

## SOUTH ISLAND MAIN TRUNK.

The present terminus is at Wharanui Station; rails are laid over a further length of  $3\frac{1}{4}$  miles, but work is suspended because of the impossibility of obtaining material for two small steel bridges on the section.

## CULVERDEN-WAIAU.

Formation is completed and rails laid over the whole 13 miles of this line. Only a little ballasting and minor finishing-work remains to be done, on completion of which the section can be opened for regular traffic. A daily goods service is now in operation over the whole length.

## OTAGO CENTRAL.

Construction of the section from Clyde to Cromwell, about  $12\frac{1}{2}$  miles in length, and mostly in a narrow river-gorge, is practically completed, and for some time past a train service has been in operation right up to the Cromwell Station site. The damage caused by the phenomenal thunderstorm in November, 1916, has been repaired, and only a couple of small concrete bridges, besides work in Cromwell Station yard, require completion before this section can be opened for regular traffic.

## TOTAL APPROPRIATIONS FOR RAILWAY-CONSTRUCTION.

In addition to the votes for construction of specific lines of railway an appropriation of £500 is required to provide for old land claims and other liabilities on Construction Account, £1,000 for surveys of projected new lines of railway, and £80,000 for permanent-way material. The total vote proposed this year for railway-construction amounts to £485,000.

## OTHER RAILWAY-WORKS.

The expenditure out of the Public Works Fund under the heading "Additions to Open Lines" amounted to £200,162. Of this sum, £149,081 was expended in the provision of additional rolling-stock, Westinghouse-brake equipment, steam-heating gear, and workshops machinery. The balance covered expenditure upon improvements to station accommodation and yards; additions to workshops, tablet, telegraph, and telephone facilities, interlocking, improvements to wharves and bridges, and purchase of land.

## ROADS ON GOLDFIELDS (MINES DEPARTMENT).

The total allocations under this head last year amounted to £28,458, on account of which a vote of £20,200 was taken. The actual expenditure during the year, however, amounted to £6,912 only, as it was decided to hold over the expenditure of all votes except those for urgent works.

## DEVELOPMENT OF MINING.

The expenditure under this head was quite small—viz., £72—and against this there was a credit of £45, thus leaving the net amount at £27 only. A vote of £1,450 is proposed to be taken this year.

## PUBLIC BUILDINGS.

The total amount voted and expended on construction of public buildings during the last financial year amounted to—

New buildings (Class XVIII, Public Works Fund)—Voted, £316,940;  
expended, £229,288.

For the current year an appropriation of £648,500 for new buildings is proposed.

## GENERAL.

Slow but steady progress is being made by the contractors with the erection of the new Parliament Buildings, parts of which have been prepared for occupation during the present session.