515	Orepuki Railway-station (£1 for £1)	Wallace	Wallace	48 17 11
	1516	Oreti Bridge (Winton) to Deegan's Road	Southland	"	47 19 2
	1518	Otahu Flat	Wallace	"	100 0 0
	1519	Otapiri Gorge	Southland	"	200 0 0
	1520	Papatotara Punt (Drummond's Ferry)	Wallace	"	81 16 11
	1521	Pourakino to Wild Bush	"	"	70 0 0
	1524	Waiau, Blocks VII., VIII., Sections 151, 153, and 9 to 21	"	"	9 5 3
	1525	Waiau, Block X., from Sections 130 to 138	"	"	100 5 11
	1527	Waiau, Blocks XIII. and XIV. (main roads)	"	"	5 12 0
	1528	Waihaukeke Creek Bridge	"	"	50 0 0
	1530	Wairio to Wrey's Bush	"	"	100 0 0
	1533	Kaiwera School to Mataura	Southland	Mataura	100 0 0
	1534	Kapuka Road (Oteramika Hundred, Blocks VII. and XIII.)	"	"	100 0 0
	1536	Mokoreta, Block XIV.	"	"	55 8 5
	1537	Morton Mains Railway-station to Dacre (£2 for £1)	"	"	100 0 0
	1538	Morton Mains Railway-station to Gorge	"	"	100 0 0
	1539	Morton Mains to Hunter's Bush	"	"	101 6 9
	1540	Oteramika	"	"	30 0 0
	1541	Oteramika (Anderson, Holz, Niederer, and Templeton's Roads)	"	"	72 15 0
	1542	Oteramika, Blocks II. and IV. (White's Road)	"	"	144 7 6
	1543	Oteramika Hundred, Block X.	"	"	199 15 6
	1546	Toe-toes, Block X., at Sections 5 and 15	"	"	4 10 6
	1547	Waikawa	"	"	250 12 0
	1549	Waikawa to Long Beach Creek	"	"	106 15 9
	1550	Waikawa to Otara	"	"	12 6 0
	1551	Waikawa, Block IV., Section 4 (Crosbie's)	"	"	20 6 10
	1553	Waimahaka (Block VII., Mokoreta)	"	"	3 2 10
	1554	Waimahaka to Fortifications	"	"	0 11 9
	1555	Waimumu	"	"	200 0 0
	1557	Elles Road	North Invercargill Borough	Invercargill	100 0 0
	1558	Kingswell Creek (Seaward Bush)	Southland	"	4 0 0
	1559	Lindisfarne Road	"	"	97 5 7
	1560	Seaward Bush (Section 92 to Section 87, Block II.)	"	"	40 1 7
	1562	Seaward Bush (Molson Street)	"	"	149 19 10
	1563	Seaward Bush (to Sections 1 and 2, Block III., and to Sections 51 to 53, Block III.)	"	"	127 6 11
	1569	Bluff Road to Greenhills	"	Awarua	100 0 0
	1570	Blyth Road, towards Moturimu Farm Settlement	"	"	100 0 0
	1571	Boyle and Barry's (West Plains)	"	"	50 0 0
	1572	Channel Road (Fleming's)	"	"	150 0 0
	1573	Colyer's Road	"	"	224 0 0
	1574	Duffy's and Hamilton's Road	"	"	48 0 0
	1575	Forest Hill Road	"	"	200 0 0
	1576	Girdler's Road	"	"	50 0 0
	1578	Hiddleston's Road (West Plains)	"	"	98 0 0
	1580	Invercargill Block XXII.	"	"	44 4 0
	1581	Invercargill Hundred, Block XV., Section 136	"	"	36 15 8
	1582	Invercargill Hundred Blocks	"	"	307 18 0
	1583	Invercargill Hundred, Block XX. (Connor's Road)	"	"	95 14 4
	1587	McKenzie and Baird's Road	"	"	100 0 0
	1588	McLean and Weir's Road (Waianiwa to Young's)	"	"	200 0 0
	1589	Macauley and Henderson Road	"	"	100 0 0
	1591	Makarewa Bush Road, Sections 9 and 10, Block X., Invercargill Hundred	"	"	50 0 0
	1593	Massey's Tramway Road	"	"	91 16 1
	1594	Moturimu	"	"	76 13 11
	1596	Myross roads	"	"	94 1 0
	1597	New River Hundred, Block X.	"	"	50 0 0
	1599	Otatara, Block XVII., Section 36	"	"	83 16 10
	1600	Otatara (Wilkie's Road)	"	"	20 0 0
	1601	Oteramika old road (Blocks I., II., Invercargill Hundred)	"	"	100 0 0
	1602	Pomona Road (Makarewa)	"	"	50 0 0
	1603	Sandhills to Campbelltown	"	"	352 14 0
	1604	Seaward Bush (Murphy's Road to Knipe's Land)	"	"	42 6 8
	1606	Thompson Road South, Sections 9 to 15, Block V., Invercargill Hundred	"	"	200 0 0
	1607	Tisbury to Waimatua	"	"	57 9 6
	1608	Trotter Road	"	"	100 0 0
	1610	Wallacetown to Underwood	"	"	250 0 0
	1612	Wilson's Crossing, South Forest Hill Road	"	"	100 0 0
	1613	Winton, Block III.	"	"	92 5 9
	1614	Winton, Block VIII.	"	"	257 14 5
	1616	Winton to Drummond (£1 for £1)	"	"	300 0 0
	1618	Woodend, Campbelltown Hundred, Block VI.	"	"	100 0 0
	1619	Works not specifically provided for	..	..	8 9 8
	1620	Contingencies and engineering	..	..	130 1 0
		Total—Southland	..	..	£9,945 14 9

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905.
		ROADS, ETC.—*continued.*			
		General—			£ s. d.
104	1621	Compensation for injuries to employees while in discharge of their duties, medical and other attendance during illness, and contingent expenses in connection with same	..	..	293 5 0
	1622	Compensation and contingent expenses in connection with the acquisition of land for roads, drains, gravel-pits, &c.	..	..	942 5 4
	1623	Plant not chargeable to any particular work ..	..	..	456 12 4
	1624	Road-deviation and other surveys	..	..	282 11 6
	1625	Flood-damage	..	..	34 10 0
		Total—General	..	..	£2,009 4 2
		Vote No. 104—Total for 1904–5 ..	..	..	*£150,331 2 7
		MAINTENANCE OF MAIN ROADS.			
		AUCKLAND ROAD DISTRICT—			
105	1	Great North Road (Awanui to Warkworth, *via* Hukerenui, Waipu, and Wellsford)	Mangonui, Whangaroa, Bay of Islands, Whangarei, Otamatea, and Rodney	Bay of Islands, Marsden, and Kaipara	2,271 6 8
		TE KUITI ROAD DISTRICT—			
	2	Te Kuiti to Mokau	Awakino ..	Egmont ..	913 5 3
		ROTORUA ROAD DISTRICT—			
	3	Tauranga to Runanga	Tauranga, Rotorua, and East Taupo	Bay of Plenty ..	643 3 0
		HAWKE'S BAY ROAD DISTRICT—			
	4	Runanga to Pohue	Wairoa and Hawke's Bay	Hawke's Bay ..	649 13 1
		TARANAKI ROAD DISTRICT—			
	5	Mokau to Uruti	Clifton ..	Egmont ..	563 3 6
	6	Ohura (south of Paorae Stream)‡	Stratford and Clifton	Patea and Egmont	2,627 2 11
		Total—Taranaki	..	..	£3,190 6 5
		WANGANUI ROAD DISTRICT—			
	7	Pipiriki to Waiouru†	Waimarino ..	Rangitikei ..	1,930 12 7
		NELSON ROAD DISTRICT—			
	8	Belgrove to Westport to Reefton	Inangahua and Buller	Motueka and Buller	5,725 5 6
		WESTLAND AND CANTERBURY ROAD DISTRICTS—			
	9	Kumara to Springfield (including Rangiriri Deviation)	Westland and Selwyn	Westland and Selwyn	5,221 0 5
		WESTLAND ROAD DISTRICT—			
	10	Ross to Okarito and Fox River	Westland ..	Westland ..	783 18 1
		Vote No. 105—Total for 1904–5 ..	..	..	£21,328 11 0
		TOURIST ROADS, ETC.			
		TE KUITI ROAD DISTRICT—			
106	3	Hangatiki to Waitomo	Awakino ..	Waikato ..	154 3 0
	4	Taumarunui Landing Road..	Clifton ..	Egmont ..	50 0 0
		Total—Te Kuiti	..	..	£204 3 0
		ROTORUA ROAD DISTRICT—			
	5	Atiamuri to Orakei Korako	East Taupo ..	Bay of Plenty ..	132 5 10
	6	Echo Lake Geyser	Rotorua ..	" ..	221 3 10
	7	Kakaramea Horse-track	" ..	" ..	39 10 0
	8	Murupara to Waikaremoana	Whakatane, East Taupo, and Wairoa	" ..	306 16 5
	9	Ohaki Pa Road	East Taupo ..	" ..	31 9 0
	10	Okere Falls	Rotorua ..	" ..	17 12 4
	11	Orakei Korako to Junction Rotorua-Taupo Road ..	East Taupo ..	" ..	246 18 4
	12	Oruanui to Wairakei	Whakatane ..	" ..	18 16 0
	13	Rotorua to Ngongataha Mount	Rotorua ..	" ..	93 6 6
	14	Rotorua to Taupo, *via* Waiotapu‡	Rotorua & E. Taupo	" ..	837 4 10
	15	Rotorua to Wairoa	Rotorua ..	" ..	203 13 9
	16	Rotorua to Whakatane	" ..	" ..	74 19 11
	18	Rotowhero to Murupara	Rotorua, East Taupo, and Whakatane	" ..	96 4 0
	20	Taupo to Te Aratiatia Rapids, East and West ..	East Taupo ..	" ..	31 19 0
	21	Te Ngae Landing	Rotorua ..	" ..	9 18 3
	22	Tokaanu Road and Wharf	East Taupo ..	" ..	174 7 1
	23	Tokaanu to Taupo	" ..	" ..	145 6 5

* Includes £39 14s. 11d. expended out of "Unauthorised Account." † See also item "Pipiriki to Raetihi" in "Tourist Roads, &c." vote.
‡ See also "Roads, &c." vote.

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		TOURIST ROADS, ETC.—*continued.*			
		ROTORUA ROAD DISTRICT—*continued.*			
106	24	Tokaanu to Waihi	East Taupo and West Taupo	Bay of Plenty ..	21 6 5
	25	Wai-iti Ford	Rotorua ..	" ..	99 19 1
	26	Waikato Bridge, Tokaanu	East Taupo ..	" ..	269 19 5
	27	Waimangu Geyser to Kakaramea	Rotorua ..	" ..	687 5 4
	28	Wairoa Creek Bridge	" ..	" ..	100 16 5
		Total—Rotorua	..	..	£3,860 18 2
		HAWKE'S BAY ROAD DISTRICT—			
	29	Napier to Wairoa	Hawke's Bay and Wairoa	Hawke's Bay ..	200 0 0
	30	Waikaremoana Accommodation-house Road ..	Wairoa ..	" ..	341 0 3
		Total—Hawke's Bay	..	..	£541 0 3
		TARANAKI ROAD DISTRICT—			
	31	Upper Egmont	Taranaki ..	Egmont ..	607 6 4
	32	Upper Egmont (metalling to Radius-line) ..	" ..	" ..	110 0 0
	33	Upper Pembroke..	Stratford ..	" ..	59 9 3
	34	Dawson's Falls	" ..	Patea ..	169 12 8
		Total—Taranaki	..	..	£946 8 3
		WANGANUI ROAD DISTRICT—			
	35	Rotoaira to Waimarino	Waimarino, East Taupo, and West Taupo	Bay of Plenty, Egmont, and Rangitikei	33 15 6
	36	Tongariro National Park	East Taupo & West Taupo	Bay of Plenty ..	127 12 0
	37	Waiouru to Tokaanu	Waimarino and East Taupo	Rangitikei and Bay of Plenty	357 17 1
	38	Pipiriki to Purarato	Waimarino ..	Rangitikei ..	28 17 2
	39	Pipiriki to Raetihi*	" ..	" ..	141 11 11
	40	Wanganui River Trust†	Wanganui, Waimarino, Waitotara, and Stratford	Rangitikei and Patea	600 0 0
		Total—Wanganui	..	..	£1,289 13 8
		WESTLAND ROAD DISTRICT—			
	44	Copland Track	Westland ..	Westland ..	7 0 0
	45	Franz Josef Glacier	" ..	" ..	44 4 6
	46	Haast Pass	" ..	" ..	299 2 11
	48	Kennedy's and Maher's Bridges (£1 for £1) ..	" ..	" ..	50 0 0
	51	Mount Greenland Track	" ..	" ..	29 19 0
	52	Okarito to Mapourika Lake..	" ..	" ..	100 0 0
	53	Seddon's Terrace Road	" ..	" ..	99 13 6
	54	Sullivan's to Fox Glacier	" ..	" ..	70 7 6
	55	Waiho to Cook Valley	" ..	" ..	251 8 4
	56	Waiho Springs to Glacier	" ..	" ..	50 19 6
		Total—Westland	..	..	£1,002 15 3
		CANTERBURY ROAD DISTRICT—			
	59	Hanmer Village streets	Amuri ..	Hurunui ..	145 0 0
	60	Mount Cook and Glaciers	Mackenzie ..	Waitaki ..	185 8 2
	61	Pukaki to Mount Cook	" ..	" ..	825 17 9
		Total—Canterbury	..	..	£1,156 5 11
		OTAGO ROAD DISTRICT—			
	62	Vincent County deer-tracks	Vincent ..	Mount Ida ..	50 0 0
	67	Queenstown to Glenorchy	Lake ..	Wakatipu ..	391 9 4
	68	Rees Valley	" ..	" ..	50 0 0
		Total—Otago	..	..	£491 9 4
		SOUTHLAND ROAD DISTRICT—			
	69	Te Anau to Sutherland Falls	Wallace and Lake..	Wakatipu ..	104 5 4
	70	Clifden to Manapouri	Wallace ..	Wallace ..	42 3 9
	73	Manapouri to Flaxy Creek	" ..	" ..	6 6 3
	76	Mossburn to Te Anau	" ..	" ..	350 0 0
	80	Harold's Bay to Peterson's Corner	Stewart Island ..	Awarua ..	100 0 0
	83	Point Road, Campbelltown	Southland ..	" ..	100 0 0
		Total—Southland	..	..	£702 15 4
		GENERAL—			
	88	Works not specifically provided for	..	..	20 11 0
		Vote No. 106—Total for 1904–5 ..	..	..	£10,216 0 2

* See also item "Pipiriki to Waiouru" in "Maintenance of Main Roads" vote.

† See also vote "Tourist and Health Resorts."

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905. £ s. d.
		LOANS TO LOCAL BODIES ACCOUNT.			
		ROADS TO OPEN UP CROWN LANDS.			
		AUCKLAND ROAD DISTRICT—			
122	1	Huehue Block	Hokianga	Bay of Islands	640 2 3
	2	Kauaeranga Block	Whangarei	"	243 18 3
	3	Kawaka Block	Hokianga	"	160 0 6
	5	Kohumaru Block	Mangonui	"	7 17 6
	12	Otukai Block	"	"	175 6 6
	13	Pakanae Block	Hokianga	"	40 18 6
	15	Pareokawa Block	"	"	471 17 4
	22	Waimatanui Block	"	"	0 12 6
	24	Mangakahia Block	Whangarei	Marsden	10 1 9
	25	Mangakahia No. 2 Block	"	"	16 18 0
	26	Ngunguru Block	"	"	21 7 11
	27	Opuawhanga–Whangarei Block	"	"	0 9 6
	28	Waipu Block	"	"	80 3 7
	30	Marlborough Block	Hokianga	Kaipara	19 10 9
	31	Maropiu Block	Hobson	"	179 11 7
	32	Maungaru Block	"	"	63 0 1
	33	Tauhoa Block (Sections 184 to 201)	Rodney	"	12 4 0
	34	Tokatoka Block	Otamatea	"	6 3 1
	35	Tokatoka No. 2 Block	"	"	434 6 3
	36	Tokatoka No. 3 Block	"	"	394 1 10
	38	Maukoro Block	Ohinemuri	Ohinemuri	567 1 11
	40	Opuatia No. 2 Block	Raglan	Franklin	175 1 7
	41	Opuatia No. 3 Block	"	"	7 16 7
	42	Puriri Block	"	"	22 7 6
		Total—Auckland			£3,750 19 3
		TE KUITI ROAD DISTRICT—			
	44	Te Puroa Block	Raglan	Franklin	0 17 0
	47	Kawhia Block	Kawhia	Waikato	12 12 3
	50	Kio Kio Loan Block	"	"	463 8 5
	54	Ouruwhero Block	"	"	110 3 6
	56	Pirongia West Block	"	"	21 9 0
	62	Mahoenui Block	Awakino	Egmont	317 10 1
	63	Mangaroa Block	Clifton	"	295 11 0
	65	Mokau–Ohura Block	Awakino	"	303 17 0
	66	Otanake Special Settlement	"	"	1,024 6 2
	68	Pukenui Block	"	"	154 12 11
	69	Taurangi Block	Clifton	"	2,370 19 1
	70	Waikaka Block	"	"	86 5 10
	72	Waitangata Block	"	"	1,482 3 11
		Total—Te Kuiti			£6,643 16 2
		ROTORUA ROAD DISTRICT—			
	74	Kaikokupu Block	Rotorua & Tauranga	Bay of Plenty	236 5 6
	79	Mangorewa–Kaharoa Block	Rotorua	"	321 6 10
	82	Okoheriki Block	Rotorua and Piako	"	157 8 5
	83	Okoheriki No. 1 E Block	Rotorua	"	218 8 9
	85	Oumauku Block	Opotiki	"	528 8 6
	90	Taumata–Whakauma Block	Rotorua & Tauranga	"	771 6 2
	91	Tumu–Kaituna Block	Tauranga	"	689 8 9
		Total—Rotorua			£2,922 12 11
		HAWKE'S BAY ROAD DISTRICT—			
	93	Whakapaupakihi Block	Opotiki	Bay of Plenty	1,358 17 2
	94	Huiarua Block	Cook	Waiapu	312 15 9
	95	Moanui Block	"	"	492 4 11
	98	Waitahaia Block	Waiapu	"	120 13 6
	100	Mangapoike Block	Wairoa	Hawke's Bay	538 14 10
	101	Nuhaka No. 3 Block	"	"	457 15 1
	102	Waiau Block	"	"	78 5 4
	103	Mangatoro No. 1 Block	Waipawa	Waipawa	96 7 0
	104	Whakarara, Section 14, Block XII.	"	"	13 10 0
		Total—Hawke's Bay			£3,469 3 7
		TARANAKI ROAD DISTRICT—			
	105	Eao Block	Clifton	Egmont	1,530 18 11
	106	Makino Block	"	"	24 13 0
	107	Mangaowata Block	"	"	408 1 10
	108	Mangatawa Block	"	"	178 7 11
	109	Mataro Block	"	"	60 19 0
	111	Rerekapa–Moanataire Block	"	"	942 10 1
	112	Tangitu Block	"	"	915 13 5
	113	Tirangi Block	"	"	357 15 7
	114	Waikekeho Block	"	"	33 2 5
	115	Waro Block	"	"	1,278 15 10

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1905.
		LOANS TO LOCAL BODIES ACCOUNT.			
		ROADS TO OPEN UP CROWN LANDS—*continued.*			
		TARANAKI ROAD DISTRICT—*continued.*			£ s. d.
122	116	Patua Block	Taranaki	Taranaki	3 0 0
	117	Kaitangiwhenua No. 2 Block	Patea	Patea	13 12 0
	119	Kuri Block	Stratford	"	0 12 0
	121	Patupuremu Block	Patea	"	2,143 2 9
	122	Tahora Block	Stratford	"	29 11 0
	123	Waingarara Block	"	"	168 5 10
	124	Whenuakura Block	Hawera, Patea, and Stratford	"	438 4 8
		Total—Taranaki			£8,527 6 3
		WANGANUI ROAD DISTRICT—			
	126	Gladstone Block	Waimarino	Rangitikei	27 4 2
	127	Kaitieke Block	"	"	62 9 3
	129	Marton No. 3 Block	"	"	55 0 7
	130	Mowhanau Village-settlement Block	Waitotara	"	161 11 6
	131	Ohinewairua-Pukeokahu Block	Rangitikei and Hawke's Bay	"	628 2 4
	132	Pukeokahu Block	Rangitikei	"	376 17 4
	133	Raupiu Block	Wanganui	"	233 12 3
	134	Taihape Village-settlement Extension Block	Rangitikei	"	115 15 0
	135	Tauakira Block	Wanganui	"	3 16 0
		Total—Wanganui			£1,664 8 5
		WELLINGTON ROAD DISTRICT—			
	138	Hautapu-Ruahine No. 2 Block	Rangitikei	Rangitikei	1,088 13 10
	140	Kaitangata Block	Wairarapa South	Wairarapa	225 1 11
		Total—Wellington			£1,313 15 9
		MARLBOROUGH ROAD DISTRICT—			
	143	Pine Valley Block	Marlborough	Wairau	253 15 1
		OTAGO ROAD DISTRICT—			
	146	Maniototo No. 2 Block	Maniototo	Mount Ida	50 0 0
	147	Maniototo No. 3 Block	"	"	50 0 0
	148	Naseby, Maniototo, and Gimmerburn Block	"	"	239 6 8
		Total—Otago			£339 6 8
		SOUTHLAND ROAD DISTRICT—			
	155	Invercargill Hundred Block	Southland	Awarua and Mataura	9 12 6
		GENERAL—			
	156	Works not specifically provided for			£0 0 2
		Vote No. 122—Total for 1904–5			£28,894 16 9
		*Votes 104, 105, 106, and 122—Grand total for 1904–5			*£210,770 10 6
		Add expenditure of previous years			†£6,234,097 6 9
		Total expenditure to 31st March, 1905			£6,444,867 17 3

* Includes £39 14s. 11d. expended out of "Unauthorised" Account. † Includes expenditure for certain years out of Native Land Purchase Account and Lands Improvement Account: *vide* Table No. 2.

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	Local Body.	Net Expenditure for Year ended 31st March, 1905.
				£ s. d.
		ROADS ON GOLDFIELDS.		
107	1	Subsidies towards the construction of roads and tracks in mining districts, and minor works for the development of mineral resources	..	535 14 5
	2	Compensation for injuries to employees while in discharge of their duties, medical and other attendance during illness, and contingent expenses in connection with same	..	57 12 0
		Auckland.		
	3	Cabbage Bay–Port Charles and Cape Colville	Coromandel County	243 0 0
	4	Tairua–Whenuakite	"	100 0 0
	6	Coromandel–Kuaotunu *viâ* Matarangi	"	222 0 0
	7	Tiki–Kaimarama	"	230 0 0
	8	Tiki–Manaia	"	125 1 9
	9	Manaia–Waikawau	"	264 12 0
	10	Mercury Bay–Whenuakite and Boat Harbour	"	100 0 0
	11	Kuaotunu–Mercury Bay	"	100 0 0
	13	Coromandel–Whangapoua	"	100 0 0
	14	Kikowhakarere–Cabbage Bay	"	234 0 0
	16	Whitianga–Kaimarama	"	177 5 4
	17	Opitonui Road	"	11 0 0
	18	Ohuka Creek Bridge	"	80 0 0
	19	Four-in-Hand Road	"	43 10 0
	20	Opitonui Bridge	"	200 0 0
	22	Kapowai Track	"	55 0 0
	24	Driving Creek School Bridge, Tokatea Road	"	163 1 6
	25	Waitaia Mine–Battery	"	57 17 3
	26	Kennedy Bay–Matamataharakeke	"	100 0 0
	27	Karaka Creek encroachment	"	50 0 0
	28	Ward's Road–Cape Colville	"	90 0 0
	29	Dredging Waiwawa River	"	55 17 6
	31	Scotty's Mine–Battery	"	85 10 0
	33	Waikawau–McLaughlin's	"	75 0 0
	34	Manaia Goldfields Road	"	100 0 0
	35	Colville II., Moehau II., and Harataunga I. Blocks	"	100 0 0
	36	Harataunga I. and II. Blocks	"	100 0 0
	37	Sullivan's Bridge, near Hooker's	"	50 0 0
	39	Thames–Waikawau	Thames County ..	127 0 0
	40	Thames–Hikutaia	" ..	187 0 0
	41	Upper Tararu Road	" ..	34 11 0
	42	Tapu Creek and extension	" ..	150 0 0
	46	Hikutaia–Whangamata "Wires" Track	" ..	100 0 0
	47	Omahu–Whangamata	" ..	100 0 0
	48	Puriri–Neavesville	" ..	150 0 0
	49	Neavesville–Upper Landing	" ..	83 0 0
	50	Upper Landing–Tairua	" ..	100 0 0
	53	Karaka Creek Road	" ..	50 0 0
	55	Waiotahi Road	" ..	44 0 0
	56	Tapu and Mercury Bay Track	" ..	72 9 0
	57	Tapu–Gumtown	" ..	162 11 0
	58	Crosbie Settlement Road	" ..	100 0 0
	64	Tairua–Broken Hills	" ..	298 10 0
	65	Goldfields Roads, metalling	Thames Borough ..	100 0 0
	67	Waiotahi Aqueduct, repairs	" ..	100 0 0
	68	Hikutaia–Waihi	Ohinemuri County ..	165 16 6
	71	Paeroa–Te Aroha	" ..	41 0 0
	73	Netherton roads	" ..	176 0 0
	74	Waihi–County Boundary	" ..	70 7 6
	75	Komata Creek Road	" ..	48 17 9
	76	Waitawheta Road, deviation	" ..	106 0 0
	78	Mackaytown–Rahu	" ..	37 7 11
	79	Waitekauri–Jubilee	" ..	7 10 0
	80	Paeroa–Te Aroha Bridge	" ..	500 0 0
				£6,424 16 0
		Nelson.		
	93	Ferntown–Pakawau	Collingwood County	100 13 6
	93	Ferntown–Pakawau	Takaka County ..	55 0 0
	95	Bainham–Upper Aorere	Collingwood County	50 0 2
	97	Collingwood Bridge and approaches at Ferntown	"	1,778 8 0
	100	Aorere Bridge (repairs)	"	177 14 9
	101	West Wanganui Inlet Bridge	"	262 6 0
	102	Takaka Hill Road	"	87 17 2
	102	Takaka Hill Road	Takaka County ..	62 2 10
	105	Long Plain Road extension	Collingwood County	150 0 0
	106	Motueka River protective-works	Waimea County ..	200 0 0
	111	Thorpe–Neudorf	" ..	100 0 0
	112	Chandler's Wangapeka Junction	" ..	100 0 0
		Carried forward	..	3,124 2 5

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	Local Body.	Net Expenditure for Year ended 31st March, 1905.
				£ s. d.
		Brought forward	..	3,124 2 5
		ROADS ON GOLDFIELDS—*continued.*		
		Nelson—continued.		
107	118	Millerton Road, widening	Buller County ..	150 0 0
	121	North Beach–Karamea	" ..	50 0 0
	122	Westport–Mokihinui	" ..	150 0 0
	123	Lyell–Victoria Range	" ..	150 0 0
	125	Promised Land–Ohinemuri	" ..	100 0 0
	126	Land of Promise Road	" ..	150 0 0
	127	Karamea Mud-flat	" ..	200 0 0
	128	Mokihinui–Little Wanganui	" ..	746 0 2
	129	Westport–Waimangaroa	" ..	150 3 3
	131	Brighton–Grey County Boundary	" ..	100 0 0
	133	Glass-eye Creek Track	" ..	100 0 0
	135	Lyell–Cedar Creek	" ..	100 0 0
	139	Waimangaroa–Fairdown	" ..	61 0 0
	141	Britannia Mine Road	" ..	300 0 0
	142	Denniston Hill Road	" ..	828 14 0
	143	Granity Creek–Ngakawau	" ..	150 0 0
	144	Seddonvile–Mokihinui Mine	" ..	100 0 0
	145	Coal Creek Extension	" ..	100 0 0
	147	Burnett's Face–Coalbrookdale	" ..	150 0 0
	150	Darkies' Hill Road and Bridge	" ..	41 12 6
	151	Waimangaroa–Granity	" ..	150 0 0
	153	Fairdown–Sergeant's Hlll, *viâ* Railway	" ..	50 0 0
	154	Seatonville–Mokihinui Mine	" ..	100 0 0
	155	Seddonville roads	" ..	100 0 0
	156	Nile Creek Bridge	" ..	50 0 0
	157	Seddonville Colliery–Township	" ..	150 0 0
	158	Millerton Township streets	" ..	150 0 0
	159	Mear's Road	" ..	50 0 0
	160	Denniston–Burnett's Face	" ..	150 0 0
	161	Mokihinui–Inangahua Junction	" ..	150 0 0
	165	Boatman's Short Track	Inangahua County	12 0 0
	166	Matakitaki–Glenroy–Maruia	"	524 2 0
	169	Murray Creek Road	"	399 10 7
	170	Inangahua Bridge	"	210 6 3
	171	Blackwater Bridge	"	359 2 9
	174	Road to Matakitaki River Bridge	"	188 0 0
	180	Reefton–Progress	"	120 0 0
	182	Blackwater Road (widening)	"	65 0 0
	183	Blackadder's Coal-mine Road	"	100 0 0
	184	Crushington Road (widening)	"	100 0 0
	185	Painkiller–Murray Creek	"	50 0 0
	187	Blackball–Healy's Gully	Grey County ..	50 0 0
	188	Seven-mile–Nine-mile Bluff	" ..	141 17 7
	189	Main Grey Bridge (repairs)	" ..	116 0 0
	190	Moonlight–Blackball	" ..	100 0 0
	191	Taylorville Bridge	" ..	409 3 7
	194	Maori Creek–Maori Gully	" ..	100 0 0
	195	Paparoa–Garden Gully	" ..	125 0 0
	196	Grey–Dunganville Road Bridges	" ..	150 0 0
	197	Upper Moonlight Road	" ..	20 0 0
	198	Hohonu River Bridge	" ..	25 0 0
	199	Roads, State Coal-mine Township	" ..	176 4 8
	200	Repairs, flood damages	" ..	250 0 0
	202	Arnold Bridge (repairs)	" ..	5 16 6
	205	Brunner–Blackball	Brunner Borough ..	126 11 4
	206	Repairs, flood damages	" ..	150 0 0
				£12,175 7 7
		Westland.		
	207	Reefton–Hokitika–Ross	Westland County ..	3,017 8 1
	208	Great South Road and Bridges	" ..	926 18 0
	209	Mount Hercules deviation	" ..	373 3 0
	211	Browning's Pass Track (widening)	" ..	100 0 0
	212	Seddon's Terrace Track extension	" ..	99 15 0
	215	Teremakau–Paroa	" ..	79 3 0
	219	Wataroa Gorge Track	" ..	60 4 6
	220	Okarito–Forks	" ..	35 11 0
	221	Kanieri Bridge	" ..	35 3 5
	225	Larrikin's–Loop-line	" ..	199 16 9
	226	Big Dam Track (repairs)	" ..	40 14 0
	227	Fox's Road	" ..	100 0 0
	228	Duffer's Creek Bridge	" ..	314 0 0
	231	Donnelly's Creek Bridge	" ..	2 6 6
				£5,384 3 3

TABLE No. 4—*continued.*

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

Vote No.	Item No.	Name of Work.	Local Body.	Net Expenditure for Year ended 31st March, 1905.
		ROADS ON GOLDFIELDS—*continued.*		£ s. d.
		Otago.		
107	240	Gentle Annie-Clyde	Vincent County ..	80 7 6
	244	Roaring Meg Bridge	" ..	75 0 0
	244	Roaring Meg Bridge	Lake County ..	75 0 0
	245	Nevis River Bridge	Vincent County ..	150 0 0
	246	Arrowtown-Macetown	Lake County ..	153 4 6
	247	Shotover River Track	" ..	18 12 0
	248	Garston-Nevis	" ..	71 12 6
	250	Queenstown-Gentle Annie	" ..	120 0 0
				£743 16 6
		Southland.		
	254	Orepuki Shale-works	Wallace County ..	44 11 9
	259	Waikaka Valley Road (repairs)	Southland County ..	250 0 0
	264	Orepuki-Preservation Inlet	Fiord County ..	496 2 8
				790 14 5
		Expenditure for year ended 31st March, 1905	..	26,112 4 2
		Expenditure for previous years	..	632,734 17 6
		Total expenditure to 31st March, 1905, on Roads on Goldfields	..	£658,847 1 8

Development of Goldfields.—Table No. 5.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1905, and the LIABILITIES on that Date.

