

1895.
NEW ZEALAND

RAILWAYS STATEMENT.

(2nd August, 1895.)

BY THE MINISTER FOR RAILWAYS, THE HON A. J. CADMAN

MR. SPEAKER,—

Parliament having decided, by the passing of "The Government Railways Act, 1894," that the control of the railways should vest in the Government as from the 1st January last, I have now the pleasure, as Minister for Railways appointed under the Act referred to, to make my first Railways Statement.

For three-fourths of the financial year which ended on the 31st March last the late Railway Commissioners were in office, so that the railways were under the administration of the Government for only one-fourth of the year. Improvements in working and management have been effected which, whilst giving satisfaction to the people, have also proved profitable, and still further improvements are in contemplation. The full effect of the changes made will not, however, be seen until they have received a much longer trial.

The working results for the year, as compared with those of the previous year, are as follows. The gross receipts have declined by £21,941, and the net receipts by £18,743. The percentage of expenditure to receipts has advanced from 62·70 to 63·62 while the interest on the capital invested has declined from £2 17s. 9d. per cent. in 1893-94 and £3 1s. in 1892-93 to £2 14s. 6d. in 1894-95. The railways, however, earned about £40,000 for services rendered to the colony but not paid for. Had this amount been credited the earnings would have been £2 19s. 9d. per cent.

These unsatisfactory results are due principally to diminished business, the chief cause being the lessening of the spending-power of the people owing to the great fall in prices of our staple products, and the almost entire stoppage of the export of wheat. The export of this staple during the previous financial year was 2,619,398 bushels, whilst the export last year was only 228,904 bushels—a loss of considerably over 2,000,000 bushels. The number of passengers travelling declined to the extent of 67,123, and the goods traffic by 5,367 tons, and this notwithstanding that 45 additional miles of line were opened during the year, and that the total mileage travelled by our trains was greater by 108,389. Although there was an increased mileage worked for the year of 45 miles, there was a decrease of £3,199 in working-expenses.

The total length of Government railways open for traffic on the 31st March last was 1,993 miles, an increase for the year of 45 miles. The total capital invested in these lines was £15,352,613, an increase for the year of £215,577.

The following table will be interesting as showing the relative cost of the several railways, and their earnings, during the late financial year —

Section.	Miles open.	Cost of Construction.		Gross Revenue.	
		Total.	Per Mile.	Total.	Per Mile.*
Kawakawa	8	£ 90,337	£ 11,292	£ 1,600	£ 200
Whangarei	15	115,834	7,722	5,170	398
Kaihu	17	51,138	3,008	3,755	221
Auckland	296	2,107,394	7,119	124,434	428
Napier-Taranaki	332	2,439,113	7,346	205,296	618
Wellington	92	1,073,440	11,668	83,856	911
Hurunui-Bluff	1,126	8,465,620	7,518	648,117	582
Greymouth-Brunner	8	200,288	25,036	23,672	2,959
Greymouth-Hokitika	24	186,083	7,753	6,574	274
Westport	31	227,494	7,338	32,318	1,213
Nelson	23	165,641	7,202	9,431	410
Picton	21	205,231	9,773	6,628	316
Stock in suspense		25,000			
Totals	1,993	15,352,619	7,703	1,150,851	*585

* In some cases portions of the sections have been opened during the year. This will account for the figures in this column being sometimes in excess of the gross revenue of the line divided by the mileage.

The gross revenue for the current year is estimated at £1,155,000, or only a moderate increase on the actual receipts of last year.

Important concessions have been made in passenger-fares, in the shape of cheap holiday excursions to school-children and their parents and friends. These excursions have proved very popular, and have been largely patronised. They were not, however, initiated solely for revenue purposes, but chiefly as a means of education, and to popularise railway-travelling. The number of persons carried by these excursions should, perhaps, scarcely be counted as a portion of our regular passenger traffic, but they are nevertheless included in the total returns. If the travellers by these school excursions were omitted the passenger traffic for the year would show a decline of 132,262 travellers, as compared with the previous year.

The facilities granted by these excursions, and the lowness of the fares charged, have undoubtedly induced the people to use the railways more freely, and the result of this will be apparent in the future. But, as the changes were initiated so near the close of the financial year, the revenue of the year was not largely affected by them.

Other concessions in rates for the carriage of goods and passengers have been made since the Government assumed control of the railways, of which the following are the principal items—Live-stock in double-floored trucks, and store stock in large mobs, road-metal for public bodies for distances over twelve miles, New-Zealand-grown fresh fruit.

These reductions, however, were in operation for so short a time prior to the 31st March that no marked results could be looked for from them during last year. But it is gratifying to know that they are greatly appreciated, and in some instances—notably the live-stock rates—are bringing a largely-increased traffic to the railways.

Further reductions are contemplated, in such traffic as dairy produce, minerals, &c., but the Government realises that it is in the highest degree important to go cautiously to work when dealing with matters which may largely affect our railway revenue, and hence can only agree to reductions in rates after very careful and mature consideration.

Improvements in respect of workmen's trains and holiday-excursion arrangements are also in contemplation. Amongst other alterations in contemplation are the simplification of the method of fixing extended excursion fares, coupled with a reduction in the rates. At Christmas, Easter, and other principal holidays cheap extended excursion tickets from the centres of population to the country, and from the country to the centres of population, will be issued at the uniform rate of 1d. per mile for the return journey. The tickets will be second class, with a minimum fare of 2s. A proportionately higher rate will be charged

to persons desirous of travelling first class. These rates will generally be less than those in force hitherto, and it is hoped therefore that they will bring about a much larger holiday traffic. The mileage rate to be charged, being uniform throughout the colony, will soon become familiar to the public.

As might naturally be expected, after the change in administration, many more concessions have been asked for. These have been fully considered, and, when the granting of them would have been against the public interest, they have been courteously but firmly declined. If the numerous concessions asked for had all been made the revenue would have been affected to the extent of many thousands a year. Some additional works and conveniences on the lines and stations have been asked for and granted, but very many more have had to be declined. An approximate estimate has been made of the probable cost of carrying out the various works asked for during the three months ended the 31st March last, the sum-total of which exceeds £100,000.

Honourable members will have remarked the very general complaints at the indifferent results achieved by the present almost obsolete system of lighting our railway-carriages, and will be pleased to know that it has been determined to introduce the system of compressed gas now in operation on the London and North-western, Great Eastern, Lancashire and Yorkshire, and other important English railways. (At the commencement of 1894 over 52,000 carriages were fitted with the Pintsch compressed-gas system.) I am advised that it is the most successful system for trains such as we have in New Zealand. The cost of introducing the improved light will not be extravagant, but to serve the three main systems of the colony will require three gas-generating plants.

It is proposed to initiate the new system on the principal section of all—viz., the Hurunui-Bluff Section. So far as I can gather from the reports placed before me the expenditure will be about $\frac{1}{4}$ d. per light per hour under the new system, with fifty per cent. more light, as compared with $\frac{3}{4}$ d. per light per hour under our present system, whilst I am positively assured the light will be all that can be desired.

Many economies have been effected in the cost of administration since the Government assumed charge.

The expenditure on "additions to open lines"—which means increasing the usefulness and capabilities of the lines, adding to the public conveniences, and enabling the cost of working to be reduced—is on the increase, and a larger vote than was granted last year will be required this year.

The workshop expenditure will also increase, as there is much important work in the shops that must be done, and as the age of the rolling-stock increases this work must be expected to attain still larger proportions. A very large proportion of the machinery in several of the workshops is gradually becoming obsolete, and from time to time, as funds are available, the same will be replaced with machinery of a modern and up-to-date type. One heavy engine has recently been built at the Addington Workshops, and five others are in hand. Three of these engines are intended to run the express traffic on the Christchurch-Dunedin line, but they will be too heavy to run on the present bridges and the 40lb. rails which still remain in portions of that line. At the present time none of them could run further south from Christchurch than Ashburton, and at the present rate of relaying the line with 53lb. steel rails and strengthening the bridges it will be two years before they could be run through to Dunedin. It is to be regretted that money is not available for an earlier completion of this most desirable work, for with the heavier engines the cost of haulage would be much less.

Our locomotive boilers are becoming older, and consequently require increasing attention in the matter of repairs and renewals. The Locomotive Superintendent estimates that within the next five years 40 new locomotive boilers will be required, of which 10 are already in hand. The cost of completing the 10 in hand and providing the additional 30 will probably amount to no less a sum than £18,000. This refers to boilers required for renewals only, and does not include any boilers required for new locomotives which may be built. A return

has been prepared showing the ages of all the boilers on the New Zealand railways, which is appended to this statement.

Another matter affecting our expenditure is the leave of absence now required to be given to all officers and employes in compliance with the provisions of the Act of last session. The staff employed on our lines is not sufficient to admit of this leave being given without employing an additional number of both officers and men for relieving duty. The increased cost is roughly estimated at about £3,250 per annum.

The Government considered it necessary, in order to make sure of the condition of the very extensive public property which they had taken over from the late Railway Commissioners, to have a careful and detailed examination made of the whole of the railways by high-class technical experts. The Engineer-in-Chief of the Colony (Mr W. H. Hales) and Mr C. Napier Bell were accordingly deputed to make the inquiry, and these gentlemen, after an examination of the lines extending over nearly six months, have sent in a very full and exhaustive report, which will shortly be laid before Parliament. This report shows that the railways have generally been maintained in a very satisfactory condition, that safety and efficiency have nowhere been impaired, that renewals have been effected which in many instances have increased the stability and value of the railways and rolling-stock, and that, while extensive repairs and renewals are constantly in demand, they have been fairly well provided for, and with due regard to economy. The report also shows that provision will have to be made for a number of additional repairs and renewals, and the House will be invited to vote the necessary amount for these on the current year's estimates.

Sundry changes in management were made on the control of the railways reverting to the Government. The principal ones were the appointment of Mr Thomas Ronayne as General Manager, Mr Charles Hudson as Assistant General Manager, and Mr H. J. H. Blow as Under-Secretary.

The railway staff is thoroughly efficient, and both officers and men take a great interest in the work of the department.

In pursuance of the provisions of the Act of last session, an Order in Council has been issued making full regulations for the election of Boards of Appeal for the railway servants in each Island. Mr J. C. Martin, Stipendiary Magistrate, Wellington, has consented to act as President of the North Island Board, and Mr District Judge Ward has agreed to preside over the South Island Board. The election of the elective members of both Boards will shortly take place.

When these Boards are set up and are in working order they will supply a want which has long been felt by the railway servants.

Applications are frequently made by disabled servants, and those on whose energies advancing years are having their natural effect, for lighter work, or to be allowed to retire on a compensation allowance, also by the widows of men dying in the service for consideration in respect of their late husband's services. To many of these applications the Government has had to turn a deaf ear, as there is no provision of law for such cases. It will not, however, always be possible, nor, indeed, prudent, to refuse consideration in such cases, and the Government is therefore considering the advisability of offering inducements to the employes to enable them to establish a pension and superannuation fund, applicable to all classes of railway employes, and I hope to be able to submit proposals on the subject to the House next session.

The question of amalgamating the Public Works and Railway Departments is also under the consideration of the Government. The question is rather a difficult one, and requires to be very carefully dealt with.

The usual departmental reports are appended, containing full statements of accounts and all the information usually hitherto supplied in reference to the working railways. A report by the late Railway Commissioners relating to the portion of the year during which the railways were under their control is also annexed. From this report it will be seen that, up to the latest date to which the Commissioners could report, the accounts showed a falling-off in revenue and an increase in expenditure, due in the one case to diminished traffic, and in

the other to extensive renewals of repairs to and improvements in the several lines of railway

The Commissioners also recommend gradually increasing the capacity of the main lines to carry heavier rolling-stock—a matter which is receiving careful consideration, and to which I have already referred.

NEW ZEALAND RAILWAYS.
TABLE SHOWING AGES OF BOILERS.

Age in Years.	Numbers in each Class.																				Total Locos.	Stationary, Cranes, &c.	Remarks.						
	A	B	C	D	E	F	Fa	G	H	J	K	L	La	M	N	O	P	Q	R	S				T	U	V	W	Wa	
28																											1		
27																													
26																													
25																												1	
24																													
23																													
22	7		3			1	2																					3	
21	1						3		*	1																	14	2	*1 Class G being replaced.
20				7		†	11					†	6														25	11	†3 Class F being replaced.
19	1		2	6		6			4						3												22	3	†1 Class J being replaced.
18						§	15		1																		15		§1 Class F being replaced.
17				†	8					1									2	15							41	13	†1 Class L being replaced.
16						1							†	11							3						21	8	*1 Class D being replaced.
15				6		11															3						22	2	
14																											1	1	
13																											1	1	
12							1																				12	4	
11							3				†	1															4	7	
10							3										6	6	10								35	6	
9							3																				5	8	
8				10			1																				11	1	
7							1																				1	1	
6																											1	1	
5							1																				2	2	
4							6	1					2													1	2	12	
3							1								2												1	7	1
2			1				3							2												1	1	7	
1							1				†	1															2		
Under 1 year				1										1													3	3	
Total	8	1	6	32	7	73	10	4	6	32	8	8	2	4	6	10	2	18	4	6	1	10	2	3		269	84		

LIST OF APPENDICES.

ACCOMPANYING REPORT ON NEW ZEALAND RAILWAYS, FOR 1894-95.

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- A. REPORT ON WORKING RAILWAYS BY THE NEW ZEALAND RAILWAY COMMISSIONERS.
 - B. REPORT ON WORKING RAILWAYS BY GENERAL MANAGER.
 - C. REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT.
 - D. REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.
 - E. REPORT BY STORES MANAGER.

APPENDICES

APPENDIX A.

REPORT ON WORKING RAILWAYS BY THE NEW ZEALAND RAILWAY COMMISSIONERS.

SIR,—

Government Buildings, Wellington, 31st December 1894.

In reference to your memorandum of the 21st December, 1894, for a report upon the condition of the railways and a statement of the revenue and expenditure up to the time the Commissioners vacate office—namely, to-day—and also any other matter in connection with the future working of the railways, we have to report that the lines, rolling-stock, and workshop machinery are generally all in good working-order and repair, as detailed in accompanying reports of the Working Railways and Locomotive Departments.

The statement of accounts shows a falling-off in revenue and an increase of expenditure for the portion of the financial year 1st April to 8th December, as compared with the corresponding period of the previous year ending 9th December. The decrease in revenue is principally on the Hurunui-Bluff Section, due to the diminished grain-traffic and its reflex effect on other items of traffic. The increased expenditure of nearly £11,000, or about 2 per cent. on the corresponding period's outlay, is mainly on renewals, ballasting, and bridges of the permanent-way.

In a system of nearly 2,000 miles of railway in ten independent unconnected sections, there must necessarily be fluctuations in expenditure from year to year, especially where, as in this case, so many of the structures are of timber, and where the property is in course of improvement by the strengthening of bridges and lines to bear heavier rolling-stock.

An additional mileage of 32 miles 37 chains was opened during the year, making in all a total mileage of 1,983 miles 67 chains on this date.

The tariff was amended on twenty-two items, as per list appended. The concessions made are in direct encouragement of the settlement of the country and will not materially affect the revenue.

With regard to the future working of the railways, we would recommend that it will be in the interests of economical working to keep on gradually increasing the capacity of the main lines to carry heavier rolling-stock, by strengthening the bridges, by completing the relaying with 53lb. steel rails and additional sleepers, and by reducing grades and flattening curves.

We have the pleasure to acknowledge the efficiency and loyalty of the railway staff. They are an excellent body of officers and men.

We have, &c.,

The Hon. the Minister for Public Works.

JAMES MCKERROW, }
T RONAYNE, } Railway
JOHN L. SCOTT, } Commissioners.

MEMORANDUM for the RAILWAY COMMISSIONERS *re* CONDITION of the NEW ZEALAND RAILWAYS.

Locomotive Superintendent's Office, Wellington, 29th December, 1894.

IN reply to your Memorandum No. 6458, of the 18th instant, I have the honour to report that the locomotives, rolling-stock, and plant in my charge are in good and efficient order, also that the improvements, &c. indicated in my report (56-37-94) of the 11th January last have been continued as circumstances permitted.

The principal workshops throughout the colony were on short time—viz., five days per week—from the 28th May to the 13th October 1894.

Attached please find the following reports from the various officers Workshop Manager, Addington (together with reports from Foremen Fitter, Blacksmith, Carpenter and Painter) Workshop Manager Hillside (together with reports from Foremen Fitter, Blacksmith, and Carpenter), Locomotive Foremen, Christchurch, Dunedin, and Invercargill, Carriage and Wagon Inspectors, Christchurch and Dunedin Workshop Foreman, Petone, Locomotive Foreman, Wellington, Locomotive Manager East Town (together with reports from Rolling-stock Inspector and Workshop Foreman), Locomotive Foreman, Napier (together with report from Rolling-stock Inspector), Locomotive Manager, Newmarket (together with reports from Locomotive Foreman, Workshop Foreman, and Rolling-stock Inspector, also Foreman Carpenter) District Managers Westport, Greymouth, Nelson, Picton, Kawakawa, Whangarei, and Dargaville.

T F ROTHERAM,
Locomotive Superintendent.

MEMORANDUM for the RAILWAY COMMISSIONERS *re* CONDITION of the NEW ZEALAND RAILWAYS.

Chief Engineer's Office (Working Railways Department),
Wellington, 31st December 1894.

SINCE my report of the 29th December, 1893, there have been opened for traffic—The Hikurangi Extension of Whangarei Line, 7 miles 55 chains, Otago Central to Hyde, 16 miles 12 chains, Tarukenga to Rotorua, 8 miles 50 chains: 32 miles 37 chains in all. This makes a total mileage opened to date of 1,983 miles 67 chains.

The lines have been maintained throughout in safe condition, and in a fair and proper state of repair.

The permanent-way generally is in very good condition.

The number of sleepers requiring renewal has somewhat increased. The number used for ordinary repairs for the year ending 8th December, 1894, was 176,203. This represents an increase of about 21,000 sleepers used in renewals, or about 9 per mile, and is due to the increasing age of the lines.

Renewals of permanent-way have been effected to the extent of 36 miles, a decrease under the previous year of 3 miles.

Repairs and renewals of structures have been actively carried out, and the repairs required have been somewhat on the increase.

Expenditure.—The expenditure for maintenance during the nine months of the current financial year, up to the 8th December, 1894, was £193,397 as against £182,289, for corresponding period of previous year, showing an increase of £11,108.

In the following table a comparison is given of the various items of maintenance for the two years, showing where the increased expenditure arises, during the corresponding periods:—

Classification.	1893-94 (up to 9th Dec., 1893).	1894-95 (up to 8th Dec., 1894).	Increase.	Decrease.
	£	£	£	£
A. 1. Surfacing	74,249	74,680	431	
2. Renewals	39,165	44,821	5,656	
3. Ballasting	2,181	5,723	3,542	
4. Banks, &c.	9,207	10,401	1,194	
5. Bridges, culverts, &c. ..	21,725	26,251	4,526	
6. Fences, &c.	5,822	6,199	377	
7. Roads, &c.	1,879	1,756		123
8. Water-services, &c.	2,677	2,513		164
9. Wharves	6,243	2,490		3,753
10. Buildings	11,163	11,833	670	
11. Additions	7,978	6,730		1,248
			16,396	5,288
			5,288	
Total New Zealand railways	182,289	193,397	11,108	

The table shows that increases have taken place in track-surfacing, track-renewals, ballasting, banks and cuttings, and bridges, &c. while there has been a considerable decrease in wharves and additions.

1. *Track-surfacing.*—Compared with the corresponding period last year there has been an increase in mileage of 71 miles of track to be maintained. The increase in expenditure is only £431, but this is owing to the staff being employed to a great extent in resleepering, &c. But for this increased mileage there would have been a considerable reduction under this head.

2. *Track-renewals.*—As already explained, the sleeper-renewals have been heavy, the increase being in number about 21,000, and in money about £3,750. There has been a decrease in the number of miles relaid, but during the previous year there were large stocks on hand already paid for, about balancing the decrease in quantity purchased.

3. *Ballasting.*—The work done in the preceding year was unusually low. Ballasting was retarded from various causes, in some cases by difficulty in obtaining land for ballast-pits, in other cases ballast gangs were employed on alteration of grades. This year we were able to proceed with this work more regularly. There is an additional expenditure under this head of about £3,500.

4. *Banks and Cuttings* also show an increase. This invariably accompanies ballasting, because banks must be made up in height and width before new ballast is put on. This head also includes the clearing of slips and washaways, &c., which were exceptionally heavy on Wellington, Napier-Taranaki, and Dunedin Sections. Increase, about £1,200.

5. *Bridges and Culverts.*—In comparing this with previous years, it is to be borne in mind that the same class of workmen are employed and often the same workmen are engaged on bridge and wharf work, and when large wharf-works are in hand it is an object to postpone large bridge-renewals as much as is expedient. It is therefore proper to group these two items in making a comparison of expenditure upon two years' working. Grouping these accordingly,—

	1893.	1894.
Bridges and culverts	£21,725	£26,251
Wharves	6,243	2,490
Total	£27,968	£28,741
		27,968
Total increase		£773

Nevertheless there is a decided increase in expenditure on renewals of structures. A number of bridges have been entirely rebuilt on a higher standard of strength to meet demands of heavier classes of stock, and many more will require such renewals year after year. All other increases are merely nominal, and are counterbalanced by small decreases on other heads.

The summarised increases, therefore, on the nine months of the current financial year are,—

Track-surfacing, increased mileage, 71 miles at, say, £30	£2,130
Sleeper-renewals	3,750
Ballasting	3,550
Banks and cuttings	1,200
Bridges and wharves	770
	<u>£11,400</u>

Other increases and decreases bring the net increase to £11,108, as per above table.

The rate of expenditure has diminished during the latter periods of this financial year, so that unless any floods or other considerable damage should arise I anticipate that at the end of the financial year the total increase over the preceding year will be less.

Under the heading of "Additional works," the following are some of the principal:—

Completion of Hastings Station alterations.

Alteration of goods-shed, Onehunga.

New overbridge at Patea Station.

Terrace End New platform and station.

Hawera Extension of siding accommodation.

Improvements to Wanganui Station buildings and yard.

Eltham and Inglewood Goods-shed and sidings—alteration and enlarged accommodation.

Hydraulic wheel-pit in Wellington engine-shed.

Enlargement to Rakaia Station.

Timaru Improvement in approaches, north end of yard.

Several new loading-banks and cattle-yards.

Enlargement of a large number of employé's dwellings.

Additions to several station-buildings.

New weighbridge for Lyttelton.

Improvements to Clifton Station, and new siding.

J HENRY LOWE,
Chief Engineer

MEMORANDUM for the RAILWAY COMMISSIONERS *in re* STOCK of STORES on 8th December, 1894

Stores Manager's Office, Wellington, 29th December, 1894.

I HAVE the honour to report that the value of stores on hand on the 8th December, 1894, at the various dépôts amounted to £99,699 2s. 4d., as against £104,373 11s. 9d. on the 9th December, 1893.

The stock is in good order, and its value for the amount stated.

R. CARROW, Stores Manager.

ACCOUNT No. 1.

WORKING RAILWAYS, VOTE No. 58, 1894-95.—£725,235.

