

During the financial year a total length of 44 miles 56 chains of railway, as shown in the following table, was opened for general traffic :—

Plan Mileages.		Railway.	Section.	Length.	Date of handing over to Working Railways Department.
M. ch.	M. ch.			M. ch.	1910.
16 0 to	20 30	Opua - Grahamtown (Onerahi)	Hukerenui-Towai ..	4 30	2 May.
69 18 to	72 45	North Auckland Railway	Wellsford - Te Hana ..	3 27	16 May.
15 68 to	22 65	Stratford-Ongarue ..	Huiroa - Te Wera ..	6 77	20 June.
31 67 to	35 50	South Island Main Trunk Railway	Domett-Mina ..	3 63	1 August.
12 18 to	27 40	Midland Railway ..	Canterbury ; Broken River - Cass	15 22	12 December.
0 0 to	3 40	Ngahere-Blackball ..	Ngahere-Blackball ..	3 40	1 August.
21 76 to	29 33	Lawrence-Roxburgh ..	Lawrence - Big Hill ..	7 37	4 October.
				44 56	

Appended hereto is a coloured diagram showing the lengths of railway opened for traffic each year since the initiation of the public-works policy.

#### KAIHU VALLEY RAILWAY (16 m. 67 ch. to 19 m. 24 ch.—2 m. 37 ch. in length).

During the year arrangements have been made to extend this line from Kaihu to Waima, another 2 miles 37 chains. The formation done by the old Kaihu Valley Railway Company had all to be resurveyed and the line relocated to suit this. This has been done, plans prepared, borings taken for bridges, of which there are four principal ones, a contract for their erection prepared and advertised, and now formation-work is just ready to be put in hand to complete the length so that the rails may be laid and the line opened for traffic.

#### KAWAKAWA-KAIKOHE RAILWAY (16 m. 25 ch. in length).

In November, as the work slackened on the completion of the Opua-Grahamtown line, a start was made on the formation of the Ngapipito section of this line, 6 m. 30 ch. in length, and the men gradually moved on to this new work. To enable a proper junction station to be made and to suit all purposes, including the Turntable Hill road traffic, the Scoria Flat Station on the main line to Whangarei was removed to the west about a mile to the junction of this line with the Kawakawa-Whangarei line, and is now known as the Otiria Junction Station. All the sidings and buildings have been removed to this latter station, and the line laid in complete.

So far, the work done this year has been chiefly clearing, draining, and earthwork in the heavy cuttings on the first 2 miles. Contracts for the timber and ironwork for the bridges have been prepared ; and progress will be somewhat retarded till the Ngapipito Bridges at 2½ m. are erected.

#### OPUA-GRAHAMTOWN RAILWAY (58 m. 6 ch.).

*Kawakawa Southwards Section (7 m. 16 ch. to 19 m. from Opua Wharf) ; Ramarama Section (19 m. to 27 m. 64 ch.) ; and Towai Section (16 m. to 21 m. from Kamo).*—Practically the whole of the work remaining unfinished on these sections at the date of my last report was duly completed during the year under review, and the line opened for general traffic on the 13th April, 1911, thus giving through railway connection between Opua (Whangarei) on the Bay of Islands and the present wharf at Kioreroa.

*Extension from Kioreroa to Grahamtown (or Onerahi) (Deepwater Section) (2 m. to 4 m. 50 ch.).*—The balance of formation on this section at Onerahi Station yard was completed. Rails were laid in the station-yard and the full ballasting over the whole section and in the station-yard and road-approaches thereto was finished early in the year. The contractors for the erection of the deep-water wharf finished their work in November, and rails were laid on to it shortly afterwards. Various other minor works, such as culverting and drainage, including a stone wall 6 chains in length to prevent a slip at back of station-yard, were completed. The slopes of all banks exposed to the action of the sea were efficiently protected with heavy stone pitching, a quarry being opened up at Parakiore for the purpose of obtaining the necessary material. The widening of formation at south side of Whangarei River Bridge was completed, as also was the fixing of balance-weights on lift span of the bridge. The oil-engine winch which is to operate the lift span has been ordered, and will be placed in position immediately it arrives. The telephone-line was continued from Kioreroa to Onerahi. A contract has been let for erection of the Onerahi Station buildings, which comprise three cottages, Stationmaster's house, station buildings, goods-shed, and 6,000-gallon water-vat. A gravitation water-supply some 2½ miles in length is being arranged to supply water to this station and wharf. It is anticipated that the section will be completed by the end of September.