

has been put in thorough repair. All the works on this section have been done under the co-operative system, and the average number of men employed thereon during the year was about 138.

Makohine Viaduct.—The plans and specifications for this work will be completed in about three months.

WELLINGTON-WOODVILLE RAILWAY

Eketahuna-Woodville Section (26 miles 53 chains).—The formation-works are completed for a length in the aggregate of about $24\frac{1}{2}$ miles, and the remainder are in progress, the bulk of the uncompleted portions being between 12 and 14 miles from Woodville. The fence-lines have been cleared on both sides of the line for a length of 18 miles 3 chains, and the fencing erected on both sides for a distance of 9 miles 66 chains. The whole of the works have been carried out on the co-operative principle. There are 120 men now at work on the ground, the average number employed during the year being 129.

Makakahi Bridge.—The piers and abutments were completed in August last, this work being done on the co-operative principle, and the contract for the manufacture and erection of the iron girders, which was let in January, 1894, was satisfactorily completed in December, 1894.

Mangatainoka Bridge.—The contract for the erection of the railway-bridge over the Mangatainoka River, including the manufacture of the ironwork for same, was let in June, 1894, to Mr G. Scott, of Christchurch, for £8,867. Over a fourth of the cylinders are cast, and the remainder of the ironwork is well advanced.

It was specially provided for in the contracts for these bridges that all the ironwork was to be manufactured in the colony, and this provision has been carried out.

Timber-cutting Contracts, Mangahao (Section 129, Block III, Mangahao, 182 acres) and Mangaone (Sections 68 and 69, Block I., Mangaone, 169 acres) Totara Timber Reserves.—These reserves having been specially set apart for the supply of timber for this railway, tenders were invited in March last for the cutting and delivery from them of the sleepers and other timber required for the completion of the line, in two contracts, which contain special conditions providing that the contractor in each case may cut and sell on his own account any of the timber in the reserve not required for the railway, paying royalty to the Crown for the same. Four tenders were received for each contract, and the lowest in each case was accepted as follows:—

Mangahao Reserve Timber-cutting Contract.—This contract, which is for the supply and delivery at Scarborough Railway-station of 20,000 sleepers and 288,000 superficial feet of bridge and other timber, was let to Mr. Henry Carlson, of Danevirke, in April last, for a total amount of £2,478, the rate for the sleepers being 1s. 6d. each.

Mangaone Reserve Timber-cutting Contract.—This contract was let to Mr John Henry, of Eltham, in April last, for a total amount of £3,952. It is for the supply and delivery of 40,000 sleepers and 70,000ft. of other timber. The railway goes through this reserve, and the timber is to be delivered along the railway-line within the reserve. The rate for sleepers under this contract is 1s. 9d. each.

BLLENHEIM-AWATERE RAILWAY

Utawai Section.—As previously reported, some repairs for the maintenance of this incompleted section were put in hand by co-operative contract in February, 1894, consisting of removal of slips, clearing up water-tables, &c., and completed in July last.

GREYMOUTH-HOKITIKA RAILWAY.

Formation, Permanent-way, and Stations.—As reported last year, this line was passed as fit for traffic on the 18th December, 1893, and, with the view of accommodating the public, was then handed over to the Railway Commissioners, pending the completion of the station-works, &c., by this department, and opened for traffic on the 20th of the same month. Since then the Greymouth and Hokitika Stations have been completed, and a stationmaster's house at Hokitika is in course of erection. Some improvements have been made in Fitzherbert Street, Hokitika, rendered necessary by the construction of the railway, and the bridge over the railway at the Grey Hospital was renewed during the year. Flag-stations at Elmer's Lane, Karoro, Nelson Creek, Cameron's, Teremakau, Chesterfield, Stafford, Maori Pah, Arahura, and Ho Ho, including platforms and approaches, have also been constructed, also, sawmill sidings were put in at Kumara Station, Waimea, and Ho Ho. Four linemen's cottages are in course of erection, two of them being finished. The widening and metalling of the approach road to the Kumara Station was put in hand in September last, and has been completed. Various minor works are in hand, and it is estimated that the whole of the works will be finished in about three months from now.

The greater part of the formation and culverts, the whole of the platelaying and station-works, &c., on this line have been carried out on the co-operative principle. An average of thirty-five men were employed on the works during the year.

Fifty Sets Points and Crossings Contract.—This contract was let to the Despatch Foundry, Greymouth, for £500, and completed in June, 1894.

MOKIHINUI COAL COMPANY'S RAILWAY

Acting on your instructions, I (together with Mr C. Napier Bell) examined this line with a view to its purchase by the Government under the authority conferred by "The Westport-Ngakawau Railway Extension Act 1890 Amendment Act, 1894," and reported on same in November, 1894. The line extends from its junction with the Westport-Ngakawau Railway Extension, near the east end of the Mokihinui Railway-station, to the company's coal-mine, a total length of about 3 miles 68 chains. The railway was subsequently purchased by Government, and finally vested in the Queen by Proclamation, dated the 2nd May, 1895.