

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

	£
Balance of authorized loan-moneys	1,476,100
Proposed new loan	2,000,000

The above, with the balance brought forward, gives a gross total of £4,171,862. The estimated expenditure for public works for the current year (excluding separate accounts having their own ways and means) amounts to £2,803,550, leaving an estimated balance of £1,368,312 to be carried forward to next year (1916-17).

In addition to the above we have authority to raise, outside the Public Works Fund, the undermentioned sums :—

	£
Under the Aid to Water-power Works Act, 1910 ..	245,000
Under the Irrigation and Water-supply Act, 1913 ..	29,900
Under the Waihou and Ohinemuri Rivers Improvement Act, 1910	50,000

RAILWAY-CONSTRUCTION.

The following sections of railway were completed and opened for traffic during the last financial year :—

	M.	ch.	
Otiria to Kaikohe	16	25	May, 1914.
Kaihu to Tarawhati	2	35	June, 1914.
Cronadun to Inangahua	13	0	June, 1914.
Cass to Arthur's Pass	14	65	July, 1914.
Pohokura to Whangamomona	6	13	July, 1914.
Kaiwaka to Otamatea	2	45	August, 1914.
Otoko to Matawai	12	50	November, 1914.
Big Hill to Beaumont	5	36	December, 1914.
Houipapa to Tahakopa	17	56	February, 1915.
Total	91	5	

The following lengths are practically completed, but have not yet been handed over to the Railway authorities for traffic :—

	M.	ch.
Otamatea to Maungaturoto	4	10
Maunganui to Te Puke	13	4
Mount Egmont Branch	2	77
Whangamomona to Kohuratahi	4	54
Ward to Mills	7	76

The total expenditure on railway-construction and improvement work during last financial year amounted to £1,155,776, as under :—

	£
Construction of new lines	646,878
Additions to open lines	499,875
Railways Improvement Account	9,023

KAIHU VALLEY EXTENSION.

In November last construction-work was commenced on the extension from Tarawhati Station to the proposed terminus at Donnelly's Crossing, four miles and a half in length. Heavy work on the first mile is almost finished, and the balance, being lighter formation, will probably be completed during the current year. A temporary service line has been laid to a quarry near Tarawhati, where metal for ballast and concrete culverts is being crushed.

KAWAKAWA-HOKIANGA.

Formation-work has been completed for two miles and a half beyond Kaikohe, and the next 60 chains, which includes the Tahuna Tunnel, 7 chains long, is being carried out under contract. Progress on this length is rather slow, and will delay the laying of rails up to and beyond the tunnel. Formation is in progress up to a point four miles and a half from Kaikohe, and the line has been located and pegged