

Wakatipu the wharf and cattleyards at Glenorchy were seriously damaged by floods. About 600 tons of rock were used on river protective works in the Canterbury District, and about 3,200 tons to protect the foreshore at Oamaru; 800 tons of stone were also used on protective works on the Westland Section. It was necessary to make a diversion of the Otago Central line at 83 miles 34 chains owing to movement in the hillside.

Bridges.—These have been maintained in good condition. Considerable renewals and repairs have been effected.

Water-services.—These have been maintained in good order.

Wharves.—The wharves belonging to the Department have been maintained in good order. The wharf at Glenorchy (Lake Wakatipu) has been reinstated.

Buildings.—Extensive renewals and repairs have been effected. One station building which was destroyed by fire has been reinstated.

Station-yards.—Siding extensions and rearrangements and additional accommodation have been carried out at a number of stations.

Railway Improvements.—Auckland-Mercer grade easements: Further portions of this work have been completed.

The total expenditure under the Railways Improvement **Authorization** Account during the year was £63,729.

Additions to Open Lines.—The expenditure under this heading for the year was £144,477, the principal works being—Signalling and interlocking, block working, telegraph and telephone facilities, &c.—rearrangements, Otahuhu (part), Matamata (part), Sockburn (part), Otira (part), Winchester; station alterations, Invercargill (completion) and Titiroa; drainage improvements at Dargaville, Taumarunui, Johnsonville, and Invercargill; alterations and additions to goods-yards, Lambton (completion), Turakina, Taupaki, Auckland (part); platforms at Kamo, Wellsford, and Timpany's Siding; siding alterations and extensions, Auckland, Rotowaro, Rotorua, Whangarei, Te Kauwhata, Kakahi, Te Aroha, Manakau, Taumarunui (part), Wanganui (completion), Turakina, Tawhai, Hikurangi, Otane, Utiku, Longlands, Hawera, Lower Hutt, Khandallah, Shannon, Featherston, Hastings, Wellington, Trentham, Paekakariki, Lambton, Christchurch, Orari, Lyndhurst, Heriot, Lumsden, Arthur's Pass, Dunedin, Milburn, Mokihinui Mine, Awarua; stockyard additions, &c., Kopaki, Mangatainoka, Ormondville, Parnassus, Greenpark, Heriot, Otautau; additions to engine-depot, Taihape (completion), engine-pit, &c., Greymouth; verandas, Matamata (completion), Waharoa, Makikihi, Otamita; erection of houses, Mercer (2) (completion), Waimauku (completion), Matamata (completion), Te Kuiti (completion), Taumarunui (2) (completion), Ohakune (3) (completion), Patea (completion), Lepperton (completion), Para (completion), Frankton, Waipukurau, Oamaru (part), Belfast; electric lighting, &c., Auckland, Pukekohe, Rochfort, Raetihi, New Plymouth, Newmarket, Christchurch, Dunedin, Invercargill, Riccarton, Rangiora, Oamaru, Palmerston South, Winton; water-services, Whangarei, Mount Eden, Pukekohe, Newmarket, New Plymouth, Whangamomona, Oio, Oamaru (addition), Invercargill; Lavatory accommodation, Makaraka, Hinuera, Kaiwaka, Komata, Taumarunui, Hangatiki, Otokia; twenty-four huts constructed; works at Rolleston, Aylesbury, Racecourse Hill, Brunner, Stillwater, Kaimata, Moana, in connection with Otira Tunnel opening; telegraph, telephone, and tablet facilities in progress in connection with opening Otira Tunnel; Marton, additional accommodation for refreshment staff (completion); removal and erection of Defence buildings from Port Chalmers to Otekaike for surfaceman's house; Wellington, office accommodation for architectural and advertising staffs (completion); Waingawa, new station; Christchurch, new goods-shed (completion); purchase of lands in connection with housing scheme; Pukekohe, cattle subway; Whangamarino, erecting goods-shed (completion); Frankton, lay sidings in connection with house factory (part); house accommodation for waitresses (part); Greymouth-Reefton, fencing railway-line; Linwood, new station, &c. (part); Matai, public siding-accommodation and approach road; Palmerston, private siding to borough gasworks; Blenheim, additions to goods-shed.

Miscellaneous Works.—Additions and improvements amounting to £6,405 and charged to working-expenses were carried out. The works include—Additions and improvements to station buildings, sidings, &c., Auckland, Pukekohe, Thorndon, Lower Hutt, Mandeville, Dunedin; improved lighting (electric) of stations, cottages, &c., Auckland, Wakefield, Whangarei, Taihape, Matamata, Ngaruawahia, Dunedin; water-service improvements at Invercargill and Nelson; loading-banks erected at Whatoro and One Tree Point; hot-water service installed in forty-eight houses; improvements and additions to ten houses; improvements to stockyards, &c., at Wangaehu, Manakau, Otorohanga, Southbridge; drainage at New Lynn Station; tanks supplied at different stations to hold water for drinking purposes; conveniences supplied for car and wagon staff, Auckland; engine-pit at Te Kuiti extended; conversion of Locomotive Engineer's Office, Newmarket, into library and social hall.

Expenditure.—The expenditure for the year was as follows:—

	£
Maintenance (charged to working-expenses)	1,053,049
New works (charged to capital)	208,206
Other Government Departments, public bodies, and private parties	34,483
Total expenditure	£1,295,738

The maintenance expenditure charged to working-expenses amounted to £350 per mile, compared with £280 per mile in 1919–20, £252 in 1918–19, £240 in 1917–18, £243 in 1916–17, £251 in 1915–16, and £254 in 1914–15. The increase in expenditure is due principally to the increase in wages.

Mileage.—The mileage open for traffic on the 31st March, 1921, was 3,017 miles 52 chains. During the year 11 miles 61 chains additional lines were opened for traffic.