

NEW PLYMOUTH-FOXTON RAILWAY.

Surveys.—The survey of the railway as constructed between Wanganui and Greatford has been finished. This completes the survey of the line from New Plymouth to Foxton.

WELLINGTON-WOODVILLE RAILWAY.

Awapurua Bridge.—The painting of this bridge has been finished. The protective works and stream-diversion were delayed by the difficulty in arranging with the Maoris for the land required. After a settlement had been effected the work was pushed on, and the greater part of it has been executed.

Wiwaka Section.—This section was opened for traffic on the 8th of April, and the maintenance satisfactorily attended to by the contractor. The station-buildings and water-supply at Eketahuna have been finished.

PICTON-AWATERE RAILWAY.

Utawai Section.—A contract for the formation of the line for a distance of 2 miles 50 chains to the Dashwood Pass was advertised in January, and a tender accepted in March. The contractors are making good progress with the opening out of the works and obtaining the necessary plant and materials.

Dashwood Station Approach Road.—A survey has been made of the road to connect the present terminus of the railway at the Dashwood Pass with the road up the Awatere Valley.

Vernon and Dashwood Sections.—The formation of these sections has been made for several years. The line was set out afresh during the past year, so that plans for the works required to complete the railway can be prepared at short notice.

WESTPORT-NGAKAWAU RAILWAY.

Westport Coal-staiths.—The pile-facing in front of the staiths, to prevent large stones falling into the river, was finished in June, and has quite answered the purpose for which it was designed.

Westport-Ngakawau Railway Extension.—The extension of 37 chains to join the company's line was opened for traffic on the 31st March.

GREYMOUTH-BRUNNERTON RAILWAY.

Surveys.—During the year the work on this railway was confined to a few land surveys.

GREYMOUTH-HOKITIKA RAILWAY.

Teremakau Bridge.—The Teremakau Bridge was completed in July. It consists of six spans of 121ft., with a wrought-iron superstructure on cylinder piers and concrete abutments, all the iron work having been manufactured in the colony.

Minor Works.—At the Hokitika Wharf some small works were carried out and a 2-ton crane erected.

Surveys.—The survey has been made of the deviation towards Kumara, and a contract prepared for the section between Kapitea and Teremakau, which includes it, but tenders have not yet been called for the work.

MOUNT SOMERS RAILWAY.

The Railway Department carried out the bridges and platelaying on the extension to Springburn for this department, and traffic was commenced on the 9th September.

CATLIN'S RIVER RAILWAY.

The work done by the "unemployed" up to the twelfth mile has been maintained, and on the 25th February the Glenomaru contract was let for completing the formation, platelaying, and station-buildings to 13 miles 10 chains. This will bring the railway to near the tunnel at McDonald's Saddle.

EDENDALE-TOITOI RAILWAY.

After considerable delay the Glenham Tunnel and formation-contract was finished in May, and the contract for the platelaying has since been carried out. The Mainai station-buildings are in progress, and, as the contractor is getting on very well with them, the line should be ready for traffic directly.

SURVEYS, OTAGO DISTRICT.

The land-plan survey of the 30 miles of railway from Winton to Lumsden has been finished, and the plans of the last 13 miles are with the Chief Surveyor for certificate. A contract was let on the 12th March for the survey of the Dunedin and Port Chalmers line. The only sections for which land-plan surveys are now required are from Waiareka Junction to Ngapara, 15 miles, and from Athol to Kingston, 19 miles. A number of surveys for Proclamations taking additional pieces of land required on the various open railways have been made.

OTAGO CENTRAL RAILWAY.

General.—The first section of this railway, from the Chain Hills Junction to Hindon, 16 miles 67 chains, was handed over to the Railway Commissioners and opened for traffic on the 24th October. Generally, good progress has been made with the works beyond Hindon, and it is still expected that the line will be ready for opening to Middlemarch early in the ensuing summer.

Chain Hills to Hindon.—Until taken over by the Railway Commissioners, the maintenance of this section was attended to, and the line kept in good running-order.

Hindon to Sutton: Formation and Platelaying.—The permanent-way has been laid to Flat Creek, 22 miles 78 chains, which is as far as the bridges are finished, and the formation trimmed up