LOCALITY AND NAME OF RACE.	EXPENDITURE. Survey and Construction, 1870–1904.	Grants, Subsidies, 1870–1904.	Survey and Construction 1904–1905.	Grants, Subsidies, 1904–1905.	Totals.	LIABILITIES. Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.	Totals.	Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
NORTH ISLAND.											NORTH ISLAND.
AUCKLAND PROVINCIAL DISTRICT—											AUCKLAND PROVINCIAL DISTRICT—
Thames	80,708 19 3	..	..	..	80,708 19 3	..	..	..	..	80,708 19 3	Thames.
Tairua Water-race	..	34 5 4	..	..	34 5 4	..	..	..	..	34 5 4	Tairua Water-race.
Compensation, Thames Water-race	..	1,250 0 0	..	..	1,250 0 0	..	..	..	..	1,250 0 0	Compensation, Thames Water-race
R. Kelly's water-race, Mata ..	..	40 0 0	..	..	40 0 0	..	..	..	..	40 0 0	R. Kelly's water-race, Mata.
Kuaotunu Sludge-channel ..	..	200 0 0	..	..	200 0 0	..	..	..	..	200 0 0	Kuaotunu Sludge-channel.
Drain, Te Aroha West	..	61 0 0	..	..	61 0 0	..	..	..	..	61 0 0	Drain, Te Aroha West.
	80,708 19 3	1,585 5 4	..	..	82,294 4 7	..	..	..	..	82,294 4 7	
MIDDLE ISLAND.											MIDDLE ISLAND.
WESTLAND PROVINCIAL DISTRICT—											WESTLAND PROVINCIAL DISTRICT—
Subsidies—											*Subsidies*—
Hohonu	3 7 0	1,955 12 1	..	..	1,958 19 1	..	..	..	..	1,958 19 1	Hohonu.
Hibernian	12 5 8	1,992 14 8	..	..	2,005 0 4	..	..	..	..	2,005 0 4	Hibernian.
New River	21 5 0	3,496 0 3	..	..	3,517 5 3	..	..	..	..	3,517 5 3	New River.
Kanieri	1 5 6	10,310 18 4	..	..	10,312 3 10	..	..	..	..	10,312 3 10	Kanieri.
Rimu Drainage-tunnel ..	191 19 6	..	..	..	191 19 6	..	..	..	..	191 19 6	Rimu Drainage-tunnel.
Ross Sludge-channel	..	1,554 10 6	..	..	1,554 10 6	..	..	..	..	1,554 10 6	Ross Sludge-channel.
Kumara Sludge-channel No. 2	..	2,762 17 2	..	..	2,762 17 2	..	..	..	..	2,762 17 2	Kumara Sludge-channel No. 2.
Kumara Sludge-channel No. 3	..	92 0 0	..	478 15 0	570 15 0	..	..	..	..	570 15 0	Kumara Sludge-channel No. 3.
Kumara No. 4 Main Tail-race ..	..	1,151 10 8	..	..	1,151 10 8	..	..	..	..	1,151 10 8	Kumara No. 4 Main Tail-race.
Kumara No. 5 Main Tail-race ..	..	5,616 14 11	..	..	5,616 14 11	..	..	..	..	5,616 14 11	Kumara No. 5 Main Tail-race.
Trustees Main Tail-race, Waimea	..	1,793 16 8	..	179 13 9	1,973 10 5	..	20 6 3	..	20 6 3	1,993 16 8	Trustees Main Tail-race, Waimea.
Branch Tail-race to No. 4 Channel, Payne and party	..	100 0 0	..	..	100 0 0	..	..	..	..	100 0 0	Branch Tail-race to No. 4 Channel, Payne and party.
Kelly's Terrace Tunnel ..	..	2,047 0 6	..	94 10 0	2,141 10 6	..	..	..	..	2,141 10 6	Kelly's Terrace Tunnel.
Quinn's Creek Water-race (purchase)	..	70 0 0	..	..	70 0 0	..	..	..	..	70 0 0	Quinn's Creek Water-race (purchase).
Raising dam, Loop-line ..	1,125 16 6	..	..	..	1,125 16 6	..	..	..	..	1,125 16 6	Raising dam Loop-line.
Ngahere–Blackball	..	200 0 0	..	..	200 0 0	..	..	..	..	200 0 0	Ngahere–Blackball.
Donnelly's Creek Tail-race ..	..	444 4 5	..	..	444 4 5	..	..	..	..	444 4 5	Donnelly's Creek Tail-race.
Purchase of Byrne, O'Hallahan, and Murdoch's water-rights	..	35 0 0	..	..	35 0 0	..	..	..	..	35 0 0	Purchase of Byrne, O'Hallahan, and Murdoch's water-rights.
Jones Creek Storm-channel ..	50 0 0	..	..	50 0 0	100 0 0	..	..	..	..	100 0 0	Jones Creek Storm-channel.
Back Creek Water-race ..	..	..	330 1 0	..	330 1 0	..	..	..	..	330 1 0	Back Creek Water-race.
Government Works—											*Government Works*—
Waimea–Kumara	194,283 7 6	..	..	..	194,283 7 6	..	..	..	..	194,283 7 6	Waimea–Kumara.
Wainihinihi Water-race ..	14,152 17 7	..	..	..	14,152 17 7	..	..	..	..	14,152 17 7	Wainihinihi Water-race.
Mikonui	25,927 4 6	..	..	..	25,927 4 6	..	..	..	..	25,927 4 6	Mikonui.
NELSON PROVINCIAL DISTRICT—											NELSON PROVINCIAL DISTRICT—
Government Works—											*Government Works*—
Nelson Creek	90,722 10 8	..	..	..	90,722 10 8	..	..	..	..	90,722 10 8	Nelson Creek.
Napoleon Hill	257 16 7	..	..	..	257 16 7	..	..	..	..	257 16 7	Napoleon Hill.
Argyle (Charleston)	15,501 15 3	..	..	..	15,501 15 3	..	..	..	..	15,501 15 3	Argyle (Charleston).
Black's Point	244 9 0	..	..	..	244 9 0	..	..	..	..	244 9 0	Black's Point.
Carried forward ..	342,496 0 3	33,623 0 2	330 1 0	802 18 9	377,252 0 2	..	20 6 3	..	20 6 3	377,272 6 5	

Development of Goldfields.—Table No. 5—*continued.*

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1905, and the LIABILITIES on that Date—*continued.*

LOCALITY AND NAME OF RACE.	EXPENDITURE. Survey and Construction, 1870–1904.	Grants Subsidies, 1870–1904.	Survey and Construction 1904–1905.	Grants, Subsidies, 1904–1905.	Totals.	LIABILITIES. Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.	Totals.	Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward	342,496 0 3	33,623 0 2	330 1 0	802 18 9	377,252 0 2	..	20 6 3	..	20 6 3	377,272 6 5	
MIDDLE ISLAND—*continued.*											MIDDLE ISLAND—*continued.*
NELSON PROVINCIAL DISTRICT—*ctd.*											NELSON PROVINCIAL DISTRICT—*ctd.*
Subsidies—											*Subsidies*—
Jones, Baxter, and party, water-race from Roaring Meg	..	800 0 0	..	..	800 0 0	..	..	..	..	800 0 0	Jones, Baxter, and party, water-race from Roaring Meg.
Bell Hill Co.'s Race	..	500 0 0	..	..	500 0 0	..	..	..	..	500 0 0	Bell Hill Co.'s Race.
Randall Creek Water-race ..	322 18 2	..	..	..	322 18 2	..	..	..	..	322 18 2	Randall Creek Water-race.
Wills and party, water-race at Sulky Gully	..	218 0 0	..	..	218 0 0	..	..	..	..	218 0 0	Wills and party, water-race at Sulky Gully.
OTAGO PROVINCIAL DISTRICT—											OTAGO PROVINCIAL DISTRICT—
Subsidies—											*Subsidies*—
Arrow	..	612 10 0	..	..	612 10 0	..	..	..	..	612 10 0	Arrow.
Beaumont and Tuapeka ..	4 6 2	640 0 0	..	..	644 6 2	..	..	..	..	644 6 2	Beaumont and Tuapeka.
Carrick Range	..	9,249 13 1	..	..	9,249 13 1	..	..	..	..	9,249 13 1	Carrick Range.
Mount Pisgah	..	200 0 0	..	..	200 0 0	..	..	..	..	200 0 0	Mount Pisgah.
Lawrence Drainage-channel ..	..	3,092 19 0	..	..	3,092 19 0	..	..	..	..	3,092 19 0	Lawrence Drainage-channel.
Ophir Tail-race	..	1,150 0 0	..	..	1,150 0 0	..	..	..	..	1,150 0 0	Ophir Tail-race.
Muddy Creek Channel ..	..	850 0 0	..	..	850 0 0	..	..	..	..	850 0 0	Muddy Creek Channel.
St. Bathan's	..	1,812 10 0	..	62 10 0	1,875 0 0	..	125 0 0	..	125 0 0	2,000 0 0	St. Bathan's.
Maerewhenua	1,065 0 0	..	..	..	1,065 0 0	..	..	..	..	1,065 0 0	Maerewhenua.
Artesian wells, Maniototo ..	20 0 0	..	..	..	20 0 0	..	..	..	..	20 0 0	Artesian wells, Maniototo.
Improving water-supply, Oamaru	1,150 7 2	..	..	..	1,150 7 2	..	..	..	..	1,150 7 2	Improving water-supply, Oamaru.
Mountain Hut Water-race ..	4,879 12 0	..	..	..	4,879 12 0	..	..	..	..	4,879 12 0	Mountain Hut Water-race.
Government Works—											*Government Works*—
Mount Ida	73,653 3 0	..	179 7 6	..	73,832 10 6	21 12 6	..	..	21 12 6	73,854 3 0	Mount Ida.
Waipori	11,263 1 0	..	..	..	11,263 1 0	..	..	..	..	11,263 1 0	Waipori.
CANTERBURY PROVINCIAL DISTRICT—											CANTERBURY PROVINCIAL DISTRICT—
Subsidy—											*Subsidy*—
Ninety-mile Beach Water-race	65 6 7	..	..	..	65 6 7	..	..	..	..	65 6 7	Ninety-mile Beach Water-race.
SOUTHLAND PROVINCIAL DISTRICT—											SOUTHLAND PROVINCIAL DISTRICT—
Subsidy—											*Subsidy*—
Round Hill	..	133 19 4	..	..	133 19 4	..	..	..	..	133 19 4	Round Hill.
GENERAL—											GENERAL—
Increased water-supply ..	530 4 0	100 0 0	..	..	630 4 0	..	..	..	..	630 4 0	Increased water-supply.
DEPARTMENTAL—											DEPARTMENTAL—
Salaries, travelling, advertising, &c.	6,720 6 8	..	..	..	6,720 6 8	..	..	..	..	6,720 6 8	Salaries, travelling, advertising, &c.
TOTALS	442,170 5 0	52,982 11 7	509 8 6	865 8 9	496,527 13 10	21 12 6	145 6 3	..	166 18 9	496,694 12 7	TOTALS.
SUMMARY.											SUMMARY.
NORTH ISLAND	80,708 19 3	1,585 5 4	..	..	82,294 4 7	..	..	..	..	82,294 4 7	NORTH ISLAND.
MIDDLE ISLAND	442,170 5 0	52,982 11 7	509 8 6	865 8 9	496,527 13 10	21 12 6	145 6 3	..	166 18 9	496,694 12 7	MIDDLE ISLAND.
TOTALS	522,879 4 3	54,567 16 11	509 8 6	865 8 9	578,821 18 5	21 12 6	145 6 3	..	166 18 9	578,988 17 2	TOTALS.

Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1905, and the LIABILITIES on that Date.

—	Total Expenditure to 31st March, 1904.	Net Expenditure during 12 Months ended 31st March, 1905.	Total Net Expenditure to 31st March, 1905.	Liabilities on 31st March, 1905.	Total Net Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Assistance towards prospecting* ..	16,536 2 1	2,569 11 8	19,105 13 9	1,627 17 6	20,733 11 3
Purchase of diamond-drill ..	722 1 5	..	722 1 5	..	722 1 5
Prospecting deep levels, Thames,—					
Queen of Beauty shaft subsidy ..	25,000 0 0	..	25,000 0 0	..	25,000 0 0
Inspector's fee	500 0 0	..	500 0 0	..	500 0 0
Cost and expenses, purchase, plant, &c.	6,099 18 1	178 5 7	6,278 3 8	..	6,278 3 8
Purchase of Cassrell's and Bennett's leaseholds, Paeroa	2,250 0 0	..	2,250 0 0	..	2,250 0 0
Compensation Proclamation of Rivers	36,178 4 3	1,880 8 5	38,058 12 8	..	38,058 12 8
Water Conservation—					
Reports on Coromandel Harbour and Kuaotunu Sludge-channel	80 12 6	..	80 12 6	..	80 12 6
Engineer's salary and expenses ..	2,605 8 9	372 7 11	2,977 16 8	..	2,977 16 8
Reports on Ross Flat	284 10 8	..	284 10 8	..	284 10 8
Eweburn Reservoir	16,459 15 10	..	16,459 15 10	..	16,459 15 10
Home Gully Dam	1,028 0 6	..	1,028 0 6	..	1,028 0 6
Compensation, Owen Roberts ..	75 0 0	..	75 0 0	..	75 0 0
Telephone-line, Bannockburn to Nevis	50 0 0	..	50 0 0	..	50 0 0
Resumption of land	862 7 0	..	862 7 0	..	862 7 0
Water-supplies for Mining Townships—					
Waitekauri	445 2 5	..	445 2 5	..	445 2 5
Karangahake	607 6 5	..	607 6 5	..	607 6 5
Mackeytown	351 0 0	..	351 0 0	..	351 0 0
Clyde	1,121 13 2	..	1,121 13 2	..	1,121 13 2
Alexandra	600 0 0	..	600 0 0	..	600 0 0
Thames Drainage Board contribution	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Waimumu Main Tail-race ..	1,502 13 5	*Cr.* 163 0 5	1,339 13 0	..	1,339 13 0
Charlton Creek Main Tail-race ..	362 17 7	45 9 6	408 7 1	..	408 7 1
Totals	114,722 14 1	4,883 2 8	119,605 16 9	1,627 17 6	121,233 14 3

* Expenditure prior to 31st March, 1894, £2,630 16s. 2d.

TABLE No. 6.

STATEMENT showing the EXPENDITURE on TELEGRAPHS out of Public Works Fund to 31st March, 1905, and the Liabilities on that Date.

Line.	Expenditure during Twelve Months ended 31st March, 1905.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Telephone Exchanges,—		
Ashburton	7 4 6	
Auckland	4,893 16 3	
Blenheim	0 11 0	
Cambridge	12 15 3	
Christchurch	1,085 10 0	
Dannevirke	47 4 4	
Dunedin	914 7 11	
Feilding	15 14 2	
Gisborne	120 15 6	
Greymouth	21 12 5	
Hamilton	205 7 7	
Hawera	68 5 10	
Hokitika	12 5 1	
Invercargill	91 15 7	
Masterton	78 5 7	
Napier	171 12 8	
Nelson	26 16 6	
New Plymouth	14 4 6	
Oamaru	134 14 1	
Pahiatua	13 7 6	
Palmerston North	119 11 10	
Rotorua	19 10 9	
Stratford	5 13 0	
Thames	4 3 6	
Timaru	236 15 4	
Wanganui	99 18 1	
Wellington	1,229 4 10	
Westport	21 1 6	
Whangarei	29 11 6	
New Wires,—		
Kaitaia–Herekino	133 4 2	
Omapere–Waiotemarama–Waimamaku	153 0 3	
Howick–Whitford	95 4 9	
Ngaruawahia – Te Akatea – Waingaro	200 10 4	
Hinuera	15 16 1	
Cambridge – Cambridge West	17 12 2	
Kaiteratahi – Te Karaka	13 1 0	
Gisborne–Manutuke (Te Arai Bridge)	45 14 0	
Muriwai–Wharerata	36 13 6	
Waitara – Sentry Hill	5 9 9	
Whangamomona–Kohuratahi	10 4 10	
Toko–Tututawa–Pumuhakau	2 15 0	
Wanganui–Taihape	0 7 6	
Mangaweka–Taihape	33 3 4	
Hunterville–Koeke	220 2 8	
Aramoho – Aramoho Railway-station	0 12 6	
Wellington – New Plymouth	245 13 1	
Napier–Hastings	26 16 10	
Dannevirke–Mangatera–Umutaoroa	34 16 6	
Ormondville–Whetukura	67 15 3	
Woodville–Mangarawa	45 19 2	
Pahiatua–Mangamaire	0 13 0	
Gladstone – Te Wharau	143 16 6	
Martinborough–Hinakura (Pahaoa)	146 19 11	
Kaikoura–Hapuku	20 19 10	
Kaikoura – Kaikoura Wharf	24 3 6	
Cheviot–Spotswood	3 1 2	
Amberley–Balcairn	98 13 10	
Woodend–Waikuku	6 1 6	
Duvauchelle	5 5 0	
Ashburton–Waterton–Longbeach	284 18 3	
Geraldine Trunk	72 12 6	
Carried forward	11,913 14 3	..

TABLE No. 6—*continued.*

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

Line.	Expenditure during Twelve Months ended 31st March, 1905.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Brought forward	11,913 14 3	
New Wires—*continued.*		
Kurow–Otematata–Omarama	325 5 5	
Queenstown – Long Gully	5 12 6	
Oamaru–Waimate	50 6 11	
Ophir–Poolburn	36 19 5	
Seacliff–Puketeraki	26 8 0	
Mosgiel–Momona	0 10 0	
Woodside–Maungaatua	1 10 3	
Taieri Beach – Akatore	152 9 2	
Winton–Lochiel	12 16 2	
Heriot–Edievale	41 19 6	
Balclutha Trunk	0 10 0	
Clinton – Ashley Down – Clydevale	11 0 4	
Owaka–Purekireki	336 3 3	
Nuggetts–Tokata	2 3 6	
Invercargill – Mabel Bush	93 7 6	
Invercargill–Winton	175 11 4	
Invercargill – Gorge Road	9 7 7	
Te Tua – Tuatapere	26 0 0	
Purchase of material	66,076 0 0	
	79,297 15 1	
Expenditure to 31st March, 1904	1,053,692 9 6	
		1,132,990 4 7
Total expenditure	..	1,132,990 4 7
Liabilities, 31st March, 1905	..	30,114 0 0
Total expenditure and liabilities..	..	£1,163,104 4 7

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1905, and the LIABILITIES on that Date.

—	Total Expenditure to 31st March, 1904.	Expenditure for Year ended 31st March, 1905.	Total Expenditure to 31st March, 1905.	Liabilities on Authorities, Contracts, &c., 31st March, 1905.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial	498,058 3 9	13,082 11 4	511,140 15 1	3,730 2 1	514,870 17 2
Postal and Telegraph ..	386,289 6 11	16,007 10 4	402,296 17 3	16,991 8 9	419,288 6 0
Customs	25,318 0 1	13,017 15 9	38,335 15 10	5,635 10 10	43,971 6 8
Offices for Public Departments	240,308 13 0	5,729 0 0	246,037 13 0	40 13 2	246,078 6 2
Hospitals for Mental Diseases..	501,571 11 10	15,949 7 10	517,520 19 8	4,766 15 7	522,287 15 3
Defence Depot, Wellington ..	5,545 3 0	1,745 7 4	7,290 10 4	31 12 3	7,322 2 7
School Buildings	1,232,846 14 0	42,721 0 6	1,275,567 14 6	3,200 7 9	1,278,768 2 3
Hospitals	63,514 7 9	1,203 15 11	64,718 3 8	3,661 0 0	68,379 3 8
Quarantine Stations	6,863 19 5	..	6,863 19 5	..	6,863 19 5
Survey	543 4 5	..	543 4 5	..	543 4 5
Parliament Buildings ..	61,556 1 5	697 7 9	62,253 9 2	..	62,253 9 2
Government House, Auckland	4,940 0 4	..	4,940 0 4	..	4,940 0 4
" Wellington	8,331 0 2	..	8,331 0 2	..	8,331 0 2
Agricultural	10,132 9 8	1,361 12 5	11,494 2 1	573 1 1	12,067 3 2
Public Health	6,314 16 9	4,265 16 6	10,580 13 3	46 2 7	10,626 15 10
Miscellaneous	16,762 12 6	*1,546 9 2	18,309 1 8	211 4 4	18,520 6 0
Totals	3,068,896 5 0	117,327 14 10	3,186,223 19 10	38,887 18 5	3,225,111 18 3

* Includes £650 paid out of "Unauthorised."

TABLE No. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Public Works Fund, to 31st March, 1905, and the LIABILITIES on that Date.

—	Total Expenditure to 31st March, 1904.	Net Expenditure during 12 Months ended 31st March, 1905.	Total Expenditure to 31st March, 1905.	Liabilities on Authorities, Contracts, &c., to 31st March, 1905.	Total Expenditure and Liabilities.
LIGHTHOUSES.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
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 Campbell	2,289 0 10	967 4 5	3,256 5 3	31 15 7	3,288 0 10
Cape Egmont	3,354 6 4	..	3,354 6 4	..	3,354 6 4
Cape Foulwind	6,955 9 1	..	6,955 9 1	..	6,955 9 1
Cape Kidnappers	2,109 11 7	..	2,109 11 7	..	2,109 11 7
Cape Maria van Diemen	7,614 13 11	..	7,614 13 11	..	7,614 13 11
Cape Palliser	6,712 9 6	..	6,712 9 6	..	6,712 9 6
Cape Saunders	6,066 6 3	..	6,066 6 3	..	6,066 6 3
Centre Island	5,785 19 0	..	5,785 19 0	..	5,785 19 0
Cuvier Island	7,405 9 11	..	7,405 9 11	..	7,405 9 11
East Cape	9,270 13 9	..	9,270 13 9	..	9,270 13 9
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
Jack's Point	457 6 5	747 4 4	1,204 10 9	..	1,204 10 9
Kahurangi Point	9,074 18 1	453 3 0	9,528 1 1	..	9,528 1 1
Kaipara	5,571 8 0	..	5,571 8 0	..	5,571 8 0
Manukau Heads	600 13 11	..	600 13 11	..	600 13 11
Marine Store	499 11 3	..	499 11 3	..	499 11 3
Moeraki	2,943 1 11	..	2,943 1 11	..	2,943 1 11
Moko Hinou	8,185 11 0	..	8,185 11 0	..	8,185 11 0
Portland Island	6,554 14 5	..	6,554 14 5	..	6,554 14 5
Puysegur Point	9,958 19 5	..	9,958 19 5	..	9,958 19 5
Stephen Island	9,454 11 11	..	9,454 11 11	..	9,454 11 11
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"	20,866 18 1	..	20,866 18 1	..	20,866 18 1
Total Lighthouses ..	159,725 17 4	2,167 11 9	161,893 9 1	31 15 7	161,925 4 8

TABLE No. 8—*continued.*

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

—	Total Expenditure to 31st March, 1904.	Net Expenditure during 12 Months ended 31st March, 1905.	Total Expenditure to 31st March, 1905.	Liabilities on Authorities, Contracts, &c., to 31st March, 1905.	Total Expenditure and Liabilities.
HARBOUR WORKS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Maungaturoto Wharf	250 0 0	..	250 0 0	..	250 0 0
Wharf at Howick	1,087 18 2	..	1,087 18 2	..	1,087 18 2
Manukau Wharf at Sandspit	150 0 0	..	150 0 0	..	150 0 0
Pollok Wharf, Manukau	150 0 0	..	150 0 0	..	150 0 0
Whangarei Heads Wharf	600 0 0	..	600 0 0	..	600 0 0
Waipu, improvement of river	..	138 2 3	138 2 3	..	138 2 3
Matakana Wharf	556 10 3	..	556 10 3	..	556 10 3
Onehunga, examining-room and office	194 3 2	..	194 3 2	..	194 3 2
Onehunga, dredging, &c., near wharf	2 10 0	0 16 0	3 6 0	..	3 6 0
Orua Bay Wharf	83 3 10	11 12 6	94 16 4	..	94 16 4
Waiwera Wharf	350 0 0	..	350 0 0	..	350 0 0
Mercury Bay Wharf	3 14 6	..	3 14 6	..	3 14 6
Opotiki Wharf	190 5 0	309 15 0	500 0 0	..	500 0 0
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
Wairoa Harbour	1,500 0 0	..	1,500 0 0	..	1,500 0 0
Mokau Wharf	12 13 9	300 0 0	312 13 9	..	312 13 9
Nuhaka, land for harbour purposes	141 12 6	..	141 12 6	..	141 12 6
Napier Harbour	2,847 14 9	..	2,847 14 9	..	2,847 14 9
Manawatu River, snagging	214 13 3	..	214 13 3	..	214 13 3
Foxton Marine Reserve, Protection of	50 0 0	..	50 0 0	..	50 0 0
Castlepoint Jetty	51 14 1	..	51 14 1	..	51 14 1
Cape Campbell Lighthouse Jetty	6 5 0	..	6 5 0	..	6 5 0
Kaikoura Jetty and Harbour	2,912 16 10	..	2,912 16 10	..	2,912 16 10
Picton, removal of old wharf	94 0 0	..	94 0 0	..	94 0 0
Nelson, dredging harbour	2,806 15 8	..	2,806 15 8	..	2,806 15 8
Motueka Wharf, protection	258 11 11	41 8 1	300 0 0	..	300 0 0
Collingwood Harbour	745 18 8	425 0 0	1,170 18 8	..	1,170 18 8
Pakawau Wharf	2 0 0	..	2 0 0	..	2 0 0
Karamea Wharf	559 19 11	..	559 19 11	..	559 19 11
Karamea River improvements	..	23 2 9	23 2 9	..	23 2 9
Little Wanganui Wharf, wharf approach, and snagging river	336 0 10	..	336 0 10	..	336 0 10
Westport Harbour	14,110 18 7	..	14,110 18 7	..	14,110 18 7
Greymouth Harbour	127,233 19 6	..	127,233 19 6	..	127,233 19 6
Hokitika Harbour	58,780 5 10	..	58,780 5 10	..	58,780 5 10
Okarito Wharf, repairs and extension	391 19 7	..	391 19 7	..	391 19 7
Okarito Harbour, fascine-work	127 0 6	..	127 0 6	..	127 0 6
Akaroa–Le Bon's Bay Wharf, repairs	55 0 0	..	55 0 0	..	55 0 0
Lyttelton, reclamation-works, Sticking Point	1,910 18 10	..	1,910 18 10	..	1,910 18 10
Okuru Wharf	300 0 0	50 0 0	350 0 0	..	350 0 0
Timaru Harbour	100,000 0 0	..	100,000 0 0	..	100,000 0 0
Taiaroa Heads Lighthouse, enlarging and repairing dwelling	83 7 1	..	83 7 1	..	83 7 1
Dunedin, St. Clair, protection of Ocean Beach	146 14 0	8 4 0	154 18 0	251 5 6	406 3 6
Martin's Bay, removal of rock	5 0 0	..	5 0 0	..	5 0 0
Port Levy Jetty	250 0 0	..	250 0 0	..	250 0 0
Toitois Jetty	1,000 0 0	..	1,000 0 0	..	1,000 0 0
Balclutha Jetty	250 0 0	..	250 0 0	..	250 0 0
Catlin's River, removal of rocks	277 19 0	..	277 19 0	..	277 19 0
Catlin's River Jetty	1,015 7 7	..	1,015 7 7	..	1,015 7 7
Queenstown Beacon	35 0 0	..	35 0 0	..	35 0 0
Queenstown Jetty	297 8 0	..	297 8 0	..	297 8 0
Jackson's Bay Jetty	32 6 4	..	32 6 4	..	32 6 4
Raising dredge "Hapuka"	777 7 9	..	777 7 9	..	777 7 9
Miscellaneous	400 0 0	..	400 0 0	..	400 0 0
Stewart Island Wharf, Horseshoe Bay	230 0 0	..	230 0 0	..	230 0 0
Chatham Islands: Waitangi, removal and extension of wharf and store	20 0 0	..	20 0 0	..	20 0 0
Chatham Islands: Shed at Pitt Island	1 10 0	..	1 10 0	..	1 10 0
Total Harbour Works	326,298 6 2	1,308 0 7	327,606 6 9	251 5 6	327,857 12 3
HARBOUR DEFENCES.					
Guns	147,768 18 10	..	147,768 18 10	..	147,768 18 10
Ammunition	24,531 6 7	..	24,531 6 7	..	24,531 6 7
War Office stores	9,933 10 9	..	9,933 10 9	..	9,933 10 9
Torpedo-boats and torpedoes	20,203 13 7	..	20,203 13 7	..	20,203 13 7
Submarine-mining stores	17,665 2 2	..	17,665 2 2	..	17,665 2 2
Miscellaneous	18,009 5 10	..	18,009 5 10	..	18,009 5 10
Works in colony	239,752 8 8	2,514 16 3	242,267 4 11	33 4 4	242,300 9 3
Land for depots and batteries	38,327 14 6	..	38,327 14 6	..	38,327 14 6
Total Harbour Defences	516,192 0 11	2,514 16 3	518,706 17 2	33 4 4	518,740 1 6
Grand total	1002216 4 5	5,990 8 7	1,008,206 13 0	316 5 5	1,008,522 18 5

APPENDICES TO THE PUBLIC WORKS STATEMENT, 1905.

APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS OUT OF THE PUBLIC WORKS FUND FOR THE YEAR 1904–5.

Prepared in compliance with Section 8 of "The Public Works Act, 1894."

SIR,— Public Works Department, Wellington, 19th May, 1905.

In compliance with the 8th section of "The Public Works Act, 1894," I enclose a statement of the expenditure during the preceding financial year on all works and services chargeable to the Public Works Fund.

I have, &c.,
WM. HALL-JONES,
Minister for Public Works.

The Controller and Auditor-General, Wellington.

STATEMENT of NET EXPENDITURE on all WORKS and SERVICES chargeable to the PUBLIC WORKS FUND for the Year 1904–5.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
		PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.
XXIV.	84	Public Works, Departmental ..	13,115	13,878 12 3	1,064 14 4	12,813 17 11
XXV.	85–86	Railways	709,825	696,977 19 6	19,303 11 2	677,674 8 4
XXVI.	87	Utilisation of Water-power ..	3,000	467 13 3	..	467 13 3
XXVII.	88–97	Public Buildings	133,860	125,679 1 10	9,001 7 0	116,677 14 10
XXVIII.	98–100	Lighthouses, Harbour-works, and Harbour Defences	8,600	5,993 8 7	3 0 0	5,990 8 7
XXIX.	101	Tourist and Health Resorts ..	25,650	17,107 15 6	..	17,107 15 6
XXX.	102	Immigration	3,000	6,881 14 0	400 0 0	6,481 14 0
XXXI.	103–107	Roads, Bridges, and other Public Works	369,065	230,877 17 8	4,415 4 4	226,462 13 4
XXXII.	108	Development of Goldfields ..	14,350	6,517 0 4	259 0 5	6,257 19 11
XXXIII.	109	Purchase of Native Lands ..	7,825	7,992 19 5	1,712 9 1	6,280 10 4
XXXIV.	110	Telegraph Extension	80,000	87,855 8 8	8,557 13 7	79,297 15 1
XXXV.	111	Rates on Native Lands	700	631 4 9	..	631 4 9
XXXVI.	112	Contingent Defence	30,000	47,924 0 7	1,335 13 6	46,588 7 1
XXXVII.	113, 114	Lands Improvement	7,000	2,268 0 5	19 16 0	2,248 4 5
XXXVIII.	115	Charges and Expenses of raising Loans	5,200	403 3 6	..	403 3 6
		Unauthorised	..	4,188 19 4	639 17 6	3,549 1 10
		Total Public Works Fund ..	1,461,190	1,255,644 19 7	46,712 6 11	1,208,932 12 8

Public Works Department.

G. J. CLAPHAM,
Accountant.

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

Examined and found correct.
J. K. WARBURTON,
Controller and Auditor-General.

NOTE.—Expenditure charged to special account, Paeroa–Waihi Railway, £39,675 11s. 3d., not included in above figures.

(Details on next page.)

Note No.	Name of Vote.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
	PUBLIC WORKS FUND.	£	£ s. d.	£ s. d.	£ s. d.
	Public Works, Departmental—				
84	Public Works, Departmental	13,115	13,878 12 3	1,064 14 4	12,813 17 11
	Railways—				
	Railway Construction—				
	Kawakawa-Grahamtown	10,000	8,615 2 9	5 2 6	8,610 0 3
	Helensville Northwards	10,000	9,320 8 3	..	9,320 8 3
	Gisborne-Karaka	10,000	16,222 2 6	154 1 3	16,068 1 3
	Stratford-Kawakawa	7,000	6,826 7 7	608 19 6	6,217 8 1
	Mount Egmont Branch	5,000	1,985 12 8	..	1,985 12 8
	Marton-Te Awamutu	150,000	139,110 16 11	2,739 4 10	136,371 12 1
	Blenheim-Waipara	25,000	23,195 1 1	0 4 3	23,194 16 10
	Midland Railway	60,000	58,006 18 11	2,538 7 6	55,468 11 5
	Ngahere-Blackball	10,000	7,248 16 8	..	7,248 16 8
	Greymouth-Hokitika (Extension to Ross) ..	15,000	17,181 8 10	7 10 6	17,173 18 4
85	Otago Central	50,000	45,238 8 1	314 14 5	44,923 13 8
	Heriot Extension	8,000	6,431 19 5	10 9 2	6,421 10 3
	Catlin's-Waimahaka	8,000	4,223 11 2	30 15 3	4,192 15 11
	Riversdale-Switzers	2,000	1,302 5 6	..	1,302 5 6
	Land Claims and other Old Liabilities on Construction Account	1,000	683 0 10	30 7 0	652 13 10
	Surveys, New Lines of Railway	3,000	3,620 2 0	0 12 10	3,619 9 2
	Permanent-way Materials	60,000	61,029 13 6	1,928 19 6	59,100 14 0
	Transfer to credit of Ways and Means of Public Works Fund, being Amount credited to Vote "Railway Construction" in error	..	10,000 0 0	10,000 0 0	..
86	Additions to Open Lines	275,825	276,736 2 10	934 2 8	275,802 0 2
	Utilisation of Water-power—				
87	Utilisation of water-power	3,000	467 13 3	..	467 13 3
	Public Buildings—				
88	General	9,000	12,737 3 9	3,668 19 6	9,068 4 3
89	Judicial	16,500	13,082 11 4	..	13,082 11 4
90	Postal and Telegraph	21,000	16,632 9 11	624 19 7	16,007 10 4
91	Customs	18,000	13,017 15 9	..	13,017 15 9
92	Hospitals for Mental Diseases	21,000	16,027 10 4	78 2 6	15,949 7 10
93	School Buildings	42,500	21,570 15 8	16 16 11	21,553 18 9
94	School Buildings (Special)	30,000	25,657 8 3	4,490 6 6	21,167 1 9
95	Agricultural	8,960	1,363 14 5	2 2 0	1,361 12 5
96	General Hospitals and other Charitable Institutions	10,000	1,203 15 11	..	1,203 15 11
97	Public Health	6,900	4,385 16 6	120 0 0	4,265 16 6
	Lighthouses, Harbour-works, and Harbour Defences—				
98	Lighthouses	2,000	2,167 11 9	..	2,167 11 9
99	Harbour-works	2,600	1,308 0 7	..	1,308 0 7
100	Harbour Defences	4,000	2,517 16 3	3 0 0	2,514 16 3
	Tourist and Health Resorts—				
101	Tourist and Health Resorts	25,650	17,107 15 6	..	17,107 15 6
	Immigration—				
102	Immigration	3,000	6,881 14 0	400 0 0	6,481 14 0
	Construction and Maintenance of Roads, Bridges, and other Public Works—				
103	Roads, Departmental	18,605	18,793 12 9	279 2 5	18,514 10 4
104	Roads, &c.	266,244	154,034 16 9	3,743 9 1	150,291 7 8
105	Maintenance of Main Roads, &c.	28,458	21,704 3 4	375 12 4	21,328 11 0
106	Tourist Roads, &c.	18,858	10,232 16 2	16 16 0	10,216 0 2
107	Roads on Goldfields, &c.	36,900	26,112 8 8	0 4 6	26,112 4 2
	Development of Goldfields—				
108	Development of Goldfields	14,350	6,517 0 4	259 0 5	6,257 19 11
	Purchase of Native Lands—				
109	Purchase of Native Lands	7,825	7,992 19 5	1,712 9 1	6,280 10 4
	Telegraph Extension—				
110	Telegraph Extension	80,000	87,855 8 8	8,557 13 7	79,297 15 1
	Rates on Native Lands—				
111	Rates on Native Lands	700	631 4 9	..	631 4 9
	Contingent Defence—				
112	Contingent Defence	30,000	47,924 0 7	1,335 13 6	46,588 7 1
	Lands Improvement—				
113	Improved-farm Settlements	5,480	1,573 15 10	15 0 0	1,558 15 10
114	Lands, Miscellaneous	1,520	694 4 7	4 16 0	689 8 7
	Charges and Expenses of raising Loans—				
115	Charges and Expenses of raising Loans	5,200	403 3 6	..	403 3 6
	Unauthorised—				
	Services not provided for	..	4,188 19 4	639 17 6	3,549 1 10
	Total Public Works Fund	1,461,190	1,255,644 19 7	46,712 6 11	1,208,932 12 8

NOTE.—Expenditure charged to special account, Paeroa-Waihi Railway, £39,675 11s. 3d., not included in above figures.

APPENDIX B.

STATEMENT of all LIABILITIES in respect of the Services of the Public Works Department outstanding at the Close of the Financial Year ended 31st March, 1905, prepared in Terms of Section 38, Part IV., of "The Public Revenues Act, 1891," and forwarded, as therein provided, to the Audit Office.

Class.	Votes.	Summary.	Total.
		PUBLIC WORKS FUND.	£ s. d.
XXV.	85	Railways	46,165 18 1
XXVI.	87	Utilisation of Water-power	8 1 11
XXVII.	88–96	Public Buildings	38,887 18 5
XXVIII.	98–100	Lighthouses, Harbour Works, and Harbour Defences	316 5 5
XXIX.	101	Tourist and Health Resorts	230 6 2
..	..	Paeroa–Waihi Railway Account	896 2 10
			86,504 12 10
		CONSOLIDATED FUND.	
XIX.	72	Public Buildings	724 11 5
		STATE COAL-MINES ACCOUNT.	
..	117	State Coal-mines	18 19 1

Vote No.	Name of Vote.	Total.
	PUBLIC WORKS FUND.	
85	Railway-construction—	£ s. d.
	Kawakawa–Grahamtown	152 15 8
	Helensville Northwards	242 13 5
	Gisborne–Ka'aka	2,150 0 0
	Stratford–Kawakawa	32 14 0
	Mount Egmont Branch	53 17 6
	Marton–Te Awamutu	4,828 10 3
	Blenheim–Waipara	1,632 8 5
	Midland Railway	30,469 4 6
	Ngahere–Blackball	5 14 4
	Greymouth–Hokitika (extension to Ross)	1,883 7 11
	Otago Central	3,997 5 2
	Heriot Extension	576 16 7
	Catlin's–Waimahaka	0 13 6
	Land-claims, &c.	21 10 6
	Surveys, New Lines of Railway	3 17 8
	Permanent-way Materials	114 8 8
		46,165 18 1
87	Utilisation of water-power	8 1 11
	Public Buildings—	
88	General	283 9 9
89	Judicial	3,730 2 1
90	Postal and Telegraph	16,991 8 9
91	Customs	5,635 10 10
92	Hospitals for Mental Diseases	4,766 15 7
93	School Buildings (part of vote only)	3,200 7 9
95	Agricultural	573 1 1
96	General Hospitals and other Charitable Institutions	3,661 0 0
97	Public Health	46 2 7
		38,887 18 5
	Lighthouses, Harbour Works, and Harbour Defences—	
98	Lighthouses	31 15 7
99	Harbour Works	251 5 6
100	Harbour Defences	33 4 4
		316 5 5
101	Tourist and Health Resorts—	
	Rotorua Drainage-works	230 6 2
..	Paeroa–Waihi Railway Account	896 2 10
	Total, Public Works Fund	86,504 12 10
	CONSOLIDATED FUND.	
72	Public Buildings	724 11 5
	STATE COAL-MINES ACCOUNT.	
117	State Coal-mines (completing and equipping Greymouth – Point Elizabeth Railway)	18 19 1

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

Public Works Department, 30th April, 1905.

APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1905.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
		RAILWAYS.				£ s. d.	
May 6, 1902	Kawakawa–Grahamtown ..	Whangarei Bridge	G. M. Fraser and Co. ..	April 17, 1903	Oct. 5, 1904	6,788 3 3	
Feb. 9, 1904	Paeroa–Waihi	Ohinemuri Bridges, 2 and 3, Superstructure ..	J. and A. Anderson	May 2, 1905	Jan. 10, 1905	3,540 0 0	
April 16, "	"	Stationmaster's House, Waihi	W. M. Hay	July 6, 1904	Sept. 30, 1904	496 10 0	
Aug. 11, "	"	4,000 Ironbark Sleepers	F. H. Leonard and Co. ..	Dec. 31, "	..	766 13 4	
Sept. 26, "	"	Ironbark Timber	J. W. Wallace and Co. ..	Feb. 2, 1905	..	647 13 7	
Dec. 20, "	"	Station-buildings, Waikino	H. Butler	Feb. 18, "	..	487 0 0	
Oct. 22, 1902	Gisborne–Karaka	Waipaoa Bridge	John McLean and Sons ..	March 15, 1904	Sept. 20, 1904	6,885 0 0	
March 7, 1905	"	Station-buildings, Waipaoa and Karaka ..	C. H. Frankham	July 2, 1905	..	2,147 0 0	
Nov. 16, 1904	Stratford–Kawakawa	" Oruru	A. J. Davey	Jan. 25, "	Feb. 24, 1905	278 0 0	
June 8, 1903	Marton–Te Awamutu, N.E. ..	Whakapapa Bridges	G. Fraser and Sons (Limited)	Aug. 2, 1904	..	6,184 4 3	
Oct. 19, "	Marton–Te Awamutu, S.E. ..	Station-buildings, Taihape	Russell and Bignell	July 16, "	Oct. 31, 1904	1,245 6 0	
Feb. 8, 1904	" ..	Nine Cottages, Taihape	Russell and Bignell	July 16, "	Oct. 31, "	3,483 0 0	
Oct. 3, "	" ..	Goods-shed, Cottages, &c., Utiku ..	Russell and Bignell	Feb. 13, 1905	..	1,203 5 0	
Jan. 27, 1905	" ..	Road-bridge over Hautapu River ..	Rhodes, Gardiner, and Woolf	Aug. 27, "	..	870 18 0	
Sept. 11, 1902	Blenheim–Waipara, S.E. ..	Hurunui Bridge	Scott Bros. (Limited) ..	May 30, 1904	Aug. 13, 1904	3,598 17 0	
Feb. 1, 1905	" ..	Fencing-timber, Waikare Section ..	Baxter Bros.	April 11, 1905	..	246 18 3	
March 30, "	" ..	Station-buildings, Hurunui	T. Ballantyne	June 20, "	..	1,185 13 6	
Sept. 17, 1902	Midland (Reefton–Inangahua) ..	Inangahua Bridge (near Reefton) ..	J. Fitzgerald	Feb. 1, 1904	June 1, 1904	6,394 10 0	
Dec. 4, "	" " ..	" (at Landing)	M. O'Connor	July 26, "	Feb. 2, 1905	6,852 0 10	
May 16, 1904	" " ..	Road and Railway Bridge, Waitahu River ..	Fitzgerald and Bignell ..	May 12, 1905	..	5,488 5 0	
Oct. 12, 1903	" (Springfield end) ..	Staircase Viaduct and Broken River Bridge ..	Cleveland Bridge and Engineering Company (Limited)	Oct. 12, "	..	26,269 7 0	
June 9, 1904	" " ..	Steel Girders, Truscott Bridges	Scott Bros. (Limited) ..	May 6, "	..	1,261 1 10	
Sept. 26, "	" " ..	Ironbark Timber	J. W. Wallace and Co. ..	Feb. 2, "	..	273 10 7	
Sept. 1, 1902	Ngahere–Blackball	Ngahere Bridge	H. Bignell	April 9, 1904	May 31, 1904	23,331 3 11	
Aug. 21, "	Greymouth–Hokitika (extension to Ross)	Hokitika Bridge	Thomas Dillon	April 12, "	Oct. 26, "	26,541 10 1	
March 28, 1905	Ditto	Mahinapua and Fisherman's Creek Bridges ..	Thomas Dillon	June 28, 1905	..	1,748 11 6	
Dec. 23, 1904	Otago Central	Station-buildings, Ophir and Lauder ..	O. Campbell	May 23, 1904	June 30, 1904	2,477 0 0	
Aug. 3, "	"	Manuherikia Bridge, Second Crossing ..	G. M. Fraser	Nov. 26, 1905	..	3,947 13 6	
March 10, "	Heriot Extension	Station-buildings, Edies	McLean and Cox	Aug. 3, 1904	Mar. 25, 1905	1,435 0 0	
Feb. 1, "	Catlin's–Seaward Bush	" Catlin's River	R. Wilson	April 11, "	June 25, 1904	527 10 11	
June 19, 1903	Permanent-way, Rails	85 Sets Points and Crossings	Cooper and Duncan	Jan. 1, "	Aug. 31, "	1,010 0 0	
May 3, 1904	" Sleepers ..	6,000 Totara Sleepers	Southland Totara Company (Limited)	July 26, "	..	1,050 0 0	Cancelled.

APPENDIX C—*continued.*

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1905—*continued.*

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
	PUBLIC BUILDINGS.				£ s. d.	
	AUCKLAND.					
June 12, 1903	Iron Staircase and Railings, Mount Eden Gaol, Auckland	James McIntyre, Onehunga	Dec. 8, 1903	Sept. 15, 1904	203 5 4	
Aug. 26, „	Native School, Oruanui	Salmon and Powick, Hamilton	May 4, 1904	Nov. 16, „	696 10 0	Assigned to Kusabs and Hardley, Rotorua.
Aug. 26, „	Native School, Waitahunia	Salmon and Powick, Hamilton	May 4, „	..	773 18 0	Ditto.
March 17, 1904	Native School, Oramahoe	W. Cook and Son, Waimate North	June 3, „	June 30, 1904	199 0 0	
June 13, „	New Class-room, &c., Ruatoki Native School	W. F. Moody, Whakatane	June 13, „	Sept. 22, „	253 15 0	
June 13, „	Magazine Store, Mount Eden	C. H. Frankham, Auckland	Aug. 13, „	Sept. 9, „	343 0 0	
July 12, „	Native School, Waioeka	A. H. Beetham, Cambridge	Oct. 7, „	Sept. 8, „	228 9 0	
July 18, „	Native School, Mangaorongo	Potts and Hardy, Cambridge	Oct. 7, „	Jan. 14, 1905	742 10 4	
Aug. 1, „	Post-office Additions, Mangonui	Mathieson and Baldeck, Auckland	Nov. 27, „	Dec. 6, 1904	583 16 5	
Sept. 6, „	Additions, &c., Auckland Asylum	E. Morris, Auckland	May 30, 1905	..	6,095 0 0	
Dec. 16, „	Police Inspector's Residence, Auckland	R. Kay, Auckland	April 12, „	..	910 0 0	
	HAWKE'S BAY.					
Dec. 2, 1902	Government Buildings, Napier	Bull Bros., Napier	Aug. 26, 1903	May 1, 1904	4,743 15 9	
May 30, 1904	Drainage, &c., Hastings Courthouse	H. Williams and Sons, Napier	July 17, 1904	July 30, „	293 10 6	
Oct. 4, „	Native School, Waimarama	William Ward, Napier	Dec. 15, „	..	720 10 0	
Feb. 13, 1905	Repairs, &c., Waipukurau Police-station	Robert Scott, Waipukurau	April 13, 1905	..	199 0 0	
Feb. 16, „	Dannevirke Post-office, Additions	Clayton and Co., Dannevirke	June 13, „	..	397 0 0	
March 30, „	Napier Post-office, Additions	Bull Bros., Napier	June 16, „	..	580 0 0	
	TARANAKI.					
Aug. 29, 1903	Post-office, Eltham	E. Hooker, New Plymouth	Feb. 24, 1904	Sept. 10, 1904	1,950 0 0	
Feb. 9, 1904	Native Hostelry, New Plymouth	Cliff Bros., New Plymouth	May 9, „	Aug. 31, „	750 0 0	
April 11, 1905	Post-office, Pungarehu	Boon Bros., New Plymouth	June 30, 1905	..	498 0 0	
	WELLINGTON.					
Aug. 12, 1902	Customhouse, Wellington	W. H. Bennett, Wellington	April 12, 1904	..	26,998 0 0	
April 6, 1903	Industrial School, Levin, No. 2 Contract	Lawrence Williamson, Levin	Aug. 28, 1903	Sept. 23, 1904	5,016 14 1	
May 15, „	Removal, &c., Police Buildings, Lower Hutt	J. McWilliams, Lower Hutt	July 15, „	May 2, „	181 6 0	
Aug. 24, „	Offices and Laboratory for Mines Department	A. Cooper and Son, Napier	May 14, 1904	Dec. 1, „	3,676 0 0	
Oct. 12, „	Removal of Buildings, Foxton Pilot-station	Wildbore Bros., Palmerston North	Jan. 12, „	July 8, „	250 0 0	
March 22, 1904	Alterations, &c., Police-station, Hunterville	T. Ellwood, Mangaweka	May 18, „	July 6, „	280 0 0	
May 9, „	Additions, Auxiliary Asylum, Porirua	R. A. Wakelin, Wellington	Aug. 27, „	Sept. 15, „	2,244 4 6	
June 2, „	Vaccine Laboratory, Wellington	Sanders Bros., Wellington	Sept. 25, „	Nov. 14, „	797 18 0	
July 7, „	Post-office, Otaki	A. Cooper and Son, Newtown	Feb. 1, 1905	..	1,929 0 0	

APPENDIX C—*continued.*

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1905—*continued.*

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
	PUBLIC BUILDINGS—*continued.*					
	WELLINGTON—*continued.*				£ s. d.	
Aug. 11, 1904	Manager's House, &c., Levin Industrial School	John Adams, Waipawa ..	Jan. 1, 1905	..	2,707 14 6	
Oct. 17, „	Store and Armoury, Wellington	Mace and Nicholson, Wellington	March 10, „	..	985 0 0	
Oct. 28, „	Steam Cooking-apparatus, Porirua Asylum	Scott Bros. (Ltd.), Christchurch	Dec. 31, 1904	..	295 0 0	
Oct. 21, „	Fittings for Mines Laboratory, Wellington	R. A. Wakelin, Wellington ..	Nov. 29, „	Jan. 27, 1905	416 14 0	
Oct. 7, „	Additions, Telephone Exchange	R. A. Wakelin, Wellington ..	Jan. 4, 1905	Dec. 17, 1904	251 15 0	
Nov. 10, „	Lock-up, Palmerston North Police-station	T. Griggs, Palmerston North ..	Feb. 1, „	..	374 0 9	
Jan. 19, 1905	Storekeeper's Residence, Defence Department	L. S. Humphries, Wellington ..	April 17, „	..	684 0 0	
Jan. 21, „	Post-office, Palmerston North	J. Trevor and Sons, Wellington..	Sept. 21, „	..	5,254 0 0	
Jan. 30, „	Residence, Agricultural Laboratory, Wallaceville	J. Harrison, Wellington ..	April 20, „	..	568 15 3	
March 21, „	Fittings, &c., Customhouse, Wellington	W. H. Bennett, Wellington ..	May 16, „	..	1,132 13 0	
March 9, „	Industrial School, Levin, No. 3 Contract	L. S. Humphries, Wellington ..	July 2, „	..	1,687 0 0	
	WESTLAND.					
Feb. 20, 1905	New Wing, &c., Greymouth Hospital	Fitzgerald and Bignell, Greymouth	Oct. 11, 1905	..	,661	
	CANTERBURY.					
May 21, 1903	Police Quarters, Akaroa	J. J. Walker, Akaroa	Nov. 21, 1903	Sept. 10, 1904	866 19 10	
Sept. 29, „	Tea-house, Stable, and Cowshed, Hanmer	Gulliver and Rogers, Rangiora ..	Jan. 19, 1904	May 28, „	1,092 13 2	
Nov. 4, „	Post-office, Kaiapoi	Gulliver and Rogers, Rangiora ..	June 29, „	Nov. 30, „	2,700 0 0	
Dec. 2, „	Alterations, &c., Timaru Post-office	George O. Clayton, Timaru ..	April 1, „	June 11, „	336 0 0	
March 21, 1904	Additions, &c., Police-station, Temuka	James McKinnon, Temuka ..	June 16, „	June 21, „	416 9 3	
March 21, „	Additions, Auxiliary Asylum, Sunnyside	J. Smith, Christchurch ..	July 18, „	Sept. 14, „	1,692 0 0	
Dec. 31, 1903	Native School, Te One, Chatham Islands	J. P. Petersen, Christchurch ..	Mar. 23, „	April 12, „	388 0 0	
April 30, 1904	Additions, &c., Culverden Police-station	J. Forbes, Cust	July 30, „	July 30, „	255 5 0	
May 16, „	New Laundry, &c., Hanmer Sanatorium	W. Wadey, Rangiora	Aug. 11, „	Aug. 27, „	695 0 0	
May 14, „	Additions, &c., Pukaki Hotel	J. P. Petersen, Invercargill ..	Sept. 6, „	Dec. 14, „	915 15 0	
Oct. 6, „	Steam Cooking-apparatus, Sunnyside Asylum	Scott Bros. (Ltd.), Christchurch	Dec. 6, „	..	255 0 0	
Oct. 20, „	Additions, Hanmer Sanatorium	Gulliver and Rogers, Rangiora ..	Dec. 18, „	Jan. 16, 1905	280 0 0	
Feb. 15, 1905	Additions, Timaru Police station	J. H. Parks, Timaru	May 15, 1905	..	248 0 0	
Feb. 16, „	Alterations, &c., St. Albans Post-office	F. Turvey and Co., Woolston ..	March 29, „	..	235 0 0	
April 29, „	Additions, &c., Christchurch Post-office	Henshall and Son, Christchurch	Dec. 16, „	..	6,310 0 0	
	OTAGO AND SOUTHLAND.					
Oct. 14, 1900	Alterations, &c., Post-office, Dunedin	J. Lunn, Dunedin	May 9, 1903	April 19, 1904	4,776 5 2	
May 3, 1904	Additions to Barracks, Ocean Beach Battery	G. France, Dunedin	Aug. 29, 1904	Sept. 29, „	588 10 0	
June 15, „	Post-office, Waikaka	Thomas Latham, Gore ..	Oct. 6, „	Jan. 20, „	421 17 10	
Jan. 19, 1905	Post-office, Mornington	P. A. Lyders, Mornington ..	Aug. 19, 1905	..	998 0 0	
Feb. 15, „	Post-office, Winton	Smith Bros., Winton	Sept. 30, „	..	2,190 2 5	
March 8, „	Courthouse, Campbelltown	J. Walker and Sons, Invercargill	Aug. 23, „	..	986 4 0	
Feb. 28, „	Kalsomining Law-courts, Dunedin	A. Waghorn, Dunedin	April 23, „	..	214 0 0	

APPENDIX C—*continued.*

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1905—*continued.*

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks
	MISCELLANEOUS.					
	AUCKLAND.				£ s. d.	
May 20, 1903	Stores-supply, Auckland, Classes I., II., III., VI., VII., XII., and XI., Items 24, 25	Briscoe and Co. (Limited), Auckland	Mar. 31, 1906	..	Schedule rates	
May 20, "	Stores-supply, Auckland, Classes IV., Items 1 to 5, 18 to 37; and V.	John Burns and Co., Auckland ..	Mar. 31, "	..	"	
May 20, "	" " Class VIII.	John Wilson and Co., Auckland	Mar. 31, "	..	"	
May 21, "	" " Class IX.	J. J. Craig (Limited), Auckland	Mar. 31, "	..	"	
May 26, "	" " Class X.	R. O. Clark, Auckland	Mar. 31, "	..	"	
May 20, "	" " Class XI., Items 1 to 9, 14 to 20, 23, 26, 28, 30 ..	E. Porter and Co., Auckland ..	Mar. 31, "	..	"	
May 22, "	" " Class XI., Items 10 to 13, 21, 22, 27, 29, 31, 32 ..	W. Guthridge (Limited), Auckland	Mar. 31, "	..	"	
July 11, 1904	Penrose Rifle Range	James Larkin, Auckland ..	Oct. 7, 1904	Dec. 17, 1904	744 2 0	
Oct. 11, "	Kaipara, New Beacons	C. H. Frankham, Auckland ..	Dec. 5, "	Jan. 25, 1905	435 0 0	
May 23, "	Coal and Wood Supply for Government Buildings, Auckland	J. J. Craig (Limited)	Mar. 31, 1905	Mar. 31, "	Schedule rates	
May 7, "	Coal-supply, Fort Cautley and Steam-launch	R. and R. Duder	Mar. 31, "	Mar. 31, "	"	
	WELLINGTON.					
May 27, 1903	Stores-supply, Wellington, Classes I., II., V., VI., XI., Items 7, 8, 9, 17; and XII.	Briscoe and Co. (Limited), Wellington	Mar. 31, 1905	..	Schedule rates	Extended for another year.
June 4, "	" " Classes III., IV., Items 1 to 5, 18 to 37	A. and T. Burt (Limited) ..	Mar. 31, 1906	..	"	
May 21, "	" " Class VII.	Smith and Smith, Wellington ..	Mar. 31, "	..	"	
May 20, "	" " Classes VIII., IX., and X.	P. Hutson and Co., Wellington ..	Mar. 31, "	..	"	
May 21, "	" " Class XI., Items 1 to 6, 14 to 16, 18 to 20, 23 to 26, 28, 30	W. M. Bannatyne and Co., Wellington	Mar. 31, "	..	"	
May 22, "	" " Class XI., Items 10 to 13, 21, 22, 27, 29, 31, 32 ..	N. Guthridge (Limited), Wellington	Mar. 31, "	..	"	
Sept. 26, 1904	Ironbark Timber	J. W. Wallace and Co., Wellington	Feb. 2, 1905	..	304 11 2	
April 14, "	Window-cleaning, Wellington	B. Curlew and Co., Wellington ..	Mar. 31, "	Mar. 31, 1905	288 0 0	
	NELSON.					
Mar. 28, 1904	Approaches Aorere Bridge	C. Dixon, Nelson	Sept. 18, 1904	Nov. 18, 1904	724 17 0	
	WESTLAND.					
May 20, 1903	Stores-supply, Greymouth, Classes I., II., III., V., VI., VIII., X., and XI., Items 1 to 9, 14 to 20, 23 to 26, and 28	Forsyth and McKay, Greymouth	Mar. 31, 1906	..	Schedule rates	
May 21, "	" " Classes IV., Items 1 to 5, 18 to 37; and IX. ..	D. McLean, Greymouth ..	Mar. 31, "	..	"	
May 23, "	" " Class VII.	E. M. Holmes, Greymouth ..	Mar. 31, "	..	"	
May 22, "	" " Class XI., Items 3, 4, 10 to 13, 21, 22, 26 to 32 ..	N. Guthridge (Limited), Greymouth	Mar. 31, "	..	"	
May 22, "	" " Class XII.	C. Hansen, Greymouth ..	Mar. 31, "	..	"	
May 26, "	" Hokitika, Classes I., II., III., IV., Items 1 to 5, 18 to 37; V., VI., IX., and XI., Items 3, 4, 6, 7, 9, 10, 11, 14 to 17, 19, 21 to 25, 30 to 32	Johnson and Co., Hokitika ..	Mar. 31, "	..	"	
May 26, "	" " Classes VII., VIII., X., Items 4, 5, 9 to 19, 21 to 23; XI., Items 12, 13, 27, 29; and XII.	James Renton, Hokitika ..	Mar. 31, "	..	"	

APPENDIX C—*continued.*

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1905—*continued.*

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
	MISCELLANEOUS—*continued.*					
	WESTLAND—*continued.*				£ s. d.	
May 21, 1903	Stores-supply, Hokitika, Class XI., Items 1, 2, 5, 8, 18, 20, 26, 28 ..	W.M. Bannatyne and Co., Hokitika	Mar. 31, 1903	..	Schedule rates	
March 22, 1905	Arnold Bridge	Martin and Sigley, Greymouth ..	Sept. 8, 1905	..	819 8 9	
April 3, „	Renewal Taylorville Bridge	Fitzgerald and Bignell, Greymouth	July 23, „	..	294 4 0	
Sept. 26, 1904	Ironbark for Taylorville Bridge	J. W. Wallace and Co., Wellington	Dec. 2, 1904	..	151 13 6	
	CANTERBURY.					
March 16, 1904	Supply of 300 Asylum Bedsteads	Holmes and Sons, Christchurch				
April 8, „	Cold Swimming-bath, Hanmer	W. Wadey, Rangiora ..	July 7, 1904	Oct. 4, 1904	468 15 0	
June 4, 1903	Stores-supply, Christchurch, Classes I., II., IV., Items 1 to 5, 18 to 37; V., VI., VIII., IX., X., and XI., Items 8, 24, 25, 33, 34, 35	Ashby, Bergh, and Co., Christchurch	July 31, „ Mar. 31, 1906	Nov. 8, „ ..	954 0 0 Schedule rates	
June 4, „	„ „ Class III.	A. and T. Burt (Limited), Christchurch	Mar. 31, „	..	„	
May 26, „	„ „ Class VII.	Smith and Smith, Christchurch	Mar. 31, „	..	„	
May 21, „	„ „ Class XI., Items, 1, 2, 4 to 7, 9, 14 to 20, 23, 26, 28	Dalgety and Co. (Limited), Christchurch	Mar. 31, „	..	„	
May 22, „	„ „ Class XI., Items 3, 10 to 13, 21, 22, 27, 29, 30 to 32	N. Guthridge (Limited), Christchurch	Mar. 31, „	..	„	
June 1, „	„ „ Class XII.	Alex. Thompson, Christchurch ..	Mar. 31, „	..	„	
	OTAGO AND SOUTHLAND.					
June 2, 1903	Stores-supply Dunedin, Classes I., II., V., VI., and XI., Items 10, 11, 21, 22, 27, 29, 30, 31, 32	John Edmond, Dunedin ..	Mar. 31, 1906	..	Schedule rates	
June 10, „	„ „ Classes III., VII., X., XI., Items 8, 9, 12, 13, 24, 25	Briscoe and Co. (Limited), Dunedin	Mar. 31, „	..	„	
June 2, „	„ „ Classes IV., Items 1 to 5, 18 to 37	Thomson, Bridger, and Co., Dunedin	Mar. 31, „	..	„	
June 5, „	„ „ Classes VIII. and IX.	Milburn Lime and Cement Company, Dunedin	Mar. 31, „	..	„	
June 10, „	„ „ Class XI., Items 1 to 8, 14 to 20, 23, 26, 28 ..	Dalgety and Co. (Limited), Dunedin	Mar. 31, „	..	„	
June 1, „	„ „ Class XII.	Alex. Thompson, Dunedin ..	Mar. 31, „	..	„	
June 2, „	„ Invercargill, Classes I., II., III., IV., Items 1 to 5, 18 to 37; V., VI., XII., and XI., Items 3, 10 to 13, 21, 22, 27, 29 to 32	John Edmond, Invercargill ..	Mar. 31, „	..	„	
June 12, „	„ „ Classes VII., X., XI., Items 2, 8, 9, 25	Briscoe and Co. (Limited), Invercargill	Mar. 31, „	..	„	
June 5, „	„ „ Class VIII.	Milburn Lime and Cement Company, Invercargill	Mar. 31, „	..	„	
June 9, „	„ „ Classes IX. and XI., Item 24	New Zealand Hardware Company, Invercargill	Mar. 31, 1905	..	„	Extended for another year.
June 10, „	„ „ Class XI., Items 1, 4 to 7, 14 to 20, 23, 26, 28 ..	Dalgety and Co. (Limited), Invercargill	Mar. 31, 1906	..	„	
June 22, 1904	Supply of Coal and Firewood, Dunedin	Westport Coal Company, Dunedin	Mar. 31, 1905	Mar. 31, 1905	„	

APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1905, showing Deliveries to the latter Date.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
				s. d.				
NORTH ISLAND.								
AUCKLAND DISTRICT.								
3 Dec., 1902 ..	Hinaki Ropihi ..	Taumarunui ..	400 totara	3 0	Taumarunui	3 Feb., 1903..	137	Cancelled.
19 Feb., 1904 ..	William Morgan ..	Waitekauri	500 "	3 6	Waikino	27 June, 1904..	245	..
19 Feb., " ..	Hunia Tamahana ..	Paeroa	1,000 puriri	4 3	"	20 Dec., " ..	..	..
June, " ..	F. H. Leonard and Co.	Auckland	1,500 ironbark	3 8	Auckland..	4 July, " ..	1,531	4 July, 1904.
15 Sept., " ..	F. H. Leonard and Co.	"	4,000 "	3 10	Auckland..	31 Dec., " ..	1,498	..
2 Mar., 1905 ..	J. W. Wallace and Co...	Wellington	7,000 "	3 9	"	2 June, 1905..	..	..
27 Mar., " ..	Charles Straka ..	Puhoi	4,000 totara	3 3	Ahuroa	31 Mar., 1904..	..	..
30 Mar., " ..	Puketapu Sawmill Coy.	Taumarunui ..	5,000 "	3 3	Matapuna	15 June, " ..	..	..
9 April, 1904 ..	E. McMahon	" ..	924 "	3 3	Taumarunui	11 July, " ..	924	4 July, 1904.
12 April, " ..	H. McIvor	Piriaka	1,518 "	3 3	Matapuna	16 Mar., " ..	1,518	Mar., "
22 April, " ..	C. Swan	Taumarunui ..	1,010 "	3s. 3d. & 2s. 9d.	Piriaka	30 Sept., " ..	1,010	Sept., "
23 April, " ..	J. Gordon	Ongarue	387 "	3 3	Taumarunui	23 April, " ..	387	April, "
28 April, " ..	G. F. Dickeson ..	Kawakawa	592 "	3 3	Kawakawa	28 April, " ..	592	April, "
1 May, " ..	W. H. Howe	Taumarunui ..	537 "	2 9	Piriaka	23 June, " ..	537	June, "
10 May, " ..	E. W. Simmons ..	" ..	587 "	3 3	"	10 May, " ..	587	May, "
19 May, " ..	S. Riddel	" ..	386 "	2 9	"	19 May, " ..	386	May, "
23 May, " ..	H. Adams	" ..	668 "	3 3	"	23 May, " ..	668	May, "
20 June, " ..	J. L. Grogan	" ..	739 "	2 9	"	22 Oct., " ..	739	Oct., "
19 July, " ..	T. Barnett	" ..	1,962 "	2 9	Kakahi	14 Oct., " ..	1,962	Oct., "
22 July, " ..	T. Hutchinson ..	Waitekauri ..	896 "	3 6	Waikino	20 Mar., " ..	896	Mar., 1905.
6 Aug., " ..	J. McCloy	Whangarei	494 puriri	4s. 6d. & 5s. 9d.	Whangarei	24 Sept., " ..	494	Sept., "
26 Aug., " ..	R. McMillan	Kaukapakapa ..	305 totara	3 3	Tahekeroa	26 Aug., " ..	305	Aug., "
22 Oct., " ..	C. J. Riddel	Taumarunui ..	273 "	2 9	Kakahi	22 Oct., " ..	273	Oct., "
Various	Sundry small contractors	Various	756 " / 188 puriri	Various	Various	Various ..	942	Aug., "
RANGITIKEI DISTRICT.								
15 May, 1903 ..	Hugh Ross	Utiku	250 totara	3 6	Utiku	15 Aug., 1903 ..	..	Cancelled, 10/4/05
18 Sept., " ..	John H. Lyon ..	"	250 "	3 6	"	20 May, " ..	229	As complete.
Various ..	Sundry small contractors	"	497 "	3 6	"	Various ..	297	"

APPENDIX D—*continued.*

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—*continued.*

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
				s. d.				
SOUTH ISLAND.								
WESTPORT DISTRICT.								
13 Feb., 1904 ..	F. Fox	Cape Foulwind ..	508 silver or yellow pine	3 5	On Crane Wharf, Westport	31 Mar., 1904 ..	508	8 April, 1904.
13 Feb., " ..	Dennehy Bros. ..	Bradshaws	254 ditto ..	3 5	" "	29 Feb., " ..	254	8 April, "
13 Feb., " ..	J. Hobbs	Westport	254 " ..	3 5	" "	29 Feb., " ..	254	*28 April, "
13 Feb., " ..	Wm. Gibson	Addison's	760 " ..	3 5	" "	29 Feb., " ..	760	12 May, "
13 Feb., " ..	J. Hobbs	Westport	254 " ..	3 5	" "	29 Feb., " ..	254	†12 May, "
13 Feb., " ..	J. Hobbs	"	254 " ..	3 5	" "	29 Feb., " ..	250	‡12 May, "
13 Feb., " ..	J. Smith	" ..	381 " ..	3 5	" "	31 Mar., " ..	381	30 April, "
13 Feb., " ..	A. J. Davis	Karamea	381 " ..	3 5	" "	31 Mar., " ..	381	28 April, "
13 Feb., " ..	R. McGrath	Cape Foulwind ..	500 " ..	3 5	" "	31 Mar., " ..	500	23 Mar., "
13 Feb., " ..	J. Hobbs	Westport	508 " ..	3 5	" "	30 June, " ..	508	12 May, "
30 April, " ..	M. Lenihan	Cape Foulwind ..	500 " ..	3 5	" "	30 June, " ..	500	27 June, "
30 April, " ..	Hudson and Erskine ..	Westport	300 " ..	3 5	" "	31 May, " ..	300	7 June, "
30 April, " ..	Kearse and Swanny ..	"	500 " ..	3 5	" "	31 May, " ..	500	10 June, "
30 April, " ..	J. Barrowman ..	Cape Foulwind ..	450 " ..	3 5	" "	31 May, " ..	450	15 June, "
30 April, " ..	J. Lines	Westport	300 " ..	3 5	" "	31 May, " ..	300	15 June, "
30 April, " ..	T. J. Duggan	"	500 " ..	3 5	" "	31 May, " ..	500	15 June, "
30 April, " ..	P. Ahern	Cape Foulwind ..	500 " ..	3 5	" "	31 May, " ..	500	16 June, "
30 April, " ..	A. Tiller	" ..	500 " ..	3 5	" "	31 May, " ..	500	16 June, "
30 April, " ..	J. Naylon	" ..	300 " ..	3 5	" "	31 May, " ..	300	16 June, "
30 April, " ..	F. Fox	" ..	500 " ..	3 5	" "	31 May, " ..	500	17 June, "
30 April, " ..	M. Syron	" ..	500 " ..	3 5	" "	31 May, " ..	1,000	14 July, "
30 April, " ..	J. Hobbs	Westport	1,000 " ..	3 5	" "	30 June, " ..	490	7 July, "
30 April, " ..	G. McDonald	Cape Foulwind ..	400 " ..	3 5	" "	30 June, " ..	1,000	20 June, "
30 April, " ..	B. Lambert	" ..	500 " ..	3 5	" "	30 June, " ..	400	28 July, "
30 April, " ..	William Gibson ..	Addison's	1,000 " ..	3 5	" "	1 Aug., " ..	500	22 June, "
30 April, " ..	A. Kearns	Westport	277 " ..	3 5	" "	1 Oct., " ..	277	22 June, "
30 April, " ..	J. McGrath	Cape Foulwind ..	900 " ..	3 5	" "	30 June, " ..	898	22 June, "
30 April, " ..	G. Munro	" ..	500 " ..	3 5	" "	30 June, " ..	484	22 June, "
30 April, " ..	M. O'Connor	Karamea	500 " ..	3 5	" "	30 June, " ..	495	18 July, "
30 April, " ..	T. McKenzie	Westport	200 " ..	3 5	" "	30 June, " ..	188	6 July, "
30 April, " ..	J. Hobbs	"	100 " ..	3 5	" "	30 June, " ..	1,000	6 July, "
30 April, " ..	William Gibson ..	Addison's	1 000 " ..	3 5	" "	30 June " ..	1,014	13 July, "
1 July, " ..	M. Syron	" ..	274 " ..	3 5	" "	30 June, " ..	274	12 Aug., "
1 July, " ..	William Harney ..	" ..	605 " ..	3 5	" "	30 June, " ..	605	13 Oct., "

* Originally Sherlock. † Originally Sullivan. ‡ Originally Kearns.

APPENDIX D—*continued.*

STATEMENT of SLEEPER CONTRACTS CURRENT on 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—*continued.*

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
				s. d.				
SOUTH ISLAND—*continued.*								
WESTPORT DISTRICT—*continued.*								
1 Aug., 1904 ..	R. McGrath	Addison's	505 silver or yellow pine	3 5	On Crane Wharf, Westport ..	1 Dec., 1904..	505	23 Dec., 1904.
1 June, „ ..	A. Tiller	„ ..	472 ditto..	3 5	„ „	1 Aug., „ ..	472	25 Aug., „
1 June, „ ..	Lines and Duggan ..	Westport	500 „	3 5	„ „	1 Aug., „ ..	313	*20 Sept., „
1 Aug., „ ..	P. Ahern	Cape Foulwind ..	521 „	3 5	„ „	1 Nov., „ ..	521	29 Nov., „
1 Aug., „ ..	J. McGrath	„ ..	415 „	3 5	„ „	1 Dec., „ ..	415	23 Dec., „
1 Aug., „ ..	William Gibson ..	Addison's	757 „	3 5	„ „	30 Nov., „ ..	757	19 Nov., „
1 Aug., „ ..	T. J. Duggan	Westport	300 „	3 5	„ „	1 Dec., „ ..	282	*23 Dec., „
1 Aug., „ ..	J. Hobbs	„	1,612 „	3 5	„ „	1 Dec., „ ..	1,612	6 Dec., „
1 Aug., „ ..	Hawkins and Hudson ..	„	355 „	3 5	„ „	1 Dec., „ ..	355	4 Nov., „
1 Aug., „ ..	J. Lines	„	500 „	3 5	„ „	1 Dec., „ ..	472	*11 Dec., „
1 Aug., „ ..	C. Brunning	Cape Foulwind ..	224 „	3 5	„ „	1 Sept., „ ..	224	15 Sept., „
1 Aug., „ ..	J. Naylor	„ ..	260 „	3 5	„ „	1 Dec., „ ..	260	22 Dec., „
1 Aug., „ ..	H. Boyer	„ ..	200 „	3 5	„ „	1 Dec., „ ..	200	22 Dec., „
1 Jan., 1905 ..	J. Hobbs	Westport	3,000 „	3 3	On railway trucks.. ..	30 June, „ ..	557	30 June, „
1 Feb., „ ..	F. Fox	Cape Foulwind ..	1,000 „	3 3	„	30 June, „ ..	..	
1 Feb., „ ..	C. Brunning	„ ..	750 „	3 3	„	30 June, „ ..	..	
1 Mar., „ ..	G. Bain	Seddonville	500 „	3 3	„	30 June, „ ..	..	
1 Mar., „ ..	A. Walker	„	500 „	3 3	„	30 June, „ ..	..	
1 Mar., „ ..	William Gibson ..	Addison's	500 „	3 3	„	30 June, „ ..	..	
1 May, „ ..	J. Jamieson	Cape Foulwind ..	500 „	3 5	„	30 Aug., „ ..	480	* 4 Oct., „
1 May, „ ..	P. Ahern	„ ..	500 „	3 5	„	30 June, „ ..	427	*19 July, „
1 May, „ ..	H. Boyer	„ ..	250 „	3 5	„	30 June, „ ..	223	*19 July, „
1 May, „ ..	Maxwell and Mann ..	Charleston	1,000 „	3 5	„	30 June, „ ..	982	*29 July, „
1 May, „ ..	O'Keefe and Galvin ..	Addisons	413 „	3 5	„	30 Aug., „ ..	413	16 Sept., „
1 May, „ ..	J. Barrowman ..	Cape Foulwind ..	250 „	3 5	„	30 June, „ ..	250	28 July, „
1 May, „ ..	R. Erskine	Westport	150 „	3 5	„	30 June, „ ..	117	*28 July, „
1 May, „ ..	E. Hawkins	„	500 „	3 5	„	1 Aug., „ ..	397	* 2 Aug., „
1 May, „ ..	G. G. McKay	Cape Foulwind ..	300 „	3 5	„	1 Aug., „ ..	321	5 Aug., „
1 May, „ ..	Brunning and Barrowman	„ ..	500 „	3 5	„	1 Aug., „ ..	492	5 Aug., „
1 May, „ ..	A. Erskine	„ ..	300 „	3 5	„	1 Aug., „ ..	218	* 5 Aug., „
1 May, „ ..	J. Hobbs	Westport	1,000 „	3 5	„	1 Aug., „ ..	967	5 Aug., „
1 May, „ ..	F. Fox	Cape Foulwind ..	717 „	3 5	„	1 Aug., „ ..	717	5 Aug., „
Various ..	Sundry small contractors	Various	454 „	3 5	On Crane Wharf, Westport..	Various ..	403	..

* Balance cancelled.

