

South End.

Makohine Section (22 m. 40 ch. to 33 m. 40 ch. from Marton Junction).—The unopened length of this section, from the Mangaweka Station to 33 m. 40 ch.—a length of one mile and three-quarters—has been maintained during the year.

Mangaweka Section (33 m. 40 ch. to 40 m. 40 ch.; length, 7 miles).—The Mangaweka Viaduct was finished in November last: the work of erection occupied about a year, but most of the work was done in under ten months. The Toitoi Bridge piers and superstructure have been completed during the year. The formation of the Utiku Station yard has been completed, and the metalling of the yard and approach roads is nearly finished. The fencing on the section is nearly completed. A ballast-pit has been opened at 33 m., and has been partly cleared and stripped.

Paengaroa Section (40 m. 40 ch. to 50 m. 70 ch.; length, 10 miles 30 chains).—The formation has been completed up to Taihape Station yard, also the extensive works involved in the formation of that yard are completed; the rails have been laid up to the end of the Taihape Station, and the laying of the sidings in the station-yard has been started. Five sets of points and crossings have been put in at Utiku Station, and a backshunt siding laid and ballasted. A ballast-pit siding has been laid at 33 m., also a private siding at 40 m. 27 ch. The formation has been nearly finished up to the south end of the Mataroa Tunnel. There are still some banks to be finished between the Mataroa Tunnel and the end of the section; also some road-formation. The work of completing the short tunnel at 46 m. 20 ch. will be put in hand as soon as the materials for lining can be carried by rail. About 10½ chains of the bottom heading of the Mataroa Tunnel (49 m. 41 ch. to 49 m. 71 ch. have been driven; it should be ready for lining as soon as the short tunnel is finished, when materials will be brought by rail.

Turangarere Section (50 m. 70 ch. to 61 m. 40 ch.; length, 10 miles 50 chains).—Most of the culverts have been finished, and good progress has been made with the earthworks. There is, however, a considerable amount of heavy earthwork still remaining to be done. A large quantity of limestone has been broken for concrete for bridges, and it is proposed to begin the erection of the bridge-piers next summer.

Waiohuru Section (61 m. 40 ch. to 69 m.; length, 7 miles 40 chains).—A start has been made with the earthworks on the first mile of this section. Further works will be put in hand as soon as the roads will admit of further plant and material being put on the ground. Good progress has been made at the Makohine workshops with the manufacture of the steel girders for the bridges up to 85 m. 49 ch. The quantity of steel in these bridges is about 436 tons.

STRATFORD—WHANGAMOMONA.

Oruru Section (6 m. 26 ch. to 11 m. 16 ch.; length, 4 miles 70 chains).—The formation-works are nearly finished on the line, but a considerable amount of work remains to be done to finish the station-yards. All the timber bridges of short spans have been built, and a road-bridge giving access to Gordon Road Station is nearly finished. A ballast-siding about one mile long has been constructed.

MIDLAND RAILWAY.

Tadmor Section (31 m. to 41 m. 29 ch.; length, 10 miles 29 chains).—The formation-works have been finished up to 40½ miles, also the road approaches to the bridge over the Motueka River. The road and railway bridge over the Motueka River has been completed. Protective works of concrete blocks and netted-boulder works are now being constructed along the up-stream faces and ends of the approach-banks. The rails have been laid up to Maniaroa Station, a length of four miles and three-quarters, and part of the ballasting has been done. A platelayer's cottage has been erected at Maniaroa Station, and it is proposed to remove the shelter-shed at Spooner's Range Tunnel and re-erect it at this station.

Reefton-Inangahua Section.—The bush on this section has been cleared for about three miles and a quarter, and the fencing finished for the first two miles and a quarter, and some progress has been made with the earthworks. The bridge over the Inangahua at Reefton has been finished. The erection of the combined road and railway bridge over the Inangahua at the landing is in progress. The piers are nearly finished. The contractor has been delayed by the loss of his staging by a high flood. A contract has been let for the erection of a combined road and railway bridge over the Waitahu.

Otira Gorge.—No construction-work has been done on this section of the railway during the year.

Mount Torlesse section (6 m. to 18 m.; length 12 miles).—The earthworks are in progress as far as Broken River. The first tunnel, No. 7, beyond Staircase, is finished. The heading has been driven through No. 8 tunnel, and the work of enlarging and lining is in progress. A heading has been driven for a length of 15 chains at one end of No. 9 tunnel, and the lining is completed for about 2 chains at the other end. Work is in progress on four faces in this tunnel. Blocks for tunnel-lining are now being made. The rails have been laid up to Staircase Viaduct, and the line ballasted. The concrete foundations for Staircase Viaduct are in progress, also for a small bridge over Blakiston's Creek. A contract has been let to the Cleveland Bridge Company for the erection of the steel superstructure of the Staircase and Broken River Viaducts. Also, a contract has been let for the manufacture of the steel girders required for three small bridges over creeks between Staircase and Broken River. The works on the four miles of this section from Staircase to Sloven Creek are very heavy.

PICTON—WAIPARA.

Omihi Section.—Six platelayers' cottages have been erected; also an oil-engine to pump water for the Waipara station-supply.

Waikari Section (15 m. to 23 m. 54.42 ch.; length, 8 miles 54.42 chains).—The formation is finished to 19 m. 20 ch., and all the cuttings up to 20 m. 62 ch. are in an advanced state. All