

1898.
NEW ZEALAND.

RAILWAYS STATEMENT.

(19th July, 1898.)

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

MR. SPEAKER,—

In presenting my fourth annual Railways Statement, I have again the pleasure to announce a most satisfactory year's working.

As in last year's Statement, I propose to review the transactions of the year in the following order: First, the transactions as a whole, under the heading of "General"; second, "Earnings"; third, "Working Expenses"; fourth, "Expenditure for Additions and Improvements to Open Lines and Rolling-stock charged to Capital Account"; fifth, "Midland Railway (results of working)"; sixth, "Concluding Remarks and Forecast."

1. GENERAL.

The number of miles now open for traffic is 2,055, as against 2,018 last year.

The <i>revenue</i> for 1897-98 has been	...	...	£1,376,008
" 1896-97	...	...	1,286,158
Giving an <i>increase</i> of	...	...	<u>£89,850</u>
The <i>expenditure</i> for 1897-98 has been	...	...	£857,191
" 1896-97	...	...	789,054
Giving an <i>increase</i> of	...	...	<u>£68,137</u>
The <i>excess</i> of <i>revenue</i> over expenditure for 1897-98 has been			£518,817
" " 1896-97			497,104
Giving an <i>increased net return</i> of...			<u>£21,713</u>

The rate of interest earned on the capital cost of the open railways (£15,993,903) has been £3 4s. 10d. per cent., as against £3 3s. 10d. last year, or £3·24 as compared with Victoria, £2·74; Queensland, £2·86; South Australia, £2·98; Tasmania, £1·15; and New South Wales, £3·79. (See Return No. 15.)

The extensions from Kanohi to Makarau, 3 miles 6 chains; Newman to Woodville, 24 miles 40 chains; Hyde to Kokonga, 10 miles 2 chains—a total of 37 miles 48 chains—have been opened during the year. (See Return No. 21.)

Additional train services, involving an expenditure of £37,974, have been provided on the Auckland, Wellington, Canterbury, Otago, and Southland Sections. An improved daily service from Dunedin to Invercargill, and *vice versa*, has been inaugurated. The Government are continually receiving demands for faster services, better station accommodation, more stationmasters, goods sheds, cattle- and sheep-yards, and loading-banks. Frequently a desire is expressed for the separation of passenger and goods services. On branch lines, faster services mean increased cost and less earning capacity per train-mile. Except on the main lines of the colony, and in cases where the business fully warrants it, such demands are steadily resisted in the interests both of economy and safety. The plans upon which the New Zealand railways were originally constructed never contemplated providing for the kind of train services procurable in Europe, America, Victoria, and New South Wales. To do so would call for the entire reconstruction of our railway system, at an expenditure of several millions sterling.

Additions to rolling-stock, and additions and improvements to the lines and structures, at a cost of £169,227, have been made during the year, charged as follows: £156,731 to Capital Account, and £12,496 to working expenses. (Return No. 7 gives details of the capital expenditure.)

The whole of the casual labourers employed by the Traffic Branch have been insured against accident, and forty-four men injured in the execution of their duty have thereby been benefited. This practice has given very general satisfaction, and I therefore propose to continue it. The cost of premium (£267) has been charged to the working expenses.

An average of 6,051 men were employed by the Department, as compared with 5,627 men during the previous year (see Return No. 23); one hundred and two members of the permanent staff resigned, twenty-six died, forty-five were retired, forty-three were dismissed, and two hundred and ninety-six engaged.

Four appeals against decisions of the Department affecting the staff were heard by the Appeal Boards, and all were dismissed.

In connection with the classification of members of the staff of the 1st April, 1897 (D.-3, 1897), fifty-seven appeals were lodged, of which forty-seven were dismissed, and ten upheld.

During the year ending the 31st March, 1898, eleven applications have been received for transfers from Second to First Division, and four transfers have been carried out. These, together with reclassification, have resulted in 103 members being rated as salaried officers who were previously paid at a daily or weekly rate of pay.

Some dissatisfaction having been expressed in regard to the regulations providing for the transfer of members from the Second Division to the First, the Executives of the Amalgamated Society of Railway Servants and the New Zealand Railway Officers' Institute have been invited to assist in framing amended regulations which would be acceptable to the members of both divisions.

The small number of appeals against classification by individual members of the staff, together with the decisions of the Appeal Boards, bear evidence of the great care and impartiality shown in carrying out this heavy task. Any dissatisfaction or discontent evinced at the results of classification in actual practice is, in my opinion, due to defects in the system itself, rather than to the method of carrying it out. On one hand, I find some of the most promising and energetic members urging their claims to promotion and increased pay on the ground of superior ability and skill; on the other hand, members with longer service, but with less pronounced originality, contending for an equal share of promotion or increased pay. Whilst securing equal opportunities for promotion to all members, it is a question for future consideration whether merit and ability are adequately rewarded under such a system, and whether in the process of time the public railway service may not suffer in the event of such qualities not receiving sufficient stimulation.

With a view to enabling the travelling public to make inquiries at the proper quarter, the whole of our stationmasters have during the year been provided with uniforms. This has been done at the cost of the Department.

2. EARNINGS.

Notwithstanding the largely increased railway business of the previous financial year, the receipts for 1897-98 again show a very large increase, amounting to £89,850, as compared with 1896-97, which in turn showed an increase of £103,117 over 1895-96. My estimate for 1897-98 was £1,275,000, so that the actual receipts have exceeded the estimate by £101,008. Such phenomenal results following each other for two years in succession have led to urgent requisitions for additional rolling-stock, which the resources possessed by the Department have so far been unable to satisfy.

The receipts per train mile are about the same as last year—viz., 7s. 6d. this year and 7s. 6½d. last year.

4,672,264 passengers have travelled, or 232,877 more than last year; 5,591 more season tickets have been sold, and if to the number of passengers are added the estimated number of journeys travelled by season-ticket holders, it is calculated that over seven millions of passengers have used the State railways during the past year.

The excursion fares (first-class, 2d. per mile; second-class, 1d. per mile) granted on public holidays and special occasions still continue to give great public satisfaction. (See Return No. 11.)

Excursionists to the number of 530,006 have been carried, producing a revenue of £86,392, an increase over the previous year of 73,290 excursionists and £17,337. The revenue resulting from school, factory, and friendly society excursions remains practically stationary. The results in the South Island indicate a slight falling off. The number of adults travelling by many school excursions has been out of all proportion to the number of school children, and, in order to conserve the revenue, stringent regulations to meet such cases have been gazetted.

A careful analysis of the passenger business goes to show that excursion traffic should, in order to give the best financial results, be restricted to public holidays, upon which the masses are at leisure. The indiscriminate issue of excursion tickets has a tendency to increase the excursion business at the expense of the ordinary passenger traffic, thereby reducing the receipts from ordinary passengers without any corresponding increase in the receipts from excursion passengers.

The new parcels rates have proved very satisfactory in developing this branch of the business, 41,168 more parcels having been carried than during the previous year.

The total revenue derived from the Coaching Department amounted to £494,302, as compared with £468,245 last year: an increase of £26,057.

In the Goods Department 2,628,746 tons, including equivalent weight for live-stock, have been carried, producing a revenue of £881,706, an increase of 167,619 tons and £63,792 over last year.

The number of sheep carried still continues to increase in a remarkable manner, the number carried during the last four years being: 1894-95, 1,519,921; 1895-96, 1,839,712; 1896-97, 1,964,110; 1897-98, 2,356,595. These results, giving an increase of 55 per cent., fully justify the Government in the large reductions made in the rates for this description of traffic.

Cattle, calves, sheep, chaff, lime, wool, firewood, timber, grain, merchandise, and minerals all give increased tonnage, the principal increases being in timber and merchandise. Pigs alone show a decrease.

A large number of reductions in fares and charges have been effected, as set forth in Return No. 30. Among these may be mentioned the reduction of the frozen-meat rates, and the further reduction of the rates for lime, chaff, firewood, scrap-iron, and other articles of low value. These reductions, on the basis of the existing traffic, are estimated to involve a loss of revenue amounting to £12,000 per annum.

The results following the abolition of the stage system on the Whangarei Section have given abundant evidence of the wisdom of that proceeding, the revenue from ordinary passengers having increased from £960 in 1896-97 to £1,327 in 1897-98.

3. EXPENDITURE.

The expenditure for working has absorbed 62·30 per cent. of the revenue, an increase of nearly 1 per cent. over the rate for the previous year (61·35). The increased rate is largely due to the Hawke's Bay and Rangitikei flood damages, necessitating unusually heavy charges for maintenance and renewals on the Wellington-Napier-New Plymouth Section.

The amounts chargeable to the expenditure, Working Account, are as follows :—

In the Traffic Department	...	...	1897-98.	1896-97.
" Locomotive Department	...	...	£232,646	£213,913
" Maintenance Department	...	...	274,633	256,368
Management	...	...	327,987	301,981
			41,062	39,072
			<u>£876,328</u>	<u>£811,334</u>
Less credit recoveries	...	...	19,137	22,280
			<u>£857,191</u>	<u>£789,054</u>

The percentage of expenditure to revenue received is as follows :—

Traffic	...	...	1897-98.	1896-97.
Locomotives	...	...	16·91	16·63
Car and wagon repairs	...	...	15·21	14·82
Maintenance of way	...	...	4·75	5·12
Management	{	...	23·84	23·48
	Head office	...	0·97	1·13
	Departmental offices	...	2·01	1·90
			<u>63·69</u>	<u>63·08</u>
Less credit recoveries	...	...	1·39	1·73
			<u>62·30</u>	<u>61·35</u>

The train-miles run for 1897-98 were	...	...	3,666,483
As compared with 1896-97	...	...	3,409,218

Giving an increased mileage of 257,265

This increased train mileage is accounted for by the additional facilities afforded, and increased traffic.

The working expenses on account of locomotive power have increased from £190,543 in 1896-97 to £209,289 in 1897-98, an increase of £18,746. Of this amount £4,335 has been spent on new locomotive work which is being carried out in the New Zealand railway workshops, viz.: Two class U locomotives, and the conversion of nine small engines into engines of greater power, and more suitable to cope with the expanding traffic.

The cost per train-mile for locomotive charges has increased from 13·41 pence in 1896-97 to 13·70 pence in 1897-98, which is accounted for by increased loads and speed, heavy character of repairs due to insufficient number of engines, and work in connection with replacing old engines with new.

Car and wagon repairs cost about the same as the previous year, viz.: £65,344 for 1897-98, and £65,825 for 1896-97.

The conversion of old type passenger-cars and brake-vans to modern bogie rolling-stock has been steadily carried on. New standard draw-gear is being fitted to the old rolling-stock, and 117 new tarpaulins have been added. £3,938 on account of this work has been charged to working expenses.

The cost of maintenance of way has advanced from £301,981 in 1896-97 to £327,987 in 1897-98, an increase of £26,006, largely due, as before stated, to the heavy maintenance charges on the Wellington-Napier-New Plymouth Section.

The expenditure per mile of railway on maintenance of permanent-way for the past four years has been as follows :—

1894-95	...	...	£138·57
1895-96	...	...	£141·45
1896-97	...	...	£149·77
1897-98	...	...	£160·53

The increased rate per mile is attributable to the increasing age of the lines and the less generous expenditure of the past, and is a complete answer to the statements appearing from time to time that our railways are being starved in order to create a surplus for the time being.

As indicated in my last year's Statement, the policy of strengthening the lines so as to accommodate larger and heavier locomotives should be steadily pursued, wherever the cost of transit can be reduced by such measures. The recent development of traffic, which has been altogether unexpected and unprecedented, has convinced me that this work should be pushed on more rapidly. To enable this to be done, however, more generous provision by Parliament for the purpose requires to be provided.

The Head Office expenditure is less by £1,186 than for the previous year, £521 having been paid last year as compensation to two members on leaving the service, and £712 having been charged this year to the Midland Trust Account on account of management, from May 27th, 1895, to March 31st, 1898. The departmental and district management expenses show a large increase (£3,177), which, in view of the increased business and heavier expenditure both on account of working expenses and capital account, is fully accounted for.

4. EXPENDITURE, CAPITAL ACCOUNT.

The additions to open lines charged to capital account have involved an expenditure during the year of £156,731, charged as follows:—

£72,109 on account of one locomotive, fifteen new carriages, 295 more brake-vans and wagons, 478 additional tarpaulins, and a quantity of workshop machinery, which have been completed and added to the available plant; also, on account of twelve locomotives, thirty-seven carriages, 338 brake-vans and wagons, and 522 tarpaulins, which were under construction in our railway workshops at the close of the financial year; £31,964 on account of stores and material procured for new rolling-stock, to be built during the current year; £9,828 on account of providing the bogie carriages with compressed gas for lighting purposes. Considerable progress has been made with this system of lighting our carriages, which continues to give every satisfaction. £42,830 on account of additions to wharves, station-buildings, platforms, sidings, workshops, bridges, dwellings, water-services, loading-banks, cattle- and sheep-yards, telegraphs, telephones, signals, &c.

Further additions to the rolling-stock have been put in hand, and in respect to carriage and wagon work are expected to keep the shops going till August, 1898. The locomotive work in hand cannot be completed before 1900.

5. MIDLAND RAILWAY: RESULTS OF WORKING.

The revenue for the last year has been £19,382, as compared with £17,768 for the previous year, an increase of £1,614.

The expenditure has been £14,188, as compared with £14,885 for the previous year.

The expenditure per cent. of revenue is 73·20 this year, as against 83·77 per cent. last year.

The net result of profit is £5,194, against £2,883 last year.

The rate of interest earned on capital cost (£760,000) is 13s. 8d. per cent.

The expenditure on up-keep is expected to increase during the current year. The Midland lines are very liable to flood damage, and heavy expenditure must be incurred from time to time on this account. Sleeper renewals are expected to be very heavy in the immediate future.

The rolling-stock on the Midland Railway is found insufficient for the traffic requirements, and steps are being taken to provide additional accommodation in this direction.

6. CONCLUDING REMARKS, AND FORECAST.

The Government has recognised that, in a large undertaking such as the New Zealand State Railways, ample provision at the cost of working expenses should be made for depreciation, and, with this object in view, is regularly spending large sums, charged to working expenses, for renewals of permanent-way, structures, and rolling-stock; so that the people's property is in as good a condition to-day as it was three years ago, whilst during that period eighty-five miles of light lines have been greatly improved by relaying eighty-one miles of 40 lb. road with 53 lb. and 56 lb. rails, and four miles of 30 lb. road with 40 lb. rails, also charged to working expenses. In addition, £37,989 have been debited to working expenses for new work fairly chargeable to capital.

Notwithstanding the increased expenditure, the interest earned by the railways for the three years ending 31st March, 1898, during which term the railways have been managed by the present Government, has been £1,447,594, as compared with £1,305,505 for the previous three years. This gives an increased profit of £142,089. In addition to this increased return, the concessions in fares and freights for the same period amount to £145,000; from which, in order to make an impartial comparison, should be deducted the net amount (£52,096) paid by the Postal and other Government Departments for carriage of mails and other services rendered; also the interest at $3\frac{1}{4}$ per cent. (£30,517) on the capital cost of mileage added to the working railways for the same period.

It will be seen from the accompanying reports of the principal Traffic Managers throughout the colony that a fairly prosperous current year is anticipated, and that with the existing plant it is quite impossible to give reasonable satisfaction to the users of the railways. I have, therefore, to call the attention of Parliament to the urgent necessity of providing additional funds, more particularly for the purpose of increasing the number of locomotives, carriages, and wagons, but also to give increased accommodation at stations, greater stability to our lines and structures, more telegraph facilities, and more safety appliances.

It should be borne in mind that during the past three years the policy adopted *ab initio* by this Government has increased the number of passengers by 20 per cent.; season tickets, 70 per cent.; parcels, 20 per cent.; sheep, 55 per cent.; chaff, lime, &c., 108 per cent.; timber, 57 per cent.; grain, 10 per cent.; merchandise, 23 per cent.; minerals, 22 per cent.; total tonnage, 23 per cent.; revenue, $19\frac{1}{2}$ per cent. To be in a position to cope with this increased business (assuming the plant in 1895 was only barely sufficient for the traffic at that time, which I am fully assured was the case) as well as to provide plant for sixty-two miles of additional railway, our rolling-stock should be at least 20 per cent. more to-day than it was in 1895; and as trade and population expands in the future so must the business of our railways.

The following table shows the present position in respect to rolling-stock:—

	Locomotives. Number.	Carriages. Number.	Brake-vans. Number.	Wagons. Number.	Tarpaulins. Number.
Rolling-stock on the 31st March, 1895 ...	269	498	204	8,264	5,477
Additions up to the 31st March, 1898 ...	4	45	3	504	605
What the increase would have been, had the 1895 plant been increased by 20 per cent. }	54	100	41	1,653	1,095

The additional rolling-stock required to-day, therefore, amounts to fifty locomotives, fifty-five carriages, thirty-eight brake-vans, 1,149 wagons, 490 tarpaulins, at an estimated cost of £291,207. Even were the funds provided, it would be impossible to overtake the whole of this work during the current financial year.

The Government has procured the services of Mr. A. H. Johnson, Electrical and Interlocking Signal Engineer, who is now engaged in preparing plans for a uniform system of interlocking for points and signals on the New Zealand Railways, and, as soon as plans are complete and approved, the work of applying this system in the first place to the existing signal-boxes will proceed. Hitherto these safety appliances have not been provided, and in this respect the New Zealand Railways are behind the age. The estimated cost for the year ending the 31st March, 1899, is £5,000, and expenditure in this direction is expected to go on for some years to come. Additional telegraphs and telephones, to cost during the year £3,000, are also required.

The proposal to adopt a continuous automatic brake remains in abeyance until more pressing requirements have been satisfied.

In view of future probable requirements, plans of suitable dining and sleeping carriages are being prepared.

The Government recognises that Auckland is much isolated from the rest of the colony, and desires to establish more frequent through communication between Auckland and Wellington, *via* New Plymouth, believing that any improvement in that respect must not only benefit Auckland, but promote trade throughout the country. Arrangements are being made to inaugurate an improved through service, which, so far as the train service between New

Plymouth and Wellington is concerned, will be brought into operation for the next summer season. Negotiations with the steamship companies for a regular service of connecting steamers between Auckland and New Plymouth are in progress, and will, I hope, lead to the desired result.

During the current year it is proposed to increase the train services between New Plymouth and Wanganui; to gazette the free carriage of returned empty butter-boxes, and thereby give some relief to our small settlers; to carry lime for agricultural purposes from local kilns for distances not exceeding a hundred miles for a period of two years free of charge; and to reduce the rate for New Zealand coal on the Wellington-Napier-New Plymouth Section from Class N to Class P, thus assimilating the rate to that in force in other parts of the colony. These facilities and concessions are estimated to cost £9,000 a year.

In view of the increasing revenue and the numerous concessions made to passengers, the farming and other colonial industries during the past three years it is considered nothing but right that the lower-paid men in the railway service should benefit to some extent. Under the Classification Act the platelayers, porters, and labourers employed by the Department at 6s. 6d. per day received no increase of pay; the Government has therefore decided to increase this rate to 7s. per day, and in the estimates for the current year is asking for a sum of money so as to bring the new rate into operation on the 1st day of January, 1899.

I am pleased to be able once more to pay tribute to the extreme care exercised by the staff in the working of the traffic with safety. The remarkable reputation enjoyed by our railways throughout the world for safe working is a matter for sincere congratulation, and reflects great credit upon the management. Nothing but a deep interest in the work can account for the results achieved, and we have reason to be thankful that, so far, New Zealand has been remarkably free from accidents of a serious nature. May such a desideratum long continue.

I claim to have fully demonstrated to honourable members that the time has now arrived when a considerable expenditure of capital must be incurred on the open railways, so as to place the management in a position to cope successfully with the increasing business. When we look to the experience of other countries we find that the capital cost per mile of railway has, in many cases, largely increased of late years, in some instances to the extent of several thousands of pounds per mile. In England it has increased from £49,257 per mile in 1883 to £57,304 in 1896. Beyond providing additional funds for locomotives in course of construction at Home and in America, the Government do not propose to ask for a greater sum than can profitably be spent in our railway workshops, and on additions to line accommodation, during the current year. This sum, including the cost of locomotives ordered from abroad, I estimate at £200,000, and Parliament will be asked to place that amount at the disposal of the Government for the purposes enumerated.

For the year ending 31st March, 1899, I estimate the revenue at £1,370,000, and the expenditure at £871,000.

The usual reports and returns are attached to this Statement.

LIST OF APPENDICES

ACCOMPANYING REPORT ON NEW ZEALAND GOVERNMENT RAILWAYS FOR 1897-98.

- A. REPORT ON WORKING RAILWAYS BY GENERAL MANAGER.
- B. REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT.
- C. REPORT ON MAINTENANCE OF NEW ZEALAND RAILWAYS.
- D. REPORT BY STORES MANAGER.
- E. { REPORT ON MIDLAND RAILWAY.
 { STATEMENT OF EXPENDITURE ON MIDLAND RAILWAY.
- F. REPORTS OF DISTRICT TRAFFIC MANAGER'S OF PRINCIPAL DISTRICTS.

APPENDICES.

APPENDIX A.

ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND GOVERNMENT RAILWAYS.

N.Z. Government Railways, Head Office,

Wellington, 18th June, 1898.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ending 31st March, 1898.

The capital cost has increased from £15,577,392 to £15,993,903.

The revenue has been £1,376,008, against £1,286,158 last year, an increase of £89,850.

The net revenue has been £518,817, against £497,104 last year, an increase of £21,713.

The expenditure has been £857,191, against £789,054 last year, an increase of £68,137.

The expenditure per cent. of revenue, £62·30, as compared with £61·35 last year.

The rate of interest earned on capital cost—£3 4s. 10d., as compared with £3 3s. 10d. last year.

The revenue per train-mile, 7s. 6d., and the cost per train-mile, 4s. 8d., as against 7s. 6½d. and 4s. 7½d. respectively last year.

The following extensions have been opened during the year :—

	M.	ch.
Kanohi to Makarau	...	3 6
Newman to Woodville	...	24 40
Hyde to Kokonga	...	10 2
Total	...	37 48

Following are the comparisons of the traffic, revenue, and expenses for the past eighteen 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	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	919,892	3,132,803	11,817
1889-90	1,809	1,095,570	632,787	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	2,036,011	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	460,333	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	17,223
1894-95	1,993	1,150,851	732,160	63·62	2,048,391	479,683	1,604,103	3,905,578	28,623
1895-96	2,014	1,183,041	751,368	63·51	2,037,798	439,177	1,932,709	4,162,426	36,233
1896-97	2,018	1,286,158	789,054	61·35	2,368,927	524,063	2,052,346	4,439,387	43,069
1897-98	2,055	1,376,008	857,191	62·30	2,518,367	563,998	2,444,314	4,672,264	48,660

And also of the traffic in local products for the past thirteen 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
1895-96	99,363	213,132	374,699	878,659	50,766	1,893,058
1896-97	98,958	257,825	423,888	1,032,252	47,256	2,016,437
1897-98	103,055	313,073	427,448	1,048,868	54,871	2,399,379

The passenger-traffic shows an increase of 232,877 passengers and 5,591 season tickets, the increased revenue derived therefrom being £23,270. 449,581 holiday excursionists have travelled, yielding a revenue of £30,822.

45,361 scholars and teachers, and 35,064 parents and friends, travelled by school and factory excursions, yielding a revenue of £5,570.

There has again been a large increase in the goods and live-stock traffic, viz., 149,440 tons. The revenue from goods and live-stock has increased by £63,426.

Cattle have increased in number, 8,357; calves, 669; and sheep, 392,485. Pigs have decreased 9,543. Chaff and lime traffic has increased by 16,684 tons; wool, 4,096 tons; firewood, 3,642 tons; timber, 55,248 tons; grain, 3,560 tons; merchandise, 49,593 tons; minerals, 16,616 tons.

The work of building new carriage- and wagon-stock is proceeding slowly. The department is not in a position to give the same quick despatch as was possible three years ago, the additions to rolling-stock not having kept pace with the expanding traffic.

The expenditure on maintenance still increases, £26,006 having been spent in excess of the amount for 1896-97. Advantage has been taken of the buoyant revenue to spend liberally in this direction.

Appended to this report are the usual returns, together with the reports of the Locomotive Superintendent, Chief Engineer, Stores Manager, and Traffic Managers of the principal districts.

I have, &c.,

T. RONAYNE,

General Manager.

To the Hon. the Minister for Railways.

APPENDIX B.

ANNUAL REPORT OF THE WORKING OF THE LOCOMOTIVE DEPARTMENT, 1897-98.

SIR,— Locomotive Superintendent's Office, Wellington, 17th May, 1898.

I have the honour to report on the working of the Locomotive Department for the year ending the 31st March, 1898.

The locomotives, carriages, wagons, vans, cranes, tarpaulins, machinery, and general plant have been maintained in an efficient condition, and various improvements have been effected to both locomotives and rolling-stock.

The following new locomotives and conversions were completed:—

Description.	How charged.
Two Class U locomotives (passenger type)	Working-expenses.
One Class Wa locomotive, to replace B 165 (Double Fairlie) condemned	"
One Class F locomotive converted to Fb	"
One Class L locomotive converted to La	"

The locomotive power has been most severely taxed.

The increased traffic necessitated additional train-services, and it became absolutely necessary to provide more locomotives. Ten were ordered from Great Britain. They are—six of the Class U type, and four of the Class B consolidation type.

Also, ten Class Wa locomotives were ordered from Great Britain. Of these, seven are to replace the Class E engines, which are rapidly becoming inefficient, and three are for the Wellington Section, to meet increased traffic demands.

The Wa locomotives are of a special type for heavy gradients and sharp curves.

I again desire to emphasize the opinion expressed in my last Annual Report, that the number of powerful locomotives should be considerably increased, and provision should be made for the permanent-way and structures to permit using more powerful locomotives than hitherto in use on these railways, but which obtain in other countries with the same gauge of railway.

I cannot too strongly urge the absolute necessity for fitting the engines and rolling-stock with an automatic continuous brake. The risks that are daily run, especially on the lines of railway with heavy gradients, should not be permitted to continue.

A patent compressed-oil-gas works has been erected at Auckland, and thirty-one cars have been fitted up for the use of compressed gas.

Twenty-four additional cars on the Hurunui-Bluff Section have been fitted for the use of compressed gas.

Pintsch's gas-fittings for 309 vehicles, and gas plants for Palmerston North, Wellington, and Christchurch have been ordered, a large portion of which has arrived.

The following table gives particulars of repairs, &c., to boilers for the year ending the 31st March, 1898:—

Year ending 31st March, 1898.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes.	Tubes pieced.	New Barrels.	New Smoke-box Tube-plates.	New Copper Fire- boxes complete.	New Copper Tube-plates.	Boilers patched.
Boilers	137	12	61	64	24	26	1	5	5	6	52

Forty-one new boilers are in hand.

The following table gives particulars of repairs, &c., to locomotives for the year ending the 31st March, 1898:—

—	Number.	Class of Engine.
Number passed through shops	223	4 A, 6 C, 14 D, 4 E, 52 F, 13 Fa, 4 Fb, 3 G, 5 H, 15 J, 6 K, 5 L, 9 La, 3 M, 8 N, 9 O, 12 P, 18 R, 3 S, 5 T, 8 U, 8 V, 2 W, 6 Wa, and 1 engine for Kaitangata Coal Company.
Built new	3	2 U, and 1 Wa.
Rebuilt ... ..	...	...
Converted	2	1 F to Fb, and 1 L to La.
Thoroughly overhauled	35	1 A, 4 D, 4 E, 12 F, 1 Fa, 1 H, 5 J, 2 K, 1 L, 1 M, 1 N, and 2 Wa.
Heavy repairs	75	6 D, 16 F, 4 Fa, 3 G, 1 H, 7 J, 1 K, 2 L, 1 M, 4 N, 4 O, 5 P, 11 R, 2 S, 2 T, 3 V, 2 W, and 1 Wa.
Light repairs	108	3 A, 6 C, 4 D, 24 F, 8 Fa, 3 Fb, 3 H, 3 J, 3 K, 2 L, 8 La, 1 M, 3 N, 5 O, 7 P, 7 R, 1 S, 3 T, 6 U, 5 V, 2 Wa, and 1 engine for Kaitangata Coal Company.
Painted and varnished	43	6 D, 3 E, 16 F, 1 Fa, 2 H, 7 J, 1 K, 1 L, 3 N, 1 O, 1 T, and 1 V.
Touched up and revarnished	73	2 C, 1 D, 15 F, 7 Fa, 1 G, 6 J, 2 K, 4 L, 2 La, 2 M, 1 N, 4 O, 7 P, 8 R, 1 S, 1 T, 1 U, 3 V, 2 W, and 3 Wa.

The following new work is in hand: Six locomotives, Class B, heavy consolidation for goods traffic; four locomotives, Class U, for passenger traffic; and two locomotives, Class Wa, for mixed traffic on heavy grades. The conversion of seven Class L locomotives to La is also in hand.

Carriage Repairs and Rebuilding.—Five hundred and eighteen carriages passed through shops. Fifteen new Class A cars were built, and two four-wheeled and six six-wheeled old-type cars were condemned and replaced by seven new bogie cars, Class A.

The following table gives particulars of repairs, &c., to carriages for the year ending the 31st March, 1898:—

—	Number.	Class of Car.
Number passed through shops	518	382 A, 52 B, 51 C, and 33 D.
Erected new	15	Class A.
Rebuilt ... ..	...	...
Converted	7	2 D to 1 A, and 6 C to 6 A.
Thoroughly overhauled... ..	55	40 A, 4 B, 7 C, and 4 D.
Heavy repairs	104	78 A, 15 B, 6 C, and 5 D.
Light repairs	337	242 A, 33 B, 38 C, and 24 D.
Wholly painted and varnished	178	120 A, 23 B, 20 C, and 15 D.
Paint or varnish renewed	135	95 A, 18 B, 20 C, and 2 D.
Fitted with standard draw-gear	6	Class A.

The following new work is in hand: Twelve Class A cars are under construction, and fifty-three cars of an old type are under conversion to double-bogie, Class A, cars.

Brake-van Repairs and Rebuilding.—Two hundred and twenty-three vans have passed through shops, three new bogie vans and one incline van were built, and ten four-wheeled vans were rebuilt to bogie type.

The following table gives particulars of repairs, &c., to brake-vans for the year ending the 31st March, 1898:—

Description.	Number passed through Shops.	Erected new.	Rebuilt.	Converted from 4-wheel to Bogie.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted or varnished.	Paint or Varnish renewed.	Fitted with Standard Draw-gear.
Brake-vans	223	4	...	10	16	52	141	80	34	3

The conversion of fourteen four-wheeled brake-vans to bogie vans is in hand.

