

*Mangaweka Section (33 m. 40 ch. to 40 m. 40 ch. ; length, 7 miles).*—The heavy works in cuttings, banks, culverts, &c., on this section are nearly finished. Double shifts were worked during the summer in removing the slip at 35 m. 58 ch. There is a considerable amount of work yet to be done in finishing the tunnels.

*Mangaweka Viaduct.*—The construction of this work was put in hand in March last, and considerable quantities of materials for the construction of the concrete foundations have been got on the ground. Steel and iron for the manufacture of the piers have been ordered from England.

*Paengaroa Section (40 m. 40 ch. to 50 m. 77·60 ch. ; length, 10 miles 37·60 chains).*—Most of the work in connection with the construction of the cuttings, banks, and culverts up to 43 m. 48 ch. has been done. Three large water-tunnels, in place of 10 ft. culverts, have been constructed, and a considerable saving has thereby been effected. The construction of the culverts up to 46 m. is in hand. The line has been deviated between 43 m. 50 ch. and 45 m. 6 ch., a cheaper line being got, and also a suitable station-site for Taihape Township. The felling and clearing have been finished.

#### MIDLAND RAILWAY.

The minor works required to complete the Belgrove–Motupiko and Motueka Sections, extending from 21 m. 35 ch. to 30 m. 58 ch., a length of 9 miles 23 chains, were finished in November last.

*Springfield Section (0 m. to 6 m.).*—No work has been done on this section.

*Mount Torlesse Section (6 m. to 18 m.).*—Very good progress has been made with this work. All the culverts up to 9 m. 62 ch. have been completed, and the banks to 8 m. 10 ch. About 22½ chains out of the 92½ chains of tunnel on the section have been completed. About 440,000 bricks for tunnel work were purchased during the year, and a beginning has been made with making concrete blocks for tunnel-arch work.

*Otira Section (32 m. 11 ch. to 37 m. 75 ch. from Stillwater, and 12 m. 21 ch. to 6 m. 8 ch.).*—All the formation, bridges, permanent-way, and ballasting are finished to the Otira Station. The rock protection to the slopes of the railway-banks along the Otira River is nearly completed, and the work of protecting the slopes of the banks along the Teremakau River is in hand. Three steam-cranes and three locomotives have been employed on this work during the year. The station-buildings, passenger-platform, and water-supply at Aicken's are finished, and also the goods-shed and platform at Otira, and materials for the other buildings are being delivered. The line is being fenced where necessary. Several floods have occurred in the Otira during the year. Some damage was done to the works, and about 2 chains of bank washed away; the highest flood of all, however, did no damage. Since December last goods trains have been run from Jackson's to Otira.

#### PICTON–WAIKARA.

*Awatere Section (28 m. 38 ch. to 33 m. 60 ch. ; length, 5 miles 22 chains).*—The earthworks have been completed up to 31 m. 7 ch. at the north end of Dumgree station-yard, and the cuttings up to 32 m. 50 ch. have been well advanced, including the road-approach cuttings to the Awatere Bridge. All the small bridges north of the Awatere River have been completed.

*Awatere Bridge.*—No work has yet been done in the erection of this bridge by the contractors, Messrs. Scott Brothers; but the cylinders have been cast, and considerable progress has been made with the manufacture of the superstructure. Preparations are being made to start the fencing.

The bridges on the sections of this line from Blenheim to 28 m. 38 ch. have been completed during the year, and some three miles of fencing has been repaired. Some work has been done in making good the settlement of banks on these sections, but the heaviest part of the work yet remains to be done.

The rails have been laid up to 31 m. 7 ch., and the bottom ballasting has been finished up to 30 m. 16 ch. A contract for an Inspector's house at Seddon has been let.

#### South End.

*Omihi Section (0 m. to 15 m. ; length, 15 miles).*—Work was begun on this section in March last, and a considerable amount of work has already been done, the light earthworks, culverts, &c., on the first six miles being well advanced.

#### INCH VALLEY LIME QUARRY RAILWAY.

The works on this line have been completed, with all necessary buildings, kiln, sidings, winding-plant, &c. This line has been taken over by the Lands Department.

#### OTAGO CENTRAL.

*Wedderburn Section (77 m. 35 ch. to 85 m. 60 ch. ; length, 8 miles 25 chains).*—This section was opened for traffic in May last, and some additional station-buildings are now being erected at Wedderburn to meet the requirements of the traffic.

*Ida Valley Section (85 m. 60 ch. to 98 m. 18 ch. ; length, 12 miles 38 chains).*—The formation works have been vigorously pushed forward during the year, and good progress has been made. Masonry work cannot be done during the winter months in this district. The bridge work is in hand; there is little of it, however, on this section.

*Poolburn Section (98 m. 18 ch. to 107 m. 40 ch. ; length, 9 miles 22 chains).*—Work has been started on this section by opening up the cuttings, and a good start has been made with the two tunnels in Poolburn Gorge.