

**HAMILTON-CAMBRIDGE RAILWAY.**—The vote proposed in this case will cover the completion and equipment of the line throughout.

**HAMILTON-TE AROHA AND GRAHAMSTOWN-KOPU.**—The vote proposed for these works will complete and equip the railways between the points indicated.

**NAPIER TO WOODVILLE AND BUNNYTHORPE.**—This line we propose to complete throughout as rapidly as possible, and the vote proposed for this year is sufficient to cover as much of it as can conveniently be let by contract before the next meeting of Parliament.

**WELLINGTON-WOODVILLE.**—The vote proposed for this will be sufficient to complete the sections at present in hand.

**NEW PLYMOUTH-FOXTON.**—The vote now proposed for this line is estimated to be sufficient to complete and equip the railway throughout, including the extension from New Plymouth to the breakwater.

**WELLINGTON-FOXTON.**—In this case the vote is merely to cover existing liabilities on account of land purchases, &c., originally undertaken by the Government.

**MAIN TRUNK RAILWAY, NORTH ISLAND.**—The Government has on more than one occasion expressed its conviction of the expediency of hastening forward to the utmost the construction of the North Island Main Trunk Railway, and the route of the line having now been decided, I have been enabled to issue instructions for surveys to be proceeded with for the first section south of Te Awamutu, and I hope in a few weeks to be prepared to call for tenders for this work.

I shall leave to my colleague, the Native Minister, the task of obtaining land along the line.

It will be necessary in any case to commence the construction at the other end of the line; and it will greatly facilitate the rapid prosecution of the work if the construction of the Wellington-Manawatu Railway is vigorously pushed on.

**NELSON-ROUNDELL.**—The vote proposed in this case is sufficient to complete the Wai-iti Section.

**GREYMOUTH-REEFTON.**—For this railway it is only proposed to vote sufficient to cover existing liabilities and a few contingencies which may be anticipated, as its construction is expected to be undertaken by private enterprise, as a portion of the railway from Nelson to Brunnerton.

**GREYMOUTH-HOKITIKA.**—For this railway it is proposed to take a vote this year sufficient to cover the cost of the completion of the four miles from Hokitika to the Arahura, and it is intended to continue its construction from year to year until Hokitika is connected by rail with the Port of Greymouth.

**BLLENHEIM SOUTHWARDS.**—This railway we intend to complete as rapidly as possible to the Awatere, and the vote proposed will cover another contract which is intended to be let this year, in addition to the existing one.

**HURUNUI NORTHWARDS.**—The vote proposed for this railway is estimated to be sufficient to complete and equip the section at present under contract between Hurunui and the Red Post.

**HURUNUI-WAIPARA.**—This railway, including the completion of the Hurunui Bridge, with iron cylinders instead of piles, will be finished as rapidly as possible, and the vote proposed will be sufficient to complete and equip it.

**UPPER ASHBURTON BRANCH.**—The vote proposed for this is estimated to be sufficient to complete the line to the Mount Somers Township.

**LINCOLN-LITTLE RIVER.**—We consider that this railway, which has been a very long time in hand, should now be completed throughout to Little River, and the vote proposed will be sufficient to do this.