1898. NEW ZEALAND.

STATEMENT. RAILWAYS

(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 Forcesst" 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 revenue for 1897–98 has been			•••	£1,376,008
,, 1896–97	• • •		• • • •	1,286,158
Giving an in	acrease of			£89,850
The expenditure for 1897-98 has be	en			£857,191
1896–97				789,054
Giving an in	crease of	•••	•••	£68,137
The excess of revenue over expenditu	re for 189 189	97–98 has 96–97	s been 	£518,817 497,104
Giving an in	creased n	et return	of	£21,713

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.)

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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 versâ, 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 My estimate for 1897-98 was £1,275,000, so that the £103,117 over 1895–96. 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. 62d. 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 The revenue resulting from school, factory, and friendly society excursions remains practically stationary. The results in the South Island indi-The number of adults travelling by many school cate a slight falling off. 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 fickets 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, 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

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

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

					1897-98.	1896-97.
Traffic					16.91	16.63
Locomotives			• • •		15.21	14.82
Car and wagon repairs					4.75	5.12
Maintenance of way				•••	23.84	23.48
Management Head office					0.97	1.13
$egin{aligned} ext{Management} & ext{Head office} \ ext{Departmental} \end{aligned}$	offices				2.01	1.90
Less credit recove	eries	•••	•••	•••	63·69 1·39	63·08 1·73
					62.30	61.35
The train-miles run for 1897- As compared with 1896–97	-98 were		•••	•••		3,666,483 3,409,218
Giving an increased m	ileage 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	 4.4	 		 £138·57
1895-96	 	 	***	£141·45
189697	 ***	 •••		 £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 bogic 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.

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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 3½ 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, 19½ 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:—

N .	${f Locomotives}.$	Carriages.	Brake-vans.	Wagons.	Tarpaulins.
	$\mathbf{Number.}$	Number.	Number.	Number.	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	54	100	41	1,653	1,095
20 per cent.)				

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 finan-

cial 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 sleep-

ing 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

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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. 6dd. 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	
. motel				27	18	

Following are the comparisons of the traffic, revenue, and expenses for the past eighteen years :-

Year.	Year. soliM		Expenditure.	Expenditure per Cent. of Revenue.	Tonnage.	Parcels, Horses, and Dogs.	Cattle, Sheep, and Pigs.	Passengers.	Season Tickets.
1880-81	1,277 1,319 1,358 1,396 1,477 1,613 1,727 1,758 1,777 1,809 1,842 1,866 1,948 1,998 2,014 2,018 2,018	£ 836,454 892,026 953,347 961,304 1,045,712 1,047,419 998,768 994,843 997,615 1,095,570 1,121,701 1,115,432 1,181,522 1,172,793 1,150,851 1,286,158 1,376,008	£ 521,957 523,099 592,821 655,990 690,026 690,340 699,072 687,328 647,045 682,787 700,703 706,517 732,142 735,359 732,160 751,368 789,054 857,191	62·40 58·64 62·18 68·24 65·99 65·91 69·99 64·86 62·32 62·47 63·62 61·97 63·62 63·62 63·51 61·35	1,377,783 1,487,714 1,564,793 1,700,040 1,749,856 1,823,767 1,747,754 1,735,762 1,920,431 2,078,955 2,086,011 2,066,791 2,193,330 2,060,645 2,048,391 2,068,391 2,368,927 2,368,927 2,518,367	No. 286, 865 316, 611 341, 186 359, 896 347, 425 349, 428 372, 397 109 399, 056 405, 838 413, 074 430, 216 460, 383 486, 787 479, 683 489, 177 524, 063 563, 998	No. 300,704 343,751 477,075 686,287 729,528 858,662 942,017 940,209 919,392 1,068,575 1,348,364 1,153,501 1,393,457 1,433,679 1,604,103 1,932,709 2,052,346 2,444,314	No. 2,849,561 2,911,477 3,283,378 3,272,644 3,232,886 3,362,266 3,426,403 3,451,850 3,132,803 3,876,459 3,433,629 3,555,764 3,759,044 3,972,701 3,905,578 4,162,426 4,439,387 4,672,264	No. 6,499 7,207 8,621 9,036 8,999 10,717 11,521 11,518 11,817 12,311 13,881 16,341 16,504 17,226 28,623 36,233 43,069 48,660

And also of the traffic in local products for the past thirteen years:---

	Year.	Wool. Timb		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	
188990			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, vielding a revenue of £80,822.

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,

To the Hon. the Minister for Railways.

General Manager.

APPENDIX B.

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

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

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) One Class Wa locomotive, to replace B 165 One Class F locomotive converted to Fb One Class L locomotive converted to La	 (Double 				Working-expenses.

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

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 endin 31st March, 1	1g 898.	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.

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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 ove	rhauled		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 va	rnished		. 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 an	d 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 bogic 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:—

	.sc	over-						Boiler :	Repairs.		
Туре.	Number passed through Shops.	Thoroughly ov hauled.	Heavy Repairs.	Light Repairs.	Painted.	New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.	New Boiler.
Hand-cranes Steam-cranes Stationary engines Hoisting-engines Hydraulic engines	19 29 16 5 3	1 2 1	4 3 	14 26 14 4 3	5 2 1 1 	1		4	3	1 4 	
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:—

				Brake-	Wag	ons.	Tarpau-
			Cars.	vans.	4-wheel.	Bogie.	lins.
To replace stock sold to We Additions to open lines	stern A	ustralia	 15	 11*	21 231	24 53	478
Working-expenses Westport Harbour Board	•••	•••	 	1	3 25		117
			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 Sin.-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 Sin.-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 1898	•••	•••	3,409,218 3,666,483	4,425,039 4,792,417	d. 13·41 13·70	d. 4·64 4·27	d. 18·05 17·97

Workshops.—Much still remains to be done in the shape of additional workshop accommoda tion, 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:—

Kanohi-Makarau Newman-Woodville Hyde-Kokonga	•••	•••				 м. 3 24 10	ch. 6 40 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.

renewals average 118 per mile of railway.

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.

Rakaia Bridge had thirty of its spans redecked.

Dunclin Section: The two large bridges at Otakia and Titri 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.

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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.

ress.
Signals, and other appliances generally, in good order.

What has had repairs to decking. The Dargaville timber-skids have been What and Helens-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

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. Completion of new station-yard, platforms, approaches, and signals. Awatoro—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. tional 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 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,

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.

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.

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, SIR. -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 I have, &c., rolling-stock are now effected at Greymouth.

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.	£		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 char	ges			• • •	711	12	11			
	•							14,187	16	5
	Net re	venue	•••					£5,193	15	3
	Expen	diture per	r cent. of	revenue				73·	20	

Accountant's Office, 17th May, 1898.

A. C. FIFE, Accountant.

APPENDIX F.

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

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.

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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

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

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.

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

J	Description	•		Numbers.	Tons.	Value.
Daggangong				29,739		£ s. d. 1,618 0 7
Passengers	•••	•••	***		•••	
Parcels, &c.		• • •	• • • •	5,173	,	327 10 1
Live-stock	•••	•••		97,916		
Chaff, &c					3,543	
Wool		• •••			1,088	
Firewood	•••				389	0 000 17 10
Grain		• • •			4,638	8,066 17 10
Merchandise		·	.,.		3,730	
Coal					951	
Miscellaneous re		•••				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. 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 dis-

trict 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

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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 vid 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 vid 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. 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 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.,

The General Manager, New Zealand Railways, Wellington.

H. Buxton. District Traffic Manager.

District Traffic Manager's Office, Wellington, 6th June, 1898. The following is a condensed report on the traffic of the Wellington-Napier district during SIR,--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 lastmentioned 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 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.

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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 necessi-

tated 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 timberwagons 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 I have, &c.,

exceeded, during the year now current.

T. E. DONNE, District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

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

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 Hanner 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 pro-

tracted 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 induce-

ment 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.

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 £275,383 16s., against £261,870 13s. 4d. for the previous year; the expendi-

ture 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. 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 carcases 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.,

The General Manager, New Zealand Railways, Wellington.

THOMAS ARTHUR. District Traffic Manager.

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 rail-

ways 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 sat isfaction.

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

satisfactorily.

S. F. WHITCOMBE.

The General Manager, New Zealand Railways, Wellington.

District Traffic Manager.

I have, &c.,

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 - 3. Detail of classified expenditure.
 - 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.
 - 14. Locomotive stock.
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 - 16. Stores contracts.
 - 17. Weighing-machines. Weighbridges. Traversers and turntables. Cranes and pumps.
 - 18. Renewals of rails.
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 - 23. Number of employés.
 - 24. Accidents.
 - 25. Particulars of private-siding traffic.
 - 26. Locomotive returns.
 - 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. 1.

SUMMARY of REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1898.

s, d, & s, d. 4 4 2 3 *1,372,322 2 2 21,276 7 9	£1,393,598 9 11	857,190 18 5 518,816 16 5				£1,376,007 14 10
By Gross payments into Public Account to 31st March, 1898 1,471,211 98,889 98,889 98,889		: :	* Receipts per Treasury 41, 70,571 14 8 Balance Refund Account, March 31, 1897 9,010 4 8	Balance Refund Account, March 31, 1898 7,239 17 2	£1,372,382 9 9	
1,376,007 14 10	11 6 863,598,13	1,372,322 2 2 17,590,15 I	1,354,731 7 1		21,276 7 9	£1,376,007 14 10
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<u>:</u> :		: :			÷	
Dr. To Cash in hand and outstanding, 1st April, 1897 Passengers, parcels, goods, &c., 31st March, 1898		To Net amount paid into Public Account, 31st March, 1898 Less Cash in hand and outstanding, 1st April, 1897			Cash in hand and outstanding, 31st March, 1898	

RETURN of REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1898.

s. d. CB.	9,010 4 8 By Treasury payments to 31st March, 1898 100,639 9	Balance due to Harbour Boards, &c	0 0 9 0	
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A. C. FIFE, Railway Accountant.

A. C. FIFE, Railway Accountant.

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DR. GENI	GENERAL EXPENDITURE		CCOUNT for	ACCOUNT for the Twelve Months ending 31st March. 1898	٥	
		£ 8. d.	£ 8.			
19 Balance brought forward:— Outstanding accounts at 1st April, 1897,—			!	By Payments outstanding on 31st March, 1897, brought forward	£ s. d. £ 65,971	з. с. л
Other Government departments, for stores, work done, &c Personal accounts, for stores, work done, &c	work done, &c	6,726 16 5	7,791 11 3	Classified expenditure, as per Return No. 4	857,190 18	18 5
Stock of stores on hand at 1st April, 1897	•	: :		Recoveries to credit of Vote 60,-*		
Payments per Treasury to 31st March, 1898, Vote 60*	*09	:	1,037,888 2 9	Utiler Government departments, for stores, work done, &c Personal accounts, for stores, work done, &c Miscellaneous recoveries	148,779 13 1 20,047 16 2 19,137 4 9	
Deposit Account—Permanent-way material	;	:	25,000 0 0		187,964 14	14 0
Payments outstanding on 31st March, 1898, carried forward	forward	: ·	74,818 16 6	Deposit Account,— Cash in Treasury Cash with Agent-General	21,369 7 7 3,630 12 5	
187,954	001			Balance:— Outstanding accounts at 31st March, 1898,— Other Government departments, for stores, work done, &c. Personal accounts, for stores, work done, &c.	11,356	0
Net Glarge to Vote £849,023 8	6.11			Stock of stores in hand at 31st March, 1898	11,909 11 79,290 19	11 11
		13	61,227,327 6 8		£1,227,327	8 9

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

]	Maintenance of	Way and Works.					Locomoti	ve Power.								Less	
Sections.	Permanent- way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	Total.	Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Credit Recoveries.	Total,
		<u>'</u>							WAGES.				-			<u></u>			
Kawakawa Whangarei Kaihu Auckland Wellington – Napier – New	£ s. d. 311 14 0 1,407 11 10 1,011 14 6 18,805 18 11 39,431 16 2	£ s. d. 157 6 7 312 16 11 137 4 5 4,785 18 6 15,667 4 0	198 7 5 22 5 9 27 2 0 1,660 5 2	28 5 6 58 12 6 542 12 9	£ s. d.	£ s. d. 695 13 6 1,742 14 6 1,234 13 5 25,794 15 4 59,154 9 4	9,886 9 9	7 18 9 25 13 2 175 14 11 881 7 1	£ s. d.	£ s. d. 130 5 10 533 16 3 380 1 6 2,788 12 3 11,389 18 0	£ s. d.	£ s. d. 515 16 10 1,229 0 2 1,077 6 10 13,556 9 1 34,719 12 2	1,191 2 6	354 4 0 2,200 19 10	680 II II 1,370 2 5 986 I8 IO 21,945 7 2	23 17 7 124 16 4 116 10 0 1,433 18 8	193 15 4 361 3 9 387 6 2 3,675 0 9	16 0 0 95 5 1 83 6 7 1,234 3 5	2,263 II 8 6,124 7 5 4,120 18 0 68,563 9 II
Plymouth Hurunui-Bluff Grey-Brunner Grey-Hokitika Westport Nelson Picton	85,491 13 6 1,388 12 5 1,406 5 2 2,782 0 5 1,555 13 0 2,245 6 1	574 13 1 1,044 10 9 368 4 6	215 5 0 25 3 3 123 16 6 65 0 3	53 12 2 0 12 0 76 9 2 17 15 7		118,322 15 4 2,058 3 11 2,006 13 6 4,026 16 10 2,006 13 4 3,311 4 0	1,143 14 1 465 11 7	84 14 6		18,564 17 2 597 5 8 425 3 0 763 16 11 606 1 6 367 3 7		66,585 4 7 1,861 14 5 900 17 4 3,073 18 7 1,427 1 0 1,012 17 5	129 19 11 23 18 10 57 15 4	793 IO O 155 II 4 1,518 I4 II 286 I3 2	4,864 12 5 992 0 5 4,780 2 9 2,781 13 3	98 11 7 454 14 10 100 14 5	787 II 9 271 4 II 1,143 I3 7 442 6 7	12 7 6 12 4 3 79 8 11 252 18 11	14,942 II 5 6,849 I8 2
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
		<u> </u>							CTO DEIG				· '	<u>'</u>		' -			<u> </u>
Kawakawa Whangarei Kaihu Auckland Wellington – Napier – New Plymouth Hurunui-Bluff	334 0 4 633 10 9 353 19 7 10,126 17 3 25,432 0 1 36,856 4 9	94 12 11 1,463 16 4 3,707 16 0	70 16 1 49 7 0 1,068 11 11 2,478 7 7 4,407 15 8	36 2 3 244 ¹ 4 4 1,070 3 ¹ 766 ¹ 7 5		497 19 0 890 1 3 534 1 9 12,903 19 10 32,688 6 9 52,443 0 9 505 15 7		30 17 5 277 15 7 102 14 4 3,237 14 7 17,809 13 1 26,196 14 7 222 14 4	STORES. 9 18 2 45 14 1 15 12 3 421 0 1 942 19 3 1,978 1 8 40 8 7	40 19 1 133 19 2 106 15 3 1,882 10 3 7,782 10 1 11,327 10 4 353 4 0		81 14 8 457 8 10 225 1 10 5,541 4 11 26,535 2 5 39,502 6 7 616 6 11	25 2 3 25 6 6 348 10 9 1,093 15 8	153 I II 1,607 I6 O 5,355 IO IO	120 10 8 97 0 8 1,877 2 8 3,787 9 0 8,309 14 8			18 6 6 31 10 2 23 0 7 2,247 4 5 1,154 5 9 5,330 9 4 17 4 0	2,049 14 8 1,011 12 1 20,031 9 9 68,305 18 11
Grey-Brunner Grey-Hokitika Westport Nelson Picton	80 4 7 115 19 0 1,104 3 5 888 13 4 768 0 10	284 2 3 213 4 10 164 6 7	20 9 8 80 II 2 36 I8 0	48 13 I 11 18 10		1,446 12 6 1,101 16 9 906 10 4		109 12 6 433 5 8 473 12 4 301 19 6	20 7 II 68 II 4 23 I9 6 17 I8 0	139 15 8 263 8 3 345 4 10 154 13 10		269 16 1 765 5 3 842 16 8 474 11 4	33 I3 7 I 19 3 62 I2 6 39 I0 9	493 I3 7 989 7 3 102 I4 6	159 17 4 336 8 9 210 2 0	•••		3 10 3 168 10 6 14 1 0 126 1 1	1,374 1 3 3,371 2 6 2,306 1 5
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
								M	ISCELLANE	OUS.									
Kawakawa Whangarei	I 5 IO 3 9 IO I I7 9 60 3 2 54 I 4	3 2 10 0 5 9 24 16 7	0 6 1 0 12 6	0 10 2	3 18 7 22 3 2 19 6 6 251 10 0 597 13 0	337 12 5	 	0 II 8 10 2 9 18 2 3		9 16 3 49 6 2 25 19 3 797 12 8 3,060 8 10	2 I IO II I3 3 IO 4 O I33 8 5 318 I6 II	36 3 3		131 6 0 27 13 11 596 13 4	136 2 3 25 15 0 564 15 0				40 17 3 364 0 6 120 9 7 2,697 13 4 9,295 3 10
Plymouth Hurunui-Bluff Grey-Brunner Grey-Hokitika Westport Nelson	200 I I 6 IO 2 4 3 I 0 I 6 3 3 7 3 I2 4	2 12 0		••	1,247 6 6 41 16 1 16 9 11 76 12 9 17 5 3 13 11 11	1,835 14 7 54 13 10 23 9 2 76 15 11 20 15 3 26 6 11		8 8 6 o 12 6 	••	2,348 17 9 173 17 3 58 9 8 146 2 9 54 19 4 28 7 6	662 I 0 2I 7 I0 8 I9 3 40 4 3 9 5 II 7 2 I0	3,019 7 3 195 5 1 67 8 11 186 19 6 64 5 3 35 10 4	1,704 17 2 98 8 10 25 13 6 46 11 11 13 17 1 4 1 6	170 12 0	83 18 2		::		12,198 10 11 589 5 3 222 15 1 608 19 3 148 18 4 129 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.

	. 1	lileage.	F	Revenue.					Classified Ex	penditure.								Proportion	of each Class of	Expenditu	are to Mileas	e and Revenue.				
Section.	en for			Per Mile	Mile.			Repairs of							Maintenance.	Locomotive.	Carriages and	Wagons.	Traffic.	н	ead Office.	Departmental	Offices. Cr	edit Recoverie	s.	Total.
	Length open Traffic.	Train- Mileage.	Total.	Railway per Annum (Average	Tra	Maintenance of Way.	Locomotive Power.	of Carriages and Wagons.	Traffic Expenses.	Head Office.	Department Offices.	tal Less Credit Recoveries,	Total.	Per Cent. of	Revenue. Per Mile of Railway per Annum. Per Train-	Per Cent. of Revenue. Per Mile of Railway per Annum.	Mile. Per Cent. of Revenue. Per Mile of Railway	Per Train- Mile.	Revenue. Per Mile of Railway per Annum. Per Train. Mile.	Per Cent. of Revenue.	Per Mile of Railway per Annum. Per Train.	Per Cent, of Revenue. Per Mile of Railway	Per Train. Mile. Per Cent. of	Per Mile of Railway per Annum.	Mile. Per Cent. of Revenue.	Per Mile of Railway per Annum. Per Train-
1897-98. Kawakawa Whangarei Kaihu Auckland Wellington-Napier	18 18 17	20,337	11,737 9 10	5 290 6 7 695 13 0 690 8	10 11 63	2,661 11 7	1,748 o	d. £ s. d. 7 246 11 0 1 2,142 10 9 11 616 5 0 10 6,202 11 2	1,626 15 4	124 16	361 3	9 126 15	6 2,959 19 1 3 8,538 2	7 21.2	25 147 86 22 65	£ £ £ 6 26.24 76.19 28 13.96 97.11 14 11.41 78.74 15 13.53 64.35 10	88 17.11 119.0	32 11·56 31 33 18·24 12	.42 62.38 13.8	1'00	£ d. 2.98 1.1 6.93 1.6 6.86 1.3 4.61 0.7	6 2.88 20.0 7 3.30 22.7	d. £ 2 9.08 1.2 7 3.07 1.0 8 4.57 0.9 1.88 2.3	1 6.56 1.	08 68·18 26 44·75	£ d. 370.00 138.75 474.34 72.66 309.00 61.99 293.15 46.63
New Plymouth Hurunui-Bluff Greymouth-Brunner Greymouth-Hokitika Westport Nelson Picton	1,142 8 24 31 23	65,517 39,894	760,021 10 25,049 0 9,826 3 10 45,655 17 0 10,097 5 1	1 668 7 7 3,131 2 0 409 8 6 1,472 15 1 439 0	1 7 8 2 7 2 5 4 4 4 6 6 3 4 5 13 11 4 3 5 0 4	2,450 13 7 5,550 5 3	3 109,106 18 2,673 6 7 1,238 2 3 4,026 3 1 2.334 2	4 2,760 0 1	135,764 10 8 5,581 10 6 1,235 15 11 5,235 15 6 3,024 3 4	7,322 10 2 263 17 5 98 11 7 454 14 10 100 14	2 12,761 8 5 787 11 7 271 4 0 1,143 13 5 442 6	6 11,056 17 1 9 29 11 (11 15 14 (7 247 19 1 7 266 19 1	1 458,187 8 6 12,904 18 6 6,139 11 5 18,922 13 1	8 22 7 7 10 4 1 24 9 2 12 1	71 15 1°78 21°01 46 3 27 °33 31°86 94 102°11 18°90 16 179°04 20°33	18'87'145'41'15' 14'36' 95'95'13' 10'67'334'17'32' 12'60' 51'59' 9' 8 882'129'88'14' 23'11'101'48'14' 19'13' 72'52'15'	28 4.17 27.8 53 4.03 126.1 55 8.76 35.8 75 6.04 89.6 04 5.36 23.5	36 3.86 17 19 12.28 22 37 6.64 12 33 10.11 11 33 3.26 29	. 58 51 49 67 9 . 58 51 49 9 5 . 65 131 49 18 1	2 0.96 1 1.05 3 1.00 8 1.00 9 1.00	32.99 3.2 4.11 0.7 14.67 1.6 4.38 0.6	9 1.68 11.2 1 3.15 98.4 6 2.76 11.3 7 2.50 36.8 1 4.38 19.2	2 1.55 1.4 5 9.58 0.1 5 2.09 0.1 7 4.19 0.5 8 2.66 2.6	2 3.70 0. 6 0.65 0. 4 8.00 0.	34 60.29 36 51.52 1 12 62.48 91 41.45 61 92.15	528'49 56'91 402'92 55'77 ,613'12'157'01 255'82 47'35 610'41 69'32 404'56 55'98 414'43 87'33
Totals	2,055	3,666,483	1,376,007 14 10	673 9	1 7 б	327,986 14 10	209,288 14	6 65,343 19 9	232,646 6 7	13,404 0 2	27,658 7	4 19,137 4	9857,190 18	5 23.8	34 160.23 21.47	15.51 105.43 13.	70 4'75 31'9	8 4.54 16	91 113.86 15.2	3 0.94	6.26 0.8	3 2.01 13.2	1.81 1.3	9 9'37 1':	25 62.30	419.23 26.11
1896-97. Kawakawa Whangarei Kaihu Auckland Wellington-Napier	18	16,796	9,442 10 2 9,696 0	318 8 4 584 10 7 570 7	6 10 4\frac{1}{4} 9 6 3\frac{3}{4} 1 11 6\frac{1}{6}	1.573 8 3	2,899 12	8 345 7 2 0 1,204 8 4	758 0 3	29 5 106 11 106 18	3 ²⁴ 5 3 ²⁷ 7	3 132 4 16 6 50 18	6 4,220 3 I	1 16.2	23 92.55 22.48	£ £ £ d 18 15 57 79 22 30 71 179 50 23' 9 33 53 22 12' 12'65 56'80 9'	93 5.67 32.3	3 7.85 8	£ d. 76 94.75 36.98 02 76.08 9.86 34 47.59 11.56 54 74.25 12.37	p 1.10	£ d. 3.66 1.47 6.60 0.85 6.29 1.53 5.09 0.85	3.43 20.07 3.38 19.26	2.60 1.40 4.68 0.53	8.18 1.0	96, 19	£ d. 353.79 138.06 503.84 65.28 248.25 60.30 287.80 47.98
New Plymouth Hurunui-Bluff Greymouth-Brunner. Greymouth-Hokitika. Westport Nelson Picton	1,133 8 24	68,768 39,427	728,678 3 24,796 11 5 8 42,559 2 10 9,611 10	5 643 5 3 3,099 11 8 380 17 0 1,372 17 5 417 17	5 7 10½ 5 24 7¾ 9 5 8¾ 6 12 4½ 10 4 10Å	165,913 12 1 3,074 2 7 2,359 9 9 7,446 11 0	7 2,330 7 770 4 0 3,877 4 1 1,627 11	6 30,865 0 7 7 3,261 0 5 2 252 18 4 7 1,995 0 2 9 230 13 1	5,041 10 7 1,138 0 1 4,796 12 7	104 11	783 15 783 15 176 12 1,042 19 474 8	5 13,090 13 1 11 78 2 1 2 16 13 6 7 403 5 6 4 287 4	3431,918 7 1 1 14,698 0 0 5 4,785 2 5 0 19,245 12 5 3 9,189 19	1 22.7 0 12.4 5 25.8 5 17.5 5 44.8	77 146·47 21·52 10 384·27 36·67 31 98·31 17·73 50 240·21 25·99 36 187·47 26·25		25 4'22 27'2 30 13'15 407'6 79 2'77 10'5 4'69 64'3 2'40 10'0	5 4.00 17. 3 38.90 20. 4 1.90 12. 6 6.96 11. 3 1.40 28.	45 47.41 8.55 27 154.73 16.74 34 118.43 16.58	2 1'14 4 1'15 5 1'14 4 1'15 8 1'13	4.73 0.66	1.54 9.90 3.16 97.97 1.93 7.36 2.45 33.65	9'35 0'32 1'33 0'18 3'64 0'95 2'89 2'99	9'77 0'9 0'69 0'1 13'01 1'4 12'49 1'7	59 59 ²⁷ 59 ²⁷ 59 ²⁷ 59 ² 59	399.56 55.94
Totals	2,018	3,409,218	1,286,158 4	5 637 17	6 7 61	301,981 4 9	190,543 8	7 65,824 10 10	213,913 15 1	14,590 7 5	24,481 4	9 22,280 7	789,054 4 4	4 23.4	18 149.77 21.56	14.82 94.50 13.4	2.15 35.6	5 4.64 16.	63 106.00 12.06	5 1.13	7.54 1.00	1.30 15.14	1.43	11.02 1.2	61,32	391'34 55'55

A. C. FIFE, Railway Accountant.

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RETURN No. 5.

