

During the year a total length of 19 miles 12 chains was opened for traffic. The following table contains particulars of the sections :—

Railway.	Section.	Length.	Date opened for Traffic.
Seaward* Bush	Gorge Road-Waimahaka ...	M. ch. 6 52	8th June, 1899.
Forest Hill	Winton-Hedgehope ...	12 40	17th July, 1899.
	Total	19 12	

Appended hereto is a coloured diagram showing the length of railway opened each year since the commencement of the public works.

GRAHAMTOWN-KAWAKAWA RAILWAY.

Kawakawa Southwards (7 m. 10 ch. to 10 m. 30 ch. ; length, 3 miles 20 chains).—Construction was begun on this section in November, and good progress has been made in the construction of the bank through the first swamp. The bridge over the Waiharakeke has been built.

Hukerenui Section Extension (14 m. 57 ch. to 16 m. ; length, 1 mile 23 chains).—The formation works are about half finished. Materials have been obtained and a contract entered into for the bridges.

HELENSVILLE NORTHWARDS RAILWAY.

Tahekeroa Section (46 m. 36 ch. to 49 m. 54 ch. ; length, 3 miles 18 chains).—The formation for about two miles and a half of this section was finished in September last, and the whole is now nearly completed. The rails have been linked in up to 48 m. 50 ch. One bridge has been built, and the material for a second is now on the ground. The fencing has been started.

Komokoriki Section (49 m. 54 ch. to 56 m. ; length, 6 miles 26 chains).—The bush has been felled on the first four miles, and a start has been made with the formation.

GRAHAMSTOWN-TE AROHA RAILWAY.

Thames-Paeroa Section (0 m. to 19 m. 20 ch. ; length, 19 miles 20 chains).—This section was opened for traffic in December, 1898, before it was finished, and the work of completion has been carried on till the beginning of this year, when the section was handed over to the Working Railways Department as completed.

PAEROA-WAIHI RAILWAY.

Length, 12 miles 30 chains.—Plant and materials were got ready early in the present year, and work was begun in March last.

GISBORNE-KARAKA RAILWAY.

Gisborne-Ormond Section (0 m. to 10 m. ; length, 10 miles).—Work was begun in February last, and satisfactory progress has been made.

NORTH ISLAND MAIN TRUNK LINE.

North End.

Mokau and Poro-o-tarao Sections (34 m. 42 ch. to 49 m. 7 ch.).—These sections have been maintained during the year in an efficient state.

Ohinemoa Section (49 m. 18.79 ch. to 65 m.).—Work on this has been in progress up to the 55 m. during the year, and a large number of men has been employed. The work for three miles has been of a difficult character, as the unstable material in the hillsides from about 49 m. 20 ch. to 52 m. 20 ch. has slipped badly, both in the cuttings and in some of the banks. Good progress has, however, been made with the part of the section now in hand.

South End.

Makohine Section (22 m. 40 ch. to 33 m. 40 ch. ; length, 11 miles).—The earthworks of this section are finished, with the exception of the completion of the bank at 32 m. 25 ch. and the formation of the Mangaweka station-yard. The earthworks will also require to be trimmed just before the platelaying is done. A considerable amount of work has been done in flattening the slopes of the cuttings between 33 m. and 33 m. 40 ch., and the line will thereby be rendered much safer. Similar work requires to be done on the slopes of the cutting from 32 m. 10 ch. to 32 m. 63 ch., as with the present slopes lumps frequently fall upon the line.

Makohine Viaduct (24 m. 42 ch.).—The construction of the steel and iron work has been carried on during the year with the maximum number of men it was possible to employ in setting out the work and working the drilling, riveting, and other machinery. The drilling plant has been worked night and day. The steel and iron work for the two piers has been finished, and a considerable amount of work has been done in the erection of the bases for both piers, and in the erection of the columns and bracing of pier D.