APPENDIX D—*continued.*

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—*continued.*

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
				s. d.				
SOUTH ISLAND—*continued.*								
WESTLAND DISTRICT.								
13 June, 1903 ..	William Stephens ..	Rimu	250 silver-pine	3 3	Hokitika Wharf	30 June, 1903 ..	250	6 May, 1904.
8 Sept., „ ..	G. Searle	Okarito	500 ditto ..	3 3	„	30 Sept., „ ..	..	Order cancelled.
19 Sept., „ ..	W. H. Batson ..	Waiho Gorge ..	500 „ ..	3 3	„	31 Oct., „ ..	..	„
14 Nov., „ ..	W. H. Hunt	Nelson Creek ..	500 „ ..	3 3	Ngahere Railway-station ..	31 Dec., „ ..	411	Balance cancelled
28 Nov., „ ..	M. Keenan	Rimu	500 „ ..	3 3	Hokitika Wharf	31 Dec., „ ..	500	7 Sept., 1904.
18 Dec., „ ..	F. Fletcher	Nelson Creek ..	250 „ ..	3 3	Ngahere Railway-station ..	31 Dec., „ ..	204	Balance of order cancelled.
22 Dec., „ ..	W. Peacock	Goldsborough ..	500 „ ..	3 3	Stafford Siding	31 Jan., 1904 ..	443	Ditto.
29 Dec., „ ..	Hoolihan and party ..	Okarito	600 „ ..	3 3	Hokitika Wharf	31 Mar., „ ..	..	Order cancelled.
20 Jan., 1904 ..	M. Kelly	Awatuna	500 „ ..	3 3	Awatuna Siding	29 Feb., „ ..	467	Balance cancelled
5 Feb., „ ..	C. A. Merveldt ..	Stafford	350 „ ..	3 3	Stafford Siding	29 Feb., „ ..	344	„
11 Feb., „ ..	Henry Linklater ..	„	1,000 „ ..	3 3	„	31 Mar., „ ..	778	„
16 Feb., „ ..	F. W. Archer	Reefton	1,000 „ ..	3 3	Reefton Station	31 Mar., „ ..	500	„
16 Feb., „ ..	W. A. Lawson ..	Kumara	250 „ ..	3 3	Kumara Station	31 Mar., „ ..	250	25 April, 1904.
18 Feb., „ ..	Hugh Linklater ..	Stafford	1,000 „ ..	3 3	Stafford Siding	31 Mar., „ ..	1,000	14 June, „
18 Feb., „ ..	F. C. Gosling	Nelson Creek ..	1,000 „ ..	3 3	Ngahere Station	31 Mar., „ ..	748	Balance of order cancelled.
11 Mar., „ ..	D. Baybutt	Totara Flat	500 „ ..	3 3	Totara Flat Station ..	31 Mar., „ ..	500	6 April, 1904.
14 Mar., „ ..	D. Weir	Ngahere	500 „ ..	3 3	Ngahere Station	31 Mar., „ ..	500	1 June, „
15 Mar., „ ..	Jack Bros.	Kotuku	2,000 „ ..	3 3	Kotuku Siding	30 April, „ ..	2,000	30 April, „
15 Mar., „ ..	Lawson Bros... ..	Kumara	300 „ ..	3 3	Kumara Station	30 April, „ ..	300	25 April, „
19 Mar., „ ..	R. J. O'Brien	Rimu	250 „ ..	3 3	Hokitika Wharf	30 April, „ ..	250	29 June, „
10 May, „ ..	J. Newton	Fox's	500 „ ..	3 3	„	31 July, „ ..	500	26 Sept., „
11 May, „ ..	A. C. Honey	Kanieri Forks ..	500 „ ..	3 3	„	31 July, „ ..	101	Balance of order cancelled.
11 May, „ ..	W. G. Stuart	Kumara	500 „ ..	3 3	Kumara Station	31 July, „ ..	452	Ditto.
11 May, „ ..	J. A. Roberts	Ross	1,000 „ ..	3 3	Hokitika Wharf	31 July, „ ..	312	„
12 May, „ ..	Emily Lawson ..	Kumara	350 „ ..	3 3	Kumara Station	30 June, „ ..	350	23 May, 1904.
12 May, „ ..	Jack Bros.	Kotuku	1,000 „ ..	3 3	Kotuku Siding	30 June, „ ..	1,000	14 Sept., „
12 May, „ ..	R. A. Hannah ..	Kumara	500 „ ..	3 3	Kumara Station	30 June, „ ..	..	Order cancelled.
13 May, „ ..	W. A. Sadler.. ..	Nelson Creek ..	500 „ ..	3 3	Ngahere Station	30 June, „ ..	500	22 July, 1904.
13 May, „ ..	W. Fisher	„ ..	1,000 „ ..	3 3	„	30 June, „ ..	1,000	26 June, „
13 May, „ ..	W. A. Lawson ..	Kumara	500 „ ..	3 3	Kumara Station	30 June, „ ..	500	2 July, „
16 May, „ ..	W. Mason	Ross	500 „ ..	3 3	Hokitika Wharf	30 June, „ ..	500	26 May, „
17 May, „ ..	D. McLean	Greymouth	600 „ ..	3 3	Ahaura Station	30 June, „ ..	600	17 May „
18 May, „ ..	Hugh Linklater ..	Stafford	500 „ ..	3 3	Stafford Siding	31 July, „ ..	500	22 Sept., „
18 May, „ ..	J. Dwyer	Humphrey's ..	500 „ ..	3 3	Hokitika Wharf	30 June, „ ..	500	29 June, „
18 May, „ ..	John and James Malloy	Nelson Creek ..	500 „ ..	3 3	Ngahere Station	31 July, „ ..	500	6 Sept., „

APPENDIX D—*continued.*

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—*continued.*

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
				s. d.				
SOUTH ISLAND—*continued.*								
WESTLAND DISTRICT—*continued.*								
18 May, 1904 ..	William Stephens ..	Rimu	300 silver-pine	3 3	Hokitika Wharf	31 July, 1904 ..	192	Balance of order cancelled.
21 May, " ..	John Singer	Kanieri Forks ..	500 Ditto	3 3	"	31 July, " ..	500	25 July, 1904.
23 May, " ..	J. Campbell & M. O'Brien	Nelson Creek ..	500 " ..	3 3	Ngahere Station	31 July, " ..	500	18 July, "
23 May, " ..	W. H. Hunt	" ..	500 " ..	3 3	"	31 July, " ..	428	Balance of order cancelled.
23 May, " ..	T. Dudley	Totara Flat ..	500 " ..	3 3	Totara Flat Station ..	31 July, " ..	500	23 June, 1904.
25 May, " ..	M. Keenan	Rimu	500 " ..	3 3	Hokitika Wharf	31 July, " ..	274	Balance of order cancelled.
15 June, " ..	Mary White	Ngahere	743 " ..	3 3	Ngahere Station	15 June, " ..	743	15 June, 1904.
16 June, " ..	A. Sharpe	Ross	500 " ..	3 3	Hokitika Wharf	31 Aug., " ..	500	8 Aug., "
23 June, " ..	Lee and Kelly ..	Te Kinga	500 " ..	3 3	Te Kinga Siding	31 Aug., " ..	500	13 Sept., "
2 July, " ..	George Lawson ..	Kumara	500 " ..	3 3	Kumara Station	30 Sept., " ..	500	29 Aug , "
5 July, " ..	Paul Mordaunt ..	"	500 " ..	3 3	"	30 Sept., " ..	393	Balance of order cancelled.
8 July, " ..	W. Mason	Ross	500 " ..	3 3	Hokitika Wharf	30 Sept., " ..	500	25 July, 1904.
9 July, " ..	P. McCready	Capleston	500 " ..	3 3	Reefton Station	30 Sept., " ..	500	20 Sept., "
9 July, " ..	W. A. Sadler	Nelson Creek ..	500 " ..	3 3	Ngahere Station	30 Sept., " ..	500	25 Oct., "
9 July, " ..	W. Fisher	" ..	500 " ..	3 3	"	30 Sept., " ..	500	18 Oct., "
11 July, " ..	F. W. Archer	Cronadon	1,000 " ..	3 3	Reefton Station	30 Sept., " ..	1,000	8 Aug., "
11 July, " ..	E. Lockington ..	Reefton	500 " ..	3 3	"	30 Sept., " ..	500	8 Aug., "
11 July, " ..	John Maloney ..	Woodstock	500 " ..	3 3	Hokitika Wharf	30 Sept., " ..	500	5 Sept., "
11 July, " ..	C. W. Fisher	Hatter's Terrace ..	500 " ..	3 3	Ngahere Station	30 Sept., " ..	500	17 Oct., "
11 July, " ..	W. Powell	Kumara	500 " ..	3 3	Kumara Station	30 Sept., " ..	282	Balance of order cancelled.
11 July, " ..	W. Thorp	Hatter's Terrace ..	500 " ..	3 3	Ngahere Station	30 Sept., " ..	500	17 Oct., 1904
11 July, " ..	R. J. O'Brien	Rimu	500 " ..	3 3	Hokitika Wharf	30 Sept., " ..	500	20 Oct., "
26 July, " ..	W. Fletcher	Ngahere	250 " ..	3 3	Ngahere Station	31 Aug., " ..	250	27 July, "
26 July, " ..	M. Kelly	Awatuna	450 " ..	3 3	Kapitea Siding	31 July, " ..	450	26 July, "
27 July, " ..	S. Dixon	Koiterangi	500 " ..	3 3	Hokitika Wharf	30 Sept., " ..	500	15 Nov., "
29 July, " ..	McIvor and Donovan ..	Okarito	500 " ..	3 3	"	31 Oct., " ..	500	Order cancelled.
5 Aug., " ..	J. M. Hannah ..	Upper Blackwater ..	300 " ..	3 3	Ikamatua Station	30 Sept., " ..	300	10 Aug., 1904.
8 Aug., " ..	John Scetrini	Kokiri	700 " ..	3 3	Kokiri Siding	30 Sept., " ..	700	8 Aug., "
9 Aug., " ..	D. Weir	Ngahere	400 " ..	3 3	Ngahere Station	30 Sept., " ..	400	10 Aug., "
9 Aug., " ..	Stuart and Chapman ..	Rimu	500 " ..	3 3	Hokitika Wharf	31 Oct., " ..	500	30 Aug., "
9 Aug., " ..	Fred. Fletcher ..	Ngahere	500 " ..	3 3	Ngahere Station	31 Oct., " ..	500	18 Aug., "
22 Aug., " ..	Emily Lawson ..	Kumara	500 " ..	3 3	Kumara Station	31 Oct., " ..	500	5 Oct., "
26 Aug., " ..	F. W. Beirne	Ngahere	400 " ..	3 3	Ngahere Station	31 Oct., " ..	400	25 Oct., "
6 Sept., " ..	D. Pyne	Stafford	500 " ..	3 3	Stafford Siding	31 Oct., " ..	500	6 Sept., "
13 Sept., " ..	Baxter Bros.	Kokiri	500 " ..	3 3	Kokiri Station	31 Oct., " ..	500	25 Sept., "

APPENDIX D—*continued.*

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1904, and CONTRACTS ENTERED INTO by the Public Works Department, &c.—*continued.*

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
				s. d.				
SOUTH ISLAND—*continued.*								
WESTLAND DISTRICT—*continued.*								
13 Sept., 1904 ..	Jack Bros.	Kotuku	1,000 silver-pine	3 3	Kotuku Siding	31 Oct., 1904 ..	933	Bal. cancelled.
13 Sept., „ ..	F. W. Archer	Capleston	500 ditto ..	3 3	Reefton Station	31 Oct., „ ..	500	20 Sept., 1904.
13 Sept., „ ..	Duncan McLean ..	Greymouth ..	500 „ ..	3 3	Kokiri Siding	31 Oct., „ ..	500	30 Sept., „
16 Sept., „ ..	John Andrews ..	Kumara	500 „ ..	3 3	Kumara Station	31 Oct., „ ..	500	14 Oct., „
20 Sept., „ ..	Stuart and Chapman ..	Rimu	1,000 „ ..	3 3	Hokitika Wharf	31 Oct., „ ..	1,000	3 Nov., „
26 Sept., „ ..	J. Newton	Fox's	1,000 „ ..	3 3	„	31 Oct., „ ..	1,000	20 Oct., „
1 Oct., „ ..	D. Baybutt	Totara Flat ..	500 „ ..	3 3	Totara Flat Station ..	30 Nov., „ ..	500	26 Oct., „
3 Oct., „ ..	Hugh Linklater ..	Stafford	250 „ ..	3 3	Ho Ho Siding	30 Nov., „ ..	250	3 Oct., „
13 Oct., „ ..	D. Weir	Ngahere	500 „ ..	3 3	Ngahere Station	30 Nov., „ ..	377	Bal. cancelled.
8 Feb., 1905 ..	Steele and Clarke ..	Blackball	500 „ ..	3 3	„	8 May, 1905 ..	500	30 Mar., 1905.
8 Feb., „ ..	Emily Lawson ..	Kumara	300 „ ..	3 3	Kumara Station	8 May, „ ..	300	3 Mar., „
11 Feb., „ ..	Baxter Bros.	Kokiri	500 „ ..	3 3	Baxter's Siding	8 May, „ ..	500	29 Mar., „
15 Feb., „ ..	Duncan McLean ..	Greymouth ..	500 „ ..	3 3	Ahaura Railway-station ..	8 May, „ ..	500	30 Mar., „
16 Feb., „ ..	R. J. O'Brien	Rimu	500 „ ..	3 3	Hokitika Wharf	8 May, „ ..	500	28 Mar., „
21 Feb., „ ..	Patterson, Michel and Co.	Hokitika ..	500 „ ..	3 3	„	8 May, „ ..	..	
21 Feb., „ ..	Stewart and Chapman	Rimu	1,000 „ ..	3 3	„	8 May, „ ..	690	
4 Mar., „ ..	Robert Morris ..	Kumara	500 „ ..	3 3	Kumara Station	8 May, „ ..	..	
14 Mar., „ ..	John Andrews ..	„	300 „ ..	3 3	„	8 May, „ ..	236	
27 Mar., „ ..	McCready and Grieg ..	Reefton	500 „ ..	3 3	Reefton Station	15 April, „ ..	..	
27 Mar., „ ..	F. W. Archer ..	Capleston	500 „ ..	3 3	„	15 April, „ ..	..	
17 Mar., „ ..	James Tibbles ..	Nelson Creek ..	500 „ ..	3 3	Ngahere Station	15 April, „ ..	..	
27 Mar., „ ..	S. Dixon	Kokatahi	500 „ ..	3 3	Hokitika Wharf	15 April, „ ..	..	
27 Mar., „ ..	Robert Kearins ..	Reefton	500 „ ..	3 3	Reefton Station	15 April, „ ..	..	
27 Mar., „ ..	F. C. Gosling	Nelson Creek ..	500 „ ..	3 3	Ngahere Station	15 April, „ ..	..	
27 Mar., „ ..	S. R. Honey	Callaghan's ..	500 „ ..	3 3	Hokitika Wharf	15 April, „ ..	..	
27 Mar., „ ..	Daniel Pyne	Kumara	500 „ ..	3 3	Kumara Station	15 April, „ ..	..	
27 Mar., „ ..	E. J. Gale	Hokitika	500 „ ..	3 3	Hokitika Wharf	15 April, „ ..	..	
27 Mar., „ ..	Duncan McLean ..	Greymouth	500 „ ..	3 3	Ahaura Station	15 April, „ ..	..	
Various	Sundry small contractors	Various	3,538 „ ..	3 3	Various	Various ..	3,114	106 cancelled.
CANTERBURY DISTRICT.								
11 Sept., 1903 ..	H. R. Boyd	Rangiora	1,500 black pine	..	Lyttelton	Not fixed ..	405	Balance cancelled
OTAGO DISTRICT.								
17 Dec., 1903 ..	John Hannan	Orepuki	1,700 totara	3 6	Waihoaka	..	1,706	11 Oct., 1904
6 April, 1904 ..	James Templeton ..	Te Tua	200 „	3 3	„	..	167	..
3 May, „ ..	Southland Totara Co. ..	Dunedin	6,000 „	3 0	Hedgehope	26 July, 1904 ..	340	Coy. dissolved
6 July, „ ..	James Reilly	Haldane	200 „	3 6	Mokotua	..	191	..

APPENDIX E.

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

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

SIR,— Public Works Office, Wellington, 1st July, 1905.

I have the honour to submit the following report on the various works completed and in progress throughout the colony during the past year.

RAILWAYS.

ABSTRACT.

The following table shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1905:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1905.	Liabilities on 31st March, 1905.
	M. ch.	M. ch.	£ s. d.	£ s. d.
Kaihu Valley	19 40	17 21	55,044 17 1	..
Kawakawa-Grahamtown—				
Opua Wharf-Hukerenui	32 24	7 41	120,962 17 7	..
Hukerenui-Grahamtown	25 20	22 52	165,077 17 10	152 15 8
Helensville Northwards to Maungatapere	73 15	18 41	167,649 13 4	242 13 5
Kaipara-Waikato, with Branches	151 1	151 1	1,279,352 4 10	..
Waikato-Thames, with Branches	75 18	62 58	447,572 14 3	896 2 10
Thames Valley-Rotorua	69 33	69 33	354,958 2 7	..
Gisborne-Motu	48 15	13 10	109,425 19 11	2,150 0 0
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown Branch)	233 12	233 12	2,099,023 4 2	..
Wellington-Foxton	..	..	42,116 3 4	..
Foxton-New Plymouth, with Branches	204 69	195 49	1,427,082 7 5	53 17 6
Stratford-Kawakawa	101 0	11 18	52,964 1 8	32 14 0
North Island Main Trunk	209 70	119 21	1,478,785 9 6	4,828 10 3
Nelson-Roundell	22 73	22 73	165,669 11 0	21 10 6
Midland Railway*	243 55	93 58	462,073 0 1	30,469 4 6
Greymouth-Point Elizabeth	5 1	5 1	62,540 11 10	18 19 1
Greymouth-Brunner	7 51	7 51	150,512 11 11	..
Greymouth-and Ross	40 37	24 37	244,506 16 0	1,883 7 11
Westport-Ngakawau	19 56	19 56	188,008 17 3	..
Westport-Ngakawau Extension to Mokihinui†	7 12	7 12	..	..
Mokihinui Colliery Line‡	3 69	3 69	..	..
Ngahere-Blackball	2 40	..	27,879 8 0	5 14 4
Picton-Waipara—				
Picton-McKenzie	138 15	33 45	328,218 12 7	..
Waipara-McKenzie	35 0	14 59	153,710 3 6	1,632 8 5
Hurunui-Waitaki, with Branches	483 72	443 8	2,289,839 8 1	..
Canterbury Interior Main Line—Oxford-Temuka	83 0	11 44	59,343 9 2	..
Waitaki-Bluff, with Branches	565 48	478 12	3,597,847 14 10	581 7 9
Otago Central	182 56	111 38	1,141,208 14 4	3,997 5 2
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	332,550 14 3	..
Forest Hill Railway—Winton-Hedgehope§	12 40	12 40	22,733 19 3	..
Western Railways	71 6	62 24	262,833 9 2	..
Preliminary surveys	..	..	34,215 14 0	..
Miscellaneous	..	..	10,336 19 11	..
Stock of permanent-way on hand	..	..	42,064 18 10	114 8 8
Value of permanent-way in hands of Railway Department	..	..	25,000 0 0	..
Rolling-stock	..	..	3,464,227 13 7	164,491 0 9
Total	3,284 72	2,370 68	20,865,338 1 1	211,572 0 9
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	..
Midland Railway, Valuation of Works constructed by Company	..	..	683,460 3 1	..
Grand total	3,284 72	2,370 68	22,658,054 8 2	211,572 0 9

* The amount shown as expenditure represents the net amount charged against the colony.
† The funds for this extension—namely, £35,501 2s. 11d.—were provided by the Westport Harbour Board.
‡ The funds for purchase of this line, £15,745, were provided by the Westport Harbour Board.
§ The expenditure on this line as a tramway was made by the Lands Department.

During the financial year a total length of 45 miles 72 chains of railway was opened for traffic. The following contains the particulars of the sections:—

Railway.	Section.	Length.	Date of Opening.
		M. ch.	
Catlins–Waimahaka	Owaka–Catlins ...	3 38	1st August, 1904.
Otago Central	Ida Valley–Omakau ...	13 20	1st September, 1904.
North Island Main Trunk ...	Mangaweka–Taihape ...	13 1	10th September, 1904.
Coal Creek	...	5 1	1st December, 1904.
Waitaki–Bluff	Heriot–Edievale ...	6 20	15th February, 1905.
Stratford–Ongarue	Ororu	4 72	1st March, 1905.

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

Kawakawa - Grahamtown.

Section 7 m. 16 ch. to 15 m. (about 8 miles long).—The line has been completed up to the 14½-mile point, but has not yet been formally opened for public traffic. Some troublesome slips have occurred on the last half-mile. Beyond the 15-mile point the earthworks are in hand for about a mile.

At the Whangarei end the earthworks have been in progress during the year, but have been delayed by relatively heavy slips occurring. The large bridge crossing the harbour has been completed during the year, also two small bridges.

Helensville Northwards.

Komokoriki Section.—The remaining portion of this section from 54 m. 29 ch. to 56 m. 30 ch. has been completed so far as to be open for traffic up to 56 m. 70 ch., including about half a mile of the Kaipara Flats section.

Kaipara Flats Section (56 m. 70 ch. onwards).—The formation-works have been completed up to the Kaipara Flats Station. The formation of this station-yard is in progress, and the small bridges are being built. About one mile of platelaying is done, and the ballasting is in progress.

Beyond 58 m. 70 ch. the formation-works are in hand up to 61 m. 40 ch. There are some heavy works on this length.

Paeroa - Waihi.

Length, 12 miles 40 chains.—Good progress has been made during the year with all the works on this line. The headings in the Karangahake tunnel met in the beginning of September last, and the tunnel was completed by the end of January. The bridges over the second and third crossings of the Ohinemuri River have been finished, and the remaining small bridges on the line have just been completed. The rails are laid up to 9 m. 50 ch., and this part of the work will be finished to Waihi in about two months. As broken stone for ballast has to be provided, it will take longer than this to finish the ballasting. A contract for station buildings at Waikino has been finished, and a contract for the station buildings at Waihi is about half finished. The coal required by the Waihi mine has been carried by the railway since the 3rd April last.

Gisborne - Karaka.

Karaka Section (12 m. 65ch. to 18 m.; length, 5 m. 15 ch.).—The large bridge over the Waipaoa River was completed in September last, and the other principal work on the section, the tunnel at 13 m. 10 ch., 210 yards long, was completed in October last. The platelaying was started immediately after the completion of the Waipaoa Bridge, and, although delayed by slips, this and all other works were in a sufficient state of completion to allow of the line being opened for public traffic to Karaka Station on the 13th April last. Since that date all necessary works have been completed up to the end of the Karaka Station.

North Island Main Trunk Railway.

North End.

Taumarunui Section (76 m. 55 ch. to 83 m. 23 ch.; length, 6 miles 48 chains).—The decking of the Taumarunui Bridge for vehicle traffic has been completed during the year. The ballasting of the section has been completed. This work was delayed by heavy slips and by the Wanganui River cutting into the railway-work. It took about six months' work to deal with the slips and build protective works and groynes to defend the railway works against the river. It is probable that there will yet be considerable trouble from slips on this section.

Whakapapa Section (129 m. to 119 m., Marton mileage; length, 10 miles).—The formation and bridge-works on this section are so far completed that the rails have been laid on a length of 7½ miles, and it is expected that they will be laid over the whole section in about two months.

Owhango Section (119 m. to 111 m.; length, 8 miles).—All the bushfelling has been done on this section; the service-road has been finished up to Pukerimu at the end of the section, and considerable progress has been made with the earthworks.

Makaretu Section (111 m. to 104 m.; length, 7 miles).—Work is in progress on this section, including bushfelling, construction of service-road, and formation-works. The approach-cutting to the longest of the tunnels on the section has been completed.

The manufacture of the steel superstructure for all the bridges up to Makatote is now nearly completed; several of the bridges are erected.

A contract has just been let to Messrs. J. and A. Anderson, of Christchurch, for the erection, complete, of the Makatote Viaduct. The contract sum is £53,369, and the time for erection two years.

A Public Works sawmill has been started at Kakahi. When all the machinery is at work about 9,000 to 10,000 superficial feet per day will be put out. Planing machinery, &c., is to be added shortly.

South End.

The line up to Taihape was opened for goods traffic on the 1st August, and taken over on the 10th September by the Railway Department; but work on clearing slips, also some minor works, occupied the attention of this Department for some months after that date. There were many very heavy works on this section—about 13¼ miles long—including seven tunnels, large banks, and culverts, the Mangaweka Viaduct, and the Toitoi Bridge. The station formation and equipments at Taihape also involved the execution of a large amount of work. A road bridge is being built over the Hautapu River to give better access to the Utiku Station.

Paengaroa Section (40 m. 40 ch. to 50 m. 70 ch.; length, 10 miles 30 chains).—The first half-mile of this section is included in the section opened. The formation-works up to 49 m. 20 ch. have been completed, including a short tunnel 5¾ chains long. The platelaying of this finished portion is in hand, and will shortly be finished up to the Mataroa tunnel. The work of enlarging and lining this tunnel is being vigorously carried on, and it is hoped to have it finished before the end of the year. The excavations for the Mataroa Station are practically finished, and only one large bank remains to be completed. The approach-roads to the station-yard have yet to be formed and metalled.

Turangarere Section (50 m. 70 ch. to 61 m. 40 ch.; length, 10 miles 50 chains).—The culverts have all been finished, and the earthworks are now well advanced towards completion. As soon as possible double shifts will be started on all necessary remaining earthworks to accelerate the completion of the formation-works on the section. Slips have given trouble on this section, owing to the presence of numerous springs. The concrete abutments and piers for the bridge over the Hautapu River at 51 m. 12 ch. are being built, and work on those for the second bridge will be started soon. A short tunnel near Hautapu Falls is in progress.

Waiouru Section (61 m. 40 ch. to 69 m.; length, 7 miles 40 chains).—Some culverts have been finished, but not enough to enable all the earthworks on the section to be put in hand. All the heavy cuttings have been started, the work extending up to 66 m. Beyond this point the earthworks on the section are not heavy. An effort will be made to complete all the concrete-work on the section next summer, so that there may be no chance of the earthworks being delayed in completion. A cart service-bridge has been built over the Hautapu near 62 m. 67 ch., and a large cement-shed near the same place. Stone is being quarried and broken, ready for delivery at the various culvert and bridge sites as soon as the ground is firm enough for carting.

Only a little over three months were available for carting during the year. The roads did not become practicable for carting until the end of January, and heavy rains set in early in May; work had therefore to be carried on under very adverse conditions.

Murimutu Section (69 m. to 82 m. 70 ch.; length, 13 miles 70 chains).—A start has been made with a drive for a culvert at 70 m. 49 ch., and as soon as the roads are open all the heavy works on the section will be put in hand. Near 71 m. a two-roomed cottage has been built for the officers who will be in charge; also a stable, blacksmith shop, store, and a cement-shed.

The bushfelling and clearing on the sections beyond Murimutu will be started shortly.

All the steelwork for the bridges up to 87 m. is completed.

Preparations are being made for starting the works over the whole length of the line next summer.

STRATFORD - WHANGAMOMONA.

Ororu Section (6 m. 26 ch. to 11 m. 16 ch.; length, 4 miles 70 chains).—The earthworks were completed early in the year, and then the platelaying and ballasting were pushed on. The section was handed over to the Working Railways Department on the 1st March.

Huiroa Section (11 m. 16 ch. to 15 m. 68 ch.; length, 4 miles 52 chains).—The earthworks on this section have been started, including the summit cutting at 14 m. 15 ch., and fair progress has been made during the time worked. Severe weather has somewhat hindered work.

MOUNT EGMONT BRANCH RAILWAY.

The earthworks on this line were started in January last. The works being very light, about 4 miles of formation have been finished, and the bush has been felled for another 1½ miles. A considerable amount of work is required in the construction of the junction-station yard, and this is not yet finished. A start has been made with the platelaying. One mile and a half of fencing has been finished and 4 miles of telephone-line erected. Surveys have been made for site for stone-crushing station and for water-power schemes to work the crushing plant.

MIDLAND RAILWAY.

Tadmor Section (31 m. to 41 m. 29 ch.; length, 10 miles 29 chains).—The protective works to the approach-banks to the Motueka Bridge have been finished. The line has been finished up to Maniaroa Station ready for traffic. The station is 4 m. 55 ch. beyond Motupiko Station. The

rails have been laid to 40 m. 34 ch.; the line is partly ballasted up to 39 m., and has been fenced where it runs through private property.

Reefton-Inangahua Section.—A combined road and railway bridge has been built over the Waitahu River, about 2½ miles beyond Reefton. The bridge over the Inangahua River at the Landing Ferry has also been finished, and road-approaches have been made to it. One pier was damaged by flood in June last, and stone protection is being put round it. Some progress has also been made with the earthworks. Large parties of men are employed on the approach-banks to the Waitahu Bridge, and on stone protection for these banks.

Arthur's Pass Section.—A contract was let this month for the erection of the bridges over Goat Creek and the Rolleston River, and a start is being made with the construction of all works required between Otira Station and the Rolleston end of the Summit tunnel, excepting the banks to be made up from the tunnel-spoil. There is one large cutting on which several parties will be started, and special efforts made to secure its early completion. The distance from the end of the Otira Station-yard to the Rolleston end of the tunnel is 2 miles 28 chains.

Mount Torlesse Section (6 m. to 18 m.; length, 12 miles).—The line is finished up to Staircase, and has been opened for goods traffic to that point. It is now fit to be opened for passenger traffic to 9 miles 30 chains. There is only a short length of unfinished formation between Staircase and Broken River—about a quarter of a mile—but some of the works thereon are heavy. About a mile of service-road has been completed during the year, and at present about 2¼ miles are under construction. Work on the two unfinished tunnels between Staircase and Broken River is being carried on vigorously; one of these tunnels is 26¼ chains and the other 30¼ chains long. Of the first, 7 chains are completed and the heading put through, and 11 chains of the second is also completed, whilst the heading is about three-quarters driven. A start will shortly be made to work at four faces in the first of these tunnels—four faces are now being worked in the second in enlarging and lining it. Block-making for tunnel-lining has been carried on uninterruptedly during the year. The concrete foundation-blocks for the Staircase Viaduct were finished in December last. The contractors for the steelwork began erection in January this year, and the central steel pier has now been finished; the short span at the east end of the viaduct is nearly completed, and the staging for the other two large spans is being erected. Four small bridges beyond Staircase are finished, and the masonry and timber piers and abutments for two other somewhat larger bridges are now well advanced towards completion. The steelwork for these two bridges is being manufactured by contract. The foundations for the piers for the Broken River Bridge have been excavated, and preparations are being made to build the concrete piers. The line has been fenced up to Staircase Station.

Picton - Waipara.

All the works between Scargill and the Hurunui Station, just north of the Hurunui River crossing, are finished, except the ballasting of the Hurunui Station-yard. The rails are laid up to the end of the station. The station buildings are being erected. A road has been made up the Hurunui Gorge to give access to the Hurunui Station from the main road. This station is 8 miles 54 chains beyond Scargill Station. The formation-works are in hand for about three miles beyond Hurunui Station. The works are not heavy, but an old slip has to be crossed in the gorge, and this may give trouble in excessively wet seasons. The questions of tunnelling behind the slip, or bridging over the toe of it near the river, were carefully considered, as alternatives to making the line over the slip, as is now being done. The construction of culverts is being kept well in advance of the earthworks. The bridge over the Hurunui River was completed in August last.

Ngahere - Blackball Railway.

The road-approaches to Ngahere Bridge were completed early in the year. Some protective groynes of stone have been put in along the left bank of Nelson Creek to prevent possible alteration of its course. The formation-works beyond the bridge have been in hand, and some progress has been made.

Coal Creek Railway.

The works were taken over by the Railway Department on the 1st December last. Since then a station-yard has been in course of construction at Runanga, and is now nearly completed. The station-buildings are being put up. Large quantities of gravel have been hauled by this Department for metalling of streets and roads. A considerable amount of work had to be done in removing slips on the line.

Hokitika - Ross Railway.

The combined road and railway bridge over the Hokitika River at Hokitika was finished in October last. A contract for building bridges over Mahinapua and Fisherman's Creeks was let in February following, and these works are now in progress. The formation-works are now practically finished for 8½ miles beyond Hokitika, with the exception of one cutting, and of the approaches to the Hokitika Bridge at the north end. A service-line has been laid into a ballast-pit about three quarters of a mile beyond the Hokitika Bridge. Platelaying will be started almost immediately. The works are in progress to over 10 miles beyond Hokitika; the earthworks are of a relatively light character.

Otago Central Railway.

The line was completed up to Ophir and handed over to the Working Railways on the 1st September last, the line being now finished up to 111½ miles from the Wingatui Junction.

The earthworks are now completed up to 121¼ miles. On the length from Ophir to the second crossing of the Manuherikia there are some heavy rock cuttings. Beyond this point up to near the third crossing of the Manuherikia, at 128 miles 72 chains, the heavier earthworks have been put in hand, and good progress has been made. A start has also been made with the formation

between Alexandra and Clyde, some work having been done at about 129½ miles. All culverts are finished up to 121¼ miles, and are in hand up to 128 miles 68 chains. Some of the piers for the bridge over the Manuherikia, at the second crossing at 121 miles 26 chains, are finished, but the progress made by the contractor is not satisfactory. The timber for two short-span pile bridges, between the second and third crossings of the Manuherikia, will shortly be delivered, when their erection will immediately be put in hand. A contract has been let for the erection of the bridge over the Manuherikia, at the third crossing at 128 m. 72 ch. The timber for the bridge over Waikerikeri Creek, the last bridge before reaching Clyde, will be ordered immediately.

Catlins River Railway Extension.

The bushfelling has been completed for 2 miles 10 chains beyond 21 m. 60 ch., to which point the line is opened, but the clearing is being left till the weather is better. Some other work has been done in preparation of the swampy portions of the line to receive the banks.

Waipahi - Heriot Railway.

The line has been completed from Heriot Station to Edievale, a distance of 6 miles 23 chains. Some of the station-buildings were removed from Heriot to Edievale. The section was opened on the 15th February last.

Surveys of New Lines, Land-plan Surveys, etc.

All the fieldwork for land-plan survey for the eighteen miles of line from Kawakawa to Hukerenui has been finished, the plans for ten miles have been passed by the Survey Department, and those for the remaining length are completed.

The permanent location survey between Kawakawa and Grahamtown has been completed.

An examination for a trial line *viâ* the Dome Valley as an alternative route for the Helensville Northwards line was made, but was not found to be as good as the selected route.

Trial lines were run to determine the best route for the extension of Paeroa-Waihi line beyond Waihi.

An examination was made for a proposed railway from Mamaku to Te Puke.

A survey has been made for the extension of the Gisborne-Karaka line up to a point 43½ miles from Gisborne.

The permanent survey for a line of railway starting from a point two miles south of Eltham to Opunake is in progress; about six miles and a quarter of trial line have been run. Several alternative routes were examined.

The working survey for the Inangahua–Westport Railway has been carried on during the year, and over nineteen miles have been finished.

The working survey for a line of railway from Culverden to Hanmer has been finished and the plans are being prepared. Alternative surveys have been made for 2 ft. gauge and for 3 ft. 6 in. gauge.

The plans for a projected extension of the Mount Somers Railway have been completed, including land plans.

The survey for the permanent location of the Summit tunnel at Arthur's Pass is in progress; the work is now well advanced, but its completion is much delayed by the rough weather, which usually prevails in the mountains. Surveys for water-power schemes, to work the tunnel section by electricity, are also being made; also surveys of all streams likely to be of service in working tunnel-construction plant. A large amount of work has been done in getting data for the best approach to the tunnel from the Bealey side.

A land-plan survey for ten miles of the Otago Central Railway, beyond Omakau (Ophir), has been completed.

The trial survey for the extension of the Catlins River Railway has been in progress during the year, and has been completed for a length of about 20 miles.

Sleepers.

Under contracts and agreements for the supply of sleepers, the deliveries during the year ended 31st March last were as follows: Auckland district, 13,950 totara, 129 puriri, 1,495 ironbark; Rangitikei district, 653 totara; Wellington, 118 ironbark; Westport district, 29,818 yellow or silver pine; Greymouth district, 49,687 yellow or silver pine; Otago district, 1,811 totara.

Roads, Bridges, etc.

The railway-bridge on North Island Main Trunk Railway, over the Wanganui River, has been planked for road traffic, and the necessary road-approaches formed. On the Reefton-Inangahua Railway the railway-bridge just built over the Waitahu has been planked for road traffic to save rebuilding the existing decayed road-bridge, and a combined road and railway bridge has just been finished over the Inangahua River at the landing ferry. The Hokitika Bridge is also a combined road and railway bridge. Contracts have been prepared for the erection of road-bridges over the Whakatane River, and over the Motueka River at Alexander's Bluff. A report was furnished on the condition of the Wanganui Town Bridge after the flood of May, 1904.

A number of petty contracts have been completed for improvements in the Westport–Waimangaroa Road and in widening the Denniston Hill Road.

PUBLIC BUILDINGS.

Auckland District.

The Government House was repainted internally and externally, some additional accommodation and furnishings provided, and all necessary work done to maintain the house and grounds. All the various departmental buildings in the district have been maintained in a state of repair. New Public Buildings are being erected by contract at Tauranga.

Courthouses.—Accommodation has been provided at the Supreme Court for the Arbitration Court; all necessary fittings have been provided, and the repairs and maintenance-work of the whole building attended to. A new Courthouse is being erected at Huntly. A number of minor repairs and improvement-works have been done at the various Courthouses, and all necessary maintenance-work done.

Gaols.—The building of the back wing of the central block, Mount Eden Gaol, is completed, and it is now occupied. Work is in progress on the central and front part of the same wing. A contract for the supply of the internal iron staircases and gallery-rails has been completed. The quarters of the petty officers have been renovated. Some small buildings were erected at the prison camp, Whakarewarewa, and fittings at the Waiotapu prison camp.

Mangakawa Sanatorium, Cambridge.—Some bed-shelters have been built and other buildings completed. Some additional drainage-works have been carried out.

Hospital for Mental Diseases, Auckland.—The old laundry has been converted into a dormitory, and all necessary furniture and fittings supplied. A contract for alterations to the dining-room and kitchen block is in progress; the alterations to the kitchen are finished. It will take two months or more to finish the contract.

Police-stations.—Some minor alterations, additions, and improvements have been made in the Auckland Police-station. A contract for the conversion of the Brigade Office into an inspector's residence has been completed. Three sections have been leased from the City Council for a site for a police-station, and tenders for the erection of the building have been asked for. An office has been built at the Otorohanga Police-station; police-cells were erected at Te Awamutu; the office at Newton Police-station has been altered and enlarged; a lock-up and stable have been erected at Cambridge; cells have been provided at Karaka; the buildings at Hikurangi and Whakatane have been renovated; a contract for the erection of cells at Rotorua has been completed; a contract has been let for the erection of a police-station at Waiuku; a lock-up and a constable's hut have been built at Taumarunui, and some fencing done there and at Ngaruawahia.

Post and Telegraph Offices.—In the Auckland Post-office some additional private letter-boxes have been provided, and an extra clerk's room built. A large lantern light has been provided over the telegraph operating-room, and a number of other improvements made. The post-office fumigating-shed has been removed to Hobson Street wharf. A new post-office has been built at Mangonui, and provided with all fittings and furnishings. A building at Grey Lynn has been purchased and fitted up as a post-office. The Whakatane Post-office has been removed to a site nearer the wharf. Tenders have been received for the erection of a new brick post-office at Parnell. Some considerable repairs have been done at the Te Awamutu Post-office, also at Kihikihi. A tender has been accepted for the erection of a post-office at Waipiro. The contract for the erection of a post-office at Whakarewarewa is nearly completed. A number of minor repairs, alterations, additions, &c., have been carried out at other buildings.

