

Waimea Water Race.—Cast-iron pipes for this race have been ordered in England. A re-survey of part of the line, in order to increase the head of water, is being made; the rest of the race is pegged out.

TABLE A.—Length of Railways in course of Construction.

	Miles.	Chains.
Kaipara	17	0
Auckland to Mercer	46	0
Napier to Waipukerau	18	13
Waitara to Wanganui	11	13
Wellington to Masterton	13	75
Nelson to Foxhill	13	14
Picton to Blenheim	17	10
Rangiora to Kowai	0	79
Rakaia to Ashburton	18	0
Ashburton to Temuka	8	60
Moeraki to Waitaki	39	22
Dunedin to Clutha	51	8
Tokomairiro to Lawrence	22	0
Invercargill to Mataura	39	56
Winton to Kingston	22	17
Brunner to Greymouth	7	23
Rangiora to Oxford	7	14
Racecourse to Southbridge	15	70
Rolleston to Malvern	35	40
Total	404	34

TABLE B.—Length of Railway for which Tenders are to be shortly invited.

	Miles.
Napier to Waipukerau	27
Wellington and Masterton	33
Manawatu to Wanganui	17
Nelson to Foxhill	7
Picton to Blenheim	2
Rangiora to Kowai	12
Ashburton to Temuka	38
Canterbury Branch Lines	24
Total	160

TABLE C.—Railways Open for Traffic.

	Miles.	Chains.
Canterbury Great Northern	18	53
Canterbury Great Southern	12	53
Port Chalmers Railway (purchased)	8	0
Total	39	26

The Hon. the Minister for Public Works, Wellington.

JOHN CARRUTHERS,
Engineer-in-Chief.

Enclosure A.

Mr. H. P. HIGGINSON to the ENGINEER-IN-CHIEF.

REPORT ON THE NGAKAWAU COAL FIELDS, WITH A VIEW OF DETERMINING THE BEST MEANS OF EXPORTATION.

I HAVE the honor to report that on the 11th June I visited the Ngakawau in company with Mr. A. D. Dobson, Provincial Engineer for the Nelson Province, whose knowledge of the district was of great service to me. I also, before going there, obtained much valuable information from Captain Leech, the Harbour Master at Westport, who is thoroughly acquainted with the rivers on the West Coast. I also obtained an insight into the nature of the district and its rivers from Dr. Hector's report on the coal mines in the western district of the Province of Nelson. It was obvious to me that there were only three propositions to deal with, viz.,—

1. To render the Ngakawau River navigable for small steamers and barges drawing not more than eight feet, which would convey coal to larger vessels lying in the River Buller.
2. To construct works of such a nature as to give 12 feet or more in the Ngakawau at low water, with wharfage for sufficient vessels to carry the whole trade, and to make such excavations in the bed of the river as would allow these craft to swing clear of everything.

2—E. 2A.