

Midway between Leven and Shannon is Kereru station, twenty miles from Longburn. Here the traveller for Foxton can alight and complete the journey thither by coach, the distance by road from this point being only about ten miles. Recently the Company constructed at Kereru what I believe to be the largest wooden water tank in the colony for any similar purpose, its capacity being over 28,000 gallons, the timber utilised being totara. The supply of water is maintained by means of a windmill 80 feet high specially erected for the purpose.

Longburn, the terminus of the Company's line, is also the site of very extensive and complete freezing works, the establishment of which has proved a great boon to the farmers for many miles around, providing a ready outlet for their fat stock at prices far in advance of those obtainable prior to its establishment. A siding has been laid down to the yards and freezing chambers for the conveyance of live stock thereto and frozen meat therefrom. By arrangement with the Railway Company they, at intervals, as required, run special meat trains (generally at night) from the freezing works to Wellington. The frozen meat is loaded direct from the freezing chambers into specially constructed insulated cars (the property of the Freezing Company), which, on arrival at Wellington, are transferred to the Government railway line, and thence to the Railway Wharf, where delivery is taken on board the direct steamers.

The Company have a very efficient plant for working their railway. They have special consolidated engines for the heavy grades between Wellington and Paikakariki, which consist of five tank and two American tender locomotives. The tank engines weigh about 30 tons each, and have six wheels coupled, 3 feet in diameter with a pair of leading bogie wheels. The tender engines have eight (3 feet) wheels coupled, and 18-inch cylinders. These were made by the celebrated Baldwin Company of Philadelphia. The tank engines draw a load of 90 tons on a grade of 1 in 40, and the large Baldwin engines a load of 130 tons up the same grade.

For the level and straight portion of their land between Paikakariki and Longburn the Company have large tender locomotives with wheels 4 feet in diameter. On this part of the line the trains run much faster, being timed for twenty miles an hour, including stoppages at their numerous stations.

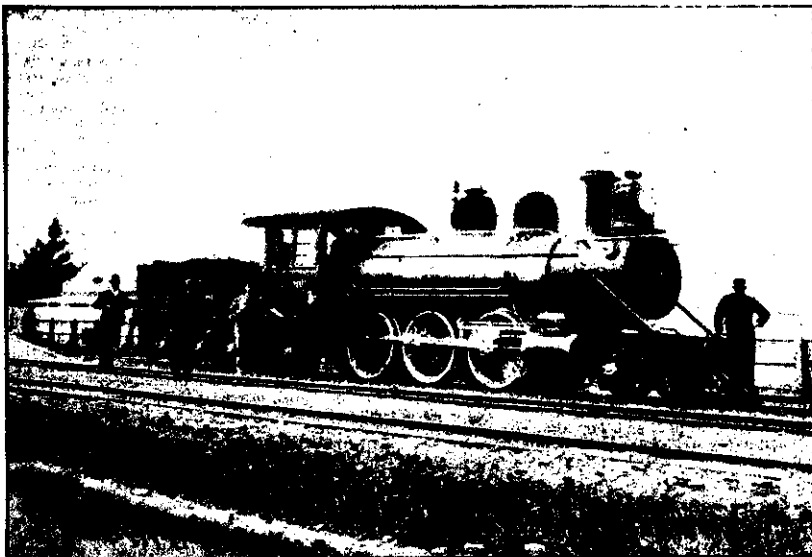
The pleasure of the journey is greatly enhanced from the fact that the line has been laid down in an exceptionally perfect manner, and that the railway carriages have been built on the best American models, running with very marked smoothness and comfort. The journey from Wellington to Longburn, or vice versa, with mixed passenger and goods trains, usually occupies about four and a half hours, but if necessary can be accomplished with passengers alone—when the traffic will justify it—in much less time.

Formerly passengers had to alight at Longburn, change carriages, and procure fresh tickets ere they could proceed

on their journey. All that inconvenience has been done away with for some time, and, by arrangement between the Company and the Railway Commissioners, passengers do not change until they reach Palmerston North, the Company's carriages running thus far, a distance of four miles over the Government line, in charge of Government guards and drawn by Government locomotives.

A TYPOGRAPHICAL error crept into our last week's article on this subject. In an extract from the yearly

more than once written out to New Zealand for hints on the production of some special beauty. No less a personage than the President of the National Association of Professional Photographers, Mr Thomas Fall, whose name in connection with photography will recur familiarly to expatriated Cockneys, has written to Mr Hanna, of Auckland, as follows:—'I have just had entrusted to my care for a few days some choice specimens of your photography. They are amongst the finest specimens of art photography I



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ONE OF THE BALDWIN LOCOMOTIVES.

photo. Wellington

These engines cost £2,5000 each, and are equal to a load of 130 tons up a grade of 1 in 40.

report we printed the following passage:—'This year the working expenses are 44 per cent.' It should have read 41 per cent.

(TO BE CONTINUED.)

NEW ZEALAND PHOTOGRAPHY.

THERE is one art, and a very beautiful art, too—photography—in which New Zealand can hold its own with any country in the world. Not only can our local photographers successfully compete with the very best and most costly houses at home, but the magnates of the profession have

have seen.' The writer then asks, 'if not a secret, how you secure the colour which so nearly resembles a platinum type?' If not asking too much will Mr Hanna give him the method. The letter apologised for the liberty of asking. Doubtless Mr Hanna appreciates the admiration of the fine effects he obtains. Readers of this journal are aware of how good Mr Hanna's pictures are, since he is one of our most constant and generous friends. The large shield of colonists at the entrance of his studio still continues to attract many visitors, and will doubtless do so for some time to come. It is a veritable work of art, and well repays study. Photographic copies (copyright) are, we understand, on sale.

PROGRESSIVE EUCHRE.

THE fascination exercised by the game of progressive euchre

is shown by the number of parties at which it is now the event of the evening. Major and Mrs George fell victims to the euchre epidemic, and gave a most charming party on Friday at their residence, Wapiti, Auckland, when really excellent play was enjoyed. Mrs George is a capital hostess, and attended assiduously but unobtrusively to her guests, a most successful evening being the result. Eight small tables were scientifically arranged round two rooms. The players drew their numbers and started operations, when the fun became fast and furious, especially for the one who was blessed with an exceptionally bad partner. About half-past eleven the bell rang to close the game. It was found that Miss Stevenson (of Christchurch, who is staying with Mrs George) had won the tea set, and Miss Von Sturmer the booby prize, a handsome silver candlestick. Amongst the gentlemen, Mr J. C. Hanna won a small alarm clock, and H. Lockhart the booby prize, a globe of the world. When such good trophies are given for booby prizes who would not try for them? Many of the ladies and gentlemen came to the conclusion that progressive euchre was better than dancing.



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OTAKI STATION, 47 MILES FROM WELLINGTON.

photo. Wellington.