	£	s.	d.	£	s.	d.
Expenditure, per Treasury books, to 31st December, 1894	526,021	10	11			
Less recoveries to 30th November, 1894	30,619	5	4			
				495,402	5	7
Outstandings ..				78,799	10	10
Balance ..				151,033	3	7
				<u>£725,235</u>	<u>0</u>	<u>0</u>

ACCOUNT No. 2—RAILWAY WORKING ACCOUNT.

ESTIMATE showing the APPROXIMATE REVENUE and EXPENDITURE to the Termination of the Four-weekly Period ending 8th December, 1894.

Miles open.	Revenue.	Expenditure.	Net.
	£ s. d.	£ s. d.	£ s. d.
1,971	741,713 13 2	509,104 7 11	232,609 5 3
Corresponding Period Last Year to 9th December			
1,924	755,259 6 11	498,225 8 10	257,033 18 1

ACCOUNT No. 3.

PUBLIC WORKS FUND, VOTE No. 89, 1894-95.

	£	s.	d.
Additions to open lines	40,000	0	0
Expenditure to 31st December, 1894	19,276	2	0
Balance for works authorised or in progress	20,723	18	0

A. C. FIFE, Accountant.

ALTERATIONS made in SCALE of CHARGES by RAILWAY COMMISSIONERS from 28th January to 31st December, 1894.

FARES for workmen have been reduced by the introduction of workmen's commutation (twelve-trip) tickets.

School season-tickets are now issued on any date, and are available for three months from date of issue. Reduced rates were also granted to students over nineteen years of age attending Universities and Colleges.

Reduction in fare has been made for pleasure parties of not less than twenty travelling second class.

The sectional system for charging passengers, parcels, and goods on the Whangarei Section has been adopted.

Skim-milk returning from factories is conveyed free of charge.

The regulation stating that grain in bags weighing over 240lbs. will be charged rate and an eighth has been removed. The ordinary rate is now charged.

The charge for small lots of timber has been reduced.

Drovers and their dogs travelling with not less than three trucks of live-stock are now granted a return pass for themselves and their dogs.

The charge for small lots of bones, bone-dust, manure, &c., has been reduced.

Poultry-coops and pens for use at poultry shows are now returned free of charge to the sending station.

The period during which threshing-machines going to country stations for use there may be returned to the original sending station at half-rates has been extended to two months.

The rate on logs from bush stations to sawmills on the Napier-Taranaki Section has been reduced.

The maximum rate on butter and cheese from stations on the Napier-Taranaki Section to Wellington has been reduced.

The rate on rimu timber to Wellington, and the rates on timber to Lower Hutt, Petone, &c., have been reduced.

The rates on timber on the Greymouth-Hokitika Section have been reduced.

The rates on wool from Springfield and Whitecliffs Branches to Christchurch and Lyttelton, from Fairlie Branch to Timaru, from Hakateramea and Kurow to Oamaru, and from Hyde to Port Chalmers and Dunedin, have been reduced.

The rates on timber from sawmills in Southland to Dunedin, Orari, and intermediate stations, have been reduced.

The rates on rough stone and stone piles on the Hurunui-Bluff Section have been reduced.

The rates on A, B, C, and D Class goods from Oamaru to Dunedin have been reduced.

The rates on A and B Class goods from Dunedin to Milton, Balclutha, Waitahuna, and Lawrence have been reduced.

The rates on mining plant, sheep-feeding boxes, logwood, plants, shrubs, oilcake (New-Zealand-made) sheeting for covering frozen mutton and for fellmongeries, and New-Zealand-made wine, have been reduced.

The wharfage charges at Westport, Greymouth, and Port Chalmers have been reduced.

APPENDIX B.

ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND RAILWAYS.

To the Hon. the MINISTER for RAILWAYS.

N.Z. Government Railways, Head Office,

Wellington, 13th June, 1895.

SIR,—

I have the honour to report upon the opened railways for the financial year ending 31st March, 1895.

At the end of the year there were 1,993 miles of line open, against 1,948 miles in the previous year

The capital cost of opened lines has been increased from £15,137,036 to £15,352,613, an increase of £215,577

Interest at the rate of £2 14s. 6d. has been earned on the cost of opened lines, as compared with £2 17s. 9d. for the previous year

The expenditure has been £732,160, against £735,359 last year.

The revenue has been £1,150,851, against £1,172,793 last year.

The net revenue has been £418,691, against £437,434 last year

Expenditure per cent. of revenue, 63·62, as compared with 62·70 last year

The following extensions have been opened during the year ending 31st March, 1895:—

Ruatangata to Waro	M. ch.
Tarukenga to Rotorua	8 06
Middlemarch to Hyde	8 56
Glenomaru Tunnel, Catlin's River Branch	16 20
Mokotua to Gorge Road, Seaward Bush Branch	0 33
Mokihinui Coal Company's line taken over	6 62
	3 69
Total	44 06

Following are the comparisons of the traffic, revenue, and expenses for the past fifteen years:—

Year.	Miles.	Revenue.	Expenditure.	Expenditure per Cent. of Revenue.	Tonnage.	Parcels, Horses, and Dogs.	Cattle, Sheep, and Pigs.	Passengers.	Season-tickets.
		£	£			No.	No.	No.	No.
1880-81	1 277	836,454	521,957	62.40	1 377 783	286,865	300 704	2,849,561	6,499
1881-82	1 319	892,026	523,099	58.64	1 437 714	316,611	343 751	2 911,477	7 207
1882-83	1 358	953 347	592 821	62.18	1 564 793	341 186	477,075	3 283,378	8,621
1883-84	1 396	961 304	655 990	68.24	1 700,040	359 896	686,287	3,272,644	9,086
1884-85	1 477	1,045 712	690,026	65.99	1 749,856	347 425	729,528	3,232,886	8 999
1885-86	1,613	1,047 419	690,340	65.91	1,823 767	349 428	853,662	3,362 266	10,717
1886-87	1 727	998 768	699,072	69.99	1 747 754	372 397	942,017	3 426,403	11 821
1887-88	1 758	994,843	687 328	69.09	1 735 762	399 109	940 209	3,451 850	11 518
1888-89	1 777	997,615	647 045	64.86	1 920,431	399 056	919 392	3 132 803	11 817
1889-90	1 809	1,095,570	682 787	62.32	2,073,955	405,838	1 068,575	3,376,459	12,311
1890-91	1 842	1 121 701	700,703	62.47	2,086,011	413,074	1 348,364	3 433 629	13,881
1891-92	1,869	1 115 432	706 517	63.34	2,066 791	430 216	1 153 501	3 555 764	16,341
1892-93	1 886	1 181 522	732,142	61.97	2,193 330	460,383	1 393 457	3 759,044	16,504
1893-94	1 948	1 172,733	735,359	62.70	2,060,645	486,787	1 433 679	3 972,701	17 226
1894-95	1,993	1 150,851	732 160	63.62	2,048,391	479,683	1,604 108	3,905,578	28 623

And also of the traffic in local products for the past ten years:—

Year.	Wool.	Timber.	Grain.	Minerals.	Horses and Cattle.	Sheep and Pigs.
	Tons.	Tons.	Tons.	Tons.	No.	No.
1885-86	74,778	202,572	413,847	669,081	46,152	822,028
1886-87	82 963	175 581	345,254	719,579	46,600	904,582
1887-88	84 147	158 024	358,021	700 140	42 067	907,443
1888-89	78,203	160,399	447 027	786 690	37,804	889,966
1889-90	91,214	172 814	498,199	797,117	41,058	1,036,875
1890-91	87,701	153,078	528 683	828 079	44,999	1,313,155
1891-92	85,888	170 521	442 277	873,899	47,618	1,117,253
1892-93	96,842	168,910	523,637	884 031	46,590	1 359 860
1893-94	101 340	183,192	411,191	864 538	51 573	1 394,456
1894-95	103,328	198,578	388,556	857 917	52 075	1 563 213

Passengers have decreased in number 67,123, and in revenue £18,237 This I attribute to the low price ruling for produce, which has no doubt caused less money to be available for spending on travelling. The decrease in numbers would have been larger but for the new departure instituted on the 17th January, 1895, for school excursions. No less than 41,466 school-children and 23,673 adults have been carried up to 31st March, 1895.

Season-tickets have increased in number 11,397, and in revenue £1,367, attributable to the popularity of commutation tickets and the introduction of workmen's twelve-trip tickets.

The goods traffic has decreased by 5,367 tons, and £3,135 revenue, which is accounted for by a falling-off in grain of 22,635 tons, due to diminished acreage under crop, and in minerals of 6,621 tons, principally due to the reduced output of the West Coast coal-mines. Merchandise, timber, firewood, and wool all show increases. Cattle give a small increase of 413 head, and sheep the large increase of 163,487

A reduction in the sheep rates, made on 4th February, 1895, has led to a substantial increase in the number carried. During the two months ending 31st March, 1895, 476,096 have been carried, as compared with 427,168 for the corresponding period of the previous year, an increase of 48,928. The rolling-stock has been severely taxed to meet the increasing sheep traffic, and it will be necessary to augment the existing supply of sheep-trucks, more especially on the Wellington and Napier-Taranaki Sections.

Turning to the Expenditure Account, it will be observed that the increasing age of the lines and structures has led to an additional expenditure in the cost of maintenance, the increase in this department amounting to £4,267 for the year This item of expenditure may reasonably be expected to increase for some years to come, until the lines are more generally relaid with 53lb. steel rails, and the bridges rebuilt with more durable materials. When this important work has been accomplished the present cost of maintenance will be materially reduced more powerful engines can be employed, enabling heavier trains to be run, and thus reduce the cost of working.

In this way I anticipate an increased net revenue, which will be available either to give better financial results or to grant further concessions in freight-charges for the natural products of the colony

The staff is in a high state of efficiency, and there is evidence of much zealous activity among all branches of the service. I desire to record my appreciation of the generous assistance accorded me at all times.

Attached hereto I have the honour to furnish the reports of the Locomotive Superintendent and of the Chief Engineer for Working Railways, showing the condition of the lines, structures, and rolling-stock; also of the Stores Manager with reference to the value and condition of stores in hand.

I have the honour to be,

Sir,

Your obedient servant,

T RONAYNE,

General Manager

APPENDIX C.

ANNUAL REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT 1894-95.

SIR,—

Locomotive Superintendent's Office, Wellington, 7th June, 1895.

I have the honour to report on the working of the Locomotive Department for the year ending 31st March, 1895.

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant have been maintained in a thoroughly efficient condition, and in many cases have been considerably improved.

The various improvements that have been effected to the locomotives and rolling-stock generally continue to show excellent results, and warrant the department proceeding expeditiously with such works at every available opportunity

One of the new class U express engines has been completed during the year and is doing good work, though it is at present restricted to running only between Christchurch and Ashburton

The rebuilt F and L engines are giving good results, and hauling big loads at a low cost.

Locomotive Repairs and Rebuilding.—175 locomotives have been passed through the shops. Of these, 1 has been erected new, and 2 entirely rebuilt; the tractive power of the latter has been largely increased, 29 were thoroughly overhauled, 46 received heavy repairs, and 96 light repairs 59 were wholly painted, and 27 had paint or varnish renewed. 110 boilers were overhauled, of which 17 had complete sets of new tubes, 23 had tubes pieced, 1 had new boiler-barrel, 6 were supplied with new smoke-box tube-plates, 6 with new copper tube-plates, and 1 with new fire-box 38 had boilers patched, 33 underwent heavy repairs, and 69 light repairs. 5 new locomotives and 3 new crane-boilers were completed during the year The following new work is in hand Compounding 2 locomotives, rebuilding 3 class F engines to F^a, and 1 class L to L^a, and building 5 new ones—namely, 3 class U and 2 class W^a There are also 16 new boilers in hand.

Carriage and Wagon Repairs and Rebuilding.—502 cars passed through shops, 2 new bogie cars were built, and 5 old-type four-wheeled and 5 six-wheeled cars were entirely rebuilt to 10 class A bogie cars, and 1 class C was converted to class B. The following work is in hand 2 new 41ft. saloon cars, 6 old-type four-wheeled and 2 six-wheeled cars are under conversion to 8 class A bogie cars. 60 cars were thoroughly overhauled, 76 received heavy repairs, and 336 light repairs, and 14 were fitted with standard draw-gear 149 carriages were wholly painted, and 157 had paint or varnish renewed. 209 brake-vans passed through the shops, 6 of which were built new (3 bogie, 1 incline, and 2 four-wheeled) and 2 were converted from four-wheeled type to bogies. There are 3 four-wheeled vans at present under conversion to bogies. 18 vans have been thoroughly overhauled, 40 have received heavy repairs, and 143 light repairs, 6 were fitted with standard draw-gear, 50 were wholly painted or varnished, and 50 had paint or varnish renewed. 3,566 wagons passed through the shops of these, 30 were entirely new 47 were rebuilt, 66 were converted to various classes, and 158 thoroughly overhauled, 1,145 received heavy repairs, and 2,048 light repairs 250 were fitted with standard draw-gear, 1,041 were wholly painted, and 948 had paint renewed. The following new wagon work is in hand 25 new 8-ton hoppers. Some valuable additions have been made to the machinery for workshops, notably milling-machines and cutter-grinding machine.

Steam Cranes and Stationary Boilers.—51 passed through shops, of which 5 cranes, 2 hoisting-engines, and 1 stationary engine were thoroughly overhauled, 10 cranes, 1 hoisting-engine, and 2 stationary engines received heavy repairs, and 19 cranes, 5 hoisting-engines, and 5 stationary engines light repairs, 11 cranes, 2 hoisting-engines, and 1 stationary engine were wholly painted, and 4 cranes and 2 hoisting-engines had paint renewed.

The expenditure per train-mile in pence has been as follows:—

Year.	Train-mileage.	Engine-mileage.	Locomotive, per Train-mile.	Carriage and Wagon, per Train-mile.	Total.
1894	3,113,231	4,005,511	d. 13·71	d. 4·35	d. 18·06
1895	3,221,620	4,136,080	13·09	3·79	16·88

The usual returns have been forwarded.

I have, &c.,

The General Manager, New Zealand Railways.

T. F. ROTHERAM,

Locomotive Superintendent.

APPENDIX D.

ANNUAL REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 21st May, 1895.

I have the honour to report on the maintenance of the New Zealand Railways for the year ending 31st March, 1895.

Extensions.—The following new lines were opened for traffic during the year:—

	M.	ch.
Whangarei Railway, Hikurangi Extension.	8	06
Tarukenga to Rotorua, on the Thames Valley-Rotorua Railway	8	56
Middlemarch to Hyde, on Otago Central Railway	16	20
Glenomaru Tunnel, on Catlin's River Branch	0	33
Mokotua to Gorge Road, Seaward Bush Branch	6	62
Mokihinui Coal Company's line taken over	3	69
	<hr/>	
Total	44	06

Mileage.—This brings the total mileage of railways opened for traffic up to 1,994 miles 76 chains, with an additional 10 miles of Forest Hill Branch under lease.

Permanent-way.—The lines generally have been maintained in good running order. Renewals of rails have been effected to the extent of 33 miles 5 chains.

Sleepers.—There has been a continued increase of rate of renewal of sleepers, the number used being 194,971. Of this number 170,932 were for ordinary renewals, and 24,039 were for increasing the number per rail-length. About fifty-four miles of railway were thus treated. The number of sleepers used in ordinary repairs represent an average of eighty-seven per mile of railway.

Ballasting.—Very considerable additions to the ballasting of the lines have been made during the year. Land has been acquired from which to obtain supplies of ballast, and several new ballast-pits have been opened. It is essential to economical maintenance of the lines to keep them well supplied with ballast. Full ballasting saves wear-and-tear, greatly facilitates weeding, and enables a good running-surface to be kept with a minimum of labour, and it preserves both rails and sleepers.

Slips and Floods.—There have been several somewhat severe storms, causing floods and slips in various parts. The principal damages done were

Napier-Taranaki Line. At Swainson's grade and north approach to Aorangi Bridge. In the Manawatu Gorge there were several heavy slips.

Wellington Section. Several very heavy slips occurred near Mauriceville, stopping traffic twice, for six days and three days respectively.

Dunedin Section. Some large slips near Seacliff have been cleared, and drainage works done to check further movement.

Nelson Section suffered considerable damage from an unusually heavy flood in the Wai-iti River.

Greymouth Section. A large old slip in the Gorge, near Greymouth, started to move again.

Protective works, erected in former years, have been standing well, as a rule, and have greatly diminished the effects of floods on the railways generally. New protective groins have been formed during the year on the Pohangina River, near Ashurst, on the Waipawa River (Napier Section), and on the Waipa, near Otorohanga.

Bridges.—Repairs, renewals, and reconstruction of bridges have been carried on steadily. A number of bridges have been strengthened to meet the requirements of heavier engines. Repairs and renewals of decayed timber have been systematically carried on, having regard to safety of the structures, and taking care to utilise the old material as far as prudent.

Auckland Section. Thirty-six bridges were under repairs and renewal.
Napier-Taranaki Sections. Aorangi Bridge repaired after damage by flood. Turakina, Patea, Mangawhero, Tepopo, Manganui, Waipuku, Mangamawhiti, Maketawa, Ngatoronui, Ngatoro, Waitotara, all repaired and strengthened, also five of the large viaducts on the Napier line overhauled and repaired.

Wellington Section. All bridges north of Featherston have been strengthened, besides renewal of timbers as required. There has been a quantity of Native timber removed on account of early decay.

Christchurch Section. On the north line repairs and renewals have been carried out to the large bridges over the Pahau, Hurunui, Weka Pass, Waikari, Kowai, and Ashley, also on south lines, the Selwyn, Rakaia, Hinds, North and South Rangitata, Orari, Temuka, Opihi, Saltwater Creek, Pareora, and Waihao.

Dunedin Section. The Island Stream Bridge has had new superstructure, Kakanui, Waitakouaiti, Balclutha, Waitapeka, Waiwera, and Upper Waitaki Bridges have undergone extensive repairs and renewals are in progress at the Glenore Bridge and Pomahaka.

Invercargill Section. The Waicola and Garston Bridges have been rebuilt, also a small bridge on the Mossburn Branch.

Nelson Section. All the bridges have now been renewed save two. During the year four were rebuilt.

Picton Section. The large viaduct and Wairau Bridge received extensive repairs.

General. Minor bridge-repairs have been carried out as required on all the sections.

Fences.—The fences are, generally speaking, fairly maintained, and the expenditure upon them was somewhat higher than in the previous years.

There are 2,857 miles of fencing along the railways.

Water-services, Cranes, Signals, &c.—These are all reported in good order. Several additions have been made to the signals at various stations. The water-services have been increased in number and enlarged in capacity.

Wharves.—The principal work under this heading has been the renewal of the export wharf at Port Chalmers. Materials have been ordered for the renewal of the George Street Pier. The Onehunga Wharf has had extensive repairs to stringers, deck-beams, and planking. The Helensville Wharf has also been repaired. Wharf-repairs on a considerable scale have also been effected at Greymouth and Westport.

New Works.—A large number of new works and additions have been carried out, the principal of which are noted, as follows:—

Kaihu Valley Section Engine-shed extended.

Auckland Section Main line improved near Paerata. Station-buildings altered and extended, and verandah erected at Frankton. Additional sidings at Onehunga Wharf. Grades improved near Waimauku, on Kaipara Branch.

Napier-Taranaki Section New Plymouth—Engine- and coal-sheds extended, overbridge at Lizardet Street erected. Sentry Hill—New station and water-service. Inglewood—Goods-shed extended. Manganui—Grades improved. Hawera—Additional siding, new water-tank. Patea—New overbridge erected and main line improved. Waitotara—New water-tank. Okehu—Main line improved and new ballast-pit opened. Wanganui—Station-buildings altered and extended, and new office erected also new siding constructed. Fordell—Windmill erected. Feilding—Goods-shed extended. Foxton Branch—New bridge for Aorangi drainage-channel. Terrace End—New station.

Wellington Section Winter block system installed from Wellington to Lower Hutt. Wellington—Platform extended, engine-pits extended, and hydraulic drop-pits constructed. Lower Hutt—Additional sidings. Cross Creek—New signal-cabin, new house, and additional siding constructed. Featherston—Goods-shed extended.

Christchurch Section Lyttelton—Additions to sidings, Nos. 2 and 7 wharves, traverser on No. 6 wharf new 20-ton dial weighbridge. Christchurch—New lamp-room and extension of luggage accommodation, interlocking-gear extended. Rakaia—Station-buildings added to. Ashburton—Station-buildings moved and extended, and verandah erected. Timaru—North approach and access to wharf improved. Waikari—New house. Lake Road—Platform and shelter-shed. Little River—New house.

Dunedin Section Blanket Bay Tunnel—Extension of lining, and new front. Herbert—Sidings extended. Mosgiel—Additional sidings. Wingatui—Reversing-triangle. Balclutha—Station-yard altered. Kurow—Three new cottages. Christmas Creek—Siding. Otago Central—Improvement to rock slopes.

Invercargill Section Gore—New station-buildings completed; electric light installed. Edendale—Station rearrangement completed, and new tank erected. Invercargill—Additional siding. Clifton—Station rearranged. Lumsden—New water-service.

Greymouth Section Greymouth—Rearrangement and extension of coal-sidings.

Westport Section Mokihinui—New weighbridge erected.

Nelson Section Old engine-shed removed from Wai-iti, re-erected at Belgrove, and extended to form car-shed. Appleby—Sidings extended, goods-shed (removed from Wai-iti) erected, platform and shelter-shed constructed.

Picton Section Koromiko—Windmill and water-tanks erected.

A large number of dwellings occupied by employes have been enlarged, and additional accommodation provided in the form of washhouses, outhouses, coppers, &c.

Expenditure.—The total cost of maintenance of way and works for the year was £272,717 15s. 1d. This is an advance of £4,267 over the preceding year. The additional mileage under maintenance very readily accounts for this increase.

Lake Ellesmere.—This lake was tapped by the Selwyn County Council on the 11th July, 1894. The outlet closed again on the 24th August.

Lake Forsyth.—This lake was let out twice by the Akaroa County Council on the 2nd July and the 9th September, closing again a day or two after on each occasion.

Private Sidings.—There were seven new siding rights granted during the year. The number of existing rights on the register is 230, with an aggregate annual rental of £4,131.

Leases.—New leases were granted to the number of 167 during the year, making up the total of 1,064 leases current at the end of the year, having a total rent-roll of £11,376 per annum.

Employes.—The working staff employed during the year numbered 1,842 persons, and office staff 43.

I have, &c.,

J HENRY LOWE,

Chief Engineer.

The General Manager, New Zealand Railways.

APPENDIX E.

SIR,—

Stores Manager's Office, Wellington, 7th June, 1895.

I have the honour to report that the value of stores on hand on 31st March, 1895, at the various dépôts amounted to £100,119 16s. 9d., as against £98,318 5s. 4d. on the 31st March, 1894.

The stock is in good order, and has been carefully and systematically inspected.

Although the stock of general stores has actually been reduced during the year by £16,982, a net increase of £1,802 is caused by the accumulation of sleepers on the Auckland and Napier-Taranaki Sections.

I have, &c.,

GEO. FELTON,

Stores Manager.

The General Manager, New Zealand Railways.

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1894-95.

