

1901.  
NEW ZEALAND.

# RAILWAYS STATEMENT.

(4th September, 1901.)

BY THE MINISTER FOR RAILWAYS, THE HON. SIR J. G. WARD, K.C.M.G.

MR. SPEAKER,—

In presenting my second Railway Statement, I am very much gratified to have to announce that the year's operations of our railways have again been most satisfactory, and show a very large increase on the business of the preceding year, notwithstanding the fact that the latter was a record year.

I purpose subdividing my remarks under six headings—viz., "General," "Earnings," "Working-expenses," "Expenditure for Additions to Open Lines and Rolling-stock chargeable to Capital Account," "Midland Railway," and "Concluding Remarks and Forecast."

## 1. GENERAL.

The mileage of line open for traffic at the end of the year under review was 2,212 miles, against 2,104 for the previous year.

The revenue for 1900–1901 was	...	...	...	...	£1,727,236
Against revenue for 1899–1900	...	...	...	...	1,623,891
An increase of ...					£103,345

The increases in revenue for the past six years are shown by the following figures :—

Year ending 31st March, 1896, over year ending 31st March, 1895	...	...	...	...	£32,190
" 1897, " 1896					103,117
" 1898, " 1897					89,850
" 1899, " 1898					93,657
" 1900, " 1899					154,226
" 1901, " 1900					103,345
A total increase of ...					£576,385
The working-expenses for 1900–1901 have been					£1,127,848
Against ditto for 1899–1900 ...					1,052,358
An increase of ...					£75,490
The excess of earnings over working-expenses for 1900–1901 has been					£599,389
Against ditto for 1899–1900 ...					571,533
An increased net return for the year of ...					£27,856

The capital cost of the lines open for traffic has increased from £16,703,887 last year to £17,207,328 for the year under review, and the interest earned thereon has increased from £3·42 per cent. last year to £3·48 per cent. for year ending 31st March, 1901. The interest earned on our lines thus compares very favourably with the interest earned on capital cost by the railways in the sister States—viz., Victoria 3·07, Queensland 2·67, South Australia 3·51, Tasmania 1·11, New South Wales 3·63, and Western Australia 5·81. (*Vide* Return No. 15.)

The loss on the Kawakawa Section has increased from £171 in 1900 to £185 in 1901, while that on the Nelson Section has decreased from £1,648 in 1900 to £1,531 in 1901. The net earnings of the Whangarei, Kaihu, Auckland, Wellington-Napier-New Plymouth, Westport, Westland, and Picton Sections have increased, and of Hurunui-Bluff Section decreased.

The following extensions were opened for traffic, viz. : Waiotu to Hukerenui, 1 mile 24 chains ; Makarau to Tahekeroa, 3 miles 6 chains ; Ranfurly to Wedderburn, 8 miles 34 chains ; Invercargill to junction of Seaward Bush line, 73 chains ; Jackson to Otira, 11 miles 23 chains. (*Vide* Return No. 22.)

The alterations to train services and separation of goods and passenger trains on important lines, as announced in my last Statement, have proved satisfactory and beneficial to the travelling public. The journey-times of many of the trains have been materially reduced. I propose gradually extending the system of running separate goods and passenger trains as the business of the colony warrants. It should, however, be borne in mind that services of this description cost a very large sum annually, and can therefore only be granted in cases where the traffic is sufficiently large to pay the increased expense and the convenience of a large section of the travelling community necessitates the separation of the services. I give prominence to this matter owing to the continued demands that are made for faster and improved train services on many of the lines in the colony which are already excellently served by the existing arrangements, and on which the traffic neither warrants nor would pay for the additional trains.

To meet the large and growing passenger traffic, and to provide better facilities for the travelling public, it has been found necessary to run additional mixed trains. This increase has not been confined to any particular part of the colony, but has been general to the whole. The mileage run by the additional mixed trains which have been permanently added to the time-table has amounted to 42,686 miles for the year, at a cost of £10,493.

The running of the express trains between Auckland and Rotorua has been improved, twenty-five minutes having been taken off the journey. Passengers from Auckland thus reach Rotorua at 4.15 p.m. in place of 4.45 p.m., and leave Rotorua for Auckland at 8.45 a.m. in place of 8.20 a.m.

An hour and five minutes has been taken off the time occupied by the mail train to do the journey from Wellington to Napier, and the train now leaves Wellington at the convenient hour of 8.20 a.m. in place of 7.15 a.m. Fifty-seven minutes have been taken off the time occupied in doing the journey from Napier to Wellington, and the mail train now leaves Napier at 8.45 a.m. in place of 8.25 a.m., and arrives at Wellington at 7.53 p.m. in place of 8.30 p.m.

The passenger-train service to Kingston (Lake Wakatipu) has been improved, forty-five minutes having been taken off the running-time of the through passenger train from Gore to Kingston, the train now arriving at the latter station at 5.30 p.m. in place of 6.15 p.m.; whilst thirty minutes have been taken off the running-time of the return train from Kingston to Gore, the train now leaving the former station at 9 a.m. in place of 8.30 a.m. This enables the connecting steamer to leave Queenstown at 6.30 a.m. in place of 6 a.m.

On the Westland Section the train service in connection with the Reefton, Westport, and Nelson coach services has been so improved and arranged that passengers can complete the through journey from Greymouth to Westport in one day in place of two days as formerly, and from Greymouth to Nelson in two days in place of three days.

In order to keep a more effectual check on the late running of trains, I decided early in the year to have a record kept of the arrival of the principal trains at the various termini in the colony. For this purpose the train services were divided into three groups—the first consisting of express and through passenger trains; the second, suburban trains, made up of those trains running in connection with suburban city traffic; the third, country trains, made up of the principal country or long-distance trains. This record has been kept since the 23rd July, 1900, each four-weekly period being shown separately.

The following table shows the average late arrival of the trains in each of the separate groups for each period :—

Train Group.	Period ending									Average for Nine Months.
	18th Aug.	15th Sept.	13th Oct.	10th Nov.	8th Dec.	5th Jan.	2nd Feb.	2nd Mar.	31st Mar.	
Passenger ... ..	1.97	1.16	0.85	1.36	1.58	4.23	1.31	2.03	0.82	1.70
Suburban ... ..	1.27	0.76	0.67	0.84	0.91	1.03	0.78	1.15	0.75	0.90
Country ... ..	2.04	1.88	1.42	1.43	1.5	2.79	1.70	2.34	2.08	1.90

General average for all trains dealt with, 1.48.

In all records have been kept of 167 trains. The late running shown includes delays from all causes, including engine-failures, floods, &c., and gives a general average late arrival at destination of 1.48 minutes for the nine months during which records have been kept.

Taking all circumstances into consideration, it must be admitted that the trains have kept excellent time.

The work of equipping the rolling-stock with the Westinghouse brake is being proceeded with as rapidly as possible, and it is anticipated that vehicles so fitted will shortly be running on the mail trains to New Plymouth and Napier.

Two hundred and three second-class cars have been fitted with cushions during the year.

Foot-warmers have also been obtained, and supplied to the express trains running in the South Island.

The arrangements indicated have added considerably to the comfort of passengers, by whom they are much appreciated, and it is intended to extend them until all cars are similarly equipped.

The Pintsch system of lighting our carriages continues to give satisfaction, and has been applied to sixty-three cars and vans during the year, making the total number of vehicles now equipped with gas 502. Nearly two million cubic feet of the gas was used for lighting cars during the year, and, notwithstanding the fact that gas-making is divided among five separate works in various parts of the colony, the cost of production of the gas was 6½d. per 100 cubic feet less than for the previous year.

On the 24th June, 1900, large reductions were made in ordinary and suburban passenger-fares, season-ticket rates, and workers' weekly tickets on suburban lines; tourist excursion tickets were made issuable daily throughout the year; concession of free carriage on return journey was granted to racehorses, hunters, polo-ponies, and to returned empty fish-packages; while the freight on goods from centres to ports, and also for salt for dairy use, was reduced. Particulars of other concessions made during the year will be found in Return No. 32.

It is estimated that the value of the concessions enumerated was equivalent to a rebate of £75,000, based on the existing traffic and charges for the previous year.

The result of these reductions, which were forecast in my last year's Statement, has been very satisfactory, and exceeded the most sanguine expectations; the increase in the passenger traffic—viz., 775,309 passengers and 19,586 season tickets—being a record one, the increased revenue from these sources being £29,957. Of the ordinary passengers the increased number from officered stations on suburban lines was 324,565—Auckland, 72,771; Wellington, 70,866; Christchurch, 90,737; Dunedin, 72,040; Invercargill, 18,151.

The increased number of season tickets is made up of 81 sectional annual tickets, 231 school tickets, 49 twenty-trip commutation tickets, 18,606 workers' 2s. weekly tickets (suburban lines), and 1,331 ordinary season tickets of other descriptions.

The actual number of workers' weekly 2s. tickets issued from the 24th June, 1900, to the 31st March, 1901, was 29,258, but there was a decrease of 10,652 ordinary twelve-trip weekly tickets issued during the same period. There were also decreases of five reporter's season tickets, 111 tourist season tickets, and 535 fifty-trip commutation tickets.

The popularity of the workers' 2s. weekly tickets for suburban lines and the ready manner in which the workers have availed themselves of the opportunity afforded for travelling at cheap rates between the large cities and their suburbs is a matter for congratulation. It amply demonstrates the wisdom of the provision made, and also the fact that the workers themselves fully recognise the importance and advantages of living outside the crowded area of the cities, and are prepared to reside in the suburbs provided that facilities are afforded them for travelling to and from their homes and work at a cheap rate and by a convenient train service.

An average of 7,793 men were employed on the railways as compared with 7,236 for the previous year. (*Vide* Return No. 26.)

Of the 2,662 casual labourers employed in the Traffic Branch, and insured against accident at a cost of £541, charged to working-expenses, seventy-nine were injured and received compensation during the year.

One hundred and seventeen members of the permanent staff resigned, thirty-seven died, thirty-eight were retired, thirty-three were dismissed, and 631 engaged.

Six appeals against decisions of the department were heard by the Railway Appeal Boards during the year; five were dismissed and one upheld. The total number of appeals against decisions of the department heard by the Appeal Boards since the passing of "The Government Railways Department Classification Act, 1896," has been thirty-one, of which six were upheld and twenty-five dismissed.

The number of appeals in connection with the classification since the Act was passed in 1896 has been fifty-seven, of which ten were upheld and forty-seven dismissed.

Substantial concessions in regard to wages and hours of labour have been made to the railway staff during the year.

The cost of the special allowance of wages (6d. per day) to labourers and others in receipt of 6s. 6d. per day, and for tradesmen and other workshop employés, amounts for the year to £20,951.

During the year the sum of £4,253 has been paid as compensation and compassionate allowances to members retired from the service and the relatives of deceased members of the service.

Six members of the Second Division were promoted to the First Division during the year.

The First Division now comprises 1,226 members, of whom 645 have obtained certificates of proficiency in telegraphy, and 566 proficiency in postal work.

During the two years ending 31st March, 1901, seven caretakers have been placed in charge of flag-stations. The total number of such stations at which caretakers are employed is now 101.

On the 9th April, 1900, an accident of a serious nature resulted from neglect of trainmen in charge of a heavy stock train to put down the brakes before train commenced to descend the Mungaroa bank. Forty-three trucks left the road and were wrecked, guard's assistant being severely injured and a large number of sheep killed. On the 2nd February, 1901, an accident occurred at Port Chalmers, resulting in injury to five persons who were waiting in the cars of a train standing at the platform, when a goods train from Dunedin ran into the station, against the signals, and collided with the train standing at the platform.

## 2. EARNINGS.

The gross revenue for the year amounted to £1,727,236, and the net revenue to £599,389, increases over the previous year of £103,345 and £27,856 respectively. The gross revenue has exceeded the estimate by £167,236. In view of the fact that the traffic for the year 1900 was of an exceptional character, the result of the operations for the year under review is eminently satisfactory, more especially when the sweeping character of the reductions in passenger fares, and the large concessions made on other items of traffic are taken into consideration.

The receipts per train-mile have decreased from 7s. 9d. for 1899–1900 to 7s. 5½d. for 1900–1901.

775,309 more ordinary passengers were carried during the year under review than for the previous year, the increased revenue derived therefrom being £28,259. Season-ticket revenue has also increased by £1,697, and the number of season tickets issued by 19,586. The increased revenue from passenger traffic, therefore, represents an average fare of 8·75d. per head for the 775,309 additional passengers carried, and of 1s. 8¾d. per ticket for the increased number of season tickets issued. Ordinary passengers have increased by 14 per cent. during the year, and the revenue derived therefrom by 6 per cent.

Holiday, school, and factory excursion traffic still continues to give satisfactory results, the traffic from these sources giving an increased revenue of £7,261 for the year.

Coaching traffic, including mails, gave a revenue of £72,712, an increase of £4,224. The increased goods traffic represents 211,813 tons. Of the traffic grouped under this head, wool alone shows a decrease, all other items showing substantial increases. In view of the fact that the grain traffic for 1899–1900 gave the phenomenal increase of 343,962 tons as compared with that for 1898–99, the further increase of 8,538 tons for 1900–1901 is very remarkable, the increase in grain traffic for 1901 as compared with 1899 being 84 per cent. Live-stock traffic shows increases in cattle, calves, and pigs, and a decrease of 111,596 head in sheep.

The total revenue derived from goods and live-stock traffic was £1,109,548, an increase of £69,166 over the receipts for the preceding year.

### 3. EXPENDITURE.

The expenditure for working was £1,127,848, equal to 65·30 per cent. of revenue, an increase of 0·50 per cent. over the rate (64·80) for the previous year. The expenditure per cent. of revenue for the last five years has been as follows:—

1896–1897	...	...	61·35	1899–1900	...	...	64·80
1897–1898	...	...	62·30	1900–1901	...	...	65·30
1898–1899	...	...	63·26				

It will be observed that the ratio of expenses to earnings has steadily increased during the years indicated.

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

In the Traffic Branch	...	...	...	1900–1901.	£296,159	1899–1900.	£262,552
" Locomotive Branch	...	...	...		384,915		372,097
" Maintenance Branch	...	...	...		426,405		394,619
Management	...	...	...		51,590		47,717
					£1,159,069		£1,076,985
Less credit recoveries	...	...	...		31,221		24,627
					£1,127,848		£1,052,358

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

	1900–1901.	1899–1900.	Increase.	Decrease.
Traffic	17·15	16·17	0·98	
Locomotive	16·98	18·20		1·22
Car and wagon repairs	5·30	4·71	0·59	
Maintenance of way	24·69	24·30	0·39	
Management { Head Office	1·0	0·95	0·05	
{ Departmental	1·99	1·98	0·01	
	67·11	66·31	2·02	1·22
Less credit recoveries	1·81	1·51	0·30	
	65·30	64·80	1·72	
			1·22	
Net increase	...	...	0·50	

The train-miles run for 1900–1901 were	...	...	4,620,971
" " 1899–1900 "	...	...	4,187,893
Increase	...	...	433,078

This increased train-mileage represents additional facilities afforded the public, and the mileage run by extra trains to overtake the increased goods traffic.

In this connection I would specially emphasize the fact that, notwithstanding that every effort has been made to cope with the growing traffic on the railways, by the turning-out and importation of further rolling-stock, it is only with the greatest difficulty that the trade of the colony has been carried on. The engine-power and rolling-stock has been utilised to its utmost capacity, and the great amount of traffic has necessitated the running of an inordinate number of special trains, and the payment of large sums for overtime over the whole of the railway sections of the colony. Until the rolling-stock is brought up to a reasonable condition this unsatisfactory method will to some extent continue.

The working-expenses for Locomotive power have decreased slightly, being £293,383 as against £295,542 for last year, and the locomotive charges per train-mile have decreased 1·69d.

Car and wagon repairs have increased from £76,555 in 1899–1900 to £91,532 for last year, an increase of £14,977, and the cost per train-mile has increased 0·36d. during the same period.

The expenditure for maintenance of the line, buildings, bridges, and other structures still continues to increase, the amount expended under this head for the year under review being £426,405 as against £394,619 for the previous year, an increase of £31,786. The increased expenditure has been incurred on Kawakawa Section, £383; Whangarei, £164; Auckland, £3,185; Wellington–Napier–New Plymouth, £4,348; Hurunui–Bluff, £12,340; Westland, £9,056; Westport, £2,423; Nelson, £493. Kaihu and Picton Sections decreased £103 and £505 respectively. This increased expenditure, to which reference has been made on several occasions during the past five years, is attributable to the increasing age of the lines, the demands of the traffic for the employment of heavier and more powerful locomotives to haul greater loads at high speeds, thus necessitating the provision of heavier rails and stronger structures. The higher rate of wages paid and increased cost of materials have also very largely influenced the cost of maintaining the lines, as will be seen by the following figures:—

			Labour.	Material.
Cost per mile of line open for traffic, 1899	...	...	105·88	57·34
" " 1900	...	...	109·64	74·65
" " 1901	...	...	113·52	76·06

The cost of bridge repairs and renewals during the year was £54,020, of which £10,620 was debited to capital, and the balance, £43,400, to working-expenses.

The cost of maintenance per mile of railway open for traffic for the year ending the 31st March, 1901, was £196·14, against £187·99 for the preceding year. Included in the working-expenses of the Maintenance Branch is the sum of £7,834 for additions and improvements to the lines and structures, which would have been a fair charge against capital.

Head Office expenditure for the year was £1,707 and departmental offices £2,165 greater than in the preceding year, but the ratio of expenses to revenue in regard to these two offices was approximately the same as for the previous year. The increased expenditure under these two heads was to be expected in view of the heavy and continued increase of traffic.

#### 4. EXPENDITURE FOR ADDITIONS TO OPEN LINES.

£325,032 have been expended under this head and charged to Capital Account in respect of additions to rolling-stock and improvements to station-buildings and accommodation, permanent-way, and structures. Of this amount £108,037 has been expended on improvements to sidings, station-buildings, water-services, safety and interlocking appliances, signals, stock-yards, strengthening bridges, respacing sleepers, provision of additional telephone and telegraph facilities, relaying line, and improving wharves. £216,995 has been expended on the provision of new rolling-stock and the conversion of obsolete types of engines and carriages into up-to-date stock; also for provision of turntables, fitting stock on Wellington–Napier–New Plymouth Section with

Westinghouse brake, providing cushions for second-class cars, fitting additional cars with Pintsch gas, lighting Petone workshops by electricity, and providing additional machinery for workshops. The rolling-stock in respect of which the charges are made consists of 4 locomotives, 29 carriages, 22 brake-vans, 56 bogie wagons, 376 four-wheel wagons, and 600 tarpaulins, all completed on 31st March last; and 17 locomotives, 151 carriages, 27 brake-vans, 48 bogie wagons, 1,002 four-wheel wagons, and 800 tarpaulins incomplete, but in hand on that date.

The following figures show the additions to rolling-stock since 31st March, 1895: 36 locomotives, 105 carriages, 37 brake-vans, 2,363 wagons, and 2,644 tarpaulins.

#### 5. MIDLAND RAILWAY.

The revenue from the Midland Railway from the 1st April to the 21st July, 1900, the date up to which the line was in trust, was £7,096, and the expenditure £6,573, leaving a credit balance of £523. The sum of £1,263 was paid for additional rolling-stock and signals.

