

BALCLUTHA—TUAPEKA MOUTH.

A survey party was engaged on this work from March to July, 1921. A trial survey was run from Lovell's Flat to beyond Hillend, via Stony Creek. Certain further information is still required, and is being collected, to enable the various rival routes to be compared.

OREPUKI—WAI AU.

Orawia Section.—Formation is in hand over a length of 6 miles. Culverts are now complete to the 54-mile peg, and 124 chains of fencing were erected. The permanent survey has been completed for a distance of about 8 miles to and including Orawia Station. It is doubtful if it will be possible to continue work on this line unless the need of finding work for unemployed continues.

LAWRENCE—ROXBURGH.

Beaumont Section.—Formation was commenced in April of this year, and extends over about 2 miles. Several culverts have been built and workmen's huts erected. The men employed on this work are chiefly those who were engaged on the completion of Cromwell Section of Otago Central. The survey has been completed for a distance of about 6 miles.

SURVEYS.

A flying survey of various routes between Helensville and Shelly Beach, a distance of about 12 miles, was made to ascertain the possibility and probable cost of constructing a branch line to Deepwater, at the southern end of Kaipara Harbour.

ADDITIONS TO OPEN LINES.

The expenditure by the New Zealand Railways Department out of the Public Works Fund under this heading amounted to £421,315. Of this sum £112,248 was expended on providing workshop machinery, additional rolling-stock, and the usual fittings therefor. The balance covered expenditure upon improvements to workshops, engine-depots, station facilities, water-services; additional dwellings; signal, tablet, and telephone installations; interlocking; gasworks extension; and purchase of land.

RAILWAYS IMPROVEMENT AUTHORIZATION ACT, 1914.

The expenditure under the Railways Improvement Authorization Act, 1914, amounted to £63,078, for grade easements, additions to workshops, formation of new lines; signalling, interlocking, and safety appliances; and extension of terminal facilities at Auckland, Wellington, and Christchurch.

PUBLIC BUILDINGS.

GENERAL.

Government House, Wellington.—Extensive alterations were effected to this building, and additional official accommodation provided for His Excellency the Governor-General and staff by the subdivision of a number of rooms. A new porch was erected at the entrance, an additional strong-room built, and the main drive widened.

Parliament Buildings (New Buildings).—The external marble work was practically completed during the year, only the balustrade in front of the loggia remaining to be done. The following rooms were completed and furnished during the year: The Speakers' suites of both Houses; three suites for Ministers; sitting-rooms and writing-rooms for members of the Legislative Council and House of Representatives; Government and Opposition Whips' rooms; Leader of Opposition's room; Clerk and Assistant Clerks' rooms, Legislative Council; Bill Officer's room for each of two Houses; and waiting-rooms for Legislative Council.

The plastering and internal finishing of the rooms were completed, with the following exceptions: Three suites of Ministers' rooms on the ground floor; the front entrance hall on all floors, and main staircase, and the waiting, messengers', and store rooms in connection with and adjoining thereto; also the three large social rooms for members on the second or top floor. The Legislative Council chamber was entirely completed.