

KAWAKAWA.—This railway, about $7\frac{1}{2}$ miles long, has at length been opened for traffic to deep water, with a convenient wharf, alongside of which is a depth of water of 21 feet at low-water spring-tides.

WHANGAREI-KAMO.—This has been opened for traffic for more than a year, and an increase of traffic may be expected, as the proprietors of the Whauwhau Mine have arranged for the construction of a branch line to their mine near Kamo, the yield from which is expected to be considerable.

WAIKATO-THAMES.—The section of this line from Hamilton to Morrinsville, 18 miles, is now opened for traffic. The section beyond Morrinsville to Te Aroha, 12 miles, is being formed under contract, and the formation is nearly completed. The erection of the bridge and approaches over the Thames River, at the end of this contract, is being proceeded with, and, when complete, will be available for ordinary road traffic pending the completion of the railway.

GRAHAMSTOWN-KOPU, $4\frac{1}{2}$ miles.—The permanent-way on this line is now almost completed.

HAMILTON-CAMBRIDGE BRANCH, 12 miles.—This line was opened for traffic on the 8th instant.

NAPIER-WOODVILLE.—This line has been extended and opened for traffic to Matamau, 4 miles beyond Makatoko, to the great convenience of the travelling public, as about 9 miles of coaching is thus saved. A further portion, extending to Tahoraite, 7 miles, will, it is expected, be ready for public traffic by the end of this month. This will bring the railway to a point 81 miles from Napier.

WELLINGTON-WOODVILLE.—The extension of the railway beyond Masterton is progressing under two contracts for a distance of about 17 miles.

FOXTON-NEW PLYMOUTH.—A further length of about 17 miles on this line has been opened for public traffic during the year, namely, from Waverley to Manutahi, leaving a gap of only 10 miles between the latter place and Hawera to complete the through connection. The work on this gap is proceeding as fast as the weather will allow, and, under favourable circumstances, this length might be ready for traffic about the end of February next.

NELSON-ROUNDELL.—This line has been completed from Nelson to Belgrove, 23 miles, for some time, and the only extension now in progress is the Wai-iti section, $2\frac{1}{2}$ miles, the formation of which is well advanced.

GREYMOUTH-NELSON CREEK.—A length of 60 chains of heavy formation work beyond Brunnerton has been completed on this railway for some time past, but no further extensions of it are at present in hand.

GREYMOUTH-HOKITIKA.—On this railway a total length of 10 miles of formation is partly executed; 6 miles at the Greymouth end, and 4 miles at the Hokitika end. The work done during the year has consisted of a small formation-section at the Hokitika end, for which sleepers have also been provided.

PICTON-AWATERE.—On this railway a length of $4\frac{1}{2}$ miles to the southwards of Blenheim, known as the Vernon Section, has been formed for some time. No further work was done during the financial year, but a contract was on the 9th July this year let for $3\frac{1}{2}$ miles of formation from the end of the Vernon Section towards the Dashwood Pass.

HURUNUI-WAITAKI AND BRANCHES RAILWAY.

HURUNUI-WAITAKI.—The extension northwards from Waikari to the Hurunui is now finished and ready for opening. This completes the main trunk railway throughout Canterbury and Otago.

The bed of the Hurunui River having been found too hard for pile-driving, the erection of a pile-bridge there has been suspended, and a contract for its completion with iron cylinders, instead of piles, is now in preparation.