

Papatowai Section (31 m. 30 ch. to 36 m. 60 ch.).—All clearing of main line was finished, and further clearing is in hand for additions to Papatowai Station yard. The service tramway has been extended to the bank of the Macleannan River opposite 36 m. 10 ch.

Earthworks are complete except several banks that have slipped, and the widening of Papatowai Station yard. 18 chains of approach roads at Caberfeidh Station and 6 chains at Papatowai have been formed. The line has been trimmed and rails laid to 35 m. 61 ch., and a first lift of ballast is on to 35 m. 54 ch., and a second lift to 33 m. 60 ch.

In Caberfeidh Station-yard the sidings have been laid and partially ballasted. A contract was let for the erection of the Macleannan River Bridge, and the contractor has now his temporary staging erected.

A contract has also been let for the erection of station buildings at Caberfeidh and Papatowai.

Tahakopa Section (36 m. 60 ch. to 42 m.).—Clearing on this section is complete from 36 m. 60 ch. to 39 m. 71 ch., and from 40 m. 11 ch. to 41 m. 13 ch. The formation-work is so far completed that the rails could be laid as far as 37 m. 21 ch. Formation and ditching is in hand to 41 m. 5 ch. There were 15 chains of road-deviation formed.

LAWRENCE—ROXBURGH RAILWAY.

Beaumont Section (29 m. 33 ch. to 34 m. 65 ch.).—The excavation and lining of Big Hill Tunnel, 29 m. 36 ch. to 29 m. 57.50 ch., were completed in December last; the bottom has been trimmed and stone drains placed along both footings.

The formation of line is complete to 32 m. with the exception of a bank at 30 m. 66 ch. and a bank and cutting between 31 m. 35 ch. and 31 m. 45 ch. Earthworks are now in hand to 34 m. 2 ch. Considerable delay in completing the big bank and cutting at 30 m. 62 ch. was caused by the bank slipping, necessitating extensive stone and tile draining. Culverts and stream diversion are complete to 32 m., and fencing to 31 m. 70 ch. At 30 m. a road-deviation and overhead bridge have been constructed; also road-deviations from 51 m. 60 ch. to 70 ch., and from 32 m. 63 ch. to 33 m. 6 ch. Fencing has been completed on both sides from Big Hill Station to 31 m. 70 ch. The heavy work is now in a completed state, only the light work remaining.

SURVEYS OF RAILWAYS UNDER CONSTRUCTION, NEW LINES OF RAILWAYS, LAND PLANS, ETC.

KAWAKAWA—HOKIANGA RAILWAY.

The permanent line has been pegged as far as 20 m., and exploration surveys are about to be undertaken beyond Hokianga. The land-plan survey is in hand beyond Kaikohe Station, at 16 m. 25 ch.

WHANGAREI SOUTHWARDS RAILWAY.

A trial survey, 25 miles 27 chains long, from Whangarei, via Mangapai and the Tauraroa River, to connect with the North Auckland Trunk line, was completed. Further trials are now being run along alternative routes.

NORTH AUCKLAND RAILWAY.

A deviation has been made between 88 m. 70 ch. and 90 m. 42 ch. Surveys were also made for a deviation in the Paparoa Valley. Trial lines have been run and plans prepared up to 98 m. Trial surveys have been made or are in hand from 98 m. up to the Wairoa River crossing near Kirikopuni (about 121 m.). A contract has been completed for a land-plan survey from 86 m. 9 ch. to 88 m. 48 ch.

HUNTLY—AWAROA BRANCH RAILWAY.

The permanent survey of the line is finished up to 5 m. 35 ch., and beyond this point the trial surveys of two alternative routes have been made. It has now been decided to proceed with the permanent pegging up to 7¼ m. along the adopted route. The land-plan survey up to 3 m. is complete except the first 10 chains.

WAIUKU BRANCH RAILWAY.

Trial surveys are in hand, and 6½ miles of the old survey have been revised.

MAIN TRUNK—CAMBRIDGE—ROTORUA RAILWAY.

An examination and report were made of the following three routes: Cambridge to Tirau; Cambridge to Putaruru; Putaruru to Kawa.

KAWHIA—MAIN TRUNK RAILWAY.

Exploration surveys to connect Kawhia with the Main Trunk railway have been carried out, the following routes being reported on: Kawhia to Frankton Junction; Kawhia to Kiokio; Kawhia to Hangatiki; and Kawhia to Kawa.