

*Wellington to Woodville.*—It will probably not be possible to do more this year than complete the line to Masterton, but arrangements will be made for laying the permanent way on the Greytown branch, and tenders will be called for the erection of the necessary stations, so as to open the line and branch as nearly together as the state of the work will allow. Surveys of the extension of the line beyond Masterton will be proceeded with.

*Bunnythorpe to Woodville.*—A proposal has been received from the Emigrant and Colonist's Aid Corporation to construct a portion of the main line connecting the East and West Coast Railways, with a view to open up the valuable timbered lands through which it passes. The portion suggested is from Bunnythorpe to the Manawatu Gorge, and you will be asked to give the necessary power to enable the Government and the Corporation to enter into arrangements somewhat on the terms indicated in the proposal now laid on the table.

*Wellington to Foxton.*—The necessary extension of the wharf and station at Foxton will be undertaken, and the work on the Crofton section near Wellington will be proceeded with by day labour.

The surveys now going on from Foxton will be continued to completion. A line from Palmerston to join the Wellington and Foxton line is also being surveyed.

*Foxton to Carlyle.*—The section from Kai-iwi to Waitotara is under contract, and the acceptance of a tender for the next section to Waverley is awaiting the passing of the Estimates. The gap of about nine miles thence to Carlyle will be surveyed and plans made ready for tendering as soon as possible.

The formation of the branch line from Greatford to Bull's, and the extension of the Taonui siding through about a mile and a half of timbered land is under consideration.

*Carlyle to Waitara.*—It is proposed to complete, without delay, the remaining sections between the port of Carlyle and Hawera, and from thence to Stratford. A portion of this line is being executed by piecework, it having become expedient to do so owing to the temporary unsettlement of the ordinary avocations of some of the residents.

*Waikato to Taranaki.*—While it is not at present practicable to survey or do any work on this line, you will be asked to grant a small vote to enable the Government to take advantage of any opportunity that may arise in that direction.

*Nelson to Greymouth.*—It is intended to call for tenders for a section at each end of this line, and to carry on the Greymouth Harbour Works more vigorously than circumstances have rendered it possible during the past year.

*Greymouth to Hokitika.*—The continuance of this line will be kept steadily in view.

*Westport to Ngakawau.*—The Buller protective works will be completed, so as to insure the whole district, as well as the railway, against the encroachments of the river. There is every reason to hope that very shortly coal mines in this district will be in full working order, and the expenditure incurred on this line turned to profitable account.

*Picton to Hurunui.*—In addition to completing the line to Blenheim, a section to the south towards Awatere will be surveyed and advertised for contract.

*Hurunui to Waitaki.*—The main line through the Weka Pass to the Hurunui Plains will be completed, and the stations at the large centres improved. The branch lines to the Upper Ashburton, Little River, and Opawa will also be proceeded with.

*Canterbury Interior.*—Three sections will be gone on with—viz., one at each end, and one southwards from the White Cliffs Branch.

*Waitaki to Bluff.*—Further station accommodation will be provided at the principal centres, and increased wharfage at Port Chalmers. The branch lines from Oamaru to Livingston, Palmerston to Waihemo, Clutha to Catlin's River, and Edendale to Toitois will all be proceeded with.

*Waipahi to Heriot Burn.*—In order to facilitate the opening of the line to Tapanui, and thereby place the district in easy communication with a market, it is proposed to assist the contractor in the completion of