

when the line is opened to Tahoraite a considerable addition to all kinds of rolling-stock will be required.

Spit.—Extensive alterations to this station have been authorized and are now in progress, with the view of increasing the facilities for working.

Napier.—A contract has been let for the enlargement of the passenger-station, and the work is well in hand. The workshops have been improved by erecting three more smiths' forges, and the addition of several necessary tools. Two salt-water wells for water supply in case of fire have been sunk at convenient places for the protection of the station-buildings and workshops.

Kaikora.—This station-ground has been completely reorganized and very much enlarged, with additional siding accommodation, loading-ramp, sheep- and cattle-yard, and other necessary improvements.

General.—At various other stations the siding and other accommodation has been improved, and at Hastings, Waipukurau, and Takapau new water-services have been established, and mileage-posts have been erected along the line for seventy miles. Footpaths have been erected along the Waipawa and Tukituki railway bridges. A considerable amount of fencing has been erected along the line of railway, and a large quantity is yet in hand.

Awapurua Bridge Contract.—The work on this contract has not progressed in a satisfactory manner, and the contractor has been warned that, if better progress is not made, the work will be taken out of his hands.

SURVEYS.

Surveys.—The completion of the survey of the line from 93 miles to Woodville was put in hand in December, 1883, but the engineer was removed to New Plymouth to explore for the Taranaki-Auckland line of railway. The survey has now been resumed under another engineer.

Land Plan Surveys.—Surveys have been completed for that portion of the line extending from Makatoko to Tahoraite, and the plans are now in the hands of the Survey Department for examination.

WELLINGTON DISTRICT.

WELLINGTON-WOODVILLE RAILWAY.

Opaki Contract (Formation and Permanent-way: 65 miles 41 chains to 73 miles 47 chains).—This work should have been finished in December, 1883, but the contractors failed to make good progress, and were so far behind with their work that it was taken out of their hands, and the work is now being carried on by the department. With favourable weather it should be completed about the end of July.

Kopuaranga Contract (formation and fencing from 73 miles 47 chains, being the end of the Opaki Contract, to 81 miles 56 chains).—The tender for this contract was accepted on the 18th February, and the contractor has begun work on all available parts of the line, and is making fair progress.

WORKS ON OPENED LINES.

Wellington Goods-shed (addition of 50 feet in length).—This was completed in a satisfactory manner, within contract time, on the 19th July.

Petone Forges Contract.—This included the erection of six smiths' forges and a spring and tire furnace at Petone. The work was completed satisfactorily, and within the allotted time, on 18th September. In connection with the above there were also erected, by the department, a 15-cwt. steam-hammer, fan-blast, wheel-press, crane, traverser, tank, and slab for the tire-furnace, all finished complete for work by November last.

Platelayers' Cottages, Summit Station.—A contract has been let for two four-room cottages and the work is progressing satisfactorily.

Sundry improvements to sidings and buildings have been effected at various stations along the line.

Rolling-stock.—The following additions have been made to the rolling-stock on this line, viz.: One locomotive engine, Class F, Fairlie; five timber trucks; fifteen sheep trucks; ten low-side wagons; one Bogie carriage.

SURVEYS.

Wellington-Masterton.—The survey of the line, *as finished*, was reported as being completed last year to the 44th mile; the remainder to Masterton has since been completed.

Extension of Railway Survey beyond Opaki (73 miles 47 chains).—Last year this work had proceeded as far as the 78th mile. Since then the detail survey has been extended to 85 miles 10 chains, lines cut to 86 miles 70 chains, and trials completed to the Makakahi River, 89 miles. Plans have been furnished to the end of the Kopuaranga Contract, 81 miles 56 chains, and the remainder is well in hand. A good line has been obtained throughout, the ruling grade being 1 in 80, and the ruling curve (with the exception of two 12-chain reverse curves) 15 chains radius. The earthwork is of an average character, the portion over the Wi Waka Saddle to Eketahuna, at 88 miles, being the worst; on this there will be a tunnel about 8 or 9 chains long, with heavy banks at each side. The survey is still proceeding.

Survey of Point Jerningham.—This was for defence purposes, and was completed in April, 1883.

FOXTON-NEW PLYMOUTH RAILWAY.—FOXTON-PATEA SECTION.

Whenuakura Contract (Waverley to Patea, 8 miles 31.20 chains).—This was completed on the 3rd September, 1883.

Patea Station-buildings Contract.—The work included in this was completed on the 23rd August, 1883, and several additional works found to be necessary have also been completed.

Branch, Bunnythorpe to Ashurst.—During the year 2 miles 7½ chains of bush have been felled 2 chains wide, making a total of 5 miles 7½ chains.