

STRATFORD MAIN TRUNK RAILWAY—EAST END.

Matiere Section (0 m. to 10 m. 23 ch. ; length, 10 m. 23 ch.).—All work on this section is now complete, and the only work carried out during the period has been the general maintenance and ballast for fettling, repairs, &c., 2,600 cub. yd. of ballast being used for that purpose during the period.

Ohura Section (10 m. 23 ch. to 19 m. 10 ch. ; length, 8 m. 67 ch.).—The formation, platelaying, and ballasting on this section have now been completed. All bridges and culverts, with the exception of three overbridges at 13 m. 46 ch., 15 m. 32 ch., and 17 m. 69 ch. have been built.

At Niho Niho (13 m. 10 ch.) and Kopuha (15 m. 78 ch.) the station buildings are practically completed, and at Ohura (18 m. 73 ch.) the goods-shed, stockyard, platform, and one platelayer's cottage have been built, and four cottages and the turntable are well in hand.

Road-deviations at 12 m. 67 ch., 16 m. 0 ch., and 17 m. 25 ch. have been completed, and also the Hihi Street deviation at the Ohura Station.

7,941 cub. yd. of ballast were distributed on the section during the year, and a daily train service for passengers and goods has been maintained throughout the year between Okahukura and Ohura. This service is of great assistance to the settlers and has been well patronized by them, the total earnings for the period being £6,893.

A depot has been provided and sidings laid adjoining the Ohura Station, the bulk of the stores and construction material transferred to Ohura, and the whole organization will be also transferred as soon as the Ohura cottages are ready for occupation.

Tokirima Section (19 m. 10 ch. to 30 m. 0 ch. ; length, 10 m. 70 ch.).—From 19 m. 10 ch. to 21 m. the formation is practically complete ; 75 per cent. of the work has been done between 20 m. and 21 m., whilst approximately 20 ch. of formation work are in hand between 21 m. and 22 m. Work has not yet been commenced between 22 m. and 23 m., but about 10 ch. of earthwork is in hand at the approach to No. 3 (Mangaparo) tunnel, and between this tunnel and the Tokirima Tunnel, at 24 m. 64 ch. approximately 20 ch. of formation are in an advanced condition. The total excavation on the formation work for the period was 64,000 cub. yd.

The No. 1 tunnel (Mangatawa), at 19 m. 45 ch. ($7\frac{3}{4}$ ch. long), has been lined throughout, only the portals remaining to complete the work. At the No. 2 tunnel (Mahorahora), 20 m. 50 ch., work was commenced at the end of May, and the bottom heading has been driven a distance of $3\frac{1}{4}$ ch.

All culverts have been completed as far as the 21 m. peg. A 3 ft. concrete arch culvert is nearing completion at 21 m. 35 ch., while a 4 ft. water-drive at 23 m. 43 ch. and a 5 ft. arch culvert at 24 m. 45 ch. is in hand.

The formation for private level crossings at 21 m. 1.5 ch. and 21 m. 39 ch. is complete, and 25 ch. of road-deviations from 20 m. onwards have been formed and metalled, while a further 6 ch. is ready for metalling.

Approximately 60 ch. of metalling has been done on the Turoto and Tokirima Roads, which are in use as service roads ; and Kereru Road and a portion of Ruru Street, Ohura, have been formed and metalled for the same purpose. Stream-diversions have been completed at 19 m. 41 ch., 57 ch., 77.5 ch., 23 m. 74 ch., 24.1 ch., and are in hand at 23 m. 0 ch. and 24 m. 56 ch. $3\frac{3}{4}$ m. of fencing have been erected, and approximately 70 ch. of side drains have been excavated.

The permanent-line surveys to 32 m. 40 ch. have been finished, and the plans are well in hand.

STRATFORD MAIN TRUNK RAILWAY—WEST END.

Raekohua Section (47 m. 40 ch. to 50 m. 60 ch. ; length, 3 m. 20 ch.).—This section has not been so vigorously prosecuted as the Heao section, further ahead, owing to the fact that the tunnels on the latter section are the determining factor in the final time of completion. 78 ch. of formation have been completed, however, and a start made with the tunnel at 50 m., $1\frac{1}{4}$ ch. of tunnel having been lined and completed. Between Taharoa and Raekohua the line follows down the Raekohua Valley, and, as this is a very narrow valley, it was necessary to divert the stream at 48 m. 5 ch., 48 m. 24 ch., 49 m. 30 ch., and 49 m. 60 ch., in order to build the road and railway.

The concrete piers for the railway-bridges at 48 m. 15 ch., 48 m. 24 ch., 49 m. 16 ch., and 49 m. 63 ch. have been completed, and are ready to receive the girders, which are expected to arrive shortly. On the Raekohua Road, from 47 m. 40 ch. to 50 m. 40 ch., all bridges, totalling 255 lin. ft., and their approaches, have been completed.

A regular passenger and goods service connecting with the railway service at Tahora has been run over the service tramway from Tahora three times a week.

Heao Section (50 m. 60 ch. to 57 m. 0 ch. ; length, 6 m. 20 ch.).—This section is through very rough country, necessitating heavy construction work, including four tunnels, 2,013 ft., 3,597 ft., 4,191 ft. and 3,300 ft. in length respectively.

No. 1 tunnel (51 m. 15 ch. to 51 m. 45.50 ch.) was successfully completed in March last, the alignment and level from either end meeting very accurately, the alignment being within $\frac{3}{8}$ in., the chainage correct to $\frac{1}{16}$ link, and the levels exactly correct.

At No. 2 tunnel (52 m. 10.50 ch. to 52 m. 65 ch.) good progress has been made, 17 ch. having been completed at the west end and $8\frac{1}{4}$ ch. at the east end.

Work was commenced at the west end of No. 3 tunnel in January last, and $5\frac{1}{2}$ ch. of tunnel has been completed, a start not yet having been made with the east end. A 6 ft. concrete culvert, 64 ft. long, was built at 50 m. 65 ch., and a water-drive 6 ft. long at 52 m. 9 ch. has been lined and completed.

An 8 ft. by 6 ft. water-drive has been excavated at 53 m. and the concrete lining is in hand, while a 12 ft. by 10 ft. water-drive at 53 m. 25 ch. through heavy ground is in hand, $1\frac{1}{2}$ ch. being complete with concrete lining.