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4. Classified expenditure and revenue.
5. Comparative statement of passenger and goods traffic.
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RETURN NO. 1.

SUMMARY of REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1895.

DR.		CR.		£	s.	d.	£	s.	d.
To Cash in hand and outstanding, 1st April, 1894	...	16,891	7	0	...	1,244,869	1	9	
Passengers, parcels, goods, &c., 31st March, 1895	...	1,150,851	11	6	...	92,091	17	9	
									* 1,152,777 4 0
									14,965 14 6
									<u>£1,167,742 18 6</u>
To Net amount paid into Public Account, 31st March, 1895	...	1,152,777	4	0	...	...	...	...	732,160 7 7
Less Cash in hand and outstanding, 1st April, 1894	...	16,891	7	0	...	...	...	...	418,691 3 11
						£1,152,748 5 6			
						6,185 11 7			
						1,158,941 17 1			
						6,164 13 1			
						£1,152,777 4 0			
Cash in hand and outstanding, 31st March, 1895	...								<u>£1,150,851 11 6</u>

RETURN of REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1895.

DR.		CR.		£	s.	d.	£	s.	d.
To Balance, 31st March, 1894	...	6,193	11	7	...	...	...	...	92,120 16 3
Wharfages, &c., 31st March, 1895	...	92,091	17	9	...	...	...	...	6,164 13 1
									<u>£98,285 9 4</u>

A. C. FIRE, Railway Accountant.
H. J. H. BLOW, Under-Secretary, Railways.

RETURN No. 2.
GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1895.

Dr.

Cr.

		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
To Balance brought forward:—								
Outstanding accounts,—								
Other Government departments, for—								
Stores		329	11	11				
Workshops		1,433	19	1				
Way and works		3,176	8	9				
Miscellaneous		88	14	7				
Personal accounts, for—					5,028	14	4	
Stores		16	3	5				
Workshops		904	16	1				
Way and works		28	8	11				
Miscellaneous		0	7	0				
Stock of stores in hand					949	15	5	
Payments per Treasury to 31st March, 1895,—								
Vote 58*								
Under "The Government Railways Act, 1887"					788,034	4	3	
Deposit for purchase of permanent-way material					2,400	0	0	
Vouchers unpaid on 31st March, 1895					790,434	4	3	
Recoveries					25,000	0	0	
Net charge to Vote 58					61,912	6	2	
* Note.—Payments per Treasury								
Recoveries					£788,034	4	3	
Net charge to Vote 58					62,778	2	8	
Net charge to Vote 58					£725,256	1	7	
By Vouchers unpaid on 31st March, 1894, brought forward								56,569
Classified expenditure as per Return No. 4								732,160
Recoveries to credit of Vote 58,*—								
Other Government departments, for—								
Stores					1,038	11	6	
Workshops					16,049	7	9	
Way and works					14,323	7	10	
Miscellaneous					96	7	11	
Personal accounts, for—					31,507	15	0	
Stores					815	19	1	
Workshops					4,459	10	5	
Way and works					3,093	2	8	
Miscellaneous					150	0	4	
Miscellaneous recoveries					8,518	12	6	
Stock of stores in hand					22,751	15	2	
Payments per Treasury to 31st March, 1895,—								62,778
Vote 58*								
Under "The Government Railways Act, 1887"					12,454	11	7	
Deposit for purchase of permanent-way material					3,799	9	9	
Vouchers unpaid on 31st March, 1895					5,284	5	11	
Recoveries					Cr. 3,461	12	9	
Net charge to Vote 58								25,000
Net charge to Vote 58								0
Net charge to Vote 58								0
Balance:—								
Outstanding accounts,—								
Other Government departments, for—								
Stores					148	18	1	
Workshops					778	14	1	
Way and works					3,183	5	8	
Miscellaneous								
Personal accounts, for—					4,110	17	10	
Stores					9	5	9	
Workshops					272	10	3	
Way and works					405	18	1	
Miscellaneous					116	12	7	
Stock of stores in hand					804	15	8	
Payments per Treasury								4,915
Recoveries								13
Net charge to Vote 58								6
Net charge to Vote 58								100,119
Net charge to Vote 58								16
Net charge to Vote 58								9
Net charge to Vote 58								£981,643
Net charge to Vote 58								5
Net charge to Vote 58								6

A. C. FIFE, Railway Accountant.
H. J. H. BLOW, Under-Secretary, Railways.

RETURN No. 3.
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1895.

Sections.	Maintenance of Way and Works.					Locomotive Power.					Carriages.	Wagons.	Traffic.	General Charges.	Sundries.	Grand Total.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	Total.						
WAGES.																
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	413 2 2	133 4 0	1 12 4	5 7 6	553 6 0	247 1 0	17 1 2	67 6 7	331 8 9	74 16 11	273 13 4	533 15 4	32 17 3	2 2 0	1,801 19 7	
Whangarei	540 4 11	91 8 2	144 19 8		776 12 9	690 11 1	1 14 11	75 10 10	767 16 10	215 13 1	220 5 9	870 15 11	97 6 11	35 2 9	2,983 14 0	
Kaihu	676 16 5	48 11 9	11 0 0		736 8 2	278 5 11	21 3 8	169 14 4	469 3 11	34 14 5	228 2 6	241 5 10	67 6 9		1,777 1 7	
Auckland	18 166 5 8	4,853 2 4	1 375 2 3	432 13 8	24,827 3 11	9,088 10 2	612 8 4	2,930 12 0	12,631 10 6	1 700 9 4	2,454 9 1	20,385 3 10	2,715 15 3	473 6 9	65,187 18 8	
Napier-Taranaki	25,774 6 11	6,329 13 7	1 824 7 9	1 797 14 8	35 726 2 11	11,376 19 0	889 12 2	5,775 0 3	18,041 11 5	1,854 4 0	3,359 19 6	26,357 10 2	4,253 2 9	629 8 10	90,221 19 7	
Wellington	8,220 5 0	1,657 12 8	547 6 8	524 18 6	10,950 2 10	7,044 16 11	392 15 5	2,851 19 11	10,289 12 3	1,591 17 7	1,330 16 2	12,026 2 4	1 842 9 8	952 19 8	38,984 0 6	
Hurunui-Bluff	81 174 0 8	22 290 0 8	7 154 19 10	2,350 6 0	112,969 7 2	41,284 14 11	2,257 17 7	16,808 9 0	60,351 1 6	4,542 12 8	8 543 17 9	111,137 11 3	14,181 19 0	560 7 8	312 286 17 0	
Greymouth-Brunner	766 15 2	1 344 2 7	222 2 8	38 6 3	2,371 6 8	1,108 18 9	118 18 9	526 16 5	1 754 13 11	317 17 0	782 18 6	4,385 12 5	495 16 8	126 6 6	10,234 11 8	
Grey-Hokitika	1 155 11 11	212 14 3	28 13 10	2 15 6	1,399 15 6	355 13 7	6 16 9	38 12 3	401 2 7	116 10 9	171 14 1	955 18 9	122 15 1	1 17 6	3,169 14 3	
Westport	2,285 7 7	662 7 10	76 2 10	19 4 4	3,043 2 7	2,058 13 2	69 14 11	1,128 0 8	3 256 8 9	120 14 4	1,680 14 3	3,791 5 8	679 2 6	109 7 0	12,680 15 1	
Nelson	1,675 16 2	496 18 6	202 11 5	2,375 6 1	770 2 1	770 2 1	60 11 11	323 10 6	1 154 4 6	119 16 1	118 8 5	2,479 4 1	238 2 3	44 15 3	6,529 16 8	
Picton	1,418 14 9	859 7 8	35 16 1	9 0 5	2,322 18 11	592 12 4	62 18 11	409 9 5	1,065 0 8	98 13 10	256 2 4	1,435 3 5	135 4 1	48 17 1	5,362 0 4	
Total	142,267 7 4	38,979 4 0	11,624 15 4	5,180 6 10	198,051 13 6	74,896 18 11	4,511 14 6	31,105 2 2	110,513 15 7	10,788 0 0	19,421 1 8	184,599 9 0	24,861 18 2	2,984 11 0	551,220 8 11	
STORES.																
Kawakawa	60 15 2	18 5 11	1 2 11	4 1 11	84 5 11		26 8 0	2 7 6	2 14 0	31 9 6	16 10 4	36 14 9	23 11 2	2 5 3	194 16 11	
Whangarei	83 9 8	84 12 10	75 3 4		243 5 10		167 9 4	57 7 7	58 18 7	283 15 6	26 6 11	191 1 11	47 1 11	6 6 10	797 18 11	
Kaihu	370 12 4	19 14 3	18 6 11		408 13 6		127 17 11	9 12 2	28 17 7	166 7 8	0 10 0	65 9 6	32 10 6	5 0 11	678 12 1	
Auckland	7,441 1 9	2,464 6 11	1,006 10 3	6 12 6	10,918 11 5		2,526 5 0	263 7 5	1,556 5 9	4,345 18 2	876 11 9	953 7 9	1,464 18 7	168 0 1	18,761 1 7	
Napier-Taranaki	10,374 6 6	2,363 19 10	1,028 2 10	15 4 4	13,781 13 6		10,052 6 9	394 8 3	2,652 14 6	13,099 9 6	1,533 0 1	1,717 15 5	2,151 12 6	279 15 11	32,607 14 1	
Wellington	2 358 1 0	896 9 6	324 15 9	346 12 0	3,925 18 3		4,655 14 2	212 4 6	2 390 8 4	7 258 7 0	1,228 4 4	1 281 13 3	841 2 11	116 7 1	14,729 14 11	
Hurunui-Bluff	26,342 1 0	9,613 18 1	3,498 8 4	31 18 8	39,486 6 1		21,990 19 4	1,334 2 4	8,952 18 9	32 278 0 5	1,587 3 7	5,176 16 6	7,056 16 8	895 15 5	86,557 1 9	
Greymouth-Brunner	107 5 7	383 15 8	138 11 0	21 2 10	650 15 1		369 16 0	40 16 0	161 12 4	572 4 4	55 9 9	240 11 1	589 13 2	32 2 7	2,142 17 3	
Grey-Hokitika	35 14 11	67 10 9	23 2 1		126 7 9		79 9 1	6 18 3	2 7 5	88 14 9	16 16 7	53 9 5	101 15 2	8 7 0	395 10 8	
Westport	1,022 16 9	256 6 9	39 15 5	7 10 2	1 326 9 1		394 19 2	56 8 6	341 16 6	793 4 2	4 1 4	424 12 9	271 11 4	44 8 6	2,878 10 11	
Nelson	784 13 4	395 17 3	165 13 4		1 346 3 11		380 6 1	28 9 1	124 16 1	533 11 3	21 12 9	2 5 11	197 1 4	13 10 0	2,114 5 2	
Picton	1 001 18 4	728 8 6	24 11 3		1,754 18 1		270 12 11	14 2 7	390 11 4	675 6 10	12 12 5	122 2 5	129 0 11	9 10 7	2,703 11 3	
Total	49,982 16 4	17 293 6 3	6,344 3 5	433 2 5	74,053 8 5		41,042 3 9	2,420 4 2	16,664 1 2	60,126 9 1	5,378 19 10	10,266 0 8	12,906 16 2	1,581 10 2	248 11 2	164,561 15 6
MISCELLANEOUS.																
Kawakawa	0 4 5	1 2 2	0 4 8		1 11 3					6 2 9	1 3 4				8 17 4	
Whangarei	1 11 1	1 13 2			3 4 3		1 1 7		12 7 11	13 9 6	1 16 7	17 5 4	16 8 7	1 9 0	53 13 3	
Kaihu	0 9 4	0 14 1			1 3 5		1 10 4		8 12 7	10 2 11		21 12 5			32 18 9	
Auckland	118 1 1	68 2 2	0 18 11		187 2 2		9 4 6		515 4 11	524 9 5	252 6 7	349 16 11	229 11 0	78 14 0	1,622 0 1	
Napier-Taranaki	47 6 10	84 10 8	6 7 8	17 11 0	155 16 2		4 16 5		1,535 6 5	1,540 2 10	679 4 4	1,132 13 6	841 9 4	242 15 5	4,592 1 7	
Wellington	1 2 3	3 4 11	0 10 3	1 17 1	6 14 6		3 13 10		34 19 7	38 13 5			437 12 11	72 1 5	555 2 3	
Hurunui-Bluff	60 13 11	155 12 0	4 9 3	2 5 1	223 0 3		8 0 6		2 763 18 9	2,771 19 3	530 14 11	1,751 7 3	2,416 0 1	699 11 1	8,392 12 10	
Greymouth-Brunner	8 1 7	13 7 4			21 8 11		1 4 10		56 4 7	57 9 5	42 9 0	119 17 11	54 19 8	268 6 4	564 11 3	
Grey-Hokitika	5 4 5	0 19 1			6 3 6						14 1 8	14 11 0	68 19 6		103 15 8	
Westport	0 19 0	2 5 1			3 4 1		0 16 1		77 0 7	77 16 8		135 6 9	14 7 0	48 15 0	279 9 6	
Nelson		0 15 5			0 15 5				2 18 6	2 18 6		0 2 8	32 1 6	4 19 0	40 17 1	
Picton	0 3 9	2 3 5		0 2 1	2 9 3				79 17 2	80 9 10	2 10 0	21 15 11	23 7 1	1 11 6	132 3 7	
Total	243 17 8	334 9 6	12 10 9	21 15 3	612 13 2		31 0 9		5,086 11 0	5,117 11 9	1,529 5 10	3 565 13 0	4,134 16 8		1,418 2 9	16,378 3 2
Grand total	192,494 1 4	56,606 19 9	17,981 9 6	5,635 4 6	272 717 15 1	74,896 18 11	45,584 19 0	2,420 4 2	52,855 14 4	175,757 16 5	17,696 5 8	33,252 15 4	201,641 1 10	26,443 8 4	4,651 4 11	732,160 7 7

RETURN No. 4.

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Twelve Months ending 31st March, 1895.

Table with multiple columns: Section, Mileage (Length open for Traffic, Train-Mileage), Revenue (Total, Per Mile of Railway per Annum, Per Train-Mile), Classified Expenditure (Maintenance of Way, Locomotive Power, Repairs of Carriages and Wagons, Traffic Expenses, General Charges, Sundries, Total), and Proportion of each Class of Expenditure to Mileage and Revenue (Maintenance, Locomotive, Carriage and Wagon Repairs, Traffic Expenses, General Charges, Sundries, Total). Rows are categorized by year (1894-95 and 1893-94) and section (Kawakawa, Whangarei, Kaihu, Auckland, Napier-Taranaki, Wellington, Hurunui-Bluff, Greymouth-Brunner, Greymouth-Hokitika, Westport, Nelson, Picton).

A. C. FIFE, Railway Accountant. H. J. H. Blow, Under-Secretary Railways.

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1895.

Main table showing comparative statement of passenger and goods traffic for 1894-95 and 1893-94. Columns include Sections, Length Open for Traffic, Passengers (First Class, Second Class, Total), Total Season Tickets, Parcels &c. (Parcels, Horses, Carriages, Dogs, Total), Live-Stock, Goods, &c. (Drays, Cattle, Calves, Sheep, Pigs, Total, Equivalent Tonnage, Chaff, Wool, Firewood, Timber, Grain, Merchandise, Minerals, Total), and Grand Total Tonnage.

Table showing Revenue and Miles travelled by Trains. Columns include Sections, Ordinary Passengers, Season Tickets, Parcels and Luggage, Total Coaching, Goods, Miscellaneous, Rents and Commission, Total Goods, Grand Total Revenue, Passengers and Mixed, Goods, Total, Shunting and Ballasting, and Grand Total.

A. C. FIRE, Railway Accountant.
H. J. H. BLOW, Under-Secretary, Railways.

RETURN No. 6.

ESTIMATED COST of Construction of Railways, Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines.

Table with columns for Section, State of Line, and years 1887-1895. Each year column includes Cost of Construction, Net Revenue, and Rate of Interest. Sub-headers for each year indicate currency units (£, s, d.). Rows list various railway sections like Kawakawa, Whangarei-Kamo, and Auckland, with sub-entries for opened and unopened lines. Totals for opened and unopened lines are provided at the bottom.

NOTE.—The amount stated as cost of construction of opened lines includes the Provincial and General Government expenditure on railways, but does not include expenditure on the Greymouth and Westport Harbour Works.

A. C. FIFE, Railway Accountant.
H. J. H. BLOW, Under-Secretary Railways.

RETURN No. 7

COMPARISON OF TRAFFIC REVENUE and EXPENDITURE for the last FIFTEEN FINANCIAL YEARS.

Year.	Miles.	Revenue.	Expenditure.	Expenditure per cent. of Revenue.	Tonnage.	Parcels, Horses, and Dogs.	Cattle, Sheep, and Pigs.	Passengers.	Season Tickets.
		£	£			No.	No.	No.	No.
1880-81	1,277	836,454	521,957	62'40	1,377,783	286,865	300,704	2,849,561	6,499
1881-82	1,319	892,026	523,099	58'64	1,437,714	316,611	343,751	2,911,477	7,207
1882-83	1,358	953,347	592,821	62'18	1,564,793	341,186	477,075	3,283,378	8,621
1883-84	1,396	961,304	655,990	68'24	1,700,040	359,896	686,287	3,272,644	9,036
1884-85	1,477	1,045,712	690,026	65'99	1,749,856	347,425	729,528	3,232,886	8,999
1885-86	1,613	1,047,419	690,340	65'91	1,823,767	349,428	858,662	3,362,266	10,717
1886-87	1,727	998,768	699,072	69'99	1,747,754	372,397	942,017	3,426,403	11,821
1887-88	1,758	994,843	687,328	69'09	1,735,762	399,109	940,209	3,451,850	11,518
1888-89	1,777	997,615	647,045	64'86	1,920,431	399,056	919,392	3,132,803	11,817
1889-90	1,809	1,095,570	682,787	62'32	2,073,955	405,838	1,068,575	3,376,459	12,311
1890-91	1,842	1,121,701	700,703	62'47	2,086,011	413,074	1,348,364	3,433,629	13,881
1891-92	1,869	1,115,432	706,517	63'34	2,066,791	430,216	1,153,501	3,555,764	16,341
1892-93	1,886	1,181,522	732,142	61'97	2,193,330	460,383	1,393,457	3,759,044	16,504
1893-94	1,948	1,172,793	735,359	62'70	2,060,645	486,787	1,433,679	3,972,701	17,226
1894-95	1,993	1,150,851	732,160	63'62	2,048,391	479,683	1,604,103	3,995,578	28,623

A. C. FIFE, Railway Accountant.

H. J. H. BLOW, Under-Secretary for Railways.

RETURN No. 8.

TRAFFIC TON-MILEAGE, and RATE of WORKING, for FIVE CHIEF SECTIONS.

Section.	Ton-Mileage.		Rate of Working, in Pence per Ton-Mile.	Ton-Mileage.		Rate of Working, in Pence per Ton-Mile.	Ton-Mileage.		Rate of Working, in Pence per Ton-Mile.
	1884-85.			1885-86.			1886-87.		
Auckland	7,085,574	2'43	8,539,210	2'24	8,158,758	2'60			
Napier	2,983,237	2'13	3,880,550	2'15	4,266,747	2'06			
Wellington	3,388,925	3'18	3,992,644	2'78	4,167,454	2'87			
Wanganui	2,536,332	3'38	3,497,669	3'81	3,465,445	4'33			
Huruni-Bluff	42,877,369	2'47	41,997,413	2'48	39,068,490	2'59			
Totals	58,871,437	2'53	61,007,486	2'52	59,126,894	2'68			
Section.	1887-88.		Rate of Working, in Pence per Ton-Mile.	1888-89.		Rate of Working, in Pence per Ton-Mile.	1889-90.		Rate of Working, in Pence per Ton-Mile.
	1887-88.			1888-89.			1889-90.		
Auckland	8,276,481	2'55	7,950,854	2'19	8,177,770	2'16			
Napier	4,094,397	2'30	4,182,146	1'95	4,963,864	1'65			
Wellington	4,028,006	2'81	4,012,443	2'84	4,516,905	2'42			
Wanganui	3,676,963	4'15	3,487,911	3'91	4,553,668	3'08			
Huruni-Bluff	39,781,108	2'47	39,557,567	2'37	46,789,728	2'07			
Totals	59,856,955	2'60	59,190,921	2'44	69,001,995	2'14			
Section.	1890-91.		Rate of Working, in Pence per Ton-Mile.	1891-92.		Rate of Working, in Pence per Ton-Mile.	1892-93.		Rate of Working, in Pence per Ton-Mile.
	1890-91.			1891-92.			1892-93.		
Auckland	9,228,869	1'85	9,899,396	1'76	10,146,797	1'80			
Napier-Taranaki	10,093,156	2'51	11,710,544	2'15	13,205,014	2'15			
Wellington	5,063,457	2'35	5,632,828	2'11	5,816,437	2'21			
Huruni-Bluff	53,350,077	1'93	50,106,636	2'00	51,699,231	2'04			
Totals	77,736,159	2'02	77,349,404	2'00	80,867,479	2'04			
Section.	1893-94.		Rate of Working, in Pence per Ton-Mile.	1894-95.		Rate of Working, in Pence per Ton-Mile.	1894-95.		Rate of Working, in Pence per Ton-Mile.
	1893-94.			1894-95.			1894-95.		
Auckland	10,508,134	1'80	11,004,853	1'84	11,004,853	1'84			
Napier-Taranaki	13,581,490	2'23	13,893,809	2'27	13,893,809	2'27			
Wellington	5,999,468	2'02	5,992,105	2'19	5,992,105	2'19			
Huruni-Bluff	51,221,958	1'92	49,674,134	2'01	49,674,134	2'01			
Totals	81,311,050	1'97	80,564,901	2'04	80,564,901	2'04			

A. C. FIFE, Railway Accountant.

H. J. H. BLOW, Under-Secretary for Railways.

RETURN NO. 9
STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Twelve Months ending 31st March, 1895.

