

WHANGAREI-KAMO RAILWAY EXTENSION

Kamo-Hikurangi Section (8 miles).—The permanent-way of this section was completed by the 2nd July, 1894, and, with the view of meeting public convenience, the line was opened for public traffic on that date, the remainder of the works being completed in August following. All the works of this section were carried out on the co-operative system, and the average number of men employed on it during the year was about nineteen.

Hikurangi-Hukerenui, Whakapara Section (3 miles 25 chains).—The formation of this section, which extends from Hikurangi to the Whakapara River, was commenced in May, 1894, and the earthwork is about two-thirds finished. Owing to an exceptionally wet winter the progress has been slow, and it will probably take five or six months yet to finish the cuttings. There are sixty men now at work, and a daily average of about thirty men were employed on the section since the work was commenced. The work is being done on the co-operative principle. The location-survey of the remainder of the line from Whakapara to Hukerenui, about 3 miles 22 chains, is nearly finished, and the plans are in hand.

HELENSVILLE NORTHWARDS RAILWAY.

Makarau Contract (3 miles 6 chains).—Formation and permanent-way The works of this contract were practically at a standstill, owing to bad ground met with in driving the tunnel. The work is now in progress, however, and the tunnel is driven and bricked for a length of $23\frac{1}{4}$ chains, leaving about $4\frac{3}{4}$ chains still to be done. It is estimated that the tunnel may be finished in October next, when the remainder of the works required to complete the contract, consisting of two bridges and about $2\frac{1}{2}$ miles of platelaying and ballasting, will be put in hand.

Surveys.—As previously reported, the survey of a continuation of this line from the end of the Makarau Section, at 46 miles 36 chains, to 49 miles 54 chains (Tahekeroa Section), is ready for contract, and from 49 miles 54 chains to 56 miles (Komokoriki Section) the line is located, and the plans so far advanced that they could be got ready for contract at short notice. A trial survey was also made between 56 miles and 67 miles 60 chains, which shows a good easy line, except for a length of about two miles of very rough and broken ground, through the Hoteo Gorge.

WAIKATO THAMES RAILWAY

Paeroa-Te Aroha Section (13 miles 3 chains).—The work of platelaying and ballasting from the Ohinemuri River, at 19 miles 58 chains, to Te Aroha, at 32 miles 3 chains, was commenced in August last, and is now nearly completed. The erection of the railway-bridge over the Ohinemuri River is in progress, and will probably be finished by about the end of August next, and the construction of a railway-wharf on the river is in hand. All the works on this line have been carried out on the co-operative principle, and the average number of men employed during the year was about thirty-seven.

Land-plans.—The survey of the land required for this line is finished, and the plans are well advanced.

THAMES VALLEY-ROTORUA RAILWAY

Rotorua Permanent-way Contract (8 miles 43 chains).—Laying permanent-way and fencing between Tarukenga and Rotorua. This contract was let in June, 1894, for £6,232, and was completed in February, 1895.

Rotorua Station-buildings Contract.—This contract was let in June, 1894; amount, £2,823 10s., and was completed in January, 1895.

The line from Putaruru to the end of the Tarukenga Section, a length of 23 miles 5 chains, was opened for public traffic on the 24th November, 1893, and the remainder of the line to Rotorua, 8 miles 43 chains, being sufficiently advanced for the purpose, was opened for traffic on the 8th December, 1894.

NORTH ISLAND MAIN TRUNK RAILWAY

North End.

Mokau Section (11 miles 9 chains).—The whole of the formation of this section has been satisfactorily completed, and preparations are being made to have the platelaying put in hand without delay. The whole of the works have been carried out on the co-operative principle, and the average number of men employed thereon during the year was about forty-five.

Land-plans.—The survey of the land required for the Mokau Section was made during the year, and the plans are in hand.

South End.

Mangaonoho Station.—The erection of a stationmaster's house was completed during the year, also a windmill for water-supply

Makohine Section.—The works in hand extend from the termination of the Mangaonoho Section, at 22 miles 40 chains, to 33 miles 40 chains, a total length of 11 miles, and consist of earthworks, culverts, fencing, platelaying, and three tunnels, at 24 miles 27 chains (198 yards long), 30 miles 65 chains (583 yards), and 32 miles 74 chains (121 yards) respectively. The earthworks and culverts up to 32 miles are practically finished, and are well advanced for the remainder of the distance. Between Mangaonoho Station and 32 miles the line is fenced on both sides for a length of $7\frac{1}{4}$ miles, and on one side only for about 37 chains. The rails are laid, but not ballasted from 22 miles 40 chains to 23 miles 70 chains. The lining of the Makohine tunnel, at 24 miles 27 chains, was completed in August last, except about 15ft kept open to enable the men to run the cutting to spoil. The lower drive of the tunnel at 30 miles 65 chains has been put in for a length of 520ft., and the lower drive of the tunnel at 32 miles 74 chains was completed. Nothing was done to the two latter tunnels during the year, but preparations are being made to resume operations at the one at 30 miles 65 chains. The road from Mangaonoho Station to the Hunterville-Taurangarere Road