On the 23rd July, 1900, the whole of the Midland Railways—comprising the lines from Brunner to Jackson, 31 miles 34 chains; Stillwater to Reefton, 37 miles 13 chains; Belgrove to Motupiko, 9 miles 44 chains; and Springfield to Otarama, 4 miles 57 chains—were formally taken possession of by the Government, and incorporated with the State railways of the colony. The Midland Company's rates and charges, which had been in operation on such of the lines as were open for traffic, were thereupon abolished, and the whole of the charges for traffic which passed to or from stations on the Government lines from or to stations on the Midland lines were very materially reduced, one through charge at Government rates only being made, instead of the two separate charges levied under the old system. The principal portion of the traffic between stations on the Midland Railway and Government lines was conveyed between stations on the Hokitika-Brunner system of Government railways and the Jackson-Reefton-Brunner portion of the Midland lines, and the users of these lines are therefore now receiving very substantial concessions in the matter of rates as a consequence of the acquisition of the Midland lines by the Government.

The receipts from the lines formerly belonging to the Midland Railway Company for the period 22nd July, 1900, to the 31st March, 1901, have been merged into and are included in the earnings of the Government lines for the year.

In this connection the question, what effect has the inclusion of such receipts had on the net result of the year's working of the Government lines, seeing that no addition to the capital cost was made in respect to the Midland railways, will probably arise. For answer I would point out that during the time the Midland Railway was worked by the Government as a trust the net revenue per annum, with a higher scale of charges than is now in operation, barely exceeded £5,000 in any one year. The conditions of working have varied very little. Up to the present the traffic has not increased to any appreciable extent, while the freight charges have been very materially reduced; and it may therefore be assumed that the net result of the working of the Midland railways for the nine months they have been in the hands of the Government would not add more than £4,000 to the revenue of the Government railways. This amount is so small as to have no appreciable effect on the interest earned on the capital cost of our lines (£17,207,328).

I direct special attention to this matter in order to dispel any feeling that the inclusion of the earnings of the Midland lines have inflated the net revenue of the Government lines, and largely affected the result of the year's working.

#### 6. CONCLUDING REMARKS AND FORECAST.

The value of freight concessions made by the Government since resumption of control of the railways in the colony in 1895 is estimated to be approximately £420,239 up to 31st March, 1901. The concessions previously granted have embraced passenger and season ticket rates, workers' suburban tickets, holiday and school excursion fares, rates for live-stock, chaff, lime, butter, cheese, lime

for manuring farm lands, agricultural produce, empty butter and fish packages, manures, bricks, clay, coal, scrap-iron, racehorses, hunters, polo ponies, and hounds, abolition of extra charge for goods conveyed on certain branch lines, and lower rates for conveyance over port lines of goods from centres to ports. The concessions have included many articles of every-day use by all classes of the community. The regulations have been drawn up, and are interpreted on a more liberal basis than heretofore; and the results of the year's working show conclusively that the people of the colony recognise and appreciate the efforts that have been made to induce traffic and to popularise and make the railways the principal and indispensable medium of inter-communication between the various portions of the colony. In continuation, therefore, of the policy enunciated in 1896—viz., that a 3-per-cent. return having been secured from the railways, reductions should be made in freights on New Zealand products—the Government has determined to make further concessions. These will embrace reduction of passenger fares on Kaihu Section, rates for small lots of dairy produce, butter, poultry, eggs, bacon, cheese, manures and wool, the abolition of the charge as for an additional five miles on all traffic passing over the Rimutaka Incline, and continuation of free carriage of lime for manuring farm lands. The value of the proposed concessions is estimated to be £30,000.

It is considered that the time has now arrived when a daily mail-train service should be inaugurated between Wellington and New Plymouth, and, with this end in view, I have given instructions that, commencing on the 1st November, mail trains shall run daily between Wanganui and New Plymouth, thus securing a through daily connection between Wellington and New Plymouth; the speeds of the mail trains will at the same time be accelerated, so as to very materially shorten the journey-time between the stations named.

The railway traffic has increased so rapidly and enormously during the last six years that it has in many places practically outgrown the carrying capacity of our lines, which were originally intended as the pioneers of settlement, and were not built to successfully cope with a business such as now exists in many parts of the colony. There is every indication that the business of the railways will still continue to increase very largely, and it is, therefore, imperatively necessary that steps be at once taken to make provision for dealing with the trade of the colony in an efficient manner. This can only be successfully and economically accomplished by equipping the lines with the latest safety-appliances and practically reconstructing, and in some cases duplicating, the lines. A considerable portion of the rails in different parts of the colony require replacing with heavier metals to admit of the use of engines of the most powerful type. In my last year's Statement I indicated the lines that would first require to be duplicated, and also the amount of funds necessary to enable the work of improving and strengthening the lines and structures being undertaken and carried out in a comprehensive and satisfactory manner, and I would again urge that serious consideration be given to the question of providing funds for the works indicated, which are matters of vital importance to the colony and its railways.

Notwithstanding the fact that the workshops are kept busily engaged in building rolling-stock, and that a very large number of operatives are employed at the work, the capacity of our workshops is not equal to the requirements of the business of the railways, and it has become abundantly evident that the workshops must be considerably enlarged in order that the building of rolling-stock may be retained in the colony and the stock itself be turned out with greater expedition. The fact that the New Zealand railways are composed of so many small and isolated sections renders their successful management a matter of some difficulty, and adds very materially to the working-expenses, and thereby affects the result of the working of the railways as a whole. It is therefore very desirable, in the interests of the colony, that where possible these small sections should be joined up and made into continuous lines. The Kawakawa, Whangarei, Picton, and Nelson Sections are cases in point. Each of these sections has its own resident officer in charge, and in addition special officers are required to make frequent visits at very considerable cost. The possible



distance traffic can be carried on such sections is also so very short that high rates must of necessity be charged, and even then some of the lines cannot be made to pay more than bare working-expenses with the exercise of the most rigid economy.

The increase in the cost of railway materials and of labour has had a very considerable effect upon the working-expenses for the past year, the increased expenditure under this head for the Maintenance Branch alone being £20,048 over last year.

I am frequently urged to confine the importation of Australian hardwood sleepers to the narrowest limits, and, in some instances, to altogether discontinue the importation of such sleepers, in order that a larger number of New-Zealand-grown sleepers may be used, and at the same time I am urged to relax the conditions under which New Zealand sleepers are accepted with a view to the acceptance of numbers of such sleepers which are now condemned by the Inspectors appointed for the purpose. I may say in regard to this matter that the heavy engines now running in various parts of the colony, some of them weighing up to 64 tons, make it absolutely necessary that only the very strongest timber obtainable should be used for sleepers, as the stability of the line, the safety of the trains, and the lives of passengers carried daily are very largely dependent on the strength of the sleepers used in the track. While the Government is most anxious to obtain a regular supply of sleepers of suitable New Zealand timber, it is at the same time absolutely necessary that a proper margin of safety should exist in our lines, and this can only be obtained by the use of the very best class of material available. It is, moreover, an incontrovertible fact that, notwithstanding the efforts of the Government to obtain, and its willingness to pay an enhanced price for, a regular supply of suitable New Zealand sleepers, the demand remains unsatisfied, and the quality of the sleepers has deteriorated to such an extent that rigid inspection has had to be insisted on in the interests of public safety, and the inferior quality of the sleepers now offered is evidenced by the large number rejected by the Inspectors appointed to examine them. New-Zealand-grown sleepers are employed in every instance where they can be obtained and used without imperilling the safety of the line, and in order to increase the life of the sleeper the department has recently obtained two creosote plants for treating the sleepers prior to their being laid in the track.

The visit to this colony of contingents of the Imperial and Indian troops led to a very large passenger traffic to the various centres visited by the troops; it also necessitated the conveyance of the troops from one end of the colony to the other by train on very short notice, and made very great demands on the railway staff. The difficulties were accentuated by the shortage of rolling-stock suitable for carrying passengers. I am, however, pleased to be able to place on record the fact that the whole of the arrangements were carried out in an entirely satisfactory manner, and reflected the greatest credit on the whole of the railway staff of the colony.

In view of the reductions contemplated in fares and freights, I estimate the revenue for the year ending 31st March, 1902, at £1,760,000 and the expenditure at £1,152,000.

The usual reports and returns are attached hereto.

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## LIST OF APPENDICES

ACCOMPANYING REPORT ON NEW ZEALAND GOVERNMENT RAILWAYS  
FOR 1900-1901.

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- A. REPORT ON WORKING RAILWAYS BY GENERAL MANAGER.
- B. REPORT ON THE WORKING OF THE LOCOMOTIVE DEPARTMENT.
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## APPENDICES.

## APPENDIX A.

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

New Zealand Government Railways, Head Office,

Wellington, 15th July, 1901.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended 31st March, 1901.

The capital cost has increased from £16,703,887 to £17,207,328.

The revenue has been £1,727,236, against £1,623,891 last year, an increase of £103,345.

The net revenue has been £599,389, against £571,533 last year, an increase of £27,856.

The expenditure has been £1,127,848, against £1,052,358, an increase of £75,490.

The expenditure per cent. of revenue was £65·30, as compared with £64·80 last year.

The rate of interest earned on capital was £3 9s. 8d., as compared with £3 8s. 5d. last year.

The revenue per train-mile was 7s. 5½d., and the cost per train-mile, 4s. 11d., as against 7s. 9d. and 5s. respectively last year.

Extensions were opened as follows:—

	M.	ch.
Waiotu to Hukerenui	1	24
Makarau to Tahekeroa	3	6
Ranfurly to Wedderburn	8	34
Invercargill to Seaward Bush Junction	0	73
Jackson to Otira	11	23
Total	25	0

In addition to the foregoing, the mileage was further increased by the incorporation on the 23rd July, 1900, of the following New Zealand Midland Railway Company's lines with the Government system, viz.:—

	M.	ch.
Springfield to Otarama	4	57
Stillwater to Reefton	37	13
Brunner to Jackson	31	34
Belgrove to Motupiko	9	44
Total	82	68

The total mileage added to the system during the year under review was thus 107 miles 68 chains, making the mileage of railways open for traffic on 31st March 2,212 miles, against 2,104 miles at the close of the previous year.

6,243,593 ordinary passengers, yielding a revenue of £503,051, and 82,921 season-ticket holders, yielding a revenue of £41,925, were carried during the year, being an increase of 775,309 ordinary passengers and £28,259 revenue, and 19,583 season-ticket holders and £1,698 revenue over the traffic under these headings in the previous year.

These increases in passenger traffic are exceedingly gratifying in view of the large reductions made in passenger rates in June, 1900.

79,016 school excursionists travelled during the year, the revenue derived therefrom being £5,234, an increase of 4,397 passengers and £482 revenue over the preceding year, while 629,168 passengers were booked at holiday-excursion fares for a revenue of £102,932, being an increase of 46,464 passengers and £6,778 revenue compared with previous year.

The coaching and goods traffic has been well maintained during the year, and there has been a very considerable expansion of business under these heads, as will be seen from the following figures, which show the results of the transactions for the year:—

*Increases.*

*Coaching.*—Parcels, 9,655; dogs, 3,592. Revenue, £4,224.

*Goods.*—Cattle, 7,805; pigs, 15,010; chaff, lime, &c., 1,552 tons; firewood, 704 tons; timber, 46,126 tons; grain, 8,538 tons; merchandise, 15,451 tons; minerals, 147,544 tons. Revenue, £69,166. Total increased goods tonnage, 211,813 tons.

*Decreases.*

*Coaching.*—Horses, 53 head.

*Goods.*—Sheep, 111,596 head; wool, 8,101 tons.

The visits of contingents of Imperial and Indian troops to the colony resulted in a very heavy passenger traffic from all parts of the country to the various centres visited by the troops, severely taxing the capacity of our passenger accommodation, and rendering it necessary to utilise all classes of vehicles that could be made capable of carrying passengers. I am, however, pleased to report that

the railway staff proved quite equal to the demands made upon it, and that the whole of the arrangements in connection with the transport of the troops and passengers as made by the district officers were carried out in an eminently satisfactory manner.

The fitting of the Westinghouse brake to vehicles on the Wellington-Napier-New Plymouth and Hurunui-Bluff Sections is being proceeded with as rapidly as circumstances will permit, and it is hoped to have vehicles fitted with the brake running on some of the express trains very shortly. Notwithstanding the fact that the railway workshops are kept fully employed in building and erecting additional rolling-stock, they have been unable to keep pace with the requirements of the growing traffic, and should be enlarged and equipped with additional plant to enable the rolling-stock to be turned out with greater expedition. The rapid expansion of the business of the department, and the urgent necessity that exists for the provision of increased rolling-stock and continued heavy expenditure for improved facilities and accommodation for properly dealing with the business, will be readily seen from the following figures, giving a comparison of the business done during years ending 31st March, 1895, and 31st March, 1901:—

	31st March, 1895.	31st March, 1901.	Increase per Cent.
Passengers, number ... ..	3,905,578	6,243,593	59·86
Season tickets, " ... ..	28,623	82,921	189·70
Parcels, " ... ..	444,981	633,770	42·42
Horses, " ... ..	11,185	11,421	2·11
Carriages, " ... ..	750	1,336	78·13
Dogs, " ... ..	23,517	30,658	30·37
Drays, " ... ..	705	1,566	122·13
Cattle, " ... ..	40,890	72,868	78·20
Sheep, " ... ..	1,519,921	2,412,191	58·70
Pigs, " ... ..	43,292	51,059	17·94
Chaff, lime, tons ... ..	36,972	78,844	113·52
Wool, " ... ..	103,328	96,519	-7·05
Firewood, " ... ..	85,102	92,830	9·08
Timber, " ... ..	198,578	380,803	91·76
Grain, " ... ..	388,556	772,571	98·83
Merchandise, " ... ..	377,938	551,879	46·02
Minerals, " ... ..	857,917	1,366,241	59·25
Total tonnage ... ..	2,048,391	3,339,687	63·03
Total revenue ... ..	£1,150,851	1,727,236	50·08

The rolling-stock on the 31st March, 1895 and 1901, was as follows:—

	Locomotives.	Cars.	Brake-vans.	Wagons.	Tarpaulins.
31st March, 1895, number ... ..	269	498	204	8,264	5,477
31st March, 1901, number ... ..	305	603	241	10,627	8,121
Increase, 1901 over 1895 ... ..	36	105	37	2,363	2,644

I regret to state that two train accidents, which were fortunately unattended with loss of life, occurred during the year; the first to a goods train, bringing a heavy load of live-stock from the Summit to Petone, on 9th April, 1900, which took charge, owing to failure of the train-men to put down sufficient brakes before passing on to the descending grade, the result being that the train left the rails on one of the sharp curves near Kaitoke, 43 wagons being wrecked, and a large number of the live-stock were killed and guard severely injured.

The second accident occurred at Port Chalmers on 2nd February, 1901, and was due to the disregard of semaphore signal by the driver of the goods-train from Dunedin, which resulted in train running into Port Chalmers Station on the wrong road and colliding with a mixed train which was standing at the platform. Five persons were slightly injured by this accident.

Appended hereto are the reports of the Chief Engineer, Locomotive Superintendent, Stores Manager, the Traffic Superintendents, and Traffic Managers of the principal sections.

The traffic has now assumed such large proportions, and trains are being run so frequently on many of our lines, that it is imperatively necessary that the equipping of the railways with up-to-date safety appliances should be proceeded with as speedily as possible; and I desire to very strongly urge that the necessary funds be provided to enable this to be done in order that our railways may continue to maintain their good record for immunity from accidents.

I have, &c.,

T. RONAYNE,

General Manager.

To the Hon. Minister for Railways.

## APPENDIX B.

### ANNUAL REPORT UPON THE WORKING OF THE LOCOMOTIVE DEPARTMENT, 1900-1.

SIR,—

Locomotive Superintendent's Office, Wellington, 15th July, 1901.

I have the honour to report on the working of the Locomotive Department for the year ending the 31st March, 1901.

The locomotives, carriages, brake-vans, wagons, cranes, tarpaulins, and machinery have been maintained in good working condition, and improvements have been made with a view to increasing the efficiency of the plant and appliances.

Five locomotives were taken over with the New Zealand Midland Railway. Four smaller locomotives were sold, and one was written off, being worn out. These will be replaced during the current year by engines of greater tractive power. Five old locomotives were rebuilt or converted to improved types.

Locomotives under order from Great Britain and America, together with the new locomotives, conversions in hand in our own workshops, and boiler renewals, will further increase the tractive power 46 per cent.

The additional train-mileage run during the year has been 433,078 miles = 10·34 per cent.; and the engine-mileage 654,505 miles = 11·69 per cent. As compared with the year 1897-98, this is an increase for current year of nearly a million train-miles; but, as locomotive power has not correspondingly increased, the want of sufficient engines has been very severely felt, and the existing stock overtaxed.

Restrictions to the running of heavier types of locomotives are, with considerable advantage and economy, being gradually removed.

The replacing of old types of locomotives with those of more modern design is being pushed forward, especially in view of the very marked increase in traffic.

The following additions have been made to the workshops: Newmarket, shelter-shed for Westinghouse brake; Petone, extension of shelter-shed for Westinghouse brake, shelter-shed for riveting iron wagons, core drying oven, and shed for dressing castings; Addington and Hillside, shelter-sheds for riveting iron wagons.

To enable the department to build in the colony the required number of locomotives and other rolling-stock, further extensive additions to workshops and plant will be essential. To provide for efficiently handling the rapidly increasing traffic, and to replace worn-out or obsolete engines, provision should be made for building at least ten large locomotives each year.

Considerable additional car and wagon stock to meet urgent traffic requirements has been provided, and the workshops have further extensive orders in hand.

The fitting of the rolling-stock with the Westinghouse brake on the Wellington-Napier-New Plymouth Section was put in hand, and this brake is expected to be in use on express services early in the new financial year.

Brake-gear ordered for a portion of the rolling-stock on Hurunui-Bluff Section is now coming to hand, and the fitting of through trains with Westinghouse continuous automatic brake is being proceeded with. It is most desirable that early provision should be made for the complete equipment with Westinghouse brakes of all rolling-stock on Hurunui-Bluff Section.

The boiler repairs and renewals are well up to date. The work in hand at the end of the year consisted of 1 D, 6 F, 6 FB, and 2 WA locomotive boilers.

During the year 675 car, van, wagon, and crane axles have been renewed.

The following additions to workshops, plant, and appliances have been made during the year:—

Workshop.	Particulars.
Addington	2 screw-cutting lathes, 1 radial drilling-machine, 2 Stowe's flexible drills, 1 mitring-machine, 1 Lightning painting plant, 1 set of plate-bending rolls.
Christchurch	1 plant for washing out with hot water.
Hillside	2 milling-machines, 1 vertical drilling-machine, 2 Stowe's flexible drillers, 1 emery tool-grinder, 1 blind style borer and mortiser, 1 Lightning painting plant, 1 set standard gauges.
Petone	2 Capstan lathes, 1 radial drilling-machine, 1 blind style borer and mortiser, 1 Loam mill, 1 high-speed engine and dynamo, 2 small drilling-machines, 1 cutter forming machine, 1 Lightning painting plant.
East Town	1 wagon-wheel lathe, 1 Stowe's flexible drill, 1 saw and bench for hot iron, 1 Lightning painting plant, 1 emery tool-grinder, 1 large screwing-machine, 1 saw and bench for cold iron.
Napier	1 Lightning painting plant, 1 Universal emery grinder, 1 Capstan lathe, 1 Stowe's flexible drill.
Newmarket	1 wagon-wheel lathe, 2 overhead travelling cranes.
Invercargill	1 plant for washing out boilers with hot water.

During the year sixty-three vehicles were fitted with Pintsch gas, making a total of 502 cars and vans fitted to date.

One travelling storeholder was fitted up, and six stationary storeholders were erected.

The consumption of Pintsch gas was 1,957,100 cubic feet, costing 2s. 4½d. per 100 cubic feet, inclusive of wages, fuel, stores, and repairs, being a reduction as compared with the previous year of 6½d. per 100 cubic feet.

