

Railway.	Section.	Length.	Date of Opening.
		M. ch.	
North Island Main Trunk ...	Puniu section ...	14 20	9 March, 1887.
Thames Valley-Rotorua ...	Oxford-Lichfield...	11 0	21 June, 1886.*
Foxton-New Plymouth ...	Breakwater Branch ...	2 35	28 April, 1886.
Napier-Woodville ...	Tahoraite-Woodville ...	15 10	22 March, 1887.
Wellington-Woodville ...	Masterton-Mauriceville ...	12 8	14 June, 1886.
Wellington-Woodville ...	Mauriceville-Mangamahoe	4 7	10 January, 1887.
Ashburton Branch ...	Cavendish to Mount Somers	1 48	4 October, 1886.
Wairarapa Plains ...	Gore to Lumsden ...	36 39	1 April, 1886.†
Seaward Bush Branch ...	Appleby to Waimatua ...	5 50	9 July, 1886.
Lumsden-Mararoa ...	Murray Creek to Mossburn	4 10	22 January, 1887.
Total	106 67	

* Private line completed by Government.

† Private line, opened in 1880; purchased by Government as from 1st April, 1886.

Appended to this report is a coloured diagram showing the length of railway opened each year from the commencement of the Public Works.

KAWAKAWA AND WHANGAREI-KAMO RAILWAYS.

The expenditure on these lines during the past year has been confined to minor improvements and additions to works and plant.

RAILWAY FROM HELENSVILLE NORTHWARDS.

Kaipara Section.—A contract has just been entered into for the formation-works on the first length of this line, called the Kaipara section. The section extends from the Helensville Station to a point about $2\frac{1}{2}$ miles up the Kaukapakapa Valley, the total length being 4 miles 12 chains. The alignment and levels are particularly good, and the works light.

Surveys.—The detailed survey is in progress for a further length of this railway, extending from the end of the Kaipara section to the Makarau River, a distance of about $6\frac{3}{4}$ miles.

KAIPARA-WAIKATO RAILWAY.

Minor Improvements.—A considerable amount has been expended during the year on minor improvements and additions to the works, stations, and plant all along the railway.

Surveys.—A survey has been made of the proposed railway through the city and suburbs of Auckland from the main station *via* Customhouse Street West and Freeman's Bay to Kingsland; the object being to give a direct connection with the Kaipara line, and relieve the traffic through the Domain Tunnel. The surveys show the line to be quite feasible; but the work will be heavy and costly, and the land compensation excessive.

The survey of the Kaipara-Waikato Railway as constructed is completed all the way from Kaipara to Te Awamutu, and the plans are nearly finished.

WAIKATO-THAMES RAILWAY.

Hamilton-Te Aroha Section.—The station-works which remained unfinished at the end of last year were duly completed at the end of May, and a few minor additions have been made since.

A survey of the line as constructed has been completed, and the plans are well advanced.

Grahamstown-Te Aroha Section.—The formation-works on the Hikutaia section—8 miles 25 chains—are practically finished, except the making-up of about $1\frac{1}{2}$ miles of embankment where there has been considerable subsidence.

The formation on a further length of 6 miles 15 chains, called the Ohinemuri section, was contracted for in December, and the works are making fair progress.

The working-survey of the remaining portion of this railway to Te Aroha has been completed, and shows the total length of the railway from Grahamstown to Te Aroha to be 32 miles. The alignment and levels throughout are good, and the works are remarkably light.

Hamilton-Cambridge Branch.—The survey of this line as constructed is finished, and the plans are well advanced.

THAMES VALLEY-ROTORUA RAILWAY.

Oxford-Lichfield Section.—This section, which is 11 miles in length, was opened for public traffic on the 21st June, 1886. It comprises 6 miles 77 chains of the main line to Rotorua—Oxford to Putaruru—and the Lichfield Branch, 4 miles 3 chains.

Ngatira Section.—This is the first section past Putaruru Junction on the way to Rotorua. It is 8 miles in length. A contract for formation, permanent-way, and buildings has just been entered into. The earthworks on the Ngatira section are very heavy, but the bridging and other works are comparatively light. The curves are easy; but, in consequence of the elevation to be surmounted, it was necessary to adopt steep gradients, the steepest being 1 in 35.

Maori Piecework.—About 5 miles at the Rotorua end of the railway have been set apart for Maori labour, and several formation sections let. The works on them are progressing favourably, the Natives being particularly expert at earthwork.