

tract; the contractors have been allowed to take out an open cutting instead of the tunnel between 8 m. 51 ch. and 8 m. 55 ch. without extra payment. Contract No. 11 (7 m. 38·50 ch. to 7 m. 46·60 ch.): Nearing completion. Contract No. 12 (8 m. 65 ch. to 8 m. 79 ch.): Contractors made very poor progress, and finally abandoned their contract in May, 1912. Contract No. 13 (9 m. 5·5 ch. to 9 m. 28 ch.); Contract No. 14 (9 m. 28 ch. to 9 m. 39 ch.); Contract No. 15 (9 m. 39 ch. to 9 m. 53 ch.): These contracts are little more than started, but contractors are attacking the work in earnest. Contract No. 16 (9 m. 53 ch. to 9 m. 59·5 ch.); Contract No. 17 (9 m. 59·5 ch. to 10 m.): Just begun work. A contract has been let for the bushfelling from 10 m. to 12 m., and work is progressing well.

NGAHERE-BLACKBALL RAILWAY.

The gatekeeper's cottage at Ngarhere Bridge has been completed, and the gates fixed at ends of bridge.

GREYMOUTH-POINT ELIZABETH COLLIERIES RAILWAY EXTENSION.

Coal Creek Section (3 miles 69 chains in length).—The persistent wet weather and the magnitude of the slips which have required to be removed have resulted in a very small progress for the year. All the formation for the back-shunt sidings is completed, and part of the platelaying of same also. The Fell central braking-rail has not yet been fixed on the incline. The bridges are complete except the superstructure of the Seven-mile Creek. A water-supply has been brought in from the Davey Creek, and a temporary engine-shed erected at 8 m.

ROSS-WAITAHA RAILWAY.

Plans of the 3 miles south of Ross have been completed, and drawings and specifications for the bridge over the Mikonui River prepared.

CATLIN'S-WAIMAHAKA RAILWAY.

Catlin's End.

Papatupu Section (24 m. 8 ch. to 27 m. 50 ch.—3 miles 42 chains in length).—This section is complete, and goods traffic is being worked by the Public Works Department.

Puketiro Section (27 m. 50 ch. to 31 m. 30 ch.—3 miles 60 chains in length).—The formation on this section is completed. In places where slips occurred or threatened it has been necessary to flatten the batters, notably at 31 m. 20 ch. The bank at 26 m. 37 ch. slipped badly after protracted bad weather, and traffic was suspended for a week, during which time the subsidence was made up with rock. The culvert will require lengthening. Platelaying, including the Puketiro Station yard, was completed. Ballasting was carried to 31 m. 17 ch., but final boxing-up was not done beyond 30 m. 5 ch., and on some of the high banks where further settlement under traffic is expected only temporary packing was done. Fencing is complete, also telephone-line. Additions were made to station building at Papatupu, and a cottage was erected at Puketiro.

Papatowai Section (31 m. 30 ch. to 37 m.—5 miles 50 chains in length).—The bushwork, including clearing of Papatowai Station yard and sites for four cottages, is completed. The extreme wetness of the year militated against rapid progress in the earthworks, but, as all cuttings were fully manned immediately the culverts were completed, and double shifts worked in the larger cuttings, the progress was substantial. A bad landslide took place near 33 m. 55 ch., consequently the line was deviated for some distance in order to partially avoid the bad ground. Other slips have occurred, and some are still giving trouble. Caberfeidh and Papatowai Station sites are being levelled, and are well advanced. Road overbridges were constructed at 31 m. 31 ch. and 33 m. 46·50 ch. The service-tram was laid to 36 m. 12 ch., and a temporary telephone-line to the same point. A cottage was erected at Papatowai.

Waimahaka End.

Tokonui Section (24 m. 48 ch. to 32 m. 75 ch.—8 miles 27 chains in length).—This section was completed and handed over to the Railway Department on the 20th September, 1911. A turntable has yet to be provided.

LAWRENCE-ROXBURGH RAILWAY.

Beaumont Section (29 m. 33 ch. to 35 m.—5 miles 47 chains in length).—The approach-cutting to the Lawrence end of the Big Hill Tunnel was completed, and the tunnel put in hand at that end also. The bottom heading is now pierced, and enlarging and concreting are in hand from each end. The Beaumont portal and 10½ chains of the lining are complete. A further portion is enlarged, and it is hoped that the tunnel will be completed by the beginning of 1913. The formation is well advanced to 30 m. 67 ch. On the section 30 m. 67 ch. to 31 m. 35 ch., which has been let by contract, very poor progress has been made. From 31 m. 35 ch. to 32 m. the work is progressing satisfactorily. Fencing has been erected both sides up to 30 m. 76 ch. A cottage has been erected at 31 m. 76 ch., and the telephone-line extended to this point.