COMPARATIVE STATEMENT of Passenger and Goods Traffic for the Twelve Months ending 31st March, 1898.

	pen ic.			Passenger	rs.				I	arcels, &c.	,										Live	-Stock, Goods, &c						
Sections.	Length O	First	Class.	Secon	d Class.	Total,	Total Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Total.	Drays, &c.	Cattle,	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage for Live-Stock, &c.	Chaff, Lime, &c	. Wool.	Firewood.	Timber,	Grain.	Merchandise.	Minerals.	Total.	Grand Total Tonnage.
1897-98. Kawakawa Whangarei Kaihu Auckland Wellington – Napier- New Plymouth	8 18 17 312 451	169	Return. 298 1,978 1,626 51,528 216,310	Single. 1,823 13,586 2,527 99,134 169,883	Return. 4,578 14,256 19,164 441,236 847,898	No. 7,248 32,490 23,486 612,859	109 8,079	No. 1,097 1,330 1,284 64,465 157,388	No. 18 3 24 696 4,068	No. 3 2 70 265	No. 51 38 112 2,571 8,165	No. 1,169 1,373 1,420 67,802 169,886		No. 4 183 4 10,522 14,251	No. 2 2 1,670 627	No. 607 1,385 126,649 835,638	No. 39 1 3,053 6,870	No. 611 1,642 8 141,981 857,550	Tons c. q. 25 12 0 134 12 0 2 0 0 8,822 9 0 38,564 0 0	6 0 0 72 0 0 42 0 0		42 0 0 462 0 0 144 0 0 4,186 0 0	12,772 0 0 45,679 13 0 22,115 8 0	 1,313 5 0 40 14 0 13,578 5 0	1,765 5 0	Tons c. q 11,384 9 c 47,037 5 c 219 11 c 104,870 6 c 46,310 18 c	, 64,969 II o	Tons c. q. 13,104 10 0 65,104 3 0 47.893 3 0 197,835 8 0 383,461 0 0
Hurunui-Bluff Greymouth-Brunner Greymouth-Hokitika Westport Nelson Picton	8 24 31 23 21	778 93 603	5, 230 6,690 754 5,448 4,864	7,712 8,129 9,645 5,883	85,126 47,268 53,904 52,888 27,960	2,389,735 103,203 62,448 62,880 68,584 40,131	345 512 117 407 137	7, 299 2,734 3,104 3,318	155 123 3 9 35	488 17 5 10	11,264 283 160 105 232 88	7,754 3,022 3,212 3,569 138	553 44 30 11 	15,926 261 65 6 11	2 1 5 2	2,539 1,240 198 330 2,928	35 ² 84 6 23 59	3,198 1,420 222 369 3,031	224 15 0 89 13 0 15 14 0 18 0 0 134 2 0	720 0 0 78 0 0 150 0 0 984 0 0 3,708 0 0	48 0 0 15 8 0 365 8 0 1,309 12 0	3,292 0 0 950 0 0 3,102 0 0 1,902 0 0 4,086 0 0	20,579 6 0 7,934 9 0 4,829 7 0 1,957 1 0	2, 178 7 0 29 13 0 65 15 0 3, 322 4 0 5,657 3 0	5,488 14 0 7,798 8 0 2,935 12 0 1,652 12 0 2,610 19 0	130,836 10 0 1,533 7 0 301,935 7 0 2,815 13 0 2,340 19 0	313,018 1 0 12,998 18 0 19,724 3 0	163,367 12 0 18,428 18 0 313,033 15 0 13,016 18 0 19,858 5 0
Totals	2,055	118,178	671,266	595,270	3,287,550	4,672,264	48,660	530,993	9,936	862	23,069	564,860	926	41,272	3,663	2,356,595	42,784	2,445,240	110,378 13 0	77,226 0 0	103,054 16 0	83,656 0 0	313,073 7 0	427,448 2 0	465,041 8 0	1,048,867 11 0	2,518,367 4 0	2,628,745 17 0
1896-97. Kawakawa Whangarei Kaihu Auckland Wellington - Napier - New Plymouth	309	34.977		1,730 46,703 3,513 96,650 162,623		5,177 53,550 26,518 582,280 1,191,892	7,880 12,190		 15 721 4,305	8 1 51 228	, -	1,232 1,650 61,025 154,080	188	6 197 8 10,716 10,057	732	663 646 41 126,471 646,739	 13 2,438 6,571	,	28 II 0 105 I 0 8 I5 0 8,849 2 0 29,615 7 0	12 0 0 48 0 0 8,584 0 0 6,240 0 0	1,677 16 0 22,614 8 0	126 0 0 4,378 0 0 39,806 0 0	4,968 0 0 34,046 9 0 17,664 18 0 71,623 3 0	0 10 0 1 0 0 13,146 14 0 31,675 9 0	1,880 4 0 30,100 15 0 80,528 18 0	42,474 18 0 471 6 0 98,198 2 0 49,198 0 0	52,226 16 0 36,572 19 0 173,750 5 0 301,685 18 0	36,581 14 0 182,599 7 0 331,301 5 0
Hurunui-Bluff Greymouth-Brunner Greymouth-Hokitika Westport Nelson Picton	31	1,360		262,968 13,026 7,602 7,410 9,953 5,743	1,559,854 84,140 44,750 45,456 50,872 24,044	2,259,425 103,888 59,340 53,890 67,521 35,906	317 539 87 408	272,914 6,512 2,339 2,570 3,385	115 139 1	465 12 5 8	11,421 315 154 94 213 160	290,804 6,954 2,637 2,665 3,609 185	469 23 15 2 2	11,648 237 22 8 	892 6 3 1 3	1,183,323 3,070 788 255 137 1,977	42,864 167 176 20 78	1,239,196 3,503 1,004 266 162 2,073	53,209 5 0 220 6 0 53 II 0 13 I8 0 7 8 0 88 2 0	570 0 0 114 0 0 1,278 0 0	54 16 0 13 12 0	896 0 0 1,224 0 0 2,976 0 0 1,608 0 0	18, 196 0 0 6, 513 2 0 3, 672 0 0 1,558 18 0	2,102 I 0 31 8 0 2,650 II 0	4,838 10 0 7,368 10 0 3,205 1 0 2,423 5 0	140,615 12 0 1,178 18 0 285,700 19 0 2,471 6 0	16,298 2 0 295,699 8 0	167,493 5 0 16,351 13 0 295,713 6 0 12,336 12 0
Totals	2,018	126, 264	664, 066	617,921	3,031,136	4,439,387	43,069	489,825	11,347	778	22,891	524, 841	841	32,915	2,994	1,964,110	52,327	2,053,187	92,199 6 0	бо, 542 о о	98,958 8 0	80,014 0 0	257,825 8 0	423,887 13 0	415,447 19 0	1,032,251 19	2,368,927 7 0	2,461,126 13 0

										Revenu	ıe,											1	Mileage.	
Sections.	Ordina Passeng		Season T	ickets.	Parcels, L and M	nggage, ails.	Total Co	aching,	G	oods.		Miscelland	cous.	Rents Commi	s and ission.		Total (Goods.		Grand T Reven		Train.	Shunting and Ballasting.	Total.
1897-98.	£	s. d.	£	s. d.	£	s. d.	£	s. d		s.	d.	£s	s. d.	£	5. (d.	£	s. (1.	£	s, c	. No.	No.	No.
Kawakawa		8 2	16	96	78	18 3	427	15 11	1,8		4	101		21		8	1,894			2,322	15	5,120	3,364	8,484
Whangarei	1,326	19 5	166		115	19 10		17 11				249 1		100		ı	10,912			12,522			11,695	39,895
Kaihu	1,328	ر و وا		15 4	131	2 3	1,548	17 4	9,6	2 11	10		5 8	70		0	10,188		5	11,737			7,088	27,425
Auckland	50,689	3 6	4,062		6,432	15 6	61,184	8 4	83,99	3 15	9		2 I	2,740	4	0	86,932	II I) 1	148,117	0 2		104,691	574,518
Wellington - Napier - New Plymouth	120,162	6 2	8,815	19 0	19,112	0 6	148,090	5 8	183,48	6 9	6	4,563	2 11	6,559	9	7 1	194,609	2 () :	342,699	7 8	990,947	284, 199	
Hurunui–Bluff	210,015	б 2	19,869	19 0	33,699	0 7	263,584	15 9	472,40	5 5	8	9,975 1	9 I	14,055	. 9	7 4	196,436	14 4	s 2	760,021	10	1,971,881	618,415	2,590,296
Greymouth-Brunner	2,667	6 4	225	4 2	269	17 4	3,162	17 10	19,75	5 18	II	1,965 1		164			21,886			25,049	0 7		30,446	50,172
Greymouth-Hokitika	4,065	9 0			363	1 1		19 0	5,00	4 12	ΙI	Cr. I	6 7	112	18	6	5,116	4 10		9,826		31,116	6,699	37,815
Westport	3,054	7 7		16 o		11 11	3,442	5 6	40,73	6 11	3	1,221 1	7 3	255	3 (6	42,213)	45,655	17 6		44,995	110,512
Nelson	3,384	2 6		16 10	291	36	4,043	12 10		1 13		630 1.		151	5 .	5	6,053	13 1	.	10,097	5 11		010,8	47,904
Picton	2,233	2 7	126	12 0	137	13 11	2,497	8 6	4,88	5 18	6	320 1	9 9	254	11	6	5,461	9 9)	7,958	18 3	23,918	5,607	29,525
Totals	399, 261	1 2	34, 168	8 9	60,872	4 8	494,302	4 7	837,58	9 9	9	19,630 1	3 11	24, 485	6	7 8	381,705	10 3	1,3	376,007	14 10	3,666,483	1,125,209	4,791,692
1896-97.			}		1				1					İ		Ī							!	
Kawakawa	273	7 0	16	1 0	00	10 г	370	18 I	2.08	6 19	0	38 1	о т	41	11 8	s i	2, 167	9 0	. 1	2,547	7 10	4,920	4,087	9,007
Whangarei	960	8 0	97	9 9	146	2 5	1,204			6 19			5 6	99	5		8, 238			9,442			11,232	41,153
Kaihu	1,540	2 1	41		138	5 6		18 11		2 13			5 5			6	7,976			9,696			5,803	22,599
Auckland	46,951	7 2	4,021	6 5	5,949	2 10	56,922						3 6	2,579		1	81,804			138,726			98, 766	543,632
Wellington – Napier – New Plymouth	113,292		7,766	8 11	17,560	11 2	138,619		155,28			4,138 1		6,106			65,526	2 9		304,145			232,317	1,110,471
Hurunui-Bluff	200,827	0 5	18,350	16 9	32,946	15 11	252,124	13 1	452,00	3 13	1	10,710 1	6 o	13,749	I (3 4	76,553	10 4	1 2	28,678	3 5	1,850,104	568,474	2,418,578
Freymouth-Brunner	2,638	18 Ğ		17 1	252	ĭ 8	3,092						I I	161	2 0		21,703			24, 796			28,456	48,574
Freymouth-Hokitika		ı 8	329	ii 9	356	10 10	4,586	4 3		4 5	5	3 (66	117		5	4,555	1 5		9,141		31,945	7,825	39,770
Westport	2,845	18 7	149	4 7		10 5	3,211	13 7	37,99		Š	1,102 1	8 11	248	ī 8	8	39,347	9 3		42,559			43,654	112,422
Nelson	3,383	2 7	373		306	3 11	4,062		4,92	4 14	0	490 1	0 5	133	8 :	1	5,548			9,611			9,428	48,855
Picton	2,070	18 5	127	16 9	121	14 4	2,320	9 6	4,00	3 8	5	252	9 o	236	11 ()	4,492		5	6,812	17 11	24, 199	4,346	28,545
Totals	378,684	6 5	31,475	15 9	58,084	9 I	468, 244	11 3	774, 16	3 2	б	20,224 1	9 4	23,525	11 4	4 8	317,913	13 2	1,2	286,158	4 5	3,409,218	1,014,388	4,423,606

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.

					1898.	
Section.			State of Line.	Cost of Construction.	Net Revenue.	Rate of Interest.
			_	£	£	£ s. d.
Kawakawa			\mathbf{Opened}	91,681	-637	• • • • • • • • • • • • • • • • • • • •
Whangarei				144,105	3,984	2 15 3
"	• •	• • •	Unopened	6,696	• • .	
Kaihu			Opened	70,544	6,485	9 3 10
Auckland			<i>"</i>	2,214,903	56,824	2 11 4
,,			$\mathbf{Unopened}$	217,156	• •	
Wellington-Napier-New	Plymou	th	Opened	3,796,473	107,715	2 16 9
	-		Unopened	140,048	• •	
Wellington-Foxton (priva	te line)			42,116	• •	· · ·
Surveys, North Island	••			30,182		i
Miscellaneous				5,169		i
Hurunui-Bluff			Opened	8,666,899	301,834	3 9 8
,,			Unopened	83,097		٠.,
Greymouth-Brunner			Opened	196,972	12,144	6 3 4
,, ,,			Unopened	15,959	••	
Greymouth Harbour Wor	ks		••	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.					Tot	al Expendi	ture	э.
Way and Works						1	£ s. 42,829 14 13,901 13	d. 6 9	-
	•					£1	56,731 8	3	_
	Way and Works Department	: PARTICULA	RS OF W	orks,	ETC.	!			
Section.	Work, &	te.			Amo	ount.	Tota	1.	
						s. d.	£	8.	-d
Kawakawa Vhangarei	Shelter-shed and platform Siding, Hikurangi Colliery	••	••	••	121	14 0	1	14	(
Y Hangarer	Workshop, Whangarei Additional wharf-accommodati	on	••	••	58	19 2 5 9	104		
Kaihu	Station buildings, sidings, and Additions to dwellings	approach-roa	d			7 2	424	4	
	Water-services	to station h		nlat	189	14 4	638	6	1
uckland	Additions and improvements forms, and signals		••	•••	670	18 4 14 5			
	Loading-banks and stockyards Additions to dwellings Additions to Newmarket Work	shops	••	••	134	19 4 12 10			
	Additional coal-accommodation pits for Locomotive Departm	ent	es, and er	igine-		8 0			
	Building for gas-lighting plant Additional telegraph and telep			• • •	135	1 10 4 0			
•	Timber-slip, Onehunga Fencing		••	••		2 10 1 5	2,510	9	
Vellington – Napier–New Plymouth	Additions and improvements to and signals				10,655	0 0	2,310	3	
	Sidings, loading-banks, stocky ings Additions to dwellings	ards, approac	nes, and	cross-	1,298	13 11 12 11			
	Additions to Petone Workshops Additional coal-accommodation		es, engine	 pits,	811	1 11			
	&c., for Locomotive Departm Turntable and engine pit, Pahi			•		$\begin{array}{ccc} 12 & 6 \\ 7 & 9 \end{array}$			
	Additional telegraph and telep Fencing Deviation of line, Makotuku V		• • • • • • • • • • • • • • • • • • • •	••	87	19 3 12 9 17 2			
	Bridges over breach at Waitan (part cost)	gi, and wash-c			1	4 10			
	Reconstruction, Rangitikei Bri Raising north approach to Ran		i)	••	3,320 508	11 6 7 6			
Iurunui-Bluff	District offices, Wellington	••	••	••	750	13 2	23,596	15	
Christehurch District)	Additions and improvements to and signals			orms,	2,560	16 3			
	Sidings, loading-banks, stockya Additions to dwellings		ings	•••		$\begin{array}{ccc} 2 & 0 \\ 4 & 3 \end{array}$			
	Additions to Addington Worksl Building for gas-lighting plant		• •	• •	2,421 212	$\begin{array}{ccc} 15 & 4 \\ 2 & 2 \end{array}$			
	Additional coal-accommodation motive Department	and water-se	rvices for	Loco-	67	7 3			
	Triangle, Rolleston		••	••	52	16 2	6,607	3	
(Dunedin District)	Additions and improvements forms, and signals				3,072	4 3			
		ards, approac		cross-		10 11			
	Additions to Hillside Workshop	os	••	• • •		6 9 8 2	-		
	Additional coal-accommodation &c., for Locomotive Departm	n, water-servi		e-pit,	512	12 1			
	Stone protection, Upper Waita Stone protection, Oamaru fores	ki Bridge	••			1 2 15 9	6 000	10	
(Invercargill District)	Additions and improvements forms, and signals		ouildings,	plat-	1,851	5 3	6,096	19	
	Sidings Additions to dwellings		···			19 8			
	Additional coal-accommodation motive Department		• •			6 3			
	Additional telegraph instrumer Purchase of land		••			13 5 19 0	0.000	_	
reymouth-Hokitika	Extension of goods-shed, Kums	ara	••		63	19 0	2,816	9 19	
Velson	Additions and improvements to Water-services		••	•••		4 7 15 6			
					ļ		74	0	
							£42,829	14	1

RETURN No. 7-continued.

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Orđe	Number.	Complete on 31st March, 1898.	Incomplete on 31st March, 1898.	Expenditure in Year ended 31st March, 1898.
					£ s. d
Locomotives, Class U	. A	4		. 4	6,389 2 1
Carriages, double-bogie, Class A		15	15		5,713 11
Brake-vans, double-bogie, Class F		2	2		529 9
Wagons, four-wheel, Class G, horse-boxes	. D	6	6		689 16
	. E	5	5		395 9 4
	. F				*270 13 (
	. G	79	7 9		4,536 2
	. Н	6	6		767 16
	. J	20	20		1,794 9 1
	. K				*74 0 8
" Class Y, ballast-hoppers .		25	25		1,688 13
	. M	6		6	4,560 9 8
Carriages, double-bogie, Class A	. N	7	,,	7	819 18
	. 0	24		24	46 0 (
Brake-vans (incline)	. P	1	1		158 13 8
	. Q	16	8	8	1,064 2 8
Wagons, four-wheel, Class G, horse-boxes	. Ř	. 8		8	484 3
" Class H, cattle-trucks .	. S	10		10	534 8 9
	. Т	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 .		8	6	2	1,404 8 8
" Class U, bogie platform .		†69	12	57	8,005 4
	. X	9	, 9		2,383 18 11
" four-wheel, Class W, frozen-meat .		7	4	3	653 7 1
	. Z	8	2	6	955 2 3
	. A—			4	382 11 (
	. B—:			2	709 18
Carriages, double-bogie, Class A	. C-3	. 6	• • •	6	347 9 3
Tarpaulins	· D:	1,000	478	522	1,791 15
Fitting R wagons for passenger traffic \dots .	.				503 0
Purchase of one locomotive, Class F	. ,.	1	1		750 0 0
Compressed-gas lighting plant					9,828 0
Machinery for workshops			· ·		3,263 4 10
Stores and material for new rolling-stock, to be buil	t	1		1	
during year ending 1898-99	• ••	•••	••	• • •	31,964 11
			••		£113,901 13
Total locomotives		13	1	12	
		52	15	37	
" carriages		633		338	•••
" brake-vans and wagons			295		
" 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
		£	£			No.	No.	No.	No.
1880-81	1,277	836,454	521,957	62.40	1,377,783	286,865	300,704	2,849,561	6,499
1881-82	1,319	892,026	523,099	58.64	1,437,714	316,611	343,751	2,911,477	7,207
1882-83	1,358	953,347	592,821	62.18	1,564,793	341,186	477,075	3,283,378	8,621
1883-84	1,396	961,304	655,990	68.24	1,700,040	359,896	686,287	. 3,272,644	9,036
1884-85	1,477	1,045,712	690,026	65'99	1,749,856	347,425	729,528	3,232,886	8,999
1885–86	1,613	1,047,419	690,340	65.91	1,823,767	349,428	858,662	3,362,266	10,717
1886–87	1,727	998,768	699,072	69.99	1,747,754	372,397	942,017	3,426,403	11,821
1887–88	1,758	994,843	687,328	69.09	1,735,762	399,109	940,209	3,451,850	11,518
1888–8g	1,777	997,615	647,045	64.86	1,920,431	399,056	919,392	3,132,803	11,817
1889–go	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	3,905,578	28,623
1895-96	2,014	1,183,041	751,368	63.21	2,087,798	489,177	1,932,709	4,162,426	36,233
1896-97	2,018	1,286,158	789,054	61.32	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.
All-lines tickets, travellers' All-lines tickets, reporters' Tourists' Fifty-trip com. ordinary Fifty-trip com. family School Teachers' Saturday Twenty-trip com Twelve-trip workmen's All other season tickets	 	176 53 221 2,457 1,422 8,067 322 161 30,991 4,790 48,660	\$ s. d. 8,258 0 0 530 18 0 1,567 0 0 1,756 11 0 2,085 4 6 4,426 15 7 370 6 10 107 5 10 5,032 2 6 10,034 4 6 34,168 8 9	Inaugurated 1st Oct., 1896.

A. C. FIFE, Railway Accountant.

RETURN No. 10.

STATEMENT showing Classification of Expenditure on Maintenance of Wax and Works for the Twelve Months ending 31st March, 1898.

							SECTIONS.							
Classification of Work.	Kawakawa.	Whanga- rei.	Kaihu.	Auckland.	Wellington- Napier- New Plymouth	Christchurch.	Dunedin.	Invercargill.	Grey- Brunner.	Grey- Hokitika.	Westport.	Nelson.	Picton.	Total.
•	£ s. d.	ક ક. d.	£ s. d.	. s. d.	£ s. d.	e s. d.	.в. 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 5	526,217 6 4	25,486 0 7	22,879 0 8	8 16,332 I 5	944 19 8	1,245 0 52,	2,052 17 6	980 I 61	61,003 4 2	113,675 8
Track-renewals	386 16 7	660 5 10	394 4	2 11,709 3 4	431,105 14 2	2 16,425 13 11	11 19,469 13 5	11,641 3 5	35 12 5	68 19 2 1,	1,499 I II I	11,249 7 7	71,737 15 2	96,383 11
Ballasting	28 4 9	366 5 3	171 14	4 874 9 2	0 / 011,1	964 6 6	2,452 4 7	1,275 6 2	46 2 3	121 15 2	241 13 6	1 11 961	232 15 3	8,081 15
Banks, cuttings, ditches, tunnels	61 7 8	202 10 11	118 13	o I,543 I2 5	6,484 10 1	2,366 0 6	2,268 6 I	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 I	94 5 I	3,688 17	716,218 3 IO	9,260 15	6 10,639 8 4	3,976 3 8	147 2 11	742 4 11	778 8 8	95 13 01	11 91 100,10	47,199 6 10
Fances, gates, cattle-stops, hedges	4 I 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
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	9 or 7	6 18 4	2,040 7
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 II	123 17 0	23 18 5	5,332 17
Wharves	3 5 7	56 5 8	78 12	7 566 12 3	•	9 11 1	2 6 901	:	417 5 I	:	249 11 4	80 3 10	01 0 64	1,638 18
Buildings	301 11 8	93 I IO	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
Miscellaneous	28 5 6	:	95 2 9	9 787 17 3	1,940 5 9	903 13 3	349 IO O	286 10 7	53 12 2	0 12 0	125 2 3	29 14 5	6 L 0I	4,610 13
General charges	3 18 7	22 3 2	9 6I	6 251 10 0	597 13 0	499 12 10	392 5 6	355 8 2	41 16 I	п 6 91	76 12 9	17 5 3	13 11 11	2,307 13
Totals	I,199 4 o	02,661 11 7	71,790 19	339,036 7 7	7 92,704 3 0	065,094 13 11 68,132	19	6 39, 373 17 32	32,618 13 42	42,450 I3 75,	5,550 5 33,	3,129 5 44	4,244 1 3	327,986 14 10
Rate per mile opened	149 18 0	147 17 4	7 501	0 125 6 10	208 0 11	143 1 4	100	121 10 6	327 6 8	102 2 3	OI 0 6/1	1 1 921	202 1 11	01 091

A. C. FIFE, Railway Accountant.

RETURN No. 11.

STATEMENT showing Number of Passenger Tickers issued at Chear Excursion Rates for Year ending 31st March, 1898.

