

Reclamation Contract, Auckland Harbour.—This work is now being carried on under a second contract, the first having been determined. The contractor is making good progress, the front retaining-wall being the principal and important part of the work.

The main sewers, which according to the first design discharged into the space between the Queen's Wharf and Railway Wharf, will now discharge to the east of the Railway Wharf. This is under a special arrangement with the city authorities, at whose desire the change was made.

Ohaupo Contract (6 miles 20 chains).—This work has been completed, and the line was opened for traffic on the 1st July, 1880, completing the entire length of railway southwards in the Waikato to Te Awamutu, within two or three miles of the confiscated boundary.

WAIKATO-THAMES RAILWAY.

The several formation contracts described last year have all been completed; and, with a view of extending the formation from Hamilton towards the Thames, the line has been resurveyed from the end of the "Waikato contract," 14 miles, to Morrinsville, about 18 miles, and tenders will shortly be called for this work.

A similar survey has been made in the Thames Valley, with the view of extending the formation to Kopu, where there is a wharf.

Hamilton Railway Bridge.—Advices have been received from England as to the near completion of the piers and superstructure for this bridge, and of the shipment of a large proportion of the materials. Tenders will shortly be called for for the erection of the bridge.

MISCELLANEOUS WORKS.

Mangere Bridge Repairs.—This contract has been completed.

SURVEYS.

From Auckland Northwards.—This was described as being in progress last year, and a report furnished. The survey has since been completed to Whangarei, and attached to this is the remainder of the report, with map in explanation.

Hamilton-Cambridge.—A careful resurvey of this line will be made, and plans and sections will probably be ready by June.

HAWKE'S BAY DISTRICT.

NAPIER-WOODVILLE.

Makatoko Permanent-way Contract (65 miles 57 chains to 69 miles 70 chains).—This contract has been completed, and the line was opened for traffic to Makatoko on the 9th August, 1880.

Matamau Section (4 miles 20 chains).—With the view of affording work to the unemployed settlers in the Seventy-Mile Bush, the works on this length of railway were begun in December, 1880. Employment was offered to married men at the rate of 4s. per day of eight hours (or piecework corresponding to that rate), and about 22 responded to the offer. The numbers have since gradually increased to about 40 to 45. It was found that the character of the work was not favourable to piecework, and the men generally were not inclined to work together as partners, so that the work, as a rule, has been done by day-labour.

SURVEYS.

The suggested survey of the alternative line mentioned in last year's report (76 miles to 85 miles) has been completed as far as the field work is concerned, and the line is now being plotted: it would appear that this line is an improvement on that first surveyed, although it involves the construction of one more large viaduct, and the purchase of freehold land through which it would pass.

The line has been definitely pegged off from 69 miles 70 chains to 93 miles 20 chains, or within $3\frac{1}{2}$ miles of Woodville Township, and there joined on to the old trial line.

MISCELLANEOUS WORKS.

Port Ahuriri Bridge, at Spit, Napier.—The contract for this work was satisfactorily completed on contract date, 13th August, 1880, and the bridge was opened on the 16th of the same month for public traffic.

Training-wall at Eastern Approach of Spit Bridge.—The object of this work is to cause a current along the face of the breastwork, where the shipping lies, and so remove, or partially so, the mud and silt which had gradually accumulated there. The supply and delivery of the stone for this work was let by contract, and the placing of stones has been done by day-labour. About 4 chains of the work have been completed, and the whole (about $8\frac{1}{2}$ chains) will probably be done by the end of May.

MANAWATU DISTRICT.

Foxton Station Contract.—This includes new wharf, which, with the old portion, gives 500 feet of frontage for vessels; new railway-station yard, $3\frac{1}{2}$ acres; also, 1 mile 31 chains of new railway deviation, passenger-station buildings, goods-shed, engine-shed, cattle-pens, and other conveniences. The work is progressing satisfactorily, and the contract time expires on the 18th August, 1881.

Wanganui Wharf and Reclamation Contract.—This has been satisfactorily completed since last report. The wharf has been in use for some time; but the railway traffic has not yet been brought into the new station, as some additions to the buildings and other accommodation have been found necessary, and must be completed before the station can be used beneficially.

Workshops Contracts.—All completed, and the machinery erected and set to work.

Waitotara Contract (13 miles 5 chains).—This contract, after great delay, has been completed, and the section was opened for public traffic on the 20th September, 1880.

Waverley Contract (6 miles 70 chains).—This work has also been completed, and the section was opened for public traffic on the 23rd March, 1881.