

PUBLIC WORKS.

BUILDINGS.

During the year progress as stated was made on the following works:—

Hongkong.—The New Central Fire Bridgade Station, contract for the superstructure, was let to Messrs. Trollope & Colls. Contracts were let for the superstructure of the Sai Ying Poon School and the construction of the Ex. to Govt. Civil Hospital Sisters Quarters. Govt. Quarters at Le Calvaire (2 blocks of 4 houses each) one block finished. A large underground public trough closet at Western Street and a Public Garage on the Stubbs Road were finished. New Queen's College site approached completion. Open Markets at Whitfield and Shaukiwan were finished.

Kowloon.—Kowloon Hospital good progress made towards completion. The New Yaumati Police Station, Open Market at Bowring and two Public Trough Closets were finished.

New Territories.—New Gaol at Ngau Shi Wan, contract let for pile foundations. Five Blocks of Quarters for Native Married Police finished. Kowloon City and Shamshuipo Police Stations contracts let and good progress made.

COMMUNICATIONS.

Hongkong.—Road from Taitam Gap to Shek O Extension of Stubbs Road from Magazine Gap to Peak Tram Station. Road above Conduit Road, (1st section), and Broadwood Road-Wong-neichung Road connection were finished. Road contouring Wong-neichung and Tai Hang Valley made good progress. Main Road from Causeway Bay to Quarry Bay made fair progress in places. Improvements were continued on Kennedy, Bonham, Conduit, Pokfulam and Victoria Roads.

Kowloon.—Work on the removal of the hill obstruction at the junction of Nathan and Coronation Roads made good progress. Waterloo Road Extension North and East, Tokawan Road and Chatham Road Extension Mongkok-Kowloon City Road made good progress.

New Territories.—Widening of Fan Ling-Au Ha Gap Road to 20 ft. and extension to Shataukok made good progress. Widening of bridges on Castle Peak-Fan Ling Road to 20 ft. put in hand. Improvements to the Kowloon-Taipo Road and the metalling and tar painting of New Territories Roads were continued.

DRAINAGE.

Hongkong.—A 9.6 horseshoe concrete culvert from Wanchai Road to Praya and a 7.6 concrete culvert from Leighton Hill Road to Praya were finished.

Kowloon.—The Extension of the Mongkoktsui Nullah to the Old Kowloon Boundary was completed. Ma Tau Chung Nullah made slow progress.

New Territories.—The Nan Ching Street Nullah from the water front to the Tai Po Road was completed and the Extension of the Mongkoktsui Nullah from the old Kowloon Boundary to the Kowloon Range of hills progressed satisfactorily.

WATER WORKS.

Hongkong.—The Upper tier of beds at the Eastern Filter Beds were completed and put into use, whilst construction of the lower tier was well advanced. The service reservoir side walling was started.

The extension to Tytam Tuk Pumping Station was well advanced and the engine, pumps and boiler have been ordered from England.

Fair progress has been made with Stanley Mound East, Stanley Mound West and Jardine's Lookout Catchwaters.

A new 8' dia. W. I. main has been laid from the Pokfulam Road Pumping Station to the 750' Tank.

The laying of a new C. I. main 15' in dia. in Queen's Road and along the Praya East was begun.

Tenders from various English firms were received in connection with the proposed conversion of Bowen Road Filter Beds to Mechanical or Fast Gravity Filters.

Kowloon.—Various improvements to the distributing mains were carried out.

The construction of Pipers Hill Service Reservoir commenced and excellent progress was made.

Good progress was made with the construction of four new filter beds for Kowloon.

New Territories.—Fair progress was made with the construction of the Shek Lai Pui Reservoir which was approximately half completed by the end of the year.

The construction of the Kowloon Catchwater extension continued slowly during the year.

Shing Mun Valley Scheme.—The construction of the Access Road from Tsun Wan to Pineapple Pass progressed very slowly.

Contracts were let to Messrs. Sir W. G. Armstrong & Co. in November for the construction of the N. & S. Tunnels and the South Conduit and to Messrs. Trollope & Colls (Far East) Ltd. in December for the construction of the Raw Water Reception Reservoir below Shek Lai Pui.

Surveys in connection with the remainder of the 1st section of the Scheme were carried out and the indent for the trunk mains was practically ready.—Enquiries re filtering plant were forwarded and tenders were received from several British firms by the end of the year. Borings across the harbour were taken between Nathan Road and Jackson Road.

RECLAMATIONS.

Hongkong.—North Point private schemes made fair progress.

Kowloon.—The Tai Tack Reclamation (a private scheme at Kowloon City) made poor progress. Kowloon Bay West Reclamation made good progress.

New Territories.—The Standard Oil Co. and the Kailan Mining Administration (private) Reclamations at Laichikok, made good progress.

PIERS.

Hongkong.—Queen's Pier, the roofing was finished but the masonry entrance made poor progress owing to labour troubles.

MISCELLANEOUS.

Good progress was made with the levelling of the Kowloon Tong Development Scheme areas approximately 13 acres being handed over to the Company during the year.

The total amount expended on Public Works Extraordinary was \$8,112,785.49 and on annually recurrent works \$1,793,968.69.

RAILWAY.

The new Carpenter's Shop mentioned in last year's Annual Report was completed early in the year, and a siding from the yard laid into it.

