

SESSION II.  
1906.  
NEW ZEALAND.

# PUBLIC WORKS STATEMENT.

BY THE HON. W. HALL-JONES, MINISTER FOR PUBLIC WORKS,  
19TH OCTOBER, 1906.

MR. SPEAKER,—

I have the honour to present to honourable members my eleventh Public Works Statement, together with the estimates of the amounts required for the effective prosecution of works during the current year.

Notwithstanding the unfavourable weather experienced and the scarcity of labour during the summer months, good progress has been made with the several works in hand.

The more important undertakings I refer to in detail later on, but, with respect to railway-construction generally, I am pleased to say that we are nearing a time when the expenditure thereon can be concentrated upon the most urgent works, thus insuring greater expedition in completion than when a large number of works are under construction and the money available is limited.

## TOTAL EXPENDITURE.

The expenditure during last financial year was considerably in excess of that of 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, 1906; (c) the gross total expenditure to the 31st March, 1906; 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, 1906.	C Total to 31st March, 1906.	D Year ended 31st March, 1906.
Railways—	£	£	£	£
New construction ... ..	11,975,098	4,529,174	16,504,272	661,360
Additions to open lines ... ..	2,092,002	3,220,305	5,312,307	351,044
Utilisation of water-power ... ..	...	3,370	3,370	2,902
Roads ... ..	3,575,804	3,614,452	7,190,256	351,204
Public buildings ... ..	1,776,003	1,575,533	3,351,536	165,312
Immigration ... ..	2,144,386	18,842	2,163,228	8,753
Purchase of Native lands ... ..	1,191,137	833,285	2,024,422	13,777
Lighthouses, harbour-works, and harbour defences	880,095	133,058	1,013,153	4,946
Tourist and health resorts ... ..	...	71,248	71,248	15,888
Telegraph-extension ... ..	600,849	609,327	1,210,176	77,186
Development of goldfields ... ..	561,101	205,860	766,961	18,533
Defence-works (general) ... ..	429,720	425,000	854,720	35,569
Departmental ... ..	349,789	183,667	533,456	13,517
Payment to Midland Railway bondholders	...	150,000	150,000	...
Minor works and services ... ..	300,689	19,768	320,457	1,599
Cost and discount, raising loans, &c. ...	1,021,472	227,831	1,249,303	235
Totals ... ..	26,898,145	15,820,720	42,718,865	1,721,825
Paeroa-Waihi Railway Account ... ..	...	75,000	75,000	8,862
Gross totals ... ..	26,898,145	15,895,720	42,793,865	1,730,687

## WAYS AND MEANS.

At the 31st March, 1905, the available balance of ways and means for public-works purposes was £861,670, and further funds were received as under :—

	£
Balance of £1,000,000 raised under the Act of 1904	32,937
Amount raised under the Act of 1905	817,914
To provide for debentures falling due	265,300
Transferred from revenue	500,000
Miscellaneous receipts	2,679
Making a gross total of	£2,480,500

The ordinary expenditure of the year amounted to £1,722,590. In addition to this, debentures to the amount of £116,300 were paid off, others to the amount of £149,000 were renewed, and net charges and expenses in connection with financing amounted to £311, thus bringing the total disbursements up to £1,988,201, leaving a credit balance at the end of the year of £492,299.

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

	£
Balance of 1905 loan	182,086
New loan of 1906	1,000,000
Transfer from Consolidated Fund	775,000

This will give a total available ways and means of £2,449,385. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £2,284,558, thus leaving a balance of £164,827 to be carried forward to next year.

## RAILWAYS.

Last year was a busy one as regards most descriptions of public works, but especially so as regards railway-construction, the expenditure on new railway-works having amounted to £670,221, which is the largest amount expended on work of that class during any year since 1881. In addition to this, the following sums were expended by the Railway Department on railway-improvement works :—

	£
Additions to open lines	351,044
Hutt Railway and Road Improvement Account	44,739
Railways Improvements Authorisation Act Account	8,566

making a gross total expenditure on railway works of £1,074,570.

During the year thirty-one miles and a half of railway were opened for traffic, and the work of construction throughout the colony was vigorously proceeded with. I will now refer more in detail to the different lines that have been in hand and the proposals of the Government with regard to each for the current year.

## KAWAKAWA—GRAHAMTOWN.

At the northern end of this railway nearly eight miles of rails are laid, and goods-trains are run over this length as occasion requires. From the rail-head formation-works are in hand for about another three miles, and are well advanced towards completion. During the past year work has been put in hand from Hukerenui towards Towai. Not very much has yet been done, but operations are now well in hand. The formation-work previously in progress between Opuā and Grahamtown has been continued, but the ground is still very treacherous, and some bad slips have occurred. The wharf at Grahamtown has not yet been commenced, but the plans are ready, and it is proposed to invite tenders for the work shortly.

The expenditure on this railway last year amounted to £9,513. A vote of £20,000 is provided on the estimates for the current year.

## HELENSVILLE NORTHWARDS.

Good progress has been made on this line, the expenditure during the year having been considerably more than double that of the previous year. The length of three miles between Woodcocks and Kaipara Flats was opened for

public traffic in October, 1905, and the rails are now being laid on the further section of two miles and a half to Tauhoa, and I am expecting to have this available for the Christmas-holiday traffic. It would have been ready before but for some rather heavy slips that took place during the late winter. The next section to Waby is well in hand. The heading of the Hoteo tunnel, 565 yards long, which is the principal work on the section, was pierced early this month. A good part of the tunnel has already been enlarged to full size, and it is expected to be finished, including lining, by January next. A contract has been let for the three bridges over the Hoteo River, and all are due for completion on the 5th March next. Although the contract has already been let for nearly six months, I regret to state that nothing has, so far, been done on the ground, but the contractor assures me that the timber will be delivered on the sites at a very early date, and the work thereafter proceeded with vigorously. If these bridges are finished by the expiry of the contract time, the railway to Waby should be available for traffic about June next. The section between Waby and Wellsford is also in hand, and the work progressing satisfactorily.

The permanent survey of this railway ends at Wellsford at present, but, as it is time that it was extended further northwards, I have given directions for a suitable officer for the work to be selected, and for the survey to be pushed on with at least as far as Maungaturoto.

Last year the expenditure on this railway amounted to £24,318, and during the current year a larger expenditure is proposed. I am, therefore, asking for a vote of £50,000 for the work.

#### PAEROA-WAIHI.

This railway was completed and opened for traffic on the 9th November last. In addition to using up the balance of £8,862 remaining to the credit of the special account established for this line, a sum of £7,326 was expended out of the vote for railway construction. A few small items still remained to be dealt with at the close of the financial year, and a vote of £2,000 is provided to cover these.

#### GISBORNE-ROTORUA.

A good deal of work has been done on this line. The formation is now complete to the east end of the tunnel beyond Karaka. The heading of this tunnel, which is 283 yards long, was pierced last month, and the enlarging to full size and the lining will be completed by Christmas. The formation beyond the tunnel is in hand to five miles and a half from Karaka, and tenders for the large bridge over the Waikohu River, near the proposed Waihuka Station, will shortly be invited.

The permanent survey of the line is finished for another two miles and a half, or as far as the twenty-sixth mile-peg, and the trial survey has been carried right through to the Opotiki Flats; but the country on the Bay of Plenty side of the range proves to be very steep and difficult. I fear, therefore, the construction of the railway beyond Motu will be very costly, but a practicable grade can be got, though the curves would be sharper than usually allowed on the New Zealand Railways. The distance from Gisborne to Opotiki by the railway survey would be about eighty-five miles, the summit of the line being 1,964 ft. above sea-level. It is intended to undertake further exploration-surveys to see if it is possible to procure a more favourable route.

Last year's expenditure on this railway amounted to £16,711, being a little in excess of the expenditure of the previous year. For the current year a vote of £20,000 is proposed.

#### MAMAKU-TE PUKE.

I mentioned in my last year's Statement that a rough exploration of a projected railway-route between the above points had been made, and that a very favourable route for constructing a line at a comparatively small cost seemed to be available, and that it was proposed during the year to have a trial survey

made. I am sorry that very great pressure of other work has prevented this trial survey being undertaken hitherto, but during the year I had an opportunity of obtaining a general view of the ground myself by driving over the new road which follows the railway-route fairly closely from Te Puke as far as the Oropi Road. For a large part of the distance the bush is still standing, but such of the land as is under crop shows excellent results, and the very uniform slope of the country will probably render it feasible to construct a railway at a very moderate expense. As soon as a suitable officer is available the promised trial survey will be put in hand.

#### NEW PLYMOUTH—SENTRY HILL DEVIATION.

This line is being constructed to improve the grade near New Plymouth.

The deviation leaves the existing line immediately west of the Waiwakaiho River, crosses the Henui Stream near its mouth, and runs thence between Buller and Molesworth Streets to the reclaimed land on the foreshore east of New Plymouth station, and joins the existing line at the platform.

No expenditure came to charge against last year's vote, but a considerable sum has already been spent this year, and a vote of £30,000 is asked for.

#### STRATFORD—ONGARUE.

The formation-works on the Huiroa Section have been steadily proceeded with, and have been finished for more than half the length, and the remaining portion, which includes some heavy work, is now well advanced. The necessary bridges have also been erected, and the formation of the station-site at Huiroa commenced. The laying of the permanent-way will be started shortly.

The expenditure last year was £10,896, a material advance on the previous year's rate. For the current year a vote of £20,000 is proposed.

#### MOUNT EGMONT BRANCH.

The first section of this line is six miles two chains long, and the whole of the formation on this length has been completed, the rails laid, and a portion of the ballasting done. The remainder of the ballasting will stand over until crushed stone is available. The site for the stone-crushing yard has been cleared of bush, also sites for houses for employees, &c., excavation for the lines of sidings completed, the foundations for the stone-crushers commenced, and the stone-crushers themselves delivered on the site. The stone-crushing plant is to be operated by water-power, and a large amount of work in connection with this has also been done, such as the construction of a dam in the Manganui River, sand-trap, inlet and outlet tunnels to latter, and the excavation of a pipe-line from the sand-trap to the crushing-yard. A contract has been let for the supply of 3,000 ft. of steel pipe, 22 in. in diameter, and the whole of this has now been delivered. An engine-shed, water-tanks, coal-store, and five cottages for employees have been built at Waipuku, where the branch joins the main line. It is expected that the railway and stone-crushing plant will be available for regular working early next year, when operations will be commenced by dealing with the large quantity of boulders to be found in the Manganui River and adjacent thereto. This source of supply is not, however, expected to prove a permanent one, so that, when further stone is needed, it will be necessary to undertake the construction of the upper section of the line, which has already been surveyed, so as to open up the permanent quarry on the slopes of Mount Egmont.

The expenditure on this railway last year amounted to £10,248, and for the current year a vote of £15,000 is asked for.

#### OPUNAKE BRANCH.

Strong representations having been made to the Government in favour of the construction of a branch line to connect Opunake with the main line of railway between Wellington and New Plymouth, a trial survey for the same was put in hand in the early part of last year. As considerable difference of opinion



existed as to the best point for the branch to join the main line, three different routes have been surveyed, which has prolonged the work considerably. The surveys are finished and the plans prepared, but the Engineer's report and estimate of cost have not yet been received. The length of the line varies according to the route adopted, ranging from rather less than twenty-two miles to a little more than twenty-six miles. One factor that must carry weight in determining the route is that a railway reserve exists between Eltham and Opunake, so that if that route is adopted no compensation for land will require to be paid. Full information on the matter not being available at present, no decision can yet be come to, and in any case, in view of the large expenditure which is at present taking place in connection with the North Island Main Trunk and other railways, the Government is unable to see its way to recommend Parliament to take in hand the construction of this railway at present.

#### NORTH ISLAND MAIN TRUNK.

A large amount of work has been done on this railway during the past year, the expenditure—£220,519—having been nearly double that of the previous year, and a record for any year since the works were commenced. More work still would have been done but for the exceptionally bad weather experienced in the interior during last summer. The quite unusual rainfall had the effect of keeping the roads in an almost impassable condition, and greatly retarded the progress of the work.

At the north end the rail-head was advanced to Oio, and platelaying is now in progress between that point and Raurimu, 198½ miles from Auckland. The formation-work, including the excavation of two tunnels, between Raurimu and Makatote is being vigorously proceeded with, nearly a thousand men being employed upon this section, and substantial progress is being made. The contract for the Makatote Viaduct, as announced in my last Statement, was let to Messrs. J. and A. Anderson, of Christchurch, in June, 1905, the stipulated date for the completion of the structure being 15th June, 1907. The contractors have erected a very fine workshop for the manufacture of the steelwork, which is now in full swing, and considerable work has also been done on the foundations for the structure. More than half the contract time has expired, however, and much less than half the work has been done.

Arrangements are being made so that the formation-work as far as the viaduct may be finished by the time the structure is completed, and also the mile of line between Makatote and Manganui-o-te-ao, so that as soon as it is practicable to lay the rails across the Makatote Ravine the rail-head can be advanced to Manganui—214 miles from Auckland and 212 miles from Wellington. A contract for the Manganui-o-te-ao Viaduct and some other work was let to Messrs. J. and A. Anderson in July last, the amount being £8,840, and the stipulated date for completion 7th February, 1908.

In October, 1905, arrangements were made to commence work on a central section, with Mr. J. J. Hay, M.A., as Resident Engineer in charge of same, and stationed at Ohakune. A good deal of work on this length has since been done, the whole of the bush having been felled, and a good start made with the earthwork. Much more would have been done but for the unfavourable weather that has been experienced, this section having been particularly affected by the weather-conditions, owing to its being an inland one and approachable only by road. The number of men employed on the section is now over six hundred, and arrangements are being made to materially increase the number.

At the southern end, the section between Taihape and Mataroa has been opened for goods traffic, and the station buildings at the latter township have been completed, also the Mataroa tunnel. The formation has been completed between Mataroa and Turangarere, including the Turangarere Tunnel and the Hautapu Bridge No. 2, and the rails now extend to Turangarere, 177 miles from Wellington. As a consequence of this we are now independent of the Taihape-Turangarere Road, the maintenance of which, owing to the bad weather that has prevailed, has been a troublesome matter. All supplies for the section beyond Turangarere can now be railed up to that point, and, as the road from

there onwards has less local traffic, as well as having been partially metalled, it is in better condition and more easy to maintain than the Taihape-Turangarere Road, so that better progress should be made in the future, even if unfavourable weather is experienced. The formation-works between Turangarere and the commencement of the central section are very actively in hand, nine hundred men being employed at the southern end of the line.

The present position of the works may be summed up thus:—

Total distance, Auckland to Wellington	...	...	...	...	Miles. 426
Already constructed and open for daily passenger and goods traffic	...	...	...	...	335
Rails laid on a further	...	...	...	...	37
Formation practically completed on a further	...	...	...	...	8
And in hand on a further	...	...	...	...	33
Untouched (except that the bush has been felled)	...	...	...	...	13
Total	...	...	...	...	426

Most of the untouched portion is left untouched merely because the works upon it are of an easy and unimportant character, and can readily be finished by the time the heavier work now in hand can be done. Probably all the earthworks will be finished as soon as the large viaducts are ready, so that on the completion of these structures really depends the date of the opening of the railway for through traffic. The contract time for the completion of the last of the viaducts expires in February, 1908, so that I can confirm my previous prediction that the rails between Auckland and Wellington will be connected by the end of that year.

Besides the operations on the railway, a very large amount of work has been done in connection with the roads giving access thereto, as without these latter the formation-works on the line could not have been proceeded with. In addition to branch roads connecting with main roads, where such existed, a service road has been constructed, alongside the line as nearly as possible, practically throughout its entire length. Every effort is being made to put this road, between the rail-heads at the northern and southern ends, into practicable order for summer coach traffic. The rail-heads are now about fifty-four miles apart, but this distance is decreasing month by month, and will be materially reduced before next winter.

The expenditure on the line last year, exclusive of the value of permanent-way materials supplied, was £220,519, or including the latter materials, £243,694. A vote of £300,000 is proposed for the current year.

#### BLenheim-Waipara.

Considerable progress has been made with the earthworks on the first three miles and a half beyond Seddon, the construction of the Hog Swamp Bridge has been begun, the formation of the Blind River Station-yard put in hand, as well as the rather heavy work between Blind River and Lake Grassmere.

At the southern end the section between Scargill and Ethelton—nine miles in length—was opened for public traffic on the 1st November last, and the further section to Tormore, three miles long, is now available for goods traffic, and will be opened for regular passenger traffic in a few days. The work between Tormore and Domett is well in hand and making good progress, and this further section will, I hope, be available for traffic early in the new year.

Last year's expenditure on the Blenheim-Waipara Railway amounted to £34,552, and for the current year a vote of £45,000 is asked for.

#### MIDLAND.

At the Nelson end of the line the section to Tadmor, 10 miles 29 chains in length, was opened for traffic on the 7th August last. The whole of the bush on the Manu Section, 10½ miles, has been felled, and formation-work is well in hand, the first two miles being nearly complete.

On the Reefton-Inangahua Section the earthworks are nearly complete for about seven miles, and the rails have been laid for half this distance. The new station-yard at Reefton is practically finished, and a contract for the removal and re-erection of the station-buildings has been entered into. The Waitahu Bridge has been completed, and is already in use for road traffic, and a tender has been accepted for the bridge at Larry's Creek.

On the Otira Section good progress has been made with the Goat Creek and Rolleston Bridges, and both are nearing completion. Considerable progress has also been made with the earthworks on this section. Tenders for the construction of the summit tunnel at Arthur's Pass, 5 miles 24 chains in length, were invited in April last in Great Britain, America, Australia, and this colony, but no satisfactory response was received. As it was considered that this result might perhaps be due to the shortness of the time for sending in tenders, fresh offers are now being invited, allowing sufficient time for tenderers outside the colony to either send their own representatives to make local inquiries or to communicate with local agents. The fresh tenders are due in March next. On the Canterbury side of the range good progress has been made, the works between Springfield and Broken River being now so near completion that there is every prospect of my last year's prediction being fulfilled, that this section would be available for traffic in time for the opening of the New Zealand Exhibition. The large steel viaduct over Staircase Gully is finished, and the smaller viaduct over Broken River is so near completion that the rails have been laid over it. A road has also been constructed from the station-yard at Broken River to the Cass, and arrangements are being made to establish a one-day through service by coach and rail between Greymouth and Christchurch. The formation-works on the railway beyond Broken River are being proceeded with, seven short tunnels being in hand, besides ordinary earthworks. The total expenditure on the several sections of the Midland Railway last year amounted to £119,212, and for the current year a vote of £100,000 is proposed.

#### WESTPORT-INANGAHUA.

Formation-work was commenced on this railway in December last, and fair progress has since been made. The felling and clearing of the bush is finished for a distance of five miles, and a considerable amount of earthwork has been done. The expenditure on the line up to the 31st March was £2,896, and for the current year a vote of £10,000 is proposed.

#### NGAHERE-BLACKBALL.

Formation-work has been proceeded with throughout the year, and fair progress made. Overtures have been made to the Government by the Paparoa Coal Company for a short extension of the line in the direction of that company's mine, and the matter is now under consideration. Last year's expenditure amounted to £9,257, and for the current year a vote of £10,000 is proposed.

#### GREYMOUTH-POINT ELIZABETH.

This railway was completed sufficiently to be opened for coal traffic some time since, but some finishing-works were required, on which an expenditure of £2,638 took place during last financial year.

#### HOKITIKA-ROSS.

The first section of this railway—viz., to Ruatapu, seven miles in length—is now in use for goods traffic, and will be available for the conveyance of passengers in time for the King's Birthday holiday. The earthworks are practically complete for a further distance of five miles, and are nearing completion along the remainder of the line. The contractor for the Totara Bridges contract is, however, much behind with his work. The contract time for the completion of these bridges expires on the 7th December next, and so far very little has been done. The expenditure during last financial year was £17,074, and for the current year a vote of £20,000 is asked for.

## CULVERDEN—ROTHERHAM—HANMER.

A vote for the above was provided on last year's appropriations, but no work has been undertaken. So far as the connection of Hanmer Springs with the railway is concerned, it is considered that for the present a good motor-car service will meet the requirements, and inquiries for suitable vehicles are being made with a view to the service being in operation during the coming summer if possible.

## OTAGO CENTRAL.

The section between Omakau and Chatto Creek was opened for public traffic on the 1st August last. The whole of the formation-works between Chatto Creek and Clyde are complete, and the bridges are also finished, except the large combined road and railway bridge over the Manuherikia River, third crossing, the contract time for the completion of which expires at the end of this month, and a smaller timber bridge at Waikerikeri, which is being built by the Department's own workmen. This will be finished shortly after the larger structure, when the rails can be laid right through to Clyde. Contracts have recently been entered into for the erection of the station buildings at Galloway, Alexandra, and Clyde. I hope to have this railway complete to Clyde by about the end of the financial year. The expenditure on the line during the year amounted to £56,724. For the current year a vote of £50,000 is proposed.

## LAWRENCE—ROXBURGH.

Construction-works on this line were commenced in January last, and have already made very fair progress. The amount charged to last year's vote was only £999, but for the current year an expenditure of £20,000 is proposed.

## HERIOT EXTENSION.

This extension was handed over to the Railway Department early in 1905, but some little work remained to be done, on which an expenditure of £2,213 took place last year.

## GORE—WAIKAKA.

The construction of this railway was authorised by "The Waikaka Branch Railway Act, 1905," but those interested have not so far formally approached the Colonial Treasurer in reference to the matter, and consequently no steps towards putting construction-works in hand have yet been taken.

## CATLIN'S—WAIMAHAKA.

The work at the Catlin's end of this line now extends over a length of about four miles, the earthwork on about half of which is nearing completion. At the Waimahaka end a similar length is also in hand, the bush having been felled, and earthwork in progress. The expenditure last year amounted to £8,590, and for the current year an appropriation of £20,000 is asked for.

## RIVERSDALE—SWITZERS.

The rails on the first two miles of this line, which were taken up some years ago, have now been relaid. A quantity of timber for further bridging required has been delivered, and pile-driving and formation-work are about to be started. Scarcely any expenditure came to book against last year's vote, but for the current year an appropriation of £8,000 is proposed.

## OREPUKI—WAIATU.

Formation-works on this line were resumed in February last, and fair progress has since been made. The charges against last year's vote only amounted to £970, but for the current year a vote of £10,000 is asked for.

## TOTAL APPROPRIATIONS FOR RAILWAY-CONSTRUCTION.

In addition to the items already mentioned a vote of £130,000 is proposed for permanent-way materials, £3,000 for surveys of new lines, £1,000 for land claims and other old liabilities, and also a small sum of £25 to cover a liability for clearing noxious weeds on the abandoned section of the Midland Railway between Belgrove and Tophouse. These items bring the total appropriation proposed for railway-construction purposes up to £884,025. This is somewhat in excess of last year's vote, but the Department has more work in hand at the present time than it had twelve months ago, and consequently an increased vote is required.

## OTHER RAILWAY-WORKS.

The expenditure on additions to open lines during last year amounted to £351,044. The great bulk of this expenditure was on additional rolling-stock, and the remainder on works of a very varied nature, required to enable the railways to cope with the present greatly increased traffic. I would draw the attention of honourable members to the fact that the Public Works Department has not imported any rolling-stock for new railways for many years past, and that the lines, as completed from time to time, are handed over to the Railway Department, which Department provides the additional rolling-stock necessary for their working. A considerable portion of the expenditure on additions to open lines is therefore fairly debitable to first cost, the remainder being for improvement-works. Practically the whole of our rolling-stock is now built in the colony. For the current year a vote of £300,000 is proposed.

Work on the Hutt railway and road improvement was proceeded with throughout the year, and considerable progress made. The expenditure amounted to £44,739, and for the current year an appropriation of £50,000 is asked for.

The Railways Improvements Authorisation Act of 1904 authorised the duplication of the lines between Auckland and Penrose, Addington and Rolleston, and Dunedin and Mosgiel. A good deal of work has already been done on the former, and a start made with the latter, and preparations are being made for putting in hand the work between Addington and Rolleston. The expenditure last year amounted to £8,566, and for the current year a vote of £100,000 is provided on the estimates.

## UTILISATION OF WATER-POWER.

Though the year has been a very unfavourable one for field work, surveys have been completed (except in one case) for schemes to utilise the power available at Huka Falls, Rotoiti Lake, Mangahao, Tauherenikau, and Hutt Rivers, Clarence River at Hanmer Plain, Lake Coleridge, and Opihi Gorge.

The alternative surveys at Huka Falls and at Rotoiti-Kaituna (though the latter survey is not quite complete in some details) show that it would be more profitable to generate power on the Kaituna than at Huka. The conditions in favour of Kaituna are the shorter distance to transmit the power, the much greater fall available, and the smaller quantity of water to be handled to get a given power, while the adverse condition is the longer conduit. But power should be delivered in Auckland and *en route* at about 15 to 20 per cent. less cost than from Huka, and the cost of power from Kaituna would also be less than from any other scheme to utilise the rapids on the Waikato, at Aniwhaniwa, Ateamuri, Horahora, or elsewhere, where the low fall available would be a handicap. It appears best at Kaituna to adopt a conduit about five miles long, where 530 ft. of fall is available, giving about 30,000 brake horse-power on the turbine shafts for continuous working. Another scheme could subsequently be developed to use the remainder of the fall, perhaps as much as 300 ft. The country falls somewhat too fast to enable all the available fall of 900 ft. to be utilised in one scheme without very long pipe-lines.

A preliminary survey, just finished near Shannon, shows that by diverting the Mangahao through the range between its upper valley and the plains falls from 600 ft. up to about 1,000 ft. may be got, giving probably 8,000 to 10,000

brake horse-power for alternative schemes. Also about 3,000- to 4,000-horse power could be got from the Tokomaru Stream by storing the water. The water from the two rivers could be utilised in one power-house, though at different pressures, which would be advantageous. This power scheme is favourably situated near several centres of population. At the combined power-house 11,000- to 12,000-horse power could be obtained.

The survey of the Tauherenikau River shows that with a conduit about five miles long about 430 ft. of fall is obtainable at Featherston. The flood-water would have to be stored in as large a volume as possible, for, though the flow is large, considering the area of the watershed, yet at times a low flow may obtain for some time. The flood flow is very great, and to store it all would be excessively costly, yet enough to give up to about 10,000 horse-power continuously could be got without excessive cost.

The survey for the Hutt power scheme shows that with a high dam water for two to three months' use can be stored, and sufficient to enable about 16,000-horse power for part-time (working eleven or twelve hours a day), to be got. Though high, the dam would be of no great length. The nearness of the power-station to the Hutt, Petone, and Wellington renders this scheme a most valuable one. It will be more favourable to develop power here for Wellington than from the Tauherenikau or other more remote schemes. The country is favourable for the construction of a transmission-line, and there would be but little risk of interruption from the ordinary causes of break-down. Judging from the present large and ever-increasing amount of power used in Wellington, there should be little fear of getting a ready sale for all the energy.

The surveys of the Clarence scheme at Hamner show that 1,080 ft. of fall can be got at Jollie's Pass, which appears to be the most favourable point at which to divert the water. Some storage of water is obtainable in Lake Tennyson, but the area of the lake is small—just under one square mile at ordinary level. The length of the conduit would only be about three miles and a quarter, and about 22,000-horse power on the Pelton-wheel shafts would be obtainable. This is an excellent source of power, and one which could be readily increased by the construction of dams. These, however, would be relatively costly, as there are no very narrow gorges where dams could be cheaply built.

The survey of Lake Coleridge has been finished, but the data have not yet been quite reduced to such a form as to enable a final decision to be come to as to whether it would be preferable to have one central power-station at Coleridge for Canterbury, or two, one at Hanmer and another at Opihi. A close comparison of the first cost, the relative cost of power delivered, and the extent of country that can be economically served, have to be carefully considered before arriving at a decision.

A survey of several possible ways of utilising the water in the Opihi and Opuhas shows that a much larger scheme than was at first thought possible is obtainable at a power-station at the lower end of the Opihi Gorge. A reservoir to store a large quantity of water can be formed at the upper end of the gorge, and by the diversion of the Opuhas into this reservoir a large amount of power is obtainable—up to about 16,000-horse power continuously, and proportionally greater for part-time working. The length of conduit would be about four miles and a half, and the effective fall about 260 ft. This power-station would command the southern districts of Canterbury, and, worked in conjunction with the Clarence scheme at Hanmer, the whole of Canterbury would be very effectively supplied with power.

Plans for works to develop these various schemes are being prepared, and very shortly it will be possible to invite offers for the supply of plant. Information as to the probable cost of plant has already been obtained through the High Commissioner, but in addition detailed information for each particular scheme will now be ascertained.

The question of the advantageous use of the power available has also received some attention, as, besides the supply of power to existing industries, other uses must be found for it if we are to take full advantage of the resources available.

The question of the artificial production of nitrates is receiving much attention from scientific men and others. It is estimated that in the next quarter of a century or so the world's consumption of nitrates will be many times the present rate—viz., about a million and a half tons per year—and processes are being perfected for their production in hydro-electric works. A considerable measure of success appears to have been attained, and in Sweden it is claimed that, with the cost of energy at from £1 to £2 per horse-power per year, nitrates can be artificially manufactured at a profit. There are places in New Zealand where power can be got within the above limit of cost at the power-house, and, in addition, some of our schemes would have the power-house on the seashore, within easy reach of limestone-deposits available for sea transport. If present anticipations as to the development of the nitrate industries are realised, there is no reason why New Zealand should not be able to manufacture and export many million pounds' worth of the product, and some districts now desolate may yet become centres of industry supporting directly or indirectly a considerable population.

It may be interesting to state that Sweden has passed an enactment conserving to the State the ownership of all water-power, and it appears to be the intention to charge a substantial royalty in any case where private persons or companies are allowed to use the same, the amount proposed to be charged per horse-power per year being about the same as has already been suggested for similar proposals in New Zealand.

Except as they may be modified by the amount of power found to be available, or to supply more power for shorter periods, the estimates previously given for the various schemes proposed to be undertaken do not appear, after more complete surveys, to require much modification. The cost of a power scheme where storage of water is possible will vary greatly with the nature of the demands to be met. A plant for part-time service may cost for conduits, machinery, &c., up to twice or more that of a plant for continuous working—that is to say, the cost of energy to consumers using power intermittently and in small quantities must be higher than to those using large volumes of power continuously. The costs at the various centres in New Zealand to which it is proposed to deliver power may be taken at from £6 to £8 per horse-power per year for full-time working of 168 hours per week. There would be a proportional increase in the rates for small quantities or for power intermittently used. These rates increase up to two and a half and even three times in some power services. It is not possible yet to say whether the rates in this colony would require to be framed on quite the same basis; but I hope to place some further information before honourable members prior to the close of the session.

The expenditure last year under the head of Utilisation of Water-power amounted to £2,902; but, as it is hoped to make a start with some of the works this year, a vote of £53,000 is now asked for.

#### PUBLIC BUILDINGS.

The total expenditure on public buildings out of votes under the control of the Minister for Public Works amounted last year to £187,094—namely, £26,880 under the Consolidated Fund and £160,214 under the Public Works Fund. This is an excess of over £44,000 on the previous year's figures. For the current year votes totalling to £39,437 under the Consolidated Fund and £248,500 under the Public Works Fund are proposed, the increase in the Consolidated Fund vote being due principally to the fact, as already announced in the Financial Statement, that the larger items of expenditure under the head of Maintenance and Renovations of Public Buildings, hitherto borne on the Public Works Fund, are now to be transferred to the Consolidated Fund. In future, therefore, all items for maintenance and repairs will be charged directly to revenue.

#### GENERAL.

The expenditure under this head amounted to £2,303, none of the items being of any magnitude. For the current year a vote of £18,000 is pro-

posed. This vote provides for making a commencement with the proposed additions to the Parliament Buildings, which will afford increased accommodation which is at present badly required. The complete scheme involves the sweeping-away of the old library wing, which is the oldest portion of the existing structure, and is in a somewhat advanced state of decay. The new erection to take its place and to provide the additional accommodation required will be a modern structure, and will, of course, be built in brick. The vote also provides for the additions to the Departmental Buildings at Napier (now in progress), and for proposed new offices at New Plymouth for the Deeds Registration, Agricultural, and Roads Departments, for making a commencement with the new offices and laboratory for the Geological and Health Departments in Wellington, and the new offices at Hokitika for the Lands and other Departments. It also provides for making a start with the additions to the Departmental Buildings at Auckland, which have been in contemplation for some time and are now much required, and for a number of other minor works.

#### JUDICIAL.

*Courthouses.*—The principal expenditure last year took place in connection with the new Courthouses at Huntly, Tauranga, Dannevirke, and Campbelltown, and the additions at Stratford. Provision is made on the estimates now submitted for new buildings at Hamilton, Raglan, Kawhia, Waitara, Eltham, Taihape, Masterton, Hawksbury, Kaitangata, and Otautau, for the purchase of a site at Te Kuiti, and for additions at Dargaville, Waihi, Feilding, Palmerston North, Christchurch, Black's, Alexandra, &c.

*Gaols.*—The expenditure under this head was not at all heavy. It took place principally in connection with the new gaol at Mount Eden (Auckland) and the additions at Wellington. The vote proposed for the current year provides for carrying on the work at Auckland, for new gaols at Gisborne and Invercargill, for substantial additions at Wellington, and for Warders' cottages at Auckland, Napier, New Plymouth, Wanganui, Wellington, Lyttelton, and Invercargill.

*Police-stations.*—The principal items in connection with last year's expenditure on police-stations were for the new buildings at Newton, Waiuku, and Christchurch, alterations at Auckland, and additions at Palmerston North and Timaru. The current year's vote provides for completing the work at Christchurch, and for new stations at Helensville, Birkenhead, Newmarket, Avondale, Karangahake, Raglan, Kihikihi, Taumarunui, Taupo, Tolaga Bay, Masterton, Carterton, Collingwood, Kumara, Kaiapoi, Bingsland, Addington, Methven, Waimate, Hampden, and Gore, also new quarters at Wanganui and Nelson, sites at Petone and Newtown, a site and cells at Whangarei, and additions at Auckland, Waihi, Rotorua, Tauranga, Waipiro, Wellington, Timaru, and Dunedin.

#### POST AND TELEGRAPH.

A large number of buildings for the Postal Department were in hand during the year. The principal expenditure took place in connection with the new offices at Parnell, Whakarewarewa, Tauranga, Waipiro Bay, New Plymouth, Pungarehu, Waitotara, Bull's, Palmerston North, Otaki, Hutt, Nelson, Collingwood, Millerton, Greymouth, Mornington, Winton, Otautau, and Half-moon Bay, with the additions at Napier, Waipawa, Dannevirke, Pahiatua, Greytown, and Christchurch, alterations at Wellington, and the purchase of properties at Devonport and Linwood. The current year's vote provides for new offices at Whangarei, Waipu, Newmarket, Cambridge, Whakatane, Tuparoa, Tokomaru Bay, Aramoho, Taihape, Kimbolton, Apiti, Rongotea, Manakau, Waikanae, Makuri, Featherston, Johnsonville, Karamea, Brunnerton, Geraldine, Waikouaiti, and Roslyn, for additions at Auckland, Rotorua, Napier, Rangiora, North Dunedin, Gore, Invercargill, and Bluff, for alterations at Gisborne, Wanganui, Feilding, and Blenheim, for new quarters at Te Awamutu, Martinborough, Havelock, and Arrowtown, for additional land and water-supply at Wakapuaka, and for a wharf at Auckland for the Pacific Cable steamer.



## CUSTOMHOUSES.

The only expenditure under this head was in connection with the completion of the new Customhouse at Wellington. The new vote now proposed provides for some fittings for the same building, and for a proposed new Customhouse at Nelson.

## MENTAL HOSPITALS.

The expenditure on buildings of this class was rather less than during the previous year. The principal outlay took place in connection with the Auckland Mental Hospital, the institutions at Porirua, Sunnyside, and Seacliff coming next in order. For the current year a substantial amount of work is contemplated at Auckland, Porirua, Sunnyside, and Seacliff, with less important additions at Wellington, Nelson, Richmond, and Waitati. In addition to this, provision has to be made for considerable alterations and additions to the "Camp," Dunedin, which has been acquired for the accommodation of special cases, also for reception-houses proposed to be established in connection with the institutions at Auckland, Wellington, and Christchurch.

## SCHOOLS.

Last year's expenditure totalled £145,050, of which £75,827 was debited to revenue, and £69,223 to 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 Boys' Training Farm, Weraroa, Levin, and the new School for Deaf Mutes, Sumner, also the erection of Native school buildings at Oparure, Tautoro, Paparore, Rangiawhia, Kaiwhata, and additions to the similar buildings at Nuhaka, Whakarewarewa, Kaikohe, and Raukokore. Buildings are now in course of erection at Tokikuku and Mokai, and a teacher's residence at Matata. For the current year, in addition to the vote under the Consolidated Fund, an appropriation of £100,000 is asked for out of the Public Works Fund to provide for school buildings generally, also buildings for Native and industrial schools, reformatories, and school for deaf mutes, &c., also grants for providing for technical and training schools, and for buildings for the Auckland and Otago Universities, Victoria, Canterbury, and Nelson Colleges, and for the Whangarei, Dannevirke, Palmerston North, and Southland High Schools.

## OTHER BUILDINGS.

*Hospitals.*—Under the head of General Hospitals an expenditure of £4,736 took place, the principal portion of which was on the new building at Greymouth, smaller sums being spent in connection with the hospitals at Hamilton and Reefton and the Old Men's Home at Nelson.

The estimates provide for a total authorisation of £22,245 for the current year, on account of which a vote of £15,000 is proposed. The chief items are in connection with the hospitals at the following places: Manganui, Hokianga, Rawene, Northern Wairoa, Waihi, Te Aroha, Hamilton, Stratford, Palmerston North, Masterton, Greytown, Blenheim, Westport, Greymouth, Kumara, and Hokitika, the St. Helen's Hospitals at Auckland and Christchurch, and the Old People's Homes at Napier and Timaru.

*Agricultural.*—Not much was done under this head last year, the expenditure having amounted to £2,404 only, and being principally in connection with the chemical laboratory at Wallaceville and the experimental farm at Arataki.

For the current year a vote of £4,500 is proposed, which provides for further work at Wallaceville, also buildings at Auckland, Ruakura, Hamilton, Waipiro Bay, Palmerston North, Wellington, Seddon, Hokitika, Balclutha, and the Bluff.

*Public Health.*—Under this head £6,106 was expended, the principal items being the subsidies to the Hospital and Charitable Aid Boards on account of the annexes for consumptives at Wellington and Nelson and for the infectious-diseases hospital at Palmerston North. An expenditure of between £500 and £600 also took place in connection with the Cambridge Sanatorium.

For the current year an appropriation of £15,000 is asked for, of which again by far the larger portion is for grants for infectious-diseases hospitals and annexes for consumptives—Auckland, Waihi, Palmerston North, Wellington, Nelson, Christchurch, Dunedin, and Invercargill all participating.

#### ROADS, BRIDGES, ETC.

The particulars of the appropriations administered by the Department of Roads, and the expenditure thereunder for the year 1905–6, are shown in the following table :—

Vote.	Number of Items.	Amount voted by Parliament for Expenditure.	Net Amount of Expenditure, 1905–6.	Liabilities at 31st March, 1906.
Public Works Fund—		£	£	£
Roads, Departmental ...	11	18,815	18,599	153
Roads, &c. ...	2,089	446,038	248,480	99,246
Maintenance of main roads ...	10	28,000	24,745	1,174
Tourist roads, &c. ...	126	28,216	15,226	4,986
Unauthorised Account ...	...	...	16	...
Total ...	2,236	521,069	307,066	105,559
Land for Settlements Account ...	36	...	18,692	4,052
Loans to Local Bodies Account ...	149	35,000	38,801	6,087
Grand totals ...	2,421	556,069	364,559	115,698

Of the total amount provided for expenditure on works under the control of the Roads Department, therefore, the net sum expended was £364,559. If to this be added the liabilities incurred and outstanding in respect of uncompleted works at the 31st March, 1906, it will be seen that the actual value of work undertaken during the year was £480,257.

In addition to this, the Department supervised expenditure on kindred works on behalf of the Mines, the Native, the Lands and Survey, and other Departments to the amount of £11,777.

In view of the large appropriation for road-works, it was hoped that more work would have been done. That larger results were not achieved is due entirely to causes over which the officers of the Department had no control, for, notwithstanding their efforts, the extreme wetness of the spring and summer, combined with a scarcity of suitable labour just at the time when such labour was most required, greatly hampered operations. It is to be borne in mind, also, that most of the roads now being constructed are in forest country, and it is obvious that this renders construction-work more costly than in former times. Moreover, the country, as a rule, is very broken, is remote from centres of supply, and is difficult of access.

The outdoor work undertaken and completed during the year may be summarised as follows :—

Engineering surveys ...	633 miles.
Dray-roads constructed ...	538 "
Bridle-roads constructed ...	461 "
Bridges over 30 ft. span (162) totalling ...	16,083 feet.
Dray-roads improved (including metalling) ...	689 miles.
Bridle-roads improved ...	161 "
Dray-roads maintained ...	2,446 "
Bridle-roads maintained ...	1,388 "

The appropriations proposed are as under :—

Roads, Departmental ...	£ 18,830
Roads generally ...	396,807
Tourist roads ...	30,896
Government Loans to Local Bodies Account ...	50,000
Total ...	496,533

As already announced in the Financial Statement, it is proposed to transfer to the Consolidated Fund the charge for the maintenance of main roads, so that no vote under that head appears on the public-works estimates this year, but the allocation of the amount voted is attached to the estimates.

#### ROADS ON GOLDFIELDS (MINES DEPARTMENT).

The vote last year under this head amounted to £57,250, and the expenditure to £45,138.

The sum proposed to be authorised for the current year is £75,731, on account of which a vote of £50,000 is proposed.

#### DEVELOPMENT OF GOLDFIELDS AND MINING.

A substantial increase in the production of precious metals and minerals is to be noted this year, the export of gold being the highest for thirty-five years. The output of coal also continues to increase, and new leases are still being applied for on the west coast of the Middle Island.

For the year 1905 there was exported from the colony 520,485 oz. gold, of a value of £2,093,936, as against an export for 1904 of 520,320 oz., of a value of £1,987,501.

It is confidently anticipated that the export for this year will exceed that of last year, as the mines all over the colony appear to be in a flourishing condition.

The purchase of the Alexandra-Bonanza Race was completed last year, and the surveys of the proposed extension are now sufficiently advanced to allow of the improvement-works being let by contract. When the extension is completed a large area of land will be available for mining by reason of the additional supply of water available.

The amount expended last financial year on works for the development of the goldfields was £18,533, while the liabilities at the close of the year amounted to £2,886. It is proposed to take a vote of £40,000 for the current year.

#### TOURIST AND HEALTH RESORTS.

The expenditure under this head during the past year amounted to £15,438, the drainage-works at Rotorua taking £4,009 of the total. For the current year, in order to meet the liabilities in connection with the Rotorua new bath buildings and waterworks, the amounts required under those heads are increased to £14,000 and £15,000 respectively. The completion of the new water system is an important matter, as the present supply is inadequate for the requirements of the new drainage system. It is proposed to erect a suitable bath at Whakarewarewa, for which a vote of £500 is proposed.

The Department's premises, baths, and the domain at Te Aroha have been lighted by electricity, and the cost of the work is duly provided for under the vote.

The new water-supply for Hanmer is provided for by an increased vote; and an amount of £800 is taken for the purchase of launches for Lakes Tarawera and Okatina.

The necessity for better accommodation at the Hermitage, Mount Cook, has been an urgent matter for some time, and an amount of £500 is asked for on account. For the coming season temporary arrangements are being made to provide additional sleeping-room.

The gross authorisation asked for is £51,840, on account of which a vote of £40,000 is proposed.

#### TELEGRAPH-EXTENSION.

The expenditure on telegraph and telephone services out of this vote during the year amounted to £77,186.

No less than 158 lines were erected or were in hand during the year, in addition to the usual activity in the telephone-exchange extension. New offices were opened in 115 townships, special attention having been paid to offering better facilities to isolated settlements known under the general term "the backblocks."

Of the longer and more important lines mention may be made of Ongarue—Mangaroa, Kaiataia—Herekino, Te Awamutu—Taumarunui, Tarata—Matau, Hunterville—Koeke, Manaroa—Forsyth Bay, Stillwater—Moana, Rakaia—Highbank, Hazelburn, Clinton—Clydevale, Mosgiel—Momona, Waimahaka—Waikawa, Mossburn—Te Anau, and metallic circuits and trunk wires on several main lines.

To the telephone-exchanges a total of 1,910 subscribers were added. The installation of metallic circuits is still in progress, with most satisfactory results wherever connections have been completed. There are now in the colony 15,333 subscribers.

Table No. 6 attached to this Statement indicates the great activity which has been displayed during the past year in the direction of telegraph-extension. In this connection I may remark that the amount expended on the extension of the telegraph system since the advent of the Liberal party to power has exceeded the total expenditure on the same class of work by all their predecessors in office since the inauguration of the public-works policy.

The amount asked for this year is £120,000, which includes £25,000 specially set apart for the extension of communication with outlying districts, also a sum to cover the cost of materials under order for the completion of authorised works.

#### LIGHTHOUSES, HARBOUR-WORKS, AND HARBOUR DEFENCES.

The expenditure on lighthouse-works during the year was £962, incurred in connection with the completion of the new tower at Cape Campbell. A new fog-signal has been erected at Taiaroa Head at a cost of £690, and is working satisfactorily, the cost having been defrayed out of the Consolidated Fund. The low-level light mentioned in my Statement last year has been erected at Pencarrow Head by the Wellington Harbour Board, by whom it is to be maintained.

For the current year a vote of £2,100 is proposed. This makes provision for the connection of some of the lighthouses with the colonial telegraph system, for the erection of a new dwelling for the principal keeper at Nugget Point, and for fog-signals at Godley Head and Moko Hinou.

The expenditure during the year on harbour-works amounted to £2,684, the following being the principal works undertaken: Improvement of Waipu and Karamea Rivers, erection of a wharf at Mercury Bay, removal of rocks in Manukau Harbour, protective works at Western Spit (Napier), extension of the wharf at Chatham Islands, and harbour-improvement works at Waikokopu (Hawke's Bay). The removal of rocks at Onehunga was carried out by contract under the supervision of the Department, and the other works were executed by the local authorities, to whom grants were made for the purpose.

For the current year it is proposed to renew several of last year's votes which were unexpended, and to provide for the following in addition: Removal of rocks in Helensville Creek; improvement of the Wade, Puhoi, Waitotara, and Waikouaiti Rivers, and Takaka, Point Elizabeth, and Okarito Harbours; wharves at Kaikoura and Tautuku; Port Waikato and Waikawa Wharf repairs, and a grant for the protective works at the Western Spit, Napier. The amount proposed for expenditure during the year is £5,000.

Under the head of Harbour Defences the expenditure was very small, having amounted to £1,300 only. For the current year a vote of £4,000 is proposed.

#### GROSS TOTAL APPROPRIATIONS.

In addition to the votes already mentioned, the estimates include the following charges:—

	£
Public Works, Departmental ... ..	14,500
Immigration ... ..	10,000
Purchase of Native lands ... ..	10,000
Rates on Native lands ... ..	1,000
Contingent defence ... ..	35,000
Lands improvement ... ..	21,200

thus bringing the total amount of the proposed appropriations up to £2,484,858, as against £2,602,156 last year.

## DEPARTMENTAL.

Mr. W. H. Hales, who had held the positions of Engineer-in-Chief of the Colony and Colonial Marine Engineer for many years, retired from the public service on a well-earned pension on the 31st March last. Mr. Peter Seton Hay, M.A., M.Inst.C.E., who has been in the service of the Public Works Department for over thirty-one years, and in the position of Superintending Engineer for nearly ten years, has been appointed to succeed him. The vacancy in the Superintending Engineership has been filled by the promotion of Mr. R. W. Holmes, M.Inst.C.E., who was for some time previously the Department's Inspecting Engineer, and who has been in the service for over thirty-four years.

## CONCLUSION.

My task this year in dealing with and determining the merits of the innumerable applications for grants which have been received has been no less onerous than in previous years. It is impossible to meet the demands of all, and it is inevitable, therefore, that a certain amount of disappointment must be experienced that particular works have not been provided for, but honourable members may rest assured that in allocating the amounts provided for the various works and purposes the fullest consideration and most careful attention has been devoted to the requirements of the different parts of the colony. My chief endeavour has been to treat all fairly and in accordance with the necessities, so far as ways and means will permit, while at the same time serving the best interest of the people as a whole.

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# PUBLIC WORKS STATEMENT, 1906.

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SUMMARY showing the TOTAL EXPENDITURE, on PUBLIC WORKS and OTHER SERVICES out of PUBLIC WORKS FUND to 31st March, 1906, and the LIABILITIES on that Date.

TABLE No. 1.

Number of Table containing Details.	Works.	Total Net Expenditure to 31st March, 1905.	Expenditure during 12 Months ended 31st March, 1906.	Total Expenditure to 31st March, 1906.	Liabilities on Authorities, Con- tracts, &c. 31st March, 1906.	Total Expenditure and Liabilities.	Works.
3	Railways ...	£ 20,870,313 2 8	£ s. d. 102,126 8 8	£ s. d. 21,891,578 11 4	£ s. d. 196,099 10 8	£ 22,087,678 2 0	Railways.
4†	Roads ...	£ 16,839,051 13 2	£ s. d. 832,204 8 7	£ s. d. 7,191,256 1 9	£ s. d. 139,080 6 4	£ 7,330,336 8 1	Roads.
5 and 5A	Development of goldfields	£ 608,427 15 2	£ s. d. 18,532 12 6	£ s. d. 716,960 7 8	£ s. d. 2,886 10 5	£ 719,846 18 1	Development of goldfields.
6	Telegraphs ...	£ 1,132,990 4 7	£ s. d. 77,186 7 2	£ s. d. 1,210,176 11 9	£ s. d. 83,295 0 0	£ 1,293,471 11 9	Telegraphs.
7	Public buildings ...	£ 3,186,223 19 10	£ s. d. 110,531 8 5	£ s. d. 3,351,536 8 3	£ s. d. 51,967 11 8	£ 3,403,503 19 11	Public buildings.
8	Lighthouses, harbour works, and harbour defences	£ 1,008,206 13 0	£ s. d. 4,946 0 3	£ s. d. 1,013,152 13 3	£ s. d. 158 10 8	£ 1,013,311 3 11	Lighthouses, harbour works, and harbour defences.
...	Departmental	£ 519,939 9 6	£ s. d. 13,516 17 10	£ s. d. 533,456 7 4	...	£ 533,456 7 4	Departmental.
18 of 1878	Utilisation of water-power	£ 467 13 3	£ s. d. 2,901 17 1	£ s. d. 3,369 10 4	£ s. d. 3 18 6	£ 3,373 8 10	Utilisation of water-power.
11 of 1877	Coal-exploration and mine-development	£ 10,835 0 0	£ s. d. 10,835 8 0	£ s. d. 10,835 8 0	...	£ 10,835 8 0	Coal-exploration and mine-development.
...	Aiding works on Thames goldfields	£ 50,000 0 0	£ s. d. 50,000 0 0	£ s. d. 50,000 0 0	...	£ 50,000 0 0	Aiding works on Thames goldfields.
...	Immigration	£ 2,154,475 8 3	£ s. d. 8,753 2 4	£ s. d. 2,163,228 10 7	...	£ 2,163,228 10 7	Immigration.
...	Purchase of Native lands	£ 2,010,645 17 3	£ s. d. 13,776 12 7	£ s. d. 2,024,422 9 10	£ s. d. 51 5 4	£ 2,024,473 15 2	Purchase of Native lands.
...	Defence	£ 819,151 11 8	£ s. d. 35,568 12 0	£ s. d. 854,720 3 8	£ s. d. 13,329 0 0	£ 868,049 3 8	Defence.
...	Charges and expenses of raising loans	£ 1,240,067 10 10	£ s. d. 235 2 0	£ s. d. 1,240,302 12 10	...	£ 1,240,302 12 10	Charges and expenses of raising loans.
...	Interest and sinking fund	£ 218,500 0 0	£ s. d. 547 9 11	£ s. d. 218,500 0 0	...	£ 218,500 0 0	Interest and sinking fund.
...	Rates on Native lands	£ 66,565 7 3	£ s. d. 67,112 17 2	£ s. d. 67,112 17 2	£ s. d. 360 0 0	£ 67,472 17 2	Rates on Native lands.
...	Thermal springs	£ 14,599 13 2	£ s. d. 14,599 13 2	£ s. d. 14,599 13 2	...	£ 14,599 13 2	Thermal springs.
...	Tourist and health resorts	£ 55,359 15 0	£ s. d. 115,888 0 8	£ s. d. 71,247 15 8	£ s. d. 39,046 16 7	£ 110,294 12 3	Tourist and health resorts.
...	Lands improvement	£ 8,357 5 9	£ s. d. 1,051 16 9	£ s. d. 9,409 2 6	£ s. d. 393 9 4	£ 9,802 11 10	Lands improvement.
...	Payment to Midland Railway bondholders	£ 150,000 0 0	£ s. d. 150,000 0 0	£ s. d. 150,000 0 0	...	£ 150,000 0 0	Payment to Midland Railway bondholders.
...	Recovery on account of service of previous years	£ 1,731,686 16 9	£ s. d. 1,000 0 0	£ s. d. 42,704,865 5 1	...	£ 43,321,537 4 7	Recovery on account of service of previous years.
...	Totals	£ 41,063,178 8 4	£ s. d. 1,730,686 16 9	£ s. d. 42,793,865 5 1	£ s. d. 536,671 19 6	£ 43,320,537 4 7	Totals.

\* Includes Paeroa-Waihi Railway Account—£75,000 expenditure under Lands Improvement Account, £300,929 12s. 6d. and £30,000 transferred from Consolidated Fund, previously applied in reduction of "Roads" expenditure. † Includes £16 16s. charged to "Unauthorised." ‡ Includes £5,008 18s. 4d. charged to "Unauthorised." § Includes expenditure under Native Lands Purchase Account, £491,980 18s. 1d. ¶ Includes £3,013 18s. 8d. charged to "Unauthorised." \*\* Includes £450 charged to "Unauthorised."



TABLE No. 2.  
GENERAL SUMMARY.

Showing NET YEARLY EXPENDITURE out of PUBLIC WORKS FUND, 1884-85 to 1905-06.

Description of Services.	Total Net Expenditure to 31st March, 1884.	Expenditure.																					Total Net Expenditure to 31st March, 1906.	
		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.		1905-06.
Immigration .. .. .	£ 2,036,795	£ 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	£ 8,753	£ 2,163,228
Public Works Departmental .. .. .	197,439	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	12,993	17,771	13,949	16,088	12,814	13,517	533,456
Utilisation of Water-power .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	468	2,902	3,370
Railways .. .. .	10,953,690	663,063	725,496	616,447	403,727	272,077	289,601	180,021	154,417	220,894	176,304	247,545	197,105	207,231	351,600	374,192	417,937	717,723	1,338,940	759,753	828,704	779,891	1,021,265	*21,891,579
Payment to Midland Railway Bondholders .. .. .	..	..	..	..	..	..	Cr. 29	..	Cr. 681	..	..	..	..	Cr. 334	..	..	..	..	1,338,940	759,753	828,704	779,891	1,021,265	..
Roads:—																								
Roads North of Auckland .. .. .	127,531	34,574	33,163	30,738	3,138	264	267	9,905	11,739	12,588	22,235	22,731	27,959	4,289	..	..	..	..	..	..	..	..	..	..
Main Roads .. .. .	30,390	26,833	22,294	13,756	10,968	12,799	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	1306,065	..
Miscellaneous Roads and Bridges .. .. .	1,099,643	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 .. .. .	298,608	49,314	61,794	57,157	61,488	21,954	28,160	24,285	27,993	21,989	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grants-in-Aid .. .. .	381,399	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	..	..	..	..	..	..	..	..	..	..	..	..	..
Roads on Goldfields .. .. .	36,041	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	45,189	..
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 .. .. .	..	..	6,832	12,900	20,410	1,898	248	5,532	30,289	29,440	34,765	17,841	..	..	..	..	..	..	..	..	..	..	..	..
Roads to give access to North Island Trunk Railway .. .. .	..	..	..	..	..	..	..	..	..	..	..	89,207	108,168	103,555	..	..	..	..	..	..	..	..	..	..
Lands Improvement Account .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Roads .. .. .	2,212,467	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	351,204	7,190,256
Development of Goldfields .. .. .	534,199	8,029	9,082	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	6,268	18,533	766,961
Purchase of Native Lands .. .. .	921,692	70,572	34,545	88,836	25,643	9,072	28,194	17,925	52,397	57,187	4,320	349	..	Cr. 37	61,503	53,182	32,025	28,688	18,261	15,782	5,352	6,281	13,777	..
Native Lands Purchase Account .. .. .	..	..	..	..	..	..	..	..	..	Cr. 10,438	Cr. 2,428	Cr. 12	101,009	163,411	129,000	..	..	..	..	..	..	..	..	..
Total, Land Purchases .. .. .	921,692	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	13,777	2,024,422
Telegraph Extension .. .. .	458,218	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	77,186	1,210,176
Public Buildings:—																								
General (including Miscellaneous) .. .. .	154,767	..	..	947	12,742	14,588	7,256	2,880	454	1,588	621	2,523	3,724	8,173	14,797	8,764	8,957	5,594	12,513	9,031	10,964	9,021	2,232	..
Parliamentary .. .. .	13,747	183	..	8	24	..	..	..	..	..	209	6,822	..	9	466	20,636	9,888	3,039	4,424	1,503	602	697	71	..
Judicial .. .. .	189,555	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	15,899	..
Post and Telegraph .. .. .	122,587	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	38,419	..
Customs .. .. .	3,821	830	90	..	..	..	18	409	13	5	666	12	647	16	385	..	107	875	2,066	6,630	8,719	13,018	7,903	..
Survey .. .. .	54	..	461	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Quarantine Stations .. .. .	2,815	313	123	274	..	..	..	..	..	..	3	306	..	..	..	..	..	..	..	..	..	..	..	..
Hospitals for Mental Diseases .. .. .	201,050	24,992	4,007	13,694	23,107	10,242	15,717	8,980	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	16,235	..
Public Health .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
General Hospitals and Charitable Institutions .. .. .	16,983	3,792	3,299	4,421	4,156	673	Cr. 140	..	..	7,999	..	..	6,561	700	..	..	899	5,141	1,200	3,540	6,315	4,265	7,926	..
School-buildings .. .. .	598,175	66,069	62,884	51,607	40,000	779	..	..	7,500	..	15,000	15,000	20,000	22,143	23,864	43,403	49,256	39,681	38,606	57,790	87,0			

TABLE No. 3.  
EXPENDITURE on RAILWAYS to 31st March, 1906, and LIABILITIES on that Date.

