

During the year platelaying was commenced from Kioreroa Station, and one mile and a half has been laid. It is proposed to continue the platelaying to Portland Station as soon as possible, and to complete this portion of the line so that it may be opened for traffic. On the Tauraroa Section the whole of the formation has been completed. Rails have been laid the whole length of the section, and ballasting is in progress. The bridges over the Tauraroa River and Moewhare Creek have been completed, with the exception of the plate girders, which have not yet come to hand. Temporary stringers have been placed on the piers to carry the ballast-train.

On the Waiotira Section earthworks are in various stages of progress for about two miles.

NORTH AUCKLAND MAIN TRUNK.

Construction-work has been continued from Huarau northwards. Owing to the exceptional rainfall during the year very heavy slips occurred, interfering very considerably with the progress of the works. The passenger and goods traffic between Ranganui and Huarau has been maintained. On the Paparoa Section ballasting has been carried out to the rail-head.

Fair progress, under difficult conditions, has been made with the Huarau and Golden Stairs Tunnels. A tramway has been working constantly conveying goods and materials to these two tunnels.

No work was done during the year from Kirikopuni southwards.

WAIUKU BRANCH.

Construction-work on this line has proceeded steadily during the year. All the formation-work at Patumahoe and Helvetia Stations is practically completed. Over four miles and a half of rails, including sidings at Helvetia and Patumahoe Stations, have been laid, and good progress has been made with the ballasting.

HUNTLY-AWAROA.

A few minor works, including the completion of the access road to Pukemiro Station and the construction of a concrete dam for a water-supply, were carried out.

EAST COAST MAIN TRUNK.

Northern Section.—With the exception of the mile through Waihi Township, work was continued on this section—over a length of six miles—until March, when the works were closed down.

Tauranga Section.—Formation-work on this section is practically completed to Matata Station yard. The rail-head is now about three miles and a quarter from Matata Station yard.

Both passenger and goods traffic is run by the Public Works Department between Mount Maunganui and Paengaroa. No further progress has been made with the erection of the permanent bridge over the Kaituna River owing to the inability of the contractor to procure the necessary steelwork.

The only work done during the year in connection with the bridge across the Tauranga Harbour was the casting and partial sinking of cylinders at piers A and B.

Gisborne Northward.—The ballasting of the main line between Matawai and Motuhora Road Terminal Station, also the erection of the bridge over the Motu River, have been completed. A contract is in progress for the erection of the station buildings at Motuhora, and, with the exception of this, little work other than the usual finishing-up remains to be done.

The goods service between Matawai and Motuhora has been maintained throughout the year.

Gisborne Southward.—Concrete piers and abutments for three bridges have been erected, and concrete piles driven for another bridge. Some fencing and culverts have been erected. All platelaying has been completed, and ballasting is in progress.

A bi-weekly passenger and goods service between Makaraka and Ngatapa has been maintained by the Public Works Department during the year.

Napier Northward.—The work in connection with the erection of the West-shore Bridge has been steadily proceeded with. Further necessary plant and supplies