

*Aongatete Section* (16 m. 28 ch. to 21 m. 5 ch. ; length, 4 m. 57 ch.).—Earthworks have been started by hand labour at 18 m. 59 ch. to 19 m. 18 ch., and 19 m. 38 ch. to 20 m. 31 ch., while cutting at 20 m. 9 ch. and most of the excavation for the Aongatete station-yard is completed. Stream-diversion at Aongatete yard has been completed ; a 12 in. earthenware pipe 22 ft. long was placed at 20 m. 60 ch., and two 12 in. earthenware pipes under the Aongatete Station access road. A 10 ft. arched concrete culvert is in hand at 20 m. 13.79 ch. The contractors have erected a small crusher and bin, with tram-line from the river-bed, to obtain metal for concrete-work, and have commenced the erection of the main crusher and ballast outfit, including a drag-line scoop.

*Apata Section* (21 m. 5 ch. to 27 m. 70 ch. ; length, 4 m. 14 ch.).—Short chainage due to a deviation from the original survey. The clearing has been completed, and the contractors have the section fully manned. The permanent fencing is in hand, and some side drains have been excavated on the left side of the line. The earthworks have been completed from 21 m. 5 ch. to 22 m. 60 ch., and seven cuttings are in hand between 22 m. 27 ch. and 26 m. 61 ch. The construction of a 3 ft. arched culvert at 22 m. 5.83 ch. and a 4 ft. arched concrete culvert at 22 m. 69.15 ch. is in hand, and a considerable quantity of concrete piping has also been laid. The overbridge and road diversion at 21 m. 25 ch. are practically completed, and a private overbridge at 21 m. 78 ch. is in hand. A start has been made with the driving of the piles for the Wainui Bridge at 23 m. 3 ch.

*Te Puna Section* (27 m. 70 ch. to 34 m. 78 ch. ; length, 7 m. 8 ch.).—Clearing has been carried out wherever necessary to enable earthworks to be commenced, and a considerable mileage of fencing has been erected. Two cuttings have been completed between 28 m. 6 ch. and 32 m. 3 ch. and fourteen others are in hand on that length. The formation is complete from 32 m. 11 ch. to 33 m. 10 ch., and four cuttings are in progress between 33 m. 40 ch. and 34 m. 33 ch. The material from the cutting at 34 m. 33 ch. is being utilized for the formation of Te Puna station-yard. A 12 ft. arched culvert is being constructed at 33 m. 15 ch. with the necessary stream-diversion, and a number of smaller culverts have been completed. Temporary overbridges have been erected at 31 m. 44 ch. and 33 m. 73 ch. The erection of the Mangawhai Bridge at 31 m. 3 ch. is proceeding. Twenty-one piles have been driven in piers B to F, and abutment A is in course of erection.

The portion of this line from 14 m. to 34 m. 78 ch. comprising Katikati (part), Aongatete, Apata, and Te Puna Stations, is being constructed by Sir W. G. Armstrong, Whitworth, and Co., under contract to the New Zealand Government. They have, in addition to the work detailed above, erected a service wharf at Mount Maunganui, and landing-stages at several tidal estuaries of the Tauranga Harbour to facilitate transfer of material. They also have a receiving and stacking yard at The Mount, where a considerable quantity of both permanent and service materials has been collected. The company has erected 100 two-men, thirteen four-men, and sixty-six six-men hutments for single men, and forty-six married quarters, three cookhouses, four bathhouses, and two recreation-rooms, besides quarters for field engineers. The firm has two steam-locomotives, six steam-navvies, six petrol-locomotives with muck-trucks, two steam-hammer pile-driving outfits, besides concrete-mixers, launches, punts, motor-lorries, ballast-trucks, &c. The total quantity of earthwork in the contract is 1,229,000 cubic yards and the contractors have removed about 345,000 cubic yards to date.

*Tauranga Section* (34 m. 78 ch. to 41 m. 5 ch. ; length, 6 m. 7 ch.).—Fencing has been completed at Tauranga Station, and also on right between 40 m. 20 ch. and 41 m. 5 ch. Two 16 ft. gates with wickets were placed at Tauranga Station, and cattle-stops erected at 40 m. 52 ch. and 40 m. 65 ch. Twin corrugated metal culverts, 6 ft. diameter, with automatic flood-gates, have been completed at 36 m. 70 ch. All earthwork has been completed except for a small portion at 36 m. 70 ch., the Waikareao Bridge approaches, and widening in a few other places.

A large amount of reclamation necessary for the Tauranga Station has been completed, as well as stone pitching at this station.

The bank to connect with the Tauranga Wharf is in hand, and also the stone pitching under the wharf, the erection of which has been started by the Tauranga Harbour Board. The borrow at 40 m. 25 ch. was completed by steam-shovel which moved 10,400 cubic yards since last year, and was then transferred to the Matapihi Station.

Ninety-six 16 in. concrete piles, 40 ft. long, spliced to timber piles, have been made and driven for the Waikareao Bridge. The piers of that bridge are finished with the exception of three, and the nineteen 25 ft. girders required have been riveted up at The Mount, and some of them transported to the site. One hundred and sixty-six 14 ft. concrete piles, 40 ft. long, some of which will be spliced to timber piles, were also made for the Wairoa Bridge, and are now being driven by three pile-driving outfits. The thirteen 60 ft. girders required for this bridge are being assembled at The Mount.

Platelaying was extended from 39 m. 70 ch. back to 39 m. 66 ch. and all sidings laid in Tauranga yard. Ballasting has been completed from 39 m. 65 ch. to end of section, including Tauranga station-yard, except engine-shed siding. Metalling of approach roads is complete, and about 7 chains of the low-level road from the Strand to the station has been metalled.

The station-buildings and latrines for the Tauranga Station have been completed. Foundations have also been prepared for two tanks, and two extra platelayers' cottages have been erected, and one enlarged by the addition of a new scullery.

This section is open for all classes of traffic from Tauranga Station to 41 m. 5 ch.

*Te Maungā (late Matapihi) Section* (41 m. 5 ch. to 45 m. ; length, 3 m. 75 ch.).—This section is open for all classes of traffic, and has been properly maintained. New work undertaken consisted of formation of station-yard at Matapihi, where a steam-shovel excavated 19,076 cubic yards of material, which was used chiefly for filling at Tauranga Station. A further 10,000 cubic yards were borrowed for low-level road and station at Tauranga. Permanent 70 lb. rails have been laid on the Tauranga Bridge, and the laying of check-rail is in hand. Two 1-in-9 and one 1-in-7½ crossings have been laid at Matapihi yard.