The steelwork for the Extension to the Workshops arrived in June and the building was proceeded with at once and good progress made.

Owing to extensive development in the neighbourhood, it was decided to complete Bridge No. 4 situated at the second mile. This bridge spans a 100-foot main road on the skew and was designed to give a 60 feet clear span and two sidespans to provide for causeways of 10 to 15 feet each. The steelwork was ordered for double track, but only that for the main span arrived in time for the opening of the Railway. The sidespans (comprising four 45 feet single line spans) which had been lying in store for twelve years, were reconditioned and two were erected by the end of the year, and the line diverted over them. The remaining spans will be erected and the bridge completed in 1925.

The building of the two blocks of quarters for the Traffic Staff at Blackhead's Point mentioned in last year's Report was proceeded with, but not quite completed by the end of the year. They were ready for occupation by March 1st this year.

The roof of one of the buildings taken over from the China Light & Power Company and used as a motor repair shop, was condemned and arrangements made for a new steel roof with northern lights to replace it. The old roof which leaked badly was unsafe in typhoon weather and was irreparable. This work was given to a local engineering firm and is expected to be completed early in 1925.

A siding was laid from Kowloon Station across the circulating area in front, to connect with the Hongkong and Kowloon Wharf and Godown Company's premises. The siding, which is 273 feet long to the Company's boundary, is laid on concrete with two guard rails. An agreement was entered into with the Company regarding its cost and use.

In connection with the Harbour Improvements, it became necessary to alter the position of the submarine cables crossing to Kowloon, and four cable houses were built in the Kowloon Station south verandah to receive the terminals of the cables belonging to the Eastern Extension Telegraph Company, the China and Japan Telephone & Electric Company, the Military Authorities, and the Government. Permission was granted the Eastern Extension Telegraph Company to connect their cable with aerial lines over Railway lands onto their existing poles to Canton which follow the Railway from Mile 1½.

In view of frequent damage by typhoons to the Government and Railway telephone overhead wires alongside the Railway, it was decided to substitute an underground cable for the aerial wires, and a commencement was made during the year between Taipo and Taipo Market Stations.

Less attention was given to maintenance work on the Fanling Branch Line in anticipation of its being taken up by the end of the year, as mentioned in last year's Report, but progress with the new road has been delayed and more attention to the railway track may be necessary in 1925.

The four new 4-6-4 locomotives arrived during the year, one of the underframes however was very badly twisted and out of line. This was straightened with the aid of the new 65-ton crane.

The first of these locomotives, No. 9 arrived on May 19th and was erected forthwith and in steam by June 20th. No. 11 was completed on August 20th, and No. 12 on September 25th. No. 10 which had the twisted frame was not completed until December.

These engines have a much greater tractive force than the earlier ones, and so far we have experienced no trouble with them and are more than satisfied with their running performance.

The 65-ton Breakdown Crane arrived in the Colony at the end of July and erection was immediately started and completed by October. The crane was employed in connection with the assembling of No. 10 locomotive, for erecting bridge girders, and also on several occasions for loading and unloading heavy pieces of machinery from railway trucks.

Two new 4-4-0 type 2'-0" gauge locomotives for the Fanling Branch arrived at the end of July and were put into service by the end of September. These locomotives will be handed over to the Public Works Department when the road to Sha Tau Kok is completed and the Railway closed down, and should prove very useful.

Very extensive repairs and work on Government motor vehicles were carried out during the year, in fact this department has grown so much since it was started that at times there is great difficulty in coping with the work. It was also handicapped for a considerable time owing to the necessity of rebuilding the roof over the Motor Repair Workshop.

In addition to the general motor repair work, the following

vans were built for other Government Departments:—

- One steel Mail Van for the General Post Office.
- One steel van for the Prison Department.
- Five steel vans for the Sanitary Department for conveying meat.
- One steel van for the Police Department for carrying prisoners on the mainland.
- One Emergency Lorry for the Fire Brigade Department.

The year 1924 has witnessed no change for the better in the prospects of the Railway. The disturbances in Canton and Kwang-tung province, which began in January 1923, continued throughout the whole of the year.

An attempt was made on September 1st to resume the running of the Slow Through Trains, but this was discontinued after 12 days.

The position as regards the retention of British Sectional rolling stock by the Chinese Section has improved, a number of goods wagons being returned. There are now only 15 wagons held by the Chinese Section.

The receipts under Through and Joint Sectional Traffic for the year amounted to only \$1,922.01, as compared with \$153,447.25 for the previous year, and \$500,814.90 for 1922, the last year during which traffic was normal.

The Gross Receipts for the year were \$420,186.15 as against \$474,721.78 for 1923, a decrease of \$54,535.63. The suspension for practically the whole year of Through and Joint Sectional Traffic referred to above being alone responsible.

The working expenses exceeded the revenue by \$87,628.27.

The Fanling Branch Line Receipts have improved under both heads.

Through and Joint Sectional passengers carried were as follows:—

	1922.	1923.	1924.
Passengers booked at Stations in British Section to Stations in China including Lowu.....	526,111	250,719	168,734
Passengers booked at Stations in China including Lowu to Stations in British Territory	522,909	249,152	157,115

The Local Passengers carried were as follows:—

	1922.	1923.	1924.
Main Line	639,709	951,001	1,177,234
Fanling Branch Line.....	52,431	73,838	82,505