

EAST COAST MAIN TRUNK RAILWAY (WAIHI EASTWARDS).

The permanent survey was completed to 126 m. 33 ch. on western side of the Waioeka River at Opotiki. Land-plan survey of road-deviation through the Waimana Gorge is in hand, where the road must be moved to the opposite side of the river to make room for the railway.

ROTORUA-TAUPO RAILWAY.

The trial-line survey was completed from 28 m. to 53 m. 20 ch. (Taupo), and plans plotted and paper location made. Various routes were investigated, and altogether 36 m. 20 ch. of trial line were surveyed. The permanent survey has been carried out from 0 m. (Rotorua) to 5 m. 20 ch.

GISBORNE-WAIROA RAILWAY (VIA NUHAKA).

Preliminary work for the location of possible tunnel-sites under the Wharerata Range was commenced in June, 1924, and continued into July. The main survey party went into camp in September, and continued running trial grades, &c., from the tunnel-portals. Early in November the party commenced running the trial for the location of a line up the Nuhaka Valley, and at the end of June work was completed to 30 m., leaving 2 m. 4 ch. to the main-tunnel portal at 32 m. 4 ch. still to be done. Altogether 15½ miles of trial line have been done in this valley. About the middle of March a second party went into camp in the Kopuawhara, and were engaged in continuing investigations for a line up that valley. Later they carried out an investigation for a scheme combining the Kopuawhara and the coastal valleys. At present they are engaged on the commencement of a trial line for this proposal.

GISBORNE-WAIROA RAILWAY (VIA WHARERATA).

A commencement was made in April, 1925, of a survey across the flats from Ngatapa line at about 2 m. 40 ch. through Te Arai and Murawai towards Kopua Valley, and generally co-operating with the party working on the same line in the Napier district.

STRATFORD MAIN TRUNK RAILWAY (EAST END).

Location surveys beyond Ohura are in hand for the purpose of comparing rival routes into the Heao Valley. The first mile, which would be common to all routes, has been finally located, and a start is being made on permanent pegging.

MIDLAND RAILWAY (GLENHOPE-MURCHISON).

Permanent line surveyed and plans completed to 73 m., a total of 9 miles. Trial-line survey is in hand to 81 m., the trial-line plans being plotted to 79 m., but location not completed.

LAWRENCE-ROXBURGH RAILWAY.

A trial survey was run from Miller's Flat to Roxburgh following up the left bank of the Clutha River. The permanent pegging is now in hand, and has been completed up to 53 m.

OTAGO CENTRAL RAILWAY.—CROMWELL NORTHWARDS.

A reconnaissance survey of another route for the above railway has been made on the opposite side of the river from that on which the original survey was made. The authorization was based on the original survey, but owing to the decline of mining and the scattered nature of settlement the position has been altered, and it now seems that, if it were decided to proceed, the new survey would give a more suitable line. The estimates of the two routes are being further considered in the District and Head Offices, but until the results have been co-ordinated with the opinions of other Departments and brought to a common focus I am not in a position to express an opinion.

CONSTRUCTION AND MAINTENANCE OF ROADS AND BRIDGES.

Kirikopuni-Parakao Road (Hobson and Whangarei Counties).—This road is being constructed to provide access for the Mangakahia and subsidiary valleys to the railhead at Kirikopuni: 5 miles 70 chains of 24 ft. formation has been constructed. It is anticipated that the road will be open for traffic on completion of the railway to Kirikopuni.

Waimamaku-Donnelly's Crossing Road (Hobson County).—Surveys have been made of various possible routes, and plans and estimates prepared. Further investigations are now in hand with a view to ascertaining the most favourable route.

Wairoa River Bridge, Dargaville (Hobson County).—The work on the original contract has been completed. Additional spans on the Dargaville and Horehore side have been added, and approaches formed and metalled. A double-leaf shifting-span has been installed, and trials have proved satisfactory. The bridge is now open for traffic.

Broadwood-Takahue Road (Hokianga and Mongonui Counties).—143 chains of widening to 12 ft. formation has been completed; 2,092 cubic yards of metal, 9 ft. by 9 in., has been placed.

Iwitara Road (Hokianga County).—Formation to 14 ft. width and bushfelling 40 ft. wide over a length of 186 chains has been in hand. Slips have been removed, and 284 cubic yards of metal, 9 ft. by 9 in., placed.