Classification of Work.	SECTIONS.													Total.	
	Kawakawa	Whangarei.	Kaiti.	Auckland.	Napier-Taranaki.	Wellington.	Christchurch.	Dunedin.	Invercargill.	Grey-Brunner.	Grey-Hokitika.	Westport.	Nelson.		Pictou.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
Track surfacing	236 0 3	251 1 6	742 17 8	14,537 15 8	20,482 2 2	6,086 14 2	26,397 9 11	22,824 0 4	13,289 9 2	623 16 7	11,101 7 3	1,540 15 2	783 12 1	955 15 7	109,852 17 6
Track renewals	102 2 9	357 1 11	288 14 11	8,731 1 11	13,217 15 1	2,775 10 8	13,366 19 6	10,241 17 9	9,840 8 5	143 0 4	6 11 1,553 0 1	1,162 15 4	1,162 15 4	382 9 5	63,201 4 11
Ballasting	88 0 3	2 0 2		307 15 11	739 11 4	540 15 4	1,957 8 1	801 1 6	246 18 6	41 6 7	5 6 7	186 10 6	201 15 6	7 1 9	7,125 12 7
Banks, cuttings, ditches, tunnels	47 18 6	15 2 1	16 5 6	1,148 15 0	1,756 11 8	1 176 8 1	1,987 17 9	3,987 13 7	1,635 10 6	73 18 10	51 10 6	28 17 8	312 6 7	75 10 1	12 314 6 4
Bridges, culverts, drains	122 18 10	116 12 6	40 16 3	4,982 3 2	6,487 17 2	1,907 7 0	7,017 18 7	9,797 9 5	3 859 4 2	1 129 11 2	216 14 0	469 16 9	471 0 10	103 14 1	37 723 3 11
Fences, gates, cattle-stops, hedges	3 16 9	31 19 10	9 2 3	986 3 0	1,199 14 6	400 16 10	1 553 5 4	3 267 4 9	1 212 7 0	12 11 3	9 17 10	19 10 9	279 1 5	354 12 1	9,340 3 7
Roads, approaches, &c.	22 12 6	13 6 8		503 3 6	287 9 6	54 5 11	398 7 11	678 1 11	263 16 4	96 18 9	54 1 11	21 8 8	35 12 4	53 12 11	2,482 18 10
Water-services, signals, cranes, appliances	3 4 0	8 18 10	6 6 0	499 11 7	752 15 11	192 5 1	863 11 11	846 4 11	512 14 8	83 16 3	0 10 4	49 2 4	76 4 2	78 0 6	3,973 6 6
Wharves		6 16 4	12 15 7	414 10 2	50 7 0	2 12 3	3 0 11	1,743 0 4	43 2 7	418 8 2		361 1 2	31 12 5		3,087 6 11
Buildings	2 19 11	220 3 0	29 6 11	2,382 11 5	2,858 18 3	872 12 8	5,195 19 2	4,025 14 2	1,436 4 1	360 13 8	51 15 11	115 18 3	368 4 9	60 7 4	17,981 9 6
Miscellaneous	9 9 5			439 6 2	1 830 10 0	873 7 7	876 1 2	754 15 9	753 12 10	59 9 1	2 15 6	26 14 6		9 2 6	5,635 4 6
Totals	639 3 2	1,023 2 10	1 146 5	135,932 17 6	149,663 12 7	14,882 15 7	59,618 0 10	59,967 4 5	533,093 8 3	33,043 10 8	1,532 6 9	4,372 15 9	3,722 5 5	4,080 6 3	272,717 15 1
Rate per mile opened	79 17 11	78 14 0	67 8 6	123 14 2	149 11 9	161 15 4	131 0 7	162 1 5	114 18 2	380 8 10	63 16 11	164 3 6	161 16 9	194 6 0	138 11 4

A. C. FIFE, Railway Accountant.
H. J. H. BLOW, Under-Secretary, Railways.

RETURN No. 10. STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1895.

Main table with columns for Stations, Coaching, Live-stock, Goods, &c., Revenue, and Total Value forwarded. Includes sub-sections for Kawakawa, Whangarei, Kaiti, Auckland, Napier-Taranaki, and Wanganui.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1895.

Table with columns for Stations, Coaching, Live-stock, Goods, &c., Revenue, and Total Value Forwarded. It lists various stations like Napier-Taranaki, Wellington, and Grey-Brunner, with detailed financial data for each.

RETURN No. 10—continued.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1895.

Main data table with columns for Stations, Coaching, Live-stock, Goods, &c., Revenue, and Total Value Forwarded. Includes sub-sections for GREY-HOKITIKA SEC., WESTPORT SECTION, NELSON SECTION, PICTON SECTION, HURUNUI-BLUFF SEC., and Carried forward.

RETURN No. 10—continued.

STATEMENT OF REVENUE AND EXPENDITURE OF EACH STATION FOR THE TWELVE MONTHS ENDING 31st MARCH, 1895.

Main table with columns for Stations, Coaching, Live-stock, Goods, &c., Revenue, and Total Value forwarded. Includes sub-sections like HURONUI-BLUFF SECTION and various station names.

A. C. FIFE, Railway Accountant. H. J. H. BLOW, Under-Secretary for Railways.

RETURN No. 11

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1895.

Service.	Period.	Name of Contractor.	Rate.
Uniform clothing .. Northern Lines.	3 years ending 31 12/94	Hallenstein Brothers and Co.	As per schedule.
" .. Hurunui-Bluff Section	"	Ross and Glendining	"
Uniform caps .. All Sections ..	"	W. H. Fenton and Co.	4/7 each.
General stores—			
Ironmongery .. Auckland ..	2 years ending 31 12/94	T. and S. Morrin and Co.	As per schedule.
Iron and steel .. " ..	"	"	"
Oils and colours .. " ..	"	"	"
Ship-chandlery .. " ..	"	"	"
Drain-pipes, &c. .. " ..	"	J. J. Craig	"
Ironmongery .. Wellington ..	"	E. W. Mills and Co.	"
Iron and steel .. " ..	"	"	"
Oils and colours .. " ..	"	"	"
Ship-chandlery .. " ..	"	J. Duthie and Co.	"
Drain-pipes, &c. .. " ..	"	W. Murphy	"
Ironmongery .. Christchurch ..	"	Ashby, Bergh, and Co.	"
Iron and steel .. " ..	"	John Anderson	"
Oils and colours .. " ..	"	Ashby, Bergh, and Co.	"
Ship-chandlery .. " ..	"	"	"
Drain-pipes, &c. .. " ..	"	"	"
Ironmongery .. Dunedin ..	"	Arthur Briscoe and Co.	"
Iron and steel .. " ..	"	"	"
Oils and colours .. " ..	"	"	"
Ship-chandlery .. " ..	"	"	"
Drain-pipes, &c. .. " ..	"	"	"
Iron castings .. Auckland ..	To 30/6/94 ..	N.Z. Hardware Company	"
" .. Wellington ..	" ..	C. and A. Collings	11/9 and 10/- p. cwt.
" .. Christchurch and Dunedin ..	" ..	Smith Brothers	14/
" .. " ..	" ..	A. and T. Burt	11/6 and 10/3 "
Horse forage .. Christchurch ..	" ..	Thomas Wreaks	As per schedule.
Coal-supply. .. Auckland ..	For 1894 ..	Taupiri Extended Coal-mining Company	6/6 and 5/6 per ton
" .. Kaihu ..	" ..	J. J. Craig	19/6 per ton.
" .. Whangarei ..	" ..	"	10/ "
" .. Napier ..	" ..	Grey Valley Coal Company	23/3 "
" .. Foxton ..	" ..	"	22/6 "
" .. Wanganui ..	" ..	"	22/6 "
" .. New Plymouth (or Waitara) ..	" ..	"	22/6 "
" .. Wellington ..	" ..	"	19/9 "
" .. Picton ..	" ..	"	24/ "
" .. Nelson ..	" ..	"	21/ "
" .. Lyttelton ..	" ..	"	20/3 "
" .. Whitecliffs ..	" ..	William Leeming and Co.	8/9 "
" .. Timaru ..	" ..	Grey Valley Coal Company	20/9 "
" .. Oamaru ..	" ..	"	19/6 "
" .. Stirling ..	" ..	Kaitangata Railway and Coal Company	7/ "
" .. Nightcaps ..	" ..	Nightcaps Coal Company	5/5 "
" .. Winton ..	" ..	Hokonui Coal Company	6/6 "
Workshops .. Newmarket ..	" ..	J. J. Craig	15/6 "
" .. Petone ..	" ..	Grey Valley Coal Company	19/ "
" .. Addington ..	" ..	"	19/6 "
" .. Hillside ..	" ..	Mokihinui Coal Company	18/6 "
Sleepers—			
1,000 hewn puriri .. Maropiu, and Opunake ..	Delivery by 2/5/94 ..	E. and J. Mitchelson	3/9 each.
1,000 black-birch .. Belgrave ..	Delivery by 30/4/94 ..	Higgins and Bryant	1/8½ "
1,000 hewn totara .. Oringi ..	Delivery by 30/6/94 ..	J. A. Jacobson	2/8 "
1,000 .. " ..	" ..	Grainger and Smith	2/9 "
1,000 .. " ..	" ..	C. N. Clausen	2/7½ "
1,000 .. Tamaki ..	" ..	Andrew Quinlan	2/10 "
2,000 .. " ..	" ..	Henry Carlson	2/10 "
1,000 birch .. Upper Hutt ..	Delivery by 2/6/94 ..	James Tannahill	3/ "
110 long birch .. Picton ..	Delivery by 2/4/94 ..	E. and J. Hoult	8/3 per roof
broad kamai .. " ..	Delivery by 31/10/94 ..	George Harrington	2/3 each.
2,000 silver-pine .. Lyttelton ..	Delivery by 31/12/94 ..	James Malone	3/3 "
2,000 .. " ..	" ..	Mortensson and Lundqvist	3/4½ "
5,000 .. " ..	" ..	John Molloy	3/2 "
1,000 .. Oamaru ..	" ..	Charles Kettle	3/5 "
1,000 .. " ..	" ..	Kettle Brothers	3/4 "
1,000 .. " ..	" ..	"	3/5 "
2,000 .. " ..	" ..	George Cochrane	3/5 "
2,000 .. Port Chalmers ..	" ..	Stratford and Blair	3/2 "
4,000 .. " ..	" ..	"	3/4 "
2,000 .. " ..	" ..	James Gale	3/5 "
2,000 .. " ..	" ..	Coyle and Radomsky	3/4½ "
2,500 .. " ..	" ..	Thomas Feary	3/5 "
2,000 .. " ..	" ..	Harry Feary	3/4 "
5,000 .. " ..	" ..	Thomas F. Slowey	3/2 "
10,000 birch .. " ..	" ..	Elisha Lockington	2/8 "
2,000 black-pine (matai) .. Invercargill ..	" ..	Thomas Roff	2/6 "

RETURN No. 11—*continued.*
STATEMENT OF STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Sleepers, as under—<i>continued.</i>			
3,000 black-pine .. Invercargill ..	...	Massey and Co. ...	2/6 each.
(matai)			
10,000 birch ... Bluff ...	..	E. J. Lockington ...	2/9 "
3,000 black-pine .. Wakapatu ...	..	W. J. Perry ...	2/6 "
200 " .. " ..	..	Watson Brothers ...	2/ "
3,000 " .. Orepuki ...	..	Michael Hanan ...	2/6 "
2,500 " .. Fairfax ...	..	William Ward ...	2/4 "
600 totara .. " ..	..	" ..	3/4 "
2,000 black-pine .. Otautau ...	..	A. Witting ...	2/6 "
4,000 birch ... Mungarooa ...	..	Whiteman Brothers ...	3/ "
4,000 totara ... Eketabuna ...	..	Thomas Price ...	3/3 "
1,000 " for incline .. " ..	..	" ..	4/ and 5/3 each.
1,000 birch ... Wai-iti ...	..	M. T. White ...	1/10 each.
600 " .. Belgrove ...	..	Higgins and Bryant ...	1/8 "
6,000 ironbark .. Spit ...	..	Murray, Arnold, and Co. ...	4/ "
90 birch (long) .. Picton... ..	..	G. Horn ..	10/ per 100ft.
380 silver-pine .. Greymouth ...	..	Robert Stewart ...	10/4 "
(long)			
3,577 totara .. Invercargill Secti'n	Year ending 31 3/95 ..	Sundry settlers ..	2/9 each.
71,155 puriri, 1st class Auckland Section	" ..	" ..	3/9 to 4/ each.
8,328 " 2nd " ..	" ..	" ..	3/3 each.
20,387 totara .. Napier - Taranaki	" ..	" ..	2/6 "
Section			
14,389 maire .. Ditto ...	" ..	" ..	4/ "
7,897 yellow-pine .. Westport ...	" ..	" ..	2/6 "
Timber—			
Ironbark Port Chalmers ...	Delivery by 19/1 95 ...	Murray, Arnold, and Co. ...	1 5 lin. ft. piles ; 18/ per 100ft.
Kauri, junk ... Auckland ...	Delivery by 30/4/94 ...	The Kauri Timber Company	5/6 per 100ft.
Native timber ... Napier ...	For 1894 ..	Hawke's Bay Timber Company	As per schedule.
" .. Wanganui ...	" ..	Manawatu Timber Company...	"
" .. Wellington ...	" ..	Thomas Price ..	"
" .. Greymouth ...	" ..	Butler Brothers ..	"
" .. Christchurch ...	" ..	R. W. England ...	"
" .. Invercargill ...	" ..	New Zealand Pine Company ..	"
Uniform clothing ... Northern Lines...	3 years ending 31 12/97	A. Levi and Co. ..	"
" .. Hurunui - Bluff	" ..	Ross and Glendining ..	"
Section			
Uniform caps ... All Sections ..	" ..	Hallenstein Brothers and Co.	Guards and porters, 4/ ; drivers, &c., 4/9 each.
General Stores—			
Ironmongery ... Auckland ..	For 1895 ...	T. and S. Morrin and Co. ..	As per schedule.
Ship-chandlery ... " ..	" ..	E. Porter and Co. ...	"
Iron and steel ... " ..	" ..	" ..	"
Paints, oils, &c. ... " ..	" ..	T. and S. Morrin and Co. ..	"
Cement .. " ..	" ..	J. Wilson and Co. ...	"
Lime ... " ..	" ..	J. J. Craig ..	"
Drain-pipes ... " ..	" ..	" ..	"
Tents .. " ..	" ..	" ..	"
Ironmongery .. Wellington ..	" ..	Briscoe, MacNeill, and Co. ..	As per schedule.
Ship-chandlery .. " ..	" ..	" ..	"
Iron and steel ... " ..	" ..	" ..	"
Paints, oils, &c. ... " ..	" ..	" ..	"
Cement and lime ... " ..	" ..	" ..	"
Drain-pipes ... " ..	" ..	P. Hutson and Co. ...	"
Tents ... " ..	" ..	" ..	"
Ironmongery .. Christchurch ..	" ..	Briscoe, MacNeill, and Co. ...	"
Ship-chandlery ... " ..	" ..	A. Briscoe and Co. ...	"
Iron and steel .. " ..	" ..	Ashby, Bergh, and Co. ..	"
Paints, oils, &c. ... " ..	" ..	A. Briscoe and Co. ..	"
Cement and lime .. " ..	" ..	" ..	"
Drain-pipes ... " ..	" ..	Milburn Lime and Cement	"
Tents ... " ..	" ..	Company	"
Ironmongery .. Dunedin ..	" ..	Ashby, Bergh, and Co. ...	"
Ship-chandlery ... " ..	" ..	A. Briscoe and Co. ..	"
Iron and steel ... " ..	" ..	" ..	"
Paints, oils, &c. ... " ..	" ..	" ..	"
Cement and lime ... " ..	" ..	" ..	"
Drain-pipes ... " ..	" ..	" ..	"
Tents ... " ..	" ..	" ..	"
Ironmongery ... Invercargill ..	" ..	A. Briscoe and Co. ...	As per schedule.
Ship-chandlery ... " ..	" ..	" ..	"
Iron and steel .. " ..	" ..	" ..	"
Paints, oils, &c. ... " ..	" ..	" ..	"
Cement and lime ... " ..	" ..	" ..	"
Drain-pipes ... " ..	" ..	Milburn Lime and Cement	"
Tents ... " ..	" ..	Company	"
Iron castings ... Auckland ...	Delivery to 30/6/95 ..	C. and A. Collings ...	11/9 and 10/ per cent.
" .. Wellington ...	" ..	Smith Brothers ...	14/ "

RETURN No. 11—*continued.*
STATEMENT of STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Iron castings— <i>continued.</i>			
... Christchurch ...	Delivery to 30/6/95 ...	Robert Buchanan ...	12/10 and 11/6 p.cwt Special cast- ings, 14/ "
... Dunedin ...	" ...	A. and T. Burt ...	13/ and 12/ " Special, 14/6 "
Horse-forage ...	Christchurch ...	George Treleaven and Co. ...	As per schedule.
Coal-supply ...	... Auckland ...	For 1895 ...	Taupiri Extended Coal-mining Company 6/6 and 5/6 per ton.
" ...	... Kaihu Valley ...	" ...	J J Craig ... 17/ per ton.
" ...	... Napier ...	" ...	Grey Valley Coal Company ... 23/3 "
" ...	... Foxton ...	" ...	Westport-Cardiff Company ... 21/ "
" ...	... " ...	" ...	Grey Valley Coal Company ... 22/6 "
" ...	... " ...	" ...	Mokihinui Coal Company ... 21/ "
" ...	... Wanganui ...	" ...	Grey Valley Coal Company ... 22/6 "
" ...	... " ...	" ...	Mokihinui Coal Company ... 21/ "
" ...	... New Plymouth ...	" ...	Grey Valley Coal Company ... 22/6 "
" ...	... " ...	" ...	Mokihinui Coal Company ... 21/6 "
" ...	... Wellington ...	" ...	Blackball Coal Company ... 18/8 "
" ...	... " ...	" ...	Grey Valley Coal Company ... 16/ "
" ...	... " ...	" ...	Westport-Cardiff Company ... 16/11 "
" ...	... Picton ...	" ...	Grey Valley Coal Company ... 24/ "
" ...	... Nelson ...	" ...	" ... 20/6 "
" ...	... Westport ...	" ...	Westport Coal Company ... 7/ "
" ...	... Grey-Hokitika ...	" ...	Grey Valley Coal Company ... 8/ "
" ...	... Lyttelton ...	" ...	Grey Valley Coal Company ... 17/ "
" ...	... " ...	" ...	Blackball Coal Company ... 19/2 "
" ...	... " ...	" ...	Westport-Cardiff Company ... 17/11 "
" ...	... Whitecliffs ...	" ...	William Leeming and Co. ... 8/3 "
" ...	... Timaru ...	" ...	Grey Valley Coal Company ... 17/9 "
" ...	... " ...	" ...	Mokihinui Coal Company ... 19/ "
" ...	... Oamaru ...	" ...	Grey Valley Coal Company ... 19/6 "
" ...	... " ...	" ...	Mokihinui Coal Company ... 19/ "
" ...	... " ...	" ...	Allandale Coal Company ... 10/ "
" ...	... " ...	" ...	Shag Point Coal Company ... 9/9 "
" ...	... Stirling ...	" ...	Kaitangata Coal Company ... 7/ "
" ...	... Port Chalmers ...	" ...	Grey Valley Coal Company ... 13/6 "
" ...	... Nightcaps ...	" ...	Nightcaps Coal Company ... 7/ "
" ...	... Winton ...	" ...	Hokonui Coal Company ... 8/ "
" ...	... Bluff ...	" ...	Grey Valley Coal Company ... 13/6 "
Workshops ...	... Newmarket ...	" ...	" ... 19/6 "
" ...	... Petone ...	" ...	Westport-Cardiff Company ... 14/5 "
" ...	... Addington ...	" ...	" ... 15/5 "
" ...	... Hillside ...	" ...	Grey Valley Coal Company ... 19/6 "
Timber—			
Ironbark ...	... At all ports ...	Delivery, May, 1895 ...	Murray, Arnold, and Co. ... 16/ per 100ft.; 1/5 per lin. ft. piles. As per schedule.
Native timber	... Napier ...	For 1895 ...	Hawke's Bay Timber Company
"	... Wanganui ...	" ...	H. Brown and Co. ... "
"	... Wellington ...	" ...	Manawatu Timber Company... "
"	... Greymouth ...	" ...	Thomas Price ... "
"	... " ...	" ...	Butler Brothers ... "
"	... " ...	" ...	W. Morris ... "
"	... Christchurch ...	" ...	Stratford and Blair... "
"	... Southland ...	" ...	R. W. England ... "
"	... " ...	" ...	New Zealand Pine Company... "
Red-pine ...	... Nelson ...	Delivery by 13/7/94 ...	John Scott ... 10/ p. 100ft. dress'd.
"	... " ...	" ...	Higgins and Bryant ... 5/ "
Totara, sawn	... Lyttelton and Port Chalmers ...	Delivery by 10/11/94... ..	Hawke's Bay Timber Company 16/6 and 18/ per 100ft.
Birch, sawn	... Lyttelton ...	Delivery, October, 1894	Stratford and Blair... .. 13/6 per 100ft.
"	... Springburn ...	"	Sharplin and Co. 12/6 "
"	... Oxford ...	"	Walter Ryde 12/6 "
"	... " ...	"	John Rossiter 12/6 "
Fencing-material—			
900 posts	... Taonui ...	"	Arthur Goldfinch 45/ per 100.
50 strainers	... Tamaki ...	June, 1894 ...	H. Carlson 3/9 each.
500 totara posts	... Invercargill Sect'n	Delivery during Year ending 31 12/94	C. J. Lawrence 31/ per 100.
1,000 kamai	"	Ditto	W. P. Lawrence 25/ "
1,000 "	"	"	J and J Phillips 25/ "
1,000 totara	"	"	T. Martin... .. 35/ "
Uniform clothing for			
Fire Brigade—			
12 suits	... Invercargill ...	Year ending 31/3/95 ...	Hallenstein Brothers and Co... 52/6 and 95/ p. suit.
12 caps	... " ...	"	" ... 7/6 and 22/6 each.
20 suits	... Christchurch ...	"	Toneycliffe and Curry ... 52/4 each.
20 pairs boots	... " ...	"	H. Pannel 24/ per pair.

GEO. FELTON, Railway Stores Manager.

RETURN No. 12.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1895.

Description.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Pictou.	Total.
	CARRIAGES.											
Saloon, bogie, 35-feet	...	...	...	...	...	3	...	...	...	...	...	3
" " 37½-feet	...	...	...	...	2	...	...	...	...	...	...	2
" " 39½-feet	...	...	...	3	5	1	7	...	...	...	...	16
" " 41-feet	...	...	...	1	...	...	...	...	...	...	...	1
" " 44-feet	...	...	...	...	...	...	1	...	...	...	...	1
1st class, 6-wheel	...	...	...	2	...	...	13	...	...	...	...	15
" 4-wheel	...	1	...	1	3	...	5	1	1	1	1	14
" bogie, 30-feet	...	...	...	...	...	2	5	...	...	...	...	7
" " 40-feet	...	...	...	...	...	...	9	...	...	...	...	9
" " 44-feet	...	...	...	...	...	...	...	...	...	...	...	...
Composite, 6-wheel	...	1	1	2	11	...	23	...	...	2	1	41
" 4-wheel	...	2	2	6	9	...	15	1	...	1	...	36
" bogie, 30-feet	...	...	...	5	2	6	19	...	...	...	...	32
" " 39½-feet	...	...	...	2	3	1	...	...	...	1	...	7
" " 40-feet	...	...	...	28	34	18	98	3	2	1	2	186
" " 44-feet	...	...	...	...	...	...	...	...	...	...	...	...
2nd class, 6-wheel	...	...	1	5	7	...	28	...	...	2	...	43
" 4-wheel	...	2	1	3	6	...	12	3	2	1	1	31
" bogie, 30-feet	...	...	...	...	1	3	11	...	...	...	...	15
" " 39½-feet	...	...	...	...	9	...	...	1	...	1	...	11
" " 40-feet	...	...	...	8	3	...	15	2	...	...	...	28
" " 44-feet	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	6	3	66	95	34	261	11	5	10	5	498
WAGONS, ETC.												
Passenger brakes	F	...	...	...	...	...	...	...	...	...	...	...
Goods	F	2	2	2	21	27	9	76	7	4	4	156
" bogie	F	...	...	...	8	10	6	20	...	1	...	45
Fell	F	...	...	...	...	...	3	...	...	...	...	3
Trucks, &c.—												
Platform coal	P	68	70	...	1	...	...	...	...	...	...	139
Timber	N	2	6	40	73	111	56	236	8	8	12	554
Cattle	H	6	2	...	55	45	4	161	...	...	2	277
" bogie	T	...	...	...	6	8	2	5	...	...	...	21
Sheep, double-floor	J	...	...	...	49	60	33	175	...	...	2	319
" bogie	S	...	...	...	6	20	17	28	...	...	...	71
Horse-boxes	G	...	...	...	17	32	6	51	...	...	1	108
Covered goods	K	1	4	...	48	44	16	275	2	3	2	398
" (refrigerating)	W	...	...	...	3	4	6	40	...	...	...	53
" bogie do.	V	...	...	...	...	3	6	24	...	...	...	33
High-side	L	3	12	4	346	404	117	2,904	25	35	31	45
" bogie	R	...	...	2	46	33	10	30	9	...	...	130
Low-side	M	4	14	12	122	320	78	786	30	11	12	30
Iron hopper, mineral	O	...	...	...	80	...	...	...	243	303	...	626
Platform, bogie	U	...	...	...	...	14	31	7	...	...	...	52
Cool trucks	X	...	...	...	9	37	22	59	...	...	5	132
Covered goods, bogie	Z	...	...	...	...	...	1	5	...	...	...	6
Total	86	110	60	890	1,172	423	4,882	324	365	64	92	8,468
TARPAULINS												
	6	16	9	525	625	200	3,972	30	9	40	45	5,477

RETURN No. 13.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1895.

