

## 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—WAIKAKA.

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.