		SCHOOLS, FACTORIES, AND FRIENDLY	s, and Friende	x Societies.			Ногша	Holiday Excursions.	(5)	GROSS TOT HOLIDAY	GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.
Section	Schools, Factories, and Friendly Soc's. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceed- ing 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.
Kawakawa	No. 145	No.	No. 307	No. 452	£ s. d. 13 18 7	. No.	oğ :	o N :	æ 	. 452	£ s. d. 13 18 7
Whangarei Kaihu Anckland	290	20	249 681	559	30 14 4 228 6 0	4.008	61.031	65.039		 559 67.136	14 10
Wanganui Wellington-Napier	5,727 4,252	754 997	$\frac{3,752}{2,031}$	10,233	19	5,715 $12,321$	38,141 46,232	43,856 58,553			13
$egin{array}{lll} ext{Picton} & \dots & \dots & \dots \\ ext{Nelson} & \dots & \dots & \dots \\ ext{Westnort} & \dots & \dots & \dots \end{array}$. 604 . 1,974 . 959	26 279 17	593 78	1,026 2,846 347	39 0 4 123 9 10 14 9 9	1,825 30	1,922 5,226 5,836	2,180 7,051 4,619	15		
Greymouth Christchurch Dunedin Invercargill		122 1,330 1,179 432	1,585 9,951 12,479 2,962	3,692 21,834 22,794 7,265	202 5 7 1,645 11 3 1,403 19 9 605 18 0	682 26,958 9,132 5,083	12,485 106,589 65,378 41,976	13,167 133,547 74,510 47,059	20,792 5 6 18,102 3 8 11,166 6 6	5 155,381 9 97,304 6 54,324	1,123,15 1,22,437,16 1,19,506 1,11,772 1,1
Totals (1898	. 39,963 . 44,610	5, 398 5, 993	35,064 33,925	80,425 84,528	5,569 18 1 5,616 2 8	66,012 58,464	383,569 313,724	449,581 372,188	80,822 8 63,439 0 (530,006 456,716	86,392 6 2 69,055 2 8
Increase Decrease	4,657	595	1,139	4,103	46.4 7	7,548	69,845	77,393	17,383 8]	1 73,290	17,337 3 6

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

		T	Coach	ing.												· ACHORA	Live-stock,		Bach Station	1 for the T	weive Mor	nths ending	g 31st March	h, 1898.	· · ·	· · · · · · · · · · · · · · · · · · ·									*	·	
	open. er of ployed	Number of	Outward.	1	Inward.						, Ou	ıtward.					ZATO BUUSA,		*.				Inward.									Revenue	в.				
Stations.	sinon Sylvania	nary cets.	sels.	gs.	ses.	tys.	tle.	9. 9.	Equiv. Tonnage for Live-	Chaff		1		Monohon		:		ø 6	* i	. Equiv. T	on-		Iliwaiu.	1	1					Coacl	hing.			Goods.		Total Valu	stations.
	Неи	Ordin Tiol	Per Hor Carri	Do Par	Hor	D D	Cal Cat	She Pig	for Live- stock, &c.	Lime, &c.	ool. Firewo	od. Timber.	Grain.	Merchan- dise.	Minerals.	Total.	Grand Total Tonnage.	Cattel Cattel	Shee	Equiv. I nage for Live-sto	r Chaff, ck, Lime, &	wool.	Firewood. Tim	ober. Grain	n. Mercha dise.	Minerals	. Total.	Grand Total Tonnage.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total.	Goods.	Miscel- laneous. Con	ents and umission. Tota	1.	
KAWAKAWA SECTION— Kawakawa Opua Head Office General Totals	9 2 245 10 9 2 424 13 1 51 4 4 721 8 1	2,493	505 12 2 592 6 1 1,097 18 3	26 59 25 50 	92 6 1 95 12 2 97 18 3	25 2 26 3 51	4	552 55 	Ts. c.	6 0	36	0 0 85 6	Ts. c.		Ts. c. 1,384 9 	1,344 5	Tş. c	4	55 552 	Ts	6	0	36 0 6 0	Ts. c. Ts 85 6	1,216	6 19 4 4 11,384 .:	c. Ts. c. 1,344 5 11,734 18 9 13,078 18	::	£ s. d. 148 18 9 175 11 5 7 18 0	£ s. d. 16 9 6	£ s. d. 21 7 9 22 2 6 35 8 0	197 13 11 59 15 6		15 3 2	£ s. d. £ 1,273 21 0 8 621	17 4 1,444 3 2 2 818 16 59 15	Opua. Head Office. General.
WHANGAREI SECTION— Whangarei Wharf Hikurangi Head Office General	11 9 1,138 11 9 3 226 0 262 3	5 5,022 19 120 2 	1,088 1 1 242 2 1 	24 24 14 1,08	<u> :: ::</u>	14 17 24 16	<u>::</u> ::	961 1 424	39		114	012,408 9	::	2,094 8 1,218 13 4		::	-	16 105 17 78	1 424 1 961	39	36 36 	0	348 012,40	08 9 176		3 13 46,122	14 60,310 1		1,038 5 11 273 16 6 14 17 0	87 17 0 79 1 8		1,173 2 10		246 14 6 3 3 2	68 9 7 1,845 4 5 6 9,039	2 3 3,018 5 16 5 9,822 8	WHANGAREI SECTION—
Totals	12 1,626 15	24,373 111	1,330 3 2	38 1,330	3 2	38 33	183 2	2 1,385	39 134 12	72 0	462	012,772 0	1,313 5	3,313 1 4	7,037 5	64,969 11	65,104 8	33 183	2 1,385	39 134	12 72	0	462 012,77	72 0 1,313	3 5 3,313	1 47,037	5 64,969 11	65,104 3	1,326 19 5	166 18 8	115 19 10	1,609 17 11 1	10,562 5 11	249, 17 8 1	00 4 1 10,912		7 Totals.
KAIHU SECTION— Dargaville Kaihu Head Office General Totals	11 4 885 13 8 1 223 6 50 14		1,112 14 172 10 1,284 24	66 175 46 1,115 112 1,28	2 14	46 . 1 .66 112 1	4 5	2	1 2 0		:: ::	0 754 9 0 44,925 4 045,679 13	4 10	::	219 11 219 11	2,224 19 45,666 4	47,893 3	1 4	2	1	42	- ::	-:-	54 9 36	10 640 3 4 1,124 	15 219 1	::		843 5 11 468 16 10 16 17 0	13 16 0 74 19 4	52 11 0 13 12 3 64 19 0	156 15 4	824 15 11 8,807 15 11	65 7 3	6 12 6 1,251 46 0 0 8,919 18 2 6 18	3 6 9,401 12 2 6 174 17	Head Office. General.
AMORIAND SECTION														2,,100		47,091 8	41,090 0	1 4	2	1 2	0 42	0	144 0 45,67	79 13 40	14 1,765	5 219 1	1 47,891 3	47,893 3	1,328 19 9	88 15 4	131 2 3	1,548 17 4	9,632 11 10	485 5 8	70 15 0 10,188 1	2 6 11,737 9	Totals.
AUGRIAND SECTION— Helensville Avondale Mount Eden Nøwmarket Aukkland (Coach'g) (Goods) Remnera Ellerslie Penrose Junction Onchunga Wharf Otahuhu Papakura Drury Pukekohe Tuakau Pokeno Mercer Huntly Ngaruawahia Frankton Junction Hamilton West Morrinsville Te Aroha Pacroa Cambridge Putaruru Rotorna Charpo Chappo Te Awamuth Head Office Accountant General	14½ 8 1,623 3 1 11 1 173 9 12 1 1183 7 18 8 1,180 10 19½ 65 9,501 8 19½ 3 377 16 12 2 198 4 18 4 561 18 16½ 10 1,618 16 13½ 1 185 11 13 2 232 18 12½ 2 232 18 12½ 2 224 7 14 1 175 0 12 2 241 7 14 1 175 0 12 2 231 1 9 5 669 8 9 7 794 9 9 2 291 11 9 3<	8 8.864 237 9 ,552 437 2 9,552 437 2 9,552 437 2 9,552 437 146,177 2,894 146,177 2,894 1,584 171 2 0,760 61 6 773 7 ,006 166 5 ,078 37 7 4,457 2 2 ,074 3 8 5,883 15 3 ,199 3 2 ,074 3 8 8,446 6 3 3,273 5 1,988 3 15 1,98 9 16 1,1918 94 17 ,039 51 18 1,1918 94 18	159 7 1 1	108 4,598 37 1.11 163 1,74* 686 10,16*	6 1 5 7 16 1 1 17 16 1 1 18 1 6 6 19 56 19 56 11 12 11 12 11 12 11 12 11 12 12 1 12 13 2 14 4 8 8 8 2 2 2 2 8 1 1 8 1 8 1 2 9 4 4 4 8 8 7 7 8 1 2 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	133 10	200 166 49 22 91 20 834 32 492 4 147 15 372 1,768 417 768 91 25 768 61 371 5 42,341 32 870 85	5 1,706 1,70	254 22 22 35 21 8 22 2 2 2 31 83 13 13 14 14 10 10 10 10 10 10 10 10 10 10 10 10 10	36 0 6 0 24 0 174 0 6 0 86 0 726 0 498 0 1,156 0 2,888 0 948 0 126 0 114 0 120 0 144 0 120 0 5 72 0 120 0 5 72 0 72 0 1 1,820 0	26 8 990 12 12 96 96 96 16 96 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18 172 18	0 1,421 11 	6 19 7 89 9 507 11 283 14 99 16 141 3 593 5 350 11 118 14 293 2 26 16 128 17 22 17 25 7 26 12 24 0	743 6 17,585 10 11 23 2 10 14 2,207 19 4 1,877 4 1,877 4 1,877 4 1,866 6 237 18 924 5 231 8 121 9 336 14 16 195 10 639 7 75 4 664 14 527 8 206 17 170 0 300 18 96 0	5,898 6 749 10 158 15 5,717 16 8,589 1 20 5 1,541 8 1,979 18 13 4 12 15 14 6 6,428 3 4,542 5 109 13 4.18 424 4 89 15 49 5 4 0 2,020 16	16, 263 0 18, 615 7 1, 235 14 1, 011 10 43, 269 14 31 17 10 14 31 17 10 14 31 17 10 14 31 17 215 18 4, 153 1 3, 165 19 2, 126 2 4, 033 5 1, 554 10 3, 92 3 1, 201 11 2, 291 12 3, 118 13 561 7 280 0 1, 868 6 4, 932 13 2, 269 17 2, 240 1 3, 240 1 3, 240 1 3, 240 1 3, 233 8		2 140 3 11, 3 7,884 1 30 28 4 1 39 2 15 1 10 7 115 2 2 15 1 61 1 61 1 18 4 48 3 117 69 2 140 8 88 8 164 3 616 5 118 4 15	1 648 40 1 318 1 77,798 1 1 1 1 480 17,718 1	12	168 48 54 510 5,260 36 18 6 42 30 30 24 6 6 42 96 42 298 2,796 30 380 468 90 66	0 0 1,322 0 0 0 1,322 0 0 0 0 64 4 0	54 0 8 486 0 5 408 0 10,08 6 0 0 6 0 0 12 0 1 12 0 2 13 0 2 14 0 39 16 0 14 193 0 23 258 0 1,39 276 0 1,39 276 0 1,39 276 0 119 98 0 75 198	57 16 287 58 9 2,650 0 4 13 12 18 111 	17 159 1	3 6, 153 1 2,336 12 7,975 0 45,412 16 161 9 617 8 1,985 7 2,609 16 7,521 1 7 681 1 1 1,570 4 658 17 241 1 1 1,127 14 18 948 1 11 1,127 14 13 3,486 1 19 2,521 1 11 864 1 11 864 1 11 864 1 11 864 1	2 6,506 12 3 8,086 2 6 9,856 9 		2,855 11 0 164 6 11 767 19 9 2,588 4 8 19,459 10 10 415 19 8 8296 1 9 1,238 8 8 2877 16 6 679 19 2 817 8 10 785 1 1 8 1,205 2 7 543 16 4 420 13 5 1,470 5 11 1,410 18 5 686 5 6 795 14 11 1,410 18 5 11 1,751 6 5 111 6 1 1 2,828 1 11 307 2 0	155 13 7 418 7 4 35 14 3 219 6 11 82 16 9 33 1 0 2 0 0 0 6 0 3 0 0 0 5 6 22 1 6 35 17 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14 17 8 35 17 9 94 15 6 2,070 17 8 23 2 3 72 0 10 19 14 10 85 5 0 88 13 0 207 14 9 47 5 1 51 9 5 58 9 11 47 3 10 49 4 0 58 3 2 1 62 0 10 91 4 6 99 9 4 1 260 8 0 1 138 10 4 150 14 10 218 1 8 1 151 8 1 153 8 11 106 3 5 1 163 0 2	251 14 10 2 8 894 0 8 8 902 16 10 10 13 127 4 0 12 10 13 12 10 13 10 10 15 10 10 15 10 10 15 10 10 10 15 10 10 10 10 10 10 10 10 10 10 10 10 10	248 2 6 910 1 0 C 5,543 12 4 267 11 3 11 2 4 1,082 15 11 89 5 5 2,142 6 9 1,161 12 6 635 14 3 710 13 4 1,670 8 5 688 3 10 306 10 8 6,045 1 0 4,208 2 8 1,114 19 2 4,52 15 2 2,394 19 11 8,518 18 4 385 2 6 168 7 7 1,641 16 8 2,420 6 10 1,486 10 10 1,486 10 10 1,942 12 7 1,955 4 3	1 4 0 6 8 8 6 10 10 10 10 10 10 10 10 10 10 10 10 10	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2 Remuera. (Goods). Remuera. (Goods). Remuera. (Goods). Remuera. (Goods). Penross Junctior. Onchunga. Otahuhu. Papakura. Pukekohe. Trakau. Pokeno. Mercer. Huntly. Ngaruawahia. Frankton Junction. Hamilton West. Morrinsville. Te Aroha. Paeroa. Cambridge. Putaruru. Rotorua. Ohaupo. Te Awamuhu.
Totals Wellington-Napier-		366,4778,079	64,465 696 70	2,571 64,468	5 696 70	2,571 87	10,5221,670	126,649 3,0)53 8,822 9	10,636 0 1,9	00 12 4,186	0 22,115 8	13,578 5	31,726 8 104	4,870 6 1	89,012 19	197,835 8	87 10,522 1,6	70 126,649 3,	053 8,822	10,636	0 1,900 12	4,186 022,115	5 8 13,578	5 31,726	8 104,870	189,012 19	197,835 8	50,689 3 6	4,062 9 4	6,432 15 6 61	1,184 8 4 83	3,998 15 9	198 12 1 2,74	0 4 0 86,932 1	1 10 148,117 0	2 Totals.
New PLYMOUTH SEC Te Aro Wellington (Co'ch'g)	TION- 16 5 639 11 6 162 47 6,585 3 6 e	\[\begin{array}{cccccccccccccccccccccccccccccccccccc	17,813 181 28 	81 22' 122 790 203 1,159	17 3 18 4 19 4 19 1 2 1 1 10 4 11 19 3 1 11 19 3 15.7 5.7 5.8 15.0 12.0 12.8 15.0 12.8 15.0 12.8 15.0 12.8 15.0 12.8 15.0 12.8 15.0 12.0 12.8 15.0 12.0 12.8 15.0 12.8 15.0 12.8 15.0 12.8 15.0 12.8 15.0 12.8 15.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12	22 	780 2 18 41 30 49 508 131 1 269 22 1,008 4 38 80 2271 17	146,086 7,254 20,720	1 85 29 5 12 17	642 0 8,7 66 0 6 0 78 0 210 0 1,0 168 0 1 828 0 6 1,410 0 1,9 1,062 0 5 30 0 4 78 0 4 78 0 4 78 0 4 78 0 4	66	0 237 2 35 2 0 277 7 0 301 11 0 569 11 0 40 0 992 14 0 3,362 18 0 1,092 9 021,855 2 0 352 14 0 0 8,720 13 0 8,720 13 0 8,9 010,337 11 0 111 2	21 18 8 8 3 9 25 18 54 18 103 15 135 0 120 1 762 13 83 3 55 12 121 1 2 16 63 2 13 16 168 16	7,577 14 5,268 6 48 6 102 4 23 11 729 0 216 5 932 2 890 10 91 12 253 12 478 17 153 4 486 13 109 .7 420 14 38 18	5,671 8 253 2 660 14 .,790 13 	34,565 7 6,055 15 7,845 4 5,973 11 2,281 8 1,150 5 1,058 2 4,792 5 8,792 5 3,185 12 22,906 13 1,516 6 10,599 4 10,599 1 10,599 1 1		4 68 3 87 1 6 81 3 13 1 17 8 153 . 15	14/183,447 5 2,233 7 1,300 2	28 43 29	2,262 (18 (198 (696 (54 (18 (54 (18 (56 (56 (56 (558 (558 (558 (3,786 4 0 6 0 1 0 0 1 0 0 0 16 0 0 16 0 0 12 0 12 0 12 0 12 0 12 0 11 8	18 0 59 1,452 0 466 184 48 0 835 264 0 822 12 0 127 42 0 130 50 0 1,562 24 0 650 108 0 455 2 36 0 350	7 15 461 2 5 178 10 4 0 5 18 26 38 9. 880 9 2 56 5 0 695 4 18 451 5 7 603 2 18 1,848 7 7 7 176	3 3,096 5 171 19 285 9 133 12 199 11 140 18 1,035 14 718 7 1,231 2 3,752 1 9 242 3 1,172 1 3 1,848 1 10 99 15 842 1 4 369 10 99 15 842 1	7 2,553 17 1 3,974 1 2 501 9 6 92 6 6 35 1 18 399 19 7 145 7 9 215 6 4 1,156 16 4 1,156 16 4 199 1,205 15 3 17 17 93 1 1,205 15 3 115 18 1 42 3 4 190 8	8,985 19 2,494 5 855 12 815 0 4,108 15 1,518 6 2,969 9 8,231 2 694 9 3,066 3 5,924 7 839 11 2,346 10		514 12 10 2,430 3 8	4 10 0 230 18 2 881 14 0 1,045 2 0 13 6 6 3 10 0 8 14 6 22 16 0 77 9 10 16 0 0 1 10 0 0 12 0 14 7 0 10 11 0	54 19 7 3 1,570 16 7 5 299 17 8 1 47 0 8 2 2 9 10 1 161 8 3 1 165 5 9 5 80 2 3 242 3 10 1,176 0 5 1 262 3 11 262 7 10 2 30.17 1 211 9 4 3	4 10 0 763 19 7 1 3,866 17 3 1 5,224 1 7 282 9 7 282 12 11 5 484 11 3 14 328 2 2 5,778 6 9 10 844 11 3 14 328 2 2 5,778 6 1 2 847 11 3 14 848 11 3 14 848 11 5 848 11 5 858 2 2 868 8 1 5	2,787 19 5 249 18 5 ,906 16 9 ,186 3 6 ,389 8 2 244 12 4 826 14 9 ,272 0 4 827 17 11 ,868 9 0 ,579 8 8 ,792 15 10 ,490 17 7 ,750 6 4 671 4 0 ,752 10 3 152 18 3 ,227 16 11	266 15 0 1,22 0 1 0 2 11 6 6 7 5 2: 1 3 6 1: 1 5 16 5 7 7 1 7 1 7 14 10 4 31 16 7 44 7 10 19 74 15 5 1: 25 6 10 25 19	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	4 5 24,229 14 3 0 270 18 3 0 270 18 7 10 356 17 1 9 8 2,670 19 3 9 4,629 11 5 7 5,594 17 7 699 17 7 699 17 7 699 17 8 9 7,626 19 9 6 2,325 6 4 7,646 15 8 18,488 16 8 16,488 16 8 16,488 16 8 16,488 16 8 16,488 16 8 16,488 16 8 2,321 0 8 16,488 16 8 2,321 0 8 16,488 16 8 2,321 0 8 16,488 16 8 2,321 0 8 2,231 0 8 2,231 0 8 3 16,488 16 8 3 2,231 0 8 3 2,23	9 Wellington (Coaching). (Goods). (Goods). Wharf. Head Office. Ngahauranga. Petone. Lower Hutt. Upper Hutt. Cross Greek. Featherston. Gareytown. Coarterton. Masterton. Masterton. Mauriceville. Eketahuna. Pahiatua. Mangatainoka. Woodville. Through. Dannewirke.
Through Ormondville Through Takapau Through Carried forward	11 2 291 18 10 104 3 893 6 3 143 19,886 8	11 3,623 45 16 3,462 12 44	10 1,082 3 1 25 806 29 2 14 6 1	72 1,738 1 169 117 2,171	8 8 4 9	118 142 1 1 2,960 61	145 14	8,260 445	58	24 0 5	36 0 61 12 9,088	0 4,085 11	28 9 58 11		59 0 8 0 4 0 1 37 6	9,748 12 0 13 984 1 20 18 13,934 17 39 0		2 9		332	48 0 24 0 6 0 			15 397 8 5 337 11	13 207 1 11 8 510 1 5 23 4 400 1 8 7	16 4 0 1 4 0 15 36 14 4 19 63 7 2 3 0	527 2 15 1 982 12 31 9 1,279 15 21 10	4	887 5 10 2 13 1 615 13 3 3 15 0 765 10 3 22 5 6	1 0 0 4,748 14 0	28 1 5 0 10 2 49 18 5 0 19 11 72 10 9 8 2 1	365 7 3 3 3 3 3 666 11 8 4 14 11 838 1 0 5 30 7 7	,977 10 3 1 3 0 562 2 6 19 14 1 ,028 9 3 13 14 2	1 18 5	3,990 9 1 8 1 0 0 566 0 19 14 12 0 5,035 7	7 4,355 16 16 0 4 6 8 11 1,232 12 1 1 24 9 6 7 9 5,873 8 9 2 44 1	Makotuku. Through. Ormondville. Through. Takapau. Through.

RETURN No. 12-continued.

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

																	STATE	MENT (OI LEVEN	OF SUG D	APENDITU.	RE OI BAC	SIL DUAG	101 101 1110		• monus		Sist March,																	
	n. f				Coaching	g.							-				-				Live-sto	ck, Goods, &	ke.																Revenu	16.	-				
Stations.	rs oper	Traffic Expenditure.	Number of	·	Outward.	_	Inward	đ.		i .			1		Outwar	d.	•					_		·				Inwa	erd.	1				1		Co	sching.		<u>.</u>			loods.		Total Value forwarded,	Stations.
	Hon Hands		rdinary ickets.	ickets.	lorses.	Dogs.	Torses.	rriage Dogs.	Drays.	Залуев.	Sheep.	Equiv. Tonnage for Live- stock, &c.	Chaff, Lime, &c.	Wool.	Firewood.	Timber.	Grain.	derchan- dise.	Minerals.	Total.	Grand Tota Tonnage.	Oraye.	Sature.	Sheep.	Equiv nage Live-s	iv. Ton- ge for Ch stock, Lim	haff, ne, &c.	Wool. Firewoo	od. Timber	r. Grain.	Mercha dise.	n- Minerals	Total.	Grand Total Tonnage.	Ordinary Passengers.	Season Tickets.	Parcel Luggage,	els, , and Tot	otal.	Goods.	Miscel- laneous.	Rents and	Total.	-	
ELLINGTON - NAPIER-			OF		5			<u>5 </u>	1				<u> </u>	<u> </u>													_		 	1		1	 	†	1	1	Mails	8.			ianeous.	Commission.			
Through Te Ante Through Hastings Through Farndon Through Napier Through Napier (Head Office) Spit Through Ashurst Through Ashurst Through Longburn Through Longburn Through Halmerston North Through Foxton Through Feiding Through Halmerston Through Halmerston Through Halmerston Through Through Halmerston Through Through Halmerylle Through Hunterville Through Hunterville Through Margaonoho Through Through Hunterville Through Marton Through Marton Through Marton Through Wanganui (Goods) Through Wanganui (Goods) Through Wanganui (Goods) Through Wanganui (H. Office) Waitotara Through Waverley Through Waverley Through Hawera Through Hawera Through Through Hawera Through Through Through Waverley Through Throu	143 5 5 12½ 3 12½ 3 12½ 2 14½ 8 14½ 2 16 24 15½ 22 13 3 15½ 22 14 4 8 15 5 12 5 12 5 12 5 12 1 14 15 15 15 15 15 15 15 15 15 15 15 16 16 17 16 17 18 18 19 19 19 10 11 11 12 13 14 12 14 15 15 15 15 16 17 17 18 18 19	558 10 11 573 19 7 2,997 4 1	113 8,610 104 3,726 2,104 312 9,481 4,691 43,881 4,691 44,881 1,45 84,865 8,143 8,180 15,049 8,642 96 13,135 1,120 5,938 10,946 614 3,196 108 3,770 298 11,083 298 11,083 298 12,11 298 10,946 614 3,196 108 3,770 11,083 298 10,086 1086	77 50 947 . 37 70 267 . 22 30 5,578 . 70 	6 30 9 4 17 30 9 4 17 57 2 177 196 19 34 2 114 4 17 17 18 114 2 113 114 2 115 11 1 1 11 1 11 1 1 11 1 1 11 1 1 11 1 1 11 1 1 11 1 1 11 1 1 11 1 1 11 1 1 11 1 1 11 1 1 12 1 9 18 13 31 1 8 4 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	152 3,52 3,5 3,5 3,5 3,1 3,1 4,28 3,1 3,1 4,28 3,1 1,5 1,2 1,2 1,2 1,2 1,2 1,2 1,2 1,2 1,2 1,2	223	2 49 	Silvent Silv	8 8 8 8 9 1 4 8 9 1	, 195	6 3	4,608 0 6 0 90 0 66 0 912 0 30 0 30 0 30 0 24 0 24 0 216 0 6 0 210 0 24 0 54 0 252 0 198 0 450 0 6 0	1,193 8 112 801 8 738 0 248 4 1,956 4 754 0 5 0 197 4 163 8 231 0 440 0 134 16 31 12 552 0 135 8 142 16 161 16 216 16 222 4 573 12 444 12 573 12 4	12 0 798 0 12 0 6 0 18 0 6 0 2,434 0 24 0 184 0 54 0 1,272 0 546 0 1,588 0 768 0 3,556 0 48 0 24 0 1,272 0 54 0 1,272 0 54 0 1,272 0 54 0 1,272 0 54 0 1,272 0 54 0 1,272 0 54 0 1,588 0 768 0 1,588 0 1,588 0 1,768 0 1,170 0 10 0 11 0 10 0 11 0 11 0 12 0 13 0 14 0 15 0 17 0 18 0 18 0 18 0 18 0 19 0 19 0 19 0 19 0 19 0 19 0 19 0 19	3 16 6 9 94 18 255 11 1 11 1,219 11 5,041 16 4,272 5 242 9 33 2 230 4	173 17 4,349 4 0 3 54 2 21 10 2,307 18 865 13 996 15 29 10 467 13 40 0 370 0 5 13 462 3 13 1 0 15 46 4 0 2 1,997 1 45 3 577 17 20 7 582 11 546 13 11 5 2,694 14 22 4 194 16 0 6 737 17 11 10 625 5 943 18 943 18 948 17 2,061 13 948 17 2,061 13	31 18 93 19 2 1 208 10 22 8 3,861 10 5 16 15 16 15 16 15 16 15 16 15 18 3,910 3 10 0 1,912 16 1,912 16 1,91	279 18 36 11 16 14 0 1 1,010 8 5,823 13 186 0 511 5 45 6 1,682 19 3 9 16 0 25 18 16 0 25 18 18 0 27 18 8 0 2,731 8 8 0 43 0 1,963 12 33 18 73 13 73 13 73 13 73 13 74 1 1,505 5 1,476 5 1,476 5 1,968 14	24 2 1,698 4 988 18 988 18 3 0 1,221 2 5,156 18 9,484 1 0 1 4,450 19 19 4 924 19 324 19 325 6 7,856 6 7,856 6 15,056 15 1,376 8 1,996 9 1,996 9 1,997 12 1,100 10 2,79 0 3,432 16 6,575 6 14,93 15 1,05 1 1,100 10 2,79 0 3,432 16 9,57 16 1,17 12 1,100 10 1,560 11 1,100 10 1,560 11 1,100 10 1,560 11 1,100 10 1,560 11 1,281 10 0 1,560 11		1 1 2 1 3 5, 5, 4 1 8 4 4 1 8 4 4 1 2 1 1 3 1 1 3 3 5 4 4 1 2 1 1 3 3 1 3 3 5 4 4 1 2 1 1 3 3 1 3 3 5 1 1 2 1 1 3 3 1 3 3 5 1	54	1,070 2 4,112 2 10,920 2,039 12,594 4,195 600 13,348 869 7,265 258,802 1,7 7,301 1,285 6 1,538 2,574 3,01 3,081 1,486 3,1,294 300 586 5577 3,521 3,621 7,84 558 1,622 7,2,241 1,486 1,705 1,488 1,705 1,488 1,705 1,408 1,705 1,408 1,705 1,408 1,705 1,408 1,705 1,408 1,705 1,408 1,775 1,408 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10 10 10 10 10 10 10 10 10 10 10 10	0 155 5 0 162 0 62 0 0 16 5 525 1 3 21 1 0 996 1 3 44 1 70 1 6 998 1 35 1 1,109 1 0 278 0 278 0 51 0 63 1 1,11 1 0 50 1 6 22 1 3 21 1 0 50 1 6 22 1 3 3 1 1 6 51 1 6 51 0 53 1 0 16 48 1 0 170 1 0 53 1 0 50 101 1 70 1 0 53 1 0 50 101 1 70 1 0 53 1 0 53 1 0 53 1 0 55 1 0 101 1 70 1 0 53 1 0 53 1 0 55 1 0 101 1 70 1 0 53 1 0 55 1 0 101 1 5 1 0	0 0 55,166 0 0 55,201 0 7 3 86 9 11 2,055 9 1 12,055 13 0 22 8 10 82 8 10 82 8 10 82 8 10 82 13 0 9 0 0 0 1 15 0 61 15 0 1 11 8 1 90 14 10 8,52 15 9 6,661 16 3 80 16 6 6 80 17 7 82 18 10 12,056 18 10 12,056 18 10 17 76 18 11 1,028 16 2 1,022 17 6 11 1 1,028 18 10 17 76 18 11 1,028 18 10 17 76 18 11 1,028 18 10 17 76 18 11 1,028 18 1,122 19 11 19 11 1,028 10 0 11 1,009 11 18 11 1,028 11 19 10 1,009 11 18 11 1,028 11 19 10 1,009 11 10 10 1,009 11	6 10 8 8 9 14 4 18 19 18 18 6 6 9 11 1 5 8 9 19 19 18 18 6 6 11 18 18 6 6 6 11 18 18 6 6 11 18 18 6 6 11 18 18 18 18 18 18 18 18 18 18 18 18	92,929 16 5 1,774 8 5 1,774 8 9 27 14 7 1,600 10 0 927 2 5 193 13 11 370 6 11 370 7 7 6 370 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	418 15 6 119 4 6 3 0 5 3 8 4 136 15 6 27 8 4 3 19 10 12 6 6 25 4 5 6 1 7 14 11 4 309 3 4 844 16 10	2,233 12 0 159 5 0 1 0 0 51 0 0 216 3 11 1 0 0 123 16 6 110 19 10 55 0 0 23 18 3 621 0 1 58 1 10 29 10 0 38 0 0 180 15 7 870 4 0 116 18 2 2 15 9 1 0 0 109 19 5 15 2 0 13 17 6 87 12 0 255 7 6 9 0 0 28 14 4 135 18 9 1,032 13 5	95,688 3 7 1,944 2 4 4 27 14 7 1 6 6 6 9 0 9 9 7 5 1 1 4 23 14 7 2 14 6 1 1 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1	8,661 10 2 8,261 10 2 1,581 4 4 1,581 4 4 195 17 4 820 4 6 111 14 9 7,799 2 6 402 17 2 3,960 19 9 3 5 5 6 12,109 5 10 938 12 1 172 14 10 6,837 6 10 41 4 9 1,271 6 11 254 7 5 1,242 5 8 1,643 8 8 1,644 8 8 1,645 8 8 1,646 18 8 2,258 15 1 1,22 11 6 5,750 3 10 1,312 4 6 1,321 10 1,322 11 1 4,446 0 8 2,260 19 1 1,446 0 8 2,260 19 1 1,446 0 8 2,260 19 1 1,446 0 8 2,360 19 1 1,162 9 7 1,532 15 1 1,462 9 7 1,002 14 1 1,132 4 8 1,162 9 7 1,002 14 8 1,1752 19 2 313 14 1 1,188 16 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Brought forward. Waipukurau. Through. Waipuwa. Through. Hastings. Through. Hastings. Through. Napier. Through. Napier (Head Office). Spit. Through. Ashurst. Through. Ashurst. Through. Falmerston North. Through. Foxton. Through. Foxton. Through. Feilding. Through. Halcombe. Through. Halcombe. Through. Marton. Through. Marton. Through. Marton. Through. Marton. Through. Marton. Through. Warganui (Coaching) Through. Wanganui (Goods). Through. Wanganui (Hoffice) Waitotara. Through. Wanganui (Hoffice) Waitotara. Through. Warden. Through. Wanganui (Hoffice) Waitotara. Through. Wanganui (Hoffice) Waitotara. Through. Normanby. Through. Normanb
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Through Head Office					74 2			16 165		2.	150 11			48 0 	3,160 01		127 1	413 16 4	14,489 2	60,767 1		30	.	383 2	10	6'	78 0	84	0 576	9 2,074	3,840	17 1,896 1	9,150	8	641 18	9 4 19	0 42 1	1 5 688 0 0 10	3 19 2	5,268 0 0	::	2 12 0	5,268 0 0 2 12 0	5,956 19 2 12 12 0	Through. Head Office.
General		406 1 3				:: ::			:: ::		: ::	::		<u>.:</u>	::	::	::	::	::	_::_	<u></u>	: :	<u> </u>	:: ::	<u> </u>	··	<u>:</u>	: :					::		_				·· _		. 7 9 7	··-			Accountant. General.
Totals	27	5,581 10 6	58,025	345 7,299	155 17	283 7,29	299 155	17 283	44 261	2 2,	539 35	2 224 15	720 0	48 0	3,292 02	0,579 6	2,178 7	5,488 14 18	80,836 10	168,142 17	163,367	12 44	261 2	2,539 3	52	224 15 7	20 0	48 0 3,292	0 20,579	6 2,178	5,488	14 130,836	163,142	17 163,367 1	2 2,667 16	4 225 4	2 269 17	3,162	2 17 10 19	9,755 18 11 1,	965 19 1	164 4 9 2	1,886 2 9	25,049 0 7	Totals.

