

off this reserve, at contract rates, to the extent of 267,500 superficial feet, making a total of 404,500 superficial feet since the beginning of the contract. A saving has been effected by thus procuring timber from this reserve.

Additions to Fordell Station Contract.—This work is in hand. It includes stationmaster's house, additions to goods-shed, and enlargement of passenger-station. The latter will be effected by removing part of the old passenger-station at Wanganui and re-erecting it.

Whenuakura Contract (Length, 8 miles 31.20 chains).—This work was let on 28th March, 1882, to be finished in nine months. It extends from Waverley (the end of the present opened line) to Patea, and includes formation and permanent-way. In connection with the above a cottage has been erected for use of engineers while the contract is in progress. It will afterwards be used for platelayers.

Palmerston North Railway-station.—Sundry additions have been made here—well sunk, and pump and windmill erected, water-supply improved, engine-shed floored with wood blocks, &c.

Feilding Station.—New well sunk and pump fixed.

Halcombe Station.—Widened and improved; new sidings laid down 57 chains; and goods-shed and loading-stage moved, &c.

Waitotara Station.—Sundry small improvements effected.

Waverley Station.—An approach-road from main road to the station has had formation and slopes trimmed up and metalled 25 chains. Cattle-pens have been erected, and a road to them metalled, besides sundry other minor improvements.

Grade-posts and Boards.—These, showing changes of grade have been erected along line between Palmerston and Waverley.

Erection of Rolling-stock.—At East Town railway shops have been erected 8 low-side wagons, 4 brake-vans, 2 horse-boxes; and 2 horse-boxes are in progress.

Bunnythorpe-Ashurst.—Along this proposed line of railway the bush is being felled 2 chains wide along the railway reserve, by agreement with the Emigrant and Colonist's Aid Corporation. The extent of work done is 117 chains at the Ashurst end, and 158 chains in progress at Bunnythorpe end. The Emigrant and Colonist's Aid Corporation are also felling 1 chain wide alongside this for road purposes at their own cost.

SURVEYS.

Waverley-Patea.—Two lines were surveyed between these places—one nearly corresponding with the original inland line, which would then be connected with Patea by a branch, and one proceeding in a more seaward direction, and joining the already formed branch at Patea railway wharf and station, thus converting what would have been a branch into part of the main line. This latter, after much consideration, was finally adopted as being the best. The length of the former was 9 miles 76.14 chains to Hukatere (junction of the branch), and of the latter 8 miles 31.20 chains.

Foxton-Palmerston.—A new survey of the section of this line has been made, so that grade-posts may be fixed.

Land Plans, Whenuakura Section.—The survey for these is in hand, and the fieldwork nearly completed.

Manawatu Gorge.—The survey of the railway line through the gorge has been completed, about four miles in length. The ground is very rough and rocky, but the survey shows that the construction of a railway through the gorge is practicable. The line surveyed is on the north side of the gorge, the road through it being on the south side.

PATEA-NEW PLYMOUTH SECTION.

Waiongongoro Contract (4 miles 36 chains Formation and Permanent-way).—At date of last annual report there remained about $3\frac{1}{2}$ miles of top-ballasting and the final lifting of rails to complete the contract, which was finished on the 18th June, 1881. On this date a train ran through to Normanby, which is four miles further south than the end of the above contract.

Normanby Station-yard.—The contract for the formation of this was in progress last year, and was completed 30th June, 1881.

Hawera Formation Contract (3 miles 34 chains).—Some work required to complete this was in hand at date of last annual report. This was done by 10th June, 1881.

Hawera-Normanby Permanent-way Contract (6 miles 52.6 chains, beginning at termination of Waiongongoro Contract, and ending at Hawera).—In this contract arrangements were made with contractors to run trains on it before final completion; and, as above stated, the first train ran through to Normanby 18th June, 1881. The contract was finally completed 20th October, 1881, when the first train ran through to Hawera, thus completing the line from New Plymouth and Waitara to the Plains. The distance from New Plymouth to Hawera is 47 miles 60 chains.

Hawera-Normanby Station-Buildings Contract.—This contract, comprising passenger-station, goods-shed, engine-shed, &c., was completed 27th July, 1881.

Railway Offices, New Plymouth.—Completed 21st October, 1881.

Additions and Alterations, Waitara Station.—Includes removal of goods-shed to new wharf built by Harbour Board, also of two turn-tables; erecting loading-platforms and sheepyard, all completed 17th October, 1881. Other minor works in sidings, crossings, fencing, removal of tanks, &c., have also been executed.

Norfolk and Tariki Roads Stations.—A siding has been put in at each of these, and a shelter-shed erected.

Sentry Hill Water-Supply Contract.—This work was completed 24th December, 1881. The supply is obtained from the Waiongona River, by means of a hydraulic ram which delivers the water into a storage reservoir in the railway-ground; the stations and workshops are supplied thence by gravitation.

Hawera Cattleyards Contract.—Completed 6th March, 1882, with special siding laid down for the purpose.

Hawera Coal Store Contract.—To hold 35 tons. Completed 23rd February, 1882.