

Napier-Wairoa (metallic circuit).
 Palmerston North - Shannon (metallic circuit).
 Rangitukia, branch.
 Taupo-Tokaanu, new line.
 Waimiro-Maku, new line.
 Waterfalls-Waihoki, new line.
 Wellington-Pahautanui-Paekakariki (metallic circuit).
 Wharerata-Morere, new line.

The following works will be commenced as soon as practicable :—

Dannevirke-Napier (metallic circuit).
 Kaponga-Rowan, new line.
 Makirikiri-Kakatihi, new line.
 Mataroa-Turangare, Public Works line.
 New Plymouth - Opunake, new wire.
 Port Awanui - Kahukura Junction, new line.
 Wellington-Pahiatua (metallic circuit).

Maintenance.

The lines throughout the district are in good order. The following sections have been overhauled and strengthened with larger poles where necessary :—

	Miles.
Dannevirke-Weber	25
Featherston-Greytown	9
Featherston-Martinborough	12
Fordell loop	3
Gisborne-Patutahi	16
Hauiti - Port Awanui	43
Hunterville-Taihape	32
Kai Iwi - Waitotara	14
Marton-Bunnythorpe (part of section)	22
Marton Junction - Hunterville	16
Matamau-Makotuku	4
Napier-Moeangiangi	25
Nuhaka-Mahia	3
Pahiatua - Palmerston North	27
Palmerston North - Levin	29
Tarawera-Taupo (part of section)	40
Waitara-Mahoenui	57
Wanganui-Castlecliff (reconstruction)	4
Total	381

A deviation of 1 mile of line has been made on Matamau-Makotuku section, owing to the widening of a railway-cutting at the Mangatewainui Viaduct.

From the Petone office to the railway-station the line has been reconstructed, 30 ft. poles being used to replace poles which were too light for the number of wires the line is now carrying.

The line from Marton to Mangaonoho Railway has been straightened, the Railway Department's lines being placed on the left and this Department's lines on the right side of the railway-line. The work was done in conjunction with the erection of the Marton-Taihape metallic circuit.

The line from Marton Post-office to the railway-crossing has been reconstructed, 30 ft. poles being used.

One mile of line immediately south of Taihape has been dismantled, and reconstructed along the railway line.

No. 8 railway wire (Woodville to Mangatainoka and Newman to Wellington, 106 miles) has been taken over by the Department.

Very stormy weather was experienced in October, 1907, with heavy gales and floods, which caused many interruptions to traffic. Heavy lightning occurred, especially in the Taranaki section of the district, damaging lines, splintering poles, stripping arms, and fusing coils in telegraph and telephone instruments. During January and February, 1908, bush and grass fires were very prevalent, and lines suffered in many cases by falling trees and the burning of poles and arms.

Owing to the increased number of circuits, larger testboards at Feilding, Hastings, Inglewood, Marton, Masterton, New Plymouth, and Taihape have been installed. New testboards have also been fitted at Johnsonville, Ohakune, Paekakariki, and Raetihi.

A new quadruplex set has been installed at Napier, and a quadruplex repeater set at Palmerston North, which enables the latter office to work with Napier and Wanganui, while Napier and Wanganui also work with each other on the same wire.

A forked quadruplex repeater has been installed at Taihape, enabling Taihape and Wanganui and Wanganui and Raetihi to work direct on one wire.

At New Plymouth and Masterton the operating staffs and telegraph apparatus have been transferred to new rooms providing more accommodation.