

On the Wairoa Section the work has been pushed ahead vigorously. Several steam-shovels have been working, all formation is nearing completion, and a considerable length is ready for platelaying. This will enable the transport of steelwork for the several bridges to be railed to the various sites, and thus save heavy road-transport charges.

The Wairoa River Bridge has been erected after encountering numerous difficulties and losses by floods. The bridge is a very fine structure, consisting of four 105 ft. steel spans supported on cylinder piers.

Test piles have been driven at the Mohaka Viaduct site and a start has been made on the temporary staging-work for the concrete caissons for the four river-piers. Material and plant are being carted to the site.

A large party has been working three shifts on the north end of the Kotemaori Tunnel, and good progress has been made. The heading has advanced 11 chains and 10 chains lined.

At the south end, working three shifts, 14 chains of heading has been driven.

A start will shortly be made to lay the permanent rails from Waikare Viaduct to the south end of Kotemaori Tunnel, approximately 4 miles.

The Waikare Viaduct has been completed. It consists of five 50 ft., one 65 ft., and three 100 ft. spans on steel trestles with concrete abutments, a total length of 615 ft., and the rail-level is 250 ft. above the river-bed.

The Maungaturanga Viaduct is now in hand. With the present rate of progress Kotemaori Tunnel should be almost complete, the Maungaturanga Viaduct steelwork well in hand, and the northern railhead extended to this point, a distance of 14 miles, in about twelve months' time. It is anticipated that the whole line to Wairoa, including the Mohaka Viaduct, will be completed in about two and a half years' time.

*Stratford—Main Trunk Railway.*—On the eastern end the daily goods and passenger service has been operated between Ohura and Okahukura, a distance of 19 miles. On the Tokirima Section four tunnels have been proceeding. Tunnel No. 3 has practically been completed, and is 466 yards in length. Tunnel No. 4 is 61 yards long. The bottom heading is through and enlarging is in hand. Tunnel No. 5 is 727 yards long, and is proceeding satisfactorily, the two headings being about 2 chains apart. Tunnel No. 6 is 585 yards long, and activities on this work are steadily increasing. The bottom heading is being driven from both ends, being 9 chains apart. The earthworks and bridges are well in hand. On the Heao Section the work is very heavy. There are three tunnels in hand and work is progressing satisfactorily.

On the western end of the line the permanent-way was laid to Tangarakau to enable coal traffic to be carried and a tri-weekly service has been operated to Tahora. The bridge over Tangarakau River, consisting of 25 ft., 30 ft., 60 ft., 80 ft., and 60 ft. girder spans is in hand. On the Heao Section there are three tunnels in progress, but work is hampered through difficulties in transporting material.

*Wellington—Tawa Flat Deviation.*—Work has been continued on the sea-wall and 8 chains has been completed. The embankment at Kaiwarra was completed for a distance of 13 chains. In No. 1 Tunnel 100 ft. of heading was driven, thus completing the heading right through. On the southern end 21 chains and on the northern end 19 chains of concreting has been completed, leaving 21 chains to be done to complete the tunnel. The heading of No. 2 Tunnel has been driven 47 chains at the south end and 1 mile 17 chains at the north end, leaving 69 chains to complete. Wet conditions have caused much delay with this tunnel.

*Midland Railway.*—The formation of this railway is in hand from Gowan Station towards Murchison, and the earthworks are proceeding satisfactorily over a distance of 9 miles. There are several very heavy cuttings in hand. One is being worked with a steam-shovel (double shifts), and night shifts are being worked on two other heavy jobs. Workers' accommodation, consisting of seventeen single men's huts and twelve married men's huts, have been erected. A large