

## FOURTH WIRE, NAPIER TO AUCKLAND.

These works, giving in all a total of 540 miles, have been completed since date of last report, and have been the means of giving another direct wire from Wellington to Auckland, and have proved of great service in relieving the other wires. Advantage was taken whilst running it to make a thorough overhaul; several important repairs were made, and the line generally put into an effective state.

## NORTHERN WAIROA LINE, INCLUDING SECOND WIRE, AUCKLAND TO WAIPU.

The general direction of this line, as given in last report, has been followed. The length of new line from Waipu to Dargaville is 62 miles, carrying 66 miles of wire, which, added to the second wire, Auckland to Waipu, 115 miles, gives a total of 181 miles. Guaranteed stations have been opened at Pahi and Dargaville, and tenders have been let for building a station at Te Kopuru. Negotiations are also pending for opening a station at Aratapu.

## PALMERSTON NORTH TO WOODVILLE.

This line, 17 miles in length, has been completed. It starts from Palmerston North, and follows the coach road for  $9\frac{1}{2}$  miles to the commencement of the Manawatu Gorge road, which it follows for 4 miles, and thence to Woodville. At some future time this wire will connect with Kopua, distant  $35\frac{1}{2}$  miles, and will afford an alternative route to Napier, in the event of accident to the Wellington and Masterton line.

## LINES AND WORKS PROJECTED AND FINISHED DURING THE YEAR.

## FOURTH WIRE, WELLINGTON TO WANGANUI.

This wire, 140 miles in length, was found necessary owing to the increasing work and number of stations, and, with the third wire, Wanganui to Hawera, will give greater facilities for expediting work. It will also connect with the new cable lately run from Wanganui to Wakapuaka, and be the means of carrying part of the South Island work, now sent *via* Blenheim.

## FOXTON TO PALMERSTON NORTH (RECONSTRUCTION.)

The greater part of this line, 28 miles in length, has been reconstructed, decayed poles removed, and the line thoroughly overhauled and put into good working order.

## NELSON TO BLENHEIM (RECONSTRUCTION.)

This line, which at date of last return was completed between Blenheim and Havelock, has now been finished between Havelock and Nelson. The bush along the whole line, where dangerous to the wires, has been felled, and new poles have been erected where required.

## BLENHEIM TO CHRISTCHURCH (RECONSTRUCTION.)

Whilst running the fourth wire on this section of 206 miles, an additional expenditure has been incurred since last report, and the line is now thoroughly completed and put into good working order.

## REEFTON TO AHAURA (RECONSTRUCTION.)

Since date of last report an extra expenditure has been made to complete the works necessary to put this line into an efficient state. Sawn heart-of-totara poles have been put in the place of the decayed saplings formerly in use, and all overhanging trees removed.

## ROLLESTON TO DARFIELD JUNCTION (DIVERSION.)

Sixteen miles of this line, between Rolleston and Darfield, have been diverted, and erected along the railway line, which will greatly facilitate repairs, and the poles will prove of service in carrying the wires requisite for the railway work.

## DUNEDIN TO MOSGIEL.

An extra wire, 11 miles, has been run between Dunedin and Outram *via* Mosgiel, and joined to the Outram line. This has relieved No. 4 wire, by taking Caversham, Abbotsford, Mosgiel, Mosgiel Railway, and Outram work.

## LINES AND WORKS IN COURSE OF CONSTRUCTION.

## MANAIA, EAST COAST (DEVIATION.)

This line, which was originally run near the coast, over a very rough country, owing to the opposition of the Natives to an inland route, has of late caused considerable trouble in maintenance. As there was no road available for the lineman to travel, and the Natives having withdrawn their objections, this work was commenced, and is now on the eve of completion, and will follow the line of road recently formed to Manaia.

## OPUNAKE TO STONEY RIVER.

The gap of 28 miles between the telegraph stations at Opunake and Stoney River, which has existed since 1873, is now being filled, and in a few weeks' time we shall have telegraphic communication with New Plymouth by the Coast Road as well as by the line at the back of Mount Egmont.

## THIRD WIRE, WANGANUI TO HAWERA.

Whilst running this wire it was found requisite to make considerable alterations on the line a short distance north of Wanganui, which had been standing many years, and some of the poles were showing signs of decay. The road had also been formed, since the erection of the line, in many places at a great distance from the wires, thus rendering maintenance very difficult. Poles have been now erected along or near the road, and the whole line generally reconstructed. 160 miles new wire and 650 poles were required for this work.