

WILANGAREI—NORTH AUCKLAND RAILWAY.

A land-plan survey is in hand between 15 m. and 19 m. 79 ch.

NORTH AUCKLAND MAIN TRUNK RAILWAY.

A land-plan survey is being made, under contract, from 11 m. 25 ch. to 120 m. 5 ch.

EAST COAST MAIN TRUNK RAILWAY.

The permanent survey of the railway between Athenree and Tauranga was commenced in December last, and fair progress has been made. Traversing, chaining, and levelling were completed from 10 m. to 18 m. Plans up to 13 m. are in a forward state.

The line beyond Matata was permanently located from 81 m. to 91 m. 18 ch., including the portion across the Rangitaiki Swamp. Several surveys were also made in connection with overhead bridges and drainage areas. The party is now engaged upon the survey of drainage areas and lines of stop-banks in connection with the railway across the Rangitaiki Swamp. On completion of this work the railway survey will be continued to Taneatua (100 m.).

Survey-work in the vicinity of Wairoa (Hawke's Bay) has been suspended for some time.

The location of the line northward of Eskdale was commenced early in March, 1918, about 10 miles of trial lines having been surveyed.

STRATFORD—MAIN TRUNK RAILWAY (WEST END).

The preliminary exploration of the proposed line from about 45 m. to the Haeo-Tikipuiti Junction is in progress. This is a very difficult stretch of country, and several alternative routes will require close investigation before the located parts at each end of this line can be linked up.

TE ROTI—OPUNAKE RAILWAY.

The field-work in connection with the survey of a probable extension of this line to connect with the existing railway near New Plymouth was completed last year. Plans and estimates are being prepared as opportunity offers.

ROADS, BRIDGES, ETC.

The amounts available for expenditure have been much less than usual, being chiefly unexpended balances of items on previous appropriations; but even if more money had been available it would have been impossible to carry out much more work, owing to scarcity of labour and materials. There has been more than the usual amount of flood damage in various districts, involving a considerable expenditure in repairs. Maintenance-work on the roads under the control of the Department has been carried out as efficiently as possible with the ways and means available.

Of the many and varied works carried out during the year the following have been selected for brief mention:—

Peria River Bridges.—Two first-class bridges, respectively 170 ft. and 130 ft. in length, were erected, and in conjunction therewith road approaches were formed 30 ft. wide for a distance of 14 chains, with metalling 10 ft. wide. The bridges take the place of two troublesome fords, and have proved a boon to the public.

Onetoki—Runaruna—Te Karae Road.—This road has been formed for a distance of about 7½ miles, and metalled for 5½ miles, by the Hokianga County Council, over 7,000 cubic yards of broken metal being used. It is required at present chiefly for access to a dairy factory, but it also serves a number of Crown tenants and freehold settlers, and forms part of the main road from Kohukohu to Kaitaia via Broadwood and Herekino.

Pareokawa Block Road.—This road will connect the Pareokawa Block with the port of Kohukohu, on Hokianga Harbour. It has been widened, straightened, and re-formed for a distance of 128 chains and metalled for 48 chains. It has been found impossible, however, to procure metal at present, and this work will have to be suspended until the spring.

Tangowahine Creek Bridge.—A bridge, consisting of one 61 ft. truss span and one 20 ft. and one 16 ft. stringer span, on the Tangowahine Valley Road is being constructed by the local authority under Government subsidy.

Opouteke Bridges.—Under the "flood damage" item, one bridge, comprising one 61 ft., one 35 ft., and one 20 ft. span, has been erected and approaches formed.

Tangowahine Block (additional).—One mile of road-formation, 12 ft. wide, has been completed, besides 105 chains of bushwork, ditching, culverts, &c. A quantity of timber and ironwork has been delivered at bridge-sites, and two small bridges have been erected. Several large truss bridges are required to complete the roading scheme, which is otherwise well advanced towards completion.

Wainui Block.—The work carried out in this block includes bushfelling, 1 chain wide, for a distance of 130 chains and ½ chain wide for a distance of 90 chains. A 12 ft. road has been formed for 142 chains, and a 6 ft. bridle-track for 98 chains.

Omaumau River Bridge.—The Rodney County Council has completed the erection of a reinforced-concrete bridge, consisting of one span of 30 ft., having 11 ft. roadway.

Te Hana River Bridge.—A bridge of four 25 ft. spans, on pile piers, with 12 ft. roadway, has been erected by the Rodney County Council, assisted by a Government subsidy.