Class.	Cylinder.		Coupled Wheels.		Truck-Wheels.		Kawakawa.	Whangarei.	Kaiti.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Pictou.	Total Engines.	
	Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.													
Double Fairlie	B	9	16	8	3	3	...	...	...	...	1	...	...	...	...	...	...	...	1
"	E	10	18	8	3	3½	...	...	...	...	6	...	...	...	...	...	...	...	6
"	R	10	18	8	3	9	...	...	...	...	1	...	...	...	...	...	...	...	1
Single Fairlie	S	12½	16	6	3	0½	...	...	3	4	4	6	1	...	...	...	...	...	18
"	K	13	16	6	3	0½	...	...	...	2	...	...	...	...	...	...	...	...	4
American	N	12	20	4	4	0¼	4	30¼	...	...	...	...	8	...	...	...	...	...	8
"	O	15	20	6	4	1½	4	28½	...	...	...	...	6	...	...	...	...	...	6
"	Q	15	18	8	3	0½	2	28½	...	...	...	...	6	...	...	...	...	...	6
"	T	11	18	4	4	0¼	2	28¼	...	...	...	...	2	...	...	...	...	...	2
English	P	15	18	8	3	0½	2	28¼	...	...	...	...	6	...	...	...	...	...	6
"	V	15	20	6	4	1½	4	26½	...	...	...	...	10	...	...	...	...	...	10
Fell	H	14	16	4	2	8	2	30	...	...	...	6	...	...	...	...	...	...	6
"	A	8	15	4	2	6¼	2	18	1	...	...	...	6	...	...	...	...	...	8
"	C	9½	18	4	2	6¼	2	18	...	1	2	...	...	...	2	...	1	...	6
"	D	9½	18	4	3	0½	2	18	...	1	5	5	17	1	...	2	1	...	32
"	F	10½	18	6	3	0½	...	...	2	2	12	12	33	4	4	2	...	...	73
"	FA	12	18	6	3	0½	...	...	...	1	1	1	33	...	1	...	...	...	10
"	G	10½	18	4	3	0½	4	21	...	...	...	...	2	...	...	...	...	...	4
"	J	14	20	6	3	0½	2	24	...	...	6	6	20	...	...	...	...	...	32
"	L	10½	18	4	3	0½	2	24¼	...	2	...	5	1	...	...	...	...	...	8
"	LA	12	18	4	3	6¼	4	26½	...	2	...	...	...	...	...	...	...	...	2
"	M	13	20	4	3	6¼	6	28½	...	...	4	...	...	...	...	...	...	...	4
"	U	16	20	6	4	6	4	30	...	...	...	...	1	...	...	...	...	...	1
"	W	14	20	6	3	0½	4	26½	...	...	...	2	...	...	...	...	...	...	2
"	WA	14	20	6	3	3¼	4	26½	...	...	3	...	...	...	...	...	...	...	3
Total	...	...	...	...	...	...	3	3	3	32	47	26	134	6	7	4	4	269	

RETURN No. 14.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS, for the Year ending 31st March, 1895.

Description.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
WEIGHING-MACHINES:—												
1 cwt.	1	...	...	...	...	...	...	...	1
2 "	1	1	3	11	...	1	...	...	17
2½ "	2	...	23	...	...	...	...	25
2¾ "	1	...	...	...	...	...	...	1
3 "	5	3	...	7	7	1	2	...	25
4 " ...	1	...	...	18	22	1	19	...	...	...	...	61
5 "	1	...	9	8	7	35	...	...	6	4	70
5½ "	3	...	...	...	...	3
6 "	14	4	4	29	...	1	...	...	52
7 "	3	3	...	2	...	...	...	...	8
8 "	5	1	3	...	...	...	...	9
9 "	2	...	1	...	...	...	...	3
10 "	3	1	3	9	2	27	5	1	...	3	54
11 " ...	1	...	...	1	6	5	36	...	...	1	...	50
12 "	5	...	...	...	...	5
12½ "	1	...	...	...	...	1
13 "	1	5	...	...	...	...	6
14 "	1	...	3	...	...	...	...	4
15 "	2	6	1	7	...	1	...	...	17
16 "	8	...	24	...	...	2	...	34
20 "	1	...	...	...	...	...	1
21 "	1	...	...	...	...	1
22 "	1	...	1	...	...	...	...	2
23 "	1	...	...	...	...	1
27 "	2	...	...	...	...	2
50 "	1	...	...	...	...	...	...	...	1
60 "	3	...	...	...	...	...	...	...	3
Total	2	4	1	61	82	26	246	12	5	11	7	457
WEIGHBRIDGES:—												
3 tons (cart)	1	...	...	1	...	...	...	...	2
6 " "	1	...	...	...	...	1
7 " "	2	...	...	...	...	2
8 " "	2	...	...	...	...	2
10 " (wagon)	4	...	...	...	...	4
12 " "	4	4	1	3	...	...	1	1	14
14 " "	3	...	...	...	...	3
20 " "	1	1	...	2	3	1	13	1	2	...	...	24
30 " "	1	...	...	...	...	1
Total	1	1	...	7	7	2	30	1	2	1	1	53
TRAVERSERS												
...	1	...	...	15	1	...	1	1	19
TURNTABLES:—												
40-foot (engine)	1	...	...	...	...	1
50 " "	5	4	...	21	...	...	...	...	30
12 " (wagon)	4	...	...	...	...	4
13 " "	4	5	...	30	1	...	...	...	40
14 " "	4	3	8	1	...	1	...	17
Total	9	13	3	64	2	...	1	...	92
CRANES:—												
½-ton, stationary, hand	3	...	1	...	...	...	...	4
1 " " "	1	...	4	...	...	...	...	5
1½ " " "	6	16	2	8	2	...	1	1	36
2 " " "	1	...	11	...	1	...	...	13
3 " " "	4	...	...	...	...	4
4 " " "	1	...	...	...	...	1
5 " " "	2	...	27	...	...	...	...	29
7 " " "	1	...	...	...	...	1
8 " " "	1	...	...	...	...	1
10 " " "	1	...	1	3	...	...	...	...	5
20 " " "	1	...	1
8 " " hydraulic	2	...	...	...	2
2 " " travelling, hand	3	4	3	...	1	...	1	1	13
3 " " "	2	...	...	...	...	2
5 " " "	3	5	1	5	1	1	1	1	18
6 " " "	1	...	...	...	...	1
1½ " " steam	5	...	...	...	...	5
2 " " "	3	...	...	7	2	1	...	...	13
3 " " "	3	3	...	...	...	...	6	...	1	1	...	14
5 " " "	1	...	...	...	...	1
12 " " "	1	1	...	...	2
Hoisting engines, steam	1	...	3	...	...	...	...	4
Pile-driving engine	2	...	...	...	...	...	...	2
Total	3	3	...	16	35	7	91	9	5	5	3	177
WATER SERVICES:—												
Steam	...	1	...	7	3	...	13	2	1	...	...	27
Hand	2	1	2	18	22	3	71	...	1	2	2	124
Windmill	2	11	1	34	...	...	...	2	50
Hot-air	1	...	...	3	3	...	10	...	...	...	...	17
Hydraulic	10	15	3	17	...	...	1	...	46
Gravitation	...	2	...	5	5	8	28	6	3	...	...	57
Propeller	1	...	...	...	...	...	...	1
Total	3	4	2	45	60	15	173	8	5	3	4	322

RETURN No. 15.
STATEMENT of RAILS RELAID during the Year ending 31st March, 1895.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID:—												
40-lb. iron
40-lb. steel	44	..	..	24	294	362
45-lb. steel
52-lb. iron
53-lb. steel	364	..	2,830	3,295	775	5,941	1	890	60	..	14,156
70-lb. iron	70	..	..	..	..	..	70
70-lb. steel
Total		364	..	2,830	3,295	845	5,985	1	890	84	294	14,588

RETURN No. 16.
STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1895.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID:—												
Black-pine .. ..	..	..	..	..	..	..	17,545	28	..	..	..	17,573
Totara	101	200	..	2,779	18,586	5,167	12,989	..	..	..	..	39,822
Birch .. ..	..	..	..	..	4,084	4,163	42,147	33	100	2,880	4,717	58,124
Rata .. ..	..	..	..	..	..	..	42	..	..	..	..	42
Jarra .. ..	..	..	..	..	..	..	6,429	..	..	..	..	6,429
Silver-pine .. ..	..	..	..	..	135	1,142	29,914	249	..	..	..	31,440
Puriri	250	210	1,307	17,779	1,178	32	992	..	..	..	..	21,748
Kauri	7	26	..	670	..	..	..	..	..	..	..	703
Blue-gum .. ..	..	..	..	..	..	..	13	..	..	..	..	13
Ironbark .. ..	..	..	..	..	113	..	640	..	..	..	..	753
Kamai .. ..	..	..	..	..	..	..	2,591	..	..	..	..	2,591
Yellow-pine .. ..	..	..	..	..	1,713	406	..	..	5,039	937	..	8,095
Maire .. ..	..	..	..	..	3,354	..	..	..	..	..	..	3,354
Karri .. ..	..	..	..	..	183	560	3,541	..	..	..	..	4,284
Total	358	436	1,307	21,228	29,346	11,470	116,843	310	5,139	3,817	4,717	194,971
SLEEPERS REMOVED:—												
Black-pine .. ..	..	..	..	104	4,554	4,025	52,899	16	..	1,450	1,257	64,305
Totara .. ..	..	..	..	759	12,774	2,437	11,036	..	..	45	53	27,104
Birch .. ..	..	..	..	..	246	2,446	25,996	134	4,614	2,262	3,407	39,105
Rata .. ..	..	..	..	..	259	..	3	..	..	..	..	262
Jarra .. ..	..	..	..	..	17	820	2,637	..	..	..	..	3,474
Silver-pine .. ..	..	..	..	..	..	..	31	90	..	..	..	121
Puriri .. ..	..	..	..	1,318	63	..	33	..	..	..	..	1,414
Kauri	358	436	1,307	15,531	2,091	44	2,068	..	..	..	..	21,835
Blue-gum .. ..	..	..	..	..	2,287	234	5,562	..	..	..	..	8,083
Kamai .. ..	..	..	..	..	..	..	851	..	..	..	..	851
Maire .. ..	..	..	..	..	38	..	..	..	..	..	..	38
Oregon .. ..	..	..	..	..	..	..	646	..	..	..	..	646
Rimu .. ..	..	..	..	..	2,709	..	76	1	..	..	..	2,786
Creosoted .. ..	..	..	..	..	..	..	657	..	..	..	..	657
Total	358	436	1,307	17,712	25,038	10,006	102,495	241	4,614	3,757	4,717	170,681

RETURN No. 17

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1895.

Sections.	Miles.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kawakawa	8	4	..	..	..
Whangarei	15	8	1	..	1
Kaihu	17	10	..	..	..
Auckland	296	102	9	3	12
Napier-Taranaki	332	128	26	8	34
Wellington	92	32	3	4	7
Hurunui-Bluff	1,126	404	116	24	140
Greymouth	32	21	3	5	8
Westport	31	13	..	..	..
Nelson	23	12	1	..	1
Picton	21	9	2	2	4
Total	1,993	743	161	46	207

RETURN NO. 18.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1895.

No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1895.			
										In.	Out.	Total.	
								£	s.	d.	£	s.	d.
WHANGAREI SECTION													
341	R. 86/1887	Aug. 2, 1886	Kamo Colliery Company.	M. ch. 3 55	Kamo	Grantees	10 years*	Premium.	60 0 0	1,149 15 1	142 6 6	2,143 9 10	1,292 1 7
AUCKLAND SECTION													
333	R. 84/3379	July 20, 1885	N.Z. Frozen Meat and Storage Co.	0 0	Auckland.	Grantees	10 years*	Premium.	420 0 0	1,149 15 1	142 6 6	2,143 9 10	1,292 1 7
339	R. 86/846	Mar. 22, 1886	Waikato Coal and Shipping Company	64 59	Huntly	"	"	"	140 0 0	2,143 9 10	2,143 9 10	2,143 9 10	2,143 9 10
417	R. 89/3364	May 30, 1889	Taupiri Extended Coal Company	64 56	"	"	"	"	360 0 0	8,184 12 10	8,184 12 10	8,184 12 10	8,184 12 10
441	R. 90/1345	April 1, 1890	Ralph Brothers	64 61	"	"	5 years*	Premium.	464 0 0				
477	R. 91/3909	Dec. 18, 1891	Ralph Brothers	64 65	"	"	"	†					
492	R. 92/1775	Mar. 25, 1892	Kauri Timber Company (Limited)	35 25	Helensville South	"	"	†					
504	R. 93/60	Nov. 1, 1892	J. Bycroft and Co. (Limited)	6 29	New Lynn	"	"	†					
521	R. 93/3515	Oct. 1, 1893	Bank of New Zealand Estates Co.	18 5	Morrinsville	"	10 years*	Premium.	138 0 0	157 13 10	555 15 1	713 8 11	713 8 11
527	R. 94/1533	Feb. 1, 1894	Union Oil, Soap and Candle Company (Limited)	7 35	Westfield.	"	"	†					
528	R. 94/1533	Feb. 1, 1894	Auckland Freezing Company	7 49	"	Govt.	"	†					
532	R. 94/2360	July 1, 1894	J. C. Firth	57 77	Rangiriri	Grantee	"	Premium	116 0 0	82 9 3	289 14 5	322 3 8	322 3 8
557	R. 95/688	Feb. 1, 1895	T. and S. Morrin and Co. (Limited)	7 56	Onehunga	Grantees	1 year *	†					
NAPIER-TARANAKI SECTION.													
24	C.R. 75/845	—	Napier Gas Company	2 30	Napier	Govt.	Undefined	Premium	133 0 0	216 8 5	101 11 10	318 0 3	318 0 3
322	R. 84/3540	Dec. 8, 1884	W. F. Burnett	13 79	Hastings	Grantee	10 years*	"	60 0 0				
328	R. 85/794	April 4, 1885	Tamaki Timber Company	81 15	Dannevirke	Grantees	"	"	192 0 0	4 17 5	784 15 8	901 18 5	784 15 8
329	R. 85/373	April 11, 1885	Hawke's Bay Timber Company	70 78	Makotuku	"	"	"					
334	R. 85/1508	July 24, 1885	Tanner and Mortensen	73 56	Matamau	"	"	"	84 10 0				
336	R. 85/2434	Nov. 19, 1885	Robert Holt	1 72	Napier	Grantee	"	"	72 0 0	2,664 15 1	391 17 10	2,664 15 1	391 17 10
345	R. 86/1816	Sept. 2, 1886	Napier Gas Company	14 1	Hastings	Grantees	"	"	300 0 0				
354	R. 87/881	April 7, 1887	N King	0 9	New Plymouth	Grantee	"	"	150 0 0				
360	R. 87/2630	Aug. 16, 1887	P and J Bartholomew	151 44	Feilding	Govt.	"	†					
361	R. 87/2721	Aug. 27, 1887	Nelson Brothers (Limited)	60 4	Takapau	Grantees	"	Premium.	157 0 0	1 2 3	140 12 5	289 10 1	289 10 1
384	R. 89/1328	May 1, 1889	Wanganui Sash and Door Factory and Timber Co. (Limited)	106 20	Wanganui	Govt.	"	†					
406	R. 89/2835	Sept. 13, 1889	H. Brown	235 47	Inglewood	"	"	†					
488	R. 90/1165	Oct. 9, 1887	Murray Roberts, and Co.	0 4	Split	"	"	†					
462	R. 91/873	April 1, 1891	Nelson Brothers (Limited)	96 17	Woodville	Grantees	"	Premium.	1,085 0 0	19 6 8	906 2 5	1,106 4 2	925 9 1

* Three months' notice. † Originally laid under old agreement.

RETURN NO. 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1895.

No. of Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1895.			Total.		
									£	s.	d.			
NAPIER-TARANAKI SECTION—continued.														
463	R. 91/872	Nelson Brothers (Limited)	M. ch. 1 74	Napier	Grantees	10 years*	+	Rental, £50	270	9	9	£	s.	d.
467	R. 91/2365	Wilding and Co.	50 61	Kopua	"	5 years*	+		688	13	4	271	4	5
468	R. 91/2496	Carlson and Co.	32 50	Tamaki	"	"	Premium..	224 0 0	3	3	8	689	1	4
480	R. 92/213	Nelson Brothers (Limited)	68 31	Waipukurau	Grantee	10 years*	+	Rental, £25	538	1	1	1,215	5	6
481	R. 92/323	H Brown	221 31	Stratford	"	5 years*	+	188 0 0	35	15	5	2,088	19	8
494	R. 92/2337	W. Aiken	142 59	Okokia	Grantees	10 years*	+	248 0 0	82	11	5	348	19	3
495	R. 92/1948	Williams and Kettle (Limited)	100 4	Hastings	"	"	Premium.	Rental, £25	116	18	8	180	14	11
497	R. 92/3694	New Plymouth Sash and Door Factory and Timber Company	228 70	Tariki Road	"	5 years*	"	242 0 0	7	17	5	145	17	10
503	R. 92/4218	C. Brown (Mrs.)..	217 58	Ngaire	Grantee	"	+		358	18	1	793	8	6
508	R. 93/313	Dalgely and Co. (Limited)	113 64	Spit	Grantees	3 years*	+	Rental, £25	488	15	4	361	8	1
512	R. 93/1464	B. L. Knight	99 73	Hastings	Grantee	7 years*	+	Rental, £25	843	1	4	452	3	0
513	R. 93/1644	Kendrick Brothers	147 56	Aromoho	Grantees	5 years*	+	16 15 6	21	11	6	843	1	4
522	R. 93/3608	Nelson Brothers (Limited)	101 57	Tomooana	"	10 years*	+	Rental, £25	2,882	5	9	45	8	3
526	R. 94/504	Rathbone and Matthews	36 73	Mangatera	"	"	+	539 0 0	2,398	6	8	5,280	12	5
544	R. 94/3207	The New Plymouth Sash and Door Factory and Timber Company (Limited)	217 64	Ngaire	Govt. and grantees	5 years*	+		15	18	11	713	3	7
545	R. 94/3321	Bailey and Co.	9 53	Rata	Govt.	"	+		3	16	11	347	12	2
548	R. 94/3802	Manawatu County Council	13 34	Carnarvon	Grantees	"	+		46	15	10	559	7	9
550	R. 94/3829	W Nelson	44 36	Makotuku	Grantee	"	+		7	1	6	58	17	4
553	R. 94/4060	Hawke's Bay Timber Company, (Ltd.)	33 55	Dannevirke	Grantees	"	+		5	9	1	731	4	0
559	R. 95/1396	Richter, Naanestad, and Co.	88 63	Hokowhitu	Govt.	"	+		1	942	6	402	7	6
WELLINGTON SECTION.														
221	R. 80/1588	Gear Meat-preserving and Freezing Company (Limited)	6 37	Petone	Grantees	10 years*	Premium	117 19 11	67	10	4	441	5	11
272	R. 84/133	Williams and Beetham	62 15	Kurupuni	Govt.	"	+	220 12 9	11	6	9	1,355	1	10
452	R. 90/2828	William Booth and Co.	57 22	Carlton	"	5 years*	+		14	5	6	14	5	6
453	R. 90/3843	W Bock	44 43	Featherston	"	10 years*	+	Rental, £25	2	4	10	98	11	4
523	R. 94/529	Henry Judd	50 68	Manarawa	Grantee	5 years*	+		257	12	4	1,164	9	9
531	R. 94/2089	Wellington Meat Export Company (Limited)	3 9	Nghauranga	Grantees	10 years*	+	Rental, £25	41	15	9	41	15	9
534	R. 94/2486	Charles Lett	28 33	Kaitoke	Grantee	5 years*	+		9	18	5	311	6	9
PICTON SECTION														
465	R. 91/2179	Nelson Brothers (Limited)	13 35	Spring Creek	Grantees	10 years*	Premium	270 0 0	372	6	0	75	19	8
473	R. 91/3490	N.Z. Loan and Mercantile Agency Company (Limited)	0 10	Picton	"	"	+	190 0 0	11	17	8	62	15	4
491	R. 92/1824	Union Steamship Company of New Zealand (Limited) (Fell Brothers, tenants)	17 69	Blenheim.	"	"	+	Rental, £25	2	10	7	844	5	3
519	R. 93/3737	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim..	"	"	+	Rental, £25	2	10	7	844	5	3

NELSON SECTION

238	R. 81/1947	Aug. 31, 1881	Neale and Haddow	1 0 Nelson	Grantees 10 years*	Premium.	150 0 0	195 13 0	42 16 7	238 9 7
319	R. 84/2977	Oct. 28, 1884	A. McKenzie and Co.	5 70	Grantees 10 years*	Premium.	55 0 0		89 5 7	89 5 7
344	R. 86/2585	Aug. 20, 1886	Westport Colliery Company	8 0	Grey'm'th Har. Bd.					
525	R. 94/1176	Jan. 1, 1894	Strauford and Blair	0 0	Govt.	+	Rental, £25	1,171 9 3	149 11 2	1,321 0 5
533	R. 94/2445	Aug. 1, 1894	T. W. Wilson	2 52	"			11 12 4	203 18 8	203 18 8
537	R. 94/2869	Aug. 11, 1894	William Morris	10 74	"			50 3 0	280 9 2	292 1 6
538	R. 94/2882	Aug. 11, 1894	Westland Sawmilling Company (Limited)	16 9	"				348 18 6	399 1 6
549	R. 94/3879	Nov. 1, 1894	Maifroy and Co.	21 63	Govt. and Grantee Govt.	Premium	20 0 0		64 10 1	64 10 1
552	R. 94/2285	Nov. 1, 1894	G. Perotti	3 21	Nelson Creek					

GREYMOUTH SECTION

319	R. 81/1947	Aug. 31, 1881	Neale and Haddow	1 0 Nelson	Grantees 10 years*	Premium.	150 0 0	195 13 0	42 16 7	238 9 7
319	R. 84/2977	Oct. 28, 1884	A. McKenzie and Co.	5 70	Grantees 10 years*	Premium.	55 0 0		89 5 7	89 5 7
344	R. 86/2585	Aug. 20, 1886	Westport Colliery Company	8 0	Grey'm'th Har. Bd.					
525	R. 94/1176	Jan. 1, 1894	Strauford and Blair	0 0	Govt.	+	Rental, £25	1,171 9 3	149 11 2	1,321 0 5
533	R. 94/2445	Aug. 1, 1894	T. W. Wilson	2 52	"			11 12 4	203 18 8	203 18 8
537	R. 94/2869	Aug. 11, 1894	William Morris	10 74	"			50 3 0	280 9 2	292 1 6
538	R. 94/2882	Aug. 11, 1894	Westland Sawmilling Company (Limited)	16 9	"				348 18 6	399 1 6
549	R. 94/3879	Nov. 1, 1894	Maifroy and Co.	21 63	Govt. and Grantee Govt.	Premium	20 0 0		64 10 1	64 10 1
552	R. 94/2285	Nov. 1, 1894	G. Perotti	3 21	Nelson Creek					

HURUNUI-BLUFF SECTION.

