

FOXTON-NEW PLYMOUTH RAILWAY.

Moturoa Contract (2 miles 35 chains) extends from New Plymouth to the Breakwater. It consists of formation and permanent-way, and is now nearly finished; it will probably be opened for traffic early in May. The necessary station-buildings and appliances are in progress.

Works on Open Lines.—Various necessary works have been done at several stations, fencing at several places along the line, and large additions to the workshops at East Town, Wanganui, have been made, to give room for additional requisite machinery, &c.

The Carnarvon-Sandon Tramway, which joins the main line at Carnarvon, has been extended $4\frac{1}{2}$ miles to Sandon by the Manawatu County Council; and this was ready for traffic on the 11th November, 1885.

The Wanganui Heads Railway, constructed by a company, joins the Wanganui Railway-station at the west end; it is 3 miles 50 chains long, and was ready for traffic on the 29th September, 1885; it has a station and small wharf just inside the entrance of Wanganui River.

Erection of Rolling-stock.—At Sentry Hill workshops were erected two brake-vans, nine cattle-trucks, one horse-box, and ten high-side wagons; and at East Town workshops were erected two bogie-carriages 44ft. long, and 1 locomotive engine. There are now five bogie-carriages on this line.

Surveys.—17 miles 45 chains of the survey of the railway as actually constructed from Waitara towards Hawera have been completed.

Land-plan Surveys.—The following have been done during the year, viz., Waiongona to Stratford, $15\frac{1}{2}$ miles; land for Moturoa section (2 miles 35 chains); also other small surveys.

PALMERSTON-WOODVILLE RAILWAY.

The survey between Palmerston North and the west end of the Gorge (8 miles 6 chains), described as being in progress last year, has been completed, and plans and sections have been prepared.

The survey of the railway-line through the Gorge (4 miles 32 chains) has also been completed, and plans and sections have been prepared, in view of calling tenders for the work.

NORTH ISLAND MAIN TRUNK RAILWAY: SOUTH END.

Marton Junction Station.—The execution of this work, being on the main line of railway (Foxton-New Plymouth), was placed in the hands of the Working Railways Department, and is now completed. Engine-shed, coal-store, passenger-platform, and stationmaster's house have been erected.

Porewa Contract (12 miles 54 chains) adjoins the Marton Junction Station. It was let by contract 11th April, 1885; but, the contractor having failed to make good progress, the work was taken out of his hands, after the usual notices had been given, and a new contract was entered into, under which good progress has been made. The work is now about five-eighths completed.

Hunterville Contract (5 miles 57 chains) joins that last described. It was advertised for public tender, and tenders were received, but none were accepted, owing to the necessity for limiting the expenditure on railways.

Surveys.—From 18 miles 31 chains, the end of Hunterville contract, the survey has been completed and plans prepared ready for a new contract as far as 23 miles 18 chains.

Between 23 miles 18 chains and 26 miles several trial lines have been run, crossing the large gully called Makohine: but this portion of the line has not yet been decided on; the rough nature of the country demands further exploration, and more trial lines. It is expected, however, from recent observations, that the difficulty will be surmounted when the survey is again taken up.

From 26 miles onwards the line has been located as far as 31 miles 16 chains. This portion is generally favourable for construction, except at the Powhakarua spur, where a tunnel of about 27 chains will be needed.

Trial surveys have been carried on as far as 37 miles (corresponding to $39\frac{1}{2}$ miles on Mr. Rochfort's line), and the country has been further explored as far as the Hautapu, to 41 miles. Some parts of this will be rather heavy, including crossing of gullies, and deep cuttings through spurs, with a few small tunnels, although the remainder is reported as involving work of a more moderate character.

Service-roads to and along Railway-line.—This work was begun the 16th April, 1885. It starts from the Marton-Murimotu Road at Pukeore, about twenty miles from Marton; at 3 miles it joins the railway-line at $22\frac{1}{2}$ miles, and thence follows the general direction of the railway. A length of $13\frac{3}{4}$ miles has been opened. The work includes several small bridges and culverts. It is laid off as a dray-road, but has been formed for the present as a good pack-track. In the bush it is cleared 16ft. to 22ft. wide, leaving the larger trees standing; and the side-cuttings are 5ft. to 6ft. wide in the solid.

Road, Pipiriki to Ohakune.—Pipiriki is on the left bank of the Wanganui River, and about fifty-seven miles from Wanganui; it has been selected as the most favourable starting-point for a road to connect with the Murimotu District, and the work of forming it as a dray-road is now in progress. The total length is about 25 miles, of which about three miles have been completed, besides about 14 miles which have been opened out as a pack-track. It is intended to bridge the various streams substantially, and to make the road serviceable for the conveyance of railway material to the interior.

Wanganui River; Snagging and Clearing.—This work was started in the beginning of August, 1885, about twenty-five miles above Wanganui, with one old punt. Two more punts were speedily built, and properly fitted for lifting snags and rocks; another punt has also been built, as a dwelling for the workmen engaged in the work of snagging: by this means comfortable quarters have been provided for them near their work. Thirty-one rapids have been cleared, and a number of isolated