The production of gas being divided amongst five separate installations, the necessarily intermittent working, and the relatively small quantity of gas made, all tend to increase the cost of manufacture as compared with one large central station.

The following table gives particulars of repairs, &c., to locomotives for the year :—

Particulars.	Number.	Class of Engine.
Number passed through shops ...	294	4 A, 7 B, 3 C, 18 D, 8 E, 55 F, 13 FA, 1 FB, 2 G, 9 H, 27 J, 3 K, 1 L, 12 LA, 3 M, 14 N, 5 O, 8 P, 10 R, 2 S, 12 T, 35 U, 10 V, 3 W, 24 WA, 1 locomotive for Timaru Harbour Board, 1 locomotive for Castlecliff Railway Company, 2 locomotives for Public Works Department, and 1 locomotive for New Zealand Coal and Oil Company.
Built new ... ..	...	...
Erected ... ..	...	...
Converted or rebuilt ... ..	5	4 L to LA, 1 FA to FB.
Thoroughly overhauled ... ..	29	3 D, 7 F, 1 H, 9 J, 1 K, 1 M, 2 P, 1 R, 2 S, 1 T, 1 WA.
Heavy repairs ... ..	120	1 A, 4 B, 3 C, 6 D, 6 E, 27 F, 7 FA, 2 G, 5 H, 8 J, 1 LA, 4 N, 3 O, 5 P, 5 R, 3 T, 13 U, 7 V, 2 W, 7 WA, and one locomotive for New Zealand Coal and Oil Company.
Light repairs ... ..	140	3 A, 3 B, 9 D, 2 E, 21 F, 6 FA, 3 H, 10 J, 2 K, 1 L, 7 LA, 2 M, 10 N, 2 O, 1 P, 4 R, 8 T, 22 U, 3 V, 1 W, 16 WA, 2 locomotives for Public Works Department, 1 locomotive for Timaru Harbour Board, and 1 locomotive for Castlecliff Railway Company.
Painted and varnished ... ..	62	1 A, 1 C, 6 D, 2 E, 19 F, 1 FA, 1 H, 7 J, 1 K, 4 LA, 1 M, 1 N, 1 O, 2 P, 1 S, 3 T, 2 U, 1 V, 6 WA, and 1 locomotive for Castlecliff Railway Company.
Touched up and revarnished ... ..	84	6 D, 1 E, 16 F, 4 FA, 1 FB, 1 G, 14 J, 1 LA, 4 N, 1 O, 3 P, 6 R, 1 S, 1 T, 12 U, 7 V, 1 W, 4 WA.

Five Class B heavy consolidation locomotives for goods traffic and six Class FB tank engines are being built at Addington.

Three Class WA locomotives for mixed traffic on heavy grades are being built at Hillside, to replace one Class A, one Class C, and one Class D locomotives, which are unsuitable for further service.

The conversion of three Class L locomotives to Class LA is in hand.

The conversion of six Class F locomotives to Class FA has been cancelled, and instead six Class FB locomotives are being built at Addington as above.

The following table gives particulars of repairs, &c., to locomotive boilers for the year :—

Year ending 31st March, 1901.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes.	Tubes pieced.	New Barrels.	New Smoke-box Tube-plates.	New Fire-boxes complete.	New Fire-box Tube-plates.	Boilers patched.
Boilers ... ..	160	16	53	91	26	28	...	5	4	12	43

Fifteen new boilers are in hand.

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

Particulars.	Cars.	Brake- vans.	Wagons.		Tar- paulins.
			4-wheel.	Bogie.	
Additions to open lines ... ..	25	18	376	56	600
Working-expenses ... ..	...	1*	16*	5*	11†
Taken over with Midland Railway ... ..	7	3	110	12	50

\* New stock to replace vehicles destroyed at Mungaroa accident.

† Westport Section—additional stock.



*Carriage Repairs and Rebuilding.*—799 carriages passed through shops, three corridor cars were erected, twenty-two new cars were built, and ten six-wheel and six four-wheel old-type cars were condemned and replaced by ten new bogie cars, Class A. Two old-type six-wheel cars were converted to two double-bogie cars, Class B.

The following table gives particulars of repairs, &c., to carriages for the year :—

Particulars.	Number.	Class of Car.
Number passed through shops ... ..	799	629 A, 92 B, 53 C, 25 D.
Erected ... ..	3	3 A (American corridor cars).
Built new ... ..	22	22 A.
Rebuilt ... ..	...	...
Converted ... ..	12	10 C and 6 D to 10 A, 2 C to 2 B.
Thoroughly overhauled ... ..	48	41 A, 3 B, 3 C, 1 D.
Heavy repairs ... ..	215	185 A, 25 B, 2 C, 3 D.
Light repairs ... ..	499	368 A, 62 B, 48 C, 21 D.
Wholly painted and varnished ... ..	229	178 A, 30 B, 14 C, 7 D.
Touched up and revarnished ... ..	198	160 A, 23 B, 10 C, 5 D.
Fitted with standard draw-gear ... ..	43	42 A, 1 B.

Two hundred and three bogie cars have had cushioned seats fitted to second-class compartments. The following new work is in hand: Erection of sixty corridor cars, building sixty-eight Class A bogie cars, and twenty-three four- and six-wheel cars are under conversion to double-bogie Class A cars.

*Brake-van Repairs and Rebuilding.*—318 brake-vans passed through shops, seventeen new bogie vans and one Fell incline van have been built, and one four-wheel van destroyed at Mungaroo accident has been replaced with a bogie van.

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

Description.	Number passed through Shops.	Built new.	Rebuilt.	Converted from 4-wheel to Bogie.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Fitted with Standard Draw-gear.
Brake-vans ... ..	318	19	...	4	9	65	221	104	53	25

Twenty-seven new brake-vans are in hand.

*Wagon Repairs and Rebuilding.*—6,589 wagons passed through shops, fifty-six bogie and 376 four-wheel wagons were built and added to stock, also five bogie and sixteen four-wheel wagons were built to replace similar wagons destroyed at Mungaroo accident.

The following table gives particulars of repairs, &c., to wagons for the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Converted.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Fitted with Standard Draw-gear.
Wagons ... ..	6,589	453	58	86	67	2,002	3,923	1,805	1,672	1,026

The following new work is in hand: Forty-eight bogie and 1,010 four-wheel wagons.

The following table gives particulars of repairs, &c., to tarpaulins for the year :—

Description.	Number passed through Shops.	New.	Condemned and replaced.	Repaired.
Tarpaulins ... ..	7,020	611	601	5,808

Eight hundred 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:—

Type.	Number passed through Shops.	Erected new.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler Repairs.					
								New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.	New Boiler.
Hand-cranes ...	30	...	1	14	15	10	6	...	...	...	...	...	...
Steam-cranes ...	27	...	4	4	19	7	2	...	...	...	...	9	...
Stationary engines	8	...	1	1	6	...	...	1	...	3	2	6	...
Hoisting-engines	1	...	...	1	...	...	...	...	...	...	...	...	...
Hydraulic engines	2	...	...	...	2	...	...	...	...	...	...	...	...
Totals ...	68	...	6	20	42	17	8	1	...	3	2	15	...

One 5-ton hand-crane was taken over with the Midland Railway.  
The expenditure per train-mile has been as follows:—

Year.	Train Mileage.	Engine Mileage.	Cost in Pence, Locomotive Branch, per Train-mile.	Cost in Pence, Car and Wagon Branch, per Train-mile.	Total.
1900-1 ...	4,620,971	6,250,766	d. 15·24	d. 4·75	d. 19·99
1899-1900 ...	4,187,893	5,596,261	16·93	4·39	21·32

The usual returns are attached.

I have, &c.,

The General Manager, New Zealand Railways,  
Wellington.

A. L. BEATTIE,  
Locomotive Superintendent.

#### APPENDIX C.

##### ANNUAL REPORT ON THE MAINTENANCE OF NEW ZEALAND RAILWAYS.

SIR,—

Chief Engineer's Office, Wellington, 6th July, 1901.

I have the honour to submit the following report on the maintenance of the New Zealand Railways for the year ending 31st March, 1901.

*Permanent-way.*—The track has been maintained in good condition. The tendency to an increase of speed of trains referred to in my last year's report still exists, and, as I have before remarked, necessitates a higher standard of maintenance and a consequent increase in the expenditure.

The relaying done with 56 lb. rails is practically the same as last year—namely, 64½ miles.

The new standard rails (70 lb.) adopted have not yet been imported, but our next order from England provides for rails of this weight.

I would again call attention to the necessity for the more rapid relaying of our light lines, and more extensive renewal of the worn track which is already laid with heavier rails. This is demanded by the increased weight of engines and the greater speed of trains.

During the year 410,742 sleepers were laid in the track. This is the maximum number laid in any one year in the history of the railways. Of this number, 63,153 were hardwood, including 32,062 puriri.

The question of providing an efficient supply of sleepers has become a serious one, and I would again urge the desirability of importing hardwood from Australia.

Many complaints have been made that our inspection of sleepers is too rigid, but in my opinion it is absolutely necessary to obtain the best article that can be supplied.

Arrangements are being made for the erection of two creosoting plants, one in the North Island, at Woodville, and another in the South Island, at Invercargill. These plants will be capable of dealing with about 200,000 sleepers a year, but while I anticipate that the creosoted sleepers, if properly treated, will prove satisfactory as far as durability is concerned, they are less suitable than hardwood, owing to their softness and lightness, being more easily cut under the rails and giving less stability to the track.

The railways during the past year have been exceptionally free from injury by floods; practically no damage has resulted from this cause.

The works at the north end of Parnell tunnel in the Auckland District have now been completed.

On the Otago Central extension to Wedderburn slips of considerable magnitude have occurred, and the traffic has been interfered with. These slips might have been expected seeing the nature of the country through which the line is formed. In another year or two the banks and cuttings will have been drained, the formation will be more stable, and slips will cease to occur.

*Bridges.*—Bridges have been safely maintained and their condition improved by repairs and renewals in hardwood.

A large number of the structures have been strengthened to carry heavier loads, and on this account a sum of £10,620 has been debited to capital. Our total expenditure on bridge-repairs and renewals was £54,020.

In the Wellington-Napier District the Piri Piri Viaduct has been completed, and the new Mangatera Viaduct, a steel structure with concrete abutments has been commenced.

*Signals and Interlocking.*—The erection of fixed signals at officered stations has been proceeded with, and a commencement has been made with the interlocking, the Wellington and Westport yards having been completed. Arrangements have been made for obtaining material for interlocking from a British firm, and during the current year I anticipate considerable progress will be made with this work.

For block-working it has been decided to adopt Tyer's Train Tablet system, one which is largely used on many of the principal railways, and which, with the latest form of instruments, has proved most satisfactory. I attach hereto copy of Signal Engineer's report.

*Water-services.*—Further increases to water-services have been made as found necessary.

*Wharves.*—The reconstruction of the outer tee of the Nelson Wharf is practically completed; the approach will be now taken in hand. The other departmental wharves have been kept in efficient repair.

*Buildings.*—New station-buildings at Oamaru have been completed, and a new building for Wanganui has been put in hand. A contract has been let for the erection of departmental offices at Wellington.

*Miscellaneous Improvements.*—The principal works done during the financial year, and charged to working-expenses, were as follows: Palmerston North, facilities for cleaning cattle-trucks; Wanganui, artesian well; Lyttelton, 15-ton crane; Oamaru, converting old station-building to goods-office; Lawrence, 10-ton crane; Invercargill, signal-cabin north end of yard; Otautau, house for Stationmaster; Greymouth, office for District Engineer; Waimangaroa, signals; Granity, goods-shed (part), signals; six portable huts for Wellington district. Other works include—additions and improvements to a large number of dwellings; additions and improvements to several station-buildings, platforms, roads, water-services, stockyards, drains, siding-extensions, new fencing, libraries for employes, protective works, and purchase of land. The total cost of works charged under this head is £7,834.

*Additions to Open Lines.*—The principal works in hand were as follows:—Mangahuru—Siding. Auckland—Coaling-crane and buckets. Newmarket—Additions to workshops; traverser-pit (part). Penrose—Water-service. Drury—Oil-engine and water-tank. Mercer—Additional coaling- and watering-facilities. Huntly—Water-tank. Mercer—Frankton—fencing. New Lynn—Siding. Palmerston North—Additional station-accommodation; fencing line north of Palmerston. New Plymouth—Additions to station. Feilding, Wanganui, Hunterville—Additions to stations (part). Te Aro—Dock-siding. Wellington—Interlocking (part); luggage-docks; breast-work, Waterloo Quay; new departmental offices (part). Kaiwarra—New station-building (part). Petone—Additions to workshops; drainage of cattle-yards; shelter for riveters; fettling- and coke-shed; additional office-accommodation for Stores Branch; extension of brake-shed. Lower Hutt—Siding. Carterton—Additions to sidings (part). Pahiatua—Verandah. Ormondville—Additions to station (part). Mangatera—Viaduct (part). Lyttelton—Siding, No. 7 wharf. Christchurch—Level crossing, Falsgrave Street; platform-extension. Addington—Interlocking; shelter for riveters; iron-foundry (part). Dunsandel—New station-building (part). Timaru, Glenavy, Papanui—Additions to stations. Studholme—Additions to water-service. Morven—Additions to station-building. Belfast—Additions to station and goods-shed. Chaney's—Sidings. Ladbrook's, Cricklewood, Weedon's, Lyndhurst, Valetta—Good-sheds, &c. Springston—Additional station-accommodation. Annat—Siding and loading-bank. Oamaru—Stone protection, Esplanade (part); weighbridge; new station (part). Port Chalmers—Filling angle, wharf. Dunedin—Additional luggage-accommodation. Hillside—Shelter for riveters; cattle-yards; crossing-siding; office-accommodation. Burnside—Extension of crossing-siding. Stirling, Balclutha, Clinton—Additions to stations (part). Clinton—Station-building (part). Kokonga—Siding. Eden Creek—Drainage. Clifton—Siding. Winton—Verandah (part). Centre Bush—Station-building (part). Lumsden, Otautau—Additions to stations. Kingston—Traverser. Forest Hill line—Water-openings. Jackson line—Raising banks. Nelson—Filling in mud flat.

General: Eight new dwellings have been provided, and twenty-five added to and improved; six new verandahs and two platforms built, and two verandahs and three platforms extended; and four sites purchased for station-dwellings. Additions, &c., to signals, telegraph and telephone facilities, and "block" working were carried out in the various districts. Respacing sleepers and part cost of relaying with heavy rails, and strengthening bridges. The total cost of works charged under the heading of "Additions to Open Lines" is £107,631.

*Expenditure.*—The expenditure charged to Maintenance Accounts amounted to £423,078, being at the rate of £194 per mile.

You will no doubt have observed that of late years there has been a constant increase in the cost of maintenance. This is attributable to the increase in labour charges, and the rise in value of materials.

Comparing the rate per mile of railways open for traffic, the charges have been as follows:—

For labour—				£
Year ending	31st March, 1899	...	...	105·88 per mile.
"	31st March, 1900	...	...	109·64 "
"	31st March, 1901	...	...	113·52 "
For materials—				
Year ending	31st March, 1899	...	...	57·34 "
"	31st March, 1900	...	...	74·65 "
"	31st March, 1901	...	...	76·06 "

*Mileage.*—The total mileage open for traffic on 31st March, 1901, was 2,211 miles 4 chains. The following lines having been added during the year :—

Whangarei Section—		M. ch.
Waiotu to Hukerenui ... ..		1 24
Auckland Section—		
Makarau to Tahekeroa ... ..		3 6
Hurunui-Bluff Section—		
Ranfurly to Wedderburn ... ..		8 34
Invercargill to old Junction-points, Seaward Bush Branch ..		73
Midland Railway—		M. ch.
Belgrove-Motupiko ... ..		9 44
Stillwater-Reefton ... ..		37 13
Brunner-Jackson ... ..		31 34
Jackson-Otira... ..		11 23
Springfield-Otarama ... ..		4 57
		94 11
Total ... ..		107 68

*Private Sidings.*—The number of private sidings on 31st March, 1901, was 271, with a total annual rental of £4,512. Sixteen rights were granted during the year.

*Leases.*—The number of leases current on 31st March, 1901, was 1,741, with a total annual rental of £15,897. Two hundred and seventy-five new leases were issued during the year.

*Staff.*—The working staff was 2,560, and office staff 90, making a total of 2,650.

I append the usual returns.

I have, &c.,

JOHN COOM, M.Inst.C.E., Chief Engineer.

The General Manager, New Zealand Railways.

#### ANNUAL SIGNAL REPORT.

Wellington, 1st June, 1901.

SIR,—

I have the honour to submit the following report on the signals, interlocking and block-working, also the telegraph and telephone facilities of the New Zealand Government railways for the year ending the 31st March, 1901.

#### *Fixed Signals.*

During the past year a number of the existing signals have been interlocked, and twenty-five stations have been equipped with signals interlocked in such a manner that it is not possible to lower two conflicting signals at the same time.

There are now 100 stations with fixed semaphore signals, and 140 stations remain to be similarly equipped.

Considerable delay has occurred from the want of material, but as more efficient arrangements have now been made for procuring the same, rapid progress should be made with the work.

Expenditure for the year on new work in connection with this branch was as follows :—

	£	s.	d.
Auckland District ... ..	399	0	0
Wanganui District ... ..	542	0	0
Wellington District ... ..	452	0	0
Christchurch District ... ..	263	0	0
Dunedin District ... ..	750	18	2
Invercargill District ... ..	101	0	0
Westland District } ... ..	180	0	0
Westport District }			
Total ... ..	£2,687	18	2

#### *Interlocking of Points and Signals.*

*Addington.*—The partial interlocking of the points and signals at this station to safeguard the express trains running through, was completed and brought into operation in November last.

*Wellington.*—The signalling and interlocking of this yard was completed and brought into operation. This is the first complete installation in New Zealand, and is of the most improved and up-to-date form.

*Westport.*—The material for signalling and interlocking this station has been prepared, and the erection of the work will be at once proceeded with.

*Hurunui-Bluff Section.*—The preparation of the material for six stations on the Hurunui-Bluff Section has been commenced. The fitting-up and erection of signalling- and interlocking-gear requires skilled men who have been trained to this kind of work, and owing to the difficulty in obtaining such men considerable delay has, up to the present, been caused in carrying on the work. To place the work on a more satisfactory basis and enable better progress to be made, workshops are being erected in Wellington, the services of a skilled foreman have been obtained, and a number of men are now being specially trained to the work.

The expenditure for the year on new work was £1,914.

#### *Block-working.*

After considering the various systems of block-working in use on the railways in Great Britain, and making exhaustive inquiries into the systems in force in the Australian Colonies, it

was decided to adopt the latest and most improved form of the electric train-tablet system for the New Zealand lines.

A number of tablet-instruments have been ordered from the manufacturer, and it is proposed to first equip the lines in the Wellington-Napier and New Plymouth Districts, for which the erection of the line-wires has been commenced, and, some of the instruments having arrived, a start will shortly be made with the bringing of the system into operation.

On sections of the lines where the traffic is light it is intended to adopt the staff-and-ticket system.

The expenditure for the year on this work was £807 10s. 4d.

#### Telegraph and Telephone Facilities.

Of the present telegraph and telephone facilities used for railway purposes, only about one-third of the total number of miles of wire is operated exclusively by the Railway Department, the remaining two-thirds being used conjointly by the Railway and Postal Departments.

In the earlier days of the railways the system of conjoint postal and railway wires was found to be ample for the requirements of both departments, and was the more economical; but, with the great increase of business which has taken place in both departments during the last few years, most of the conjoint wires are now taxed to their utmost capacity, and at busy times are almost unworkable. It has therefore become necessary, in order to cope with the large and steady increase taking place in the business of the railways, that the department should have the exclusive use of all wires required for railway purposes, and to enable this to be done it is proposed to gradually supersede the conjoint wires by the erection of new exclusive railway-wires. This, in the course of a few years, should bring the department up to a state of efficiency.