RETURN No. 12-continued.

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

	- 1. T		Coaching.				Live-stock, Goods, &c.	ne Twelve Montas ending 31st March, 1898—commued.		
	open.	Po of of Traffic	Number of Outward. In	ward.	Outward.	, , a		Inward.	Revenue.	Talua
Stations.	Hours	Expenditure.	hary ketts. Soon kets. Trees. Inges. Ogs.	riages. rays. thle. lives.	Equiv. Tonnage Chaff. Lime, &c. Wool. Firewood. Timber. tock, &c.	Grain. Merchandise. Minerals. Total.	Grand Total 8 12 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	Equiv. Ton- nage for Chaff. Wool. Firewood. Timber. Grain. Merchan- Live-stock, Lime, &c. Wool. Firewood. Timber. Grain. Minerals. Total. Grand Total Tonnage.	Coaching. Goods. Total V. forward	ded. Stations.
·		#	Oxd 116 Oxd 11				A Q Q W	Live-stock, Lime, &c. Wood. Firewood. Timoer. Grain. dise. amerais. Total. Tonnage.	Ordinary Season Passengers Lugaces, and Maile. Total. Goods. Miscellaneous. Commission. Total.	
Greymouth	io	£ s. d. 395 2 7 3 195 9 10	13,248 210 1,000 00 2	62 8 68 19 32 1,040 84 16 1 26 10 3 1	Ts. c. Ts. c. Ts. c. Ts. c. 29 7 36 0 29 7 3 4 716 0 7,844 17		17 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \mid 1,682 \mid 15 \mid 9 \mid 7 \mid 0 \mid 6 \mid 111 \mid 17 \mid 1 \mid 1,801 \mid 13 \mid 4 \mid 2,821 \mid 3 \mid 2 \mid Cr. \mid 9 \mid 12 \mid 10 \mid 64 \mid 7 \mid 0 \mid 2,876 \mid 17 \mid 4 \mid 4,677 \mid 17 \mid$	s. d. GREY-HORITIKA SEC 10 8 Greymouth. 19 10 Kumara.
Kumara Hokitika Head Office	10	2 465 6 11		45 1 66 1 80 200	42 0 12 4 234 0 60 5	1 3 1,065 0 10 8 1,425	0 . 18 32 . 1,040 . . .	84 538 0 1,168 14 4,783 7 1,202 2 7,692 3	1,642 17 2 19 18 6 91 1 8 1,753 17 4 593 9 8 8 2 6 5 10 0 607 2 2 2,860 1	
Accountant General		179 16 7	35,469 512 2,734 123 5 160 2,734 1		89 13 78 0 15 8 950 0 7,984 9	29 13 7,798 8 1,533 7 18,339	5 18,428 18 30 65 1 1,240	· · · · · · · · · · · · · · · · · · ·	4,065 9 0 281 8 11 368 1 1 4,709 19 0 5,004 12 11 Cr. 1 6 7 112 18 6 5,116 4 10 9,826	General.
Totals Westport Section	z		05 (10 40 1 996 9 59 1 007	1 28 7 8 1 198	., 150 0 84 0 304 0	65 15 2,621 15 399 4 3,624 1	14 4 3	6 2,460 0 3.857 2 196 16301,351 2 307,965 0		Westport Section—
Westport Waimangaroa Mokihinui	13 16	6 4,416 1 5 3 455 14 3 1 153 3 2	8,655 65 1,078 37 835 . 1,082 3 140 1 9 1,262	. 1 40 4 3 6 2 37 6	2,922 0 4,226 18 96 0 298 9	277 11 244,899 18 252,326 36 6 56,636 5 57,067	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	150 0 174 0 505 11	738 1 10	8 7 Mokihinui.
Head Office General	:: :: ::	210 16 8	252	0 100 11 0 1 100 6			1 212 202 17 11 6 1 102		30 15 0 95 7 0 115 17 0 241 19 0	General.
Totals	20	0 5,235 15 6	35,551 117 3,104 3 105 3,104	3 105 11 6 1 198 6	15 14 150 0 3,102 0 4,829 7	65 15 2,985 12 801,985 7 313,018	1 313,033 15 11 6 1 198	6 15 14 150 0 8,102 0 4,829 7 65 15 2,935 12 301,935 7 318,018 1 313,038 15	3,054 17 7 146 16 0 240 11 11 3,442 5 6 40,796 11 31,221 17 8 255 3 6 42,213 12 0 45,655 1	17 6 Totals.
NELSON SECTION— Port Nelson	9 S	9 1,425 10 10 5 620 5 1	17,870 220 2,528 3 1 114 348 5,291 110 249 6 7 38 448	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	6 0 88 4 12 0 6 0 20 4	930 5 468 15 1,412 11 2,905 1 332 9 792 10 24 17 1,188	0 1 7	7 666 0 198 4 18 0 45 2 629 2 244 7 685 18 2,486 13 8 270 0 167 0 1,662 0 1,794 4 1,552 10 205 12 1,625 17 7,277 3 .	1,425 7 2 110 4 8 109 9 9 1,645 1 7 657 2 4 1 18 2 12 0 0 671 0 6 2,316	
Richmond Wakefield	91 101 111		5,291 110 249 6 7 38 448 4,592 72 282 . 2 87 1,420 . 11,483 3 166 39 1,073 .	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	816 0 43 0 276 0 3 11 150 0 123 0 1,428 0 595 7 199 8 192 0 1,249 15	321 1 113 13 280 14 3,011 1	15 3 4 163	4 6 0 0 4 222 0 8 0 290 0 215 14 197 1 928 19 4 18 6 588 15 458 0 92 14 1,100 15 42 0 96 9 982 17 528 19 214 8 1,205 8	838 11 7 101 0 0 15 15 11 451 7 6 631 15 11 0 1 1	4 6 Richmond. 14 7 Wakefield.
Belgrove Head Office General		125 17 8	180 2	2			<u>: : : : : : : : : : : : : : : : : : : </u>		23 16 0 98 12 8 135 14 0 258 2 8 Cr. 0 0 8 0 18 3 64 0 5 64 18 0 328	
Totals	19	9 3,024 8 4	39,416 407 3,818 9 10 232 3,318	9 10 232 11 5 330 23	18 0 984 0 365 8 1,902 0 1,957 1	3,322 4 1,652 12 2,815 13 12,998 1	18 13,016 18 11 5 390	28 18 0 984 0 865 8 1,902 0 1,957 1 8,322 4 1,652 12 2,815 13 12,998 18 13,016 18	3,384 12 6 367 16 10 291 3 6 4,048 12 10 5,271 13 2 630 14 6 151 5 5 6,058 13 1 10,097	5 11 Totals.
Picton Section—	10	5 992 2 3	14,986 188 2 28 40 11 8,565 1 11 12 2 48 2	12 2 48 2 5 117 39 23 40 1 34 2 2,811 20	67 0 4,020 0 8 17 3,708 0 1,242 12 66 0 2 18		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20 3,708 0 1,242 12 66 0 2 13 5,567 3 1,480 5 240 14 12,807 7	1,384 3 8 13 9 6 16 3 0 1,413 16 2 2,084 17 2 312 14 10 55 7 6 2,402 19 6 3,816 1 827 17 11 0 10 0 16 9 11 844 17 10 2,851 13 2 8 9 11 195 9 0 3,055 12 1 3,900	Picton Section— Picton.
Blenheim Head Office General		2 371 10 8 . 118 4 8	8,565 1 11 12 2 48 2 168 3					67 0 4,020 0 8 17 90 0 1,130 14 2,100 5 7,416 16	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	12 8 Head Office. General,
Totals		7 1,481 17 2	23,719 137 13 35 2 88 13	35 2 88 3 39 2 2,928 59	184 2 3,708 0 1,809 12 4,086 0 11 10	5,657 3 2,610 19 2,340 19 19,724	3 19,858 5 3 39 2 2,928	59 134 2 3,708 0 1,809 12 4,086 0 11 10 5,657 3 2,610 19 2,840 19 19,724 3 19,858 5	2,238 2 7 126 12 0 137 13 11 2,497 8 6 4,885 18 6 820 19 9 254 11 6 5,461 9 9 7,958 1	18 3 Totals.
Hurunui-Bluff & Lyttelton (Coac	hing) 17 1	8 2,916 14 3		151 1 581	100 014 504 0 010 007 400 10		13 116 987 111 5,221		7,605 8 6 915 18 2 284 5 5 8,805 12 1	
(Goods (Whar Heathcote	$\begin{cases} a_s & re-\\ qu & re-\\ 13 \end{cases}$	38 12,112 15 2 3 486 1 6		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	72 0 22 12 0 9	$egin{array}{cccccccccccccccccccccccccccccccccccc$	1 21 280 60 .	542	56,546 7 24,361 12 10 980 17 8 61,888 17 8 61,888 1 1,544 16 3 309 8 3 1,854 4 6 1,854 393 2 10 187 2 10 27 16 3 608 1 11 594 10 1 49 12 4 644 2 5 1,252	17 8 " (Goods). 4 6 " (Wharf).
Woolston Opawa	12½ 13	2 325 0 10 1 160 0 11	8,261 193 94 20 118 .	7	24 0 1,196 16	40 10 3,040 17 845 18 5,147 1 0 12 0 1		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	557 7 7 7 1 5 3 12 2 7 400 15 5 1,044 18 11 1,044 18 11 1,445 1 243 12 6 101 17 3 4 12 1 350 1 10 1 15 7 1 15 7 851 1 34,025 13 2 4,474 1 8 188,499 14 10 Cr. 181 15 7 11 9 2 444 11 10 324 5 5 188,894	14 4 Woolston. 17 5 Opawa.
Christch. (Pass. (Parce " (Goods) :	ls) 17 5 s required 6 Mgr.)		74,260 544 149 1,143 15,351 4	414 48 978 9 178 9 178	1,488 0 4,073 12 18 0 2,688 9	8,674 8 25,215 5 2,322 15 44,480	9 21 236 226	38 3,582 0 4,185 4 3,960 0 29,547 12 11,676 15 63,680 2 52,496 15 169,078 8	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	9 11 " (Parcels). 17 11 " (Goods).
Addington · Papanui	14 1	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	12,426 53 789 17 1 127 338	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	30 0 6 8	17,218 12 986 16 601 10 20,276 2,919 9 132 16 3,088 1 2,562 7 34 4 4,252		36 150 0 258 0 147 11 2,918 0 24 19 2,854 16 6,353 6	1,194 17 5	8 2 Addington. 7 8 Papanui.
Styx Belfast Kaiapoi	$\begin{array}{c c} & 11\frac{1}{2} \\ & 12\frac{1}{2} \\ & 12\frac{1}{3} \end{array}$	1 175 15 1 2 299 19 6 5 812 15 6	4,927 4 149 8 . 67 344 16,081 130 1,887 26 . 118 1,895	3 24 3 14 1,599 453 3 65 8 17 3 1,974 1,774 77 3 143 28 22,664 1,814	444 0 2,087 4 180 0 7 7 7 840 0 248 4 197 6	5,306 19 16,743 7 1,965 5 26,734 12,556 10 504 3 1,162 2 15,508	2 89 32 330,028 2, 5 17 628	413 48 0 223 8 306 0 504 5 1,696 3 931 3 4,443 18 8,152 17	336 18 9 3 4 2 11 9 8 351 12 7 9,471 8 3 0 0 4 79 5 0 9,550 13 7 9,902 1,591 13 10 76 3 6 184 6 7 1,802 3 11 4,214 16 2 15 4 5 106 5 0 4,336 5 7 6,188	6 2 Belfast. 9 6 Kaiapoi.
Rangiora Cust Bennett's	11	4 681 13 5 1 170 15 8 2 293 16 10	3 202 304 1 . 23 1,725	2 33 12 6,320 32 19 33 23 10,523	24 0 23 16 2 18 408 0 135 8 6 0 1 2	534 1 42 11 11 19 689 1,103 14 19 6 1,673 1	0 4 · 966 . 10 2 3 · 842	54 552 0 3 16 522 0 168 0 1,599 1 751 15 2,847 9 6,444 1 26 6 0 842 0 55 12 326 4 270 2 1,021 3 2,521 1	1,904 5 8 129 8 9 228 5 4 2,261 19 9 1,922 13 8 12 7 7 93 2 0 2,028 3 3 4,290 288 11 9 6 12 6 12 8 1 7 7 93 2 0 2,028 3 3 4,290 288 11 9 6 12 7 7 93 2 0 2,028 3 3 4,290 404 16 3 . 15 16 1 420 12 4 614 19 0 1 16 0 . 616 15 0 1,087	3 0 Rangiora. 4 2 Cust. 7 4 Bennett's.
Oxford East West	18½ 14½ 15	1 181 3 2 4 595 1 6		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		1 2 7 222		406 1 10 2 18 0 87 1 8 496 1 6 438 19 10 0 8 6 5 11 11 439 15 3 935 1 719 18 0 2 12 6 25 2 10 747 18 4 905 4 8 0 17 0 2 1 0 908 2 8 1,655 1 282 6 11 12 1 6 18 18 11 313 7 4 613 7 10 0 1 3 46 0 4 659 9 5 972 1	16 0 " West.
Sefton Amberley Waikari	$\begin{array}{c c} & 12 \\ 12 \\ 14 \\ \hline \end{array}$	3 370 9 2 4 646 11 3	3,842 76 1,686 80 2 149 2,859 8,927 70 1,160 21 7 142 4,368	25 4 128 239 90,406 29 86 10 277 70 1 52,977 79 94 19 346 703 71,217 20	. 324 0 690 8 36 0 81 18 90 0 850 0 24 0 9 7 78 0 1 201 12 12 0	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	5 8 2 2,174 . 15 7 108 120 6,923 . 12 5 354 405 8,059	· 78 0 0 8 198 0 420 18 569 16 302 12 561 7 2,131 1 · 216 0 252 0 247 7 667 9 573 1 508 8 2,464 5	697 15 10 44 10 0 102 1 2 844 7 0 2 448 10 0 8 0 8 129 2 10 2,580 18 1 8,425 1,991 15 3 4 0 0 91 12 1 2,087 7 4 2,370 4 4 0 13 0 46 15 0 2,417 12 4 4,504 1 940 16 8 182 15 11 1,073 12 7 8,861 9 11 26 1 9 11 0 0 8,898 11 8 4,972	0 1 Amberley 19 8 Waikari.
Culverden Hornby Prebbleton	10	1 211 11 7	9,153 90 585 265 79 412 5 1,510 14 446 1 4 213	$egin{array}{c ccccccccccccccccccccccccccccccccccc$	426 0 1,277 16 6 0 0 18	1,074 5 18,903 18 5,170 1 26,858 1 3,998 2 7 18 4,403	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	492 80 0 80 0 69 7 141 5 2,991 5 1,860 4 5,122 1 58 80 0 186 6 42 18 484 8 743 12	717 16 6 59 4 6 341 3 9 1,118 4 9 8,519 9 1 1 6 7 65 1 0 8,585 16 8 9,704 113 18 0 11 4 8 24 15 0 149 17 8 976 9 6 0 13 6 0 10 0 977 13 0 1,127 1	1 5 Hornby. 10 8 Prebbleton.
Lincoln Ellesmere Doyleston	9½ 10 11	2 359 8 0 1 156 5 2 1 175 9 4	1.959 7 1,223 7 . 8 1,092	4 2 11 . 67 . 4,096 746	282 0 25 12 0 4	1,632 0 38 18 . 2,248 1 951 0 62 18 10 13 1,382	18 2 5 89 7 5 345	687 24 0 66 0 346 9 134 9 158 7 407 16 1,137 1 57 306 0 102 0 88 18 189 18 231 1 332 10 1,250 2	256 18 8 11 16 0 80 15 8 89 9 11 1,687 8 6 0 16 5 36 15 0 1,674 19 11 2,024 93 19 4 11 6 0 13 18 6 119 3 10 840 18 2 0 0 6 3 0 0 0 843 18 8 968 296 8 11 9 18 0 202 7 10 508 14 9 501 9 6 0 5 10 0 2 6 501 17 10 1,010 1	2 6 Ellesmere. 12 7 Doyleston.
Leeston Southbridge	11 11 10	3 344 7 1 4 553 17 8 3 381 5 5	5,878 20 544 4 30 2,284	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	216 0 51 0 12 0 210 0 111 12 6 0 24 0 180 4 3,264 0 1,034 18	1,980 17 213 19 6 0 2,479 1 2,717 19 121 16 12 0 3,179 417 10 66 5 312 0 5,248 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1994 30 0 192 0 528 2 282 12 356 12 1,450 11 2,834 17 33 42 0 228 18 191 14 321 16 587 3 1,871 11 511 60 0 36 0 168 5 0 168 5 498 18 490 7 499 4 1 600 11	671 10 8	9 6 Southbridge.
Little River Templeton Rolleston	13	1 161 13 10 2 282 13 3	1,618 2 105 2 . 20 399 1,510 . 154 12 . 54 267	6 2 26 2 34 . 16,771 1,585 72 18 108 . 660 . 41,767 788 2 . 20 244 70 12 . 31 . 10	504 0	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	18 . 2 24 . 182 .	257 96 0 72 0 1,902 0 167 0 1,181 19 8,650 18 - 12,069 17 126 0 18 11 105 12 45 10 293 1 519 14	155 6 6 0 18 4 8 9 10 164 14 8 2,021 1 1 0 8 6 3 9 10 2,024 14 5 2,189 293 18 1 1 5 1 1 5 0 351 6 8 667 382 19 0 11 13 6 23 16 2 868 8 452 11 8 0 5 5 4 0 0 456 17 1 825	0 1 Rolleston.
Kirwee Darfield Sheffield	103 12 13	1 154 11 8	3,782 81 974 74 2 112 2,939 1,218 29 408 5 22 1,728	46 4 129 . 16 . 4,209 209 48 2 31 1 45 . 7,229 218		2,357 8 66 6 4,841 12 8,135 1	16 3 44 ¹ 583 516 3 2 516	0 30 0 222 0 116 0 295 1 286 18 630 9 1,580 8 54 0 36 19 200 9 226 6 482 1 999 15	695 18 3 6 10 0 95 15 5 798 3 8 2,376 14 10 4 11 5 25 0 0 2,406 6 8 3,204 191 198 18 8 0 10 0 24 13 5 223 17 1 1,200 4 7 0 8 7 21 11 8 1,222 4 10 1,446 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 11 Darfield. 1 11 Sheffield.
Springfield Coalgate Burnham	$\begin{array}{c c} & 14 \\ & 12\frac{3}{4} \\ & 12 \\ \end{array}$	1 178 9 0	931 18 122 7 19 650	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	228 0 75 4	187 0 45 13 156 4 475 736 9 25 4 . 1,064	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	- 12 0 12 0 17 2 47 2 68 2 236 8 392 14	346 6 6 9 14 8 32 18 6 38 19 8 662 8 8 2 10 2 16 10 6 681 9 4 1,070 161 9 1 24 19 0 14 4 3 200 12 4 307 10 3 0 9 5 307 19 8 508 1	8 7 Coalgate. 12 0 Burnham.
Selwyn Dunsandel Rakaia	$\begin{array}{c} & 11\frac{1}{2} \\ & 12\frac{1}{2} \\ & 12\frac{1}{2} \end{array}$	2 812 12 8	5.673 22 1.193 30 4 93 3,423	44 6 39 . 81 . 19,257 477 18 7 121 . 28 6 86,068 592	306 0 63 16 1,122 0 604 0 6 0 10 18	870 9 82 4 7 0 1,329 8 8,186 8 211 15 101 8 10,242	$egin{array}{cccccccccccccccccccccccccccccccccccc$	6 60 12 0 70 0 107 16 90 12 314 7 600 15 6	152 15 10 7 18 4 8 8 0 169 2 2 299 6 9 1 9 8 7 14 0 308 10 5 477 1 812 11 10 4 0 0 57 13 2 874 5 0 766 17 7 1 16 10 28 1 0 796 15 5 1,671 1,671 1,526 9 3 1 10 0 97 4 8 1,425 3 11 6,454 5 6 17 9 9 112 0 0 6,583 15 8 8,008 1	0 5 Dunsandel. 19 2 Rakaia.
Methven Chertsey	$\begin{array}{c c} & 11 \\ & 12\frac{1}{2} \end{array}$	2 317 8 1 1 168 14 8	$egin{array}{c ccccccccccccccccccccccccccccccccccc$	9 . 22 . 37 . 33.478 8	492 0 152 4 564 0 456 0 6 0 178 1	$ \begin{vmatrix} 974 & 14 & 22.15 & 8.0 & 1,649 \\ 9,491 & 7 & 1,138 & 3 & 267.10 & 12,101 \\ \end{vmatrix} $	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3 174 0 12 0 478 9 756 8 779 7 1,869 15 4,069 19 41 582 0 27 12 840 0 2,997 11 4,886 13 3,251 19 6,160 18 18,246 8	598 13 6 0 17 6 49 8 6 643 14 6 1 641 8 6 8 10 10 80 0 0 1 ,879 19 4 2,538 1 261 8 9 3 0 0 16 14 4 281 3 1 1,338 5 8 2 13 3 60 2 4 1,401 1 8 1,682 5,894 7 11 17 8 3 701 17 8 6,613 18 10 7,470 10 10 143 8 2 756 11 3 8,370 10 8 14,984	4 4 Chertsey. 4 1 Ashburton.
Ashburton Tinwald Mt. Somers	$\begin{array}{c c} & 13\frac{1}{2} \\ & 11 \\ & 11\frac{1}{2} \end{array}$	1 154 12 8 1 255 11 0	$egin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	138 0 347 0 0 1 1 1 1 1 1 1 1 1	9 2,977 3 63 10 48 0 3,574	19 . 2 23 . 1,007	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{ccccccccccccccccccccccccccccccc$	16 4 Tinwald. 7 3 Mt. Somers.
Winslow Hinds Rangitata	$\begin{array}{c c} & 11 \\ & 10\frac{1}{2} \\ & 10\frac{3}{4} \end{array}$	1 182 15 6 1 181 1 1 176 16	1,753 219 3 2 53 1,166 1,668 5 266 8 35 1,077	4 1 32 3 150 28,552 6 7 8 45 2 14,892 6	144 0	2 838 14 45 2 3 10 1,229 5 1,590 5 33 8 . 2,746 5 2,736 9 126 17 9 11 3,220	16 1 14 11,524 18 2 161 685	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	349 4 9	11 5 Hinds. 6 8 Rangitata.
Orari Winchester	11	3 395 1 3	2,930 35 349 18 18 1,073	7 3 12 1 4 . 7,356 250	12 0 188 12	2,969 10 46 6 9 18 3,226	6 1 4 120		7,501 0 11 17 7 10 42 16 8 561 5 1,044 10 2 4 5 5 38 19 9 1,087 15 4 1,649	0 9 Winchester.
Carried for	vard 3	816 52,946 12	544,933 9,246 109,660 2,132 223 4,591 105,627 2,	059 193 4,506 241 6,925 874 846,475 25,88	13,07# 0 30,03# 4 10,800 0 45,561 1	5 141,436 12 156,212 14 126,349 2 530,668	8 238 6,144 834 944,876 24	620 13,818 0 35,795 12 10,056 0 47,455 9 138,170 11 157,591 17 128,180 5 526,067 14 7	75,361 9 8 6,535 0 6 10,697 1 5 92,593 11 7 174,044 19 2 4,990 9 3 4,863 17 1 183,899 5 6 276,492	17 1 Carried forward.

