

gress, and will carry the line to a proposed station seven miles and a quarter from Huntly, where coal from the Pukemiro Collieries will be delivered for transport. An addition is being made to the combined bridge over the Waikato River to carry it over the Main South Road. It is hoped by the end of the ensuing summer to have the rails laid to the junction with the Pukemiro Collieries line.

As the works now in hand draw to a close, it is proposed to continue operations on this line in the direction of the Burnt Bridge.

The expenditure upon the railway and bridge during last financial year amounted to £16,503, and for the current year a vote of £30,000 is proposed.

#### WAIUKU BRANCH.

After several trials had been run the route for this railway was located to leave the main line at Paerata, passing through Patumahoe to Waiuku, twelve miles distant. Three small contracts covering formation-work over the first two miles and a half have been let. Co-operative parties are employed on cuttings further on, and further work will be opened up during the current year.

The expenditure which came to charge up to the end of last year was only £664, but for the current year a vote of £25,000 is asked for.

#### EAST COAST MAIN TRUNK.

The completed length of thirteen miles between Maunganui and Te Puke still remains in the hands of the Public Works Department, which runs a regular goods and passenger service over it for the convenience of settlers and others along the route. Earthworks on the section to Paengaroa, five miles and three-quarters further, are practically completed, and rails are laid up to Paengaroa Station. Over the next four miles formation-work is in hand under nine small contracts, and satisfactory progress is being made. Several bridges on this section are to be put in hand during the next few months. A temporary branch line two miles and three-quarters long is being laid into a quarry at Te Puke, from which ballast for the main line and road in the locality will be obtained.

Several parties have been employed since April last on the formation of the approaches to the proposed bridge which is to carry the line over Tauranga Harbour, and the progress has been as rapid as was expected. Tenders have been called for the supply of the necessary steel for the cylinders. As soon as this is to hand a start will be made with the construction.

On the Waihi-Tauranga Section construction-work was recommenced in May last, the first portion by co-operative labour and the balance under five small contracts. An increased vote is provided on the estimates for this work.

At the Gisborne end work has been in progress throughout the year over a length of seventeen miles between the present terminus at Otoko and Motu. Continual slipping in the heavy cuttings, and a severe flood in May last, caused considerable damage to the formation and ballasting, which has, however, been repaired. The line is completed past Rakauoa Station, and only a little ballasting and finishing-work is required to complete up to Matawai, 12 $\frac{3}{4}$  miles beyond Otoko. The Public Works Department runs a goods and passenger service over this length, which will be continued until the section is ready to hand over to the Railway authorities. There are some heavy works on the Motu Section, about four miles in length, but they are well in hand, and rails are laid to within three miles of Motu Township. Most of the material for ballasting this section had to be hauled by locomotive for over twenty miles, mostly up a steep grade. The route of the main line beyond Motu has not yet been definitely decided.

Between Gisborne and Napier the rails have been laid to Ngatapa, over twelve miles from the junction at Makaraka (Gisborne end), but the bridges over the Waipaoa River and some other smaller streams are only temporary structures. A contract has been let for the supply of steel-work for the permanent bridges, some of which has been delivered, and a start has been made