Below is a tabular statement of electrical statistics:—

#### USED EXCLUSIVELY BY RAILWAY DEPARTMENT.

District.	Miles of Poles.	Miles of Wires.	Morse Sets.	Telephones.	Portable Telephones.	Winter Block and Start-ing-signals.	Electric Bells.	Signal-repeaters.	Light-out Recorders.
Auckland (including Kawakawa, Whangarei, and Kaihu)	51	112	7	59	5	8	2	...	...
Wellington-Napier-New Plymouth ...	123 $\frac{3}{4}$	734	70	99	13	14	15	5	...
Hurunui-Bluff ... ..	42	349 $\frac{1}{2}$	72	125	...	30	39	11	10
Westland, Nelson, Westport, Picton ...	73 $\frac{1}{2}$	90 $\frac{1}{2}$	1	34	...	...	3	3	3
Totals ... ..	290	1,285 $\frac{3}{4}$	150	317	18	52	59	19	13

Used conjointly by the Railway and Postal Departments, 167 telegraph sounder sets, 155 telephones, 2,271 $\frac{1}{2}$  miles of poles, and 2,707 $\frac{7}{8}$  miles of wires.

The expenditure on telegraph and telephone facilities for the year was—new work, £375 7s. 3d., and maintenance, £4,390 14s. 9d.

The number of telephone-exchange connections is 164, the charges being £1,119 3s. 5d. per annum.

I have, &c.,

H. J. WYNNE,  
Signal and Electrical Engineer.

The Chief Engineer, Working Railways, Wellington.

#### APPENDIX D.

SIR,—

Stores Manager's Office, Wellington, 20th May, 1901.

I have the honour to report that the value of stores on hand on the 31st March, 1901, at the various depots amounted to £128,870 4s. 10d., as against £109,303 9d. 4d. on the 31st March, 1900.

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

I have, &c.,

GEORGE FELTON,  
Stores Manager.

The General Manager, New Zealand Railways.

#### APPENDIX E.

STATEMENT OF REVENUE and EXPENDITURE, NEW ZEALAND MIDLAND RAILWAY, 1st April to 21st July, 1900.

Revenue.			Expenditure.		
	£	s. d.		£	s. d.
Passengers .. ..	2,109	0 9	Maintenance .. ..	3,121	6 10
Parcels, &c. .. ..	334	18 8	Locomotive .. ..	1,371	6 9
Goods, &c. .. ..	4,111	8 9	Traffic .. ..	740	15 1
Percentage .. ..	540	16 0	General charges .. ..	76	14 4
			Rolling-stock and signals .. ..	1,263	1 9
			Credit balance transferred to Construction Account, Public Works Department ..	522	14 5
	<u>£7,095</u>	<u>19 2</u>		<u>£7,095</u>	<u>19 2</u>

A. C. FIFE,  
Railway Accountant.

## APPENDIX F.

SIR,—

District Traffic Manager's Office, Auckland, 24th April, 1901.

I have the honour to report on the working of the Auckland Section of the New Zealand Government railways for the year ending 31st March, 1901.

The revenue for the year was £185,138, as against £168,640 for the previous year, being an increase of £16,498.

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

	Totals for Year.			Increase over previous Year.		
	No.	Tons.	Amount.	No.	Tons.	Amount.
			£ s. d.			£ s. d.
Passengers ...	880,197			{142,717}		
Season tickets...	16,076		72,331 18 9	{5,542}		5,805 6 5
Parcels ...	68,673			{...}		
Horses ...	1,059		6,006 11 1	{160}		603 19 10
Carriages ...	85			{...}		
Dogs ...	3,756			{629}		
Cattle ...	23,272			{6,609}		
Sheep ...	135,051			{10,947}		
Pigs ...	1,962			{...}		
Chaff, &c. ...		14,289		{...}		
Wool ...		1,862		{...}	17	
Firewood ...		3,992	102,123 5 7	{...}	116	10,035 18 6
Timber ...		23,052		{...}	1,637	
Grain ...		32,249		{...}	4,223	
Merchandise ...		42,589		{...}	3,964	
Coal ...		77,803		{...}	3,579	
Other minerals ...		41,177		{...}	3,589	
Rents and miscellaneous			4,076 3 10	{...}		53 2 10

There were some slight decreases under the headings of pigs and chaff. The number of parcels also shows an apparent decrease, owing to an alteration in the method of counting; but the increase of 10 per cent. in the revenue indicates the improvement in the business.

The substantial reduction in the ordinary passenger fares, which operated from the 24th June last, has greatly increased that branch of the traffic. The ratio of increase in numbers on the business of the previous year rose from about 12 per cent. for the months of April, May, and June to 22 per cent. for the remainder of the year.

The bookings at ordinary and excursion fares were as under (season tickets omitted):—

	1900.	1901.
At ordinary fares ...	563,766	692,579
At holiday-excursion fares ...	165,226	179,732
At school and factory fares ...	8,498	7,886
<b>Totals ...</b>	<b>737,480</b>	<b>880,197</b>

The issue within the suburban area of workers' cheap weekly tickets has produced fairly good results. The number of these tickets issued during the eleven months the rates have been in operation was 6,611. The additional train-services put on in connection with this business are likely to prove remunerative.

The system of checking passengers' luggage has not yet become popular.

The improvement in the live-stock traffic is due to the increased export of frozen meat.

Goods traffic generally shows considerable expansion. The revenue from this source has increased 10 per cent. as compared with the previous year. Additional rolling-stock is urgently needed to deal with the increased business.

The dairying industry is making good progress in the districts served by the railway.

There have been no serious accidents or interruptions to the train-service.

There is every indication that the ensuing year will be one of prosperity. If the present fares and rates are maintained, it may be anticipated that the present rate of increase in the revenue will continue.

I have, &c.,

H. BUXTON,

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

District Traffic Manager's Office, Wanganui, 22nd May, 1901.

I have the honour to report that the traffic forwarded from stations in this district for the year ended 31st March, 1901, gave a total of £157,592, an increase of £9,402 over 1899-1900.

The total cash actually collected for all traffic to and from this district being £201,292, or £13,422 over last year.

There has been a very large increase—in round numbers, of 100,000 passengers.

The total tonnage of goods traffic outwards is 172,263 tons, or 10,000 tons increase; while the inward goods increased from 187,000 tons to 202,000 tons.

Every item of traffic has gone up except cattle, wool, and firewood.

The following statement shows the volume of business done under each item during the last two years:—

## COMPARATIVE RETURN OF OUTWARD TRAFFIC for Financial Years 1900-1901 and 1899-1900.

Description.	Year 1900-1901.		Year 1899-1900.		Increase.		Decrease.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Passengers ...	622,050	...	526,218	...	95,832	...	...	...
Season tickets ...	1,509	...	1,320	...	189	...	...	...
Parcels ...	54,115	...	52,464	...	1,651	...	...	...
Horses ...	2,154	...	2,107	...	47	...	...	...
Carriages ...	148	...	109	...	39	...	...	...
Dogs ...	4,680	...	3,990	...	690	...	...	...
Cattle ...	13,278	...	15,779	...	...	...	2,501	...
Sheep ...	346,526	...	315,634	...	30,892	...	...	...
Pigs ...	10,390	...	6,615	...	3,775	...	...	...
Chaff, &c. ...	...	5,357	...	5,155	...	202	...	...
Wool ...	...	7,660	...	8,179	...	...	...	519
Firewood ...	...	16,033	...	16,902	...	...	...	869
Timber ...	...	26,959	...	25,385	...	1,574	...	...
Grain, &c. ...	...	37,480	...	31,916	...	5,564	...	...
Merchandise ...	...	50,606	...	47,403	...	3,203	...	...
Coal ...	...	13,837	...	13,023	...	814	...	...
Other minerals ...	...	14,217	...	13,894	...	323	...	...

## REVENUE for OUTWARD TRAFFIC.

	1900-1901.			1899-1900.			Increase.		
	£	s.	d.	£	s.	d.	£	s.	d.
Passengers ...	67,657	14	4	62,065	1	0	5,592	13	4
Parcels and luggage ...	6,784	14	5	6,506	0	1	278	14	4
Goods ...	75,410	5	4	72,438	2	10	3,002	2	6
Rents and miscellaneous ...	7,709	9	9	7,180	18	4	528	11	5
Totals ...	157,592	3	10	148,190	2	3	9,402	1	7

The stations showing the largest increase in passenger traffic are New Plymouth, Stratford, and Palmerston.

Holiday-excursion passengers numbered 56,525, and gave a revenue of £12,016.

School excursions totalled 9,208, practically double the number for last year.

The public are not taking advantage of the provision made for security in carriage of their luggage by checking, only 1,222 packages being checked during the year.

The decrease in cattle is no doubt owing to the demand for beef for export easing off; stocks low, and prices falling.

Two estates having been cut up, a large number of sheep failed for freezing before shearing. Late season and light clip are given as the main causes for the deficiency in wool.

Butter exported increased from 4,925 tons to 5,714 tons, and cheese from 1,278 tons to 2,098 tons.

The general and steady advance of business will necessitate an improved goods-service at no distant date, particularly in the Taranaki District.

The new passenger-station at Wanganui has been completed and opened for business. The work of reclamation for the new station at New Plymouth is being pushed on. Considerable increase of accommodation is badly needed at Palmerston in order to facilitate the work at that station. Further additions to our carriage accommodation should be provided for the large and increasing passenger traffic, and the stock of goods-wagons, which at present is inadequate, should be increased in keeping with the advancing business.

There is a healthy tone throughout the whole district, and there is every reason to look forward to a similar increase during the current year as has been experienced for the last few years; in fact, everything points to a general advance on last year's business of at least 15 per cent.

It may be interesting to note, as showing the rapid growth of this district, that, comparing the year ended 31st March, 1896, with the year just closed, passengers have increased from 440,000 to 622,000; parcels, from 35,500 to 54,000; live-stock, from 165,376 to 370,194; while in the Goods Department the tonnage "outward" has advanced from 126,000 to 172,000 tons, and for "received" goods from 127,000 to 202,000; and the cash banked, from £146,000 to £201,000.

I have, &c.,

CHAS. A. PIPER,

District Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

SIR,—

Traffic Superintendent's Office, Wellington, 25th May, 1901.

I have the honour to report that the gross revenue derived from all traffic forwarded from stations in this district for the year ended 31st March, 1901, amounted to £256,650, or an increase of £10,407 over previous year's revenue, the increase in passenger revenue being £1,728, and in goods £8,212.

There is an increase of 130,130 passengers carried during the year. No doubt a large portion of this increase may be attributed to the reduced fares, which came into operation on the 24th June last. There is a decrease of 788 in the number of passengers conveyed at excursion fares, but an increase in revenue of £422; the decrease in number, however, is only apparent, passengers being issued ordinary tickets between Wellington and suburban stations at the same rates as day-excursion tickets were previously issued. The increase in excursion revenue is due to long-distance traffic.

A large increase is shown in the number of season and commutation tickets issued during the year, due principally to reduced rates for workers' twelve-trip tickets between Wellington and suburban stations.

All classes of live-stock show substantial increases—viz., cattle, 2,056 head; sheep, 31,882; and pigs, 828.

The total quantity of merchandise carried exceeds the previous year's returns by 7,214 tons; grain, 293 tons; timber, 6,766 tons; and coal and other minerals, 5,197 tons. Wool shows a decrease of 724 tons, and firewood a decrease of 113 wagon-loads. The increase in timber is due to larger quantities being forwarded from Dannevirke and adjacent stations, where several new sawmills have been recently erected; there being a decrease from Wairarapa stations, due to one mill being temporarily closed and to unfavourable weather in the bush districts. The increase in merchandise and grain is due to increasing prosperity in the country and closer settlement. The dairy industry is steadily increasing.

The traffic as a whole shows a very satisfactory increase over that for the previous year, but I have no hesitation in saying that the increase in sheep and timber would have been much greater but for the inadequacy of the rolling-stock (including locomotives) at my disposal. More carriage-stock is also needed. The traffic passing over the Rimutaka Incline has given us much trouble and anxiety, and I hope that the recent overhauling of the Fell engines will enable us to cope with the traffic for some time to come. I would urge, however, that more Fell engines should be provided for the work.

There was a serious accident on the 9th April, 1900, whereby a heavy goods-train was derailed near Mungaroa, and which derailment caused the destruction of a large number of wagons and live-stock, and also resulted in the assistant-guard being very seriously injured.

One passenger was seriously injured through falling off a train at Ngahauranga, and one person killed and two persons injured at level crossings. These accidents were all due to want of care on the part of the persons, and no blame is in any way attributable to the department.

The check system for luggage does not seem to be appreciated to any extent by the travelling public, but I believe that as the benefits of the system become better known passengers will take advantage of the same to a greater extent than hitherto.

The passenger accommodation at Wellington Station is very inadequate for the traffic, and the same applies to the goods-shed, yard, and sidings.

During the year the train-services have been considerably improved. The acceleration, by a little over an hour, of the mail-trains between Wellington and Napier has been very much appreciated. Further improvements in this respect are contemplated on arrival of additional engines.

The conduct of the staff as a whole has been very satisfactory.

There is every indication that the traffic for the ensuing year will exceed that of the one now under review, and consequently a large increase in the revenue may be expected.

I have, &c.,

A. GRANT,

Traffic Superintendent.

The General Manager, Railways, Wellington.

SIR,—

District Traffic Manager's Office, Christchurch, 2nd May, 1901.

I have the honour to report on the working of the Christchurch district for the year ended 31st March, 1901.

The revenue for traffic forwarded from stations in this district amounted to £411,065 7s. 3d., an increase of £2,692 1s.

Passenger receipts show an increase of £2,490 11s. 5d., the number of passengers carried being 134,294 in excess of last year.

The revenue derived from holiday-excursion fares was £23,800 19s. 10d., a decrease of £625 8s. 11d.; 32,867 more passengers were, however, carried at these rates.



The issue of season tickets has increased by 4,947. 6,161 workers' weekly tickets have been issued since their introduction.

The traffic to Hanmer Plains makes steady progress, there being a small increase over last year.

The traffic in parcels, horses, carriages, and dogs shows an all-round increase.

In goods traffic there is an increase in the following items, viz.: cattle, pigs, firewood, merchandise, and coal; while sheep, chaff, wool, timber, grain, and minerals show a decrease.

The frozen-meat traffic for the year has decreased somewhat, the quantity shipped at Lyttelton and Timaru being as follows:—

—			Packages Meat.	Quarters Beef.	Carcases Mutton.	Weight.
						Tons cwt. qr.
Lyttelton	...	...	6,257	5,368	1,011,491	20,891 17 1
Timaru	...	...	3,217	...	372,676	7,936 17 2
			9,474	5,368	1,384,167	28,828 14 3
And that for the previous year being:—						
Lyttelton	...	...	7,051	6,061	1,343,501	27,112 8 2
Timaru	...	...	...	...	393,875	8,562 2 3
			7,051	6,061	1,737,376	35,674 11 1
Increase ...	...	...	2,423	...	...	...
Decrease	...	...	...	693	353,209	6,845 16 2

The rolling-stock, both passenger and goods, is insufficient for the requirements of the business, and should be increased as early as possible.

The prospects for the current year are excellent, and it is fully expected that the traffic of the year under notice will be exceeded.

I have, &c.,

THOS. ARTHUR,

District Traffic Manager.

The General Manager, N.Z. Railways, Wellington.

SIR,—

Traffic Superintendent's Office, Dunedin, 26th April, 1901.

I have to report on the working of the Dunedin District of the New Zealand Government Railways for the year ending 31st March, 1901.

The traffic, both goods and passenger, still continues to increase rapidly, the increase for the year amounting to £333,254 5s. 3d., as against £304,389 14s. 8d. for last year, being an increase of £28,864 10s. 7d.

Notwithstanding that the passenger traffic for the year ending 31st March, 1900, had increased by £7,671 1s. 7d. over the previous year, there is a still larger increase to record for the year under notice, the traffic having increased by 68,260 passengers and 4,645 season tickets, the additional revenue therefrom being £8,150 4s.

Holiday-excursion traffic shows a decrease. This, however, is only in the number carried, the passengers being less to the extent of 10,825 than in 1900, the revenue having increased by £1,326 1s. 3d., indicating in reality a considerable development in our ordinary holiday traffic. The apparent decrease in our business is explained by the fact of large numbers travelling to Port Chalmers in connection with the departure of the Fourth New Zealand Contingent for South Africa in 1900, and there being no similar event during last year.

The school and factory excursion traffic was considerably less than last year, the decrease being in a great measure attributable to the Queen's death, in consequence of which a large number of such excursions were abandoned.

A feature of the year's passenger business was the visit of the Imperial and Indian troops, the former of whom were conveyed from Bluff to Dunedin, Christchurch, and Lyttelton, and the latter from Lyttelton to Invercargill and then back to Dunedin, Christchurch, and Lyttelton by special trains, stopping at many intermediate stations. The visit attracted a large influx of country residents to the centres.

The number of parcels booked amounted to 133,655, the increase over the previous year being 6,858 parcels.

The check system for passengers' luggage, which was inaugurated nearly two years ago, does not make satisfactory progress, the public not having taken advantage of the means now at their disposal for insuring the safe transit of their luggage.

The revenue from goods traffic has increased by £17,579 6s. 7d. over the previous year, the principal increases being in chaff (1,052 tons), wool (268 tons), firewood (303 tons), timber (3,269 tons), grain (13,352 tons), coal (17,077 tons), and other minerals (7,651 tons).

The traffic in rabbits for export has increased by 754 tons, the quantity carried being 5,969 tons, and that for the previous year 5,215 tons.

As showing the rapid growth of this traffic, the following statement is appended:—

			Tons cwt. qr.		
1897	...	...	...	...	463 17 3
1898	...	...	...	...	2,347 18 3
1899	...	...	...	...	3,089 12 0
1900	...	...	...	...	5,215 4 1
1901	...	...	...	...	5,969 1 2

Dairy-factory products show a considerable increase, the following being the quantities carried for the years ending 31st March, 1901 and 1900 :—

	1901.			1900.		
	Tons cwt. qr.			Tons cwt. qr.		
Cheese ... ..	...	550	7 3	...	643	15 1
Butter ... ..	...	979	13 2	...	617	12 3
	Gallons.			Gallons.		
Cream ... ..	...	60,502	...	...	37,425	...
Milk ... ..	...	71,270	...	...	34,014	...

The traffic in New-Zealand-grown fruit has made considerable progress, 996 tons being carried for the year, as against 676 tons for the previous year, evidently indicating a growth in the fruit-growing industry.

The traffic in dredging material for Central Otago has assumed large dimensions, greatly in excess of the facilities available for carting from railway-stations at destination, the conveyance of such traffic having to be temporarily stopped at intervals during the year to permit of the carriers overtaking the work.

For the ensuing year the prospects are satisfactory, and there is every indication of a further expansion of business.

Extreme pressure on our rolling-stock still continues, both in wagon and carriage stock, and the traffic is suffering in consequence. The locomotive stock is also inadequate to suitably cope with the expanding traffic, and should be largely increased.

I have, &c.,

W. H. GAW,

Traffic Superintendent.

The General Manager, Railways, Wellington.

SIR,—

District Traffic Manager's Office, Invercargill, 27th April, 1901.

