

NGAHERE—BLACKBALL.

This railway is practically completed for a distance of two miles and a half, and the work beyond that point is being vigorously proceeded with, and I am in hopes that the whole line will be available for traffic early in 1909.

Last year's expenditure amounted to £17,304, and for the current year an appropriation of £20,000 is asked for.

GREYMOUTH—POINT ELIZABETH.

The survey of the proposed extension of this railway, which was in hand when last year's Public Works Statement was delivered, has since been completed, and formation-work put in hand.

No appropriation for this work will be needed out of the Public Works Fund, as a vote of £30,000 out of the State Coal-mines Account appears on the Consolidated Fund estimates.

HOKITIKA—ROSS.

This line has already been opened for traffic as far as Ruatapu, and rails are laid from there to the Totara River. The contract for the bridge over this river is very much behind time, but pressure is being brought to bear on the contractor to insure the early completion of the work. The station buildings at Ross are already erected, so that, on the completion of the Totara Bridge, the rails can be laid right in to Ross Station, and the line opened for traffic with the least possible delay.

The expenditure on the railway last year amounted to £13,546, and for the current year a vote of £15,000 is proposed.

CULVERDEN—HANMER.

As mentioned in last year's Statement, a good motor-car service has been established between Culverden and Waiiau, and it is proposed to extend it to Hanmer. To enable this to be done, however, bridges have to be erected over some of the rivers, and improvements made in the road. As these improvements will be of benefit to local settlement, and the work is really no part of the railway, it is proposed to regard this as a roadwork, and provision for it will be made on the Roads vote accordingly.

The expenditure under this head last year amounted to £3,820.

OTAGO CENTRAL.

This railway was opened to Clyde in April, 1907, since which time sundry minor completion works have been carried out, the total expenditure during the year having amounted to £7,763. As there were still a few outstanding liabilities on 31st March last, a vote of £1,000 is provided to cover them.

LAWRENCE—ROXBURGH.

The formation of the first section to Evans Flat is finished, and the erection of the bridges is being proceeded with. The next section, to Bowler's Creek, is also nearly formed, and rail-laying on both sections will be started before very long. The Big Hill tunnel has also recently been commenced. Beyond the tunnel the definite location of the line is still undetermined, and further survey-work is necessary before the question can be finally decided. A surveyor is about to be transferred from another district to undertake this work.

Last year's expenditure amounted to £12,213, and for the current year a vote of £30,000 is asked for.

GORE—WAIKAKA.

The formation-works on this railway are nearing completion. The bulk of the bridging is also done, and the rails are laid for over ten miles. Good progress is being made with the work generally, and it is anticipated that the whole line will be available for traffic early in the new year.