RETURN No. 12-continued.

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

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															,									_				-		ntinued.															
i	f yed.		1	Coac	hing.			_			-										Live-stock,	Goods, &c.		··	·					1.0.0								I	Revenue.	-					
Stations.	raffi July Expendit	affic diture.	mber of	Outward.	1	Inwa	ard.	_[-		.	1	· · · · ·	1	Ι	Outward		1						1 . 1	1		<u> </u>		Inward.	1							Coa	ching.	5 St.			Go	oods.	To	otal Value	Stations.
Hou	Nur Hands	rdinary February	Season Pickets.	Parcels. Horses.	Dogs.	Farcels Horses.	arriage Dogs.	Drays.	Cattile.	Calves. Sheep.	Pigs.	Equiv. Tonnage for Live- stock, &c.	Chaff, Lime, &c.	Wool.	Firewood.	Timber.	Grain. Me	rchan- lise. Mine	rals. To	otal. Gr	rand Total Tonnage.	Drays.	Calves.	Pigs.	Equiv. Ton- nage for Live-stock,	Chaff, Lime, &c.	Wool.	Firewood. 7	Timber.	Grain. M	erchan- dise.	Minerals.	Total.	Grand Total Tonnage.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	i Total.	G	Goods.	Miscel- laneous.	Rents and	Total.		•
		65	1 1							.					<u> </u>	.				<u> </u>		1 1	• =							<u> </u>					rassengers.	TICKOUS.	Mails.				laneous.	Commission.			TT D G-
ru (Coaching) (Goods) (Wharf) ndrow's (Goods)	2 308 1 150 3 2 156 1 1 150 3 392 1 1 178 2 2 345 3 34 1 1 177 1 178 2 3 45 1 1 178 3 3 462 1 1 1 362 1 1 362 1 1 362 1 1 362 1 1 362 1 1 1 362 1 1 1 362 1 1 1 362 1 1 1 362 1 1 1 366 1 2 257 1 1 217 2 3 366 1 3 366 1 3 366 1 3 361 1 1 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 361 1 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	3 12 9 544 4 3 11 1 4 3 11 1 5 8 11 1 5 8 11 1 6 5 8 11 1 8 10 0 9 3 2 10 8 4 2 10 8 4 3 10 6 2 2 2 13 7 6 3 15 7 6 3 15 7 7 4 3 7 6 3 11 11 2 3 15 13 8 1 3 15 13 9 2 3 16 10 9 2 3 17 9 2 3 10 0 5 1 4 10 11 13 3 10 0 5 1 4 10 12 1 3 10 0 5 1 4 10 12 1 4 10 12 1 4 10 12 1 4 10 12 1 4 10 12 1 4 10 12 1 4 10 12 1 4 10 12 4 10 12			56 1 1 1 5	140	2 2 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	95 1 60 1 53 2 70 1 116 1 87 1 73 1 181 7 126	888 63 10 11 169 8 10 64 259 30 10 64 259 34 46 246 8 30 30 147 116 9 147 147 147 147 147 147 147 147	16	3	,	66 0 0 12 0 12 0 12 0 13 0 0 0 66 0 0 18 0 18 0 0 1	868 4 5,662 12 170 0 367 0 118 12 133 8 57 16 213 0 1,129 0 34 16 108 12 179 0 381 16 121 0 3 0 4 0 121 16 121 0 4 0 121 16 121 0 4 0 121 16 121 0 3 0 4 1,315 12 7 16	54 0 36 0 36 0 36 0 24 0 42 0 924 0 18 0 96 0 216 0 1,488 0 144 0 30 0 180 0 576 0 210 0 192 0 112 0 66 0 18 0 18 0 18 0 18 0 18 0 19 0 11 0 11 0 11 0 11 0 11 0 11 0 11 0	5,561 16 141 16 16 16 17 7 1,972 17 26 18 15 15 26 20 9 1 1 1 16 17 7 1 1,972 18 16 16 18 9 11 16 16 17 16 18 9 11 16 16 17 16 18 18 18 18 18 18 18 18 18 18 18 18 18	2,983 16 658 19 7783 18,659 13 2,420 17 3,672 1 3,672 1 3,672 1 3,558 7 3,110 18 2,245 15 4,269 9 1,4882 14 378 18,66 5 2,788 17 7787 10 4,067 5 861 0 1,069 0 304 3 .,066 4 321 1 26 19 0 15 0 9 7 15 172 4 39, 172 4 39, 173 10 18 19 10 11 26 19 10 11 27 19 28 11 28	121 9 158 9 10 738 8 11,5 8 8 11,5 8 8 1 122 8 11,5 8 842 5 10,3 8 447 14 50 5 6 6 44 11 119 15	49 2 530 10 10 18 77 9 5 11 10 18 77 9 5 13 90 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	310 11 ,486 11 ,457 17 ,691 3 ,809 8 ,100 5 ,343 19 ,417 0 		6 14 14 13 16 17 77 7 10 9 46 6 6 6 6 7 18 11 12 12 12 12 12 12 12 12 12 12 12 12	28,6 1 10,1 1 1,1		5	589 0 0 12 0 0 18 0 0 0 0 1,56 0 0 126 0 0 126 0 0 126 0 0 126 0 0 1,56 0 0 126 0 0 1,56 0 0	128 4 4,187 0 4,187 0 5,155 4 4 0 16 270 12 46 4 2,188 0 5,590 12 5,762 0 5,590 12 5,762 0 16 0 16 0 0 4	18 0 60 0 144 0 126 0 876 0 3 60 0 12 0 12 0 12 0 12 0 12 0 13 0 0 162 0 156 0 156 0 156 0	386 18 205 11 205 14 412 13 3,919 7 312 14 412 13 3,919 7 30 18 297 15 90 91 306 14 891 6 90 91 306 14 891 6 353 15 212 0 3,592 0 1 15 208 97 71 16 208 97 71 16 208 97 71 16 208 97 71 16 380 1	461 4 425 1 718 7 30,888 17 18 25,606 6 8440 14 426 19 716 3 439 14 10 16 509 0 875 11 12,552 8 7 46 9 812 10 99 16 475 9 682 11 22,552 8 13,191 0 99 16 475 9 682 11 215 12 155 18 1341 11 190 19 91 16 12 3 1,966 19 21 10 12,552 8 13,191 0 17,664 2 11 2,552 18 13,191 0 17,664 14 17,61 17 18,15 18 18,	304 8 822 6 6 8 8 9 2 9 1 1 8 1 8 2 1 1 2 1 0 2 8 8 9 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	\$,881 7 1,187 9 \$77 16 1,877 16 1,877 16 1,877 16 1,877 16 1,877 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 16 1,977 17 1,977 16 1,977 17 1,977 17 1,977 18 1,977 1	1,296 16 1,487 0 1,487 0 1,487 0 1,487 0 1,487 0 1,487 0 1,716 9 1,657 1 1,551 6 1,521 6 1,		1,232 18 2 773 1 6 702 13 10 861 9 9 1,561 3 2 2,586 1 10 701 10 3 466 5 0 495 16 1 331 10 8 346 13 11 2,412 9 7 466 13 0 2,479 12 8 3,105 15 3 2,655 17 4 480 14 7 546 1 9 753 17 8 380 1 4 480 14 7 546 1 9 11,249 7 71 1,241 7 11 1,549 8 9 38 13 4 480 14 480 14 1,207 17 1,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 7 11 1,549 8 9 11,261 10 11,261 10 12,261 12 13,26	14 10 0 3 0 0 0 2 7 0 23 14 0 2 18 0 0 0 12 7 8 1	77 16 15 17 79 15 17 79 15 17 79 15 17 79 15 17 79 15 17 79 15 17 79 15 18 13 13 14 16 18 17 18 18 11 16 18 18 18 18 18 18 18 18 18 18 18 18 18	5 581 14 9 266 17 1,201 0 8 8,467 17 7 498 8 484 17 10 1 60 1 7,743 18 8 484 17 1 1 62 1 1 652 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 0 3,944 6 88 77 8 10,88 1,10 8 11,10 0 100 12,11 1 0 100 100 100 12,11 1 1 0 100 100 100 100 100 100 100 10	46 18 4 4 7 18 18 18 18 18 18 18	0 3 5 5 9 1 5 5 0 8 0 17 11 11 11 1 4 11 12 0 9 1 1 3 0 0 3 16 8 11 12 1 1.16 7 1 1.174 0 11 819 7 3 10 10 1 6 5 458 15 0	60 2 0 45 0 0 0 45 0 0 0 191 2 5 11 17 6 6 6 0 9 6 62 11 17 6 6 6 0 9 6 62 11 17 6 6 6 0 9 6 6 2 10 0 16 4 0 0 11 17 6 16 10 0 15 12 0 0 17 12 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 0 1 10 10	378 14 4 4 1, 211 4 2 2, 48 15 7 7 8, 12, 639 14 5 17 1, 1, 979 8 10 1, 1, 1, 979 8 10 1, 1, 1, 138 2 8 2 1, 1, 1718 12 9 2, 2, 604 7 2 4, 1, 386 9 1 1, 2, 456 10 10 2, 907 5 4 8, 982 18 0 1, 1, 1718 12 1 8, 982 18 0 1, 1, 1, 171 4 4, 4, 151 5 1 10 5, 275 7 7 7 7 7 7 7 7 7 7 989 11 2 1, 385 12 1 1 2, 181 5 12 9 221 3 2 4 18 6 12 1 1 5, 201 3 2 1 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	140 5 111 144 15 5 12 141 15 5 15 15 9 1412 4 11 15 15 14 13 8 155 14 13 8 155 14 13 8 150 14 5 17 777 17 77 17 17 77 17	Tapanui. Kelso. Pukerau. Gore. Riversdale, Mataura. Edendale. Wyndham. Woodlands. Invercargill (Coar (Gor. (Tr. Bluff. (Wharf). Makarewa. Thornbury. Riverton. Osapuki. Otautau. Winton. Dipton. Lumsden.

RETURN No. 13.
STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1898.

,				ıwa.	arei.		ıd.	igton- -New outh.	i-Bluff.	uth.	<u>.</u>			
Description	1.			Kawakawa.	Whangarei	Kaibu.	Auckland	Wellington- Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
Carriag	re					1	· · · · ·	j				ļ		
Saloon, bogie, 35-feet								3			,			3
" " " 37½-feet			}					2						2
" " 39½-feet		•••					I	6	7	•••				14
,, ,, 41-feet		,	}	•••			3	2	. 4		1.00			9
", ", 44·feet	• • •	***			•••				I					Ī
ist class, 6-wheel							2		10					12
" 4-wheel …	•••	•••			1		1	3 2	. 4	1	I	I	ı	13
,, bogie, 30-feet	•••		****		,			2	- 5			•••		7
,, ,, 40-feet)									9,					9
Composite, 6-wheel			أ		1	ı	1	10	18			2	1	34
", 4-wheel				2	2	.,,	5	6	11			1		27
" bogie, 30-feet							5	9	19					33
1 PA							2	4	4	2		1		13
,, ,, 40-feet (ĺ,	[]	34	бі	103	4	2	1	2	207
" ,, 44-feet ∫	•••							l '	_	7	-		- 1	
2nd class, 6-wheel						2	3	8	28			. 2		43
,, 4-wheel					2	I	2	3	II		2	I	I	23
" bogie, 30-feet	•••	•••						3 3	II			•••		14
,, ,, 35-feet ,, ,, 39½-feet	• • •			•••				9					'::	3
40 foot)		•••	٠٠٠					i !			'''		" }	ì
,, ,, 40-100t (,, ,, 44-feet)	•••		•••	• • •			14	12	38	ι		•••		65
Total				2	6	4	73	146	283	9	5	10	5	543
		•••					73							
Wagons, 1	ETC. F]			l l						
Passenger brakes Goods	F	•••	}	2	2	2	19	28	73	7	4	4	2	143
horrin	F		,			Į.	10	25			2			бо
Fell ,, bogte	F							4	23				 	4
Trucks, &c	_							-						1
Platform coal	P			68	74		1				1			143
Timber	\mathbf{N}				бо	94	65	104	171	12	29	8		543
Cattle .	\mathbf{H}			2	2		55	44	161	• • •		2	2	268
,, bogie	\mathbf{T}					·	6	10	5					21
Sheep, double-floor	\mathbf{J}						49	158	246	•••			2	455
,, ,, bogie Horse-boxes	S G		••••				6	37	34		2			77
Covered goods	K	•••					17	44	51			I	1	114
(£i Li)				1	4	í	52	7 I 20	275	9	4	4	3	424 б <u>5</u> .
,, (refrigerating)	$\overrightarrow{\mathbf{v}}$	***					5	18	40 20					47
High-side	Ĺ			3	12	4	399	688	3,174	25	I	31	54	4,391
" bogie	$\bar{\mathbf{R}}$					2	59 51	59		9				156
Low-side	M			4	18	12	79	232	35 661	14	19	12	21	1,072
Iron hopper, mineral	O						80			243	327			650
" movable	\mathbf{Q}				,	ļ ļ				.,,	17		}	17
Platform, bogie	Ŭ	• • •					10	75	19	10				114
Cool-trucks	X	***					14	1. 61	5 9				5	139
Ballast	Y	•••				'	20	20	25	,				65
Covered goods, bogie	\mathbf{z}	•••	•••	···		<u> </u>		I	6					7
Total				80	172	115	938	1,699	5,087	329	403	62	90	8,975

RETURN No. 14.
STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1898.

Ciass	•			Cyli	nder.	Co W	oupled heels.		ruck heeis.	awa.	arci.		ıd.	Wellington- Napier-New Plymouth.	Hurunui-Bluff.	uth.	ی			ıgines.
				Dia- meter.	Stroke.	No.	Dia- meter.	No.	Dia- meter.	Kawakawa	Whangarei.	Kaihu.	Auckland.	Welli Napie Plyn	Hurunu	Greymouth.	Westport.	Nelson.	Picton.	Total Engines.
Double Fairlie Single Fairlie American		E R S K N	{ 	In. 10 10 124 13 12	In. 18 18 16 16 20	8 8 6 6 4 6	Ft. in. 3 34 3 9 3 0½ 3 0½ 4 0¼ 4 1½	 4 4 4 4	In 36½ 36½ 30¼ 28½				3	6 1 9 4 2	 6 6					6 1 18 4 8 6
English		O Q T P V		15 11 15 15	18 18 18 20 20	8 4 8 8 6	3 0¼ 4 0¼ 3 0¼ 3 5 4 1½	2 6 2 2 4	$ \begin{array}{r} 28\frac{1}{2} \\ 30\frac{1}{4} \\ 28\frac{1}{2} \\ 26\frac{1}{2} \\ 26\frac{1}{2} \end{array} $				3		5 1 6 7 10					6 6 10 10
Fell		H A C D F		14 8 9½ 9½ 10½	16 15 18 18	4 4 4 4 6	2 8 2 6 1 2 6 1 3 0 1 3 0 1	2 2 2	30 18 18	I I	 I	 I 2	 I 12	6 1 2 10	 2 17 36	 1 5	2 3	2	 I I	6 5 6 32 72
	. :	Fa G J L La		12 10½ 14 10½ 12	18 18 20 18 18	6 4 6 4 4	3 0½ 3 0½ 3 6¼ 3 0½ 3 6¼	 4 2 2 4 6	21 24 ¹ / ₄ 24 ¹ / ₂ 26 ¹ / ₂		2 		3 6 2 2	3 6 4 1	4 2 20 1				 2 	13 4 32 7 3
		M U W Wa Fb		13 16 14 14	20 20 20 20 18	4 6 6 6 6	3 64 4 6 3 0½ 3 3¾ 3 0½	6 4 4 4 2	$ \begin{array}{c c} 28\frac{1}{2} \\ 30 \\ 26\frac{1}{2} \\ 26\frac{1}{2} \\ 24\frac{1}{4} \end{array} $					4 2 6	4					4 4 2 6 1
Total										2	3	3	32	79	133	6	7	4	4	273

RETURN No. 15.

		Year ending	1897. 30 June		1896. 31 Dec	1897. 30 June		1896. 31 Dec	. Dec.	1897. 30 June.	· 			1897. 31 Mar.	1898. 31 Mar.
	s	Number of Wagons, and Brake-vans.	9.053.9										, .	611	975
		Number of Passenge carriages.	1.068		478									529 8,	
Reorras)	.897	Number of Locomoti				287	326	109	3 69	151				569	273
		General Charges (including Com- pensation, &c.) per Cent. of Revenue.	5.05	2.35	4.0	2.50	1.45	4.65	3.75	9.60				4.76	4.37
Official	Expenses.	Traffic per Cent. of Revenue.	19.00	14.76	11.30	13.91	14.09	10.27	18:97	24.64				16.63	16-91
latest		Maintenance per Mile of Railway. Locomotive, Car, and Wagon per Train Mile.	£ d. 12214·3919·00	549 139 21 46 14 76	957 198 20-67 11-80	204 111 10.81 13.91	93 19-29 14-09	1,77718218-9210-27	9610912.4318.97	407 117 20:98 24:64	1			247 150 18 05 16 63	254 161 17-97 16-91
from		Net Earnings per Average Mile.	337	549	957	204	220	1,777	96	407				247	254
(taken	n.	Working-expenses I Average Mile oper	\$ 200	622	853			1,050		969		•		391	420
		Harnings per Average Mile oper	£ 837	1,171	1,810	486	559	2,836	281	1,103				638	673
g Colonies		Tonnage of Goods.	1. 9 42,263,638 2,383,445	022,672,924 4,567,041	7,978,652 1,378,345 1	2,633,5561,243,603	5,803,008 1,149,443	628,799 2,826	229,707	845,225 1,103			٠.	4,439,387 2,368,927	4,672,264 2,518,367
following		Passengers carried.	,263,638	,672,924	,978,652	,633,556	,803,008	898,259	542,825	3,607,486	-			,439,387	,672,264
the f		Head of Populatio	s. d. 4 945	6 0 25	H	6	80	8	0	5				10	-
ij.		to Earnings.	Į.	C3	107 15	C3	71 2 17	24		95 16				351 15	30 1 17
Railways	.1.63	Earnings to Capit Percentage of Working-expense	2.74 59.78 2	3·79 53·11	8.98 47.10 7	2.86 58 01	2.98 60-71	45 37	1.15 74.38 1	9.04 63.09				3.19 61.351	3.24 62.30 1
	4	Net Earnings per Train Mile. Percentage of Ne		41.75 3				5.28 11			•				
No. 15. s, &c., of		Profit on Working.	d. £ d. £ d. 86.081,563,805 40.671,052,130 27.36	88-99 1,601,218 47-25 1,413,524 4	98.0 1,921,809 46.20 1,867,199 51.80	495,127 24.0	409,723 26.53	714,224 75.28 11.45 37.14	40,761 13.22	337,828 31.95				497,104 34.95	518,817 33·89
	9	Working-expense per Train Mile.	d.	7.25 1,	6.201,			-2	9.63						
S, Expens			,805 <u>4</u> (,2184	,809	684,146 33-25	633,220 41.01	421,990 44.4	122,171 39-63	577,655 54.64			*	789,054 55-58	857,191 56-1
NGS,		Working- expenses.	£ 31,563	91,601	1,921										
EARNINGS,	Mile.	Garnings per Train				3 57-25	67.54	1119-7	52.85	86-59				90.5	0.06
		Gross Earnings.	d. 09,228,687 2,615,935	118,130,405 3,014,742	109,987,448 4,078,561	11 4,939,159 1,179,273	93,706,021 1,042,943	11 2,277,106 1,136,214 119·75	162,932	915,483				23,409,2181,286,158	23,666,483 1,376,008
EXPENDED,		Train Miles run.	9,228,687	3,130,405	9,987,448	4,939,159	3,706,021	2,277,106	739,828	42,537,192				3,409,218	3,666,483
CAPITAL		Cost per Head of Popu- lation.	£ s. d. 32 15 0	28 9 11	40 5 10	35 19 11	38 0 9	.33 5 11	21 18 3	23 13 4		***************************************		21 14 2	21 17 28
OPENED,	eli]	Population per M of Railway.													
		Cost per Mile for T Mileage construct	£ 12,25(14,157	9,407 233	7,068 198	7,364 194	15,514	8,395 383	4,499 190				7,719 356	7,783 356
Mileage	4	Total Cost.	£ £ 8329,402 12,250 344	37,369,205 14,157 509	21,193,417	17,280,569	13,755,622	6,236,555 15,514 116	3,524,051	3,734,477				15,577,392	15,993,903
the]		Gauge.	e ii.	4 83	3 6	9	9 m		3 5 6	9 8				9 8	3 6
of	·uəd	Average Miles of				2,427	868 (5	402	420	830					2,043
STATEMENT		.noitstingo	87,8841,170,304 3,126	310,700 1,311,440 2,575	526,000 2,253	480,079 2,	361,632 1,868	46,788	160,834	157,819				717,649 2,016	731,713 2,0
		Area in Square Miles.	37,884 1,1	10,700 1,	221,311 5	668,224 4	903,690	20,461	26,215 1	975,876 1				104,471 7	104,471 7
COMPARATIVE		~ ŭ~	:		Hope 25	:	<u>6</u> :	:.	:					;	:
COMI		Colony.	Victoria	New South Wales	Cape of Good Ho	Queensland	South Australia	Natal	Tasmania	Western Australia				New Zealand	и

RETURN No. 16.
STATEMENT of Stores Contracts current during the Year ending 31st March, 1898.

