

in view of the determination to postpone proceeding with all other railways, except the Otago Central and Manawatu Gorge lines, it has not been thought desirable to accept them. The Teremakau Bridge is under contract. Its erection has not yet been commenced, but the material is all provided, and some of it manufactured.

The vote required for this railway, in order to meet existing liabilities, will be £23,000 for this year, and about £6,000 next year, leaving £20,064 for appropriation in succeeding years.

MOUNT SOMERS.

On the Mount Somers Branch Railway, the earthwork has been done from Mount Somers Township to Springburn, 4 miles, and the line will probably be completed for traffic during the current year.

The total balance of loan allocation for this railway, remaining unexpended at 31st March last, was £6,292, of which £4,000 will be required for expenditure during the current year, and the balance next year.

OTAGO CENTRAL.

On the Otago Central Railway, the rails are laid from Chain Hills Junction to the crossing of the Taieri River—16 miles, and the formation and tunnels are completed to the Sutton, 33 miles from Chain Hills. The masonry of the bridges is finished as far as the twenty-second mile, and in progress to the Sutton, and well advanced. The bridge superstructures are finished to the Taieri, and under contract to the Deep Stream at the twentieth mile. A small station, which will be the outlet to the Hindon country, is in course of formation on the southern side of the Taieri, and a well-graded road is in course of construction, and nearly finished, between this station and the Hindon settlement. The line will be ready for opening to this point early next summer.

Tenders have been invited for a contract for the superstructures of the bridges between the Deep Stream and the Sutton, and if a satisfactory tender is received it is proposed to put the works in hand at once, and also to proceed with the platelaying over the same distance as the bridges get finished.

It is also intended to proceed, during the current year, with a portion of the formation work on the Middlemarch Section.

The vote proposed to be asked for this year is £40,000, leaving £62,822 for future appropriation.

CATLIN'S RIVER.

On the Catlin's River Branch, an extension from Romahapa to Ahuriri Flat, 5 miles, is in progress by the "unemployed," the culverts and drains being done by contract. The earthworks are approaching completion, and it is not proposed to put any further works in hand this year.

The amount now required to be voted for this railway, in order to meet existing engagements, is £2,000, leaving £27,482 for appropriation in succeeding years.

RIVERSDALE—SWITZERS.

On the Riversdale—Switzers Railway, the rails are laid from Riversdale to the Mataura River, a distance of 3 miles; the formation, exclusive of bridges, is constructed for 5 miles further; and the contract-survey is completed throughout. The total length from Riversdale to Switzers is 14 miles.

Tenders were received some time since for the bridge over the Mataura River, but, for the same reasons as stated in the case of the Hokitika to Grey-mouth Railway, it has not been thought desirable to accept them, or to undertake any other works on this line at present.

The amount required to be voted this year, in order to cover existing liabilities, is £250, leaving £18,409 for future appropriation.

EDENDALE—FORTROSE.

The Edendale—Fortrose Railway is completed and opened from Edendale to Wyndham, a distance of 4 miles, and the formation is finished for 3½ miles further. A contract is in progress for another 2 miles, including a tunnel 10