Wagon Repairs and Rebuilding.—Four thousand and seventy-nine wagons have passed through shops. Seventy-seven bogie wagons and 280 four-wheeled wagons were completed and added to stock during the year.

The following table gives particulars of repairs, &c., to wagons for the year ending the 31st March, 1898:—

Description.	Number passed through Shops.	Erected new.	Rebuilt.	Converted.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched-up.	Fitted with Standard Draw-gear.
Wagons	4,079	361	32	61	59	1,471	2,095	1,355	1,042	155

The following new work is in hand: Two hundred and ninety-one four-wheel wagons, and seventy-three bogie wagons.

The following table gives particulars of repairs, &c., to tarpaulins for the year ending the 31st March, 1898:—

Description.	Number passed through Shops.	New.	Condemned and replaced.	Repaired.
Tarpaulins	5,100	595	538	3,967

Five hundred and twenty-two new tarpaulins are in hand.

Stationary Engines and Cranes.—The following table gives particulars of repairs, &c., to stationary engines and cranes for the year ending the 31st March, 1898:—

Type.	Number passed through Shops.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Boiler Repairs.					
						New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.	New Boiler.
Hand-cranes ...	19	1	4	14	5	..	..	..	..	..	..
Steam-cranes ...	29	..	3	26	2	..	..	..	..	1	..
Stationary engines	16	2	..	14	1	1	..	4	3	4	..
Hoisting-engines ...	5	1	..	4	1	..	..	..	..	..	..
Hydraulic engines	3	..	..	3	..	..	..	..	..	..	..
Totals ...	72	4	7	61	9	1	..	4	3	5	..

The following cars, brake-vans, wagons, and tarpaulins were completed and added to stock during the year:—

	Cars.	Brake-vans.	Wagons.		Tarpaulins.
			4-wheel.	Bogie.	
To replace stock sold to Western Australia	..	..	21	24	..
Additions to open lines	15	11*	231	53	478
Working-expenses	..	..	3	..	117
Westport Harbour Board	..	1	25	..	..
	15	12	280	77	595

* One-third cost of eight charged to "Additions to open lines" (converted from old four-wheeled stock).

In addition to the above, four four-wheeled wagons have been built to replace four wagons disposed of.

Conversion of Rolling-stock.—Two four-wheel and six six-wheel cars were converted to seven bogie, Class A, cars. Of the ten four-wheel brake-vans converted to bogie vans, two were charged to "Working-expenses," and one-third the cost of eight vans was charged to "Additions to open lines," and the balance to "Working-expenses."

Six cars, three brake-vans, and 155 wagons were fitted with standard draw-gear.

The following additions to plant have been made during the year: Two 8in.-centre hollow spindle-lathes, one 14½in.-centre gap-lathe, two standard chain-saw mortisers, one 12in.-centre sliding- and surfacing-lathe, one 7-cwt. steam-hammer, one lever punching- and shearing-machine, two Brown's patent screwing-machines, two 8in.-centre double-gear capstan-lathes, two American mechanical stokers, four Stowe's flexible shafts, and one Babcock and Wilcox boiler, 96-h.p.

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

Year.	Train Mileage.	Engine Mileage.	Locomotive. per Train-mile.	Car and Wagon per Train-mile.	Total.
1897	3,409,218	4,425,039	d. 13·41	d. 4·64	d. 18·05
1898	3,666,483	4,792,417	13·70	4·27	17·97

Workshops.—Much still remains to be done in the shape of additional workshop accommodation, machinery, &c.

The usual returns have been forwarded.

I have, &c.,

T. F. ROTHERAM,

Locomotive Superintendent.

The General Manager, New Zealand Railways, Wellington.

APPENDIX C.

ANNUAL REPORT ON THE MAINTENANCE OF NEW ZEALAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 18th May, 1898.

I have the honour to report on the maintenance of the New Zealand railways for the year ending 31st March, 1898.

Mileage.—New lines were opened for traffic during the year as follows:—

	M.	ch.
Kanohi-Makarau	3	6
Newman-Woodville	24	40
Hyde-Kokonga	10	2
Total	37	48

The total mileage of railways opened for traffic on 31st March, 1898, was 2,056 miles 8 chains.

Permanent-way.—The lines generally have been maintained in fair condition.

Rail Renewals.—There have been 42 miles 19 chains of permanent-way renewed.

Sleeper Renewals.—New sleepers to the number of 286,343 have been relaid in the track during the year.

About 42,800 sleepers were used in respacing with the relaying of track. The ordinary renewals average 118 per mile of railway.

Ballasting.—Ballast-trains have been employed on various sections, but the total amount done is not equal to the previous year. This has mainly arisen through a difficulty of obtaining a sufficient number of ballast-wagons and engines.

Floods and Slips.—Very severe floods were experienced in the Hawke's Bay District and part of the Wanganui district in the early part of the financial year.

All the damaged formation has been made good with the exception of that between Farndon and Awatoto, where the line is still temporarily diverted. The Rangitikei and Aorangi Bridges, also the Waitangi Bridge, near Napier, were carried away. Temporary bridges were erected to reopen the traffic, and permanent works are now in hand.

A heavy slip took place on the Wellington line between Kaitoke and the Summit, which interrupted the traffic for two weeks and required the removal of a large quantity of material.

Bridges.—Ordinary bridge-repairs have been carried on, and a considerable amount of reconstruction has been done to provide for increased engine-loads.

Whangarei Section: The bridge south of Whangarei Station has been rebuilt.

Auckland Section: Twenty-one bridges have been repaired and strengthened up to standard, and two completely rebuilt.

Wanganui Section: Fifteen bridges repaired and brought up to standard.

Wellington-Napier Section: Temporary bridging, some hundreds of feet in length, was constructed in various parts of the Napier district after the floods before mentioned. Four bridges have been overhauled and repaired. A new iron viaduct at Kopua was completed in December, 1897, and opened for traffic. Concrete piers and abutments for a new iron viaduct at Makotuku have been completed, and the ironwork is now being prepared.

Christchurch Section: The Washdyke and Makikihi Bridges were rebuilt. Ashburton Bridge in process of reconstruction.

Rangitata Bridges, Ashley, Rakaia, Orari, Temuka, Opihi, Pareora, Otaio, Waihao, and several smaller bridges have had considerable repairs and strengthening up to higher standard. The Rakaia Bridge had thirty of its spans redecked.

Dunedin Section: The two large bridges at Otakia and Titiri have had the superstructures rebuilt. Balclutha Bridge strengthened up to standard. Strengthening of piers in Upper Waitaki Bridge is now in hand. Repairs and renewals to a large number of other bridges.

Invercargill Section: Seven bridges completely rebuilt. Heavy repairs have been effected to the Riverton Bridge, also Mataura Bridge at Wyndham. The Oreti Bridge, Mararoa Branch, was partially redecked.

Bridge-works in this section have been greatly retarded through the failure of supply of timber under order.

Westport Section: Bridge-repairs small.

Greymouth Section: Extensive repairs made to the Arahura Bridge. The ironwork of the Teremakau Bridge has been tarred. Minor repairs to other bridges.

Picton Section : The Picton Viaduct has had three new concrete foundations for piers.

Fences.—Very extensive repairs to fencing have been done. A large number of cattle-stops and gates repaired and renewed. Several miles of fencing destroyed by fire in various places have been reinstated.

The total length of railway-fencing is 3,001 miles.

Roads.—Station-roads and level crossings have been kept up in good order, but owing to a long spell of fine weather they have required less repairs than usual.

Water-services, Signals, &c.—The water-raising appliances have been maintained in good order. The water-supply has been impaired by the drought experienced during several months of the year. Extensive additions to the water-services have been made, and further additions are in progress.

Signals, and other appliances generally, in good order.

Wharves.—Opau Wharf has had repairs to decking. The Dargaville timber-skids have been repaired. Decking of Onehunga Wharf repaired, and light repairs to Huntly Wharf and Helensville timber-slip.

Considerable repairs were effected to the wharves at Greymouth and Picton.

Buildings.—A number of platforms have had old timber fronts renewed in concrete, and gravel surfaces tarred and asphalted.

Extensive repairs have been made to station-buildings and dwellinghouses. A large amount of painting done. A number of loading-banks rebuilt, several in concrete. Several cattle-yards renewed, and a large number repaired. Several engine-sheds and engine-pits repaired.

Miscellaneous Works.—A large number of small alterations and improvements, charged to Working-expenses Account, have been carried out, including improvements and enlargements to station-buildings, offices, waiting-rooms, latrines, lighting, dwellinghouses, outhouses; removal of unoccupied buildings to places where they could be utilised; enlargement of cattle-yards and loading-banks; and additions to sidings.

Westport: New workshops and running-shed, replacing those destroyed by fire. New station-buildings in course of erection.

Additions to Open Lines.—The following are some of the principal works in hand during the year :—

Whangarei—Addition to wharf commenced. Kaihu—Goods-shed. Maropiu—New water-service. Auckland—Building for Pintsch's gas-plant. Newmarket workshops—Overhead crane-ways. Frankton—New sidings, weighbridge, and signals. Manganui—New station. Hawera—New sidings and signals. Feilding—New verandah. Fordell—Additional land purchased, and extension of goods-shed. Marton Junction—New station and sidings. Woodville—Completion of new station-yard, platforms, approaches, and signals. Awatoto—Additional siding. Wellington—District offices. Petone—Commencement of addition to workshops. Summit and Upper Hutt—Completion of additional sidings. Cross Creek—Station-yard and engine-shed enlargement in progress. Masterton—Engine turntable, addition to engine-shed, and extension of sidings. Pahiatua—Engine turntable and pit. Christchurch—Building for Pintsch's gas-plant, additional Customs examination-shed, sidings, and road-approaches. Woolston—Additional siding. Addington—Additions to workshops. Willowbridge—Public siding. Studholme—Additional sidings and signals. Dunedin—Commencement of additional import shed. Hillside workshops—Additions. Mosgiel—Enlargement of station-yard. Upper Waitaki—Protective works. Island Cliff—Goods-shed. Lumsden—Signals. Winton—Enlargement of station-yard.

Expenditure.—The expenditure on maintenance of way and works during the year was £325,699 2s., which represents a rate of expenditure per mile of £159.42. The principal increase is on renewals to permanent-way. There has been additional mileage of track relaid, also about 43,000 sleepers used more than previous year. There has also been an increase in the expenditure on bridges, partly due to the rebuilding to provide for heavier traffic. The increases are due to the exceptional expenditure entailed by heavy floods, also to the essential requirements of keeping pace with the increasing traffic. Further increased expenditure in this latter direction will have to be provided for in view of the increasing number and weight of engines and trains. The expenditure on buildings has been somewhat less than last year.

Private Sidings.—Sixteen new rights were granted during the year. The total number on the register at 31st March was 255, representing an annual rental of £4,062.

Leases.—New leases granted during the year were 287, and 230 leases expired. The number of leases in force on the 31st March was 1,365, representing an annual rental of £13,330.

Staff.—The working staff employed during the year was 2,142, with an office staff of sixty-one. The usual returns have been forwarded.

I have, &c.,

J. HENRY LOWE, Chief Engineer.

The General Manager, New Zealand Railways.

APPENDIX D.

SIR,—

Stores Manager's Office, Wellington, 15th June, 1898.

I have the honour to report that the value of stores on hand on the 31st March, 1898, at the various depots amounted to £79,290 19s. 3d., as against £81,828 16s. 2d. on the 31st March, 1897.

The stock is in good order, has been carefully and systematically inspected, and is value for the amount stated.

I have, &c.,

GEORGE FELTON,
Stores Manager.

The General Manager, New Zealand Railways.

APPENDIX E.
REPORT ON CONDITION OF THE MIDLAND RAILWAY.

Chief Engineer's Office (Working Railways Department),
Wellington, 18th May, 1898.

Reefton and Jackson Lines.—The lines are in fair running-order. The banks at Snowy Creek, where formerly breached by floods, have been raised. Most of the iron bridges have been tarred. A large flood threatened the approaches of the Teremakau Bridge, but the encroachment was checked, and permanent protection is being provided. Some additional flood-openings have been put in the line. Buildings throughout the line are in good order.

Springfield Line.—This section is in satisfactory order.

J. HENRY LOWE, Chief Engineer.

The General Manager, New Zealand Railways.

ANNUAL REPORT of the MIDLAND RAILWAY.

SIR, — Locomotive Superintendent's Office, Wellington, 17th May, 1898.

I have the honour to report upon the Midland Railway for the year ending the 31st March, 1898:—

Locomotives.—The whole of the locomotives have been maintained in good order. During the year two locomotives were thoroughly overhauled, and six received light repairs.

Carriages.—Carriages are in fair running order. Two of the Class A bogie-carriages received heavy repairs, and five received light repairs.

Wagons.—The wagons are in fair order.

Buildings.—These are all in good order.

Tanks, Coal-sheds, &c.—These are in good order.

The locomotive staff has been transferred from Stillwater to Greymouth, and repairs to rolling-stock are now effected at Greymouth.

I have, &c.,

T. F. ROTHERAM,
Locomotive Superintendent.

The General Manager, New Zealand Railways, Wellington.

STATEMENT of REVENUE and EXPENDITURE, NEW ZEALAND MIDLAND RAILWAY, Year ending
31st March, 1898.

Revenue—	£	s.	d.	£	s.	d.
Passengers	6,516	13	1			
Parcels, &c.	535	12	5			
Goods, &c.	10,772	1	11			
Percentages	1,557	4	3			
				19,381	11	8
Expenditure—						
Traffic	2,105	15	7			
Locomotive	2,804	10	0			
Maintenance	8,565	17	11			
General charges	711	12	11			
				14,187	16	5
Net revenue				£5,193	15	3
Expenditure per cent. of revenue					73	20

Accountant's Office, 17th May, 1898.

A. C. FIFE, Accountant.

APPENDIX F.

SIR,— District Traffic Manager's Office, Auckland, 30th April, 1898.

I have the honour to report on the working of the Auckland Section of the New Zealand Government railways for the financial year ending the 31st March, 1898.

The traffic for the year shows an increase in every item, except horses and firewood, as compared with the traffic for the previous year; the increased revenue derived therefrom being £9,700.

The passenger traffic shows a very large increase, principally in the issue of excursion tickets. The public greatly appreciate the holiday excursion fares of 2d. and 1d. per mile, first and second class respectively, and as these fares become more widely known so is the issue much greater and more appreciated.

The parcels traffic shows an increase in the number of parcels carried of over 6,500. This shows of itself that the new rates for the carriage of small parcels have been taken advantage of.

The increases in carriages, dogs, and live-stock call for no special comment.

Chaff shows an increase of 2,500 tons, and grain of nearly 400 tons. This increase is in grain and chaff sent from country stations, and it shows that the country settlers are doing their best to supply the local markets with the various requirements.

Wool shows a satisfactory increase of 1,500 bales.

Firewood shows a small decrease. The prices obtained are in many cases too low to warrant the cutting of the wood.

Timber shows an increase of over 2,000,000 superficial feet. A fair proportion of this increase is no doubt due to the extension of the railway-line from Kanohi to Makarau, as in expectation of this extension being opened a large quantity of timber had been gathered together at Waitangi. Extended building operations have, however, been carried out all over the Auckland District during the past year, and this also accounts in a great measure for the increase shown.

Merchandise shows an increase of 1,100 tons, principally on goods sent from Auckland.

Coal and minerals show the creditable increase of 7,000 tons. A large quantity of bricks have been received at Auckland during the past few months, owing to several large warehouses having been erected in that town. The increase in the coal trade is also satisfactory, as it shows that the local coal is being used wherever possible.

When we remember the fact that the mining boom was at its best in 1896, and as a consequence the revenue on this section for the year ending the 31st March, 1897, showed an increase of about £8,000 over that for the previous year, it is especially pleasing to note that the revenue for the year ending the 31st March, 1898, is over £9,000 above that for the previous year, or £17,000 above that for the year ending the 31st March, 1896. Mining has been very quiet during almost the whole of the year ending the 31st March, 1898, and the increase mentioned above shows that, notwithstanding the chill that overtook the mining boom, there is an undercurrent of prosperity throughout the whole of the Auckland Province, and an increasing settlement in the country districts.

A new coal-mine, worked by the Ralph's Taupiri Coal-mines (Limited), will be opened during the month of May, 1898. The coal from this mine is said to be of very good quality, and the output from Huntly should therefore be greatly augmented during the coming year.

The line from Paeroa to Thames is expected to be open for traffic about Christmas next, and this should greatly increase the passenger and goods traffic on the section. Taking all the circumstances into account, I think I am quite justified in anticipating a greatly increased revenue for the year ending the 31st March, 1899.

The train-services throughout the year have been generally satisfactory. Complaints *re* delays have arisen, but on the whole I consider the year which has just closed has been a very successful one from every point of view.

The usual returns and reports have already been forwarded.

I have, &c.,

A. GRANT,

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Wanganui, 21st May, 1898.

I have the honour to report that the revenue from traffic forwarded from stations in this district for the year ending the 31st March, 1898, amounted to £125,803 7s. 9d., an increase as compared with the previous year of £11,071 0s. 4d.

The following table shows the increases under the various headings:—

Description.	Numbers.	Tons.	Value.
Passengers	29,739	...	£ s. d. 1,618 0 7
Parcels, &c.	5,173	...	327 10 1
Live-stock	97,916	...	...
Chaff, &c. ... ..	...	3,543	...
Wool ... ..	...	1,088	...
Firewood ... ..	...	389	...
Grain ... ..	...	4,638	8,066 17 10
Merchandise ... ..	...	3,730	...
Coal ... ..	...	951	...
Miscellaneous revenue ... ..	...	...	1,058 11 10

There were decreases of 3,652 tons of minerals (other than coal) and 698 tons of timber. The net increase of tonnage was 9,989 tons.

Mineral traffic in this district consists chiefly of road materials and bricks. There was an exceptional expansion in both these classes during the year 1896-97.

The apparent decline in timber traffic is due to the contraction of local supply. The volume of traffic has not decreased, but it originates outside this district to a greater extent than formerly.

The numbers of passengers, exclusive of season-ticket holders, booked at stations in this district were,—

	Numbers.	Value of Fares.
		£ s. d.
At ordinary fares	410,417	43,167 7 10
At holiday excursion fares	43,856	8,887 13 10
At school and factory excursion fares	10,233	666 5 9
Total	464,506	£52,721 7 5

On the 13th December, 1897, this district was, by the opening of the section between Pahiatua and Woodville, connected with the Wellington-Wairarapa line. Of 12,439 passengers booked to Wellington during the year, 777 travelled by the Government line *via* Wairarapa, and 11,662 by the Manawatu Company's line. About three-fifths of the live-stock traffic is to the Wellington markets and freezing-works; but owing to the longer journey *via* Wairarapa advantage has not been taken of that route to any extent.

Although the season was not altogether favourable, there was an increase of 15 per cent. in the quantity of dairy produce carried; 2,945 tons of butter and 1,307 tons of cheese were forwarded.

On Good Friday, 16th April, 1897, traffic south of Wanganui was interrupted by floods. In consequence of the extensive damage to line and bridges, trains could not be run over that portion of the line for two days. By means of coach and ferry services communication between Wanganui and Palmerston was then restored, but through goods traffic could not be resumed until the 17th May, when a temporary bridge across the Rangitikei River was completed. The disorganization of the Easter holiday traffic and the suspension of through goods traffic caused a considerable loss of revenue, apart altogether from the extra cost of working.

With the exception of the diversion at Woodville of the Napier-Palmerston passenger-trains to the Wairarapa route in December last, there has been no material alteration in the train-services of the district.

The insufficiency of the supply of rolling-stock has been the subject of considerable complaint from the customers of the department.

The revenue prospects for the ensuing year are, on the whole, good. If the present fares and rates are maintained, an increase of 10 per cent. upon last year's total may be expected.

I have, &c.,

H. Buxton.

The General Manager, New Zealand Railways, Wellington.

District Traffic Manager.

SIR,—

District Traffic Manager's Office, Wellington, 6th June, 1898.

The following is a condensed report on the traffic of the Wellington-Napier district during the year ended the 31st March, 1898:—

The volume and value of the business have been most satisfactory, there having been, compared with last year, an increase of about 40,100 passengers, 1,700 season tickets, 9,800 parcels, 71,500 head of live-stock, and 36,700 tons of goods, the most important contributors to the last-mentioned increase being wool, timber, and general merchandise. This large access of traffic has caused a substantial increase of revenue, the gross amount for this year being £196,793, as compared with £171,705 for last year, an improvement of £25,088.

The cheap excursion rates inaugurated in 1895 have become very popular, especially with the residents of the country districts, and there is abundant evidence that the adoption of these rates has very considerably increased the number of travellers.

No doubt the increase in the number of parcels carried is also largely due to the introduction of reduced rates for this branch of the traffic.

Dairy farming has been steadily extended during the year, and there has been a satisfactory improvement in the quantity of milk, butter, cheese, and eggs handled.

There has been a very material increase in the number of live-stock conveyed—particularly sheep. This is due largely to the great decrease in the rates of railage, but it is attributable partly to the fact that the production has increased owing to a greater area of land having been placed under pasture in consequence of increased settlement.

The connection of the Wellington line with the Wanganui and Napier lines caused a considerable quantity of wool, which has formerly been sent by other routes, to be forwarded *via* the Wairarapa, and this, in conjunction with a considerable natural increase in the districts contiguous to the Wellington and Napier lines, resulted in the carriage of 10,000 bales in excess of the quantity dealt with last year.

Activity in the building trade, and the export of timber to Australia, are responsible for an improvement of over eight and a quarter million superficial feet in the timber traffic.

The increase of general merchandise, &c., carried, amounts to over 16,000 tons, and is due partly to the greater prosperity of the district, and partly to the connection of the Wellington, Napier, and Wanganui lines. Since the connection of these lines there has been a considerable exchange of commodities between the Wairarapa, the Manawatu, and the bush districts (Hawke's Bay), and I have no doubt that this trade will greatly develop in the future.

Satisfactory as the business has been, it would have been still greater but for three important interruptions to traffic which occurred during the year. The most important of these was that occasioned by the disastrous flood of Easter, 1897, which temporarily devastated a large part of Hawke's Bay. This flood caused extensive damage to the line, and entailed great trouble and expense on the department in the maintenance of passenger and goods services by rail, coach, ferry, and steamer. The second of these interruptions was caused by a large quantity of rock slipping into and completely filling a deep cutting between Kaitoke and Summit. This caused a complete suspension of goods traffic for a week, passenger traffic being maintained by exchanging trains at the slip. The third interruption also necessitated the entire suspension of goods traffic for several days; it was due to the burning of a bridge near Mauriceville during the progress of the extensive series of bush fires that swept the country from Kaitoke to Takapau last summer. Another unfortunate result of these fires was the destruction of a large area of magnificent bush scenery in the neighbourhood of the Pukuratahi Valley, Summit, and Cross Creek. As this bush was one of the chief scenic attractions of the Wairarapa route, the loss of a large part of it is greatly to be regretted.

During the year the train-services in several parts of the district were considerably improved and extended to cope with the increase in the traffic; also some important alterations in the timetable were caused by the connection of the Wellington, Napier, and Wanganui lines.

The working of these additional trains, and the general improvement of the traffic, has necessitated a large increase in the staff of the district; extra men have been provided accordingly.

The traffic has been conducted under great disadvantages in the matter of the supply of rolling-stock, the year's work having shown conclusively that engines of greater tractive power are imperatively required to cope with the greater weight of many of the trains; that the number of passenger-cars requires augmenting; and that a large increase to the stock of goods- and timber-wagons has become an absolute necessity if the traffic is to be dealt with to the satisfaction of the department's customers.

The general improvement at present perceptible in business leads to the conclusion that the volume of traffic for the year under review will be not only maintained, but to a considerable extent exceeded, during the year now current.

I have, &c.,

T. E. DONNE,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Christchurch, 30th April, 1898.

I have the honour to report on the working of the Christchurch district for the year ending the 31st March, 1898.

The year's operations have resulted in a gratifying increase of business in nearly all branches of traffic.

The passenger traffic has grown largely, 60,399 passengers more than last year having travelled, producing an increased revenue of £5,018 7s. 2d. The holiday excursion traffic has developed remarkably during the year, there being an increase of 34,456 passengers carried at the various descriptions of excursion fares—the number of passengers carried for the year being 155,378, as against 120,922 for the previous year. The tourist traffic to Hanmer Plains has increased about 20 per cent., but the Mount Cook and southern lakes excursions remain about stationary.

In goods traffic there are substantial increases in cattle, sheep, chaff, firewood, timber, and merchandise, and slight decreases in pigs, grain, and minerals. The sheep traffic has grown to very large dimensions, 950,429 sheep having been carried during the year, the number for last year being 692,761. There is, therefore, an increase of 257,668 sheep, or nearly 40 per cent. In cattle there is an increase of over 40 per cent., and in pigs a decrease of about 25 per cent. The wool traffic remains about stationary. In grain there is a decrease of 6,520 tons, and in minerals of 3,686 tons.

The prospects for the current year, although they may to some extent be affected by the protracted drought, are, on the whole, distinctly hopeful.

The grain yield has not realised the expectations formed earlier in the season, but it is anticipated that the total quantity will be at least equal to last year's yield, and probably may exceed it to a small extent. It may also be assumed that the improved prices for grain will stimulate production, and cause a larger area than usual to be sown. Some further growth may also be looked for in the sheep traffic, the capacity of the meat-works in this district having been considerably increased.

The passenger traffic, which has steadily grown during the last year, may also be expected to increase, the issue of holiday excursion tickets on all important holiday occasions being an inducement to travel which is being taken advantage of in an increasing degree.

I have, &c.,

W. H. GAW,
District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Dunedin, 4th May, 1898.

During the past year ten miles of new line have been added to the section from Hyde to Kokonga, making a total mileage for the district of 354 miles 10 chains.

The volume of freight and passenger traffic during the past year has been most satisfactory. Merchandise traffic increased by 16,624 tons, and passenger traffic by 45,681. The total cash collected amounted to £275,388 16s., against £261,870 13s. 4d. for the previous year; the expenditure being £47,882 14s. 2d.

Owing to the drought in the Oamaru district grain crops failed to the extent of 3,910 tons, but around and south of Dunedin there were increases to the extent of 3,750 tons. Unless the season for sowing winter wheat becomes more favourable in the northern district than at present, I fear a similar loss there for 1899.

Our parcels traffic has increased by 7,333 parcels. Season-tickets have also increased by 2,786, caused chiefly through the demand for workmen's tickets.

The output of coal from pits in the district shows an increase of 6,870 tons over 1896-97, and 22,252 tons over 1895-96.

In 1896-97 we shipped 183,450 carcasses of frozen mutton, and 242,791 for the year just ended.

School and factory excursions show an increase of 18,614, the revenue being £3,557 10s. 11d.

Traffic in rabbits increased from 464 tons in 1896-97 to 2,348 tons last year, and to judge from present traffic a very large increase may be expected on above tonnage. Traders are becoming more alive to their interests in the method of forwarding rabbits, and packing in cases and crates is becoming more general.

Comparing the year upon which we have just entered with the past, I am inclined to think that we may suffer a slight decrease in all lines in the Oamaru district, but apart from this, and in

so far as general merchandise, passenger, import, and export trade is concerned, I feel satisfied that substantial increases may be expected.

Owing to continued increase in trade the additions made to our allotment of rolling-stock during the year have not afforded perceptible relief from the almost constant struggle to supply orders. To expeditiously meet demands, without incurring extra mileage and expenditure, a further and immediate addition of at least 300 trucks to our present allotment is an absolute necessity.

The express service which was inaugurated between Dunedin and Invercargill on the 1st December is much appreciated by the travelling public.

I have, &c.,

THOMAS ARTHUR.

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Invercargill, 5th May, 1898.

I have the honour to report on the working of the Southland District New Zealand railways for the financial year ending the 31st March, 1898.

The traffic has been the heaviest yet recorded, being an increase of £8,892 8s. 7d. over that of last year; and, seeing that the traffic for the latter year was exceptionally heavy, the results must be considered most satisfactory. The increase would have been far heavier had not the very bad weather experienced in Southland for the last five months of the year caused the harvest to be late. The most noticeable features of the year's traffic were the exceptional expansion of the timber trade and general merchandise. The rabbit business was also very extensive, and is no doubt accountable for some of the increases in other branches of traffic. The passenger traffic has also been the largest yet reached in this district. The only decrease worth noticing has been in the carriage of sheep, the number carried showing a large falling-off.

Notwithstanding the favourable nature of the past year's traffic, I consider the current year will prove even more successful.

The timber traffic still continues to increase, and the large extent of new country lately taken up in various parts of Southland and Tapanui districts will cause an extensive increase of the areas under grain, and, given a satisfactory season, the returns should be greatly in excess of any yet received. The prices for all kinds of cereal this season will cause extensive cropping, and it is very rarely that this district has two bad harvest seasons running.

All branches of traffic are now very busy, and the number of rabbits carried by train continues to increase. There is no doubt that this new branch of industry is a very important one, as, besides absorbing the major portion of the unemployed, it brings to us, both directly and indirectly, a large increase of business.

The late alterations in the train-services, especially the quickened running of the expresses between Dunedin and Invercargill, and *vice versa*, have resulted in an increase of the passenger traffic between these points, and given general satisfaction.

There have been no accidents of any kind to our trains, and everything has worked satisfactorily.

I have, &c.,

S. F. WHITCOMBE.

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

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ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1897-98.

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 4. Classified expenditure and revenue.
 5. Comparative statement of passenger and goods traffic.
 6. Cost of construction and rate of interest.
 7. Expenditure under vote "Additions to Open Lines."
 8. Comparison of revenue and expenditure for eighteen financial years.
 9. Statement of season tickets issued.
 10. Classified maintenance expenditure.
 11. Return of passenger bookings at excursion fares.
 12. Revenue and expenditure of stations.
 13. Carriage and wagon stock, and tarpaulins.
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 15. Comparative statement of mileage, capital cost, earnings, and expenditure on colonial railways.
 16. Stores contracts.
 17. Weighing-machines. Weighbridges. Traversers and turntables. Cranes and pumps.
 18. Renewals of rails.
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 20. Number of stations and sidings.
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 25. Particulars of private-siding traffic.
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 27. Traffic from coal-mines, Hurunui-Bluff.
 28. Vessels loaded and discharged at different ports, Hurunui-Bluff.
 29. Mileage of track, main line and sidings, Hurunui-Bluff.
 30. Alterations in scale of charges.

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RETURN No. 2.
GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1898.

Dr.

Cr.

