

## WAYS AND MEANS.

At the 31st March, 1907, the available balance of ways and means for public-works purposes was £359,400, and further funds were received as under :—

	£
Balance of £1,000,000 raised under the Loan Act of 1906	56,400
Amount raised under the similar Act of 1907	808,200
Premiums received on sales and renewals of debentures	13,514
Transferred from revenue	800,000
Miscellaneous receipts	1,640
Making a gross total of	£2,039,154

The ordinary expenditure of the year amounted to £1,881,564, and charges and expenses in connection with financing amounted to £5,027, thus bringing the total disbursements up to £1,886,591, leaving a credit balance at the end of the year of £152,563.

For the current year it is proposed to provide additional funds as under :—

	£
Balance of 1907 loan	191,800
New loan of 1908	1,250,000
Transfer from Consolidated Fund	800,000

This, with the balance brought forward, will give a total of £2,394,363. In addition to this there is an authority for £200,000 under the Post-Office Savings-Bank Fund Investment Act of last year for erection of post-offices, &c., making a total available ways and means of £2,594,363. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £2,436,450, thus leaving a balance of £157,913 to be carried forward to next year.

## RAILWAY-CONSTRUCTION.

The total expenditure on railway-works last year fell somewhat short of that of the previous year, but was still very substantial, and, with only two exceptions (1901–2 and 1906–7), was the largest in any one year for more than a quarter of a century. The total amounted to £1,279,809, made up as under :—

	£
Construction of new lines (Public Works Fund)	692,858
Construction of new lines (Waikaka Branch Railway Account)	36,609
Additions to open lines	364,068
Hutt Railway and Road Improvement Account	46,221
Railways Improvements Authorisation Act Account	140,053
Total	£1,279,809

I will now refer more in detail to the several lines that have been in hand, and the proposals of the Government with regard to each for the current year.

## KAWAKAWA—GRAHAMTOWN.

Work on this railway has again been in progress in three places—namely, from Kawakawa southwards, from Hukerenui northwards, and also from Whangarei to Grahamtown; but, in view of the importance of closing up the gap between the north and south ends of the line, arrangements are being made to man the whole of the intervening space, so that in future this will be treated as one section. A largely increased force of men is now employed, and the work is proceeding vigorously. Tenders for the new deep-water wharf at Grahamtown will be invited shortly.

Last year's expenditure amounted to £9,193, but the vote proposed for the current year is £40,000.

## HELENSVILLE NORTHWARDS.

Considerable work has been done on this line since the last Public Works Statement was delivered. The section between Tauhoa and Wayby was completed and handed over to the Railway Department for regular working in