I have the honour to report that the last year's operations in this district have resulted in a satisfactory increase of traffic and revenue, as compared with the previous year, the respective totals being—

							£	s.	d.
1899-1900 ... ..	...	...	...	...	...	...	194,366	13	7
1900-1901 ... ..	...	...	...	...	...	...	201,917	13	4
Increase ... ..	...	...	...	...	...	...	£7,550	19	9

The only class of traffic showing a decrease of revenue is "passenger," the revenue for which is £913 11s. less than in previous year, notwithstanding the fact that the number carried was increased by over 70,000. This is, of course, the result of the concessions in rates recently made to the public. I anticipate, however, that the number will steadily increase, and, if no further concession be made, the revenue will probably show an increase when compared with last year's results.

Coaching traffic shows substantial progress, over 5,000 more parcels being carried, and carriage increased by £280 12s. 11d.

Goods traffic has been well maintained, and although many reductions in charges have been made the expansion of trade has been sufficient to recompense for such concessions and also show an increase of £6,705. Chaff and general merchandise show decreased tonnage, but all other classes increases, the decrease in the latter being due to partial cessation of dredge-building.

As predicted, the sheep and wool trade has much improved, although neither has yet fully recovered its previous volume. The rabbit trade has greatly increased, and developed into an important factor in railway business.

Timber and coal have, as usual, constituted a large portion of the year's trade, and show signs of steadily increasing.

No train accident or interruption of traffic has occurred during the year.

I anticipate a continued expansion of trade, and that the present year will provide a substantially greater volume of traffic in all branches, with, naturally, a greater revenue.

The available rolling-stock is inadequate for the district's demands, but the vehicles now under construction should go far towards preventing further complaint.

The conduct of staff has been all that could be desired.

I have, &c.,

S. F. WHITCOMBE,

District Traffic Manager.

The General Manager,  
New Zealand Railways, Wellington.

## INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND  
GOVERNMENT RAILWAYS, 1900-1901.

- 
- No. 1. Summary of Revenue Accounts.  
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 3. Detail of Classified Expenditure.  
 4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.  
 5. Comparative Statement of Passenger and Goods Traffic.  
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 19. Renewals of Rails.  
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 22. Mileage of Railways open for Traffic and under Maintenance.  
 23. Weights of Rails in various Lines.  
 24. Particulars of Private-siding Traffic.  
 25. Sleepers Laid and Removed each Year.  
 26. Number of Employés.  
 27. Accidents.  
 28. Locomotive Returns.  
 29. Traffic from Coal-mines, Hurunui-Bluff.  
 \* 30. Vessels Loaded and Discharged at Different Ports, Hurunui-Bluff.  
 31. Mileage of Track, Main Line and Sidings, Hurunui-Bluff.  
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**RETURN NO. 1.**

**SUMMARY of REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1901.**

Dr.	£	s.	d.	Cr.	£	s.	d.	
To Cash in hand and outstanding, 1st April, 1900	...	29,823	0	11	...	1,843,503	18	11
Passengers, parcels, goods, &c., 31st March, 1901	...	1,727,236	1	1	...	123,159	4	7
		<u>1,690,521</u>	<u>13</u>	<u>5</u>	...	<u>1,720,344</u>	<u>14</u>	<u>4</u>
		<u>£1,757,959</u>	<u>2</u>	<u>0</u>	...	<u>36,714</u>	<u>7</u>	<u>8</u>
<b>To Net amount paid into Public Account, 31st March, 1901</b>	...	1,720,344	14	4	...	...	...	...
Less Cash in hand and outstanding, 1st April, 1900	...	29,823	0	11	...	...	...	...
		<u>1,690,521</u>	<u>13</u>	<u>5</u>	...	£1,730,640	19	5
					...	9,370	10	10
					...	<u>1,730,011</u>	<u>10</u>	<u>3</u>
					...	9,666	15	11
					...	<u>£1,720,344</u>	<u>14</u>	<u>4</u>
Cash in hand and outstanding, 31st March, 1901	...	36,714	7	8	...	1,127,847	10	5
		<u>£1,727,236</u>	<u>1</u>	<u>1</u>	...	599,388	10	8
					...	<u>£1,727,236</u>	<u>1</u>	<u>1</u>

**RETURN of REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1901.**

Dr.	£	s.	d.	Cr.	£	s.	d.	
To Balance, 31st March, 1900	...	9,370	10	10	...	...	...	
Wharfages, &c., 31st March, 1901	...	123,159	4	7	...	122,862	19	6
		<u>132,529</u>	<u>15</u>	<u>5</u>	...	9,666	15	11
		<u>£132,529</u>	<u>15</u>	<u>5</u>	...	<u>£132,529</u>	<u>15</u>	<u>5</u>

A. C. FIFE, Railway Accountant.

RETURN NO. 2.  
GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1901.

Dr.

Cr.

	£	s.	d.	£	s.	d.	£	s.	d.
To Balance brought forward:—									
Outstanding accounts at 1st April, 1900,—									
Other Government departments, for stores, work done, &c. ...	7,486	1	3						74,911 6 6
Personal accounts, for stores, work done, &c. ...	737	0	4						
				8,223	1	7			
Stock of stores on hand at 1st April, 1900 ...									1,127,847 10 5
Payments per Treasury to 31st March, 1901, Vote 61* ...	1,376,648	19	8						
Payments per Treasury to 31st March, 1901, Unauthorised ...	281	17	9						
				1,376,930	17	5			231,817 6 5
Deposit Account—Permanent-way material ...									
Cash with Agent-General ...									24,943 15 2
Cash in Treasury ...									56 4 10
									25,000 0 0
Payments outstanding on 31st March, 1901, carried forward ...									
* Norw.—Payments per Treasury ...	£1,376,648	19	8						
Recoveries ...	231,817	6	5						
Net charge to Vote 61 ...	£1,144,831	13	3						
By Payments outstanding on 31st March, 1900, brought forward ...									
Classified expenditure, as per Return No. 4 ...									
Recoveries to credit of Vote 61,—									
Other Government departments, for stores, work done, &c. ...	167,944	17	4						
Personal accounts, for stores, work done, &c. ...	33,551	17	1						
Miscellaneous recoveries ...	31,220	12	0						
									231,817 6 5
Balance:—									
Outstanding accounts at 31st March, 1901,—									
Other Government departments, for stores, work done, &c. ...	21,060	7	11						
Personal accounts, for stores, work done, &c. ...	728	1	6						
									21,788 9 5
Stock of stores in hand at 31st March, 1901 ...									128,870 4 10
									£1,610,234 17 7

A. C. FIFE, Railway Accountant.

RETURN No. 3.  
CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1901.

Sections.	Maintenance of Way and Works.					Locomotive Power.					Carrriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.			
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.								General Charges.	Total.	
WAGES.																				
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
Kawakawa .. ..	431 1 10	416 13 7	5 17 6	..	..	853 12 11	208 15 6	0 13 3	..	5 4 6	..	214 13 3	9 18 3	104 9 5	746 0 2	21 6 9	196 1 4	218 0 0	1,928 2 1	
Whangarei .. ..	1,782 7 3	174 17 8	51 5 2	..	..	2,008 10 1	673 10 2	152 1 8	..	470 17 10	..	1,296 9 8	39 16 9	364 5 6	1,538 3 1	150 14 3	399 13 3	99 6 11	5,698 5 8	
Kaihu .. ..	1,199 9 10	162 15 7	25 6 9	51 3 2	..	1,438 15 4	474 10 11	124 14 8	..	295 10 9	..	894 16 4	16 16 11	219 8 0	894 4 9	87 19 2	367 6 8	114 1 1	3,805 6 1	
Auckland .. ..	24,715 4 9	5,146 9 3	2,497 0 6	529 0 1	..	31,887 14 7	13,185 2 8	1,292 5 11	..	4,899 6 3	..	19,376 14 10	2,952 4 5	4,869 0 4	26,168 2 3	1,856 0 2	4,330 1 2	1,437 12 7	91,002 5 2	
Wellington - Napier - New Plymouth .. ..	47,846 7 3	15,743 2 3	6,334 6 9	1,687 13 6	..	71,611 9 9	29,085 7 8	3,123 12 6	..	14,605 19 6	..	46,814 19 8	5,773 0 6	8,984 11 10	58,821 17 6	4,303 15 0	9,219 2 8	2,916 8 10	202,612 8 1	
Hurunui-Bluff .. ..	94,544 4 8	23,318 17 3	9,838 0 1	1,899 12 7	..	129,600 14 7	59,058 6 5	4,028 19 8	..	27,520 10 8	..	90,607 16 9	7,532 5 10	15,577 18 5	150,613 13 0	9,357 2 10	15,892 3 10	6,011 10 10	413,170 4 5	
Westland .. ..	7,034 18 3	2,457 17 8	695 16 8	162 16 0	..	10,351 8 7	2,824 4 3	137 6 8	..	964 5 4	..	3,925 16 3	271 3 0	867 5 3	8,535 12 8	601 6 10	1,710 7 4	132 14 5	26,130 5 6	
Westport .. ..	3,479 2 0	2,226 19 4	335 0 9	179 19 2	..	6,221 1 3	2,442 17 0	119 9 2	..	1,386 18 10	..	3,949 5 0	185 18 6	2,553 2 5	6,130 5 8	599 15 1	1,357 12 4	59 0 6	20,937 19 9	
Nelson .. ..	2,376 4 0	1,755 14 7	171 10 9	..	..	4,303 9 4	890 5 7	76 16 4	..	437 12 6	..	1,404 14 5	227 1 0	114 12 9	3,041 4 7	116 5 11	471 5 9	236 9 10	9,442 4 9	
Picton .. ..	2,225 8 3	813 18 6	101 1 10	56 3 8	..	3,196 12 3	816 1 2	Cr. 159 5 9	..	Cr. 152 13 2	..	504 2 3	29 4 4	205 2 2	1,777 1 8	105 17 7	446 0 4	1 13 7	6,262 7 0	
Totals .. ..	185,634 8 1	52,217 5 8	20,055 6 9	4,566 8 2	..	262,473 8 8	109,659 1 4	8,896 14 1	..	50,433 13 0	..	168,989 8 5	17,037 10 4	33,859 16 1	258,266 5 4	17,200 3 7	34,389 14 8	11,226 18 7	780,989 8 6	
STORES.																				
Kawakawa .. ..	50 1 2	224 15 8	..	..	..	274 16 10	..	13 18 11	..	9 6 11	..	24 5 6	1 14 4	39 12 9	40 3 6	..	..	24 15 0	355 17 11	
Whangarei .. ..	471 11 8	111 12 8	35 3 7	15 7 2	..	633 15 1	..	413 11 3	..	42 19 8	..	695 8 7	5 5 7	162 14 4	100 3 6	..	..	88 9 3	1,511 17 10	
Kaihu .. ..	236 17 0	17 14 10	10 10 5	..	..	265 2 3	..	334 9 0	..	6 10 8	..	424 5 11	1 4 7	38 6 4	77 1 6	..	..	62 0 6	744 0 1	
Auckland .. ..	14,465 13 9	1,869 9 7	1,566 5 3	253 11 2	..	18,154 19 9	..	7,438 14 3	..	589 18 5	..	10,119 15 8	1,325 1 0	2,603 3 1	2,395 5 0	..	..	1,907 3 0	32,691 1 6	
Wellington - Napier - New Plymouth .. ..	38,691 14 0	3,449 3 3	4,754 5 2	1,147 6 6	..	48,042 8 11	..	27,781 5 0	..	1,918 0 6	..	37,513 10 11	3,077 13 8	6,860 16 7	5,131 19 2	..	..	7,384 12 9	93,241 16 6	
Hurunui-Bluff .. ..	60,151 7 1	9,873 6 11	6,582 3 4	1,690 6 2	..	78,297 3 6	..	45,688 9 3	..	3,286 17 11	..	61,628 14 9	5,479 0 3	9,474 17 4	12,871 19 4	..	..	9,163 5 8	158,588 9 6	
Westland .. ..	3,513 0 11	1,260 3 5	416 6 10	45 11 10	..	5,235 3 0	..	841 9 8	..	105 16 6	..	1,327 4 3	131 13 10	481 10 3	1,020 10 10	..	..	73 0 1	8,123 2 1	
Westport .. ..	1,812 2 10	1,168 0 6	195 8 0	54 14 10	..	3,230 6 2	..	751 1 1	..	138 1 7	..	1,476 5 11	71 10 1	1,314 4 5	409 13 4	..	..	321 3 8	6,180 16 3	
Nelson .. ..	1,391 14 11	1,359 3 6	64 12 8	..	..	2,815 11 1	..	584 9 1	..	42 11 5	..	842 8 6	Cr. 26 12 5	37 10 8	327 14 11	..	..	341 16 9	3,654 16 0	
Picton .. ..	1,845 7 5	548 6 2	36 17 2	10 19 0	..	2,441 9 9	..	592 16 9	..	35 6 9	..	864 2 3	12 10 7	101 6 10	143 7 0	..	..	627 6 9	2,935 9 8	
Totals .. ..	122,629 10 9	19,881 16 6	13,661 12 5	3,217 16 8	..	159,390 16 4	..	84,440 4 3	..	6,175 19 4	..	114,916 2 3	10,082 1 6	21,114 2 7	22,517 18 1	..	..	19,993 13 5	308,027 7 4	
MISCELLANEOUS.																				
Kawakawa .. ..	0 2 0	0 4 4	..	..	..	4 0 9	..	..	..	..	..	1 16 7	1 16 7	6 18 6	6 3 1	11 12 7	..	..	..	24 17 10
Whangarei .. ..	1 12 9	1 9 7	1 0 2	..	..	27 18 4	..	..	..	..	..	46 2 11	12 11 3	9 18 8	27 0 9	52 3 11	..	..	..	180 4 3
Kaihu .. ..	1 0 11	0 11 0	..	..	..	16 5 2	..	..	..	..	..	30 17 1	7 11 5	38 18 9	9 7 0	49 18 3	..	..	..	119 16 11
Auckland .. ..	127 17 9	34 11 11	3 5 5	0 6 7	..	353 6 0	..	12 8 0	..	..	..	641 7 9	154 10 1	808 5 10	326 7 3	644 19 0	1,960 8 5	..	..	4,259 8 2
Wellington - Napier - New Plymouth .. ..	145 12 8	242 5 0	26 0 11	30 12 8	..	823 1 8	..	15 11 10	..	..	..	2,348 17 7	358 3 8	2,722 13 1	942 0 4	1,913 13 9	4,113 11 8	..	..	10,959 11 9
Hurunui-Bluff .. ..	203 18 4	241 4 4	25 8 6	8 7 11	..	1,832 11 0	..	45 18 11	..	..	..	4,441 9 4	778 11 11	5,266 0 2	1,635 16 6	3,368 1 9	8,206 11 0	..	..	20,787 19 6
Westland .. ..	20 6 1	44 14 8	..	..	..	112 1 10	..	0 15 8	..	..	..	131 18 8	49 11 11	182 6 3	76 18 4	174 4 2	466 12 4	..	..	1,077 3 8
Westport .. ..	15 16 10	14 4 8	..	10 4 10	..	114 6 6	..	0 16 1	..	..	..	267 18 1	50 11 5	319 5 7	66 2 1	139 9 5	243 9 6	..	..	922 19 5
Nelson .. ..	1 5 1	6 7 11	..	..	..	22 9 10	..	..	..	..	..	22 7 9	9 13 8	32 1 5	51 9 10	9 18 7	95 15 2	..	..	219 7 10
Picton .. ..	1 7 0	4 5 10	..	..	..	20 12 3	..	..	..	..	..	37 14 7	8 18 1	46 12 8	5 11 8	26 2 9	174 13 1	..	..	279 5 3
Totals .. ..	518 19 5	589 19 3	55 15 0	49 12 0	3,326 13 4	4,540 19 0	..	76 6 8	..	7,968 13 9	1,432 0 0	9,477 0 5	3,112 19 0	6,319 0 3	15,374 15 11	..	..	..	38,830 14 7	
Grand tota .. ..	308,782 18 3	72,689 1 5	33,772 14 2	7,833 16 10	3,326 13 4	426,405 4 0	109,659 1 4	93,413 5 0	6,175 19 4	82,702 5 5	1,432 0 0	293,382 11 1	30,232 10 10	61,292 18 11	296,158 19 4	17,200 3 7	34,389 14 8	31,220 12 0	1,127,847 10 5	





RETURN No. 5. COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Twelve Months ending 31st March, 1901.

Main comparative statement table with columns for Sections, Length Open for Traffic, Passengers (First Class, Second Class, Total), Parcels (Horses, Carriages, Dogs, Total), Live-Stock, Goods, &c. (Equivalent Tonnage for Live-Stock, &c., Coal, Lime, &c., Wool, Firewood, Timber, Grain, Merchandise, Minerals, Total), and Grand Total Tonnage. Data is provided for 1900-1 and 1899-1900.

Revenue and Mileage table with columns for Sections, Ordinary Passengers, Season Tickets, Parcels, Luggage, and Mails, Total Coaching, Goods, Miscellaneous, Rents and Commission, Total Goods, Grand Total Revenue, Train, Shunting and Ballasting, and Total. Data is provided for 1900-1 and 1899-1900.

A. C. FIRE, Railway Accountant.



## RETURN No. 6.

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

Section.	State of Line.	1900-1901.		
		Cost of Construction.	Net Revenue.	Rate of Interest.
		£	£	£ s. d.
Kawakawa .. .. .	Opened	91,688	-185	.. ..
" .. .. .	Unopened	7,955	..	.. ..
Whangarei .. .. .	Opened	170,308	7,583	4 9 0
" .. .. .	Unopened	316	..	.. ..
Kaibu .. .. .	Opened	70,811	4,153	5 17 3
Auckland .. .. .	"	2,434,764	58,154	2 7 9
" .. .. .	Unopened	231,956	..	.. ..
Gisborne-Karaka .. .. .	"	32,569	..	.. ..
Wellington-Napier-New Plymouth .. .. .	Opened	4,045,563	126,936	3 2 9
" .. .. .	Unopened	262,701	..	.. ..
Wellington-Foxton (private line) .. .. .	..	42,116	..	.. ..
Surveys, North Island .. .. .	..	24,536	..	.. ..
Miscellaneous .. .. .	..	5,169	..	.. ..
Hurunui-Bluff .. .. .	Opened	9,237,605	347,743	3 15 3
" .. .. .	Unopened	119,765	..	.. ..
Greymouth-Hokitika .. .. .	Opened	197,701	..	.. ..
Greymouth Harbour Works .. .. .	"	127,234	24,008	4 11 8
Greymouth-Brunner .. .. .	"	198,908	..	.. ..
" .. .. .	Unopened	15,959	..	.. ..
Westport .. .. .	Opened	220,773	..	.. ..
" Harbour Works .. .. .	"	14,111	31,401	13 7 4
Nelson .. .. .	"	166,179	-1,531	.. ..
" .. .. .	Unopened	12,537	..	.. ..
Picton .. .. .	Opened	206,683	1,127	0 10 11
" .. .. .	Unopened	111,815	..	.. ..
Stock, permanent-way .. .. .	..	63,900	..	.. ..
Stock, A.O.L. stores .. .. .	..	47,911	..	.. ..
Surveys, Middle Island .. .. .	..	38,356	..	.. ..
Miscellaneous .. .. .	..	5,168	..	.. ..
Stock in suspense .. .. .	Opened	25,000	..	.. ..
Total opened .. .. .	..	17,207,328	599,389	3 9 8
Total unopened .. .. .	..	1,022,729	..	.. ..
Gross total .. .. .	..	18,230,057	599,389	3 5 9

NOTE.—The amount stated as cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It does not include expenditure by the Greymouth and Westport Harbour Boards on harbour works, &c.

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, 1901.