	£	s.	d.		£	s.	d.
To Balance brought forward:—							
Outstanding accounts at 1st April, 1897,—							
Other Government departments, for stores, work done, &c. ...	6,726	16	5				
Personal accounts, for stores, work done, &c. ...	1,064	14	10				
	7,791	11	3				
Stock of stores on hand at 1st April, 1897 ...							857,190 18 5
Payments per Treasury to 31st March, 1898, Vote 60* ...	1,037,888	2	9				
Deposit Account—Permanent-way material ...	25,000	0	0				
Payments outstanding on 31st March, 1898, carried forward ...				74,818	16	6	
	1,037,888	2	9				
				148,779	13	1	
				20,047	16	2	
				19,137	4	9	187,964 14 0
By Payments outstanding on 31st March, 1897, brought forward ...							
Classified expenditure, as per Return No. 4 ...							
Recoveries to credit of Vote 60,—*							
Other Government departments, for stores, work done, &c. ...				148,779	13	1	
Personal accounts, for stores, work done, &c. ...				20,047	16	2	
Miscellaneous recoveries ...				19,137	4	9	
Deposit Account,—							
Cash in Treasury ...				21,369	7	7	
Cash with Agent-General ...				3,030	12	5	
				25,000	0	0	
Balance:—							
Outstanding accounts at 31st March, 1898,—							
Other Government departments, for stores, work done, &c. ...				11,356	6	2	
Personal accounts, for stores, work done, &c. ...				553	5	9	
				11,909	11	11	
Stock of stores in hand at 31st March, 1898 ...							79,290 19 3
							£1,227,327 6 8

A. C. FIRE, Railway Accountant.

RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1898.

Sections.	Maintenance of Way and Works.						Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	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.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	311 14 0	157 6 7	198 7 5	28 5 6	..	695 13 6	377 12 3	7 18 9	..	130 5 10	..	515 16 10	8 2 6	161 14 0	680 11 11	23 17 7	193 15 4	16 0 0	2,263 11 8
Whangarei	1,407 11 10	312 16 11	22 5 9	..	..	1,742 14 6	669 10 9	25 13 2	..	533 16 3	..	1,229 0 2	98 15 0	1,293 0 4	1,370 2 5	124 16 4	361 3 9	95 5 1	6,124 7 5
Kaihu	1,011 14 6	137 4 5	27 2 0	58 12 6	..	1,234 13 5	521 10 5	175 14 11	..	380 1 6	..	1,077 6 10	47 5 4	354 4 0	986 18 10	116 10 0	387 6 2	83 6 7	4,120 18 0
Auckland	18,805 18 11	4,785 18 6	1,660 5 2	542 12 9	..	25,794 15 4	9,886 9 9	881 7 1	..	2,788 12 3	..	13,556 9 1	1,191 2 6	2,200 19 10	21,945 7 2	1,433 18 8	3,675 0 9	1,234 3 5	68,563 9 11
Wellington - Napier - New Plymouth	39,431 16 2	15,667 4 0	3,214 19 3	840 9 11	..	59,154 9 4	22,011 2 9	1,318 11 5	..	11,389 18 0	..	34,719 12 2	2,835 1 2	6,348 5 4	46,242 15 5	3,391 5 10	7,161 11 7	2,469 10 0	157,383 10 10
Hurunui-Bluff	85,491 13 6	23,237 2 10	8,822 14 0	771 5 0	..	118,322 15 4	45,304 4 3	2,716 3 2	..	18,564 17 2	..	66,585 4 7	8,074 3 9	9,310 10 10	123,818 4 1	7,322 10 2	12,761 8 6	5,726 8 7	340,468 8 8
Grey-Brunner	1,388 12 5	400 14 4	215 5 0	53 12 2	..	2,058 3 11	1,143 14 1	120 14 8	..	597 5 8	..	1,861 14 5	333 8 9	793 10 0	4,864 12 5	263 17 5	787 11 9	12 7 6	10,950 11 2
Grey-Hokitika	1,406 5 2	574 13 1	25 3 3	0 12 0	..	2,006 13 6	465 11 7	10 2 9	..	425 3 0	..	900 17 4	129 19 11	155 11 4	992 0 5	98 11 7	271 4 11	12 4 3	4,542 14 9
Westport	2,782 0 5	1,044 10 9	123 16 6	76 9 2	..	4,026 16 10	2,202 10 0	107 11 8	..	763 16 11	..	3,073 18 7	23 18 10	1,518 14 11	4,780 2 9	454 14 10	1,143 13 7	79 8 11	14,942 11 5
Nelson	1,555 13 0	368 4 6	65 0 3	17 15 7	..	2,006 13 4	736 5 0	84 14 6	..	606 1 6	..	1,427 1 0	57 15 4	286 13 2	2,781 13 3	100 14 5	442 6 7	252 18 11	6,849 18 2
Picton	2,245 6 1	1,022 7 1	35 12 6	7 18 4	..	3,311 4 0	615 19 9	29 14 1	..	367 3 7	..	1,012 17 5	118 3 9	757 12 9	1,332 8 9	73 3 4	473 4 5	21 7 11	7,057 6 6
Totals	155,838 6 0	47,708 3 0	14,410 11 1	2,397 12 11	..	220,354 13 0	83,934 10 7	5,478 6 2	..	36,547 1 8	..	125,959 18 5	12,917 16 10	23,180 16 6	209,794 17 5	13,404 0 2	27,658 7 4	10,003 1 2	623,267 8 6
STORES.																			
Kawakawa	334 0 4	60 14 5	103 4 3	..	..	497 19 0	..	30 17 5	9 18 2	40 19 1	..	81 14 8	0 1 3	62 12 5	31 10 2	..	..	18 6 6	655 11 0
Whangarei	633 10 9	185 14 5	70 16 1	..	..	890 1 3	..	277 15 7	45 14 1	133 19 2	..	457 8 10	25 2 3	588 1 10	120 10 8	..	..	31 10 2	2,049 14 8
Kaihu	353 19 7	94 12 11	49 7 0	36 2 3	..	534 1 9	..	102 14 4	15 12 3	106 15 3	..	225 1 10	25 6 6	153 1 11	97 0 8	..	..	23 0 7	1,011 12 1
Auckland	10,126 17 3	1,463 16 4	1,068 11 11	244 14 4	..	12,903 19 10	..	3,237 14 7	421 0 1	1,882 10 3	..	5,541 4 11	348 10 9	1,607 16 0	1,877 2 8	..	..	2,247 4 5	20,031 9 9
Wellington - Napier - New Plymouth	25,432 0 1	3,707 16 0	2,478 7 7	1,070 3 1	..	32,688 6 9	..	17,809 13 1	942 19 3	7,782 10 1	..	20,535 2 5	1,093 15 8	5,355 10 10	3,787 9 0	..	..	1,154 5 9	68,305 18 11
Hurunui-Bluff	36,856 4 9	10,412 2 11	4,407 15 8	766 17 5	..	52,443 0 9	..	26,196 14 7	1,978 1 8	11,327 10 4	..	39,502 6 7	4,501 12 5	6,094 4 0	8,309 14 8	..	..	5,330 9 4	105,520 9 1
Grey-Brunner	80 4 7	336 6 1	89 4 11	..	..	595 15 7	..	222 14 4	40 8 7	353 4 0	..	616 6 11	160 18 10	Cr. 547 7 9	646 12 7	..	..	17 4 0	1,365 2 2
Grey-Hokitika	115 19 0	284 2 3	20 9 8	..	..	420 10 11	..	109 12 6	20 7 11	139 15 8	..	269 16 1	33 13 7	493 13 7	159 17 4	..	..	3 10 3	1,374 1 3
Westport	1,104 3 5	213 4 10	80 11 2	48 13 1	..	1,446 12 6	..	433 5 8	68 11 4	263 8 3	..	765 5 3	1 19 3	989 7 3	336 8 9	..	..	168 10 6	3,371 2 6
Nelson	888 13 4	164 6 7	36 18 0	11 18 10	..	1,101 16 9	..	473 12 4	23 19 6	345 4 10	..	842 16 8	62 12 6	102 14 6	210 2 0	..	..	14 1 0	2,306 1 5
Picton	768 0 10	125 5 8	11 6 11	1 16 11	..	906 10 4	..	301 19 6	17 18 0	154 13 10	..	474 11 4	39 10 9	112 15 4	109 0 10	..	..	126 1 1	1,516 7 6
Totals	76,693 13 11	17,048 2 5	8,416 13 2	2,180 5 11	..	104,338 15 5	..	49,196 13 11	3,584 10 10	22,530 10 9	..	75,311 15 6	6,293 3 9	15,012 9 11	15,685 9 4	..	..	9,134 3 7	207,507 10 4
MISCELLANEOUS.																			
Kawakawa	1 5 10	0 7 1	..	..	3 18 7	5 11 6	..	..	9 16 3	2 1 10	11 18 1	1 1 2	12 19 8	9 6 10	..	..	..	..	40 17 3
Whangarei	3 9 10	3 2 10	..	..	22 3 2	28 15 10	..	0 11 8	49 6 2	11 13 3	61 11 1	6 5 4	131 6 0	136 2 3	..	..	..	..	364 0 6
Kaihu	1 17 9	0 5 9	0 6 1	0 8 0	19 6 6	22 4 1	..	..	25 19 3	10 4 0	36 3 3	8 13 4	27 13 11	25 15 0	..	..	..	..	120 9 7
Auckland	60 3 2	24 16 7	0 12 6	0 10 2	251 10 0	337 12 5	..	10 2 9	797 12 8	133 8 5	941 3 10	257 8 9	596 13 4	564 15 0	..	..	..	..	2,697 13 4
Wellington - Napier - New Plymouth	54 1 4	167 16 5	12 3 5	29 12 9	597 13 0	861 6 11	..	18 2 3	3,060 8 10	318 16 11	3,397 8 0	745 16 4	1,843 7 1	2,447 5 6	..	..	..	..	9,295 3 10
Hurunui-Bluff	200 1 1	368 18 5	17 17 2	1 11 5	1,247 6 6	1,835 14 7	..	8 8 6	2,348 17 9	662 1 0	3,019 7 3	1,704 17 2	2,002 0 0	3,636 11 11	..	..	..	..	12,198 10 11
Grey-Brunner	6 10 2	6 7 7	..	..	41 16 1	54 13 10	..	..	173 17 3	21 7 10	195 5 1	98 8 10	170 12 0	70 5 6	..	..	..	..	589 5 3
Grey-Hokitika	4 3 1	2 12 0	0 4 2	..	16 9 11	23 9 2	..	..	58 9 8	8 19 3	67 8 11	25 13 6	22 5 4	83 18 2	..	..	..	..	222 15 1
Westport	0 1 6	0 1 8	..	..	76 12 9	76 15 11	..	0 12 6	146 2 9	40 4 3	186 19 6	46 11 11	179 7 11	119 4 0	..	..	..	..	608 19 3
Nelson	3 3 7	0 6 5	..	..	7 5 3	20 15 3	..	..	54 19 4	9 5 11	64 5 3	13 17 1	17 12 8	32 8 1	..	..	..	..	148 18 4
Picton	3 12 4	8 10 2	..	0 12 6	13 11 11	26 6 11	..	..	28 7 6	7 2 10	35 10 4	4 1 6	22 19 11	40 7 7	..	..	..	..	129 6 3
Totals	338 9 8	583 4 11	31 3 4	32 14 10	2,307 13 8	3,293 6 5	..	37 17 8	6,753 17 5	1,225 5 6	8,017 0 7	2,912 14 11	5,026 17 10	7,165 19 10	..	..	..	..	26,415 19 7
Grand totals	232,870 9 7	65,339 10 4	22,858 7 7	4,610 13 8	2,307 13 8	327,986 14 10	83,934 10 7	54,712 17 9	3,584 10 10	65,831 9 10	1,225 5 6	209,288 14 6	22,123 15 6	43,220 4 3	232,646 6 7	13,404 0 2	27,658 7 4	19,137 4 9	857,190 18 5

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, 1898.

Table with columns for Section, Mileage, Revenue, Classified Expenditure, and Proportion of each Class of Expenditure to Mileage and Revenue. It contains two main sections: 1897-98 and 1896-97, each with detailed data for various railway lines and their respective financial metrics.

A. C. FIRE, Railway Accountant.

RETURN No. 5. COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1898.

Main table with columns for Sections, Length Open for Traffic, Passengers (First Class, Second Class, Total), Parcels &c (Parcels, Horses, Carriages, Dogs, Total, Drays, Cattle, Calves, Sheep, Pigs, Total), Live-Stock, Goods &c (Equivalent Tonnage, Chaff, Lime, Wool, Firewood, Timber, Grain, Merchandise, Minerals, Total), and Grand Total Tonnage. Data is provided for 1897-98 and 1896-97.

Table with columns for Sections, Revenue (Ordinary Passengers, Season Tickets, Parcels, Luggage, and Mails, Total Coaching, Goods, Miscellaneous, Rents and Commission, Total Goods, Grand Total Revenue), and Mileage (Train, Shunting and Ballasting, Total). Data is provided for 1897-98 and 1896-97.

A. C. FIFE, Railway Accountant.



RETURN No.

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

Section.	State of Line.	1898.		
		Cost of Construction.	Net Revenue.	Rate of Interest.
Kawakawa	Opened	£ 91,681	£ -637	£ s. d.
Whangarei	"	144,105	3,984	2 15 3
"	Unopened	6,696	..	.. .. .
Kaihu	Opened	70,544	6,485	9 3 10
Auckland	"	2,214,903	56,824	2 11 4
"	Unopened	217,156	..	.. .. .
Wellington-Napier-New Plymouth ..	Opened	3,796,473	107,715	2 16 9
"	Unopened	140,048	..	.. .. .
Wellington-Foxton (private line) ..	"	42,116	..	.. .. .
Surveys, North Island	"	30,182	..	.. .. .
Miscellaneous	"	5,169	..	.. .. .
Hurunui-Bluff	Opened	8,666,899	301,834	3 9 8
"	Unopened	83,097	..	.. .. .
Greymouth-Brunner	Opened	196,972	12,144	6 3 4
"	Unopened	15,959	..	.. .. .
Greymouth Harbour Works	"	127,234	..	.. .. .
Greymouth-Hokitika	Opened	195,127	3,687	1 17 9
Westport	"	220,772	26,733	12 2 2
" Harbour Works	"	14,111	..	.. .. .
Nelson	Opened	165,192	792	0 9 7
"	Unopened	12,537	..	.. .. .
Picton	Opened	206,235	-744	.. .. .
"	Unopened	58,711	..	.. .. .
Stock, permanent-way	"	49,169	..	.. .. .
Stock, A.O.L. stores	"	31,964	..	.. .. .
Surveys, Middle Island	"	38,825	..	.. .. .
Miscellaneous	"	5,168	..	.. .. .
Stock in suspense	Opened	25,000	..	.. .. .
Total opened .. .. .	..	15,993,903	518,817	3 4 10
Total unopened .. .. .	..	878,142	..	.. .. .
Gross total .. .. .	..	16,872,045	518,817	3 1 6

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.

RETURN No. 7.

EXPENDITURE under VOTE for ADDITIONS to OPEN LINES charged to Capital Account, for the Twelve Months ending 31st March, 1898.

Department.		Total Expenditure.
Way and Works	.. .. .	£ s. d. 42,829 14 6
Locomotive	.. .. .	118,901 18 9
		<u>£156,731 8 3</u>

WAY AND WORKS DEPARTMENT: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
Kawakawa	Shelter-shed and platform	£ s. d. 1 14 0	£ s. d. 1 14 0
Whangarei	Siding, Hikurangi Colliery	121 19 3	
	Workshop, Whangarei	58 19 2	
	Additional wharf-accommodation	243 5 9	424 4 2
Kaihu	Station buildings, sidings, and approach-road	380 5 5	
	Additions to dwellings	68 7 2	
	Water-services	189 14 4	638 6 11
Auckland	Additions and improvements to station buildings, platforms, and signals	670 18 4	
	Loading-banks and stockyards	85 14 5	
	Additions to dwellings	134 19 4	
	Additions to Newmarket Workshops	592 12 10	
	Additional coal-accommodation, water-services, and engine-pits for Locomotive Department	275 8 0	
	Building for gas-lighting plant	511 1 10	
	Additional telegraph and telephone facilities	135 4 0	
	Timber-slip, Onehunga	81 2 10	
	Fencing	23 1 5	2,510 3 0
Wellington-Napier-New Plymouth	Additions and improvements to station buildings, platforms, and signals	10,655 0 0	
	Sidings, loading-banks, stockyards, approaches, and crossings	786 13 11	
	Additions to dwellings	1,298 12 11	
	Additions to Petone Workshops	811 1 11	
	Additional coal-accommodation, water-services, engine-pits, &c., for Locomotive Department	1,461 12 6	
	Turntable and engine-pit, Pahiatua	377 7 9	
	Additional telegraph and telephone facilities	2,166 19 3	
	Fencing	87 12 9	
	Deviation of line, Makotuku Viaduct	3 17 2	
	Bridges over breach at Waitangi, and wash-out near Napier (part cost)	1,368 4 10	
	Reconstruction, Rangitikei Bridge (part cost)	3,320 11 6	
	Raising north approach to Rangitikei Bridge	508 7 6	
	District offices, Wellington	750 13 2	23,596 15 2
Hurunui-Bluff—Christchurch District)	Additions and improvements to station buildings, platforms, and signals	2,560 16 3	
	Sidings, loading-banks, stockyards, and crossings	801 2 0	
	Additions to dwellings	491 4 3	
	Additions to Addington Workshops	2,421 15 4	
	Building for gas-lighting plant	212 2 2	
	Additional coal-accommodation and water-services for Locomotive Department	67 7 3	
	Triangle, Rolleston	52 16 2	6,607 3 5
(Dunedin District)	Additions and improvements to station buildings, platforms, and signals	3,072 4 3	
	Sidings, loading-banks, stockyards, approaches, and crossings	280 10 11	
	Additions to dwellings	90 6 9	
	Additions to Hillside Workshops	1,823 8 2	
	Additional coal-accommodation, water-services, engine-pit, &c., for Locomotive Department	512 12 1	
	Stone protection, Upper Waitaki Bridge	171 1 2	
	Stone protection, Oamaru foreshore	146 15 9	6,096 19 1
(Invercargill District)	Additions and improvements to station buildings, platforms, and signals	1,851 5 3	
	Sidings	311 19 8	
	Additions to dwellings	226 6 1	
	Additional coal-accommodation and water-services for Locomotive Department	317 6 3	
	Additional telegraph instruments	51 13 5	
	Purchase of land	57 19 0	2,816 9 8
Greymouth-Hokitika	Extension of goods-shed, Kumara	63 19 0	63 19 0
Nelson	Additions and improvements to stations	24 4 7	
	Water-services	49 15 6	74 0 1
			<u>£42,829 14 6</u>

RETURN No. 7—continued.

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number.	Complete on 31st March, 1898.	Incomplete on 31st March, 1898.	Expenditure in Year ended 31st March, 1898.
Locomotives, Class U	A	4	..	4	£ 6,389 2 11
Carriages, double-bogie, Class A	B	15	15	..	5,713 11 1
Brake-vans, double-bogie, Class F	C	2	2	..	529 9 7
Wagons, four-wheel, Class G, horse-boxes.. .. .	D	6	6	..	689 16 3
" " Class H, cattle-trucks	E	5	5	..	395 9 4
" " Class K, covered goods	F	..	..	..	*270 13 0
" " Class L, high-side	G	79	79	..	4,536 2 7
" double-bogie, Class R, bogie high-side	H	6	6	..	767 16 6
" " Class U, platform	J	20	20	..	1,794 9 11
" four-wheel, Class W, frozen-meat	K	..	..	..	*74 0 5
" " Class Y, ballast-hoppers	L	25	25	..	1,688 18 2
Locomotives, Class B	M	6	..	6	4,560 9 8
Carriages, double-bogie, Class A	N	7	..	7	819 18 4
conversions double-bogie to Class A	O	24	..	24	46 0 0
Brake-vans (incline)	P	1	1	..	158 13 5
conversion to bogie-vans	Q	16	8	8	1,064 2 8
Wagons, four-wheel, Class G, horse-boxes.. .. .	R	8	..	8	484 3 1
" " Class H, cattle-trucks	S	10	..	10	534 8 9
" " Class L, high-side	T	340	110	230	19,666 8 8
" double-bogie, Class R, bogie high-side	U	10	..	10	775 10 10
" " Class S, bogie sheep-trucks	V	8	6	2	1,404 8 8
" " Class U, bogie platform	W	†69	12	57	8,005 4 1
" " Class V, bogie frozen-meat	X	9	9	..	2,383 18 11
" four-wheel, Class W, frozen-meat	Y	7	4	3	653 7 11
" " Class X, cool-trucks	Z	8	2	6	955 2 3
" double-bogie, Class Z, covered goods	A-1	4	..	4	382 11 0
Locomotives, Class WA	B-1	2	..	2	709 18 6
Carriages, double-bogie, Class A	C-1	6	..	6	347 9 3
Tarpaulins	D-1	1,000	478	522	1,791 15 8
Fitting R wagons for passenger traffic .. .. .	..	..	..	..	508 0 7
Purchase of one locomotive, Class F .. .. .	..	1	1	..	750 0 0
Compressed-gas lighting plant .. .. .	..	..	..	..	9,828 0 4
Machinery for workshops .. .. .	..	..	..	..	3,263 4 10
Stores and material for new rolling-stock, to be built during year ending 1898-99 .. .. .	..	..	..	..	31,964 11 7
.. .. .	..	..	..	..	£113,901 13 9
Total locomotives .. .. .	..	13	1	12	..
" carriages .. .. .	..	52	15	37	..
" brake-vans and wagons .. .. .	..	693	295	398	..
" tarpaulins .. .. .	..	1,000	478	522	..

* Additional expenditure on orders F, for ten covered goods-wagons, and K, for two frozen-meat wagons, brought into stock year ending 31st March, 1897.

† Includes two trucks for Pintsch's gas storeholders, £295 2s. 5d.

RETURN No. 8.

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

Year.	Miles.	Revenue.	Expenditure	Expenditure per Cent. of Revenue.	Tonnage.	Parcels, Horses, and Dogs.	Cattle, Sheep, and Pigs.	Passengers.	Season Tickets.
1880-81	1,277	£ 836,454	£ 521,957	62'40	1,377,783	No. 286,865	No. 300,704	No. 2,849,561	No. 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
1895-96	2,014	1,183,041	751,368	63'51	2,087,798	489,177	1,932,709	4,162,426	36,233
1896-97	2,018	1,286,158	789,054	61'35	2,368,927	524,063	2,052,346	4,439,387	43,069
1897-98	2,055	1,376,008	857,191	62'30	2,518,367	563,998	2,444,314	4,672,264	48,660

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1898.

Description.	No.	Amount.			Remarks.
		£	s.	d.	
All-lines tickets, travellers'	176	8,258	0	0	Inaugurated 1st Oct., 1896.
All-lines tickets, reporters'	53	530	18	0	
Tourists'	221	1,567	0	0	
Fifty-trip com. ordinary	2,457	1,756	11	0	
Fifty-trip com. family	1,422	2,085	4	6	
School	8,067	4,426	15	7	
Teachers' Saturday	322	370	6	10	
Twenty-trip com.	161	107	5	10	
Twelve-trip workmen's	30,991	5,032	2	6	
All other season tickets	4,790	10,034	4	6	
	48,660	34,168	8	9	

A. C. FIFE,
Railway Accountant.

RETURN NO. 10.
STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Twelve Months ending 31st March, 1898.

5—D. 2.

Classification of Work.	SECTIONS.														Total.
	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth	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.	£ s. d.
Track-surfacing ..	170 11 2	815 10 5	683 0 4	14,865 14	526,217 6	425,486 0	722,879 0	816,332 1	944 19 8	1,245 0 5	2,052 17 6	980 1 6	1,003 4 2	113,675 8 7	
Track-renewals ..	386 16 7	660 5 10	394 2 11	11,709 3	431,105 14	216,425 13	119,469 13	511,641 3	35 12 5	68 19 2	1,499 1 11	1,249 7 7	1,737 15 2	96,383 11 1	
Ballasting ..	28 4 9	366 5 3	171 14 4	874 9 2	1,110 7 0	964 6 6	2,452 4 7	1,275 6 2	46 2 3	121 15 2	241 13 6	196 11 1	232 15 3	8,081 15 0	
Banks, cuttings, ditches, tunnels ..	61 7 8	202 10 11	118 13 0	1,543 12 5	6,484 10 1	2,366 0 6	2,268 6 1	988 2 1	448 12 10	90 12 6	92 12 5	21 9 9	43 4 8	14,729 14 11	
Bridges, culverts, drains ..	198 17 4	357 9 1	94 5 1	3,688 17	716,218 3	10,639 8 4	3,976 3 8	147 2 11	742 4 11	778 8 8	778 8 8	95 13 0	1,001 16 11	47,199 6 10	
Fences, gates, cattle-stops, hedges ..	4 1 6	54 7 0	34 13 1	983 6 7	2,068 19 3	1,128 6 7	2,738 5 2	1,675 10 9	62 6 8	103 12 2	4 10 8	225 12 11	44 8 5	9,128 0 9	
Roads, approaches, &c. ..	4 2 6	23 6 6	..	312 15 3	419 17 0	414 15 4	544 15 7	259 5 1	29 2 4	12 16 8	5 1 8	7 10 9	6 18 4	2,040 7 0	
Water-services, signals, cranes, appliances ..	8 1 2	10 5 11	24 12 4	722 19 9	835 16 4	1,411 18 1	1,199 4 11	661 14 1	87 11 0	2 13 7	220 4 11	123 17 0	23 18 5	5,332 17 6	
Wharves ..	3 5 7	56 5 8	78 12 7	566 12 3	..	1 11 6	106 9 7	..	417 5 1	..	249 11 4	80 3 10	79 0 10	1,638 18 3	
Buildings ..	301 11 8	93 1 10	76 15 1	2,729 9 7	5,705 10 3	6,231 19 4	5,093 15 8	1,922 11 10	304 9 11	45 17 1	204 7 8	101 18 3	46 19 5	22,858 7 7	
Miscellaneous ..	28 5 6	..	95 2 9	787 17 3	1,940 5 9	903 13 3	349 10 0	286 10 7	53 12 2	0 12 0	125 2 3	29 14 5	10 7 9	4,610 13 8	
General charges ..	3 18 7	22 3 2	19 6 6	251 10 0	597 13 0	499 12 10	392 5 6	355 8 2	41 16 1	16 9 11	76 12 9	17 5 3	13 11 11	2,397 13 8	
Totals ..	1,199 4 0	2,661 11 7	1,790 19 3	339,936 7	792,704 3	65,094 13 11	68,132 19 6	39,373 17 3	32,618 13 4	2,450 13 7	5,550 5 3	3,129 5 4	4,244 1 3	327,986 14 10	
Rate per mile opened ..	149 18 0	147 17 4	105 7 0	125 6 10	208 9 11	143 1 4	190 4 8	121 10 6	327 6 8	102 2 3	179 0 10	136 1 1	202 1 11	166 10 6	

A. C. FIRE, Railway Accountant.

RETURN No. 11.
STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1898.

Section.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.						HOLIDAY EXCURSIONS.						GROSS TOTAL.—SCHOOL AND HOLIDAY EXCURSIONS.	
	Schools, and Friendly Soc's. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue. £ s. d.	1st Class. No.	2nd Class. No.	Total. No.	Revenue. £ s. d.	1st Class. No.	2nd Class. No.	Total. No.	Revenue. £ s. d.	Number of Tickets.
Kawakawa	No. 145	No. ...	No. 307	No. 452	£ 13 18 7	No. ...	No. ...	No. ...	£ ...	No. ...	No. ...	No. ...	£ ...	452
Whangarei	No. ...	No. ...	No. ...	No. ...	£ 30 14 4	No. ...	No. ...	No. ...	£ ...	No. ...	No. ...	No. ...	£ ...	...
Kaihu	No. 290	No. 20	No. 249	No. 559	£ 228 6 0	No. 4,008	No. 61,031	No. 65,039	£ 9,663 4 1	No. ...	No. ...	No. ...	£ 80 14 4	559
Auckland	No. 1,174	No. 242	No. 681	No. 2,097	£ 666 5 9	No. 5,715	No. 38,141	No. 43,856	£ 8,887 13 10	No. ...	No. ...	No. ...	£ 9,891 10 1	67,136
Wanganui	No. 5,727	No. 754	No. 3,752	No. 10,233	£ 595 19 6	No. 12,321	No. 46,232	No. 58,553	£ 10,173 17 8	No. ...	No. ...	No. ...	£ 9,553 19 7	54,089
Wellington-Napier	No. 4,252	No. 997	No. 2,031	No. 7,280	£ 39 0 4	No. 258	No. 1,922	No. 2,180	£ 237 19 0	No. ...	No. ...	No. ...	£ 10,769 17 2	65,833
Picton	No. 604	No. 26	No. 396	No. 1,026	£ 123 9 10	No. 1,825	No. 5,226	No. 7,051	£ 582 15 2	No. ...	No. ...	No. ...	£ 276 19 4	3,206
Nelson	No. 1,974	No. 279	No. 593	No. 2,846	£ 14 9 2	No. 30	No. 4,589	No. 4,619	£ 294 13 3	No. ...	No. ...	No. ...	£ 706 5 0	9,897
Westport	No. 252	No. 17	No. 78	No. 347	£ 202 5 7	No. 682	No. 12,485	No. 13,167	£ 921 9 5	No. ...	No. ...	No. ...	£ 309 2 5	4,966
Greymouth	No. 1,985	No. 122	No. 1,585	No. 3,692	£ 1,645 11 3	No. 26,958	No. 106,589	No. 133,547	£ 20,792 5 5	No. ...	No. ...	No. ...	£ 1,123 15 0	16,859
Christchurch	No. 10,553	No. 1,330	No. 9,951	No. 21,834	£ 1,403 19 9	No. 9,132	No. 65,378	No. 74,510	£ 18,102 3 9	No. ...	No. ...	No. ...	£ 22,437 16 8	155,381
Dunedin	No. 9,136	No. 1,179	No. 12,479	No. 22,794	£ 605 18 0	No. 5,083	No. 41,976	No. 47,059	£ 11,166 6 6	No. ...	No. ...	No. ...	£ 19,506 3 6	97,304
Invercargill	No. 3,871	No. 432	No. 2,962	No. 7,265	£ 5,569 18 1	No. 66,012	No. 383,569	No. 449,581	£ 80,822 8 1	No. ...	No. ...	No. ...	£ 86,392 6 2	54,324
Totals { 1898	No. 39,963	No. 5,398	No. 35,064	No. 80,425	£ 5,616 2 8	No. 58,464	No. 313,724	No. 372,188	£ 63,439 0 0	No. ...	No. ...	No. ...	£ 69,055 2 8	530,006
{ 1897	No. 44,610	No. 5,993	No. 33,925	No. 84,528	£ 46 4 7	No. ...	No. ...	No. ...	£ ...	No. ...	No. ...	No. ...	£ ...	456,716
Increase	No. ...	No. ...	No. 1,139	No. 4,103	£ ...	No. ...	No. ...	No. ...	£ ...	No. ...	No. ...	No. ...	£ ...	73,290
Decrease	No. 4,657	No. 595	No. ...	No. ...	£ ...	No. ...	No. ...	No. ...	£ ...	No. ...	No. ...	No. ...	£ ...	...

