

NGAHERE-BLACKBALL RAILWAY.

A contract has been let for the construction of a combined road and railway bridge over the Grey River at Ngarhere, and some progress has been made with the erection. No other construction-works have yet been done.

COAL CREEK RAILWAY.

The completion of this line was begun in August last, earthworks, platelaying, and ballasting being put in hand. A new location for loading-sidings and coal-bins having been decided on, the necessary surveys have been made and the works begun.

HOKITIKA-ROSS RAILWAY.

Work was begun in August last, first at bushfelling and subsequently at earthworks. A contract for the construction of a combined road and railway bridge over the Hokitika River has been let, and some progress has been made with its erection.

OTAGO CENTRAL.

Poolburn Section (98 m. 4 ch. to 105 m. 48 ch.; length, 7 miles 39 chains).—The formation and tunnels are practically complete on this section; the rails have been laid up to the Poolburn Viaduct at 102 m. 58 ch., and this length of the line is partly ballasted. The masonry for the piers of the Poolburn Viaduct has been finished, and the staging for the erection of the superstructure is being built. The piers and abutments of the Manuherikia Bridge are built, and preparations have been made for erecting staging to build the girders on. The contract for the supply of the steelwork for the superstructure of the Poolburn Viaduct and Manuherikia Bridge has been completed.

Spottis Section (105 m. 43 ch. to 114 m. 18 ch.; length, 8 miles 55 chains).—The formation-works on this section are comparatively light, and are now well advanced towards completion.

CATLIN'S RIVER RAILWAY EXTENSION.

The formation-works on this section, three miles and a half long, are virtually complete and the station-yard is well advanced. An approach road from Catlin's River Bridge to the station is being made.

WAIPAHI-HERIOT RAILWAY EXTENSION.

The formation-works for five miles—20 m. to 25 m.—are practically finished. Some small bridges are being built. The rails have been laid on the first 70 chains. Timber for the bridges is being delivered.

OREPUKI-WAIAU RAILWAY EXTENSION.

The formation-works are finished for the first four miles and a half up to Waihoaka Station, the rails laid and the ballasting nearly finished, and the line fenced. This section of the line can be opened for traffic in a short time. The bush has been felled and cleared for about six miles and three-quarters beyond Waihoaka Station, and the formation-works begun on the first mile beyond that station.

RIVERSDALE-SWITZER RAILWAYS.

A contract has been let for the erection of a combined road and railway bridge over the Mataura River, on the Riversdale-Switzer's Railway. The works have not been carried on with the energy that should have been shown.

SURVEYS OF NEW LINES, LAND-PLAN SURVEYS, ETC.

A resurvey of the Kawakawa-Grahamtown line has been made from 15 m. to 18 m., and from 19 m. to 21 m. on the Kawakawa end. A land-plan survey for a ballast-pit has been made. A land-plan survey of the land required for the Grahamtown extension was finished early in the year.

On the Helensville Northwards line the land-plans have been finished from 54 m. 40 ch. to 66 m. 3 ch. The line has been finally located up to 66 m. 3 ch. Beyond this point several trial lines are being run to determine the best line. This is necessary, because of the broken nature of the country and several routes being available.

A petty contract has been let for the land-plan survey of five miles and a half of Gisborne-Karaka Railway.

A contract for the land-plan survey from 67 m. to 83 m., North Island Main Trunk line, north end, was completed during the year.

The land-plan survey of the Tadmor Section of the Midland Railway has been completed during the year.

The survey for a line of railway from Westport to Inangahua Junction is being made. The permanent survey has been finished for a length of five miles and a half, and the trial survey for a further length of 9 miles 50 chains.

The permanent survey of the line from Reefton to Inangahua Junction was finished during the year.

The surveys at Arthur's Pass, undertaken at the suggestion of Mr. V. G. Bogue, to determine the best route for the Midland Railway through the pass, have been completed as far as was deemed necessary to get fairly reliable alignments and longitudinal sections for the best of Mr. Bogue's suggested lines. Plans are now being completed and approximate quantities and estimates prepared to enable a decision being come to as to the best route to adopt.

The land-plan of the Midland Railway at the Springfield end has been finished up to Staircase Gully.