Department.	Total Expenditure.
	£ s. d.
Way and Works .. .. .	108,036 17 0
Locomotive .. .. .	216,994 14 6
	<u>£325,031 11 6</u>

## RETURN No. 7—continued.

## WAY AND WORKS DEPARTMENT: PARTICULARS OF WORKS, ETC..

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei .. ..	Siding extension .. ..	155 12 3	
	Bridge-strengthening .. ..	335 0 0	
			490 12 3
Kaihu .. ..	Land .. ..	..	29 9 2
Auckland .. ..	Additional works, water-services, &c., for Locomotive Department .. ..	1,469 6 1	
	Additions and improvements to station buildings, platforms, and signals .. ..	535 18 5	
	Sidings, loading-banks, stockyards, approaches, and crossings .. ..	299 7 10	
	Additions to dwellings .. ..	259 10 6	
	Additions to Newmarket Workshops .. ..	689 3 4	
	Telegraph and telephone facilities .. ..	78 5 1	
	Interlocking apparatus .. ..	38 1 4	
	Respacing sleepers .. ..	1,202 8 4	
	Relaying .. ..	1,280 19 6	
	Bridge-strengthening .. ..	102 4 8	
	Fencing .. ..	349 17 8	
	Land, &c. .. ..	48 6 8	
Wellington—Napier—New Plymouth	Additional works, water-services, &c., for Locomotive Department .. ..	1,924 0 11	
	Additions and improvements to station buildings, platforms, and signals .. ..	20,258 19 5	
	Sidings, loading-banks, stockyards, approaches, and crossings .. ..	3,196 1 2	
	Additions to dwellings .. ..	994 7 3	
	Additions to Petone Workshops .. ..	1,498 4 5	
	Telegraph and telephone facilities .. ..	54 5 1	
	Interlocking apparatus, &c. .. ..	712 3 6	
	Respacing sleepers .. ..	2,900 8 4	
	Relaying rails .. ..	5,414 8 9	
	Bridge-strengthening .. ..	6,044 18 5	
	Additions to Eastown Workshops .. ..	471 10 10	
	Improvements to breastwork, Waterloo Quay, Wellington .. ..	150 0 0	
	Improvements to recreation-grounds, Upper Hutt .. ..	140 12 11	
	Fencing .. ..	3,151 9 10	
	Land .. ..	506 19 2	
	Viaducts, Piripiri and Mangatira .. ..	1,572 16 9	
	Clearing slopes, &c. .. ..	49 11 1	
	Store, office, &c., for Stores Department .. ..	240 11 8	
	Diving-plant .. ..	83 10 2	
Departmental Offices, Wellington .. ..	810 17 11		
			50,175 17 7
Hurunui—Bluff— (Christchurch District)	Additional works, water-services, &c., for Locomotive Department .. ..	723 15 4	
	Additions and improvements to station buildings, platforms, and signals .. ..	5,723 19 4	
	Sidings, loading-banks, stockyards, approaches, and crossings .. ..	2,159 16 10	
	Additions to dwellings .. ..	319 14 8	
	Additions to Addington Workshops .. ..	636 19 10	
	Telegraph and telephone facilities .. ..	86 10 11	
	Interlocking apparatus .. ..	289 13 10	
	Respacing sleepers .. ..	2,188 2 10	
	Relaying .. ..	3,615 17 5	
	Bridge-strengthening .. ..	1,372 1 1	
	Works at Lyttelton Wharf .. ..	155 0 2	
	Fencing .. ..	83 13 0	
(Dunedin District) ..	Additional works, water-services, &c., for Locomotive Department .. ..	256 9 2	
	Additions and improvements to station buildings, platforms, and signals .. ..	14,046 7 11	
	Sidings, loading-banks, stockyards, approaches, and crossings .. ..	1,917 10 6	
	Additions to dwellings .. ..	2,040 12 4	
	Additions to Hillside Workshops .. ..	276 18 6	
	Telegraph and telephone facilities .. ..	11 15 11	
	Respacing sleepers .. ..	2,414 2 3	
	Relaying .. ..	1,942 12 6	
	Bridge-strengthening .. ..	974 4 6	
	Doubling line, Dunedin to Mosgiel .. ..	48 10 0	
	Protective works .. ..	1,160 5 9	
	Reclamation, Port Chalmers .. ..	618 14 10	
(Invercargill District)	Additional works, water-services, &c., for Locomotive Department .. ..	60 0 0	
	Additions and improvements to station buildings, platforms, and signals .. ..	788 12 0	
	Sidings, loading-banks, stockyards, approaches, and crossings .. ..	1,106 7 11	
	Additions to dwellings .. ..	611 18 10	
	Respacing sleepers .. ..	1,539 4 1	
	Relaying .. ..	1,717 4 2	
	Bridge-strengthening .. ..	80 10 6	
	Water-openings .. ..	322 14 9	
Fencing .. ..	32 8 10		
			6,259 1 1
Westland .. ..	Additions and improvements to station buildings, platforms, and signals .. ..	451 18 0	
	Raising banks .. ..	239 5 5	
	Respacing sleepers .. ..	335 13 6	
	Fencing .. ..	218 8 0	
			1,245 4 11
Nelson .. ..	Filling-in mudflat .. ..	415 13 6	
	Sheepyards .. ..	3 19 8	
			419 13 2
			£108,036 17 0

## RETURN No. 7—continued.

## LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number incomplete on March 31, 1900.	Completed on 31st March, 1901.	Incomplete on 31st March, 1901.	Expenditure in Year ended 31st March, 1901.	
					£	s. d.
Locomotives, Class B .. .. .	M	5	..	5	4,588	18 5
Carriages, double-bogie, Class A .. .. .	N	1	..	1	..	..
conversion to double-bogie, Class A	O	24	4	20	901	8 2
double-bogie, Class A .. .. .	E-1	..	..	..	*254	19 8
Class A .. .. .	W-1	41	21	20	10,094	0 5
Brake-vans, " Class F .. .. .	X-1	4	4	..	769	15 1
Wagons, " Class U, platform .. .. .	Z-1	3	3	..	73	10 10
four-wheel, Class L, high-side .. .. .	B-2	..	..	..	*502	9 4
Brake-vans, double-bogie, Class F .. .. .	L-2	9	9	..	4,554	1 8
Wagons, four-wheel, Class K, covered goods	M-2	36	36	..	2,935	17 2
double-bogie, Class R, high-side .. .. .	N-2	20	20	..	1,589	8 5
Tarpaulins .. .. .	O-2	200	200	..	101	4 5
Wagons, four-wheel, Class G, horse-boxes	P-2	6	6	..	709	19 0
Class H, cattle-trucks .. .. .	Q-2	6	6	..	427	8 9
Class J, sheep-trucks .. .. .	R-2	50	50	..	4,102	15 6
Class L, high-side .. .. .	S-2	340	194	146	21,803	7 4
Class M, low-side .. .. .	T-2	25	25	..	1,934	17 11
double-bogie, Class U, platform .. .. .	U-2	20	20	..	1,624	15 1
four-wheel, Class W, frozen-meat	V-2	10	10	..	1,149	0 5
Class X, cool-trucks .. .. .	W-2	..	..	..	*45	0 6
double-bogie, Class T, cattle-trucks	X-2	3	3	..	318	10 0
Brake-vans, " Class F .. .. .	Y-2	2	2	..	834	2 8
Class F .. .. .	Z-2	2	2	..	743	16 2
Carriages, " Class A .. .. .	A-3	46	..	46	6,516	6 5
Brake-vans, " Class F .. .. .	B-3	27	..	27	4,251	5 1
Wagons, four-wheel, Class G, horse-boxes	C-3	28	..	28	1,210	13 1
Class H, cattle-trucks .. .. .	D-3	25	..	25	819	9 0
Class J, sheep-trucks .. .. .	E-3	55	..	55	1,450	16 8
Class K, covered goods .. .. .	F-3	77	..	77	2,644	18 2
Class L, high-side .. .. .	G-3	500	..	500	14,323	16 9
Class M, low-side .. .. .	H-3	165	20	145	3,599	3 1
Class N, timber-trucks .. .. .	I-3	5	..	5	88	9 0
double-bogie, Class S, sheep-trucks	J-3	2	..	2	92	16 8
Class T, cattle-trucks .. .. .	K-3	18	..	18	1,756	9 2
Class U, platform .. .. .	L-3	10	5	5	1,534	1 4
four-wheel, Class W, frozen-meat	M-3	24	3	21	1,984	14 7
Class X, cool-trucks .. .. .	N-3	16	16	..	2,141	10 5
double-bogie, Class Z, covered-goods	O-3	11	..	11	749	19 8
Class Z, " .. .. .	P-3	2	..	2	54	6 11
Brake-vans, four-wheel, Class F (Fell) .. .. .	Q-3	1	1	..	305	4 5
Tarpaulins .. .. .	R-3	1,200	400	800	1,149	14 8
Carriages from American Car and Foundry Company, Class A, corridor .. .. .	S-3	63	3	60	25,810	8 9
Locomotives, Class Fb .. .. .	T-3	6	..	6	3,158	19 4
Class Wa .. .. .	U-3	3	..	3	2,373	9 0
conversions from L to La .. .. .	V-3	7	4	3	2,766	3 6
Brake-vans, conversions to double-bogie, Class F	W-3	4	4	..	806	0 0
Carriage, double-bogie, Class A .. .. .	X-3	1	..	1	284	13 5
Carriages, conversions to double-bogie, Class A	Y-3	3	..	3	..	..
Carriage, double-bogie, Class A, postal .. .. .	Z-3	1	1	..	695	1 8
Wagons, " Class U, platform .. .. .	A-4	5	5	..	420	3 8
four-wheel, Class L, high-side .. .. .	B-4	10	10	..	408	15 4
double-bogie, Class V, frozen-meat	C-4	10	..	10	260	9 0
Carriages, " Class A (dining-car material)	D-4	..	..	..	460	19 11
Engine turntables, 50 ft. .. .. .	E-4	5	4	1	1,553	2 3
Fitting rolling-stock on Wellington-Napier-New Plymouth Section with Westinghouse brake .. .. .	..	..	..	..	25,496	18 10
Fitting wagons for passenger traffic .. .. .	..	..	..	..	1,586	16 8
Fitting second-class compartments of bogie cars with cushions .. .. .	..	..	..	..	4,058	11 10
Fitting gangways on carriages .. .. .	..	..	..	..	545	13 3
Compressed-gas lighting for carriages .. .. .	..	..	..	..	1,761	15 4
Lighting Petone shops electrically .. .. .	..	..	..	..	149	6 8
Machinery for workshops .. .. .	..	..	..	..	8,996	4 5
Stores and material in hand at 31st March, 1901, for building new rolling stock, &c., in year 1901-2 .. .. .	..	..	..	..	£47,910	11 7
Less same in hand at 31st March, 1900 .. .. .	..	..	..	..	17,248	11 11
					30,661	19 8
					£216,994	14 6

Particulars.	Number under Order.	Additional Stock.		Conversions.	
		Completed on 31st March, 1901.	Incomplete on 31st March, 1901.	Completed on 31st March, 1901.	Incomplete on 31st March, 1901.
Total locomotives .. .. .	21	..	14	4	3
carriages .. .. .	180	25	128	4	23
brake-vans .. .. .	49	18	27	4	..
wagons, bogie .. .. .	104	56	48	..	..
" four-wheel .. .. .	1,378	376	1,002	..	..
" tarpaulins .. .. .	1,400	600	800	..	..

\* Additional expenditure on orders E, B, and W, brought into stock year ending 31st March, 1900.

## RETURN No. 8.

COMPARISON of TRAFFIC, REVENUE, and EXPENDITURE for the last TWENTY-ONE 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	1,735,702	399,109	940,209	3,451,850	11,518
1888-89	1,777	997,615	647,045	64'86	1,920,431	399,956	919,392	3,132,803	11,817
1889-90	1,809	1,095,570	682,787	62'32	2,073,955	405,838	1,068,575	3,376,459	12,311
1890-91	1,842	1,121,701	700,703	62'47	2,086,011	413,074	1,348,364	3,433,629	13,881
1891-92	1,869	1,115,432	706,517	63'34	2,066,791	430,216	1,153,501	3,555,764	16,341
1892-93	1,886	1,181,522	732,142	61'97	2,193,330	460,383	1,393,457	3,759,044	16,504
1893-94	1,948	1,172,793	735,359	62'70	2,060,645	486,787	1,433,679	3,972,701	17,226
1894-95	1,993	1,150,851	732,160	63'62	2,048,391	479,683	1,604,103	3,995,578	28,623
1895-96	2,014	1,183,041	751,368	63'51	2,087,798	489,177	1,932,709	4,162,426	36,233
1896-97	2,018	1,286,158	789,054	61'35	2,368,927	524,063	2,052,346	4,439,387	43,069
1897-98	2,055	1,376,008	857,191	62'30	2,518,367	563,998	2,444,314	4,672,264	48,660
1898-99	2,090	1,469,665	920,737	63'26	2,624,059	624,683	2,608,623	4,955,553	55,027
1899-00	2,104	1,623,891	1,052,358	64'80	3,127,874	662,655	2,624,899	5,468,284	63,335
1900-01	2,212	1,727,236	1,127,847	65'30	3,339,687	675,849	2,536,118	6,243,593	82,921

A. C. FIFE,  
Railway Accountant.

## RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1901.

Description.	No.	Amount.
Travellers' tickets, all lines...	9	£ 578 s. 10 d.
Travellers' tickets, North Island	75	2,671 7 1
Travellers' tickets, Middle Island	80	4,152 10 0
Reporters' tickets	66	653 18 1
Sectional tickets	129	3,520 16 0
Tourists' tickets, North Island	37	195 10 0
Tourists' tickets, Middle Island	52	328 10 0
Tourists' tickets, all lines...	114	938 0 0
Fifty-trip commutation ordinary tickets	2,273	1,469 15 6
Fifty-trip commutation family tickets	1,323	2,005 6 0
School tickets	8,951	4,924 6 3
Teachers' Saturday tickets	215	245 14 0
Twenty-trip commutation tickets	409	307 2 2
Twelve-trip workmen's tickets	32,210	4,778 5 0
Weekly workmen's tickets	29,258	2,925 10 0
All other season tickets	7,720	12,230 5 1
Totals	82,921	41,925 5 2

A. C. FIFE,  
Railway Accountant.

RETURN NO. 10.  
STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Twelve Months ending 31st March, 1901.

Classification of Work.	SECTIONS.												Total.	
	Kawakawa.	Whangarei.	Kaiahu.	Auckland.	Wellington-Napier-New Plymouth	Christchurch.	Dunedin.	Invercargill.	Westland.	Westport.	Nelson.	Picton.	£	s. d.
Track-surfacing ..	280 18 6	1,236 17 4	809 12 8	18,553 15 10	33,762 10 9	27,405 3 6	27,490 2 10	18,802 8 6	5,468 16 3	2,512 10 7	1,823 7 2	1,401 5 1	139,547 9 0	
Track-renewals ..	98 5 10	716 18 6	294 5 0	16,487 14 1	44,946 5 11	27,336 18 10	24,918 19 4	17,367 3 9	3,881 13 11	2,297 13 8	1,791 17 5	2,457 11 4	142,595 7 7	
Ballasting ..	100 11 8	80 2 4	69 2 1	1,590 3 7	3,483 17 7	2,004 1 4	1,672 18 10	1,080 7 0	344 2 11	373 9 2	18 12 3	58 11 8	10,876 0 5	
Banks, cuttings, ditches, tunnels ..	1 9 0	221 13 6	264 8 0	2,677 2 9	4,490 19 8	2,494 7 3	2,932 3 9	1,394 15 2	873 12 2	123 8 3	135 7 2	154 14 7	15,764 1 3	
Bridges, culverts, drains ..	361 19 3	72 16 8	120 14 5	3,227 11 6	13,895 7 3	9,639 10 7	7,588 8 3	3,959 15 4	2,311 11 10	1,799 7 10	32 14 0	390 5 7	43,400 2 6	
Fences, gates, cattle-stops, hedges ..	0 18 6	62 15 2	17 5 10	1,023 0 8	3,056 8 4	1,633 11 1	2,612 13 5	1,456 0 1	199 3 7	57 19 8	127 18 2	63 14 2	10,311 8 8	
Roads, approaches, &c. ..	12 7 7	22 8 6	3 14 8	601 1 5	747 18 10	455 4 7	531 12 1	321 19 0	189 3 10	63 10 10	7 17 7	69 0 9	3,025 19 8	
Water-services, signals, cranes, appliances ..	82 17 1	39 12 1	18 8 11	886 12 3	1,734 9 4	1,765 0 6	1,575 14 0	817 11 10	312 9 8	167 11 9	52 8 7	52 7 10	7,595 3 10	
Wharves ..	183 11 2	90 7 6	20 17 7	1,312 4 11	0 6 9	22 17 9	622 13 5	430 16 7	750 6 10	1,320 14 5	2,900 7 8	791 2 2	8,446 6 9	
Buildings ..	5 17 6	87 8 11	35 17 2	4,066 11 2	11,114 12 10	6,362 5 4	7,937 7 1	3,945 19 6	1,112 3 6	530 8 9	236 3 5	137 19 0	33,772 14 2	
Miscellaneous ..	..	15 7 2	51 3 2	782 17 10	2,865 12 8	1,323 6 11	1,384 12 10	890 6 11	208 7 10	244 18 10	..	67 2 8	7,833 16 10	
General charges ..	4 0 9	27 18 4	16 5 2	353 6 0	823 1 8	709 14 11	590 18 11	531 17 2	112 1 10	114 6 6	22 9 10	20 12 3	3,326 13 4	
Totals ..	1,132 16 10	2,674 6 0	1,721 14 8	51,562 2 0	120,921 11 7	81,152 2 7	778,958 4 9	50,099 0 10	15,763 14 2	29,606 0 3	37,149 3 3	35,664 7 1	1426,405 4 0	
Rate per mile opened ..	141 12 1	126 8 5	101 5 7	157 5 10	268 2 4	177 0 2	206 18 1	146 1 3	187 13 3	309 17 5	238 18 4	269 14 7	196 2 10	

A. C. FIFE, Railway Accountant.

RETURN NO. 11.  
STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1901.

Section.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.	
	Schools, and Friendly Soc's. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, and Friendly Societies. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.		£ s. d.
Kawakawa	80	...	141	221	6 12 5	...	...	...	...	221	6 12 5
Whangarei	...	...	...	...	...	...	...	...	...	38	3 14 0
Kaiti	222	15	156	393	20 18 0	...	38	...	...	393	20 18 0
Auckland	2,238	326	1,379	3,943	203 16 9	2,841	87,025	89,866	12,499 18 2	93,809	12,703 14 11
Wanganui	4,249	532	4,507	9,268	674 6 6	7,584	48,941	56,525	12,016 0 0	65,813	12,690 6 6
Wellington-Napier	4,195	1,288	3,257	8,740	453 12 5	16,290	64,378	80,668	14,354 11 2	89,408	14,808 3 7
Picton	1,023	114	950	2,087	107 18 2	1,144	8,152	9,296	504 3 4	11,388	612 1 6
Nelson	1,742	243	643	2,628	122 14 2	1,201	7,271	8,472	618 18 7	11,100	741 12 9
Westport	170	14	125	309	11 12 8	16	4,562	4,578	288 10 5	4,887	300 3 1
Westland	2,303	212	1,732	4,247	262 1 3	1,705	18,969	20,674	2,333 18 0	24,921	2,595 19 3
Christchurch	10,786	1,504	9,698	21,988	1,676 12 2	32,172	172,946	205,118	23,800 19 10	227,106	25,477 12 0
Dunedin	7,935	938	8,585	17,458	977 0 7	19,793	81,145	100,938	24,839 16 2	118,396	25,816 16 9
Invercargill	3,921	416	3,377	7,714	717 11 7	4,798	48,197	52,995	11,672 1 1	60,709	12,389 12 8
Totals { 1901	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5
{ 1900	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3
Increase	1,025	...	3,386	4,397	482 12 10	6,016	40,448	46,464	6,778 3 4	50,861	7,260 16 2
Decrease	...	14	...	...	...	...	...	...	...	...	...
Total, year ending—	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	397,689	57,478 18 8
31st March, 1896	44,610	5,993	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	456,716	69,035 2 8
31st March, 1897	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	80,892 8 1	530,006	86,392 6 2
31st March, 1898	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2
31st March, 1899	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3
31st March, 1900	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5



## RETURN No. 13.

STATEMENT OF CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1901.