RETURN No. 12. STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1898.

Main data table with columns for Stations, Hours open, Number of Hands employed, Traffic Expenditure, Coaching (Number of Ordinary Tickets, Season Tickets, Parcels, Horses, Carriages, Dogs, Drays, Cattle, Calves, Sheep, Pigs, Equiv. Tonnage for Live-stock, &c., Chaff, Lime, &c.), Live-stock, Goods, &c. (Outward/Inward), Revenue (Coaching, Goods), and Total Value forwarded. Includes sub-sections for Kawakawa, Whangarei, Kaihu, Auckland, Wellington-Napier, and New Plymouth.

RETURN No. 12—continued.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1898—continued.

Main table with columns for Stations, Hours open, Number of Handed employees, Traffic Expenditure, Coaching (Outward/Inward), Live-stock, Goods, &c. (Outward/Inward), Revenue (Coaching/Goods), and Total Value forwarded.

Summary table for GREY-BRUNNER SECTION, listing stations like Greymouth, Brunner, and Head Office with their respective revenue and expenditure figures.

Summary table for WELLINGTON-NAPIER-NEW PLYMOUTH SECTION, listing stations like Wellington, Napier, and New Plymouth with their respective revenue and expenditure figures.

RETURN No. 12—continued.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1898—continued.

Main data table with columns for Stations, Coaching, Live-stock, Goods, &c., and Revenue. Includes sub-sections for GREY-HOKITIKA SEC., WESTPORT SECTION, NELSON SECTION, PICTON SECTION, HURUNUI-BLUFF SEC., and various stations like Greymouth, Westport, Nelson, Picton, Lyttelton, etc.

RETURN No. 12—continued.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1898—continued.

Main data table with columns for Stations, Traffic Expenditure, Coaching, Live-stock, Goods, and Revenue. Includes sub-sections for HURUNUI-BLUFF SECTION and HURUNUI-BLUFF SECTION continued.

HURUNUI-BLUFF SECTION continued. Brought forward. Temuka. Washdyke. Pleasant Point. Albury. Fairlie. Timaru (Coaching) (Goods) (Wharf). St. Andrew's. Makikihi. Studholme. Waimito. Glenavy. Pukeuri Junction. Duntroon. Kurou. Oamaru (Coaching) (Goods). Breakwater. Waiareka Junction. Ngapara. Maheno. Herbert. Hampden. Palmerston. Dunback. Waikouaiti. Seaford. Waitati. Purakanui. Pt. Chalmers Upper. Sawyers' Bay. P. Chalmers (Coach) (Goods). Burke's. Ravensbourne. Pelichet Bay. Dunedin (Pass.). (Parcels). (Tram. Mgr.). Caversham. Burnsides. Abbotsford. Middlemarch. Hyde. Mosgiel. Outram. Allanton. Henley. Waiohio. Milburn. Milton. Waitahuna. Lawrence. Stirling. Balclutha. Clinton. Waipahi. Tapanui. Kelson. Pukerua. Gore. Riversdale. Mataura. Edendale. Wyndham. Woodlands. Invercargill (Coaching) (Goods) (Tr. Mgr.). Bluff (Wharf). Makarua. Thornbury. Riverton. Orupuki. Otautau. Winton. Dipton. Lumsden. Kingston. Accountant. Christchurch Through. Sheffield Through. Springfield Through. General.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1898.

Description.	Kawakawa.	Whangarei.	Kaiku.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.											
Saloon, bogie, 35-feet	...	...	...	...	3	...	...	...	...	...	3
" " 37½-feet	...	...	...	...	2	...	...	...	...	...	2
" " 39½-feet	...	...	...	1	6	7	...	...	...	...	14
" " 41-feet	...	...	...	3	2	4	...	...	...	...	9
" " 44-feet	...	...	...	...	...	1	...	...	...	...	1
1st class, 6-wheel	...	...	...	2	...	10	...	...	...	...	12
" 4-wheel	...	1	...	1	3	4	1	1	1	1	13
" bogie, 30-feet	...	...	...	...	2	5	...	...	...	...	7
" " 40-feet }	...	...	...	...	...	9	...	...	...	...	9
" " 44-feet }	...	...	...	...	...	...	...	...	...	...	...
Composite, 6-wheel	...	1	1	1	10	18	...	...	2	1	34
" 4-wheel	2	2	...	5	6	11	...	...	1	...	27
" bogie, 30-feet	...	...	...	5	9	19	...	...	...	...	33
" " 39½-feet	...	...	...	2	4	4	2	...	1	...	13
" " 40-feet }	...	...	...	...	...	...	...	...	...	...	...
" " 44-feet }	...	...	...	34	61	103	4	2	1	2	207
2nd class, 6-wheel	...	...	2	3	8	28	...	...	2	...	43
" 4-wheel	...	2	1	2	3	11	...	2	1	1	23
" bogie, 30-feet	...	...	...	...	3	11	...	...	...	...	14
" " 35-feet	...	...	...	...	3	...	...	...	...	...	3
" " 39½-feet	...	...	...	...	9	...	1	...	1	...	11
" " 40-feet }	...	...	...	...	...	...	...	...	...	...	...
" " 44-feet }	...	...	...	14	12	38	1	...	...	...	65
Total ...	2	6	4	73	146	283	9	5	10	5	543
WAGONS, ETC.											
Passenger brakes	F	...	...	...	...	...	...	...	...	...	...
Goods " bogie	F	2	2	2	19	28	73	7	4	4	143
Fell " "	F	...	...	...	10	25	23	...	2	...	60
Trucks, &c.—		...	...	...	...	...	...	...	...	...	...
Platform coal	P	68	74	...	1	...	...	...	...	...	143
Timber	N	...	60	94	65	104	171	12	29	8	543
Cattle	H	2	2	...	55	44	161	...	...	2	268
" bogie	T	...	...	...	6	10	5	...	...	...	21
Sheep, double-floor	J	...	...	...	49	158	246	...	...	...	455
" " bogie	S	...	...	...	6	37	34	...	...	...	77
Horse-boxes	G	...	...	...	17	44	51	...	...	1	114
Covered goods	K	...	...	...	52	71	275	9	4	4	424
" (refrigerating)	W	...	...	...	5	20	40	...	...	...	65
" bogie do.	V	...	...	...	...	18	29	...	...	...	47
High-side	L	3	12	4	399	688	3,174	25	1	31	4,391
" bogie	R	...	...	2	51	59	35	9	...	...	156
Low-side	M	...	...	...	79	232	661	14	19	12	1,072
Iron hopper, mineral	O	...	...	...	80	...	...	243	327	...	650
" movable	Q	...	...	...	...	...	...	...	17	...	17
Platform, bogie	U	...	...	...	10	75	19	10	...	...	114
Cool-trucks	X	...	...	...	14	61	59	...	...	5	139
Ballast	Y	...	...	...	20	20	25	...	...	...	65
Covered goods, bogie	Z	...	...	...	...	1	6	...	...	...	7
Total	80	172	115	938	1,699	5,087	329	403	62	90	8,975
TARPAULINS	8	16	9	625	978	4,282	45	9	40	70	6,082

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1898.

Class.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Huruuni-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total Engines.	
	Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.												
Double Fairlie	E	10	18	8	3	3 $\frac{1}{2}$	...	...	...	...	6	...	...	...	...	...	6
		10	18	8	3	9	...	...	...	...	1	...	...	...	...	...	1
Single Fairlie	R	12 $\frac{1}{2}$	16	6	3	0 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	9	6	...	...	...	...	18
	S	13	16	6	3	0 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	4	...	...	...	...	...	4
American	K	12	20	4	4	0 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	2	6	...	...	...	...	8
	N	15	20	6	4	1 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	6	...	...	...	...	6
" "	O	15	18	8	3	0 $\frac{1}{2}$	2	28 $\frac{1}{2}$	...	...	1	5	...	...	...	...	6
	Q	11	18	4	4	0 $\frac{1}{2}$	6	30 $\frac{1}{2}$	...	...	...	1	...	...	...	...	1
English	T	15	18	8	3	0 $\frac{1}{2}$	2	28 $\frac{1}{2}$	...	...	...	7	...	...	...	...	6
	P	15	20	8	3	5	2	26 $\frac{1}{2}$	...	...	...	6	...	...	...	...	10
Fell	V	15	20	6	4	1 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	10	...	...	...	...	10
	H	14	16	4	2	8	2	30	...	...	...	6	...	...	...	...	6
" "	A	8	15	4	2	6 $\frac{1}{2}$	...	...	1	...	1	2	...	...	...	...	5
	C	9 $\frac{1}{2}$	18	4	2	6 $\frac{1}{2}$	2	18	...	...	2	...	2	...	...	1	6
" "	D	9 $\frac{1}{2}$	18	4	3	0 $\frac{1}{2}$	2	18	1	...	10	17	1	...	2	1	32	
	F	10 $\frac{1}{2}$	18	6	3	0 $\frac{1}{2}$	...	...	1	2	12	11	36	5	3	2	72
" "	FA	12	18	6	3	0 $\frac{1}{2}$	...	...	2	...	3	4	...	1	...	...	13
	G	10 $\frac{1}{2}$	18	4	3	0 $\frac{1}{2}$	4	21	...	...	...	2	...	...	...	2	4
" "	J	14	20	6	3	6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	6	6	20	...	...	...	32
	L	10 $\frac{1}{2}$	18	4	3	0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	2	4	1	...	...	...	7
" "	LA	12	18	4	3	6 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	2	1	...	...	...	...	3
	M	13	20	4	3	6 $\frac{1}{2}$	6	28 $\frac{1}{2}$	...	...	...	4	...	...	...	...	4
" "	U	16	20	6	4	6	4	30	...	...	...	4	...	...	...	...	4
	W	14	20	6	3	0 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	2	...	...	...	...	...	2
" "	WA	14	20	6	3	3 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	6	...	...	...	...	...	6
	FB	12	18	6	3	0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	...	1	...	...	1
Total	2	3	3	32	79	133	6	7	4	4	273

RETURN NO. 15.

COMPARATIVE STATEMENT OF THE MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, &c., OF RAILWAYS IN THE FOLLOWING COLONIES (taken from latest Official Records):—

Colony.	Area in Square Miles.	Population	Average Miles open.	Gauge.	Total Cost.	Cost per Mile for Total Mileage constructed.	Population per Mile of Railway.	Cost per Head of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.	Working-expenses per Train Mile.	Profit on Working.	Net Earnings per Train Mile.	Percentage of Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Maintenance per Mile of Railway.	Expenses.				Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-Vans.	Year ending.	
																								£	£	£	£					£
Victoria ..	87,884	1,170,304	3,126	5 3	38,829,402	12,250,324	32 15	0 9	2,238,687	2,615,935	68-08	1,563,805	40-67	1,032,130	27-36	2-74	59-78	4	9	42,263,638	2,383,445	837	500	337,123	14-39	19-00	5-05	517	1,068	9,053	1897. 30 June.	
New South Wales	310,700	1,311,440	2,575	4 8½	37,369,205	14,157,509	28 9	1 18	1,804,405	3,014,742	88-99	1,601,218	47-25	1,413,524	41-75	3-79	53-11	6	0	22,672,924	4,567,041	1,171	622	549,139	21-46	14-76	2-35	502	1,026	10,503	1896. 31 Dec.	
Cape of Good Hope	221,311	526,000	2,253	3 6	21,193,417	9,407,233	40 5	10 9	9,987,448	4,078,561	98-0	1,921,809	46-20	1,867,199	51-80	8-98	47-10	15	1	7,978,652	1,378,345	1,810	853	957,193	20-67	11-30	4-0	411	478	7,308	1897. 30 June.	
Queensland	668,224	480,079	2,427	3 6	17,280,569	7,068,198	35 19	11 4	939,159	1,179,273	57-25	684,146	33-25	495,127	24-0	2-86	58-01	9	2	2,633,556	1,243,603	456	282	204,111	10-81	13-91	2-20	287	333	4,360	1897. 30 June.	
South Australia	903,690	361,632	1,368	3 6	13,755,622	7,364,194	38 0	9 3	706,021	1,042,943	67-54	633,220	41-01	409,723	26-53	2-98	60-71	17	8	5,803,008	1,149,443	559	339	220	93	19-29	14-09	1-45	326	376	6,353	1896. 31 Dec.
Natal ..	20,461	46,788	402	3 6	6,236,555	15,514,116	133 5	11 2	277,106	1,136,214	119-75	421,990	44-47	714,224	75-28	11-45	37-14	24	5	898,259	628,799	2,826	1,050	1,777	189	18-92	10-27	4-65	102	221	1,717	1896. 31 Dec.
Tasmania	26,215	160,834	420	3 6	3,524,051	8,395,833	21 18	3	739,828	162,932	52-85	122,171	59-63	40,761	13-22	1-15	74-38	1	0	542,825	229,707	281	285	96	109	12-43	18-97	3-75	63	156	1,071	1897. 30 June.
Western Australia	975,876	157,819	830	3 6	3,734,477	4,499,190	23 13	4 2	537,192	915,483	86-59	577,655	54-64	337,823	31-95	9-04	63-09	5	5	3,607,486	845,225	1,103	696	407	117	20-98	24-64	3-60	151	224	3,485	1897. 30 June.
New Zealand	104,471	717,649	2,016	3 6	15,577,392	7,719,356	21 14	2 3	409,218	1,386,158	90-5	789,054	55-55	497,104	34-95	3-19	61-35	15	10	4,439,387	2,363,927	638	391	247	150	18-05	16-63	4-76	269	529	8,611	1897. 31 Mar.
"	104,471	731,713	2,043	3 6	15,993,908	7,783,356	21 17	2 3	666,483	1,376,008	90-0	857,191	56-11	518,817	33-89	3-24	62-30	17	7	4,672,264	2,518,367	673	420	234	161	17-97	16-91	4-37	273	543	8,975	1898. 31 Mar.

RETURN No. 16.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1898.

Service.	Period.	Name of Contractor.	Rate.
Uniform clothing ... Northern lines ...	3 years ending 31/12/97	A. Levi and Co. ...	As per schedule.
" ... Hurunui-Bluff Section	"	Ross and Glendining ...	"
Uniform caps ... All sections ...	"	Hallenstein Brothers and Co....	Guards and porters, 4/ ; drivers, &c., 4/9 each.
General stores—			
General ironmongery Auckland ...	For 1896-97	E. Porter and Co. ...	As per schedule.
Furnishing " ...	"	" ...	"
Iron and steel ...	"	" ...	"
Oils, colours, &c. ...	"	" ...	"
Ship-chandlery ...	"	" ...	"
Drain-pipes ...	"	W. and G. Winstone ...	"
Cement and lime ...	"	J. J. Craig ...	"
Brushware ...	"	E. Porter and Co. ...	"
Leather, &c. ...	"	" ...	"
General ironmongery Wellington ...	"	Briscoe, MacNeil, and Co. ...	"
Furnishing " ...	"	" ...	"
Iron and steel ...	"	" ...	"
Oils, colours, &c. ...	"	" ...	"
Ship-chandlery ...	"	" ...	"
Drain-pipes ...	"	W. Murphy ...	"
Cement and lime ...	"	Milburn Lime and Cement Co. ...	"
Brushware ...	"	Briscoe, MacNeil, and Co. ...	"
Leather, &c. ...	"	" ...	"
General ironmongery Christchurch ...	"	Ashby, Bergh, and Co. ...	"
Furnishing " ...	"	" ...	"
Iron and steel ...	"	J. Anderson ...	"
Oils, colours, &c. ...	"	E. Reece and Sons ...	"
Ship-chandlery ...	"	Ashby, Bergh, and Co. ...	"
Drain-pipes ...	"	Springfield Coal Company ...	"
Cement and lime ...	"	Ashby, Bergh, and Co. ...	"
Brushware ...	"	T. Bunting ...	"
Leather, &c. ...	"	Ashby, Bergh, and Co. ...	"
General ironmongery Dunedin ...	"	A. Briscoe and Co. ...	"
Furnishing " ...	"	" ...	"
Iron and steel ...	"	" ...	"
Oils, colours, &c. ...	"	A. Briscoe and Co. ...	"
Ship-chandlery ...	"	Thomson, Bridger, and Co. ...	"
Drain-pipes ...	"	A. Briscoe and Co. ...	"
Cement and lime ...	"	Milburn Lime and Cement Company	"
Brushware ...	"	A. Briscoe and Co. ...	"
Leather, &c. ...	"	New Zealand Hardware Com- pany	"
Coal-supply... ... Auckland ...	Till 31/3/98...	Taupiri Extended Coal-mining Company	6/6 per ton.
" ... Kaihu ...	"	Ditto ...	5/6 "
" ... Napier-Taranaki ...	"	Grey-Point Elizabeth Company (f.o.b., Greymouth)	9/10 "
" ... Wellington ...	"	Blackball Coal Company	19/6 "
" ... Nelson ...	"	"	19/ "
" ... Westport ...	"	Grey-Point Elizabeth Company	22/ "
" ... Greymouth ...	"	"	22/6 "
" ... Hurunui-Bluff— 1st Section ...	"	"	21/ "
" ... 2nd Section ...	"	Westport Coal Company	19/ "
" ... 3rd Section ...	"	Westport-Cardiff Company	18/3 "
" ... 4th Section ...	"	Grey-Point Elizabeth Company	17/ "
" ... 5th Section ...	"	"	22/ "
" ... Workshops— Newmarket ...	"	"	20/ "
" ... Petone ...	"	Westport Coal Company	6/6 "
" ... Eastown ...	"	Grey-Point Elizabeth Company	8/ "
" ... Addington ...	"	Westport-Cardiff Company	16/ "
" ... Hillside ...	"	Blackball Coal Company	17/3 "
" ... "	"	Grey-Point Elizabeth Company	18/3 "
" ... "	"	Hartley Company	10/ "
" ... "	"	Westport-Cardiff Company	17/9 "
" ... "	"	Grey-Point Elizabeth Coal Company	19/6 "
" ... "	"	Ditto	19/6 "
" ... "	"	Shag Point Coal Company	10/ "
" ... "	"	Fernhill Coal Company	6/ "
" ... "	"	Kaitangata Coal Company	6/1 "
" ... "	"	Nightcaps Coal Company	7/1 "
" ... "	"	Blackball Coal Company	18/6 "
" ... "	"	Grey-Point Elizabeth Company	20/6 "
Coal-supply... ... Workshops— Newmarket ...	"	Grey-Point Elizabeth Company (f.o.b., Greymouth)	9/10 "
" ... Petone ...	"	Ditto	16/6 "
" ... Eastown ...	"	"	21/ "
" ... Addington ...	"	"	17/6 "
" ... Hillside ...	"	"	18/6 "
" ... "	"	Walton Park	5/6 "

RETURN No. 16—continued.

STATEMENT of STORES CONTRACTS, &c.—continued.

Service.	Period.	Name of Contractor.	Rate.
Timber-supply ... Auckland ...	Till 31/3/98 ...	Kauri Timber Company ...	As per schedule.
" ... Napier-Taranaki ...	" ...	Cairns and Co. ...	"
" ... " ...	" ...	Hawke's Bay Sawmillers' Co-operative Association (Ltd.) ...	"
" ... " ...	" ...	Taranaki Sawmillers' Co-operative Association (Limited) ...	"
" ... " ...	" ...	Manawatu Timber Company ...	"
" ... Wellington ...	" ...	Thomas Price ...	"
" ... Nelson ...	" ...	Henry Baigent ...	"
" ... Greymouth ...	" ...	Feary Brothers ...	"
" ... " ...	" ...	West Coast Timber Trading Company ...	"
" ... Hurunui-Bluff—North Division ...	" ...	Williams, Stephens, and Co. ...	"
" ... South Division ...	" ...	George Harrington ...	"
Iron castings ... Auckland ...	" ...	C. and A. Collings ...	"
" ... Wellington ...	" ...	Smith Brothers ...	"
" ... Hurunui-Bluff ...	" ...	A. and T. Burt ...	"
Uniforms for Stationmasters ...	For 1897 ...	Hallenstein Brothers and Co. ...	"
Uniform caps for Stationmasters ...	For 1897 ...	T. Parker and Co. ...	"
Forage ... Auckland ...	To 31/3/98 ...	W. and G. Winstone ...	"
" ... Christchurch ...	" ...	Treleaven and Co. ...	"
Timber, ironbark ...	1897 ...	Murray, Arnold, and Co. ...	17/ per 100 ft., and 1/9 p. lin. ft. piles
" " ...	" ...	E. C. Whitney ...	17/ and 1/9.
" tallow-wood ...	" ...	William Brown ...	15/6.
General stores—			
General ironmongery Auckland ...	2½ years, to 31/3/1900 ...	E. Porter and Co. ...	As per schedule.
Furnishing " ...	" ...	" ...	"
Iron and steel " ...	" ...	" ...	"
Oils, colours, &c. ...	" ...	" ...	"
Ship-chandlery ...	" ...	" ...	"
Brushware ...	" ...	" ...	"
Leather, &c. ...	" ...	" ...	"
Drain-pipes ...	" ...	J. J. Craig ...	"
Lime, ordinary & hydraulic ...	" ...	" ...	"
Cement, colonial ...	" ...	J. Wilson and Co. ...	"
General ironmongery Wellington ...	" ...	E. W. Mills and Co. ...	"
Furnishing " ...	" ...	Cameron and Christie ...	"
Iron and steel ...	" ...	Briscoe, MacNeil, and Co. ...	"
Oils, colours, &c. ...	" ...	Smith and Smith ...	"
Ship-chandlery ...	" ...	E. W. Mills and Co. ...	"
Brushware ...	" ...	T. Bunting and Co. ...	"
Leather, &c. ...	" ...	E. W. Mills and Co. ...	"
Drain-pipes ...	" ...	P. Hutson and Co. ...	"
Lime, ordinary ...	" ...	Milburn Lime Company ...	"
Cement, colonial ...	" ...	P. Hutson and Co. ...	"
General ironmongery Christchurch ...	" ...	Ashby, Bergh, and Co. ...	"
Furnishing " ...	" ...	" ...	"
Iron and steel ...	" ...	J. Anderson ...	"
Oils, colours, &c. ...	" ...	E. Reece and Sons ...	"
Ship-chandlery ...	" ...	" ...	"
Drain-pipes ...	" ...	Ashby, Bergh, and Co. ...	"
Lime, ordinary ...	" ...	J. J. Craig ...	"
Cement, colonial ...	" ...	Ashby, Bergh, and Co. ...	"
Brushware ...	" ...	" ...	"
Leather, &c. ...	" ...	" ...	"
General ironmongery Dunedin ...	" ...	New Zealand Hardware Company ...	"
Furnishing " ...	" ...	Thomson, Bridger, and Co. ...	"
Iron and steel ...	" ...	New Zealand Hardware Company ...	"
Oils, colours, &c. ...	" ...	Smith and Smith ...	"
Ship-chandlery ...	" ...	New Zealand Hardware Company ...	"
Drain-pipes ...	" ...	A. Briscoe and Co. ...	"
Lime, ordinary ...	" ...	Milburn Lime Company ...	"
Cement, colonial ...	" ...	" ...	"
Brushware ...	" ...	A. Briscoe and Co. ...	"
Leather, &c. ...	" ...	New Zealand Hardware Company ...	"
20 coal-hoppers, Auckland ...	11/3/98 ...	Seagar Brothers, Auckland ...	£13 each.
12,000 gals. dark axle-oil, at Auckland, Wellington, Lyttelton, and Pt. Chalmers ...	31/3/98 ...	Philips and Pike ...	9½d. per gall. c.i.f.
3,000 fencing-posts, Dunedin Section ...	" ...	Settlers ...	22/6 per 100.
15,000ft. super. birch timber, Westport Section ...	" ...	Mills in district ...	10/ to 11/ per cent.
97,000ft. super. rimu timber, Westport Section ...	" ...	" ...	6/ to 12/ "
10,000ft. super. silver-pine timber, Westport Section ...	" ...	" ...	18/ to 20/ "
8,000ft. super. yellow-pine timber, Westport Section ...	" ...	" ...	20/ per cent.
400 puriri sleepers, Kawakawa District ...	" ...	Settlers ...	1/6 to 3/6 each.

RETURN No. 16—*continued*.
STATEMENT OF STORES CONTRACTS, &c.—*continued*.

Service.	Period.	Name of Contractor.	Rate.
2,500 totara sleepers, Whangarei District	31/3/98	Settlers	3/3 to 3/5 each.
13,300 puriri sleepers, Kaipara District	"	"	3/6 each.
3,000 manoa sleepers, Kaipara District	"	"	2/6 "
3,000 totara sleepers, Kaipara District	"	"	2/6 "
4,500 totara sleepers, Auckland District	"	"	3/ "
62,100 puriri sleepers, Auckland Section	"	"	3/9 "
3,000 totara sleepers, Napier Section	"	Sidney West	3/ "
75,000 rimu, matai, maire, and totara sleepers, Napier-Taranaki Section	"	Settlers	2/ to 4/ each.
2,000 totara sleepers, Wellington Section	"	F. Burbush	2/6 each.
11,500 birch and totara sleepers, Wellington Section	"	Settlers	2/ to 2/6 each.
4,300 birch sleepers, Picton Section	"	"	2/ each.
41,000 yellow-pine sleepers, Westport	"	"	2/4 to 2/6 each.
66,000 silver-pine sleepers, Greymouth	"	"	2/4 to 2/6 "
10,000 silver-pine sleepers, Greymouth	28/2/98	Baxter Brothers and Food	2/6 each.
30,000 silver-pine sleepers, Greymouth	31/12/98	"	2/6 "
4,000 birch sleepers, Greymouth	31/3/98	Settlers	2/3½ to 2/6 each.
1,000 puriri sleepers, Canterbury Section	"	Settlers in the Hokianga District	3/3 each.
50,700ft. birch timber, Christchurch Section	"	Settlers	13/ per cent.
10,800 birch sleepers, Christchurch Section	"	"	2/2 each.
80,000 matai and totara sleepers, in the Dunedin and Invercargill districts	"	"	2/ to 2/3 and 2/6 to 2/9 each.

GEO. FELTON, Railway Stores Manager.

RETURN No. 18.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1898.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington- Napier- New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—											
40lb. steel ... ..	...	...	...	...	...	...	...	...	...	...	...
53lb. steel	18	...	...	354	27	462	...	...	4	...	865
56lb. steel ... ..	...	...	...	1,680	6,182	5,827	24	152	...	168	14,033
70lb. steel ... ..	...	...	...	...	...	...	...	...	...	...	...
Total	18	...	...	2,034	6,209	6,289	24	152	4	168	14,898

RETURN No. 19.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1898.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington- Napier- New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—											
Black-pine ... ..	...	...	...	...	7,529	17,336	...	...	...	...	24,865
Totara	213	2,498	320	4,646	33,550	40,302	21	...	...	...	81,550
Birch ... ..	...	...	...	...	2,556	15,773	...	875	96	5,459	24,759
Jarrah ... ..	...	...	...	...	...	597	...	...	...	...	597
Silver-pine ... ..	...	...	...	1,046	523	77,889	83	...	4,085	...	83,626
Puriri	704	1,066	568	29,431	517	11,386	...	...	...	...	43,672
Kauri	3	92	236	936	...	486	...	...	...	...	1,753
Ironbark ... ..	...	...	...	...	2,195	938	...	...	...	187	3,320
Yellow-pine ... ..	...	...	...	...	...	...	...	4,612	...	...	4,612
Maire ... ..	...	...	...	...	7,627	...	...	...	...	...	7,627
Karri ... ..	...	...	...	...	22	100	...	...	...	...	122
Manoa ... ..	...	...	318	...	...	...	...	...	...	...	318
Rimu ... ..	...	...	...	...	9,522	...	...	...	...	...	9,522
Total	920	3,656	1,442	36,059	64,041	164,807	104	5,487	4,181	5,646	286,343
SLEEPERS REMOVED :—											
Black-pine ... ..	...	...	...	...	8,074	70,982	...	30	863	463	80,412
Totara ... ..	...	...	...	10	35,386	11,393	15	...	101	868	47,773
Birch ... ..	...	...	...	2	3,645	34,733	26	4,375	2,831	3,646	49,258
Rata ... ..	...	...	...	...	553	17	...	...	...	...	570
Jarrah ... ..	...	...	...	...	251	4,601	...	...	...	...	4,852
Silver-pine ... ..	...	4	...	...	8	62	63	...	...	...	137
Puriri ... ..	...	...	...	1,791	24	8	...	...	...	...	1,823
Kauri	924	2,578	1,359	31,030	1,239	4,106	...	...	...	...	41,236
Blue-gum ... ..	...	...	...	...	1,791	6,700	...	...	...	...	8,491
Kamai ... ..	...	...	...	...	...	4,760	...	...	...	...	4,760
Oregon ... ..	...	...	...	...	12	...	...	...	...	...	12
Rimu ... ..	...	...	...	...	1,040	30	...	...	...	...	1,070
Karri ... ..	...	...	...	...	1	3	...	...	...	...	4
Creosoted ... ..	...	...	...	...	...	2,820	...	...	...	...	2,820
Tawa ... ..	...	...	...	1	...	...	...	...	...	...	1
Yellow-pine ... ..	...	...	...	...	...	...	...	3	...	...	3
Maire ... ..	...	...	...	...	217	...	...	...	...	...	217
Miro ... ..	...	...	...	...	...	17	...	...	...	...	17
Ironbark ... ..	...	...	...	...	...	23	...	...	...	...	23
Total	924	2,582	1,359	32,834	52,241	140,255	104	4,408	3,795	4,977	243,479

RETURN No. 20.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1898.

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	...	1	1
Whangarei	18	10	2	5	7
Kaihu	17	10	1	2	3
Auckland	312	112	8	3	11
Wellington-Napier-New Plymouth	451	154	32	11	43
Hurunui-Bluff	1,142	424	108	24	132
Greymouth	32	20	6	3	9
Westport	31	14	1	...	1
Nelson	23	13	1	...	1
Picton	21	9	3	1	4
Total	2,055	770	162	50	212

RETURN NO. 21.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1898.

