

The sections included in the lines opened during the year are as follow:—

	M.	chs.
Nelson-Roundell Railway—Foxhill to Belgrove ...	3	0
Duntroon Branch Railway—Extension across Maerewhenua River ...	0	50
Lumsden-Mararoa Railway—Lumsden to Elbow ...	2	21
Otautau-Nightcaps Railway—Otautau to Nightcaps-Wairio ...	10	67
Makarewa-Riverton and Orepuki Railway—Riverton to Colac Bay ...	6	3
Total ...	22	61

In addition to the above, the following sections are all but ready for opening:—

Hurunui-Waitaki Railway—Waipara to Waikari ...	9	50
Lincoln-Little River and Akaroa—Lincoln to Birdling's Flat ...	17	0
Total ...	26	50

The new sections and extensions commenced during the year are as follow:—

Picton-Hurunui Railway—Section south of Blenheim-Vernon Section	4	38
Makarewa, Riverton, and Orepuki Railway—Roundhill Section ...	1	30
Makarewa-Riverton and Orepuki Railway—Roundhill to Orepuki-Pahia Section ...	10	30
Oxford-Malvern Line—West Oxford Section ...	8	35
Palmerston Branch—Dunback Section ...	2	59
Catlin's River Branch—Puerua Section ...	2	0
Total ...	29	32

The Vernon and Pahia Sections are now opened out for the first time, but, as shown by the last annual report, a small quantity of work had previously been done by the "unemployed" on each of the other three.

Contracts are also in course of preparation for the following extensions:—

Picton-Hurunui Line ...	Section towards Awatere.
Hurunui-Waitaki Line ...	„ Waikari to Hurunui.
Little River-Akaroa Branch ...	„ along Lake Forsyth.
Waipahi to Heriot Burn Branch ...	„ Kelso to Swift Creek.
Edendale-Toitois Branch ...	„ Wyndham to Mokoreta.

NELSON TO ROUNDELL RAILWAY.

The permanent-way and station-buildings on the Belgrove Section of this railway were finished and the line opened to Belgrove in July last. Since that time the only construction-works executed are a few minor additions to wayside stations, and the erection of ten wagons and timber-trucks. A contract for an engine-shed and workshop at Nelson is being prepared: the work which has been long contemplated is very much required.

WESTPORT TO NGAKAWAU RAILWAY.

Railway.—The expenditure on this line during the past year, which has been very small, was confined almost entirely to providing additional rolling-stock and wharf-plant.

Westport Harbour Works.—Although under a separate vote, this work is so closely connected with the railway that it can best be referred to under this head. The training-wall on the north side of the Buller River was commenced in December, and has since progressed steadily. The amount of work yet done is however too small to have any perceptible effect in confining the river in its proper course. The training-wall is built of loose rubble from the Fairdown Quarries on the Ngakawau Railway, the class of work being the same as at the Greymouth wall.

The following table, compiled from information kindly furnished by the Harbourmaster, shows the depth of water on the Buller bar at each high water of spring- and neap-tides from June, 1879, to March, 1882:—

Month.	1879-80.		1880-81.		1881-82.	
	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.	Spring-tides: Height on Bar, in feet.	Neap-tides: Height on Bar, in feet.
April ...	...	...	13, 13	11, 10	13½, 13	11, 11½
May ...	...	...	12½, 14	10, 11, 12	12, 12½	10, 11½
June ...	14½, 14	12, 12½	12, 14	12, 12	13, 11	11, 13
July ...	13½, 12½	11½, 10½	12, 14	11, 12	13, 14½	10, 12
August ...	12, 13½	11, 13½	12, 13	11, 12	13½, 14	12, 12
September...	13, 12	11, 11½	13, 14	11, 11½	13½, 12	11, 10½
October ...	12½, 13½, 13	10, 11½	14, 14	12, 12	15½, 15	12, 11, 13
November...	13½, 12	10½, 10½	15, 13½	13, 11½	14½, 13½	10½, 12½
December...	12½, 11½	11½, 11½	14, 13	12½, 11	13½, 14	11½, 11½
January ...	12½, 12½	10½, 9½	15, 14, 14	12, 13	13, 14½	11, 11½
February ...	12½, 12½	11½, 10	13, 15	10½, 11½	12, 14½	11, 11
March ...	14½, 13½	11½, 10	15, 14	11, 10	12½, 15	11, 10½

The above statement shows that there has been no material alteration in the depth of water on the bar for the last three years, and, further, that there are no strongly-marked variations through-