1	R. 81/1026	April 28, 1866	J. T. Brown	7 39	Grantee For ever			875 15 3	296 1 11	1 171 17 2
3	R. 88/1107	Dec. 28, 1870	Wood Brothers (Limited)	1 17	Grantees			422 11 9		422 11 9
12	R. 82/2186	Aug. 14, 1882	White and Co.	21 29	Govt.			(See No. 120.)		
13	P. W. 76/3501	Dec. 18, 1874	Oamaru Harbour Board	157 77	Govt.			132 5 5	206 8 3	338 13 8
20	P. W. 76/2946	Dec. 11, 1875	Kaipoi Produce and Milling Co. (Richard Evans, tenant)	1 52	Grantees For ever					
32	R. 82/432	April 7, 1876	Miles, Archer, and Co.	105 54	Govt.			688 14 11	390 0 3	1,028 15 2
33	P. W. 76/823	April 22, 1876	James A. McIlraith	8 75	"			14 4 3	670 3 2	684 7 5
37	P. W. 76/3721	July 18, 1876	N.Z. and Australian Land Company (Limited). (D. and J. Hay and A. Thomson also have the use of this siding.)	166 27	"			162 5 7	205 16 0	368 1 7
120	P. W. 77/4412	Jan. 23, 1878	Oamaru Harbour Board	157 65	"					
142	R. 78/649	Aug. 3, 1878	N.Z. and Australian Land Company (Limited)	351 60	"			4,770 8 2	2,697 12 0	7,463 0 2
178	R. 82/379	— 1878	Messiel Woollen Factory Company	0 73	"			313 19 4	569 8 3	883 7 7
258	R. 82/554	Jan. 10, 1882	S. Ogdon (Bowler and Rutledge, tenants)	10 71	"			119 15 0	60 9 2	180 4 2
266	R. 82/554	Mar. 24, 1882	S. Bailey	15 0	"			25 14 1	132 6 5	158 0 6
328A	R. 90/3990	April 27, 1885	Lyttelton Harbour Board	0 20	Grantee Govt. and grantees Govt.	Premium	153 0 0		34 1 7	34 1 7
337	R. 85/3780	Dec. 9, 1885	A. Tapper	374 46	"					
338	R. 85/3974	Dec. 24, 1885	Ward and Cleave	374 49	"	Premium		118 15 9	28 10 11	147 6 8
342	R. 86/1380	June 17, 1886	James Macfie and Co. (Limited)	235 45	"			803 11 5	363 3 6	1,166 14 11
348	R. 86/3012	Sept. 25, 1886	Smellie Brothers	240 15	"			983 5 10	64 10 5	1,047 16 3
351	R. 87/327	Feb. 9, 1887	H. B. Webster and Co.	90 75	"			522 9 2	7 2 6	529 11 8
363	R. 87/3016	Sept. 30, 1887	P. McGill	271 40	Govt.	+		1 15 6	87 11 5	89 6 11
364	R. 87/3093	Oct. 4, 1887	W. Summerville, R. Kemp, and H. Fentz	10 86	"	+		2,188 16 10	1,791 16 11	3,980 13 9
								17 7 0	52 10 11	69 17 11
								£16 13s. 4d.		

* Three months' notice. † Originally laid under old agreement.

RETURN No. 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1895.

H R o f P a p e r s	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1895.		
										In.	Out.	Total.
365	R. 87/3312	Oct. 25, 1887	Timaru Milling Company (Limited)	M. ch 106 18	Timaru	Govt.	10 years*	†	Rental, £50	£ 1,479	£ s. d. 17 0	£ s. d. 2,406 6 6
367	R. 87/2868	Jan. 1, 1881	N.Z. Agricultural Company	21 0	Waimea (District line)	Govt.	Undefined	..				
368	R. 88/926	April 4, 1888	J. Anderson	0 16	Lyttelton	Govt.	10 years*	†	Rental, £50	80	1 1	160 13 7
370	R. 88/2418	Aug. 16, 1888	J. H. Lambert	237 2	Kensington	"	"	†	Rental, £25	104	12 9	108 1 9
372	R. 88/3259	Jan. 3, 1889	N.Z. Loan and Mercantile Agency Company (Limited)	0 20	Lyttelton	Grantees	"	Premium	460 0 0	337	15 8	453 13 3
374	R. 89/885	Mar. 29, 1889	Friedlander Brothers	16 40	Lyndhurst	"	"	"	Rental, £50	260	0 0	974 1 2
377	R. 89/1511	June 8, 1889	Farmers' Agency Company (Limited)	236 33	Dunedin	"	"	"	Rental, £25	1,424	6 4	1,549 8 10
378	R. 89/1878	May 1, 1889	W. Booth and Co.	5 79	Christchurch	Govt.	"	†	Rental, £50	407	9 2	410 2 4
379	R. 89/1259	May 1, 1889	Rollitt and Co.	58 72	Ashburton	"	"	†	Rental, £25	574	7 8	4,158 16 8
381	R. 89/1310	May 1, 1889	Belford Mills Company	106 8	Timaru	"	"	†	Rental, £50	982	16 10	1,785 7 10
382	R. 89/1333	May 1, 1889	J. Gross	6 62	Christchurch	"	"	†	Rental, £50	1,038	3 9	1,074 18 0
383	R. 89/2433	Aug. 5, 1889	Mutual Agency Company of New Zealand	236 21	Dunedin	Grantees	"	Premium	90 0 0	2,188	9 1	2,382 2 7
385	R. 89/1392	May 1, 1889	Permanent Investment and Loan Association of Canterbury	5 76	Christchurch	Govt.	"	†	Rental, £50	189	10 10	262 1 5
386	R. 89/1983	May 1, 1889	M. Friedlander	60 68	Tinwald	"	"	†	Rental, £25	36	16 6	2,323 5 1
387	R. 89/1963	May 1, 1889	Fleming and Gilkison	335 5	Gore	"	"	†	Rental, £25	490	7 0	1,165 15 9
388	R. 89/1624	May 1, 1889	J. Grigg	64 54	Winslow	"	"	†	Extension, £110	413	1 4	2,210 15 11
389	R. 89/1964	May 1, 1889	Fleming and Gilkison	374 10	Elles Road	"	"	†	Rental, £50	1,659	9 1	2,203 16 1
390	R. 89/1309	May 1, 1889	Wigram Brothers	1 78	Heathcote	"	"	†	Rental, £25	647	6 4	981 10 1
391	R. 89/1279	May 1, 1889	Friedlander Brothers	58 73	Ashburton	"	"	†	Rental, £25	307	8 0	3,815 2 1
393	R. 89/1332	May 1, 1889	F. Partridge	6 47	Christchurch	"	"	†	Rental, £50	94	15 10	110 10 11
394	R. 89/1868	May 1, 1889	Miles and Co.	6 8	Christchurch	"	"	†	Rental, £25	1,606	12 2	1,880 9 0
395	R. 89/1262	May 1, 1889	Rollitt and Co.	57 77	Ashburton	Grantees	"	†	Rental, £25	(See No. 379.)		
396	R. 89/1869	May 1, 1889	Miles and Co.	5 77	Christchurch	Govt.	"	†	Rental, £25	(See No. 394.)		
397	R. 89/1257	May 1, 1889	R. Anderson and Co.	0 26	Burnside	"	"	†	Rental, £25	849	15 7	915 15 0
398	R. 89/1867	May 1, 1889	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch	"	"	†	Extension, £40	223	16 10	
400	R. 89/1692	Aug. 1, 1889	Christchurch Meat Company (Limited)	13 8	Islington	"	"	†	Rental, £50	5,783	11 4	11,205 9 5
401	R. 89/2417	Aug. 1, 1889	W. Scott and Co.	25 38	Southbridge	"	"	†	Rental, £25	12	5 10	119 17 0
402	R. 89/2826	Aug. 1, 1889	J. Ingram	20 60	East Oxford	"	5 years*	†	Rental, £25	171	0 0	
409	R. 89/3018	Oct. 2, 1889	Milburn Lime and Cement Company	235 25	Dunedin	Grantees	10 years*	Premium		330	2 3	497 11 8
410	R. 89/3132	Aug. 1, 1889	N.Z. Pine Company (Limited)	367 72	One-tree Point	Govt.	"	†	Rental, £50	15	11 9	502 7 3
411	R. 89/3377	May 1, 1889	W. White and Co.	7 46	Addington	"	"	†	Rental, £25	1,840	17 10	2,079 10 5
412	R. 89/3213	June 1, 1889	Colonial Bank of New Zealand (R. Anderson and Co., tenants)	236 37	Dunedin	"	"	†	Rental, £50	2,531	7 8	2,549 7 7
414	R. 89/2422	Aug. 1, 1889	Moir and Co.	16 69	Southbrook	"	12 years*	†	Rental, £25	494	0 0	996 13 9

HURONUI-BLUFF SECTION—continued.

RETURN No 18—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1895.

H.R. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1895.			Total.
										In.	Out.	£ s. d.	
479	R. 91/3995	Oct. 25, 1891	J H. Hancock	M. 237 11	Kensington Cattle-yards	Govt. Grantees	5 years*	†	Rental, £25	£ 134 16 7	£ 134 16 7	£ s. d. 134 16 7	
482	R. 92/509	Jan. 1, 1892	N.Z. Refrigerating Co. (Limited)	239 27	Studholme Junction	"	10 years*	†	Rental, £25	1,796 8 7	907 19 4	2,704 7 11	
483	R. 92/703	Feb. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	0 6	Wetheral	"	"	†	Rental, £25	43 13 10	43 13 10	43 13 10	
484	R. 92/672	Mar. 1, 1892	W White and Co.	6 51	Christchurch	Govt. Grantee	"	†	Rental, £50	772 5 1	49 15 7	822 0 8	
485	R. 92/807	Jan. 10, 1892	E. G. Allen	237 78	Pt. Chalmers, Upper Mataura	Grantees	5 years*	†	300 0 0	0 16 0	10 12 9	11 8 9	
486	R. 92/739	Mar. 24, 1892	Southland Frozen Meat and Produce Export Company (Limited)	342 48	Timaru	Grantees	10 years*	Premium.	Rental, £25	121 15 6	2,308 8 9	2,430 4 3	
487	R. 92/852	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Timaru	"	"	†	Rental, £50	1,016 15 8	816 3 1	1,832 18 9	
488	R. 92/806	Mar. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	6 51	Christchurch	"	"	†	Rental, £50	741 19 9	249 18 5	991 18 2	
489	R. 92/1249	Jan. 1, 1892	J S. White	2 54	Wetheral	Grantee	"	†	Rental, £25	9 16 0	43 0 5	52 16 5	
490	R. 92/1487	May 1, 1892	P Cunningham (Atlas Milling Company, tenants)	105 78	Timaru	"	5 years*	†	Rental, £50	33 19 6	240 0 3	273 19 9	
493	R. 92/1937	Feb. 1, 1892	Executors of late M. Studholme	0 6	Studholme Junction	"	10 years*	†	Rental, £25	33 19 6	240 0 3	273 19 9	
496	R. 92/3650	July 1, 1891	Kempthorne, Prosser, and Co.'s N.Z. Drug Company	239 24	Cattle-yards	Grantees	"	†	Rental, £25	211 13 1	306 3 4	517 16 5	
498	R. 92/3835	Oct. 1, 1892	Canterbury Frozen Meat and Dairy produce Export Company	7 8	Belfast	"	"	†	Rental, £25	5 962 9 2	5,823 17 7	11,786 6 9	
499	R. 92/4111	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company	7 50	Addington	"	"	Premium	Rental, £25	46 0 0	61 15 5	61 15 5	
500	R. 92/3737	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Timaru	"	"	†	Rental, £50	686 12 10	844 10 1	1,531 2 11	
501	R. 92/4184	Dec. 21, 1892	A. Lischner	4 72	Conical Hill	Grantee	5 years*	Premium	Rental, £50	186 0 0	126 16 7	126 16 7	
502	R. 92/4217	Oct. 1, 1892	J and T Meek	158 1	Oamaru	Govt. and grantees	2 years*	†	Rental, £50	864 3 5	451 13 6	1,315 16 11	
505	R. 93/40	Nov. 1, 1892	National Mortgage and Agency Co. of New Zealand (Limited)	105 74	Timaru	Grantees	8 years 8 months	†	Rental, £50	570 0 4	518 9 2	1,088 9 6	
506	R. 93/109	Jan. 1, 1893	Philip C. Threlkeld	2 25	Wetheral	Grantee	10 years*	†	Rental, £25	18 6 5	30 7 10	108 14 3	
507	R. 92/4306	Jan. 1, 1893	Evans and Co. (Limited)	105 75	Timaru	Grantees	5 years*	†	Rental, £50	846 7 0	1,089 10 3	1 935 17 3	
509	R. 93/593	Feb. 1, 1893	J Borgfeldt	3 31	Papanui	Grantee	3 years*	†	Rental, £25	1 16 11	20 2 5	21 19 4	
510	R. 93/1075	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	335 7	Gore	Grantees	10 years*	†	Rental, £25	170 17 11	774 4 0	945 1 11	
511	R. 93/1238	Dec. 1, 1892	Donald Reid and Co.	236 17	Dunedin	"	"	†	Rental, £50	3,197 18 1	289 15 3	3,487 13 4	
514	R. 93/1824	May 1, 1893	Shaw-Savill and Albion Company	0 0	Lyttelton	"	"	†	Rental, £50	{ 3,286 6 2	438 19 3	3,725 5 5	
515	R. 93/2140	May 1, 1893	Kaye and Carter	391 64	Bluff	"	"	†	Rental, £50	{ 26 4 9	140 4 5	166 9 2	
516	R. 93/3209	Oct. 1, 1893	Nichol Brothers	244 13	Wingatui	"	"	†	Rental, £50	{ 1,617 3 0	606 6 2	2,223 9 2	
517	R. 93/3254	Oct. 1, 1893	Oamaru Totara Tree Stone Company (Limited)	163 12	Whitecraig	Grantee	5 years*	†	Rental, £50	{ 46 2 5	235 9 10	3,832 2 1	
						Grantees	"	†	Rental, £50	{ 16 10 10	351 10 5	368 1 3	

HURUNUI-BLUFF SECTION—continued.

518	R. 98/3617	Nov. 17 1893	J Palmer	234 53	Pelichet Bay	Govt.	5 years*	Rental, £25	1 15 0	71 19 7	73 14 7
520	R. 98/3520	Nov. 1, 1893	J Kitchen and Sons and Apollo Company	240 33	Burnside	Grantees	1 year*				
524	R. 94/521	Feb. 14, 1894	R. M. Morten (Christchurch Meat Company, tenants)	12 0	Hornby	Grantee	"	Rental, £25	16 18 6	13 1 5	29 19 11
529	R. 94/2207	May 6, 1894	John Murdoch and Co.	235 52	Dunedin	Grantees	10 years*	Rental, £50	2,563 0 6	186 13 3	2,749 13 9
530	R. 94/2208	June 1, 1894	N.Z. Refrigerating Co. (Limited)	155 23	Eveline	"	5 years*	Rental, £25	265 13 7	773 7 5	1,039 1 0
535	R. 94/2485	Aug. 1, 1894	Lyttelton Borough Council	2 65	Heathcote	Govt.	"		24 7 11		24 7 11
526	R. 94/2582	Aug. 1, 1894	Samuel Smart	12 8	Hornby	Grantee	"		6 1 9	325 12 2	331 13 11
539	R. 94/3024	Aug. 1, 1894	Invercargill Corporation	0 1	Invercargill	Govt.	"		335 4 7	29 8 8	364 13 3
540	R. 94/3026	Feb. 1, 1894	The J.G. Ward Farmers' Association of New Zealand (Limited)	391 43	Bluff	Grantees	10 years*	Rental, £50	5,047 17 11	877 8 10	5,925 6 '9
541	R. 94/3081	Aug. 1, 1894	Thomas Buxton	6 41	Makarawa	Govt.	5 years*		2 9 0	172 19 8	175 8 8
542	R. 94/3082	Aug. 1, 1894	Thomas Hodgkinson	6 44	"	"	"		2 15 10	63 10 1	66 5 11
543	R. 94/3208	May 23, 1894	N.Z. Pine Company (Limited)	6 42	Wright's Bush	Grantees	"		0 12 0	341 18 2	342 10 2
546	R. 94/3483	Aug. 1, 1894	Milburn Lime and Cement Co. (Limited)	267 57	Milburn	Govt.	"		367 5 8	1,162 16 11	1,530 2 7
547	R. 94/3672	Oct. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	236 10	Dunedin	Grantees	10 years*	Rental, £50	1,370 17 10	256 1 5	1,626 19 3
551	R. 94/3949	Dec. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	374 55	Invercargill	"	"	Rental, £50	517 16 11	370 14 9	888 11 8
554	R. 94/4291	Aug. 1, 1894	B. C. Calverley	241 70	Abbotsford	Govt.	5 years*			188 16 4	188 16 4
555	R. 94/4311	Jan. 1, 1895	G. R. Waddell	391 65	Bluff	Grantee	10 years*	Rental, £50	2,484 13 3	307 6 3	2,791 19 6
553	R. 94/4445	Nov. 1, 1894	Lyttelton Harbour Board		Lyttelton	Govt.	5 years*		(See No. 460.)		
558	R. 95/1113	Jan. 1, 1895	Christchurch Meat Co. (Limited)	103 70	Timaru	Grantees	1 year 11 months*	Rental, £25	980 1 8	2,815 5 0	3,795 6 8

* Three months' notice.

† Originally laid under old agreement.

T RONAYNE, General Manager.

RETURN NO. 19
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1895.

Section.	Mileage Open for Traffic on 31st March, 1894.		Additional Length Opened during Year.		Reduced Mileage equivalent to Maintenance for whole Period.	Length Closed during Year.		Net Addition to Mileage Open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage Open for Traffic on 31st March, 1895.
	As per last Year's Return.	As per New Chainage.	Line Opened.	Date of Opening.		Line.	Length.			
Kawakawa	M. ch. 7 39	M. ch. 7 39	...	...	M. ch. ...	...	M. ch. ...	M. ch. ...	M. ch. 7 39
Whangarei	6 52	6 52	Kamo-Waro	2nd July, 1894	6 3	...	8 6	6 3	14 58	
Kaihu	16 47	16 47	...	...	...	...	...	...	16 47
Auckland	288 37	288 37	Tarukenga-Rotorua	8th December, 1894	2 57	...	8 56	2 57	297 13	
Napier-Taranaki	332 37	332 34†	...	...	...	...	...	...	332 34
Wellington	92 18	92 18	...	...	...	...	...	...	92 18
Hurunui-Bluff	1,098 34	1,098 34*	(Middlemarch-Hyde Glenomaru Tunnel Mokotua-Gorge Road	12th July, 1894 6th March, 1895 1st March, 1895	11 57 0 2 0 46	...	16 20 0 33 6 62	11 57 0 2 0 46	1,121 69	
Ditto, Private Lines—										
Shag Point Branch	2 10	2 10	...	...	...	...	...	...	2 10
Nightcaps Branch	2 24	2 24	...	...	...	...	...	...	2 24
Greymouth	32 06	32 06	...	...	...	...	...	...	32 06
Westport	26 68	26 28†	Mokihini Coal Co.'s line	23rd February, 1895	0 31	...	3 69	0 31	30 17	
Nelson	23 5	23 5	...	...	...	...	...	...	23 5
Pictou	20 42	20 42	...	...	...	...	...	...	20 42
Total	1,949 19	1,948 56	...	...	21 36	...	44 6	21 36	1,992 62
Forest Hill Tramway	10 0	10 0	...	...	...	...	...	...	10 0

* Does not include Riversdale-Switzers (2 miles).

† Approximate mileages, not yet chained.

‡ Rechainage of section.

RETURN No. 20.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1895.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.†
	M. ch.	M. ch.	M. ch.		
1867		45 70	45 70	96,338	
1870-71		18 58	18 58	39,323	
1871-72		11 68	11 68	24,885	
1872-73		27 62	27 62	58 327	
1873-74	10 55	11 21	46,095	
1874-75		61 19	126 78	395 246	
1875-76		69 23	248 4	666,409	
1876-77	64 24	152 39	455 254	
1877-78		103 76	94 58	417 217	
1878-79		27 19	56 46	176,006	
1879-80*	26 33	40 73	141 382	
1880-81		68 39	32 71	101 30	74 261
1881-82		22 67	40 16	63 3	132 379
1882-83		2 2	40 19	42 21	88 751
1883-84	22 19	22 50	44 69	94 211
1884-85	56 0	24 0	80 0	168,000
1885-86	43 26	47 52	90 78	191 048
1886-87		58 72	11 39	70 31	147 814
1887-88		11 47	17 32	28 79	60,874
1888-89		18 31	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68 381
1890-91		28 21	5 68	34 9	71,636
1891-92			27 27	27 27	57 408
1892-93		17 26	17 26	36,382	132,569
1893-94		28 38	33 58	62 16	130,620
1894-95	16 62	27 24	44 6	92,558
Totals				4,112 246	1,899 255

* Nine months only.

† Complete information not recorded until 1880-81.

RETURN No. 21.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1894, and March, 1895.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Napier-Taranaki.	Wellington.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Pictou.	Total.
1893-94.												
General	119
Traffic	..	6	4	2	156	212	96	905	36	28	18	1,473
Maintenance	..	4	4	8	240	418	94	1,090	46	27	21	1,970
Locomotive	..	3	4	2	168	180	169	749	32	35	9	1,358
Totals	..	13	12	12	564	810	359	2,744	114	90	48	4,920
1894-95.												
General	110
Traffic	..	6	9	3	158	217	100	900	36	29	18	1,486
Maintenance	..	4	11	13	329	355	100	1,042	41	39	39	1,995
Locomotive	..	2	7	3	166	190	155	759	31	37	10	1,366
Totals	..	12	27	19	653	762	355	2,701	108	105	67	4,957

RETURN No. 22.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1895.

