

*Katikati Section.*—Formation, culvert-building, line clearing and fencing have proceeded steadily along several miles of this section. Permanent survey has been completed to the Wairoa River, and plans are in course of preparation.

*Tauranga Westwards.*—Work on this section was practically suspended last February. One overbridge was completed. Another similar structure, including the approach and the road to Tauranga Railway-station, are in hand.

*Matapeihi Section.*—Satisfactory progress has been made with the Tauranga Harbour Bridge. The completed work during the year consisted of concreting and reinforcing 106 lineal feet of cylinders, 155 ft. of cylinder-sinking, while six piers were sealed and are in readiness for filling in. Cylinder L has been filled in, and core-rods placed in position. The Matapeihi embankment was completed, and a loading-platform erected for delivery of stone for the Tauranga waterfront works.

*Mount-Matata Section.*—Several banks have sunk, but have been efficiently maintained throughout the year. The passenger and goods railway service has been continued.

*Rangitaiki Section.*—Cuttings have been widened, over a mile of drains cut, and the approach road to the Rangitaiki Station put in hand. Three steam-shovels were in operation at different times at Awakaponga, the spoil being deposited in the several banks along the line. Many culverts have been built, and one bridge completed.

*Awakeri Section.*—Little work has been undertaken on this line, except 15 chains of drain-cutting and about 2 miles of fencing.

*Taneatua Section.*—106 chains of formation have been completed during the year, culverts erected, and necessary drains cut. A "Marion" steam-shovel commenced work in May last, and an "Osgood" is in course of erection. A departmental telephone-line 5 miles long was erected, and a small amount of platelaying done. The rail-head is now 52 miles from Tauranga.

*Mount Workshop.*—A large quantity of material for use in the erection of the Tauranga Bridge has been prepared, consisting of cylinder core-rods, reinforcing for piers, transoms (straight and curved), extension stringers, sway and diagonal bracing, cutting and drilling top chord and wind-brace gussets and cover and stiffening plates. The fabrication of structural steel for numerous bridges throughout the Dominion as well as the structural steel for boiler and engine roof-trusses for Otira power-houses have been completed.

#### GISBORNE-NAPIER RAILWAY.

*Eskdale Section.*—The river gap at 0 miles 32 chains still remains to be filled; in the meantime a temporary bridge has been provided to allow platelaying to proceed. The Harbour Board has completed the filling on the main line at 0 miles 55 chains, but still has the completion of the port line to attend to. Both this and the gap at 0 miles 32 chains are dependent upon the completion of the river-channel by the Harbour Board.

Platelaying was commenced and completed almost to the Westshore station-yard, and it is anticipated that the rails will reach Petane in October. Two more platelayers' cottages of concrete blocks have been erected, and the Stationmaster's house in similar material is almost complete. Platform and loading-banks have been finished at Eskdale station-yard.

*Tutira Section.*—Fair progress has been made in various cuttings, especially where the "Thew" steam-shovel has operated. Formation is now practically complete to 14 miles 47 chains. Concrete piles for the bridges at 11 miles 41 chains and 13 miles 35 chains have been made, and abutment D at the former has been completed.

*Ngatapa Section.*—A passenger and goods service has been operated during the year.

The Ngatapa station-yard and formation (where necessary) have been raised above flood-level.

The formation at Repongaere station-yard was brought up to correct level. Bridges have been maintained, culverts lengthened, and the third lift of ballast spread from 9 miles 40 chains to Ngatapa Station. The Waipaoa ballast-pit line has been taken up and shipped to Wairoa.