	Sei	vice.			Period.		Name of Contractor.	Rate.
Uniform o	clothing		Northern lines Hurunui - Blu	ı ff	3 years ending 31	/12/97	A. Levi and Co Ross and Glendining	As per schedule.
Uniform o	caps		Section All sections		"		Hallenstein Brothers and Co	Guards and porters 4/; drivers, &c.
General s	tores-				W0-6		E Portor and Co	4/9 each. As per schedule.
	l ironmong	ery		•••	For 1896-97		E. Porter and Co	,,
Furnish Iron an			,,		,,	· · · ·	,,,	,,
	lours, &c.		**	•••	"		,,,	,,
	andléry		**		**	•••	NT 1 C NT:t	,,
Drain-p			**	•••	**	•••	W. and G. Winstone J. J. Craig); ;;
Ocment Brushw	and lime		**))))		E. Porter and Co	"
Leather			**		33			,,
Genera	l ironmong	ery	Wellington		"		Briscoe, MacNeil, and Co	,,
Furnish			••	•••	,,		,,	"
	id steel lours, &c.	•••	**		"		"	",
	andlery		**		, 11		· ,,	"
Drain-p			**		,,		W. Murphy	35
	and lime		,,		33		Milburn Lime and Cement Co. Briscoe, MacNeil, and Co))))
Brushw		•••			,,,			,,
Leather General	r, a.u. Lironmone	erv	G1 1 1 1		», »,	•••	Ashby, Bergh, and Co	,,
Furnish					"		,,	,,
Iron an					"	•••	J. Anderson	**
	lours, &c.			•••	,,		E. Reece and Sons Ashby, Bergh, and Co	"
Ship-ch Drain-p	andlery				,,		Springfield Coal Company	,,
	and lime				,,		Ashby, Bergh, and Co	**
Brushw					"	•••	T. Bunting	"
Leather	r, &c.			•••	,,	•••	Ashby, Bergh, and Co A. Briscoe and Co	,,
	l ironmong	ery		•••	,,		A. Briscoe and Co	"
Furnish Iron an			,,	· · ·	,,		,,,	,,
	lours, &c.		"		,,		A. Briscoe and Co	,,
Ship-ch	andlery				,,		Thomson, Bridger, and Co A. Briscoe and Co	,,
Drain-p Cement	t and lime	•••	**		29 23,	•••	Milburn Lime and Cement Company	"
Brush w Leather			,, ,,	. . .	"		A. Briscoe and Co New Zealand Hardware Com-	27 27
Coal-supp	ol v		Auckland		Till 31/3/98		pany Taupiri Extended Coal-mining	6/6 per ton.
,,					,,	•	Company Ditto	5/6 ,.
,,		•••	Kaihu		,,	•••	Grey-Point Elizabeth Company (f.o.b., Greymouth)	
"			Napier-Taranal	κi	,,		Blackball Coal Company	19/6 ,,
,,			**		,,	•••	Grey-Point Elizabeth Company	19/ ,,
,,		• • • •	**		,,		»	22/6 "
"		•••	**		,,		,,,	21/ ,,
,,			TTT 11' '	•••	,,	• • •	Westport Coal Company	19/ ,,
"	***		,,		,,		Westport-Cardiff Company Grey-Point Elizabeth Company	1 5 -
,,	441		Picton "		,,		,,	22/ ",
"	•••		Nelson		,,	•••	W. 4 C 1	20/ ,,
"		•	Westport		,,	***	Westport Coal Company	6/6
,,	•••	•	Greymouth Hurunui-Bluff		,,	•••	Grey-Point Elizabeth Company	,,,
,,	•••		1st Section		,,		Westport-Cardiff Company	16/ "
			"		,,		Blackball Coal Company	17/3 ,,
			"		,,	•••	Grey-Point Elizabeth Company	
	ř	-	and Section	•••	,,	•••	Hartley Company Westport-Cardiff Company	10/ ,,
			2nd Section "		,,	•••	Grey-Point Elizabeth Coal Company	19/6 "
			3rd Section		,,	•••	Ditto	19/6 ,,
			4.1. 0 "		,,	• • •	Shag Point Coal Company Fernhill Coal Company	10/ ,,
			4th Section		,,		Fernhill Coal Company Kaitangata Coal Company	6/1 ,,
			5th Section		,,,		Nightcaps Coal Company	7/1 ,,
			"	•••	,,		Blackball Coal Company	18/6 "
	_				,,		Grey-Point Elizabeth Company	20/6 "
Coal-sup	ply	•••	Workshops— Newmarket	···	,,		Grey-Point Elizabeth Company (f.o.b., Greymouth)	9/10 ,,
			Petone		,,		Ditto	16/6 ,,
					"			21/ ,,
			Eastown	• • •	,,	•••	, "	
			Eastown Addington Hillside		,, ,,	•••	" ··· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·	17/6 ,,

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

S	Service.		Period.		Name of Contractor.		Rate.
Timber-supply	Auckland .	Till 31/3	108		Kauri Timber Company		As per schedule.
"	Auckland Napier-Taranak				Cairns and Co.	• • • • • • • • • • • • • • • • • • • •	As per senedure.
"	,,,	,,			Hawke's Bay Sawmillers	Co-	, ,,
					operative Association (
31	***	,,	•••	•••	Taranaki Sawmillers' Co-c		. "
,,	,,,	,,			Manawatu Timber Comp		,,,
. ,,	Wellington				Thomas Price	••••	,,,
,,	Nelson	. ,,	***		Henry Baigent		39
"	Greymouth .	1			Feary Brothers	 	**
,,	*** ***	• ,,		. ***	West Coast Timber Tr Company	ading	**
	Hurunui-Bluff-	-			Company		
	North Division				Williams, Stephens, and	Co	. ,,
т	South Division		•••		George Harrington	***	,,
Iron castings	337 111	,,	•••	•••	C. and A. Collings Smith Brothers		,,
**	Wellington Hurunui-Bluff .				A. and T. Burt	•••	,,
Uniforms for Statio		. For 1897			Hallenstein Brothers and		,,
Uniform caps for S					T. Parker and Co		, ,,
Forage	Olanda Aalamaala	· To 31/3/	-		W. and G. Winstone		,,
Timber, ironbark	Christchurch .	1 -0	•••		Treleaven and Co Murray, Arnold, and Co.		17/ per 100 ft., and
TIMBOL, HOHORIA	•••	109/	•••		mining, minora, and Oo.	•••	1/9 p. lin. ft. piles
, ,	_•••	,,			E. C. Whitney		17/ and 1/9.
,, tallow-woo	bo	1 '	•••		William Brown		15/6.
General store -	gove Aughland	91 waana	to ar lal	****	Tr Dowton and Co		As now sahadula
General ironmon Furnishing ,		- 0		1900	E. Porter and Co		As per schedule.
Iron and steel	,,,	I	,,		,,		"
Oils, colours, &c.		1	"		,,		,,
Ship-chandlery	··· ,,		**		,,		,,
Brushware	"		,,		,,		**
Leather, &c. Drain-pipes	,,	!	,,		J. J. Craig	•••	**
Lime, ordinary &	hydraulie "	1	,,		J. J. Craig		,,
Cement, colonial		ı	,, ,,		J. Wilson and Co		"
General ironmon		.	,,		E. W. Mills and Co.		,,
Furnishing ,,	,,	.	,,		Cameron and Christie		,,
Iron and steel	,,	ł	,,		Briscoe, MacNeil, and Co	•	,,
Oils, colours, &c. Ship-chandlery		ı	,,		Smith and Smith E. W. Mills and Co.	**	"
Brushware	,,		,,		T. Bunting and Co.		"
Leather, &c.	,,,		"		E. W. Mills and Co.		"
Drain-pipes	31	. [,,		P. Hutson and Co		"
Lime, ordinary	,,		,,		Milburn Lime Company		,,,,
Cement, colonial		- 1	,,		P. Hutson and Co		"
Furnishing ,,	gery Christenuren		,,		Ashby, Bergh, and Co.		"
Iron and steel	··· ,,	1	"		J. Anderson	•••	,, ,,
Oils, colours, &c.		.	,,		E. Reece and Sons		"
Ship-chandlery	,,	.	,,				"
Drain-pipes	,,		,,		Ashby, Bergh, and Co.	•••	"
Lime, ordinary Cement, colonial	· · · · · · · · · · · · · · · · · · ·		**		J. J. Craig Ashby, Bergh, and Co.		,,
Brushware	···))	1	31		Ashby, Deigh, and Co.		"
Leather, &c.	رو		,,		,,		"
General ironmon	gery Dunedin .	.	,,		New Zealand Hardware		**
Furnishing ,, Iron and steel	"		,,		pany Thomson, Bridger, and C New Zealand Hardware	0 Com-	**
	,, .		,,		pany	~ Am.	,,,
Oils, colours, &c.	,,		,,		Smith and Smith		,,
Ship-chandlery	,,,		,,		New Zealand Hardware	Com-	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
D					pany		
Drain-pipes Lime, ordinary		1	,,		A. Briscoe and Co		,,
Cement, colonial	,,	Í	,,		Milburn Lime Company	100	,,
Brushware	,,		,, ,,		A. Briscoe and Co		11
Leather, &c.	,,	1	,,		New Zealand Hardware		"
an and have	rabland	1-1-1-0			pany	,	
20 coal-hoppers, Au		. 11/3/98	• • •		Seagar Brothers, Aucklan		£13 each.
	axle-oil, at Auckland elton, and Pt. Chalmei		•••	•••	Philips and Pike		9½d. per gall. c.i.f.
3,000 fencing-posts		. ,,			Settlers		22/6 per 100.
15,000ft. super. bi	rch timber, Westpon	t ",			Mills in district		10/ to 11/ per cent.
Section 97,000ft. super. ri	mu timber, Westpor				29		6/ to 12/ ,,
	ver-pine timber, West	. ,			,,,		18/ to 20/ "
port Section 8,000ft. super. yell port Section	ow-pine timber, West	- "	•••		»		20/ per cent.
	Kawakawa District	. , ,,	.,.	.,,	Settlers	.,.	1/6 to 3/6 each.

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

Service.	P	eriod.	N	ame of	Contractor.	Rate.
2,500 totara sleepers, Whangarei District 13,300 puriri sleepers, Kaipara District 3,000 manoao sleepers, Kaipara District 3,000 totara sleepers, Kaipara District 4,500 totara sleepers, Auckland District 62,100 puriri sleepers, Auckland Section 3,000 totara sleepers, Napier Section 75,000 rimu, matsi, maire, and totara sleepers, Napier-Taranaki Section 2,000 totara sleepers, Wellington Section 11,500 birch and totara sleepers, Wellington Section	31/3/98		 Settlers "" Sidney V Settlers F. Burbs Settlers	•••		 3/3 to 3/5 each. 3/6 each. 2/6 ,, 2/6 ,, 3/9 ,, 3/9 ,, 2/ to 4/ each. 2/6 each. 2/6 each.
4,300 birch sleepers, Picton Section 41,000 yellow-pine sleepers, Westport 65,000 silver-pine sleepers, Greymouth 10,000 silver-pine sleepers, Greymouth 30,000 silver-pine sleepers, Greymouth 4,000 birch sleepers, Greymouth 1,000 purini sleepers, Canterbury Section 50,700ft. birch timber, Christchurch Section 10,800 birch sleepers, Christchurch Section 80,000 matai and totara sleepers, in the Dunedin and Invercargill districts	28/2/98 31/12/98 31/3/98		 Settlers	"	s and Foor okianga Di	 2/ each. 2/4 to 2/6 each. 2/4 to 2/6 ,, 2/6 each. 2/6 ,, 2/3½ to 2/6 each. 3/3 each. 13/ per cent. 2/2 each. 2/ to 2/3 and 2/6 to 2/9 each.

GEO. FELTON, Railway Stores Manager.

RETURN No. 17.
STATEMENT of Weighing-Machines, Weighbridges, Traversers, Turntables, Cranes, and Pumps for the Year ending 31st March, 1898.

	Descript	ion.		Kawakawa.	Whangarei.	Kaihu.	Auckiand.	Wellingron- Napier-New Plymouth.	Hurunui-Blaff.	Greymouth.	Westport.	Nelson.	Picton,	Total.
Warer	NG-MACHINES	a			1						İ			
								1						
I CM		***	•••	•••	•••	****		6	 18		•••	•••	•••	1 26
2,				•••		,,,	1				1	•••		
2½ ,	,		•••	••••		1 "		***	14				• • • •	15
$2\frac{1}{2}$,	,			7.1		• • • •	ا ہے	3	I	***	•••			4
3 ,	• · · ·		•••				6	2	8	5	1	2		24
4 , 5 , 5 , 5 , 5 , 6 , ,	,	• • • •		I			18	23	20	• • •				62
5_ ,	,		•••	• • • •	1	1	5	13	30			6	•••	56
51 ,	,	•••								***	•••	·		
5½ ,	,	***	•••						2					2
6,	,						14	. 11	32		1			58
7 ,	,	•••					. 5	5	4					14 8
8,								3	- 5	• • • •	•••			8
9, 10,								1	2		•••			$\frac{3}{5^2}$
10 ,					2	1	4	8	29	5	I		2	52
ıı,				1	·			14	35			1		51
12 ,								I	5		•••	٠.,,		6
121,					.,,									
13,								3	5					8
14 ,									3					3
15,	•	•••					2	5	. 5		I			13
15 , 16 ,							1	11	24	• •••		2		13 38
20	,							2	· ˈ	ı			1	3
	,,				,			I						. I
20	,								I					I
~ ~ ′	,								1					· I
~-	, ,,,							,	1					I
	,				 .		I	.						I
	,						2	,						2
,	Total			2			59	113	245	10	5	11		
337		* • •			3_	3_	39						3	454
MEIGHE	BRIDGES :						_		_		· '		1 1	
3 ton	s (cart)	•••		•••		• • • •	I		I			•••		2
6,,	**		• • •	• • •		•••			1					1
7 ,, 8 ,,	**		• • • •	• • •	•••				2	•••		•••		2
	, ,,	•••		•••	•••				2	•••		•••		2
10 "	(wagon)	•••	• • •	•••	•••		•••		4		•••	•••		4
12 ,,	**	•••	• • •	•••	•••		5	5	3			.I	I	15 3 26
14 ,,	**	•••		***		***		I	2		•••			3
20 ,,	**	***		I	I		2	4	15	I	2	•••		
30 "	**		• • •						I					1
	Total			I	ĭ		8	10	31	1	2	. I	1	56
TRAVERS	SERS			•••			I		15	1	I	I	1	20
TURNTA		•••												
	t (engine)								_					
		•••	•••	•••	•••	•••		8	I	•••				I
50 ,,	(2010 00 00 0	***	•••	•••	•••	•••	5	1	23	***	• • •	•••		36
12 ,,		•••	. • • •	***		•••			4.		•••	***		4
13 ,,		• • • •	•••	***		•••	4	5 6	30	I	***	••••		40 16
14 ,,		•••					***					1		
	Total	•••					9	19	66	2		I		97
CRANES														
₹-to	n, stationary	, hand						3	I		,			4
Ι,	, ,,	,,						I	4			•••		5
Ił,	, ,,	,,	• • • •				7	21	8	2		3	1	42
2,		,,					`	2	11		1			14
3,	, ,,	";		•••		***			4 6					4
4,	, ,,	"			···									4 6
5,	, ,,	**						1	22	• • •				23
7,	, ,,	,,		•••			I		1	•••				2
ю,	, ,,	**		•••		•••	1	1	3					5
20 ,	, ,,	, ",			•••	• •••						ı		I
8,		hydraulic	• • •		•••			•••		2				2
2,	, travelling	, nand	•••		•••		3	7		. I		1	I	13
3,	, ,,	,,		• • •		•••		٠ ح	2		•••-			2
5, 6,	, ,,	**					3	б	5	ĭ	1	1	1	18
	, ,,	"	•••						I	•••		***		I
7,		. ,,	•••	•••			•••	···	I,			•••	•••	I
1½,		steam	•••	•••	•••	•••			4			•••		4
2,		,,	•••			•••	3		7 6	2	I			13
3,		,,		3	2	•••	I				I	1		14
5,		,,	•••						I	٠		***	•••	1
I2, Hojeti	ng-engines,	to stoom	•••	•••	•••	•••				ĭ	I			2
		steam	•••	•••	•••			ا ۾ …	3	•••	+ 4/4		•••	3
riie-a	riving engine	·s, ,,				• • • •		3_						3
	Total	•••	•••	3	2		19	45	90	9	5	<u> </u>	3_	183
_	SERVICES :													
					I	1	- 8	3	13	2	I			. 29
Steam				2		I	20	27	69			I	I	121
$egin{array}{c} \mathbf{Steam} \\ \mathbf{Hand} \end{array}$	•••					1	2	13	. 36		1		1 1	
Steam Hand Winds	 mill	•••			• • •			. ∸. }				I	2	55
Steam Hand Winds Hot-ai	 mill ir				•••		4		II				2	55 20
Steam Hand Winds Hot-ai Hydra	 mill ir						1	4 16				1	1	20
Steam Hand Winds Hot-ai Hydra Oil	mill ir vulic	•••		I			4	4	11					
Steam Hand Winds Hot-ai Hydra Oil Gravit	mill ir ulic tation	 					4 11 	4 16	11 20			 1		20 49
Steam Hand Winds Hot-ai Hydra Oil Gravit	mill ir ulic tation		•••	 	 2	 I I	4 11 5	4 16 1	11 20 31	 6		 I		20 49 2
Steam Hand Winds Hot-ai Hydra Oil	mill ir ulic tation			 	 2	 I 	4 11 5	16 16 18	11 20 31	 6	4	 		20 49 2 66
Steam Hand Winds Hot-ai Hydra Oil Gravit	mill ir ulic tation			 	 2	 I I	4 11 5	4 16 1 18	11 20 31	 6		 1 		20 49 2 66

RETURN No. 18.
STATEMENT of BAILS RELAID during the Year ending 31st March, 1898.

	Weight.			Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington- Napier- New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson,	Picton.	Total.
			1				1	1				1	1	Ī
RAILS BELAID	:		ŀ				1							ļ
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		***						ĺ ·	·	'				
(D-4	al											ļ		
Tot	84	•••	•••	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.

De	escriptio	n,	-	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington- Napier- New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton,	Total.
LEEPERS REL	4 TD													
Black-pine								7 700	17.006					24,86
Totara		•••		213	2,498	320	4,646	7,529 33,550	17,336 40,302	 21				81,55
Birch					1		4,040	2,556	15,773		875	96	5,459	24,75
Jarrah								2,330	597			90	35 4 39	59
Silver-pine							1,046	523	77,889	83		4,085		83,6
Puriri		•••		704	1,066	568	29,431	517	11,386			4,003		43,67
Kauri			.,.	3	92	236	936	3-7	486					1,7
Ironbark								2,195	938				r87	3,32
Yellow-pine				•••	•••			-,193	930		4,612			4,6
Maire								7,627						7,6:
Karri								22	100					7,0
Manoao						318								3
Rimu								9,522						9,5
								9,5						
Tot	al			920	3,656	1,442	36,059	64,041	164,807	104	5,487	4,181	5,646	286,34
LEEPERS REM	OVED :													
Black-pine								8,074	70,982	1	30	863	463	80,4
Totara								35,386	11,393	15		101	868	47,7
Birch							2	3,645	34,733	26	4,375	2,831	3,646	49,2
Rata							2	553	34,733		4,373	2,031	3,040	49,2
Jarrah								251	4,601					4,8
Silver-pine					4	***		8	62	63	,,,,			1,0
Puriri							1,791	24	8					1,8
Kauri				924	2,578	1,359	31,030	1,239	4,106					41,2
Blue-gum				<i>у</i> -т ,	-,370	-,559		1,791	6,700					8,4
Kamai									4,760					4,7
Oregon								12	7,7					777
Rimu								1,040	30				13.7	1,0
Karri								-,,- I	3					, .
Creosoted						٠.,			2,820		***			2,8
Tawa							I			•••				'
Yellow-pine											3			
Maire								217			,			2
Miro									17					
Ironbark			.,.						23					:
					1		ı	1			**	1	1 1	
	otal		J		2,582		32,834		140,255		4,408			

RETURN No. 20.

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

	C)			3400	Number of Stations and Stopping-places	Nun	nber of Private Sidir	ıgs.
	Se	ections.		 Miles.	on the Time-tables.	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-1	lew Plyn	iouth	 451	154	32	11	43
Hurunŭi-Bl	uff			 1,142	424	108	24	132
Greymouth				 32	20	6	3	9
Westport				 31	14	I		1
Nelson	•••			 23	13	1		I
Pieton	•••	•••		 21	9	3	I	4
	Total			 2,055	770	162	50	212

RETURN No. 21.

1898.	ion Total Mileage Total Mileage maintained ge open for Tarfic during Finan-	1898.	M. ch. M. ch.	7 30 7	74 17	20 17	61*	•		451 14 444 52	•	,	1,128 16# 1,122 1.4#	CC+1+	2 10	24	9	F1.	, i	U 6	20 42 20 42	2,056 8* 2,043 33*	0 : 01 : :
31st March,	lition Net Addition	Mai	ch. M. ch.		:	-	•			:					•							:	•
NANCE on	ir. Net Addition to Mileage	Length, for Traffic.	M. ch. M.	:	:	:	: 			:			:		:	; 	-	- - :			1		:
E of RAILWAYS OPEN for TRAFFIC and UNDER MAINTENANCE on 31st March, 1898.	Length closed during Year.	Line. Len	M.	:	:	:	:		•	•			•	•	:	:	:	:					
TO TRAFFIC	Reduced Mileage equivalent to Maintenance for	whole Period.	M. ch.	:	:	:	1 75	:	14 0	2 16	I 62		30		:	:	:	;	:	:		24 73	:
AYS OPER		Length opened.	M. ch.	:	:	:	3 6	:	15 27	3 27	5 66		10 2		:	:	:	;	:	:		37 48	:
LEAGE Of RAILW.	Additional Lengths opened during Year.	Date of Opening.		•	:	:	12th June, 1897	:	3rd May, 1897	2nd August, 1897	11th Dec., 1897		1st October, 1897		.;	•	:	:	:	:		:	•
E STATEMENT of MILEAG	-	Line opened.		•	:	•	Kanohi-Makarau	:	፧	Pahiatua-Mangatainoka	Mangatainoka-Woodville		Hyde-Kokonga		:	:	•	:	•	•	direction of the second of the		
COMPARATIVE	Mileage open for Traffic on 31st March,	1897.	M. ch.	7 39	17 74	17 20	309 79	332 34		94 20 }		***	1,128 36		2 10	2 24	32 6	30 17	23 5	20 42		2,018 6	0 01
COM	Section.			Kawakawa	Whangarei	Kaihu	Auckland	Napier-Taranaki		Wellington			Hurunui-Bluff	Ditto, Private Lines-	Shag Point Branch	Nightcaps Branch	Greymouth	Westport	Nelson	Picton		Total	Forest Hill Tramway

* 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.

			Approxi	nate Length opened	each Year.	Sleer	ers.
	Year.		North Island.	Middle Island.	Total.	Laid during Construction, (2,100 per mile.)	Removed during Maintenance.
			M. ch.	M. ch.	M. ch.		
1867			M. ch.	45 70	м. ен. 45 70	96,338	
1870-71	•	••		18 58	18 58	39,323	1
1871-72	• • • • • • • • • • • • • • • • • • • •	•••		11 68	11 68	24,885	
1872-73	•	•		27 62	27 62	58,327	
1873-74	• • • • • • • • • • • • • • • • • • • •	•	10 55	II 2I	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	1
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 2I	88,751	106,763
188384	•.•		22 10	22 50	44 69 :	94,211	125,632
1884–85	• •		56 o	24 0	80 o	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 3r		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
891-92	• •		• •	27 27	27 27	57,408	139,912
1892-93		•••	17 26	••	17 26	36,382	132,569
893-94			28 38	33 58	62 16	130,620	155,827
894-95	• • •		16 62	27 24	44 6	92,558	170,681
895-96	• •	:••	: 14 73	3 48	18 41	38,876	188,291
1896–97	• •	•••	3 64	I II	4 75	10,370	210,588
1897–98	• • •		27 46	10 2	37 48	78,960	243,479
т	otals				• •	4,240,452	2,541,613

^{*} Nine months only.

RETURN No. 23. Comparative Statement of the Number of Employees for March, 1897, and March, 1898.

Department.		Kawakawa.	Whangarei.	Kaihu.	Auckland,	Wellington- Napier-New Plymouth.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
1896-97.					·	- 1						
General Traffic Maintenance Locomotive	···	6 10 4	i 11 26	7 16 6	 169 263 176	 344 512 432	947 1,173 853	57 222 47	35 41 44	 18 19	 11 23 8	120 1,605 2,305 1,597
Totals		20	54	29	бо8	1,288	2,973	326	120	47	42	5,627
1897-98.	1	İ				1						
General Traffic Maintenance Locomotive		 8 4 4	 14 25 14	 7 12 7	 180 248 210	 400 610 502	 980 1,153 1,066	 51 159 49	34 52 48	 21 15 10	 12 26 8	122 1,707 2,304 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.	be thei	Passeng or In Causes yond or own ntrol.	From to	their own onduct Vant of ation.	From be thei	Causes youd r own ntrol.	From to Miscon W		In while at	ns Killed or jured crossing Level ssings.		oassers.	Worl	kshops.	Miscel	laneous.	al Killed.	al Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Total	Total
Kawakawa Whangarei Kaihu Auckland Wellington- Napier - New			 I	 2 3	 I	 2 2 19 31	2	2 2 23	 4	 8				 5 18		 I	 5 5	 4 2 37 77
Plymouth Hurunui-Bluff Greymouth Westport Nelson Picton	I		 	7 1 		94 4 3		32 2 	 	3	•••		•••	30 I I I	 		7 	167 8 1 4
Totals	ı	1	5	13	. 1	155	3	бі	5	11	2	2		56			17	300

[†] Complete information not recorded until 1880-81.

RETURN No. 25.

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

																				l
ling during the 1898.	Total.		ය ප		2 9 8 44 4 10 863 10 9	5,152 15 6 652 19 8		1,387 9 1 $1,245$ 5 0		9,701 14 8	370 14 0.	1,082 1 11	2,639 1 5	:	621 16 1	111 13 11 2,873 9 5	636 13 4	:	1,890 14 6	
Value of the Traffic through the Siding during the Year ending 31st March, 1898.	Out		ය දි		2 9 8 43 9 7 858 17 2	5,133 5 0 651 4 6		1,849°3 11 1,216°2 8		9,701 14 8	104 1 6	466.18 1	1,160 11 3	:	116 10 1	63 3 3 2,873 9 5	9 0 099	:	1,582 12 5	
Value of the Trai	In.		જે		0 15 3 4 13 7	 19 10 6 1 15 2		38 29 29 29 4		:	266 12 6	615 3 10	1,478 10 2	:	505 6 0	48 10 8	76 12 10	•	358 2 1	
Liquidated Damages	Premium.		. s. d.		125 0 0	::::		150 0 0 0 60 0 0 0 0		0 0 098	138 0 0	Kental, £25 Rental, £25	Rental, £25	Rental, £25	Rental, £50	::	Extension,£118	:		
Amount of Traffic	guaranteed per Annum.		•		Premium	::::		Premium		Premium	:	+-	+	+	4-4-	:-	+	- 1 - -	-+-	sement.
Term	or Grant.	N.	5 years*	NC.	5 years* 5 " *	* * * * * * * * * * * * * * * * * * *		5 years*5	N.	10 years*	10 , *	10 , *	10 , *	2 years 6	5 years*	10 * *	; ; ;	* *	, , ,	+ Originally laid under old agreement.
By whom	paid ior.	KAWAKAWA SECTION	Govt. and grantees	WHANGAREI SECTION	Govt. and	grantee Govt	U SECTION	Govť	AUCKLAND SECTION	Grantees	:		Govt	Grantees	Grantee Grantees	Govt	Govt. and	grantee Grantee		Originally laid
Nearest Station.		KAWAK	Kawakawa	WHANGA	Otonga Waro	Hikurangi	KAIHU	Ahikiwi Kaihu	AUCKL,	Huntly	Morrinsville	Westfield	•	Onehunga	Huntly Auckland	Te Kuiti Huntly	Ohinewa i	Huntly	New Lynn	notice.
Posi-	tion.		M. ch. 6 79 B		14 55 C 12 10 V 12 54	9 40 H		13 68 1 15 68 1 16 55 1			18 5	7 35	7 49	7 56	64 66 0 23	124 39 64 63	58 11	64 62		* Three months'
Present Holder			New Bay of Islands Coal Company (Limited)		Evan Finlayson Charles Smith Hikurangi Collieries (Limited)	Kauri Timber Company (Limited) Hikurangi Coal Company (Limited) Hikurangi Coal Company (Limited) Phænix Coal Company (Limited)		James Trounson John Harrison E. Mitchelson and Co. and James Trounson		R. 89/3364 May 30, 1889 Taupiri Extended Coal mining 64 56	Company (Limited) Bank of New Zealand Estates Com-	Union Oil, Soap, and Candle Com-		T. and S. Morrin and Co. (Limited)	A A	Alexander Fergusson Waikato Coal and Shipping Com-	pany (1-imited) J. C. Firth	Ralph Brothers	J. J. Craig	4T *
Date	Grant.		Jan. 1, 1897		Jan. 1, 1897 Jan. 1, 1897 July 1, 1897	Jan. 1, 1697 Jan. 1, 1897 Jan. 1, 1897 Jan. 1, 1897		Jan. 1, 1896 Dec. 24, 1896 Jan. 1, 1897		Cay 30, 1889	Oct1, 1893	Feb. 1, 1894	Feb. 1, 1894	Feb. 1, 1895	April 1, 1895 Aug. 1, 1895	Oct. 1, 1895 Mar. 22, 1896	July 1, 1896	Jan. 1, 1897	Nov. 1, 1897	
Papers.			R. 94/3103 Ja		R. 97/2615 Ja R. 97/2961 Ja R. 97/2924 Ju	R. 97/3407 January 1. 16 Pt/3408 January 1. 17 Pt/3407 January 1. 18 Pt/3431 January 1. 17 Pt/3431 January 1. 18 Pt/3431 Jan		R. 95/6270 Jan. R. 96/1763 Dec. R. 96/2155 Jan.			R. 93/3515 0	R. 94/1533 F	R. 94/1533 F	R. 95/688 F	R. 95/3452 A	R. 95/4728 C. R. 96/978	R. 96/3698		97/4655	-
Ощее , Ио.	Hd. Reg	14,	616		615 619 620	621 622 623 624	٠.	579 603 625		417	521	527	5 28	557	568 571	572 587	5 98	605	632	

RETURN NO. 25—continued.

PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1898.

Nearest Station By whom Term	_	Present Holder
paid for.	Ú	tion.
		-
NGTON-NAPIER-NEW PLYMOUTH SECTION	0	
er Govt Undefined.		M. ch. 2 30 Napier 6 37 Petone
ing Govt 10 " * anui 10 " *		151 44 Feilding . 106 20 Wanganui
vood " 10 " * ville Grantees 10 " *	2	235 47 Inglewood 96 17 Woodville
	2	1 74 Napier
urau Govt. 10 , * gs Grantees 10 , *	ing	68 31 Waipukurau 100 4 Hastings
* * *	ing	99 72 Hastings
Grantee	raw zate:	- 88 to o
Govt 5 "	oke	28 33 Kaitoke 217 64 Ngaire
grantees Govt	a.r.v.c	53.
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Grantees	wh.	8 83
Grantee 5 " * Grantee 10 " *	erton Fros	57 30 Carterton 40 12 Matamau 9 40 Motures
	er	64 70 70
Grantees 5 Grantees 5 Grantees 5 Grantees 5	aki ings ford	50 66 Kopua 32 54 Tamaki 99 73 Hastings 221 31 Stratford

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New Plyn Waingawe Newman Hukanui Spit Tariki Ro	Ngaj Aran	Mas			Spri	Picton	Bler						Mol			Bru						
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W. King Williams and Beetham B. L. Knight Henry and Co. Murray, Roberts, and Co.	tory and Timber Company (L.G.) Brown (Mrs.) comas Mitchell	:			ited)	Freezing Company, Ltd., tenants) N.Z. Loan and Mercantile Agency	Company (Limited) Fell Brothers and Co			:			mban	;	<u>:</u>	Westport Colliery Company	; :::	•	:	::	:	* Th
W. King Williams and Beetham B. L. Knight Henry and Co. Murray, Roberts, and Co. New Plymouth Sash and	5 				(Lim	pany, Merc	Company (Limited) Fell Brothers and Go. N.Z. Loan and Mero Company (Limited)			low			nill Ç			ry Coı	lair 	rris Sawmilling		isir	:	
nd Berts.	tory and Timbe C. Brown (Mrs.) Thomas Mitchell	. იე			thers	Snd	Company (Limited) ill Brothers and Co. Z. Loan and Merc Company (Limited)			Hadö			Sawn			Jollien	Stratford and Blair T. W. Wilson	William Morris Westland Sawn	(Limited) Malfroy and Co.	G. Perotti Stratford and Blair	1108	
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M. King Williams and E B. L. Knight Henry and Go. Murray, Robert New Plymouth	fory J. Bro	Levin and Co.			Nelso	Z Fr	N Fell J			Neal	: :- :		Moki]			West	Strat T. W	Willi West	Malfa	G. Perotti Stratford	d. D	
1897 1897 1897 1897 1897 1897					10, 1891 Nelson Brothers (Limited) (Wairau	2, 1891	1, 1892	-		31, 1881 Neale and Haddow			1, 1895 Mokihinui Sawmill Company	÷ .		20, 1886	1894 1894	11, 1894 11, 1894	1, 1894	1, 1894	1099	
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614 617 618 626 627 628	629 633	637			465	473	491 519			238			570			344	525 533	537 538	549	552	9	,

RETURN No. 25—continued.

PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1898.

ting during the	Total.		· ·	491 4 9 343 15 0	ç	7 17	$\begin{array}{c} 810 & 8 & 11 \\ 85 & 13 & 0 \end{array}$		9,460 12 9	368 12 8	240 19 9	6 21. 69	က	-	#	987 8 8	1,852 13 6	6			-1	c	1,284 17 11 1,585 6 9	•		2,184 13 6
Value of the Traffic through the Siding during the Year ending Sist March, 1898.	Out.		s. d.	1 .	455 A 8		780 5 Z 63 6 8		4,284 15 3	246 2 6	82 2 9	69.17 9	4	2 18 6	OT	952 14 7	7 91 612	.01	851 1 4 797 1 10	55 17 11 252 9 4			1,081 19 6	ı	499 554	55
Value of the Tr	In.			95 15 0 843 15 0	(See No. 120.)	7	22 22 6 4 9		5,175 17 6	122 10 2	158 17 0	•	.19		0	34 14 1	1,632 16 11	1,422 6 9	<u>~</u> 0	1,183 7 5 9.924 5 10	9	-	61 61	1	1,118 14 9 568 14 0	٠ ±
Liquidated Damages	or Premium.		ල් : :	::	:	::	• •		50 0 0	48 0 0	:	153.0.0		Rental, £25	460 0 0 Rental, £50	260 0 0	Extension, £331		Rental, £25 Rental. £50	Rental, £50	વ્યું વર્ષ	J. 4-1	Rental, £25 Rental, £25 Fetonsion £110	TATOTICE OF THE	Rental, £50 Rental, £25	Rental, £25 Rental, £50 Rental, £25
Amount of Traffic	guaranteed per Annum.			:::	::	::	:::		300 0 0	300 0 0	:	Drominm		+.	reminm.	*	:	+	++	Premium	; +	- 4		_		
Term	of Grant.	SECTION.	For ever		Undefined	·· ror ever	Undefined		10 years*	10 , *	Undefined	For ever	10 , * .:	10 , *	" or	10 , *	10 , *	10 , *	; ; 10 ; 10 ;	10	10 * .:	*	201	:	10 10 * * *	100
By whom	paid for.	1	Grantee	Govt	Grantoos	Govt	::	-	:	:	:	Grantoo.	Govt	:	Grantees	•		Govt	::	Grantees	Govt		Gover and	grantee	Govt.	grantees
Nonnet Station	Treatest Brantotti	HURUNUI-BLUFF	Addington	Leeston	Oamaru	::	Glentunnel Maheno		Oamaru (1st sidg.)	Edendale	Mosgiel Township	South Malvern	Lyttelton	Kensington	Lytreiton	Lyndhurst	Dunedin	Christchurch	Ashburton Timaru	Christehurch	Christchurch		Linwald Gore		Elles Road Heathcote	Ashburton
Posi-	tion.		M. ch.	21 29	157 77		8 75 166 27		65		0 73	2.5		237 2) N	16 40	236 32	5 79	58 72 106 8	6 62			935 5 64 54	# 5		6 47 6 47 57 77
Dragont Holden	TOBOTT TOTAL		J. T. Brown	White and Co. (Bank of New South	Wales staing) Oamaru Harbour Board	Miles, Archer, and Co. (J. Mee, tenant) 105	James A. McIlraith N.Z. and Australian Land Company (Limited). (D. and J. Hay and A.	Thomson also have the use of this siding.)	Harbour Board	alian Land Com-		S. Ogdon (Austin and Hadley, tenants)			IN.Z. Loan and Mercantile Agency Company (Limited)	邑	Farmers' Agency Company (Limited) 236 32		Rollitt and Co Belford Mills Company				Fleming and Gilkison		Fleming and Gilkison Wigram Brothers	
Date	Grant.		April 28, 1866	Dec. 28, 1870 Aug. 14, 1882	Dec. 18, 1874	April 7, 1876	April 22, 1876 July 18, 1876		Jan. 23, 1878	Aug. 3, 1878		Jan. 10, 1882 War 94 1889	<u> </u>	16,	Jan. 5, 1569	Mar. 29, 1889	June 8, 1889	ų,		H 4	ें नि		May 1, 1889 May 1, 1889	Î	May 1, 1889 May 1, 1889	-آ جآ جآ-
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	Extension, £40 Rental: £50	Extension,£140	Rental, £25 171 0 0	rental;			Rental,	Extension, £80	Kental, £25 Rental, £50	Extension,	Rental, £50 Rental, £25 Extension, £45	Rental, £25	Rental,	Rental, Rental,		150 0	Rental, £25	Rental, £25 250 0 0	Rental, £25 Rental, £25 Rental, £25	20 0	Kental, £25 Rental, £25		Kental,	
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7.00	CHEISUC	Islington	Southbridge Dunedin	One-tree F Addington	Dunedin	Centre Bush	Lind's Brid Invercargill	Otaio	Oamaru Bluff	Christchurch	Southbridge Burnside	Saddle Hill	Belfast Ord's	Addington St. Andrew	Abbotsford Ashburton	Ngapara . Lyttelton	Addington	Ashburton Ocean Bea	Addington "	*	Belfast	Ashouron Cattle-yards Studbolme	tion	Three months' notice.
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2	coal, alla coke ed)	Company	W. Scott and Co 25 Milburn Lime and Cement Company 235 (Timited)	(pe			Massey and Co National Mortgage and Agency Co.	_	Oamaru Borough Council N.Z. Loan and Mercantile Agency	1		Pottery	Company (Limited) N.Z. Provision and Produce Company Milburn Lime and Cement Company	(Limited) G. G. Stead N.Z. and Australian Land Company	others				Wood Brothers (Limited) National Mortgage, and Agency Co.		e Ço.	N.Z. Refrigerating Co. (Limited) W. Ouinn		
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RETURN No. 25—continued.

PARTICULARS of PRIVATE-SIDING TRAFFIC UP to 31st March, 1898.

	ring the	Total.		s. d. 7 11 0	9 9	10 1	5 19 10	3 2 0	8 3 6	64 11 6	5 11 2	3 10 1	3 18 7 9 16 8	01	919	5 12 2 11 5 6 18 10 7 16 17 10	68 6 0 8 0	06 15 1 33 1 8 58 8 2 07 7 4	v .e5 ಈ
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	Value of the Traffic through the Siding during the Year ending 31st March, 1898.	In.		£ s. d. 710 0 5	3 =	4	28 10 0	563 4 0	8,688 15 7	29 11 10	624 8 5	647 4 10	$\begin{array}{cccc} 41 & 7 & 10 \\ 210 & 5 & 10 \end{array}$	3,794 4 9	- G 1	3,729 6 9 161 6 0 5 6 10	4,271 13 3	315 2 11 33 1 8 14 3 0 478 18 6	128 g
	Liquidated Damages	Premium.		£ s. d. Rental, £50	الغ معرف	Rental, £50	Rental, £25	Rental, £25	Rental, £25	46 0 0	Rental, £20 Rental, £50	Rental, £50	Rental, £25 Rental, £25	Rental, £50	Rental, £50	Rental, £50	Rental, £50	Rental, £25	TVOLLIGAT, SCOL
	Amount of Traffic	guaranteed per Annum.		+.	rremium	- +	+	+		Premium	+-	+	++	+	+-	+ + +	++		- +-+-
	Term	of Grant.	-continued.	10 years*	· *	01	10 , *	10 , *	10 , *	10 , *	10 , *	8 years 8	10 years*	10 . *	10 , *	10 * 5 *	5 10 *	ம்மம்மர் * * * * *	ສຸການ
	Bywhom	paid for.	SECTION	Govt.		2 2	: :				*		Grantee Grantees			Grantee Grantees	Govt	grantees Grantees Govt	Govt
	Nearest Station.		URUNUI-BLUFF	ırch	manance	Christchurch	Studholme Junc-	tion Cattle-yards	Belfast	Addington	Timaru	Timaru	Wetheral	Dunedin	Lyttelton	Bluff Wingatui Whitecraig	Pelichet Bay Dunedin	Eveline Heathcote Hornby Invercargil	Makarewa
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	Date	Grant.	,	r. 1, 1892	1 1809			y 1, 1891	t. 1, 1892	c. 14, 1892	v. 1, 1892	v. 1, 1892	1, 1, 1893 b. 1, 1893	c. 1, 1892	î	ty 1, 1893 t. 1, 1893 t. 1, 1893	v. 17, 1893 vy 6, 1894	ne 1, 1894 6. 1, 1894 6. 1, 1894 6. 1, 1894 1, 1894	ب سرب
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Dunedin	Invercargill	Abbot Bluff	Lyttelton Wyndham	Wall	Christch Oamaru	Oamaru Lyttelto		rapanu Invercargill		Longbush	Teschemaker's	Fort Cha Kannka	Sawyer's	Dun,	Kapuka Hornby		Burn	Lovell's Flat	Timaru Upper	Äipĕ	Gree Milt		Henley Timaru	Milton m.	Timaru Christel	Dun	Coni	
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Z.Z.	N.Z. Loan and Co. (Limited)	B. C. Calverley G. R. Waddel	Lyttelton Harbour Board Southland County Council	George Mackie	 G. McClatchie and J. Craig and Co. 	J. and T. Meek Lyttelton Harbour Board	1	Joun Borgielat A. Tapper	Henderson and Batger R. Cleave	McCallum and Co.	T. Teschemaker	Ciago Dock Trusi Timpany Brothers	W. Borlase	James Macfie and Co. (Limited)	MeCallum and Co. Nelson Brothers (Limited)	;)tago (Ti	Gibson and Lees	Christchurc E. G. Allen	D. N. Inwood	J. A. McLaughlan Bruce Woollen Manufacturing Com-	par	N.Z. Trust and Loan Company Timaru Milling Company (Limited)	P. McGill	Burwood Coal Company	Moritzson and Hopkin	F. Lischner John Deans	
1, 1894 N.Z. Loan and																												
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R. 94/3672	R. 94	R. 9.	ट्स ट्स १८ १५			목 명 명	90	18. 18.	ಹ ಜೆ	R. 9	ಸ್ ಜ	i Ri	R. 9	8. 8. 8.	म् स्र	į.	ನ ಸ	8.00 8.00 8.00	ri Ri	F. 9.	म् हु	Ę		E G G			क्ष संसं	
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* Three months' notice.

+ Originally laid under old agreement

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.19 2.14 4.74 16.77 .26 1.65 3.71 8.69

RETURN No. 26.

LOCOMOTIVE RETURNS for the Year ending 31st March, 1898.

	•0	Days in Stean
		Total.
Cost per Engine-Mile in Pen, e.		
ngine-Mile	Running.	Wages and Stores, Fuel. Wages.
t per Er		Stores
<u>త</u>	Repairs.	Wages and Materials
		Total.
4.	. ,	Wages.
Cost.	Running.	Fuel.
		Stores.
	Repairs.	Wages and Mate- rials,
		Waste.
Quantity of Stores.	Running.	Tallow.
Quantity	Runz	OII.
		Coal.
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fileage.		Ballast.
Engine-Mileage.	Detail.	Shunting.
		Train.
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	10.27	10.41 6.66	17.07
	2.93 8.46	8.26	:
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	73		
	5.87	36.0	:
3	14 358	372 238	610
3	291	295	:
3	32	33	:
F	1 6	01 ::	:
7	36	34 ::	;
lb.	3 <u>\$</u>	481	:
	7ª 36	431	:
ğ	8 <u>4</u> 157	1653	:
Cwt.	40	1,605	:
	327 8,247	8,574	
	756	957	:
	327	2,497	
	5,120	5,120	
	10		:
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	₽ Ω	Total General ch	Total

WHANGARET SECTION.

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	439 1,309	1,748	
	124 558	682	
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-	136	663	
	2,525 11,040	13,565	
	6,281	42,409	
	2,221	2,750	
	1,197	11,459	
	25,337	28,200	
	71	:	
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	383 914	1,297	1,339
	206 296	502	:
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ON.	32 428	460	:
KAIHU SECTION.	97	2383	:
KAIHU	184 184 184	233	:
	1662	387½	:
	2,528	6,159	:
-	11,398	27,405	:
	1,905	3,167	:
	2,763	6,655	:
	6,730 10,853	17,583 6,655	:
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42,959

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General charges...

Total

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51,268 13,384 64,652

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

		səliM		Engine-Mileage	Mileage.		O O	Quantity of Stores.	Stores.				Cost.			Cost	per Eng	ine-Mile	Cost per Engine-Mile in Pence.		
ę.		—bəəq .ı.		Detail.				Running	bâ		Repairs.	Į.	Running.		•	Repairs.	щ	Running.		<u>.</u>	,ຕະລາກ,
;	No. of Eng	Average S	Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Mate- rial.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel. 1	Wages.	Total.	S ni sysu
		•						A	AUCKLAND		SECTION.	_,									
	_	_					Cwt.	đ;	<u>م</u>	. di	¥	3	¥	3	¥						
4 E E	121		131,748	30,562	19,406	181,716	45,382	2,635	142	1,152		109	706	2,987	5,319	2.00	:::	0.63	3.95	7.03	 1,971 818
4 P	<i>~</i> ~		49,940 148,327	13,100	249	03,144	24,092 59,384	2,8924	145½	1,776		128	989	2,239	4,406	1.20	9 5	1.46	3.31	6.52	1,697
LA.	01 01	25 20	8,240	13,310		21,550	6,469	3234 7793	22	173 1 411		4 k	255	368 657	595 1,264	1.18	91.	1.20	3.09	o o o o o o o o o o o o o o o o o o o	262 461
ድ ሜ	ω w	18	41,147	2,406 6,820	17	43,624 52,480	23,327	7684 8194	94	394	513 791	88 88	395 295	748	1,604	3.62	61.	1.35	3.04	8.57	457
Total	32		469,827	Total 32 469,827 86,060	19,902	575,789	192,528	9,3374	5093	5,074	4,939	409	3,159	8,823	17,330	2.06	Z1.	1.31	3.68	7.22	6,164
200	A CIT OF I		3	a managar	1/2(1	2/2/1	:	:	:	:		:	;		17.265				:	7.22	:
General charges, &c.	charge	38, &c.	;	:	16,031	5/4510	::	: :	: :	: :	: :	: :	: :	: :	2,774	:		:	:	1.15	:
Total	:	:	;	:	18,63	574,518	:		:	:	:	:	:	:	20,039	:	:	:	:	8.37	:
							WELLINGTON,		NAPIER,	3, & NEW		PLYMOUTH	I SECTION	TON.							
40	н	12	2,043	1,073	:	3,116	288	57	4	30	17		12	81	112	1.31	1.52	26.0	6.24	8.62	85
) A	2 0	15	9,400 39,901		5,999	92,099	3,537	345	140	879	1,088	53	732	1,818	3,691	6.83		1.91	4.73	19.6	1,578
리 (교	7	8 8	80,395		23,081	140,980	49,700	3,405	173	1,345	1,559		1,112		4,774	3.02		2.16	3.93	6.56	1,465
F. H	<i>ص</i> م	90	62,883		740	79,212	19,383	1,311	67	595	551		922		2,639	09.11		2.11	3.40 8.02	$\frac{7.99}{31.82}$	974 864
Ha Þ±	0	200	127,798		867	138,888	36,500	2,662	741	1,188	2,006		1,971	1,641	5,717	3.46		3.41	2.84	9.88	989
(H)	14	2 8	42,562		17,542	80,810	16,418	1,209	100	573	750		715		2,846	2.53		2.12	3.62	8.44	873
¥ X c	- 4	8 8	69,000	0 10	150	19,828 75,946	4,541 17,398	1,452	4.0	138	500 481		96.20	820	2,329	1.52		3.04	2.62	7.36	547
2 24	- 6	20 2	2,884	<u> </u>	5,995	3,195	1,110	3,555	206	37 1,898	1,279		2,673	,	6,790	7.59	- -	3.09	3.14	7.86	1,767
z A A	400	2 1.5 2 0	74,253 37,856 99,100	14,499 7,731 17,580	3,714 1,928 340	92,466 47,515 117,020	24,479 17,762 33,918	1,909 1,058 2,740	131 51 140	935 463 1,089	429 592 1,672	36 104	1,205 827 1,922	1,277 697 1,505	2,979 2,152 5,203	2.99 3.43	118	3.13 4.17 3.94	331 3.52 3.09	7773 10°86 10°67	884 412 9 5 9
Total	62] : [990,947	Total 79 990,947 236,167	66,665	1,293,779	353,607	25,905	1,548	12,049	14,850		17,999	18,863	52,658	2.75	81.	3.34	3.46	92.6	12,847
PAGE TOO	OVELER	, ac	ာက္အရွိရေး	Apenanous	23,700	23,700	:	:	<u>:</u>	:	:	:	5	:	2,390	:	:	<u>.</u>	:	122	;

		esliM-		Engine-Mileage.	Mileage.		J	Quantity of Stores.	Stores.				Cost.			Cost	per Engi	Cost per Engine-Mile in Pence.	in Pence.		
Type.	gines.	peed— 11.		Detail.				Running	.g.		Repairs.	ш	Running.			Repairs.	22	Running.			,msəti
	No. of En	Average S	Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Mate- rial.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Daysin S
								Œ	HURUNUI-BLUFF	BLUFE	F SECTION	ION.									
4	,	٧	010	4 997	022	£.108	Cwt.	4t.	lb.	ф.	3	3 %		y 3	385	1.04	114	90.1		8.54	100
i A F	17	81	87,076	177,538	466	265,080	40,873	4,300	194	2,135	1,131	164	1,629	5,348	8,272	1.02	1.5	1.47	48.4	7.48	3,668
F. F.	% 4	2 02	335,207	205,147	33,518	573,572 78,861	23,033	5,980 1,280	420 62	4,194 617	7,485	340 49			2,796	2.10	. 4	2.34		9.5 5.5	987 887
F _B	: "	2 00	830		8.386		281	31	1 20	11 217	I 273	H 01	13	21	36	0.23	.13	3.00		8.47	391
4 .	207	25.	450,617	च	328	495,427	183,391	8,395	487	4,228	4,444	338	5,535	6,453	16,770	2.15	91.	5.68	3.13	8:12	4,203
41	0 1	25.00	77,545		398		1,180	1,339	93	946 999	649 649	57	9,8% 8,8%	222	930	3.09	. SI.	1.46		23.30	204
Z	9	39	156,182		36		46,061	2,871	129	1,376	1,982	911	2,152	1,604	5,854	2.87	Z1.	3.11		8.47	1,165
0 P4	10 E	8 8	107,267	13,173	24		85,040	2,065	127	1,390	1,894	89	1,388	1,954	5,325	3.77	71.	3.00		0.40	1,200
ď		20	12,095		;		5,117	197	36	245	30	II	8	286	416	0.52	61.	1.54		7.20	290
, ES 6	9	20	75,910		16,410		43,728	1,643	106	866	1,158	74	741	1,964	3,937	2.46	1.5	1.58	4.17	8.36	1,100
<u> </u>	•	2 6	81,205	18,417	14%		63,076	1,807	115	1,327	1,318	\$ 6	1,300	1,703	4,401	3.18	61.	3.27	2.73	8.17	1,103 680
	4 0	25.	249,060		130	272,914	125,137	5,112	244	2,462	2,374	200	2,779	3,250	8,612	5.08	81.	2.45	2.86	7.57	2,120
W A	:	:	0	41	:	49	55	:	:	:	:	:	3	1	4	:		:	:	:	4
Total	133	::	Total 133 1,971,881 565,340	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	91.	2.34	3.70	00	26,684
Your Least	verat	ne mm	teage or ear	amararar	coe,/	co6/	:	:	:	;	:	:	:	:	100	:	:	:	:	:	:
General charges	charg	es.	;	:	53,075	2,590,296	: ;	: :	: :	: ;	: :	: :	: :	: :	93,484	: :	: :	: :	::	1.43	: :
Total	<u> </u>	:	:	;		:	:	:	:	:	:	:	:	:	109,107	:		:	:	11.01	:
	_								CREVMORTHE	HULL	NOTAGES	_ _ _ _ _ _					-	-	-		
FOR	10 th	15.	35,513	28,504	1,043	65,050	2,559	233	139	693 164	834	80,	218	1,229	2,320	3.08	41.	0.80	3.8	8.55	846 197
4	•	?	11010	4,017	+	1,000	200,1	G	3	S	6/1	0	3	3	500	2000		3	-		
Total 8 General charges	charg		50,842	35,397	1,748	87,987	15,105	1,333	861	962	1,434	53	302	1,639	3,428	3.91		.82	4.47	9.35	1,147
Total	<u> </u>	:	:	:	:	:	:	:	:	:	:	:	:	:	3,911	:	:	:	:	29.01	:
	_				-		~	-	-	-	-				-		-	-			

