

Tauraroa Section.—Work on this section has been confined chiefly to maintenance (removal of slips), which has been considerable. Ballast has been obtained from Tauraroa Quarry for ballasting, road-metalling, culverting, and tunnel-lining.

Waiotira Section.—The principal operations have been the removal of slips and the completion of two small deviations. The temporary line will shortly be removed, and a commencement made with permanent platelaying.

The unstable nature of the country traversed by this line may be realized when I say that two steam-shovels and two trains have been almost continuously engaged in removing slip-material to keep the line open for works trains.

WAIPU BRANCH.

Ruakaka Section.—A steam-shovel has recently been commissioned to complete the banks across the mud-flats. The rest of the earthworks have been completed.

Waipu Section.—Nearly all the formation over the first 2 miles of this section has been completed.

Financial considerations may necessitate a modification of this programme.

NORTH ISLAND MAIN TRUNK.

Waiuku Branch.

Glenbrook Section.—Platelaying has been completed, and the second lift of ballast laid; cattle-stops built, and station buildings at Glenbrook erected. A goods service was extended to Glenbrook on the 16th May last.

Waiuku Section.—Formation has been completed, rails and first lift of ballast have been laid, and the second lift commenced. A concrete overbridge has been built, and a second one begun.

Station buildings at Pukeoware and Fernleigh, and a Stationmaster's house at Waiuku, have been erected, and the rest of the buildings are in hand. It is hoped to hand this line over to the Railway Department for regular working early in the new year.

Huntly Branch.

Earthwork formation, culvert-building, fencing, and access-road construction are in hand and progressing satisfactorily. In order to provide for a station-yard and mine-siding near the summit of the main divide, the line was relocated and pegged, and plans prepared. Formation is in hand on behalf of the mining company, which will pay for the construction of its own siding.

Waikokowai Branch.

The permanent survey 8 miles 21 chains in length has been completed. Contracts were prepared for the construction, but owing to the change in the coal situation it was decided not to proceed with the construction at present.

EAST COAST MAIN TRUNK.

Waihi Eastwards.

Athenree Section.—Practically all earthwork has been completed, except fillings around abutments of bridges, and minor works at the Athenree Station yard. There are still several bridges to erect.

Katikati Section.—Earthwork has proceeded at a satisfactory rate, fencing erected, culverts built, and drains opened up over a length of 3 miles. Land-plan surveys completed from 4 miles to 12 miles. Considerable trial surveys were made between 15 miles and 18 miles, and one permanent deviation pegged between 14 miles and 15 miles. While it is hoped that finances will permit of the completion of this line to Katikati before a temporary halt is called, it may be necessary, in order to provide money for more urgent works, to discontinue work temporarily.

Tauranga Westwards.

Tauranga Section.—A commencement has been made with the erection of three platelayers' cottages at Tauranga Station, and a quarry opened up on the Wairoa River to supply stone for facing banks. Formation is in hand over a length of 4 miles, and 150 chains of fencing has been erected. Land-plan survey completed from 36 miles 32 chains to 39 miles 27 chains. Permanent location has now