

60 ft. trusses. Subways have been erected at 4 m. 20 ch. and 6 m. 79 ch. The concrete-work for the Ohura River Bridge at 7 m. 67 ch. has been completed, and work is in hand on the other bridges on which there are at present temporary superstructures. The steelwork for these bridges is being manufactured at the Department's Tauranga workshops. All tunnels have been completed, and the principal work still remaining on this section is the completion of ballasting, finishing of bridges and station-yard at Tuhua, together with the erection of the necessary station buildings at Tuhua and Matiere.

Ohura Section (10 m. 23 ch. to 19 m. 70 ch. ; length, 9 miles 47 chains).—This section was closed down during the previous period, but during the current year the work was again put in hand, primarily as a relief work ; but as this was only towards the end of the period there is very little to report.

(*West End.*)

Tahora Section (42 m. 26 ch. to 47 m. 40 ch. ; length, 5 miles 14 chains).—Formation-work and platelaying on this section have been completed, but no ballasting has been carried out during the period, as material which had previously been obtained from Mount Egmont quarry was not available. Culverts, drains, fencing, &c., have been completed, as well as the stone-pitching at No. 1 and No. 3 bridges. The shelter-shed, latrines, goods-shed, water-vat and stand have been erected at Tahora, and the station-platform and loading-bank, together with goods and wicket entrance to goods-shed and station, are completed. A small reservoir of 4,000-gallons capacity was completed, and 1,800 ft. of pipe laid to connect with the station supply.

Raekohua Section (47 m. 40 ch. to 50 m. 60 ch. ; length, 3 miles 20 chains).—Work was closed down on this section, and nothing has been done during the past year.

Te Wera Quarry.—The formation of the branch line, $1\frac{1}{4}$ miles long, has been completed, together with 8 chains of siding to the bins and $15\frac{1}{2}$ chains of incline between the bins and the quarry : 1 mile 16 chains of rails have been laid, together with sidings and inclines. The branch line has been connected with the main line at 22 m. 63 ch., and all fencing and crossings, except the incline and the quarry, are completed. 26,000 cubic yards of stripping have been cleared from the quarry, and 50,000 cubic yards of rock are ready for working. Concrete foundations at the crusher-site have been laid, and the necessary engines, crushers, hopper, and tippie erected and assembled. The erection of the bins is in hand. A number of huts have been erected to accommodate the quarry staff, and a cookhouse capable of boarding twenty-five men has been established. A ballast-engine has been transferred to this line, and it is anticipated that we shall now be able to proceed vigorously with the ballasting on the Tahora Section, as well as supply a considerable amount of stone throughout the Taranaki District, for which there is at present a fair demand.

OPUNAKE BRANCH RAILWAY.

Kapuni Section (0 m. 0 ch. to 7 m. 0 ch. ; length, 7 miles).—Formation on this section is now ready for platelaying, although a certain amount of widening and the taking-down of some batters still remains to be done. This work, however, will be carried out by the works train after the platelaying has been completed. The excavation carried out on this section during the period consisted of regrading formation from 1 m. 20 ch. to 1 m. 38 ch. in order to fit in with the road overbridge at 1 m. 22-40 ch. A great deal of water had to be contended with here, making the work difficult. Cutting and filling between 4 m. 60 ch. and 4 m. 66 ch. was completed, and the Kapuni station-yard at 6 m. 56 ch. has been levelled, and is ready for platelaying. Work at the Waingongoro Bridge at 0 m. 25 ch. has been completed, including the underpinning of one of the piers which developed weakness after an earthquake. The erection of piers for the Kapuni Stream Bridge at 4 m. 67 ch. has been completed, while the foundations for the Skeet Road overbridge at 0 m. 42 ch. have been laid. An overbridge across the Skeet Road at 1 m. 22-40 ch. was built during the period. A start has been made with platelaying, and 34 chains of rails have been laid, together with a temporary siding for handling permanent-way material. The ballast-pit at Kaupokonui River has been stripped, and approach cutting, together with a river-diversion and piers for temporary bridge over the Kaupokonui River, has been completed, so that as soon as rails have been laid to this point a start can be made with the ballasting. A goods-shed has been erected at the Kapuni station-yard at 6 m. 56 ch.

Auroa Section (7 m. to 12 m. ; length, 5 miles).—Formation-work has been carried out vigorously on this section. The work has been treated as a relief work, and a large number of unemployed have been absorbed. The majority of the earthwork has now been completed ; eight culverts have been built, together with side drains, and, generally speaking, the section is well in hand.

Pihama Section (12 m. 0 ch. to 16 m. 40 ch. ; length, 4 miles 40 chains).—The work carried out on this section comprises clearing, fencing, culvert-construction, earthwork, and the erection of concrete-block platelayer's cottage at 16 m. 40 ch. in Pihama station-yard. Twenty concrete culverts and pipe culverts have been constructed ; fencing on the right-hand side has been completed from 12 m. to 13 m. 24 ch. ; 2 miles 60 chains of logging, stumping, and clearing have been completed ; and a number of cuttings are in hand.

Opunake Section (16 m. 40 ch. to 23 m. 0 ch. ; length, 6 miles 40 chains).—Work has just been commenced on this section, and, in common with the previous sections, it is being utilized as relief works. The principal work done here comprises the erection of camps, carting of shingle for culverts, drainage, and a small amount of formation.

Manaia Branch (0 m. to 5 m. 49 ch. ; length, 5 miles 49 chains).—Very little work has been done in this section during the year, what has been done being confined to the completion of the cutting from 2 m. 70 ch. to 3 m. 0 ch., and the construction of a private crossing at 2 m. 68 ch. During the period further accommodation has been provided for the workmen by the erection of twenty-one single and two double huts. These huts were transferred from Tahora and erected on this work.