

CHRISTCHURCH DISTRICT.

Construction.

The following new lines and wires have been erected during the year :—

	Poles.		Wire.	
	M.	Ch.	M.	Ch.
Balmoral extension	0	25	0	25
Cass, cut in .. .. .	..	..	0	5
Castlehill, cut-in office .. .. .	..	..	0	3
Christchurch - Christchurch North	0	40	2	0
Christchurch-Opawa	0	2	0	8
Christchurch-Spreydon (metallic circuit) .. .. .	..	..	5	20
Cust-Okuku	16	40	16	40
Doyleston-Brookside	2	60	4	40
Hilton-Wahipai	12	40	12	40
Islington-Templeton (metallic circuit) .. .. .	..	..	3	54
Kaiapoi-Swannanoa	13	0	16	0
Kaikoura-Pukekakariki	1	0	21	0
Lake Tekapo - Lake Pukaki	30	0	30	0
Medbury - The Peaks	11	40	11	40
Little River - Puaha]	1	40	3	40
New Brighton, made metallic circuit .. .. .	..	..	3	20
Studholme Junction - Willowbridge	1	0	3	0
Upper Riccarton, made metallic circuit .. .. .	..	..	3	0
Telephone trunk wires—				
Christchurch-Rangiora, second metallic circuit .. .. .	..	..	34	0
Doyleston-Southbridge, second trunk .. .. .	..	..	5	65
Rangiora-Balcairn, for Amberley Trunk .. .. .	..	..	9	40
Timaru-Waimate, second metallic circuit .. .. .	..	..	64	0
For Railway Department—				
Car-shed, Waiau Ferry, to Culverden .. .. .	..	..	16	60
Totals	90	47	266	20

Of the above, 9 miles 42 chains are on wooden poles, the remaining 81 miles 5 chains on iron.
The total length of poles and wire at the close of the year was 1,180 miles 57 chains and 4,155 miles 48 chains respectively.

The following are the authorised works either in hand or yet to be begun :—

Works in progress—

Christchurch-Rakaia-Methven trunk (metallic telephone circuit).

Christchurch-Timaru trunk (metallic telephone circuit).

Timaru-Albury new wire.

Works to be put in hand—

Conway-Waiau, new wire.

Fairlie-Pusey, new line.

Pukaki-Glentanner-Hermitage, new line.

Maintenance.

The main south line from Timaru to Glenavy has been thoroughly overhauled and strengthened, spans shortened, and a large number of double iron rails erected. The section is in first-class order. North of Timaru the main line has been removed from the road to the railway-line between Orari and Rangitata, thus slightly shortening the line. Double iron rails have been used and long arms substituted for two-holed arms. This work has been completed between Rangitata Island and Winchester, provision being made for a metallic-circuit trunk wire between Christchurch and Timaru.

From Hornby, the main line south is being reconstructed. Double iron rails are being used and provision is being made for additional wires. Two gangs of men are employed, and the work is being pushed along, so that no delay shall occur in providing a trunk wire for the Rakaia and Methven sub-exchanges, about to be installed.

About 7½ miles of line between Rangiora and Balcairn have been reconstructed to carry an additional wire for the Amberley subexchange.

The main line from Kaikoura to Greenhills (21 miles) has been strengthened and put in good order. The section between Conway and Wandle Downs has also been attended to. A number of additional poles have been put in to shorten spans where snowstorms have in previous winters given trouble. Other sections have required no special attention, and, beyond minor repairs effected by linemen, nothing further has been done.

Telephone Exchanges.

A new sub-exchange was opened at Kaiapoi with 20 subscribers, and another at New Brighton with 1 subscriber.

A sub-exchange was opened at Amberley on the 1st April, 1908, with 8 subscribers. All the connections have been run, and the trunk wire completed to Rangiora.