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

		89									c									-	ì
		iM-		Engine	Engine-Mileage.			Quantity of Stores.	f Stores.				Cost.			Cost	per Eng	Cost per Engine-Mile in Pence.	in Pence.		
Type.	gine s.	peed– 11.		Detail.				Running.	ing.		Repairs.		Running.			Repairs.	F	Running.	-		.msəj
	No. of En	S egstevA roH teq	Train.	Shunting.	Ballast.	Total.	Coal.	Oii.	Tallow.	Waste.	Wages and Mate- rial.	Stores.	Fuel.	Wages.	Total.	Wages and Material,	Stores.	Fuel.	Wages,	Total.	Days in S
									WESTPORT		SECTION.										
F FA FB	2 1 1 3	15 15 12	34,541 21,995 9,609 296	13,542 3,714 3,025 23,400	1,177 119 	49,260 25,828 12,634 23,829	Cwt. 11,303 6,607 3,597 4,390	94. 937 305 326 326	1b. 66 32 17	lb. 273 129 100 172	107 107 58 58 58	29 13 8 16	481 108 58 58	882 467 229 441	1,202 636 353 586	0.52 0.45 1.10 0.59	11. 12. 1.5 1.5	06.0 06.0 06.0	4.29 4.34 4.35 4.44	5.91 6.71 5.90	622 238 121 299
Total $\begin{vmatrix} \\ 7 \end{vmatrix}$ General charges,	harge	s, &c.	66,441	43,681	1,429	111,551	25,897	1,472	148	674	271	99 ::	421	2,019	2,777	0.59	41:	06.0	4.34	2.63	1,280
Total	<u> </u>	 					:	:	:	:	:	:	:	:	4,026			-		99.8	
							-		NELSON	N SECTION	TON.										
ОĦ	10 10	818	12,990 26,904	2,348	2,223	17,561	3,327	2954 4178	422 872	$150\frac{3}{4}$	568 439	9	231	297 448	1,105	7.77	13	3.15	4.05 3.54	57.6	238 297
Total	4	<u> </u> :	39,894	5,784	2,226	42,904	8,218	7138	50₹	363	1,007	24	558	745	2,334	5.04	71.	2.80	3.73	69.11	535
	ľ					:			PICT	PICTON SECTION	TION.						·				
. OE@	н н о	15 15	3,475 20,278	443 585 4,516	565 45 1,628	1,173 4,105 26,422	240 696 5,102	36 49 272	£ 4 0	15 50 174	17 60 384	1 2 15	13 38 281	30 79 492	61 179 1,172	3.48 3.51 3.49	20.	2.22	6.14 4.61 4.47	12.48 10.46 10.64	24 50 297
Total General	charges	: 88	23,918	5,544	2,238	31,700	6,038	357	27	239	461	81 :	332	109	1,412	3.49	1.4	2.51	4.55	10.69 .84	371
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, Springfi	eld				1,214	1,608		394
r' ' 3 00 TTTT' 1 11 M T					1,427	2,066		639
T11		•••		```	-,4-/			- 39
D Υ (Ν1				\	2,700	2,835		135
Wairiri Coal Company, Glentunnel					4 60	36	424	-33
D O Manual Same					1,414	815	599	•••
4.71	••	•••	•••		105		399 28	•••
·	••	•••	•••		18	77 18		•••
	••	• • •	•••				•••	•••
9Jr	••	***			4	4	7.600	•••
	• •	•••			21,015	19,383	1,632	•••
	••	• • •	•••	•••	11,967	10,473	1,494	
	••	•••			10,603	11,138	•••	535
	• •	•••			б,157	7,109		952
	••				7,430	6,619	811	
	••	•••			3,026	1,342	1,684	• • •
	••				146	105	41	***
		•••			5,199	1,614	3,585	•••
				•••	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		<u>,</u> 61
McAlister, Stirling						6		. 6
Conical Hills					1,877	2,110		233
O'Hagan, C., Pukerau					405	406		ī
1.1					12		12	
N (TO) (N					460	443	17	
0 D M-4					152	34	. 118	
T M.							5	
)					5 66		66	•••
N1 11 N.C.					4		4	•••
r 10 337 33	••				80 80	 ⊿0		•••
3 7 37 1 1	• •	•••	***	•••	1,602	1,365	49	•••
	••	• • •	•••				237	•••
Nightcaps Coal Company, Nightcap		•••			19,695	16,386	3,309	•••
	••	•••	***	•••	12	9	3	
	••	•••	•••	•••			•••	6
Iokonui Coal Company, Winton .		• • •		•••	37	2,534	•••	2,497
mith and Logan, Kingston Crossin	ng	•••			20	323		303
Fraham, 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
DISCHARGED		÷				No.	No.	No.	No.
Lyttelton		***				1,596	1,593	3	
Timaru						265	284		. 19
Oamaru						119	123		4
Port Chalm	iers					320	325		5 8
Dunedin			•••			64	72		8
Bluff		***	***			226	202	24	
		Totals	•••			2,590	2,599	27	36
OADED :-						-			
Lyttelton		***				1,531	1,563 284		32
Timaru						265	284		19
Oamaru		***				139	133	6	
Port Chalm	ers					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		Sidings.		Total Equivalent
tine of Kanway,	Single.	Double.	Branches.	Railway.	Main Line,	Branches.	Total.	of Single Track.
CHRISTCHURCH DIVISION: Main Line Rangiora - Sheffield and Eyreton Junction-Bennett's Southbridge and Little River	M. ch. 211 57	M. ch. 6 28 	M. ch. 53 56 48 7	M. ch. 218 5	M. ch. 65 76	M. ch.	M. ch. 65 76	M. ch. 284 I (58 30 53 36
Branches Springfield and Whitecliffs Branches Rakaia and Ashburton Forks Branch		•••	42 27 22 20	242 65	•••	4 56 2 65	24 I	47 3
Mount Somers Branch Albury Branch Waimate Branch			27 35 36 13 12 67			1 70 2 45 2 2)	29 25 38 58 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 Duntroon Branch Oamaru-Breakwater Branch Ngapara & Livingstone Branches Shag Point Branch Waihemo Branch Port Chalmers Branch Port Chalmers Branch Fernhill Branch Otago Central Railway Outram Branch Lawrence Branch Catlin's River Branch Catlin's River Branch	165 40		37 41 0 63 27 4 2 10 8 65 1 26 2 49 1 57 65 73 9 0 22 1 19 27	165 40	47 29	2 72 0 24 2 5 0 14 0 57 3 47 0 50 0 23 3 29 0 65 1 67 1 57	47 29	212 69 (40 33 1 7 29 9 2 24 9 42 4 73 3 19 2 0 69 22 9 65 23 68 21 4
Totals, Dunedin Division	165 40		198 16	363 56	47 29	18 30	65 59	429 35
INVERCARGILL DIVISION: Main Line Tapanui Branch Waimea Plains Branch Wyndham Branch Seaward Bush Branch Kingston Branch Makarewa-Orepuki Branch Thornbury-Wairio and Wairio- Nightcaps Branches Lumsden-Mararoa Branch	82 41		20 4 36 41 9 35 18 7 87 0 35 52 24 51	82 41	19 12 	$\begin{pmatrix} 2 & 4 \\ 2 & 18 \\ 0 & 45 \\ 1 & 34 \\ 7 & 20 \\ 4 & 69 \\ 2 & 48 \\ 1 & 3 \end{pmatrix}$	19 12	101 53 22 8 38 59 10 0 19 41 94 20 40 41 27 19 11 44
Totals, Invercargill Division	82 41		241 71	324 32	10 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* Forest Hill Tramway	139 3"			2 O 10 O				

^{*} 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

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

Technical School Season Tickets: Distance for which dickets 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 viâ Paeroa or Te Aroha and Thames, or vice versâ, amended. Tickets not now available viâ Te Aroha.

Napier-Taranaki and Wellington Sections.

Fares and regulations re through booking, Te Aro, Wellington, &c., to Napier, &c., viâ 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 $vi\hat{a}$ 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.

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

Passenger's Luggage: Regulation amended. Passengers allowed to take free of charge 1121b. of either personal luggage or goods (except furniture and bulky musical instruments) purchased bond fide for their own domestic use. No luggage allowed free to day excursionists, but other excursionists to be allowed 1121b. of personal luggage free. Workpeople allowed to take, at their own risk, worktools, or work which they do at their homes, up to 1121b., 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 1121b. 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.

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.

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: Bates 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, goals, and pigs (such as are ordinarily sent to market for consumption), properly

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

LOCAL RATES AND REGULATIONS.

Whanaarei Section.

Stage system abolished.

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

Rates for carriages inserted.

Navier-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 Christ-

church 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.

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, P, 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

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 Mangahahuru 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.

11—D. 2.

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.

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 viâ 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 viâ 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 fet, Mataura to Wallacetown, amended.
Regulation re fet, Mataura 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

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

		Class
Bicycles, complete (not packed in cases), to seat one rider, each machine a	s for 281b	Class.
Pote and a quarter Owners' risk. As parcels	500	e Part II. e Part II.
Tandems, triplets, quadruplets, &c., not packed in cases. Owners' risk. As par Bicycles, packed in cases (if sent through parcels, rate and a quarter). Owners' r	isk	
Rievels, wheels, nacked (if sent through parcels, rate and a quarter). Owners r	ISK	e Part II.
Bioycle-wheels, not packed. Rate and a quarter. Owners' risk. As Parcels Removed: Blight-mixture, Apple (packed)	56	. B
Rlight specific Owners' risk		. D
Bottles, empty, old, collected in New Zealand. Owners risk		. N N
Bridge cylinders in pieces Owners' risk. Special goods		. D
Calcium carbide of in hermetically scaled tins, packed in strong wooden case	s, or in air	- . A
tight and damp-proof iron drums. Owners' risk. Dangerous. Removed: Cartridges, packed. Double rate. Owners' risk. Dangerous. (See a	lso Part II.	
Cortridges not otherwise specified, packed. Double rate. Uwners risk. Duny	erous .	• д
Cartridges, safety small-arm, packed. Owners risk. Dangerous. (II sens units	igh parcels	, , A
single rate) Removed: Cement, manufactured from colonial products. Owners' risk. Rate	and a half	,
but in no case are total charges to exceed Class D	• •	11
Cement, manufactured from colonial products. Owners' risk. Rate and a half Removed: Chaff. If pressed, rate and a half. Owners' risk	••	. F
Chaff. Owners' risk	••	. F
Chalk not otherwise specified	od Class D	
Removed: Charcoal. Rate and a half, but in no cases are total charges to exce Owners' risk	·· ·	. 1
Removed: Charcoal, crushed. Owners' risk	••	NT
Charcoal, crushed or uncrushed. Owners' risk Chinese crackers, in packages not exceeding 14 lb. weight. Double rate. Owner	rs' risk. A	
Parcels	Se	e Part II.
Chinese creekers Double rate Owners' risk. Dangerous	whome)	
Chlorate of potash. Owners' risk. (Not to be loaded in same truck as oil of my Removed: Clover and grass-seeds returning from seed-cleaning establishments	roane) See	Part III.
Removed: Coke. Rate and a half (but in no case are total charges to exceed	d Class D)). D
Owners' risk	, .	·
Coke. Owners' risk Collodion (in hermetically sealed tins or bottles, packed in sawdust in cases no	t exceedin	g
56 lb each Double rate ()where risk. Dangerous	• •	
Removed: Cotton gunpowder, packed. Double rate. Owners' risk. Dangerous Cotton-waste, not otherwise specified	• • •	D
Cotton wests, and other fibrous materials for paper-making. Owners' risk		, N
Daisy carts, in pieces, packed in three packages; total weight of each cart no	ot to excee	а . А
2 cwt. Double rate. Owners' risk Food, fish, for Acclimatisation Societies		. Free
Float not properation	••	121
Removed: Flax.straw. If pressed, double rate. Owners' risk Flax, dressed, pressed. If unpressed, rate and a half. (Loose dressed flax		
accepted for carriage)	••	
Flax, native, dressed, screw-pressed; otherwise rate and a half. (Loose dressed	flax will no	t . E
be accepted for carriage) Flax-straw. Owners' risk. (Loose flax-straw will not be accepted for carriage)	•• •	. F
Gas, ammonia, compressed, in solid drawn-steel tubes. Owners risk. Dangero		\mathbf{A}
Glass, broken, packed. Owners' risk Removed: Grass- and clover-seeds, returning from seed-cleaning establishments		Part III.
Demond Tethe (native timber) in truck-10808	• •	. <u>K</u>
Laths (native timber), in truck-loads (measurement to be calculated per bundle)	••	. K
Lead, scrap. Owners' risk		. N
Removed: Lime from local kilns, consigned to country stations for agricultural	purposes, c	r . F
to ship for export Removed: Lime, from local kilns, for cement-making		. 70
Lime, not otherwise specified. Owners' risk		. N
Time native produce. Owners' risk		. F D
Removed: Meat, preserved		. D
Meat, frozen		uced to D
Meat, frozen Meat, chilled Myrbane, oil of. Owners' risk. (Not to be loaded in the same truck as chlorate	of potash)	. C
Où 1 1 : O t lata Ommonol violt	••	
Deman mosts for nanon making consigned to a naner-mill. Hall Table		
Paper bags, not otherwise specified Petroleum, native, crude, in 2-ton lots. Owners' risk		. D
Pewter, scrap. Owners' risk		. N
Pigeons, homing Poultry, living, in crates or cases. Owners' risk. (See also Part II.)		e Part II. uced to B
Punice-stone, packed, and consigned for export (including use of railway		١.
Owners' risk		٠ 💥
Removed: Rags		~
Rags, in bales or bundles. Owners' risk		. N
Rails, iron, old, not for scrap. Owners' risk		3.7
The said Casking old not otherwise specified		. N
Barraned: Sacking westernener cotton-waste, and other fibrous materials for par	per-making	,
consigned to a paper-mill. Half rate Sacking, old, for paper-making. Owners' risk		
G. 3. Intermine from good algoring actablishments	See	Part III.
Shale-oil, in 2-ton lots. Owners' risk	in bundle	. D
awaaading Lawt rate and a dilatier	••	. =
Removed. Sheenskins, green, loose, or in bundles, between private signings		-
Sheepskins, green, in bundles not exceeding 1 cwt		

	Class.
Sheepskins, green, loose, or in bundles exceeding 1 cwt. Owners to load and unload. (If	Olwos.
loaded or unloaded by Railway Department, rate and a quarter.) Owners' risk	В
Removed: Slate slabs, for furniture and house-fitting. Owners' risk. Special goods	A
Removed: Slate slabs, for tanks. Owners' risk	В
Removed: Slates, roofing. Owners' risk	N
Slate slabs, for furniture and house-fitting (imported). Owners' risk. Special goods	A
Slate slabs, for furniture and house fitting (New Zealand manufacture). Owners' risk.	
Special goods	В
Slate slabs, for tanks and slate ridging, imported. Owners' risk	В
Slate slabs, for tanks and slate ridging, New Zealand manufacture. Owners' risk	\mathbf{P}
Slates, roofing, imported. Owners' risk	N
Slates, roofing, New Zealand manufacture. Owners' risk	P
Removed: Straw, flax. If pressed, double rate. Owners' risk	\mathbf{F}
Straw, flax. Owners' risk. (Loose straw, flax, will not be accepted for carriage)	\mathbf{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)	\mathbf{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	i to B

PART VI.-WHARVES.

Kawakawa Section.

Opua 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.

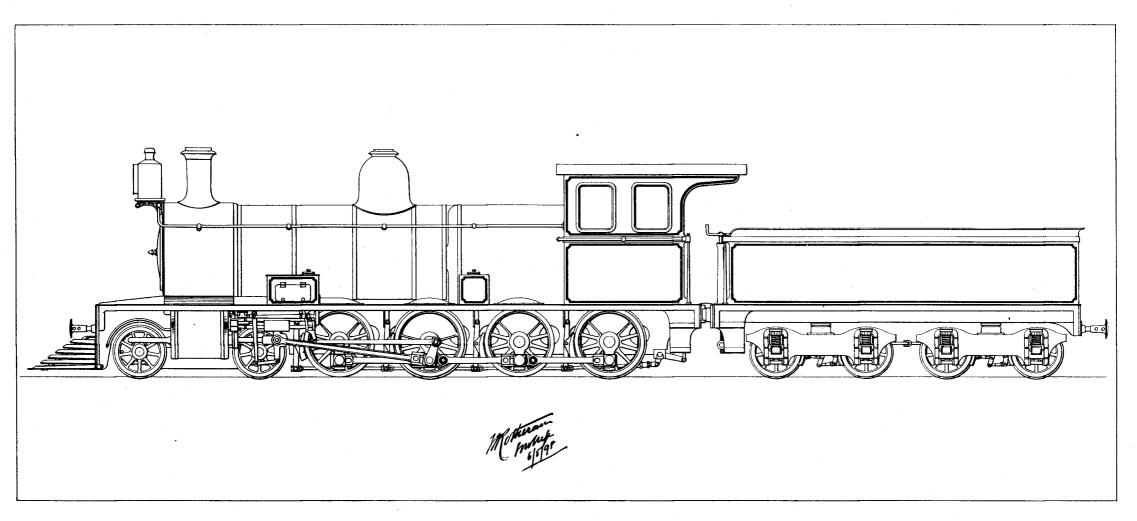
Nelson Wharf: Rate for water supplied to shipping reduced. Rate for goods from ports situated in Golden and Tasman Bays, for export beyond Provincial District of Nelson, inserted.

Greymouth Section.

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

T. RONAYNE, General Manager.

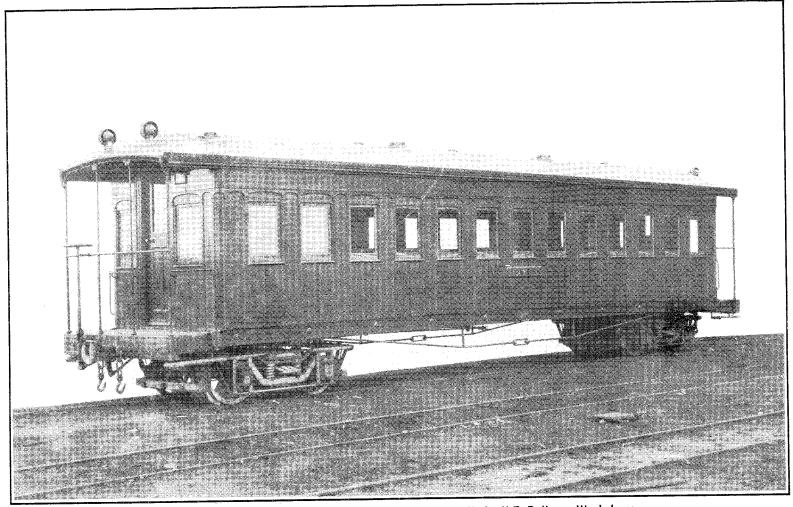
By Authority: John Mackay, Government Printer, Wellington.—1898.



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

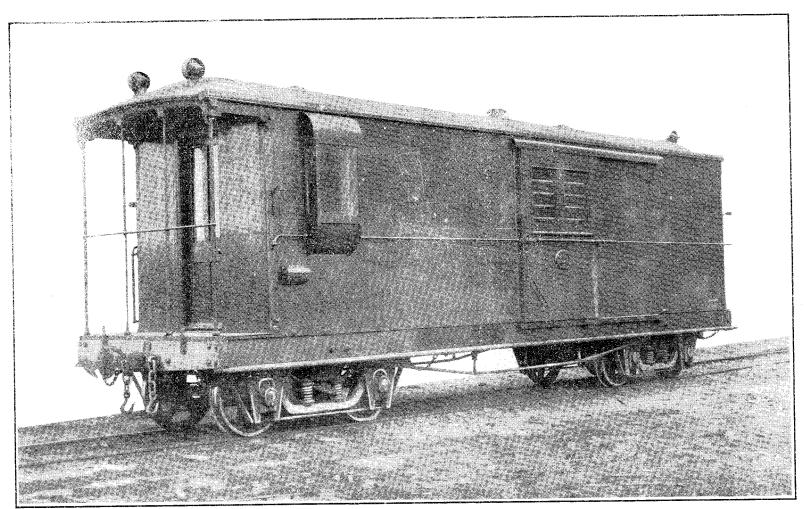
CYLINDERS 16". STROKE 22". DIAMETER OF DRIVING WHEELS 3"64". DIAMETER OF BOGIE WHEELS 2"6".

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



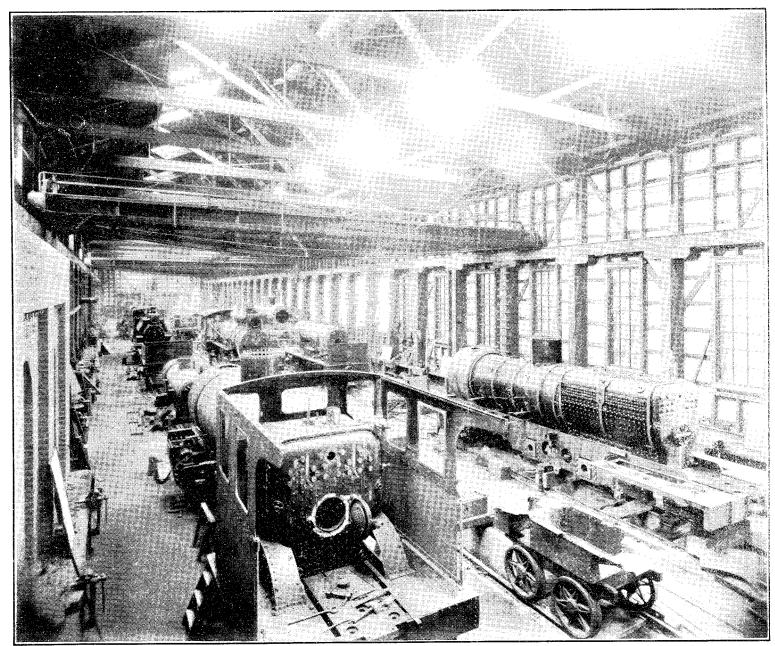
First-class Railway-carriage, double-bogie, Class A, built in N.Z. Railway Workshops.

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

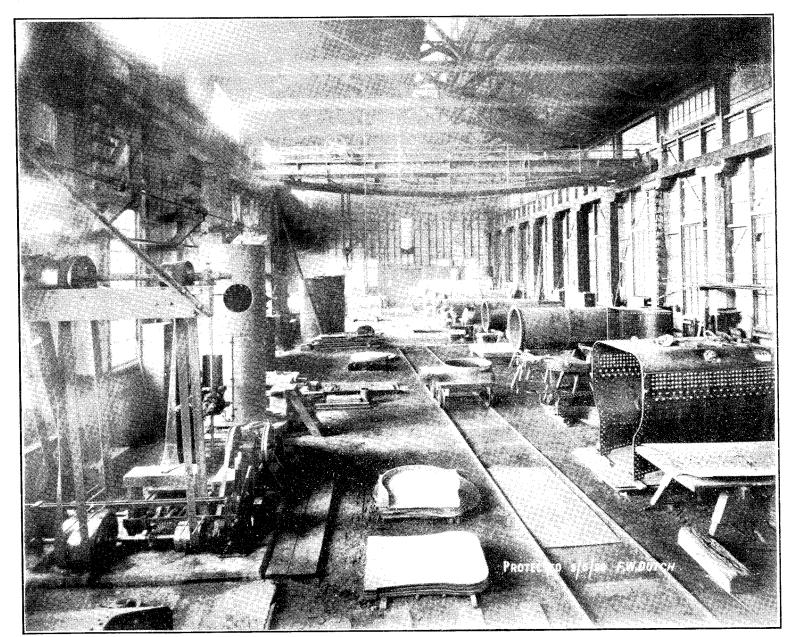


Double-bogie Break-van, Class F, built in N.Z. Railway Workshops.

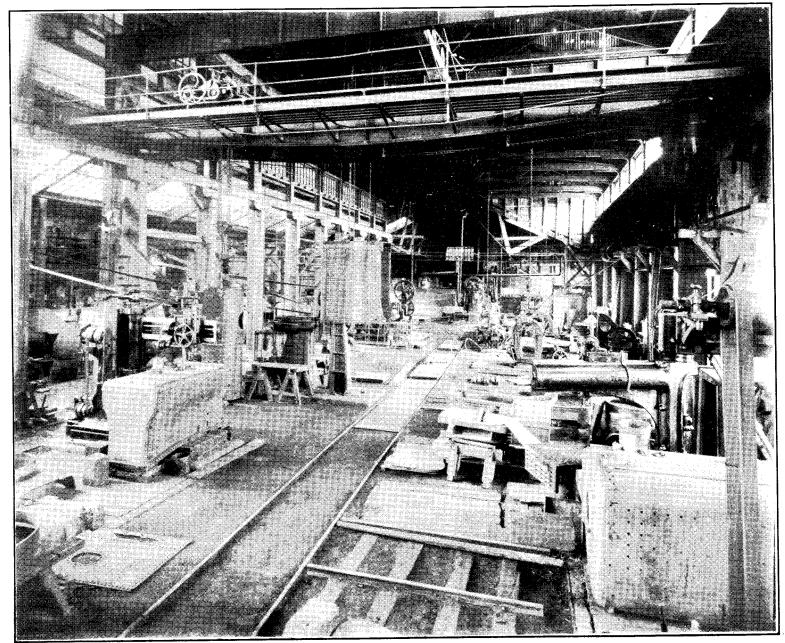
Length over Headstocks, 30 ft.; Tare, 10 tons.



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 WORKING EXPENSES PER TRAIN MILE OPEN MILES 64 63 62 61 60 59 58 57 1 600 56 55 1 500 TOTAL WORKING EXPENSES 58 g 1 400 52 1 300 51 50 1 200 BO 81 82 83 84 85 86 87 88 89 80 91 92 93 94 95 96 97 98 8 600 000 MAINTENANCE 19 8 500 000 18 3 300 000 3 200 000 3 100 000 £ 900 000 TRAFFIC 13 2 800 000 Loco ex penses 10 80 81 82 88 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 REVENUE EXPENDITURE FOR 1 200 000 1 100 000 REVENUE 1 000 000 CAR & WAGON 900 000 EXPENDITURE GENL CHGS 700 000 80 61 62 63 64 65 86 67 66 89 90 91 92 98 94 95 96 97 86

NEW ZEALAND GOVERNMENT RAILWAYS TONNAGE OF COODS WOOL & CHAFF MINERALS 90 00 **V00** 80 00 750 000 70 000 700 000 60 000 86 87 86 89 90 91 92 93 94 95 96 97 98 TOTAL 50 00 40 000 CHAFF 2 100 000 20 00 86 87 88 89 90 91 92 93 94 95 96 97 98 TIMBER & FIREWOOD 86 87 88 89 90 91 92 93 94 95 96 NUMBER OF PASSENGERS 250 000 150 00 4 200 000 86 87 88 89 90 91 92 98 94 95 96 97 98 CRAIN & MERCHANDISE MERCHANDIS 86 87 88 89 90 91 92 93 94 95 96 97 98