LINES OF RAILWAY.	Total Expenditure by General Government to 31st March, 1905.	EXPENDITURE DURING YEAR 1905-6.								Total Expenditure by General Government to 31st March, 1906.	Total Expenditure by General Government to 31st March, 1906. Expenditure to Individual Lines.	Liabilities.	Total Expenditure by General Government, and Liabilities, 31st March, 1906.	Valuation of Works constructed by Provinces and Midland Railway Company. §	Total Expenditure and Liabilities, 31st March, 1906.	LINES OF RAILWAY.
		New Works.			Works on Open Lines.	Land-claims and other Old Liabilities.	Surveys.	Rolling-stock.								
		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.	£ s. d.	
Kaihu Valley .. .. .	55,044 17 1								55,044 17 1	55,044 17 1		55,044 17 1		55,044 17 1		Kaihu Valley.
Kawakawa .. .. .	120,962 17 7	4,783 19 6	282 6 0	5,016 5 6					125,979 3 1	125,979 3 1	93 2 3	126,072 5 4		126,072 5 4		Kawakawa.
Whangarei to Kamo Extension .. .. .	165,077 17 10	4,779 9 8	556 15 2	5,336 4 10					170,414 2 8	170,414 2 8	93 2 2	170,507 4 10		170,507 4 10		Whangarei to Kamo Extension.
Helensville Northwards .. .. .	167,649 13 4	24,318 7 6		24,318 7 6					191,968 0 10	191,968 0 10	520 12 7	192,488 13 5		192,488 13 5		Helensville Northwards.
Kaipara to Waikato .. .. .	1,228,241 15 1				10,637 8 10				1,238,879 3 11	1,238,879 3 11		1,238,879 3 11		1,238,879 3 11		Kaipara to Waikato.
Cambridge Branch .. .. .	51,110 9 9								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		139,835 0 5		Hamilton to Te Aroha.
Te Aroha to Thames .. .. .	185,015 1 4				2,082 14 6				187,097 15 10	187,097 15 10		187,097 15 10		187,097 15 10		Te Aroha to Thames.
Paeroa to Waikato .. .. .	122,722 12 6	16,187 13 2	2,852 6 4	19,039 19 6					141,762 12 0	141,762 12 0		141,762 12 0		141,762 12 0		Paeroa to Waikato.
Thames Valley to Rotorua—																Thames Valley to Rotorua—
Morrinsville to Lichfield .. .. .	161,693 0 10								161,693 0 10	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		193,265 1 9		Putaruru to Rotorua.
Marton to Te Awamutu—																Marton to Te Awamutu—
North End .. .. .	723,408 3 1	106,743 10 5	15,773 2 7	122,516 13 0					845,924 16 1	845,924 16 1	53,220 13 6	899,145 9 7		899,145 9 7		North End.
Central .. .. .		18,084 12 8		18,084 12 8					18,084 12 8	18,084 12 8	1,150 10 4	19,235 3 0		19,235 3 0		Central.
South End .. .. .	755,377 6 5	95,689 18 5	7,402 6 8	103,092 5 1					858,469 11 6	858,469 11 6	4,690 10 4	863,160 1 10		863,160 1 10		South End.
Gisborne to Ormond Tramway .. .. .	4,975 1 7								4,975 1 7	4,975 1 7		4,975 1 7		4,975 1 7		Gisborne to Ormond Tramway.
Gisborne to Rotorua .. .. .	109,425 19 11	16,711 7 11	1,241 14 2	17,953 2 1					127,379 2 0	128,319 7 3	353 9 5	128,672 16 8		128,672 16 8		Gisborne to Rotorua.
Wellington to Napier—																Wellington to Napier—
Napier to Woodville and Palmerston North .. .. .	840,243 11 6				9,896 2 11				850,139 14 5	850,139 14 5		850,139 14 5		850,139 14 5		Napier to Woodville and Palmerston North.
Wellington to Woodville, including Te Aro Extension .. .. .	1,258,779 12 8				15,091 10 6				1,273,871 3 2	1,273,871 3 2		1,273,871 3 2		1,273,871 3 2		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		42,116 3 4		Wellington to Foxton.
Foxton to Waitara .. .. .	1,424,246 10 4				5,081 1 0				1,429,327 11 4	1,429,327 11 4		1,429,327 11 4		1,429,327 11 4		Foxton to Waitara.
Mount Egmont Branch .. .. .	2,835 17 1	10,247 15 9	7,347 1 5	17,594 17 2					20,430 14 3	20,430 14 3	1,068 5 1	21,498 19 4		21,498 19 4		Mount Egmont Branch.
Stratford to Ongaue .. .. .	52,964 1 8	10,895 13 4		10,895 13 4					63,859 15 0	63,859 15 0	161 12 5	64,021 7 5		64,021 7 5		Stratford to Ongaue.
Nelson to Roundell .. .. .	165,669 11 0	65 15 6		65 15 6					165,737 0 4	165,737 0 4		165,737 0 4		165,737 0 4		Nelson to Roundell.
Midland Railway—																Midland Railway—
Nelson End .. .. .	57,476 10 8	13,116 16 6	4,818 13 0	17,935 9 6					75,412 0 2	75,412 0 2	835 17 0	76,247 17 2	78,306 19 9	154,554 16 11		Nelson End.
Stillwater to Inangahua .. .. .	30,768 9 5	15,587 16 5	3,875 18 4	19,463 14 9	39 10 5				50,271 14 7	50,271 14 7	56 11 5	50,328 6 0	548,573 17 9	753,080 10 6		Stillwater to Inangahua.
Brunnerton to Otira .. .. .	135,154 18 6	14,517 7 4		14,517 7 4	39 10 5	52 10 0			149,764 6 3	149,764 6 3	9,414 0 6	159,178 6 9		159,178 6 9		Brunnerton to Otira.
Springfield End .. .. .	238,673 1 6	75,989 18 5	42 13 11	76,032 12 4					314,705 13 10	314,705 13 10	8,255 4 6	322,960 18 4	61,579 5 7	384,540 3 11		Springfield End.
Greymouth to Point Elizabeth .. .. .	62,540 11 10	2,687 18 9		2,687 18 9					65,178 10 7	65,178 10 7		65,178 10 7		65,178 10 7		Greymouth to Point Elizabeth.
Greymouth to Brunnerton .. .. .	150,512 11 11								150,512 11 11	150,512 11 11		150,512 11 11		150,512 11 11		Greymouth to Brunnerton.
Greymouth to Hokitika and Ross .. .. .	244,506 16 0	17,073 12 11	9,463 8 2	26,537 1 1	166 1 9				271,209 18 10	271,209 18 10	6,923 18 2	278,133 17 0		278,133 17 0		Greymouth to Hokitika and Ross.
Westport to Ngakawau .. .. .	188,008 17 3								188,008 17 3	188,008 17 3		188,008 17 3		188,008 17 3		Westport to Ngakawau.
Westport to Inangahua .. .. .		2,896 3 8		2,896 3 8					2,896 3 8	2,896 3 8		2,896 3 8		2,896 3 8		Westport to Inangahua.
Ngahere to Blackball .. .. .	27,879 8 0	9,256 12 8		9,256 12 8					37,136 0 8	37,136 0 8		37,136 0 8		37,136 0 8		Ngahere to Blackball.
Pictou to Waipara—																Pictou to Waipara—
Pictou to Cheviot .. .. .	328,218 12 7	5,866 17 7		5,866 17 7	2,248 10 9	Cr. 3 0 0			336,326 0 11	336,326 0 11	551 6 7	336,877 7 6		336,877 7 6		Pictou to Cheviot.
Waipara to Cheviot .. .. .	153,710 3 6	28,684 15 9	2,626 13 7	31,311 9 4					185,021 12 10	185,021 12 10	1,151 16 2	186,173 9 0		186,173 9 0		Waipara to Cheviot.
Hurunui to Waitaki—																Hurunui to Waitaki—
Main Line .. .. .	1,574,091 1 9				14,322 13 10				1,588,413 15 7	1,588,413 15 7		1,588,413 15 7	316,135 0 0	1,904,548 15 7		Main Line.
Oxford Branch .. .. .	51,467 7 11								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		44,276 12 10		Eyreton Branch.
Lytelton Branch .. .. .	78,268 8 4								78,268 8 4	78,268 8 4		78,268 8 4	340,500 0 0	418,768 8 4		Lytelton Branch.
Southbridge Branch .. .. .	88,689 18 5								88,689							

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, 1906.

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1906.		
		ROADS, ETC.					
108		AUCKLAND ROAD DISTRICT—			£	s.	d.
	1	Ahipara to Herekino .. ..	Mangonui ..	Bay of Islands ..	318	4	5
	2	Auckland Special Settlement to Mangakahia ..	Hokianga ..	" ..	205	5	6
	3	Aueriri River Clearing .. ..	Mangonui ..	" ..	33	0	0
	4	Awanui to Mangonui, <i>via</i> Taipa .. ..	" ..	" ..	5	0	0
	5	Awanui to Waipapakauri .. ..	" ..	" ..	50	0	0
	6	Awanui to West Coast .. ..	" ..	" ..	150	0	0
	7	Bald Hill (deviation) .. ..	Whangarei ..	" ..	150	0	0
	8	Broadwood to Herekino .. ..	Hokianga ..	" ..	208	14	0
	9	Christie's Flat to Main Road .. ..	Bay of Islands ..	" ..	191	13	1
	10	Duncan Road .. ..	Mangonui ..	" ..	314	19	7
	11	Fairburn Road (Victoria Valley Road to Peria) ..	" ..	" ..	320	0	0
	12	Great North Road to Otukai .. ..	" ..	" ..	59	7	2
	14	Herd's Point to Takahue .. ..	Hokianga ..	" ..	370	1	6
	15	Herekino to Kaitaia .. ..	Mangonui ..	" ..	121	17	0
	16	Herekino to Whangape .. ..	Hokianga ..	" ..	2	4	0
	17	Herekino Wharf Road .. ..	" ..	" ..	7	14	0
	19	Horeke to Section 1, Block XII, Mangamuka Survey District .. ..	" ..	" ..	142	9	9
	20	Horeke to Taheke .. ..	" ..	" ..	66	11	0
	21	Huehue .. ..	" ..	" ..	46	12	8
	22	Huehue Block to Punakitere Settlement Road ..	" ..	" ..	7	18	0
	23	Hukerenui Railway-station to Riponui ..	Whangarei ..	" ..	50	0	0
	24	Iwitaau to Mangamuka (£200, £1 for £1) ..	Whangaroa and Hokianga ..	" ..	100	0	0
	25	Jordan to Ramarama .. ..	Whangarei ..	" ..	200	0	0
	26	Kaeo to Matauri .. ..	Whangaroa ..	" ..	70	0	0
	27	Kaeo to Whangaroa .. ..	" ..	" ..	125	0	0
	28	Kaikohe to Dargaville, <i>via</i> Mangakahia ..	Bay of Islands, Hobson, and Hokianga ..	" ..	394	7	0
	29	Kaikohe to Huehue .. ..	Hokianga and Bay of Islands ..	" ..	10	16	0
	30	Kaikohe to Kawaka .. ..	Ditto ..	" ..	13	8	0
	31	Kaikohe to Kawakawa, <i>via</i> Ngapipito ..	Bay of Islands ..	" ..	486	6	0
	32	Kaikohe to Rawene .. ..	Hokianga and Bay of Islands ..	" ..	342	17	9
	35	Kaitaia to Ahipara .. ..	Mangonui ..	" ..	81	15	0
	36	Kaitaia to Awanui .. ..	" ..	" ..	300	0	0
	37	Kaitaia to Dairy Factory .. ..	" ..	" ..	62	19	4
	40	Ketetangariki Block to Mangakahia—Dargaville Road ..	Hokianga ..	" ..	193	11	8
	42	Kohukohu to Mangamuka Ferry .. ..	" ..	" ..	99	8	0
	43	Kohukohu to Motukaraka, <i>via</i> Runa Valley ..	" ..	" ..	188	17	4
	44	Kohukohu to Rakautapu .. ..	" ..	" ..	178	19	0
	46	Maire to Herekino .. ..	" ..	" ..	18	8	0
	47	Mangamuka Ferry .. ..	" ..	" ..	65	7	9
	48	Mangamuka to Oruru .. ..	Hokianga and Mangonui ..	" ..	6	6	0
	50	Mangatoetoe .. ..	Mangonui ..	" ..	65	0	0
	51	Mangonui Beach Road to Junction .. ..	" ..	" ..	98	5	0
	52	Mangonui to Cable-station .. ..	" ..	" ..	114	12	11
	53	Matawherohia to Kaeo .. ..	Whangaroa ..	" ..	93	0	0
	57	Ohacawai to Waitangi .. ..	Bay of Islands ..	" ..	150	0	0
	58	Okaihau to Horeke .. ..	Hokianga and Bay of Islands ..	" ..	282	15	1
	59	Okaihau to Kaikohe .. ..	Bay of Islands ..	" ..	5	15	0
	60	Okaihau to Kerikeri .. ..	" ..	" ..	117	2	4
	62	Okaihau Settlement (£1 for £1) .. ..	" ..	" ..	50	0	0
	63	Okaihau to Waihou .. ..	" ..	" ..	100	0	0
	65	Omanaia to Hokianga Heads .. ..	Hokianga ..	" ..	273	1	3
	66	Omapere Survey District, Blocks IX and X ..	" ..	" ..	29	5	6
	67	Omapere to Waimamaku Settlement .. ..	" ..	" ..	42	8	0
	68	Opanaki to Hokianga .. ..	Hokianga and Hobson ..	Bay of Islands and Kaipara ..	198	17	9
	69	Opouteke to Mangakahia .. ..	Hokianga ..	Bay of Islands ..	242	1	11
	71	Opua to Waimate .. ..	Bay of Islands ..	" ..	27	0	0
	72	Opuawhanga to Helena Bay .. ..	Whangarei ..	" ..	75	14	9
	73	Opuawhanga to Whananaki .. ..	" ..	" ..	50	0	0
	75	Oruru to Hikurangi .. ..	Mangonui ..	" ..	107	7	8
	76	Oruru to Kohumaru .. ..	" ..	" ..	20	19	6
	77	Oruru to Taipa .. ..	" ..	" ..	265	11	6
	78	Otaua .. ..	Hokianga ..	" ..	48	14	0
	79	Otonga Main Road .. ..	Whangarei ..	" ..	150	0	0
	81	Paiaka to Hukerenui (£1 for £1) .. ..	Bay of Islands ..	" ..	50	0	0
	85	Parahaki to Russell .. ..	" ..	" ..	82	17	0
	87	Peria to Mangonui .. ..	Mangonui ..	" ..	114	3	0

TABLE No. 4—continued.

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1936.
		ROADS, ETC.—continued.			£ s. d.
103	89	AUCKLAND ROAD DISTRICT—continued.			
	89	Peria to Victoria Valley Post-office .. ..	Mangonui ..	Bay of Islands ..	125 7 5
	92	Pupuke to Kaeo .. ..	Whangaroa ..	" ..	539 12 8
	94	Purohata Valley .. ..	Hokianga ..	" ..	98 8 6
	97	Ramarama Valley .. ..	Bay of Islands ..	" ..	192 17 5
	98	Rangatira Improved-farm Settlement .. ..	Hokianga ..	" ..	85 11 0
	99	Rangiahua Bridge .. ..	" ..	" ..	119 3 6
	100	Rangiahua to Umawhero .. ..	" ..	" ..	169 10 2
	108	Takahue to Herekino .. ..	Mangonui ..	" ..	200 0 0
	110	Takahue Village to Victoria Valley Road .. ..	" ..	" ..	24 15 0
	112	Te Rore to Victoria Valley .. ..	" ..	" ..	99 19 10
	114	Totara Foreshore .. ..	Whangaroa ..	" ..	105 18 9
	115	Towai to Hukerenui .. ..	Bay of Islands ..	" ..	179 13 2
	116	Towai to Ramarama .. ..	" ..	" ..	1 8 0
	119	Umawhero to Victoria Valley .. ..	Hokianga ..	" ..	157 8 0
	120	Unahi .. ..	Mangonui ..	" ..	72 5 0
	122	Uwhiroa Valley .. ..	Hokianga ..	" ..	74 11 0
	127	Waimamaku to Opanaki-Hokianga Road .. ..	" ..	" ..	134 0 6
	129	Waimamaku to Pakanae .. ..	" ..	" ..	250 14 1
	130	Waimamaku Settlement .. ..	" ..	" ..	332 18 11
	132	Waimatanui .. ..	" ..	" ..	41 6 0
	134	Waiotemarama .. ..	" ..	" ..	132 19 6
	140	Waoku Extension Block (access) .. ..	" ..	" ..	96 12 8
	144	Whananaki (Coast Road) .. ..	Whangarei ..	" ..	100 0 0
	145	Whangae to Opuia .. ..	Bay of Islands ..	" ..	72 18 10
	147	Whangape to Manganuiowae via Rotokakahi Block .. ..	Hokianga ..	" ..	3 15 0
	148	Whangaroa Coast Road .. ..	Whangaroa ..	" ..	50 0 0
	149	Whangaroa County roads .. ..	" ..	" ..	60 0 0
	150	Woodville to Port Awanui .. ..	Mangonui ..	" ..	110 11 4
	151	Cemetery Hill Deviation (Matakana), (£3 for £1) .. ..	Rodney ..	Marsden ..	33 0 11
	153	Dibble's Bridge to Whangaripo Creamery .. ..	" ..	" ..	15 14 0
	157	Great North Road to Ngunguru .. ..	Whangarei ..	" ..	100 0 0
	158	Hoteo Parish, bridge at Section 95, Block I .. ..	Rodney ..	" ..	40 1 4
	165	Mangakahia Bridge to Dargaville .. ..	Whangarei & Hobson ..	" ..	116 6 11
	166	Mangakahia Bridge to Mangakahia Church .. ..	" ..	" ..	197 11 0
	167	Mangapai to Maungakarama .. ..	Whangarei ..	" ..	50 0 0
	168	Mangawai Bridge (£250, £1 for £1) .. ..	Rodney ..	" ..	286 9 4
	169	Mareretu Central .. ..	Otamatea ..	" ..	50 0 1
	171	Matakana to Tauwharanui .. ..	Rodney ..	" ..	25 13 5
	173	Matakana to Whangaripo Range Road .. ..	" ..	" ..	10 12 6
	175	Maungaturoto to Cove via Rowsell's .. ..	Whangarei and Otamatea ..	" ..	100 0 0
	176	Maungaturoto to Waikiekie .. ..	Otamatea ..	" ..	92 8 6
	177	Maungaturoto Wharf Road .. ..	" ..	" ..	94 11 4
	178	Maunu to Maungakahia, via Maungatapere .. ..	Whangarei ..	" ..	100 0 0
	179	North Albertland to Hakaru Creamery (£1 for £1) .. ..	Rodney ..	" ..	54 12 6
	180	North River Road .. ..	Whangarei ..	" ..	11 14 6
	181	Pakiri Parish (Sections 119 and 115) .. ..	Rodney ..	" ..	13 10 6
	183	Paparoa to Waikiekie .. ..	Otamatea ..	" ..	27 5 6
	185	Puhoi to Warkworth .. ..	Rodney ..	" ..	5 12 6
	188	Te Arai to Mangawai .. ..	" ..	" ..	25 0 0
	190	Waikiekie to Mareretu .. ..	Otamatea ..	" ..	91 18 0
	192	Waipu to Mangawai .. ..	Whangarei and Otamatea ..	" ..	100 0 0
	193	Waipu to Mareretu .. ..	Otamatea ..	" ..	162 13 9
	194	Waipu Riding .. ..	Whangarei ..	" ..	100 0 0
	196	Waiwhiu Stream Bridge .. ..	Rodney ..	" ..	169 0 0
	197	Waiwhiu Valley .. ..	" ..	" ..	2 4 0
	198	Waiwhiu to Whangaripo Range Road .. ..	" ..	" ..	42 14 1
	199	Walker Road .. ..	Whangarei ..	" ..	50 0 0
	200	Warkworth to Ahuroa Railway-station .. ..	Rodney ..	" ..	100 0 0
	202	Warkworth to Matakana .. ..	" ..	" ..	100 0 0
	203	Wayby Creamery to Dibble's Bridge .. ..	" ..	" ..	124 18 4
	206	Whangaripo to Te Arai .. ..	" ..	" ..	0 16 0
	211	Aratapu Wharf (£1 for £1) .. ..	Hobson ..	Kaipara ..	100 0 0
	212	Avoca Settlement roads .. ..	" ..	" ..	57 16 11
	213	Awakino to Kaikohe (£50, £1 for £1) .. ..	" ..	" ..	50 0 0
	215	Bickerstaffe to Maungaturoto .. ..	Otamatea ..	Kaipara & Marsden ..	14 16 0
	216	Dargaville to Awakino (£1 for £1) .. ..	Hobson ..	Kaipara ..	150 0 0
	217	Dargaville to Whangarei County Boundary .. ..	Hobson & Whangarei ..	" ..	150 0 0
	218	Helensville to Port Albert .. ..	Rodney & Waitemata ..	" ..	8 13 0
	220	Hemphill Hill (Maungaturoto to Paparoa) .. ..	Otamatea ..	" ..	8 2 6
	224	Katui to Waipoua .. ..	Hokianga ..	" ..	7 9 0
	225	Kirikopini to Mangakahia .. ..	Hobson ..	" ..	14 2 10
	226	Kirk Road (Katui to Orangi) .. ..	Hokianga ..	" ..	134 16 0
	227	Le Noel Road .. ..	Otamatea ..	" ..	88 3 3
	228	Lindquist Road .. ..	" ..	" ..	1 12 10
	229	Lusk Road .. ..	Hobson ..	" ..	250 0 0
	232	Makarau Railway-station to Kaukapakapa .. ..	Waitemata ..	" ..	2 0 0
	233	Makarau Railway-station to West Coast Road .. ..	Rodney & Waitemata ..	" ..	5 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, 1906.
		ROADS, ETC.—continued.			£ s. d.
103	234	AUCKLAND ROAD DISTRICT—continued. Mangatu to Katui .. .. .	Hokianga	Kaipara	127 14 0
	235	Marlborough Association .. .. .	"	"	41 16 9
	236	Maropiu to Kairara .. .. .	Hobson	"	20 3 7
	239	Maungaru Settlement .. .. .	"	"	15 7 11
	240	Mangawhare to West Coast (£1 for £1) ..	"	"	100 0 0
	241	Mititai .. .. .	Otamatea	"	4 11 5
	243	Okahu .. .. .	Hobson	"	200 0 0
	245	Otamatea to Batley .. .. .	Otamatea	"	76 18 4
	246	Pahi to Paparoa .. .. .	"	"	97 9 1
	247	Paparoa to Matakohē .. .. .	"	"	135 19 6
	248	Paparoa to Maungaturoto .. .. .	"	"	138 2 4
	249	Paradise Road .. .. .	Hobson	"	100 0 0
	250	Port Albert to Wellsford Junction (£50, £1 for £1) ..	Rodney	"	150 0 0
	253	Prie to Tokatoka-Mangapai Road .. .. .	Otamatea	"	6 0 0
	254	Puhoi to Makarau .. .. .	Rodney & Waitemata	"	5 12 6
	255	Raupo to Creamery .. .. .	Otamatea	"	90 8 11
	256	Raupo to Matakohē .. .. .	"	"	15 17 0
	257	Taita Railway-station to Block III, Kaihu Survey District ..	Hobson	"	150 0 0
	259	Tangiteroria to Whangarei County Boundary (£1 for £1) ..	"	"	100 0 0
	260	Tangowahine to Avoca .. .. .	"	"	50 0 0
	262	Tauhoa Block to Ahuroa Railway-station ..	Rodney	"	1 0 0
	267	Tokatoka to Mangapai .. .. .	Whangarei, Hobson, and Otamatea	"	40 1 0
	268	Tokatoka Swamp .. .. .	Otamatea	"	193 18 9
	269	Tokatoka Swamp (Main access road) .. .. .	"	"	145 7 0
	270	Waima to Opouteke .. .. .	Hokianga	"	72 0 0
	271	Wairere to Paparoa .. .. .	Otamatea	"	61 15 4
	273	Whakapirau .. .. .	"	"	192 15 4
	276	Birkenhead to Albany .. .. .	Waitemata	Waitemata	100 0 0
	279	Great Barrier Island (Harataunga to Port Fitzroy) ..	No county	"	50 0 0
	288	Puhoi District to Tahekeroa Railway-station ..	Rodney & Waitemata	"	201 14 0
	292	Te Pua Creamery Road .. .. .	Waitemata	"	75 0 0
	293	Wade to Dairy Flat .. .. .	"	"	150 0 0
	295	Wainui to Kaukapakapa Railway-station ..	"	"	150 0 0
	296	Waiwera to Wainui .. .. .	Waitemata & Rodney	"	159 8 5
	297	Cabbage Bay to Port Jackson .. .. .	Coromandel	Thames	200 0 0
	299	Coromandel to Thames .. .. .	Coromandel and Thames	"	106 10 0
	303	Tiki to Kouma .. .. .	Coromandel	"	50 0 0
	305	Newmarket Bridge (contribution) .. .. .	Eden	Parnell	11 8 7
	306	Orakei Wharf Cattle-road .. .. .	"	"	845 14 0
	308	Huia to Whatipu (£1 for £1) .. .. .	Waitemata	Eden	50 0 0
	313	Ardmore Range Road .. .. .	Manukau	Manukau	48 4 1
	316	Clevedon to Orere .. .. .	"	"	103 4 4
	318	Great South Road (Otahuhu and Papatoitoi Road Districts) ..	"	"	100 0 0
	322	Hunua to Railway-station .. .. .	"	"	239 5 3
	323	Otau .. .. .	"	"	60 0 0
	324	Otau to Hunua .. .. .	"	"	178 4 4
	325	Tamaki Bridge to Spragg's Creamery (£1 for £1) ..	"	"	100 0 0
	326	Turanga to Maraetai .. .. .	"	"	74 14 0
	328	Wairoa River to Otau .. .. .	"	"	97 1 6
	329	Akaaka Creek (improvement) (£1 for £1) ..	"	Franklin	23 0 0
	330	Akaaka Swamp Road .. .. .	"	"	1 10 7
	331	Akaaka Swamp Road to Pukekohe Railway-station (£150, £4 for £1) ..	"	"	150 0 0
	332	Awaroa, Block XI (road to Section 144) ..	Raglan	"	170 12 1
	333	Awaroa Creek (snagging) (£1 for £1) ..	Manukau	"	60 0 0
	336	Awhitu Wharf Road to Morrison's, via Orua Bay ..	"	"	43 3 1
	337	Bombay to Maketu .. .. .	"	"	32 14 0
	339	Box Road (£1 for £1) .. .. .	Raglan	"	18 10 0
	340	Bregmen's Landing to Mercer .. .. .	"	"	288 10 7
	341	Clinch Road to Huntly .. .. .	Waikato	"	28 2 7
	342	Drury to Waiuku, via Karaka .. .. .	Manukau	"	60 18 7
	343	French's Gully bridges and approaches .. .. .	"	"	215 9 7
	344	Glen Murray to Woodleigh .. .. .	Raglan	"	73 9 11
	347	Great South Road (Drury to Mercer) .. .. .	Manukau	"	94 13 8
	348	Hetherington Road .. .. .	Raglan	"	105 15 2
	349	Huntly to Kahuruhuru .. .. .	"	"	187 11 8
	351	Huntly University Endowment (Rayner's Road) ..	Waikato	"	99 0 6
	352	Kauri .. .. .	Raglan	"	16 0 0
	353	Klondyke .. .. .	"	"	13 5 0
	354	Koheroa (Section 37 to Section 42) .. .. .	Manukau	"	46 18 0
	357	Matahura Valley to Proctor's .. .. .	Waikato	"	46 8 4
	360	Maungatawhiri Stream .. .. .	Manukau	"	65 10 1
	361	Maungatawhiri to Waitakaruru .. .. .	Waikato	"	115 0 6
	362	McPherson Road, Block X, Piako Survey District ..	"	"	4 15 7
	363	Mercer to Rangiriri .. .. .	Waikato and Manukau	"	5 6 11
	364	Moewaka .. .. .	Raglan	"	5 9 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, 1906.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
103	365	AUCKLAND ROAD DISTRICT— <i>continued</i> .			
	366	Morrinsville to Maukoro .. ..	Piako ..	Franklin ..	9 18 8
	367	Ngaruawahia to Huntly West .. ..	Raglan ..	" ..	104 4 2
	369	Ohinewai Railway-station to Ngarua Block .. ..	Waikato and Ohinemuri ..	" ..	469 8 1
	370	Otaua Creek (snagging) (£1 for £1) .. ..	Manukau ..	" ..	50 0 0
	371	Pepepe Parish (access to Section 215) .. ..	Raglan ..	" ..	99 19 5
	372	Ponganui Road .. ..	" ..	" ..	97 3 11
	373	Puriri (Huntly to Pukemiro) .. ..	" ..	" ..	25 1 6
	374	Puriri to Huntly .. ..	" ..	" ..	3 8 0
	375	Taniwha Creek Bridle-track .. ..	Waikato ..	" ..	246 5 0
	377	Te Kirikiri .. ..	Raglan ..	" ..	1 19 2
	378	Tuakau Bridge to Pukekawa .. ..	" ..	" ..	210 7 3
	379	Tuakau Bridge to Railway .. ..	Manukau ..	" ..	35 17 8
	380	Tuakau Bridge to Waingaro .. ..	Raglan ..	" ..	165 0 0
	381	Tuakau to Port Waikato .. ..	" ..	" ..	50 0 0
	382	Turner's Junction to West Coast (through Block VI, Awaroa) .. ..	" ..	" ..	97 17 3
	383	Waerenga and Taniwha Bridges .. ..	Manukau ..	" ..	59 13 9
	384	Waingaro to Waingaro Landing .. ..	Raglan ..	" ..	46 2 6
	385	Wairangi Railway-station, towards Rangiriri .. ..	Waikato ..	" ..	10 9 0
	386	Waiuku (£1 for £1) .. ..	Manukau ..	" ..	100 0 0
	387	Waiuku Bridge (£1 for £1) .. ..	" ..	" ..	40 0 0
	388	Waiuku to Awhitu .. ..	" ..	" ..	45 18 6
	389	Waiuku to Pukekohe (Mauku Road District, £150) .. ..	" ..	" ..	200 0 0
	390	Whangape Parish (Sections 126, 127, and 128) .. ..	Raglan ..	" ..	144 4 5
	401	Whangarata (£1 for £2) .. ..	Manukau ..	" ..	50 0 0
	402	Works not specifically provided for .. ..	" ..	" ..	455 16 4
	402	Contingencies, engineering and supervision .. ..	" ..	" ..	99 13 7
		Total—Auckland .. ..			£26,157 19 1
		TE KUITI ROAD DISTRICT—			
403		Komakorau Parish (road to Section 232) .. ..	Waikato ..	Franklin ..	73 17 6
404		Te Puroa .. ..	Raglan ..	" ..	349 14 11
405		Awaroa to Mahoe .. ..	Kawhia ..	Waikato ..	616 11 2
407		Billington's Hill .. ..	Raglan ..	" ..	12 12 0
409		Caves Road .. ..	Waitomo ..	" ..	192 5 9
411		Fencourt .. ..	Waikato ..	" ..	121 8 0
412		French Pass to Taotaoroa .. ..	Piako ..	" ..	99 19 4
415		Hauturu .. ..	Waitomo & Kawhia ..	" ..	214 8 6
416		Hauturu to Otorohanga .. ..	Waitomo ..	" ..	337 4 7
417		Hutewai .. ..	Kawhia & Waitomo ..	" ..	28 3 5
419		Kaimango .. ..	Kawhia ..	" ..	150 3 7
420		Kairimu .. ..	Awakino ..	" ..	174 9 2
421		Kakepuku .. ..	Waitomo ..	" ..	140 1 2
422		Karioi to Te Mata .. ..	Raglan ..	" ..	107 17 6
423		Kauri .. ..	Kawhia ..	" ..	300 11 6
425		Kauroa to Pakoka .. ..	Kawhia and Raglan ..	" ..	194 12 8
426		Kawa .. ..	Waitomo ..	" ..	177 7 4
427		Kawhia to Aotea .. ..	Kawhia ..	" ..	24 17 0
428		Kihi .. ..	" ..	" ..	442 15 10
429		Kihikihi to Otorohanga .. ..	Waitomo and West Taupo ..	" ..	93 8 5
433		Kokakaroa .. ..	Waitomo ..	" ..	234 18 1
434		Mahoe .. ..	Kawhia ..	" ..	268 12 9
435		Mairoa to Te Kumi .. ..	Waitomo ..	" ..	10 6 6
436		Mangakino .. ..	Raglan and Kawhia ..	" ..	66 9 6
438		Mangamahoe Bridge .. ..	Waitomo ..	" ..	95 14 1
440		Mangaokahu .. ..	Raglan ..	" ..	160 11 10
441		Mangaorino .. ..	Waitomo ..	" ..	88 12 7
442		Mangaorongo Bridge (Kihikihi to Otorohanga) .. ..	" ..	" ..	238 17 8
444		Mangapohue .. ..	Waitomo & Awakino ..	" ..	301 0 11
448		Marokopa Valley .. ..	Kawhia and Awakino ..	" ..	329 16 0
449		Matakotea .. ..	Raglan ..	" ..	8 10 2
450		Maungatawhiri to Raglan .. ..	" ..	" ..	218 15 0
452		Oamaru .. ..	Waitomo ..	" ..	170 11 0
453		Okete River Bridge (Kauroa) .. ..	Raglan ..	" ..	83 10 0
454		Okupata .. ..	Kawhia ..	" ..	228 8 3
456		Omanawa Bridge .. ..	" ..	" ..	134 3 0
457		Oporu Bridge (£500 on account of £1,000) .. ..	Raglan ..	" ..	Cr. 497 17 6
458		Otorohanga to Hangatiki-Waitomo Road .. ..	Waitomo ..	" ..	11 4 0
459		Otorohanga to Ouruwhero .. ..	" ..	" ..	354 4 1
460		Otorohanga to Pirongia .. ..	" ..	" ..	398 15 0
462		Pakihi to Okete .. ..	Kawhia and Raglan ..	" ..	297 4 0
463		Papanui to Te Toto .. ..	Raglan ..	" ..	41 0 5
464		Pehehau .. ..	" ..	" ..	79 10 10
465		Pirongia to Kawhia .. ..	Waitomo & Kawhia ..	Waikato & Egmont ..	497 5 2
466		Pirongia West .. ..	Kawhia ..	Waikato ..	296 19 7
468		Puketarata No. 2 .. ..	Waitomo and West Taupo ..	" ..	200 0 0
469		Raglan to Ngaruawahia .. ..	Raglan ..	" ..	176 0 0
470		Raglan to Waipa .. ..	" ..	" ..	79 19 0
472		Ruapuke to Aotea .. ..	" ..	" ..	98 12 5
473		Ruapuke (Mountain Road) .. ..	" ..	" ..	107 9 8
474		Shea Road .. ..	Kawhia ..	" ..	180 4 5

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1906.
		ROADS, ETC.—continued.			£ s. d.
103		TE KUITI ROAD DISTRICT—continued.			
475		Tapuae .. .. .	Waitomo	Waikato	123 13 0
476		Taumatatotara .. .. .	Kawhia	"	402 6 9
477		Tawarau .. .. .	Awakino	"	235 18 9
478		Te Kuiti to Otorohanga .. .. .	Waitomo	Waikato and Egmont	251 3 10
479		Te Kumi Bridge .. .. .	"	Waikato	319 2 4
481		Te Mata to Ruapuke .. .. .	Raglan	"	29 11 0
482		Tokanui to Wharepapa .. .. .	West Taupo	"	49 5 3
483		Toreparu to Karioi-Te Mata Road .. .. .	Raglan	"	100 0 0
484		Tumutumu to Waitomo .. .. .	Waitomo	"	144 1 3
487		Waingarō to Te Uku .. .. .	Raglan	"	90 11 5
489		Waipaua Road (Marokopa) .. .. .	Awakino	"	110 13 4
490		Waerenga Falls Road .. .. .	Kawhia and Raglan	"	65 18 6
491		Waitetuna to Aotea .. .. .	Ditto	"	178 14 5
494		Waitetuna Valley .. .. .	Kawhia	"	7 2 6
496		Waitomo Valley .. .. .	Waitomo	"	198 6 5
498		Waotu to Putaruru .. .. .	Piako & West Taupo	"	25 8 9
499		Whaanga .. .. .	Raglan	"	64 8 5
500		Wharaurua .. .. .	Kawhia	"	143 8 9
501		Whatawhata Swamp Road .. .. .	Waipa	"	100 0 0
502		Awakino Bridge .. .. .	Awakino	Egmont	679 18 8
503		Awakino to Kawhia (coast track) .. .. .	Kawhia and Awakino	"	199 11 6
504		Gleadow Road .. .. .	Waitomo	"	4 6 0
505		Haparua .. .. .	Clifton	"	15 0 0
507		Hunt Road .. .. .	Awakino	"	25 4 0
509		Kakahi .. .. .	Clifton	"	31 12 0
512		Kopuba .. .. .	"	"	131 3 2
515		Mahoenui to Kawhia South .. .. .	Awakino & Kawhia	Egmont & Waikato	913 14 9
516		Mahorahora .. .. .	Clifton	Egmont	84 0 4
517		Mairoa .. .. .	Waitomo	"	177 0 1
521		Manganui .. .. .	Awakino	"	489 3 8
522		Mangaokewa Bridge and approaches (Te Kuiti) .. .. .	Waitomo	"	391 3 10
524		Mangaotaki Bridge (Lindsay's) .. .. .	Awakino & Waitomo	"	70 8 0
525		Mangaotaki to Mairoa .. .. .	Waitomo	"	42 3 0
526		Mangaotaki Valley .. .. .	"	"	350 8 8
527		Mangapapa .. .. .	Clifton	"	10 7 0
528		Mangaparare .. .. .	"	"	110 6 11
529		Mangaroa .. .. .	"	"	303 11 0
530		Mangatoa .. .. .	Awakino	"	6 17 9
531		Miroahuiāo to Mangaotaki .. .. .	Waitomo	"	242 19 6
533		Mokau to Awakino Heads .. .. .	Awakino	"	104 17 10
536		Mokauiti Bridge .. .. .	Clifton	"	196 6 4
537		Ngapaenga .. .. .	Waitomo	"	483 13 10
538		Ohura Bridge .. .. .	Clifton	"	136 16 9
539		Ohura River Bridge (Nihoniho) .. .. .	"	"	1 4 0
540		Ohura (north of Paorae Stream) .. .. .	"	"	1,010 11 10
542		Paemako Improved-farm Settlement .. .. .	Waitomo	"	1 15 0
543		Paemako to Ohura .. .. .	Waitomo and Clifton	"	68 8 3
548		Porō-o-tarao Tunnel to Taumarunui .. .. .	Clifton	"	179 17 9
550		Prentice .. .. .	"	"	84 1 7
551		Pungarehu .. .. .	Waitomo	"	287 15 3
552		Rimu .. .. .	Clifton	"	102 18 10
553		Rohe-Potae tracks .. .. .	Awakino, Kawhia, Clifton, Waitomo, and West Taupo	Egmont, Waikato, and Bay of Plenty	114 1 0
554		Taumarunui to Matapuna .. .. .	Clifton	Egmont	298 19 5
555		Te Kuiti to Mokau .. .. .	Waitomo & Awakino	"	611 5 0
559		Turipoto .. .. .	Awakino	"	193 4 3
560		Turoto .. .. .	Clifton	"	187 3 8
561		Upper Awakino Valley .. .. .	Awakino	"	291 2 6
562		Waikaka .. .. .	Clifton	"	268 19 3
563		Waikaka Bridge .. .. .	"	"	6 13 4
564		Waikawau Valley .. .. .	Awakino	"	25 5 0
566		Wairere .. .. .	Waitomo	"	154 17 0
567		Wairere to Mokauiti .. .. .	Clifton	"	1 1 0
568		Waitawhena .. .. .	"	"	599 17 5
569		Waitangata .. .. .	"	"	21 15 0
570		Works not specifically provided for .. .. .	"	"	17 3 11
571		Contingencies, engineering, and supervision .. .. .	"	"	191 7 3
		Total—Te Kuiti .. .. .			£21,371 14 6
		ROTORUA ROAD DISTRICT—			
572		Appleton Road .. .. .	Opotiki	Bay of Plenty	264 12 2
573		Arahiwi to Mamaku Railway-station .. .. .	Rotorua	"	113 11 3
575		Bishop Road .. .. .	"	"	149 11 1
576		Butcher Road .. .. .	Tauranga	"	120 10 1
577		Clayton Road .. .. .	Rotorua	"	116 12 7
578		Dansey Road .. .. .	"	"	252 13 0
580		East Road (Umurua Block) .. .. .	"	"	322 14 7
581		Galatea to Te Teko .. .. .	Whakatane	"	185 9 9
582		Galatea to Te Whaitē .. .. .	Whakatane and East Taupo	"	41 16 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, 1906.
		ROADS, ETC.—continued.			£ s. d.
103	583	ROTORUA ROAD DISTRICT—continued.			
	583	Galatea to Waimana Valley, via Waiohau	Whakatane	Bay of Plenty	215 8 10
	584	Hairini Bridge and approaches	Tauranga	"	114 0 0
	586	Harray Road	"	"	41 19 5
	587	Hereperu North	Whakatane	"	6 16 1
	589	Hewitt Road	"	"	128 3 6
	590	Jackson Road	Rotorua	"	97 9 0
	591	Kaharoa	"	"	67 6 5
	592	Kaikokupu to Taheke	"	"	235 7 5
	593	Kaimai	Tauranga and Piako	"	38 19 9
	595	Kapukapu	Rotorua	"	51 10 0
	596	Karano	Tauranga	"	146 12 8
	597	Komete	"	"	38 18 6
	598	Lake Rotoma to Whakatane	Whakatane	"	200 9 10
	599	Lichfield to Atiamuri	Piako, West Taupo, and East Taupo	"	141 3 0
	600	Ludwig Road	Tauranga	"	256 14 5
	601	Maketu to Te Ngae	Rotorua	"	232 13 2
	603	Mamaku to Maraeroa—Oturoa Block	"	"	246 1 7
	604	Mamaku Village	"	"	251 19 2
	605	Mangato	Tauranga	"	188 18 6
	607	Matata to Tamurenui Junction	Whakatane	"	94 11 10
	608	Ngawaro to Te Puke	Rotorua & Tauranga	"	305 12 0
	609	Ohiwa to Waimana	Opotiki & Whakatane	"	199 19 0
	611	Omarumutu to Te Whaiti	Opotiki	"	89 2 0
	612	Opotiki County roads	"	"	150 0 1
	613	Opotiki to Gisborne (Rotorua District section)	Opotiki	"	341 16 0
	614	Oropi Settlement	Tauranga	"	59 14 6
	615	Otaramarae Deviation	Rotorua	"	124 7 3
	616	Otara River to Papamoa	Opotiki	"	383 2 3
	618	Papamoa No. 2	Tauranga	"	272 4 0
	619	Papamoa to Beach	"	"	223 7 4
	620	Pikowai North	Rotorua	"	29 6 0
	621	Pikowai South	"	"	1 10 5
	622	Pongakawa to Lake Rotohu	"	"	148 18 3
	626	Rangiuuru to Mangorewa Gorge	Rotorua and Tauranga	"	272 6 1
	627	Rodger Road	Rotorua	"	111 13 2
	628	Ross Road	Whakatane	"	4 10 4
	629	Rotongata to Hamurana	Rotorua	"	142 8 0
	630	Rotorua to Gisborne (Stock Track) (Rotorua District section)	Rotorua and Whakatane	"	395 7 3
	631	Rotorua to Lake Rotoma	Rotorua	"	370 0 0
	632	Rotorua to Taupo, via Atiamuri	Rotorua and East Taupo	"	287 8 4
	633	Rotorua to Taupo via Waiotapu	Ditto	"	673 10 8
	634	Rotowhero to Galatea	Rotorua and Whakatane	"	55 0 11
	635	Sladden Road	Whakatane	"	126 11 10
	636	South Road	Rotorua	"	94 12 0
	637	Stanley Track	Whakatane	"	135 4 6
	639	Tarawera Bridge protection	"	"	147 18 4
	640	Taumata Block East	Rotorua	"	215 13 10
	641	Taumata Block West	"	"	142 6 11
	642	Te Papa (access to Sections 584, 585, and 586)	Tauranga	"	149 19 4
	645	Te Tumu	"	"	6 16 1
	646	Thompson Track (Te Aroha to Tauranga)	Tauranga and Piako	"	155 11 10
	647	Tindall Road	Rotorua	"	58 0 3
	648	Tirau to Ngongotaha	"	"	168 8 7
	649	Waiawa	Opotiki	"	142 11 6
	650	Waimana Gorge (deviation)	Whakatane	"	465 7 1
	652	Waioeka Bridge	Opotiki	"	476 12 8
	653	Waioeka River to Waiotahi Block	"	"	28 5 5
	654	Waioeka Valley	"	"	146 5 6
	656	Waiotahi Valley	"	"	260 6 10
	659	Whakatane County Roads	Whakatane	"	47 3 6
	660	Whakatane to Nukuhou	Opotiki and Whakatane	"	98 9 0
	662	Whirinaki Valley	Rotorua	"	242 15 7
	663	Works not specifically provided for	"	"	55 12 0
	664	Contingencies, engineering, and supervision	"	"	219 5 5
		Total—Rotorua			£12,587 16 4
		HAWKE'S BAY ROAD DISTRICT—			
	665	Kowhai	Opotiki	Bay of Plenty	71 5 11
	666	Pakihi	"	"	207 13 1
	668	Waiau River to Waihou Bay	"	"	25 0 0
	669	Whinray Road	"	"	1 9 6
	670	Arakihi to Wigan	Cook	Waiapu	150 0 0
	672	Fraser Road (near Motu)	"	"	8 7 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, 1906.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
108	673	HAWKE'S BAY ROAD DISTRICT— <i>continued</i> . Gisborne to Opotiki (Hawke's Bay District Section)	Cook and Opotiki ..	Waiapu and Bay of Plenty	369 7 6
	674	Gisborne to Rotorua (stock) (£300, £1 for £1) (Hawke's Bay District section)	Cook ..	Waiapu ..	225 8 2
	675	Gisborne to Waikaremoana .. .. .	Cook and Wairoa ..	Waiapu and Hawke's Bay	190 16 6
	676	Gisborne to Waimata (£1 for £1) .. ..	Cook ..	Waiapu ..	100 0 0
	677	Gisborne to Wairoa County Boundary <i>via</i> Tiniroto	" ..	" ..	300 0 0
	680	Hangaroa to Tahora .. .. .	" ..	" ..	71 6 4
	681	Hangaroa River to Wharekopae .. .. .	" ..	" ..	80 7 4
	682	Hangaroa to Tiniroto .. .. .	" ..	" ..	400 0 0
	685	Karaka to Waihora .. .. .	" ..	" ..	150 0 0
	686	Karaka to Poututu (£1 for £1) .. .. .	" ..	" ..	100 0 0
	690	Mangamaia .. .. .	" ..	" ..	300 0 0
	691	Mangapoike (to Porter's) .. .. .	" ..	" ..	148 4 4
	692	Mangapoike Valley .. .. .	" ..	" ..	45 8 0
	693	Mangatokerau Valley .. .. .	" ..	" ..	100 0 0
	694	Mangatu .. .. .	" ..	" ..	344 9 7
	695	Maraetaha .. .. .	" ..	" ..	491 4 5
	697	Matawhero .. .. .	" ..	" ..	221 13 8
	698	Motu River Bridge .. .. .	Cook and Opotiki ..	Waiapu and Bay of Plenty	553 17 6
	699	Motu Valley .. .. .	Cook ..	Waiapu ..	152 1 7
	700	Neill Road .. .. .	" ..	" ..	590 16 4
	701	Nuhaka to Gisborne (Maraetaha bridges)	" ..	" ..	500 0 0
	702	Oliver Road .. .. .	" ..	" ..	205 7 4
	703	Pakihi to Motu .. .. .	" ..	" ..	24 19 6
	705	Paraheka to Cook County Boundary (Waiapu Inland)	" ..	" ..	341 1 3
	708	Puketiti to Pahutana .. .. .	Waiapu ..	" ..	104 5 0
	709	Ruakituri Valley .. .. .	Cook ..	" ..	295 7 11
	712	Tauwhareparae .. .. .	" ..	" ..	71 11 9
	714	Tokonui .. .. .	" ..	" ..	129 2 8
	717	Uawa Bridge (£1 for £1) .. .. .	" ..	" ..	685 0 0
	718	Waiaimoa .. .. .	" ..	" ..	100 0 0
	719	Waiapu to Kawakawa .. .. .	Waiapu ..	" ..	200 0 0
	721	Waiapu Valley (Poroporo Stream)	" ..	" ..	198 9 0
	724	Waikohu Valley .. .. .	Cook ..	" ..	14 7 4
	725	Waimata to Arakihi (Todd's) .. .. .	" ..	" ..	17 10 10
	726	Waimata to Waiapu Inland Road (through Small Grazing-run 43A)	" ..	" ..	197 6 0
	727	Wainui to Tologa .. .. .	" ..	" ..	200 0 0
	729	Waipiro to Mata .. .. .	Waiapu ..	" ..	200 14 9
	730	Wharekopae to Tahora No. 2 .. .. .	Cook ..	" ..	200 0 0
	732	Footbridge (Spit) .. .. .	Wairoa ..	Hawke's Bay	383 18 0
	734	Goodwin Road (Small Grazing-run 64, Tara-marama Survey District)	" ..	" ..	160 14 10
	736	Knight Road (Argyll) .. .. .	Hawke's Bay ..	" ..	74 19 5
	738	Mahora Drains .. .. .	Hastings Borough ..	" ..	12 18 0
	739	Mangaone .. .. .	Wairoa ..	" ..	361 0 1
	740	Maraenui .. .. .	" ..	" ..	6 4 0
	741	McIntyre Road .. .. .	" ..	" ..	60 0 0
	744	Napier to Wairoa .. .. .	Hawke's Bay and Wairoa	" ..	1,008 5 9
	745	Napier to Wairoa (Tongoio wash-out) .. ..	Wairoa ..	" ..	53 16 0
	746	Omahanui to Whataroa .. .. .	" ..	" ..	190 14 0
	748	Potter Road to Puketitiri .. .. .	Hawke's Bay ..	" ..	65 8 1
	751	Springs to Waikokopu .. .. .	Wairoa ..	" ..	743 6 1
	752	Tahaenui .. .. .	" ..	" ..	217 14 8
	756	Ahiweka (on account of £717) .. .. .	Waipawa ..	Waipawa	200 0 0
	757	Argyll .. .. .	" ..	" ..	550 0 0
	758	Hatuma .. .. .	" ..	" ..	306 15 6
	759	Makotuku to Matamau .. .. .	" ..	" ..	3 18 9
	761	Mangahe (west) .. .. .	" ..	" ..	200 0 0
	762	Mangamaire .. .. .	" ..	" ..	96 1 6
	764	Mangapuaka .. .. .	" ..	" ..	698 8 4
	766	Mangatoro Survey District, Block I (access)	" ..	" ..	117 9 10
	768	Milburn .. .. .	" ..	" ..	110 15 3
	769	Norsewood South to Makaretu .. .. .	" ..	" ..	203 9 2
	770	Ormondville to Waikopiro .. .. .	" ..	" ..	41 9 6
	771	Pokokomoku .. .. .	" ..	" ..	193 19 2
	772	Porangahau Wharf .. .. .	Patangata ..	" ..	150 0 0
	773	Rangitoto (Waikopiro) .. .. .	Waipawa ..	" ..	61 0 0
	774	Ruahine .. .. .	" ..	" ..	30 12 0
	775	Ruanui (Waikopiro) .. .. .	" ..	" ..	100 0 0
	776	Te Uri (Ngapaeruru) (Bridges), (£400, £1 for £1)	" ..	" ..	306 10 8
	777	Tukituki Bridge, Onga Onga to Makaretu (£1 for £1)	" ..	" ..	744 16 4
	778	Tuturuwa Approach (£51, £1 for £1) .. ..	" ..	" ..	206 5 10
	781	Angora .. .. .	Weber ..	Pahiatua ..	99 12 0
	782	Burch Road (access to Run 75) .. .. .	" ..	" ..	48 2 6
	783	England's Hill (Maharahara) .. .. .	Woodville ..	" ..	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, 1906.
		ROADS, ETC.—continued.			
108	786	HAWKE'S BAY ROAD DISTRICT—continued.			£ s. d.
	786	Leisure Hour Deviation .. .. .	Weber	Pahiatua	49 0 0
	788	Ongaha .. .. .	Waipawa	"	759 13 9
	792	Te Awaputahi .. .. .	Weber	"	49 2 8
	795	Works not specifically provided for .. .. .	"	"	47 11 0
	796	Contingencies, engineering, and supervision .. .. .	"	"	224 10 5
		Total—Hawke's Bay .. .. .	"	"	£18,222 3 8
		TARANAKI ROAD DISTRICT—			
	798	Derby .. .. .	Stratford	Egmont	68 0 0
	799	Durham (Upper) (£1 for £2) .. .. .	Taranaki	"	156 10 5
	800	Everett .. .. .	"	"	50 0 0
	801	Hutiwai .. .. .	Clifton	"	159 15 6
	802	Junction Road (Inglewood to Tarata) .. .. .	Taranaki	"	300 0 0
	804	Kaipikari .. .. .	Clifton	"	125 0 0
	805	Kaka .. .. .	"	"	100 0 0
	806	Kelly Road .. .. .	Taranaki	"	50 10 0
	807	Lepper Road to Alfred Road .. .. .	"	"	100 0 0
	808	Lincoln Road, Makahu .. .. .	"	"	121 16 0
	809	Maikai .. .. .	Clifton	"	83 0 8
	810	Makarakia .. .. .	"	"	141 10 2
	812	Mangaopa (Junction Road to Mohakau Road) .. .. .	Clifton and Stratford	"	396 18 8
	813	Mangapapa .. .. .	Clifton	"	172 3 11
	814	Mangatoro .. .. .	"	"	121 17 9
	815	Mangatuna .. .. .	"	"	115 7 10
	816	Mataro (£1 to £1) .. .. .	"	"	100 0 0
	817	Matau Township to Mohakau Road .. .. .	Clifton and Stratford	"	260 18 7
	818	Matau Township to Tarawai .. .. .	Clifton	"	490 7 6
	819	May .. .. .	"	"	299 15 3
	820	Mimi Bridge .. .. .	"	"	371 0 0
	821	Mimi to Mokau (£1,000, £1 for £1) .. .. .	"	"	894 2 4
	822	Mokau Ferry Service .. .. .	"	"	101 17 6
	823	Moki .. .. .	"	"	1,016 17 3
	824	Motukawa .. .. .	Taranaki	"	50 0 0
	825	Mount Damper .. .. .	Clifton	"	100 0 0
	827	Ngatoto .. .. .	"	"	75 0 0
	828	Okohe (£203, £1 for £1) .. .. .	"	"	409 13 3
	829	Otaraoa .. .. .	"	"	373 2 5
	830	Pari .. .. .	"	"	105 2 0
	831	Pembroke (£1 for £1) .. .. .	Stratford	"	300 0 0
	832	Piko .. .. .	Clifton	"	287 3 9
	833	Pukemahoe .. .. .	"	"	91 13 1
	834	Putiki .. .. .	"	"	50 0 0
	836	Surrey .. .. .	Taranaki	"	77 0 0
	837	Tangitu .. .. .	Clifton	"	56 12 7
	838	Tariki .. .. .	Taranaki	"	56 5 0
	840	Tokarima Road to Wanganui River .. .. .	Clifton	"	300 0 0
	841	Tongaporutu Bridge (Derwent Improved-farm Settlement) .. .. .	"	"	200 0 0
	842	Tongaporutu to Mangaroa (west of Waiarala Range) .. .. .	"	"	834 12 10
	843	Tooi .. .. .	"	"	153 10 10
	844	Uruti .. .. .	"	"	101 4 0
	846	Wortley (£1 to £4) .. .. .	Taranaki	"	95 9 6
	847	Carrington Road and Bridges .. .. .	"	Taranaki	292 2 9
	848	Kiri Bridge .. .. .	"	"	439 12 3
	849	Korito .. .. .	"	"	21 0 0
	851	Maude and Hill Roads .. .. .	"	"	117 13 3
	852	Oakura Hills (New Plymouth to Opunake Road), (£1 for £1) .. .. .	"	"	175 0 0
	853	Okahu (Ngariki Road to Newell Road) .. .. .	Egmont	"	141 17 11
	855	Pitone (£200, £1 for £1) .. .. .	Taranaki	"	165 18 6
	856	Tikorangi Bridge .. .. .	Clifton	"	119 0 8
	857	Kaponga Cemetery Road .. .. .	Hawera	Hawera	22 8 0
	860	Manaia (north of Kaponga) .. .. .	"	"	166 0 0
	864	Tangahoe Bridge .. .. .	"	"	221 16 3
	865	Wiremu Road (Ngariki Road to Opua Road) .. .. .	Egmont	"	200 0 0
	866	Ahoroa .. .. .	Patea	Patea	100 7 6
	867	Arnold Bridge (Whangamomona Valley Road) .. .. .	Stratford	"	68 4 9
	868	Autawa .. .. .	"	"	53 0 6
	869	Ball Road .. .. .	Patea	"	279 19 7
	870	Clark Track .. .. .	Stratford	"	50 3 5
	871	Douglas Road North .. .. .	"	"	100 0 0
	872	Favier .. .. .	"	"	25 0 0
	873	Heao .. .. .	"	"	367 12 2
	874	Junction Road (Tawhiwhi Ridge) .. .. .	"	"	195 13 9
	875	Kohuratahi .. .. .	"	"	372 17 1
	876	Maben .. .. .	Patea	"	662 9 5
	878	Makuri Bridge (£1 for £1) (Ohura, south of Paarae) .. .. .	Stratford	"	200 0 0
	879	Makuri (west of Huiroa) .. .. .	"	"	100 0 0
	880	Manga .. .. .	"	"	300 0 0
	881	Manga Bridge .. .. .	"	"	225 0 0
	882	Mangashu (Brewer Road to Taihore Road) .. .. .	"	"	507 2 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, 1906.
ROADS, ETC.— <i>continued.</i>					
TARANAKI ROAD DISTRICT— <i>continued.</i>					
103	883	Mangaehu Bridge (Murcott Road) (£2 for £1) ..	Stratford ..	Patea ..	£ s. d. 300 0 0
	884	Mangaehu Bridge (Tututawa Road) ..	" ..	" ..	465 0 0
	885	Mangaehu (Mangaehu Village to Punewhakau Village) (£1 for £1) ..	" ..	" ..	684 0 0
	886	Mangaehu (Upper) (£1 for £1) ..	" ..	" ..	49 19 0
	887	Mangare (extension to Greenwood's) ..	" ..	" ..	48 9 10
	888	Mangaotuku ..	" ..	" ..	200 0 0
	889	Mangaowata ..	" ..	" ..	377 13 8
	890	Mangatoki Bridge (£1 for £1) (Stratford to Opunake Road) ..	" ..	" ..	150 0 0
	892	Marco ..	" ..	" ..	248 17 0
	893	Mataimoana ..	Patea ..	" ..	1,010 0 0
	894	Mataiwhetu and Tahuri ..	Hawera ..	" ..	1,000 0 0
	895	Mauku ..	Stratford ..	" ..	50 0 0
	896	Moeawatea ..	Hawera ..	" ..	9 10 0
	897	Mohakau ..	Stratford ..	" ..	62 16 0
	898	Nukuhau ..	Patea ..	" ..	365 9 1
	899	O'Connor Road (Ngatimaru Survey District) ..	Stratford ..	" ..	50 0 0
	900	Ohura (south of Paorae Stream) ..	Stratford and Clifton ..	Patea and Egmont ..	6,522 19 6
	901	Okotuku ..	Patea ..	Patea ..	274 15 9
	903	Patea River Bridge (Ball Road) ..	" ..	" ..	642 16 8
	904	Patea River Bridge (Rehu Village) ..	Hawera ..	" ..	264 2 2
	905	Patupuremu ..	" ..	" ..	635 13 9
	907	Poarangi ..	Stratford ..	" ..	114 3 6
	908	Prospect ..	" ..	" ..	63 15 0
	910	Putikituna ..	" ..	" ..	100 0 0
	911	Rawhitiroa ..	Hawera and Patea ..	" ..	1,184 3 4
	912	Rimuputa ..	Stratford and Clifton ..	" ..	160 18 8
	913	Tahora ..	Stratford ..	" ..	196 9 10
	914	Taihore ..	" ..	" ..	19 18 0
	915	Tangahoe (Whareroa to Rehu Village) ..	Hawera ..	" ..	726 0 5
	917	Tunupo ..	Stratford ..	" ..	100 0 0
	918	Tututawa ..	" ..	" ..	297 1 4
	920	Vera ..	" ..	" ..	376 10 8
	921	Waingongoro Bridge (£1 for £1) (Stratford to Opunake Road) ..	" ..	" ..	250 0 0
	922	Waitotara Valley Road ..	Patea ..	" ..	191 19 4
	923	Weraweraonga ..	" ..	" ..	360 11 3
	924	Whaka ..	Stratford ..	" ..	81 7 6
	925	Whangamomona to Wanganui River ..	" ..	" ..	422 10 9
	926	Whenuakura Valley ..	Patea ..	" ..	280 16 10
	927	Whitianga ..	Stratford ..	" ..	402 18 2
	928	Whitianga Bridge (Pukeho) ..	" ..	" ..	100 0 0
	929	Works not specifically provided for ..	" ..	" ..	495 19 8
	930	Contingencies, engineering, and supervision ..	" ..	" ..	248 15 5
		Total—Taranaki ..	..	..	£34,790 1 4
WANGANUI ROAD DISTRICT—					
931		Taumarunui Combined Bridge (on account of £1,100) ..	Clifton ..	Egmont ..	850 0 0
933		Batley Road ..	Rangitikei ..	Rangitikei ..	150 0 0
934		Creek Road ..	" ..	" ..	80 7 2
935		Hales Road (£1 for £1) ..	Wanganui ..	" ..	100 0 0
936		Harakeketangi ..	" ..	" ..	166 1 8
938		Hautapu Bridge (Waiparuparu) ..	" ..	" ..	238 5 8
940		Hoihenga ..	Waimarino ..	" ..	153 19 3
941		Horouta to Pukeokahu (£50, £1 for £1) ..	Rangitikei ..	" ..	233 1 4
942		Huia (£40, £1 for £1) ..	" ..	" ..	247 15 10
943		Huikumu ..	Waimarino ..	" ..	186 1 3
944		Hukaroa ..	" ..	" ..	331 17 2
945		Kaimatawi ..	Wanganui ..	" ..	96 13 9
946		Kaitieke roads ..	Waimarino ..	" ..	199 2 11
947		Kaka ..	Rangitikei ..	" ..	77 8 1
948		Kakariki ..	Wanganui ..	" ..	94 10 0
949		Karetu (maintenance) (£8, £1 for £1) ..	Rangitikei ..	" ..	187 11 6
950		Karioi to Rangiwaia ..	Waimarino ..	" ..	282 6 8
951		Kauaeke ..	Rangitikei ..	" ..	167 17 9
952		Kaweka (£33, £1 for £1) ..	" ..	" ..	200 9 11
953		Kokakoriki to Retaruke ..	Waimarino ..	" ..	49 18 4
954		Kopurutuku ..	" ..	" ..	234 16 3
955		Koukoupou ..	Wanganui ..	" ..	130 6 0
956		Makohine Bridge (Upper) ..	Rangitikei ..	" ..	211 17 2
957		Makohine Valley ..	" ..	" ..	270 0 0
958		Makotuku Bridge (Raetihi) ..	Waimarino ..	" ..	1,127 12 10
959		Makotuku Survey District, Run 25 (part 2), Block VII ..	" ..	" ..	2 16 0
960		Makotuku Valley ..	" ..	" ..	469 16 8