Native Schools.—A contract for the enlarging of the school at Oromahoe has been completed. A new school has been built at Kaingahoe. The Tapuaeharuru School has been moved to another site at Lake Rotoiti. A new school has been built at Oruanui, also one at Waitahanui. Additions have been made to the school at Ruatoki. New schools have been built at Waioeka and at Manguoronga. Additional rooms have been provided at the buildings at Whakarewarewa.

Electric fire-alarms have been provided at the industrial school, Mount Albert, and some iron fittings for fire-escapes and fire-extinguishers at the Takapuna Industrial School. Some fittings and furnishings have been supplied to the State Fire Insurance Department. Some new outbuildings have been erected at the Motuihi Quarantine Station, and repairs to dwelling carried out. The Stock Department's fumigating-shed was removed to the Hobson Street wharf.

All necessary works for maintenance and repairs to buildings in the district have been carried out.

New Plymouth, Wanganui, and Hawke's Bay Districts.

Some small additions were made to the New Plymouth Departmental Buildings.

Police-stations.—Some repairs and additions have been carried out at Hawera, and drainage and water-supply provided at Normanby and Hastings. At Opunake the buildings have been repaired, and painted and papered throughout. A lock-up has been built at Porangahau, also at Hunterville. Alterations and repairs have been carried out at Dannevirke, and extra cells have been built. Painting and repairs have been carried out at Palmerston North, and a few new cells are being built. The Waipukurau Station is being repaired and painted.

Courthouses.—A contract has been let for enlarging the Court-room at Stratford and building additional rooms. Drainage and water-supply have been provided at Hastings Courthouse. The Mangaweka Courthouse has been repainted. The Foxton Courthouse has been reroofed. At Palmerston North some alterations have been made in the clerk's office, and the Woodville Courthouse is being painted and repaired.

Gaols.—A new wall is being built at Napier Gaol; drainage-works have been carried out at Wanganui Gaol.

Post-offices.—The erection of a post-office at Eltham was completed, and the necessary drainage-connections subsequently made to the new town system. Repairs to the Waverley Post-office have been completed and a telephone-room added. A post-office is being built by contract at Pungarehu.

The Manaia Post-office has been put in as good a state of repair as possible. The buildings at Porangahau and Mangaweka have been repainted. Small earthquake damages have been made good at Dannevirke, Porangahau, and Weber. The brick post-offices at Woodville and Feilding sustained very slight damage. A contract is in progress for alterations, additions, repairs, and painting at Dannevirke Post-office. A contract is also in progress for extending the mail-room in the Napier Post-office, and for painting the building.

A stable and trap-shed has been built for the Stock Inspector at Hawera.

A number of buildings in these districts have been examined and reported on.

Wellington District.

The Wellington Customhouse has been completed with all fittings, and was formally opened on the 12th June.

The building for the Mines laboratory was completed in September, and the building for the Public Health laboratory was finished in October; a cottage has been built for the laboratory assistant at Wallaceville laboratory. Additions have been made to the Wellington Telephone Exchange. The Te Nui Post-office has been repaired and painted; a brick post-office has been built at Otaki. Alterations, &c., have been made in the South Wellington, Brooklyn, Te Aro, Molesworth Street, and Abel Smith Street Post-offices. Some repairs, &c., have been done to the police-station buildings at Te Nui, Upper Hutt, and Manners Street. At Levin Industrial Home a contract for the erection of a cottage for fourteen boys, laundry, and manager's house has been completed, and a contract has been let for the erection of an office-building, dairy, boiler and engine-house in brick, and a cow-shed and cattle-yards in wood. A contract for the erection of a Native School at Waimarama has been completed; a contract for the supply of materials for the erection of a Native School at Kaiwhata is in progress. At the Terrace Gaol a retaining-wall has been built and additional exercise-yards provided, a slip removed; also a slip has been removed in Ranfurly Street. At Mount View Mental Hospital repairs have been made to the roof, some storm-water drains made; also sewerage drain, new water-main laid, and minor repairs done. At Porirua Mental Hospital a laundry has been completed and a meat-store built. Additions to the Auxiliary Asylum No. 2 have been completed with fittings, &c.; some additional fire-appliances provided. The Medical Superintendent's house has been repainted; the water-main through the garden has been uncovered and supported on concrete blocks. A piggery is being built; the reservoir gathering has been fenced; preparations are being made for the construction of sewerage filter-beds.

Additional letter-boxes have been provided at the General Post Office, various rearrangements made, and the building renovated generally. Government House has been repainted, and improvements made in the laundry. Small addition has been made to the Museum workshop. New offices have been fitted up for the Labour Department. Some minor alterations have been made at the Supreme Court and considerable renovation-work. A large amount of work was done on the Government Life Insurance building to make good earthquake damages.

Electric light has been provided in the new wing, Terrace Gaol, Supreme Court, Mines laboratory, Health laboratory, Customhouse, Commandant's new offices, and other buildings in whole or part. An electric light installation for the Levin Industrial Home is nearly complete, also a large amount of work has been done in improvements to and the maintenance of the various Government buildings and offices in the City of Wellington.

Marlborough.

In the Government building, Blenheim, a new safe has been provided, and some necessary repairs to the buildings and fittings done. A contract for sanitary fittings and drainage is in progress. The Picton Post-office has been repainted and the interior walls revarnished. The police-station at Picton has been repaired and a new outhouse built. Some conveniences have been provided at the post-office, Renwick.

Nelson.

A contract has been let for the erection at Nelson of a new post-office in brick. The house purchased for a home for imbecile children at Richmond has been altered to meet the requirements of such a home. A small fire-service reservoir is being built at the Nelson Mental Hospital; some fittings have been provided for the post-office at Port of Nelson. The Collingwood Courthouse has been repaired and painted.

West Coast Districts.

Westport.—A number of small-repair contracts have been carried out in various public buildings; the largest were those for police-station, Denniston, and the Postmaster's residence, Lyell. At Reefton Government Buildings and Police-station sanitary improvements have been made, and the post-office has been painted. At Greymouth a contract has been let for large additions, in brick, to the hospital. Repairs have been made to the old post-office, and improvements and repairs, &c., have been carried out in the Postmaster's residence. A contract has been let for the erection of a new post-office in brick, and work has been begun. Additions have been made to the police-station and the buildings repaired and painted. General repairs to the police sergeant's quarters have been carried out. At the Courthouse some sanitary work has been done. The Public Works building has been repaired and painted outside. Additions have been made to the Courthouse, Hokitika, and the building has been repaired and painted. Some additions have been made to the post-office, Hokitika, also to the police-station, and repairs and painting done at the post-office at Ross.

CANTERBURY.

Some improvements have been made in the Departmental Buildings, Christchurch. Some minor works have been carried out, and fittings and furnishing at various Courthouses in the district, and minor renovation improvements have been made and fittings provided at the gaols at Lyttelton and Timaru.

Police-stations.—The buildings at Kaikoura have been repaired and painted. At Amberley some small additions have been made. Alterations and additions to station at Culverden have been completed. Lock-ups have been built at Rangiora, Kaiapoi, and New Brighton, and one is being built at Belfast and one at St. Andrew's. At Christchurch the watch-house has been renovated, improvements made, and fittings supplied. The office of the Inspector of Weights and Measures has been renovated. Some of the buildings at Sumner have been repainted. The new station at Akaroa was completed this year. The sergeant's house at Ashburton has been renovated and some small additions and improvements made. The additions, alterations, &c., in progress at Temuka Police-station last year have been completed, and some further works done. At Timaru the sergeant's quarters have been renovated and painted. A building has been erected for kitchen and dining-room, &c.; the quarters for Inspector of Weights and Measures have been renovated, and some improvements in lavatory services have been made. At Pleasant Point Station some additional accommodation has been provided, and the exterior of the building repaired and repainted. At Waimate some fencing has been done and tanks fixed.

Post-offices.—Some small additions have been made to the Waiau Post-office, and small repairs at Rangiora. The new brick post-office at Kaiapoi has been finished; some small alterations in the bell-tower were made. Some fencing and repairs have been done to the Papanui office. The old St. Albans Borough Council offices have been purchased and converted into a post-office; considerable alterations were required. Some renovations have been made in the post-office, Christchurch. A contract has been let for considerable additions to this building. An old bank building in Hereford Street has been converted into a temporary money-order office, &c. Some repairs, &c., have been done to the branch office in Lichfield Street, and small improvements at New Brighton Post-office. At Akaroa additional accommodation has been provided and extensive alterations have been made, also some improvements in various services, &c. The works in progress at Timaru last year have been finished, and the exterior of the building has been painted and some other works done.

At Sunnyside Hospital for Mental Diseases the contract for additions to auxiliary building, providing large dining-room, kitchen, and scullery, was completed in October last; some fire-prevention appliances have been supplied. Extensive alterations, repairs, &c., have been done throughout the buildings. A contract for the supply of some cooking apparatus has been finished. A contract for the erection of three large iron water-tanks in the towers is in progress; alterations have been made in the towers to receive these new tanks. Extensive repairs have been required in the old slate roofs on the male division; some improvements have been made in the laundry and boiler-house. The Medical Superintendent's house has been renovated and repainted.

Education Department.—The Receiving Home in Hereford Street was destroyed by fire. Some works have been carried out at this site, also temporary premises have been fitted up in Fitzgerald Avenue. An additional ram has been fixed at Te Oranga Home for pumping water. At Sumner Deaf-mute Institute some rooms have been painted and some fittings and furnishings provided. A contract has been let for a room for electric plant. At Burnham Industrial School some fire-hose and fire-extinguishers have been provided, and some sewerage carrier-pipes, &c., laid. At the Hanmer Spa a cold swimming-bath, new laundry, additions to dining-rooms, and verandah, septic tank, also repairs and painting have been done by contract; a boiler-house has been built, drains laid, hot-water service, and other fittings supplied. At Pukaki Hotel, for tourists, extensive additions have been made.

OTAGO.

Post-offices.—Some minor works were done at Alexandra Post-office, also at Oamaru and Invercargill. A room for the Labour Bureau has been provided in Oamaru Post-office. Alterations have been made in the mail-room, Dunedin, and fittings supplied. A new post-office has been built at Waikaka and fittings, &c., provided. Renovations and repairs have been done at Lawrence and Kaitangata. Additions have been made to the Pembroke Post-office. A contract for the erection of an office and residence in brick is in progress at Winton. A contract has been let for additions to the Arrowtown Post-office. A contract for the erection of a post-office at Half-moon Bay, Stewart Island, has been let; some additions have been made to the Palmerston South Post-office.

Police-stations.—Small additions and improvements have been made at the North and South Dunedin stations. At Invercargill a stable has been built, and some improvements made in the sergeant's residence. The Central Station at Dunedin has been renovated. The station at Milton has been renovated and painted.

Courthouses.—The Courthouse at Lawrence has been renovated. A new Courthouse is being built at the Bluff. At the Dunedin Law Courts a room has been fitted up for the Arbitration Court. The woodwork in the building has been oiled; a fire-proof door has been fixed up and some fire-escape ladders.

Some minor repair and other works have been done at the gaol buildings at Invercargill, Oamaru, and Lawrence. Some repairs have been done to the Dunedin Customhouse, and the outside has been painted. Repairs have been done at the industrial school, Caversham. A contract for repairs to the stairs, Dunedin Government Insurance Buildings, has been completed, also some other works have been done. Some works to improve the foundations to the Seacliff Asylum have been finished. A contract has been let for additions to the Glade House, Te Anau Lake. A con-

tract for renovations to the Port Chalmers Garrison Hall has been finished. The Immigration Barracks, Caversham, has been sold for removal; this work is in progress. A contract has been completed for renovating and painting the Quarantine Island buildings. "Rex" fire-extinguishers have been provided at Central Post-offices, Dunedin, Gore, and Invercargill, the Court-houses at Gore and Invercargill, and police barracks, Invercargill. A large amount of maintenance-work has been done in addition to the above-mentioned works, and many minor fittings supplied to various Departments.

MARINE.

The cast-iron tower for Cape Campbell lighthouse, to replace the wooden trestle tower now decayed, is completed, and the lantern is being fixed in position. A contract has been let for the removal of rocks in Onehunga Harbour, and good progress is being made with the work. A fog-signal is being erected at Taiaroa Head. The Kaipara Heads beacons have been enlarged, and beacons are being erected at Manukau, and the lighthouse-keepers' residences put in repair. The signal-station at Karamea Harbour has been shifted to meet altered conditions; plans for beacons at West Wanganui have been prepared. Additions and repairs have been carried out at the pilot-station, Foxton. Plans for a wharf for the cable-steamer "Iris," Auckland Harbour, have been prepared, and for a wharf in Whangarei Harbour, to give deep-water facilities. A contract has been let for the construction of groynes at St. Clair to protect the sandhills from erosion. Reports have been furnished on Karamea and Motueka Harbours, and a report on the Lake Ellesmere outlet, suggesting methods of keeping it open.

A large number of plans for works by local bodies have been dealt with during the year.

Some snagging has been done in Mahinapua Creek.

ROTORUA DRAINAGE AND WATER-SUPPLY.

The drainage-pipes have been relaid in all the main streets, but the work in the residential portion of the town has yet to be done. Some of the work required to be done below lake-level was somewhat troublesome. The collecting-tank has been made serviceable, and an oil-engine for pumping has been obtained. No house connections have yet been made for a new water-supply.

A survey has been made of a pipe-line from Rotorua to Moerangi springs; the distance is five miles and three quarters. It is proposed to lay a large-diameter pipe sufficient to give a good fire-supply in addition to ample domestic supply. The water from the Moerangi springs is of very good quality. Since this work was done other springs have been suggested as a source of supply, and the question as to their suitability is now under consideration.

HANMER WATER-SUPPLY.

Fresh surveys have been made for water-supply to the Hanmer Township; the proposed water-power scheme at Jollie's Pass would seriously affect the scheme at first suggested.

ELECTRIC TRAMWAYS.

A very large amount of work has been done during the year in connection with approving plans for electric tramways, and in passing sections of tramways, and the rolling-stock on same, as completed.

UTILISATION OF WATER-POWER.

A complete survey for the utilisation of the Huka Falls on the Waikato River is in progress. When this work is done the survey for the alternative scheme to utilise the flow from Rotorua and Rotoiti Lakes by works located in the Kaituna River valley or otherwise will be started.

A survey to determine all necessary data for the Tauherinikau scheme has been in progress for some time; though much hindered by the wet winter a large part of the work is now done. The survey of the Hutt River will then be put in hand to determine which will be the better scheme to develop for the supply of electric power for Wellington City and surrounding districts.

An exhaustive survey is in progress at Jollie's Pass to determine the extent of and the best location for works to utilise the water flowing in the Clarence River, by diverting it by a tunnel through Jollie's Pass. The possibility of increasing the storage-capacity of Lake Tennyson by a dam is also being investigated; it will apparently be possible to do so at no relatively great expense, and thus the control of the flow from the headwaters of the Clarence River will become possible. It appears almost certain that over 20,000-horse power will be obtainable. An alternative to taking the water from the Clarence through Jollie's Pass is to divert it through Jack's Pass. This does not appear at first sight to be so good as the Jollie's Pass scheme, but sufficient data will be got to enable a correct decision being arrived at.

A survey is now nearly completed for a water-power scheme to utilise the water from the two Opuhas, the Opihi, and the Tengawai. A considerable amount of water can be stored by the building of a dam at the upper end of the Opihi Gorge; the flow of water in the streams is considerable, and a good scheme appears to be available. As much as possible of the high-water flow of the two Opuhas and the Tengawai would be diverted into the reservoir on the Opihi.

Some further information of a preliminary character has been got as to the possibility of a tunnel and pipe conduit to divert the water from Tekapo Lake into the Opihi. This is apparently quite possible.

After the Opihi survey is finished some further information will be obtained regarding Lake Coleridge.

A survey of the Teviot River scheme has been completed. A very large storage-lake can be formed by building a masonry dam. The available fall from Lake Onslow to the Clutha for power schemes is 1,780 ft. A series of power schemes would be possible; the lowest one would be the

first to be constructed; the fall obtainable for it would be about 870 ft. The result of the survey is to show that a very good power scheme is available on this river.

Some data has been got as to the possibility of diverting the upper waters of the Taieri by a tunnel through the Rock and Pillar range. About 1,000 ft. of fall is obtainable, but the works would be costly. By storing water in a favourable reservoir-site a considerable power scheme could be got on the Earnscleugh River, near Clyde. Some further consideration has been given to possible additional power schemes on the Mohaka River, Hurunui, Ashley, Waiau-ua, and others, and to schemes already proposed on the Clarence, Mangawhero, &c., but no further special examinations to ascertain probable extent or location of works for these schemes have been made.

DEFENCES.

Auckland.

Some additional gun-pits are being constructed. The lodge roof at one fort has been covered with iron, and the Commander's house has been repaired. At another battery a concrete-covered trench has been constructed, mine-field appliances have been provided, and some surveys made. Meters have been fixed on the water-supply pipes. Some improvements in case of fire have been made; some improvements in roads have been made, and in maintenance of grounds. A defence store has been erected by contract. A contract for a new rifle range has been completed and requirements supplied.

Wellington.

Shelly Bay wharf has been put in an efficient state of repair; some small water-supplies have been completed; an abandoned gun-pit has been converted into a fire commander's station; repairs have been carried out to the Mahanga Bay incline, and torpedo-boat shed; maintenance-work has been done at various batteries; at Alexandra Depot offices for the Commandant have been built; additions have been made to the armoury store, and a storekeeper's residence built by contract; an artificer's workshop has been completed, and improvements made in the grounds.

Lyttelton.

The rifle-range has been improved; a retaining-wall is being built at the parade ground, Sumner Road Barracks; the drainage is being renovated, electric light installed, and a small wharf and shed built. At Ripa Island a water-tank has been enlarged and better lavatory accommodation provided.

Dunedin.

A smithy and workshop for the artillery have been erected. Work is in progress for a search-light emplacement. One of the jetties has been repaired. A contract for additions to one of the barracks has been completed.

I have, &c.,
W. H. Hales,
Engineer in Chief.

The Hon. the Minister for Public Works.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1905—*continued*.

SOUTH ISLAND.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	Surveyed.	Under Formation.	Under Platelaying.	State of Line. Opened. Date.	To June, 1872.	1872–73.	1873–74.	1874–75.	1875–76.	1876–77.	1877–78.	1878–79.	1879–80.	1880–81.	1881–82.	1882–83.	1883–84.	1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.	1895–96.	1896–97.	1897–98.	1898–99.	1899–1900.	1900–1.	1901–2.	1902–3.	1903–4.	1904–5.	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	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
		M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Nelson-Roundell	Nelson-Belgrove	22 78	Port Extension	1 0						17 May, 1880										1 0																										32 78
			Nelson-Foxhill	18 78	2 52	25 45				31 Jan., 1876				18 78																															
			Foxhill-Belgrove	3 0						25 July, 1891											3 0																									
Midland Railway	Stillwater-Belgrove (viâ Tadmor)	148 21	Stillwater-Reefton	37 9	4 79	42 8				21 July, 1900 ††																													37 9					
			Reefton-Inangahua	20 0		20 0	14 0	5 40	0 40																																		
			Inangahua-Tadmor	71 19		71 19	71 19																																				
			Tadmor-Motupiko	10 29	0 69	11 18		2 47	7 62																														32 15				
			Motupiko-Belgrove	0 44	0 62	10 26				21 July, 1900 ††																													0 44					93 58
	Brunner-Springfield	95 49	Brunner-Jackson's	32 15	2 68	45 15				21 July, 1900 ††																													32 15					
			Jackson's-Otira	10 12						18 Nov., 1900																													10 12					
			Otira-Avoca	37 22		37 22	37 22																																				
			Avoca-Otarama	11 22		11 22	2 60	3 38	5 4																																		
			Otarama-Springfield	4 58	0 16	4 74				21 July, 1900 ††																													4 58					
Ngahere-Blackball	Ngahere-Blackball	3 30	Ngahere-Blackball	3 30		3 30	2 24	1 6	(to bridge)																																		
Greymouth-Nelson Creek	Greymouth-Nelson Creek	7 51	Greymouth-Brunnerton	7 22						7 April, 1876				7 82																														
			Extension	0 5	6 18	13 69				1 Feb., 1881										0 5																									
			Stillwater (portion)	0 4						14 Mar., 1881										0 4																									
			" "	0 10						1 Sept., 1885																																				
Westport-Ngakawau	Westport-Ngakawau	19 19	Station	0 29						17 Dec., 1878								0 29																											
			Westport-Waimangaroa	10 0	8 12	27 31				5 Aug., 1878					10 0																														
			Waimangaroa-Ngakawau	8 70						26 Sept., 1877							8 70																													
		0 37	Extension to Coal Company's Line	0 37		0 37				31 Mar., 1890																				0 37														0 37
Westport-Ngakawau Extension	Ngakawau-Mokihinui	7 12	Ngakawau-Mokihinui	7 12	1 16	8 30				8 Aug., 1893																								7 12											7 12
	Mokihinui Colliery Line	3 69	Mokihinui to coalmine	3 69	0 25	4 14				25 Feb., 1895 *																									3 69										3 69
Newsurvey	Westport Inangahua Junction	26 0	Westport-Inangahua Junction	26 0		26 0	26 0	Prelim.																																				
State Colliery	Greymouth-Coal Creek	5 1	Greymouth-Coal Creek	5 1	1 50	6 51				1 Dec., 1904																																		5 1	5 1
Greymouth-Hokitika	Greymouth-Hokitika	24 37	Greymouth-Hokitika	24 37	2 10	26 47				20 Dec., 1893																								24 37										24 37
Kumara Branch	Kumara Branch	4 10	Kumara Branch	4 10		4 10	4 10																																					
Hokitika-Ross	Hokitika-Ross	16 0	Hokitika-Ross	16 0		16 0	2 0	14 0																																				
Newsurvey	Ross-Waitaha	10 0	Ross-Waitaha	10 0		10 0	10 0	Prelim.																																				
Picton-Waipara	Picton-Kahautera	103 30	Picton-Blenheim	16 57						18 Nov., 1875																																			
			Blenheim	1 22	3 26	28 68				24 May, 1880				16 57																														
			Omaka Contract	2 48						18 April, 1893												1 22																								
			Vernon Contract	1 75		1 75																												2 49								1 75		33 45
			Dashwood Contract	3 38		3 38																																				3 38		
			Utawai Contract	2 39		2 39				10 Oct., 1902																																2 39		
			Awatere Section	5 11	0 43	5 54																																				5 11		
			Surveyed (location)	4 71		4 71	4 71																																				
			" (trial)	64 74		64 74	64 74																																				
	Kahautera-Mackenzie	34 65	Kahautera-Mackenzie	34 65		34 65	34 65	Prelim.																																				
	Mackenzie-Waipara	35 0	Mackenzie Section	11 26		11 26	10 12	1 14																																				
			Waikari Section	8 54	0 11	8 65		0 54	7 70																																			
			Omihi Section	15 0	1 2	16 2			0 21	16 Dec., 1903																																	14 59			14 59
Hurunui-Waitaki, with Branches	Main Line	206 7	Culverden-Hurunui	9 50						9 Feb., 1886																9 50																		
			Hurunui-Medbury	1 14						9 Feb., 1886																1 14																		
			Medbury-Waikari	8 40						28 Oct., 1884																																			
			Waikari-Waipara	9 10						17 April, 1882																8 40																		
			Waipara-Amberley	6 77						6 Oct., 1880												9 10																						
			Amberley-Ashley (part)	3 63						9 Feb., 1876											6 77																							
			"	7 64						3 Nov., 1875				3 63																															
			Ashley-Rangiora	1 71						17 April, 1875				7 64																														
			Rangiora-Southbrook	1 68						5 Nov., 1872																																		
			Southbrook-Kaiapoi	5 1						2 Sept., 1872			1 63																														
			Kaiapoi-Addington	11 68						1 April, 1872	11 68		5 1																														
			Christchurch-Selwyn	22 48						2 Oct., 1867	22 48																																
			Selwyn-Dunsandel	1 77						15 Feb., 1878																																		
			Dunsandel-Rakaia	10 66	64 68	270 75				29 May, 1878													1 77																						206 7
			Rakaia-Ashburton	17 7						4 Aug., 1874													10 66																					
			Ashburton-Ealing	19 29						31 May, 1875																																		
			Ealing-Woodbridge	2 59						24 Aug., 1875																																		
			Woodbridge-Temuka	18 65						4 Feb., 1876																																		
			Temuka-Timaru	11 16						22 Oct., 1875																																		
			Timaru-St. Andrews	10 28						1 July, 1876																																		
			St. Andrews-Otaio	3 66						1 Sept., 1876																																		
			Otaio-Makikihi	3 61						30 Oct., 1876																																		
			Makikihi-Hook	3 86						1 Feb., 1877																																		
			Hook-North Waitaki	16 14						1 Feb., 1877																																		
			North Waitaki-South Waitaki	1 40						17 April, 1876																																		
	Branches.— Rangiora-Oxford	21 76	Rangiora-Cust	11 77						1 Dec., 1874																																		
			Cust-Carlton	5 53	2 86	24 82				6 April, 1875				11 77																														
			Carlton-Oxford West	4 26						21 June, 1878				5 53																														
														4 26																														
	Eyreton (from Main Line)	20 7	Main Line-West Eyreton	14 25	1 61	21 68				27 Dec., 1875					14 25																														
			Eyreton-Bennett's	5 62						1 Feb., 1878							5 62																												
	Lyttelton	6 26	Lyttelton-Christchurch	6 26		6 26				9 Dec., 1867	6 26																																	6 26
	Southbridge	25 31	Hornby-Ellesmere	14 62	3 17	28 48				26 April, 1875				14 62																														
			Ellesmere-Southbridge	10 49						30 July, 1875					10 49																														25 31
	Little River-Akaroa	42 10	Lincoln-Birdling's Flat	17 8	2 5	24 51				7 June, 1882													17 8																				
			Birdling's Flat-Little River	5 38						16 Mar., 1886																	5 38																		22 46
			Reconnaissance	19 44		19 44	19 44	Prelim.																																				
	Springfield	30 60	Rolleston-Sheffield	24 4						1 Dec., 1874																																		
			Sheffield-Springfield	5 50	8 7	38 67				8 Jan., 1880				24 4																														
			Springfield-Coalmine	0 77						10 Feb., 1880										5 59																								
	Whitecliffs	11 38	Darfield-Whitecliffs	11 38	1 58	13 11				3 Nov., 1875										0 77																								
			Whitecliffs to Bridge	0 51						27 June, 1886					11 33																													
	Rakaia-Ashburton Forks	22 20	Rakaia-Methven	22 20	2 65	25 5				1 April, 1883 *																																		
	Ashburton	29 46	Tinwald-Westerfield	10 47						8 April, 1880																																		
			Westerfield-Anama	8 30						7 Oct., 1882																																		
			Anama-Cavendish	2 47	1 52	29 1				1 Mar., 1884																																		
			Cavendish-Mt Somers	1 48						4 Oct., 1886																																		
			Mt Somers-Springburn	4 8						9 Sept., 1889																																		
			Extension	2 17		2 17	2 17																																				
	Opawa and Albury to Fairlie Creek and Burke's Pass	58 8	Washdyke-Pleasant Point	8 67						24 Dec., 1875					8 67																														
			Pleasant Point-Albury	16 61	2 45	38 50				1 Jan., 1877						16 61																														
			Albury-Winscombe	7 7						22 Aug., 1883																																			
			Winscombe-Eversley	3 30						30 Jan., 1884																																			
			Preliminary survey	19 3		19 3	19 3	Prelim.																																				
	Waimate	4 42	Studholme-Waimate	4 42	1 3	5 45				19 Mar., 1877																																		
	Waimate Gorge	8 21	Waimate-Waihao Downs	8 21	0 54	8 75				1 April, 1885 *						4 42																												
Waitaki-Bluff and Branches	Main Line	246 69	South Waitaki-Oamaru	13 8						25 Sept., 1875					13 8																														
			Oamaru-Hillgrove	24 52						4 Nov., 1876						24 52																														
			Hillgrove-Palmerston	12 68						22 May, 1878							12 68																												
			Palmerston-Waikouaiti	9 8						6 Sept., 1878								9 8																												
			Waikouaiti-Waitati	14 38						7 May, 1878							14 38																												
			Waitati-Glendermid	9 77						20 Dec., 1877							9 77																												
			Glendermid-Dunedin	7 6						9 April, 1878			7 6																															
			Dunedin-Abbotsford	5 7						1 July, 1874				5 7																														
			Abbotsford-Clutha River	46 36	59 18	306 2				1 Sept., 1875					46 36																														246 69
			Clutha River-Balclutha	0 60						22 Jan., 1878							0 60																												
			Balclutha-Clinton	20 76						22 Jan., 1879								20 76																											
			Clinton-Waipahi	9 62						1 Nov., 1877							9 62																												
			Waipahi-Gore	16 11						21 June, 1877						16 11																													
			Gore-Mataura	7 40						30 Aug., 1875					7 40																													
			Mataura-Woodlands	20 68						7 June, 1875				20 68																													
			Woodlands-Invercargill	11 21						11 Feb., 1874			11 21																														
			Invercargill-Bluff	17 1						6 Feb., 1867	17 1																																
	Branches.— Duntroon	21 75	Pukeuri-Marawhenua	21 29	1 35	23 30				1 Dec., 1875					21 29																													
			Marawhenua-Duntroon	0 46						11 July, 1881												0 46																						
	Duntroon-Hakateramea	15 38	Duntroon-Hakateramea	15 38	1 5	16 43				1 April, 1885 *																15 38																		15 38
	Ngapara	14 76	Waiareka-Ngapara	14 76	1 81	16 27				2 April, 1877						14 76																												14 76
	Livingstone	16 40	Windsor-Livingstone	12 0	0 50	12 50		0 5		12 Aug., 1887																						11 75											11 75
			Survey (trial)	4 40		4 40	4 40	Prelim.																																			
	Palmerston-Waihemo	9 40	Palmerston-Dunback (part)	1 58	0 54	9 29				30 July, 1882														1 58																			8 55
			Palmerston-Dunback (part)	6 77						1 Oct., 1886																	6 77																
			Surveyed	0 65		0 65	0 65																																				
	Inch Valley Railway	2 29	Inch Valley Lime Quarry	2 29	0 28	2 52				11 June, 1900																																	2 29
	Port Chalmers	1 9	Glendermid-Port Chalmers	1 9	3 40	4 49				9 April, 1878		1 9																														1 9
	Green Island	2 44	Burnside-Waltons Park	1 74	0 52	3 16				1 July, 1874				1 74																													
			Walton Park-Saddle Hill	0 50						4 Sept., 1879									0 50																								2 44
	Green Island to Brighton	4 65	Surveyed	4 65		4 65	4 65																																			
	Fernhill Colliery Line	1 60	Abbotsford to Fernhill Colliery	1 60	0 24	2 4				19 Dec., 1895 *																																		1 60
	Kaikorai Valley Railway	2 60	Surveyed	2 60		2 60	2 60																																			
	Outram	8 78	Mosgiel-Outram	8 78	0 68	9 66				1 Oct., 1877							8 78																											8 78
	Lawrence	21 76	Clarkville-Waitahuna	15 4	2 2	23 78				22 Jan., 1877					15 4																													
			Waitahuna-Lawrence	6 72						2 April, 1877					6 72																													21 76
	Lawrence-Roxburgh	38 25	Preliminary survey	38 25		38 25	38 25	Prelim.																																			
	Catlin's River	19 20	Balclutha-Romahapa	7 62						15 Dec., 1885																	7 62																
			Romahapa-Glenomaru	6 18	1 68	21 8				9 July, 1891																							6 18										
			Catlin's Tunnel Sec.	0 46						4 Mar., 1895																																		
			Hunt's Road Sec. (part)	8 48						16 Dec., 1896																																		
			Hunt's Road Sec. (part)	1 6						22 June, 1896																																		
	Waipahi-Heriot Burn	20 8	Waipahi-Kelso	15 27	2 8	22 6				1 Dec., 1880											15 27																						
			Kelso-Heriot	4 56						1 April, 1884													4 56																				
	Heriot Railway Extension	6 20	Heriot-Eadies	6 20	0 45	6 65				15 Feb., 1905																																	6 20		26 21
	Extension to Roxburgh, viâ Rae's Junction and Ettrick	28 10	Surveyed	28 10		28 10	28 10	Prelim.																																			
	Viâ Spylaw	25 70	Surveyed	25 70		25 70	25 70	Prelim.																																			
	Waimea Plains District Ry.	36 39	Gore-Lumsden	36 39	1 34	37 73				1 April, 1886 *																		36 39																36 39
	Kelso-Gore	24 0	Surveyed	9 58		9 58	9 58																																			
			Preliminary survey	14 22		14 22	14 22	Prelim.																																			
	Riversdale-Switzers	18 70	Riversdale Section	7 0		7 0	4 50		2 30																																	
	Edendale-Toitois	19 90	Surveyed	6 70		6 70	6 70																																			
			Edendale-Wyndham	4 0						9 Oct., 1882													4 0																				
			Wyndham-Glenham	5 86	0 72	10 28				1 May, 1890																					5 86											9 86
			Surveyed	9 74		9 74	9 74																																				
	Seaward Bush	24 52	Appleby-Waimatua	5 40						9 July, 1886																																	
			Waimatua-Mokotua	5 58						16 Jan., 1888																																	
			Waitura Sec. (portion)	6 62	1 50	26 22				6 Mar., 1895																																	
			Waituna Sec. (portion)	1 40						8 June, 1899																																	
			Titiroa and Waimahaka Sections	5 12																																						
Catlin's-Seaward Bush	Catlin's-Seaward Bush	57 60	Owaka Catlin's River Bridge	4 0	0 36	4 80		0 42		1 Aug., 1904																																	3 38	3 38
			Reconnaissance	40 32		40 32	40 32	Prelim.																																			
			Tokanui-Wainahaka	13 28		13 28	13 28																																			
Canterbury Interior Main Line	Oxford-Temuka	88 0	Oxford-Sheffield	11 44	0 27	11 71				7 Aug., 1884																																	11 44
			Surveyed	21 7		21 7	21 7																																			
			Reconnaissance	50 29		50 29	50 29	Prelim.																																			
Otago Central	Waitaki Bluff Main Line to Lake Hawea	182 56	Wingatui Jct.-Hindon	16 67						24 Oct., 1889																																	
			Hindon Section (part)	2 48																																						
			Deep Stream Section	4 22						9 April, 1891																																	
			Nenthorn Section	9 0																																						
			Middlemarch Section	7 31	4 60	90 54				12 July, 1894																																	
			Middlemarch-Hyde	16 12						1 Oct., 1897																																	
			Hyde-Kokonga	10 0						14 Dec., 1898																																	
			Kokonga-Ranfurly	11 25						1 June, 1900																																	
			Ranfurly-Wedderburn	8 29						2 Dec., 1901																																	
			Wedderburn-Ida Valley	12 24	1 02	13 26				1 Sept., 1904																																	
			Ida Valley-Poolburn	4 30	0 12	4 42																																				
			Poolburn-Manuherikia	3 0		3 0																																				
			Manuherikia-Ophir	5 70	1 04	6 74																					

Enclosure to Appendix E.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1905.

