

A quarter of a mile of poles was also constructed.

A line of  $2\frac{3}{4}$  miles is in course of erection between Reefton and Crushington, and one of 10 miles between Collingwood and Bainham.

#### Maintenance.

A thorough overhaul of the main south line—Blenheim to Kaikoura—was carried out by the party running the new copper wire. The line is now in first-class order.

The section Takaka–Farewell Spit has been attended to, and a considerable length of wire renewed on the Spit.

No. 11½ copper has been substituted for No. 8 iron wire in Greymouth, and for a distance of a mile north and south of the town. The same has been done at Brunner. This latter work was rendered necessary owing to the corrosion of the iron wire by the action of sulphur-fumes from coal-smoke. About 20 miles of copper wire were used.

#### Offices.

During the year three telephone-offices were opened.

The office at Cullensville has been altered from Morse to telephone.

#### Telephone-exchanges.

The three exchanges in the Nelson District are in a satisfactory condition. The number of subscribers has increased at Greymouth, but remains stationary at Nelson and Blenheim.

#### General.

The condition of the lines is satisfactory, and, with the exception of the renewal of about 150 poles on the Hokitika–Ross line, there will be no very considerable outlay required on any section for some time.

#### CHRISTCHURCH.

##### Construction.

Under this head the following work has been completed:—

	Miles of Poles.	Miles of Wire.
Geraldine loop ... ..	4½	9, No. 11 copper.
Christchurch–Kaikoura ... ..	...	125, " 8 "
Christchurch–Waitaki ... ..	...	147, " 8 "

The net result—after dismantling what was not required—of diverting the main line from the Waipara–Cheviot–Kaikoura route to the Waipara–Waiau–Kaikoura route has been to increase the line by 34.5 miles, and the wire by 191 miles.

#### Maintenance.

During the year the line between Waiau and Kaikoura, 50 miles, has been entirely rebuilt—old railway-metals being used as poles; and between Amberley and Waipara, 7 miles, thoroughly overhauled. The section between Amberley and Kaiapoi, 18 miles, has been strengthened, and the line in many places diverted, bringing it alongside the road, and all spans fixed at 4 chains, instead of 4 to 6 chains, as previously.

The section between Papanui and Kaiapoi, 9 miles, has been re-poled and the spans shortened to 80 yards.

When reconstructing and overhauling the above sections, copper wire for the main circuits has been erected as follows: Between Waiau and Kaikoura, 200 miles of No. 12½ (Waiau to Waipara was finished last year), Waipara to Christchurch, 37 miles, 111 miles of No. 12½, making a total of 311 miles of No. 12½ copper used to replace No. 8 iron wire.

There are several light branch sections to be overhauled during the coming year—viz., Addington–Kaiapoi, Rangiora–Amberley, Kaiapoi–Oxford, Christchurch–Akaroa, Christchurch–Southbridge, Christchurch–Lyttelton, and Darfield–White Cliffs. All the above must be strengthened, decayed poles re-buttled, and arms, many of which are of stringy bark, renewed.

The old north line between Waipara and Kaikoura has been partially dismantled. One wire has been left standing for Cheviot–Christchurch and Cheviot–Hawkeswood circuits. The portion north of Hawkeswood was sold as it stood.

#### Offices.

Eleven telephone-offices were opened, and one closed

Morse sets on the closed-circuit system have been fitted on the following sections:—

Christchurch to Ashburton ... ..	11 sets.
Ashburton to Timaru ... ..	11 "
Timaru to Waitaki ... ..	6 "
Christchurch to Waiau ... ..	12 "
Christchurch to Oxford ... ..	6 "
Christchurch to Southbridge ... ..	8 "
Total ... ..	54 sets.

A Morse set on the open-circuit system has been fitted at Amberley to work on the Christchurch–Cheviot circuit.