Section.	Passengers Killed or Injured.				Servants of the Department Killed or Injured.				Persons Killed or Injured while crossing at Level Crossings.		Trespassers.		Workshops.		Miscellaneous.		Total Killed.	Total Injured.
	From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.										
Kawakawa
Whangarei
Kaihu
Auckland	2	..	13	1	7	1	1	..	1	..	4	..	1	..	2	29
Napier-Taranaki	..	3	1	1	23	1	9	..	1	..	..	..	7	..	..	..	5	41
Wellington	4	..	3	..	1	..	..	..	9	..	..	..	..	17
Hurunui-Bluff	6	1	48	..	8	3	1	..	3	..	17	..	1	..	5	84
Greymouth	10	..	1	..	..	..	3	..	..	..	..	..	1	12
Westport	2	..	..	..	..	..	1	..	1	..	..	..	..	4
Nelson	2	..	..	..	..	..	..	..	1	..	..	..	..	3
Pictou	1	..	..	..	..	..	..	..	..	..	..	..	..	1
Totals	3	9	2	103	3	28	4	4	..	6	..	39	..	3	12	192

RETURN NO. 23—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1895—continued.

Type.	No. of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.
	Detail.		Total.		Coal.	Running.		Repairs.	Running.		Total.	Repairs.	Running.		Total.	Repairs.	Running.		Total.	
	Train.	Shunting.	Ballast.	Oil.		Tallow.	Waste.		Wages and Material.	Stores.			Fuel.	Wages.			Stores.	Fuel.			Wages.	Stores.	Fuel.	Wages.
D	1	12	...	5,550	2,000	68	5	54	11	3	31	114	159	13	134	493	688	116		
F	13	20	13,1752	35,068	47,025	2,347	124	1,144	2,165	90	707	3,045	6,007	12	136	395	780	2,185		
FA	2	20	30,993	5,989	13,262	414	24	258	323	18	210	695	1,246	210	136	451	809	480		
J	6	25	96,189	7,673	105,360	1,633	119	1,274	739	70	645	1,498	2,952	16	147	341	672	1,275		
L	2	20	24,433	1,717	6,758	394	23	154	216	16	108	376	716	13	090	312	594	284		
LA	2	25	53,498	2,584	14,610	776	30	415	124	30	224	642	1,020	13	096	275	437	536		
P	3	18	40,165	2,020	20,669	500	42	457	561	23	333	611	1,528	13	190	348	869	427		
R	3	20	36,853	10,358	16,108	648	55	525	570	29	254	827	1,680	14	127	412	837	545		
Total	32	...	413,883	70,959	160,104	6,780	428	4,281	4,709	279	2,512	7,808	15,308	13	119	369	723	5,857		
Less recoverable mileage & expenditure			6,130	...	...	...	...	...	...	...	...	...	427	...	...	...	0 11	...
General charges, &c.			17,058	...	...	...	...	...	...	...	...	...	14,881	...	...	...	7 12	...
Total			...	...	...	...	...	...	...	...	...	...	2,621	...	...	...	1 25	...
			...	...	...	...	...	...	...	...	...	...	17,502	...	...	...	8 37	...

AUCKLAND SECTION.																				
Type.	No. of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.
	Detail.		Total.		Coal.	Running.		Repairs.	Running.		Total.	Repairs.	Running.		Total.	Repairs.	Running.		Total.	
	Train.	Shunting.	Ballast.	Oil.		Tallow.	Waste.		Wages and Material.	Stores.			Fuel.	Wages.			Stores.	Fuel.			Wages.	Stores.	Fuel.	Wages.
B	1	20	6,651	1,653	1,880	102	15	129	31	7	147	161	346	16	346	380	8 15	161		
C	2	15	4,671	4,234	26	88	6	90	00	5	84	159	308	13	226	427	8 27	200		
D	5	15	26,403	22,110	2,076	583	61	497	178	24	390	1,488	1,488	11	185	425	7 05	824		
E	7	20	159,259	22,297	7,751	2,931	202	1,883	1,246	112	3,206	2,268	6,832	14	4 05	288	8 66	1,461		
F	13	20	86,654	24,584	9,856	1,302	123	921	1,101	50	1,157	1,892	4,200	10	2 29	375	8 32	1,572		
FA	1	20	3,075	1,026	15	59	10	33	32	2	38	134	134	11	2 21	3 02	7 81	44		
J	6	20	153,030	9,225	...	2,555	176	1,173	1,935	82	2,390	1,773	6,180	12	3 54	2 02	9 14	1,155		
M	3	20	46,032	3,017	821	757	47	340	1,023	24	582	495	2,124	12	2 80	2 38	10 22	349		
R	4	20	46,107	5,674	193	620	37	415	1,212	24	784	714	2,734	11	3 62	3 29	12 62	496		
S	2	20	16,253	4,966	688	350	21	246	259	13	323	336	931	14	3 54	3 08	10 20	223		
WA	3	20	54,378	7,005	18	960	62	425	843	38	945	724	2,550	14	3 70	2 83	9 96	342		
Total	47	...	602,513	105,791	23,324	10,397	760	5,852	7,920	381	10,046	9,480	27,827	12	3 29	3 11	9 12	6,827		
Less recoverable mileage & expenditure			3,214	...	...	...	...	...	...	...	...	...	180	...	...	...	0 01	...
General charges, &c.			...	...	...	...	...	...	...	...	...	...	27,647	...	...	...	9 11	...
Total			...	...	...	...	...	...	...	...	...	...	5,034	...	...	...	1 66	...
			...	...	...	...	...	...	...	...	...	...	32,681	...	...	...	10 77	...

RETURN NO. 23—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1895—continued.

Type.	No. of Engines.	Average Speed—Miles per Hour.			Engine-Mileage.				Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.				
		Detail.			Running.				Repairs.				Running.				Repairs.								
		Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Repairs.	Wages and Material.	Stores.	Fuel.	Wages.	Repairs.	Wages and Material.		Stores.	Fuel.	Wages.	Total.
GREYMOUTH SECTION.																									
F	4	12	35,983	21,655	1,721	59,359	9,609	687	120	582	407	27	288	1,650	11	116	375	11	116	165	11	116	375	667	810
R	1	12	8,271	7,831	137	16,239	3,731	191	38	164	82	8	111	488	12	164	424	12	164	121	12	164	424	721	202
D	1	12	5,348	1,480	389	7,217	973	91	11	71	197	4	28	330	13	93	336	13	93	655	13	93	336	1097	102
Total	6	...	49,602	30,966	2,247	82,815	14,313	969	169	817	686	39	427	2,468	11	124	381	11	124	199	11	124	381	715	1,114
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	406	...	...	...	...	...	...	...	...	...	118	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	2,874	...	...	...	...	...	...	...	...	...	833	...
WESTPORT SECTION.																									
C	2	12	783	19,115	33	19,931	3,163	307	51	255	39	13	82	512	16	98	616	16	98	047	16	98	616	777	341
F	4	15	47,759	14,980	1,015	63,754	12,568	870	91	615	1,011	35	323	2,470	13	122	415	13	122	380	13	122	415	930	722
FA	1	15	8,912	3,150	211	12,273	2,657	200	30	174	56	9	66	233	17	130	455	17	130	109	17	130	455	711	155
Total	7	...	57,454	37,245	1,259	95,958	18,388	1,377	172	1,044	1,106	57	471	1,846	14	117	463	14	117	276	14	117	463	870	1,218
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	647	...	...	...	...	...	...	...	...	...	162	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	4,127	...	...	...	...	...	...	...	...	...	1032	...
NELSON SECTION.																									
D	2	18	6,662	1,216	2,200	10,078	1,459	197	11	93	89	6	77	169	14	183	402	14	183	211	14	183	402	810	149
F	2	18	32,710	3,842	1,379	37,931	5,201	589	39	349	197	22	273	543	14	173	343	14	173	125	14	173	343	655	385
Total	4	...	39,372	5,058	3,579	48,009	6,660	786	50	442	286	28	350	712	14	175	356	14	175	143	14	175	356	688	534
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	315	...	...	...	...	...	...	...	...	...	157	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	1,691	...	...	...	...	...	...	...	...	...	845	...
PICTON SECTION.																									
C	1	15	1,149	207	1,124	2,570	354	38	3	18	387	1	21	51	09	196	476	09	196	3614	09	196	476	4295	44
D	1	15	42	2	43	87	17	1	...	...	75	...	1	2	...	276	552	...	276	20689	...	276	552	21517	5
G	2	15	24,009	3,623	3	27,635	4,542	351	27	226	350	12	273	482	10	237	419	10	237	304	10	237	419	970	308
Total	4	...	25,200	3,922	1,170	30,292	4,913	390	30	244	812	13	295	535	10	233	424	10	233	644	10	233	424	1311	357
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	166	...	...	...	...	...	...	...	...	...	131	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	1,821	...	...	...	...	...	...	...	...	...	1442	...

T. F. ROTHERHAM, Locomotive Superintendent, N.Z.R.

RETURN No. 24.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1895.

Mine.	1894-95.	1893-94.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin Bros., Sheffield	1,397	715	682	..
Springfield Coal Company, Springfield	328	243	85	..
Leeming and Co., Whitecliffs	1,885	2,430	..	545
Thompson, A., Whitecliffs	38	..	38	..
Mellraith, J. A., Glentunnel	2,598	3,095	..	497
Brockley Company, Glentunnel	56	37	19	..
Harris, W and J., Mount Somers ... ..	..	380	..	380
Park, G., Mount Somers	438	115	323	..
Albury	52	172	..	120
Studholme and McPherson, Waimate	6	15	..	9
Kurow	85	185	..	100
Ngapara	24	16	8	..
Herbert	34	54	..	20
Shag Point	10,922	9,604	1,318	..
Allendale Coal Company	11,864	12,739	..	875
Walton Park	13,700	15,726	..	2,026
Fernhill	5,263	5,294	..	31
Saddle Hill ... ..	..	12	..	12
Freeman's	7,672	9,418	..	1,746
Salisbury ... ..	..	1,946	..	1,946
Mosgiel	746	10	736	..
Nelson's	1,936	1,138	798	..
Lovell's Flat	93	138	..	45
Kaitangata	64,666	67,605	..	2,939
Carson's	4	28	..	24
Castle Hill	13,458	6	13,452	..
Cormack's ... ..	..	330	..	330
Lakeside, Stirling	367	..	367	..
Conical Hills	1,602	1,665	..	63
Hagan, C. O., Pukerau	557	531	26	..
Dudley, J. D., Pukerau	11	26	..	15
Orchard, E. C., Pukerau	10	..	10	..
Hoffman, Gore ... ..	..	40	..	40
Fryer's, Gore ... ..	..	24	..	24
Green, Thomas, Gore	323	..	323	..
Stark's, Gore ... ..	..	361	..	361
Town, C., Mataura	106	74	32	..
Sleeman, C. P., Mataura	20	30	..	10
Beattie, J., Mataura	37	..	37	..
Munro, E., Wyndham	16	..	16	..
Reed, W., Wairio	666	747	..	81
Nightcaps Coal Company, Nightcaps	8,861	14,050	..	5,189
Reed, W., Nightcaps	332	..	332	..
Alley, J., Nightcaps	8	..	8	..
Hall, J. W., Nightcaps	10	..	10	..
Calder, J and A., Nightcaps	4	..	4	..
Cassels, A., Orepuki ... ..	..	72	..	72
Hokonui Coal Company, Winton	12,309	10,538	1,771	..
Smith, J., Kingston Crossing	10	..	10	..
Totals	162,514	159,609	20,405	17,500

RETURN No 25
HURUNUI-BLUFF SECTION

RETURN of the NUMBER of VESSELS DISCHARGED and LOADED at the Ports of Lyttelton, Timaru, Oamaru, Port Chalmers, Dunedin, and Bluff, for the Year ending 31st March, 1895.

Port.	1894-95.	1893-94.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton	1,563	1,545	18	
Timaru	294	316		22
Oamaru	147	130	17	
Port Chalmers	290	307		17
Dunedin	54	47	7	
Bluff	257	281		24
Totals	2,605	2,626	42	63
LOADED :—				
Lyttelton	1,605	1,648		43
Timaru	293	317		24
Oamaru	155	154	1	
Port Chalmers	307	317		10
Dunedin	2	2		
Bluff	260	282		22
Totals	2,622	2,718	3	99

RETURN No. 26

HURUNUI-BLUFF SECTION

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1895, on the HURUNUI-BLUFF RAILWAY and BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.						
	Single.	Double.			Main Line.	Branches.	Total.							
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.						
CHRISTCHURCH DIVISION :—														
Main Line	211	57	6	28	218	5	64	74	282	79				
Rangiora Sheffield and Eyreton Junction-Bennett's			53	56			4	52		58	28			
Southbridge and Little River Branches			48	7			5	26		53	33			
Springfield and Whitecliffs Branches			42	27	242	65	4	65	23	44	47	12		
Rakaia and Ashburton Forks Branch			22	20			2	65			25	5		
Mount Somers Branch			27	35			1	53			29	8		
Albury Branch			36	13			2	45			38	58		
Waimate Branch			12	67			1	58			14	45		
Totals, Christchurch Division	211	57	6	28	460	70	64	74	88	38	549	28		
DUNEDIN DIVISION :—														
Main Line	175	20			175	20	47	37	47	37	222	57		
Duntroon Branch			37	41			2	57			40	18		
Oamaru-Breakwater Branch			0	63			0	25			1	8		
Ngapara & Livingstone Branches			27	4			2	2			29	6		
Shag Point Branch			2	10			0	14			2	24		
Waihemo Branch			8	65			0	57			9	42		
Port Chalmers Branch			1	26	201	73	3	41	18	26	4	67		
Walton Park Branch...			2	49			0	52			3	21		
Otago Central Railway			56	2			2	51			58	53		
Outram Branch			9	0			0	65			9	65		
Lawrence Branch			22	1			1	52			23	53		
Catlin's River Branch			14	48			1	3			15	51		
Tapanui Branch			20	4			2	7			22	11		
Totals, Dunedin Division	175	20			201	73	47	37	65	63	442	76		
INVERCARGILL DIVISION :—														
Main Line	72	61			72	61	17	78	17	78	90	59		
Waimea Plains Branch			36	41			2	6			38	47		
Wyndham Branch			9	35			0	45			10	0		
Seaward Bush Branch			18	7			1	7			19	14		
Kingston Branch			87	0	221	67	6	13	17	28	93	13		
Makarewa-Orepuki Branch			35	52			4	0			39	52		
Thornbury-Wairio and Wairio-Nightcaps Branches			24	51			2	34			27	5		
Lumsden-Mararoa Branch			10	41			1	3			11	44		
Totals, Invercargill Division	72	61			221	67	17	78	35	26	329	74		
Grand Totals—Whole Line	459	58	6	28	666	45	1,132	51	130	29	189	47	1,322	18
Riversdale-Switzers Line*					2	0								
Forest Hill Tramway*					10	0								

* Taken over, but not yet open for traffic.

RETURN No. 27

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES during the Nine Months ending the 31st December, 1894.

Part No. 1.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Ordinary Tickets: Regulation *re* breaking journey inserted
 Charge of 1s. to passengers joining train at a booking station without a ticket reduced to 6d.
 £50 annual tickets not available by Midland Railway Company's trains between Greymouth and Brunner
 Rates for workmen's commutation twelve-trip tickets inserted
 School season tickets to be issued for three months from any date, available for travelling to and from school only
 Free school season tickets, available for travelling to and from school only
 Rates for scholars and students over nineteen years of age reduced
 School Excursions Regulation amended
 Special Trains: Charge for light running inserted
 Rates for pleasure parties of not less than twenty adults reduced
 Rates for theatrical, concert, and circus companies of not less than ten adults reduced.

LOCAL FARES AND REGULATIONS.

Whangarei Section.

Sectional system for charging passengers adopted.

Auckland Section.

Suburban fares between Newmarket and Remuera removed
 Regulation *re* conveyance of funerals to Waikomiti Cemetery inserted.

Napier-Taranaki and Wellington Sections.

Ordinary return tickets between Napier and Wellington, *via* Manawatu Company's line; and between Napier and Te Aro, Wellington, Ngahauranga, Petone, and Lower Hutt, *via* Rimutaka, made available for return for two months from date of issue.

Westport Section.

Fares for passengers on Mokihinui Coal Company's line inserted.

Hurunui-Bluff Section.

Ordinary fares, and season and commutation ticket rates, from Burke's to Dunedin and Pelichet Bay, and *vice versa*, and between Dunedin and Cattle-yards reduced
 Ordinary fares between Caversham and Cattle-yards reduced.

PART II.—LUGGAGE, PARCELS, HORSES, ETC.

Rates for bicycle and tricycle wheels increased
 Deposit of 5s. when ordering horse-boxes and carriage-trucks not required at certain stations
 Skim-milk returning from factories to original sender in the original cans to be carried free.

LOCAL RATES AND REGULATIONS.

Whangarei Section.

Sectional system for charging parcels adopted.

Auckland Section.

Rate on milk to and from Mount Eden and stations not exceeding ten miles radius from Auckland reduced.

Wellington Section.

Rate on milk from Mungaroa to Petone reduced.

PART III.—GOODS.

REGULATIONS.

Regulation 3: Charge for small lots of trees reduced
 Grain, &c. Minimum charge for loading and unloading inserted. Charge for bags weighing over 240lbs. reduced
 Charge for small lots of timber for distances over forty miles reduced
 Live Stock: Return passes granted to drovers and their dogs accompanying each consignment of not less than three trucks. Clauses reserving to department the right to fill trucks partially loaded to their full carrying capacity, and to charge trucks specially required by senders but not fully loaded at truck rate, and also to supply single-floored trucks when double-floored trucks are not available, inserted
 Charge for small lots of bone-dust, guano, &c., reduced
 Charge for small lots of bones reduced
 Extra charge for goods and live-stock conveyed by special trains, which could be worked by ordinary train service, provided
 Charge for circuses inserted
 Charge for locomotive engines running on their own wheels inserted
 Provision for charging for poultry-pens and coops for use at shows inserted
 Period during which threshing-machines, &c., consigned to country stations for threshing, chaff-cutting, or pressing purposes, are carried on the return journey at half rates, extended to two months, and form of certificate inserted
 West Coast Exhibition: Regulation *re* free carriage of exhibits removed.

RETURN No. 27—*continued.*STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES—*continued.*Part No. 1—*continued.*

PART IV.—GOODS, LOCAL RATES.

Whangarei Section.

Sectional system for charging goods adopted.

Kaihu Section.

Rate for sawn timber consigned to Dargaville for shipment for distances fourteen to seventeen miles reduced

Rate for log timber consigned to Dargaville for shipment inserted

Rate for skidding timber at Dargaville reduced, and regulation as to delivery of timber inserted.

Auckland Section.

Terminal charge on A, B, C, D, and E goods to Auckland not to be made on goods consigned to private sidings

Rate for wool, &c., Rotorua to Auckland, reduced

Rate for goods of Classes A, B, C, and D, ex ships from ports outside Kaipara Heads, removed

Rates for timber to Mount Eden, Auckland, and Onehunga Wharf amended. Regulation as to delivery of logs at Auckland inserted. Rate for timber, Whangarata to Newmarket or Auckland, removed. Rate for timber, Auckland to Tarukenga, removed. (Line opened to Rotorua)

Sulphur, Tarukenga to Westfield or Auckland: Altered to read, Rotorua to Westfield or Auckland. (Line opened to Rotorua)

Rate for coke, Auckland to Onehunga, reduced

Rates for coke, Auckland or Onehunga to Huntly, and coal, Onehunga to Huntly removed

Rate for cement, Auckland or Auckland Railway Wharf to Onehunga Wharf, removed

Copra, candlenuts, &c., from Auckland to Westfield: Regulation amended to include material for the manufacture of acids, and earthenware empties for sulphuric acid, and to apply from Auckland and Onehunga to Westfield

Oil, soap, &c., from Westfield to Auckland Regulation amended to include sulphuric acid, and to apply Westfield to Auckland or Onehunga

Rate for dead meat, Westfield to private sidings at Auckland, removed

Rates for Classes K, N and P on Rotorua District Railway removed.

Napier-Taranaki Section.

Rate for ships' goods, A, B, C, D, E, H, between Spit and Napier, removed

Rate for wool, Whakatu, Tomoana, or Hastings to Napier removed. Rate for wool between Farndon and Napier removed. Rate for wool, Spit to Hastings, removed

Rate for logs from bush stations to sawmills reduced

Rates for white-pine timber to be used in the manufacture of casks and boxes for export of dairy produce and tallow reduced

Rate for fruit in 4-ton lots, New Plymouth Breakwater or Waitara to Wanganui, removed

Maximum rate on butter and cheese to Wellington reduced.

Wellington Section.

Rate for timber to Lower Hutt, Kaiwarra, and intermediate stations, reduced. Rate for rimu, Eketahuna, Opaki, and intermediate stations to Wellington, reduced. Rate for timber, Booth's Siding to Wellington, reduced. Rates for white-pine timber, to be used in the manufacture of casks and boxes for export of dairy produce and tallow, reduced. Rate inserted for distances over 90 miles for timber other than white-pine for export to places outside New Zealand, and rimu for export

Rate for coke for lime-burning purposes, Masterton to Mauriceville, reduced

Rate for coal-dross for lime-burning purposes, Wellington to Mauriceville, reduced.

Greymouth-Brunnerton Section.

Rates for haulage of timber from sidings to ships at Greymouth reduced

Railway sleepers for Greymouth from stations on Midland Company's line to be charged as timber if cheaper than Class Q

Rate for coal for local use from Blackball Coal Company's mine to Greymouth reduced.

Greymouth-Hokitika Section.

Rate on hides, sheepskins, and tallow from Hokitika to Greymouth reduced

Rates on timber to Greymouth reduced. Rate on timber, Ho Ho to Hokitika, reduced

Railway sleepers to be charged as timber if cheaper than as Class P

Westport Section.

Rates for goods on Mokihinui Coal Company's line inserted

Rates for coals and coal-dross from Mokihinui to Westport for local use reduced

Rate for road-metal, Sergeant's Hill to Westport, removed.

Picton Section.

Rate for fresh meat to Picton reduced

Rate for pressed straw, consigned to Picton for shipment, removed.

Hurunui-Bluff Section.

Rate for ships' goods, Oamaru to Dunedin, removed

Rates for wool from Springfield and Whitecliffs Branches to Christchurch and Lyttelton reduced.