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1906.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
		WANGANUI ROAD DISTRICT— <i>continued</i> .			
'03	961	Mangatoroa .. .. .	Waimarino ..	Rangitikei ..	199 4 7
	962	Mangahoe .. .. .	" ..	" ..	139 4 4
	963	Mangahouhou .. .. .	" ..	" ..	58 0 4
	964	Mangahowhi .. .. .	Wanganui ..	" ..	167 2 6
	965	Mangamahoe to Mataroa (£100, £1 for £1)	Rangitikei ..	" ..	1,043 5 3
	966	Mangamahu Bridge and road-protective work (£1 for £1)	Wanganui ..	" ..	500 0 0
	968	Manganui-o-te-ao .. .. .	Waimarino ..	" ..	432 8 3
	969	Manganui-o-te-ao (to open Section 16, Block XIV)	" ..	" ..	214 12 0
	970	Mangaone .. .. .	Rangitikei ..	" ..	381 2 3
	971	Mangaone to Mataroa (£40, £1 for £1) ..	" ..	" ..	964 10 5
	972	Mangarewa .. .. .	Waimarino ..	" ..	414 9 5
	973	Mangatete .. .. .	" ..	" ..	84 2 2
	975	Mangaturuturu .. .. .	" ..	" ..	221 19 8
	976	Mangaweka to Taihape .. .. .	Rangitikei ..	" ..	765 0 0
	977	Mangaweka to Te Kapua .. .. .	" ..	" ..	625 7 6
	978	Mangaweka Village Settlement .. .. .	" ..	" ..	12 0 7
	979	Mangawhero to Murimotu .. .. .	Waimarino ..	" ..	125 3 7
	980	Matahiwi to Ohutu .. .. .	" ..	" ..	145 15 0
	981	Mataiponga (£23, £1 for £1) .. .. .	Rangitikei ..	" ..	403 4 6
	982	Matapuna to Ohakune .. .. .	Waimarino and West Taupo ..	Rangitikei and Egmont ..	598 16 6
	983	Mataroa to Mangaweka .. .. .	Rangitikei ..	Rangitikei ..	242 5 7
	984	Mataroa Village Settlement .. .. .	Wanganui ..	" ..	3 15 0
	985	Maungakaretu Survey District, Section 30A, Block XVI	" ..	" ..	157 2 2
	986	Middle Road (£300, £1 for £1) .. .. .	Waimarino ..	" ..	93 12 0
	987	Moawhango Bridge (Te Horo) .. .. .	Rangitikei ..	" ..	962 3 2
	988	Moawhango Valley (£9, £1 for £1) .. .. .	" ..	" ..	67 7 10
	989	Motete .. .. .	Waimarino ..	" ..	281 12 11
	990	Namunui .. .. .	Rangitikei ..	" ..	157 17 11
	992	Ngauinga .. .. .	" ..	" ..	34 13 2
	993	Oeo .. .. .	West Taupo and Waimarino ..	" ..	525 17 7
	994	Ohinewairua Survey District, Section 6, Block IX	Wanganui ..	" ..	33 9 9
	995	Ohinewairua Survey District, Section 72, Block XIV	Rangitikei ..	" ..	50 0 0
	996	Okaka (£250, £1 for £1) .. .. .	" ..	" ..	174 4 11
	997	Otaranoho .. .. .	Waimarino ..	" ..	122 8 3
	998	Owhakura .. .. .	Wanganui ..	" ..	294 6 4
	999	Papaki .. .. .	Rangitikei ..	" ..	265 2 7
	1000	Pitangi .. .. .	Wanganui ..	" ..	62 4 10
	1001	Potaka Township .. .. .	Rangitikei ..	" ..	49 16 3
	1002	Puhirua .. .. .	" ..	" ..	195 16 6
	1003	Puhirua North .. .. .	" ..	" ..	150 0 0
	1004	Puhirua South .. .. .	" ..	" ..	100 0 0
	1005	Pukekaha .. .. .	Waimarino ..	" ..	535 5 11
	1006	Pukenaui .. .. .	Rangitikei ..	" ..	166 7 2
	1007	Quarry Road .. .. .	" ..	" ..	129 1 7
	1008	Raetihi to Ohura .. .. .	Waimarino ..	" ..	130 7 6
	1009	Raetihi to Parapara to Mason's .. .. .	Waimarino and Wanganui ..	" ..	2,526 6 9
	1010	Raetihi Township .. .. .	Waimarino ..	" ..	100 0 0
	1011	Raetihi Village Settlement .. .. .	" ..	" ..	98 19 4
	1012	Rangataua .. .. .	" ..	" ..	75 0 0
	1013	Rangitikei Bridge, Mangaweka .. .. .	Rangitikei and Kiwitea ..	" ..	13 9 0
	1014	Rangitikei County Roads (£1 for £1) .. .. .	Rangitikei ..	" ..	200 1 0
	1016	Ratamairi .. .. .	Waimarino ..	" ..	151 18 4
	1017	Rauma .. .. .	Rangitikei ..	" ..	14 8 0
	1018	Raupiu .. .. .	Wanganui ..	" ..	151 7 4
	1019	Retaruke Valley .. .. .	Waimarino ..	" ..	337 10 6
	1020	Retaruke Valley (Upper) .. .. .	" ..	" ..	152 2 2
	1022	Taheke .. .. .	Rangitikei ..	" ..	276 12 8
	1023	Taihape Improved-farm Settlement (£1 for £1) .. .. .	" ..	" ..	143 0 0
	1024	Taihape to Mataroa .. .. .	Rangitikei and Wanganui ..	" ..	877 1 2
	1025	Taihape to Otuairei (£400, £1 for £1) .. .. .	Rangitikei ..	" ..	418 0 0
	1026	Taihape Township roads (£1 for £1) .. .. .	" ..	" ..	78 9 9
	1027	Taihape Valley .. .. .	" ..	" ..	265 9 2
	1028	Taihape Village Settlement .. .. .	" ..	" ..	18 8 4
	1029	Taihape Village Settlement (road to Sections 32 and 33) .. .. .	" ..	" ..	82 10 5
	1030	Taihape to Waiouru .. .. .	Rangitikei and Waimarino ..	" ..	1,875 11 3
	1031	Te Hue .. .. .	Wanganui ..	" ..	118 7 4
	1032	Te Komai .. .. .	" ..	" ..	407 15 8
	1033	Torere (£1 for £1) .. .. .	Rangitikei ..	" ..	100 0 0
	1034	Torere Township to Taihape—Mangaweka Road .. .. .	" ..	" ..	100 0 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1906.
ROADS, ETC.— <i>continued</i> .					
WANGANUI ROAD DISTRICT— <i>continued</i> .					
103	1035	Tuhoe .. .. .	Rangitikei ..	Rangitikei ..	£ s. d. 53 8 2
	1036	Turakina Bridge (Lilburn's Ford) (£1 for £1) ..	" ..	" ..	140 0 0
	1038	Turakina Valley .. .. .	" ..	" ..	589 7 2
	1039	Turakina Valley (extension) .. .. .	Waimarino and Wanganui ..	" ..	176 4 1
	1040	Turakina Valley to Mataroa .. .. .	Wanganui ..	" ..	486 13 11
	1041	Waiauru .. .. .	" ..	" ..	134 15 10
	1042	Waiparuparu .. .. .	" ..	" ..	170 16 7
	1043	Waipuna Ridge .. .. .	Waimarino ..	" ..	578 19 6
	1044	Wairano (£28, £1 for £1) .. .. .	Rangitikei ..	" ..	220 0 0
	1045	Wairepo (West) .. .. .	" ..	" ..	50 0 0
	1047	Wangaehu River Bridge (Whiteman's) (£1 for £1) ..	Wanganui ..	" ..	242 2 2
	1048	Wangaehu River Road .. .. .	" ..	" ..	139 15 10
	1049	Wanganui River Road .. .. .	" ..	" ..	349 13 2
	1050	Weston .. .. .	Rangitikei ..	" ..	118 14 1
	1051	Shakespeare Cliff Road .. .. .	Wanganui ..	Wanganui ..	280 0 0
	1052	Makakaho (Upper Waitotara) .. .. .	Patea ..	Patea ..	370 16 5
	1053	Omahine .. .. .	" ..	" ..	221 3 6
	1056	Works not specifically provided for .. .. .	" ..	" ..	126 12 2
	1057	Contingencies, engineering, and supervision .. .. .	" ..	" ..	Cr. 79 6 4
		Total—Wanganui .. .. .	" ..	" ..	£32,023 5 4
WELLINGTON ROAD DISTRICT—					
	1058	Kawatau .. .. .	Rangitikei ..	Rangitikei ..	45 0 0
	1059	Makopua .. .. .	" ..	" ..	91 4 10
	1060	Omatane .. .. .	" ..	" ..	23 13 0
	1061	Rangitane .. .. .	" ..	" ..	48 19 9
	1063	Apiti Main South (£54, £1 for £1) .. .. .	Kiwitea ..	Oroua ..	180 19 2
	1064	Auputa .. .. .	" ..	" ..	130 7 9
	1065	Coal Creek and Horopito Stream Bridges (Apiti to Norsewood) .. .. .	Pohangina ..	" ..	392 3 3
	1066	Conspicuous Road .. .. .	Kiwitea ..	" ..	248 18 2
	1067	Kawera .. .. .	" ..	" ..	138 9 6
	1068	Kawhatau (Upper) .. .. .	" ..	" ..	119 8 4
	1069	Kawatau Valley .. .. .	" ..	" ..	352 17 3
	1070	Kew .. .. .	" ..	" ..	33 3 4
	1071	Kiwitea County Roads .. .. .	" ..	" ..	500 0 0
	1072	Kiwitea to Tapuae (£1 for £1) .. .. .	" ..	" ..	150 0 0
	1073	Lagoon Road (£1 for £1) .. .. .	" ..	" ..	162 6 0
	1074	Manaia .. .. .	" ..	" ..	49 7 6
	1075	Mangahua East .. .. .	" ..	" ..	11 6 0
	1076	Mangahua West .. .. .	" ..	" ..	27 9 9
	1077	Mangapapa .. .. .	" ..	" ..	100 0 0
	1078	Mangarere (Hautapu Block) .. .. .	" ..	" ..	144 2 3
	1079	Mangatohu .. .. .	" ..	" ..	51 16 3
	1080	Mangawharariki .. .. .	" ..	" ..	300 0 0
	1081	Mangoira .. .. .	" ..	" ..	20 13 8
	1083	Ohingaiti to Pemberton (£327, £1 for £1) .. .. .	" ..	" ..	450 0 0
	1086	Pourangaki .. .. .	" ..	" ..	41 17 4
	1087	Rangitikei Road (South and East Sandon Small-farm Block) .. .. .	" ..	" ..	150 0 0
	1089	Tableflat .. .. .	Pohangina ..	" ..	40 8 1
	1090	Te Farapara .. .. .	Kiwitea ..	" ..	25 0 0
	1091	Titirangi .. .. .	" ..	" ..	117 1 6
	1092	Totara (£1 for £1) .. .. .	" ..	" ..	50 3 7
	1093	Tunipo .. .. .	Pohangina ..	" ..	156 5 3
	1094	Umutoi .. .. .	Kiwitea and Pohangina ..	" ..	365 5 8
	1095	Waipuru .. .. .	Kiwitea ..	" ..	50 0 0
	1097	Mangawhata .. .. .	Manawatu ..	Manawatu ..	63 15 3
	1099	Pyke Road .. .. .	" ..	" ..	3 4 0
	1101	Akaroa .. .. .	Akitio ..	Pahiatua ..	100 0 0
	1102	Balance to Manawatu Gorge (£50, £1 for £1) .. .. .	Pahiatua ..	" ..	98 12 9
	1103	Burnett Road (access to Section 7, Block XVI, Makuri S.D.) .. .. .	Pahiatua and Woodville ..	" ..	147 9 10
	1104	Central Road (Hall Block) .. .. .	Pahiatua ..	" ..	122 12 8
	1105	Cross Road (Hall Survey District) .. .. .	" ..	" ..	25 18 7
	1106	Dew's Road .. .. .	" ..	" ..	49 19 0
	1107	Eglinton .. .. .	" ..	" ..	115 6 1
	1108	Huia Bridge (Waihoki Road) .. .. .	Akitio ..	" ..	215 0 0
	1109	Huia Road (Pongaroa) .. .. .	" ..	" ..	82 15 5
	1110	Huia Road (Rakaunui) .. .. .	" ..	" ..	199 15 3
	1111	Hukanui to Mangamaire .. .. .	Pahiatua ..	" ..	142 9 5
	1112	Kaitawa Ridge .. .. .	" ..	" ..	111 11 3
	1113	Kaituna .. .. .	Akitio ..	" ..	229 14 2
	1114	Kawakawa .. .. .	" ..	" ..	100 6 6
	1115	Korora .. .. .	" ..	" ..	3 2 8
	1116	Makairo to Coonoor .. .. .	Pahiatua ..	" ..	170 6 1
	1117	Makoura .. .. .	Masterton and Akitio ..	" ..	467 16 4

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, 1903.
		ROADS, ETC.—continued.			£ s. d.
103		WELLINGTON ROAD DISTRICT—continued.			
	1118	Makuri to Pongaroa (£1 for £1) .. ..	Pahiatua and Akitio	Pahiatua	58 1 3
	1119	Mangahao Bridge .. ..	Pahiatua	"	934 16 9
	1120	Mangatiti .. ..	Akitio	"	170 6 3
	1121	Mangatiti Improved-farm Settlement (Gardiner Road) .. ..	"	"	5 5 0
	1123	Manuhara (£2, £1 for £1) .. ..	"	"	1 18 1
	1124	Marainanga .. ..	"	"	130 16 4
	1125	Marima Ridge .. ..	Pahiatua	"	96 7 6
	1126	Moore Road .. ..	"	"	Cr. 0 12 1
	1127	Mount Butters (£1 for £1) .. ..	"	"	70 7 8
	1128	Mount Marchant (£1 for £1) .. ..	"	"	97 11 2
	1129	McDonough Road .. ..	Akitio	"	53 12 0
	1130	Ngaturi to Woodville (£1 for £1) .. ..	Pahiatua and Woodville	"	100 0 0
	1131	Ohinereia .. ..	Pahiatua	"	98 4 7
	1132	Pahiatua to Palmerston .. ..	Pahiatua & Kairanga	Pahiatua & Palmers-ton	1 2 8
	1133	Pakowai .. ..	Akitio	Pahiatua	98 8 0
	1134	Pakowai to Tinui .. ..	"	"	34 17 6
	1135	Piper Road (bridges, £150) .. ..	Pahiatua	"	229 18 0
	1136	Pongaroa to Aohanga .. ..	Akitio	"	6 12 4
	1137	Pongaroa Bridge (Cross Road) .. ..	"	"	198 6 10
	1139	Rakaunui Bridle-track .. ..	"	"	55 0 1
	1140	Rakaunui Makuri Road .. ..	"	"	353 8 4
	1141	Rakaunui Village Settlement Bridle-track (Sec. 20-22) .. ..	"	"	29 4 10
	1142	Rakaunui to Waione .. ..	"	"	172 19 3
	1143	Range Road .. ..	"	"	589 19 7
	1144	Spur Road .. ..	"	"	153 0 0
	1145	Sugar-loaf Road .. ..	"	"	62 7 1
	1146	Tiraumea (Hinemoa to Alfredton) .. ..	Pahiatua	"	150 0 0
	1147	Tiraumea Valley Road .. ..	"	"	6 18 10
	1148	Towai .. ..	Akitio and Pahiatua	"	386 8 7
	1149	Umungoero Bridge .. ..	Akitio ..	"	6 0 0
	1150	Utewai (Waterfalls) .. ..	Masterton	"	129 14 6
	1151	Waewaepa .. ..	Pahiatua	"	112 19 3
	1152	Waihi Bridge, Towai Road .. ..	Akitio ..	"	5 0 0
	1153	Waihi Road Bridge (Waipatukaka) .. ..	"	"	3 10 8
	1154	Waihi Valley .. ..	"	"	318 5 9
	1155	Waihoki Valley .. ..	"	"	288 15 6
	1156	Waikereu Road and Bridge .. ..	"	"	347 4 11
	1157	Waiowaka .. ..	"	"	126 4 3
	1158	Waipatukaka .. ..	"	"	195 10 9
	1159	Waituna Road (Makairo) .. ..	Pahiatua	"	42 4 9
	1163	Barton Road .. ..	Pahiatua and Mauriceville	Masterton	328 6 5
	1164	Bell Road .. ..	Eketahuna	"	181 16 7
	1166	Bowen to Hastwell .. ..	"	"	100 0 0
	1167	Central Mangaone (£1 for £1) .. ..	"	"	200 0 0
	1170	Flat Bush (£50, £1 for £1) .. ..	Masterton	"	151 0 0
	1171	Glendonald (Wairere) .. ..	"	"	50 0 0
	1172	Hinemoa to Alfredton .. ..	Pahiatua and Masterton	"	145 1 9
	1174	Kakariki West .. ..	Eketahuna	"	157 7 5
	1175	Kopikopiko .. ..	Pahiatua	"	132 1 9
	1176	Makakahi Bridge (Hamua) .. ..	Eketahuna	"	427 10 0
	1178	Mangahao (access to Section 21, Block XIII, Waiwera) .. ..	"	"	53 14 0
	1179	Mangahao South .. ..	"	"	174 17 3
	1180	Mangamahoe .. ..	Mauriceville	"	120 15 9
	1181	Mangaorongo .. ..	Eketahuna	"	98 9 9
	1182	Mangarai (£1 for £1) .. ..	Masterton	"	400 0 0
	1183	Mangaroro .. ..	Eketahuna	"	100 0 0
	1186	Mangatainoka River Bridge (Redpath and Berry's) .. ..	"	"	150 0 0
	1187	Mangatainoka Valley .. ..	Mauriceville	"	114 17 6
	1188	Mangatakato .. ..	Masterton	"	9 16 5
	1189	Mari Road .. ..	Eketahuna	"	69 0 8
	1190	Masterton to Gladstone (£1 for £1) .. ..	Masterton and Wairarapa South	"	151 10 0
	1191	Masterton to Tinui (£200, £1 for £1) .. ..	Masterton and Castle-point	"	300 0 0
	1192	Matapihi .. ..	Masterton	"	240 10 11
	1193	Miki Miki .. ..	"	"	150 0 0
	1195	Mount Bruce .. ..	Mauriceville and Masterton	"	196 11 6
	1196	Newman to Stirling .. ..	Eketahuna	"	47 7 11
	1197	Parkville to Mangatainoka .. ..	"	"	188 14 6
	1198	Parkville Nos. 1 and 2 .. ..	"	"	227 0 0
	1199	Pa Valley .. ..	Eketahuna and Pahiatua	"	169 17 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, 1900.
ROADS, ETC.—continued.					
WELLINGTON ROAD DISTRICT—continued.					
103	1201	Puketoi .. .. .	Masterton ..	Masterton ..	133 5 11
	1202	Quarry Road .. .. .	Eketahuna ..	" ..	182 17 5
	1203	Saunders Road .. .. .	Masterton ..	" ..	282 16 11
	1206	Te Mara .. .. .	" ..	" ..	5 12 4
	1207	Tinui Valley (£1 for £1) .. .. .	Castlepoint ..	" ..	65 0 0
	1210	Waiwera Block .. .. .	Eketahuna and Pahiatua ..	" ..	84 19 0
	1211	Wangaehu (£1 for £1) .. .. .	Masterton and Maunawatu ..	" ..	500 0 0
	1214	Beef Creek Road .. .. .	Wairarapa South ..	Wairarapa ..	78 10 9
	1217	Blairlogie to Homewood (£1 for £1) .. .. .	Masterton ..	" ..	226 10 7
	1218	Boar Bush Gully .. .. .	Featherston ..	" ..	107 12 0
	1219	Cooper Creek .. .. .	" ..	" ..	141 3 8
	1220	East Coast Road .. .. .	Wairarapa South ..	" ..	194 17 2
	1222	Fernyhurst to Kaiwhata .. .. .	Masterton ..	" ..	167 11 9
	1223	Gladstone to Longbush (£200, £1 for £1) .. .. .	Wairarapa South and Featherston ..	" ..	275 0 0
	1224	Hinau Gully .. .. .	Wairarapa South ..	" ..	297 14 6
	1226	Kaiwhata to Karaka Bay .. .. .	" ..	" ..	140 18 5
	1227	Langdale Road .. .. .	Masterton and Castlepoint ..	" ..	100 0 0
	1228	Mangapokia Bridge (Langdale) .. .. .	Masterton ..	" ..	22 14 9
	1229	McRae Road .. .. .	" ..	" ..	98 13 4
	1230	Ngakonui .. .. .	Featherston ..	" ..	187 13 7
	1232	Pahaoa to Glendhu .. .. .	" ..	" ..	41 6 9
	1233	Ruakokopatuna .. .. .	" ..	" ..	159 8 7
	1235	Tablelands .. .. .	" ..	" ..	125 0 0
	1237	Waiohine Valley .. .. .	Wairarapa South ..	" ..	149 2 6
	1238	Arapaepae .. .. .	Horowhenua ..	Otaki ..	300 0 0
	1240	Harris Road .. .. .	Hutt ..	" ..	70 0 0
	1241	Hautere .. .. .	Horowhenua ..	" ..	50 0 0
	1242	Hokio (£1 for £1) .. .. .	" ..	" ..	150 0 0
	1243	Kimberley .. .. .	" ..	" ..	150 0 0
	1244	Levin to Foxton .. .. .	Horowhenua and Manawatu ..	" ..	400 0 0
	1245	Levin to Kereru .. .. .	Horowhenua ..	" ..	200 0 0
	1248	Mangakotukutuku .. .. .	Hutt ..	" ..	250 0 0
	1249	Mangaone .. .. .	Horowhenua ..	" ..	37 10 0
	1250	Moonshine to Upper Hutt .. .. .	Hutt ..	" ..	70 0 0
	1251	Moonshine, Whakatatu .. .. .	" ..	" ..	70 0 0
	1252	Moonshine to Wainui .. .. .	" ..	" ..	70 0 0
	1253	Motukaraka .. .. .	" ..	" ..	100 0 0
	1255	Ngatiawa Bridge and Road .. .. .	Horowhenua & Hutt ..	" ..	200 0 0
	1256	Ohau West .. .. .	Horowhenua ..	" ..	150 0 0
	1257	Otaki (Main West Coast Road) .. .. .	" ..	" ..	100 0 0
	1259	Pahautanui to Belmont .. .. .	Hutt ..	" ..	200 0 0
	1260	Paparangi .. .. .	" ..	" ..	50 0 0
	1261	Paraparaumu Beach Road .. .. .	" ..	" ..	150 0 0
	1262	Phillip Road .. .. .	" ..	" ..	170 0 0
	1263	Plimmerton to Pukerua .. .. .	" ..	" ..	100 0 0
	1264	Porirua .. .. .	" ..	" ..	40 0 0
	1265	Porotawhao .. .. .	Horowhenua and Manawatu ..	" ..	200 0 0
	1266	Pretoria Road (fencing) .. .. .	Horowhenua ..	" ..	200 0 0
	1270	Shannon to Kereru (£1 for £1) .. .. .	" ..	" ..	200 0 0
	1271	Waikanae Beach Road .. .. .	" ..	" ..	100 0 0
	1272	Waikanae to Paikakariki .. .. .	Hutt ..	" ..	250 0 0
	1273	Waikanae River protection .. .. .	Horowhenua ..	" ..	80 9 1
	1274	Waikanae to Te Horo .. .. .	" ..	" ..	50 0 0
	1275	Waikanae to Upper Hutt .. .. .	Hutt ..	" ..	370 0 0
	1277	Waiohanga Road .. .. .	Horowhenua ..	" ..	75 0 0
	1280	Weratoki Bridge .. .. .	Hutt ..	" ..	50 0 0
	1281	Akatarawa Bridges .. .. .	" ..	Hutt ..	50 0 0
	1282	Belmont .. .. .	" ..	" ..	62 17 0
	1283	Collins Road .. .. .	" ..	" ..	40 0 0
	1284	Cottle Road .. .. .	" ..	" ..	40 0 0
	1285	Ebden Road .. .. .	" ..	" ..	125 0 0
	1286	Epuni Hamlet .. .. .	" ..	" ..	54 14 5
	1288	Maungaraki .. .. .	Borough of Petone and Hutt County ..	" ..	57 12 8
	1290	Wainuiomata Rifle Range Road .. .. .	Hutt ..	" ..	150 0 0
	1291	Wallaceville Road (£1 for £1) .. .. .	" ..	" ..	50 0 0
	1292	Whiteman's Valley to Silverstream .. .. .	" ..	" ..	250 0 0
	1293	Chatham Islands roads .. .. .	" ..	" ..	56 13 0
	1294	Works not specifically provided for .. .. .	" ..	" ..	234 8 3
	1295	Contingencies, engineering, and supervision .. .. .	" ..	" ..	219 5 6
Total—Wellington .. .. .					27,787 6 7

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, 1906.
		ROADS, ETC.— <i>continued</i> .			
103		NELSON ROAD DISTRICT—			£ s. d.
1301		French Pass, Admiralty Bay, and Croixelles tracks	Sounds	City of Nelson	0 13 7
1303		Maitai Valley	Waimea	"	100 0 0
1304		Nelson to Rai Saddle	"	"	550 0 0
1305		Oyster Bay to Elaine Saddle	Sounds	"	0 8 0
1306		Richmond to Collingwood	Waimea, Takaka, and Collingwood	City of Nelson and Motueka	84 12 0
1308		Stoke Road District roads	Waimea	City of Nelson	358 3 6
1314		Alexander Bluff Road and Bridge	"	Motueka	626 18 6
1318		Belgrove to Tarndale, via Tophouse	Waimea and Ashley	Motueka & Hurunui	197 15 2
1323		Clark River Bridge	Waimea	Motueka	226 17 2
1324		Collingwood County roads	Collingwood	"	101 14 4
1330		Glencoe	Takaka	"	62 1 6
1332		Glenroy Bridge (approaches)	Inangahua	"	12 6 0
1335		Hope Valley Bridge (repairs)	Waimea	"	21 1 2
1336		Horse Terrace to Hunter's	Inangahua	"	98 6 9
1345		Marahau to Riwaka	Waimea and Collingwood	"	159 9 5
1346		Matiri River Road	Inangahua	"	174 17 7
1347		Mokihinui to Little Wanganui	Buller	"	1,215 13 0
1350		Motueka Valley (£1 for £1)	Waimea	"	92 17 8
1351		Motupiko to Rainy River	"	"	108 3 1
1354		Moutere Mud-flat	"	"	199 19 10
1355		Moutere River	"	"	200 0 0
1356		Murchison to Fern Flat	Inangahua	"	147 6 3
1358		Oparara Bridge	Buller	"	100 0 0
1360		Pearse Valley	Waimea	"	100 0 0
1365		Promised Land to Otumahaua	Buller	"	50 0 0
1367		Riwaka Valley	Waimea	"	35 15 0
1368		Sherry Valley	"	"	102 14 0
1372		Slips Road	Inangahua	"	44 13 0
1374		Tadmor to Hope	Waimea	"	160 9 7
1376		Takaka to Collingwood (inland road)	Takaka and Collingwood	"	46 7 5
1377		Ten-mile Creek Foot-bridge	Inangahua	"	200 0 0
1378		Terrace End to Brightwater (river-protection)	Waimea	"	300 0 0
1379		Tutaki	Inangahua	"	12 15 0
1380		Upper Moutere roads	Waimea	"	100 0 0
1381		Waimea County roads	"	"	100 0 0
1382		Wairoa (Upper)	"	"	300 0 0
1387		Birchfield to Sea-beach	Buller	Buller	150 0 0
1389		Boatman's Valley	Inangahua	"	150 0 0
1391		Buller Road (loop-line, nine miles to Westport) (on account of £700)	Buller	"	50 0 0
1393		Charleston to Grey County boundary	"	"	300 0 0
1395		Costello's Hill	"	"	50 0 0
1397		Gilmer Road	Inangahua	"	149 0 10
1399		Inangahua County roads	"	"	706 0 0
1400		Inangahua to Main Buller Road	"	"	150 0 0
1401		Inangahua River Bridge (right-hand branch on Reefton to Maruia Road)	"	"	81 5 0
1407		Maruia, via Caslani's	"	"	94 10 0
1413		Reefton to Maruia	"	"	402 3 0
1415		Waitahu Bridge (repairs)	"	"	49 10 8
1418		Westport to Ngakawau	Buller	"	250 0 0
1420		Little Grey Bridge (approaches)	Inangahua	Grey	150 0 0
1424		Works not specifically provided for	"	"	151 2 6
1425		Contingencies, engineering, and supervision	"	"	114 17 5
		Total—Nelson			£9,390 7 11
		MARLBOROUGH ROAD DISTRICT—			
1427		Elaine Bay to Harvey's Bay	Sounds	City of Nelson	9 4 0
1428		Fairy Bay to Nydia Bay	"	"	4 4 0
1429		Fairy Bay to Tawero Point	"	"	5 10 0
1431		Harvey's Bay to Tawero Point	"	"	53 14 5
1432		Kaiuma Saddle	"	"	4 0 0
1433		Maori Bay to Black Point	"	"	16 16 0
1434		North-west Bay to Brightlands	"	"	5 4 6
1436		Pelorus Bridge	Marlborough	"	1,300 10 10
1439		Rai River Foot-bridge (near Forest's)	"	"	28 17 9
1440		Rai Saddle to Havelock	"	"	383 0 3
1441		Ronga Valley	"	"	3 8 0
1442		Wakamarina Bridge	"	"	1,867 0 0
1443		Wakamarina Road and Bridge	"	"	59 15 1
1445		Anakiwi to Grove	"	Wairau	208 8 6
1446		Anakoa to Manaroa	Sounds	"	46 0 0
1447		Arapawa Island	"	"	16 8 0
1448		Awatere River to Clarence River	Marlborough	Wairau and Hurunui	10 3 10
1450		Blind River to Flaxbourne	"	Wairau	17 10 0
1452		Crail Bay to Manaroa	Sounds	"	58 6 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, 1906.
		ROADS, ETC.—continued.			
103	1453	MARLBOROUGH ROAD DISTRICT—continued.			£ s. d.
	1453	Crail Bay to South-east Bay .. ..	Sounds ..	Wairau ..	60 6 6
	1460	Grove Wharf and Shed .. ..	Marlborough ..	" ..	7 2 0
	1461	Hakahaka to Opihi .. ..	Sounds ..	" ..	69 16 2
	1462	Havelock to Kaituna .. ..	Marlborough ..	" ..	50 0 0
	1463	Kaiaho Canal and Track .. ..	Sounds ..	" ..	13 5 4
	1464	Kaituna River (protective works) ..	Marlborough ..	" ..	105 0 0
	1465	Kenepuru to Anakoa .. ..	Sounds ..	" ..	84 2 9
	1466	Kenepuru to Endeavour Inlet .. ..	" ..	" ..	196 14 2
	1467	Mahakipawa to Double Bay .. ..	Sounds and Marlborough ..	" ..	61 14 2
	1468	Mahakipawa to Havelock (metalling, £200) ..	Marlborough ..	" ..	165 11 11
	1469	Mahau Sound .. ..	Sounds ..	" ..	6 12 6
	1471	Ngakuta Bay to Opua .. ..	" ..	" ..	41 12 6
	1472	North Bank .. ..	Marlborough ..	" ..	45 11 0
	1476	Onahau to Anakiwi .. ..	Sounds ..	" ..	77 11 11
	1477	Onahau Bay to Kenepuru Sound .. ..	" ..	" ..	37 19 0
	1479	Onamalutu Saddle .. ..	Marlborough ..	" ..	50 0 0
	1481	Picton to Grove .. ..	" ..	" ..	747 19 3
	1484	Portage Bay to Waitaria .. ..	Sounds ..	" ..	82 5 1
	1485	Portage Bay and Waitaria Bay Wharves ..	" ..	" ..	352 15 7
	1486	Port Underwood to Fighting Bay .. ..	" ..	" ..	4 4 10
	1488	Queen Charlotte Sound .. ..	" ..	" ..	18 13 8
	1489	Renwick (middle) .. ..	Marlborough ..	" ..	100 0 0
	1490	Resolution Bay to Endeavour Inlet .. ..	Sounds ..	" ..	21 19 0
	1491	Richmond's Bay (Kenny's Isle) .. ..	" ..	" ..	7 16 0
	1492	Richmond Brook (Richmond Brook to Upton Downs) ..	Marlborough ..	" ..	242 8 3
	1493	Robin Hood Bay to Ocean Bay .. ..	Sounds ..	" ..	68 7 11
	1494	Rock Ferry to Bartlett's Creek .. ..	Marlborough ..	" ..	246 9 6
	1495	Run 66 (road access) .. ..	" ..	" ..	100 0 0
	1496	Skiddaw Run to Te Matau-a-Maui .. ..	Sounds ..	" ..	11 17 6
	1497	Small Grazing-run 74, Onamalutu (road to) ..	Marlborough ..	" ..	11 3 1
	1498	Starborough Main Road .. ..	" ..	" ..	100 0 0
	1500	Taylor's Pass .. ..	" ..	" ..	100 0 0
	1501	Te Mahia to Portage Bay .. ..	Sounds ..	" ..	47 7 6
	1502	Te Matau to Wet Inlet .. ..	" ..	" ..	39 1 0
	1503	Titirangi to Ship Cove .. ..	" ..	" ..	238 9 2
	1504	Top Valley to Bartlett's Creek .. ..	Marlborough ..	" ..	104 6 0
	1505	Torea Bay Road .. ..	Sounds ..	" ..	67 19 8
	1506	Tory Heads to Waikawa .. ..	" ..	" ..	38 14 10
	1508	Wairau Ferry to Spring Creek .. ..	Marlborough ..	" ..	45 4 0
	1510	Wairau Native Reserve (protection) .. ..	" ..	" ..	12 4 0
	1512	Waitaria to Manaroa .. ..	Sounds ..	" ..	29 16 9
	1513	Waitaria to Te Matau-a-Maui .. ..	" ..	" ..	31 1 6
	1514	Waitaria Wharf approaches .. ..	" ..	" ..	42 4 6
	1516	Whatamongo to Diefenbach .. ..	" ..	" ..	10 18 0
	1517	Whatamongo to Port Underwood .. ..	" ..	" ..	64 2 2
	1518	White's Bay to Port Underwood .. ..	" ..	" ..	63 18 6
	1519	White's Bay to Robin Hood Bay .. ..	" ..	" ..	88 6 9
	1520	Clarence to Hapuka .. ..	Kaikoura ..	Hurunui ..	25 0 0
	1521	Clarence River to Conway River .. ..	" ..	" ..	250 0 0
	1522	Clarence River to Conway River (repairs to sea-wall and road at Kahautara) ..	" ..	" ..	456 10 4
	1527	Spey roads .. ..	" ..	" ..	100 0 0
	1528	Ure to Clarence .. ..	Marlborough ..	" ..	1 4 0
	1530	Works not specifically provided for .. ..	" ..	" ..	85 14 8
	1531	Contingencies, engineering, and supervision ..	" ..	" ..	50 15 10
		Total—Marlborough .. ..			£9,280 0 5
		WESTLAND ROAD DISTRICT—			
	1532	Ahaura to Haupiri .. ..	Grey ..	Grey ..	848 4 0
	1533	Ahaura River (Upper) (protective works) ..	" ..	" ..	300 0 0
	1534	Arnold Bridge (Upper) .. ..	" ..	" ..	268 11 0
	1535	Big Grey Bridge .. ..	" ..	" ..	1,099 10 8
	1536	Big River .. ..	" ..	" ..	200 0 0
	1537	Big River Footbridge .. ..	" ..	" ..	150 0 0
	1538	Big River to Rough River .. ..	" ..	" ..	225 0 0
	1541	Cobden to Big River .. ..	" ..	" ..	200 0 0
	1542	Cobden to Brighton via Barrytown .. ..	" ..	" ..	231 0 0
	1543	Greymouth to Paroa .. ..	" ..	" ..	300 0 0
	1544	Grey Valley Main Road and bridges .. ..	" ..	" ..	400 0 0
	1545	Hatters to Haupiri .. ..	" ..	" ..	150 0 0
	1549	Orwell Creek Road .. ..	" ..	" ..	100 0 0
	1550	Poerua to Bell Hill .. ..	" ..	Grey and Westland ..	131 18 6
	1551	Punakaiki .. ..	" ..	Grey ..	61 5 4

