

year it is expected that the work on this section will be completed. Work on the Putorino Section was commenced, and apart from viaduct construction, three being required, is of an easier nature than the Tutira Section, a good deal of the work being possible with plough and scoop. Formation work should be completed early next year.

On the Mohaka Section heavy country will be met with, and three tunnels, aggregating approximately 70 chains, will be required, besides two large viaducts. Preliminary works have been put in hand, and the necessary camps for the accommodation of the workmen erected.

On the Waihua Section considerable earthworks will be necessary, as well as the Maungaturanga Viaduct, and one tunnel of 33 $\frac{1}{2}$ chains, which if sufficient tunnellers are available it is proposed to start before the end of the year.

The final section to Wairoa is mostly in easy country, the outstanding features being the Waihua and Wairoa River Bridges and the Waihua Tunnel. A start was made on the tunnel early in the current year.

On the Stratford Main Trunk Railway, east end, the construction of the Matiere Section is complete with the exception of permanent track on the bridges, the final lift of ballast, and the renovations of the Okahukura Station buildings.

On Ohura Section some very heavy earthwork has to be completed between 15m. and 17m. including Ryan Road station-yard. Station-buildings are also required at Nihoniho, Ryan Road, and Ohura.

Goods and passenger traffic, as intimated in my Statement last year, has been carried by temporary service-line to Toitoti (16m.), but the section will not be completed until next year.

Considerable damage has been caused by floods, and construction works have been retarded thereby.

On the Stratford Main Trunk Railway, west end, active preparations are being made to proceed vigorously with the work of construction. The heavy section of this work lies between the Tangarakau and Heao Rivers. In 5 miles there are four large tunnels and one small tunnel, aggregating not less than 2m. 30ch. of tunnelling. As these are the key to the whole work, it is proposed to concentrate on them, and defer the other formation work on the Raekohua Section, a length of 4 miles, until such time as the tunnelling-work is nearing completion. By doing so large savings of interest payable will be made.

The service tramway mentioned in my previous report as being well in hand was held up owing to the delay in delivery of rails which had to be imported. The work on this tramway comprised the construction of $4\frac{1}{2}$ miles steam tramway, a bridge over the Tangarakau River, and a haulage incline over the first tunnel. Materials are now coming to hand, and the work will be pushed forward expeditiously, as no actual construction work can be started until adequate access is provided.

The site for a permanent camp at the Tangarakau River has been selected, and arrangements made for the transfer of construction plant from the Otira Tunnel, where it was formerly in use. Preliminary works and the opening of tunnel approaches should be completed by March next year, and so permit of the construction of the first two tunnels and formation between being carried out expeditiously.

On the Opunake Branch Railway the section from Te Roti to Kapuni (7m.) is ready to hand over to the Railway Department. Substantial progress has been made on the remaining section to Opunake, which has enabled a goods service to be run to that town, a distance of $22\frac{3}{4}$ miles. It is expected that the whole of the work in connection with this branch railway will be out of hand within twelve months from now.