NORTH ISLAND.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	Surveyed.	State of Line. Under Formation.	Under Platelaying.	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	1891–2	1892–3	1893–4	1894–5	1895–6	1896–7	1897–8	1898–9	1899–00	1900–1	1901–2	1902–3	1903–4	1904–5	Total.
		M. chs.		M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.		M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.	M. chs.
Kawakawa Grahamtown	Kawakawa	7 41	Opua Wharf-Tauranga	5 11						7 April, 1884												5 11																				7 41
			Tauranga-Kawakawa	2 30	0 57	8 18				22 Feb., 1877			2 30																												
	Kawakawa southwards	8 0	Kawakawa-Kopuru	7 39	0 28	7 67	0 41		7 39																															
	Kopuru-Hukerenui	17 63	Kopuru-Hukerenui	17 63		17 63	17 63																																	
	Whangarei-Kamo Extension	16 0	Hukerenui-Waiotu	1 26	0 40	1 66				1 Mar., 1901																													1 26		
			Waiotu-Whakapara	3 29						21 Dec., 1898																									3 29						
			Whakapara-Hikurangi	8 25	2 69	17 43				2 Nov., 1896																								8 25							22 52
			Hikurangi-Kamo	8 0						2 July, 1894																						8 0								
	Kamo-Whangarei	9 20	Kamo-Whangarei	4 50						28 Oct., 1880							4 50																								
			Whangarei-Opau Wharf	2 2	2 27	8 79				30 Nov., 1882									2 2																						
			Opau Wharf-Grahamtown	2 48		2 48		2 48																																	
Kaihu Valley	Kaihu Valley	19 40	Dargaville-Opanake	16 46	0 75	18 16				27 July, 1891 *																															17 21
			Opanaka-Booms	0 55						21 Oct., 1896																								0 55						
			Boome-Waima	2 19		2 19		2 19																																
Helensville North wards	Helensville North wards	110 0	Extension	56 65		56 65	56 65	estim.																																
			Maungaturoto Hoteo	23 0		23 0	23 0																																	
			Hoteo to Woodcock's	9 13		9 13	3 0	6 13																																
			Woodcock's-Aburoa	2 41	0 16	2 57			2 41																															
			Aburoa-Tahekeroa	4 55	0 15	4 70				2 Sept., 1903																															
			Tahekeroa-Makarau	3 18	0 10	8 98				19 Dec., 1900																													3 18		18 41
			Makarau-Kanohi	3 6						16 June, 1897																									3 6						
			Kanohi-Helensville Terminus	7 42	1 50	12 18				3 May, 1889												7 42																			
Kaipara-Waikato	Kaipara-Auckland	35 78	Helensville Terminus,—Helensville	0 48						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., 1890																																
	Onehunga Branch	2 73	Penrose-Onehunga	2 53						24 Dec., 1873	2 53						9 61																								2 73
			Onehunga Wharf	0 20						28 Nov., 1878						0 20																									
	Auckland-Waikato	100 18	Auckland Wharf	0 55	0 55																																			
			Auckland Station	0 15						30 Nov., 1885														0 15																	
			Auckland-Mercer	42 72						20 May, 1875		42 72																													
			Mercer-Newcastle	31 3	16 11	116 24				13 Aug., 1877				31 2																											100 13
			Newcastle-Hamilton	10 33						19 Dec., 1877				10 33																										
			Hamilton-Ohaupo	9 27						4 June, 1878				9 27																										
			Ohaupo-Te Awamutu	6 24						1 July, 1880								6 24																						
	Auckland-Penrose—Deviation viâ Beach	6 50	Deviation viâ Beach	6 50		6 50	6 50																																
	Auckland City Branch—Kingsland Station to Auckland Station viâ Western Park and Freeman's Bay	2 60	Auckland City Branch	2 60		2 60	2 60	Prelim.																															
Surveys, new lines	Pukekohe-Waiuku	12 5	Paerata-Waiuku	12 5		12 5	12 5																																
Waikato-Thames	Waikato-Thames	62 58	Frankton Junction,—Hamilton	1 1						20 Oct., 1879							1 1																							
			Hamilton-Morrinsville	16 79	10 17	72 75				1 Oct., 1884												16 79																		
			Morrinsville-Te Aroha	12 55						1 Mar., 1886													12 55																	62 58
			Te Aroha-Paeroa	12 63						30 Dec., 1895																								12 63						
			Paeroa-Thames	19 20						19 Dec., 1898																										19 20					
Paeroa-Waihi	Paeroa-Waihi	12 40	Paeroa-Waihi	12 40	1 30	13 70		8 10	4 90																														
Hamilton-Cambridge	Hamilton-Cambridge	12 2	Ruakura Junction,—Cambridge	12 2	3 14	15 16				8 Oct., 1884												12 2																	12 2
Thames Valley-Rotorua	Thames Valley-Rotorua	69 93	Morrinsville-Oxford	30 60						8 Mar., 1886													30 60																
			Oxford-Putaruru	6 77						21 June, 1886														6 77																
			Ngatira Contract	8 0																												8 0							
			Kaponga Contract	10 23	5 27	74 60				24 Nov., 1893																						10 23							69 33
			Tarukenga Contract	4 62																												4 62							
			"	0 8																																			
			Rotorua Contract	8 43						8 Dec., 1894																								10 8							
																																	8 43							
Gisborne-Rotorua	Gisborne-Karaka	18 15	Wharf Extension	0 25		0 25				26 June, 1902																														
			Gisborne-Ormond	10 60	2 45	18 25				10 Nov., 1902																														
			Ormond-Kaiteratahi	2 5		2 5																																		
			Kaiteratahi-Karaka	5 5	0 71	5 76		5 5																																
New survey	Napier-Gisborne	120 0	Napier-Wairoa River	58 0		58 0	58 0	Prelim.																																
			Wairoa River-Gisborne	62 0		62 0	62 0	Prelim.																																
Napier-Woodville and Palmerston North	Napier-Woodville	96 65	Spit-Napier	2 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 5	111 70				12 Mar., 1877				12 79																											96 65
			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-Tahoraite	7 48						1 Dec., 1884												7 48																			
			Tahoraite-Woodville	15 10						22 Mar., 1887														15 10																	
	Woodville-Palmerston North	17 21	Woodville-Palmerston North	17 21	0 51	17 72				9 Mar., 1891																		17 21												17 21
Wellington-Woodville	Woodville-Wellington	115 79	Woodville-Mangatainoka	5 76						11 Dec., 1897																									5 76						
			Mangatainoka-Pahiatua	3 30						2 Aug., 1897																									3 30						
			Pahiatua-Newman	15 24						3 May, 1897																									15 24						
			Newman-Eketahuna	2 4						16 Mar., 1896																							2 4							
			Eketahuna-Mangamahoe	6 15						8 April, 1889																	6 15													
			Mangamahoe-Mauriceville	4 7						10 Jan., 1887															4 7															
			Mauriceville-Masterton	12 8						14 June, 1886														12 8																
			Masterton		21 79	137 72																																		115 79
			Masterton-Woodside	16 22						1 Nov., 1880								16 22																						
			Woodside-Featherston	4 19						14 May, 1880								4 19																						
			Featherston-Kaitoke	17 48						12 Oct., 1876						17 48																								
			Kaitoke-Upper Hutt	7 47						1 Jan., 1878					7 47																								
			Upper Hutt-Silverstream	8 35						1 Feb., 1876			8 35																											
			Silverstream-Lower Hutt	8 0						15 Dec., 1875			8 0																											
			Lower Hutt-Pipitea	8 2						14 April, 1874	8 2																													
			Pipitea-Wellington	0 47						1 Nov., 1880								0 47																						
			Te Aro Extension	1 15						29 Mar., 1893																				1 15										
	Greytown Branch	3 7	Woodside-Greytown	3 7	0 64	3 71				14 May, 1880								3 7																						3 7
Rimutaka Incline Deviation Surveys	Coach road Route	9 0	Kaitoke-Featherston	9 0		9 0	9 0	Prelim.																															
	Tauherenikau Route	21 30	Upper Hutt-Woodside	21 30		21 30	21 30																															
	Wainui-o-mata Route	31 40	Petone-Pigeon Bush	31 40		31 40	31 40																															
	Coast Route	52 0	Petone-Pigeon Bush	52 0		52 0	52 0																															
	Coast Route	70 0	Petone-Carterton, viâ Martinborough	70 0		70 0	70 0																															
Foxton-New Plymouth	Foxton-Patea	120 44	Foxton-Palmerston	23 39						27 April, 1876			23 39																											
			Palmerston-Feilding	11 28						20 Oct., 1876				11 28																											
			Feilding-Halcombe	7 76						22 April, 1878					7 76																										
			Halcombe-Marton	10 49						20 May, 1878					10 49																										
			Marton-Turakina	9 10	14 75	135 39				4 Feb., 1878					9 10																										
			Turakina-Aramoho	20 25						17 May, 1877				20																											120 44
			Aramoho-Kai Iwi	9 31						28 June, 1879							9 31																							
			Kai Iwi-Waitotara	13 2						20 Sept., 1880								13 2																						
			Waitotara-Waverley	6 73						28 Mar., 1881								6 73																						
			Waverley-Patea	8 31						28 Aug., 1882													8 31																	
	Route Improvement Surveys	26 7	Turakina-Matarawa	11 67		11 67	11 67																															
			Aramoho-Goat Valley Tunnel	7 40		7 40	7 40																															
			Kai Iwi-Okehu	3 60		3 60	3 60																															
			Nukumaru-Waitotara	3 0		3 0	3 0	Prelim.																															
	Patea-Waitara	71 56	Patea-Manutahi	8 57						28 Aug., 1883												8 57																	
			Manutahi-Hawera	9 24						23 Mar., 1885													9 24																
			Hawera-Normanby	3 35						20 Oct., 1881									3 35																				
			Normanby-Eltham	8 32						18 June, 1881									8 32																				
			Eltham-Ngaire	2 60						7 Feb., 1881								2 60																						
			Ngaire-Stratford	3 20	11 52	83 28				27 Sept., 1880								3 20																						71 56
			Stratford-Inglewood	13 40						17 Dec., 1879							13 40																						
			Inglewood-Sentry Hill	8 60						30 Nov., 1877								8 60																						
			Waitara-N. Plymouth	11 13						14 Oct., 1875		11 13																												
			N. Plymouth-Moturoa	2 35						28 April, 1886														2 35															
			Moturoa-Breakwater		0 53	0 53																																		
	Bull's Branch	3 79	Bull's Branch	3 79		3 79	3 79	Prelim.																															
	Wanganui Branch	3 29	Aramoho Loop	0 10	2 18	5 42				21 Jan., 1878								0 10																						
			Aramoho-Wanganui	8 19						21 Jan., 1878								8 19																						3 29
Stratford-Kawakawa	Stratford-Kawakawa	101 0	Toko Section	6 26	0 40	6 66				9 Aug., 1902																												6 26		11 18
			Ohura Section	4 72	0 36	5 28				1 Mar., 1905																													4 72	
			Surveyed	89 62		89 62	89 62																																
	Opunake-Mountain Road	23 10	Opunake-Eltham	23 10		23 10	23 10	Prelim.																															
	Mount Egmont Branch	9 20	Manganui Section	6 0		6 0		6 0																															
			Te-pope Section	3 20		3 20	3 20	Prelim.																															
North Island Main Trunk Railway	Marton-Te Awamutu	209 70	Marton Junction,—Rangatira	18 53	3 41	26 4				2 June, 1888																													
			Mangaonoho Contract	3 70						1 May, 1898																														
			Makohine Section	13 0	1 20	12 20				1 Nov., 1902																														
										10 Sept., 1904																														
			Mangaweka Section	6 70	0 43	7 33				10 Sept., 1904																														
			Paengaroa Section	10 26	1 18	11 44		4 54	1 17	10 Sept., 1904																														
			Turangarere Section	10 49		10 49		10 49																															
			Waiouru Section	7 41		7 41		7 41																															
			Murimutu Section	13 70		13 70	13 70																																
			Raetihi Section	8 60		8 60	8 60																																
			Waimarino Section	12 90		12 90	12 90																																
			Makaretu Section	7 0		7 0	4 0	3 0																															
			Owhango Section	8 0		8 0		8 0																															
			Whakaiapa Section	10 0		10 0		4 0	6 0																															
			Taumaranui Section	6 48	0 52	7 20			6 48																															
			Ongarue Section	14 7	1 44	15 51				1 Dec., 1908																													27 38		
			Ohinemoa Section	13 29	1 6	14 35																																		
			Poro-o-tarao Tunnel Contract	1 34						21 Dec., 1896																								1 34						
			Mokau Section	11 9																														11 9						74 53
			Waiteti Contract	8 53	3 50	50 47				8 May, 1889																														
			Te Kuiti Contract	11 41						2 Dec., 1887																11 41														
			Waipa Contract	14 20						9 Mar., 1887																	8 58													
	Central Route—Deviation Surveys	80 0	Ohakune to Mokau-Retaruke Divide	30 0		30 0	30 0	Prelim.																14 20															
		34 0	Makatote Gorge-Marae Kowhai	34 0		34 0	34 0	Prelim.																															
		20 0	Marae-Kowhai-Ohura Valley	20 0		20 0	20 0	Explor.																															
Ngaire-Ongaruhe		103 58	Ngaire Section	38 73		38 73	38 73																															
			Tangarakau Section	26 0		26 0	26 0																															
			Heao Section	10 70		10 70	10 70																															
			Ohura Section	27 75		27 75	27 75																															
Waitara-Tangarakau		46 75	Waitara Section	46 75		46 75	46 75																															
Urenui Route		12 0	Urenui to Tangitu River	12 0		12 0	12 0	Prelim.																															
Hastings-Te Awamutu		170 0	Hastings-Te Awamutu	170 0		170 0	170 0	Prelim.																															
Total		2,045 76		2,045 76	141 9	2,187 5	1,088 95	67 79	28 15		10 55	51 19	69 23	64 24	103 76	27 19	24 22	68 39	22 67	2 2	17 8	55 21	48 50	54 77	11 41	18 58	22 30	17 21	16 46	1 15	26 75	16 51	14 67	16 43	27 56	22 49	..	4 44	..	28 60	32 11	17 73	921 37

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

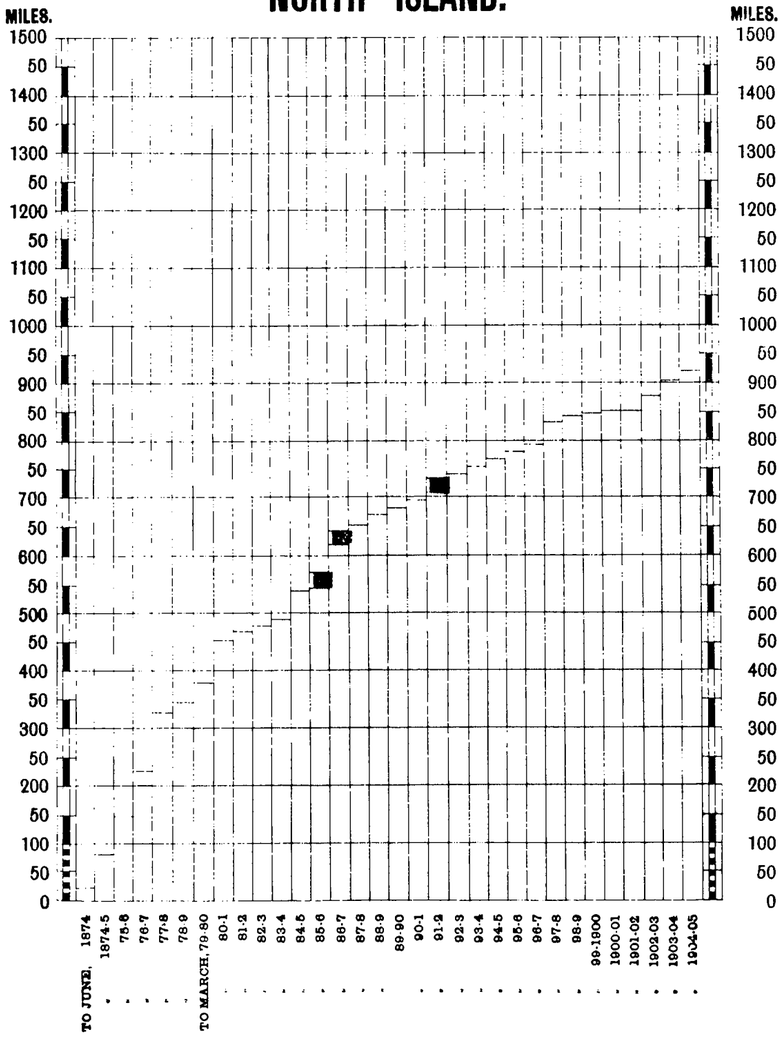
† This comprises 12 m. 70 ch. of railway constructed by Government, and 30 m. 60 ch. of line constructed by private company under the District Railways Act and afterwards purchased by the Government.

‡ This comprises 48 m. of railway constructed by Government, and 6 m. 77 ch. of line constructed by private company under the District Railways Act and afterwards purchased by the Government.

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

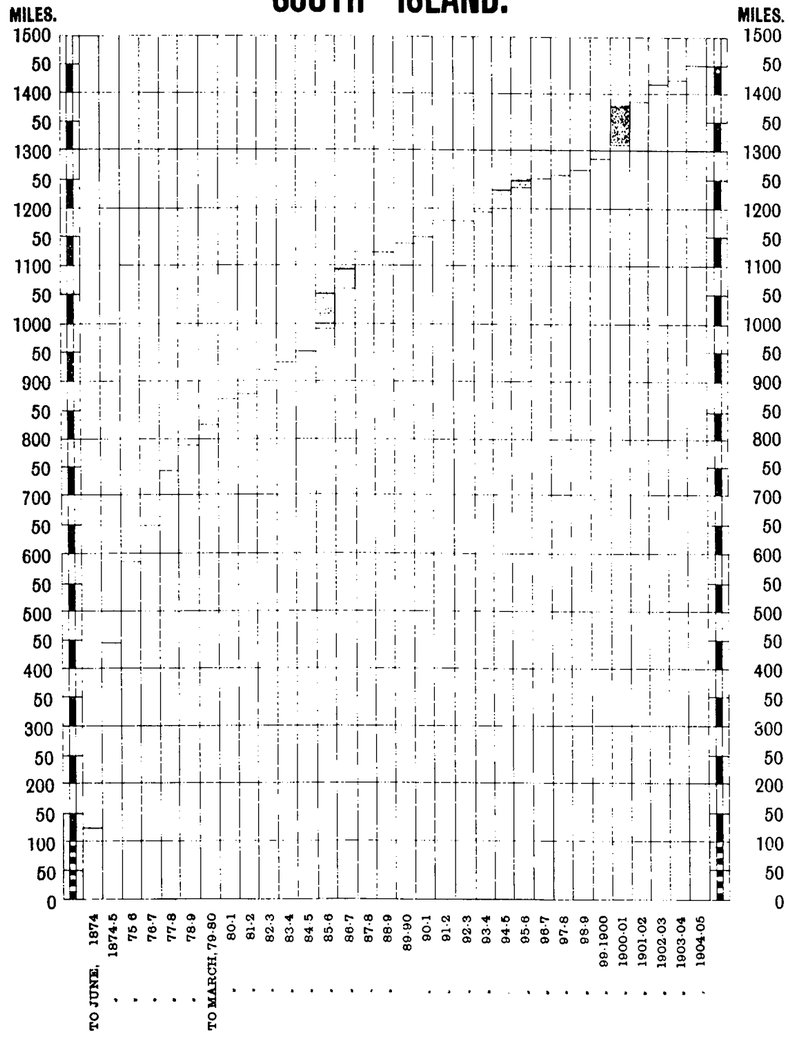
Number of Miles open
of
Government Lines.

NORTH ISLAND.



Number of Miles open
of
Government Lines.

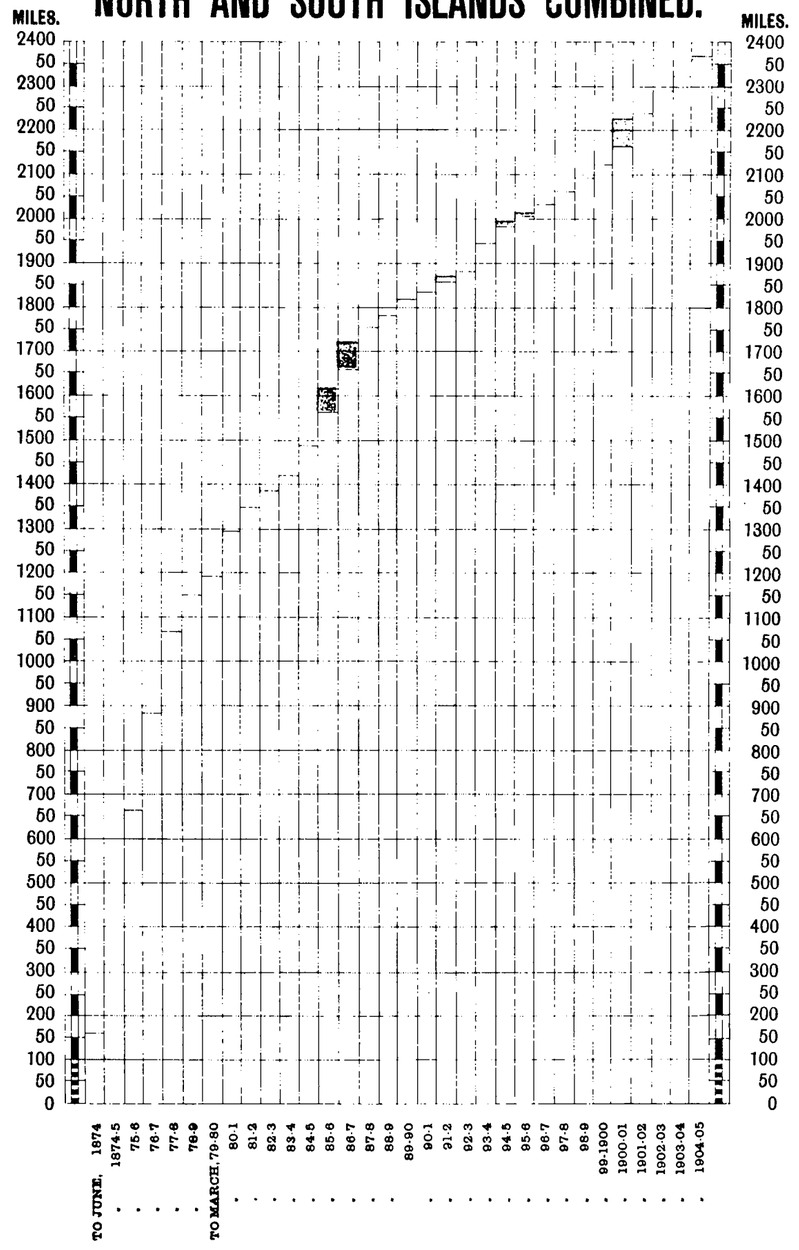
SOUTH ISLAND.



PRIVATE RAILWAYS ACQUIRED BY THE GOVERNMENT SHOWN

Number of Miles open
of
Government Lines.

NORTH AND SOUTH ISLANDS COMBINED.



North Island Main Trunk Railway.

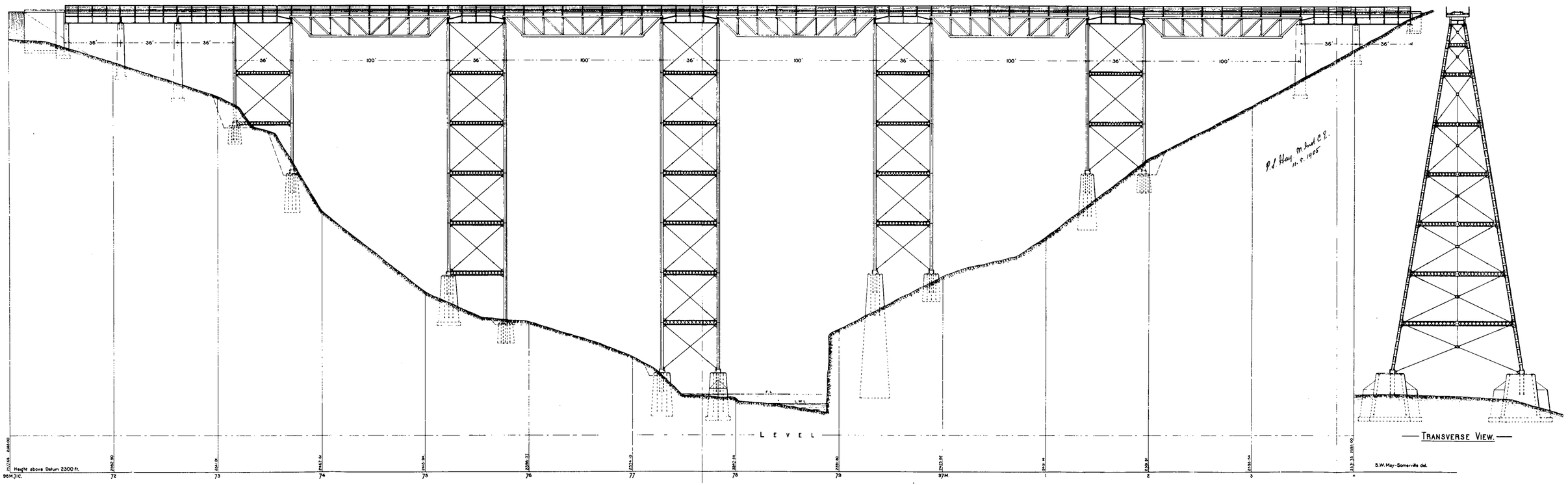
Makatote Viaduct.

D.—1.

Description. Five Spans of 36ft. Five Spans of 100ft. Five Piers of 36ft. Height from Creek Bed to Rail Level 260ft.

Scale.

Ft. 10 0 40 100 200 ft.



General Elevation.

Transverse View.

PUBLIC WORKS
Engineer's Department
NEW ZEALAND

WILLIAM H. HALES,
ENGINEER-IN-CHIEF

PUBLIC WORKS MAP
SHOWING THE RAILWAYS
NORTH ISLAND
OF
NEW ZEALAND
1905

Scale of Miles

10 0 10 20 30 40 50 60 70 80

REFERENCE

GOVERNMENT RAILWAYS.

OPENED
UNDER CONSTRUCTION
PROPOSED
EXPLORED

PRIVATE RAILWAYS ACQUIRED BY GOVERNMENT.

OPENED

PRIVATE RAILWAYS.

OPENED

DISTANCES BY RAILWAY BETWEEN PRINCIPAL PLACES.

	Miles.	Miles.
WELLINGTON TO PALMERSTON NORTH	87	
PALMERSTON NORTH TO WANGANUI (ARAMOHO JUNCTION)	60	
ARAMOHO TO NEW PLYMOUTH	104	
WELLINGTON TO NEW PLYMOUTH		**251**
WELLINGTON TO PALMERSTON NORTH	87	
PALMERSTON NORTH TO WOODVILLE	18	
WOODVILLE TO NAPIER (SPIT)	97	
WELLINGTON TO NAPIER VIA MANAWATU		**202**
WELLINGTON TO MARTON		**116**
MARTON TO TAIHAPE		**45**
WELLINGTON (TE ARO) TO WOODVILLE	116	
WOODVILLE TO NAPIER (SPIT)	97	
WELLINGTON TO NAPIER VIA WAIRARAPA		**213**
AUCKLAND TO ONEHUNGA		**8**
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85	
HAMILTON TO PUKETUTU	50	
PUKETUTU TO PORO-O-TERAU	11	
PORO-O-TERAU TO TAUMARUNUI	29	
AUCKLAND TO TAUMARUNUI		**175**
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	85	
HAMILTON TO TE AROHA	30	
TE AROHA TO THAMES	33	
AUCKLAND TO THAMES		**148**
AUCKLAND TO ROTORUA		**171**
AUCKLAND TO WOODCOCK'S		**59**
DARGAVILLE TO KAIHU		**17**
OPUA TO HUKERENUI (VIA WHANGAREI)		**23**
GISBORNE TO KARAKA		**18**

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PUBLIC WORKS
Engineer's Department
NEW ZEALAND

WILLIAM H. HALES.
ENGINEER-IN-CHIEF.

PUBLIC WORKS MAP
SHOWING THE RAILWAYS
SOUTH ISLAND
OF
NEW ZEALAND
1905

Scale of Miles

REFERENCE

GOVERNMENT RAILWAYS.

OPENED

UNDER CONSTRUCTION

PROPOSED

EXPLORED

PRIVATE RAILWAYS ACQUIRED BY GOVERNMENT.

OPENED

PRIVATE RAILWAYS.

OPENED

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
INVERCARGILL TO WAIHOAKA		48
INVERCARGILL TO WAIMAHAKA		26
BALCLUTHA TO CATLIN'S RIVER		22
DUNEDIN TO OMAKAU (OPHIR)		120
DUNEDIN TO PORT CHALMERS		8
GORE TO LUMSDEN		37
WAIPAHI TO EDIEVALE		26
MILTON TO LAWRENCE		24
DUNEDIN TO OAMARU	76	
OAMARU TO TIMARU	63	
TIMARU TO ASHBURTON	47	
ASHBURTON TO ROLLESTON	39	
ROLLESTON TO CHRISTCHURCH	14	
DUNEDIN TO CHRISTCHURCH		230
CHRISTCHURCH TO LYTTELTON		7
OAMARU TO HAKATARAMEA		43
TIMARU TO FAIRLIE CREEK		89
CHRISTCHURCH TO SPRINGFIELD		44
CHRISTCHURCH TO LITTLE RIVER		36
CHRISTCHURCH TO CULVERDEN		69
CHRISTCHURCH TO SCARGILL		65
PICTON TO SEDDON		34
NELSON TO MOTUPIKO		33
GREYMOUTH TO REEFTON		47
GREYMOUTH TO HOKITIKA		24
GREYMOUTH TO OTIRA		51
WESTPORT TO MOKIHINUI COLLIERY		31

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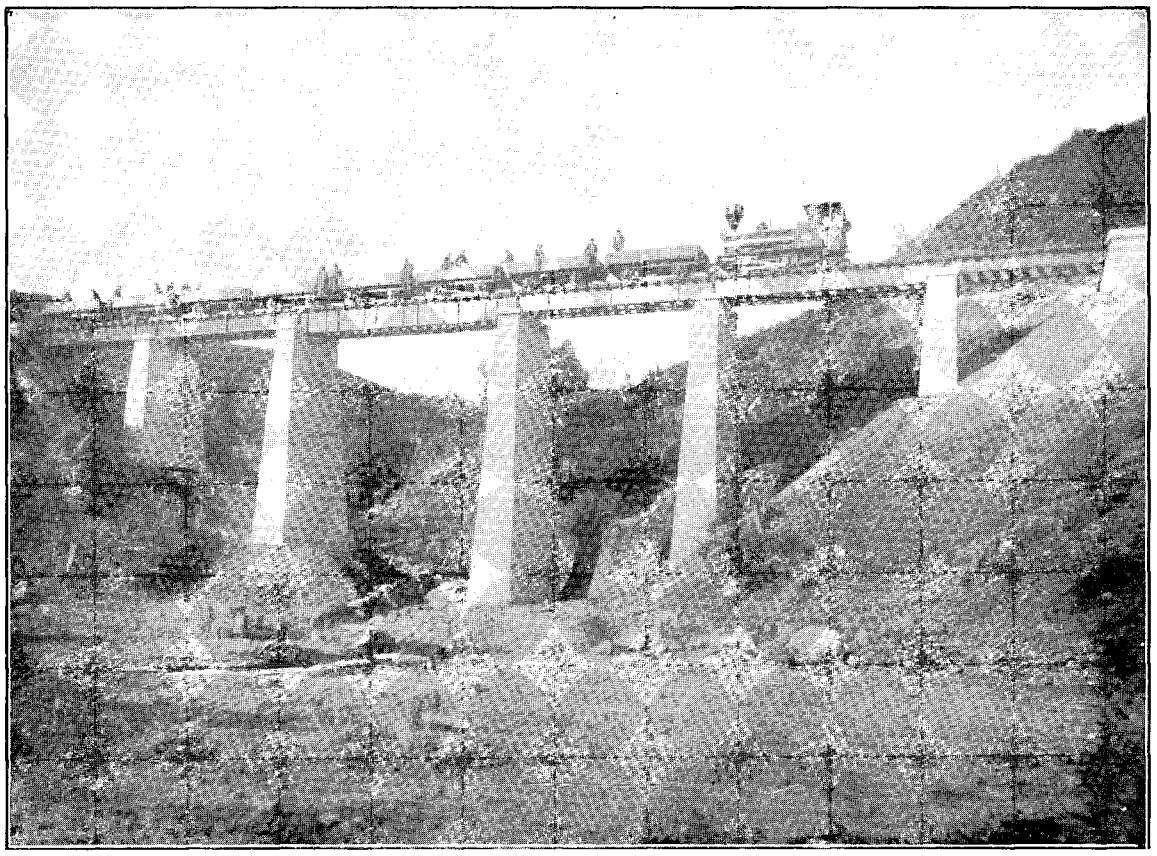
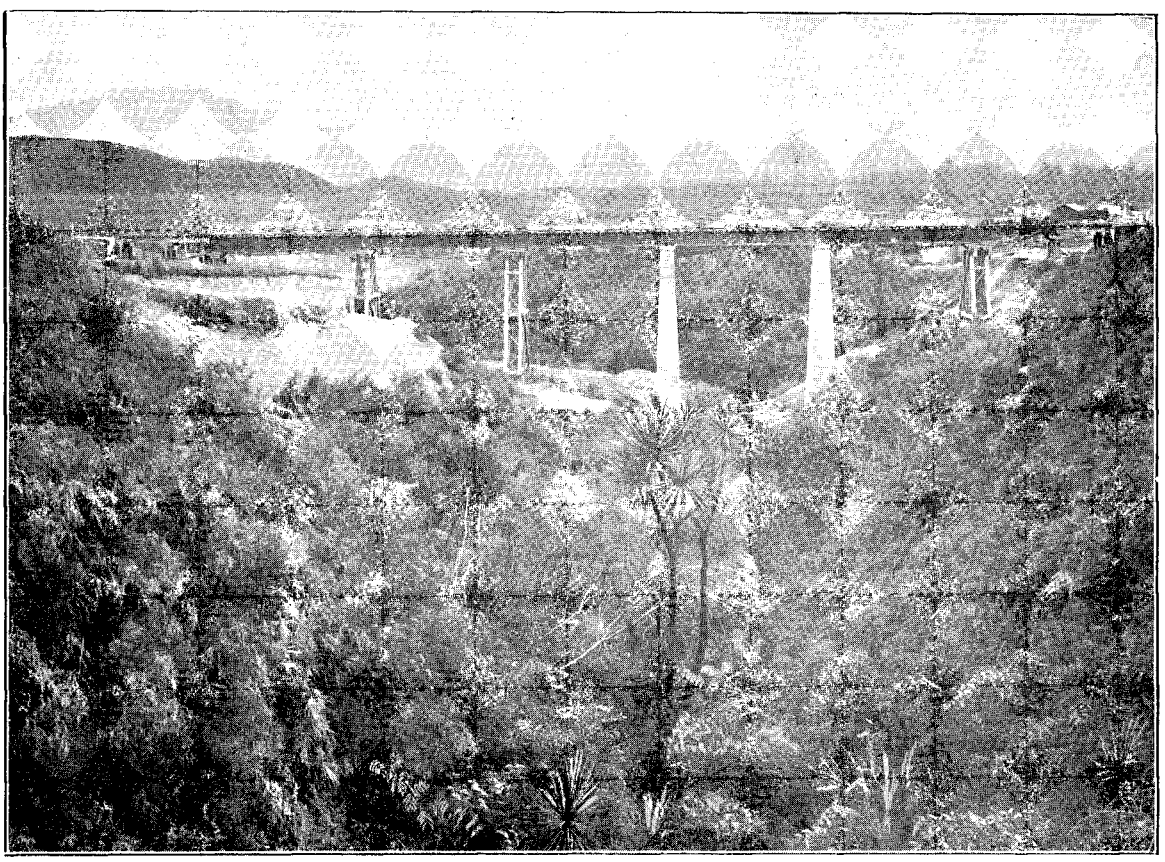
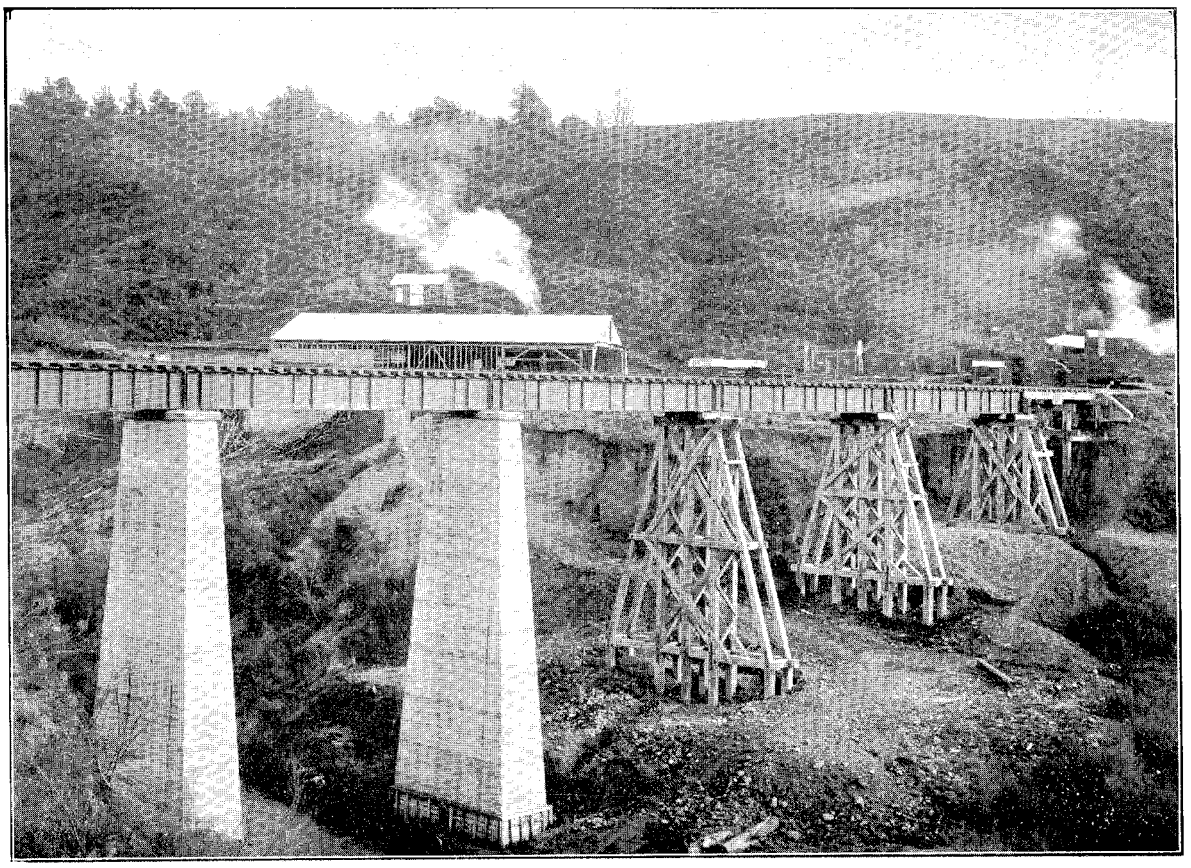


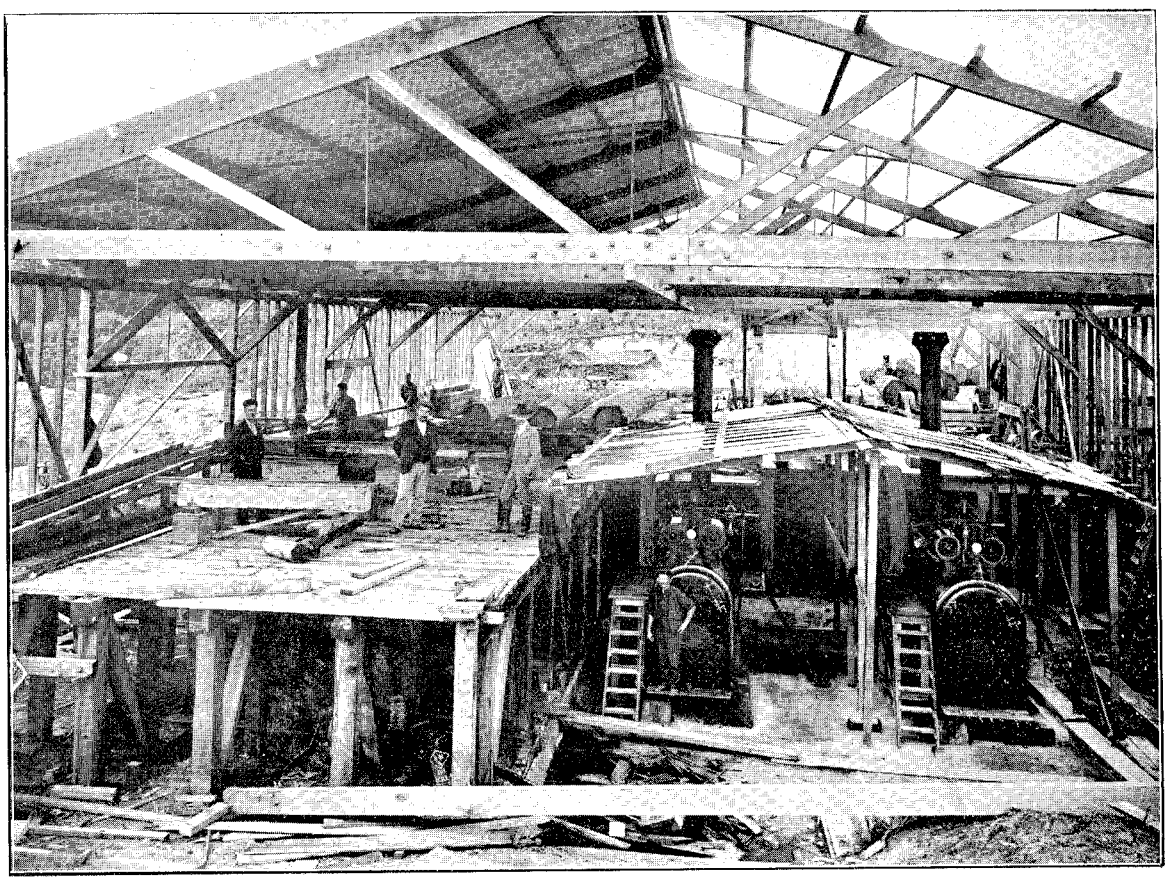
NORTH ISLAND MAIN TRUNK RAILWAY. BRIDGE OVER WAITEA RIVER, AT 127 MILES 45 CHAINS FROM MARTON JUNCTION; ONE STEEL GIRDER SPAN OF 22 FT., FOUR OF 33 FT., AND ONE OF 44 FT. CREEK BED TO RAIL LEVEL, 55 FT.