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, 1906.
		ROADS, ETC.—continued.			£ s. d.
103		WESTLAND ROAD DISTRICT—continued.			
1552		Upper Moonlight Road .. .. .	Grey	Grey	133 15 0
1553		Waipuna .. .. .	"	"	100 0 0
1554		Wall's Creek Bridge .. .. .	Brunner Borough	"	112 7 3
1555		Wilkinson's Creek Bridge .. .. .	Grey	"	226 0 0
1556		Arahura Bridge (approaches) .. .. .	Westland	Westland	100 0 0
1558		Arahura Bridge (Upper) (Hungerford's) .. .. .	"	"	494 2 7
1559		Arahura Lagoon Bridge .. .. .	"	"	150 0 0
1560		Arawata to Jackson's Track .. .. .	"	"	209 18 6
1561		Arthur's Town Road .. .. .	"	"	149 19 10
1562		Awatuna (widening) .. .. .	"	"	100 0 0
1564		Big Wanganui Flat .. .. .	"	"	95 14 2
1567		Cascade to Barn Bay .. .. .	"	"	52 6 3
1569		Cook River .. .. .	"	"	149 6 8
1570		Crooked River Bridge .. .. .	Grey	"	72 8 1
1571		Cropp Road .. .. .	Westland	"	304 10 9
1572		Dawson Road (Kokatahi) .. .. .	"	"	88 10 0
1574		Doughboy .. .. .	"	"	265 5 11
1575		Ferguson Road .. .. .	"	"	418 9 6
1577		Gordon's Creek Bridge (Gillespie's to Bruce Bay) .. .. .	"	"	17 7 0
1578		Greek's Creek (protective works) .. .. .	"	"	160 0 0
1580		Grey Valley to Teremakau .. .. .	Grey	"	248 15 0
1581		Haast to Blue River .. .. .	Westland	"	155 9 0
1583		Happy Valley Track .. .. .	"	"	133 4 0
1585		Isaac's Bluff Track .. .. .	"	"	110 17 6
1586		Jacob's to Karangarua (Hunt Creek) .. .. .	"	"	472 12 9
1587		Kanieri River Road (protection) .. .. .	"	"	111 6 9
1588		Koiterangi .. .. .	"	"	377 16 8
1589		Koiterangi (river encroachment) .. .. .	"	"	49 15 6
1590		Koiterangi to Whitcombe Track .. .. .	"	"	199 0 1
1591		Kokatahi .. .. .	"	"	300 0 0
1592		Kumara Junction to Beach .. .. .	"	"	100 0 0
1593		Little Wanganui (protective works) .. .. .	"	"	39 12 6
1594		Mahitahi to Bruce Bay, Paringa Landing .. .. .	"	"	20 4 7
1597		McCulloch Road .. .. .	"	"	45 0 6
1598		Mikonui to Bald Head Bluff .. .. .	"	"	150 0 0
1599		Mikonui River protective works .. .. .	"	"	125 0 0
1600		Millson Road .. .. .	"	"	100 0 0
1602		Morgan Road .. .. .	Grey	"	291 11 6
1603		New River Bridge .. .. .	"	"	500 0 0
1605		Okarito to The Forks .. .. .	Westland	"	57 0 3
1606		Okuru Track .. .. .	"	"	80 2 2
1607		Omoeroa to Waiho .. .. .	"	"	301 19 6
1608		One-mile Road .. .. .	"	"	250 0 0
1609		Otira Avalanche (protective works) .. .. .	"	"	267 4 10
1610		Robertson Road .. .. .	"	"	87 9 9
1611		Rotokino .. .. .	"	"	245 6 8
1612		Saltwater River Bridge .. .. .	"	"	123 4 8
1615		Teremakau Traffic-bridge (£1,940, £1 for £1) .. .. .	Westland and Grey	"	2,041 13 11
1616		Turnbull River Road .. .. .	Westland	"	104 13 11
1618		Waiho Wire Bridge (protective works) .. .. .	"	"	5 10 7
1619		Waimea Creek Bridge .. .. .	"	"	262 17 1
1620		Waitaha Beach .. .. .	"	"	17 0 0
1621		Waitaha Settlement .. .. .	"	"	181 12 7
1622		Waitaki Bluff .. .. .	"	"	156 12 3
1623		Wall Road .. .. .	"	"	296 11 1
1627		Westland Ferry Service .. .. .	"	"	200 0 0
1628		White Road .. .. .	"	"	201 2 10
1629		Works not specifically provided for .. .. .	"	"	94 18 8
1630		Contingencies, engineering, and supervision .. .. .	"	"	1 14 6
		Total—Westland .. .. .			£16,572 12 7
		CANTERBURY ROAD DISTRICT—			
1631		Annan (Waiau to Bourne Flat) through Sections 24 to 28 .. .. .	Amuri	Hurunui	208 7 11
1632		Annan (Waiau to Parnassus) .. .. .	Cheviot and Amuri	"	199 19 11
1633		Bluff Road (Cheviot) .. .. .	Cheviot	"	150 0 0
1636		Conway Gorge to Waiau via Hawkswood .. .. .	"	"	773 4 0
1637		Culverden to Hammer Plains .. .. .	Amuri	"	121 0 0
1638		Hurunui Bridge (Greta) .. .. .	Cheviot and Ashley	"	59 6 7
1639		Kaiwarra to Hurunui (£1 for £1) .. .. .	Cheviot	"	100 0 0
1640		Kaka Pass Road .. .. .	Ashley	"	200 0 0
1641		Lower Ashley Bridge (£1 for £1) .. .. .	"	Hurunui and Kaiapoi	500 0 0
1642		Lyndon No. 1 .. .. .	Amuri	Hurunui	209 2 8
1643		Waiau to Kaikoura (Conway Cutting) .. .. .	"	"	70 2 6
1644		Waiau Ferry Service .. .. .	Cheviot	"	73 9 2
1645		Waiau to Kaikoura, Lyndon No. 1 and Annan Settlements .. .. .	Amuri	"	173 13 10
1646		Waitohi River protective works at Medbury .. .. .	Ashley	"	18 15 0
1647		Hororata Survey District, Block VII .. .. .	Selwyn	Selwyn	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, 1906.
		ROADS, &c.—continued.			£ s. d.
103		CANTERBURY ROAD DISTRICT—continued.			
1649		Whitecliffs to St. Helen's .. .. .	Selwyn	Selwyn	100 0 0
1650		Oxford Road Bridge .. .. .	Ashley	Kaipoi	122 17 6
1652		Wharenui Hamlet .. .. .	Selwyn	Riccarton	50 0 0
1655		Woolston Ferry Road .. .. .	Borough of Woolston	Lyttelton	200 0 0
1658		Hinds River Traffic-bridge (Mayfield) (£1 for £1)	Ashburton	Ashburton	984 8 6
1659		Borrell Hill .. .. .	Geraldine	Geraldine	200 0 0
1661		Haehae-te-moana River Bridge (Toomey's Crossing) (£1 for £1)	"	"	600 0 0
1663		Ophi River protective works (near Pleasant Point) (£1 for £1)	"	"	250 0 0
1666		Mount Horrible .. .. .	Levels	Timaru	200 0 0
1667		Rosewill .. .. .	"	"	199 19 0
1669		Albury to Coal-pits (£1 for £1)	Mackenzie	Waitaki	86 12 6
1670		Burnett Road (access to Section 14129, Waimate Survey District) .. .. .	Waimate	"	50 0 0
1671		Centre Road (£1 for £1) .. .. .	"	"	95 7 0
1672		Daisy Hill .. .. .	"	"	100 0 0
1673		Daledew (£1 for £1) .. .. .	"	"	50 0 0
1674		Hakataramea (access to bridge) .. .. .	"	"	82 10 0
1675		Kapua (Dugdale's Creek diversion) .. .. .	"	"	50 0 0
1676		Kapua Settlement roads (£1 for £1) .. .. .	"	"	72 6 1
1677		Kohika (Wool-shed Gully Road) .. .. .	"	"	160 0 0
1679		Pareora Settlement .. .. .	"	"	199 17 0
1682		Tekapo Bridge (£1 for £1) .. .. .	Mackenzie	"	56 12 8
1683		Waihao Native Reserve .. .. .	Waimate	"	250 0 0
1684		Waikakahi roads .. .. .	"	"	242 0 0
1685		Waimate to Waihao Forks (£1 for £1) .. .. .	"	"	30 12 6
1686		Wainono to Maytown .. .. .	"	"	100 0 0
1687		Wallace Road (Waikakahi) (£1 for £1) .. .. .	"	"	105 5 10
1688		Works not specifically provided for .. .. .	"	"	39 7 2
1689		Contingencies, engineering, and supervision .. .. .	"	"	84 0 9
		Total—Canterbury .. .. .			£7,643 18 1
		OTAGO ROAD DISTRICT—			
1694		Hawea and Wanaka Lake tracks .. .. .	Vincent	Mount Ida	77 18 0
1695		Highfield Runs .. .. .	Maniototo	"	150 0 0
1696		Ida Valley to Galloway .. .. .	Vincent	"	150 0 0
1698		Komako Bridge .. .. .	Maniototo	"	50 0 0
1700		Manuberikia Bridge (main road to St. Bathans)	"	"	200 0 0
1702		Patearoa Run .. .. .	"	"	250 0 0
1703		St. Bathans to Rough Ridge .. .. .	"	"	100 0 0
1704		Taieri District (Upper), Blocks I, VI, and VII	"	"	200 0 0
1706		Tarras to Lindis Pass .. .. .	Vincent	"	65 0 0
1707		Three-mile Creek (£1 for £1) .. .. .	Maniototo	"	100 0 0
1709		Arrow to Arthur's Point via Miller's Flat	Lake	Wakatipu	45 0 0
1710		Arrow to Crown Range Saddle .. .. .	"	"	89 14 0
1711		Arrow to Macetown .. .. .	"	"	40 0 0
1712		Arthur's Point School to Queenstown .. .. .	"	"	38 0 0
1713		Bannockburn to Cromwell .. .. .	Vincent	"	100 0 0
1714		Bannockburn to Nevis .. .. .	"	"	156 6 0
1716		Cardrona Coal-pit .. .. .	Lake	"	28 10 0
1718		Cardrona to Pembroke .. .. .	"	"	97 10 0
1719		Cardrona Saddle to Cardrona Township .. .. .	"	"	18 15 0
1720		Garston to Nevis .. .. .	"	"	40 0 0
1721		Glenorchy Jetty .. .. .	"	"	99 11 5
1723		Kingston to Garston .. .. .	"	"	10 0 0
1724		Martin's Bay to Lake Wakatipu .. .. .	"	"	100 0 0
1725		Matukituki to Albert Burn .. .. .	"	"	24 0 0
1727		Nevis Valley .. .. .	Vincent	"	100 0 0
1730		Pembroke to Head of Lake Wanaka .. .. .	Lake	"	7 0 0
1733		Queenstown to Gentle Annie .. .. .	"	"	300 0 0
1734		Shotover Valley .. .. .	"	"	200 0 0
1735		Skipper's Main Road .. .. .	"	"	70 0 0
1738		Beach Road, Karitane .. .. .	Waikouaiti	Waikouaiti	75 0 0
1739		Double Hill .. .. .	"	"	40 0 0
1740		Footo Road (Purakanui) .. .. .	"	"	50 0 0
1741		Gilles Bridge .. .. .	Waitaki	"	150 0 0
1745		Hummockside .. .. .	Waikouaiti	"	60 0 0
1746		Karitane protective works .. .. .	"	"	60 0 0
1753		Mountain Track .. .. .	"	"	10 0 0
1755		North Harbour and Blueskin District, Block III	"	"	83 10 0
1756		Omuraatu Native Reserve .. .. .	Waitaki	"	49 19 5
1758		Puketiraki to Merton .. .. .	Waikouaiti	"	52 7 2
1759		Puketiraki Native Reserve .. .. .	"	"	49 15 4
1760		Seacliff Asylum Road .. .. .	"	"	100 0 0
1763		Waitati to Creamery .. .. .	"	"	100 0 0
1764		Waitati to Mount Cargill .. .. .	"	"	89 18 9
1767		Taieri Bridge to Pukekura .. .. .	Taieri	Taieri	0 8 0
1769		Alexandra Bridge approaches (on account of £1,000)	Vincent	Tuapeka	1,760 0 0
1770		Beaumont to Miller's Flat (east side of river) .. .. .	Tuapeka	"	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, 1908.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
108		OTAGO ROAD DISTRICT— <i>continued</i> .			
1771		Carson's Creek Bridge (£1 for £1) .. ..	Tuapeka ..	Tuapeka ..	118 0 0
1772		Clark's Flat to Greenfield .. ..	" ..	" ..	150 0 0
1773		Clyde and Alexandra to Ophir .. ..	Vincent ..	" ..	140 0 0
1774		Clyde Bridge (Clutha River) .. ..	" ..	" ..	200 0 0
1775		Clyde to Lake County boundary .. ..	" ..	" ..	150 0 0
1776		Clyde to Tuapeka County boundary .. ..	" ..	" ..	150 0 0
1777		Diamond Deviation (£1 for £1) .. ..	Tuapeka ..	" ..	100 0 0
1780		Fitzgerald's Bridge to Falconer's Valley .. ..	" ..	" ..	200 0 0
1782		Fraser River to Orchard Block (Earnscliffe) .. ..	Vincent ..	" ..	100 0 0
1783		Greenfield Settlement to Waitahuna .. ..	Tuapeka ..	" ..	40 1 1
1786		Lawrence to Roxburgh .. ..	" ..	" ..	750 0 0
1790		Park Hill to Heriot .. ..	" ..	" ..	30 0 0
1791		Rae's Junction to Heriot .. ..	" ..	" ..	200 0 0
1792		Rae's Junction to Tapanui (Featherstone's Bridge to Tapanui) .. ..	" ..	" ..	100 0 0
1793		Roxburgh to Vincent County boundary .. ..	" ..	" ..	100 0 0
1794		Scrubby Flat .. ..	" ..	" ..	20 0 0
1795		Sim Road, Block IX, Rankleburn .. ..	" ..	" ..	125 0 0
1796		Tuapeka River roads .. ..	" ..	" ..	200 0 0
1797		Waipori Bush Road .. ..	" ..	" ..	100 0 0
1801		Grater Road .. ..	— ..	Dunedin North ..	100 0 0
1803		Leith Bridge (£1 for £1) .. ..	— ..	" ..	101 15 0
1804		Anderson's Bay Road .. ..	Boroughs of Caversham, St. Kilda, and Dunedin ..	Caversham and Chalmers ..	240 0 0
1805		Beach Road .. ..	— ..	Chalmers ..	200 0 0
1806		Carey Road .. ..	Waikouaiti ..	" ..	50 0 0
1807		Carlton Bridge .. ..	" ..	" ..	100 0 0
1808		Cemetery to Signal Hill .. ..	— ..	" ..	100 0 0
1811		Main North Road .. ..	Borough of North-east Valley ..	" ..	25 0 0
1813		Papanui Inlet roads .. ..	Peninsula ..	" ..	64 3 0
1815		Portobello .. ..	" ..	" ..	400 0 0
1816		Portobello to Taiaroa .. ..	" ..	" ..	149 19 5
1817		Ravensbourne to Sawyer's Bay .. ..	— ..	" ..	77 10 0
1820		Wickliff Bay to Cape Saunders Lighthouse .. ..	Peninsula ..	" ..	525 17 3
1823		Akatore to Fortification (£1 for £1) .. ..	Bruce ..	Bruce ..	50 0 0
1825		Barnego (protective works) .. ..	" ..	" ..	155 5 6
1830		Elliott Vale (£1 for £1) .. ..	" ..	" ..	42 16 3
1832		Louden's Gully .. ..	" ..	" ..	50 0 0
1833		Lovell's Flat to Hillend .. ..	" ..	" ..	50 0 0
1838		Stirling to Lakeside (£1 for £1) .. ..	" ..	" ..	50 0 0
1843		Wangaloa to Coombe Hay (£1 for £1) .. ..	" ..	" ..	14 0 10
1844		Ahuriri to Cannibal Bay .. ..	Clutha ..	Clutha ..	136 5 0
1846		Barr Road .. ..	" ..	" ..	122 17 8
1847		Caberfeidh .. ..	" ..	" ..	94 0 7
1848		Catherwood .. ..	" ..	" ..	199 18 7
1849		Catlin's, Block IV, Section 39 (access) .. ..	" ..	" ..	49 16 7
1850		Catlin's River-bank Road (Section 5, Block I, Woodland) .. ..	" ..	" ..	46 4 5
1851		Catlin's Valley .. ..	" ..	" ..	94 7 6
1852		Chloris Pass .. ..	" ..	" ..	105 12 2
1855		Dusky to Kelso (Scrubby Flat) .. ..	Tuapeka ..	Clutha and Tuapeka ..	50 0 0
1857		Fleming Road .. ..	Clutha ..	Clutha ..	7 10 0
1860		Glenomaru, Block VII, Section 43, (access) .. ..	" ..	" ..	70 12 9
1861		Glenomaru to Owaka (main road) .. ..	" ..	" ..	185 7 4
1862		Greenfield .. ..	" ..	" ..	36 3 0
1863		Hay Road .. ..	" ..	" ..	69 0 1
1864		Heathfield .. ..	" ..	" ..	0 18 7
1865		Hill Road .. ..	" ..	" ..	6 7 10
1866		Hukinuki .. ..	" ..	" ..	200 0 0
1867		Hunt Road .. ..	" ..	" ..	25 17 11
1868		Kaihiku Bridge (£1 for £1) .. ..	" ..	" ..	125 0 0
1869		Kaler Road .. ..	" ..	" ..	64 15 3
1870		Long Point .. ..	" ..	" ..	61 5 2
1871		Meek Road .. ..	" ..	" ..	6 3 5
1872		Milk and Honey Road .. ..	" ..	" ..	6 18 0
1873		Mokoreta to Rimu .. ..	" ..	" ..	16 15 6
1874		Morris Saddle .. ..	" ..	" ..	217 0 8
1875		Mouat's Saddle .. ..	" ..	" ..	28 2 2
1876		Newhaven .. ..	" ..	" ..	65 17 6
1877		Newton .. ..	" ..	" ..	15 16 3
1880		Owaka to Long Beach Creek .. ..	" ..	" ..	210 13 1
1881		Owaka to Purekireki .. ..	" ..	" ..	4 4 7
1893		Puahoh .. ..	" ..	" ..	203 19 3
1886		Rankin .. ..	" ..	" ..	151 0 4
1887		Rankleburn .. ..	Tuapeka ..	" ..	75 0 0
1888		Ratanui to Whitehead .. ..	Clutha ..	" ..	42 3 10
1890		Rimu Blocks III and XIII .. ..	" ..	" ..	1 16 0
1891		Seafeld to Ahuriri .. ..	" ..	" ..	83 5 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, 1906.
		ROADS, ETC.— <i>continued</i> .			
		OTAGO ROAD DISTRICT.— <i>continued</i> .			£ s. d.
103	1893	Sweetwater Creek Road .. ..	Clutha	Clutha	4 0 0
	1894	Table Hill .. ..	"	"	7 12 4
	1895	Tahakopa Valley .. ..	"	"	24 19 6
	1896	Tapanui to Conical Hills .. ..	Tuapeka	"	150 0 0
	1900	Waipati Bridge (Main road) .. ..	Clutha	Mataura	46 5 5
	1901	Works not specifically provided for .. ..	"	"	50 18 9
	1902	Contingencies, engineering, and supervision .. ..	"	"	165 14 7
		Total—Otago. .. ..			£14,687 18 0
		SOUTHLAND ROAD DISTRICT—			
1905		Mataura Bridge (Riversdale to Waikaia) (on account of £1,000)	Southland	Wakatipu	1,000 0 0
1906		Waimea Valley to Riversdale .. ..	"	"	150 0 0
1907		Bickley Road .. ..	Wallace	Wallace	75 0 0
1908		Boyd's Bridge (Waimatuku Stream) .. ..	"	"	75 0 0
1910		Clifden Bridge to Waiau Mouth .. ..	"	"	76 7 4
1911		Colac Bay Footbridge .. ..	"	"	50 0 0
1912		Dipton Flat .. ..	Southland	"	150 0 0
1914		Harvey Road .. ..	Wallace	"	50 0 0
1916		Hill Road .. ..	"	"	8 7 5
1917		Hokonui, Sections 824 to 829 (Macrae Road) .. ..	Southland	"	195 1 5
1919		Hundreds (line of) (west of railway-line) .. ..	Wallace	"	150 0 0
1920		Hundreds (line of) (east of railway-line) .. ..	"	"	100 0 0
1921		Koromiko (Merrivale) .. ..	"	"	100 0 0
1923		Limestone Gorge to Merton Creek .. ..	"	"	100 0 0
1926		Longwood, Block XVI, Sections 3, 4, and 10 to 12 .. ..	"	"	185 3 5
1927		Longwood, Block XVIII, Sections 9 to 14 and 6 to 17 .. ..	"	"	159 19 5
1928		Longwood, Block XIX, Sections 1 to 8 .. ..	"	"	102 3 9
1929		McNeil Road (Waimatuku) .. ..	"	"	100 0 0
1930		Merrivale to Waicolo .. ..	"	"	100 0 0
1931		Moffatt Road (Merrivale) .. ..	"	"	75 0 0
1933		Nightcaps to Wrey's Bush .. ..	"	"	75 0 0
1934		Nutall Road (Longwood to Railway-station) .. ..	"	"	50 0 0
1936		Opio to Duggan's .. ..	"	"	100 0 0
1937		Orawia to Clifden (bush road) .. ..	"	"	107 6 8
1938		Orati Bridge (Winton) to Deegan's Road .. ..	Southland	"	326 17 11
1940		Otapiri Gorge .. ..	"	"	84 18 1
1942		Paulin's Bush to Ringway Flat .. ..	Wallace	"	100 0 0
1943		Plunket and O'Brien Road .. ..	Southland	"	3 0 0
1944		Pourakino to Wild Bush .. ..	Wallace	"	50 0 0
1946		School Road (South Hillend) .. ..	Southland	"	103 10 0
1947		Scott's Gap to Feldwick Road .. ..	Wallace	"	150 0 0
1948		Scott's Gap (Lower) .. ..	"	"	75 0 0
1950		Waiau, Blocks VII, VIII, Sections 151, 153, and 9 to 21 .. ..	"	"	59 6 6
1951		Waiau, Block X, from Sections 130 to 138 .. ..	"	"	128 9 7
1952		Waiau, Block XI, Sections 7, 82, and 105 .. ..	"	"	118 2 3
1953		Waiau, Blocks XIII and XIV (main roads) .. ..	"	"	395 19 9
1954		Wairaki to Eastern Bush .. ..	"	"	150 0 0
1955		Wairio to Line of Hundreds .. ..	"	"	100 0 0
1956		Wakapatu (Main Road to Beach) .. ..	"	"	50 0 0
1957		Wrey's Bush Bridge (contribution) .. ..	"	"	300 0 0
1959		Crosbie Road .. ..	Southland	Mataura	5 10 0
1962		Kapuka .. ..	"	"	84 13 4
1963		Mabel Survey District, south side Sections 14 and 15, Block II .. ..	"	"	4 0 0
1967		Mataura River Bridge, near Otama (£1 for £1) .. ..	"	"	1,000 0 0
1968		Miller Road .. ..	"	"	100 0 0
1970		Oteramika .. ..	"	"	47 13 7
1972		Oteramika to Timpany's .. ..	"	"	50 0 0
1973		Pascoe Road .. ..	"	"	60 12 6
1975		Redan to Mokoreta .. ..	"	"	250 0 0
1976		Toetoes, Block X, at Sections 5 and 15 .. ..	"	"	195 1 5
1977		Waikawa .. ..	"	"	393 2 2
1980		Waikawa to Wyndham Valley .. ..	"	"	10 0 0
1981		Waimahaka (Block VII, Mokoreta) .. ..	"	"	26 2 0
1982		Waimahaka to Fortifications .. ..	"	"	157 15 6
1983		White Road .. ..	"	"	55 3 6
1984		Elles Road .. ..	"	"	86 6 0
1986		Layard Street .. ..	"	"	100 0 0
1987		Leith Road .. ..	"	"	65 8 9
1988		Lindisfarne .. ..	Southland	"	75 0 0
1989		McChesney Street .. ..	"	"	4 13 4
1990		Seaward Bush, Block II (Section 92 to Section 87) .. ..	"	"	0 16 0
1991		Seaward Bush, Block III (Sections 24 to 69) .. ..	"	"	24 0 0
1992		Seaward Bush drains .. ..	Southland	"	68 7 6
1993		Seaward Bush Township, Block IV .. ..	"	"	100 0 0
1994		Scott Street, Seaward Bush .. ..	"	"	200 0 0
1995		Sterrat Street .. ..	"	"	141 13 8
1996		Anderson Road, Hokonui .. ..	Southland	Awatua	18 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, 1906.
		ROADS, ETC.— <i>continued</i> .			£ s. d.
103	1997	SOUTHLAND ROAD DISTRICT— <i>continued</i> .	Southland	Awarua	100 0 0
	1998	Argyle to Otakau .. .. .	"	"	200 0 0
	1999	Bainfield .. .. .	"	"	100 0 0
	2000	Baird Road .. .. .	"	"	200 0 0
	2001	Blyth Road towards Moturimu Farm Settlement	"	"	59 18 8
	2002	Bradford Street (Waianiwa) .. .. .	"	"	65 12 9
	2004	Campbelltown, Block VIII, Sections 54 to 57	"	"	22 16 0
	2006	Caulfield Road (Rakahouka) .. .. .	"	"	281 2 9
	2007	Colyer Road .. .. .	"	"	1 14 0
	2008	Connor Road .. .. .	"	"	100 0 0
	2012	Coster Road .. .. .	"	"	100 0 0
	2013	Fairweather Road to Myross Bush .. .. .	"	"	250 0 0
	2014	Five Roads to Junction .. .. .	"	"	0 2 6
	2016	Forest Hill, Sections 352 to 374 .. .. .	"	"	100 0 0
	2017	Gilmour Road .. .. .	"	"	75 12 1
	2018	Girdler Road .. .. .	"	"	30 0 0
	2019	Hamilton Ridge .. .. .	"	"	195 0 0
	2020	Hamilton Road to Hundreds Line .. .. .	"	"	4 0 0
	2021	Hazlett and McCarthy, South Hillend .. .. .	"	"	98 18 11
	2022	Hokonui School Road .. .. .	Stewart Island	"	100 0 0
	2023	Horse-shoe Bay Wharf (repairs) .. .. .	Southland	"	200 0 0
	2024	Hundred Line (McDonald's Corner, west from Limehills) .. .. .	"	"	83 6 1
	2025	Invercargill, Block XV, Section 136 .. .. .	"	"	166 9 1
	2026	Invercargill, Block XX, Sections 104 to 116; and 19, Acker's Village .. .. .	"	"	144 4 0
	2027	Invercargill, Block XXIII, Sections 1 to 35 .. .. .	"	"	154 1 3
	2029	Invercargill Hundred Blocks .. .. .	"	"	150 0 0
	2032	Irvine Road .. .. .	"	"	98 10 0
	2035	King Road to Boggy Burn .. .. .	"	"	99 19 6
	2036	Loanend Village Settlement (access) .. .. .	"	"	450 0 0
	2037	Longbush to Rimu .. .. .	"	"	100 0 0
	2041	Lowry's Beach to Papatiki .. .. .	Stewart Island	"	100 0 0
	2043	Makarewa Bush Road .. .. .	Southland	"	329 18 0
	2044	Makarewa to Hedgehope Flood-channel .. .. .	"	"	98 12 9
	2045	Makarewa Station to Grove Bush .. .. .	"	"	15 13 10
	2046	Massey's Tramway Road .. .. .	"	"	190 5 4
	2048	McNeil Road .. .. .	"	"	72 2 7
	2049	Mokotua Creek Road and Bridge .. .. .	"	"	100 0 0
	2051	Mona Road .. .. .	"	"	100 0 0
	2053	Murphy and Calvert Road .. .. .	"	"	100 0 0
	2054	New River Hundred, Block X, Sections 1A, 1B, and 1 to 5 .. .. .	"	"	10 0 0
	2055	New River Hundred, Block X, Sections 5, 6, 13, and 14 .. .. .	"	"	98 10 0
	2056	O'Brien and Proctor Road .. .. .	"	"	59 17 6
	2058	Orion .. .. .	"	"	5 19 0
	2059	Otakau School to McDowell's .. .. .	"	"	71 0 6
	2061	Otatara, Block XVII .. .. .	"	"	584 12 1
	2062	Sandhills to Campbelltown .. .. .	"	"	58 10 3
	2063	Sinclair Road .. .. .	"	"	59 10 9
	2064	South Invercargill (east from), between Sections 11 to 34 and 15 to 20 .. .. .	"	"	40 0 0
	2065	Spar Bush Bay Road (Cole's to Waianiwa) .. .. .	Stewart Island	"	100 0 0
	2066	Stewart Island Main Road .. .. .	Southland	"	74 16 5
	2068	Swain Road .. .. .	"	"	3 0 0
	2069	Thompson Road .. .. .	"	"	61 19 4
	2070	Tisbury Main Road .. .. .	"	"	98 0 0
	2072	Treloar Road .. .. .	"	"	3 0 0
	2073	Waianiwa to Oporo .. .. .	"	"	200 0 0
	2074	Waimatuku Bush .. .. .	"	"	300 0 0
	2076	West Plains roads .. .. .	"	"	45 0 0
	2077	Winton, Block IV, Section 51 .. .. .	"	"	88 8 8
	2078	Winton, Block VIII .. .. .	"	"	50 0 0
	2083	Winton, Block VIII (outfall drain) .. .. .	"	"	122 18 6
	2084	Works not specifically provided for .. .. .	"	"	84 2 0
		Contingencies, engineering, and supervision .. .. .	"	"	
		Total—Southland .. .. .			£15,911 10 4
		General—			
2085		Compensation for injuries to employees while in discharge of their duties, medical and other attendance during illness, and contingent expenses in connection with same .. .. .			711 17 4
2086		Compensation and contingent expenses in connection with the acquisition of land for roads, drains, gravel-pits, tramways, &c. .. .. .			410 11 5
2087		Plant not chargeable to any particular work .. .. .			389 6 5
2088		Road-deviation and other surveys .. .. .			186 4 7
2089		Flood-damage .. .. .			355 0 0
		Total—General .. .. .			£2,052 19 9
		Vote No. 103—Total for 1905-6 .. .. .			£248,479 13 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, 1906.
104		<b>MAINTENANCE OF MAIN ROADS.</b>			
	1	<b>AUCKLAND ROAD DISTRICT—</b> 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	£ s. d. 2,429 19 5
	2	<b>TE KUITI ROAD DISTRICT—</b> Te Kuiti to Mokau .. .. .	Waitomo and Awakino	Egmont ..	1,000 0 0
	3	<b>ROTORUA ROAD DISTRICT—</b> Tauranga to Runanga .. .. .	Tauranga, Rotorua, and East Taupo	Bay of Plenty ..	858 1 2
	4	<b>HAWKE'S BAY ROAD DISTRICT—</b> Runanga to Pohue .. .. .	Hawke's Bay and Wairoa	Hawke's Bay ..	748 8 8
	5	<b>TARANAKI ROAD DISTRICT—</b> Mokau to Uruti .. .. .	Clifton ..	Egmont ..	441 8 7
	6	Ohura (south of Paora Stream) .. .. .	Stratford and Clifton	Patea and Egmont	1,884 14 9
		Total—Taranaki .. .. .	..	..	£2,325 18 4
	7	<b>WANGANUI ROAD DISTRICT—</b> Pipiriki to Waiouru .. .. .	Waimarino ..	Rangitikei ..	3,906 17 5
	8	<b>NELSON ROAD DISTRICT—</b> Belgrove to Westport to Reefton .. .. .	Waimea, Inangahua, and Buller	Motueka and Buller	7,824 2 4
105	9	<b>CANTERBURY AND WESTLAND ROAD DISTRICTS—</b> Kumara to Springfield .. .. .	Westland and Selwyn	Westland and Selwyn	5,651 13 10
		Vote No. 104—Total for 1905-6 .. .. .	..	..	£24,745 1 2
		<b>TOURIST ROADS, ETC.</b>			
	1	<b>AUCKLAND ROAD DISTRICT—</b> Wharekohe to Junction of Wairoa and Mangakahia Rivers	Whangarei ..	Marsden ..	200 0 0
	3	Pukekohe District (Ostrich Farm Road) .. .. .	Manukau ..	Franklin ..	150 0 0
		Total—Auckland .. .. .	..	..	£350 0 0
	4	<b>TE KUITI ROAD DISTRICT—</b> Hangatiki to Waitomo .. .. .	Waitomo ..	Waikato ..	313 10 4
	5	Taumarunui Landing Road .. .. .	Clifton ..	Egmont ..	50 0 0
		Total—Te Kuiti .. .. .	..	..	£363 10 4
	6	<b>ROTORUA ROAD DISTRICT—</b> Atiamuri to Orakei Korako .. .. .	East Taupo ..	Bay of Plenty ..	122 6 5
	7	Awahou to Hamurana .. .. .	Rotorua ..	" ..	218 16 5
	8	Echo Lake Geyser .. .. .	" ..	" ..	188 13 4
	9	Kakaramea Horse-track .. .. .	" ..	" ..	15 4 0
	10	Murupara to Waikaremoana .. .. .	Whakatane, East Taupo, and Wairoa	" ..	222 18 2
	11	Ohaki Pa Road .. .. .	East Taupo ..	" ..	5 0 0
	13	Okere Falls .. .. .	Rotorua ..	" ..	37 16 0
	15	Oruanui to Wairakei .. .. .	Whakatane ..	" ..	93 4 3
	16	Rotorua to Ngongotaha Mount .. .. .	Rotorua ..	" ..	178 14 2
	17	Rotorua to Taupo, via Waiotapu .. .. .	Rotorua and East Taupo	" ..	237 14 0
	18	Rotorua to Wairoa .. .. .	Rotorua ..	" ..	468 3 4
	19	Rotorua Wharf .. .. .	" ..	" ..	956 5 7
	20	Rotowhere to Murupara .. .. .	Rotorua, East Taupo, and Whakatane	" ..	186 10 10
	21	Ruatahuna to Waikaremoana .. .. .	Ditto ..	" ..	177 14 3
	23	Taupo to Te Aratiatia Rapids, East and West .. .. .	East Taupo ..	" ..	76 18 0
	24	Tikitere to Green Lake .. .. .	Rotorua ..	" ..	77 13 0
	25	Tokaanu Road and Wharf .. .. .	East Taupo ..	" ..	174 16 7
	26	Tokaanu to Taupo .. .. .	" ..	" ..	233 12 3
	28	Waikato Bridge, Tokaanu .. .. .	" ..	" ..	293 16 7
	29	Waimangu Geyser to Kakaramea .. .. .	Rotorua ..	" ..	132 11 0
		Total—Rotorua .. .. .	..	..	£4,098 8 2
	31	<b>HAWKE'S BAY ROAD DISTRICT—</b> Frasertown to Waikaremoana .. .. .	Wairoa ..	Hawke's Bay ..	100 0 0
	32	Mangaone Creek Bridge .. .. .	" ..	" ..	91 19 0
	33	Napier to Wairoa .. .. .	Hawke's Bay and Wairoa	" ..	84 3 6
	35	Waikaremoana Accommodation-house Road .. .. .	Wairoa ..	" ..	224 13 6
		Total—Hawke's Bay .. .. .	..	..	£500 16 0

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1906.
TOURIST ROADS, ETC.— <i>continued.</i>					
TARANAKI ROAD DISTRICT—					
105	36	Stratford House to Egmont House .. ..	Stratford ..	Egmont ..	£ s. d. 136 9 6
	37	Upper Egmont .. ..	Taranaki ..	" ..	547 3 10
	38	Upper Pembroke .. ..	Stratford ..	" ..	186 1 9
	39	Manaia (upper) .. ..	" ..	Hawera ..	50 0 0
	40	Dawson's Falls .. ..	" ..	Patea ..	297 18 11
	41	Dawson's Falls House to Stratford House .. ..	" ..	" ..	74 19 8
		Total—Taranaki .. ..	..	..	£1,292 13 8
WANGANUI ROAD DISTRICT—					
	42	Rotoaira to Waimarino .. ..	Waimarino, East Taupo, and West Taupo	Bay of Plenty, Egmont, and Rangitikei	137 19 0
	43	Tongariro National Park .. ..	East Taupo & West Taupo	Bay of Plenty ..	115 13 1
	44	Waiouru to Tokaanu .. ..	Waimarino and East Taupo	Bay of Plenty and Rangitikei	407 2 3
	45	Pipiriki to Puarato .. ..	Waimarino ..	Rangitikei ..	29 9 7
	46	Pipiriki to Raetihi .. ..	" ..	" ..	515 16 4
	48	Wanganui River Trust .. ..	Wanganui, Waimarino, Waitotara, and Stratford	" ..	500 0 0
		Total—Wanganui .. ..	..	..	£1,706 0 3
NELSON ROAD DISTRICT—					
	49	Cable Bay Road .. ..	Waimea ..	City of Nelson ..	168 10 1
	52	Reefton to Maruia .. ..	Inangahua ..	Buller ..	1,000 0 0
		Total—Nelson .. ..	..	..	£1,168 10 1
WESTLAND ROAD DISTRICT—					
	54	Coal Creek Falls .. ..	Grey ..	Grey ..	59 10 5
	59	Cashmere Bay Track and Landing .. ..	" ..	Westland ..	13 1 3
	60	Copland Track .. ..	Westland ..	" ..	46 15 2
	61	Dorothy Falls Track .. ..	" ..	" ..	106 17 10
	62	Haast Pass .. ..	" ..	" ..	71 9 3
	63	Hau Hau to Kanieri .. ..	" ..	" ..	74 12 10
	64	Hokitika Gorge .. ..	" ..	" ..	77 18 7
	65	Kanieri Lake Road .. ..	" ..	" ..	129 19 0
	66	Kanieri Lake South Road .. ..	" ..	" ..	236 1 1
	69	Mahinapua to Lake Road .. ..	" ..	" ..	52 3 10
	72	Sullivan's to Fox Glacier .. ..	" ..	" ..	129 7 3
	77	Wataroa Footbridge .. ..	" ..	" ..	50 2 1
	80	Will's Bridge .. ..	" ..	" ..	9 6 0
		Total—Westland .. ..	..	..	£1,057 4 7
CANTERBURY ROAD DISTRICT—					
	83	Mount Cook and Glaciers .. ..	Mackenzie ..	Waitaki ..	158 0 6
	84	Pukaki to Mount Cook .. ..	" ..	" ..	409 2 7
		Total—Canterbury .. ..	..	..	£567 3 1
OTAGO ROAD DISTRICT—					
	89	Forks River Punts (£1 for £1) .. ..	Vincent ..	Wakatipu and Mount Ida	335 0 0
	91	Glenorchy to Government huts (Dart River) .. ..	Lake ..	Wakatipu ..	50 0 0
	92	Glenorchy to Paradise .. ..	" ..	" ..	25 0 0
	93	Glenorchy to Routeburn .. ..	" ..	" ..	50 0 0
	94	Lennox Falls tracks .. ..	" ..	" ..	100 0 0
	95	Queenstown to Glenorchy .. ..	" ..	" ..	8 10 8
	100	Opito Blowhole (Woodland District) .. ..	Clutha ..	Clutha ..	35 4 6
		Total—Otago .. ..	..	..	£603 15 2
SOUTHLAND ROAD DISTRICT—					
	102	Te Anau to Sutherland Falls .. ..	Wallace and Lake ..	Wakatipu ..	168 6 0
	103	Clifden to Manapouri .. ..	Wallace ..	Wallace ..	80 17 0
	105	Manapouri to Te Anau .. ..	" ..	" ..	176 12 3
	107	Mossburn-Manapouri-Te Anau Road (renewing culverts, &c.) .. ..	" ..	" ..	177 17 9
	108	Mossburn to Te Anau .. ..	" ..	" ..	200 0 0
	110	Golden Bay Wharf (Patterson's Inlet) .. ..	Stewart Island ..	Awarua ..	100 0 0
	111	Half-moon Bay .. ..	" ..	" ..	50 0 0
	112	Half-moon Bay to Fresh-water River .. ..	" ..	" ..	250 0 0
	113	Half-moon Bay Wharf and approach .. ..	" ..	" ..	300 0 0
	115	Harold's Bay to Peterson's Corner .. ..	" ..	" ..	60 0 0
	117	Leask's roads .. ..	" ..	" ..	250 0 0
	120	Patersen's Inlet to Mason Bay .. ..	" ..	" ..	100 0 0



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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1906.
105	TOURIST ROADS, ETC.— <i>continued</i> .				£ s. d.
	SOUTHLAND ROAD DISTRICT— <i>continued</i> .				
	121	Port William to Lees Bay .. ..	Stewart Island ..	Awarua ..	60 0 0
	122	Rakeahua River Track .. ..	" ..	" ..	50 0 0
	124	Singer Road (Half-moon Bay) .. ..	" ..	" ..	100 0 0
	125	Stewart Island roads and tracks .. ..	" ..	" ..	300 0 0
		Total—Southland .. ..	..	..	£2,423 13 0
	GENERAL—				
	126	Works not specifically provided for .. ..	..	..	1,093 16 10
		Vote No. 105—Total for 1905-6 .. ..	..	..	£15,225 11 2
121	LOANS TO LOCAL BODIES ACCOUNT.				
	ROADS TO OPEN UP CROWN LANDS.				
	AUCKLAND ROAD DISTRICT—				
	1	Huehue Block .. ..	Hokianga ..	Bay of Islands ..	0 13 0
	3	Kawaka Block .. ..	" ..	" ..	265 4 10
	5	Kohumaru Block .. ..	Mangonui ..	" ..	15 4 0
	6	Maire Block .. ..	Hokianga ..	" ..	200 14 4
	12	Otukai Block .. ..	Mangonui ..	" ..	233 19 4
	13	Pakanae Block .. ..	Hokianga ..	" ..	7 7 0
	15	Pareokawa Block .. ..	" ..	" ..	119 1 7
	22	Waimatanui Block .. ..	" ..	" ..	73 19 6
	23	Waoku Block .. ..	" ..	" ..	240 0 0
	26	Maropiu Block .. ..	Hobson ..	Kaipara ..	8 15 6
	28	Tokatoka Block .. ..	Otamatea ..	" ..	1,145 19 8
	29	Tokatoka No. 2 Block .. ..	" ..	" ..	151 8 4
	30	Tokatoka No. 3 Block .. ..	" ..	" ..	43 1 1
	31	Mangawhara Block .. ..	Ohinemuri ..	Ohinemuri ..	370 10 8
	32	Maukoro Block .. ..	" ..	" ..	928 17 8
	33	Ngarua Block .. ..	" ..	" ..	707 1 1
	35	Opuatia No. 2 Block .. ..	Raglan ..	Franklin ..	24 6 10
	37	Roto Ngaro Block .. ..	" ..	" ..	16 5 0
	38	Taupiri Block .. ..	Waikato ..	" ..	60 9 0
		Total—Auckland .. ..	..	..	£4,612 18 5
	TE KUITI ROAD DISTRICT—				
	40	Te Puroa Block .. ..	Raglan ..	Franklin ..	6 2 7
	44	Kawhia Block .. ..	Kawhia ..	Waikato ..	60 5 1
	45	Kinohaku West Block .. ..	" ..	" ..	887 6 7
	46	Kinohaku West No. 2 Block .. ..	" ..	" ..	148 11 2
	47	Kio Kio Block .. ..	Waitomo ..	" ..	81 11 7
	51	Ouruwhero Block .. ..	" ..	" ..	309 16 0
	52	Pirongia West Block .. ..	Kawhia ..	" ..	174 17 0
	55	Te Pahi Block .. ..	Waitomo ..	" ..	34 1 2
	60	Kururau Block .. ..	Clifton ..	Egmont ..	40 8 10
	61	Mahoenui Block .. ..	Awakino ..	" ..	12 5 6
	62	Mangaroa Block .. ..	Clifton ..	" ..	10 7 6
	64	Mokau-Ohura Block .. ..	" ..	" ..	4,913 12 1
	65	Otake Special Settlement Block .. ..	Waitomo ..	" ..	12 16 10
	68	Taurangi Block .. ..	Clifton ..	" ..	2,182 9 0
	69	Waiaia Block .. ..	" ..	" ..	1,649 3 3
	72	Waitangata Block .. ..	" ..	" ..	192 1 0
		Total—Te Kuiti .. ..	..	..	£10,715 15 2
	ROTORUA ROAD DISTRICT—				
	74	Kaikokupu Block .. ..	Rotorua & Tauranga ..	Bay of Plenty ..	9 12 0
	77	Mangawahe Block .. ..	Whakatane ..	" ..	22 12 4
	79	Mangorewa-Kaharoa Block .. ..	Rotorua ..	" ..	9 4 0
	83	Okoheriki No. 1 Block .. ..	" ..	" ..	12 1 0
	84	Omanawa Block .. ..	Tauranga ..	" ..	844 0 0
	85	Oumauku Block .. ..	Opotiki ..	" ..	581 10 4
	89	Te Rerenga Block .. ..	Rotorua ..	" ..	795 10 6
		Total—Rotorua .. ..	..	..	£2,274 10 2
	HAWKE'S BAY ROAD DISTRICT—				
	91	Whakapaupakihi Block .. ..	Opotiki ..	Bay of Plenty ..	168 11 7
	92	Huiarua Block .. ..	Cook ..	Waipapu ..	91 13 7
	93	Moanui Block .. ..	" ..	" ..	508 8 2
	95	Tuahu Block .. ..	" ..	" ..	1,178 18 9
	96	Waitahaia Block .. ..	Waipapu ..	" ..	1,096 6 3
	98	Mangapoke Block .. ..	Wairoa ..	Hawke's Bay ..	1,031 13 10
	99	Nuhaka No. 3 Block .. ..	" ..	" ..	323 8 4
	101	Mangatoro, Block I .. ..	Waipawa ..	Waipawa ..	201 11 0
	102	Tamaki Block .. ..	" ..	" ..	1,601 9 8
	103	Mangatoro No. 1A, No. 1 Block .. ..	" ..	Pahiatua ..	109 1 3
		Total—Hawke's Bay .. ..	..	..	£6,310 12 5

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

Vote No.	Item No.	Name of Work.	County.	Electorate.	Net Expenditure for Year ended 31st March, 1906.
LOANS TO LOCAL BODIES ACCOUNT.					
ROADS TO OPEN UP CROWN LANDS— <i>continued</i> .					
TARANAKI ROAD DISTRICT—					
121	104	Eao Block .. .. .	Clifton ..	Egmont ..	£ 2,588 11 2
	106	Makino Block .. .. .	" ..	" ..	48 7 4
	107	Mangaowata Block .. .. .	" ..	" ..	96 2 8
	108	Mataro Block .. .. .	" ..	" ..	160 3 7
	110	Rerekapa-Moanataire Block .. .. .	" ..	" ..	1,510 10 5
	111	Tirangi Block .. .. .	" ..	" ..	505 4 10
	112	Waro Block .. .. .	" ..	" ..	1,730 6 1
	113	Kaitangiwhenua No. 2 Block .. .. .	Patea and Hawera ..	Patea ..	541 19 11
	114	Kaitangiwhenua Special Settlement Block .. .. .	Hawera ..	" ..	72 17 8
	115	Kuri Block .. .. .	Stratford ..	" ..	918 15 3
	116	Maben Block .. .. .	Patea ..	" ..	900 0 0
	117	Patupuremu Block .. .. .	Hawera ..	" ..	831 8 8
	119	Whenuakura Block .. .. .	Hawera, Patea, and Stratford ..	" ..	52 5 7
Total—Taranaki .. .. .					£9,956 13 2
WANGANUI ROAD DISTRICT—					
	120	Te Ngaue Block .. .. .	Patea ..	Patea ..	22 6 6
	121	Kaitieke Block .. .. .	Waimarino ..	Rangitikei ..	2,065 14 4
	122	Makotuku, Block III .. .. .	" ..	" ..	35 4 3
	123	Marton No. 3 Block .. .. .	" ..	" ..	10 19 5
	124	Ohinewairua-Pukeokahu Block .. .. .	Rangitikei ..	" ..	939 10 9
	125	Raupiu Block .. .. .	Wanganui ..	" ..	26 12 7
	126	Taihape Village-settlement Extension Block .. .. .	Rangitikei ..	" ..	1 5 0
	127	Tauakira Block .. .. .	Wanganui ..	" ..	8 2 7
	128	Upper Makohine Block .. .. .	Rangitikei ..	" ..	127 19 11
Total—Wanganui .. .. .					£3,237 15 4
WELLINGTON ROAD DISTRICT—					
	130	Hautapu-Ruabine No. 2 Block .. .. .	Rangitikei ..	Rangitikei ..	622 19 1
	131	Dannevirke Centennial Block .. .. .	Akitio ..	Pahiatua ..	294 0 0
	132	Kaitangata Block .. .. .	Wairarapa South ..	Wairarapa ..	2 18 1
Total—Wellington .. .. .					£919 17 2
OTAGO ROAD DISTRICT—					
	137	Maniototo No. 2 Block .. .. .	Maniototo ..	Mount Ida ..	50 0 0
	138	Maniototo No. 3 Block .. .. .	" ..	" ..	117 7 6
	139	Naseby, Maniototo, and Gimmerburn Block .. .. .	" ..	" ..	70 11 10
Total—Otago .. .. .					£237 19 4
SOUTHLAND ROAD DISTRICT—					
	143	Waiau, Blocks XIII and XIV .. .. .	Wallace ..	Wallace ..	4 6 7
	145	Oteramika Block .. .. .	Southland ..	Mataura ..	124 9 7
	148	Invercargill Hundred Block .. .. .	" ..	Awarua ..	50 18 9
Total—Southland .. .. .					£179 14 11
GENERAL—					
	149	Works not specifically provided for .. .. .	" ..	" ..	355 8 4
Vote No. 121—Total for 1905-6 .. .. .					£38,801 4 5
Votes 103, 104, 105, and 121—Grand total for 1905-6 .. .. .					£327,251 10 3
Add expenditure for previous years .. .. .					*£6,444,867 17 3
Total expenditure to 31st March, 1906 .. .. .					£6,772,119 7 6

\* 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, 1906.		
		ROADS ON GOLDFIELDS.		£	s.	d.
107	1	Subsidies towards the construction of roads and tracks in mining districts, and minor works for the development of mineral resources	..	4,552	1	10
	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	..	73	12	6
		Auckland.				
	5	Cabbage Bay—Port Charles and Cape Colville	Coromandel County	80	0	0
	7	Coromandel—Kuaotunu via Matarangi	"	100	0	0
	8	Tiki—Kaimarama	"	310	0	0
	9	Tiki—Manaia	"	275	0	0
	10	Manaia—Waikawau	"	186	0	0
	12	Kuaotunu—Mercury Bay	"	250	0	0
	13	Whitianga—Gumtown	"	241	15	0
	15	Kikowhakarere—Cabbage Bay	"	200	0	0
	17	Whitianga—Kaimarama	"	175	17	5
	19	Waikoromiko Road	"	156	10	0
	20	Gumtown Road	"	60	0	0
	21	Kapowai Track	"	45	0	0
	23	Waitaia Mine—Battery	"	25	0	0
	24	Kennedy Bay—Matamataharakeke	"	65	0	0
	25	Bridle's Point—Deepwater	"	100	0	0
	26	Ward's Road—Cape Colville	"	210	0	0
	27	Kauris—Mahakirau	"	150	0	0
	28	Scotty's Mine—Battery	"	24	10	0
	30	Waikawau—McLaughlin's	"	25	0	0
	33	Sullivan's Bridge, near Hooker's	"	50	0	0
	34	Mercury Bay—Tairua	"	300	0	0
	35	Cabbage Bay Bridge	"	350	0	0
	36	Mercury Bay Wharf repairs	"	244	2	6
	37	Bridge at Break in Big Bay, Cabbage Bay Road	"	100	0	0
	38	Tokatea—Kennedy Bay	"	50	0	0
	39	Kauris—Ecclestone	"	100	0	0
	40	Thames—Waikawau	Thames County	222	10	0
	41	Thames—Hikutai	"	285	5	4
	42	Upper Tararu Road	"	154	9	0
	44	Hikutai—Whangamata "Wires" Track	"	262	19	0
	46	Omahu—Whangamata	"	220	15	0
	48	Puriri—Neavesville	"	200	5	0
	49	Neavesville—Upper Landing	"	200	0	0
	50	Upper Landing—Tairua	"	187	10	
	51	Hikuwai Bridge	"	150	0	0
	52	Kaueranga Valley Road (protection)	"	12	0	0
	53	Thames—Whangamata	"	87	0	0
	54	Karaka Creek Road	"	100	0	0
	55	Hape Creek Road	"	80	0	0
	56	Waiotahi Road	"	50	0	0
	58	Tapu—Gumtown	"	273	17	0
	59	Crosbie Settlement Road	"	50	0	0
	60	Moanaatairi Road	"	50	0	0
	61	Maratoto Road	"	154	6	10
	62	Big Slip, Thames—Waikawau	"	150	0	0
	63	Tararu Creek Road	"	50	0	0
	67	Goldfields Roads (metalling)	Thames Borough	100	0	0
	68	Rocky Point (widening)	"	140	0	0
	71	Thames—Tapu Road (maintenance)	"	100	0	0
	72	Hikutai—Waihi	Ohinemuri County	183	14	6
	73	Waitekauri—Golden Cross	"	243	0	0
	74	Waihi—Whangamata	"	46	0	0
	76	Paeroa—Waitoa	"	100	0	0
	78	Millerton Road	"	11	9	6
	80	Komata Creek Road	"	380	0	0
	81	Waitawheta Road (deviation)	"	45	10	0
	83	Hikutai—Maratoto	"	99	10	0
	85	Waitekauri—Jubilee	"	100	0	0
	88	Alpha—Komata	"	100	0	0
	89	Rotokohu—Karangahake	"	100	0	0
	90	Hill Track—Willow's Camp	"	98	0	0
	91	Ford Road—Mackaytown	"	47	6	6
	92	Mangakino Track	"	100	0	0
				£8,809	2	7
		Marlborough.				
	96	Onamalutu—Wakamarina Forks,	Pelorus Road Board	40	10	0
	97	Cullensville—Waikakaho	"	30	0	0
	98	Wakamarina Road and Bridges	"	24	13	9
104		Top Valley Road	"	104	10	0
				£199	13	9

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, 1906.
ROADS ON GOLDFIELDS— <i>continued.</i>				
		Nelson.		£ s. d.
101	Kaituna Bridge ..	..	Collingwood County	100 0 0
103	Takaka-Collingwood Inland Road ..	..	"	187 17 2
105	Collingwood-Taitapu ..	..	"	200 0 0
106	Collingwood Bridge ..	..	"	476 2 2
108	Waratah-Puponga ..	..	"	100 0 0
112	Anatoki Track ..	..	"	100 0 0
113	Vants-Bubu ..	..	"	50 0 0
114	Parawhakaho-MoArtney's ..	..	"	100 0 0
117	Takaka-Collingwood Inland Road ..	..	"	126 12 3
122	Thorpe-Baton ..	..	Waimea County ..	55 6 4
123	Shaggery Bridge ..	..	"	131 12 2
124	Riwaka-Kaiteriteri Beach ..	..	"	24 9 0
125	Chandler's-Wangapeka Junction ..	..	"	100 0 0
127	Riwaka Bridge (protective works) ..	..	"	100 0 0
128	Graham River Bridge ..	..	"	100 0 0
129	Aniseed Valley Road ..	..	"	100 0 0
130	Stanley Brook Bridge ..	..	"	650 0 0
133	Millerton Road (widening) ..	..	Buller County ..	300 0 0
134	Wilson's Lead Road ..	..	"	300 0 0
135	Granity Creek Southwards ..	..	"	300 0 0
136	Westport-Mokihinui ..	..	"	100 0 0
137	Costello's Hill Road ..	..	"	200 0 0
138	Karamea Mud Flat ..	..	"	50 0 0
139	Mokihinui-Little Wanganui ..	..	"	1,821 8 9
140	Westport-Waimangaroa ..	..	"	305 6 11
142	Brighton-Grey County Boundary ..	..	"	150 0 0
143	Channel Flat-Mackley's ..	..	"	150 0 0
144	Loop-line road ..	..	"	250 0 0
146	Fox's Bridge (repairs) ..	..	"	50 0 0
147	Millerton Township ..	..	"	100 0 0
148	Mokihinui-Ngakawau ..	..	"	450 0 0
149	Fairdown-Waimangaroa ..	..	"	315 3 6
150	Road to dredges, Lyell ..	..	"	200 0 0
151	Britannia Mine Road ..	..	"	300 0 0
152	Denniston Hill Road ..	..	"	2,545 16 6
153	Granity Creek-Ngakawau ..	..	"	100 0 0
154	Seddonville-Mokihinui Mine ..	..	"	100 0 0
156	Lyell-Eight Mile ..	..	"	150 0 0
157	Burnett's Face-Coalbrookdale ..	..	"	100 0 0
158	Mokihinui end of Westport Road ..	..	"	150 0 0
159	Cedar Creek-Denniston ..	..	"	75 0 0
163	Charleston-Four Mile ..	..	"	100 0 0
164	Fairdown-Sergeant's Hill, via Railway ..	..	"	350 0 0
165	Seddonville roads ..	..	"	175 0 0
166	Seddonville Colliery-Township ..	..	"	200 0 0
167	Millerton Township ..	..	"	100 0 0
168	Mear's Road ..	..	"	250 0 0
169	Denniston-Burnett's Face ..	..	"	200 0 0
170	Mokihinui-Inangahua Junction ..	..	"	100 0 0
171	Big Ohika Bridge ..	..	"	14 19 0
172	Bullock Creek ..	..	"	82 0 0
174	Victory Mine Track, Lyell ..	..	"	75 0 0
175	New Creek Road ..	..	"	100 0 0
176	Prospecting-track, St. John's Terrace, Addison's ..	..	"	75 0 0
178	Boatman's Creek Bridge ..	..	Inangahua County	93 19 7
179	Boatman's Short Track ..	..	"	217 13 11
181	Matakitaki-Glenroy-Maruia ..	..	"	351 18 10
182	Maruia-Glenroy ..	..	"	70 7 9
183	Murray Creek Road ..	..	"	47 17 8
184	Inangahua Bridge ..	..	"	95 2 6
189	Road to Matakitaki River Bridge ..	..	"	5 0 0
190	Maruia Road via Caslain's ..	..	"	53 14 4
191	Snowy Creek-Reefs ..	..	"	182 11 10
193	Ten-mile Suspension Bridge ..	..	"	160 2 5
194	Kirwan's Reward-Battery-site ..	..	"	100 0 0
195	Inglewood-Painkiller ..	..	"	85 18 6
196	Reefton-Progress ..	..	"	400 0 0
198	Blackwater Road (widening ..	..	"	55 0 0
200	Crushington Road (widening) ..	..	"	53 1 0
201	Painkiller-Murray Creek ..	..	"	250 0 0
202	Waitahu River Footbridge (near Gannon's) ..	..	"	150 0 0
204	Specimen Hill Road (widening) ..	..	"	25 15 0
206	Blackwater Creek Track ..	..	"	150 0 0
207	Blackball-Healy's Gully ..	..	Grey County	150 0 0
208	Seven-mile-Nine-mile Bluff ..	..	"	1,060 4 7
209	Teremakau Bridge-Payne's ..	..	"	75 0 0
210	Main Grey Bridge (repairs) ..	..	"	415 0 0
211	Moonlight-Blackball ..	..	"	390 0 0
212	Nelson Creek-Bell Hill ..	..	"	280 0 0
213	Taylorville Bridge ..	..	"	308 18 11
214	Maori Creek-Maori Gully ..	..	"	80 0 0
	Carried forward ..	..		18,284 0 7

TABLE NO. 4—continued.

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

Vote No.	Item No.	Name of Work.	Local Body.	Net Expenditure for Year ended 31st March, 1906.		
				£	s.	d.
		Brought forward .. .. .		18,284	0	7
		ROADS ON GOLDFIELDS—continued.				
		Nelson—continued.				
216		Roads, State Coal-mine Township .. .. .	Grey County ..	11	5	0
219		Kumara—Greenstone-Inchbonnie .. .. .	" ..	80	0	0
220		Orangipuku Footbridge .. .. .	" ..	50	0	0
222		Arnold Bridge .. .. .	" ..	912	4	10
223		Deviation, No Town Road .. .. .	" ..	150	0	0
224		Ahaura—Orwell Creek .. .. .	" ..	70	0	0
225		Payne's Gully Track .. .. .	" ..	75	0	0
226		Ahaura Bridge .. .. .	" ..	70	0	0
227		Nelson Creek Footbridge .. .. .	" ..	30	0	0
228		Cobden—Barrytown .. .. .	" ..	75	0	0
229		Greymouth—Reefton .. .. .	" ..	80	0	0
232		Upper Moonlight Road .. .. .	" ..	125	0	0
233		Marsden Road and Bridges .. .. .	" ..	150	0	0
236		Reefton—Hokitika—Ross .. .. .	" ..	2,838	11	2
238		Lamplough Track .. .. .	" ..	100	0	0
239		Mount Hercules (deviation) .. .. .	" ..	200	19	3
240		Seven-mile Creek—Taipo .. .. .	" ..	120	0	0
241		Browning's Pass Track (widening) .. .. .	" ..	100	0	0
242		Fourth Terrace—Lamplough .. .. .	Westland County ..	100	0	0
243		Seddon's Terrace Track extension .. .. .	" ..	250	0	0
244		Humphrey's Road and Bridges .. .. .	" ..	100	0	0
245		Humphrey's Track to Milltown .. .. .	" ..	82	6	6
246		Kanieri Forks Road .. .. .	" ..	130	0	0
247		Teremakau—Paroa .. .. .	" ..	109	0	0
248		Grading No. 4 Channel Road .. .. .	" ..	200	0	0
249		Totara Track .. .. .	" ..	100	0	0
250		McCullough and Parker's Creeks (protection) .. .. .	" ..	160	0	0
251		Waiho Prospecting-tracks .. .. .	" ..	30	0	0
252		Wataroa Gorge Track .. .. .	" ..	119	15	6
253		Prospecting-track, Okarito—Forks .. .. .	" ..	64	8	0
254		Kanieri Bridge .. .. .	" ..	58	3	5
255		Larrikin's Main Road extension .. .. .	" ..	200	0	0
256		Track to Wilberforce Reefs .. .. .	" ..	750	0	0
257		Larrikin's—Loop-line .. .. .	" ..	50	18	6
258		Fox's Road .. .. .	" ..	46	10	0
259		Duffer's Creek Bridge .. .. .	" ..	186	0	0
260		Styx River, Wilberforce .. .. .	" ..	650	0	0
261		Taipo Prospecting-tracks .. .. .	" ..	148	7	6
262		Greek's Creek (protection) .. .. .	" ..	68	15	0
263		Kanieri Lake Road .. .. .	" ..	83	4	0
264		Westland Reefs Prospecting-tracks .. .. .	" ..	150	0	0
265		Gillam's Gully Track extension .. .. .	" ..	147	10	0
266		Milltown improvement .. .. .	" ..	47	10	0
267		Adair's Track (widening) .. .. .	" ..	200	0	0
268		Wilberforce—Westland Reefs .. .. .	" ..	24	0	4
269		Survey, Kokatahi Track .. .. .	" ..	28	7	0
				£27,806 16 7		
		Otago.				
273		Lawrence—Roxburgh .. .. .	Tuapeka County ..	66	13	3
274		Waipori—Waitahuna .. .. .	" ..	30	0	0
275		Waipori Bush Road .. .. .	" ..	53	0	4
276		Lawrence—County Boundary .. .. .	" ..	100	0	0
277		Fitzgerald's Bridge .. .. .	" ..	80	0	0
279		Beaumont—Rankleburn .. .. .	" ..	100	0	0
297		Lawrence—Clyde .. .. .	" ..	197	10	0
281		Gentle Annie—Clyde .. .. .	Vincent County ..	320	0	0
282		Ophir Bridge .. .. .	" ..	1,000	0	0
283		Cromwell—Nevis .. .. .	" ..	100	0	0
297		Lawrence—Clyde .. .. .	" ..	100	0	0
291		Garston—Nevis .. .. .	Lake County ..	100	0	0
292		Arrow—Cardrona via Crown Terrace .. .. .	" ..	100	0	0
293		Queenstown—Gentle Annie .. .. .	" ..	180	0	0
294		Arthur's Point—Arrowtown .. .. .	" ..	100	0	0
				£2,627 3 7		
		Southland.				
299		Waikaka Township—Little Waikaka .. .. .	Southland County ..	150	0	0
302		Waikaka—Coal-pit .. .. .	" ..	100	0	0
306		Waikaka Valley Road to dredging-claims .. .. .	" ..	250	0	0
308		Charlton Creek Road .. .. .	" ..	100	0	0
304		Makarewa—Hedgehope Flood Channel .. .. .	Makarewa - Hedgehope River Board ..	400	0	0
316		Stewart Island Road to mines .. .. .	Stewart Island County ..	70	0	0
				£1,070 0 0		
		Expenditure for year ended 31st March, 1906 .. .. .		45,138	10	10
		Expenditure for previous years .. .. .		658,847	1	8
		Total expenditure to 31st March, 1906, on Roads on Goldfields .. .. .		£703,985	12	6

Development of Goldfields.—Table No. 5.

STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1906, and the LIABILITIES on that Date.

