

with the exception of a washout at 26 m. 35 ch. only ordinary maintenance has been necessary. All fencing on this section has been completed.

Work on the Otoko Viaduct has been in hand all the year and is now about three parts completed. All concrete-work is done excepting the finishing-off of abutments. A large amount of the steel work has been prepared and the rest is in course of preparation. The finished portions consist of the main piers which are erected in position with most of the bracing. The plate-girders for pier-heads are ready, but not in place. Short end-span girders are in a similar condition and shop-work has been commenced on the longer and main 66 ft. plate-girders.

Rakauroa Section (31 m. 45 ch. to 38 m. 25 ch.—6 m. 60 ch. in length).—Formation is nearly finished to 33 m. 15 ch., with the exception of slips to remove, a cutting at 32 m. 42 ch., a big filling at 32 m. 63 ch., and the bridge at 33 m. 12 ch., foundations for which are being started. From this latter point on to 36 m. 40 ch. formation is complete, but there are two considerable bridges still to erect, which are not yet started. From 36 m. 40 ch. on to the end of Rakauroa Section, which includes the station-yard, the formation-work is all in a very forward condition, but there still remains a big cutting at 37 m. 35 ch. and the bridge at 37 m. 50 ch. to finish and erect. A very great deal of extra work has been occasioned through land-slides which have taken place between 31 m. 35 ch. and 32 m. 10 ch. At 32 m. 63 ch. a 10 ft. water-drive has been put through, the concrete lining of which is three parts completed. To enable the work-train to convey materials ahead of the big bank at 32 m. 63 ch. a deviation of a temporary character was run up a gully with a back-shunt down the other side, as there was no room to curve the line round, and this means was adopted to overcome the difficulty. A big gully at 33 m. 12 ch., which has to be bridged, was crossed by means of a temporary trestle. This and the deviation previously referred to allowed all supplies and materials to be taken forward by train for the Matawai Section, and also enabled platelaying to proceed to 34 m. 10 ch. Levelling the station-site at Rakauroa is nearly finished. The greater part of the fencing on this section has been done. Contracts have been let for the ironwork and timber required for the bridges.

Matawai Section (38 m. 25 ch. to 44 m. 10 ch.—5 m. 65 ch. in length).—From the commencement of this section at 38 m. 25 ch., formation, except the bridge at 38 m. 31 ch., is complete to 39 m. 45 ch., and the big cutting, which occurs at this latter point, has had a drive put through it for several chains, and two shafts have been sunk from the surface to enable material to be taken out as expeditiously as possible. From this on, with the exception of two cuttings which are well in hand, the formation has been completed to the summit of the grade at 40 m. 77 ch., the highest point on the line. The cutting on the top of this grade has not yet been all taken out, but beyond this again, to 42 m. 20 ch., formation is complete, and partially done to the end of the 43rd mile. The Matawai Section runs through country that has all until lately been standing bush, and consequently a large amount of stumping has been necessary. Fencing has been erected as far as 40 m. Location-survey work is proceeding on the next 2 miles, 44 m. to 46 m., which are almost ready for work.

STRATFORD-ONGARUE RAILWAY.

Te Wera Section (15 m. 68 ch. to 22 m. 65 ch.—6 m. 77 ch. in length).—This section was handed over to the Working Railways Department on the 20th June, 1910. Since that date some work remaining uncompleted, and including a platelayer's cottage and two small traffic-bridges on a deviation of Ohura Road opposite Te Wera Station, has been completed.

Pohokura Section (22 m. 65 ch. to 31 m. 40 ch.—8 m. 55 ch. in length).—All platelaying and ballasting on this section, with the exception of part of the yard-work in Ngatimaru and Pohokura station-yards, has been completed. All fencing and the telephone-line are also complete. During the year 660 ft. of piping and 350 ft. of culverting were put down. Ngatimaru Station buildings have been completed, and Pohokura Station buildings are approaching completion. A bridge at 22 m. 67 ch. and a road-access bridge at Pohokura Station have been built. Only a few minor items require attention to completely finish the section. Goods traffic has been run since the 26th September, 1910, and passenger traffic since the 10th June last.

Whangamomona Section (31 m. 40 ch. to 37 m. 53 ch.—6 m. 13 ch. in length).—The whole of this section has been cleared, and all earthworks are in hand. All road and creek diversions are complete except the road-diversion opposite 36 m. 70 ch. Fencing is complete up to 34 m. and in places where necessary up to the end of section. Rails have been laid up to 33 m. 71 ch., to which point the first lift of ballast has also been carried. A temporary siding has been put in at 33 m., near the foot of the Whangamomona Road saddle, and goods and passenger traffic are being carried thereto. During the year 1,100 lin. ft. of piping, 1,450 lin. ft. of water-drives, and 430 lin. ft. of concrete culverts have been constructed. The bridge at 31 m. 70 ch. is in hand, and timber is now arriving for some of the other bridges. The bottom headings of Whangamomona Tunnel (some 30½ chains in length) met on 3rd April. 10 chains of the tunnel have been completed and lined, 14 chains fully excavated, and the other 6½ chains have still to be done and these two latter lengths lined.

Tahora Section (37 m. 53 ch. onwards).—This section is cleared of bush to 38 m., and earthworks extending over the first 20 chains are in hand.

MOUNT EGMONT BRANCH RAILWAY.

The survey of the extension from 5 m. 64 ch. to the quarry-site near 8 m. 50 ch. is almost finished. Centre-line has been cleared from 5 m. 64 ch. to 6 m. 7 ch. and from 6 m. 20 ch. to 8 m. 10 ch. up the rope incline route, and clearing at foot station at 6 m. 17 ch. is in progress. Earthworks are in hand from 5 m. 64 ch. to 5 m. 76 ch. A prospecting party is at work at the quarry-site driving under the rock in different places to find out the full extent and lay of the rock, and to test its quality.