

The following year, formation and platelaying were completed to Waiuku. Station-buildings at Pukeoware and Fernleigh were completed, and station-buildings at Waiuku in hand.

The completed line was handed over to the Railway Department on 10th June, 1922.

The total expenditure on this line was £208,886, and from 31st March, 1920, to completion was £65,016.

HUNTLY-AWAROA RAILWAY.

(Length, 8 miles 75 chains.)

This line runs from Huntly to Glenafton, and in 1920 the line was open to Pukemiro at 7 miles 20 chains, and a start had been made with the formation to continue the line to Glenafton.

The earthwork on this section was heavy, and the formation was practically complete in 1923, but handing over to the Railway Department was delayed by slips. Coal traffic was handled by the Public Works Department from June, 1922, and twelve months later a goods service was commenced. The line was handed over to the Railway Department on 16th June, 1924.

The expenditure since 31st March, 1920, has been £70,030.

EAST COAST MAIN TRUNK RAILWAY.

(Length, 97½ miles.)

On the Waihi end of this railway, in March, 1920, formation was in hand over a length of 10 miles, and on the Tauranga end for 5 miles, towards Waihi.

On the Tauranga-Taneatua Section 4 miles 7 chains of line from The Mount to Te Puke, and approximately 34 miles from Te Puke to Matata, had been practically completed, and a regular service was maintained, although a number of the bridges were only of a temporary nature.

From Matata to the end of the Awakeri Section, a distance of 16 miles 64 chains, formation was in hand, but was not sufficiently advanced to enable platelaying to proceed.

Since 1920 the construction has been completed from Waihi to Tauranga, a distance of 37 miles 36 chains, and from Tauranga to Taneatua, a distance of 69 miles; and the whole length from Waihi to Taneatua, a total distance of approximately 97½ miles, has been handed over to the Railway Department.

On the Waihi-Tauranga portion, 18 miles 23 chains were constructed by Messrs. Armstrong, Whitworth, and Co. under contract.

The total length of bridging on the whole section was 12,265 lineal feet, of which the two most important were the Tauranga Harbour Bridge, of 1,470 ft., and the Whakatane Bridge, of 1,200 ft. 1,640 ft. of bridging was completed prior to 31st March, 1920.

On the Tauranga-Taneatua Section regular traffic was instituted as construction progressed, and similarly on both ends of the Waihi-Tauranga Section.

GISBORNE-NAPIER RAILWAY—NORTH END.

This line branches from the Gisborne-Motu Railway at Makaraka, about 4 miles from Gisborne, and in 1920 had been completed to Ngatapa, a distance of 11 miles 18 chains from Makaraka, passenger and goods traffic being handled by the Public Works Department.

In 1920 work was commenced on the Waikura Section (from Ngatapa southwards). It was found that the country traversed by the next section was of a very treacherous nature, and slips were encountered in many places. In 1924 it was decided that the difficulties were such that a complete change of route was desirable. In December of that year the section ending at Ngatapa was handed over to the Railway Department, and work on the Waikura Section discontinued.

The route to be adopted has not yet been decided. The coastal route has been surveyed, but owing to further representations by settlers it was decided to investigate the inland route further. This later survey is nearing completion, and data will soon be available for a decision to be made as to the most suitable route.

Expenditure, £119,746.