

2. *Waikato-Thames*.—This vote will cover the cost of the bridge over the Waikato at Hamilton, and continue the line for a great part of the distance towards the Thames at Aroha; it will also provide for the construction of the Thames portion of the line as far as Kopu.

3. *Hamilton to Cambridge*.—Upon this branch, about thirteen miles in length, it is proposed to break ground. The country is easy, and the line will be much below the average in cost. It will demand little additional plant, and possesses considerable political as well as commercial importance.

4. *Napier-Wellington*.—The works towards Tahoraite, on the northern division, will be carried on; and for completing outstanding contracts and engagements as regards the southern division, a considerable sum will be required.

5. *Wellington-Foxton*.—A small vote is required to wind up accounts on these works, including payments for land.

6. *Foxton-New Plymouth*.—The vote asked for the northern division of this line will complete the works now in hand. The vote for the southern division will provide for the formation of the line between Waverley and Patea, and from thence to Manutahi. It will also provide for the survey of the unfinished section between Hawera and Patea, and cover outstanding liabilities.

7. *Nelson-Roundell*.—£6,200 will finish the expenditure on the extension of three miles to Belgrove.

8. *Greymouth to Nelson Creek*.—This line is in the direction of Reefton, and is completed as far as Stillwater. It is anticipated that its continuation will form part of the scheme of the Company which is projected for the construction of a line between the East and West Coasts.

9. *Westport-Ngakawau*.—Additional rolling-stock is required for this line, as well as some expenditure for land, and sundry small works.

10. *Picton-Hurunui*.—A vote will be proposed for liabilities and sundry work on the Blenheim extension, and for at length breaking ground on the great trunk line to the south.

11. *Hurunui-Waitaki and Branches*.—It is proposed to complete the extension to Waikari, which has been some time on hand, and to proceed with the short length to the Hurunui.

12. Votes will be asked for on account of the branch lines now in progress to Fairlie Creek, Upper Ashburton, and Little River.

13. The completion of the junction between the Oxford and Springfield Branches will have valuable economical results, and we propose to push on this work.

14. *Waitaki-Bluff and Branches*.—A considerable vote is asked for works and liabilities on the main line, and on the Duntroon, Ngapara, Port Chalmers, Brighton Road, Outram, and Lawrence Branches.

15. Also votes to meet engagements on the Ngapara-Livingstone, Palmerston-Waihemo, Catlin's River, Waipahi-Heriot Burn, and Edendale-Toitois branches, and the Otago Central line.

16. For the Southland lines, including the completion of the branch to Otautau and to the Nightcaps Coal Field, and the continuation of the Orepuki line to a point at which it will become useful, a sufficient amount has been placed on the Estimates.

Of the total proposed expenditure on railways, I may inform honorable members that a considerable amount (about £436,000) is to cover outlay during the first quarter of the current year, and liabilities on the 30th June last. There will be only about £580,895 for further expenditure on railways during the remaining nine months of the period 1881-82.

It must not be supposed, however, that the expenditure of the last financial year was in excess of the votes for the year. Those votes amounted to £1,572,000. The expenditure brought to book on the 31st March last (covering the liabilities coming over from the previous year, 1879-80) amounted to £969,165, and this sum, together with the expenditure of the March-June quarter, and the outstanding liabilities on 30th June, amounts to about £1,405,906, or £166,094 within our last year's authority, after an expenditure of five quarters, and provision for all claims existing at the end of that time. The aggregate of the votes now