Description.	Class.	Kawakawa.	Whangarei.	Kaibu.	Auckland.	Wellington-Napier-New Plymouth.	Haranui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
Dining-cars, bogie, 44 feet ...	A						3					3
Saloon, bogie, 44 feet ...	A						6					6
" " 41 feet ...	A				3	2	4					9
" " 39½ feet ...	A				1	6	7					14
" " 37½ feet ...	A					2						2
" " 35 feet ...	A					3						3
Corridor, bogie, first class, 47½ feet ...	A						3					3
First class, bogie, 44 feet ...	A				1	1	1					3
" " 42½ feet ...	A						8					8
" " 30 feet ...	B					1	5					6
" 6-wheel ...	C						5					5
" 4-wheel ...	D		1			3	4	1			1	10
Composite, bogie, 44 feet ...	A				47	66	93	7	2	2	3	220
" " 42½ feet ...	A					13	31					44
" " 39½ feet ...	A				2	4	4	2	1	1		14
" " 30 feet ...	B				5	15	19					39
" 6-wheel ...	C		4	1		4	7			2		18
" 4-wheel ...	D	2	2				7					11
Second class, bogie, 44 feet ...	A				24	25	51	5	1			106
" " 42½ feet ...	A					1	6					7
" " 39½ feet ...	A					9		1		1		11
" " 35 feet ...	A					3						3
" " 30 feet ...	B					3	11					14
" 6-wheel ...	C		3	2		8	17			2		32
" 4-wheel ...	D		2	1		2	5			1	1	12
Total ...		2	12	4	83	171	297	16	4	9	5	603
WAGONS, ETC.												
Brake-vans, 4-wheel ...	F	2	4	2	16	23	62	5	4	4	3	125
" bogie ...	F				17	38	49	5	2			111
" Fell ...	F					5						5
Horse-boxes ...	G				17	58	56	2		1	1	135
Cattle-trucks ...	H	2	2		55	66	161	3	1	2	2	294
Sheep-trucks ...	J				49	213	306	3			12	583
Covered goods ...	K	1	7	1	62	80	311	18	4	6	3	493
High-side ...	L	4	12	4	627	856	3,963	62	6	41	54	5,629
Low-side ...	M	4	18	12	58	250	693	63	18	12	21	1,149
Timber ...	N		72	62	75	102	167	36	33	8		555
Iron hopper ...	O							243	223			466
Platform coal ...	P	22	83									105
Movable iron hopper ...	Q								200			200
Frozen meat ...	W				11	20	60					91
Cool ...	X				30	100	59				7	196
Ballast hopper ...	Y				40	50	25					115
High-side, bogie ...	R			2	61	84	51	9				207
Sheep-trucks, " ...	S				6	37	36					79
Cattle-trucks, " ...	T				6	13	5					24
Platform, " ...	U				16	137	53	32				238
Frozen meat, " ...	V					18	39					57
Covered goods, " ...	Z					5	6					11
Total ...		35	198	83	1,146	2,155	6,102	481	491	74	103	10,868
TARPAULINS ...		8	22	9	825	1,580	5,432	85	20	50	90	8,121

RETURN No. 14.  
STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1901.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaibū.	Auckland.	Wellington-Napier-New Plymouth.	Huronui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total Engines.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.											
A	Tank	8	15	4	2 6 $\frac{1}{2}$	...	...	1	...	...	1	1	1	...	...	...	...	4
B	Tender	16	22	8	3 6 $\frac{1}{2}$	4	30	...	...	...	...	5	...	...	...	...	...	5
C	Tank	9 $\frac{1}{2}$	18	4	2 6 $\frac{1}{2}$	2	18	...	1	...	...	2	...	...	3	...	1	6
D	"	9 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	18	1	...	...	...	9	15	1	...	2	1	29
F	"	10 $\frac{1}{2}$	18	6	3 0 $\frac{1}{2}$	...	...	...	2	...	13	11	36	5	3	2	...	72
FA	"	12	18	6	3 0 $\frac{1}{2}$	...	...	...	2	...	4	2	4	...	...	...	...	12
FB	"	12	18	6	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	...	...	...	2	...	...	2
G	"	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	4	21	...	...	...	...	...	...	...	...	...	2	4
H	" Fell	14	16	4	2 8	2	30	...	...	...	...	6	...	...	...	...	...	6
J	Tender	14	20	6	3 6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	9	8	15	...	...	...	...	32
K	"	12	20	4	4 0 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	...	...	2	6	...	...	...	...	8
L	Tank	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	3	...	...	...	...	...	3
LA	"	12	18	4	3 6 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	4	2	1	5	...	...	...	12
M	"	13	20	4	3 6 $\frac{1}{2}$	6	28 $\frac{1}{2}$	...	...	...	...	4	...	...	...	...	...	4
N	Tender	15	20	6	4 1 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	...	5	3	...	...	...	...	6
O	"	15	18	8	3 0 $\frac{1}{2}$	2	28 $\frac{1}{2}$	...	...	...	...	3	3	...	...	...	...	6
P	"	15	20	8	3 5	2	26 $\frac{1}{2}$	...	...	...	4	...	6	...	...	...	...	10
R	Single Fairlie	12 $\frac{1}{2}$	16	6	3 0 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	...	3	9	6	...	...	...	...	18
S	"	13	16	6	3 0 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	...	...	4	...	...	...	...	...	4
T	Tender	15	18	8	3 0 $\frac{1}{2}$	2	25 $\frac{1}{2}$	...	...	...	...	...	6	...	...	...	...	6
U	" N.Z.R.	16	20	6	4 6	4	30	...	...	...	...	...	8	...	...	...	...	8
U	" American	16	20	6	4 1 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	...	10	...	...	...	...	10
U	" English	16	20	6	4 1	4	30	...	...	...	...	...	6	...	...	...	...	6
V	"	15	20	6	4 1 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	...	10	...	...	...	...	10
W	Tank	14	20	6	3 0 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	2	...	...	...	...	...	2
WA	" N.Z.R.	14	20	6	3 3 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	1	6	1	...	...	...	...	8
WA	" American	14	20	6	3 3 $\frac{1}{2}$	4	25	...	1	...	...	9	...	...	2	...	...	12
	Total							2	3	3	39	86	144	11	9	4	4	305

RETURN NO. 15.

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

Colony.	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile for Total Mileage constructed.	Population per Mile of Railway.	Cost per Head of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.			Working expenses per Train Mile.	Profit on Working.	Net Earnings per Train Mile.	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Head of Population.	Passengers carried.	Tonnage of Goods.	Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile open.	Expenses.				Number of Locomotives.	Number of Passengers and Brake-vans.	Year ending.
											£	d.	s.												£	£	d.	£			
Victoria	87,884	1,176,854	3,186	5 3	39,658,819	12,327,369	33 14	0 10	107,549	3,025,162	71 83	1,807,301	42 91	1,217,861	29 92	3 07	59 74	2 11	5 49	332,899	2,998,308	950	567	383,156	16 15	18 67	2 11	518	1,129	9,566	1900. 30 June.
New South Wales	310,700	1,346,240	2,777	4 8½	38,477,269	13,687,485	26 11	7 8	894,352	3,163,572	85 24	1,769,520	47 75	1,394,052	37 49	3 63	55 93	2 7	0 26	486,873	5,531,511	1,153	645	508,148	21 52	15 14	2 40	489	735	11,219	1899. 31 Dec. 19 0.
Cape of Good Hope	221,311	458,000	1,990	3 6	21,385,088	10,518,280	46 13	10 7	958,434	2,792,975	84 20	1,830,321	55 20	962,654	20 00	4 63	65 50	2 0	0 11	006,870	1,261,038	1,404	920	484,173	26 50	16 60	3 21	475	645	7,42	31 Dec. 19 0.
Queensland	668,224	512,604	2,801	3 6	19,320,902	6,897,183	37 13	10 6	4,226,054	1,464,399	54 69	948,691	35 43	515,708	29 26	2 67	64 78	2 17	2 4	395,841	1,688,635	524	339	185,120	13 41	15 13	2 20	335	388	6,141	30 June.
South Australia	903,690	369,453	1,875	3 6	14,225,354	7,587,197	38 10	1 4	209,698	1,181,786	67 37	682,181	38 89	499,605	28 47	3 51	57 72	3 4	0 7	419,880	1,488,985	630	364	266	97 18	34 80	1 29	353	414	6,288	1899.
Natal	20,461	59,596	518	3 6	7,267,588	14,030,115	121 18	11 2	2,750,955	940,100	82 01	628,942	54 87	311,157	27 14	4 28	66 90	15 6	1 4	28,317	976,987	1,815	1,214	601,173	22 31	16 94	13 22	129	270	2,114	31 Dec. 1900.
Western Australia	975,876	176,637	1,355	3 6	6,856,363	5,060,130	38 16	4 4	4,216,161	1,259,512	71 70	861,470	49 04	398,042	22 66	5 81	68 40	2 7	6 2	225,068	1,384,040	930	636	294,135	23 15	20 07	1 52	233	260	4,777	30 June. 1899.
Tasmania	26,215	182,508	445	3 6	3,604,222	8,233,410	19 15	0 8	806,089	193,158	57 50	152,798	45 49	40,360	12 01	1 11	79 10	1 2	6 40	587	312,446	434	343	91,126	15 40	19 34	3 90	67	183	1,166	31 Dec. 1899.
New Zealand	104,471	746,673	2,090	3 6	16,404,076	7,849,357	21 19	5 3	3,968,708	1,469,665	89 00	929,737	56 22	539,928	32 78	3 23	63 26	1 19	4 4	955,553	2,624,059	712	450	262,173	18 46	16 67	3 02	293	550	9,792	1899. 31 Mar. 1900.
"	104,471	758,616	2,099	3 6	16,703,887	7,358,961	22 0 5	4 18	4,187,933	1,623,891	93 00	1,052,358	60 31	571,533	32 69	3 42	64 80	2 10	5 4	468,284	3,127,824	774	501	273,188	21 32	16 17	2 93	304	577	10,295	31 Mar. 1901.
"	104,471	815,349	2,174	3 6	17,207,328	7,915,375	21 2 1	4 62	4,971,173	2,236,897	89 75	1,127,848	58 58	599,388	31 17	3 47	65 30	2 4	6 2	433,593	3,339,687	794	519	276,196	19 99	17 15	2 99	306	603	10,868	31 Mar. 1901.



## RETURN No. 13.

STATEMENT OF CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1901.

Description.	Class.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Pictou.	Total.
<b>CARRIAGES.</b>												
Dining-cars, bogie, 44 feet ...	A	...	...	...	...	...	3	...	...	...	...	3
Saloon, bogie, 44 feet ...	A	...	...	...	...	...	6	...	...	...	...	6
"    "    41 feet ...	A	...	...	...	...	2	4	...	...	...	...	9
"    "    39½ feet ...	A	...	...	...	3	6	7	...	...	...	...	14
"    "    37½ feet ...	A	...	...	...	1	2	...	...	...	...	...	2
"    "    35 feet ...	A	...	...	...	...	3	...	...	...	...	...	3
Corridor, bogie, first class, 47½ feet ...	A	...	...	...	...	...	3	...	...	...	...	3
First class, bogie, 44 feet ...	A	...	...	...	1	1	1	...	...	...	...	3
"    "    42½ feet ...	A	...	...	...	...	...	8	...	...	...	...	8
"    "    30 feet ...	B	...	...	...	...	1	5	...	...	...	...	6
"    6-wheel ...	C	...	...	...	...	...	5	...	...	...	...	5
"    4-wheel ...	D	...	1	...	...	3	4	1	...	...	1	10
Composite, bogie, 44 feet ...	A	...	...	...	47	66	93	7	2	2	3	220
"    "    42½ feet ...	A	...	...	...	...	13	31	...	...	...	...	44
"    "    39½ feet ...	A	...	...	...	2	4	4	2	1	1	...	14
"    "    30 feet ...	B	...	...	...	5	15	19	...	...	...	...	39
"    6-wheel ...	C	...	4	1	...	4	7	...	...	2	...	18
"    4-wheel ...	D	2	2	...	...	...	7	...	...	...	...	11
Second class, bogie, 44 feet ...	A	...	...	...	24	25	51	5	1	...	...	106
"    "    42½ feet ...	A	...	...	...	...	1	6	...	...	...	...	7
"    "    39½ feet ...	A	...	...	...	...	9	...	1	...	1	...	11
"    "    35 feet ...	A	...	...	...	...	3	...	...	...	...	...	3
"    "    30 feet ...	B	...	...	...	...	3	11	...	...	...	...	14
"    6-wheel ...	C	...	3	2	...	8	17	...	...	2	...	32
"    4-wheel ...	D	...	2	1	...	2	5	...	...	1	1	12
Total ...		2	12	4	83	171	297	16	4	9	5	603
<b>WAGONS, ETC.</b>												
Brake-vans, 4-wheel ...	F	2	4	2	16	23	62	5	4	4	3	125
"    bogie ...	F	...	...	...	17	38	49	5	2	...	...	111
"    Fell ...	F	...	...	...	...	5	...	...	...	...	...	5
Horse-boxes ...	G	...	...	...	17	58	56	2	...	1	1	135
Cattle-trucks ...	H	2	2	...	55	66	161	3	1	2	2	294
Sheep-trucks ...	J	...	...	...	49	213	306	3	...	...	12	583
Covered goods ...	K	1	7	1	62	80	311	18	4	6	3	493
High-side ...	L	4	12	4	627	856	3,963	62	6	41	54	5,629
Low-side ...	M	4	18	12	58	250	693	63	18	12	21	1,149
Timber ...	N	...	72	62	75	102	167	36	33	8	...	555
Iron hopper ...	O	...	...	...	...	...	...	243	223	...	...	466
Platform coal ...	P	22	83	...	...	...	...	...	...	...	...	105
Movable iron hopper ...	Q	...	...	...	...	...	...	...	200	...	...	200
Frozen meat ...	W	...	...	...	11	20	60	...	...	...	...	91
Cool ...	X	...	...	...	30	100	59	...	...	...	7	196
Ballast hopper ...	Y	...	...	...	40	50	25	...	...	...	...	115
High-side, bogie ...	R	...	...	2	61	84	51	9	...	...	...	207
Sheep-trucks, " ...	S	...	...	...	6	37	36	...	...	...	...	79
Cattle-trucks, " ...	T	...	...	...	6	13	5	...	...	...	...	24
Platform, " ...	U	...	...	...	16	137	53	32	...	...	...	238
Frozen meat, " ...	V	...	...	...	...	18	39	...	...	...	...	57
Covered goods, " ...	Z	...	...	...	...	5	6	...	...	...	...	11
Total ...		35	198	83	1,146	2,155	6,102	481	491	74	103	10,868
TARPAULINS ...		8	22	9	825	1,580	5,432	85	20	50	90	8,121

RETURN NO. 14.  
STATEMENT OF LOCOMOTIVE STOCK for the Year ending 31st March, 1901.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaikohe.	Auckland.	Wellington-Napier-New Plymouth.	Huronui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total Engines.	
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.												
A	Tank	8	15	4	2	6 $\frac{1}{2}$	...	...	...	...	1	1	...	...	...	...	...	4	
B	Tender	16	22	8	3	6 $\frac{1}{2}$	4	...	...	...	...	5	...	...	...	...	...	5	
C	Tank	9 $\frac{1}{2}$	18	4	2	6 $\frac{1}{2}$	2	...	...	1	...	...	...	...	2	...	1	6	
D	"	9 $\frac{1}{2}$	18	4	3	6 $\frac{1}{2}$	2	1	...	...	...	9	...	...	2	...	1	29	
F	"	10 $\frac{1}{2}$	18	6	3	6 $\frac{1}{2}$	...	...	...	2	13	11	36	5	3	...	...	72	
FA	"	12	18	6	3	6 $\frac{1}{2}$	...	...	2	...	4	2	4	...	...	...	...	12	
FB	"	12	18	6	3	6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	...	...	...	2	...	...	2	
G	"	10 $\frac{1}{2}$	18	4	3	6 $\frac{1}{2}$	4	21	...	...	...	...	2	...	2	...	2	4	
H	" Fell	14	16	4	2	8	2	30	...	...	...	6	...	...	...	...	...	6	
J	Tender	14	20	6	3	6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	9	8	15	...	...	...	...	32	
K	"	12	20	4	4	6 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	...	2	6	...	...	...	...	8	
L	Tank	10 $\frac{1}{2}$	18	4	3	6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	3	...	...	...	...	...	3	
LA	"	12	18	4	3	6 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	4	2	1	5	...	...	...	12	
M	"	13	20	4	3	6 $\frac{1}{2}$	6	28 $\frac{1}{2}$	...	...	...	4	...	...	...	...	...	4	
N	Tender	15	20	6	4	1 $\frac{1}{8}$	4	28 $\frac{1}{2}$	...	...	...	3	3	...	...	...	...	6	
O	"	15	18	8	3	6 $\frac{1}{2}$	2	26 $\frac{1}{2}$	...	...	...	3	3	...	...	...	...	6	
P	"	15	20	8	3	5	2	28 $\frac{1}{2}$	...	...	4	...	6	...	...	...	...	10	
R	Single Fairlie	12 $\frac{1}{2}$	16	6	3	6 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	3	9	6	...	...	...	...	18	
S	"	13	16	6	3	6 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	...	4	...	...	...	...	...	4	
T	Tender	15	18	8	3	6 $\frac{1}{2}$	2	25 $\frac{1}{2}$	...	...	...	...	6	...	...	...	...	6	
U	" N.Z.R.	16	20	6	4	6	4	30	...	...	...	...	8	...	...	...	...	8	
U	" American	16	20	6	4	1 $\frac{1}{8}$	4	26 $\frac{3}{8}$	...	...	...	...	10	...	...	...	...	10	
U	" English	16	20	6	4	1	4	30	...	...	...	...	6	...	...	...	...	6	
V	"	15	20	6	4	1 $\frac{1}{8}$	4	26 $\frac{3}{8}$	...	...	...	...	10	...	...	...	...	10	
W	Tank	14	20	6	3	6 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	2	...	...	...	...	...	2	
WA	" N.Z.R.	14	20	6	3	3 $\frac{3}{4}$	4	28 $\frac{1}{2}$	...	...	1	6	1	...	...	...	...	8	
WA	" American	14	20	6	3	3 $\frac{3}{4}$	4	25	...	1	...	9	...	...	2	...	...	12	
	Total	...	...	...	...	...	...	...	2	3	3	39	86	144	11	9	4	4	305

RETURN NO. 15.

