

This line is an extension of the line from Otiria to Okaihau (24 miles 42 chains). It is constructed through the most treacherous piece of country on which railway construction has been undertaken in New Zealand. The major earthworks are nearing completion, and it is thought that the worst slip movements have been overcome. Rails have been laid for 10 miles. The line may be expected to give operating results very similar to the Otiria-Okaihau Section.

## DARGAVILLE BRANCH.

*Final section, Kirikopuni-Dargaville (17 miles 40 chains).*

				£
Estimated capital cost	..	..	..	510,000
Total per mile	..	..	..	29,143
Expenditure to 30th June, 1930	..	..	..	377,408
				Per Annum. £
Estimated additional revenue	..	..	..	9,000
Estimated additional expenditure	..	..	..	10,170
Estimated loss on operation	..	..	..	1,170
Interest at 5 per cent.	..	..	..	25,500
Estimated total loss	..	..	..	26,670

This is the uncompleted portion of the Waiotira-Dargaville line, the estimated annual loss on which is £87,000, and will be the connecting-link between the Kaihu Section and the North Island main lines. The Tangowahine Section (10 $\frac{1}{4}$  miles) is practically complete, and goods traffic is being conveyed over it. On the Dargaville Section (7 $\frac{1}{4}$  miles), formation is complete for 5 $\frac{1}{4}$  miles and platelaying for 2 miles. Four bridges have yet to be built.

## NAPIER-GISBORNE RAILWAY.

*Eskdale-Gisborne (120 miles 39 chains).*

				Length.	Estimated Cost.		Expenditure to 30th June, 1930.
					Total.	Per Mile.	
				M. Ch.	£	£	£
Gisborne-Waikokopu	..	..	..	35 40	1,898,000	53,465	535,249
Waikokopu-Wairoa	..	..	..	24 58	635,000	25,683	607,841
Wairoa-Eskdale	..	..	..	60 21	2,338,000	38,797	1,855,814
Total	..	..	..	120 39	4,871,000	40,427	2,998,904

				Per Annum. £
Estimated revenue	..	..	..	60,876
Estimated expenditure	..	..	..	100,459
Estimated operating loss	..	..	..	39,583
Interest at 5 per cent.	..	..	..	243,550
Estimated total loss (exclusive of interest on rolling-stock)	..	..	..	283,133

Nine miles of formation have been completed, together with a considerable amount of preliminary work, including tunnels for watercourses, culverts, stream-diversions, camps, and access roads.

Traffic has been carried on the railway between Waikokopu Harbour and Wairoa for the past six years. Work is now proceeding on the Waikokopu Breakwater.

The line between Eskdale and Putorino (26 $\frac{3}{4}$  miles) is just about ready for opening. Traffic has been carried over this section for some time past. Between Putorino and Wairoa (33 miles) formation work has been completed for all but 2 miles, which should be finished in about six months.

Two large viaducts have yet to be built, one of which (Maungaturanga) will be completed in fifteen months, and the other (Mohaka) about fifteen months later. These works are the chief factor in the completion of the line, which should, therefore, be ready for opening from Putorino to Wairoa in about two years and a half.