

## CATLIN'S—WAIMAHAKA.

Platelaying and ballasting were completed, and station buildings erected at the far end of the seventeen-mile section from Houipapa to Tahakopa, which was opened for traffic on the 1st February last. The terminus will remain at Tahakopa for the present.

## BALCLUTHA—TUAPEKA MOUTH.

Survey-work to locate the best route for this proposed branch railway was interrupted during the year, and no construction-work was undertaken.

## WINTON—HEDDON BUSH.

No construction-work on this line was undertaken during the year, but there was an expenditure of £170 on surveys and preliminary work.

## OREPUKI—WAIAMAU EXTENSION.

The route was located to Orawia, nearly ten miles from the present terminus, and construction-work has commenced at Tuatapere end. The extension will serve a large area of fertile agricultural land lately subdivided into small holdings.

## TOTAL APPROPRIATIONS FOR RAILWAY-CONSTRUCTION.

In addition to the votes already mentioned, an appropriation of £1,000 is required to provide for old land-claims and other liabilities on Construction Account, £5,000 for surveys of projected new lines of railway, and £100,000 for permanent-way materials. The total vote proposed this year for railway-construction amounts to £700,000.

## OTHER RAILWAY-WORKS.

The expenditure during the financial year out of the vote for additions to open lines amounted to £524,391, and out of this sum £307,385 was spent on rolling-stock, tarpaulins, workshops, machinery, Westinghouse brake equipment and petrol electric car. The balance of £217,006 covered expenditure on improvements to wharves, water-services, station accommodation and yards, engine depots, Parnell Tunnel duplication, installation of tablet, telegraph, and telephone facilities, also signalling and interlocking plant.

Grade-improvement works on the North Island Main Trunk line involved an expenditure of £29,854, and the Mechanics Bay reclamation accounted for £37,999. This latter work forms an integral part of the new Auckland Station rearrangements and railway scheme.

The Dunedin-Mosgies duplicated line was opened for traffic on 1st June, 1914, and the expenditure incurred in this work during the year was £5,273.

The vote proposed for the current year amounts to £500,000.

## ROADS AND BRIDGES.

The total amount provided on last financial year's appropriations under all votes and accounts (including the Consolidated Fund Vote for Maintenance, but excluding the Land for Settlement Account—loading) was £1,070,300. The amount authorized for expenditure under the same votes and accounts during the year, added to the unexpended balance of authorities at 31st March, 1914, totalled £1,197,401. The expenditure for the twelve months amounted to £666,237, leaving an unexpended balance at 31st March last of £531,164.

In regard to expenditure on road, &c., works under the Land for Settlements Account, the money is, of course, provided by special loan raised on the security of each block of land, and is not shown on the appropriations. Under this head the amount placed at the disposal of this Department by the Minister of Lands for expenditure during the year (including the unspent balance at 31st March, 1914) amounted to £17,360, whilst the expenditure for twelve months amounted to £8,536.