LOCALITY AND NAME OF RACE.	EXPENDITURE.				LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.	
	Survey and Construction, 1870-1905.	Grants, Subsidies, 1870-1905.	Survey and Construction 1905-1906.	Grants, Subsidies, 1905-1906.	Totals.	Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.			Totals.
NORTH ISLAND.											
AUCKLAND PROVINCIAL DISTRICT—											
Thames .. ..	80,708 19 3	..	..	..	80,708 19 3	..	..	..	..	80,708 19 3	£ s. d.
Tairua Water-race ..	..	34 5 4	..	..	34 5 4	..	..	..	..	34 5 4	£ s. d.
Compensation, Thames Water-race ..	..	1,250 0 0	..	..	1,250 0 0	..	..	..	..	1,250 0 0	£ s. d.
R. Kelly's water-race, Mata ..	..	40 0 0	..	..	40 0 0	..	..	..	..	40 0 0	£ s. d.
Kuaotunu Sludge-channel ..	..	200 0 0	..	..	200 0 0	..	..	..	..	200 0 0	£ s. d.
Drain, Te Aroha West ..	..	61 0 0	..	..	61 0 0	..	..	..	..	61 0 0	£ s. d.
	80,708 19 3	1,585 5 4	..	..	82,294 4 7	..	..	..	..	82,294 4 7	£ s. d.
MIDDLE ISLAND.											
WESTLAND PROVINCIAL DISTRICT—											
Subsidies—											
Hobonui .. ..	3 7 0	1,955 12 1	..	..	1,958 19 1	..	..	..	..	1,958 19 1	£ s. d.
Hibernian .. ..	12 5 8	1,992 14 8	..	..	2,005 0 4	..	..	..	..	2,005 0 4	£ s. d.
New River .. ..	21 5 0	3,496 0 3	..	..	3,517 5 3	..	..	..	..	3,517 5 3	£ s. d.
Kanieri .. ..	1 5 6	10,310 18 4	..	..	10,312 3 10	..	..	..	..	10,312 3 10	£ s. d.
Rimu Drainage-tunnel ..	191 19 6	..	..	..	191 19 6	..	..	..	..	191 19 6	£ s. d.
Ross Sludge-channel ..	..	1,554 10 6	..	..	1,554 10 6	..	..	..	..	1,554 10 6	£ s. d.
Kumara Sludge-channel No. 2 ..	..	2,762 17 2	..	..	2,762 17 2	..	..	..	..	2,762 17 2	£ s. d.
Kumara Sludge-channel No. 3 ..	..	570 15 0	..	611 7 5	1,182 2 5	..	507 0 0	..	507 0 0	1,689 2 5	£ s. d.
Kumara No. 4 Main Tail-race ..	..	1,151 10 8	..	..	1,151 10 8	..	..	..	..	1,151 10 8	£ s. d.
Kumara No. 5 Main Tail-race ..	..	5,616 14 11	..	..	5,616 14 11	..	..	..	..	5,616 14 11	£ s. d.
Trustees Main Tail-race, Waimea ..	..	1,973 10 5	..	68 6 3	2,041 16 8	..	75 0 0	..	75 0 0	2,116 16 8	£ s. d.
Branch Tail-race to No. 4 Channel, Payne and party ..	..	100 0 0	..	..	100 0 0	..	..	..	..	100 0 0	£ s. d.
Kelly's Terrace Tunnel ..	..	2,141 10 6	..	5 10 0	2,147 0 6	..	30 0 0	..	30 0 0	2,177 0 6	£ s. d.
Quinn's Creek Water-race (purchase) ..	..	70 0 0	..	..	70 0 0	..	..	..	..	70 0 0	£ s. d.
Raising dam, Loop-line ..	1,125 16 6	..	..	..	1,125 16 6	..	..	..	..	1,125 16 6	£ s. d.
Ngahere-Blackball ..	..	200 0 0	..	..	200 0 0	..	..	..	..	200 0 0	£ s. d.
Donnelly's Creek Tail-race ..	..	444 4 5	..	..	444 4 5	..	..	..	..	444 4 5	£ s. d.
Purchase of Byrnie, O'Hallahan, and Murdoch's water-rights ..	..	35 0 0	..	..	35 0 0	..	..	..	..	35 0 0	£ s. d.
Jones Creek Storm-channel ..	100 0 0	..	..	25 0 0	125 0 0	..	..	..	..	125 0 0	£ s. d.
Back Creek Water-race ..	330 1 0	..	..	..	330 1 0	..	..	..	..	330 1 0	£ s. d.
Government Works—											
Waimea-Kumara ..	194,283 7 6	..	..	..	194,283 7 6	..	..	..	..	194,283 7 6	£ s. d.
Wainihini Water-race ..	14,152 17 7	..	..	..	14,152 17 7	..	..	..	..	14,152 17 7	£ s. d.
Mikonui .. ..	25,927 4 6	..	..	..	25,927 4 6	..	..	..	..	25,927 4 6	£ s. d.
Nelson Provincial District—											
Government Works—											
Nelson Creek .. ..	90,722 10 8	..	..	..	90,722 10 8	..	..	..	..	90,722 10 8	£ s. d.
Napoleon Hill .. ..	257 16 7	..	..	..	257 16 7	..	..	..	..	257 16 7	£ s. d.
Argyle (Charleston) ..	15,501 15 3	..	..	..	15,501 15 3	..	..	..	..	15,501 15 3	£ s. d.
Black's Point .. ..	244 9 0	..	..	..	244 9 0	..	..	..	..	244 9 0	£ s. d.
Carried forward ..	342,876 1	334,375 18 11	..	710 3	837,962 3 10	..	612 0 0	..	612 0 0	837,962 3 10	£ s. d.

Development of Goldfields.—Table No. 5—continued.  
STATEMENT showing the EXPENDITURE for WATER-RACES on GOLDFIELDS out of Public Works Fund to 31st March, 1906, and the LIABILITIES on that Date—continued.

LOCALITY AND NAME OF RACE.	EXPENDITURE.				LIABILITIES.				Total Expenditure and Liabilities.	LOCALITY AND NAME OF RACE.
	Survey and Construction, 1870-1905.	Grants, Subsidies, 1870-1905.	Survey and Construction, 1905-1906.	Grants, Subsidies, 1905-1906.	Totals.	Authorities on Construction.	Authorities on Grants, Subsidies.	Contracts.	Totals.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward...	342,876 1 3	34,375 18 11	..	710 3 8	837,962 3 10	..	612 0 0	..	612 0 0	MIDDLE ISLAND—continued.
NELSON PROVINCIAL DISTRICT— <i>ctd.</i>										NELSON PROVINCIAL DISTRICT— <i>ctd.</i>
Subsidies—										Subsidies—
Jones, Baxter, and party, water-race from Roaring Meg	..	800 0 0	..	..	800 0 0	..	..	..	..	Jones, Baxter, and party, water-race from Roaring Meg.
Bell Hill Co.'s Race	322 18 2	500 0 0	..	..	500 0 0	..	..	..	..	Bell Hill Co.'s Race.
Randall Creek Water-race	..	218 0 0	..	..	218 0 0	..	..	..	..	Randall Creek Water-race.
Wills and party, water-race at Sulky Gully	..	..	..	..	..	..	..	..	..	Wills and party, water-race at Sulky Gully.
OTAGO PROVINCIAL DISTRICT—										OTAGO PROVINCIAL DISTRICT—
Subsidies—										Subsidies—
Arrow	4 6 2	612 10 0	..	..	612 10 0	..	..	..	..	Arrow.
Beaumont and Tuapeka	..	640 0 0	..	..	644 6 2	..	..	..	..	Beaumont and Tuapeka.
Carrick Range	..	9,249 13 1	..	..	9,249 13 1	..	..	..	..	Carrick Range.
Mount Pisgah	..	200 0 0	..	..	200 0 0	..	..	..	..	Mount Pisgah.
Lawrence Drainage-channel	..	3,092 19 0	..	..	3,092 19 0	..	..	..	..	Lawrence Drainage-channel.
Ophir Tail-race	..	1,150 0 0	..	..	1,150 0 0	..	..	..	..	Ophir Tail-race.
Muddy Creek Channel	..	850 0 0	..	..	850 0 0	..	..	..	..	Muddy Creek Channel.
St. Bathans	..	1,875 0 0	..	..	2,000 0 0	..	1,000 0 0	..	1,000 0 0	St. Bathans.
Maerewhenua	1,065 0 0	..	..	..	1,065 0 0	..	..	..	..	Maerewhenua.
Artesian wells, Maniototo	20 0 0	..	..	..	20 0 0	..	..	..	..	Artesian wells, Maniototo.
Improving water-supply, Oamaru	1,150 7 2	..	..	450 0 0	1,600 7 2	..	..	..	..	Improving water-supply, Oamaru.
Mountain Hut Water-race	4,879 12 0	..	..	..	4,879 12 0	..	..	..	..	Mountain Hut Water-race.
Government Works—										Government Works—
Mount Ida	73,832 10 6	..	..	..	73,832 10 6	..	..	..	..	Mount Ida.
Waipori	11,263 1 0	..	..	..	11,263 1 0	..	..	..	..	Waipori.
Alexandra Bonanza (purchase)	..	..	..	13,084 10 2	13,084 10 2	..	..	..	..	Alexandra Bonanza (purchase).
CANTERBURY PROVINCIAL DISTRICT—										CANTERBURY PROVINCIAL DISTRICT—
Subsidy—										Subsidy—
Ninety-mile Beach Water-race	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	..	..	..	..	Round Hill.
GENERAL—										GENERAL—
Increased water-supply	530 4 0	100 0 0	..	..	630 4 0	..	..	..	..	Increased water-supply.
DEPARTMENTAL—										DEPARTMENTAL—
Salaries, travelling, advertising, &c.	6,720 6 8	..	..	..	6,720 6 8	..	..	..	..	Salaries, travelling, advertising, &c.
TOTALS	442,729 13 6	53,798 0 4	..	14,369 13 10	510,897 7 8	..	1,612 0 0	..	1,612 0 0	TOTALS.
SUMMARY.										SUMMARY.
NORTH ISLAND	80,708 19 3	1,585 5 4	..	..	82,294 4 7	..	..	..	..	NORTH ISLAND.
MIDDLE ISLAND	442,729 13 6	53,798 0 4	..	..	510,897 7 8	..	..	..	..	MIDDLE ISLAND.
TOTALS	523,438 12 9	55,383 5 8	..	..	594,803 12 3	..	..	..	..	TOTALS.

Development of Goldfields.—Table No. 5a.

STATEMENT showing ASSISTANCE towards PROSPECTING, and MISCELLANEOUS SERVICES, out of Public Works Fund to 31st March, 1906, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1905.			Net Expenditure during 12 Months ended 31st March, 1906.			Total Net Expenditure to 31st March, 1906.			Liabilities on 31st March, 1906.			Total Net Expenditure and Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Assistance towards prospecting* ..	19,105	13	9	1,822	2	3	20,927	16	0	1,274	10	5	22,202	6	5
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.	6,278	3	8	276	18	0	6,555	1	8	..	..	..	6,555	1	8
Lowering water, Queen of Beauty shaft	..	..	..	400	0	0	400	0	0	..	..	..	400	0	0
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	38,058	12	8	1,422	14	11	39,481	7	7	..	..	..	39,481	7	7
Water Conservation—															
Reports on Coromandel Harbour and Kuaotunu Sludge-channel	80	12	6	..	..	..	80	12	6	..	..	..	80	12	6
Engineer's salary and expenses ..	2,977	16	8	241	3	6	3,219	0	2	..	..	..	3,219	0	2
Reports on Ross Flat ..	284	10	8	..	..	..	284	10	8	..	..	..	284	10	8
Eweburn Reservoir ..	16,459	15	10	..	..	..	16,459	15	10	..	..	..	16,459	15	10
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 Town- ships—															
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 ..	1,339	13	0	..	..	..	1,339	13	0	..	..	..	1,339	13	0
<i>Credit—</i>															
Charlton Creek Main Tail-race	408	7	1	..	..	..	408	7	1	..	..	..	408	7	1
Totals ..	119,605	16	9	4,162	18	8	123,768	15	5	1,274	10	5	125,043	5	10

\* 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, 1906, and the Liabilities on that Date.

Line.	Expenditure during Twelve Months ended 31st March, 1906.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Telephone Exchanges,—		
Ashburton .. .. .	36 17 1	
Auckland .. .. .	5,512 19 9	
Blenheim .. .. .	101 10 7	
Christchurch .. .. .	2,745 3 2	
Dannevirke .. .. .	70 19 8	
Dunedin .. .. .	4,244 19 4	
Feilding .. .. .	292 10 6	
Gisborne .. .. .	179 7 2	
Greymouth .. .. .	115 1 0	
Hamilton .. .. .	50 1 6	
Hawera .. .. .	16 3 1	
Hokitika .. .. .	11 11 10	
Invercargill .. .. .	119 11 6	
Lawrence .. .. .	57 4 6	
Masterton .. .. .	622 7 10	
Napier .. .. .	817 6 6	
Nelson .. .. .	10 8 11	
New Plymouth .. .. .	77 7 10	
Oamaru .. .. .	109 3 8	
Pahiatua .. .. .	40 4 2	
Palmerston North .. .. .	226 14 5	
Rotorua .. .. .	26 10 10	
Stratford .. .. .	3 15 11	
Thames .. .. .	218 6 10	
Timaru .. .. .	207 0 9	
Wanganui .. .. .	247 19 7	
Wellington .. .. .	4,516 7 1	
Westport .. .. .	42 12 10	
Whangarei .. .. .	22 7 3	
New Wires,—		
Leigh-Pakiri .. .. .	0 8 0	
Waiharera .. .. .	6 14 7	
Te Uku .. .. .	7 17 6	
Oruanui .. .. .	0 15 3	
Waingaro-Waimai .. .. .	120 19 1	
Te Kuiti - Mangapehi .. .. .	10 17 8	
Pukekawa - Glen Murray .. .. .	153 11 0	
Upper Waiwera .. .. .	58 0 10	
Moewhare-Waikiekie .. .. .	120 17 7	
Kaipara Flats .. .. .	1 7 9	
Ruarangi-Waikiekie .. .. .	44 2 2	
Ongarua-Mangaroa .. .. .	384 19 11	
Ponga-Hunua .. .. .	17 13 0	
Kaurihohore .. .. .	2 18 0	
Hangatiki .. .. .	1 3 8	
Paterangi .. .. .	59 10 0	
Hairini .. .. .	22 15 2	
Pukenui .. .. .	3 18 6	
Huntly-Ohinewai .. .. .	22 11 0	
Whangarei-Aponga .. .. .	207 17 8	
Whangape .. .. .	179 19 10	
Kaitaia-Herekino .. .. .	398 17 8	
Waitoa .. .. .	4 4 2	
Ohaupo - Te Awamutu .. .. .	14 9 0	
Te Awamutu-Taumarunui .. .. .	291 14 2	
Teneatua - Te Teko .. .. .	121 10 0	
Whangamomona-Kohuratahi .. .. .	70 19 3	
Toko-Tututawa-Puniwhakau .. .. .	294 5 10	
Tarata-Purangi-Mataui .. .. .	290 9 2	
Douglas Road - Huiroa .. .. .	3 16 9	
Kohuratahi-Tuhara .. .. .	0 4 5	
Opunake - Te Kiri .. .. .	2 11 6	
Puniwhakau-Makahu .. .. .	52 3 11	
Ormondville-Whetukura .. .. .	12 8 5	
Maharahara-Kiritaki .. .. .	60 4 7	
Napier Park Extension .. .. .	1 2 0	
Ruataniwha .. .. .	1 0 0	
Napier-Pohui .. .. .	91 18 0	
Taradale-Pakowhai .. .. .	2 16 0	
Hastings-Pakipaki .. .. .	6 5 3	
Gisborne-Tolaga Bay .. .. .	59 15 0	
Te Karaka Metallic Circuit .. .. .	84 1 8	
Brunswick .. .. .	20 13 6	
Marton-Wanganui Metallic Circuit .. .. .	0 12 6	
Carried forward .. .. .	24,057 16 0	..

TABLE NO. 6—continued.

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

Line.	Expenditure during Twelve Months ended 31st March, 1906.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.
Brought forward .. .. .	24,057 16 0	
New Wires—continued.		
Hunterville-Koeke .. .. .	445 2 10	
Kaponga-Mahoe .. .. .	0 3 0	
Ohutu - Lower Moawhango .. .. .	0 3 3	
Wanganui-Taihape .. .. .	130 1 6	
Hawera-Mokoia .. .. .	5 3 0	
Kaponga-Kapuni .. .. .	58 6 6	
Eltham-Omana .. .. .	11 16 10	
Waverley-Momohaki .. .. .	20 17 2	
Te Moechau .. .. .	2 4 10	
Mataroa-Tirirakawa .. .. .	8 3 6	
Wanganui - New Plymouth .. .. .	20 14 1	
Wangaehu-Turakina .. .. .	6 2 6	
Manaia-Inaha .. .. .	1 0 0	
Mangatainoka-Makairo .. .. .	0 18 6	
Pohangina-Komako .. .. .	174 12 8	
Ohui-Waiowaka .. .. .	57 17 0	
Masterton-Pahiatua .. .. .	4 1 0	
Hutt-Trentham .. .. .	1 0 0	
Pahiatua-Mangamaire .. .. .	43 18 0	
Feilding-Kimbolton .. .. .	38 18 3	
Woodville-Mangarawa .. .. .	0 1 5	
Aokautere .. .. .	0 7 6	
Wellington - New Plymouth .. .. .	159 9 11	
Eketahuna-Rongokokaho .. .. .	30 7 6	
Carterton-Parkvale .. .. .	22 18 2	
Featherston-Kahautara .. .. .	57 13 6	
Apiti-Utuwai .. .. .	380 9 6	
Wellington - Palmerston North .. .. .	271 10 4	
Halcombe - Makino .. .. .	4 10 0	
Waituna West - Rewa .. .. .	85 9 8	
Featherston - Te Maire - Te Pare .. .. .	1 13 6	
Ihuraia Valley .. .. .	93 17 7	
Rongotea-Carnarvon .. .. .	26 6 9	
Waikanae-Reikorangi .. .. .	30 8 6	
Glen Oroua - Taikorea .. .. .	10 12 0	
Te Haroto .. .. .	0 3 6	
Manaroa - Forsyth Bay .. .. .	163 9 8	
Blenheim-Picton Metallic Circuit .. .. .	105 16 7	
Picton-Mahakipawa .. .. .	71 10 2	
Blind River Line .. .. .	21 6 10	
Puponga Line .. .. .	19 3 0	
Tapawera .. .. .	1 2 0	
Motupiko - Upper Motupiko .. .. .	74 1 10	
Little Wanganui Ferry .. .. .	3 5 8	
Granity Metallic Circuit .. .. .	142 4 7	
Globe Mine - Progress Junction .. .. .	25 15 0	
Twelve-mile Landing .. .. .	27 2 2	
Stillwater-Moana .. .. .	292 13 8	
Greymouth-Stillwater .. .. .	50 14 5	
Moana-Rotomana .. .. .	74 9 6	
Okarito - Bruce Bay .. .. .	9 19 0	
Ashburton-Lowcliffe .. .. .	220 14 2	
Amberley-Balcairn .. .. .	39 12 6	
Kaikoura Sub. .. .. .	1 5 0	
Mount Somers - Springburn .. .. .	80 0 8	
Dromore .. .. .	9 1 3	
Islington .. .. .	17 8 9	
Hammer Duplex Line .. .. .	1 4 0	
Rakaia-Highbank .. .. .	180 1 10	
Morven Line .. .. .	31 2 7	
Waibao Downs - Waihaorunga .. .. .	77 17 1	
Makikihi Trunk Line .. .. .	2 19 0	
Hazelburn Line .. .. .	116 2 6	
Glenavy-Ikawai .. .. .	90 16 6	
Timaru-Fairlie Metallic Circuit .. .. .	85 9 6	
Glenavy-Pelvins .. .. .	88 4 3	
Oamaru-Waimate .. .. .	124 14 0	
Oamaru-Kurow .. .. .	278 13 6	
Hampden-Oamaru .. .. .	36 9 9	
Oamaru-Ngapara .. .. .	12 7 3	
Enfield-Windsor .. .. .	1 0 8	
Clinton - Ashley Downs - Clydevale .. .. .	184 1 5	
Dunedin-Milton .. .. .	514 15 6	
Lauder Line .. .. .	11 12 6	
Balclutha-Hillend .. .. .	171 6 4	
Dunedin-Invercargill Metallic Circuit .. .. .	112 12 6	
Carried forward .. .. .	29,837 6 10	

TABLE No. 6—*continued*.STATEMENT showing EXPENDITURE on TELEGRAPHS out of Public Works Fund—*continued*.

Line.				Expenditure during Twelve Months ended 31st March, 1906.	Total Expenditure and Liabilities.
				£ s. d.	£ s. d.
Brought forward	..	..	..	29,837 6 10	
New Wires— <i>continued</i> .					
Taferi Beach - Akatore	..	..	..	2 12 6	
Heriot-Edievale	..	..	..	102 7 11	
Mosgiel-Momona	..	..	..	69 11 0	
Momona-Allanton	..	..	..	0 11 9	
Ahuriri Flat	..	..	..	3 6 2	
Morrison's - Islay Downs	..	..	..	4 8 0	
Rough Ridge - Ida Valley	..	..	..	61 5 8	
Waikouaiti-Merton	..	..	..	14 2 3	
Inch Valley Bureau	..	..	..	0 10 6	
Warepa-Kaihiku	..	..	..	45 3 10	
Clydevale-Greenfield	..	..	..	52 9 11	
Mataura Island (additions)	..	..	..	8 2 0	
Invercargill - Mabel Bush	..	..	..	179 17 11	
Invercargill - Gore Trunk Line	..	..	..	548 18 1	
Fortrose-Otara	..	..	..	2 12 0	
Winton-Lochiel	..	..	..	0 13 2	
Riversdale-Wendon	..	..	..	0 14 6	
Clifton - Seaward Moss	..	..	..	2 15 0	
Bluff-Greenhills	..	..	..	4 7 0	
Waimahaka-Waikawa	..	..	..	341 19 11	
Centre Bush - Dipton	..	..	..	34 17 7	
Mossburn - Te Anau	..	..	..	697 18 4	
				32,016 11 10	
Purchase of material	..	..	..	45,169 15 4	
				77,186 7 2	
Expenditure to 31st March, 1906	..	..	..	1,132,990 4 7	1,210,176 11 9
Total expenditure	..	..	..	..	1,210,176 11 9
Liabilities, 31st March, 1906	..	..	..	..	83,295 0 0
Total expenditure and liabilities..	..	..	..	..	£1,293,471 11 9

TABLE No. 7.

STATEMENT showing the EXPENDITURE on PUBLIC BUILDINGS out of Public Works Fund to 31st March, 1906, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1905.	Expenditure for Year ended 31st March, 1906.	Total Expenditure to 31st March, 1906.	Liabilities on Authorities, Contracts, &c., 31st March, 1906.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Judicial .. ..	511,140 15 1	15,898 18 9	527,039 13 10	15,705 8 1	542,745 1 11
Postal and Telegraph ..	402,296 17 3	38,418 17 4	440,715 14 7	26,456 15 0	467,172 9 7
Customs .. ..	38,335 15 10	7,903 5 3	46,239 1 1	..	46,239 1 1
Offices for Public Departments	246,037 13 0	1,755 5 10	247,792 18 10	6,564 6 8	254,357 5 6
Hospitals for Mental Diseases..	517,520 19 8	*16,235 6 7	533,756 6 3	177 9 3	533,933 15 6
Alexandra Depot, Wellington ..	7,290 10 4	477 0 2	7,767 10 6	..	7,767 10 6
School Buildings .. ..	1,275,567 14 6	69,223 4 0	1,344,790 18 6	1,072 3 1	1,345,863 1 7
Hospitals .. ..	64,718 3 8	†4,786 1 11	69,504 5 7	413 0 0	69,917 5 7
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 .. ..	62,253 9 2	71 3 6	62,324 12 8	684 2 6	63,008 15 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 .. ..	11,494 2 1	‡2,617 13 3	14,111 15 4	894 7 1	15,006 2 5
Public Health .. ..	10,580 13 3	§7,925 11 10	18,506 5 1	..	18,506 5 1
Miscellaneous .. ..	18,309 1 8	..	18,309 1 8	..	18,309 1 8
Totals .. ..	3,186,223 19 10	165,812 8 5	3,351,536 8 3	51,967 11 8	3,403,503 19 11

\*Includes £3,014 3s. 6d. charged to "Unauthorised." charge to "Unauthorised."

†Includes £50 charged to "Unauthorised."

‡Includes £213 15s.

§Includes £1,820 2s. 10d. charged to "Unauthorised."

TABLE No. 8.

STATEMENT showing the EXPENDITURE on LIGHTHOUSES, HARBOUR WORKS, and HARBOUR DEFENCES out of Public Works Fund, to 31st March, 1906, and the LIABILITIES on that Date.

	Total Expenditure to 31st March, 1905.	Net Expenditure during 12 Months ended 31st March, 1906.	Total Expenditure to 31st March, 1906.	Liabilities on Authorities, Contracts, &c., to 31st March, 1906.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>LIGHTHOUSES.</b>					
Akaroa .. ..	7,148 16 5	..	7,148 16 5	..	7,148 16 5
Brothers .. ..	6,241 0 0	..	6,241 0 0	..	6,241 0 0
Cape Campbell .. ..	3,256 5 3	961 18 6	4,218 3 9	..	4,218 3 9
Cape Egmont .. ..	3,354 6 4	..	3,354 6 4	..	3,354 6 4
Cape Foulwind .. ..	6,955 9 1	..	6,955 9 1	..	6,955 9 1
Cape Kidnappers .. ..	2,109 11 7	..	2,109 11 7	..	2,109 11 7
Cape Maria van Diemen .. ..	7,614 13 11	..	7,614 13 11	..	7,614 13 11
Cape Palliser .. ..	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 .. ..	1,204 10 9	..	1,204 10 9	..	1,204 10 9
Kahurangi Point .. ..	9,528 1 1	..	9,528 1 1	..	9,528 1 1
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 .. ..	161,893 9 1	961 18 6	162,855 7 7	..	162,855 7 7

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, 1905.	Net Expenditure during 12 Months ended 31st March, 1906.	Total Expenditure to 31st March, 1906.	Liabilities on Authorities, Contracts, &c., to 31st March, 1906.	Total Expenditure and Liabilities.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>HARBOUR WORKS.</b>					
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	345 10 10	483 13 1	..	483 13 1
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 .. ..	3 6 0	755 2 3	758 8 3	..	758 8 3
Orua Bay Wharf .. ..	94 16 4	..	94 16 4	..	94 16 4
Waiwera Wharf .. ..	350 0 0	..	350 0 0	..	350 0 0
Mercury Bay Wharf .. ..	3 14 6	250 0 0	253 14 6	..	253 14 6
Opotiki Wharf .. ..	500 0 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
Waikopu Harbour .. ..	..	337 12 2	337 12 2	..	337 12 2
Wairoa Harbour .. ..	1,500 0 0	..	1,500 0 0	..	1,500 0 0
Mokau Wharf .. ..	312 13 9	..	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	250 0 0	3,097 14 9	..	3,097 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	73 0 5	2,985 17 3	..	2,985 17 3
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 .. ..	300 0 0	..	300 0 0	..	300 0 0
Collingwood Harbour .. ..	1,170 18 8	..	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	342 5 6	365 8 3	..	365 8 3
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	5 0 0	396 19 7	..	396 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, Stickling Point .. ..	1,910 18 10	..	1,910 18 10	..	1,910 18 10
Okuru Wharf .. ..	350 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 .. ..	154 18 0	255 5 10	410 3 10	122 1 4	532 5 2
Ocean Beach .. ..	..	..	..	..	..
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	70 0 0	90 0 0	..	90 0 0
Chatham Islands: Shed at Pitt Island .. ..	1 10 0	..	1 10 0	..	1 10 0
<b>Total Harbour Works ..</b>	<b>327,606 6 9</b>	<b>2,683 17 0</b>	<b>330,290 3 9</b>	<b>122 1 4</b>	<b>330,412 5 1</b>
<b>HARBOUR DEFENCES.</b>					
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 .. ..	242,267 4 11	1,300 4 9	243,567 9 8	36 9 4	243,603 19 0
Land for depots and batteries .. ..	38,327 14 6	..	38,327 14 6	..	38,327 14 6
<b>Total Harbour Defences ..</b>	<b>518,706 17 2</b>	<b>1,300 4 9</b>	<b>520,007 1 11</b>	<b>36 9 4</b>	<b>520,043 11 3</b>
<b>Grand total ..</b>	<b>1,008,206 13 0</b>	<b>4,946 0 3</b>	<b>1,013,152 13 3</b>	<b>158 10 8</b>	<b>1,013,311 3 11</b>

## APPENDICES TO THE PUBLIC WORKS STATEMENT, 1906.

## APPENDIX A.

AUDITED STATEMENT OF EXPENDITURE ON PUBLIC WORKS  
OUT OF THE PUBLIC WORKS FUND FOR THE YEAR  
1905-6.*Prepared in compliance with Section 8 of "The Public Works Act, 1894."*

SIR,—

Public Works Department, Wellington, 30th May, 1906.

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, &amp;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 1905-6.

Class.	Votes.	Summary.	Appropriation.	Expenditure.	Credits.	Net Expenditure.
			£	£ s. d.	£ s. d.	£ s. d.
XXV.	83	PUBLIC WORKS FUND.				
XXVI.	84, 85	Public Works, Departmental ..	13,730	14,411 12 8	894 14 10	13,516 17 10
XXVII.	86	Railways .. ..	1,222,065	1,023,005 19 4	10,602 4 3	1,012,403 15 1
XXVIII.	87-96	Utilisation of Water-power ..	53,000	2,909 17 1	8 0 0	2,901 17 1
XXIX.	97-99	Public Buildings .. ..	237,920	165,983 2 8	5,768 15 7	160,214 7 1
		Lighthouses, Harbour-works, and Harbour Defences	15,150	5,020 0 0	73 19 9	4,946 0 3
XXX.	100	Tourist and Health Resorts ..	28,075	15,959 0 11	521 0 3	15,438 0 8
XXXI.	101	Immigration .. ..	5,800	10,348 0 10	1,594 18 6	8,753 2 4
XXXII.	102-106	Roads, Bridges, and other Public Works	578,319	355,512 6 6	3,324 13 11	352,187 12 7
XXXIII.	107	Development of Goldfields ..	55,000	18,865 12 6	333 0 0	18,532 12 6
XXXIV.	108	Purchase of Native Lands ..	17,150	12,549 7 5	1,785 16 6	10,763 10 11
XXXV.	109	Telegraph Extension .. ..	102,000	91,590 11 5	14,404 4 3	77,186 7 2
XXXVI.	110	Rates on Native Lands .. ..	950	547 9 11	..	547 9 11
XXXVII.	111	Contingent Defence .. ..	42,550	39,173 8 8	3,604 16 8	35,568 12 0
XXXVIII.	112-114	Lands Improvement .. ..	62,550	1,296 6 5	244 9 8	1,051 16 9
		Unauthorised .. ..	..	9,653 7 0	1,075 8 0	8,577 19 0
		Total Public Works Fund ..	2,434,259	1,766,826 3 4	44,236 2 2	1,722,590 1 2

Public Works Department.

G. J. CLAPHAM,  
Accountant.

Examined and found correct.

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

J. K. WARBURTON,  
Controller and Auditor-General.

NOTE.—Expenditure charged to special account, Paeroa-Waihi Railway, £8,861 13s. 7d., and charges and expenses of raising loans, £235 2s., not included in above figures.

(Details on next page.)

Note. No.	Name of Vote.	Appro- priation.	Expenditure.	Credits.	Net Expenditure.
		£	£ s. d.	£ s. d.	£ s. d.
	<b>PUBLIC WORKS FUND.</b>				
83	Public Works, Departmental— Public Works, Departmental .. .. .	13,730	14,411 12 8	894 14 10	13,516 17 10
	<b>Railways—</b>				
	<b>Railway Construction—</b>				
	Kawakawa—Grahamtown .. .. .	20,000	9,542 14 2	29 5 0	9,513 9 2
	Helensville Northwards .. .. .	30,000	24,318 7 6	..	24,318 7 6
	Paeroa—Waihi .. .. .	6,000	8,243 17 10	917 18 3	7,325 19 7
	Gisborne—Rotorua .. .. .	20,000	17,090 9 1	379 1 2	16,711 7 11
	Stratford—Ongarue .. .. .	20,000	10,958 15 7	63 2 3	10,895 13 4
	Sentry Hill—New Plymouth Deviation .. .. .	10,000	..	..	..
	Mount Egmont Branch .. .. .	15,000	10,249 17 11	2 2 2	10,247 15 9
	Marton—Te Awamutu .. .. .	300,000	223,875 2 1	3,857 0 7	220,518 1 6
	Blenheim—Waipara .. .. .	45,000	34,642 7 1	90 13 9	34,551 13 4
	Culverden—Rotherham—Hamner .. .. .	10,000	..	..	..
	Midland Railway .. .. .	100,000	119,702 2 7	490 3 11	119,211 18 8
	Westport—Inangahua .. .. .	10,000	2,913 2 0	16 18 4	2,896 3 8
84	Ngahere—Blackball .. .. .	10,000	9,271 16 0	15 3 4	9,256 12 8
	Greymouth—Point Elizabeth .. .. .	2,500	2,771 19 2	134 0 5	2,637 18 9
	Greymouth—Hokitika (Extension to Ross) .. .. .	20,000	17,088 9 11	14 17 0	17,073 12 11
	Otago Central .. .. .	100,000	58,529 6 2	1,805 5 3	56,724 0 11
	Heriot Extension .. .. .	3,000	2,212 18 2	..	2,212 18 2
	Lawrence—Roxburgh .. .. .	10,000	1,003 14 10	4 5 0	999 9 10
	Oatlin's—Waimahaka .. .. .	20,000	8,590 11 4	0 5 10	8,590 5 6
	Riversdale—Switzers .. .. .	5,000	30 0 2	..	30 0 2
	Orepuki—Waiau .. .. .	10,000	970 1 3	..	970 1 3
	Land Claims and other Old Liabilities on Con- struction Account .. .. .	1,065	200 3 2	3 10 0	196 13 2
	Surveys, New Lines of Railway .. .. .	3,000	3,387 12 5	0 6 10	3,387 5 7
	Permanent-way Materials .. .. .	100,000	103,367 19 4	277 8 1	103,090 11 3
85	Additions to Open Lines .. .. .	351,500	354,044 11 7	3,000 17 1	351,043 14 6
86	Utilisation of Water-power— Utilisation of water-power .. .. .	53,000	2,909 17 1	8 0 0	2,901 17 1
	<b>Public Buildings—</b>				
87	General .. .. .	7,700	7,344 0 3	5,040 10 9	2,303 9 6
88	Judicial .. .. .	29,235	15,902 9 9	3 11 0	15,898 18 9
89	Postal and Telegraph .. .. .	45,160	38,811 12 4	392 15 0	38,418 17 4
90	Customs .. .. .	7,700	7,903 5 3	..	7,903 5 3
91	Hospitals for Mental Diseases .. .. .	20,000	13,319 3 1	98 0 0	13,221 3 1
92	School Buildings .. .. .	52,550	39,646 12 2	230 8 10	39,416 3 4
93	School Buildings (Special) .. .. .	35,000	29,810 10 8	3 10 0	29,807 0 8
94	Agricultural .. .. .	5,950	2,403 18 3	..	2,403 18 3
95	General Hospitals and other Charitable Institutions .. .. .	10,625	4,736 1 11	..	4,736 1 11
96	Public Health .. .. .	24,000	6,105 9 0	..	6,105 9 0
	<b>Lighthouses, Harbour-works, and Harbour De- fences—</b>				
97	Lighthouses .. .. .	1,700	965 0 3	3 1 9	961 18 6
98	Harbour-works .. .. .	4,450	2,688 2 0	4 5 0	2,683 17 0
99	Harbour Defences .. .. .	9,000	1,366 17 9	66 13 0	1,300 4 9
100	<b>Tourist and Health Resorts—</b> Tourist and Health Resorts .. .. .	28,075	15,959 0 11	521 0 3	15,438 0 8
101	<b>Immigration—</b> Immigration .. .. .	5,800	10,348 0 10	1,594 18 6	8,753 2 4
	<b>Construction and Maintenance of Roads, Bridges, and other Public Works—</b>				
102	Roads, Departmental .. .. .	18,815	18,854 11 1	255 15 2	18,598 15 11
103	Roads, &c. .. .. .	446,038	251,334 8 1	2,854 14 7	248,479 13 6
104	Maintenance of Main Roads, &c. .. .. .	28,000	24,959 0 4	213 19 2	24,745 1 2
105	Tourist Roads, &c. .. .. .	28,216	15,225 11 2	..	15,225 11 2
106	Roads on Goldfields, &c. .. .. .	57,250	45,138 15 10	0 5 0	45,138 10 10
107	<b>Development of Goldfields—</b> Development of Goldfields .. .. .	55,000	18,865 12 6	333 0 0	18,532 12 6
108	<b>Purchase of Native Lands—</b> Purchase of Native Lands .. .. .	17,150	12,549 7 5	1,785 16 6	10,763 10 11
109	<b>Telegraph Extension—</b> Telegraph Extension .. .. .	102,000	91,590 11 5	14,404 4 3	77,186 7 2
110	<b>Rates on Native Lands—</b> Rates on Native Lands .. .. .	950	547 9 11	..	547 9 11
111	<b>Contingent Defence—</b> Contingent Defence .. .. .	42,550	39,173 8 8	3,604 16 8	35,568 12 0
112	<b>Lands Improvement—</b> Improved-farm Settlements .. .. .	4,500	1,185 12 3	244 9 8	941 2 7
113	Lands, Miscellaneous .. .. .	8,050	88 9 6	..	88 9 6
114	Irrigation and Water-supply .. .. .	50,000	22 4 8	..	22 4 8
	<b>Unauthorised—</b> Services not provided for .. .. .	..	9,653 7 0	1,075 8 0	8,577 19 0
	<b>Total Public Works Fund .. .. .</b>	2,434,259	1,766,826 3 4	44,236 2 2	1,722,590 1 2

NOTE.—Expenditure charged to special account, Paeroa—Waihi Railway, £8,861 13s. 7d., 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, 1906, 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.										
XXVI	84	Railways	..	..	..	..	..	..	£	s. d.
XXVII	86	Utilisation of Water-power	..	..	..	..	..	..	106,207	14 0
XXVII	88-95	Public Buildings..	..	..	..	..	..	..	3	18 6
XXIX	98-99	Lighthouses, Harbour Works, and Harbour Defences	..	..	..	..	..	..	51,967	11 8
									158	10 8
CONSOLIDATED FUND.										
XX	72	Public Buildings	..	..	..	..	..	..	723	15 11

Vote No.	Name of Vote.								Total.	
PUBLIC WORKS FUND.										
84	Railway-construction—								£	s. d.
	Kawakawa-Grahamtown .. .. .								186	4 5
	Helensville Northwards .. .. .								520	12 7
	Gisborne-Rotorua .. .. .								353	9 5
	Stratford-Ongarue .. .. .								161	12 5
	Mount Egmont Branch .. .. .								1,068	5 1
	Marton - Te Awamutu .. .. .								59,061	14 2
	Blenheim-Waipara .. .. .								1,703	2 9
	Midland Railway .. .. .								18,561	13 5
	Lawrence-Roxburgh .. .. .								33	12 6
	Greymouth-Hokitika (extension to Ross) .. .. .								6,923	18 2
	Otago Central .. .. .								3,789	12 6
	Orepuki-Waiau .. .. .								23	19 7
	Catlin's-Waimahaka .. .. .								3,241	8 1
	Surveys, New Lines of Railway .. .. .								0	18 0
	Permanent-way Materials .. .. .								10,577	10 11
									106,207	14 0
86	Utilisation of water-power .. .. .								3	18 6
Public Buildings—										
87	General .. .. .								7,248	9 2
88	Judicial .. .. .								15,705	8 1
89	Postal and Telegraph .. .. .								26,456	15 0
91	Hospitals for Mental Diseases .. .. .								177	9 3
92	School Buildings (part of vote only) .. .. .								1,072	3 1
94	Agricultural .. .. .								894	7 1
95	General Hospitals and other Charitable Institutions .. .. .								413	0 0
									51,967	11 8
Lighthouses, Harbour Works, and Harbour Defences—										
98	Harbour Works .. .. .								122	1 4
99	Harbour Defences .. .. .								36	9 4
									158	10 8
Total, Public Works Fund..									158,337	14 10
CONSOLIDATED FUND.										
72	Public Buildings .. .. .								723	15 11

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

Public Works Department, 30th April, 1906.



## APPENDIX C.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1906.

Date of Contract.	Lines of Railway and Branches.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
						£ s. d.	
Sept. 21, 1905	Blenheim-Waipara, N.E.	Platelay's Cottage, Seddon	Wemyss Bros.	Oct. 23, 1905	Dec. 13, 1905	344 0 0	
Feb. 16, 1906		Ironbark Timber for Hog Swamp Bridge	Allan Taylor and Co.	May 18, 1906	July 8, 1905	536 7 7	
Feb. 1, 1905	Blenheim-Waipara, S.E.	Fencing-timber, Waikare Section	Baxter Bros.	April 11, 1905	Aug. 9, "	246 18 3	
March 30, "	"	Station-buildings, Hurunui	T. Ballantyne	June 20, "	"	1,185 13 6	
Dec. 7, "	"	Station-buildings, Westlands	R. A. Forbes	Feb. 28, 1906	"	952 0 0	Contract cancelled.
Feb. 17, 1906			R. A. Forbes	May 17, "	"	1,130 0 0	
Sept. 2, 1905	Catlin's-Waimahaka	Platelay's Cottage, Waimahaka	Campbell and Padden	Oct. 28, 1905	Oct. 28, 1905	217 0 0	
Jan. 11, 1906		Catlin's River Bridge	J. and A. Anderson	Jan. 21, 1907	"	3,228 18 4	
March 7, 1905	Gisborne-Rotorua	Station-buildings, Waipaoa and Karaka	C. H. Frankham	July 2, 1905	Aug. 31, 1905	2,147 0 0	
Sept. 26, "	"	Ironbark Timber	Scott, Sibbald, and Co.	Dec. 28, "	"	337 13 3	
March 28, "	Greymouth-Hokitika (extension to Ross)	Mahinapua and Fisherman's Creek Bridges	Thomas Dillon	June 28, "	Sept. 21, 1905	1,748 11 6	
Feb. 22, 1906	Ditto	Totara Bridges	T. F. Slowey	Dec. 7, 1906	"	6,717 10 0	
Sept. 26, 1905	Helensville-Northwards	Ironbark Timber and Piles	Scott, Sibbald, and Co.	Dec. 17, 1905	"	636 12 9	
Sept. 26, "	Kawakawa-Grahamtown	Steel Water-pipes for Crushing Plant	Scott, Sibbald, and Co.	Dec. 17, "	"	315 14 9	
March 21, 1906	Mount Egmont Branch	Whakapapa Bridges	Seagar Bros.	May 1, 1906	"	930 0 0	
June 8, 1903	Marton-Te Awamutu, N.E.	Whakapapa Viaduct	G. Fraser and Sons (Limited)	Aug. 2, 1904	Nov. 2, 1905	6,184 4 3	
June 27, 1905	"	Makotote Viaduct	J. and A. Anderson	June 15, 1907	"	53,369 0 0	
June 19, "	"	Ironbark Timber for Piopotea Bridge	J. W. Wallace and Co.	Aug. 7, 1905	Jan. 31, 1906	541 7 5	
Aug. 23, "	"	Locomotive	Price Bros.	Jan. 31, 1906	Mar. 31, "	2,900 0 0	
Jan. 27, "	Marton-Te Awamutu, S.E.	Road-bridge over Hautapu River	Rhodes, Gardiner, and Woolf	Aug. 27, 1905	Nov. 1, 1905	870 18 0	
July 11, "	"	Ironbark Timber	E. W. Fitzgerald	Aug. 30, "	"	711 17 3	
Aug. 22, "	"	Locomotive	Price Bros.	March 17, 1906	"	3,100 0 0	
Oct. 20, "	"	Station-buildings, Mataroa	Waters Bros.	April 17, "	"	1,600 0 0	
Nov. 7, "	Midland (Tadmor end)	Land Plan Survey, Manu Section	John Spence	March 26, "	"	148 0 0	
Nov. 14, "	"	Station-buildings, Tadmor	J. A. Stringer	March 2, "	Feb. 28, 1906	2,004 19 6	
May 16, 1904	" (Reefton-Inangahua)	Road and Railway Bridge, Waitahu River	Fitzgerald and Bignell	May 12, 1905	April 19, 1905	5,488 5 0	
June 16, 1905	" (Oira end)	Goat Creek and Rolleston River Bridge	M. O'Connor	July 12, 1906	"	13,562 14 6	
Oct. 12, 1903	" (Springfield end)	Staircase Viaduct and Broken River Bridge	Cleveland Bridge and Engineering Company (Limited)	Oct. 12, 1905	"	26,269 7 0	
June 9, 1904	"	Steel Girders, Truscott Bridges	Scott Bros. (Limited)	May 6, "	Aug. 22, 1905	1,261 1 10	
Sept. 26, 1906	"	Ironbark Timber	J. W. Wallace and Co.	Feb. 2, "	Feb. 22, 1906	273 10 7	
Aug. 8, 1904	Otago Central	Manuhierikia Bridge, Second Crossing	G. M. Fraser	Nov. 26, "	Nov. 1, 1905	3,947 13 6	
July 11, 1905	"	Ironbark Timber	E. W. Fitzgerald	Aug. 30, "	"	588 9 6	
Aug. 16, "	"	Manuhierikia Bridge, Third Crossing	G. M. Fraser	Oct. 30, 1906	"	4,145 0 0	
Sept. 26, "	"	Ironbark Timber	Scott, Sibbald, and Co.	Jan. 25, "	"	559 10 6	
March 1, 1906	"	Station-buildings, Ohatto Creek	J. Drummy	May 20, "	"	559 13 0	
Aug. 11, 1904	Paeroa-Waihi	4,000 Ironbark Sleepers	F. H. Leonard and Co.	Dec. 31, 1904	May 29, 1905	766 13 4	
Sept. 26, "	"	Ironbark Timber	J. W. Wallace and Co.	Feb. 2, 1905	July 24, "	647 13 7	
Dec. 20, "	"	Station-buildings, Waihi	H. Butler	Feb. 18, "	April 26, "	487 0 0	
May 4, 1905	Stratford-Ongarue	Platelay's Cottages, Waihi	W. M. Hay	Aug. 13, "	Oct. 3, "	1,764 3 6	
July 21, "	"	" Cottages, Toko	Davey and Hale	June 14, "	Nov. 1, "	674 0 0	
Aug. 19, "	"	" Cottage, Huiroa Section	N. J. King	Sept. 17, "	Oct. 30, "	318 0 0	
May 20, "	Permanent-way, Materials	100 Sets Points and Crossings	Boon Bros.	Nov. 15, "	Dec. 30, "	522 11 1	
			Dispatch Foundry Company (Limited)	Dec. 15, "	"	1,160 0 0	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1906—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
AUCKLAND.						
Aug. 26, 1903	Native School, Waitahuna	Salmon and Powick, Hamilton	May 4, 1904	April 11, 1905	£ 773 18 0	Assigned to Kusabs and Hardley, Rotorua.
Sept. 6, 1904	Additions, &c., Auckland Asylum	E. Morris, Auckland	May 30, 1905	Sept. 9, "	6,095 0 0	
Dec. 16, "	Police Inspector's Residence, Auckland	R. Kay, Auckland	April 12, "	April 17, "	910 0 0	
April 12, 1905	Post-office, Whakarewarewa	D. Landon, Rotorua	July 5, "	Aug. 30, "	302 3 10	
April 17, "	Post-office, Waipiro Bay	E. Heweson, Tokomaru Bay	July 24, "	Sept. 29, "	335 0 0	
May 22, "	Courthouse, Huntly	D. Henderson, Ngauwahia	Aug. 15, "	Oct. 17, "	528 0 0	
June 5, "	Public Buildings, Tauranga	W. E. Hutchison, Auckland	Feb. 26, 1906	"	4,540 0 0	
June 14, "	Constable's Residence, Waituku	J. P. Dromgool, Waituku	Sept. 9, 1905	Oct. 17, 1905	531 9 0	
July 14, "	Post-office, Parnell	J. G. Mathieson, Ponsonby	March 10, 1906	"	1,846 10 2	
Aug. 4, "	Police Barracks, Grey Lynn	Ferguson and Malcolm, Auckland	June 1, "	"	3,927 17 10	
Oct. 17, "	Bath Buildings, Rotorua	W. E. Hutchison, Auckland	March 27, 1907	"	25,720 0 0	
Nov. 11, "	Native School and Residence, Oparue	C. H. Frankham, Auckland	Feb. 4, 1906	Mar. 17, 1906	778 0 0	
Dec. 21, "	Native School and Residence, Tautoro	C. H. Frankham, Auckland	April 15, "	"	825 0 0	
Jan. 18, 1906	Native School and Residence, Rangawhia	H. Nelson, Auckland	April 12, "	"	485 0 0	
Jan. 21, "	Courthouse, Hamilton	Potts and Hardy, Cambridge	June 15, "	"	1,497 14 6	Cancelled; fresh contract entered into.
Jan. 25, "	Post-office, Tokomaru Bay	Smith and Scott, Gisborne	"	"	653 0 0	Cancelled.
Jan. 25, "	Police-station, Tolago Bay	Smith and Scott, Gisborne	"	"	573 0 0	Cancelled.
Feb. 15, "	Courthouse, Dargaville, Additions	G. A. Gould, Dargaville	May 9, 1906	"	363 14 6	
Feb. 19, "	Courthouse, Waihi, Additions	Palmer and Judge, Waihi	May 14, "	"	244 0 0	
Feb. 23, "	Police-station, Rotorua, Additions	D. Landon, Rotorua	April 23, "	"	216 1 0	
Feb. 24, "	Police-station, Tauranga, Additions	J. C. Adams, Tauranga	April 24, "	"	243 0 0	
HAWKE'S BAY.						
Oct. 4, 1904	Native School, Waimarama	William Ward, Napier	Dec. 15, 1904	May 1, 1905	720 10 0	
Feb. 13, 1905	Repairs, &c., Waipukurau Police-station	Robert Scott, Waipukurau	April 13, 1905	May 18, "	199 0 0	
Feb. 16, "	Dannevirke Post-office, Additions	Clayton and Co., Dannevirke	June 13, "	June 21, "	397 0 0	
March 30, "	Napier Post-office, Additions	Bull Bros., Napier	June 16, "	Aug. 1, "	580 0 0	
May 29, "	Post-office, Waipawa, Alterations and Additions	Liddell and Steven, Waipawa	Sept. 15, "	Oct. 31, "	382 18 0	
June 16, "	Courthouse, Dannevirke	J. L. Scott, Dannevirke	Jan. 31, 1906	"	1,789 0 0	
June 19, "	Overseer's House, Arataki Experimental Farm	A. A. and R. Stanley, Hastings	Sept. 10, 1905	Dec. 1, 1905	550 0 4	
Feb. 22, 1906	Departmental Buildings, Napier, Additions (second contract)	Bull Bros., Post Ahuriri	Dec. 8, 1906	"	4,615 0 0	
TARANAKI.						
April 11, 1905	Post-office, Pungarehu	Boon Bros., New Plymouth	June 30, 1905	Aug. 19, 1905	498 0 0	
April 15, "	Courthouse, Stratford, Additions, &c.	A. B. Burrell, Hawera	June 15, "	Nov. 15, "	268 0 0	
Sept. 20, "	Post-office, New Plymouth, Additions, &c.	Pikeft and Wilkie, New Plymouth	Sept. 1, 1906	"	6,990 0 0	

APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1906—continued.

Date of Contract.	Name of Contract.	Name of Contractor.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
WELLINGTON.						
Aug. 12, 1902	Customhouse, Wellington	W. H. Bennett, Wellington	April 12, 1904	May 25, 1905	26,998 0 0	
July 7, 1904	Post-office, Otagi	A. Cooper and S. n. Newtown	Feb. 1, 1905	May 5, "	1,929 0 0	
Aug. 11, "	Manager's House, &c., Levin Industrial School	John Adams, Waipawa	Jan. 1, "	Sept. 16, "	2,707 14 6	
Oct. 17, "	Store and Armoury, Wellington	Mace and Nicholson, Wellington	March 10, "	May 16, "	985 0 0	
Oct. 28, "	Steam Cooking-apparatus, Porirua Hospital for Mental Diseases	Scott Bros. (Ltd.), Christchurch	Dec. 31, 1904	June 22, "	295 0 0	
Nov. 10, "	Lock-up, Palmerston North Police-station	T. Griggs, Palmerston North	Feb. 1, 1905	April 28, "	374 0 9	
Jan. 19, 1905	Storekeeper's Residence, Defence Department	L. S. Humphries, Wellington	April 17, "	June 22, "	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, "	May 6, "	568 15 3	
March 21, "	Fittings, &c., Customhouse, Wellington	W. H. Bennett, Wellington	May 16, "	June 1, "	1,132 13 0	
March 9, "	Industrial School, Levin, No. 3 Contract	L. S. Humphries, Wellington	July 2, "	July 21, "	1,687 0 0	
July 27, "	Electric Lift, Customhouse, Wellington	A. A. Stewart (Waygood Elevator Co.), Sydney	Nov. 15, "	Nov. 15, "	680 0 0	
June 16, "	Post-office, Pahiatua, Alterations and Additions	Clayton and Co., Dannevirke	Nov. 1, "	Oct. 13, "	325 15 0	
Aug. 8, "	Post-office, Waiohara	Ashwell and Hamilton, Waanganui	Dec. 1, "	Nov. 30, 1905	444 8 3	
Aug. 11, "	Post-office, Greytown, Alterations and Additions	H. Humphries, Greytown	Sept. 30, "	Jan. 25, 1906	243 0 0	
Aug. 29, "	Post-office, Bulls	Russell and Bignell, Waanganui	April 1, 1906	"	2,224 0 0	
Sept. 16, "	Industrial School, Levin, Farm Manager's House	William Pringle, Weraoa	Nov. 24, 1905	"	469 0 0	
Oct. 2, "	Industrial School, Levin, Boiler and Cooking-apparatus	J. P. Luke, Wellington	Nov. 26, "	"	420 0 0	
Oct. 16, "	Post-office, Taihape	A. Williams, Taihape	May 26, 1906	"	1,789 10 0	
Dec. 23, "	Post-office, Lower Hutt	R. A. Wakelin, Wellington	Aug. 18, "	"	2,449 9 6	
Jan. 15, 1906	Native School and Residence, Kaiwhata	Wm. Boyd, Petone	April 13, "	"	422 0 0	Timber supplied by Government.
Feb. 8, "	Police-station, Lambton Quay, Wellington, Additions	McLean and Gray, Wellington	July 3, "	"	1,585 6 0	
March 6, "	Parliament Buildings, Custodian's Residence	A. C. S. French, Wellington	July 3, "	"	680 0 0	
March 31, "	Ministerial Residence, Molesworth Street, Wellington, Additions	W. H. Bennett, Wellington	June 22, "	"	1,627 0 0	
April 4, 1906	Post-office, Blenheim, Outbuildings	Wemyss Bros., Blenheim	June 28, 1905	Aug. 1, 1905	274 0 0	
MARLBOROUGH.						
May 11, 1905	Post-office, Nelson	A. Cooper and Son, Wellington	Mar. 5, 1906	"	6,840 0 0	
June 19, "	Drill-shed, Nelson	J. A. Stringer, Nelson	Oct. 13, 1905	Nov. 8, 1905	847 12 8	
Nov. 15, "	Post-office, Millerton	P. F. Hennessey, Granity	Mar. 7, 1906	"	509 0 0	
Nov. 25, "	Post-office, Collingwood	McNabb and Johnson, Collingwood	Mar. 23, "	"	1,106 5 0	
Jan. 9, 1906	Courthouse, Brightwater	G. Robertson, Brightwater	April 8, "	"	345 10 6	
Jan. 26, "	Government Buildings, Nelson, Additions, Repairs, and Painting	H. J. Campbell, Nelson	April 24, "	"	480 13 11	

## APPENDIX C—continued.

SCHEDULE of CONTRACTS CURRENT on the 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1906—continued.

Date of Contract.	Name of Contract.	Name of Contract.	Contract to be completed.	Date Contract was completed.	Amount of Contract.	Remarks.
					£ s. d.	
PUBLIC BUILDINGS—continued.						
WESTLAND.						
Feb. 20, 1905	New Wing, &c., Greymouth Hospital ..	..	..	..	3,661 0 0	
May 25, "	Post-office, Greymouth ..	..	..	..	5,670 0 0	
CANTERBURY.						
Oct. 6, 1905	Steam Cooking-apparatus, Sunnyside Hospital for Mental Disease ..	..	..	..	255 0 0	
Feb. 15, "	Additions, Timaru Police station ..	..	..	..	248 0 0	
Feb. 16, "	Alterations, &c., St. Alban's Post office ..	..	..	..	235 0 0	
April 29, "	Additions, &c., Christchurch Post office ..	..	..	..	6,310 0 0	
May 16, "	Hospital for Mental Disease, Sunnyside, Water-tanks ..	..	..	..	290 4 0	
June 13, "	Hospital for Mental Disease, Sunnyside, Cooking pans ..	..	..	..	532 0 0	
July 4, "	Deaf-mute Institute, Sumner, Electric Light Engine-room ..	..	..	..	268 0 0	
Aug. 22, "	Deaf-mute Institute, Sumner, Electric Lighting, Bells, and Telephone ..	..	..	..	350 0 0	
Aug. 25, "	Deaf-mute Institute, Sumner, Latrines and Covered Way ..	..	..	..	427 3 8	
Oct. 17, "	Deaf-mute Institute, Sumner, Laundry ..	..	..	..	569 0 0	
Dec. 7, "	Deaf-mute Institute, Sumner, Furniture ..	..	..	..	249 0 0	
Nov. 28, "	Post-office, Christchurch, Private Letter-boxes ..	..	..	..	417 8 0	
Feb. 6, 1906	Te Orana Home, Christchurch, School-room ..	..	..	..	419 0 0	
Feb. 9, "	Police Barracks, Christchurch ..	..	..	..	4,586 17 8	
March 15, "	Police-station, Bingsland ..	..	..	..	611 11 8	
OTAGO AND SOUTHELAND.						
Jan. 19, 1905	Post-office, Mornington ..	..	..	..	998 0 0	
Feb. 15, "	Post-office, Winton ..	..	..	..	2,190 2 5	
March 8, "	Courthouse, Campbelltown ..	..	..	..	986 4 0	
Feb. 28, "	Kalsomining Law-courts, Dunedin ..	..	..	..	214 0 0	
May 17, "	Post-office, Half-moon Bay, Stewart Island ..	..	..	..	198 10 0	
Aug. 8, "	Post-office, Otautau ..	..	..	..	1,691 1 3	
Dec. 22, "	Police-station, Gore ..	..	..	..	850 0 0	
Feb. 13, 1906	Courthouse, Alexandra, Additions, &c. ..	..	..	..	412 1 0	
March 16, "	Post-office, Gore, Additions, &c. ..	..	..	..	267 10 0	

**SCHEDULE of CONTRACTS CURRENT on the 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1906—continued.**

D.-1.