Section.	Mileage open for Traffic on 31st March, 1897.		Additional Lengths 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, 1898.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1898.
	M. ch.	...	Line opened.	Date of Opening.	M. ch.	...	Length opened.	Line.					Length.
Kawakawa	7	39	...	...	...	...	...	M. ch.	...	M. ch.	7	39
Whangarei	17	74	...	...	...	...	...	...	...	...	17	74
Kaihu	17	20	...	...	...	...	...	...	...	...	17	20
Auckland	309	79	...	12th June, 1897	3	6	1	75	...	...	313	61*
Napier-Taranaki	332	34	...	...	...	...	...	...	...	...	312	50*
Wellington	94	20	...	3rd May, 1897	15	27	14	0	...	...	451	14
			...	2nd August, 1897	3	27	2	16	...	...	...	...
			...	11th Dec, 1897	5	66	1	62	...	...	...	...
Hurunui-Bluff	1,128	36†	...	1st October, 1897	10	2	5	0	...	...	1,138	16*
Ditto, Private Lines—			...	...	...	...	...	...	...	...	...	...
Shag Point Branch	2	10	...	...	...	...	...	...	...	...	2	10
Nightsaps Branch	2	24	...	...	...	...	...	...	...	...	2	24
Greymouth	32	6	...	...	...	...	...	...	...	...	32	6
Westport	30	17	...	...	...	...	...	...	...	...	30	17
Nelson	23	5	...	...	...	...	...	...	...	...	23	5
Picton	20	42	...	...	...	...	...	...	...	...	20	42
Total	2,018	6	...	...	37	48	24	73	...	...	2,056	8*
Forest Hill Tramway	10	0	...	...	...	...	...	...	...	...	10	0

* New chainages add 34 chains.

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

RETURN No. 22.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1898.

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	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80*	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,634
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92 .. ..	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
1897-98	27 46	10 2	37 48	78,960	243,479
Totals .. ..	..	..	..	4,240,452	2,541,613

* Nine months only.

† Complete information not recorded until 1880-81.

RETURN No. 23.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYÉS for March, 1897, and March, 1898.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
1896-97.											
General .. ..	..	..	..	..	..	..	..	..	..	..	120
Traffic	6	11	7	169	344	947	57	35	18	11	1,605
Maintenance	10	26	16	263	512	1,173	222	41	19	23	2,305
Locomotive	4	17	6	176	432	853	47	44	10	8	1,597
Totals	20	54	29	608	1,288	2,973	326	120	47	42	5,627
1897-98.											
General .. ..	..	..	..	..	..	..	..	..	..	..	122
Traffic	8	14	7	180	400	980	51	34	21	12	1,707
Maintenance	4	25	12	248	610	1,153	159	52	15	26	2,304
Locomotive	4	14	7	210	502	1,066	49	48	10	8	1,918
Totals	16	53	26	638	1,512	3,199	259	134	46	46	6,051

RETURN No. 24.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1898.

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	2	..	2	..	..	..	..	..	..	..	..	..	4
Kaihu	2	..	..	..	..	..	..	..	..	..	..	..	2
Auckland	2	1	19	..	2	4	8	..	..	..	..	..	..	5	37
Wellington-Napier-New Plymouth	1	1	3	..	31	2	23	..	..	2	1	..	18	..	..	5	77
Hurunui-Bluff	1	..	..	4	7	94	1	32	1	3	..	1	..	30	..	..	7	167
Greymouth	1	..	4	..	2	..	..	..	..	..	1	..	..	..	8
Westport	1	..	..	..	1
Nelson	3	..	..	..	..	..	..	..	1	..	..	..	4
Picton
Totals	1	1	5	13	1	155	3	61	5	11	2	2	..	56	..	1	17	300

RETURN No. 25.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1898.

H. O. 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, 1898.		£ s. d.
										In.	Out.	
KAWAKAWA SECTION.												
616	R. 94/3103 ..	Jan. 1, 1897	New Bay of Islands Coal Company (Limited)	M. ch. 6 79	Kawakawa	Govt. and grantees	5 years*	..	..	£ s. d. ..	£ s. d. ..	£ s. d. ..
615	R. 97/2615 ..	Jan. 1, 1897	Evan Finlayson ..	14 55	Otonga	Govt. ..	5 years*	..	..	0 15 3	2 9 8	2 9 8
619	R. 97/2961 ..	Jan. 1, 1897	Charles Smith ..	12 10	Waro	Govt. ..	5 " "	..	..	43 9 7	44 4 10	44 4 10
620	R. 97/2924 ..	July 1, 1897	Hikurangi Collieries (Limited)	12 54	"	Govt. and grantee	" "	Premium..	125 0 0	858 17 2	863 10 9	863 10 9
621	R. 97/3107 ..	Jan. 1, 1897	Kauri Timber Company (Limited)	9 40	Hikurangi	Govt. ..	5 " "	..	..	..	..	..
622	R. 97/3408 ..	Jan. 1, 1897	Hikurangi Coal Company (Limited)	12 45	Waro	" "	5 " "	..	..	19 10 6	5,133 5 0	5,152 15 6
623	R. 97/3407 ..	Jan. 1, 1897	Hikurangi Coal Company (Limited)	12 26	"	" "	5 " "	..	..	1 15 2	651 4 6	652 19 8
624	R. 97/3431 ..	Jan. 1, 1897	Phoenix Coal Company (Limited)	12 02	"	" "	5 " "	..	..	..	..	..
KAIHU SECTION.												
579	R. 95/6270 ..	Jan. 1, 1896	James Tronson	13 68	Ahikiwi	Grantee	5 years*	Premium..	150 0 0	..	..	..
603	R. 96/1763 ..	Dec. 24, 1896	John Harrison ..	15 68	Kaihu	" "	5 " "	" "	60 0 0	38 5 2	1,349 3 11	1,387 9 1
625	R. 96/2155 ..	Jan. 1, 1897	E. Mitchelson and Co. and James Tronson	16 55	"	Govt. ..	5 " "	" "	..	29 2 4	1,216 2 8	1,245 5 0
AUCKLAND SECTION.												
417	R. 89/3364 ..	May 30, 1889	Taupiri Extended Coal-mining Company (Limited)	64 56	Huntly	Grantees	10 years*	Premium..	360 0 0	..	9,701 14 8	9,701 14 8
521	R. 93/3515 ..	Oct. 1, 1893	Bank of New Zealand Estates Company (Limited)	18 5	Morrinsville	" "	10 " "	" "	138 0 0	266 12 6	104 1 6	370 14 0.
527	R. 94/1533 ..	Feb. 1, 1894	Union Oil, Soap, and Candle Company (Limited)	7 35	Westfield..	" "	10 " "	†	Rental, £25	615 3 10	466 18 1	1,082 1 11
528	R. 94/1533 ..	Feb. 1, 1894	Auckland Freezing Company (Limited)	7 49	"	Govt. ..	10 " "	†	Rental, £25	1,478 10 2	1,160 11 3	2,639 1 5
557	R. 95/688 ..	Feb. 1, 1895	T. and S. Morrin and Co. (Limited)	7 56	Onehunga	Grantees	2 years 6 months*	†	Rental, £25	..	..	..
568	R. 95/3452 ..	April 1, 1895	Ralph Brothers..	64 66	Huntly	Grantee	5 years*	†	Rental, £50	505 6 0	116 10 1	621 16 1
571	R. 95/4170 ..	Aug. 1, 1895	Auckland Freezing Company (Limited)	0 23	Auckland	Grantees	3 " "	†	..	..	..	..
572	R. 95/4728 ..	Oct. 1, 1895	Alexander Ferguson ..	124 39	Te Kuiti	Govt. ..	10 " "	†	..	48 10 8	63 3 3	111 13 11
587	R. 96/978 ..	Mar. 22, 1896	Waikato Coal and Shipping Company (Limited)	64 63	Huntly	Grantees	5 " "	†	..	..	2,873 9 5	2,873 9 5
598	R. 96/3698 ..	July 1, 1896	J. C. Firth ..	58 11	Ohinewai	Govt. and grantee	8 " "	†	Extension, £118	76 12 10	560 0 6	636 13 4
605	R. 96/1081 ..	Jan. 1, 1897	Ralph Brothers..	64 62	Huntly	Grantee	5 " "	†	..	..	..	..
609	R. 97/1123 ..	April 1, 1897	Kauri Timber Company (Limited)	35 25	Helensville	" "	5 " "	†	..	..	..	..
632	R. 97/4655 ..	Nov. 1, 1897	J. J. Craig ..	6 29	New Lynn	" "	5 " "	†	..	358 2 1	1,582 12 5	1,890 14 6

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

RETURN NO. 25—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1898.

H. of Office	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, 1898.			Total.
										In.	Out.	Total.	
24	C.R. 75/1845.	—	Napier Gas Company	M. ch.	Napier	Govt.	Undefined	..	£ s. d.	£ s. d.	£ s. d.		
221	R. 80/1588	Dec. 13, 1880	Gear Meat-preserving and Freezing Company (Limited)	2 30	Petone	Grantees	10 years*	Premium..	117 19 11	262 9 11	91 3 10	353 13 9	
360	R. 87/2630	Aug. 16, 1887	P. and J. Bartholomew	151 44	Feilding	Govt.	10 "	+	Rental, £25	501 19 3	1,273 15 4	1,775 14 7	
384	R. 89/1928	May 1, 1889	Wanganui Sash and Door Factory and Timber Company (Limited)	106 20	Wanganui	"	10 "	+	Rental, £25	4 5 0	9 2 3	13 7 3	
406	R. 89/2835	Sept. 13, 1889	H. Brown	235 47	Ingiewood	"	10 "	+	Rental, £25	3,150 0 3	64 18 11	3,214 19 2	
462	R. 91/873	April 1, 1891	Nelson Brothers (Limited)	96 17	Woodville	Grantees	10 "	Premium..	1,085 0 0	80 14 3	465 1 7	545 15 10	
463	R. 91/872	Mar. 1, 1891	Nelson Brothers (Limited) (Conroy and Co., tenants)	1 74	Napier	"	10 "	+	Rental, £50	198 15 6	13 19 9	212 15 3	
480	R. 92/213	Jan. 1, 1892	Nelson Brothers (Limited)	68 31	Waipukurau	Govt.	10 "	+	Rental, £25	..	..	..
495	R. 92/1948	Sept. 1, 1892	Williams and Kettle (Limited)	100 4	Hastings	Grantees	10 "	Premium..	248 0 0	498 0 3	229 4 1	667 4 4	
512	R. 93/1464	May 1, 1893	R. Holt	99 72	Hastings	"	7 "	+	Rental, £25	425 19 6	4 14 6	430 14 0	
513	R. 93/1644	April 1, 1893	Kendrick Brothers	147 56	Aramoana	"	5 "	+	Rental, £25	16 7 8	96 7 1	112 14 0	
522	R. 93/3608	Nov. 1, 1893	Nelson Brothers (Limited)	101 57	Tomosona	"	10 "	+	Rental, £25	1,547 3 0	2,454 5 3	4,001 8 3	
523	R. 94/523	Oct. 1, 1893	Henry Judd	50 63	Matarawa	Grantee	5 "	+	Rental, £25	0 13 7	131 9 4	132 2 11	
526	R. 94/504	April 18, 1894	Rathbone and Mathews	36 73	Mangatera	Grantees	10 "	Premium..	539 0 0	10 16 11	1,111 4 2	1,122 1 1	
531	R. 94/2069	June 1, 1894	Wellington Meat Export Company (Limited)	3 9	Ngauranga	Grantees	10 "	+	Rental, £25	370 1 10	1,644 19 4	2,015 1 2	
534	R. 94/2486	Aug. 1, 1894	Charles Lett	28 33	Kaitoke	Govt.	5 "	+	..	..	8 19 2	8 19 2
544	R. 94/3207	April 5, 1894	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	217 64	Ngairu	Govt. and grantees	5 "	+	..	8 12 6	493 3 11	496 16 5	
545	R. 94/3321	Aug. 1, 1894	Bailey and Co.	9 53	Bata	Govt.	5 "	+	..	6 0 8	406 4 0	412 4 8	
548	R. 94/3802	Oct. 1, 1894	Manawatu County Council	13 34	Carnarvon	Grantees	5 "	+	..	12 15 7	2 5 1	15 0 8	
550	R. 94/3829	Dec. 1, 1894	W. Nelson	44 36	Makotuku	"	5 "	+	..	..	689 14 9	689 14 9
553	R. 94/4060	Jan. 1, 1895	Hawke's Bay Timber Company (Ltd.)	33 55	Dannevirke	"	5 "	+	..	1 14 0	10 1 3	11 15 3	
559	R. 95/1396	Oct. 1, 1895	Richter, Nannestad, and Co.	88 63	Hokowhitu	Govt.	5 "	+	..	1,578 4 0	440 6 4	2,018 10 4	
560	R. 95/1497	May 1, 1895	Hawke's Bay Timber Company (Ltd.)	42 62	Makotuku	Grantees	5 "	+	..	18 19 0	503 3 9	522 2 9	
567	R. 95/2949	Aug. 1, 1895	William Booth and Co.	57 90	Carterton	Grantees	5 "	+	..	316 7 7	1,131 14 5	1,448 2 0	
569	R. 95/3450	Aug. 1, 1895	Thomas Tanner	40 12	Matamau	Grantee	5 "	+	..	..	818 12 2	818 12 2
575	R. 95/5462	Nov. 15, 1895	Taranaki Freezing-works Company (Limited)	9 40	Moturoa	Grantees	10 "	Premium..	275 0 0	1,611 7 0	539 4 10	2,150 11 10	
578	R. 96/113	Jan. 1, 1896	Dalgety and Co. (Limited)	113 64	Spit	"	3 "	+	Rental, £25	632 0 9	29 6 2	661 6 11	
580	R. 96/114	Jan. 1, 1896	Robert Holt	111 79	Napier	Grantee	10 "	+	Rental, £50	2,171 5 9	..	2,171 5 9	
581	R. 95/3386	Aug. 1, 1895	M. W. Welch, W. E. Welch, S. Death, D. Judd	11 70	Belmont	Govt.	5 "	..	Rental, £15	0 18 0	87 10 11	88 8 11	
596	R. 96/2000	June 1, 1896	Wilding and Co.	50 66	Kopua	Grantees	5 "	+	..	6 8 3	1,119 3 11	1,125 12 2	
599	R. 96/3880	Sept. 1, 1896	H. Carlson	32 54	Tanaki	Grantee	5 "	+	..	25 19 1	1,102 1 6	1,128 0 7	
602	R. 96/5010	Oct. 1, 1896	Napier Gas Company (Limited)	99 73	Hastings	Grantees	5 "	+	..	76 12 4	6 9 10	83 2 2	
606	R. 97/825	Mar. 1, 1897	H. Brown and Co.	221 31	Stratford	Grantee	5 "	+	..	13 0 10	163 9 2	176 10 0	
610	R. 97/1238	April 1, 1897	W. Aitken	142 59	Okoia	Grantee	5 "	+	..	51 2 8	193 1 7	244 4 3	

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.

614	R. 97/2622	May 1, 1897	N. King	7 53	New Plymouth	Grantee	10 years*	†	Rental, \$25	634 18 11	145 11 2	780 10 1
617	R. 97/2654	Mar. 26, 1897	Williams and Beetham	62 10	Waingawa	Grantee	10 " "	†	200 0 0	24 17 8	499 8 8	464 6 4
618	R. 97/172	July 1, 1897	B. L. Knight	91 51	Newman	Grantee	5 " "	†	200 0 0	0 0 0	915 19 11	915 19 11
626	R. 97/1942	Aug. 1, 1897	Henry and Co.	98 35	Hukanui	Grantees	1 " "	"	Rental, \$25	0 9 4	544 10 8	545 0 0
627	R. 97/4085	Nov. 1, 1897	Murray, Roberts, and Co.	113 72	Spirit	Govt. "	10 " "	†	..	1,117 3 1	118 14 7	1,230 17 8
628	R. 97/4270	Dec. 1, 1897	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	228 71	Tariki Road	Grantees	5 " "	†	..	12 8 1	750 4 6	762 12 7
629	R. 97/4273	Nov. 1, 1897	C. Brown (Mrs.)	217 58	Ngaire	Grantee	5 " "	†	70 0 0	..	197 12 5	197 12 5
633	R. 97/4854	Dec. 1, 1897	Thomas Mitchell	147 45	Aramoho	Govt. and grantee	10 " "	"	Rental, \$25	..	..	..
637	R. 97/5534	Mar. 1, 1898	Levin and Co.	65 45	Masterton	Govt. and grantee	10 " "	"	Rental, \$25	..	..	..

PICTON SECTION.

465	R. 91/2179	July 10, 1891	Nelson Brothers (Limited) (Wairau Freezing Company, Ltd., tenants)	13 85	Spring Creek	Grantees	10 years*	Premium..	270 0 0	21 8 3	310 15 10	332 4 1
473	R. 91/3490	Nov. 2, 1891	N.Z. Loan and Mercantile Agency	0 10	Picton	"	10 " "	"	190 0 0	221 4 10	23 12 0	244 16 10
491	R. 92/1824	Feb. 1, 1892	Fell Brothers and Co.	17 69	Blenheim	"	10 " "	†	Rental, \$25	134 17 7	179 10 4	314 7 11
519	R. 93/3737	Nov. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	"	"	10 " "	†	Rental, \$25	9 8 10	167 13 7	177 2 5

NELSON SECTION.

238	R. 81/1947	Aug. 31, 1881	Neale and Haddow	1 0	Nelson	Grantees	10 years*	Premium..	150 0 0	129 6 2	55 5 8	184 11 10
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WESTPORT SECTION.

570	R. 95/3687	April 1, 1895	Mokihinui Sawmill Company	26 72	Mokihinui	"	5 years*	"	..	68 9 11	13 5 0	81 14 11
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GREYMOUTH SECTION.

344	R. 86/2585	Aug. 20, 1886	Westport Colliery Company	8 0	Brunner	Grey'm'th Har. Bd.	"	"	..	60 8 5	8,214 16 3	8,275 4 8
525	R. 94/1176	Jan. 1, 1894	Stratford and Blair	0 0	Greymouth	Govt. "	10 years*	†	Rental, \$25	526 15 7	63 14 5	590 10 0
533	R. 94/2445	Aug. 1, 1894	T. W. Wilson	2 52	Kaiata	"	5 " "	"	..	3 17 6	605 5 4	609 2 10
537	R. 94/2669	Aug. 11, 1894	William Morris	10 74	Kumara	"	5 " "	"	..	7 14 4	273 4 11	280 19 3
538	R. 94/2682	Aug. 11, 1894	Westland Sawmilling Company (Limited)	16 9	Awatuna	"	5 " "	"	..	14 9 8	450 0 0	464 9 8
549	R. 94/3879	Nov. 1, 1894	Maltroy and Co.	21 63	Ho Ho	Govt. and grantees	5 " "	Premium..	20 0 0	1 13 2	261 3 1	262 16 3
552	R. 94/2285	Nov. 1, 1894	G. Perotti	3 21	Nelson Creek	Govt. "	5 " "	"	..	1 7 2	151 17 6	153 4 8
573	R. 95/4631	Mar. 1, 1895	Stratford and Blair	4 38	Dobson	Grantees	5 " "	Premium..	150 0 0	6 15 7	452 0 0	458 15 7
600	R. 96/4091	Jan. 1, 1895	G. D. Wilson	10 77	Kumara	Govt. and grantees	5 " "	"	..	6 18 2	312 10 4	319 8 6

* Three months' notice.

† Originally laid under old agreement.

† One week's notice.

RETURN No. 25—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1888.

No. of Sidings	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 Sidings during the Year ending 31st March, 1888.		
										In.	Out.	Total.
HURUNUI-BLUFF SECTION.												
1	R. 81/1026	April 28, 1866	J. T. Brown	M. ch.	Addington	Grantee	For ever	..	..	£ s. d.	£ s. d.	£ s. d.
2	R. 88/1107	Dec. 28, 1870	Richard Allen	7 39	Riccarton	Grantees	"	..	..	98 13 6	397 11 3	491 4 9
12	R. 82/2186	Aug. 14, 1882	White and Co. (Bank of New South Wales' siding)	21 29	Leeston	Govt.	"	..	..	343 15 0	..	343 15 0
13	P. W. 76/8504	Dec. 18, 1874	Oamaru Harbour Board	157 77	Oamaru	"	Undefined	..	..	(See No. 120.)	455 6 8	659 12 3
20	P. W. 76/2946	Dec. 11, 1875	Richard Evans	1 52	Wilson's Siding	Grantees	For ever	..	..	204 5 7	467 0 0	1,073 11 6
32	R. 82/432	April 7, 1876	Miles, Archer, and Co. (J. Mee, tenant)	105 54	Timaru	Govt.	"	..	..	606 11 6	780 5 2	810 8 11
33	P. W. 76/823	April 22, 1876	James A. McIlraith	8 75	Glenumnel	"	"	..	..	30 3 9	63 6 8	85 13 0
37	P. W. 76/8721	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	Maheno	"	Undefined	..	..	22 6 4	..	..
120	P. W. 77/4412	Jan. 23, 1878	Oamaru Harbour Board	157 65	Oamaru (1st side)	"	10 years*	300 0 0	50 0 0	5,175 17 6	4,284 15 3	9,460 12 9
142	R. 78/649	Aug. 3, 1878	N.Z. and Australian Land Company (Limited)	351 60	Egdsdale	"	10 "	300 0 0	48 0 0	122 10 2	246 2 6	368 12 8
178	R. 82/379	—	Mosgel Woollen Factory Company	0 78	Mosgel Township	"	Undefined	..	..	158 17 0	82 2 9	240 19 9
258	R. 82/554	Jan. 10, 1882	S. Ogdon (Austin and Hadley, tenants)	10 71	South Malvern	Grantee	For ever	..	..	..	62 17 2	62 17 2
266	R. 83/926	Mar. 24, 1882	S. Bailey	15 0	Templeton	Govt.	10 years*	Premium..	153 0 0	218 19 1	434 4 3	653 3 4
368	R. 88/2418	Aug. 16, 1888	J. H. Lambert	0 16	Lytelton	"	10 "	+	Rental, £25	108 7 3	2 18 6	111 5 9
370	R. 88/3259	Jan. 3, 1889	N.Z. Loan and Mercantile Agency Company (Limited)	0 20	Lytelton	Grantees	10 "	Premium..	460 0 0	488 8 2	229 16 6	718 4 8
374	R. 83/885	Mar. 29, 1889	Friedlander Brothers (Limited)	16 40	Lyndhurst	"	10 "	"	Rental, £50	34 14 1	952 14 7	987 8 8
377	R. 89/1511	June 8, 1889	Farmers' Agency Company (Limited)	236 32	Dunedin	"	10 "	"	Rental, £25	1,632 16 11	219 16 7	1,852 13 6
378	R. 89/1878	May 1, 1889	Williams, Stephens, and Co.	5 79	Christchurch	Govt.	10 "	+	Rental, £50	1,422 6 9	4 2 8	1,426 9 5
379	R. 89/1259	May 1, 1889	Rollitt and Co.	58 72	Ashburton	"	10 "	+	Rental, £25	2,509 17 0	861 1 4	3,370 18 4
381	R. 89/1310	May 1, 1889	Belford Mills Company	106 8	Timaru	"	10 "	+	Rental, £50	510 0 6	797 1 10	1,307 2 4
382	R. 89/1333	May 1, 1889	J. Goss	6 62	Christchurch	"	10 "	+	Rental, £50	1,188 7 5	55 17 11	1,239 5 4
383	R. 89/2433	Aug. 5, 1889	Dalgety and Co. (Limited)	236 21	Dunedin	Grantees	10 "	Premium..	90 0 0	2,924 5 10	252 9 4	3,176 15 2
385	R. 89/1392	May 1, 1889	Permanent Investment and Loan Association of Canterbury	5 76	Christchurch	Govt.	10 "	+	Rental, £50	198 6 7	27 1 2	225 7 9
386	R. 89/1983	May 1, 1889	Friedlander Brothers (Limited)	60 68	Tinwald	"	10 "	+	Rental, £25	21 1 3	896 6 10	917 8 1
387	R. 89/1963	May 1, 1889	Fleming and Gilkison	335 5	Gore	"	10 "	+	Rental, £25	202 18 5	1,081 19 6	1,284 17 11
388	R. 89/1624	May 1, 1889	J. Grigg	64 54	Winslow	Govt. and	10 "	+	Extension, £110	372 4 6	1,153 2 3	1,525 6 9
389	R. 89/1964	May 1, 1889	Fleming and Gilkison	374 10	Elles Road	grantee	10 "	+	Rental, £50	1,118 14 9	499 18 11	1,618 13 8
390	R. 89/1309	May 1, 1889	Wigram Brothers	1 78	Heathcote	Govt.	10 "	+	Rental, £25	568 14 0	554 0 8	1,122 14 8
391	R. 89/1279	May 1, 1889	Friedlander Brothers (Limited)	58 73	Ashburton	"	10 "	+	Rental, £25	630 1 11	1,108 18 3	1,739 0 2
394	R. 89/1868	May 1, 1889	Dalgety and Co. (Limited)	6 47	Christchurch	"	10 "	+	Rental, £50	2,032 18 2	151 15 4	2,184 13 6
395	R. 89/1262	May 1, 1889	Rollitt and Co.	57 77	Ashburton	Grantees	10 "	+	Rental, £25	..	..	..

398	R. 89/1867	May	1, 1889	Christchurch Gas, Coal, and Coke Company (Limited)	6	1	Christchurch	Govt. and grantees	10 years*	†	Extension, £40	1,441 16 6	123 0 1	1,564 16 7
400	R. 89/1692	Aug.	1, 1889	Christchurch Meat Company (Limited)	13	8	Islington	Ditto	"	†	Extension, £50	8,429 1 2	8,526 4 0	16,955 5 2
401	R. 89/2417	Aug.	1, 1889	W. Scott and Co.	25	38	Southbridge	Govt.	"	†	Rental, £25	223 15 8	34 10 11	288 6 7
409	R. 89/3018	Oct.	2, 1889	Milburn Lime and Cement Company (Limited)	285	25	Dunedin	Grantees	"	†	Rental, £50	379 19 0	99 7 7	479 6 7
410	R. 89/3132	Aug.	1, 1889	N.Z. Pine Company (Limited)	367	72	One-tree Point	Govt.	"	†	Rental, £25	1 1 11	3 8 10	4 10 9
411	R. 89/3377	May	1, 1889	W. White and Co.	7	46	Addington	"	"	†	Rental, £25	46 7 9	2,268 18 3	2,315 6 0
412	R. 89/3213	June	1, 1889	Evans and Co. (Limited)	236	37	Dunedin	"	"	†	Rental, £50	2,142 16 4	2,211 11 11	2,364 8 3
414	R. 89/2422	Aug.	1, 1889	Moir and Co.	16	69	Southbrook	"	"	†	Rental, £25	759 15 11	593 18 1	1,353 14 0
418	R. 89/3596	Aug.	1, 1889	J. Shand	26	23	Centre Bush	"	"	†	Rental, £25	1 2 0	799 12 6	800 14 6
419	R. 89/3631	Nov.	1, 1889	Massey and Co.	5	22	Lind's Bridge	"	"	†	Rental, £50	1 5 1	6 10 5	7 15 6
420	R. 89/3216	May	1, 1889	National Mortgage and Agency Co. of New Zealand (Limited)	374	56	Invercargill	"	"	†	Rental, £50	687 11 8	555 10 9	1,243 2 5
424	R. 89/2391	Aug.	1, 1889	W. Quinn	121	71	Otaio	Govt. and grantees	"	†	Extension, £80	29 2 11	96 10 3	125 13 2
425	R. 89/3940	Aug.	1, 1889	Oamaru Borough Council	157	41	Oamaru	Grantees	"	†	Rental, £25	62 3 4	542 7 6	62 3 4
429	R. 90/27	Nov.	1, 1889	N.Z. Loan and Mercantile Agency Company (Limited)	391	48	Bluff	Govt.	"	†	Rental, £50	2,581 16 3	542 7 6	3,124 3 9
432	R. 90/432	May	1, 1889	P. Virtue	6	19	Christchurch	Govt. and grantees	"	†	Extension, £102 10 0	1,347 14 3	332 3 10	1,679 18 1
434	R. 90/614	Aug.	1, 1889	W. White and Co.	25	33	Southbridge	Govt.	"	†	Rental, £50	231 9 8	99 0 11	231 9 8
435	R. 90/538	Jan.	1, 1890	H. Harraway	0	14	Burnside	Govt. and grantees	"	†	Extension, £45	712 14 11	99 0 11	811 15 10
436	R. 90/539	Aug.	1, 1889	Walton Park Coal and Pottery Company (Limited)	2	3	Saddle Hill	Govt.	"	†	Rental, £25	15 10 8	927 15 5	943 6 1
439	R. 90/862	Aug.	1, 1889	N.Z. Provision and Produce Company	7	1	Belfast	Grantees	"	†	Rental, £25	344 18 4	736 4 6	1,081 2 10
440	R. 90/1056	Jan.	1, 1890	Milburn Lime and Cement Company (Limited)	23	2	Ord's	Govt.	"	†	Rental, £25	344 18 4	199 15 10	199 15 10
444	R. 90/1132	April	1, 1890	G. G. Stead	7	53	Addington	Grantees	"	†	Rental, £25	741 7 10	413 0 4	1,154 8 2
447	R. 90/2212	April	1, 1890	N.Z. and Australian Land Company (Limited), and Bruce Brothers	116	9	St. Andrew's	Grantees	"	†	Rental, £25	17 9 6	45 10 3	45 10 3
449	R. 90/2551	Aug.	1, 1889	J. Freeman	241	71	Abbotsford	Govt.	"	†	Rental, £25	159 2 0	653 1 5	670 10 11
454	R. 90/3748	Oct.	1, 1890	D. Thomas	58	76	Ashburton	Grantee	"	†	Rental, £25	159 2 0	597 9 4	756 11 4
455	R. 90/3798	Aug.	1, 1889	Edwards and Menlove	14	39	Ngapara	Govt.	"	†	Rental, £25	343 5 7	47 8 3	47 8 3
460	R. 91/636	Mar.	6, 1891	Lytelton Harbour Board	0	15	Lytelton	Grantees	"	†	Rental, £25	150 0 0	440 10 2	440 10 2
461	R. 91/779	Feb.	1, 1891	Canterbury (New Zealand) Seed Company	7	60	Addington	Grantee	"	†	Rental, £25	1,331 16 8	506 17 2	1,838 13 10
469	R. 91/2112	Aug.	5, 1891	Hanner and Graves	59	4	Ashburton	"	"	†	Rental, £25	161 16 7	631 6 11	793 3 6
471	R. 91/2986	Sept.	14, 1891	Nelson Brothers (Limited)	390	12	Ocean Beach	"	"	†	Rental, £25	2,999 4 0	681 5 3	3,680 9 3
472	R. 91/3338	Oct.	1, 1891	Wood Brothers (Limited)	7	60	Addington	Grantees	"	†	Rental, £25	2,121 8 10	1,962 14 8	3,484 3 6
474	R. 91/3084	Sept.	1, 1891	National Mortgage and Agency Co. of N.Z. (Limited)	7	57	"	Grantees	"	†	Rental, £25	356 12 3	291 7 10	648 0 1
475	R. 91/3047	Nov.	6, 1891	D. H. Brown and Son	7	29	"	Govt. and grantees	"	†	Rental, £25	1,965 4 4	669 18 6	2,085 2 10
476	R. 91/3639	Oct.	1, 1891	N.Z. Provision and Produce Co.	7	1	Belfast	Grantees	"	†	Rental, £25	82 15 7	466 13 1	549 8
478	R. 91/3993	Nov.	1, 1891	Friedlander Brothers (Limited)	58	69	Ashburton	"	"	†	Rental, £25	2,441 6 1	1,407 8 3	3,848 14 4
482	R. 92/509	Jan.	1, 1892	N.Z. Refrigerating Co. (Limited)	239	27	Cattle-yards	"	"	†	Rental, £25	41 19 0	116 9 10	158 8 1
483	R. 92/703	Feb.	1, 1892	W. Quinn	0	6	Studholme Junction	"	"	†	Rental, £25	41 19 0	116 9 10	158 8 1

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

RETURN NO. 25—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1898.

