

During the financial year a total length of 46 miles 59 chains of railway, as shown in the following table, was opened for general traffic :—

Plan Mileages.		Railway.	Section.	Length.	Date of handing over.
M. ch.	M. ch.			M. ch.	1911.
7 16 to 27 64		Kawakawa-Grahamtown..	Kawakawa-Towai ..	21 18	12 April.
20 30 to 21 0					
33 45 to 48 9		Picton-Waipara ..	Seddon-Ward ..	14 44	13 April.
24 47 to 32 74		Catlin's-Seaward Bush ..	Waimahaka-Tokanui ..	8 27	20 September.
2 0 to 4 50		Kawakawa-Grahamtown..	Kioreroa (Opua) - Onerahi (Grahamtown)	2 50	2 October.
				46 59	

KAIHU VALLEY RAILWAY (16 m. 67 ch. to 19 m. 24 ch.—2 miles 37 chains in length).

During the year the formation has been completed, with the exception of four concrete culverts for which stone is ready, and four bridges, the materials for which have been arranged for under contract and are now arriving on the ground. A good deal of swamp-draining has been involved. All the necessary sleepers are in hand, and platelaying can proceed as soon as the temporary bridge at 17 m. 4 ch. has been erected.

A siding 30 chains long is being constructed at Maropiu to tap a ballast-deposit.

OTIRIA-OTUHI RAILWAY (13 miles 35 chains in length).

Two temporary bridges were erected over the Ngapipito, near 2½ m., and the formation is now approaching completion. The rails have been laid to 7 m. 3 ch.

A scoria ballast-pit was opened up at 1 m. 57 ch., from which the line was bottom-ballasted to 7 m. 3 ch. and top-lifted from 5½ m. to 7 m. A stone-crusher was installed at the pit, so that the rougher material could be utilized after crushing. The pit also supplied material for river-protection, swamp-drainage, &c.

The Ngapipito Station yard at 6 m. 32 ch. is formed, sidings laid, and ballasted.

The bridges are nearing completion up to 7 m. 19 ch., except the two crossings of the Ngapipito Stream, where arrangements are now being made to replace the temporary trestles with the permanent structures, materials for which are in course of preparation. The bed of the Ngapipito Stream was lowered from the edge of the waterfall opposite 2 m. 41 ch. to where it crosses the line at 2 m. 45 ch.

OPUA-GRAHAMTOWN RAILWAY.

Kawakawa Southwards Section (7 m. 16 ch. to 19 m., from Opua Wharf) ; *Ramarama Section* (19 m. to 27 m. 64 ch.) ; and *part of Towai Section* (20 m. 30 ch. to 21 m., from Kamo).—A few details in connection with the water-service were completed, extra station facilities and cottages provided, and line opened 13th April, 1911.

Deepwater Section (2 m. 50 ch.).—Slips were removed from various cuttings and extra stone pitching was provided in low places. Station buildings were completed at Onerahi, and a water-supply is being laid to same. The bridge at Kioreroa was overhauled, and the lifting-span arrangements altered so that the lift is now operated by an oil-engine. This section was handed over to the Railway Department on the 2nd October, 1911.

NORTH AUCKLAND RAILWAY.

Kaiwaka Section (72 m. 45 ch. to 81 m. 30 ch.).—This section of the railway has been completed during the year, including balance of formation, Ross Hill Tunnel, station yards and buildings at Topuni and Kaiwaka. Owing to extensive slips, which have not yet ceased to give trouble, the section has not been handed over to the Railway Department, but the traffic is being worked by the Public Works Department.

Otamatea Section (81 m. 30 ch. to 83 m. 75 ch.).—With the exception of the Kaitara bank and culvert, the formation is completed. Platelaying and ballasting are completed to 83 m. 20 ch., also fencing. Of the Otamatea Wharf thirteen bays are completed. Three cottages have been erected at Otamatea Station. The contractor for the Otamatea Bridge contract is making very slow progress, owing to his difficulty in obtaining suitable labour.

Bickerstaffe Section (83 m. 75 ch. to 88 m. 20 ch.).—The formation and culverts on this section are well advanced. The Bickerstaffe Tunnel has 5½ chains completed out of 8½ chains, and the fronts are also completed. A start has been made at the Maungaturoto Tunnel (24 chains long) ; the south front is completed, and driving and lining are in hand. The Muddy Creek Bridge is making good progress. Two cottages have been erected at Maungaturoto.

McCarroll's Section (88 m. 20 ch. to 96 m. 37 ch.).—The work on this section is just started, 23 chains being in hand.

Kaikohe Section (13 m. 35 ch. to 16 m. 25 ch.—2 miles 70 chains in length).—The earthwork on this section, which is being constructed in conjunction with the Otiria-Otuhī connection, is well ad-