

culverts have been finished up to the Hurunui, also a small bridge over the Scargill. About six miles of fencing have been done and the remainder is in progress. All the concrete-work is nearly finished for the Hurunui Bridge, and the contractors for the erection of the steel superstructure, Messrs. Scott Bros., have made good progress with their work. One of the 100 ft. spans is in place and partly riveted up; the other 100 ft. span is partly in place, and four of the smaller spans are also in position, leaving only one 22 ft. span to put in place. It is expected that the bridge will be finished in August. About a quarter of a mile of permanent-way has been laid beyond Scargill Station.

Cheviot Section.—About one mile of service road has been formed north of the Hurunui, and a start has been made with some of the cuttings. Work, however, was temporarily stopped to strengthen the parties south of the river.

NGAHERE—BLACKBALL RAILWAY.

The contract for the erection of the combined road and railway bridge over the Grey River has been completed, and the approaches are being made to enable the bridge to be used for road traffic.

COAL CREEK RAILWAY.

The works on this line have been so far finished as to enable the carriage of coal from the mines to be undertaken. The works required to form the station at the mines were very heavy, and in addition to these many minor works had to be carried out to complete the line. Works to complete the station are now in hand including buildings, water-supply, and finishing the cuttings and platelaying beyond the station required to give ample shunting accommodation.

HOKITIKA—ROSS RAILWAY.

A considerable amount of bushfelling has been done and the earthworks on nearly four miles of the line are practically finished, but there are yet unfinished gaps in the earthworks. Good progress has been made with the erection of the combined road and railway bridge over the Hokitika River. The river-bed has proved to be somewhat soft, necessitating the driving of additional piles in the piers to get sufficient bearing-power.

OTAGO CENTRAL.

All construction-works have been finished up to the end of Ophir Station yard at 111½ m., also the rails are laid to this point, but the ballasting is not quite finished. The station buildings at Lauder and Ophir are finished.

Spottis Section (part 111 m. 40 ch. to 114 m. 18 ch.; length, 2 miles 58 chains).—The earthworks are finished on this part of the Spottis section, and the bridge over Spottis Creek is being built.

Chatto Section (114 m. 18 ch. to 121 m. 38 ch.; length, 7 miles 20 chains).—All the culverts are finished on the first four miles of this section, and good progress has been made with those on the last three miles. A considerable amount of the earthworks has been done. Tenders have been invited for the erection of the bridge over the second crossing of the Manuherikia River at 121 m.

CATLIN'S RIVER RAILWAY EXTENSION.

The works on this length of three miles and a half are practically finished, but the formal opening of the line has been delayed by the flooding of the ballast-pit, some additional ballast being yet required.

WAIPAHI—HERIOT RAILWAY EXTENSION.

The formation-works on this line are just about completed. Two of the four bridges are completed, and the other two are well advanced. A contract for station buildings at Elie's has been let, and good progress has been made with the erection of the buildings. The permanent-way has been laid for the first 70 chains.

RIVERSDALE—SWITZERS RAILWAY.

The combined road and railway bridge over the Mataura River has been finished, and was opened for public traffic in April last.

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

The location survey of the Kawakawa—Grahamtown line has been finished to Hukerenui, including some deviations of the original line. This connects with the survey from Whangarei. The land-plan survey of this section of the line is now in progress.

A trial survey has been run beyond 66 m. on the Helensville Northwards Railway *via* Wellsford, Te Haua, and Mainene Creeks to Kaiwaka and the Mountain Creek Gorge, passing three miles east of Maungaturoto. Another trial-line survey has been partly done, starting south of Kaiwaka, passing through the Colbeck property, and between Maungaturoto and Paparoa. Another route remains to be tried, starting from 66 m. *via* Port Albert, Topuni, and crossing the flats west of Kaiwaka.

On the extension of the Gisborne—Karakā line towards Motu a trial line has been run from Karakā for a length of nine miles and a half on the Wheao route, also about eight miles by the Waihuka route; wet weather interfered with the progress of the work. A land-plan survey of five miles and a quarter of the Gisborne—Karakā line has been done by contract.

A trial survey of a deviation of the Stratford—Whangamomona line, starting from 10 m. 55 ch. *via* the Makuri Valley to 17 m. 15 ch. on the Huiroa route, has been completed.

A survey has been made for a branch-line for ballast towards Mount Egmont, starting from Waipuku Station on the main line. After a very considerable amount of prospecting had been done rock in quantity in a convenient locality was found. The length of the line is about nine miles and a quarter, and about five miles and a half of the permanent survey have been done.