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, 1898.			Total.
										In.	Out.	£ s. d.	
HURUNUI-BLUFF SECTION—continued.													
484	R. 92/672	Mar. 1, 1892	W. White and Co.	M. ch.	Christchurch	Govt.	10 years*	†	Rental, £50	710 0 5	17 10 7	£ s. d.	727 11 0
486	R. 92/739	Mar. 24, 1892	Southern Frozen Meat and Produce Export Company (Limited)	6 51	Mataura	Grantees	10 "	Premium..	Rental, £25	738 13 3	3,569 3 6	£ s. d.	4,307 16 9
487	R. 92/852	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Tinaru	"	10 "	†	Rental, £50	1,441 11 2	1,003 8 0	£ s. d.	2,444 19 2
488	R. 92/806	Mar. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	6 51	Christchurch	"	10 "	†	Rental, £50	770 4 2	358 6 8	£ s. d.	1,128 10 10
493	R. 92/1937	Feb. 1, 1892	Executors of late M. Studholme	0 6	Studholme Junction	"	10 "	†	Rental, £25	28 10 0	497 9 10	£ s. d.	465 19 10
496	R. 92/3650	July 1, 1891	Kempthorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	239 24	Cattle-yards	"	10 "	†	Rental, £25	563 4 0	819 18 0	£ s. d.	1,383 2 0
498	R. 92/3835	Oct. 1, 1892	Canterbury Frozen Meat and Dairy Produce Export Company (Limited)	7 8	Belfast	"	10 "	†	Rental, £25	8,688 15 7	7,079 7 11	£ s. d.	15,768 3 6
499	R. 92/4111	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company (Limited)	7 50	Adlington	"	10 "	Premium..	46 0 0	29 11 10	34 19 8	£ s. d.	64 11 6
500	R. 92/3737	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Timaru	"	10 "	†	Rental, £50	624 8 5	791 2 9	£ s. d.	1,415 11 2
505	R. 93/40	Nov. 1, 1892	National Mortgage and Agency Co. of New Zealand (Limited)	105 74	Timaru	"	8 years 8 months	†	Rental, £50	647 4 10	896 5 3	£ s. d.	1,543 10 1
506	R. 93/109	Jan. 1, 1893	William H. Martyn	2 25	Wetheral	Grantee	10 years*	†	Rental, £25	41 7 10	142 10 9	£ s. d.	183 18 7
510	R. 93/1075	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	335 7	Gore	Grantees	10 "	†	Rental, £25	210 5 10	879 10 10	£ s. d.	1,089 16 3
511	R. 93/1228	Dec. 1, 1892	Donald Reid and Co.	236 17	Dunedin	"	10 "	†	Rental, £50	3,794 4 9	459 6 0	£ s. d.	4,253 10 9
514	R. 93/1824	May 1, 1893	Shaw-Savill and Albion Company (Limited)	0 0	Lyttelton	"	10 "	†	Rental, £50	2,938 7 3	395 15 3	£ s. d.	3,334 2 6
515	R. 93/2140	May 1, 1893	Shaw-Savill and Albion Company (Limited)	391 64	Bluff	"	10 "	†	Rental, £50	1,309 9 4	608 6 11	£ s. d.	1,912 16 3
516	R. 93/2309	Oct. 1, 1893	Nichol Brothers	244 13	Wingatui	Grantee	5 "	†	Rental, £50	8,729 6 9	1,221 18 9	£ s. d.	4,951 5 6
517	R. 93/3254	Oct. 1, 1893	Oamaru Totara Tree Stone Company (Limited)	163 13	Whitecraig	Grantees	5 "	†	Rental, £50	161 6 0	567 4 7	£ s. d.	728 10 7
518	R. 93/3617	Nov. 17, 1893	J. Palmer	234 53	Pelichet Bay	Govt.	5 "	†	Rental, £50	5 6 10	301 11 0	£ s. d.	306 17 10
529	R. 94/2307	May 6, 1894	John Murdoch and Co.	235 52	Dunedin	Govt. and grantees	10 "	†	Rental, £50	4,271 18 3	229 2 8	£ s. d.	4,888 6 0
530	R. 94/2308	June 1, 1894	N.Z. Refrigerating Company (Ltd.)	155 23	Eveline	Grantees	5 "	†	Rental, £25	315 2 11	591 12 2	£ s. d.	906 15 1
535	R. 94/2485	Aug. 1, 1894	Lyttelton Borough Council	2 65	Heathcote	Govt.	5 "	†	Rental, £25	33 1 8	33 1 8	£ s. d.	33 1 8
536	R. 94/2582	Aug. 1, 1894	Samuel Smart	12 8	Hornby	"	5 "	†	Rental, £25	14 3 0	444 5 2	£ s. d.	458 8 2
539	R. 94/3024	Aug. 1, 1894	Invercargill Corporation	0 1	Invercargill	"	5 "	†	Rental, £25	478 18 6	28 8 10	£ s. d.	507 7 4
540	R. 94/3026	Feb. 1, 1894	The J. G. Ward Farmers' Association of New Zealand (Limited)	391 43	Bluff	Grantees	10 "	†	Rental, £50	2,985 0 1	556 1 11	£ s. d.	2,941 2 0
541	R. 94/3081	Aug. 1, 1894	Thomas Buxton	6 41	Makarewa	Govt.	5 "	†	Rental, £50	20 1 7	237 2 3	£ s. d.	257 3 10
542	R. 94/3080	Aug. 1, 1894	Thomas Hodgkinson	6 44	Milburn	"	5 "	†	Rental, £50	12 1 1	169 3 8	£ s. d.	181 4 9
546	R. 94/3483	Aug. 1, 1894	Milburn Lime and Cement Co. (Limited)	267 57	Milburn	"	5 "	†	Rental, £50	584 7 1	1,585 2 9	£ s. d.	2,169 9 10

547	R. 94/3672	Oct. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	226 10	Dunedin	Govt. and grantees	10	5	2,389 7 10	441 6 2	2,780 14 0
551	R. 94/3949	Dec. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	374 55	Invercargill	Ditto	10	5	444 19 1	341 2 6	786 1 7
554	R. 94/4291	Aug. 1, 1894	B. C. Calverley	241 70	Abbotsford	Govt.	5	5	4,365 4 1	141 8 8	141 8 8
555	R. 94/4311	Jan. 1, 1895	G. R. Waddell	391 65	Bluff	Grantee	10	5	(See No. 460.)	727 8 6	5,092 12 7
556	R. 94/4445	Nov. 1, 1894	Lytelton Harbour Board	5 4	Lytelton	Govt.	5	5	2,282 13 1	100 11 0	2,383 4 1
561	R. 95/1818	May 1, 1895	Southern County Council	5 25	Wynham	Grantees	5	5	1,437 1 11	81 1 11	1,518 3 10
562	R. 95/1812	April 1, 1895	George Mackie	6 9	Wallacetown	Govt.	10	5	932 19 11	507 16 10	1,440 16 9
563	R. 95/2127	May 1, 1895	G. McClatchie and Co.	157 42	Christchurch	"	5	5	(See No. 460.)		
565	R. 94/1271	May 1, 1895	J. Craig and Co.	158 18	Oamaru	"	5	5			
576	R. 95/3809	May 1, 1895	J. and T. Meek	0 0	Oamaru	"	5	5			
577	R. 95/3328	May 1, 1895	Lytelton Harbour Board		Lytelton	Govt. and grantees	5	5			
582	R. 96/250	Feb. 1, 1896	John Borgfeldt	3 31	Papanui	Grantee	8	5	98 15 6	26 1 7	124 17 1
583	R. 96/383	Jan. 1, 1896	A. Tapper	374 46	Invercargill	Govt.	10	5	150 6 4	26 9 5	176 15 9
584	R. 96/418	Jan. 1, 1896	Henderson and Batger	374 39	"	Grantees	10	5	251 3 5	231 2 6	482 5 11
585	R. 96/809	Feb. 9, 1896	McCallum and Co.	365 37	Longbush	"	5	5	12 18 2	1,961 12 9	1,974 10 11
586	R. 96/247	Nov. 1, 1895	T. Teschemaker	165 26	Teschemaker's	Govt.	5	5	4 6 8	173 4 6	177 11 2
590	R. 95/5887	April 1, 1896	Otago Dock Trust		Port Chalmers	"	3	5	348 3 0	53 9 11	401 12 11
591	R. 96/262	April 1, 1896	Timpany Brothers	14 72	Kapuka	Grantees	5	5	1 9 4	1,411 1 4	1,412 10 8
592	R. 96/2802	July 1, 1896	W. Borlase	228 62	Sawyer's Bay	Grantee	5	5	365 3 6	49 0 2	477 12 3
593	R. 96/3013	July 1, 1896	James Macfie and Co. (Limited)	235 44	Dunedin	Grantees	10	5	37 8 10	2,362 10 6	2,389 19 4
594	R. 96/1640	May 1, 1896	McCallum and Co.	15 0	Kapuka	"	5	5	572 12 9	876 0 5	1,448 13 2
595	R. 96/2443	July 1, 1896	Nelson Brothers (Limited)	12 0	Hornby	"	10	5			
597	R. 95/1671	Oct. 1, 1896	Otago Iron-rolling Mills Company (Limited)	240 16	Burnside	"	5	5	622 7 3	23 16 8	646 3 11
601	R. 96/3405	Sept. 1, 1896	Gibson and Lees	279 34	Lovell's Flat	"	5	5	19 6 4	1,193 14 7	1,213 0 11
604	R. 95/2198	Dec. 1, 1896	Christchurch Meat Co. (Limited)	103 70	Timaru	"	10	5	1,824 4 6	5,319 0 7	7,143 5 1
607	R. 97/863	Feb. 1, 1897	E. G. Allen	227 78	Upper Port Chalmers	"	5	5	2 16 4		2 16 4
608	R. 97/1122	Mar. 1, 1897	D. N. Inwood	90 75	Winchester	Grantee	10	5	8 3 6	183 4 10	191 8 4
611	R. 97/1502	Jan. 1, 1897	J. A. McLaughlan	386 18	Greenhills	Govt.	5	5		0 19 1	0 19 1
612	R. 97/671	Mar. 1, 1897	Bruce Woollen Manufacturing Company (Limited)	271 41	Milton	Grantees	10	5	461 19 7		461 19 7
613	R. 97/2053	April 1, 1897	N.Z. Trust and Loan Company	257 61	Henley	"	5	5	14 7 10	58 17 6	73 5 4
630	R. 97/4426	Nov. 1, 1897	Timaru Milling Company (Limited)	106 25	Timaru	Govt.	10	5	1,690 14 7	1,077 18 3	2,768 12 10
631	R. 97/4377	Oct. 1, 1897	P. McGill	271 42	Milton	"	10	5	998 15 4	2,043 16 11	3,042 12 3
634	R. 97/2366	Jan. 1, 1898	Evans and Co. (Limited)	105 75	Timaru	Grantees	10	5	1,292 6 1	1,292 6 1	2,559 19 7
635	R. 97/3320	Sept. 27, 1897	Burwood Coal Company	6 51	Christchurch	"	1	5	58 0 0	6 19 11	64 19 11
636	R. 97/3139	Feb. 1, 1898	Morison and Hopkin	236 48	Dunedin	"	10	5	289 7 3	6 18 2	296 5 5
638	R. 98/503	Jan. 1, 1898	F. Lischner	4 72	Conical Hill	Govt.	5	5		711 3 6	711 3 6
639	R. 98/1147	Jan. 1, 1898	John Deans	6 10	Christchurch	"	10	5	341 13 2	5 14 10	347 8 0

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

RETURN NO. 26—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1898—continued.

Type.	No. of Engines.	Engine-Mileage.				Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.				
		Detail.		Total.		Running.		Waste.		Repairs.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Repairs.	Wages and Material.		Stores.	Fuel.	Wages.	Total.
		Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.													
		Average Speed—Miles per Hour.					qt.	lb.	lb.	lb.	£	£	£	£	£	£	£		£	£	£	£
A	2	312	4,327	559	5,108	893	68	4	60	42	3	23	117	185	1'06	1'4	1'06	1'4	5'40	8'54	100	
D	17	87,076	177,538	406	265,080	40,873	4,300	194	2,135	1,131	104	1,629	5,348	8,272	1'02	15	1'02	15	4'84	7'48	3,668	
F	36	335,207	205,147	33,518	573,872	127,951	8,986	426	4,194	7,485	348	3,811	10,178	21,822	3'13	15	3'13	15	1'60	4'26	6,990	
EA	4	67,160	11,580	112	78,861	23,033	1,280	62	617	691	49	771	1,285	2,796	2'10	14	2'34	14	3'92	8'50	887	
EB	..	830	190	..	1,020	281	31	1	11	1	1	13	21	36	0'23	23	3'06	23	4'95	8'47	14	
G	2	7,356	4,219	8,386	29,901	7,473	482	25	217	273	19	138	551	1,101	2'19	15	2'55	15	4'41	9'30	391	
J	20	450,617	44,482	328	495,427	183,391	8,395	487	4,228	4,444	338	5,535	6,453	16,770	2'15	16	2'68	16	3'13	8'12	4,203	
K	6	77,545	6,884	332	84,761	20,497	1,309	93	940	1,089	57	996	1,266	3,408	3'08	16	2'82	16	3'59	9'65	860	
L	1	5,944	3,214	398	9,556	1,180	11	11	99	644	6	58	222	930	16'18	15	1'46	15	5'57	23'30	204	
N	6	156,182	9,647	36	165,865	46,061	2,871	129	1,376	1,082	116	2,152	1,604	5,854	2'87	17	3'11	17	3'89	8'47	1,165	
O	5	107,267	13,173	24	120,464	85,040	2,065	127	1,390	1,894	89	1,388	1,934	5,325	3'77	17	2'77	17	3'89	10'60	1,206	
P	7	150,210	16,595	151	166,866	93,996	2,915	172	1,910	1,622	124	2,152	2,680	6,578	2'33	18	3'09	18	3'86	9'46	1,641	
Q	1	12,095	1,757	..	13,852	5,117	197	36	245	30	11	80	286	416	0'52	19	1'54	19	4'95	7'20	290	
R	6	75,910	20,674	16,410	112,994	43,728	1,643	106	998	1,158	74	741	1,964	3,937	2'46	15	1'58	15	4'17	8'36	1,100	
T	6	81,205	18,417	41	99,663	63,076	1,807	115	1,327	1,318	80	1,360	1,703	4,401	3'18	19	3'27	19	4'10	10'74	1,163	
U	4	97,888	3,821	89	101,798	34,370	1,819	82	810	663	72	1,577	1,156	3,468	1'56	16	3'72	16	4'74	8'17	680	
V	10	249,060	23,724	130	272,914	125,137	5,112	244	2,462	2,374	209	2,779	3,250	8,612	2'08	18	2'45	18	2'86	7'57	2,120	
WA	..	8	41	..	49	55	..	..	..	..	..	3	1	4	..	..	..	..	..	..	2
Total	133	..	1,971,881	565,340	2,598,201	902,152	43,440	2,314	23,019	26,841	1,760	25,395	40,039	94,035	2'48	16	2'34	16	3'70	8'68	26,684	
Less recoverable mileage & expenditure	..	..	..	7,905	7,905	..	..	..	..	..	..	..	..	551	..	..	..	..	..	..	..
General charges	..	..	..	53,075	2,590,296	..	..	..	..	..	..	..	..	93,484	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	15,623	..	..	..	..	..	1'43	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	109,107	..	..	..	..	..	..	10'11

HURONUI-BLUFF SECTION.

GREYMOUTH SECTION.

F	5	35,513	28,504	1,043	65,060	10,914	995	139	693	834	39	218	1,229	2,320	3'08	14	0'80	14	4'53	8'55	846
D	2	11,752	2,816	601	15,259	2,559	233	36	164	421	9	51	242	723	6'63	14	0'80	14	3'8	11'37	197
R	1	3,577	4,077	14	7,668	1,632	105	23	105	179	5	33	168	385	5'60	16	1'02	16	5'27	12'05	104
Total	8	50,842	35,397	1,748	87,987	15,105	1,333	198	962	1,434	53	302	1,639	3,428	3'91	15	82	15	4'47	9'35	1,147
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	483	..	..	..	..	..	1'32	..
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	3,911	..	..	..	..	..	10'67	..

RETURN NO. 26—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1898—continued.

Type.	No. of Engines.	Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.				
		Detail.			Running.				Running.				Running.								
		Train.	Shunting.	Ballast.	Coal.	Oil.	Tallow.	Waste.	Repairs.	Running.		Stores.	Fuel.	Wages.	Total.	Repairs.		Running.		Total.	
										Wages and Mate-rial.	Wages.							Wages and Mate-rial.	Fuel.		Wages.
Average Speed—Miles per Hour.		Total.		Cwt.	qt.	lb.	lb.	£	£	£	£	£	£	£	£	£	£				
F	3	15	34,541	13,542	1,177	49,260	11,303	637	66	273	107	29	184	882	0.52	.14	0.90	4.29	5.85	622	
FA	1	15	21,995	3,714	119	25,828	6,607	305	32	129	48	13	108	467	0.45	.12	1.00	4.34	5.91	238	
FB	1	15	9,009	3,025	...	12,634	3,597	204	17	100	58	8	58	229	1.10	.15	1.11	4.35	6.71	121	
C	2	12	296	23,400	133	23,829	4,390	326	33	172	58	16	71	441	0.59	.16	0.71	4.44	5.90	299	
Total	7	...	66,441	43,681	1,429	111,551	25,897	1,472	148	674	271	66	421	2,019	2,777	0.59	.14	0.90	4.34	5.97	1,280
General charges, &c.	1,249	2.69	...
Total	4,026	8.66	...

WESTPORT SECTION.

NELSON SECTION.

D	2	18	12,990	2,348	2,223	17,561	3,327	295½	22½	150½	568	9	231	297	1.105	.13	3.15	4.05	15.10	238	
F	2	18	26,904	3,436	3	30,343	4,891	417½	27½	213	439	15	327	448	1,229	3.47	.12	2.59	3.54	9.72	297
Total	4	...	39,894	5,784	2,226	47,904	8,218	713½	50½	363½	1,007	24	558	745	2,334	5.04	.12	2.80	3.73	11.69	535

PICTON SECTION.

C	1	15	165	443	565	1,173	240	36	3	15	17	1	13	30	61	3.48	.20	2.66	6.14	12.48	24
D	1	15	3,475	585	45	4,105	696	49	4	50	60	2	38	79	179	3.51	.12	2.22	4.61	10.46	50
G	2	15	20,278	4,516	1,628	26,422	5,102	272	20	174	384	15	281	492	1,172	3.49	.14	2.54	4.47	10.64	297
Total	4	...	23,918	5,544	2,238	31,700	6,038	357	27	239	461	18	332	601	1,412	3.49	.14	2.51	4.55	10.69	371
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	111	...	...	...	...	.84	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,523	...	...	...	...	11.53	...

RETURN No. 27.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1898.

Mine.	1897-98.	1896-97.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin Brothers, Sheffield	1,958	1,417	541	...
Springfield Coal Company, Springfield	1,214	1,608	...	394
Leeming and Co., Whitecliffs	1,427	2,066	...	639
Thompson, A., Whitecliffs	...	...	...	...
Deans, J., Glentunnel	2,700	2,835	...	135
Wairiri Coal Company, Glentunnel	460	36	424	...
Park, G., Mount Somers	1,414	815	599	...
Albury	105	77	28	...
Kurow	18	18	...	...
Ngapara	4	4	...	...
Shag Point	21,015	19,383	1,632	...
Allendale Coal Company	11,967	10,473	1,494	...
Walton Park	10,603	11,138	...	535
Fernhill	6,157	7,109	...	952
Freeman's	7,430	6,619	811	...
Mosgiel	3,026	1,342	1,684	...
Lovell's Flat	146	105	41	...
Gibson and Lees (Lovell's Flat)	5,199	1,614	3,585	...
Nelson's	1,340	1,578	...	238
Kaitangata	93,654	76,486	17,168	...
Castle Hill	...	17,488	...	17,488
Lakeside, Stirling	16	337	...	321
Anderson's, Stirling	4	65	...	61
McAlister, Stirling	...	6	...	6
Conical Hills	1,877	2,110	...	233
O'Hagan, C., Pukerau	405	406	...	1
Johnston, W. Waikaka	12	...	12	...
Green, Thomas, Gore	460	443	17	...
Sleeman, C. P., Maitara	152	34	118	...
Beattie, J., Maitara	5	...	5	...
Brown's, Maitara	66	...	66	...
Glendhu, Maitara	4	...	4	...
Munro, E., Wyndham	89	40	49	...
Darcy's, Nightcaps	1,602	1,365	237	...
Nightcaps Coal Company, Nightcaps	19,695	16,386	3,309	...
Alley, J., Nightcaps	12	9	3	...
Calder, J. and A., Nightcaps	...	6	...	6
Hokonui Coal Company, Winton	37	2,534	...	2,497
Smith and Logan, Kingston Crossing	20	323	...	303
Graham, J., Fairfax	5	...	5	...
Totals	194,298	186,275	31,832	23,809

RETURN No. 28.

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, 1898.

Port.	1897-98.	1896-97.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton	1,596	1,593	3	...
Timaru	265	284	...	19
Oamaru	119	123	...	4
Port Chalmers	320	325	...	5
Dunedin	64	72	...	8
Bluff	226	202	24	...
Totals	2,590	2,599	27	36
LOADED :—				
Lyttelton	1,531	1,563	...	32
Timaru	265	284	...	19
Oamaru	139	133	6	...
Port Chalmers	373	355	18	...
Dunedin	7	3	4	...
Bluff	225	200	25	...
Totals	2,540	2,538	53	51

RETURN No. 29.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1898,
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.	
CHRISTCHURCH DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line	211 57	6 28	...	218 5	65 76	...	65 76	284 1
Rangiora - Sheffield and Eyre- ton Junction-Bennett's	...	...	53 56	} 242 65	}	4 54	} 24 1	58 30
Southbridge and Little River Branches	...	...	48 7			5 29		53 36
Springfield and Whitecliffs Branches	...	...	42 27			4 56		47 3
Rakaia and Ashburton Forks Branch	...	...	22 20			2 65		25 5
Mount Somers Branch ... ..	...	...	27 35			1 70		29 25
Albury Branch ... ..	...	...	36 13			2 45		38 58
Waimate Branch ... ..	...	...	12 67			2 2		14 69
Totals, Christchurch Division	211 57	6 28	242 65	460 70	65 76	24 1	89 77	550 67
DUNEDIN DIVISION :—								
Main Line	165 40	...	...	165 40	47 29	...	47 29	212 69
Dunroon Branch ... ..	...	...	37 41	} 198 16	}	2 72	} 18 30	40 33
Oamaru-Breakwater Branch ... ..	...	...	0 63			0 24		1 7
Ngapara & Livingstone Branches	...	...	27 4			2 5		29 9
Shag Point Branch ... ..	...	...	2 10			0 14		2 24
Waihemo Branch ... ..	...	...	8 65			0 57		9 42
Port Chalmers Branch ... ..	...	...	1 26			3 47		4 73
Walton Park Branch... ..	...	...	2 49			0 50		3 19
Fernhill Branch ... ..	...	...	1 57			0 23		2 0
Otago Central Railway ... ..	...	...	65 73			3 29		69 22
Outram Branch ... ..	...	...	9 0			0 65		9 65
Lawrence Branch ... ..	...	...	22 1			1 67		23 68
Catlin's River Branch ... ..	...	...	19 27	1 57	21 4			
Totals, Dunedin Division	165 40	...	198 16	363 56	47 29	18 30	65 59	429 35
INVERCARGILL DIVISION :—								
Main Line	82 41	...	...	82 41	19 12	...	19 12	101 53
Tapanui Branch ... ..	...	...	20 4	} 241 71	}	2 4	} 22 1	22 8
Waimea Plains Branch ... ..	...	...	36 41			2 18		38 59
Wyndham Branch ... ..	...	...	9 35			0 45		10 0
Seaward Bush Branch ... ..	...	...	18 7			1 34		19 41
Kingston Branch ... ..	...	...	87 0			7 20		94 20
Makarewa-Orepuki Branch ... ..	...	...	35 52			4 69		40 41
Thornbury-Wairio and Wairio- Nightcaps Branches	...	...	24 51			2 48		27 19
Lumsden-Mararoa Branch ... ..	...	...	10 41			1 3		11 44
Totals, Invercargill Division	82 41	...	241 71	324 32	19 12	22 1	41 13	365 45
Grand Totals—Whole Line	459 58	6 28	682 72	1,148 78	132 37	64 32	196 69	1345 67
Riversdale-Switzers Line* ... ..	...	...	...	2 0	...	...	...	...
Forest Hill Tramway... ..	...	...	...	10 0	...	...	...	...

* Taken over, but not yet open for traffic.

RETURN No. 30.

STATEMENT of ALTERATIONS effected in and ADDITIONS made to the SCALE OF CHARGES during the Year ending the 31st March, 1898.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Season Tickets: Regulation amended to provide that twenty-four hours' notice is to be given when these tickets are required.

School Season Tickets: Distance for which tickets are available extended from fifty-five to sixty miles.

Technical Schools' Commutation Tickets: Age-limit removed.

Rates and regulation *re* technical school season and commutation tickets inserted.

Technical School Season Tickets: Distance for which tickets are available extended from fifty-five to sixty miles.

Teachers' Saturday Season Tickets: Regulation amended to provide for tickets being issued conditionally on a roll of attendance being kept at each training school or examination class.

Regulation *re* school parties, factories, and friendly societies amended.

Regulation *re* tickets for judges of exhibits proceeding to shows inserted.

Regulation *re* special trains for Government Departments amended. Regulation *re* conveyance of Defence Forces by special trains inserted.

LOCAL FARES AND REGULATIONS.

Whangarei Section.

Stage system abolished, and ordinary tariff fares and regulations adopted.

Distance between Whangarei and Kamo to be counted as three miles for purpose of charging fares.

Kaihu Section.

Minimum fares inserted.

Auckland Section.

Regulation *re* round-trip tickets, Auckland to Auckland *via* Paeroa or Te Aroha and Thames, or *vice versa*, amended. Tickets not now available *via* Te Aroha.

Napier-Taranaki and Wellington Sections.

Fares and regulations *re* through booking, Te Aro, Wellington, &c., to Napier, &c., *via* Rimutaka (including coach-journey), removed.

Wellington Section.

Rates and regulations for workmen's 12-trip tickets, Lower Hutt and Petone to Wellington and Te Aro, inserted.

Wellington-Napier-New Plymouth Section.

Regulations for computing fares for through passengers conveyed over Government Railway *via* Rimutaka line inserted.

Hurunui-Bluff Section.

Fares to Hanmer Plains Hot Springs from Dunedin and Invercargill inserted.

Regulation *re* issue of excursion tickets to Taieri Beach from Mosgiel, Milburn, Milton, Waitahuna, Lawrence, Stirling, and Balclutha removed.

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

Passenger's Luggage: Regulation amended. Passengers allowed to take free of charge 112 lb. of either personal luggage or goods (except furniture and bulky musical instruments) purchased *bona fide* for their own domestic use. No luggage allowed free to day excursionists, but other excursionists to be allowed 112 lb. of personal luggage free. Workpeople allowed to take, at their own risk, work-tools, or work which they do at their homes, up to 112 lb., free.

Bicycles, Tricycles, Velocipedes, and Perambulators: Rates for bicycles accompanying passengers made applicable to machines carrying only one rider. Rates for machines carrying more than one rider inserted. Season and Annual Tickets for Bicycles: Regulations amended to make charge applicable to machines carrying only one rider.

Commercial Travellers' Luggage: Each passenger allowed to take 112 lb. of luggage, including weight of two sample bicycles, packed, free.

Sample Bicycles: Regulation inserted. Commercial travellers representing recognised bicycle agencies established in New Zealand permitted to carry with them, as commercial travellers' luggage, two sample bicycles.

Lost Luggage: Regulation amended.

Left Luggage: Regulation amended.

Left Parcels: Regulation amended.

Parcel Rates: Rates amended. Regulation amended to provide for single-seated bicycles, not packed in cases, being charged as 28 lb., rate and a quarter. Tandems, &c., to be charged 50 per cent. additional for each seat after the first.

Chinese crackers included among articles to be charged double parcels rates. Safety small-arm cartridges reduced to single parcels rate. The maximum weight of gunpowder or of Chinese crackers carried through Parcels Department by any one train to be 14 lb. Dangerous goods other than gunpowder and Chinese crackers (in packages not exceeding 14 lb.), safety small-arm cartridges, and fuse not to be accepted for carriage through Parcels Department.

Carriages: Rates for two or more carriages sent from same consignor to same consignee, loaded in one truck, and for carriages sent on hire or for repairs, or on loan for use in place of other carriages under repair, and for old carriages exchanged, inserted.

Dogs: Regulation amended to provide that dogs not secured in hampers, crates, boxes, or sacks must be provided with efficient means of securing them.

Calves, sheep, goats, and pigs (such as are ordinarily sent to market for consumption), properly secured to prevent injury to other goods, to be charged parcel rates.

Homing Pigeons: Regulation inserted. Pigeons and crates in connection with pigeon-flying clubs to be conveyed free.

Rates for milk consigned to milk-condensing factories inserted.

Miscellaneous: Clause *re* special charge made for sending a messenger in charge of special goods removed.

LOCAL RATES AND REGULATIONS.

