

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, 1919.

I have the honour to submit the following report upon the various works under my control completed and in progress throughout the Dominion during the period from the 1st July, 1918, to the 30th June, 1919.

The Department's operations are still affected by the aftermath of war conditions, but notwithstanding this handicap the number of men employed is steadily increasing.

The influenza epidemic caused considerable delay in the progress of all the works, many having been closed down for several weeks. No sections have been handed over to the Working Railways Department this year.

The prospects of obtaining plant and material are slowly improving, but prices are still highly inflated.

RAILWAYS.

ABSTRACT.

The following table shows the expenditure on Government railways in New Zealand up to the 31st March, 1919:—

| Name of Railway. | Total Length of Railway or Section. | Open for Traffic. | Expenditure to 31st March, 1919. |
|---------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------|----------------------------------|
| | M. ch. | M. ch. | £ |
| Kaihu Valley | 24 30 | 19 58 | 104,984 |
| Otiria-Ngapuhi | 45 25 | 16 25 | 176,601 |
| Opua Wharf—Onerahi | 58 6 | 58 6 | 522,735 |
| Whangarei-Waiotira | 19 77 | .. | 242,557 |
| North Auckland Main Trunk Railway (from Helensville) | 85 22 | 47 77 | 1,002,468 |
| Helensville—Te Awamutu, with Branches | 163 48 | 150 39 | 2,486,297 |
| Frankton Junction—Thames, with Branches | 127 35 | 87 20 | £12,245 |
| Thames Valley—Rotorua | 69 33 | 69 33 | 369,447 |
| Tauranga-Opotiki, with Branches | 138 27 | .. | 398,376 |
| Gisborne-Opotiki | 93 45 | 49 32 | 623,100 |
| Napier-Gisborne | 206 52 | .. | 241,122 |
| Wellington—Napier and Palmerston North (including Te Aro Extension and Greytown and Martinborough Branches) | 249 44 | 233 12 | 2,564,288 |
| Wellington—Waitara, with Branches | 350 11 | 285 59 | 2,717,351 |
| Stratford—Okahukura | 104 47 | 42 26 | 924,520 |
| North Island Main Trunk (Marton—Te Awamutu), including Raetihi Branch | 218 39 | 218 39 | 2,824,459 |
| Picton—Waipara (South Island Main Trunk Railway)— | | | |
| Picton southwards | 92 38 | 56 6 | 654,056 |
| Waipara northwards | 90 45 | 44 14 | 373,877 |
| Nelson—Belgrove | 22 73 | 22 73 | 199,982 |
| Midland Railway | 239 75 | 179 67 | 2,066,394 |
| Westport—Ngakawau | 19 56 | 19 56 | 188,009 |
| Westport—Ngakawau Extension to Mokihinui* | 7 12 | 7 12 | .. |
| Mokihinui Colliery Linet | 3 69 | 3 69 | .. |
| Westport—Inangahua | 26 0 | 5 74 | 152,818 |
| Ngahere—Blackball | 3 40 | 3 40 | 147,532 |
| Greymouth—Rewanui | 8 70 | 8 70 | 255,026 |
| Greymouth—Brunner | 7 51 | 7 51 | 150,651 |
| Greymouth—Waitaha | 50 32 | 38 68 | 338,911 |
| Hurunui—Waitaki, with Branches | 501 52 | 443 8 | 2,696,170 |
| Canterbury Interior Main Line—Oxford—Temuka | 83 0 | 11 44 | 59,699 |
| Waitaki—Bluff, with Branches | 600 21 | 546 12 | 4,960,671 |
| Otago Central | 182 51 | 134 78 | 1,384,731 |
| Invercargill—Kingston, with Mararoa Branch | 117 4 | 97 44 | 386,456 |
| Forest Hill Railway—Winton—Hedgehope† | 12 40 | 12 40 | 22,984 |
| Western Railways | 94 8 | 70 31 | 336,339 |
| Preliminary surveys | .. | .. | 41,652 |
| Miscellaneous | .. | .. | 10,337 |
| Stock of permanent-way on hand | .. | .. | 46,872 |
| Rolling-stock | .. | .. | 6,732,065 |
| Total | 4,118 78 | 2,993 3 | \$37,015,782 |

* 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.