

At Dunedin Railway Station alterations have been made for block instruments. These are now in two signal boxes, one North and one South of station. These signal-boxes are connected by electric-bells, and railway stationmaster's office is also connected with each box by electric-bells, for which wires have been erected. This work has just been completed. A set of Morse instruments has also been fitted up on Dunedin to Seacliff Railway-line in the north signal-box, and a set on Outram line in the south signal-box. These are required solely in connection with the block instruments. There have also been alterations with block and Morse instruments at railway-stations at Kensington and Stirling, on account of railway-stations having been removed to new sites.

Amalgamation with Railway Department.—Winton, Duntroon, and Woodlands Telegraph Offices have been amalgamated under the charge of railway stationmasters: the Railway Department taking the telegraph offices at Duntroon and Winton for stationmasters' residences.

New Line in Course of Erection.—The Wyndham to Fortrose Telephone line will be completed shortly. This line will have stations at Pine Bush and Fortrose, under the charge of storekeepers there.

Telephone Exchange.—Wires have been erected in Dunedin to the premises of upwards of sixty subscribers.

Repairs and Maintenance.—The sections of line, Bluff to Balclutha, Tokomairiro to Queenstown, part of Dunedin to Tokomairiro section, and part of section between Dunedin and Blueskin, have received a special overhaul, and various alterations and improvements have been made. The other lines in the district have not received any extra attention beyond that given by the linemen of each section, who have carried out any necessary repairs.

Morse instruments at Otago Heads have been replaced by telephones, and the Signalmaster acts as telephonist. This enabled the department to dispense with a skilled officer.

The Dunedin to Portobello line (about 12 miles) has been dismantled, not being required since telephonic communication established between Port Chalmers and Otago Heads, *via* Quarantine Island. Nearly all the materials taken down (with the exception of poles) have been used in the erection of the Fortrose line.

Portions of the lines in and about Dunedin have been much improved by the erection of 35 feet poles where they were required for greater height and stability.

Railway Telegraph Cadets.—A number of Railway Telegraph cadets have been undergoing training in operating at Dunedin Station since July last. Eight have been passed, and there are nine now learning.

FROM WAITAKI TO KAIKOURA AND THE WEST COAST LINES, VIA THE BEALEY, NORTH TO REEFTON.

The crossing of the Waiau River, in the Cheviot section, has been considerably strengthened by inserting two strong tube poles. It may now be considered safe in any ordinary weather and floods.

The line from Christchurch to Waitaki is now in excellent condition. The work of reconstruction was finished in the early part of the year.

On the Arahura Junction to Springfield line a great deal of work requires to be done. New poles for the first thirty-five miles, starting from the Loop line, are now laid, and the work of erecting them will soon be commenced. The poles for the section east of Arthur's Pass have still to be supplied.

The spans on the Springfield and Darfield section will have to be shortened to four chains; they now vary from five to seven. The heavy south-west gales which blow across this line did considerable damage. Four miles of this section have been twice completely wrecked from the above cause.

The line between Christchurch and Addington has been rebuilt on 35 feet poles, and is now in first-class order. The Christchurch Railway and Addington line has also been rebuilt on strong poles.

A line has been erected between Timaru and Albury, and an office opened for public and railway-work at Albury.

The Christchurch Railway and Amberley line has received a thorough overhaul.

The line from Waipara to Waikari has been put in good order. The other portion of this section, reaching to Waiau, will be overhauled when opportunity offers.

Between Hokitika and Greymouth the line is in fair order; a large number of poles are, however, getting weak, and will have to be replaced in about eighteen months or two years.

On the Greymouth and Ahaura section the first seventeen miles are being new poled. A great deal of bush-clearing has to be done, which will occupy some time. The work was commenced in the beginning of last March, and is being pushed on rapidly.

Between Ahaura and Reefton the line is in good working order. The wires require straining-up for some miles. A heavy snow-storm last winter caused them to stretch a great deal.

The line between Westport and Charleston has been put in good working order, but will soon have to be re-poled.

Private wires have been erected for the following persons: Messrs. P. Cunningham and Co., Merivale to Timaru; Loan and Mercantile Agency, Christchurch to Lyttelton; Messrs. Dalgety and Co., Christchurch to Lyttelton; Vaughan and Cordner, Christchurch to Waikari; Aulsebrook and Co., short wire in Christchurch; J. T. Brown, short wire in Christchurch; Kaiapoi Woollen Factory, Christchurch to Kaiapoi; Lightband, Allan, and Co., Christchurch to Hillsborough.

On the 1st October last a Telephone Exchange was opened in Christchurch; it has worked very well indeed. The number of subscribers, connected and to be connected, has increased to seventy-two, and will, it is anticipated, soon reach a hundred.

A number of railway cadets have been, and are being, taught telegraphy.

FROM KAIKOURA TO COLLINGWOOD AND THE WEST COAST LINES AS FAR AS REEFTON.

The repairs the Kaikoura and Cheviot line was undergoing at the date of last year's report were completed in May.