

KAMO-KAWAKAWA.

The whole length of the Whangarei-Kamo Railway extension to Hikurangi has been under construction during the year. The length of the section is 8 miles. The whole of the formation-works are now nearly completed, and preparations are being made for the laying of the rails and the ballasting. The expenditure on this line last year amounted to £13,134, while liabilities existed at the close of the financial year to the amount of £2,185 in addition. It is proposed to ask for a vote of £15,000 this year. Largely-signed petitions have been presented to Parliament praying for the extension of this line to the Whakapara River, a further distance of 3 miles, and the House has referred these petitions to the Government for consideration. A careful survey of the proposed extension will be made during the recess, with the view of placing the Government in a position to come to a decision on the subject. The construction of this section of the line will enable the timber of a vast kauri forest to be turned to profitable account by being brought to a market.

HELENSVILLE NORTHWARDS.

Rather slow progress has been made with the works on this line during the past year, owing to the contractors having met with unexpected difficulties in excavating the Makarau Tunnel.

The contract time for the work expired on the 1st March, 1892, but the work is not likely to be completed for some time to come. The expenditure on this line last year amounted to £5,887, while liabilities existed at the close of the year to the amount of £8,899 in addition. A vote of £12,000 is asked for this year, which is estimated to complete the works to the end of the Makarau Section.

GRAHAMSTOWN-TE AROHA.

The formation of the portion of this line between Te Aroha and Paeroa—13 miles 3 chains in length—is nearly completed, and the designs for the bridge over the Ohinemuri River are now being prepared. A contract has also recently been let for supplying the sleepers required for the permanent-way, and the cost of the rails and fastenings for the line is provided for in the vote to be asked for for permanent-way, sleepers, and rolling-stock. On the arrival of the rails from England the platelaying will be put in hand without delay, and the line completed to Paeroa as soon thereafter as practicable. The expenditure on this line during last financial year amounted to £12,711, while liabilities existed at the end of the year to the amount of £8,904 in addition. The vote proposed for this year is £13,000; but this is exclusive of the rails and sleepers, which, as already stated, are otherwise provided for.

PUTARURU-ROTORUA.

The works on this line have been vigorously gone on with throughout the year. The Tarukenga contract, which brings the line within about nine miles of Rotorua Township, is on the eve of completion. The formation-works between that point and Rotorua are well advanced, and a contract has been let for the bridges. Nearly all the sleepers required to complete the line are now on the ground, the rails are stored in Auckland, and, directly the bridge-works beyond Tarukenga are sufficiently advanced to enable the platelaying to be proceeded with, a contract for it will be let. A contract for the necessary station-buildings will be prepared very shortly.

But for the extraordinarily wet weather experienced during the winter this line would be opened as far as Tarukenga by the 1st October proximo. The damage done to the line by storms will probably have the effect of deferring the opening until the 1st November next. The whole line to Rotorua will probably be completed by about April, 1894.

The expenditure on this line during last year amounted to £22,259, while liabilities existed at the close of the year to the amount of £12,456 in addition. The vote asked for this year, £32,000, will virtually cover the cost of the railway to completion.