

APPENDIX B.

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

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

SIR,—

Wellington, 1st July, 1918.

I have the honour to submit the following report upon the various works completed and in progress throughout the Dominion during the period from the 1st April, 1917, to the 30th June, 1918.

In view of the early session of Parliament last year my last report dealt with the period up to the 31st March, 1917, instead of up to the 30th June, as usual. This report therefore covers a period of fifteen months instead of twelve.

The Department's operations are still severely restricted owing to war conditions. The number of men employed continued to dwindle until the end of the year 1917, but latterly there has been a slight upward tendency. The more important items of material and plant are still unprocurable, and there appears to be little prospect of any improvement of the position in the near future.

RAILWAYS.

ABSTRACT.

The following table shows the expenditure and liabilities on Government railways in New Zealand up to the 31st March, 1918 :—

Name of Railway.	Total Length of Railway or Section.	Open for Traffic.	Expenditure to 31st March, 1918.
	M. ch.	M. ch.	£
Kaihu Valley	24 30	19 58	104,130
Kawakawa-Hokianga	45 25	16 25	208,051
Opua Wharf - Grahamtown (Onerahi)	58 6	58 6	522,718
Whangarei southward	19 77	..	187,661
North Auckland Main Trunk Railway (from Helensville)	86 22	47 77	848,634
Helensville - Te Awamutu, with Branches	163 48	150 39	2,470,099
Frankton Junction-Thames, with Branches	127 35	87 20	598,968
Thames Valley - Rotorua	69 33	69 33	367,771
Tauranga-Opotiki, with Branches	138 27	..	352,761
Gisborne-Opotiki	93 45	49 32	626,649
Napier-Gisborne	206 39	..	231,962
Wellington-Napier and Palmerston North (including Te Aro Extension and Greytown and Martinborough Branches)	249 44	233 12	2,557,158
Wellington-Waitara, with Branches	350 11	285 59	2,710,526
Stratford-Okahukura	101 27	42 26	890,956
North Island Main Trunk (Marton - Te Awamutu), including Raetihi Branch	218 39	218 39	2,813,648
Picton-Waipara (South Island Main Trunk Railway)—			
Picton southwards	92 38	56 6	653,655
Waipara northwards	90 45	44 14	374,254
Nelson-Belgrove	22 73	22 73	199,982
Midland Railway	239 75	179 67	2,027,758
Westport-Ngakawau	19 56	19 56	188,009
Westport-Ngakawau Extension to Mokihinui*	7 12	7 12	..
Mokihinui Colliery Line†	3 69	3 69	..
Westport-Inangahua	26 0	5 74	152,806
Ngabere-Blackball	3 40	3 40	147,532
Greymouth-Coal Creek	8 70	8 70	255,026
Greymouth-Brunner	7 51	7 51	150,651
Greymouth-Waitaha	50 32	38 68	338,480
Culverden-Hanmer Motor-cars and Sheds .. .. .	..	..	3,834
Hurunui-Waitaki, with Branches	501 52	443 8	2,671,589
Canterbury Interior Main Line—Oxford-Temuka	83 0	11 44	59,415
Waitaki-Bluff, with Branches	600 21	546 16	4,950,881
Otago Central	182 51	134 78	1,363,843
Invercargill-Kingston, with Mararoa Branch	117 4	97 44	386,418
Forest Hill Railway—Winton-Hedgehope‡	12 40	12 40	22,984
Western Railways	94 8	70 31	336,698
Preliminary Surveys .. .. .	..	..	41,652
Miscellaneous .. .. .	..	..	10,337
Stock of Permanent-way on hand .. .. .	..	..	49,834
Rolling-stock .. .. .	..	..	6,676,078
Total	4,116 45	2,993 7	\$36,553,408

* The funds for this extension—namely, £35,501 2s. 11d.—were provided by the Westport Harbour Board.

† The funds for purchase of this line, £15,745, were provided by the Westport Harbour Board.

‡ The expenditure on this line as a tramway was made by the Lands Department.

§ Includes expenditure on railways under Hutt Road and Railway Improvement, Railway Improvement Authorization Act and Railway Improvement Authorization Act 1914 Accounts.