

*Waikokopu Section.*—In August a commencement was made on the high bank beyond the Nuhaka River, but work was only carried on under great difficulties owing to repeated floodings of the river, and in October the men were removed. Labour was difficult to obtain, and very little work was done till January, when labour became more plentiful. By the end of March all the cuttings were fully manned up to the 21-mile peg.

#### STRATFORD — MAIN TRUNK.

##### *East End.*

*Matiere Section.*—The enlarging, concrete-lining, and construction of both portals of the Okahu Tunnel were completed about December last. Two other tunnels, situated at 6 miles 12 chains and 7 miles 55 chains respectively, were also similarly completed.

A commencement was made with the erection of superstructure of the Ongarue River Bridge at 0 miles 7 chains, the steelwork being fabricated in the contractor's workshop, Auckland. Good progress was made with the construction of two other bridges over the Ohura River. Two overbridges have been built, and two subways are in hand. The approach filling at the Ongarue Bridge is in hand. The approach cuttings to the tunnels at 2 miles 20 chains (Okahu) and 8 miles 40 chains have been completed. Five miles of fencing were erected, and 20 chains of siding laid, and it will be possible to start platelaying and ballasting very shortly.

*Ohura Section.*—Formation to Matiere Station yard is practically complete. Four of the five tunnels on this section are now complete; the lining only of the fifth remains to be done. Beyond Tuhua Station yard four bridges are required before platelaying can be completed to Matiere. Of these the concrete piers of one are finished, the foundations are being prepared for the second, and material is being assembled. The foundation piles only for the remaining two have been delivered on the sites. I hope to have the ballast-engine in the Ohura Valley before my next Statement is due.

##### *West End.*

*Tahora Section.*—Platelaying has been completed. Wing walls were erected at No. 2 tunnel, and the west end of No. 1 was faced, thus completing all tunnels on this section. Private crossings were erected, and drains completed. The station buildings at Tahora Station are almost finished.

A bi-weekly passenger-and-goods service connecting with New Zealand Railways service at Kohuratahi is in operation.

*Raekohua Section.*—Very little work has been done on this section. The permanent survey is now completed; permanent platelaying extends to 47 miles 59 chains. Borings for all proposed bridges (railway and road) to the Tangarakau Gorge have been completed, and all earthwork on the Raekohua Settlers Road has been finished.

*Heao Section.*—The permanent survey was completed to 54 miles, also for deviation (52 miles 70 chains to 53 miles 52 chains), and plans have been prepared.

No forward movement is proposed at present. The impossibility of obtaining the necessary ballast from the Railway Department as originally intended has necessitated the opening-up of a large quarry, with road-crushing plant, near Te Wera. As soon as this is done the completion of the ballasting will be an easy matter.

#### OPUNAKE BRANCH.

*Kapuni Section.*—Although the shortage of material considerably impeded progress for some months, the Waingongoro concrete bridge has been completed and the west bank of the river protected from erosion by a stone-gabion revetment. The reinforced piles for the Kapuni Bridge have been made. Pier B has been concreted up to top of footing, and the excavation of pier E is in progress. Continued erosion of the western bank of the stream has necessitated stone-gabion facing to protect the west approach embankment. Good progress has been made with the Skeet Road overbridge.

*Auroa Section.*—Work on this section has been confined principally to culvert-building and formation. Mangawhero Road Station yard, also Auroa Station yard, have been completed.