## APPENDIX D.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department during the Year ended 31st March, 1906, showing Deliveries to the latter Date.

Date of Contract or Agreement.	Contractor's Name.	Address.	No. of Sleepers contracted for, and Class of Timber.	Rate per Sleeper.	Place of Delivery.	Date for Completion.	Total delivered to Date.	Date of Completion.
NORTH ISLAND.								
AUCKLAND DISTRICT.								
19 Feb., 1904	William Morgan	Waitekauri ..	500 totara	s. d. 3 6	Waikino ..	27 June, 1904..	245	Cancelled.
19 Feb., "	Huria Tamihana	Paeroa ..	1,000 puriri	4 3	" ..	20 Dec., " ..	..	30 May, 1905.
15 Sept., "	F. H. Leonard and Co.	Auckland ..	4,000 ironbark	3 10	" ..	31 Dec., " ..	4,000	"
27 Feb., 1905	Charles Straka	Puhoi ..	4,000 totara	3 3	Ahuroa ..	31 Mar., 1905..	1,871	"
2 Mar., "	J. W. Wallace and Co...	Wellington ..	7,000 ironbark	3 9	Auckland ..	2 June, " ..	7,360	31 Jan., 1906.
30 Mar., "	Puketapu Sawmill Co...	Taumarunui ..	5,000 totara	3 3	Matapuna ..	15 June, " ..	5,000	16 Aug., 1905.
1 June, "	David Dieker ..	" ..	768 "	3 3	Taumarunui ..	25 Aug., " ..	768	25 Aug., "
13 June, "	Chas. Becher ..	Puhoi ..	1,500 "	3 3	Tahekeroa ..	31 Mar., 1906..	1,165	"
13 June, "	W. and A. Bayer	" ..	1,000 "	3 3	" ..	31 Mar., " ..	1,000	9 Mar., 1906.
4 July, "	H. P. Taylor ..	Auckland ..	1,486 ironbark	3 9	" ..	3 Nov., 1905..	1,486	3 Nov., 1905.
28 Aug., "	E. McMahon ..	Taumarunui ..	2,022 totara	2 9	Kakahi ..	" Nov., " ..	2,022	— Nov., "
20 Oct., "	T. Jones ..	Kakahi ..	536 "	2 5	" ..	2 Feb., 1906..	536	17 Feb., 1906.
16 Dec., "	W. and A. Bayer	Puhoi ..	511 "	3 3	Tahekeroa ..	16 Dec., 1905..	511	16 Dec., 1905.
10 Mar., 1906	Chas. Straka ..	" ..	2,000 "	3 3	Ahuroa ..	30 June, 1906..	..	"
Various ..	Sundry small contractors	Various ..	{ 2625 " 102 puriri }	Various	Various ..	Various ..	2,727	11 Dec., 1905.
RANGITIKEI DISTRICT.								
28 July, 1905	R. Print ..	Ohutu ..	100 totara	3 0	P. W. Siding, Taihape	29 July, 1905..	100	29 July, 1905.
19 June, "	N. R. Jacobsen	Taihape ..	4,000 "	3 0	" ..	31 Mar., 1906..	2,039	"
29 June, "	Gerald Griffin	" ..	4,000 "	3 0	" ..	31 Mar., " ..	368	"
1 July, "	H. D. Bennett	" ..	2,000 "	3 0	47 m. 15 ch.	31 Mar., " ..	..	"
4 July, "	G. Donovan ..	" ..	2,000 "	3 0	As directed	31 Jan., " ..	..	"
5 July, "	Gray and Hunter	" ..	1,200 "	3 0	" ..	31 Mar., " ..	..	"
5 July, "	W. Webb ..	" ..	3,000 "	3 0	P. W. Siding, Taihape	31 Mar., " ..	1,369	"
5 July, "	R. W. Smith ..	" ..	1,500 "	3 0	" ..	31 Mar., " ..	982	"
21 Sept., "	Goldfinch and Anderson	" ..	1,000 "	3 0	" ..	No date given..	..	"
19 Aug., "	" ..	" ..	544 "	3 0	" ..	9 Sept., 1905..	544	9 Sept., 1905.
4 July, "	Geo. Mist ..	" ..	423 "	3 0	40 m. "	31 Dec., " ..	423	31 Aug., "
3 July, "	H. Gillett ..	" ..	800 "	3 0	N. E. State Farm Embankment	31 Mar., 1906..	..	"
12 Sept., "	G. S. Matthews	" ..	400 "	3 0	Ditto ..	31 Jan., " ..	390	"

## APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department, &amp;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.
SOUTH ISLAND.								
WESTPORT DISTRICT.								
			s. d.					
1 Jan., 1905	J. Hobbs	Westport	3,000 yellow pine	3 3	On railway trucks	30 June, 1905..	3,057	19 July, 1905.
1 Feb., "	F. Fox	Cape Foulwind	1,000 ditto..	3 3	"	30 June, "	956	22 July, "
1 Feb., "	C. Brunning	"	750 "	3 3	"	30 June, "	671	22 July, "
1 Mar., "	G. Bain	Seddonville	500 "	3 3	"	30 June, "	573	29 June, "
1 Mar., "	A. Walker	"	500 "	3 3	"	30 June, "	..	Cancelled.
1 Mar., "	William Gibson	Addison's	500 "	3 3	"	30 June, "	283	23 Aug., 1905.
17 July, "	W. and J. Marris	Westport	500 "	3 3	"	14 Aug., "	..	Transferred to J. Hobbs.
19 July, "	Wall and party	Cape Foulwind	500 "	3 3	"	14 Aug., "	590	26 Sept., 1905.
11 Aug., "	F. Fox	"	500 "	3 3	"	22 Sept., "	501	26 Sept., "
11 Aug., "	R. McGrath	"	500 "	3 3	"	22 Sept., "	476	23 Dec., "
11 Aug., "	J. McGrath	"	500 "	3 3	"	22 Sept., "	357	18 Oct., "
11 Aug., "	G. O'Sullivan	Addison's	500 "	3 3	"	31 Oct., "	394	4 Nov., "
14 Aug., "	J. Hobbs	Westport	500 "	3 3	"	31 Oct., "	500	29 Aug., "
14 Aug., "	D. Jones	Seddonville	500 "	3 3	"	31 Aug., "	495	15 Dec., "
15 Aug., "	G. Grant	Karamea	500 "	3 3	"	31 Aug., "	..	Cancelled.
15 Aug., "	V. Hill	"	500 "	3 3	"	31 Aug., "	..	Cancelled.
23 Aug., "	G. Munro	Cape Foulwind	500 "	3 3	"	30 Sept., "	471	18 Oct., 1905.
24 Aug., "	G. G. McKay	"	500 "	3 3	"	30 Sept., "	206	Cancelled.
19 Oct., "	J. Hobbs	Westport	1,000 "	3 3	"	30 Sept., "	1,011	18 Nov., 1905.
19 Oct., "	William Stuart	Karamea	500 "	3 5	Crane Wharf, Westport	19 Dec., "	411	22 Dec., "
19 Oct., "	C. O'Sullivan	"	500 "	3 5	"	19 Dec., "	..	Cancelled.
19 Oct., "	McDiarmid & McHerron	"	500 "	3 5	"	19 Dec., "	142	23 Dec., 1905.
19 Oct., "	F. Fox	Addison's	300 "	3 3	"	30 Nov., "	300	22 Dec., "
19 Oct., "	J. Wall	Cape Foulwind	300 "	3 3	On railway trucks	30 Nov., "	561	22 Dec., "
19 Oct., "	J. Lambert	"	500 "	3 3	"	1 Jan., 1906..	275	19 Jan., 1906.
								Contractor drowned.
19 Oct., "	Kirby and Felix	Karamea	700 "	3 5	On Crane Wharf, Westport..	19 Dec., 1905..	770	13 Mar., 1906.
19 Oct., "	G. Munro	Cape Foulwind	300 "	3 3	On railway trucks	30 Nov., "	91	"
1 Nov., "	M. Syron	"	300 "	3 3	"	24 Dec., "	318	19 Feb., 1906.
15 Nov., "	M. Maloney	Seddonville	300 "	3 3	"	31 Dec., "	209	"
2 Dec., "	William Gibson	Addison's	300 "	3 5	Crane Wharf, Westport	16 Dec., "	360	20 Dec., 1905.
9 Jan., "	Kirby and Felix	Karamea	300 "	3 5	"	6 Feb., 1906..	300	13 Mar., 1906.
15 Jan., "	M. Syron	Cape Foulwind	300 "	3 5	"	12 Feb., "	301	19 Feb., "
24 Jan., "	Fox and Wall	"	300 "	3 3	On railway trucks	12 Feb., "	406	1 Mar., "
15 Jan., "	Four-mile Sawmilling Co.	Charleston	300 "	3 5	Crane Wharf, Westport	12 Feb., "	..	Cancelled.
24 Feb., "	William Gibson	Addison's	300 "	3 5	"	24 Mar., "	281	19 Feb., 1906.



## APPENDIX D—continued.

STATEMENT of SLEEPER CONTRACTS CURRENT on 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department, &amp;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.
SOUTH ISLAND—continued.								
WESTLAND DISTRICT.								
21 Feb., 1905	Paterson, Michel, and Co.	Hokitika	500 silver-pine	s. d. 3 3	Hokitika Wharf	8 May, 1905	432	Balance of order cancelled.
21 Feb., "	Stuart and Chapman	Rimu	1,000 ditto	3 3	"	8 May, "	1,000	17 April, 1905.
4 Mar., "	Robert Morris	Kumara	500 "	3 3	"	8 May, "	500	3 April, "
27 Mar., "	McCready and Greig	Reefton	500 "	3 3	Reefton Station	15 April, "	500	17 Aug., "
27 Mar., "	F. W. Archer	Cauleston	500 "	3 3	"	15 April, "	500	7 April, "
17 Mar., "	Joseph Tibbles	Nelson Creek	500 "	3 3	Ngahere Railway-station	15 April, "	500	10 May, "
27 Mar., "	S. Dixon	Kokatahi	500 "	3 3	Hokitika Wharf	15 April, "	456	Balance of order cancelled.
27 Mar., "	Robert Kearns	Reefton	500 "	3 3	Reefton Station	15 April, "	334	Ditto.
27 Mar., "	F. C. Gosling	Nelson Creek	500 "	3 3	Ngahere Station	15 April, "	500	10 May, 1905.
27 Mar., "	S. R. Honey	Callaghan's	500 "	3 3	Hokitika Wharf	15 April, "	409	Balance of order cancelled.
27 Mar., "	Daniel Pyne	Kumara	500 "	3 3	Kumara Station	15 April, "	500	18 April, 1905.
27 Mar., "	E. J. Gale	Hokitika	500 "	3 3	Hokitika Wharf	15 April, "	187	Balance of order cancelled.
27 Mar., "	Duncan McLean	Greymouth	500 "	3 3	Abaura Station	15 April, "	500	18 May, 1905.
23 May, "	J. Hunter	Kumara	500 "	3 3	Kamara Station	30 June, "	500	1 Sept., "
29 May, "	Zela and Smith	Kanieri Forks	500 "	3 3	Hokitika Wharf	31 July, "	500	15 Aug., "
1 June, "	D. Baybutt	Totara Flat	3,000 "	3 3	Totara Flat Station	1 Sept., "	3,000	29 June, "
5 June, "	C. Sweetman	Nelson Creek	500 "	3 3	Ngahere Station	31 July, "	472	Balance of order cancelled.
15 June, "	J. Walsh	Reefton	500 "	3 3	Reefton Station	31 July, "	500	17 Oct., 1905.
27 June, "	S. Rowe	Callaghan's	1,000 "	3 3	Hokitika Wharf	31 Aug., "	604	"
4 July, "	Jack Bros.	Kotuku	500 "	3 3	Kotuku Siding	31 July, "	500	29 July, "
4 July, "	T. Phelan	Reefton	500 "	3 3	Tawhai Siding	31 July, "	500	13 Dec., "
7 July, "	F. W. Archer	Reefton	500 "	3 3	New railway-station site, Reefton	31 Aug., "	"	Order cancelled.
17 July, "	James Rea	Reefton	1,000 "	3 3	Ditto	31 Aug., "	1,000	14 Dec., 1905.
26 July, "	Paterson, Michel, and Co.	Hokitika	500 "	3 3	Greymouth Wharf	30 Sept., "	499	Balance of order cancelled.
27 July, "	E. J. Low	Kokiri	500 "	3 3	Baxter's Siding	30 Sept., "	500	22 Dec., 1905.
31 July, "	Stuart and Chapman	Rimu	1,000 "	3 3	Hokitika Wharf	30 Sept., "	1,000	4 Oct., "
31 July, "	Jack Bros.	Kotuku	500 "	3 3	Kotuku Siding	30 Sept., "	500	28 Oct., "
31 July, "	Baxter Bros.	Kokiri	500 "	3 3	Baxter's Siding	30 Sept., "	500	18 Aug., "
31 July, "	S. Dixon	Reefton	500 "	3 3	New railway-station site, Reefton	31 Aug., "	500	9 Sept., "
3 Aug., "	Lake Brunner Sawmill-ing Company	Moana	500 "	3 3	Lake Brunner Sawmill Siding	31 Aug., "	500	14 Dec., "
3 Aug., "	J. Dixon	Reefton	500 "	3 3	New railway-station site, Reefton	31 Aug., "	500	23 Sept., "
3 Aug., "	H. Bignell	Greymouth	700 "	3 3	Ikamatua Siding	30 Sept., "	700	1 Sept., "

## APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department, &amp;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.
SOUTH ISLAND—continued.								
WESTLAND DISTRICT—continued.								
17 Aug., 1905	J. Giesekeing ..	Greymouth	1,000 silver-pine	s. d. 3 3	Ikamatua Siding ..	30 Sept., 1905..	1,000	1 Sept. 1905.
9 Sept., "	W. Lawson ..	Kumara ..	500 ditto ..	3 3	Kumara Station ..	30 Sept., "	500	11 Sept., "
9 Sept., "	Ben Lawson ..	" ..	500 " ..	3 3	" ..	30 Sept., "	500	29 Nov., "
12 Sept., "	W. Fisher ..	Nelson Creek	500 " ..	3 3	Ngahere Station ..	31 Oct., "	500	29 Sept., "
12 Sept., "	F. Hunt ..	" ..	500 " ..	3 3	" ..	31 Oct., "	500	20 Dec., "
12 Sept., "	P. Kealey ..	Kumara ..	500 " ..	3 3	Kumara Station ..	31 Oct., "	500	30 Mar., 1906.
12 Sept., "	H. Linklater ..	Reefton ..	500 " ..	3 3	Reefton Station ..	31 Oct., "	500	26 Sept., 1905.
12 Sept., "	J. D. Lynch ..	Greymouth	500 " ..	3 3	Ikamatua Station ..	31 Oct., "	500	19 Oct., "
12 Sept., "	R. Morris ..	Kanieri Forks	500 " ..	3 3	Hokitika Wharf ..	31 Oct., "	500	13 Nov., "
12 Sept., "	T. Murphy ..	Reefton ..	500 " ..	3 3	New railway-station site, Reefton	31 Oct., "	500	20 Dec., "
12 Sept., "	P. McCready ..	Capleston ..	500 " ..	3 3	Ditto ..	31 Oct., "	500	16 Oct., "
12 Sept., "	J. McMahon ..	Larry's Creek	500 " ..	3 3	" ..	31 Oct., "	500	8 Dec., "
12 Sept., "	T. E. McMahon ..	Cronadun ..	500 " ..	3 3	Hokitika Wharf ..	31 Oct., "	500	16 Nov., "
12 Sept., "	R. J. O'Brien ..	Rimu ..	500 " ..	3 3	Ngahere Station ..	31 Oct., "	500	6 Nov., "
12 Sept., "	Saddler and Molloy ..	Nelson Creek	500 " ..	3 3	Ngahere Station ..	31 Oct., "	500	14 Nov., "
12 Sept., "	W. Smith ..	Cronadun ..	500 " ..	3 3	New railway-station site, Reefton	31 Oct., "	500	20 Dec., "
6 Oct., "	M. Kelly ..	Awatuna ..	500 " ..	3 3	Kapitea Siding ..	30 Nov., "	500	6 Oct., "
9 Oct., "	W. Fisher ..	Nelson Creek	500 " ..	3 3	Ngahere Station ..	30 Nov., "	500	1 Nov., "
9 Oct., "	J. D. Lynch ..	Greymouth	500 " ..	3 3	Ikamatua Station ..	30 Nov., "	500	29 Oct., "
9 Oct., "	Geo. Lawson ..	Kumara ..	500 " ..	3 3	Kumara Station ..	30 Nov., "	500	23 Oct., "
9 Oct., "	S. Powell ..	" ..	500 " ..	3 3	" ..	30 Nov., "	500	8 Nov., "
9 Oct., "	F. Bell ..	Inangahua Landing	500 " ..	3 3	New railway-station site, Reefton	30 Nov., "	500	19 Dec., "
9 Oct., "	J. Curtain ..	Stafford ..	500 " ..	3 3	Stafford Siding ..	30 Nov., "	265	Balance of order cancelled.
9 Oct., "	John Evans ..	Poheroa ..	500 " ..	3 3	Roto Mana ..	30 Nov., "	494	16 Oct., 1905.
9 Oct., "	J. Cowan ..	Capleston ..	500 " ..	3 3	New railway-station site, Reefton	30 Nov., "	500	27 Oct., "
9 Oct., "	Baxter Bros. ..	Kokiri ..	500 " ..	3 3	Baxter's Siding ..	30 Nov., "	500	16 Feb., 1906.
9 Oct., "	Mitchell and Chinn ..	Waitaha ..	500 " ..	3 3	Hokitika Wharf ..	30 Nov., "	500	21 Nov., 1905.
9 Oct., "	Jack Bros ..	Kotuku ..	500 " ..	3 3	Kotuku Siding ..	30 Nov., "	500	16 Mar., 1906.
9 Oct., "	A. Low ..	Kokiri ..	500 " ..	3 3	Roberts's Siding ..	30 Nov., "	500	15 Jan., "
9 Oct., "	McFadyyn and Morris ..	Kanieri Forks	500 " ..	3 3	Hokitika Wharf ..	30 Nov., "	500	6 Nov., 1905.
9 Oct., "	Stuart and Chapman ..	Rimu ..	500 " ..	3 3	" ..	30 Nov., "	500	7 Dec., "
9 Oct., "	D. McLean ..	Greymouth	500 " ..	3 3	Kotuku Siding ..	30 Nov., "	500	25 Oct., "
26 Oct., "	Zala and Smith ..	The Forks	500 " ..	3 3	Hokitika Wharf ..	30 Nov., "	500	" ..

# APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1905, 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.
30 Oct.,	S. Perkins	Goldsborough	500 silver-pine	s. d. 3 3	Stafford Road Siding	31 Jan., 1906.	250	..
30 Oct.,	J. Cowan	Capleston ..	500 ditto ..	3 3	New Station-site, Reefton ..	31 Jan.,	500	14 Dec., 1905.
30 Oct.,	S. Dixon	Koiterangi ..	500 " ..	3 3	Hokitika Wharf ..	31 Jan.,	500	24 Jan., 1906.
30 Oct.,	T. Dudley	Totara Flat ..	500 " ..	3 3	Totara Flat Station ..	31 Jan.,	500	8 Feb., "
30 Oct.,	C. W. Fisher	Ngahere ..	500 " ..	3 3	Ngahere Station ..	31 Jan.,	500	30 Nov., 1905.
30 Oct.,	C. Gilmer	Hatter's Terrace ..	500 " ..	3 3	" ..	31 Jan.,	500	30 Nov., "
30 Oct.,	John Gillon	Greymouth ..	500 " ..	3 3	Chesterfield Station	31 Jan.,	436	Balance of order cancelled.
30 Oct.,	E. Lockington	Reefton ..	500 " ..	3 3	New Station-site, Reefton	31 Jan.,	500	11 Dec., 1905.
30 Oct.,	P. McCready	Capleston ..	500 " ..	3 3	New Station-site, Reefton ..	31 Jan.,	500	14 Dec., "
30 Oct.,	T. O'Brien	Ngahere ..	500 " ..	3 3	Ngahere Station ..	31 Jan.,	500	6 Mar., 1906.
30 Oct.,	C. O'Regan	Inangahua Landing	500 " ..	3 3	New Station-site ..	31 Jan.,	..	..
30 Oct.,	D. Pyne	Kumara ..	500 " ..	3 3	Kumara Siding ..	31 Jan.,	330	..
30 Oct.,	A. Richardson	Kumara ..	500 " ..	3 3	Kumara Station ..	31 Jan.,	455	Balance of order cancelled.
30 Oct.,	Steele and McComnon	Montgomery's Terrace	500 " ..	3 3	Ngahere Station ..	31 Jan.,	499	Ditto.
30 Oct.,	Zala and Smith	The Forks ..	750 " ..	3 3	Hokitika Wharf ..	31 Jan.,	750	30 Dec., 1905.
7 Nov.,	Baxter Bros. ..	Kokiri ..	500 " ..	3 3	Baxter's Siding ..	31 Jan.,	500	7 Nov., "
23 Nov.,	Mark Sprott and Co.	Greymouth ..	1,000 " ..	3 3	Ikamatua Station	31 Jan.,	1,000	21 Dec., "
23 Nov.,	Baxter Bros. ..	Kokiri ..	500 " ..	3 3	Baxter's Siding ..	31 Jan.,	500	22 Feb., 1906.
1 Dec.,	J. D. Lynch	Greymouth ..	500 " ..	3 3	Ikamatua Siding	31 Jan.,	500	20 Dec., "
1 Dec.,	Lincoln, Toomey, and Peebles	Hokitika ..	500 " ..	3 3	Hokitika Wharf ..	31 Jan.,	282	..
8 Dec.,	E. Olson	Nelson Creek	500 " ..	3 3	Ngahere Station ..	31 Jan.,	500	28 Feb., 1906.
8 Dec.,	Stuart and Chapman	Ross ..	500 " ..	3 3	Hokitika Wharf ..	31 Jan.,	500	21 Mar., "
16 Jan.,	H. Bignell	Greymouth ..	500 " ..	3 3	Ikamatua Station	28 Feb.,	500	24 Jan., "
16 Jan.,	D. Baybutt	Totara Flat ..	500 " ..	3 3	Totara Flat Station	28 Feb.,	500	26 Jan., "
16 Jan.,	Baxter Bros. ..	Kokiri ..	500 " ..	3 3	Baxter's Siding ..	28 Feb.,	500	22 Feb., "
16 Jan.,	J. Gieseking	Greymouth ..	500 " ..	3 3	Ikamatua Station	28 Feb.,	500	29 Mar., "
16 Jan.,	J. Hands	Mawheraiti ..	500 " ..	3 3	Mawheraiti Siding	28 Feb.,	..	Balance of order cancelled.
16 Jan.,	Jack Bros. ..	Kotuku ..	500 " ..	3 3	Kotuku Siding ..	28 Feb.,	423	..
16 Jan.,	J. D. Lynch	Greymouth ..	500 " ..	3 3	Ikamatua Siding	28 Feb.,	500	28 Mar., 1906.
16 Jan.,	Lincoln, Toomey, and Peebles	Hokitika ..	500 " ..	3 3	Hokitika Wharf ..	28 Feb.,	..	..
16 Jan.,	George Lawson	Kumara ..	500 " ..	3 3	Kumara Station ..	28 Feb.,	500	26 Mar., 1906.

## SOUTH ISLAND—continued.

### WESTLAND DISTRICT—continued.

## APPENDIX D—continued.

SCHEDULE of SLEEPER CONTRACTS CURRENT on 1st April, 1905, and CONTRACTS ENTERED INTO by the Public Works Department, &amp;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.
SOUTH ISLAND—continued.								
WESTLAND DISTRICT—continued.								
16 Jan.,	W. Lines	Mawheraiti	500 silver-pine	s. d. 3 3	Waimaunga Siding	28 Feb.,	425	..
16 Jan.,	R. J. O'Brien	Rimu	500 ditto	3 3	"	28 Feb.,	500	12 Mar., 1906.
16 Jan.,	Stuart and Chapman	"	500 "	3 3	"	28 Feb.,	500	21 Mar., "
23 Feb.,	H. Bignell	Greymouth	500 "	3 3	"	31 May,	500	"
23 Feb.,	M. Cussen	Nelson Creek	500 "	3 3	"	30 April,	500	15 Mar., "
23 Feb.,	S. Dixon	Koiterangi	500 "	3 3	Ngahere Station	31 May,	500	26 Feb., "
23 Feb.,	T. Jones	Greymouth	500 "	3 3	Ngahere Station	31 May,	..	..
23 Feb.,	J. D. Lynch	"	500 "	3 3	Ikanatua Station	31 May,	..	..
23 Feb.,	Stuart and Chapman	Ross	500 "	3 3	Hokitika Wharf	31 May,	..	..
1 March,	J. Rea	Reefton	500 "	3 3	New Station-site, Reefton	31 May,	..	..
1 March,	Baxter Bros.	Kokiri	500 "	3 3	Baxter's Siding	31 May,	500	30 Mar., 1906.
6 March,	C. O'Rourke	Kumara	500 "	3 3	Kumara Station	31 May,	..	..
6 March,	Sadler and Molloy	Nelson Creek	500 "	3 3	Ngahere Station	31 May,	17	..
7 March,	Jack Bros.	Kotuku	500 "	3 3	Kotuku Siding	30 April,	500	10 Mar., 1906.
16 March,	A. Spence	Ross	500 "	3 3	Ogilvie's Siding, Hokitika—Ross Line	31 May,	..	..
Various	Sundry small contractors	Various	58,779 "	3 3	Various	Various	48,771	..
OTAGO DISTRICT.								
11 Nov., 1905	Cooper and Lumsden	Ratanui	400 black-pine	s. d. 2 3	Catlin's River	28 Feb., 1906	..	..
11 Nov.,	"	"	400 totara	3 6	"	28 Feb.,	..	..
27 Jan., 1906	James King	Clifden	5,000 totara	3 3	Waihoaka	30 June	..	..

## 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, 1906.

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, 1906:—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1906.	Liabilities on 31st March, 1906.
	M. ch.	M. ch.	£ s. d.	£ s. d.
Kaihu Valley .. .. .	19 40	17 21	55,044 17 1	..
Kawakawa-Grahamtown—				
Opua Wharf-Hukerenui .. .. .	32 47	7 41	125,979 3 1	93 2 3
Hukerenui-Grahamtown .. .. .	25 20	22 52	170,414 2 8	93 2 2
Helensville Northwards to Maungatapere .. .. .	75 29	24 7	191,968 0 10	520 12 7
Kaipara-Waikato, with Branches .. .. .	151 1	151 1	1,289,989 13 8	..
Waikato-Thames, with Branches* .. .. .	75 18	75 18	468,695 8 3	..
Thames Valley-Rotorua .. .. .	69 33	69 33	354,958 2 7	..
Gisborne-Motu .. .. .	50 25	18 15	128,319 7 3	353 9 5
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown Branch) .. .. .	233 12	233 12	2,124,010 17 7	..
Wellington-Foxton .. .. .	..	..	42,116 3 4	..
Foxton-New Plymouth, with Branches .. .. .	205 42	196 22	1,449,758 5 7	1,068 5 1
Stratford-Ongarue .. .. .	101 0	11 18	63,859 15 0	161 12 5
North Island Main Trunk .. .. .	209 70	119 21	1,722,479 0 3	59,061 14 2
Nelson-Roundell .. .. .	22 73	22 73	165,757 0 4	..
Midland Railway† .. .. .	243 70	93 58	590,153 14 10	18,561 13 5
Greymouth-Coal Creek .. .. .	5 1	5 1	65,178 10 7	..
Greymouth-Brunner .. .. .	7 51	7 51	150,512 11 11	..
Greymouth-Ross .. .. .	40 21	24 37	271,209 18 10	6,923 18 2
Westport-Ngakawau .. .. .	19 56	19 56	188,008 17 3	..
Westport-Ngakawau Extension to Mokihinui‡ .. .. .	7 12	7 12	..	..
Mokihinui Colliery Line§ .. .. .	3 69	3 69	..	..
Westport-Inangahua .. .. .	26 0	..	7,279 4 8	..
Ngahere-Blackball .. .. .	3 30	..	37,136 0 8	..
Picton-Waipara—				
Picton-Cheviot .. .. .	138 15	33 45	336,326 0 11	551 6 7
Waipara-Cheviot .. .. .	35 35	23 30	185,021 12 10	1,151 16 2
Hurunui-Waitaki, with Branches .. .. .	483 72	443 8	2,304,425 5 5	..
Canterbury Interior Main Line—Oxford-Temuka .. .. .	83 0	11 44	59,343 9 2	..
Waitaki-Bluff, with Branches .. .. .	603 73	478 12	3,642,185 9 3	3,275 0 7
Otago Central .. .. .	182 56	111 38	1,213,971 5 8	3,789 12 6
Invercargill-Kingston, with Mararoa Branch .. .. .	117 4	97 44	333,850 9 0	..
Forest Hill Railway—Winton-Hedgehope   .. .. .	12 40	12 40	22,983 14 5	..
Western Railways .. .. .	71 6	62 24	263,863 4 3	23 19 7
Preliminary surveys .. .. .	..	..	30,213 19 2	0 18 0
Miscellaneous .. .. .	..	..	10,336 19 11	..
Stock of permanent-way on hand .. .. .	..	..	73,336 15 5	10,577 10 11
Value of permanent-way in hands of Railway Department .. .. .	..	..	25,000 0 0	..
Rolling-stock .. .. .	..	..	3,722,916 8 1	89,891 16 8
<b>Total .. .. .</b>	<b>3,355 65</b>	<b>2,403 23</b>	<b>21,866,603 9 9</b>	<b>196,099 10 8</b>
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	..
<b>Grand total .. .. .</b>	<b>3,355 65</b>	<b>2,403 23</b>	<b>23,679,319 16 10</b>	<b>196,099 10 8</b>

\* Includes £75,000 under "Paeroa-Waihi Railway Account."

† 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.

¶ Does not include expenditure under "Hutt Road and Railway Improvement" and "Railway Improvement Authorisation Act" Accounts.

During the financial year a total length of 31 miles 62 chains of railway was opened for traffic.

The following contains the particulars of the sections :—

		M. ch.	
Gisborne-Motu ...	Kaiteratahi-Karaka ...	5 5	13th April, 1905.
Helensville-Northwards ...	Ahuroa-Woodcocks ...	2 41	18th May, 1905.
Waipara-Cheviot ...	Scargill-Ethelton ...	8 51	3rd November, 1905.
Waikato-Thames ...	Paeroa-Waihi ...	12 40	9th November, 1905.
Helensville-Northwards ...	Woodcocks-Kaipara Flats ...	3 5	17th November, 1905.

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

#### KAWAKAWA-GRAHAMTOWN.

*Section 7 m. 16 ch. to 15 m. southwards from Opua Wharf; about 8 miles long.*—The works on this section have been maintained during the year: the slips on the last half-mile are still giving trouble, but it is hoped that they will soon cease. The earthwork on the 4 miles from 15 m. to 19 m. are in progress, and are well advanced towards completion. On the first 2 miles material for the small bridges is being delivered.

*Hukerenui-Towai Section (16 m. to 21 m. 1.82 ch. from Kamo; length, 5 miles 1.82 chains).*—Some progress has been made with the earthworks.

Work has been in progress on the earthworks on the extension from Whangarei to Grahamtown. There is yet, however, a considerable amount to do, and some of the ground is very unfavourable for railway formation.

#### HELENSVILLE NORTHWARDS.

*Woodcocks - Kaipara Flats Section (56 m. 70 ch. to 59 m. 75 ch.; length 3 miles 5 chains).*—The line was opened for public traffic up to end of this section on the 17th October last.

*Kaipara Flats - Tauhoa Section (59 m. 75 ch. to 62 m. 40 ch.; length, 2 miles 45 chains).*—Good progress has been made with the earthworks, the small bridges are being built, and it is hoped that the works on this section will be completed and fit for traffic by the end of this year.

*Hoteo Section (62 m. 40 ch. to 66 m.; length, 3 miles 40 chains).*—The earthworks are about half-finished. The tunnel at 62 m. 70 ch., 565 yards long, is about half-pierced. A contract has been let for the erection of three bridges over the Hoteo River.

*Wellsford Section (66 m. to 69 m. 20 ch.; length, 3 miles 20 chains).*—A start has been made with the earthworks on this section.

#### PAEROA-WAIHI RAILWAY.

This branch line, 12½ miles long, was finished during the year, and opened for public traffic on the 9th November last; but a considerable amount of goods traffic was carried over the line before it was formally opened.

#### GISBORNE-ROTORUA RAILWAY.

*Karaka Section (12 m. 65 ch. to 17 m. 70 ch.; length 5 miles 5 chains).*—Though opened last year for public traffic, a considerable amount of work has since been done in completely finishing the line.

*Waikohu Section (17 m. 70 ch. to 23 m. 40 ch.; length, 5 miles 50 chains).*—Good progress has been made with the earthworks; and the Karaka tunnel, near the commencement of the section, is pierced for about half its length. Timber is being procured for the small bridges, and a contract will be prepared for the three larger bridges at the end of the section.

#### NORTH ISLAND MAIN TRUNK RAILWAY.

##### North End.

Some additional work has been done in the Taumarunui Station yard.

*Taumarunui Section (76 m. 55 ch. to 83 m. 23 ch., Te Awamutu chainage; length, 6 miles 48 chains).*—This section was fenced during the year. The station buildings at Piriaka have been finished. A considerable amount of work has been done in removing slips.

*Whakapapa Section (129 m. to 119 m., Marton chainage; length, 10 miles).*—The works have been finished on this section during the year; the ballasting being finished in December last. A considerable amount of work has been done in widening cuttings and removing slips. Some fencing is now being done.

*Owhango Section (119 m. to 111 m.; length, 8 miles).*—Very good progress has been made with the works on this section: the rails are laid and the line ballasted and in use for goods traffic for the first 3 miles to Oio Station; and the earthworks are well advanced towards completion on the remaining 5 miles, and it is expected that the rails will reach Raurimu, 111 m. 30 ch., by the end of this year.

*Makaretu Section (111 m. to 10¼ m.; length, 7 miles).*—The earthworks on this section have made considerable progress, and the longest of the tunnels on the spiral has been started, and about 6 chains in length has been driven and some lining done. Drives are being put through some of the larger cuttings to enable a number of faces to be worked simultaneously, and so expedite their completion. The bush-work is practically finished.

*Waimarino Section, part of (104 m. to 96 m.; length, 8 miles).—*A start has been made with the bush-work on this section.

The service-road has been completed up to the Makatote Stream and pumiced up to the viaduct-site. The road has also been continued beyond the Makatote to Manganui-a-te-ao bridge, but is not yet complete, and the new bridge over the Makatote is not begun.

*Makatote Viaduct.*—The contractors have erected a workshop at the viaduct-site, and have now an excellent plant in working-order for the manufacture of the steelwork, a start at which has been made. Some work has been done on the foundation-excavations.

The contract for the manufacture of small steel bridges between Taumarunui and Makatote has been finished.

A contract for constructing two large locomotives for hauling ballast has been nearly completed. One locomotive is in use at the north end, and the other is being sent to the south end of the line. Messrs. A. and G. Price, of the Thames, were the contractors.

A large quantity of timber has been supplied to the line from the Public Works Sawmill at Kakahi, and a considerable quantity has been sold.

A considerable goods traffic has been carried over the completed portion of the line from Taumarunui southwards.

#### Central.

*Central Section (74 m. to 96 m., Marton chainage; length, 22 miles).—*A start was made with the works on this section in November last. The bush-work has been completed from Waione to 91½ m., a length of about 11½ miles, and over the remaining 5 miles good progress has been made with the bush-work. The earthworks have been begun at various places from 74 m. to 89 m., but want of plant has prevented much being done. A service-road has been formed from Ohakune for a length of 6½ miles, and about one-third of this has been metalled. The formation and metalling of about 7½ miles of road from Manganui-a-te-ao is also in hand, and the formation of branch service-roads to give access to the works at various points is also in progress. The bridges on the road from Pipiriki to Waiouru have been strengthened to carry traction-engines; the Pipiriki Road has been widened at the Dress Circle, and some metalling has been done. The summer has been too wet to allow of the traction-engines provided for haulage being used to any advantage; the roads have been too bad to allow of much plant being got on to the ground, and very little cement. Using Pipiriki as a base, about 60 miles of main or service-road has to be kept in good order to enable full supplies of material being kept up. Latterly there has been difficulty in getting in sufficient food.

#### South End.

*Paengaroa Section (40 m. 40 ch. to 50 m. 70 ch.).—*All the earthworks on the last portion of this section from 45 m. onwards have been finished. The Mataroa tunnel is completed, and the Mataroa Station and its approach-roads, and the rails have been laid and the line ballasted. A contract is in progress for the erection of the Mataroa Station buildings, and is well advanced.

*Turangarere Section (50 m. 70 ch. to 61 m. 40 ch.; length, 10 miles 50 chains).—*Great efforts were made to complete the heavy cuttings on this section: double shifts were worked for a long period, and three shifts on one cutting for a short time. The earthworks are now for the most part finished, and can be completed in advance of the platelaying and ballasting. The bridge over the Hautupu River at 51 m. 33 ch. has been finished, and the rails are now laid to about 54½ m., and the ballasting is done up to 51½ m. The tunnel at 58 m. is approaching completion. The piers for the bridge over the Hautupu at 59 m. 17 ch. are complete, and the plate-girders will be put in place as soon as the rails reach the bridge-site. It is hoped to have the rails laid into Turangarere Station in a short time, when they will be continued beyond to 62 m. 40 ch. as quickly as possible, and a depot formed to forward materials and stores.

*Waiouru Section (61 m. 40 ch. to 69 m.; length, 7 miles 40 chains).—*A considerable amount of earthwork has been done on this section, and some progress has been made with the bridges; but this part of the work has been delayed by the bad condition of the roads during the summer.

*Murimutu Section, part of (69 m. to 74 m.; length, 5 miles).—*Some work has been done on culverts, and some of the large cuttings have been started.

A large amount of work has been done in keeping the service-road from rail-head to Turangarere and the main road from there to Waiouru open for light cart traffic during the past few months.

The Makohine workshops started work on the 14th May last to manufacture the steel and iron work for the bridges and viaducts from 87 m. to 90 m., and good progress has so far been made. All the material is now under order for these structures.

A contract has been let to Messrs. J. and A. Anderson for the erection of the steel superstructure of the Mangaturuturu and Manganui-a-te-ao bridges, and some smaller ones.

The rail-heads are now about 61½ miles apart, but during the coming year this distance should be very materially reduced. Work is now in progress over the whole length of the line between rail-heads.

The past year has been an exceptionally unfavourable one, and the construction of the line has been materially hindered by wet weather preventing men working to advantage; and delay has been caused further on the central and southern divisions by the almost continuously unpracticable state of the roads. This has prevented materials being got to the works, and has delayed starting culverts and bridge-piers, and limited the carriage of the plant necessary for starting all the earth-works.

#### STRATFORD-WHANGAMOMONA.

*Huiroa Section (11 m. 18 ch. to 15 m. 68 ch.; length, 4 miles 50 chains).—*The formation-works have been finished on the first 2¾ miles, and the heavier works on the remainder of the section

are well advanced. The fencing on the section has been finished. Some of the small bridges are finished, and the others are being built. The clearing of the Huiroa Station site has been finished and a start made with the earthworks.

#### MOUNT EGMONT BRANCH RAILWAY.

All bush-work has been completed up to 6 m. 2 ch., the earthworks are finished up to 5 m. 70 ch., and the fencing on 4½ miles. The platelaying has been completed on 5½ miles, and the line is partly ballasted over this length. The site for the stone-crushing yard has been cleared of bush, and the earthworks are well advanced. The excavations for the pipe-line and for sand-trap are finished. A contract for the supply of steel pipes is in progress. A small dam is being constructed in the Manganui River to divert the water to the pipe-intake. The crushing machinery and the Pelton wheels are on the ground. The concrete formations for this plant are being put in. The length of line to quarry face is 9 miles 20 chains.

#### MIDLAND RAILWAY.

*Tadmor Section (31 m. to 41 m. 29 ch. from Nelson; length 10 miles 29 chains).*—The works on this section have been completed, and the line is about ready to be opened for traffic. Some additional fencing has been done where the line runs along the road in Tadmor Valley, and some special gates and crossings provided. An additional station has been provided in Tadmor Valley to better meet the requirements of the traffic. A considerable goods traffic was carried over the section during the year.

*Manu Section (41 m. 29 ch. to 51 m. 48 ch.; length, 10 miles 20 chains).*—The earthworks on the first 2 miles are nearly finished, and the bush-work for the first 9½ miles is done. The fencing is finished to 43 m.

*Reefton-Inangahua (45 m. 76 ch. to 66 m. 10 ch. from Greymouth.).*—The earthworks on the first 5 miles from Reefton are nearly completed, also the earthworks in the Reefton Station yard. The platelaying in the station-yard is finished, and on the line put over Burke's Creek, about a mile beyond the station. The approaches to the Waitahu road and railway bridge are complete, and the bridge is open for road traffic. The bridge over Burke's Creek has been finished, and tenders have been received for the erection of a bridge over Larry's Creek. Stone protection has been put around one of the piers of the Landing Bridge to check the scouring-action of flood-currents.

*Rolleston Section (50 m. 39 ch. to 52 m. 66 ch.).*—The large cuttings between the Otira Station and the west end of the Arthur's Pass tunnel has been started, and a large amount of work has been done. Groins to protect the approaches to the Rolleston Bridge are being built, and this work is well advanced. All the piers for the Goat Creek Bridge are finished, and some of the steel girders are in position. The piers for the Rolleston Bridge are finished, and all the girders are now in position, and the riveting-up of the superstructure is nearing completion. Tenders are being advertised for the construction of the Arthur's Pass summit tunnel, 5 miles 24 chains long, in England, United States, and Australia, as well as locally.

*Mount Torlesse Section (6 m. to 18 m. from Springfield; length, 12 miles).*—The heavy earthworks up to the Broken River Station at 12 m. are nearly complete. All the tunnels, nine in number, up to Broken River are now completed; some of these tunnels were somewhat difficult to construct, owing to the heavy ground through which they passed, necessitating extra thick lining and other exceptional work. The five short tunnels between Broken River and Sloven Creek have been started. About half a mile of tunnelling has been finished during the year. The earthworks are in progress up to 14 m., and some preliminary work has been done up to 18½ m., including a start at putting in the pipes and culverts. The steelwork of Staircase Viaduct has been finished, and the rails laid over the viaduct. Small bridges over creeks between Staircase and Broken River are practically finished, except two spans of 22 ft. Some of the short spans of the Broken River Bridge are in position, and part of the steelwork of the centre span, 192 ft. long, is also in place. The line will be finished for traffic in a few months just over the Broken River. The rails have been laid about three-quarters of a mile beyond Staircase Viaduct. A new coach-road has been formed from the Broken River Station yard to the Cass, 15 miles long, 12 miles being new road and the rest (an existing road) improved. The completion of the line to Broken River will materially shorten the journey from Christchurch to the West Coast. This section of line up the Waimakariri Gorge is perhaps the heaviest in the colony.

#### WESTPORT INANGAHUA RAILWAY.

The earthworks have been started on the first 4 miles from Westport end, and some progress has been made. The felling and clearing of the bush is practically finished on the first 5 miles, and the line has been fenced for 1½ miles. Wet weather has greatly retarded the work.

#### PICTON-WAIPARA.

##### *North End.*

*Seddon—Blind River Section (33 m. 45 ch. to 38 m. from Picton).*—In July last works were again started at the northern end from Seddon onwards, and some progress has been made with the earthworks on the first 3½ miles. A number of pipes and culverts have been put in, and the erection of the bridge at Hog Swamp has been begun. A start has been made with the earthworks at Blind River Station yard. The boundaries of the railway reserve for the length under construction have been fenced by the property-owners, as part of the conditions of sale.

##### *South End.*

*Waikare Section.*—The Waikare Section was finished and opened to Ethelton on the 3rd November last. Some minor works have since been done.



*Cheviot Section (23 m. 30 ch. to 31 m. 65 ch. from Waipara).*—The earthworks have been finished up to Tormore Station at 26 m. 40 ch. The line crosses an old slip in the Hurunui Gorge. A considerable length of drainage drives has been put in to drain this slip, which is still moving; so far these appear to have been successful. The rails have been laid on the first 2 miles of the section. A contract for station buildings at Tormore Station has been finished. Earthworks are well advanced over the remainder of the section. A start has been made with the bridge over Benmore Creek.

#### NGAHERE—BLACKBALL.

The earthworks have been in progress during the year, and some progress has been made. The combined road and railway bridge over the Grey River has been used for road traffic for about a year. Some damage done to the approaches by a high flood has been repaired.

#### COAL CREEK RAILWAY.

Some works in connection with station-yards have been completed during the year.

#### HOKITIKA—ROSS.

The section of this line up to Mahinapua Lake was opened for goods traffic in May last—a length of 6 miles 13 chains. The earthworks are nearly complete on the first 11 miles from Hokitika, and in progress over other 2 miles. The Mahinapua bridges contract has been completed. A contract to build all the remaining bridges on the line has been let. The rails are laid on the first 7 miles, and the ballasting is partly done. Station-platforms have been built as far as the rails are laid.

#### OTAGO CENTRAL RAILWAY.

All the culverts and earthworks are complete up to Clyde, at 135 m. 40 ch. from Wingatui Junction, except trimming for platelaying. The second bridge over the Manuherikia River is finished, and the third bridge over the Manuherikia, near Alexandra, is well advanced towards completion. This is a combined road and railway bridge. Short-span timber bridges have been finished over creek at 124 m. 3 ch., Galloway Creek, and Manorburn, and a bridge is now being built over Waikerikeri. Fourteen miles of rails have been laid during the year. The ballasting is completed to 121 m. 18 ch., and partly done to rail-head at 124 m. 58 ch. The Chatto Creek Station buildings are being erected by contract.

#### LAWRENCE—ROXBURGH.

Work was begun in January last on the extension of the railway from Lawrence to Roxburgh, and some progress has been made with the works on the first 4 miles.

#### CATLIN'S RIVER RAILWAY EXTENSION.

A length of 4 miles is at present under construction. The bush-work on the first  $2\frac{3}{4}$  miles is completed. The earthworks are almost complete on the first  $1\frac{1}{2}$  miles. The earthworks for the Houipapa Station are about three parts finished. The line runs over some swamps, requiring special provision for supporting the banks. A contract has been let for the erection of a bridge over the Catlin's River. The steelwork is being manufactured, but at present it is impossible to get any materials on to the site owing to the condition of the roads.

#### RIVERSDALE—SWITZER'S RAILWAY.

The rails have been relaid on the first 2 miles of this line. Timber is under order for flood openings at the Mataura River, and earthworks will be started as soon as possible, and also the erection of the flood openings.

#### SEAWARD BUSH RAILWAY EXTENSION.

A start has been made with the earthworks on  $2\frac{1}{4}$  miles of this line from 26 m. onwards. The bush has been felled for  $3\frac{1}{4}$  miles, beginning at 28 m. 58 ch., and on about a mile of this length the timber has been burned.

#### OREPUKI—WAIU.

In February last work was begun beyond the end of Waihoaka Station yard at 40 m. 20 ch. from Makarewa Junction. The bush-work was done previously up to  $46\frac{3}{4}$  m., and the earthworks have now been started, and good progress has been made on the first  $1\frac{1}{2}$  miles. Work has been greatly retarded by wet weather.

#### SURVEYS OF NEW LINES, LAND-PLAN SURVEYS, ETC.

The land-plan survey of the Kawakawa—Grahamtown Railway south from Kawakawa to Hukerenui has been finished.

The permanent survey for the Helensville northwards line has been extended from 66 m. to 69 m. 20 ch., and the land-plan survey has been completed to the same point.

Alternative trial lines have been run for the extension Paeroa—Waihi line for short distances beyond the present terminus.

The land-plan survey for 8 miles of the Gisborne—Karaka Railway from 18 m. to 26 m. has been finished, and the plans approved. The permanent survey of this line has been finished up to 26 m. The trial-survey has been extended over the dividing-range and down the Pakihi River Valley to the low ground, and is now up to 76 m., about  $9\frac{1}{2}$  miles from Opotiki. The line sur-

veyed traverses very difficult country on the Opotiki side of the dividing-range, and the construction of a line down this valley would be very costly and the curves very sharp. The grade is 1 in 50.

The land-plan survey of 13 miles of the North Island Main Trunk line from 116 m. to 129 m. has been finished.

A trial survey for ballast-line was run from a point on the North Island Main Trunk line near Waimarino Station to a scoria cone, a length of about 10 miles. The works would be light.

Alternative surveys have been made for a branch line from Eltham to Opunake, 23½ miles long; from Te Roti to Opunake, 22 miles long; and from Stratford to Opunake, just over 26 miles long. All information is now available for the preparation of comparative estimates.

The survey for the tunnel through the main range at Arthur's Pass, on the Midland Railway, has been partly finished, so far as to enable contract plans to be prepared. Some of the triangulation-work has yet to be checked, and the centre-line of the tunnel has yet to be ranged permanently.

An examination of the country has been made for a railway-line from Darfield to Norwood.

A survey party has been engaged during part of the year in doing the permanent survey of the Catlin's River Railway. This is now finished up to 30 m.; and about 22 miles of trial lines for alternative routes were done during the year. This same party was engaged on repegging 8 miles of the Riversdale-Switzers Railway, and also in permanently surveying part of the Lawrence-Roxburgh Railway in advance of the works now in progress.

#### SLEEPERS.

Under contracts and agreements for the supply of sleepers, the deliveries during the year ended the 31st March last were as follows: Auckland District—20,462 totara, 1,102 puriri, 12,486 ironbark; Rangitikei district—20,967 totara; Westport—19,050 yellow-pine; Westland, 120,229 silver-pine; Otago—400 black-pine, 5,400 totara.

#### ROAD-BRIDGES, ETC.

A contract has been let for the erection of a road-bridge over the Motueka River, at Alexander's Bluff. A contract for the erection of a road-bridge over the Taramakau is well advanced. A contract for the repairs to one of the piers to Taylorville Suspension Bridge is completed. A contract has been let to rebuild the Arnold River Road-bridge. A contract has been prepared for the erection of a bridge over the Wataroa River, Great South Road.

The bridges on the Reefton-Inangahua Railway are being planked for road traffic over the creeks and streams that are at times dangerous. The railway-bridge over the Manuherikia River at Alexandra, Otago Central Railway, is also being planked to take road traffic.

Contracts are being prepared for road-bridges over the Buller River at Fern Flat and over the Big Wanganui River, Great South Road.

Plans for a bridge over the Waikato River, at Cambridge, were reported on.

Various minor works have been completed during the year on the Denniston Hill Road, Westport-Waimangaroa Road, and Ahaura-Haupiri Road.

### PUBLIC BUILDINGS.

#### AUCKLAND DISTRICT.

##### *Departmental Buildings.*

*Auckland.*—Some alterations were made in Customs Office to accommodate the Shipping Officer. Some interior renovations have been carried out.

*Thames.*—A few fittings were provided in Courthouse.

*Coromandel.*—Some fencing was erected on one boundary of property.

*Tauranga.*—The building has been rebuilt, furnished, and occupied.

*Gisborne.*—The Post-office rooms have been decorated, and small repairs effected generally.

##### *Post-offices.*

*Mangonui, Whangaroa, Kawakawa, Rawene, Russell, Waiwera, Ponsonby, Grey Lynn, Strand Arcade, Onehunga, Newton, Opotiki, Te Awamutu, Kihikihi, Te Aroha, Gisborne, Parnell.*—Minor works have been carried out at each of these offices.

*Helensville, Waipu, Birkenhead, Cambridge, Rotorua.*—Reports on proposed works have been furnished.

*Auckland.*—Fire-prevention appliances have been amplified. Sundry repairs and minor alterations and additions have been carried out.

*Parnell, Whakarewarewa, Waipiro Bay.*—New offices have been erected at these places.

*Whakatane.*—Tenders for a new building have been invited.

*Maketu, Taupo.*—Repairs are being effected at each office.

*Tokomaru Bay, Tuparoa.*—Tenders have been accepted for erection of new building at each place.

##### *Courthouses.*

*Auckland, Supreme.*—Alterations were made to provide a room for the Arbitration Court, the library was enlarged, and sundry repairs, particularly to roof-slates, were carried out.

*Auckland, District.*—Repairs to drainage, and interior renovations were effected.

*Hamilton.*—A new building is being erected.

*Huntly.*—A new building was erected here.

*Dargaville, Waihi.*—Both of these Courthouses were enlarged, and some small additional works are in hand.

*Mangonui, Whangaroa, Russell, Helensville, Warkworth, Papakura, Pukekohe, Taupo.*—Minor works were carried out at each of these buildings.

*Hakarau.*—This Courthouse was removed to Mangawai.

*Shortland.*—Native Land Court building was repaired and painted.

#### *Police Stations.*

*Auckland, Hikurangi, Warkworth, Mangonui, Whangaroa, Kawakawa, Ohaeawai, Onehunga, Howick, Pukekohe, Mercer, Ngauwahia, Hamilton East.*—Small works have been executed at each of these places.

*Helensville, Grey Lynn, Tolago Bay.*—New buildings are in course of erection at each of these places.

*Waiuku.*—A station was erected at this place during the year.

*Thames, Cambridge, Waihi, Waipiro Bay.*—Additions to each of these stations are in hand.

*Avondale.*—Tenders have been invited for the erection of a station at this place.

*Pahi.*—Small repairs are in hand.

*Rotorua, Taumarunui, Tauranga.*—Additions, alterations, or repairs were effected at each place.

*Birkenhead, Taupo.*—Both of these stations were examined and reported on.

#### *Gaols.*

*Mount Eden.*—During year the construction of front part of central block has been carried on, the walls being now ready for the roof. Two warders' cottages have been built.

#### *Hospitals.*

*Avondale Mental.*—The extension of kitchen block, in hand last year, has been completed. An area of land to form a male airing-court has been prepared and fenced in. The old sewage-tanks have been converted into septic-tanks. A bakery and store are being built. Water-supply pipes have been diverted from the sewage farm. The exteriors of doors and windows have been painted.

*St. Helen's Maternity, Auckland.*—The building purchased was fitted up for use.

#### *Industrial Schools.*

*Lake Takapuna, Mount Albert.*—Some minor works have been executed at each school.

#### *Native Schools.*

*Waipapakauri, Tautoro, Oparure.*—Buildings have been erected at each of these places.

*Rangarua, Tokikuku.*—The erection of school buildings is in hand at these places.

*Kaikohe, Nuhaka.*—Considerable additions are in hand at these schools.

*Whakarewarewa.*—Some additions to this school have been carried out.

*Matata.*—A tender has been accepted for the erection of a teacher's residence.

*Wai-iti.*—Few small repairs have been executed.

#### *Miscellaneous.*

*Government House, Auckland.*—A cottage to accommodate the staff was built. The main building was put in order for occupation on one occasion, and sundry small furniture repairs were done.

*Old Admiralty House, Auckland.*—The fitting-up of Stock Department's office was completed.

*Stock Inspector's House, Hamilton.*—This building was erected during year.

*Bath Buildings, Rotorua.*—The contract for the erection of these buildings is in hand, and is about one-sixth completed.

*Native Land Agent's House, Otorohanga,* was repaired and painted.

*Quarantine Station, Motuihi.*—Few repairs effected.

*Labour Bureau Office, Auckland.*—An additional room was fitted up.

#### *HAWKE'S BAY DISTRICT.*

##### *Departmental Buildings.*

*Napier.*—The erection of the remaining part of the new building has been let by contract, and is now in progress.

##### *Post-offices.*

*Napier.*—The additions to this office were completed during year.

*Dannevirke, Waipawa, Hastings.*—Alterations, additions, and repairs were effected at each.

##### *Courthouses.*

*Woodville, Napier.*—Repairs were executed at each building.

*Dannevirke.*—The construction of a new building is now in progress.

