

Class of Work.	Expenditure.			
	Total to 31st December, 1890.	1st January, 1891, to 31st March, 1901.	Total to 31st March, 1901.	Year ended 31st March, 1901.
	£	£	£	£
Railways—Construction ...	14,067,100	(2,025,391	17,168,026	(392,691
—Additions to open lines ...		1,075,535)		325,032
Roads ...	3,575,804	1,988,145	5,563,949	315,791
Public buildings ...	1,776,003	733,647	2,509,650	121,364
Immigration ...	2,144,386	3,333	2,147,719	214
Purchase of Native lands ...	1,191,137	773,833	1,964,970	28,688
Lighthouses, harbour-works, and harbour defences ...	880,095	85,518	965,613	6,517
Telegraph extension ...	600,849	305,309	906,158	50,101
Development of goldfields ...	561,101	125,252	686,353	15,907
Defence-works (general) ...	429,720	120,240	549,960	37,650
Departmental ...	349,789	109,528	459,317	12,933
Minor works and services ...	300,689	7,472	308,161	673
Cost and discount, raising loans, &c. ...	1,021,472	36,299	1,057,771	1,460
Totals ...	26,898,145	7,389,502	34,287,647	1,309,021

RAILWAYS UNDER CONSTRUCTION.

The railways under construction were the same as during the previous year, but with two additions—namely, the Stratford-Kawakawa and the Heriot Extension lines. The expenditure amounted to considerably more than in the previous year—namely, £392,691, against £199,580; the increase being £193,111. The improved progress on all the more important lines has been maintained, especially in the case of the North Island Main Trunk Railway, so that for several of the principal lines substantial votes must be asked for. I will now briefly describe what has been done on each of the railway-works in hand during the late year, and also our proposals for the current year.

KAWAKAWA—GRAHAMTOWN.

The work on the southern extension of the northern portion of this railway has been continued, the operations now extending over the whole eight miles authorised in 1899. Rail-laying has not yet been started, but rails have been procured, so that the work can be put in hand as soon as a sufficient length of formation is available. No suitable ballast has been discovered immediately adjacent to the work in hand, but a deposit of scoria-ash exists at a distance of a mile and three-quarters from the line. It will be necessary to construct a branch line to enable this to be utilised. It is expected that the first section of the line will be finished and available for traffic by this time next year.

A further link in the northwards extension of the southern portion of the line was completed during the year—namely, the short section of 1 mile 26 chains between Waiotu and Hukerenui—which was opened for traffic on the 1st March last. The survey of the intervening length between the northern and southern portions of this railway has been proceeded with as opportunity offered, the line having been definitely located for six miles, and a trial line run for three miles further. The completion of this survey will be intrusted to an officer whose attention will be solely devoted to it, so as to insure its being finished at an early date.

Preparations have been made to start work on the extension from Opau to Grahamtown. It was found that the original survey could be improved upon, and a new survey has accordingly been made, and plans of the bridge over the Whangarei River have been prepared.

The total expenditure on this railway last year amounted to £13,101, and for the current year an authorisation of £15,000 is asked for.