

### Strath Taieri

Railway.— As the buildings at the railway station are now nearly completed, a short description of them might not be out of place. The buildings comprise a goods shed, an engine shed, a coal house, a tank stand, a station, a station master's house, and three cottages for the other employes (sic). There are also cattle yards, loading bank, &c. The station, which is situated on the west side of the line, so as to face east, away from the prevailing winds, is a snug little place about the size of the station at Outram or at Waitati. The platform is not a wooden one, but is a raised earthen bank, gravelled with gravel that after a time sets as hard and as smooth as asphalt. The township of Middlemarch may boast one of the best gravelled roads in Otago. The platform is fenced off from the road running past the station by an extra strong paling fence. The goods shed is 60ft by 30ft, and is placed opposite the passenger station. It has the usual platform and doors. The timber used in its construction is very heavy, and the rafters and stays are well clamped. The engine shed, about the same size, is equally well built, as indeed it must needs be to withstand the “gentle zephyrs” of the Strath. The station master's house is placed about 80yds from the station, and is a commodious and comfortable dwelling. It is not quite finished yet, and when it is done the whole of the buildings will be completed. The houses for the other workmen are built on the same plan, but are not quite so capacious, containing only four rooms and a scullery, while the stationmaster is blessed with an additional room—presumably a bathroom, to judge by its size. It may be intended for a servants' bedroom. It is hard to tell. Servants' bedrooms are frequently barely roomy enough “to swing a cat in.” All the houses are facing east, with the back to the wind. The stationmaster's has a place for a garden attached. The others are rather awkwardly situated. The line of rails pass before the front door at a distance of about 10ft; a road runs behind them at about the same distance from the back door; consequently any little family quarrels that may have to be fought out in these houses will have to be postponed till midnight. The painters are now busy at work, and hope to be done before Christmas. Mr Sanderson, of Oamaru, is the contractor for the whole of the buildings, which have been erected under the superintendence of Messrs Rosey and Tait. Mr John Gibb, of Outram, was the contractor for the painting. The whole block of buildings forms quite a little township, and alters the appearance of Middlemarch greatly, converting it from a one-horse or coster's donkey township to a little inland metropolis. The contractors, who have had many difficulties to contend with, deserve great praise for the creditable manner in which they have erected the buildings. The graveling of the Station platform and the road giving access to it has been done by Mr. W. Mead. The laying of the rails proceeds rapidly. They are now laid to within about a mile of Middlemarch, and by the middle of next week will have reached it. The whistle of the engine is already heard sounding cheerily over the fields and hedges. Could Middlemarch raise a band I might have suggested that it should assemble the day the engine reaches the township and play “See the conquering engine comes.” Three or four years ago “We're a 'noddin', nod, nod, noddin'” would have been more *apropos*. Several loads of goods have already been brought up to the Sutton siding, at which place wool is being loaded. It is difficult to conjecture what will become of the farmers in this district once the railway gets into working order. A good season would be the ruin of them— they would have nothing left to grumble about.