##### *Police Stations.*

*Waipukurau.*—Additions and repairs were carried out.

*Napier.*—Some additions were erected.

*Napier (Carlyle Street).*—Considerable repairs and painting were carried out.

*Miscellaneous.*

*State Farm, Arataki.*—A residence for the manager has been erected.

## TARANAKI DISTRICT.

*Post-offices.*

*New Plymouth.*—A new building is in course of erection in front of Departmental Buildings. This has necessitated alterations in several offices in the latter building.

*Waitotara.*—A new building has been erected, with usual outhouse.

*Pungarehu.*—A new building has been erected.

*Waitara.*—Some small repairs have been effected, and building painted.

*Eltham.*—Some repairs have been executed.

*Courthouse.*

*Stratford.*—The additions and alterations in hand last year have been completed.

*Police Stations.*

*Mokau.*—Building has been painted and a wash-house built.

*Waverley.*—Building has been painted, and scullery with bath-room erected.

*Gaol.*

*New Plymouth.*—A new warders' cottage is being erected.

## WELLINGTON DISTRICT.

*Departmental Buildings.*

*Wellington.*—These buildings were painted outside, and some of the rooms were renovated.

*Post-offices.*

*Palmerston North.*—The main building, a new structure, was completed during the year. Some outbuildings are in course of construction.

*General Post Office, Wellington.*—Sanitary improvements were carried out, and the mechanics' workshop enlarged.

*Pahiatua, Mangaweka, Marton, Petone.*—At each of these offices repairs and painting have been carried out.

*Feilding.*—Repairs and painting-work are being carried out.

*Bull's, Taihape.*—New buildings are being erected at these places.

*Greytown.*—Some additions have been carried out.

*Rongotea.*—A building has been fitted up for use as a post-office.

*Masterton.*—Some roof-repairs were executed.

*Alfredton.*—Some alterations were carried out.

*Pahiatua, Eketahuna, Carterton.*—These offices were inspected, and reports and estimates of maintenance-work prepared.

*Otaki, Levin.*—The water-supply at these offices was improved by installing pumps.

*Courthouses.*

*Upper Hutt, Pahiatua, Otaki, Mangaweka, Eketahuna, Marton.*—Repairs and painting have been carried out at each building.

*Pahiatua, Carterton.*—Drainage at each building inspected and reported on.

*Supreme, Wellington.*—A new fence was erected round the building.

*Police Stations.*

*Pahiatua.*—Some drainage-work has been carried out.

*Eketahuna, Carterton.*—Inspected, and repairs reported on.

*Greytown.*—Some additions were erected.

*Wellington (Lambton Quay).*—A third story is being built to this station to provide additional dormitory-space, and the original portion of building is being renovated throughout.

*Palmerston North.*—New cells were erected.

*Manners Street.*—Renovated throughout.

*Gaols.*

*Wellington Terrace.*—The old parts were painted outside. Excavation of sites for two warders' cottages was commenced. Wire netting was fixed over the windows of new cells. Fencing was repaired, and some repairs were done at warders' cottages.

*Mount Cook.*—A small set of additional latrines for prisoners was built.

*Miscellaneous.*

*Customhouse, Wellington.*—An electric lift has been installed, and fittings supplied for Registrar-General's Department, which is now located in this building.

*Agricultural Department.*—A fruit-fumigating shed has been erected at Pipitea.

*Government Printing Office.*—Additional sanitary conveniences were provided, and some alterations in the arrangement of the electric light were made in some of the rooms.

*Government House, Wellington.*—The reception-rooms were renovated, the exterior of building was painted, some additional fire-prevention appliances were provided, and the tennis-court was improved.

*Industrial School, Levin.*—A residence for the Farm-manager has been erected. Steam cooking apparatus has been installed. The erection of the farm buildings, office, and engine-room was completed early in the year.

*Ministerial Residence, Molesworth Street.*—An addition to this building is being carried out.

*Parliament Buildings.*—A new residence for the Custodian is being erected. The dining-room at Bellamy's was renovated, and sundry improvements in the buildings generally were effected.

*Stock Inspector's Office, Carterton.*—Drainage was inspected and reported on.

#### *Hospitals, Mental.*

*Porirua.*—The reconstruction of hot-water-supply pipe-circuits has been commenced, the old pipes having become corroded, and therefore useless. The hot-water-supply pipes in Medical Superintendent's house were renewed. Some extensions of electric lighting have been carried out, and an increase of the generating plant is in hand. Fire-alarm system has been extended. A new cooking-range has been fixed in place. The laundry-extension building completed last year has been equipped with the necessary machines, and the whole are now in full use. Some repairs were effected to storm-water drains. The new sewage-disposal plant has been completed and brought into use, with very satisfactory results. This plant is now about the best in the colony, sewage in quantity about equal to that usually derived from a town of a thousand inhabitants being completely purified without the slightest nuisance and almost without expense beyond interest on cost of plant. Telephonic communication has been established between auxiliary and main buildings. Some lagging on steam-pipes has been repaired.

*Mount View.*—Bathing conveniences have been extended in both male and female wards. Fire-alarm system has been extended. The natural decay of this old building has necessitated extensive repairs to some of the chimneys. Additional electric lights have been fixed. A small conservatory has been built. Baker's oven has been rebuilt. The foundations of steam-boilers were repaired and boilers reset. Some interior renovations were effected at main building and Medical Superintendent's house. A washing and an ironing machine have been ordered for the laundry. A large number of door-locks were renewed. Hot-water-supply circuits have been renewed.

#### *Christchurch Exhibition.*

The preparation of exhibits has been commenced for the Department's Court, and a report was prepared and recommendations made for increasing the stability of the building.

#### MARLBOROUGH DISTRICT.

##### *Departmental Buildings.*

*Blenheim.*—The new latrines have been completed. Water-supply improved by erection of pump.

##### *Post-offices.*

*Picton.*—Yard has been asphalted.

*Renwicktown.*—A water-supply has been provided.

*Havelock.*—Repaired and painted.

##### *Courthouses.*

*Havelock.*—Repaired and painted.

*Picton.*—Repaired and painted.

##### *Police Stations.*

*Blenheim.*—A galvanised-iron fence has been built round the station.

*Picton.*—A constable's residence has been repaired and painted.

#### NELSON DISTRICT.

##### *Departmental Buildings.*

*Nelson.*—The buildings have been painted. Strong-room has been enlarged for use by Lands Department, and some alterations to draughting-room have been made. A room fitted up for use of Sheriff.

##### *Post-offices.*

*Nelson.*—The construction of the new brick building is just drawing to completion.

*Collingwood.*—The erection of the new building was expected to be completed in a few weeks.

*Takaka.*—A fence was erected in front of building.

*Motueka.*—Repaired and painted.

##### *Courthouses.*

*Nelson.*—Alterations to Clerk of Court's room have been made to increase the size.

*Motueka.*—Repaired and painted.

*Takaka.*—Repaired and painted.

*Brightwater.*—A new building has been erected.

##### *Police Stations.*

*Nelson.*—Some alterations were made to Sergeant's cottage.

*Mental Hospitals.*

*Richmond.*—Alterations to the house purchased were completed, and building has been occupied since the 3rd August, 1905.

*Nelson.*—The additional fire-service reservoir has been completed.

*Miscellaneous.*

*Customhouse, Nelson.*—Repaired and painted.

## CANTERBURY DISTRICT.

*Departmental (Provincial) Buildings.*

*Christchurch.*—Additional furniture has been provided for several Departments, and some old drains have been relaid.

*Post-offices.*

*Christchurch.*—The addition to this office of a larger mail-room and telegraph-instrument room has been completed. The mail-room has just been occupied. The alterations to old part of building to increase the accommodation generally are now well advanced. The water-supply of whole premises has been reorganized, an electrically driven pump and storage-tank having been installed.

*Lyttelton.*—Some minor alterations and repairs have been carried out.

*Kaipoi.*—Approaches have been asphalted.

*Papanui.*—Some renovations have been carried out, and a galvanised-iron fence has been erected along two sides of the property.

*Linwood.*—Some fencing has been erected.

*New Brighton.*—Building has been painted and small repairs effected.

*Akaroa.*—Drains have been connected with town sewer.

*Duvauchelles.*—A porch and shed have been erected. Building generally renovated and painted.

*Ashburton.*—Some minor repairs to interior have been effected.

*Temuka.*—Living quarters have been renovated and water-supply improved.

*Timaru.*—The clock-tower and Telephone Exchange have been renovated.

*Waimate.*—A small addition to Telephone Exchange has been erected.

*Courthouses.*

*Akaroa.*—A urinal has been erected, and drains connected with town sewer.

*Geraldine.*—An iron-back fence has been erected.

*Ashburton.*—Sundry repairs have been effected.

*Temuka.*—Sundry repairs have been effected, and additional furniture provided.

*Timaru.*—The grounds have been trimmed up, and a back fence erected.

*Waimate.*—The grounds have been trimmed up.

*Police Stations.*

*Amberley.*—Minor repairs have been carried out.

*Oxford West.*—An office and some fencing have been erected, and the buildings have been painted and repaired.

*Kaipoi.*—Constable's house has been painted and repaired.

*Papanui.*—Property has been fenced, a lock-up converted into a bedroom, and dwelling has been renovated.

*St. Alban's.*—Improvements to constable's residence have been effected.

*Christchurch.*—A contract has been let for a considerable addition in brick and stone, with which considerable progress has been made. General repairs have been effected to old part of premises.

*Sydenham.*—Cells have been painted.

*Bingsland.*—A new station is being erected.

*Lincoln, Coalgate, Sheffield, Ashburton.*—Some minor repairs at each place have been effected.

*Akaroa.*—Drains have been connected with town sewer.

*Timaru.*—Hot and cold water have been laid on to detective's quarters and Sub-Inspector's house, and general repairs to whole effected.

*Gaols.*

*Lyttelton.*—Roof of offices has been renewed. A warder's cottage is being erected.

*Timaru.*—A new kitchen-range has been fixed in Gaoler's quarters.

*Hospital for Mental Diseases.*

*Sunnyside.*—The small water-tanks in towers, worn out, have been replaced by one large steel-plate tank in each of the three towers. The steam cooking-pans in kitchen have been renewed, and repairs effected to other apparatus. Several drains which were stopped have been relaid. Roofs generally have been repaired. Ventilation of female-ward is being improved.

*Industrial Schools.*

*Te Oranga.*—A galvanised-iron fence has been erected round the recreation-ground. A schoolroom in brick has been erected. All the wooden buildings have been painted.

*Burnham.*—A few repairs have been carried out.

*Christchurch.*—The remains of the Receiving Home in Hereford Street have been removed; the outbuildings were put in order for washing purposes. Some fencing and other small works have been carried out at the temporary Home of the East Belt.

#### *Miscellaneous.*

*Public Works Office, Christchurch,* has had one room renovated.  
*Government Insurance Offices, Christchurch,* have been renovated.  
*Agricultural Department.*—Fruit-fumigating shed at Christchurch has been repaired.  
*Caretaker's Cottage, Quail Island Quarantine Station,* has been repaired.  
*Deaf-mute Institute, Sumner.*—Erection of electric-light engine-room has been completed. The installation of electric light has been completed. A laundry has been erected; also male-side latrines, and connecting covered way. The Institute has been furnished, and sundry additions made.  
*Native Settlement, Temuka.*—Six artesian wells were sunk, of an average depth of 60 ft.

#### WEST COAST DISTRICTS.

##### *Post-offices.*

*Westport.*—Few repairs effected, and a strong-room built.  
*Lyell.*—Few repairs carried out.  
*Charleston.*—Few repairs carried out to residence.  
*Millerton.*—A building for post-office was erected.  
*Greymouth.*—Old building has been moved back, and a new building in brick is in course of erection. The old building was made suitable for carrying on business in. Some repairs were effected to residence.  
*Reefton.*—Renovations were completed and sanitary improvements effected.  
*Akaroa.*—Renovations effected.

##### *Courthouses.*

*Greymouth.*—Sanitary improvements of minor character were carried out.  
*Reefton.*—Small repairs and improvements carried out.  
*Stratford, Waimea, Ahawia, Hokitika, Westport.*—Small repairs effected.

##### *Police Stations.*

*Seddonville.*—A short fence was erected.  
*Westport.*—Sergeant's residence was painted.  
*Greymouth.*—Small repairs were effected to Sergeant's residence.  
*Hokitika.*—Repairs and renovations were effected to Sergeant's house and constable's quarters. A new lock-up was erected.  
*Reefton, Stratford.*—Small repairs were executed.

##### *Gaols.*

*Westport.*—Small repairs to Gaoler's residence were carried out.  
*Hokitika.*—Sundry small repairs were effected. The fixed fire-engine ordered last year arrived, and was erected in position at reservoir.

##### *Hospitals.*

*Greymouth.*—The building of the new ward, in hand last year, has been completed.  
*Hokitika Mental.*—Some materials to be used by staff for repairs were provided.

#### *Miscellaneous.*

*District Surveyor's Residence, Westport,* has been repaired to small extent.  
*Survey Office, Reefton,* has been repaired, and sanitary improvements effected.  
*Public Works Office and Store, Greymouth.*—Some sanitary improvements were carried out.  
*Stock Inspector's House, Hokitika,* was repaired, and a partition erected.  
*Tourist Cottage, Hot Springs, Haupiri,* has been erected, and some concrete work at the springs carried out.

#### OTAGO DISTRICT.

##### *Post-offices.*

*Dunedin.*—A contract has been let for renovating and painting Telegraph-office.  
*North Dunedin.*—Considerable repairs were carried out.  
*Mornington.*—The new building was completed and opened for use on the 1st November, 1905.  
*Invercargill.*—Roof has been painted. An addition to buildings in course of construction.  
*Oamaru.*—Some outbuildings were erected, and a learners' gallery fitted up.  
*Port Chalmers.*—Painting and renovating were carried out.  
*Gore.*—A contract has been let for extending the outbuildings.  
*Winton.*—The new building has been completed.  
*Roxburgh, Kaitangata, Otautau.*—Buildings have been renovated.  
*Half-moon Bay (Stewart Island).*—New buildings have been erected.

*Courthouses.*

*Dunedin.*—Water-supply was improved.  
*Port Chalmers, Queenstown.*—Renovations were carried out.  
*Bluff.*—A new building has been erected.  
*Alexandra.*—Some additions have been built.  
*Cromwell.*—A fence was erected round the Courthouse.

*Police Stations.*

*South Dunedin.*—The lock-up has been repaired and painted.  
*Gore*—A new station has been erected.  
*Wyndham.*—Some repairs were effected.  
*Clyde.*—Sergeant's quarters were renovated.

*Gaols.*

*Dunedin.*—The stonework was cleaned and painted.  
*Invercargill.*—Fire-prevention appliances have been installed.

*Hospitals, Mental.*

*The Camp.*—Preparations for the erection of a fence are in hand. A new kitchen has been added to Superintendent's quarters, and general renovations effected.

*Miscellaneous.*

*Customhouse, Oamaru.*—Some considerable repairs were carried out.  
*Immigration Barracks, Caversham.*—This old building has been sold and removed.  
*Quarantine Station, Port Chalmers.*—Some additions to Caretaker's house have been carried out.  
*Stock Inspectors' Residences, Balclutha and Kurow.*—Both buildings have been painted.  
*Survey Department, Dunedin and Invercargill.*—Strong-rooms have been erected at each office.  
*Tourist Department: Glade House, Te Anau.*—Some extensive additions to this building are being carried out.

In addition to the items mentioned, small maintenance-works have been carried out at a great many public buildings throughout the colony.

## MARINE.

Some repairs have been done at the Bean Rock Light and to dwellings at Manukau Heads lighthouse, and an additional beacon erected at Kaipara Heads. A contract for the removal of rocks in Onehunga Harbour has been satisfactorily completed. A beacon has been erected in the north end of Waiuku Channel, Manukau Harbour. New plans have been prepared for wharf and store for the cable steamer "Iris." The wharf at Somes Island, Wellington Harbour, is being extended; and the wharves at Quail Island, Lyttelton Harbour, have been improved and extended. A marine survey of Point Elizabeth Harbour has been started. The fog-signal, Taiaroa Head, has been completed. The goods-shed, Okariti Wharf, has been enlarged, and a marine survey of the harbour is being made. A report on Takaka Harbour has been made.

## ROTORUA AND HANMER.

The relaying and extension of the sewers in Rotorua Township has been completed. The collecting-tank has been repaired, and ventilation provided to it and to the sewers. The septic tank has been finished. The filter-beds are not yet completed, and the house connections have not yet been made pending the completion of the new water-supply.

Pipes have been ordered for the Rotorua and Hanmer water-supplies, and are expected to arrive shortly.

## ELECTRIC AND CABLE TRAMWAYS.

A large amount of work has been done by the Head Office staff in approving plans and inspecting works for tramways in the four chief towns.

## UTILISATION OF WATER-POWER.

A further examination was made to ascertain if the storage of any large quantity of water is possible in the Wairua River watershed at reasonable cost. A dam can be built to flood the swamp area west of the Whangarei-Kamo line, from about Hikurangi to Whakapapa: the question to decide now is whether the land would be worth more for agricultural purposes if drained than if used as a reservoir for power purposes. Except in exceptional cases, it would probably be unwise to flood potentially good agricultural lands to form storage-reservoirs.

*Rotoiti-Kaituna:* A survey is now in progress to determine the merits of this scheme. Wet weather and rough country is delaying its completion. So far the information got shows that it is probable that power can be supplied to Auckland, Waihi, and the Thames district at cheaper rates than from Huka, Horohora, or any scheme situated on the Waikato between these points. There are several possible alternative schemes, and very full investigation of the locality is justifiable.



The survey for the Huka Falls scheme has been completed, and plans for works to utilise the falls are in preparation to enable a close comparison with the Rotoiti-Kaituna scheme being made as soon as all information is available relative to the latter.

The survey for the Tauherenikau River has been finished. The fall obtainable at Featherston is 430 ft. The conduit would be 5 miles long. Of this length 3 miles would of necessity or choice be tunnel or drive, and 33 chains would be pipe-line. The flood flow in the river during the period for which observations have been made is found to be relatively large—so great that it would be most expensive work to attempt to store all flood-water with a dam of the ordinary solid masonry type, as the volume of storage for a dam of given size is not relatively very great owing to the narrowness of the valley. Depending on the expenditure on a dam, the probable power obtainable at Featherston would be from 6,000 to 10,000 continuous brake horse-power.

The survey for the Hutt power scheme is in progress, and so far promises to be quite as good as the Tauherenikau. A reservoir here is as indispensable as for the Tauherenikau, and the conditions are much more favourable for storing a large volume of water. A dam 160 ft. high will store water enough to give up to 16,000-horse power at Mungaroa power-station for part-time working; the fall obtainable will be 280 ft. The flow during the months in which a record has been kept would justify an installation of the above size, but the period of actual observation of river-flow is yet short. It is probable that this Hutt scheme will be the most favourable for the supply of power to Wellington, unless the Mangahao scheme proves to be a very good one.

A survey will be started immediately to get preliminary information as to the possibility of diverting the water from the Mangahao River through the hills towards Shannon. There is every prospect of getting a considerable power scheme.

The alternative surveys for the diversion of the Clarence River at Jollie's Pass and at Jack's Pass have been completed, also the survey of Lake Tennyson to determine the capacity of the lake-basin for storage purposes, and the plans are now being finished. It appears that Jollie's Pass will be the better location for a power-station. Taking the probable maximum length of conduit that would be adopted at about  $3\frac{1}{4}$  miles, an effective fall of about 1,080 ft. would be obtained. The conduit would consist of 8,800 lineal feet of tunnel under the pass, 3,900 lineal feet of drive from adits along a spur, and about 4,500 lineal feet of pipes. The low water-flow should give about 22,000 brake horse-power on Pelton shaft, and considerably more power could be got by the storage of water in Lake Tennyson and by the construction of dams in two additional places to supplement an artificial storage-reservoir at the lake. In all cases the dams will be costly—probably too much so to be adopted at present. Some alternative positions for the power-station are possible, giving shorter length of conduit but less power.

A survey of Lake Coleridge power scheme is in progress to supplement what was done previously. Until it is finished it is not advisable to decide whether Lake Coleridge scheme or the two alternative schemes at Clarence and Opihi would be better for the Canterbury District.

Opihi: A survey has been made to determine the best method of utilising the waters of the two Opuhas and the Opihi. A dam can be built at the upper end of the Opihi Gorge to store a large volume of water. A conduit just under  $4\frac{1}{2}$  miles long through the Opihi Gorge will give a fall of 260 ft. By diverting the high-water flow of the two Opuhas into this reservoir by a race  $2\frac{3}{4}$  miles long between the two streams, and a channel about a mile long between the South Opuha and the head of St. Michael's Valley, water enough could easily be got to give, say, 16,000 brake horse-power at a power-station on the Opihi River. This would be for continuous working: for part-time working—say, equal to full power for ten to twelve hours per day—the power available might be put at 35,000 brake horse-power. The distance from Timaru would be about 22 miles, but the valley is open and favourable for the establishment of industries near or at the powerhouse if other conditions should become favourable. The Opuhas—especially the South Opuha—being snow-fed rivers is a very favourable condition. There were preliminary surveys made to determine the possibility of utilising the water from the Opuha direct at a different power-station. A conduit, starting from the junction of the two Opuhas, 8 miles long would give a fall of 320 ft. at a power-station at the Beautiful Valley Road-bridge over the Opuha, yielding, say, 6,500 brake horse-power, and a conduit about  $14\frac{3}{4}$  miles long would give 460 ft. fall at a power-station at the lower end of the Opihi Gorge yielding, say, 9,000 brake horse-power for a minimum flow observed, but which may be too high. Only the low-water flow of the Opuha would be available, as the conditions are not favourable for storing water at the junction of the Opuhas.

A survey was made for a line of conduit to divert water from the Tengawai into the Opihi. To do so would increase the power available, but the cost of the conduit would be considerable. No account has been taken of this stream in the figures given above for the power available at the Opihi Station.

Some additional information was obtained during the progress of these surveys as to the possibility of bringing the water from Lake Tekapo into the Opihi. This is possible by driving a tunnel about  $9\frac{3}{4}$  miles long. The last two miles would be accessible by adits. From the end of this tunnel to Ashwick Flat a fall of up to 840 ft. would be obtainable, and power to over 400,000 brake horse-power and a further 150,000 brake horse-power if the water were utilised again at the Opihi Gorge.

It may be interesting to record here that in Sweden, as in New Zealand, a law has been enacted making all water-power the property of the State, and a substantial royalty is proposed to be charged in cases where private persons are allowed to utilise water-power. It is believed that the development of water-power plants in the Scandinavian Peninsula will result in a great trade in products manufacturable by hydro-electric processes, &c., such as soda, chlorates, nitrates, calcium-chlorites, iron, &c.

Norway has made a law that half of all capital employed in Norwegian water-power schemes must be Norwegian, and the management of all works be in the hands of natives.

Some advance appears to have recently been made in Sweden in the manufacture of nitrate of lime by hydro-electric plant. It is stated that so long as the cost of electric energy does not exceed about £2 per horse-power year that the Birkenland-Eyde process is a commercial success, and that it will be successful for many Swedish power schemes where energy is not expected to cost quite £1 per horse-power year. If this is so the process should be successful in New Zealand, where power could, in many cases, be obtainable at power-stations at rates not exceeding those quoted, and in the more favourable cases as low as the lowest.

Should a process such as this prove successful, and the demand for nitrate fertilisers increase to the extent that some authorities expect, then districts in the southern west coast of the Middle Island now practically uninhabited will in time become centres of important, and, so far as can now be judged, permanent industries, and yield great wealth.

Surveys should be made at Waikaremoana to determine more fully the works required to convey the water to suitable power-station sites, and also to ascertain what works would be required to close if possible the underground outlets, though works might be avoided by freezing-devices worked by current from any power-station erected. In any case, freezing would probably be necessary to enable works to be constructed to stop these outlets were any such works found to be possible.

A survey should be made of the Mangawhero-Wanganui scheme, at Galatea, and some lesser alternative schemes possible on the Mangawhero. A survey also is required for a power scheme to serve the Southland District.

All these surveys will take a considerable time to do.

#### IRRIGATION.

Information is being collected, and preparations are being made to start a survey for an extensive irrigation scheme for Central Otago.

#### DEFENCES

##### AUCKLAND.

With the exception of an alteration to the mine-loading shed, only maintenance-work was done at the harbour defences.

At the rifle range, Mount Eden, a butt for testing ammunition was constructed, and a shed for testing guns was erected at the Penrose Rifle Range.

##### GREYMOUTH

Some valuations of land taken for rifle range were made. Plans and specifications for an explosive-magazine were prepared, and survey of land for site made.

##### WELLINGTON.

At Watts Peninsula one road was extended, the rest were improved and repaired. Tenders are invited for extending the wharf at Mahanga Bay. At Fort Kelburne the barrack-room was renovated inside. Minefield survey-marks were erected. A new minefield-cable was laid. A few general maintenance-works at forts on the peninsula were executed. New lightning-conductors were fixed on magazines at Kaiwarra. At the armourers' workshop a forge was built, and boilers for browning gun-barrels were fitted up. Radiators for heating were fitted up in Alexandra Barracks during year. A few minor additions were made to fittings. The trimming-up of grounds was continued.

At Trentham two new rifle ranges were constructed and used at the annual meetings, and some general maintenance-work carried out.

##### NELSON.

The drill-shed was enlarged and repaired; offices for staff and orderly rooms added. The Mud Flats rifle range was put in order, and a new firing-point erected.

##### CANTERBURY.

At Lyttelton a retaining-wall is being built at the Sumner Road Parade-ground. The wharf at Erskine Point has been extended and repaired. The new drill-shed at Christchurch has been inspected and reported on.

##### OTAGO.

A magazine for small-arms ammunition is being erected at St. Clair, and the officers' quarters at this place were repaired and painted. At Taiaroa Heads the erection of new workshop and smithy was completed, a kitchen was fitted up for night-watchman, and some repairs were carried out. At Point Harrington fort-construction has been continued.

I have, &c.,

P. S. HAY,

Engineer-in-Chief.

Enclosure to Appendix E.  
TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1906.  
NORTH ISLAND.

State of Line.														
Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	Surveyed.	Under Formation.	Under Plate-laying.	Opened.				
										Date.	1904-5	1905-6	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		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 - Kawakawa	7 41	0 57	8 18	..	..	..	..	..	..	..	7 41
	Kawakawa southwards	25 6	Kawakawa-Kopuru	7 39	0 28	7 67	..	..	7 39	..	..	..	..	..
			Kopuru-Harakeke	3 62	..	3 62	..	3 62	..	..	..	..	..	..
			Harakeke-Hukerenui	13 65	..	13 65	13 65	..	..	..	..	..	..	..
			Hukerenui-Kamo	16 0	3 29	19 29	..	..	..	..	..	..	..	22 52
Kaihu Valley	Whangarei-Kamo Extension	16 0												
	Kamo-Whangarei and Grahamtown	9 20	Kamo-Opau Wharf	6 52	2 27	8 79	..	..	..	..	..	..	..	..
			Opau Wharf-Grahamtown	2 43	..	2 48	..	2 48	..	..	..	..	..	..
	Kaihu Valley	19 40	Dargaville-Booms	17 21	0 75	18 16	..	..	..	..	..	..	..	17 21
			Booms-Waima	2 19	..	2 19	..	2 19	..	..	..	..	..	..
Helensville Northwards	Helensville Northwards	110 0	Extension	34 51	..	34 51	34 51	..	..	..	..	..	..	..
			Maungatapu - Maungaturoto	20 0	..	20 0	20 0	..	..	..	..	..	..	..
			Maungaturoto-Wellsford	22 0	..	22 0	22 0	..	..	..	..	..	..	..
			Wellsford-Waby	3 17	..	3 17	..	3 17	..	..	..	..	..	..
			Waby-Tauhoa	3 40	..	3 40	..	3 40	..	..	..	..	..	..
Kaipara-Waikato			Tauhoa-Kaipara Flats	2 45	..	2 45	..	..	2 45	..	..	..	..	..
			Kaipara Flats-Woodcock's	3 5	0 16	3 21	..	..	..	17 Nov., 1905	..	3 5	..	3 5
			Woodcock's-Ahuroa	2 41	0 16	2 57	..	..	..	18 May, 1905	..	2 41	..	2 41
			Ahuroa-Helensville	18 41	1 75	20 36	..	..	..	..	..	..	..	18 41
			Helensville-Newmarket	35 73	6 66	42 59	..	..	..	..	..	..	..	35 73
Surveys, new lines	Onehunga Branch	2 73	Penrose - Onehunga Wharf	2 73	1 70	4 63	..	..	..	..	..	..	..	2 73
	Auckland-Waikato	100 13	Auckland-Te Awamutu	100 13	16 66	116 79	..	..	..	..	..	..	..	100 13
	Auckland-Penrose	6 50	Deviation via Beach	6 50	..	6 50	6 50	..	..	..	..	..	..	..
	Deviation via Beach	2 60	Auckland City Branch	2 60	..	2 60	2 60	Prelim.	..	..	..	..	..	..
	Auckland City Branch	..												
Waikato-Thames	Paeroa-Waihi	12 5	Paerata-Waiuku	12 5	..	12 5	12 5	..	..	..	..	..	..	..
	Waikato-Thames	62 58	Frankton Junction-Thames	62 58	10 17	72 75	..	..	..	..	..	..	..	62 58
	Paeroa-Waihi	12 40	Paeroa-Waihi	12 40	1 30	13 70	..	..	..	9 Nov., 1905	..	12 40	..	12 40
	Hamilton-Cambridge	12 2	Ruakura Junction, -Cambridge	12 2	3 14	15 16	..	..	..	..	..	..	..	12 2
	Thames Valley-Rotorua	69 33	Morrinsville-Rotorua	69 33	5 27	74 60	..	..	..	..	..	..	..	69 33
Gisborne-Rotorua	Gisborne-Motu	50 25	Gisborne Wharf-Kaiteratahi	13 10	2 45	15 55	..	..	..	..	..	..	..	13 10
			Kaiteratahi-Karaka	5 5	0 71	5 76	..	..	..	13 April, 1905	..	5 5	..	5 5
			Karaka-Waikohu	5 60	..	5 60	..	5 60	..	..	..	..	..	..
			Waikohu-Motu	26 30	..	26 30	2 0	..	..	..	..	..	..	..
							24 30	Prelim.	..	..	..	..	..	..
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	96 65	Napier Spit-Woodville	96 65	15 5	111 70	..	..	..	..	..	..	..	96 65
	Woodville-Palmerston North	17 21	Woodville-Palmerston North	17 21	0 51	17 72	..	..	..	..	..	..	..	17 21
	Woodville-Wellington	115 79	Woodville-Wellington [Te Aro]	115 79	21 73	137 72	..	..	..	..	..	..	..	115 79
Rimutaka Incline	Greytown Branch	3 7	Woodside-Greytown	3 7	0 64	3 71	..	..	..	..	..	..	..	3 7
	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	..	..	..	..	..	..	..
Foxton-New Plymouth	Coast Route	70 0	Petone-Carterton, via Martinborough	70 0	..	70 0	70 0	..	..	..	..	..	..	..
	Foxton-Patea	120 44	Foxton-Patea	120 44	14 75	135 39	..	..	..	..	..	..	..	120 44
	Route Improvement	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	..	..	..	..	..	..	..
Stratford-Ongarue	Nukumarua-Waitotara	72 29	Nukumarua-Waitotara	72 29	11 52	84 1	3 0	Prelim.	..	..	..	..	..	72 29
	Patea-New Plymouth Breakwater	3 79	Bull's Branch	3 79	..	3 79	3 79	Prelim.	..	..	..	..	..	..
	Bull's Branch	3 29	Aramoho-Wanganui	3 29	2 23	5 52	..	..	..	..	..	..	..	3 29
	Stratford-Ongarue	101 0	Stratford-Toko	6 26	0 40	6 66	..	..	..	1 Mar., 1905	4 72	..	..	11 18
			Toko-Oruru	4 72	0 36	5 28	..	..	..	..	..	..	..	..
Newsurveys	Opunake-Mountain Road	23 10	Opunake-Mountain Road	23 10	..	23 10	23 10	Prelim.	..	..	..	..	..	..
			Opunake-Te Roti	22 0	..	22 0	22 0	Prelim.	..	..	..	..	..	..
			Opunake-Stratford	26 6	..	26 6	26 6	Prelim.	..	..	..	..	..	..
	Mount Egmont Branch	9 20	Manganui Section	6 0	0 60	6 60	..	..	6 0	..	..	..	..	..
			Te-popo Section	3 20	..	3 20	3 20	..	..	..	..	..	..	..
North Island Main Trunk Railway	Marton-Te Awamutu	209 70	Marton Junction-Mangaweka	31 67	4 61	36 48	..	..	..	10 Sep., 1904	13 1	..	..	44 68
			Mangaweka-Taihape	13 1	1 61	14 62	..	..	5 71	..	..	..	..	..
			Paengaroa Section (pt)	5 71	..	5 71	..	10 49	..	..	..	..	..	..
			Turangarere Section	10 49	..	10 49	..	7 41	..	..	..	..	..	..
			Waiouru Section	7 41	..	7 41	11 20	2 50	..	..	..	..	..	..
Central Route-Deviation Surveys	Murimutu Section	13 70	Murimutu Section	13 70	..	13 70	6 60	2 0	..	..	..	..	..	..
	Raetihi Section	8 60	Raetihi Section	8 60	..	8 60	12 30	..	..	..	..	..	..	..
	Waimarino Section	12 30	Waimarino Section	12 30	..	12 30	..	..	..	..	..	..	..	..
	Makaretu Section	7 0	Makaretu Section	7 0	..	7 0	..	7 0	..	..	..	..	..	..
	Owhango Section	8 0	Owhango Section	8 0	..	8 0	..	5 0	3 0	..	..	..	..	..
Waitara-Tangarakau Urenui Route	Whakapapa Section	10 0	Whakapapa Section	10 0	..	10 0	..	..	10 0	..	..	..	..	..
	Taumarunui Section	6 48	Taumarunui Section	6 48	0 52	7 20	..	..	6 48	..	..	..	..	..
	Taumarunui-Te Awamutu	74 33	Taumarunui-Te Awamutu	74 33	6 20	80 53	..	..	..	..	..	..	..	74 33
			Ohakune to Mokau-Retaruke Divide	30 0	..	30 0	30 0	Prelim.	..	..	..	..	..	..
			Makatote Gorge-Marae Kowhai	34 0	..	34 0	34 0	Prelim.	..	..	..	..	..	..
Ngairu-Ongarue	Marae Kowhai-Ohura Valley	20 0	Marae Kowhai-Ohura Valley	20 0	..	20 0	20 0	Explor.	..	..	..	..	..	..
			Ngairu 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	..	..	..	..	..	..	..
Hastings-Te Awamutu	Waitara-Tangarakau Urenui Route	46 75	Waitara Section	46 75	..	46 75	46 75	..	..	..	..	..	..	..
			Urenui to Tangitu River	12 0	..	12 0	12 0	Prelim.	..	..	..	..	..	..
			Hastings-Te Awamutu	170 0	..	170 0	170 0	Prelim.	..	..	..	..	..	..
										..	..	..	..	..
										..	..	..	..	..
Total		2,126 8		2,126 8	141 42	2,267 50	820 47	60 36	41 43	..	904 17	17 73	23 11	945 21

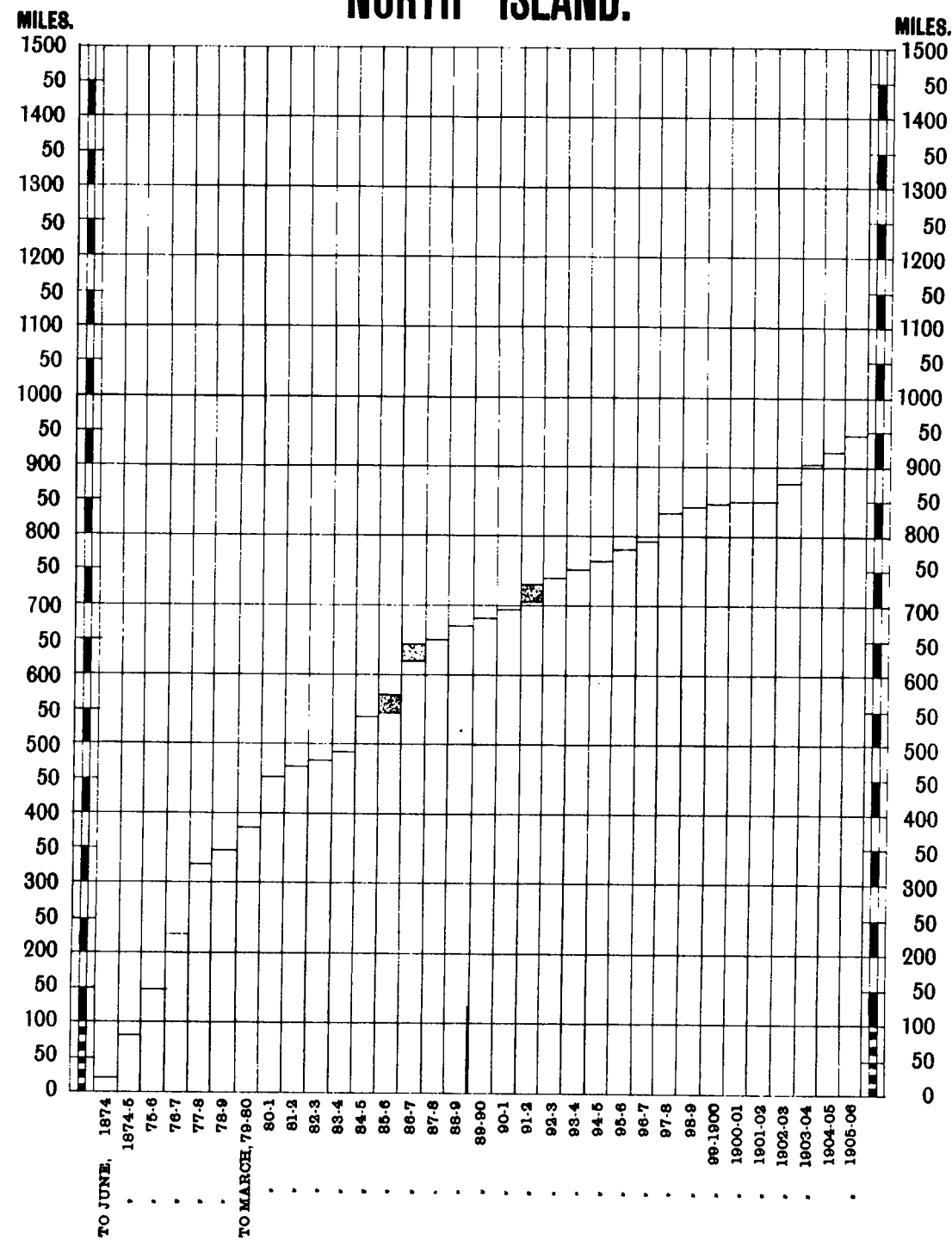
NOTE.—Taonui and Lichfield Branches not mentioned above, as the rails have been taken up.

TABLE of LENGTHS of GOVERNMENT LINES AUTHORISED, CONSTRUCTED, and SURVEYED up to 31st March, 1906—continued.  
SOUTH ISLAND.

Appropriation.	Division.	Mileage.	Section.	Main Line.	Sidings.	Total.	State of Line.							
							Surveyed.	Under Formation.	Under Plate-laying.	Opened.				
										Date.		1904-5.	1905-6.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		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 73	Port Extension ..	1 0										
			Nelson-Foxhill ..	18 73	2 52	25 45								22 73
			Foxhill-Belgrove ..	3 0										
Midland Railway	Stillwater - Belgrove (via Tadmor)	148 21	Stillwater - Reefton	37 9	4 79	42 8								37 9
			Reefton-Inangahua	20 0	1 0	21 0	6 12	10 28	3 40					
			Inangahua-Manu ..	60 59		60 59	60 59							
			Manu-Tadmor ..	10 40		10 40	0 40	10 0						
			Tadmor-Motupiko ..	10 29	0 69	11 18			10 29					
			Motupiko-Belgrove ..	9 44	0 62	10 26								9 44
	Brunner - Springfield	95 49	Brunner-Jackson's ..	32 15	2 68	45 15								42 27
			Jackson's-Otira ..	10 12										
			Otira-Avoca ..	37 22		37 22	35 78	1 24						
			Avoca-Otarama ..	11 22		11 22	2 60	3 38	5 4					
			Otarama-Springfield	4 58	0 16	4 74								4 58
Blackball Railway	Ngahere-Blackball	3 30	Ngahere-Blackball ..	3 30	1 0	4 30		2 5	1 25					
Greymouth-Nelson Creek	Greymouth - Nelson Creek	7 51	Greymouth-Brunner-ton-Stillwater	7 51	6 18	13 69								7 51
Westport-Ngakawau	Westport - Ngakawau	19 56	Westport-Ngakawau	19 56	8 12	27 68								19 56
Westport-Ngakawau Extension	Ngakawau - Mokihinui	7 12	Ngakawau-Mokihinui	7 12	1 18	8 30								7 12
	Mokihinui Colliery Line	3 69	Mokihinui-Seddonville	3 69	0 25	4 14								3 69
Westport-Inangahua State Colliery	Westport Inangahua Junction	26 0	Westport - Inangahua Junction	26 0		26 0	20 40	5 40						
Greymouth-Hokitika	Greymouth - Coal Creek	5 1	Greymouth - Coal Creek	5 1	1 50	6 51				1 Dec., 1904		5 1		5 1
Kumara Branch	Greymouth-Hokitika	24 37	Greymouth-Hokitika	24 37	2 10	26 47								24 37
Hokitika-Ross	Kumara Branch	4 10	Kumara Branch ..	4 10		4 10	4 10							
Newsurvey Picton-Waipara	Hokitika-Ross ..	15 64	Hokitika-Ross ..	15 64	0 61	16 45	0 64	7 65	7 15					
	Ross-Waitaha ..	10 0	Ross-Waitaha ..	10 0		10 0	10 0	Prelim.						
	Picton-Kahautera	103 30	Picton-Seddon ..	33 45	3 26	36 71		4 35						33 45
			Blind River Section Surveyed (trial)	65 30		65 30	65 30	Prelim.						
	Kahautera - Mackenzie	34 65	Kahautera-Mackenzie	34 65		34 65	34 65							
	Mackenzie-Waipara	35 35	Mackenzie-Domett ..	3 54		3 54	3 54							
			Domett-Ethelton ..	8 31		8 31	0 20	5 10	3 01	3 Nov., 1905			8 51	23 30
			Ethelton-Scargill ..	8 51	0 51	9 22								
			Scargill-Waipara ..	14 59	1 2	15 61								
Hurunui-Waitaki, with Branches	Main Line ..	206 7	Culverden-South Waitaki	206 7	64 68	270 75								206 7
	Branches,—													
	Rangiora-Oxford	21 76	Rangiora-Oxford West	21 76	2 36	24 32								21 76
	Eyretton (from Main Line)	20 7	Main Line - West Eyretton-Bennett's	20 7	1 61	21 68								20 7
	Lyttelton ..	6 26	Lyttelton - Christchurch	6 26		6 26								6 26
	Southbridge ..	25 31	Hornby-Southbridge	25 31	8 17	28 48								25 31
	Little River-Akaroa	42 10	Lincoln-Little River	22 46	2 5	24 51								22 46
			Reconnaissance ..	19 44		19 44	19 44	Prelim.						
	Springfield ..	30 60	Rolleston-Springfield	29 63	3 7	33 67								30 60
	Whitecliffs ..	11 38	Springfield-Coalmine	0 77										
			Darfield-Whitecliffs	11 33	1 53	13 11								11 38
	Rakaia-Ashburton Forks	22 20	Whitecliffs to Bridge	0 5										
	Ashburton ..	29 46	Rakaia-Methven ..	22 20	2 65	25 5								22 20
	Opawa and Albury to Fairlie	55 8	Tinwald-Springburn	27 29	1 52	29 1								27 29
	Creek and Burke's Pass		Extension ..	2 17		2 17	2 17							
	Waimate ..	4 42	Washdyke-Eversley	36 5	2 45	38 50								36 5
	Waimate Gorge	8 21	Preliminary survey ..	19 3		19 3	19 3	Prelim.						
Canterbury Interior Main Line	Oxford-Temuka ..	83 0	Studholme-Waimate	4 42	1 3	5 45								4 42
Waitaki Bluff and Branches	Main Line ..	246 69	Waimate-Waihao Downs	8 21	0 54	8 75								8 21
	Branches,—													
	Dunroon ..	21 75	Oxford-Sheffield ..	11 44	0 27	11 71								11 44
	Dunroon-Hakateramea	15 38	Surveyed ..	21 7		21 7	21 7	Prelim.						
	Ngapara ..	14 76	Reconnaissance ..	50 29		50 29	50 29							
	Livingstone ..	16 40	South Waitaki-Bluff	246 69	59 13	306 2								246 69
	Palmerston-Waihemo	9 40	Pukeuri-Dunroon ..	21 75	1 35	23 30								21 75
			Dunroon-Hakateramea	15 38	1 5	16 43								15 38
			Waiareka-Ngapara ..	14 76	1 31	16 27								14 76
			Windsor-Tokorahi ..	12 0	0 50	12 50		0 5						11 76
			Survey (trial) ..	4 40		4 40	4 40	Prelim.						
			Palmerston-Dunback	8 55	0 54	9 29								8 55
			Surveyed ..	0 65		0 65	0 65							
	Inch Valley R'ty	2 29	Inch Valley-Lime Kiln	2 29	0 23	2 52								2 29
	Port Chalmers ..	1 9	Glendermid - Port Chalmers	1 9	3 40	4 49								1 9
	Green Island ..	2 44	Burnside-Saddle Hill	2 44	0 52	3 16								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								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								8 78
	Lawrence ..	21 76	Clarksville-Lawrence	21 76	2 2	23 78								21 76
	Lawrence-Roxburgh	38 25	Lawrence-Evan's Flat	4 0		4 0		4 0						
	Catlin's River ..	22 58	Preliminary survey ..	34 25		34 25	34 25	Prelim.						
			Balclutha-Owaka ..	19 20	1 63	21 3								19 20
			Owaka Catlin's Bridge	3 38	0 30	3 68				1 Aug., 1904		3 38		3 38
	Waipahi - Heriot Burn	20 3	Waipahi-Heriot ..	20 3	2 3	22 6								20 3
	Heriot Extension	6 20	Heriot-Eadievale ..	6 20	0 45	6 65				15 Feb., 1905		6 20		6 20
	Extension to Roxburgh, via Rae's Junction and Ettrick	28 10	Surveyed ..	28 10		28 10	28 10	Prelim.						
	Via Spylaw ..	25 70	Surveyed ..	25 70		25 70	25 70	Prelim.						
	Waima Plains District Ry.	36 39	Gore-Lumsden ..	36 39	1 34	37 73								36 39
	Kelso-Gore ..	24 0	Surveyed ..	9 58		9 58	9 58	Prelim.						
			Preliminary survey ..	14 22		14 22	14 22	Prelim.						
	Riversdale-Switzers	13 70	Riversdale Section ..	7 0		7 0	4 50		2 30					
	Edendale-Toitois	19 30	Surveyed ..	6 70		6 70	6 70							
			Edendale-Glenham	9 36	0 72	10 28								9 36
			Surveyed ..	9 74		9 74	9 74							
	Seaward Bush ..	24 52	Appleby-Waimahaka	24 52	1 50	26 22								24 52
Catlin's Seaward Bush	Catlin's Seaward Bush	58 22	Catlin's Bridge-Upper Catlin's	4 42		4 42	2 12	2 30						
			Upper Catlin's-Waimahaka	45 73		45 73	45 73	Prelim.						
			Tokanui-Waimahaka	7 67		7 67	5 67	2 0						
Otago Central	Waitaki Bluff Main Line to Lake Hawea	182 56	Wingatui-Ida Valley	98 18	5 62	104 0				1 Sept., 1904		13 20		111 38
			Ida Valley-Omakau	13 20	1 16	14 36								
			Omakau-Spottis ..	2 60		2 60			2 60					
			Spottis-Chatto ..	7 0	0 34	7 34			7 0					
			Chatto-Alexandra ..	9 0		9 0	5 60	3 20						
			Alexandra-Clyde ..	5 0		5 0	5 0							
			Surveyed ..	47 38		47 38	47 38							
Invercargill-Kingston and Branch, Lumsden-Mararoa	Invercargill-Kingston Wharf	87 4	Invercargill-Kingston	87 4	5 15	92 19								87 4
	Lumsden-Mararoa	30 0	Lumsden-Mossburn	10 40	1 0	11 40								10 40
			Surveyed ..	8 20		8 20	8 20	Prelim.						
			Reconnaissance ..	11 20		11 20	11 20							
Forest Hill Railway	Winton to Hedgehope	12 40	Winton - Hedgehope	12 40	0 65	13 25								12 40
Western Railways	Orepuki Branch	35 41	Makarewa-Orepuki ..	35 41		64 13								35 41
	Otautau Branch	22 15	Thornbury-Wairio ..	22 15										22 15
Orepuki-Waiatu River	Orepuki-Waiatu ..	13 30	Orepuki-Waihoaka ..	4 48	0 58	5 26								4 48
			Waihoaka - Camp Creek	5 52		5 52		5 52						
			Camp Creek-Waiatu ..	3 10		3 10	3 10							
Totals		2,207 19		2,207 19	230 13	2,437 32	638 41	64 72	45 64		1,421 32	27 79	8 51	1,458 2

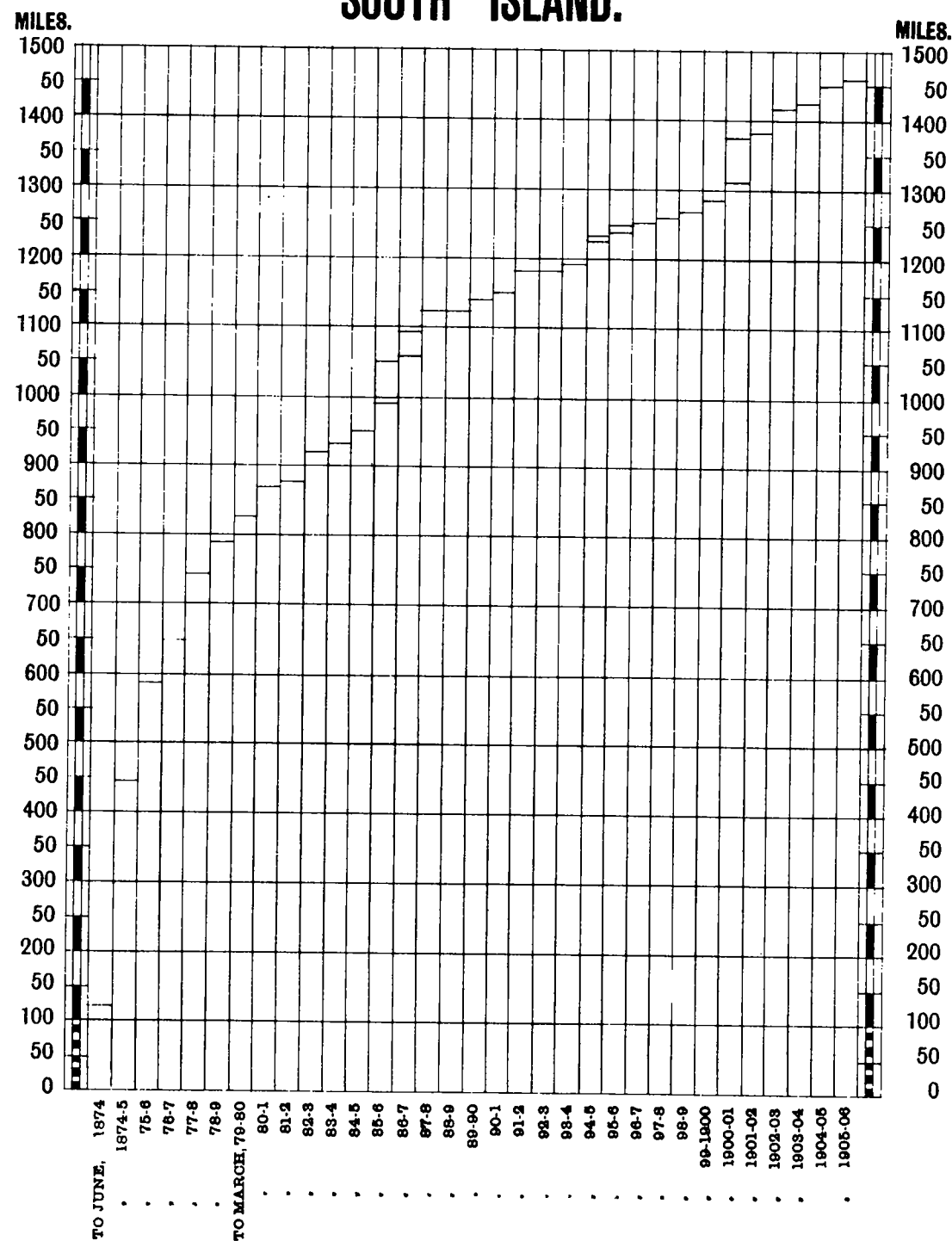
Number of Miles open  
of  
Government Lines.

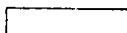
NORTH ISLAND.



Number of Miles open  
of  
Government Lines.

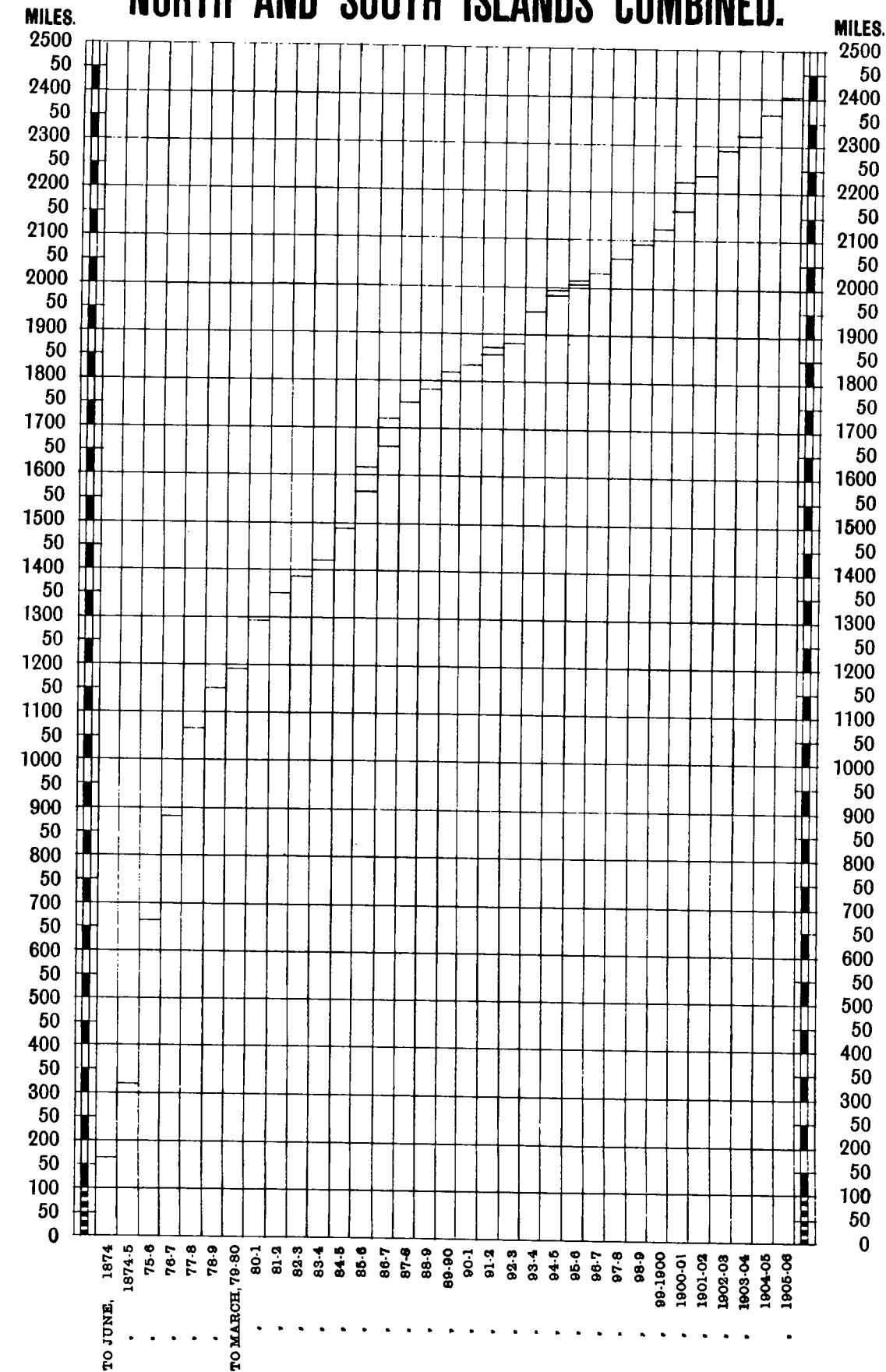
SOUTH ISLAND.



