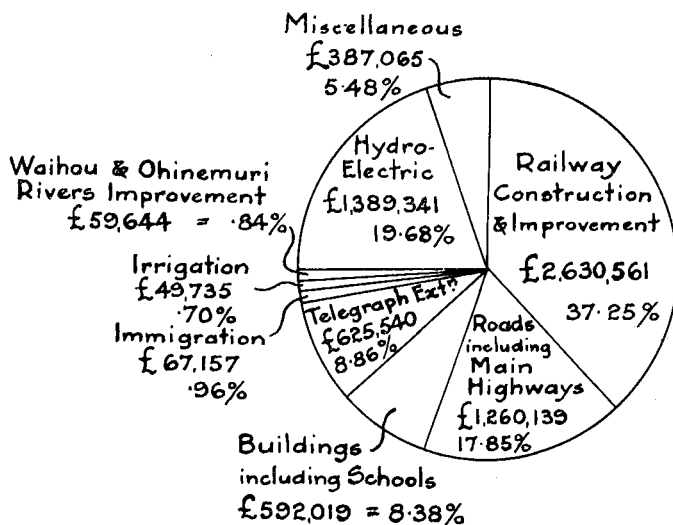


RATIO OF EXPENDITURE 1927-28.

The ratios which the various classes of expenditure on works bear to the whole are indicated graphically in the diagram below.



RAILWAY - CONSTRUCTION.

The expenditure for the last financial year on new railway-construction, as given in the foregoing table, is an indication of the importance that is attached to the completion of the important trunk lines on which work is in hand. The amount of new work carried out during the past year is closely up to the volume for the previous year.

The most noteworthy achievement for the year is the practical completion of the East Coast Main Trunk Railway between Tahawai and Taneatua, and the connection thus of the Bay of Plenty district with the general railway system. Though a length of only 14 miles of this line was handed over to the Railway Department during last financial year, a full passenger and goods service co-ordinated with existing services on the opened line has been established to the end of the constructed line at Taneatua, a distance of 84 miles.

The total length on all lines under construction over which goods and passenger traffic has been run during the year is 161 miles, and these services have undoubtedly been of great service and benefit to the districts and settlers served.

The schedule attached gives a complete statement of the work on railways now in progress, and the extent to which it is anticipated the railways can be completed during the next two years, assuming that sufficient financial provision will be available. The work done for the year on the several lines in course of construction is fully set out in the Engineer-in-Chief's report, and may be summarized as follows :—

NORTH ISLAND LINES.

North Auckland Main Trunk Railway.—On this railway, work is being continued on two widely-separated sections. On the Rangihua Section, between Okaihau and the upper waters of Hokianga Harbour, earthwork operations are being continued in particularly difficult country—difficult owing to the treacherous and unstable nature of the hillside on which the line has to be built. By the extensive use of mechanical plant these difficulties are being overcome, and progress for the year has been substantial.

On the Kirikopuni Section, 13½ miles in length, construction work was completed, and the line placed in order for handing over to the Railway Department. The works required to complete were very substantial in character. Cuttings that had slipped badly had to be cleaned up, bridges were completed, and at the several station-yards much building and other work was done. Traffic was run by the Public Works Department until May last, when the line was taken over by the Railway Department.