

All the reinforced-concrete piles for the permanent Waipaoa Bridge have been cast, broken metal obtained for cylinders and piers, and a quantity of material ordered.

A quarry-site has been acquired opposite 6 m. 27 ch.

Waikura Section (10 m. 29 ch. to 22 m.).—A good deal of earthwork has been done up to 14 m. An extensive system of service-roads has been laid out, and several of these are under construction. Five small contracts were let, and of these two are completed, work on the others being suspended at present owing to unfavourable weather. A number of culverts have been constructed.

Gisborne-Napier (South End).

Eskdale Section.—Fences and gates have been erected between 4 m. 36 ch. and 7 m. No formation-work has been done during the year.

An agreement has been made between the Hawke's Bay County Council, the Napier Harbour Board, and the Department regarding the construction of the Westshore Bridge and embankment, and this work should be commenced shortly.

STRATFORD—MAIN TRUNK RAILWAY.

West End.

Whangamomona Section (31 m. 40 ch. to 37 m. 53 ch.).—The completion of this section has been delayed by various circumstances, but it was handed over to the Railway Department on the 30th June, 1914, being formally opened by the Hon. the Minister of Railways on the 1st July.

Tahora Section (37 m. 53 ch. to 47 m. 30 ch. and onward).—Earthworks are practically complete to Kohuratahi Station yard, 42 m. 19 ch. Several cuttings are being worked beyond this point. Six bridges have been completed, and three are still in hand. Several culverts and water-drives have been constructed.

The tunnel at 44 m. 32 ch. to 44 m. 55 ch. is under construction, the enlargement and lining having been completed for a distance of about 8 chains.

Another tunnel at 44 m. 77 ch. to 45 m. 9 ch. will be started shortly.

With the exception of a gap of about half a mile, the rails are laid to 42 m. 20 ch., and partly ballasted, ballast being railed from Mount Egmont. It is expected that the line will be complete to Kohuratahi early in the New Year.

East End.

Matiere Section (0 m. to 11 m.).—Formation is practically complete up to 1½ m. From 1½ m. to 4 m. is comprised in the Okahu contract, which is progressing rather slowly. At the Okahu Tunnel the tunnel-heading is being driven at each end, from shafts, the total length driven being about 8 chains. Between 4 m. and 5 m. 53 ch. four small contracts are in hand, making fair progress. Culverts are practically complete to 6 m. 30 ch. A portion of the Ohura Main Road has been reformed and pumiced, to serve as a service-road.

A brickworks has been erected to provide bricks for tunnel-lining, &c., and is now in operation.

MOUNT EGMONT BRANCH RAILWAY.

The formation of this line has been continued, stripping from the quarry being utilized to form the heavy bank between 8 m. 62 ch. and 8 m. 72 ch.

Rails have been laid in the "Foot" Station yard, also on the inclined cable tramway to the quarry. Considerable development-work has been done at the quarry, and a scheme of operations is being worked out.

NORTH ISLAND MAIN TRUNK RAILWAY.

Raetihi Branch.—One small formation contract is nearing completion. Tenders were invited for a number of others, but those received were not considered satisfactory, and the bulk of the work is therefore being carried out by co-operative labour. The Railway Department is constructing the first 15 chains from the junction. Clearing and culverts are complete to 4 m. 66 ch., and formation nearly so.

SOUTH ISLAND MAIN TRUNK RAILWAY.

North End.

Mirza and Mills Sections.—Work on this line has been suspended for some time, but a contract has now been let for the completion of the two sections, and the contractors have commenced work.

The Ure River Bridge was completed in February, 1914.

MIDLAND RAILWAY.

Nelson-Westland Section (South End).

Cronadun-Inangahua Junction Section.—This section was completed and handed over to the Railway Department on the 4th June, 1914.

Canterbury-Westland Section.

The line from Cass to Arthur's Pass (temporary station) was taken over by the Railway Department on the 1st July, 1914, the section to Halpin Creek having been open for traffic since the 1st November, 1913.