Rates for wool from stations on Albury Branch to Timaru reduced. Rate for wool from Hakateramea and Kurow to Oamaru or Breakwater reduced. Rate for wool from Hyde to Dunedin or Port Chalmers reduced

Rates for white-pine timber to be used in the manufacture of casks and boxes for export of dairy produce and tallow reduced

Rates for rough stone and stone piles for distances over fifty-one miles reduced

Rate for pelts, Timaru Refrigerating Siding to Islington, reduced

Rate for sheepskins, Balcairn to Christchurch, removed

RETURN No. 27—*continued.*STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES—*continued.*Part No. 1—*continued.*PART IV.—GOODS, LOCAL RATES—*continued.**Hurunui-Bluff Section—continued.*

Rate for sheepskins, South Canterbury Refrigerating Company's Siding to Orari, removed
 Rate for dead meat, Oamaru to Port Chalmers, inserted
 Rate for goods of Classes A, B, C, D from Oamaru to Dunedin and Port Chalmers reduced
 Rates for fat, Eveline to Burnside and Dunedin, removed
 Rate for gravel, Menlove's Siding to Oamaru, reduced
 Rate for stone and stone piles from Oamaru, Maheno, and intermediate stations, to Port Chalmers or Dunedin reduced
 Rate for goods between Dunedin and Burke's reduced
 Rate for quarry refuse and rough stone, Sawyer's Bay to Port Chalmers, reduced
 Rate for fat, Mataura to Wallacetown, reduced
 Rate for ballast in lots of not less than 200 tons, Bluff to Invercargill, reduced
 Classes A, B, C, D, District Railways Mining plant exempted from district rate
 Classes A, B, C, D, Branch Lines Mining plant exempted from branch rate.

PART V.—CLASSIFICATION OF GOODS.

	Class.
Acid, sulphuric, packed, from local factories. Owners' risk. <i>Dangerous</i>	Minimum reduced to 2 tons.
Bicycle-wheels, unpacked. Rate and a quarter. Owners' risk. As parcels	<i>See</i> Part II.
Breeze	Reduced to P
Circuses. Owners' risk. <i>Special goods</i>	<i>See</i> Part III.
Engines, locomotive, running on their own wheels. Owners' risk. <i>Special goods</i>	<i>See</i> Part III.
Gas, liquefied carbonic acid, in solid drawn steel tubes. Owners' risk. <i>Dangerous</i>	Reduced to A
Logwood	Reduced to D
Merry-go-rounds. Owners' risk. <i>Special goods</i>	B
Mining machinery and plant, not otherwise specified. Owners' risk. <i>Special goods</i>	D
Oil-cake, New Zealand made. Owners' risk	Reduced to E
Piles, stone, rough. Owners' risk	Reduced to Q
Pipes, unflanged wrought-iron, and wrought-iron fluming, for mining purposes, minimum quantity, 2 tons per single truck, 5 tons per double-bogie truck. Class D. Any less quantity will be charged as such minimum, or at the classified rates for Class B.	
Owners' risk. <i>Special goods</i>	
Plants, packed. Owners' risk	Reduced to C
Rabbit-traps, packed	Reduced to C
Riding galleries. Owners' risk. <i>Special goods</i>	B
Sails, ships'	B
Semolina, packed. Owners' risk	Reduced to E
Sheep-feeding boxes. Owners' risk	Minimum reduced to 10cwt.
Sheeting, in bales, for fellmongeries, or consigned to or to be used by frozen-meat companies, for manufacture of coverings for frozen meat	Reduced to D
Shooting galleries. Owners' risk. <i>Special goods</i>	B
Shrubs, in packages. Owners' risk	Reduced to C
Soda-ash, packed	Reduced to D
Tricycle-wheels, unpacked. Rate and a quarter. Owners' risk. As parcels	<i>See</i> Part II.
Vegetable refuse, in bags	Reduced to Q
Woolpacks, in bales and bundles	D
<i>Removed.</i> Mining—iron trucks and buckets.	

PART VI.—WHARVES.

Napier-Taranaki Section.

Wanganui Station: Clause inserted *re* ships discharging at other times than ordinary working hours.

Greymouth Section.

Greymouth Wharf: Charges and rates amended.

Westport Section.

Westport Wharf: Charges and rates amended.

Picton Section.

Picton Wharf: Charge for timber trucked from carts on to wharf removed.

Hurunui-Bluff Section.

Port Chalmers Wharves Charges for live-stock not conveyed by rail inserted. Charge for vessels lying at the Wharves reduced.

RETURN NO. 27—*continued.*

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE of CHARGES during the Three Months ending the 31st March, 1895.

Part No. 2.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Rates for official season tickets inserted
School excursion fares for distances over seven miles reduced, and age of scholars limited.

LOCAL FARES AND REGULATIONS.

Westport Section.

Fares for passengers on Mohikinui Coal Company's line removed,

PART II.—LUGGAGE, PARCELS, HORSES, ETC.

Regulation for carriage of gunpowder in packages not exceeding 14lbs. at double parcels rates inserted

Clause *re* free carriage, on return journey of horses of members of hunt or polo clubs cancelled.

PART III.—GOODS.

CLASSIFIED RATES.

Rates for live-stock in double-floored trucks reduced.

REGULATIONS.

Live Stock: Rate for store cattle and sheep in large mobs reduced
Charge for road-metal consigned to public bodies in lots of not less than ten tons for distances of thirteen miles and over reduced
Charge for New-Zealand-grown fruit, fresh, and empty returned fruit-cases, reduced.

PART IV.—GOODS, LOCAL RATES.

Auckland Section.

Rate for tinned fish, ex ship at Helensville, consigned to Auckland, reduced.

Wellington Section.

Rate for native coal (anthracite or bituminous), Wellington to Petone, reduced.

Napier-Taranaki and Wellington Sections.

Rate for lime, except for agricultural purposes and cement-making, from Mauriceville to stations on Napier-Taranaki Section reduced

Rates for sheep from Hawke's Bay District to Petone, Ngahauranga, and Wellington removed
Goods of Class M consigned to Johnsonville, Wellington, Ngahauranga, and Petone: Reduction made on double-deckers, altered to 4s. per truck.

Westport Section.

Rates for goods on Mokihinui Coal Company's line removed
Rates for coals and coal-dross to Westport for local use reduced, and rates from Mokihinui and Waimangaroa Branch lines to Westport removed
Rates for timber for export reduced.

Hurunui-Bluff Section.

Rates for wool from Washdyke and Timaru Refrigerating Siding to Timaru reduced
Rates for timber from sawmills in Southland to Dunedin, Orari, and intermediate stations reduced
Rate for goods of Classes A and B from Dunedin to Milton, Balclutha, Waitahuna, and Lawrence reduced.

PART V.—CLASSIFICATION OF GOODS.

Acid, sulphurous, packed. Owners' risk Reduced to Class A.

PART VI.—WHARVES.

Auckland Section.

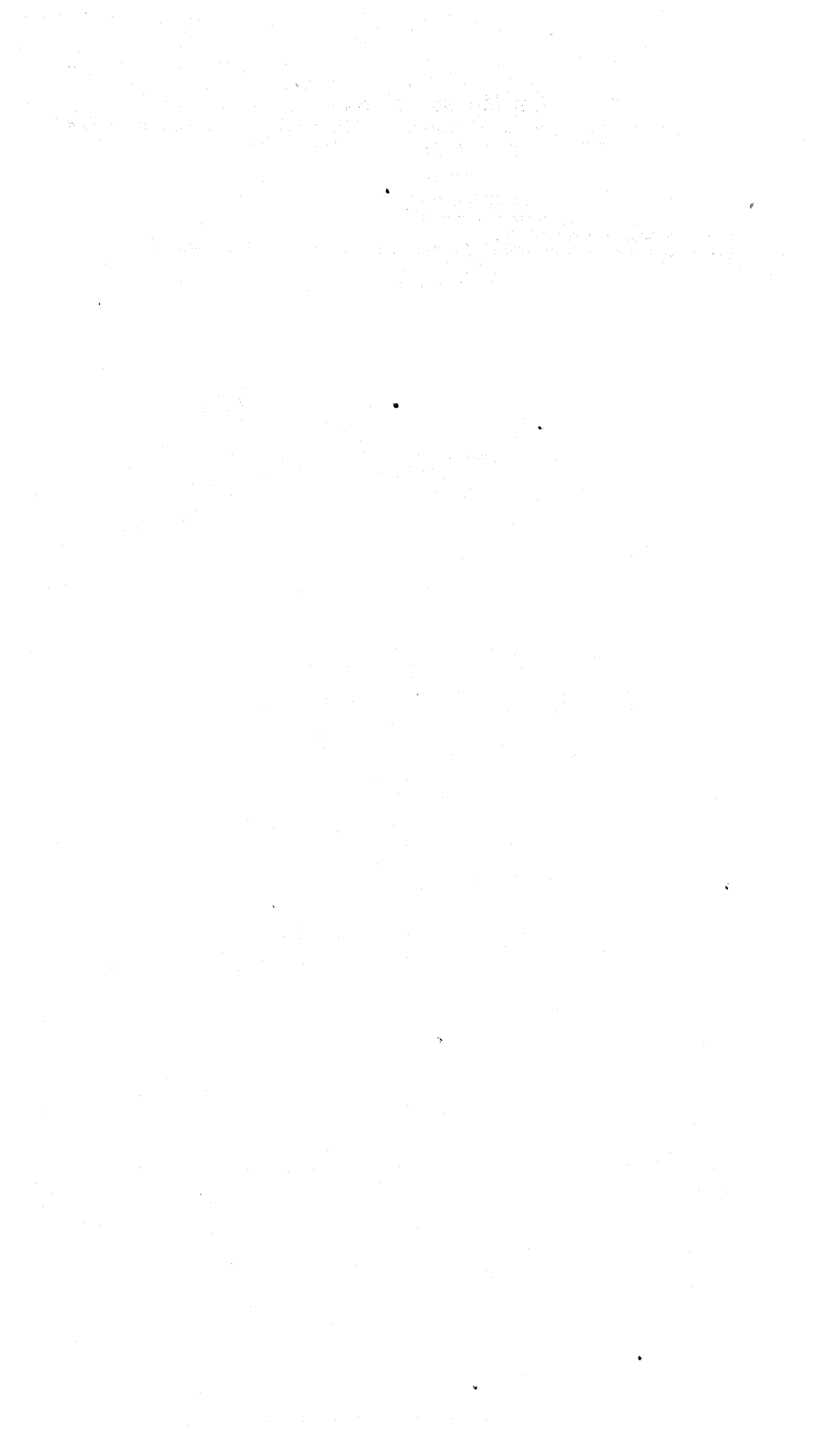
Onehunga Wharf Charges and rates amended.

Picton Section.

Picton Wharf: Goods, produce, or stock from settlers in Pelorus Sound to be exempt from wharfage.

T. RONAYNE,
General Manager.

By Authority: SAMUEL COSTALL, Government Printer, Wellington.—1895.

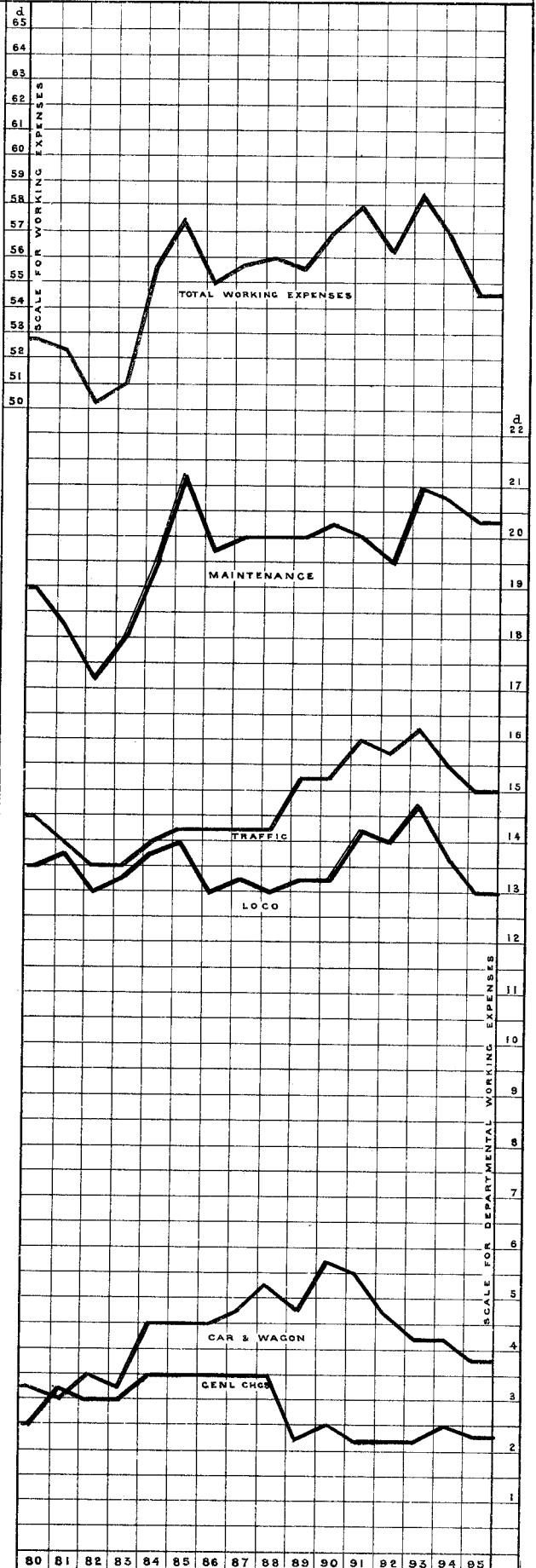


NEW ZEALAND GOVERNMENT RAILWAYS

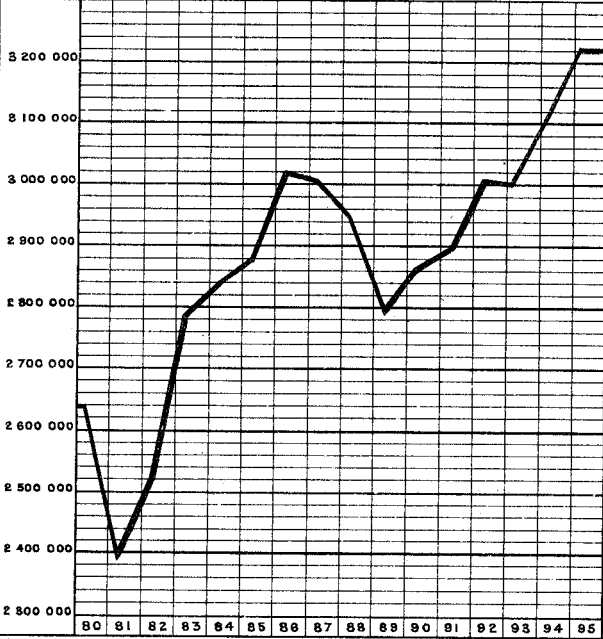
MILES OPEN



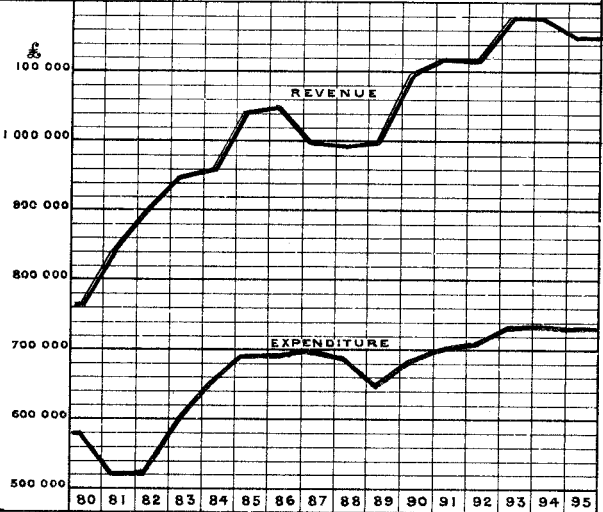
WORKING EXPENSES PER TRAIN MILE

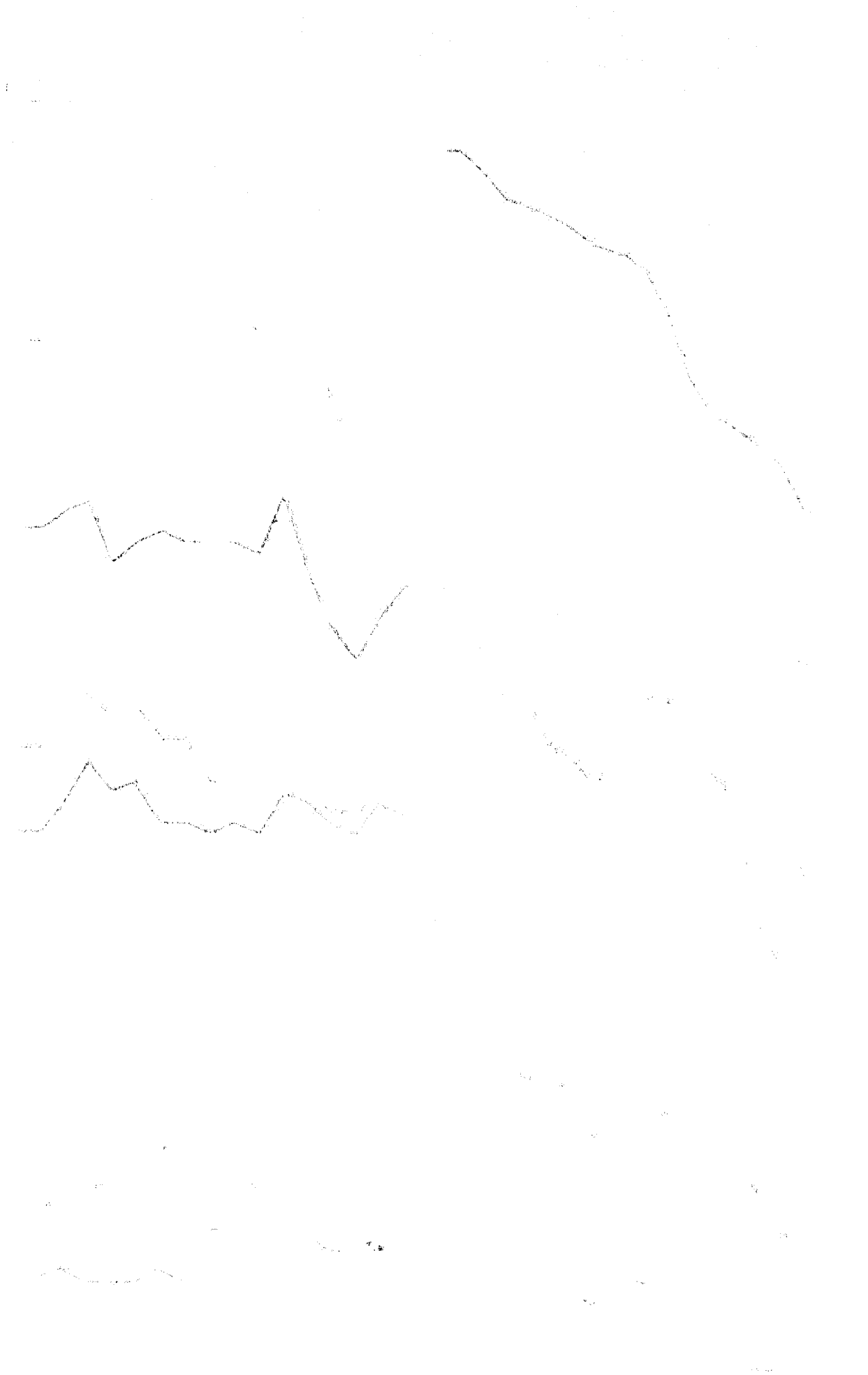


TRAIN MILEAGE



REVENUE & EXPENDITURE



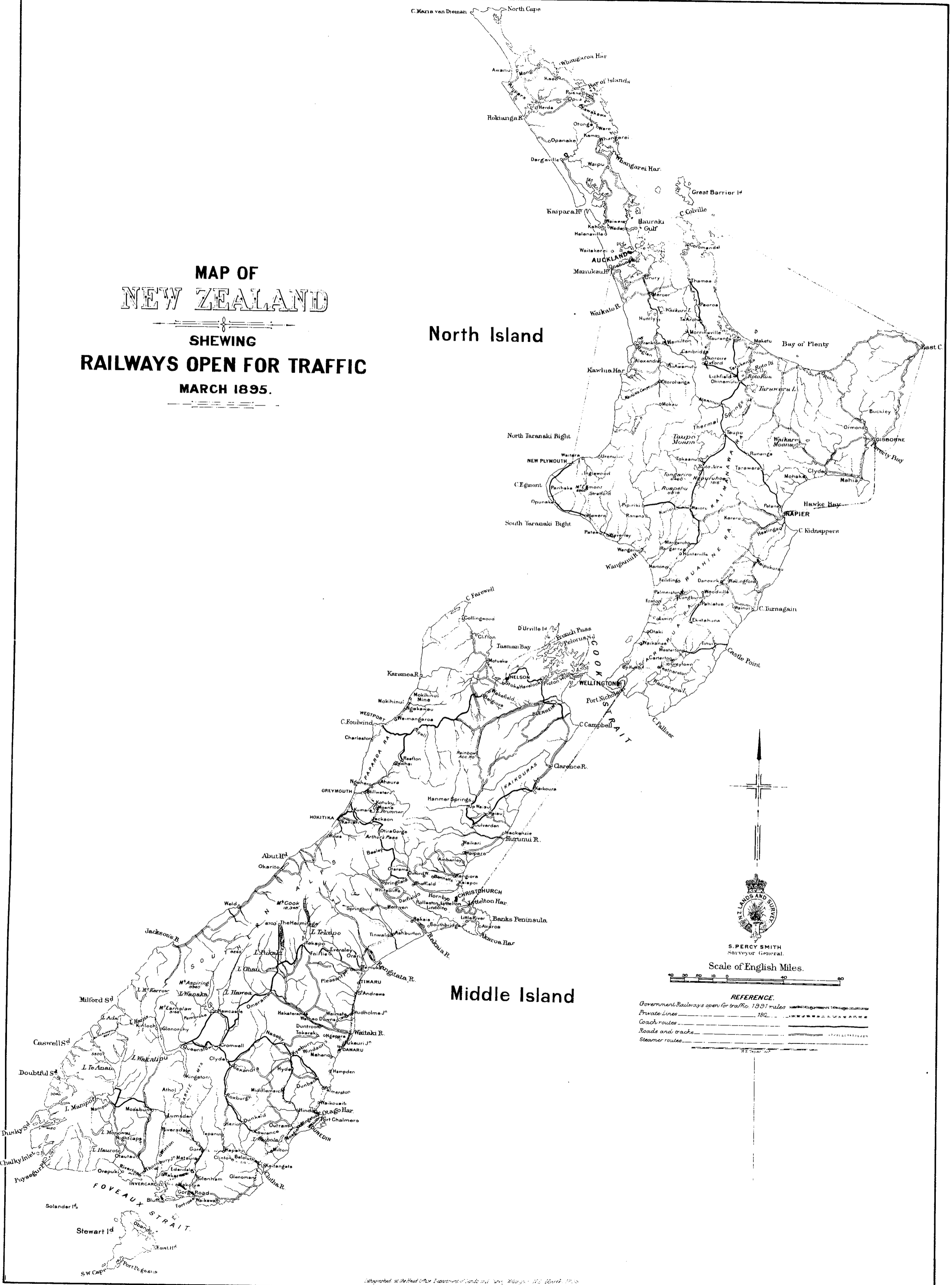


MAP OF NEW ZEALAND

SHEWING
RAILWAYS OPEN FOR TRAFFIC
MARCH 1895.

North Island

Middle Island



Scale of English Miles.



REFERENCE.
 Government Railways open for traffic 1891 routes
 Private Lines
 Coach routes
 Roads and tracks
 Steamer routes

Published at the Head Office, Department of Lands and Survey, Wellington, N.Z., March 1895.

