

NEW PLYMOUTH TO WAITARA AND INGLEWOOD.

This line was completed in February last, and stations at Waitara and Inglewood opened in the same month. The wire, which was erected for railway purposes, runs upon the main telegraph line south, with the exception of a loop of four miles into Waitara. The cost of erection is shown in Table H.

LINES AND WORKS IN COURSE OF CONSTRUCTION.

FIFTH WIRE, WELLINGTON TO MASTERTON; AND FOURTH WIRE, MASTERTON TO TENUI.

The increasing work on the northern lines called for this additional wire accommodation, the erection of which is now being rapidly pushed forward. The fifth wire, terminating at Masterton, will be used for the more important of the intermediate stations. The fourth wire, extending from Masterton and terminating at Tenui, will be joined up to the Castlepoint wire, and will also do the work of the remaining stations between Wellington and Castlepoint. The loop of Nos. 1 and 2 wires from the Tenui junction into Castlepoint will be dismantled, and the wires joined through at the junction.

MAINTENANCE AND REPAIRS.

RIVERTON TO BALCLUTHA.

All lines on this section have, during the past year, been carefully overhauled, and all necessary repairs effected. The section between Clinton and Invercargill received considerable damage in May last owing to a severe snowstorm. The necessary permanent repairs are now being carried out. The cost of maintenance of this and other sections will be found in Table E.

BALCLUTHA TO WAITAKI.

The lines comprising this section are in efficient working order, and in a good state of repair. New poles have been erected through the Town of Port Chalmers, and any necessary repairs have received attention.

TOKOMAIRIRO TO QUEENSTOWN.

This section is in good repair and efficient working order, having during the past year undergone a thorough overhaul.

CHRISTCHURCH TO HOKITIKA AND GREYMOUTH.

Within the past few months this section has received extensive repairs, being for ten miles almost reconstructed. The route between Bealey and Taipo, in addition to being repoled, has at different points been slightly altered to render it safer. Two bad river crossings—viz., the Cass and Otira—have been altered so as to carry the wires across in one span. The encroachment of the Bealey and Otira Rivers rendered necessary a considerable amount of bush clearing. Some of the tube poles in the Waimakariri have been broken by floating timber in heavy floods. These are now being replaced by stronger ones. The whole of the section is now as safe as it is possible to make it.

CANTERBURY LINES.

Between Christchurch and Heathcote Valley the line has been entirely reconstructed; the old round iron poles have been taken out, as they were found not to be of sufficient strength to carry the three extra wires to be placed upon them. Square poles of totara have been erected in their stead. The line over the hill has been examined and strengthened.

The line between Christchurch and Akaroa has been overhauled, and put in good repair, as also that between Waitaki and Christchurch, which is referred to under heading of "Construction."

Upon the section between Christchurch and Cheviot a thorough overhaul to Saltwater Creek has been effected. From that point to Hurunui the line is in good order; but between Hurunui and Cheviot some minor repairs are required, which will receive attention in a short time.

About two miles of the Waiau line have been shifted out of the way of traffic, having originally been erected in the middle of the road reserve. At the river crossing, tube poles have been inserted, which renders the line at that point safer in the time of heavy floods.

CHEVIOT TO NELSON.

Between Cheviot and the Wairau River many of the old arms and black-pine poles having shown signs of decay, it has been decided to thoroughly overhaul and reconstruct this portion of the section. At some of the more exposed points the line will be removed inland; and, to further improve the insulation, the white Prussian insulators will supply the place of the Varley insulators now in use.

The remaining portions of the above section are in an efficient state of repair.

NELSON TO GREYMOUTH AND HOKITIKA, INCLUDING ROSS LINE.

In running the third wire from Nelson to Greymouth, advantage was taken of the opportunity for overhauling and strengthening the section throughout. A considerable extent of timber standing in dangerous proximity to the line was removed. On the Hokitika to Ross section a number of the sapling poles used in construction are showing signs of decay. They will shortly be replaced by new ones of larger dimensions.