

land-settlements. In addition to this, we cannot allow the completion of our arterial and greatly wanted railways to lag behind; and, further, my colleague the Minister for Railways daily presses upon me the necessity for finding money for additional rolling-stock to properly equip the lines in order to meet the requirements of our producers and to enable the result of their industry to be carried to an early market.

Our policy hitherto has been one of progress, and we must not now hesitate to continue on the same lines; there must be no going backward. At the same time it is apparent to every one that in order to push on settlement successfully we must be equipped with those sturdy weapons, £ s. d.; and it goes without saying, additional funds are required.

After very careful consideration of our present wants, and also taking into account that our expenditure must be provided for up to at least the end of next financial year, I am of opinion that it will be necessary to ask Parliament to authorise the issue of a further loan of one million; and the following indicates what is considered by the Government a fair allocation:—

#### ADDITIONS TO OPEN LINES.

It is well known in respect to our railways that additional rolling-stock is required, also that, if some of the lines are to be improved, and if speed and economy are to be possible, relaying with heavy rails and the building of new bridges must be done. New stations are required, and the comfort of those travelling second-class has a right to be considered, and this cannot be done out of revenue, and for what is rightly chargeable to capital we ask to raise £225,000.

#### RAILWAY-CONSTRUCTION.

Then, again, in respect to railway-construction greater expedition in construction is required, especially with the North Island Trunk, Otago Central, and Midland lines, whilst the construction of the Blenheim-Awatere and other lines demands attention. The completion of the construction of the Thames-Paeroa, Seaward Bush, and Forest Hill lines will allow, out of moneys available, more to be allocated for the lines hereinbefore mentioned, but, notwithstanding this, more will be required, and for construction of railways we ask £300,000.

#### ROADS TO BACK-BLOCK SETTLEMENTS.

In many parts of the colony we have settlers who have been placed on the land for years, but have no roads leading to their homes, and the privations and difficulties they have to encounter are heartrending to endure. Having personally made myself acquainted with the true condition of affairs, I feel this standing reproach should be removed, and every expedition exercised in making roads next summer to the back-block settlements. The settlers have a right to insist that the State shall keep good faith. Their lands have been loaded—in some cases to the extent of 5s. per annum per acre, and this has been paid for years—yet, owing to want of funds, no roads or reasonable access have been given, and in the winter time these settlers are completely isolated from the outside world. To enable good faith to be kept, and to make these roads quickly and well, £150,000 is required.

#### ROADS TO CROWN AND NATIVE LANDS, AND MAIN ROADS.

In some of the sparsely and newly settled districts, apart altogether from the roads required in the back blocks, good roads are requisite if the settlers in these localities are to get their produce to market under reasonable conditions. We have purchased large areas of Native lands, these require to be roaded and thrown open for settlement without delay. Take the North of Auckland, the Gisborne district, and districts similarly situated where there are no railways. The residents in years past have contributed to the loss on the working of our railways, whilst they have not had the semblance of a road. Abstract justice demands that their wants in respect to roads should have attention, and for this purpose, out of the moneys to be raised, £150,000 should be set apart.