

During the year a total length of 12 miles 24 chains was opened for traffic. The following table contains particulars of same:—

Railway.	Section.	Length.	Date opened for Traffic.
Otago Central	Wedderburn-Ida Valley ...	M. ch. 12 24	2nd Dec., 1901.

Appended hereto is a coloured diagram showing the length of railway opened each year since the commencement of the public works.

KAWAKAWA—GRAHAMTOWN.

Section 7 m. 10 ch. to 15 m.

The formation on the extension of this line from Kawakawa has been completed up to 11 m. 60 ch., and the rails have been laid up to the same point. The formation up to 14 m. 10 ch. is nearly finished, and a considerable amount of earthwork has been done between this point and 15 m.

A ballast-pit line, starting from 11 m. 60 ch., has been surveyed for a distance of a mile and three-quarters to a scoria hill. The formation is nearly finished.

Two bridges have yet to be finished at 13 m. 47½ ch. and 13 m. 71 ch.

A start has been made with the earthworks of the extension from Opau Wharf to Grahamtown.

A proposed deviation of this line by Otaika, Rabbit Island, and ending on Limestone Island, was examined and found unsuitable.

A contract was let in April last for the bridge over the Whangarei River, but no work has been done on it yet.

HELENSVILLE NORTHWARDS.

Komokoriki Section (49 m. 54 ch. to 56 m. 30 ch.; length, 6 miles 56 chains).—The formation has been finished up to the first tunnel at 50 m. 30 ch. This tunnel, 456 yards long, is pierced, and it is expected the lining will be finished next month. The formation is practically finished for about two miles beyond the tunnel. From about 52½ m. to Ahuroa the formation is partially completed. The rails are laid up to the first tunnel, and the line is partly ballasted to this point. No fencing has been done. A considerable number of slips have occurred in the cuttings. A contract for the supply of a million bricks is about finished. Contracts have been let for the supply of ironbark.

PAEROA—WAIHI.

Length, 12 miles 40 chains.—The culverts, formation, and fencing have been practically finished to Karangahake, and the rails have been laid to the beginning of the station-yard.

The west end of the tunnel is now driven 844 ft. full size (top heading 72 ft. further), and lined 742 ft. from the face. At the east end it is driven 607 ft., and the lining is done for 72 ft. from the face. The top heading is driven to 640 ft. from the face.

A ballast-pit has been opened at 2 m. 30 ch., and a stone-crusher has been erected.

The contractors for the Ohinemuri Bridge are about to start its erection.

The formation from the tunnel to about 6 m. 15 ch. is about half done. Heavy rains caused some slips and wash-outs.

GISBORNE—KARAKA.

The line has been formed to 12 m. 40 ch. and the rails laid. A line has been laid from 12 m. 40 ch. to the ballast-pit. From 12 m. 40 ch. to 12 m. 70 ch. the formation is well advanced. Considerable subsidence took place in the banks.

Contracts for the station buildings have been completed.

The line was sufficiently completed to Ormond to be opened for traffic on the 26th ultimo.

A contract for the erection of the Waipaoa Bridge is ready for advertising.

NORTH ISLAND MAIN TRUNK.

North End.

Mokau-Poro-o-tarao Section (34 m. 43 ch. to 49 m. 19 ch.; length, 12 miles 43 chains).—The line has been maintained from the north end of the tunnel to 49 m. 19 ch. during the year.

Ohinemoa Section (49 m. 19 ch. to 62 m. 48 ch.; length, 13 miles 29 chains).—The whole of this section is now completed to Ongarue Station, at 62 m. 40 ch. Some heavy slips have occurred, and a part of the line in the Ohinemoa Valley will doubtless give trouble for some time. Two stone-crushers were erected in a rhyolite quarry. The line has been ballasted with coarse pumice covered with crushed rhyolite. A station and one cottage has been erected at Waimiha Station, and at Ongarue Station a station building, engine-shed, goods-shed, and some cottages have been built, and a water-supply has been provided.

Ongarue Section (62 m. 48 ch. to 76 m. 55 ch.; length, 14 miles 7 chains).—The formation is done to 68 m. 70 ch., and the rails are laid to this point, but no ballasting has yet been done on the section. The earthworks are about half done, from 69 m. to the end of the section, and are likely to be finished in a few months. Two small bridges at 66 m. 60 ch. and 70 m. 40 ch. are finished, but there is delay in getting the steel-work for the Ongarue bridges from the contractor; the contract time expires on the 17th instant. A temporary bridge for staging and ballasting traffic has been put over the first crossing of the Ongarue. The piers are built ready to receive the steel