PRIVATE RAILWAYS ACQUIRED BY THE GOVERNMENT SHOWN 

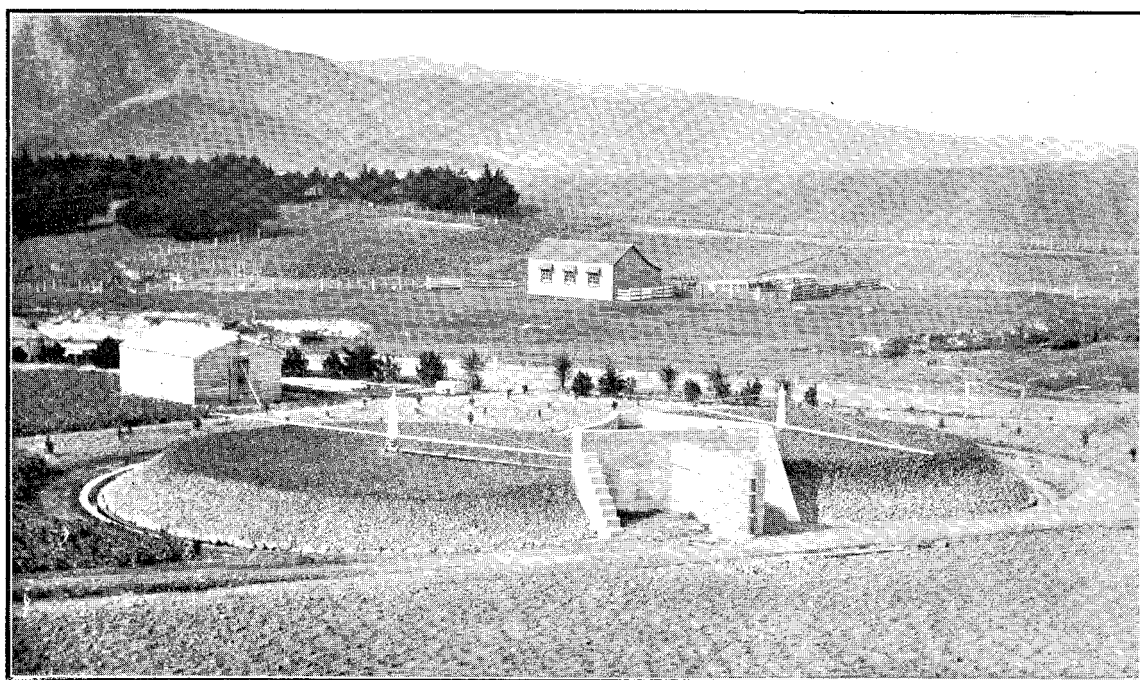
Number of Miles open  
of  
Government Lines.

NORTH AND SOUTH ISLANDS COMBINED.

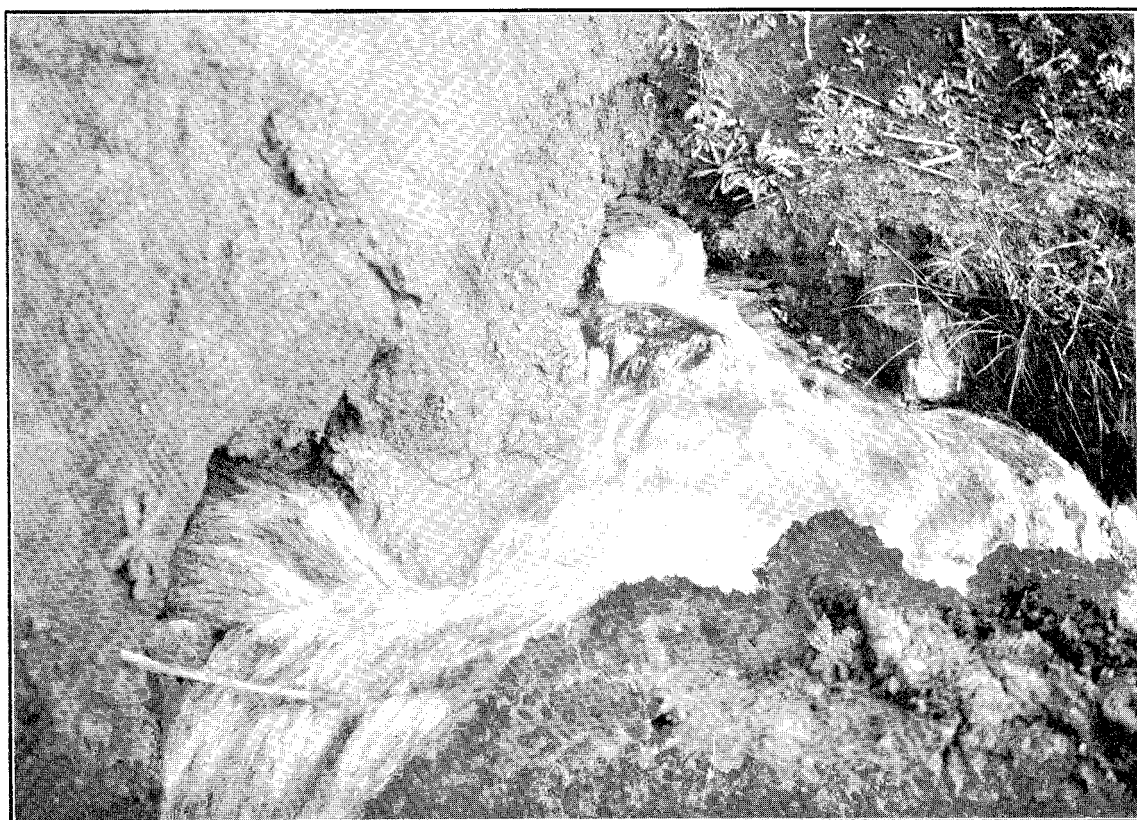








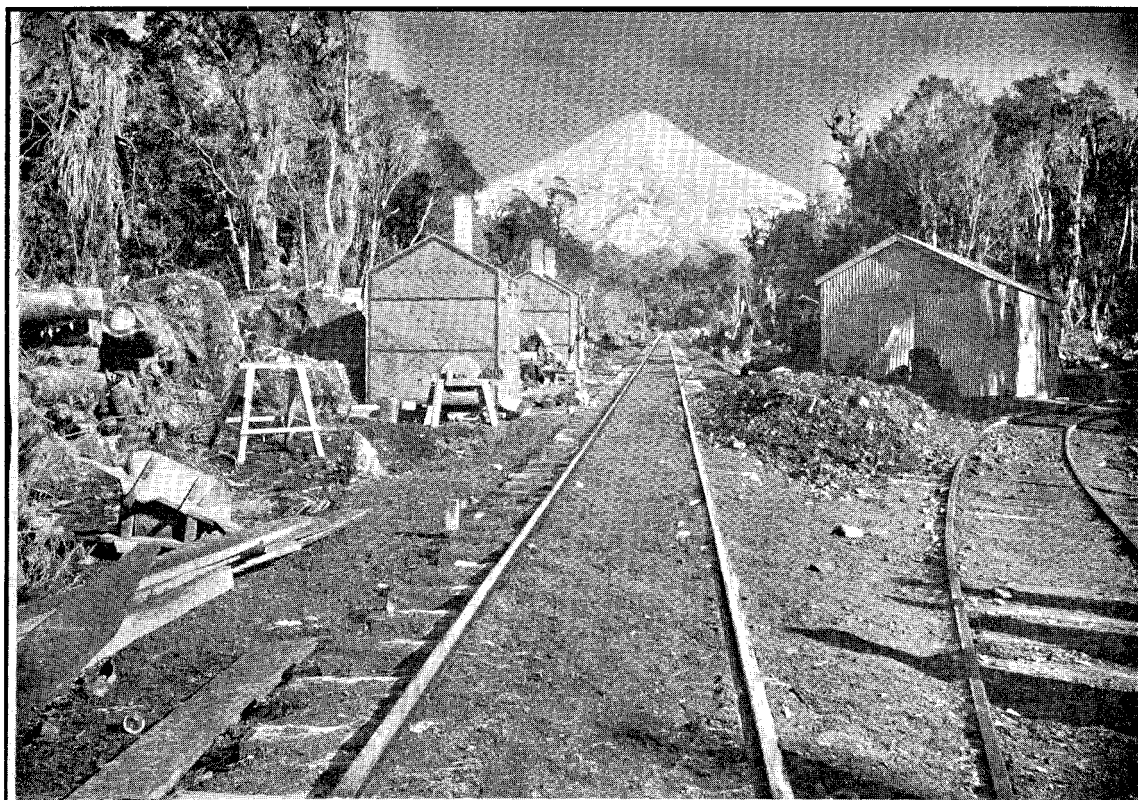
PORIRUA MENTAL HOSPITAL.—SEWAGE-FILTER.



ROTORUA WATER-SUPPLY.—SPRING AT HEAD-WORKS (MOERANGI SPRINGS).





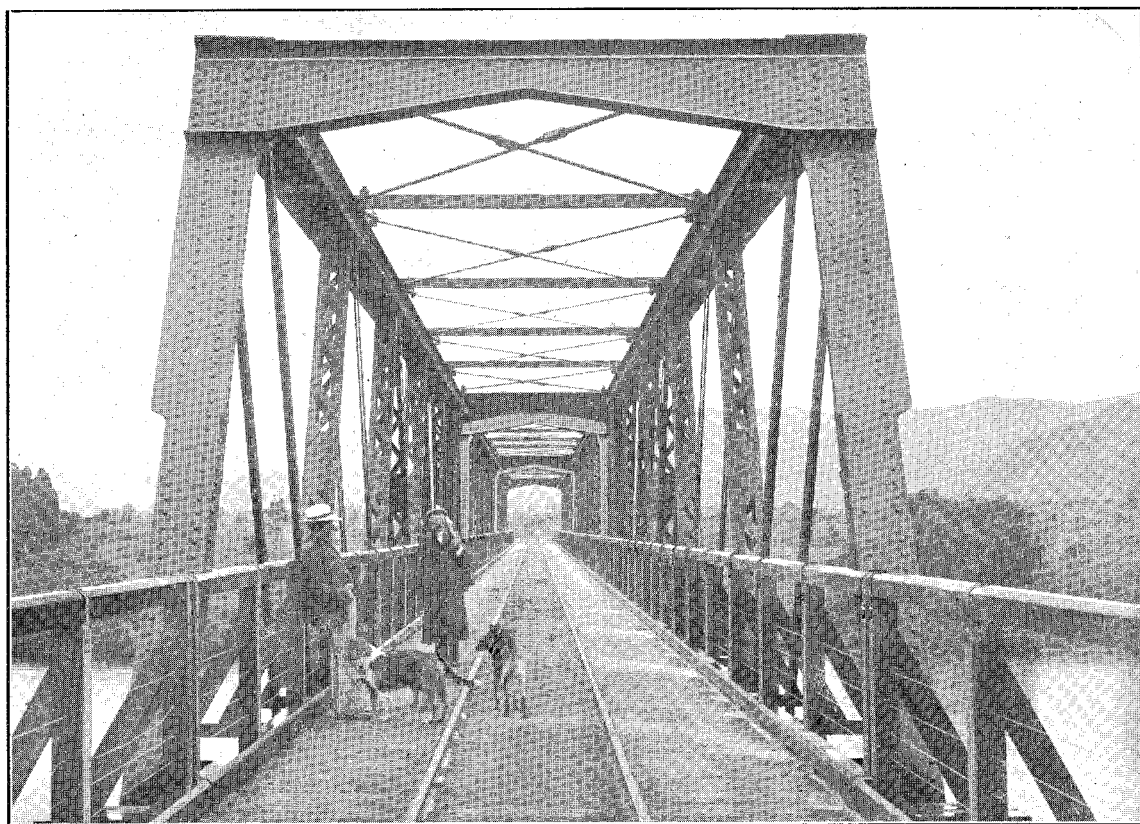


MOUNT EGMONT BRANCH RAILWAY.—VIEW OF MOUNTAIN FROM STONE-CRUSHING STATION AT ABOUT 6 MILES FROM WAIPUKU JUNCTION.

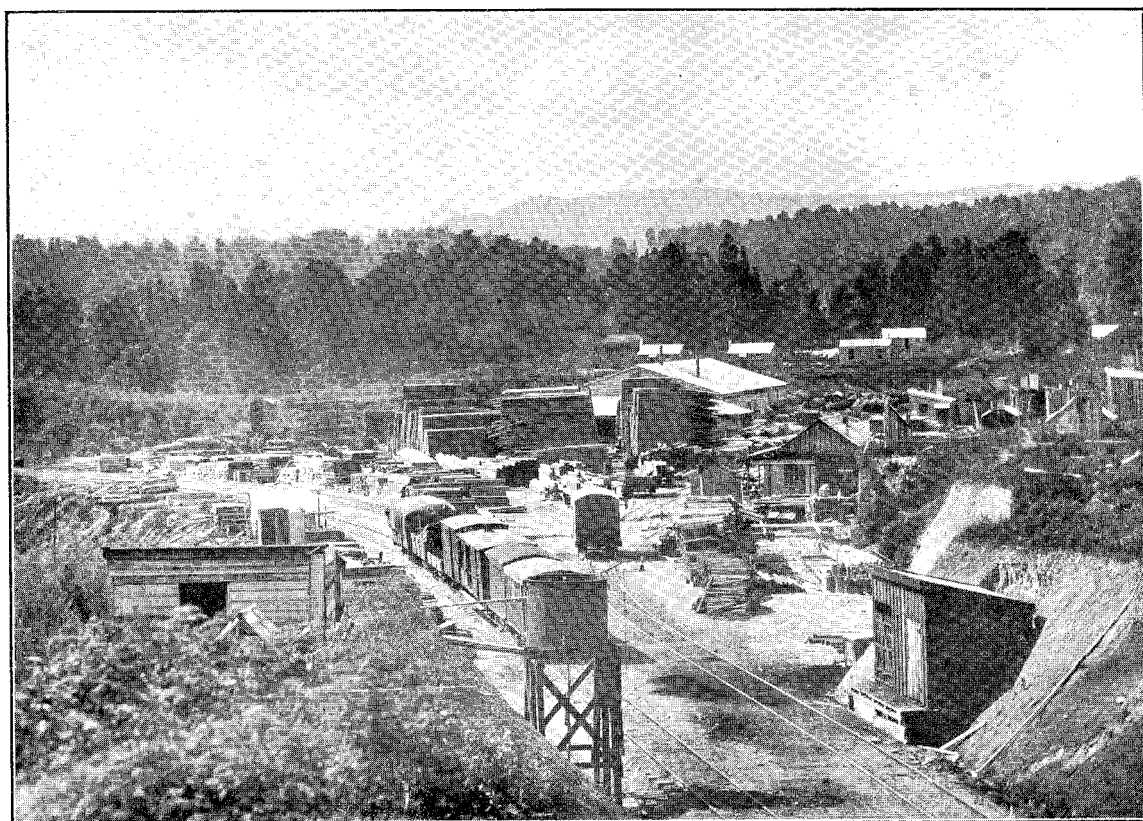


GISBORNE—ROTORUA RAILWAY.—BRIDGE OVER WAIPAQA RIVER AT KATTERATAHI DURING FLOOD OF 16TH AND 17TH JULY, 1906, AFTER FLOOD HAD SUBSIDED 4 FT.



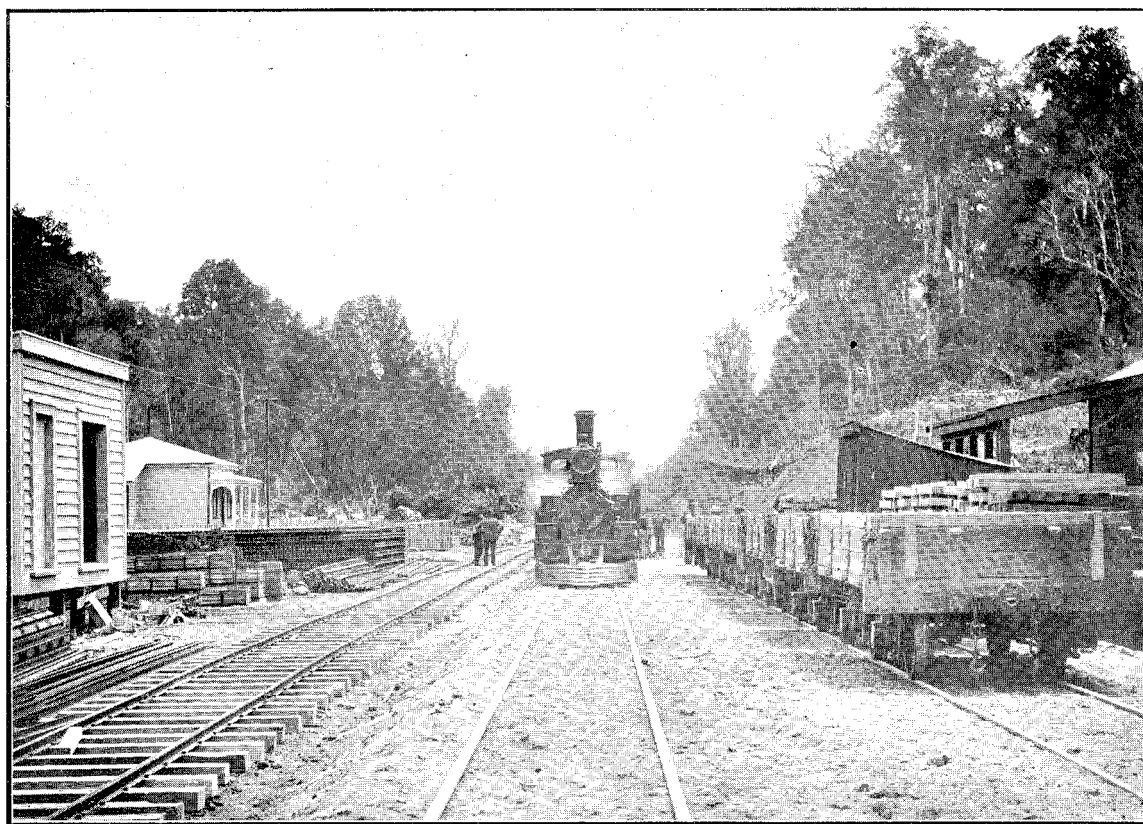


NORTH ISLAND MAIN TRUNK RAILWAY.—COMBINED ROAD AND RAILWAY BRIDGE OVER WANGANUI RIVER, NEAR TAUMARUNUI. (THREE SPANS OF 122 FT. AND FIVE OF 20 FT.)



NORTH ISLAND MAIN TRUNK RAILWAY.—KAKAHI SAWMILL, AT 125 M. 73 CH. FROM MARTON JUNCTION.





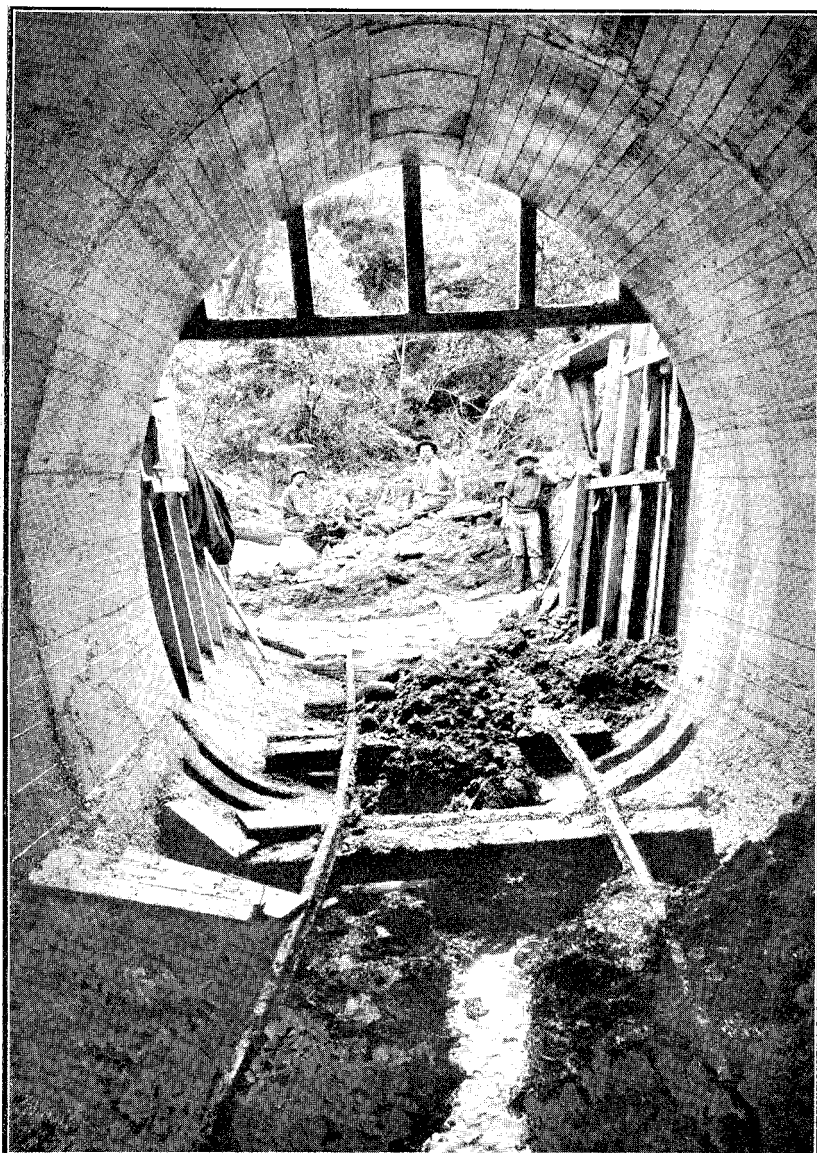
NORTH ISLAND MAIN TRUNK RAILWAY.—RAIL-HEAD AT OIO, AT 116 M. 30 CH. FROM MARTON JUNCTION.



NORTH ISLAND MAIN TRUNK RAILWAY.—BANK OVER WAIKAKARIKI WATER-TUNNEL, AT 115 M. 48 CH. (ABOUT 70 FT. HIGH).







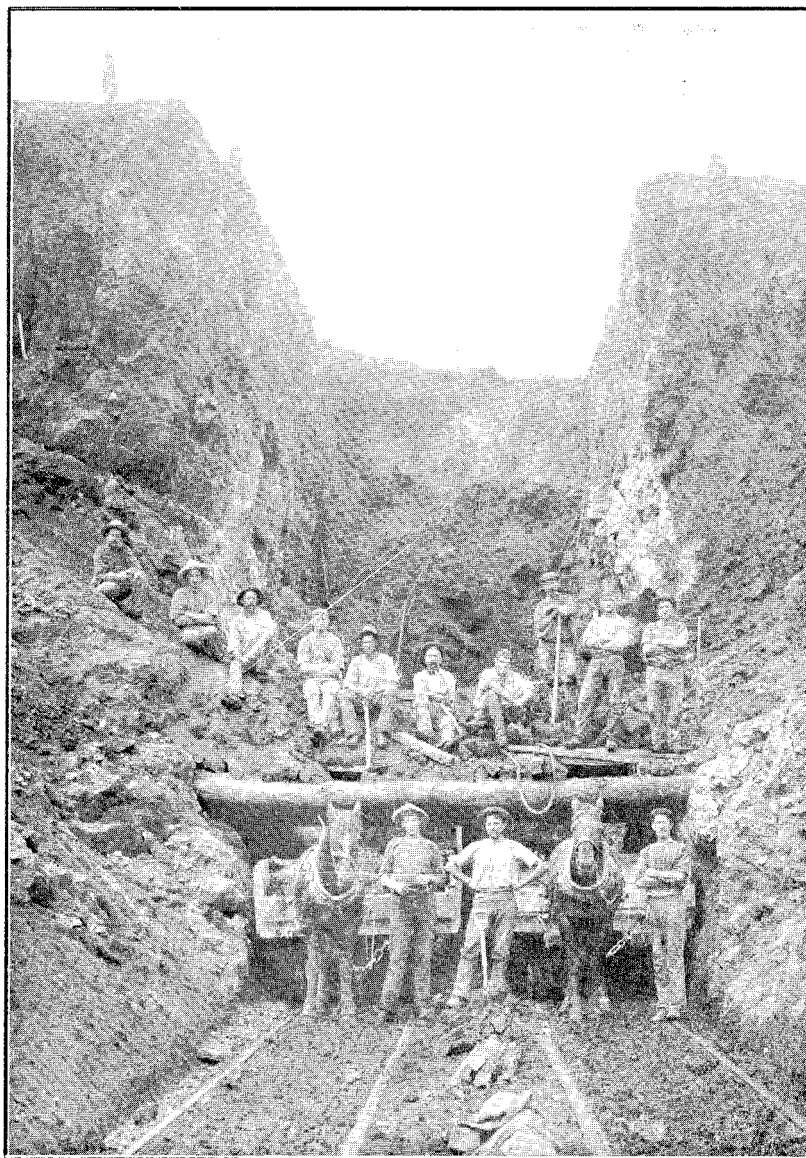
NORTH ISLAND MAIN TRUNK RAILWAY.—WATER-TUNNEL TO CARRY WAIKAKARIKI STREAM,  
AT 115 M. 47 CH.



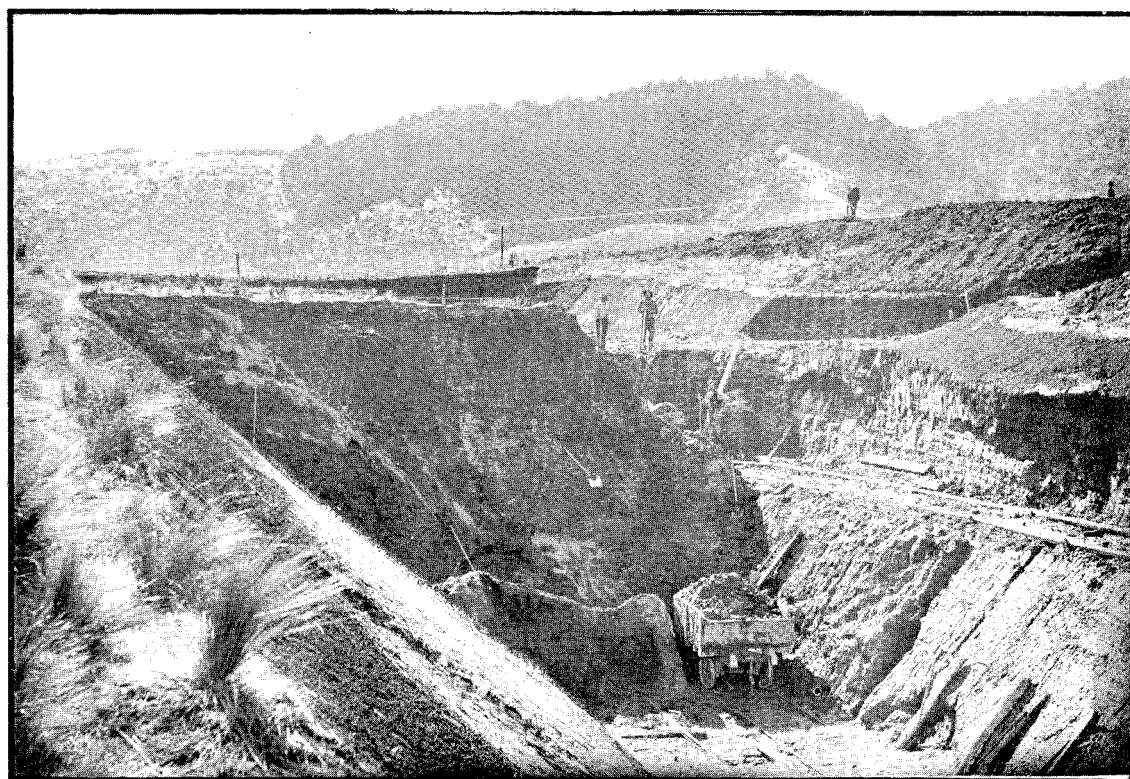
NORTH ISLAND MAIN TRUNK RAILWAY.—BANK AT 109 M. 75 CH. FROM MARTON JUNCTION  
(110 FT. HIGH.)





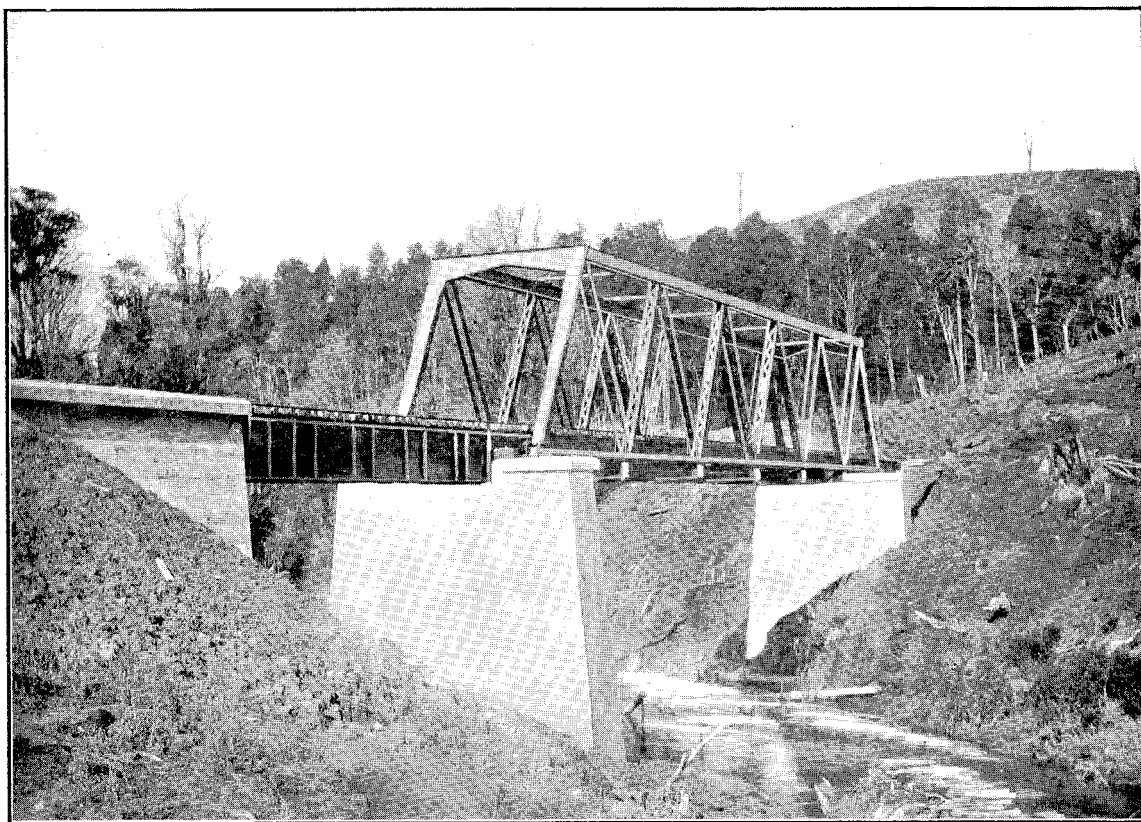


NORTH ISLAND MAIN TRUNK RAILWAY.—ROCK-CUTTING AT 108 M. 62 CH. FROM MARTON JUNCTION (ABOUT 50 FT. DEEP).

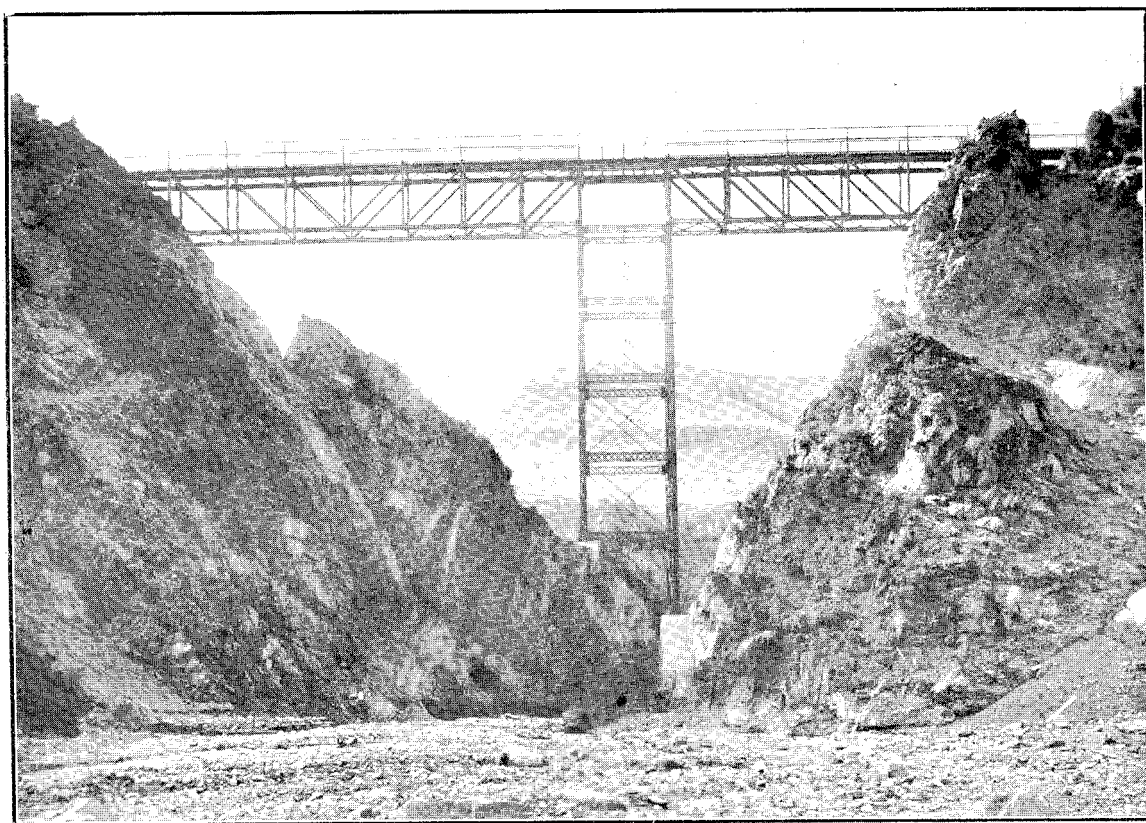


NORTH ISLAND MAIN TRUNK RAILWAY, WAIPOURE SECTION.—CUTTING AT 62 M. 30 CH., BEING WORKED ON THREE LEVELS, THE FORMATION LEVEL BEING 15 FT. BELOW LOWEST LEVEL SHOWN IN ILLUSTRATION.





NORTH ISLAND MAIN TRUNK RAILWAY.—BRIDGE OVER HAUTAPU RIVER, AT 51 M. 12 CH. FROM MARTON JUNCTION. (ONE SPAN OF 33 FT., ONE OF 44 FT., AND ONE OF 122 FT.: CONCRETE PIERS.)

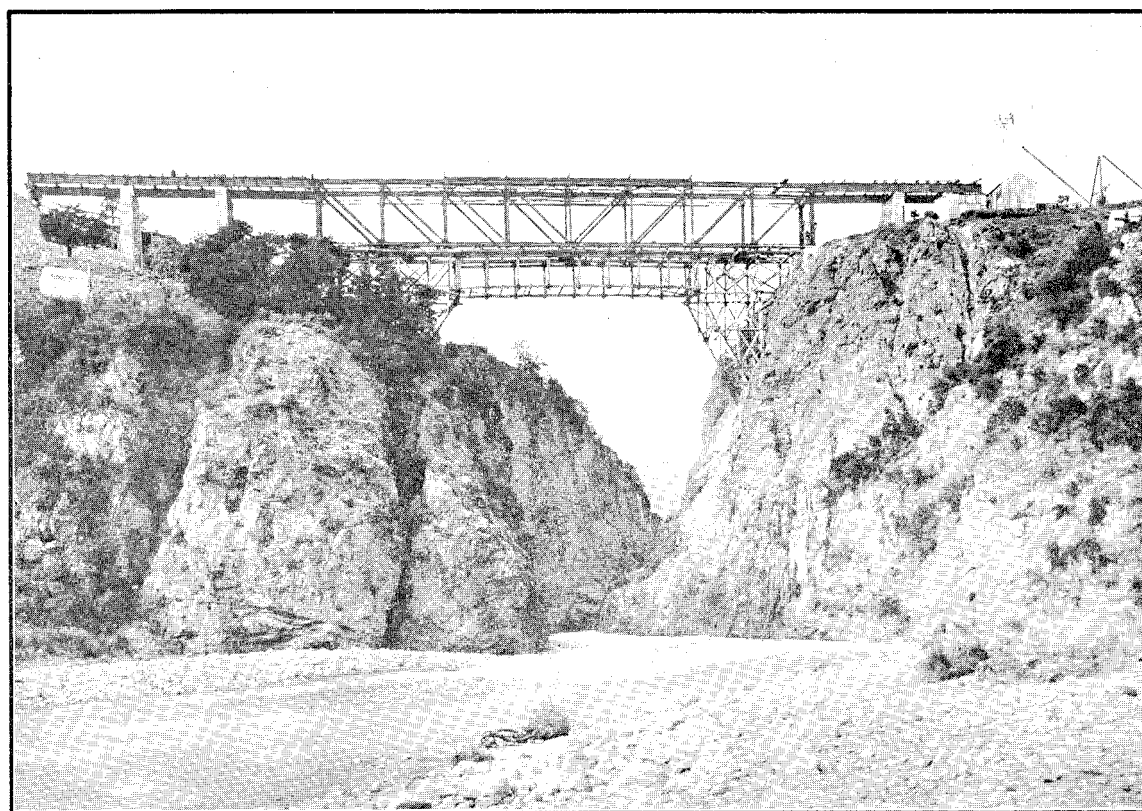


NEW ZEALAND MIDLAND RAILWAY.—STAIRCASE VIADUCT. (ONE SPAN OF 60 FT., TWO OF 192 FT.; PIER-HEAD SPAN, 36 FT.; BED OF STREAM TO RAIL-LEVEL, 237 FT.)





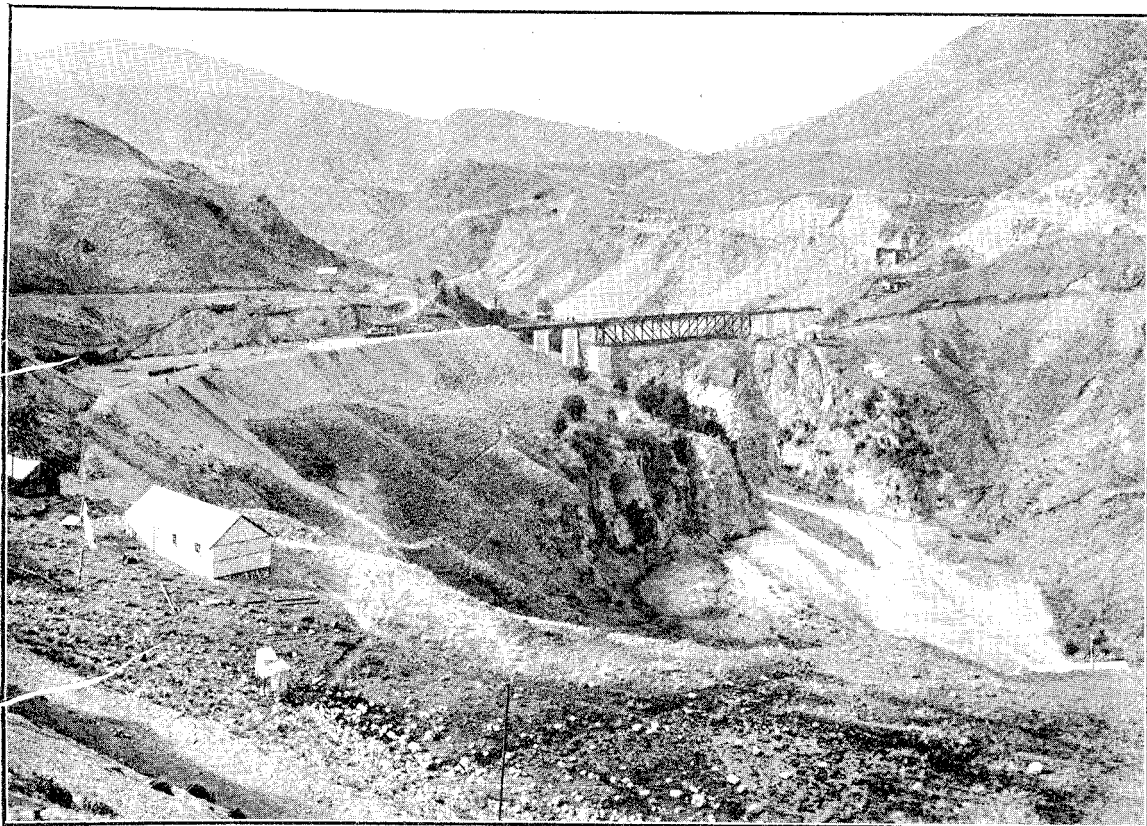
NEW ZEALAND MIDLAND RAILWAY. — BRIDGE OVER ROCKY CREEK, AT 11 M. 61 CH. FROM SPRINGFIELD.  
(THREE SPANS OF 44 FT., ON CONCRETE PIERS 66 FT. HIGH.)



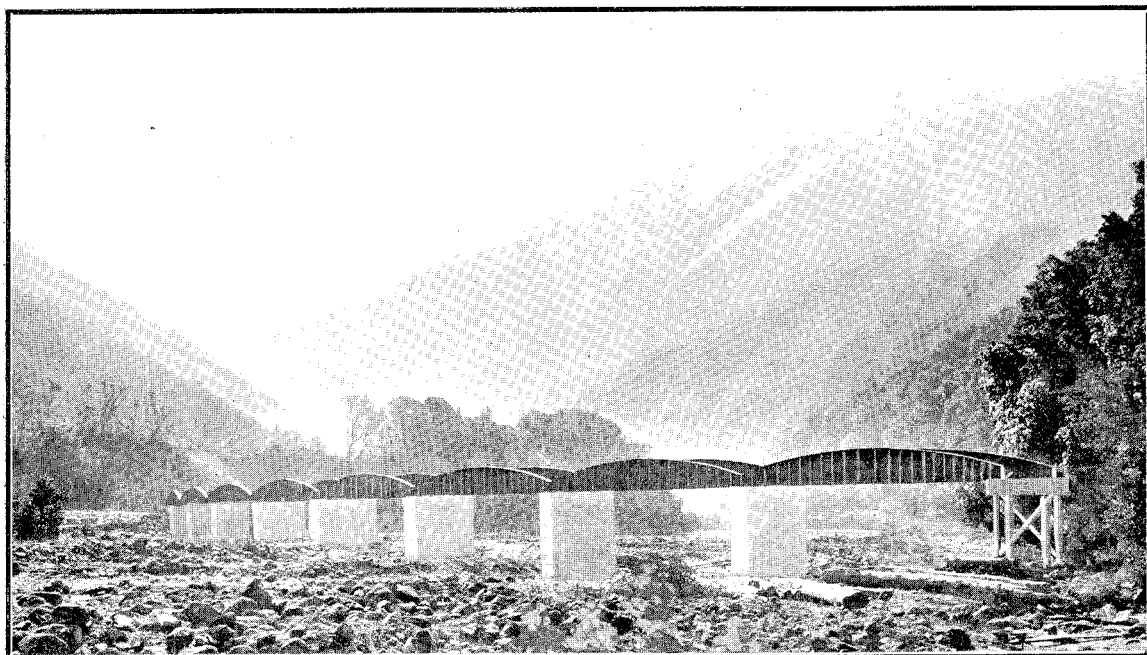
NEW ZEALAND MIDLAND RAILWAY. — BRIDGE OVER BROKEN RIVER AT 12 M. 5 CH. FROM SPRINGFIELD,  
SHOWING TEMPORARY STAGING USED DURING ERECTION. (TWO SPANS OF 20 FT., SIX OF 36 FT.,  
AND ONE OF 192 FT.; CREEK-BED TO RAIL-LEVEL, 185 FT.)







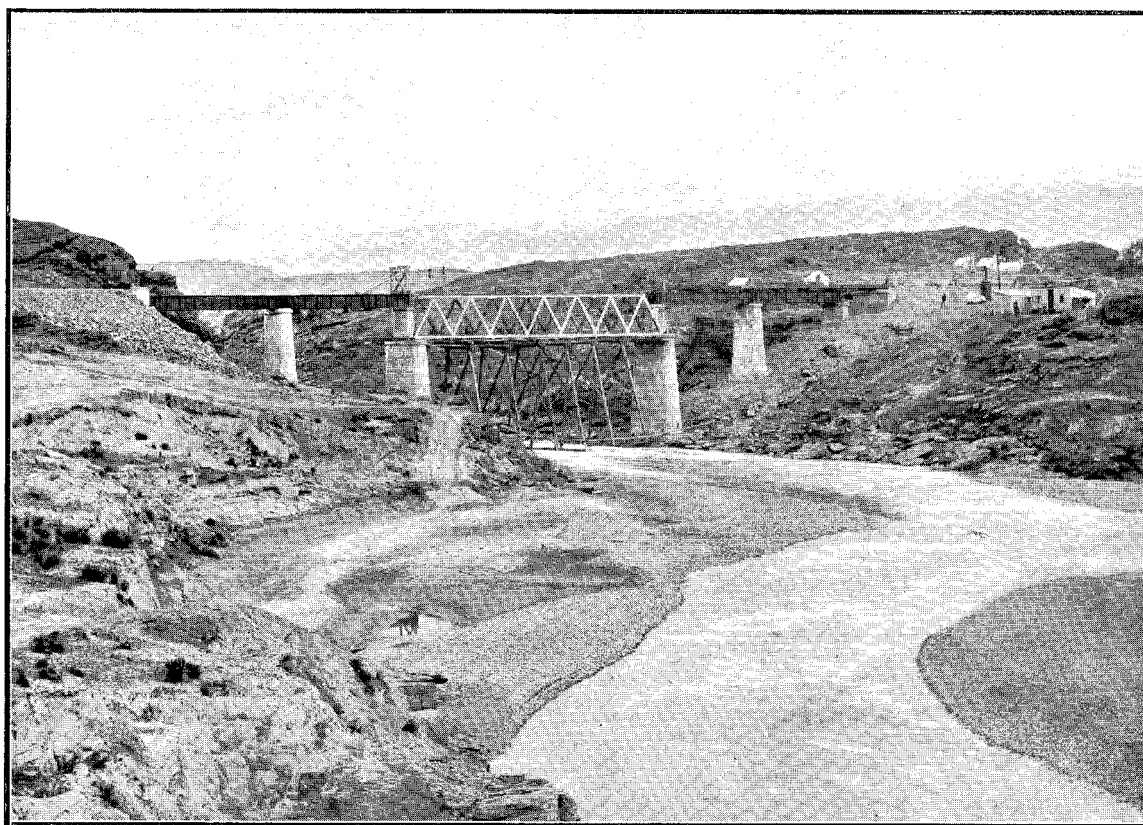
NEW ZEALAND MIDLAND RAILWAY.—VIEW AT BROKEN RIVER STATION YARD, LOOKING TOWARDS SPRINGFIELD, SHOWING BROKEN RIVER BRIDGE, ROCKY CREEK BRIDGE, AND NO. 9 TUNNEL IN THE DISTANCE.



NEW ZEALAND MIDLAND RAILWAY, ARTHUR'S PASS SECTION.—BRIDGE OVER ROLLESTON RIVER. (EIGHT SPANS OF 60 FT., ON CONCRETE PIERS.) VIEW LOOKING TOWARDS OTIRA.

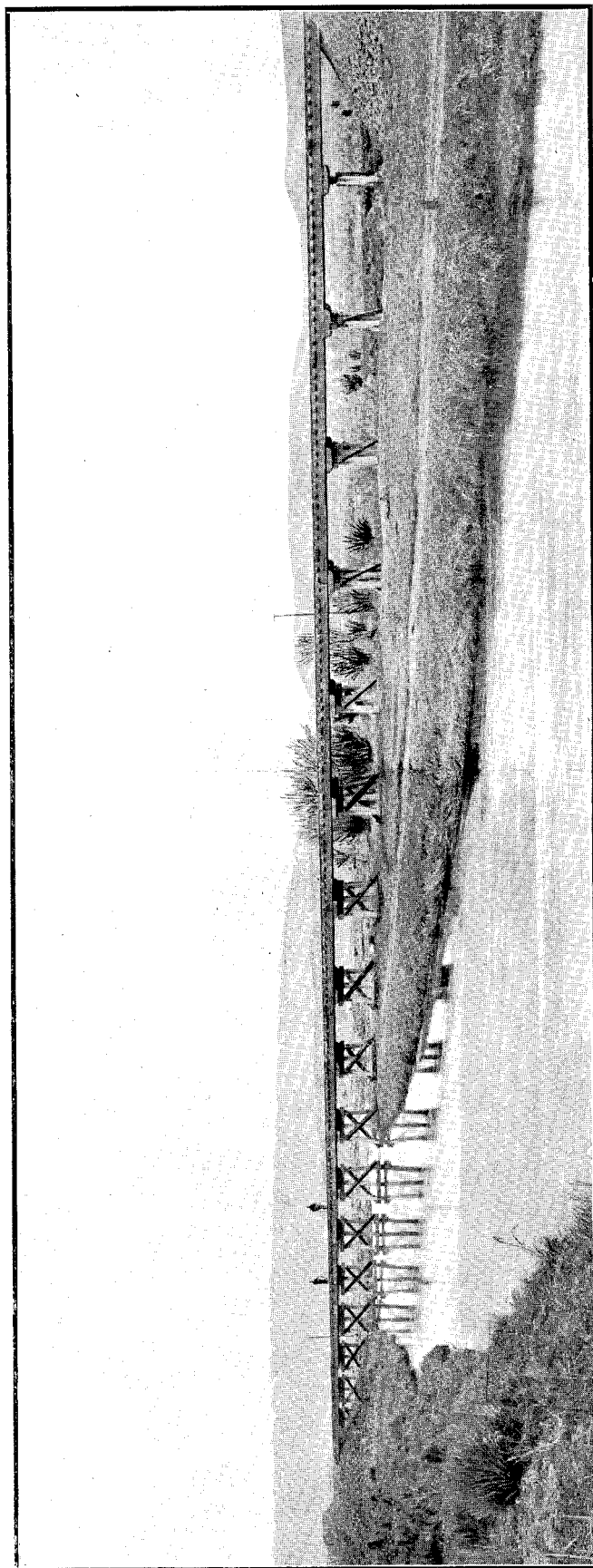






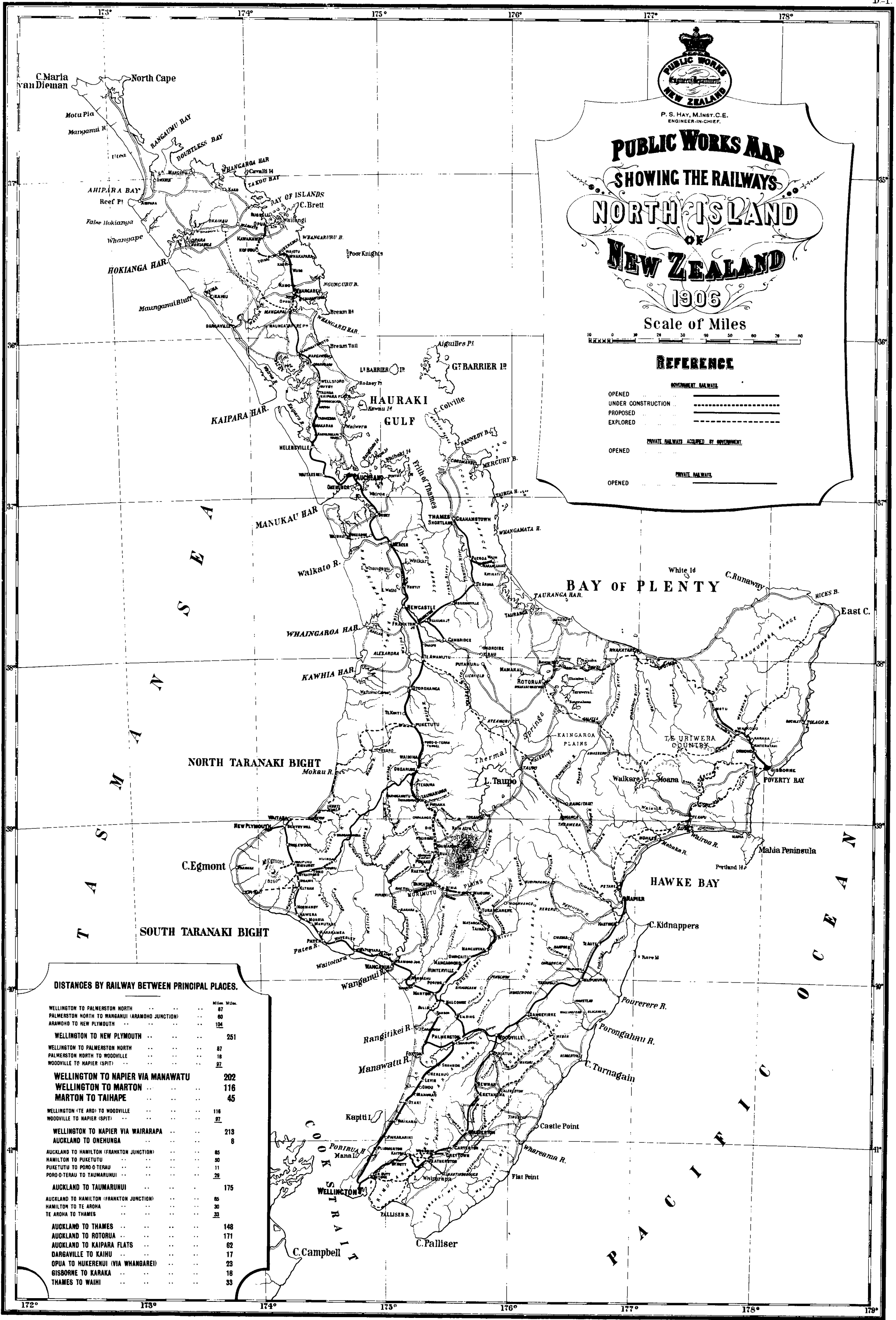
OTAGO CENTRAL RAILWAY.—COMBINED ROAD AND RAILWAY BRIDGE OVER MANUHERIKIA RIVER AT ALEXANDRA, WITH STAGING FOR ERECTION. (ONE SPAN OF 22 FT., ONE OF 44 FT., AND ONE OF 100 FT.; 60 FT. FROM RAIL-LEVEL TO BED OF RIVER.)





OTAGO CENTRAL RAILWAY.—BRIDGE OVER MANORBURN CREEK. (EIGHTEEN SPANS OF 20 FT.)

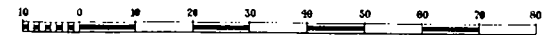




P. S. HAY, M. INST. C.E.  
ENGINEER-IN-CHIEF.

# PUBLIC WORKS MAP SHOWING THE RAILWAYS NORTH ISLAND OF NEW ZEALAND 1906

Scale of Miles



## REFERENCE

- GOVERNMENT RAILWAYS
- OPENED
- UNDER CONSTRUCTION
- PROPOSED
- EXPLORED
- PRIVATE RAILWAYS ACQUIRED BY GOVERNMENT
- OPENED
- PRIVATE RAILWAYS

### 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)	92	
WELLINGTON TO NAPIER VIA MANAWATU	202	
WELLINGTON TO MARTON	116	
MARTON TO TAIHAPE	45	
WELLINGTON (TE ARO) TO WOODVILLE	116	
WOODVILLE TO NAPIER (SPIT)	92	
WELLINGTON TO NAPIER VIA WAIRARAPA	213	
AUCKLAND TO ONEHUNGA	8	
AUCKLAND TO HAMILTON (FRANKTON JUNCTION)	65	
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)	65	
HAMILTON TO TE AROHA	30	
TE AROHA TO THAMES	33	
AUCKLAND TO THAMES	148	
AUCKLAND TO ROTORUA	171	
AUCKLAND TO KAIPARA FLATS	62	
DARGAVILLE TO KAIHU	17	
OPUA TO HUKERENUI (VIA WHANGAREI)	23	
GISBORNE TO KARAKA	18	
THAMES TO WAIHI	33	



