

the Waikiekie Tunnel proved very heavy, but fair progress was being made when a slip took place and delayed the work a good deal. A further 8 chains remain incomplete, but owing to the heavy ground and shortage of skilled labour this will take about ten months. The Waiotira Stream has been diverted for 27 chains, and the approach road to Waikiekie Station has been formed and is being metalled. The road culvert, &c., metal is being crushed by a stone-crushing plant which has been erected at 104 m. 6 ch., and a tram-line has been laid from this quarry to Waikiekie Tunnel. The permanent-way has been laid from Waiotira Station for a distance of $1\frac{1}{4}$ miles, though part of this is in 40 lb. track; a siding has been laid, gravitation water-supply arranged, 85 chains of fencing erected, and four platelayers' cottages built. Near Mareretu Tunnel a sawmill has been erected to cut timber for construction-work, workmen's huts, and other temporary buildings. A dining-room, bathhouses, and about sixty single men's huts have been erected.

Kirikopuni Section (107 m. 28 ch. to 121 m. 40 ch.; length, 14 miles 12 chains).—Owing to the shortage of suitable labour very little work has been carried out on this section during the year, that available being utilized on other lines. The absence of sufficient labour was the cause of abandonment of work in the Tokatoka Tunnel after the drive had been carried $3\frac{1}{2}$ chains despite bad slips at the tunnel-mouth. The formation of the line between Waiotira Station (107 m. 28 ch.) and the tunnel (108 m. 29 ch.) is about one-third completed. A steam-shovel was transferred to this section in February, and will do all the formation at the tunnel. At 108 m. 19 ch. a 3 ft. circular concrete pipe was put in, 78 chains of fencing erected, and a service road made from Waiotira Junction Station to 111 m. 40 ch. For the transport to Omana Tunnel of the necessary materials and plant $2\frac{1}{2}$ miles of tramway has been laid. Formation is well advanced, but the rails have not so far been delivered. Nineteen workmen's huts were erected on this section.

WAIUKU BRANCH RAILWAY.

(4 m. 20 ch. to 12 m. 15 ch.; length, 7 miles 75 chains).

Glenbrook Section.—The completed line between Patumahoe and Mauku Stations has been maintained in good order and the weekly goods service sustained. The triple 12 ft. culvert at Mauku has been completed, as also the bank at 5 m. 49 ch. and the approach cutting. A contract has been entered into for the erection of station building at Glenbrook. Platelaying from Mauku Station has been commenced, and rails have been laid to 7 m. 2 ch. As a locomotive is now available, ballasting will be at once put in hand.

Waiuku Section.—The double 10 ft. culvert at 8 m. 78 ch., the 4 ft. culvert at 10 m. 28 ch., and the 10 ft. culvert at 11 m. 39 ch., have all been completed. Banks at 8 m. 78 ch. and 10 m. 28 ch., together with cuttings at 10 m., 10 m. 38 ch., 11 m. 20 ch., and 11 m. 50 ch., have been completed, and Waiuku station-yard and approach roads are now formed to full width. The bank at 11 m. 40 ch. is nearing completion, while the overbridge and approaches at 10 m. 38.5 ch. and private crossing at 10 m. 21 ch. have been completed. Approaches to the overbridge at 10 m. 74 ch. have been formed as far as possible without unduly interfering with the traffic, and the road deviation and crossing at 11 m. 66 ch. are nearly completed.

HUNTLY-AWAROA RAILWAY.

(7 m. 20 ch. to 10 m.; length, 2 miles 60 chains.)

Work on this line was recommenced in December last. Earthworks are in progress from between 7 m. 20 ch. and 7 m. 70 ch., and several culverts have been completed. A stream-diversion to the right of 7 m. 50 ch. has also been completed. The line has been permanently pegged to 8 m. 70 ch. and a trial line completed to 10 m. This work has been delayed owing to the shortage of timber and cement, while the quality of labour offering has been a contributory factor.

WAIKOKOWAI BRANCH RAILWAY.

Trial surveys have been made, and surveys are now in hand for location of mine-sidings. Permanent pegging is proceeding.

EAST COAST MAIN TRUNK RAILWAY.

Waihi Eastwards—Athenree Section (0 m. to 8 m. 68 ch.; length, 8 miles 68 chains).—The bank from 7 m. 25 ch. to 7 m. 40 ch. has been widened. The Athenree station-yard was formed, and the main-road deviation and approach road to passenger-platform have been completed. The formation of the goods-shed road is in hand and well forward. A number of cuttings have been completed, and that at 9 m. 44.6 ch. will be finished in a very short time. Five concrete culverts have been put in, the metal for concrete having been obtained from the quarry at 8 m. 20 ch. The concrete piers of the Waimata Stream bridge have been erected.

Katikati Section (8 m. 68 ch. onwards).—Work was commenced in September, 1919, and light formation and cuttings at 10 m. 18 ch. and 10 m. 77 ch. have been completed. A 2 ft. circular concrete pipe has been laid at 10 m. 44.12 ch. A land-plan survey from 5 m. 40 ch. to 12 m. was made.

Tauranga Westwards—Tauranga Section (36 m. to 41 m. 5 ch.; length, 5 miles 5 chains).—Work on this section was commenced in March, 1919, one cutting having been opened up in that month. Since then one cutting at 37 m. 13 ch. has been opened up and completed to 37 m. 11 ch., one at 37 m. 37 ch. completed to 37 m. 40 ch., one at 37 m. 43 ch. completed to 37 m. 40.8 ch.; those at 44 ch. and 46.5 ch. have also been completed, as have those at 38 m. 44 ch. to 38 m. 34.30 ch. and 38 m. 61 ch. to 38 m. 58.40 ch. Seven side drains have been dug; fencing has been erected from 37 m. 5 ch. to 38 m. 70 ch. and from 37 m. 50 ch. to 38 m. 70 ch. Two temporary private crossings have been provided.