NORTH ISLAND MAIN TRUNK RAILWAY. BRIDGE OVER KAKAHI RIVER, 125 MILES 64 CHAINS FROM MARTON JUNCTION; FIVE STEEL GIRDER SPANS OF 44 FT. AND ONE OF 22 FT.; HEIGHT, 62 FT. FROM CREEK TO RAIL-LEVEL.

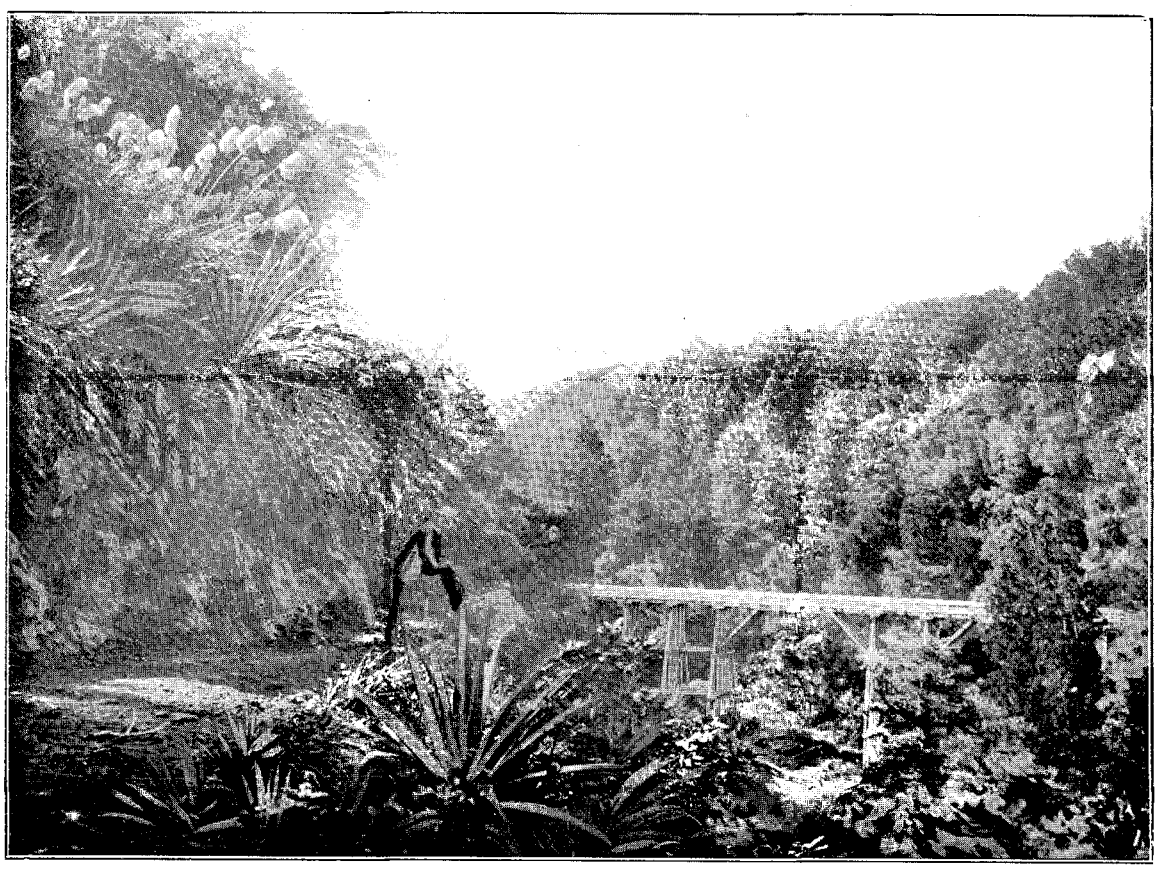


BRIDGE OVER KAKAHI RIVER, SHOWING SAWMILL.

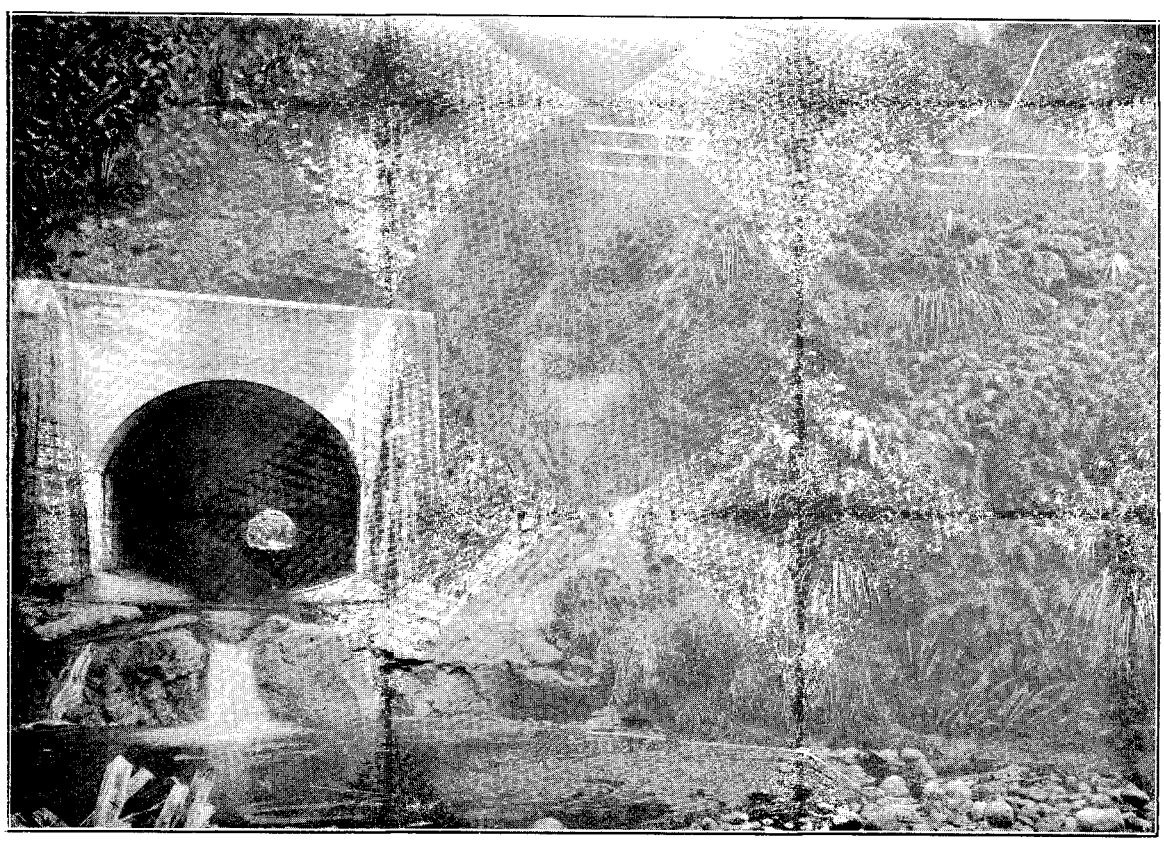


KAKAHI SAWMILL.

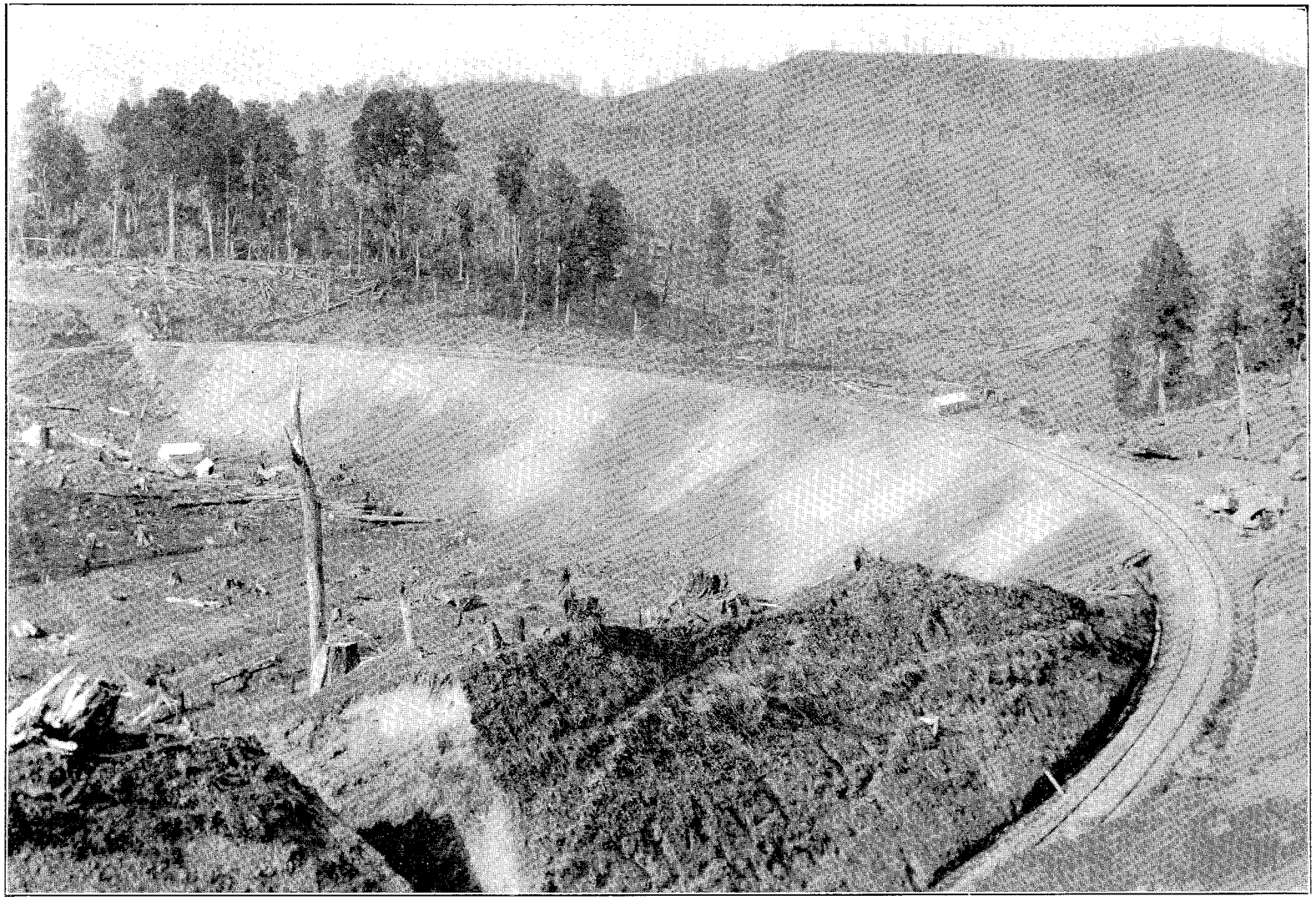
NORTH ISLAND MAIN TRUNK RAILWAY. SERVICE ROAD BRIDGE OVER TE RUE CREEK, ABOUT 114 MILES 20 CHAINS FROM MARTON JUNCTION.



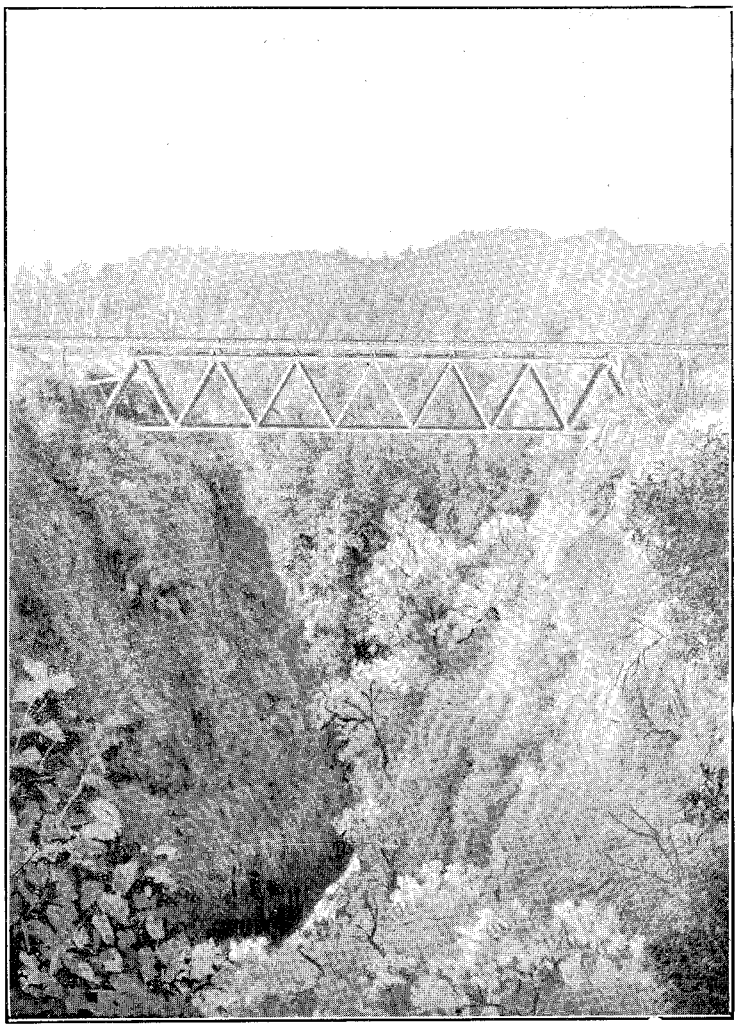
NORTH ISLAND MAIN TRUNK RAILWAY. VIEW OF MAKATOTE GORGE, SHOWING SERVICE-ROAD BRIDGE, THREE-QUARTERS OF A MILE BELOW RAILWAY VIADUCT, AT 112 MILES 71 CHAINS FROM MARTON JUNCTION.



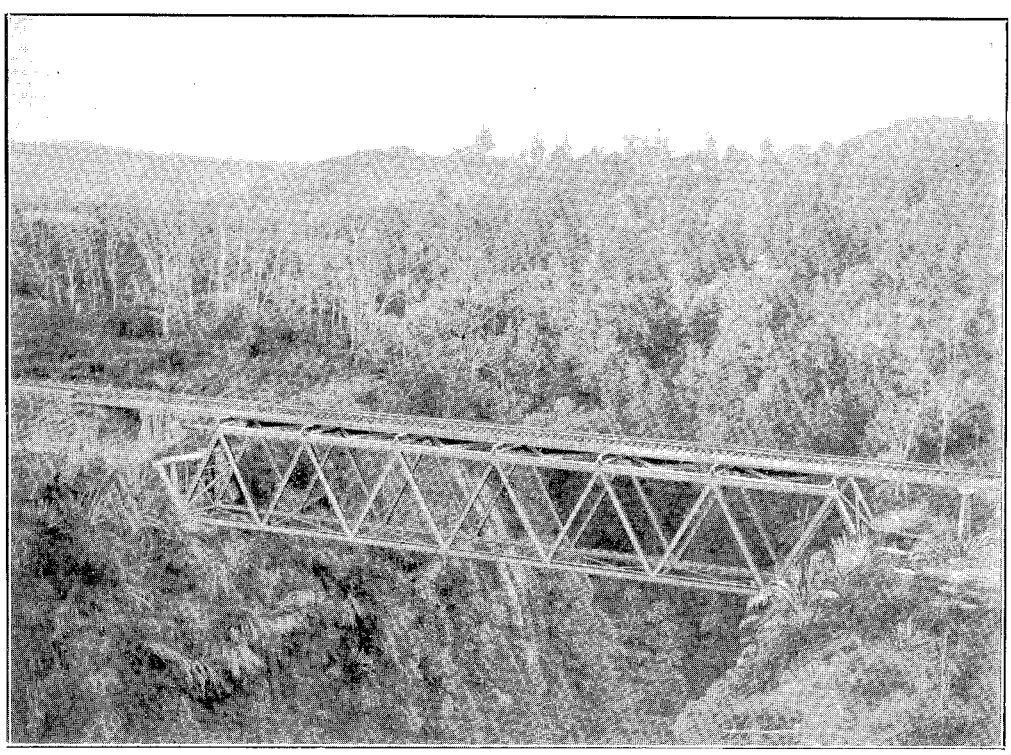
NORTH ISLAND MAIN TRUNK RAILWAY: 15 FT. WATER-TUNNEL CARRYING TAIHAPE STREAM UNDER RAILWAY EMBANKMENT, AT 43 MILES 52 CHAINS FROM MARTON JUNCTION.



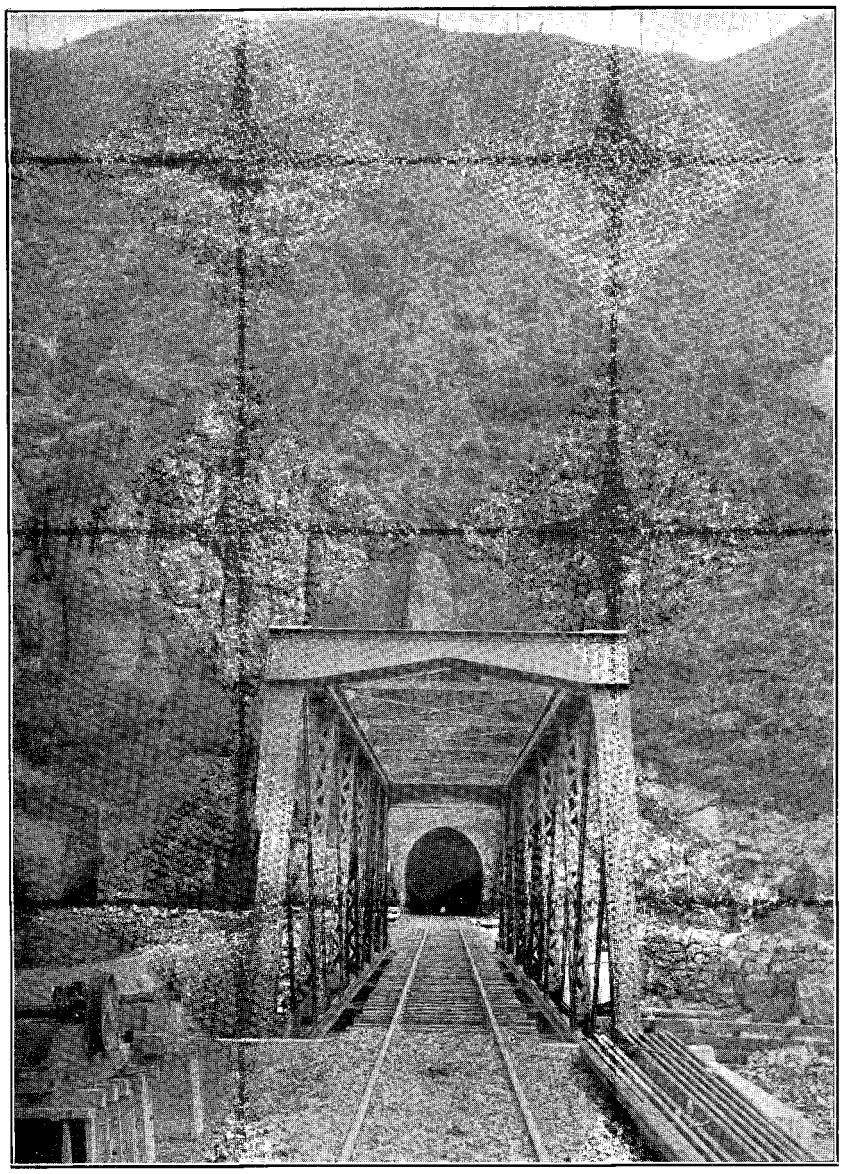
NORTH ISLAND MAIN TRUNK RAILWAY. EMBANKMENT, ABOUT 2 MILES NORTH OF TAIHAPE, 63 FT. HIGH; CONTENTS, 100,000 CUBIC YARDS.



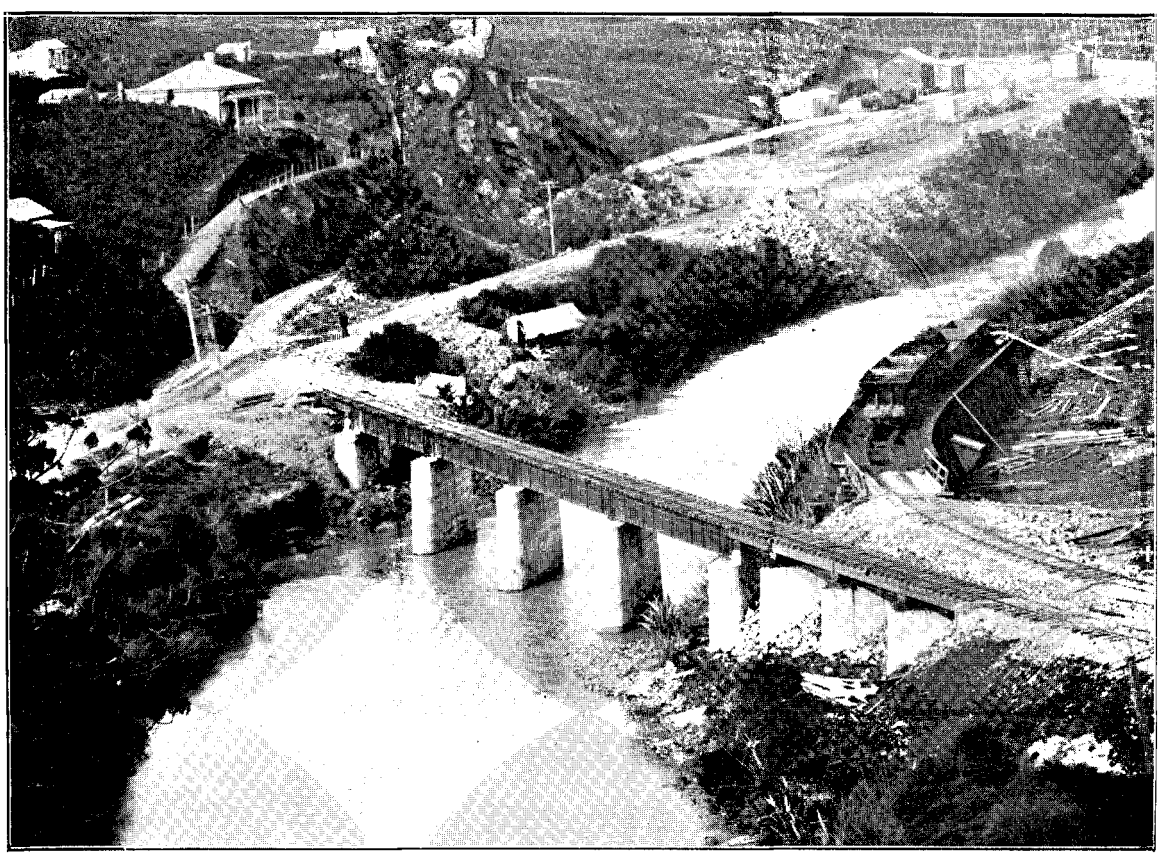
NORTH ISLAND MAIN TRUNK RAILWAY. BRIDGE OVER TOI CREEK, 37 MILES 54 CHAINS FROM MARTON JUNCTION; ONE STEEL GIRDER SPAN OF 156 FT., TWO TIMBER SPANS OF 20 FT., AND TWO 11 FT.; 187 FT. FROM CREEK-BED TO RAIL-LEVEL.



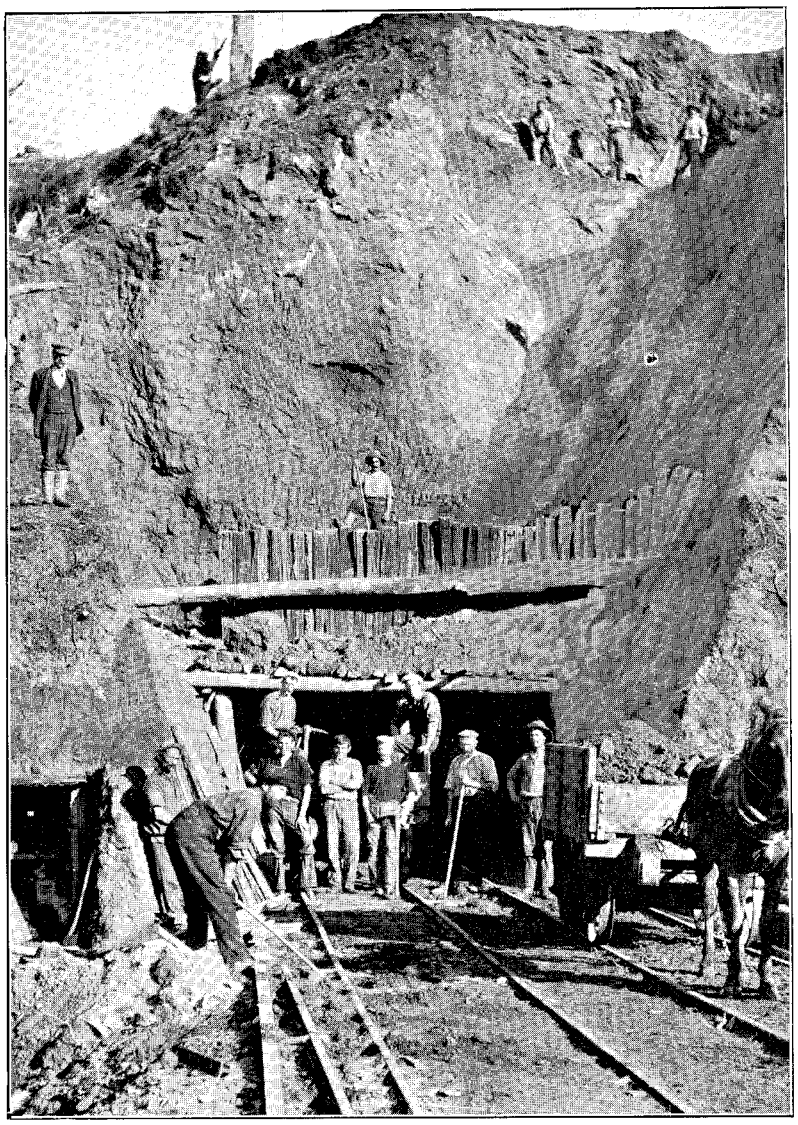
NORTH ISLAND MAIN TRUNK RAILWAY. BRIDGE OVER TOI CREEK, 6 MILES BEYOND MANGAWEKA.



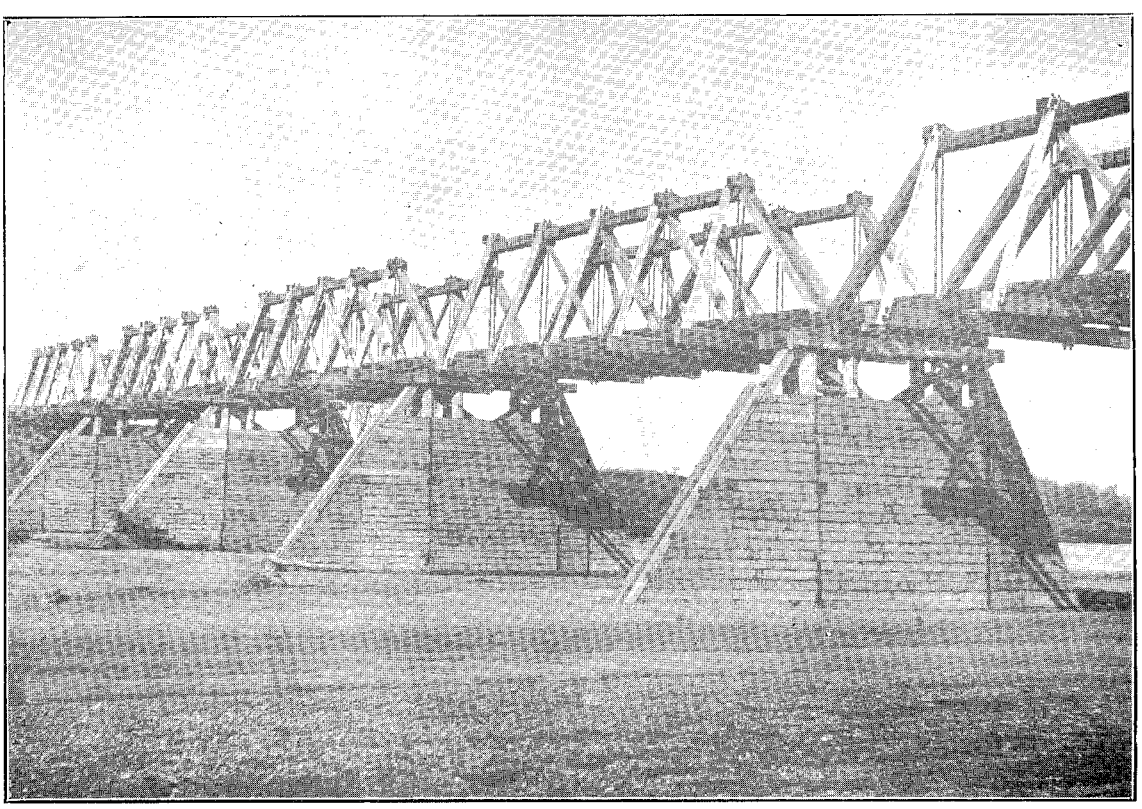
PAEROA—WAIHI RAILWAY. BRIDGE OVER OHINEMURI RIVER, SECOND CROSSING; ONE STEEL-GIRDER SPAN OF 121 FT. AND ONE OF 44 FT.; KARANGAHAKE TUNNEL, 1,188 YDS. LONG.



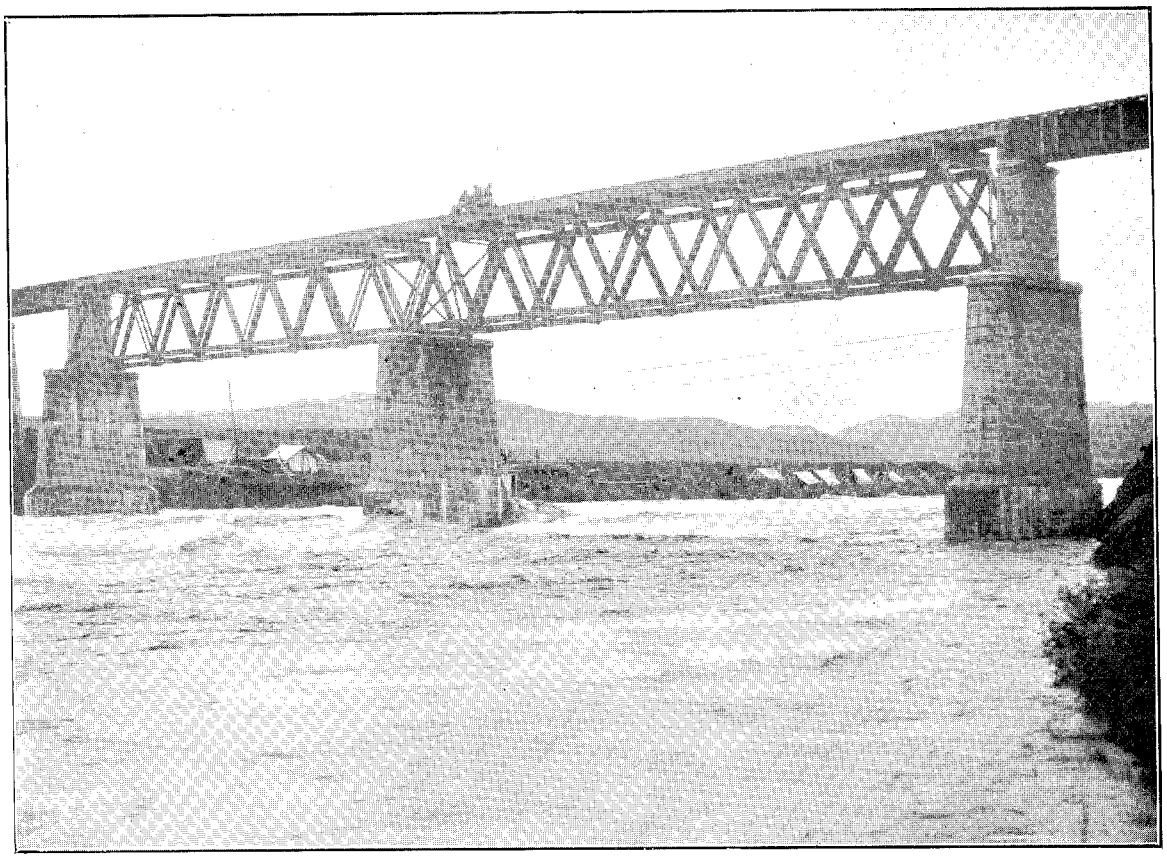
PAEROA—WAIHI RAILWAY. BRIDGE OVER OHINEMURI RIVER, THIRD CROSSING, AT WAIKINO. FOUR STEEL GIRDER SPANS OF 44 FT. AND FIVE TIMBER SPANS OF 20 FT.; 24 FT. FROM RIVER-BED TO RAIL-LEVEL.



