

INVERCARGILL-KINGSTON RAILWAY, WITH BRANCH.

Main Line.—The only construction works in progress on the main line were a few unimportant additions to stations, which do not call for special comment.

Lumsden-Mararoa Branch.—The formation of the first 6 miles of this line—known as the Lumsden contract—was completed in August, and the Oreti Bridge was finished in January, both works having been done in a satisfactory manner. A contract for the platelaying of the first $2\frac{1}{4}$ miles, across the river to the Elbow Township, was also finished in February. It is proposed to work this as a goods siding only.

WESTERN RAILWAYS.

Riverton and Otautau Lines.—During the year additions have been made to eight stations: they comprise one goods-shed, three platforms and shelter-sheds, a telegraph office, and various smaller improvements.

Otautau-Nightcaps Line.—The formation on the Opio section was finished in June, 1880. The Waicola formation section ($7\frac{1}{2}$ miles), contracted for in April, 1880, is now so far advanced as to admit of the permanent way being commenced on a portion of it. Tenders are therefore called for the platelaying on 8 miles—the 3 miles of the Opio section and 5 miles of the Waicola section. The railway ought to be ready for opening to the Nightcaps Coal Field during the ensuing year.

Riverton-Orepuki Line.—The Riverton contract (6 miles in length), which includes formation and permanent way, is fast approaching completion; little now remains to be done but the ballasting. The whole section is expected to be finished at the beginning of June.

About 50 of the “unemployed” were sent from Hindon to commence a further section of the Orepuki line. They were kept on for about two months, during which time they did about $1\frac{1}{2}$ miles of bush-felling and a small quantity of earthwork.

ROADS AND BRIDGES.

NELSON DISTRICT.

Tophouse and Tarndale Road.—The section of the road between Tophouse and the Woolshed Flat, about 5 miles, has been finished this year, so drays can get as far as the Rainbow without difficulty. A contract has also been let for a short section through the Wairau Gorge. This will make it possible for drays to go all the way to Tarndale, and is, in fact, the last link in the communication for vehicles between the two ends of the Middle Island. The communication will, however, be of a very indifferent character till the road is formed through the whole length of the Gorge, and at other bad places in the Wairau watershed. The road is already open for vehicles all the way from Tarndale to Canterbury, and nothing is required to make it passable at all seasons but the bridging of the Waiau and Upper Clarence, and the cutting of some spurs to avoid the crossing of the Acheron. If the works above referred to were carried out, the journey from Christchurch to Nelson could be performed in two days.

Pelorus Valley Roads.—The Wakamarina and Kaituna Bridges are completed, and a small one over Cooper's Creek is in progress. Six miles of the road are finished, and further sections of the aggregate length of $9\frac{1}{2}$ miles are in hand, making a total of $15\frac{1}{4}$ miles. Of this length, 3 miles are in the Wakamarina Valley, but the remainder is on the main line of road between Blenheim and Nelson. The length of road to make between the present terminus and Nelson *via* the Rai Valley would be about 20 miles.

Nelson to Buller Valley Road.—Two contracts have been let on this road during the year—one for re-forming and gravelling 19 miles of the section between the Motreka Valley and the Hope junction, and the other for forming and gravelling $1\frac{1}{2}$ miles in the Buller Valley below the Matiri. The works are in both cases well advanced. The first calls for no special remark: the contract consists simply of the re-forming and gravelling of a road that was previously in existence. The other contract is for forming the last section of the road: it removes the only obstacle to wheel traffic between Nelson and the West Coast. The work is expected to be finished in July. Although it will after this be quite passable for ordinary traffic, a great deal remains to be done to make it anything like a first-class road. The Owen and Matiri Rivers, and Granity Creek, require bridging, and the road wants widening in many places.

Aoreve Valley Road.—Six miles of the pack-track made last year have been converted into a dray-road, and a dray-bridge, 70 feet long, built over the Silverstream.

WESTLAND DISTRICT.

Westport-Reefton Road.—There have been no works in progress by the Government on this road during the year. Contracts have, however, been prepared, and tenders are now advertised, for bridges over Coal Creek, Orawaiti Overflow, and Nine-Mile Creek. The bridges are all small, and of the usual construction.

Reefton-Greymouth Road.—The only work in progress on this road during the past year is the bridge over the Inangahua River, at Reefton, which is fast approaching completion. It has 5 spans of 60 feet, and 4 spans of 15 feet. The work, which was somewhat difficult, has been carried out in a satisfactory manner.

Greymouth-Okarito Road.—A few minor works, such as the horse bridge over Okarito River, deviation of road at the Teremakau, and foot-bridge over Duffer's Creek, have been in hand during the year. They call for no special remark.

Haast Pass Track.—The bridge over the Wills River was finished early in the year, and the track has been improved throughout. Communication is therefore established between the Wanaka District and the West Coast. The track wants still further improvement in places to make it passable in all seasons, but the cost of doing so would be comparatively small.

General.—Hereto is appended a statement (Enclosure No. 2) prepared by the Resident Engineer, showing the works executed on roads in Westland to 31st March, 1881. The works still required