

being laid; and more space is being prepared for stowage of timber and cargo, by erecting a bre work and filling.

Stables are now being built at Foxton and Palmerston, and are nearly completed; also a feeding-shed for horses at the Oroua Bridge, which will be placed at the disposal of the contractor for the haulage.

After a heavy flood in June, 1873, it was considered advisable to increase the number of water openings across the line of tramway, and the work was done accordingly, evidently with good effect, and tending materially to lessen the chance of damage to the line in future floods.

Tramway Extension.—A contract has been let for the extension of the tramway from its present terminus, near Palmerston, to a point on the main line of railway, as laid out between Wanganui and Manawatu. The length of the extension will be 4 miles 56 chains; and the railway line itself will be proceeded with westwards across the Oroua and towards the Feilding Block, as will be more particularly described in the Engineer-in-Chief's Railway Report. The above extension will answer a twofold purpose, that of supplying the wants of all the population inland, and the means of carrying all railway material there needed, and also of providing an outlet for what must be for a long time the staple product of the district, viz., totara timber, which abounds in certain localities in the Manawatu.

The following is a list of the works in detail done during the past year in this district:—Nineteen box culverts fixed, in all 295 lineal feet; one open culvert, 132 lineal feet; two large culverts, 10 feet by 4 feet=37 lineal feet; five bridges, 12 feet wide, 80 lineal feet; one bridge, 23 feet wide, 14 feet long; eight bridges, 5 feet wide, for widening Gorge Road, 170 lineal feet; two bridges, 10 feet wide, 60 feet long; ten level-crossings on tramway, 200 lineal feet; footpath curbing Foxton and Palmerston Stations, 660 lineal feet; handrails fitted to all bridges, 1,000 lineal feet; additions to Foxton Wharf, one bay 16 feet by 15 feet; also one platform 15 feet wide by 48 feet long; breastwork 10 feet by 96 feet long, protective sheathing $7\frac{1}{2}$ feet by 78 lineal feet; protective sheathing 5 feet by 20 feet; rata fenders and piles 90 feet; fencing 25 chains and 35 chains; goods platform 6 feet wide by 48 feet long; gravelling at various parts average 6' thick, 206 $\frac{1}{2}$ chains; rails relaid 120 chains; rails relaid 20 chains; sidings 12 chains; gravel ballast renewed 679 cubic yards over 520 chains; soil ballast 6' thick, 930 chains; tramway staked where flooded 205 chains; road widened 20 feet, 270 chains; gravel bridge approaches 102 $\frac{1}{2}$ cubic yards; through cutting at Gorge Bridge 12,500 cubic yards; earth cutting, new siding Foxton, 700 cubic yards; one turntable fixed at Foxton; one turntable fixed at Palmerston; goods sheds at Foxton 35' \times 20' and 20' \times 16'; ditto over line 40' \times 20' and 24' \times 13'; offices 10' \times 7'; goods sheds at Palmerston additions 43' \times 16'; ditto over line 79' \times 12 $\frac{1}{2}$ '; offices 10' \times 7'.

General maintenance of road Gorge to Palmerston fourteen miles; ditto tramway Palmerston to Foxton twenty-four and three-quarter miles, with rolling stock.

24,200 railway sleepers have also been passed and branded within the last six months in this district for different railways.

SEVENTY-MILE BUSH ROAD.

NORTHERN DIVISION—ABOUT THIRTY-SEVEN AND A HALF MILES.

(D. Ross in charge till April, 1874; J. T. STEWART in charge after that date.)

Last year's report described this road in detail and as being in process of formation, with bridge and culvert building, &c. I have now great pleasure in reporting that with the exception of a part of some of the metalling contracts still in hand, the whole of the work has been most satisfactorily completed, and that there is now a good serviceable road through the Seventy-Mile Bush, well laid out and well bridged and drained. This opens out a large extent of very valuable land. The completion of this work, in connection with that between Foxton and the Manawatu Gorge, has rendered possible the establishment of a regular coach service between Napier and Foxton, which was commenced on or about the 1st of May last, and has been kept up with regularity since.

The following table will show what work in the shape of metalling yet remains to be done:—

Contracts, in Chains.	Done. Chains.	Nearly done. Chains.	Total metalled. Chains.	Remaining to be done. Chains.
800	329	264	593	207
78	...	...	78	...
465	...	...	347	118
640	...	...	640	...
90	...	...	55	35
			1,713 or 21 m. 33 ch.	360 or 4 m. 40 ch.

The gravelling contracts have been suspended, but will be resumed on the return of drier weather in the spring or summer.

Southwards of the Gorge, and in the direction of Masterton, about four miles of bush road have been cleared on the future line of main road between Napier and Wairarapa. This section extends to the crossing of the Manawatu River, where it joins that part of the road under charge of Mr. A. Munro, and a contract has been let for its formation at a cost of £1,876, the actual distance being 3 miles and 76 chains.