

CULVERDEN-WAIAU RAILWAY (Length, 13 miles).

Formation has been completed up to 12 m. 30 ch., and is in progress for the remaining length. Station-yards have been formed at Achray (5 m. 15 ch.) and Rotherham (7 m.). Practically all concrete-work of bridges and culverts is completed. Fencing has been erected throughout, and all public and private crossings constructed. Rails are laid to 7 m. 45 ch., and first lift of ballast completed to 4 m. This work has been hampered by lack of suitable labour, and is not yet in full swing. A ballast-pit has been opened up at Culverden (0 m. 20 ch.). Stock-yards are being erected at Rotherham, and a temporary engine-shed, coal-store, &c., have been provided for the use of the locomotive.

WAIMATE BRANCH RAILWAY EXTENSION (Length, 4 miles 60 chains).

Work on this line was suspended in December last. Prior to that date good progress had been made with formation, culverts, road and creek diversions, fencing, &c. A quantity of stone had been crushed and delivered at the bridge-sites for use in the concrete piers.

OTAGO CENTRAL RAILWAY.

Cromwell Section (44 m. 52 ch. to 57 m., approx.).—The railway-formation and road-widening is completed to 54 m. 77 ch., and well in hand on the remaining 2 miles. Pipe culverts totalling 478 lineal feet have been constructed. A concrete arch bridge at Leaning Rock Creek, and a 10 ft. arch culvert at Brewery Creek, are in course of construction. Rails are laid to 50 m. 61 ch., and ballasted to 50 m. 55 ch. A temporary siding has been laid at 50 m. 50 ch. A new telephone-line extends to 51 m. 28 ch., and a quantity of fencing has been done.

OREPUKI-WAIAU RAILWAY EXTENSION.

Work beyond Tuatapere, the terminus of the opened line, was put in hand in May, 1915, and carried on until November last, when work ceased, with the exception of clearing and burning timber, which it was necessary to carry out in the summer months. The work done during the above period comprised 3 miles 25 chains of bush clearing, $2\frac{1}{4}$ miles of stumping, $1\frac{1}{4}$ miles formation and fencing, three culverts, and the erection of two additional cottages at Tuatapere Station.

SANDY BAY TRAMWAY.

In order to obtain suitable building-stone for the new Parliamentary Buildings, Wellington, it was found necessary to open up a new quarry inland from Sandy Bay, and to give access thereto the Department is constructing, on behalf of the stone suppliers, a tramway 3 miles 17 chains in length from the quarry-site to a new wharf. The work is approaching completion, and some stone is now coming forward.

SURVEYS OF RAILWAYS UNDER CONSTRUCTION, NEW LINES OF RAILWAY, LAND PLANS, ETC.

KAWAKAWA-HOKIANGA RAILWAY.

The permanent line has been pegged to 30 m., and plans prepared up to 28 m. A small party is still engaged in the pegging of the line beyond 30 m., Okaihau Station being at 24 m. 31 ch.

MANGAPAI-WAIPU RAILWAY.

This line was surveyed, and the permanent line pegged, between Oakleigh (Mangapai) Station, on the Whangarei-North Auckland Main Trunk Railway, and Waipu Township, a distance of 16 miles.

HUNTLY-AWAROA RAILWAY.

A survey was made from 7 m. 22 ch. to 8 m. 34.79 ch. for the purpose of relocation. The proposed Waitawhara Valley Road, from Pukemiro Station to the Huntly-Raglan Road, was surveyed for a distance of 63 chains.

WAIUKU BRANCH RAILWAY.

Deviations from the permanent line, totalling 1 mile 24 chains in length, were surveyed and plans prepared.

A land-plan survey from 0 m. to 4 m. was made and the land proclaimed, and field-work is in progress on a further length up to 12 m. 20 ch.

EAST COAST MAIN TRUNK RAILWAY.

A trial line was surveyed across the Hauraki Plains, between Kopu and Waitakaruru, and plans and report prepared.

On the Tauranga-Opotiki portion of the line the final location between Matata and the Rangitaiki River is proceeding. The permanent survey was continued from 92 m. 71 ch. to 95 m. 57 ch., when work had to be suspended owing to there being no Engineer available. In the vicinity of Tauranga the permanent survey was completed from 35 m. to 41 m. 60 ch., and plans were plotted but not quite finished.

On the Motu Section a land-plan survey from 44 m. 20 ch. to 47 m. 8 ch. has been completed, also surveys in connection with water-supply to various stations.

On the Waikura Section a deviation between 14 m. 42 ch. and 19 m. 30 ch. was permanently pegged, after about 10 miles of trial lines had been surveyed.