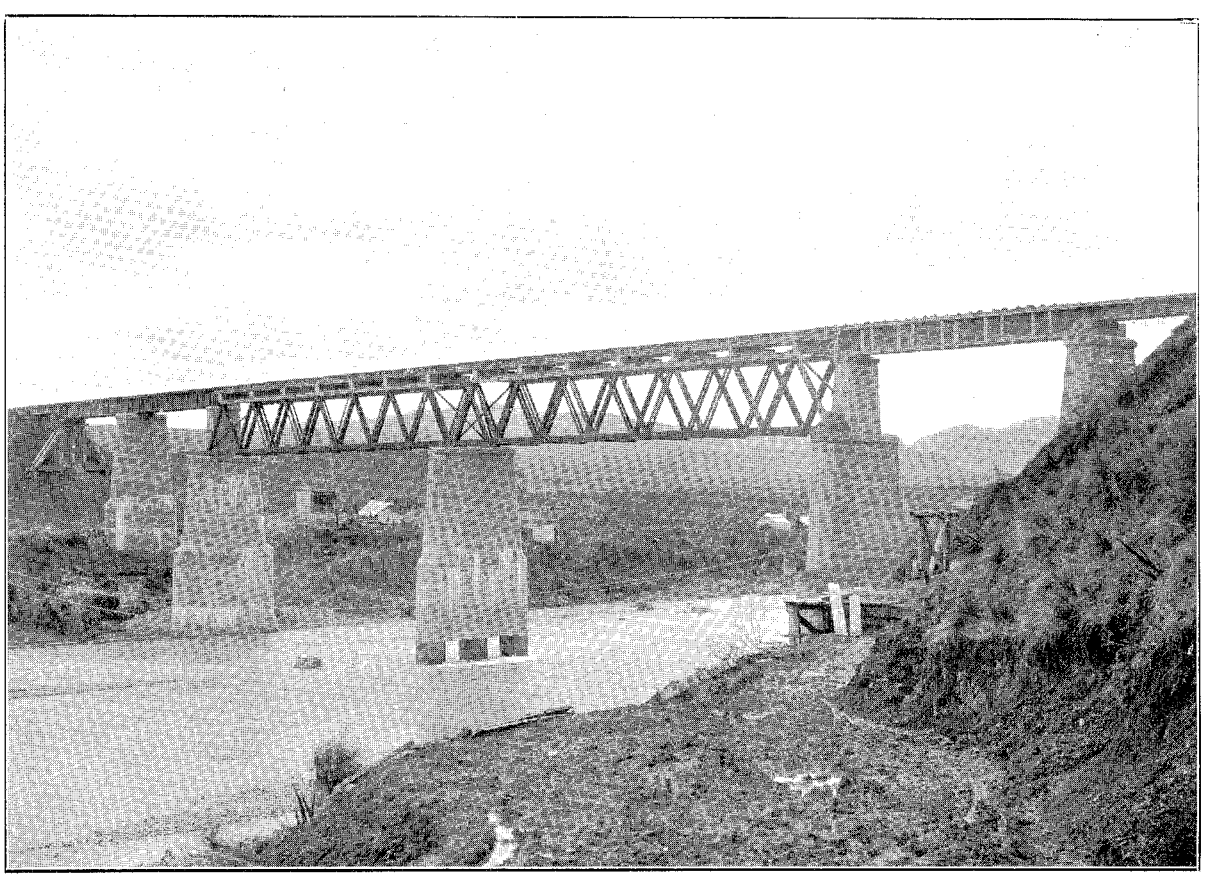
STRATFORD–ONGARUE RAILWAY. 60 FT. CUTTING AT 14 M. 17 CH. FROM STRATFORD.



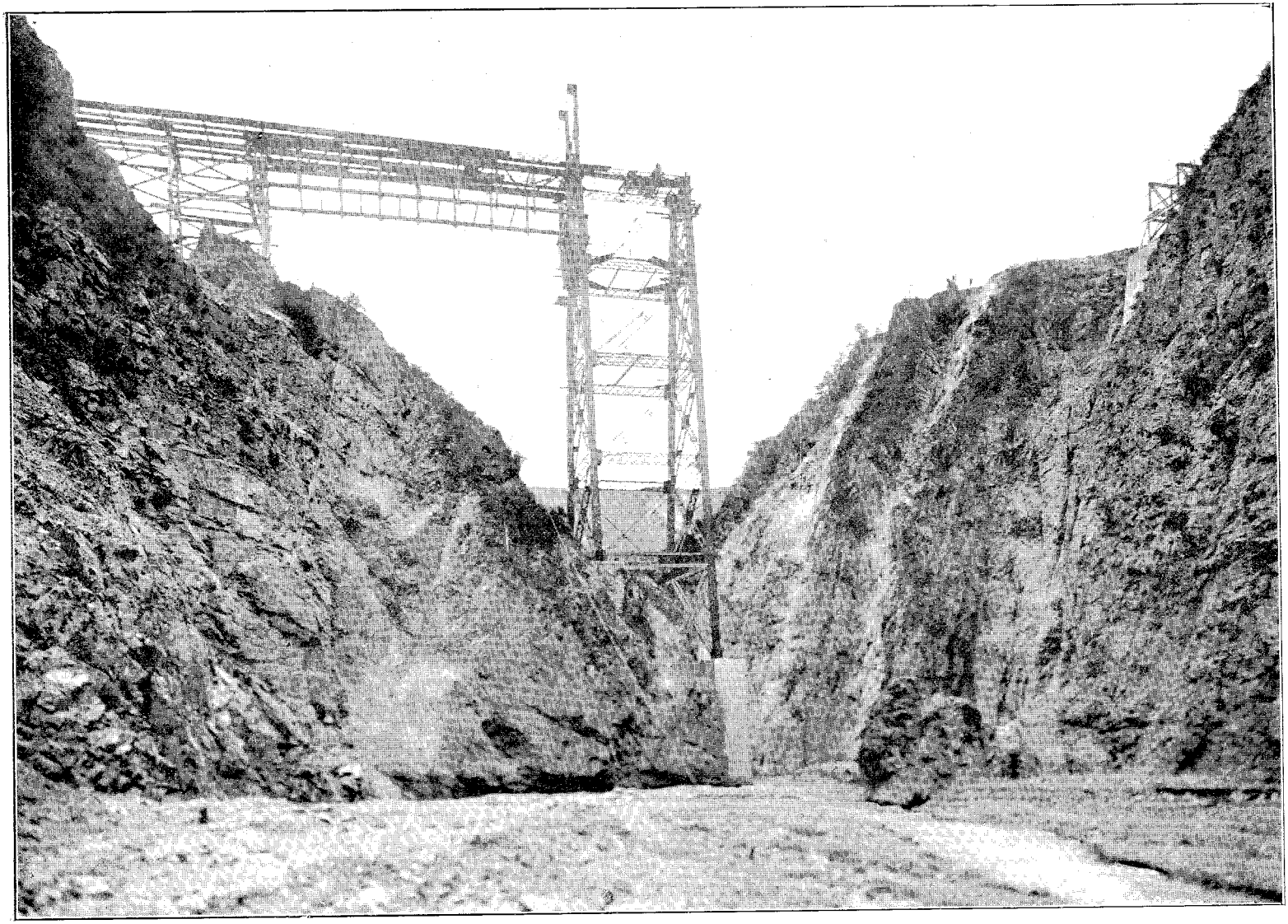
GISBORNE–KARAKA RAILWAY. BRIDGE OVER WAIPAO RIVER: SIX 80 FT. AND FOUR 20 FT. SPANS.



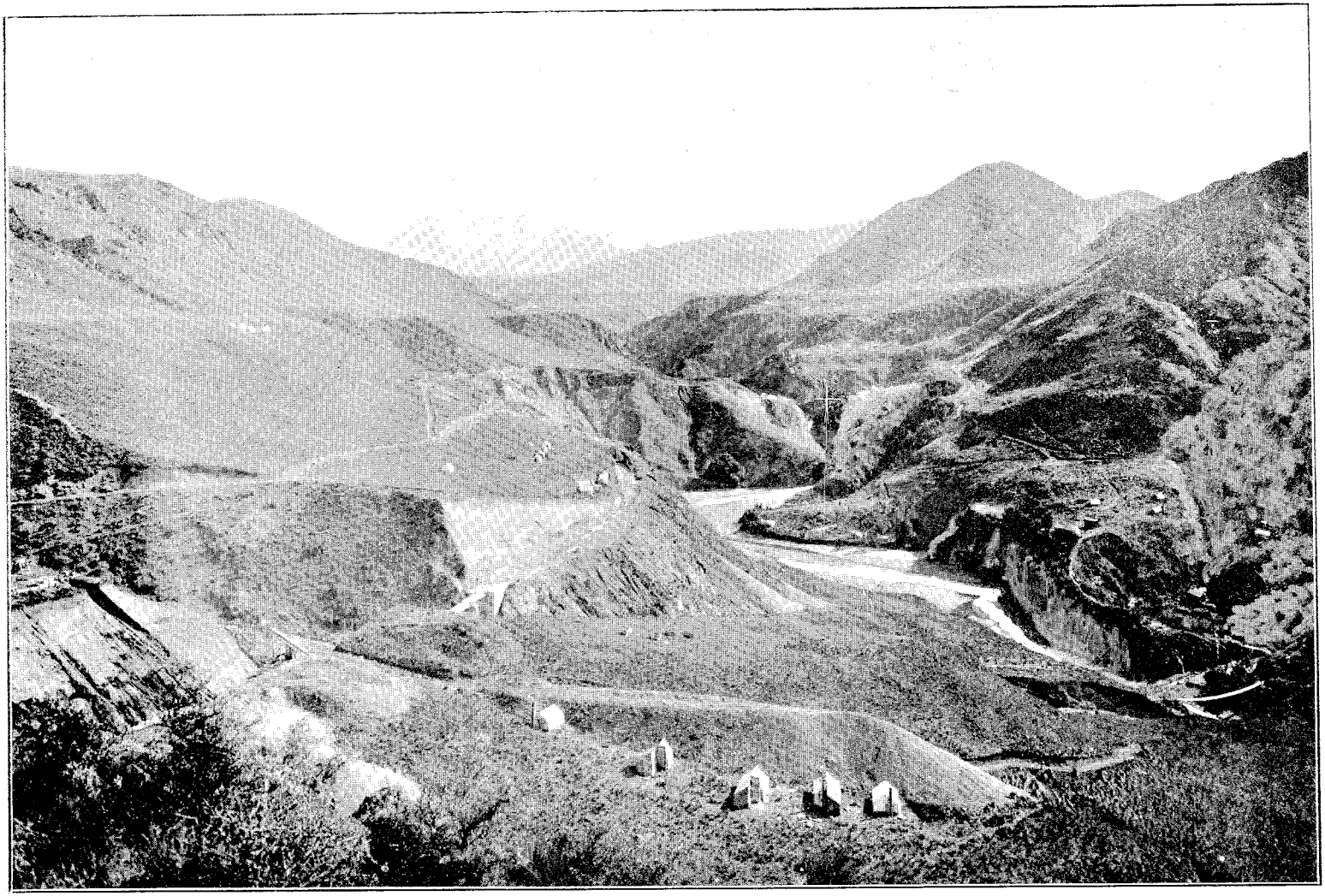
WAIPARA–CHEVIOT RAILWAY. BRIDGE OVER HURUNUI RIVER, SHOWING RIVER IN FLOOD.



WAIPARA–CHEVIOT RAILWAY. BRIDGE OVER HURUNUI RIVER, SHOWING ORDINARY RIVER-LEVEL.

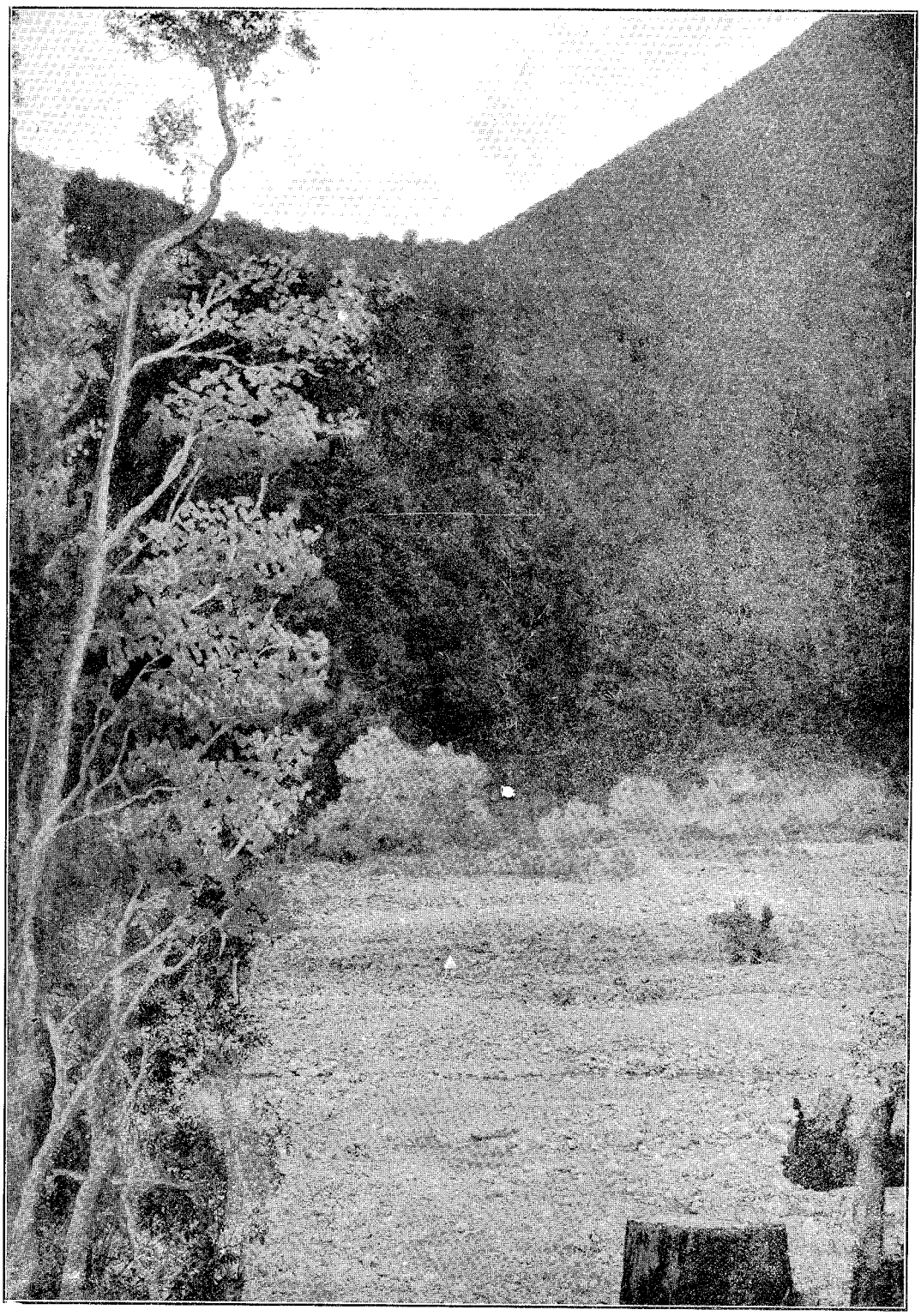


NEW ZEALAND MIDLAND RAILWAY. STAIRCASE VIADUCT IN COURSE OF ERECTION. ONE SPAN OF 60 FT., TWO OF 192 FT.; SPAN OVER PIER-HEAD, 36 FT.; HEIGHT, CREEK TO RAIL-LEVEL, 237 FT.

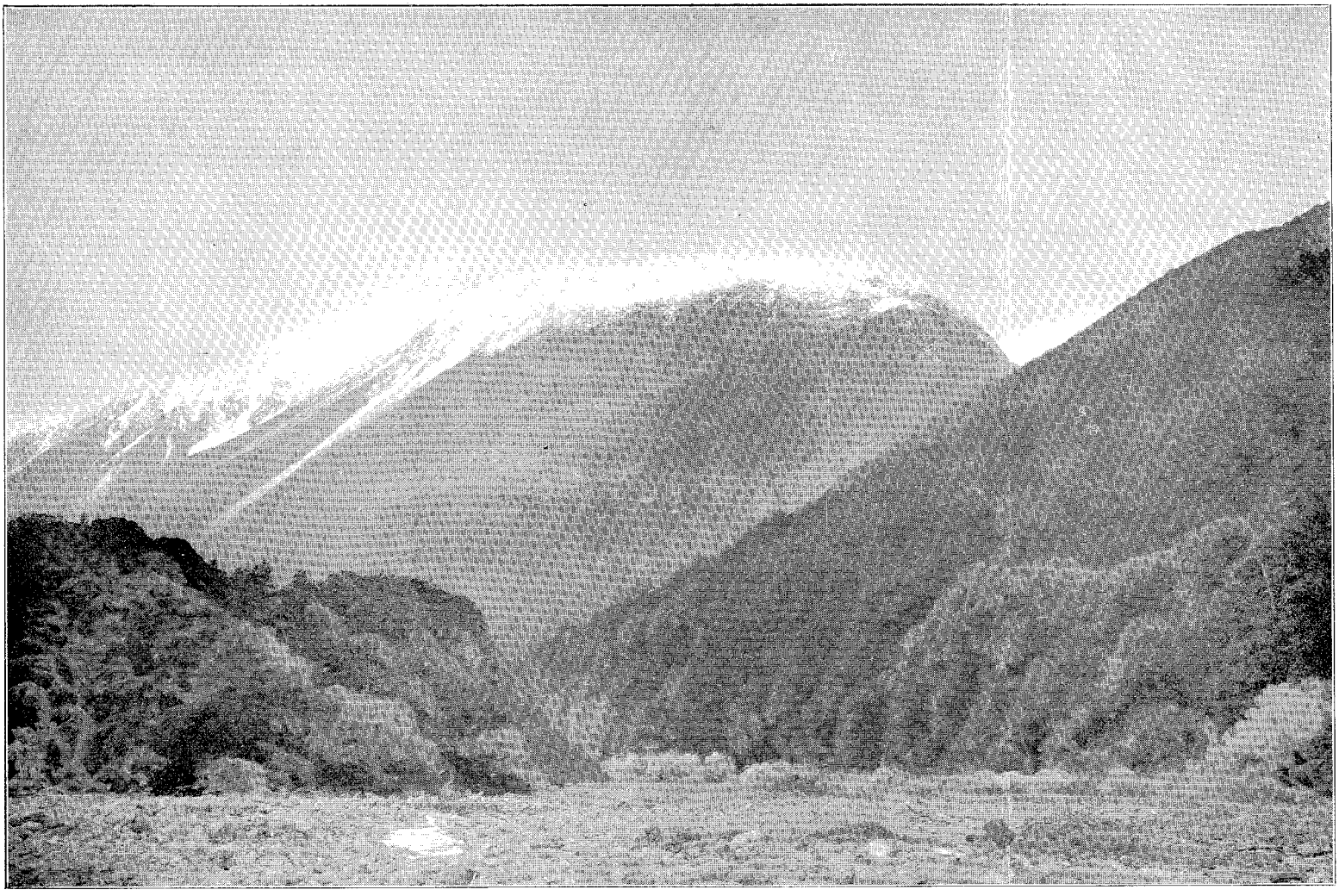


NEW ZEALAND MIDLAND RAILWAY. VIEW LOOKING UP BROKEN RIVER, SHOWING BRIDGE SITE. TWO 20 FT., FOUR 34 FT. 6 IN., TWO 35 FT. 6 IN., AND ONE 192 FT. SPANS; HEIGHT, RIVER-BED TO RAIL-LEVEL, 187 FT.

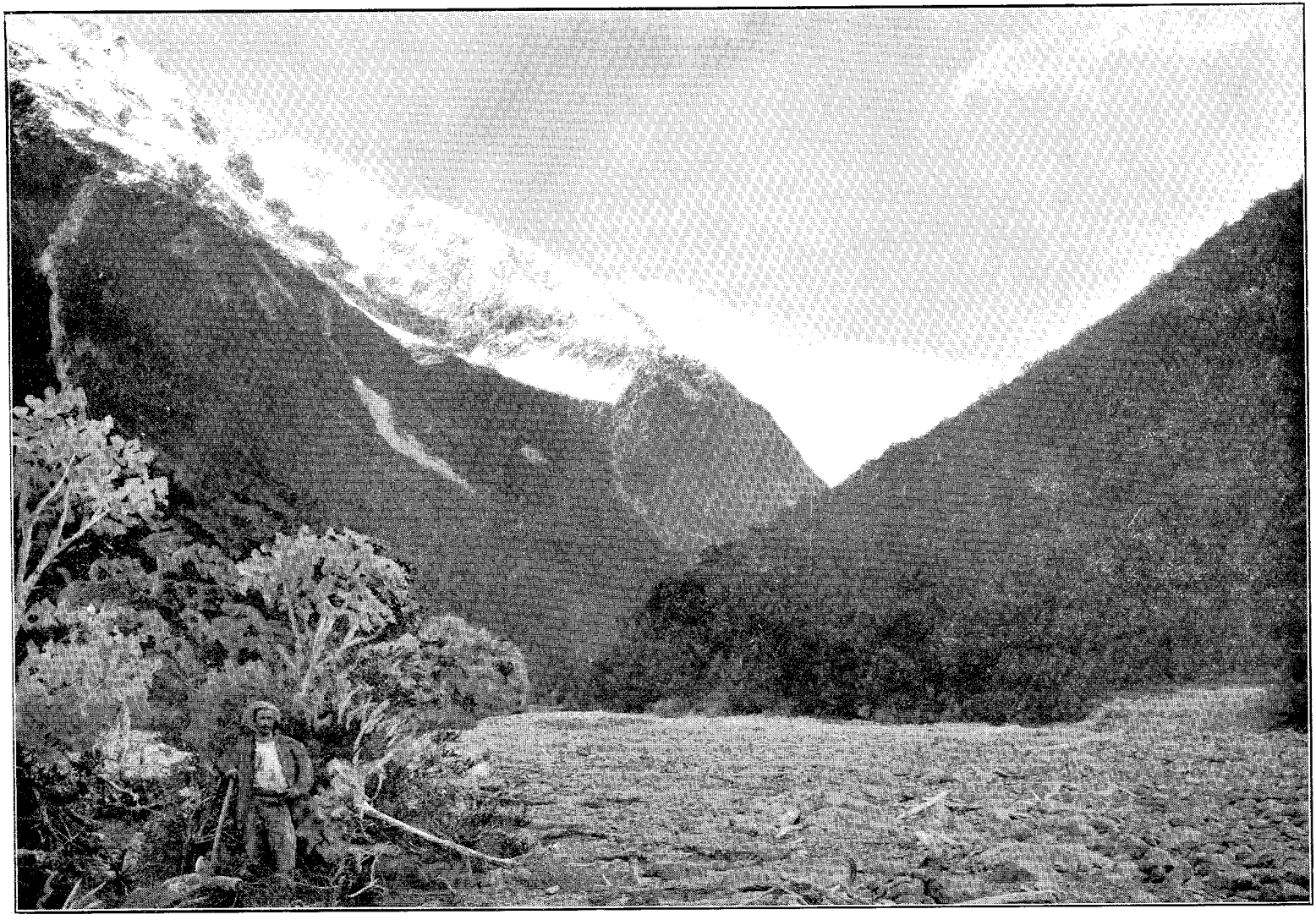
NEW ZEALAND MIDLAND RAILWAY. VIEW LOOKING UP SLOVEN'S CREEK, SHOWING SERVICE-ROAD.



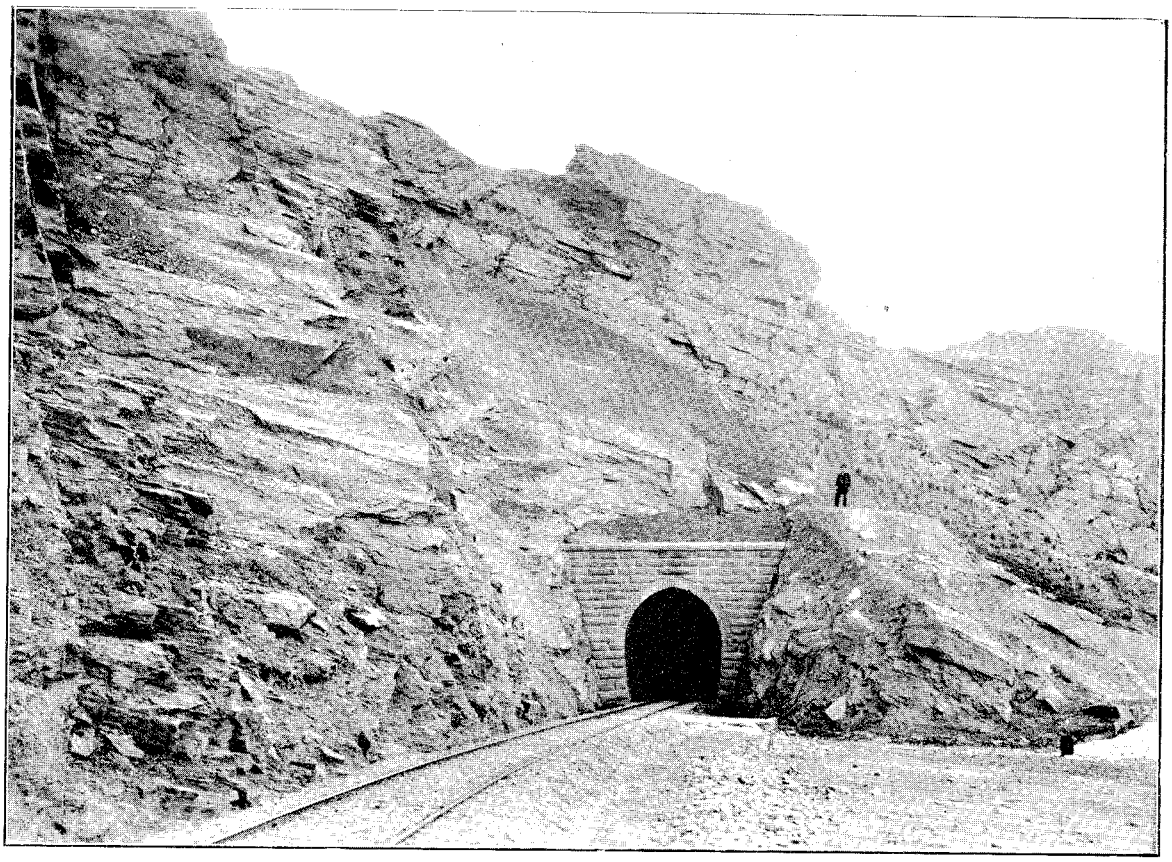
NEW ZEALAND MIDLAND RAILWAY. VIEW FROM FOLLESTON RIVER, SHOWING SITE OF MOUTH OF ARTHUR'S PASS TUNNEL.



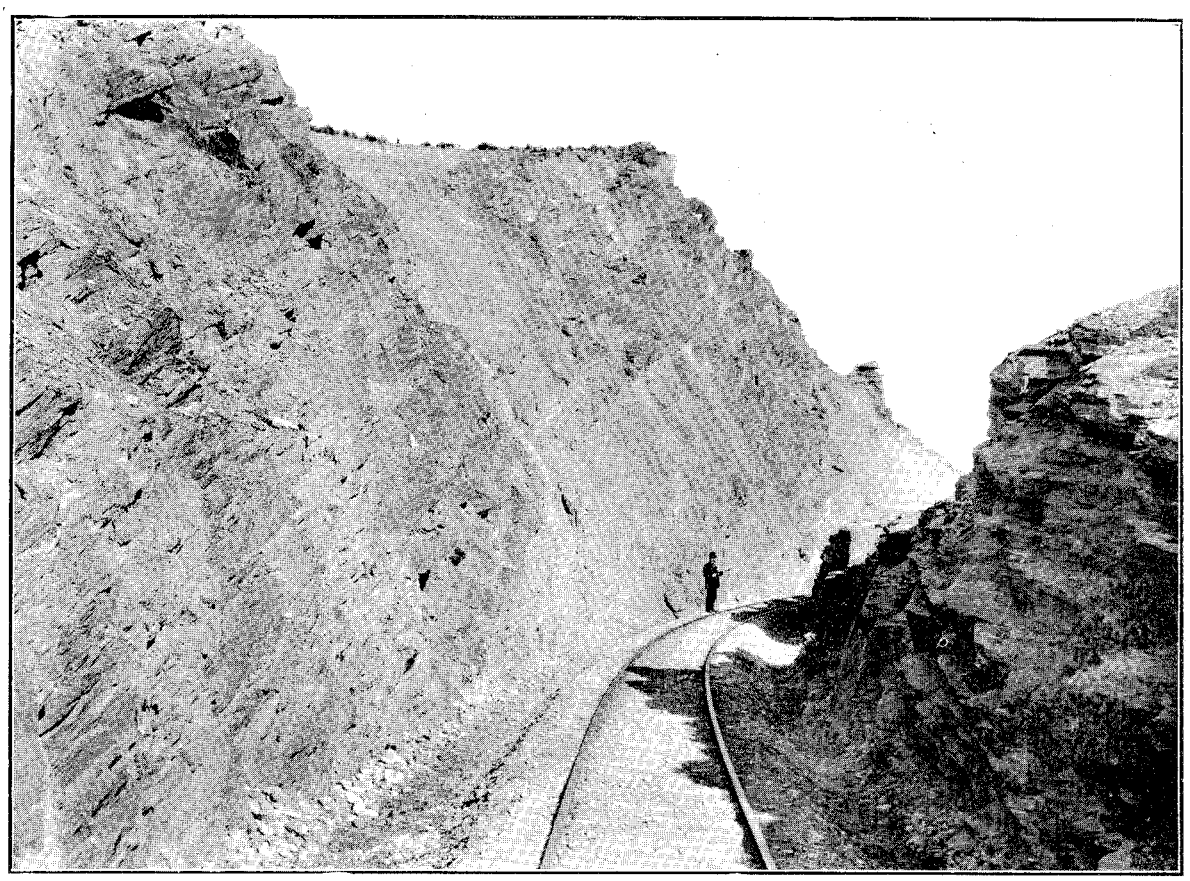
NEW ZEALAND MIDLAND RAILWAY. VIEW FROM SITE OF BRIDGE OVER ROLLESTON RIVER, LOOKING BACK TO OTIRA.



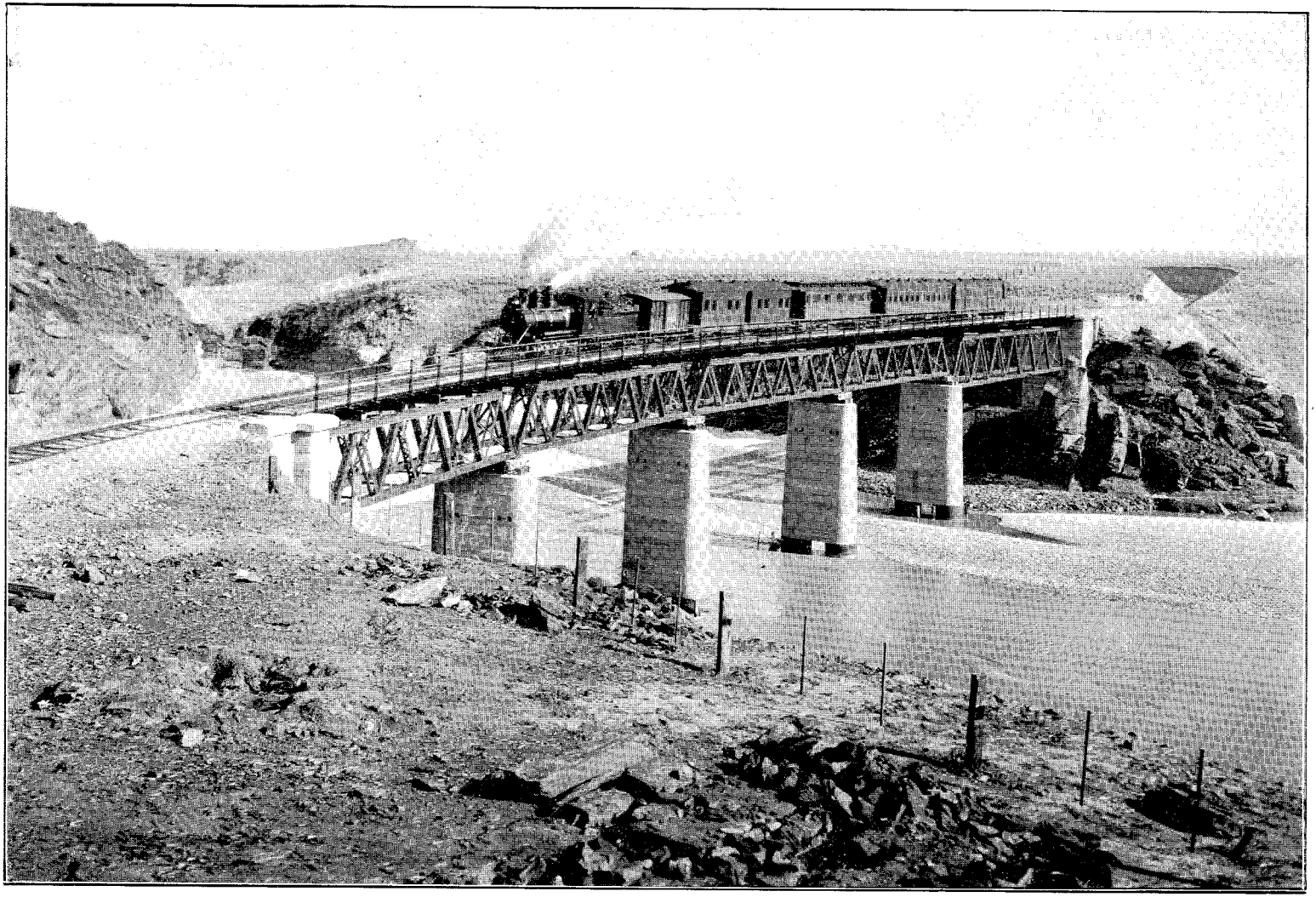
NEW ZEALAND MIDLAND RAILWAY. ROLLESTON RIVER, FROM SITE OF BRIDGE, LOOKING UP GORGE.



OTAGO CENTRAL RAILWAY. POOLBURN GORGE TUNNEL NO. 1, LOOKING NORTH-WEST.

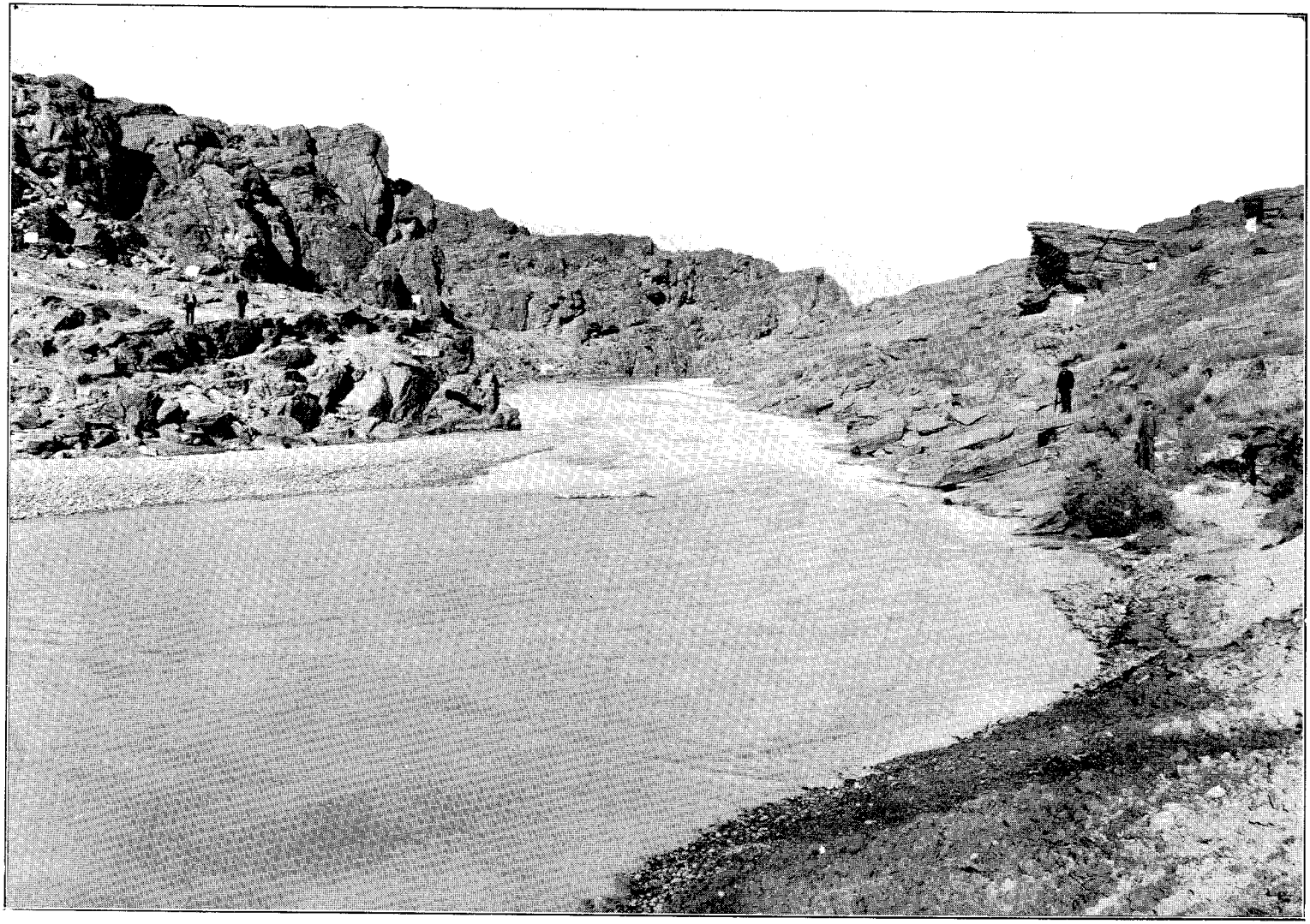


OTAGO CENTRAL RAILWAY. 55 FT ROCK-CUTTING APPROACH TO MANUHERIKIA RIVER BRIDGE, FIRST CROSSING.



OTAGO CENTRAL RAILWAY. BRIDGE OVER MANUHERIKIA RIVER, FIRST CROSSING. ONE 100 FT. AND FOUR 66 FT. STEEL GIRDER SPANS ON CYLINDER AND CONCRETE PIERS; LENGTH OVER ALL, 368 FT.; HEIGHT, RIVER-BED TO RAIL-LEVEL, 50 FT.

OTAGO CENTRAL RAILWAY. ROCK-CUTTING APPROACH TO MANUHERIKIA RIVER BRIDGE AT ALEXANDRA, LEFT BANK.



OTAGO CENTRAL RAILWAY. SITE OF BRIDGE OVER MANUHERIKIA RIVER AT ALEXANDRA.