Whangarei Section.

Stage system abolished.

Rates for horses, Shetland and polo ponies, foals, mules, and asses, between Opau and Whangarei, inserted.

Rates for carriages inserted.

Napier-Taranaki Section.

Rates for parcels booked between Palmerston and stations on Wellington and Manawatu Railway Company's line, for conveyance between Palmerston and Longburn, inserted, and subsequently removed on opening of Government railway to Woodville.

Rates for carriages and buggies conveyed between New Plymouth Breakwater and New Plymouth Station inserted.

Wellington-Napier-New Plymouth Section.

Regulation for computing charges on through luggage, parcels, horses, carriages, and dogs conveyed over the Government Railway, *via* Rimutaka line, inserted.

Picton Section.

Rates for parcels booked through between Wellington and stations on the Picton Section, landed at or shipped from Picton, inserted.

Hurunui-Bluff Section.

Regulation *re* computing charges on parcels between Christchurch and Rangiora and Christchurch and Springston removed.

Charge of 6d. for each crate or canvas bag supplied for protection of bicycles conveyed by rail, inserted.

PART III.—GOODS.

CLASSIFIED RATES.

Rates for Class F, for distances over 30 miles, reduced.

REGULATIONS.

Regulations inserted providing that, where the combined "local" or combined "local" and "classified" rates are less than the through classified rate between any two stations, the lower rate is to be charged.

Grain and other Agricultural Produce: Regulation *re* loading and unloading charge amended.

Hay, &c.: Rate for pressed chaff, hay, and straw, in quantities under a truck-load, amended.

Regulation *re* loads of hydraulic pressed chaff inserted.

Loose flax-straw, flax-tow, or dressed flax not to be accepted for carriage.

Lime, Native Produce: Regulation amended.

Wool, &c.: Regulation *re* charge on overweight bales amended.

Live-stock: Regulation *re* calves, sheep, goats, and pigs, in crates, baskets, or sacks, amended.

Rates and regulations for stud and show calves, sheep, goats, and pigs, secured in crates, inserted.

Rates for small lots of goods of Classes N, F, and Q reduced.

Seeds returning from Seed-cleaning Establishments: Regulation amended to include all seeds.

Rates for two or more carts, drays, express wagons, or wagons, loaded together in one truck, inserted.

Palmerston North and New Plymouth not to be deemed country stations for purpose of charging storage.

Weighing: Rate for weighing potatoes reduced.

Rate and regulations for carriage of food products for charitable institutions inserted.

Miscellaneous: Clause *re* charge for sending a messenger in charge of a consignment of special goods removed.

Regulation *re* free conveyance of goods for relief of sufferers by Hawke's Bay floods inserted and subsequently removed.

Regulation *re* exhibits for New Plymouth Industrial Exhibition, December, 1897, inserted.

Regulation *re* exhibits for Dunedin Industrial Exhibition, 1898, inserted.

PART IV.—GOODS: LOCAL RATES.

Whangarei Section.

Stage system abolished, and ordinary rates and regulations adopted.

Regulations for charging goods of Classes A, B, C, D, and H inserted.

Rates for carts, drays, &c., inserted.

Rates for goods of Classes P and Q, consigned from Ruatangata to Opau for shipment, amended.

Rates for timber from Otonga, Hikurangi, and Mangahuru to Opau, inserted.

Rates for sawn timber from Whakapara to Opau inserted.

Kaihu Section.

Storage rate on timber, Dargaville booms, inserted.

Rate for log timber from Maropiu and stations north, consigned to Kaihu Booms, inserted.

Auckland Section.

Lime and sulphur loaded at Auckland, previously carried to Auckland by rail, and fireclay consigned by rail to or from country stations, exempted from haulage-charge, Auckland to wharf.

Regulation *re* haulage-charges for goods between Auckland Railway-station and Auckland Railway Wharf amended.

Regulation for pumice, Firth's siding to Auckland, inserted. Rate reduced.

Rate for native brown coal between Onehunga and Auckland inserted.

Special rates for goods of Classes A, B, C, and D, between Auckland, Newmarket, or Onehunga and Waihou, Waitoa, Murray's, and Morrinsville, removed.

Rate for sulphur, Rotorua to Westfield or Auckland, removed.

Rate and regulation for log timber from Helensville to Onehunga wharf inserted.

Napier-Taranaki Section.

Rate for goods of Classes A, B, C, D, E, H, N, and P, between Palmerston and Longburn, booked between Palmerston and stations on Wellington and Manawatu Railway Company's line, removed.
 Maximum rate for butter and cheese, consigned by way of Wellington and Manawatu Railway Company's line to Wellington, removed.
 Rate for limed pelts, and tallow in casks, Longburn to Foxton, removed.
 Rate for dead meat, hides, tallow, and pelts, Woodville to Spit, removed.
 Rate for wool, Feilding, Palmerston, and Longburn to Foxton, removed.
 Through rates for wool consigned to Wellington *via* Foxton removed.
 Rate for firewood consigned from Woodville, &c., to Spit, Napier, &c., regazetted, to remain in operation till 31st March, 1898.
 Rate and regulation for ashes consigned to Matahiwi inserted. Subsequently removed; rate not made use of.
 New Plymouth Breakwater line charge between Breakwater and New Plymouth reduced.

Napier-Taranaki and Wellington Sections.

Clause *re* lime consigned from Mauriceville to stations on Napier-Taranaki Section removed. Rate reduced.
 Rate for dead meat consigned *via* Manawatu Company's line to Wellington, &c., removed.
 Regulation *re* goods of Class M consigned to Johnsonville, &c., from stations between New Plymouth and Wanganui, removed.

Wellington Section.

Maximum rate for rimu, Hukanui to Lower Hutt, &c., inserted.
 Rate for coal-dross for lime-burning, Wellington to Mauriceville, reduced.

Wellington-Napier-New Plymouth Section.

Regulation for purpose of computing rates and charges on through goods conveyed over Government Railway, *via* Rimutaka line, inserted.

Greymouth-Brunnerton Section.

Shunting rate on slack between Brunnerton and Wallsend removed.

Greymouth-Hokitika Section.

Regulation for charging goods for Hokitika, conveyed between Greymouth Wharf and Greymouth, inserted.

Westport Section.

Rate for sheep on Waimangaroa branch-line inserted.

Nelson Section.

Rate for wool, Foxhill and Wai-iti to Nelson or Port, inserted.

Picton Section.

Regulation *re* goods of Classes A, B, C, and D, consigned to Picton, amended to provide for maximum rate of 7s. 6d. per ton.
 Rate for tallow, hides, and pelts, consigned to Picton for export, removed.
 Rates and regulations for goods booked through between Wellington and stations on Picton Section, landed at or shipped from Picton, inserted.

Hurunui-Bluff Section.

Rates for goods of Class H, from Kokonga and Capburn to Dunedin and Port Chalmers, inserted.
 Maximum rate for timber consigned from Owaka-Glenomaru and intermediate stations to Caversham-Pelichet Bay and intermediate stations inserted.
 Rate for timber from sawmills in Southland to Kensington inserted.
 Maximum rate for firewood, Owaka, &c., to Abbotsford, &c., inserted, and subsequently removed.
 Rates for Classes A, B, C, and D goods, between Christchurch and Lyttelton, reduced.
 Regulation *re* goods of Classes A, B, C, and D, from Lyttelton to stations beyond Christchurch, amended.
 Regulation *re* bar-iron and castings from Burnside Ironworks amended.
 Regulation for pelts, Timaru to Woolston, inserted. Rate reduced.
 Regulation *re* pelts, Refrigerating Siding, Timaru to Islington, amended.
 Regulation *re* pelts, Maheno to Woolston, amended.
 Regulation *re* pelts, Gore to Woolston, amended.
 Regulation *re* fat, Matura to Wallacetown, amended.
 Rate and regulation *re* pelts, Ocean Beach, Invercargill, and One-tree Point, to Woolston, inserted.
 Regulation *re* charging timber and gravel between country stations and Invercargill Jetty inserted.
 Rates for sheeps' runners, in casks, between Bluff and Ocean Beach, inserted.
 Special rates for conveyance of goods on district railways abolished. Goods now charged ordinary classified rates.
 Cardboard boxes included among ships' goods carried by measurement on port lines at half rates.

PART V.—CLASSIFICATION OF GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

	Class.
Regulation <i>re</i> carriage of packages containing dangerous goods inserted.	
Regulation <i>re</i> goods carried at "half rate" amended.	
Ammonia-gas, compressed, in solid drawn-steel tubes. Owners' risk. <i>Dangerous</i>	A
Ammunition, not otherwise specified. Double rate. Owners' risk. <i>Dangerous</i>	A
<i>Removed</i> : Apple-blight mixture, packed	B
Bags, paper, not otherwise specified	A
<i>Removed</i> : Bicycles, packed. Owners' risk	A
<i>Removed</i> : Bicycles and bicycle-wheels, unpacked. Rate and a quarter. Owners' risk.	
As parcels	See Part II.

	Class.
Bicycles, complete (not packed in cases), to seat one rider, each machine as for 28 lb. Rate and a quarter. Owners' risk. As parcels	See Part II.
Tandems, triplets, quadruplets, &c., not packed in cases. Owners' risk. As parcels	See Part II.
Bicycles, packed in cases (if sent through parcels, rate and a quarter). Owners' risk	A
Bicycle-wheels, packed (if sent through parcels, rate and a quarter). Owners' risk	A
Bicycle-wheels, not packed. Rate and a quarter. Owners' risk. As Parcels	See Part II.
Removed: Blight-mixture, Apple (packed)	B
Blight-specific. Owners' risk	D
Bottles, empty, old, collected in New Zealand. Owners' risk	N
Brass scrap. Owners' risk	N
Bridge-cylinders, in pieces. Owners' risk. <i>Special goods</i>	D
Calcium, carbide of, in hermetically sealed tins, packed in strong wooden cases, or in airtight and damp-proof iron drums. Owners' risk. <i>Dangerous</i>	A
Removed: Cartridges, packed. Double rate. Owners' risk. <i>Dangerous</i> . (See also Part II.)	A
Cartridges, not otherwise specified, packed. Double rate. Owners' risk. <i>Dangerous</i>	A
Cartridges, safety small-arm, packed. Owners' risk. <i>Dangerous</i> . (If sent through parcels, single rate)	A
Removed: Cement, manufactured from colonial products. Owners' risk. Rate and a half, but in no case are total charges to exceed Class D	N
Cement, manufactured from colonial products. Owners' risk. Rate and a half	E
Removed: Chaff. If pressed, rate and a half. Owners' risk	F
Chaff. Owners' risk	F
Chalk, not otherwise specified	C
Removed: Charcoal. Rate and a half, but in no cases are total charges to exceed Class D. Owners' risk	N
Removed: Charcoal, crushed. Owners' risk	N
Charcoal, crushed or uncrushed. Owners' risk	N
Chinese crackers, in packages not exceeding 14 lb. weight. Double rate. Owners' risk. As Parcels	See Part II.
Chinese crackers. Double rate. Owners' risk. <i>Dangerous</i>	A
Chlorate of potash. Owners' risk. (Not to be loaded in same truck as oil of myrbane)	A
Removed: Clover and grass-seeds returning from seed-cleaning establishments	See Part III.
Removed: Coke. Rate and a half (but in no case are total charges to exceed Class D). Owners' risk	P
Coke. Owners' risk	N
Collodion (in hermetically sealed tins or bottles, packed in sawdust in cases not exceeding 56 lb. each. Double rate. Owners' risk. <i>Dangerous</i>	A
Removed: Cotton gunpowder, packed. Double rate. Owners' risk. <i>Dangerous</i>	A
Cotton-waste, not otherwise specified	B
Cotton-waste, and other fibrous materials for paper-making. Owners' risk	N
Daisy carts, in pieces, packed in three packages; total weight of each cart not to exceed 2 cwt. Double rate. Owners' risk	A
Food, fish, for Acclimatisation Societies	Free
Foot-rot preparation	D
Removed: Flax-straw. If pressed, double rate. Owners' risk	F
Flax, dressed, pressed. If unpressed, rate and a half. (Loose dressed flax will not be accepted for carriage)	D
Flax, native, dressed, screw-pressed; otherwise rate and a half. (Loose dressed flax will not be accepted for carriage)	E
Flax-straw. Owners' risk. (Loose flax-straw will not be accepted for carriage)	F
Gas, ammonia, compressed, in solid drawn-steel tubes. Owners' risk. <i>Dangerous</i>	A
Glass, broken, packed. Owners' risk	Reduced to F
Removed: Grass- and clover-seeds, returning from seed-cleaning establishments	See Part III.
Removed: Laths (native timber), in truck-loads	K
Laths (native timber), in truck-loads (measurement to be calculated per bundle)	K
Lead, scrap. Owners' risk	N
Removed: Lime. Owners' risk	N
Removed: Lime from local kilns, consigned to country stations for agricultural purposes, or to ship for export	F
Removed: Lime, from local kilns, for cement-making	F
Lime, not otherwise specified. Owners' risk	F
Lime, native produce. Owners' risk	F
Removed: Meat, preserved	D
Meat, preserved, in casks, cases, or tins	D
Meat, frozen	Reduced to D
Meat, chilled	C
Myrbane, oil of. Owners' risk. (Not to be loaded in the same truck as chlorate of potash)	A
Oil, shale, in 2-ton lots. Owners' risk	D
Paper, waste, for paper-making, consigned to a paper-mill. Half rate	C
Paper bags, not otherwise specified	A
Petroleum, native, crude, in 2-ton lots. Owners' risk	D
Pewter, scrap. Owners' risk	N
Pigeons, homing	See Part II.
Poultry, living, in crates or cases. Owners' risk. (See also Part II.)	Reduced to B
Pumice-stone, packed, and consigned for export (including use of railway tarpaulins). Owners' risk	Q
Removed: Rags	N
Removed: Rags, in bales, not for export. Half rates	C
Rags, in bales or bundles. Owners' risk	N
Rails, iron, old, not for scrap. Owners' risk	N
Rope, old. Owners' risk	N
Removed: Sacking, old, not otherwise specified	N
Removed: Sacking, waste-paper, cotton-waste, and other fibrous materials for paper-making, consigned to a paper-mill. Half rate	C
Sacking, old, for paper-making. Owners' risk	N
Seeds, returning from seed-cleaning establishments	See Part III.
Shale-oil, in 2-ton lots. Owners' risk	D
Removed: Sheepskins, green, in bundles not exceeding 1 cwt. If loose, or in bundles exceeding 1 cwt., rate and a quarter	B
Removed: Sheepskins, green, loose, or in bundles, between private sidings	B
Sheepskins, green, in bundles not exceeding 1 cwt.	B

	Class.
Sheepskins, green, loose, or in bundles exceeding 1 cwt. Owners to load and unload. (If loaded or unloaded by Railway Department, rate and a quarter.) Owners' risk ..	B
Removed: Slate slabs, for furniture and house-fitting. Owners' risk. <i>Special goods</i> ..	A
Removed: Slate slabs, for tanks. Owners' risk	B
Removed: Slates, roofing. Owners' risk	N
Slate slabs, for furniture and house-fitting (imported). Owners' risk. <i>Special goods</i> ..	A
Slate slabs, for furniture and house-fitting (New Zealand manufacture). Owners' risk. <i>Special goods</i>	B
Slate slabs, for tanks and slate ridging, imported. Owners' risk	B
Slate slabs, for tanks and slate ridging, New Zealand manufacture. Owners' risk ..	P
Slates, roofing, imported. Owners' risk	N
Slates, roofing, New Zealand manufacture. Owners' risk	P
Removed: Straw, flax. If pressed, double rate. Owners' risk	F
Straw, flax. Owners' risk. (Loose straw, flax, will not be accepted for carriage) ..	F
Tow, dressed, pressed. If unpressed, rate and a half. (Loose tow will not be accepted for carriage)	D
Tow, native, dressed, pressed. If unpressed, rate and a half. (Loose tow will not be accepted for carriage)	E
Removed: Tricycles, packed. Owners' risk	A
Tricycles, packed in cases. (If sent through parcels, rate and a quarter.) Owners' risk ..	A
Tricycle-wheels, packed. (If sent through parcels, rate and a quarter.) Owners' risk ..	A
Removed: Turpentine, spirits of. Owners' risk	A
Turpentine. Owners' risk	Reduced to B

PART VI.—WHARVES.

Kawakawa Section.

Opuā Wharf: Charges for goods transhipped from or into ships lying at the wharf amended.

Whangarei Section.

Whangarei Wharf: Rates for labour and goods transhipped inserted.

Kaihu Section.

Dargaville Wharf: Working-hours defined. Penalty fixed for failure to give notice of intention to discharge or receive goods outside working-hours. Penalty fixed for failure to supply copy of manifest before discharging cargo.

Auckland Section.

Mercer Wharf: Rates inserted.

Paeroa Wharf: Rates for vehicles inserted. Native brown coal from coal-mines in Waikato, conveyed by rail to Paeroa, to be free.

Wellington Section.

Kaiwarra Railway Wharf: Regulations amended.

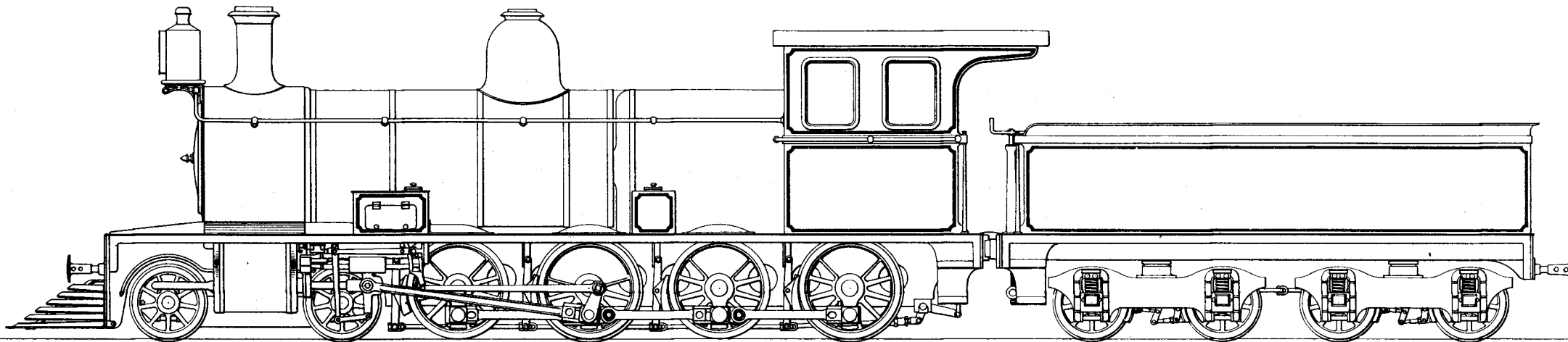
Nelson Section.

Nelson Wharf: Rate for water supplied to shipping reduced. Rate for goods from ports situated in Golden and Tasman Bays, for export beyond Provincial District of Nelson, inserted.

Greymouth Section.

Greymouth Wharf: Rate for sleepers when charged at Class Q rates inserted.

T. RONAYNE,
General Manager.

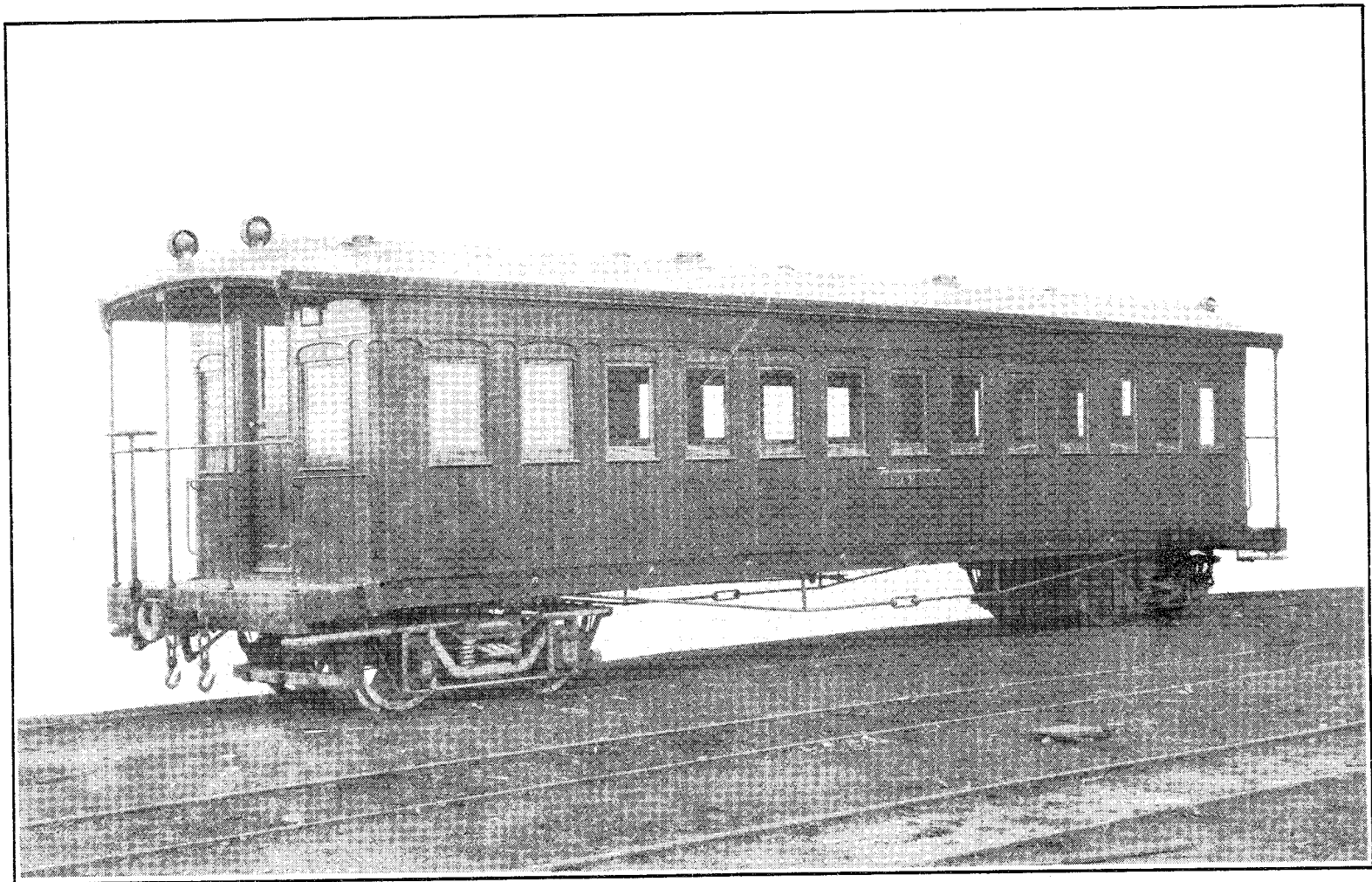


*McKerrow
Master
6/1/1918*

CONSOLIDATION LOCOMOTIVE CLASS B. UNDER CONSTRUCTION IN N.Z. RAILWAY WORKSHOPS.

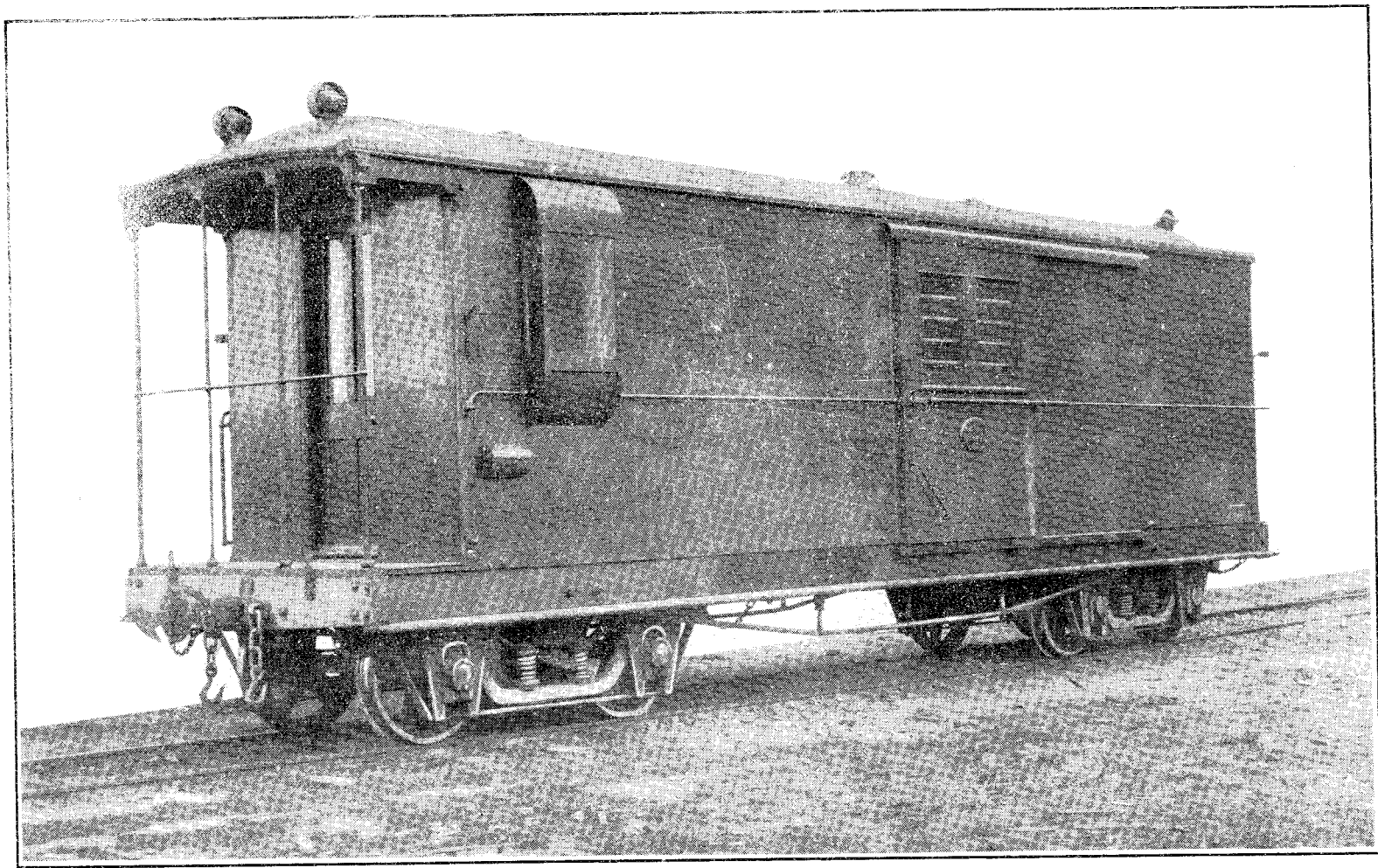
CYLINDERS 16". STROKE 22". DIAMETER OF DRIVING WHEELS 3'6 $\frac{1}{2}$ ". DIAMETER OF BOGIE WHEELS 2'-6".

TRACTIVE POWER 17328 LBS. TOTAL WEIGHT IN WORKING TRIM 64 TONS, 18 CWT.



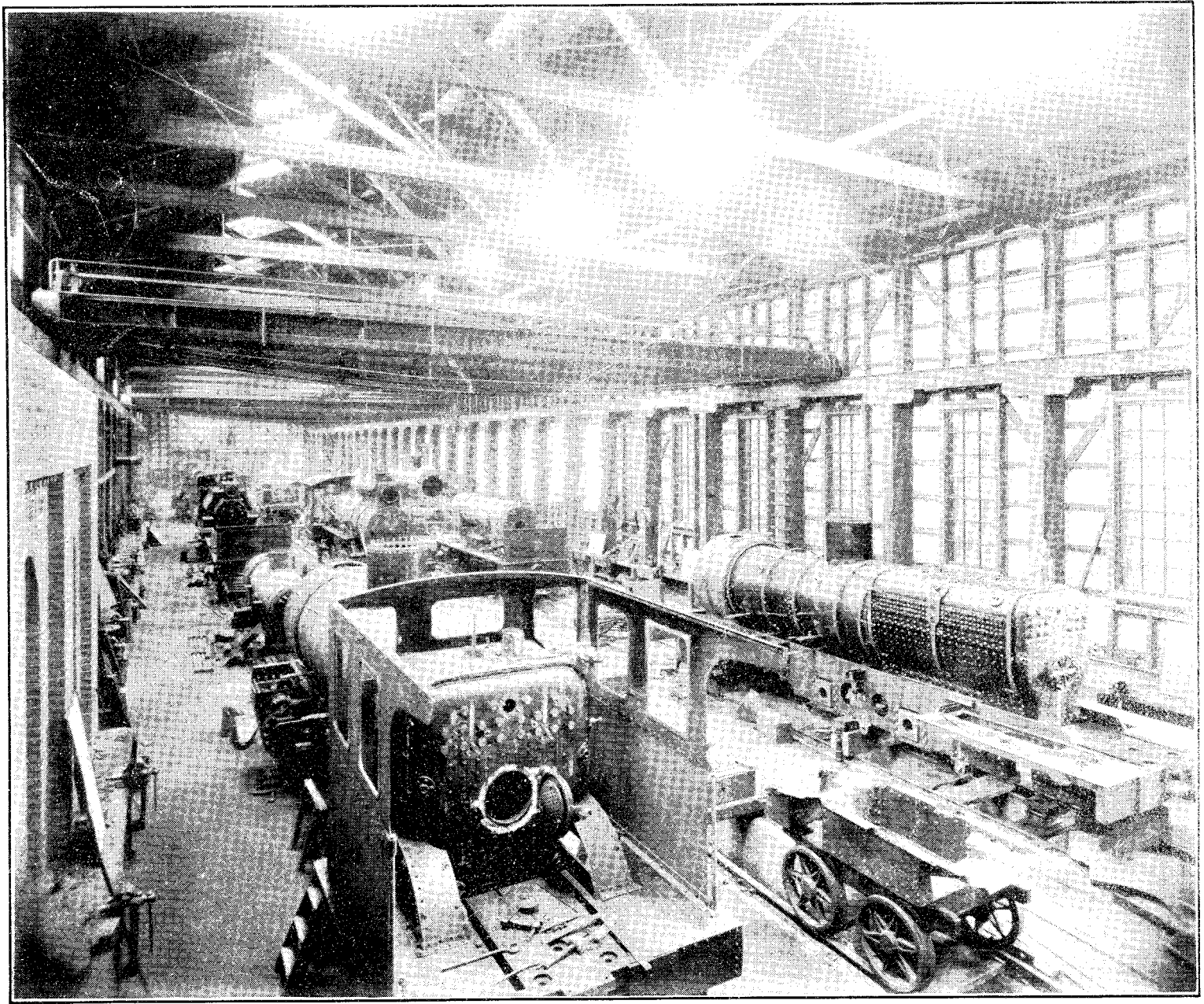
First-class Railway-carriage, double-bogie, Class A, built in N.Z. Railway Workshops.

Length over Headstocks, 44 ft. ; Number of Passenger-seats, 38.

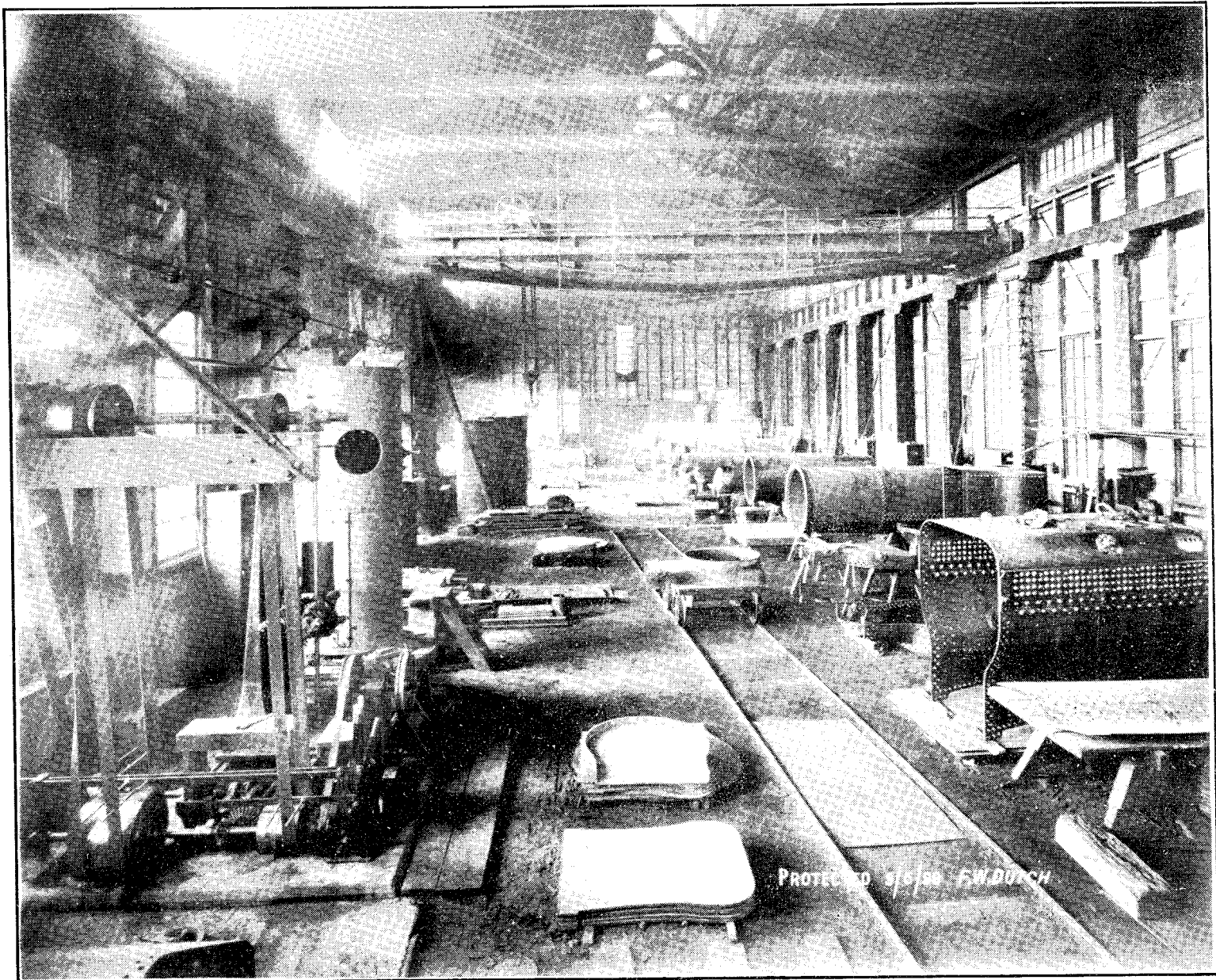


Double-bogie Break-van, Class F, built in N.Z. Railway Workshops.

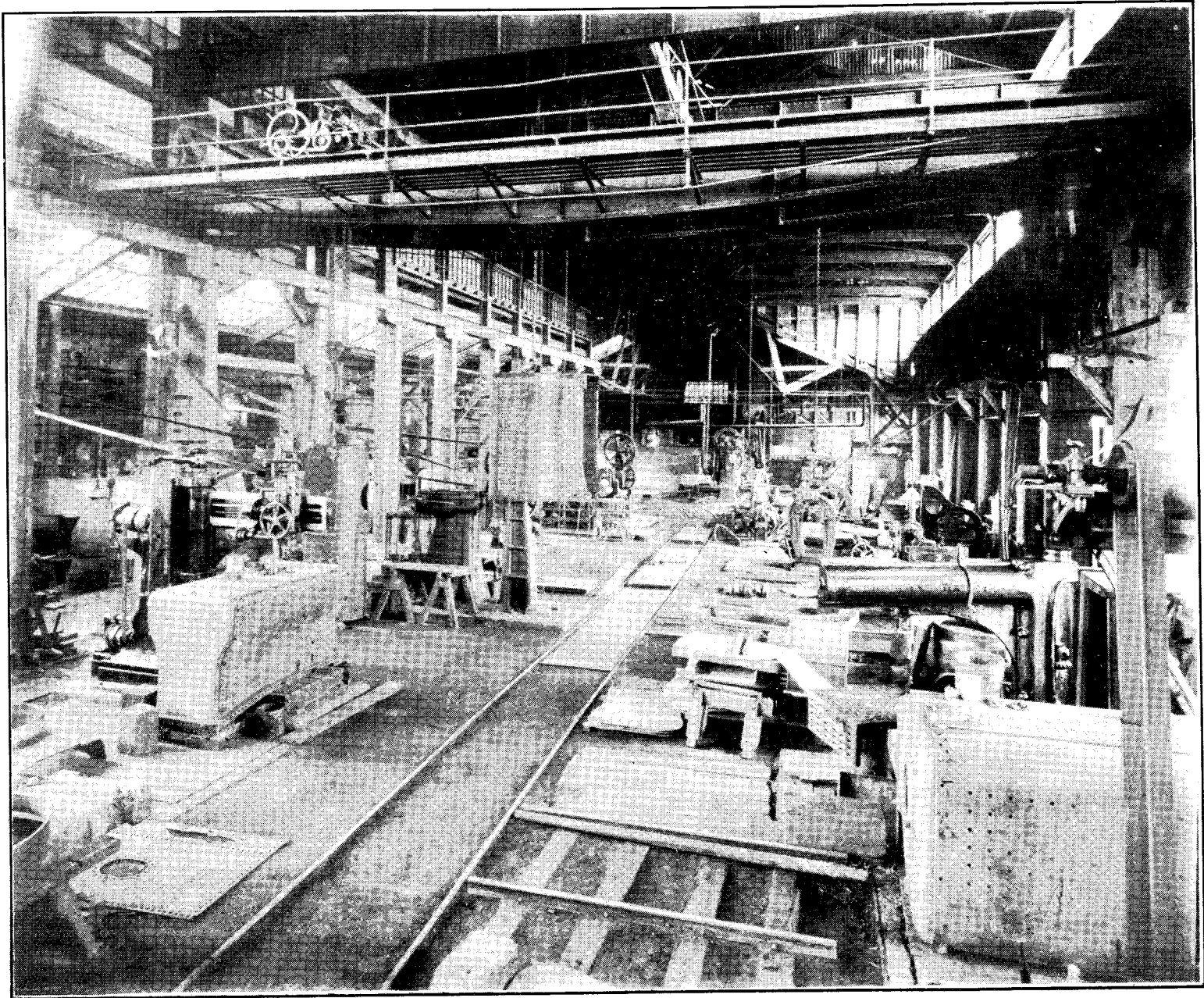
Length over Headstocks, 30 ft.; Tare, 10 tons.



Interior of Engine-erecting Shop, Addington Workshops.

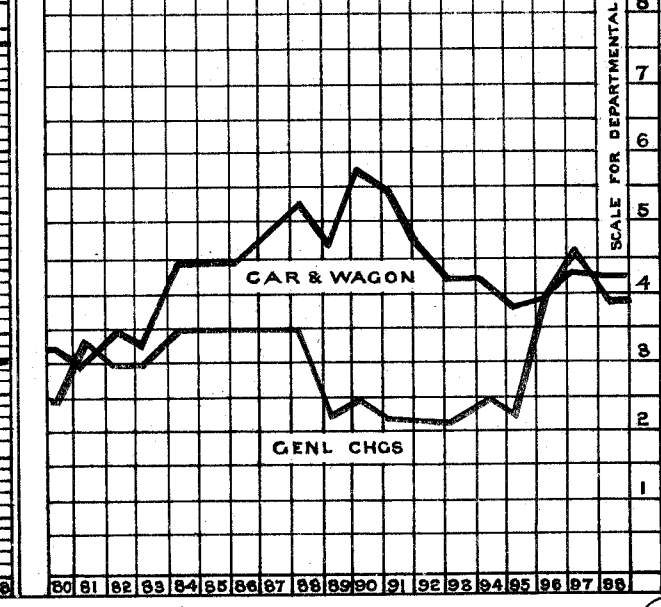
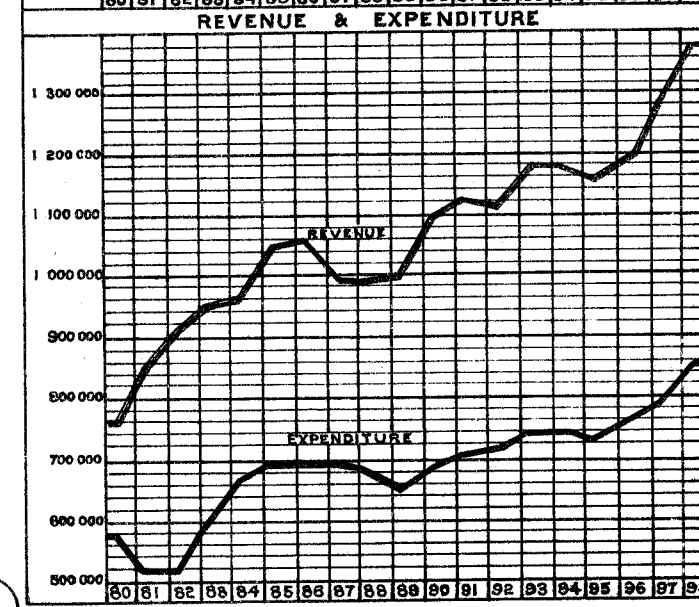
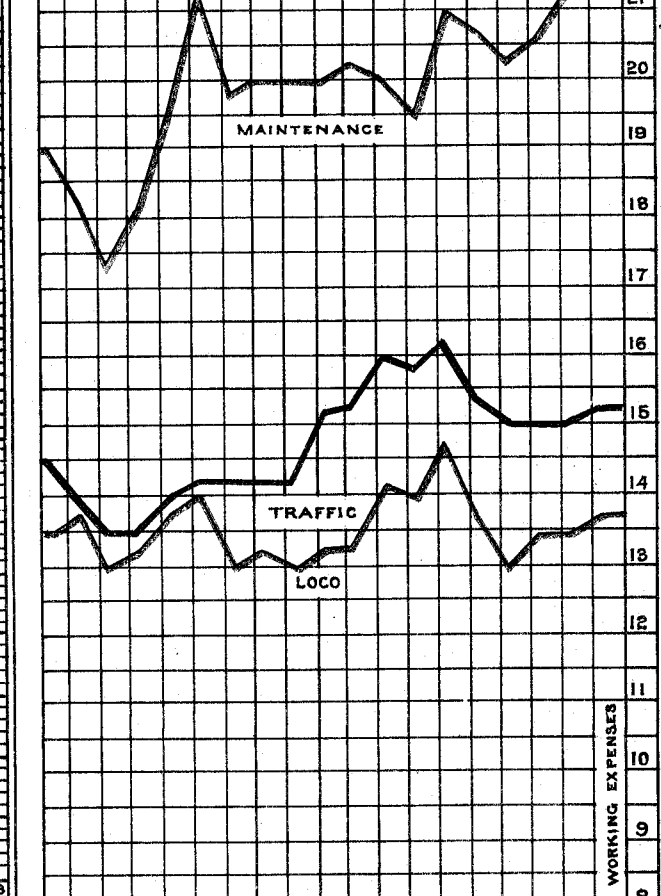
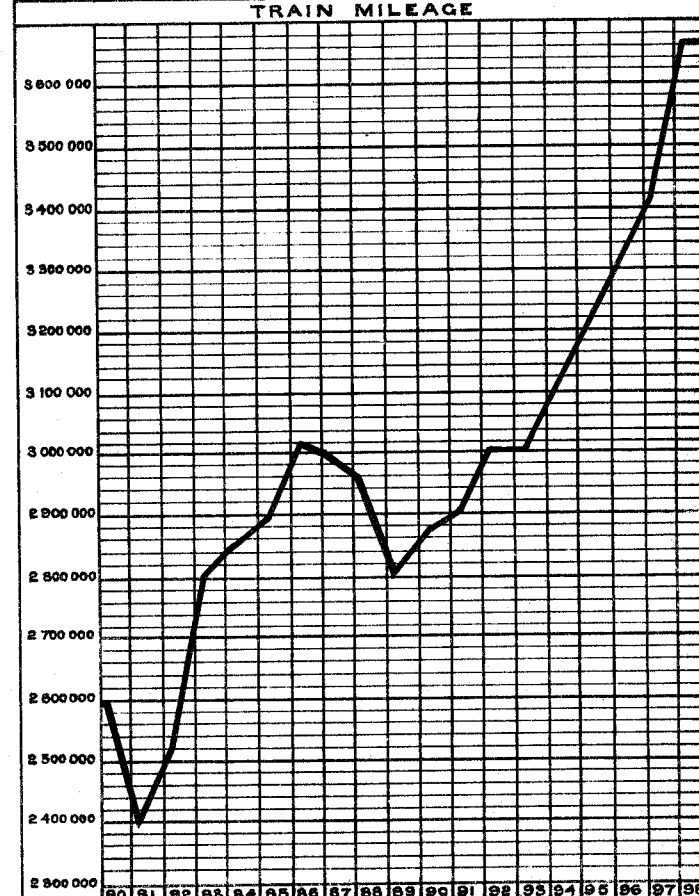
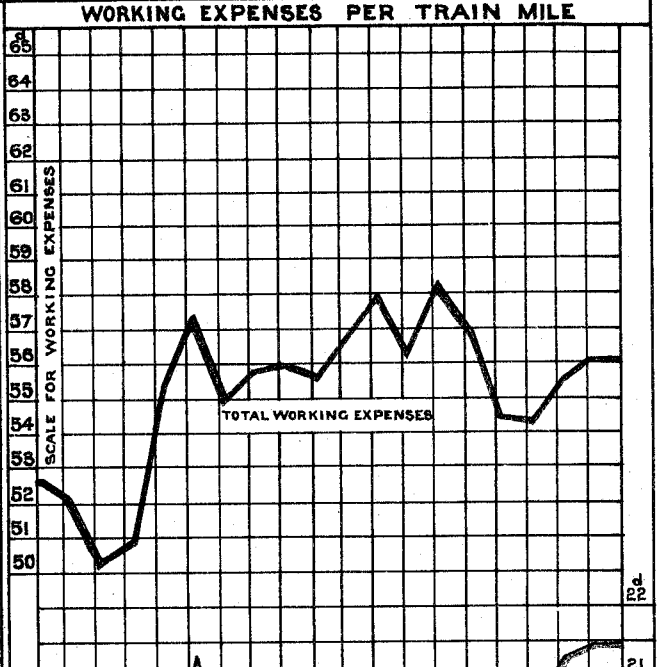
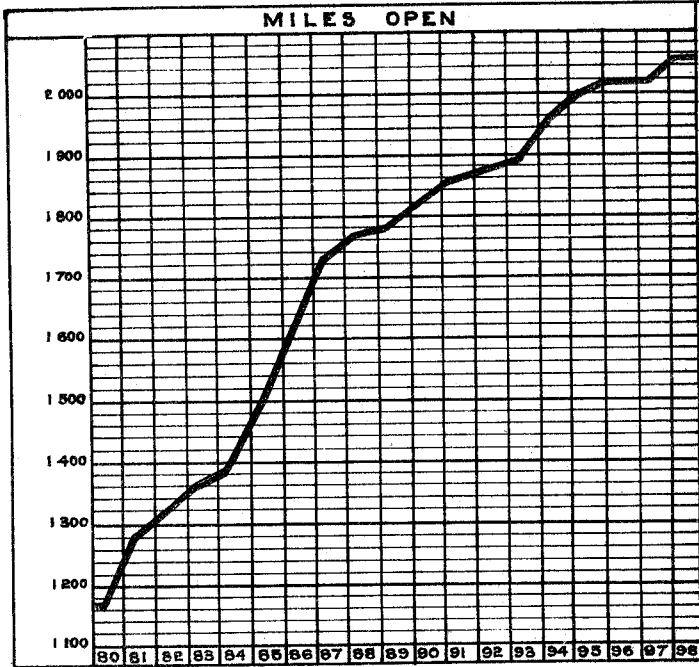


Interior of Portion of Boiler-shop, Addington Workshops.



Boiler-shop Machinery, showing Fixed Riveter, Addington Workshops.

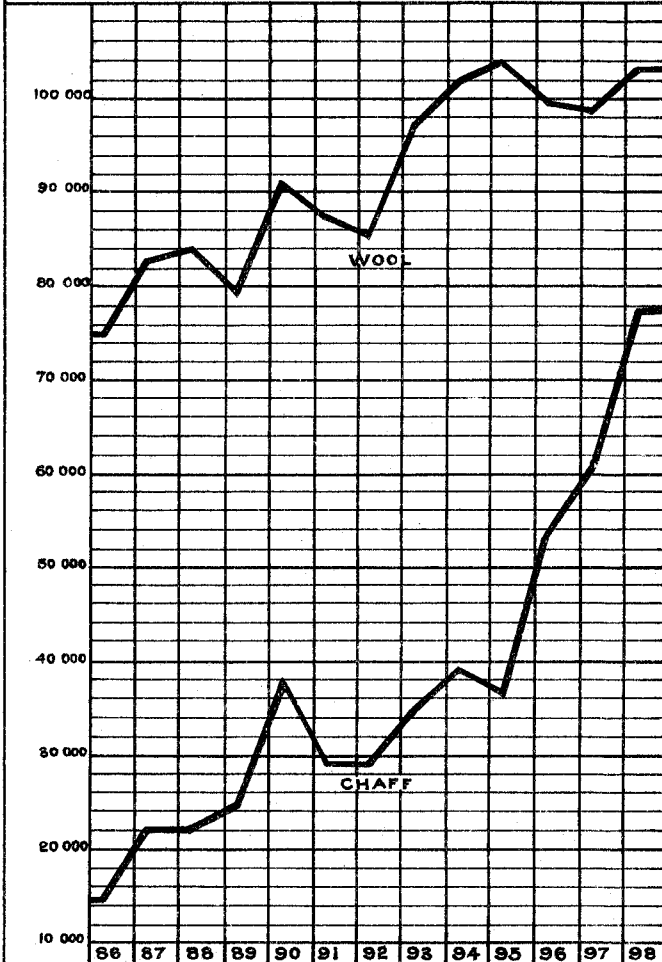
NEW ZEALAND GOVERNMENT RAILWAYS



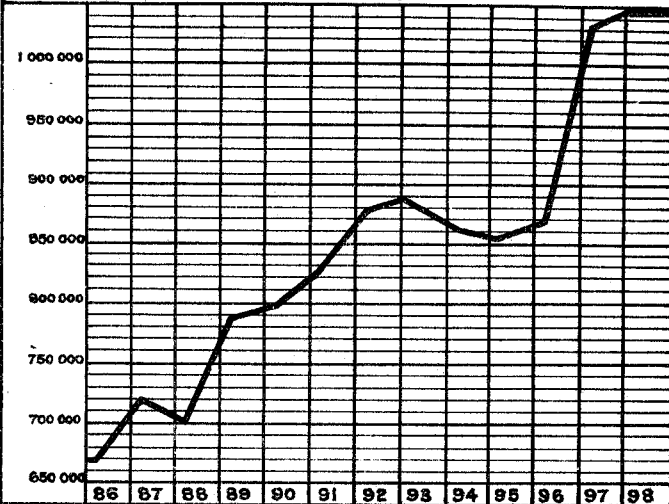
NEW ZEALAND GOVERNMENT RAILWAYS

TONNAGE OF GOODS

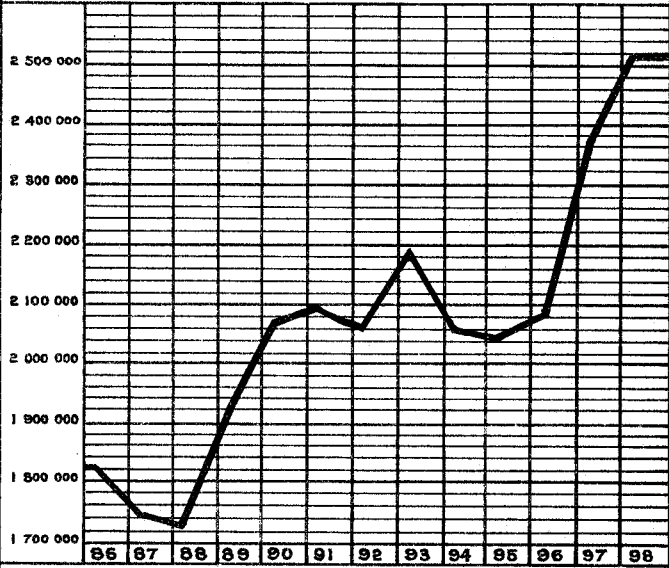
WOOL & CHAFF



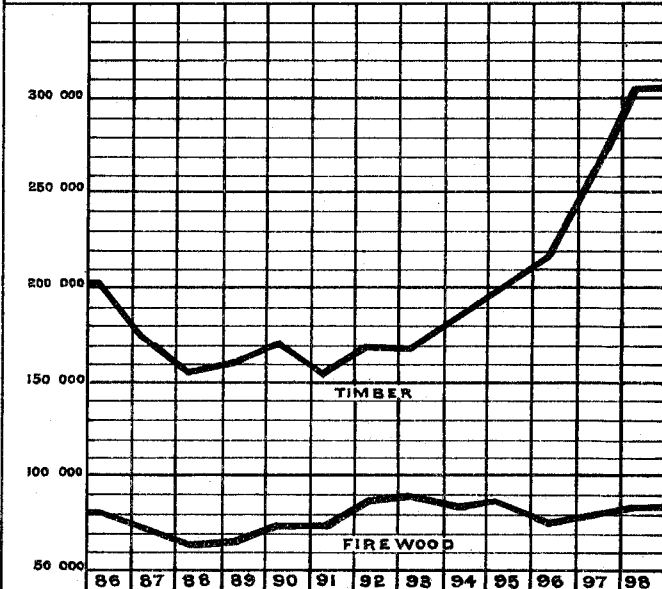
MINERALS



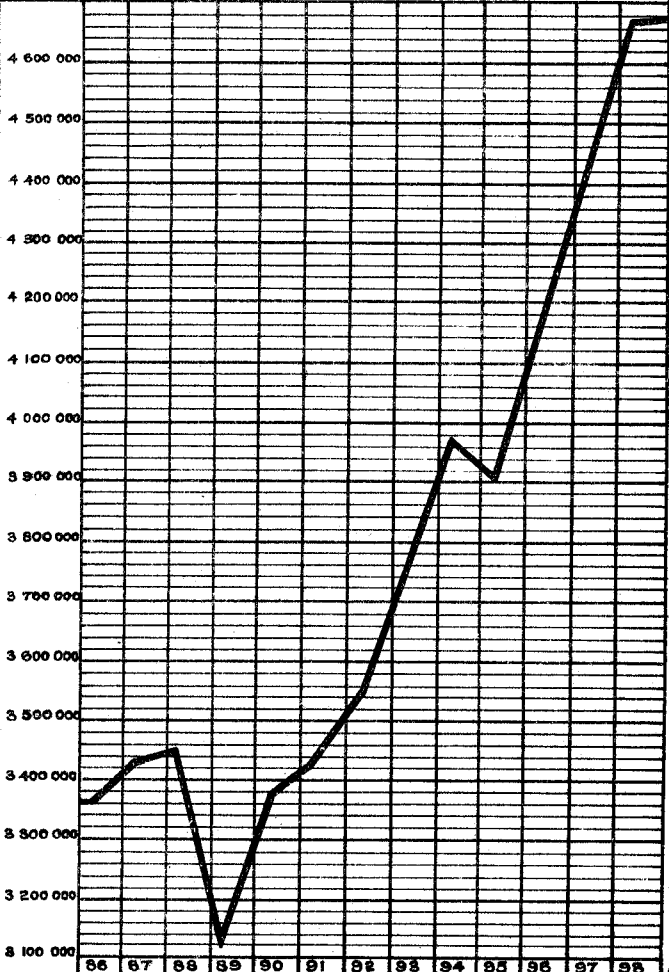
TOTAL



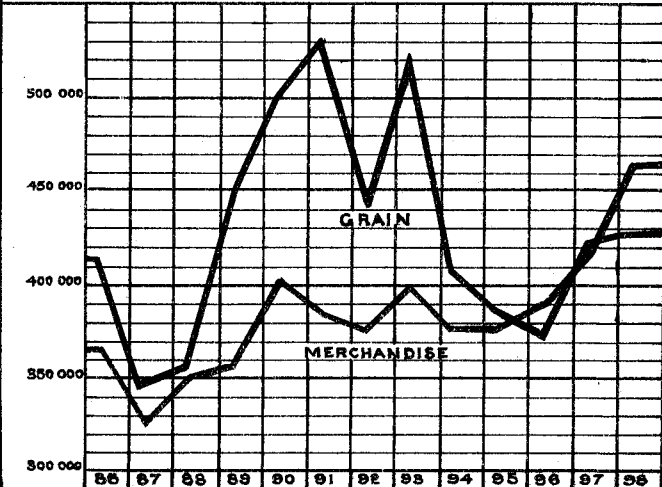
TIMBER & FIREWOOD



NUMBER OF PASSENGERS



GRAIN & MERCHANDISE



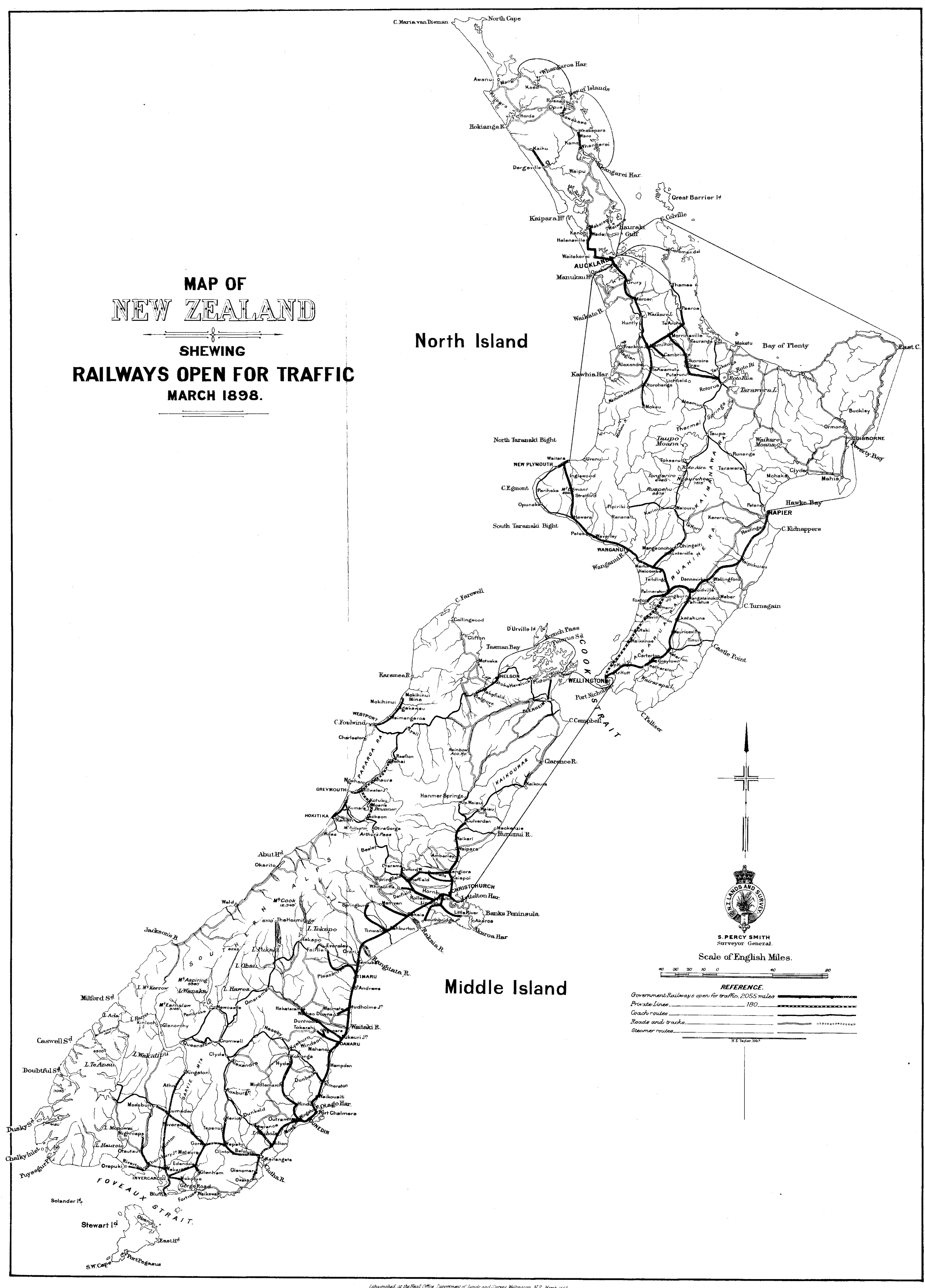
MAP OF NEW ZEALAND

SHEWING
RAILWAYS OPEN FOR TRAFFIC
MARCH 1898.

C. Maria van Dieman North Cape

North Island

Middle Island



S. PERCY SMITH
Surveyor General.

Scale of English Miles.



REFERENCE.

- Government Railways open for traffic, 2055 miles
- Private Lines 180
- Coach routes
- Roads and tracks
- Steamer routes

H. E. Taylor. 1897.