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

Colony.	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile for Total Mileage constructed.	Population per Mile of Railway.	Cost per Head of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.	Working expenses per Train Mile.	Profit on Working.	Net Earnings per Train Mile.	Percentage of Net Earnings to Capital.	Percentage of Working expenses to Earnings.	Earnings per Head of Population.	Passengers carried.	Tonnage of Goods.	Earnings per Average Mile open.	Working expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.				Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending.			
																							Maintenance per Mile of Railway.	Locomotive and Wagon per Train Mile.	Traffic per Cent. of Revenue.	General Charges (including Com-pensation, &c.) per Cent. of Revenue.							
Victoria ..	87,984	1,176,854	3,186	5 3	£ 39,658,819	£ 12,327,369	£ 33 14	0 10	107,549	3,025,162	71-83	£ 1,807,301	£ 42-91	£ 1,217,861	29-92	3-07	59-74	2 11	549,332	2,998,308	950	567	383	156	16-15	18-67	2-11	518	1,129	9,566	1900. 30 June.		
New South Wales	310,700	1,346,240	2,777	4 8½	£ 38,477,269	£ 13,687,485	£ 28 11	7	8,894,352	3,163,572	85-24	£ 1,769,520	£ 47-75	£ 1,394,052	37-49	3-63	55-93	7	26,486	873,531	1,153	645	508	148	21-82	15-14	2-40	489	785	11,219	1899.		
Cape of Good Hope	221,311	458,000	1,990	3 6	£ 21,385,083	£ 10,518,230	£ 46 13	10	7,958,434	2,792,975	84-20	£ 1,830,321	£ 55-20	£ 962,654	29-00	4-63	65-50	2	0 11	1,006	870	1,404	920	484	173	26-50	16-60	3-21	475	645	7,412	1899. 31 Dec. 19 0.	
Queensland ..	668,224	512,604	2,801	3 6	£ 19,320,902	£ 6,897,183	£ 37 13	10	6,426,054	1,464,399	54-69	£ 948,691	£ 35-43	£ 515,708	29-26	2-67	64-78	2 17	2	4,395	841	1,688	524	185	120	13-41	15-13	2-20	335	388	6,141	30 June.	
South Australia ..	903,690	369,453	1,875	3 6 { 5 3	£ 14,225,354	£ 7,587,197	£ 38 10	1	4,209,698	1,181,786	67-37	£ 682,181	£ 38-89	£ 499,605	28-47	3-51	57-72	4	0	7,419	380	1,488	630	266	97	18-34	13-80	1-29	353	414	6,288	1899.	
Natal ..	20,461	59,596	518	3 6	£ 7,267,588	£ 14,080,115	£ 121 18	11	2,750,955	940,100	82-01	£ 628,942	£ 54-87	£ 311,157	27-14	4-28	66-90	15 15	6	1,428	317	976	987	1,815	1,214	22-31	16-94	13-22	129	270	2,114	31 Dec.	
Western Australia	975,876	176,637	1,355	3 6	£ 6,856,363	£ 5,060,130	£ 38 16	4	4,216,161	1,259,512	71-70	£ 861,470	£ 49-04	£ 398,042	22-66	5-81	68-40	2	7	6,225	068	1,384	040	636	294	135	25-15	20-07	1-52	233	260	4,777	1900.
Tasmania ..	26,215	182,508	445	3 6 { 5 6	£ 3,604,222	£ 8,233,410	£ 19 15	0	806,089	193,158	57-50	£ 152,798	£ 45-49	£ 40,360	12-01	1-11	79-10	1	2	640	587	312	446	343	91	126	15-40	19-34	3-90	67	183	1,166	31 Dec. 1899.
New Zealand ..	104,471	746,673	2,090	3 6	£ 16,404,076	£ 7,849,357	£ 21 19	5	3,968,708	1,469,665	89-00	£ 929,797	£ 56-22	£ 539,928	32-78	3-29	63-26	1 19	4	4,955	558	2,624	059	712	262	173	18-46	16-67	3-02	293	550	9,792	1899. 31 Mar.
" ..	104,471	758,616	2,099	3 6	£ 16,703,887	£ 7,958,961	£ 22 0	5	4,187,893	1,623,891	93-00	£ 1,052,358	£ 60-31	£ 571,533	32-69	3-42	64-80	2 10	5	468	284	3,127	824	774	273	188	21-35	16-17	2-93	304	577	10,295	31 Mar. 1901.
" ..	104,471	815,349	2,174	3 6	£ 17,207,328	£ 7,915,375	£ 21 2	1	4,620,971	1,727,236	89-75	£ 1,127,848	£ 58-58	£ 599,388	31-17	3-47	65-30	2 4	6	243	593	3,339	687	794	276	196	19-99	17-15	2-99	306	603	10,868	31 Mar. 1899.





RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1882 to 31st March, 1901.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.				Drays.	Cattle.	Sheep.	Pigs.	Lime-Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.	
				No.	Revenue.	No.	Revenue.	Parcels.	Horses.	Carriages.	Dogs.																		Revenue.
1881-82	1,310	£ 9,443,000	2,502,804	2,911,477	£ 329,492	7,564	£ ..	No. 286,741	No. 8,597	No. 899	No. 21,273	£ 32,213	No. 703	No. 23,914	No. 292,621	No. 27,216	5,810	44,681	73,655	192,905	375,725	311,279	433,659	1,437,714	491,057	30,153	£ 9,111	£ 992,026	d. 85.50
1882-83	1,358	10,478,998	2,785,685	3,283,378	362,106	8,621	..	308,620	9,850	975	22,716	34,658	928	27,605	421,671	27,799	11,810	51,703	75,740	197,231	367,428	350,823	510,088	1,564,823	518,330	29,496	8,757	953,347	82.00
1883-84	1,396	11,078,500	2,841,745	3,272,644	321,615	9,036	14,763	325,675	9,555	906	24,666	35,142	939	29,675	627,090	29,522	16,470	62,067	81,255	183,449	432,223	350,263	574,313	1,700,040	548,918	31,644	9,221	961,304	81.00
1884-85	1,477	11,810,194	2,882,422	3,232,886	348,628	8,999	16,406	313,047	10,358	793	24,020	35,592	756	32,738	666,522	30,268	17,030	68,523	86,670	178,909	414,590	365,623	618,511	1,749,856	611,504	23,160	10,422	1,045,712	87.00
1885-86	1,613	12,472,814	3,020,550	3,362,266	346,895	10,717	16,482	317,242	9,518	653	22,668	33,271	660	36,634	781,470	40,558	14,985	74,778	80,280	202,571	413,847	368,225	669,081	1,823,767	622,810	16,732	11,229	1,047,410	83.00
1886-87	1,727	13,017,567	3,008,949	3,426,403	339,255	11,821	16,998	341,634	9,165	689	21,598	33,749	597	37,435	856,431	48,151	22,110	82,963	73,040	175,581	345,254	329,227	719,579	1,747,754	581,350	14,893	12,523	998,768	79.50
1887-88	1,758	13,352,978	2,944,786	3,451,850	334,926	11,518	17,800	368,680	9,301	619	21,128	34,727	592	32,766	857,397	50,046	22,190	84,147	65,860	158,024	358,022	347,379	700,140	1,735,762	579,359	14,611	13,420	994,843	81.00
1888-89	1,777	13,472,837	2,796,007	3,132,803	305,632	11,817	17,816	370,707	8,378	650	19,971	34,101	547	29,426	842,840	47,126	24,335	78,203	67,045	160,399	447,027	356,732	786,690	1,920,431	610,488	15,663	13,915	997,615	5.50
1889-90	1,809	13,899,955	2,868,203	3,376,459	347,844	12,311	21,504	375,271	9,358	708	21,209	37,097	678	31,700	985,336	51,539	37,900	91,214	77,454	172,814	498,198	399,258	797,117	2,073,955	655,007	18,091	16,027	1,095,570	91.50
1890-91	1,842	14,278,586	2,894,776	3,433,629	333,122	13,881	20,471	380,319	9,790	757	22,965	38,997	582	35,209	1,258,471	54,684	29,800	87,701	73,650	153,078	528,683	385,020	828,079	2,086,011	690,779	20,718	17,615	1,121,701	93.00
1891-92	1,869	14,656,691	3,010,489	3,555,764	342,563	16,341	22,054	393,407	11,370	819	25,439	41,795	653	36,248	1,067,614	49,639	26,605	85,888	87,834	170,520	442,277	379,768	873,899	2,066,791	671,469	19,388	18,163	1,115,432	88.75
1892-93	1,886	14,733,120	3,002,174	3,759,044	367,594	16,504	23,025	420,610	12,993	921	26,780	44,801	796	33,597	1,321,046	38,814	34,314	96,841	88,186	168,910	523,637	397,411	884,031	2,193,330	707,786	18,830	19,486	1,181,522	94.50
1893-94	1,948	15,137,036	3,113,231	3,972,701	378,480	17,226	23,540	448,770	12,350	793	25,667	45,206	831	39,223	1,356,434	38,022	38,610	101,340	84,658	183,192	411,191	377,116	864,538	2,060,645	686,469	18,563	20,535	1,172,793	90.25
1894-95	1,993	15,352,613	3,221,620	3,905,578	360,243	28,623	24,906	444,981	11,185	750	23,517	43,270	705	40,890	1,519,921	43,292	36,972	103,328	85,102	198,578	388,556	377,938	857,917	2,048,391	683,726	17,265	21,441	1,150,851	85.75
1895-96	2,014	15,425,532	3,307,226	4,162,426	359,822	36,233	29,412	455,511	11,115	716	22,551	54,736	693	39,651	1,839,712	53,346	53,260	99,363	78,804	213,132	374,699	389,881	878,659	2,087,798	698,115	18,466	22,400	1,183,041	85.75
1896-97	2,018	15,577,392	3,409,218	4,439,387	378,684	43,069	31,476	489,825	11,347	778	22,891	58,084	841	35,909	1,964,110	52,327	60,542	98,958	80,014	257,825	423,888	415,448	1,032,252	2,368,927	774,163	20,225	23,526	1,286,158	90.50
1897-98	2,055	15,993,903	3,666,483	4,672,264	399,262	48,660	34,168	530,993	9,936	862	23,069	60,872	926	44,935	2,356,595	42,784	77,226	103,055	83,656	313,073	427,448	465,041	1,048,868	2,518,367	837,590	19,631	24,485	1,376,008	90.00
1898-99	2,090	16,404,076	3,968,708	4,955,553	438,367	55,027	37,186	589,372	10,348	998	24,963	66,418	1106	55,878	2,518,233	34,512	83,084	97,396	87,038	310,266	420,071	478,851	1,147,353	2,624,059	882,077	20,328	25,289	1,469,665	89.00
1899-1900	2,104	16,703,887	4,187,893	5,468,234	474,793	63,335	40,228	624,115	11,474	1159	27,066	68,488	1345	65,063	2,523,787	36,049	77,292	104,621	92,126	334,677	764,033	536,428	1,218,698	3,127,874	985,723	25,135	29,524	1,623,891	93.00
1900-1901	2,212	17,207,328	4,620,971	6,243,593	503,051	82,921	41,925	633,770	11,421	1336	30,658	72,712	1566	72,868	2,412,191	51,059	78,844	96,519	92,830	380,803	772,571	551,879	1,366,241	3,339,687	1,051,695	28,601	29,253	1,727,236	89.75

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way.			Locomotive Power.			Carriages and Wagons.			Traffic.			Head and Departmental Offices.			General Charges and Sundries.			Less Credit Recoveries.			Total Expenditure.	
			Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.		Per Train-mile.
1881-82	d. 50.16	£ 58.64	£ 180,122	£ 20.19	£ 138.67	d. 17.27	£ 136,666	£ 15.32	d. 13.10	£ 35,867	£ 4.02	d. 3.44	£ 140,945	£ 15.80	d. 13.52	£ ..	£ ..	£ ..	£ 29,500	£ 3.31	d. 2.83	£ ..	£ ..	£ ..	£ 523,099
1882-83	51.07	62.18	209,823	22.01	155.54	18.08	153,607	16.11	13.23	38,887	4.08	3.35	156,334	16.40	13.47	..	..	..	34,170	3.58	2.94	..	..	..	592,821
1883-84	55.40	68.24	233,936	24.34	169.29	19.76	162,558	16.91	13.73	51,304	5.34	4.33	166,848	17.36	14.09	..	..	..	41,345	4.30	3.49	..	..	..	655,990
1884-85	57.45	65.99	254,329	24.32	176.87	21.18	166,576	15.93	13.87	56,245	5.38	4.68	171,822	16.43	14.30	..	..	..	41,055	3.93	3.42	..	..	..	690,026
1885-86	54.85	65.91	247,566	23.64	160.32	19.67	162,860	15.55	12.94	55,303	5.28	4.40	180,352	17.22	14.33	..	..	..	44,259	4.22	3.51	..	..	..	690,340
1886-87	55.76	69.99	252,530	25.28	149.85	20.14	166,407	16.66	13.27	59,107	5.92	4.72	177,825	17.80	14.18	..	..	..	43,203	4.33	3.45	..	..	..	699,072
1887-88	56.02	69.09	246,340	24.76	141.35	20.08	159,757	16.06	13.02	65,018	6.54	5.30	173,991	17.49	14.18	..	..	..	42,222	4.24	3.44	..	..	..	687,328
1888-89	55.54	64.86	232,915	23.35	131.31	19.99	153,807	15.42	13.20	55,422	5.55	4.76	176,995	17.74	15.19	..	..	..	27,906	2.80	2.40	..	..	..	647,045
1889-90	57.13	62.32	242,075	22.10	134.70	20.26	159,180	14.53	13.32	67,211	6.13	5.62	182,427	16.65	15.27	..	..	..	31,894	2.91	2.66	..	..	..	682,787
1890-91	58.09	62.47	241,330	21.51	132.27	20.01	172,064	15.34	14.26	66,228	5.91	5.49	193,461	17.25	16.04	..	..	..	27,622	2.46	2.29	..	..	..	700,703
1891-92	56.32	63.34	245,163	21.98	131.41	19.54	177,156	15.88	14.12	57,723	5.17	4.60	198,654	17.81	15.84	..	..	..	27,822	2.50	2.22	..	..	..	706,517
1892-93	58.53	61.97	262,600	22.23	140.18	20.99	183,774	15.55	14.69	53,962	4.57	4.32	202,153	17.11	16.16	..	..	..	29,653	2.51	2.37	..	..	..	732,142
1893-94	56.69	62.70	268,451	22.89	140.35	20.70	177,833	15.16	13.71	56,470	4.82	4.35	201,166	17.15	15.51										



## RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1901.

Service.	Period.	Name of Contractor.	Rate.
Uniform caps—			
Stationmasters .. .. .	31/3/1901	T. Parker and Co. .. .. .	15/ each.
Guards and porters .. .. .	"	" .. .. .	3/11 "
Drivers and firemen .. .. .	"	" .. .. .	4/8 "
Uniform suits—			
Stationmasters .. .. .	"	Wellington Woollen Company .. .. .	As per schedule.
Guards .. .. .	"	" .. .. .	"
Porters .. .. .	"	" .. .. .	"
Timber and piles, ironbark .. .. .	Jan., 1901	E. D. Pike and Co. .. .. .	"
" .. .. .	Mar., "	Murray, Arnold, and Co. .. .. .	"
" .. .. .	Feb., "	Allen Taylor .. .. .	23/4 per 100 sup. ft., and 2/6 per lin. ft.
General stores—			
Auckland—			
General ironmongery .. .. .	31/3/1901	Briscoe, MacNeil, and Co. .. .. .	As per schedule.
Cement and lime .. .. .	"	" .. .. .	"
Brushware .. .. .	"	" .. .. .	"
Ship-chandlery, &c. .. .. .	"	" .. .. .	"
Oils, colours, &c. .. .. .	"	" .. .. .	"
Iron and steel .. .. .	"	" .. .. .	"
Drain-pipes, &c. .. .. .	"	J. J. Craig .. .. .	"
Iron, sheet, galvanised .. .. .	"	The Southern Cross Galvanised-iron Manufacturing Company .. .. .	"
Wellington—			
General ironmongery .. .. .	"	E. W. Mills and Co. .. .. .	"
Leather, &c. .. .. .	"	" .. .. .	"
Ship-chandlery, &c. .. .. .	"	" .. .. .	"
Furnishing ironmongery .. .. .	"	Cameron and Christie .. .. .	"
Brushware .. .. .	"	" .. .. .	"
Cement and lime .. .. .	"	Milburn Lime and Cement Company .. .. .	"
Oils, colours, &c. .. .. .	"	Smith and Smith .. .. .	"
Iron and steel .. .. .	"	Briscoe, MacNeil, and Co. .. .. .	"
Drain-pipes, &c. .. .. .	"	P. Hutson and Co. .. .. .	"
Christchurch—			
General ironmongery .. .. .	"	Ashby, Bergh, and Co. .. .. .	"
Furnishing ironmongery .. .. .	"	" .. .. .	"
Cement and lime .. .. .	"	" .. .. .	"
Leather, &c. .. .. .	"	" .. .. .	"
Brushware .. .. .	"	" .. .. .	"
Drain-pipes, &c. .. .. .	"	" .. .. .	"
Ship-chandlery, &c. .. .. .	"	E. Reece and Sons .. .. .	"
Oils, colours, &c. .. .. .	"	" .. .. .	"
Iron and steel .. .. .	"	John Anderson .. .. .	"
Dunedin—			
General ironmongery .. .. .	"	New Zealand Hardware Company .. .. .	"
Furnishing ironmongery .. .. .	"	John Edmond .. .. .	"
Leather, &c. .. .. .	"	" .. .. .	"
Brushware .. .. .	"	" .. .. .	"
Ship-chandlery, &c. .. .. .	"	" .. .. .	"
Oils, colours, &c. .. .. .	"	Smith and Smith .. .. .	"
Iron and steel .. .. .	"	A. Briscoe and Co. .. .. .	"
Drain-pipes, &c. .. .. .	"	" .. .. .	"
Cement and lime .. .. .	"	Milburn Lime and Cement Company .. .. .	"
Coal-supply—			
Auckland .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	20/6 per ton.
" .. .. .	"	Taupiri Coal-mines (Limited) .. .. .	7/ "
" .. .. .	"	Westport Coal Company .. .. .	20/ "
Wellington-Napier-New Plymouth	"	Greymouth-Point Elizabeth Coal Co. .. .. .	23/ "
" .. .. .	"	Blackball Coal Company .. .. .	20/6 "
" .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	24/ "
" .. .. .	"	" .. .. .	23/ "
" .. .. .	"	" .. .. .	22/6 "
" .. .. .	"	" .. .. .	18/ "
" .. .. .	"	Blackball Coal Company .. .. .	18/6 "
" .. .. .	"	Westport Coal Company .. .. .	21/6 "
" .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	22/6 "
Picton .. .. .	"	Westport Coal Company .. .. .	21/ "
Nelson .. .. .	"	" .. .. .	8/ "
Westport .. .. .	"	Westport Coal Company .. .. .	7/6 "
Greymouth .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	11/ "
" .. .. .	"	Blackball Coal Company .. .. .	11/ "
Lyttelton .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	19/ "
" .. .. .	"	Harry Levick .. .. .	10/ "
" .. .. .	"	Westport Coal Company .. .. .	18/6 "
Timaru .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	21/ "
" .. .. .	"	Blackball Coal Company .. .. .	19/3 "
Oamaru .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	21/6 "
" .. .. .	"	Blackball Coal Company .. .. .	19/3 "
Port Chalmers-Gore .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	20/6 "
" .. .. .	"	Kaitangata Coal Company .. .. .	7/ "
" .. .. .	"	" .. .. .	2/6 "
South of Gore .. .. .	"	Greymouth-Point Elizabeth Coal Co. .. .. .	21/6 "
" .. .. .	"	Nightcaps Coal Company .. .. .	7/1 "
" .. .. .	"	Blackball Coal Company .. .. .	20/ "

RETURN No. 17—*continued.*  
STATEMENT of STORES CONTRACTS CURRENT, ETC.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Coal supply— <i>continued.</i>			
Workshops, Auckland .. ..	31/3/1901	J. J. Craig .. ..	20/ per ton.
"    Wanganui .. ..	"	Greymouth-Point Elizabeth Coal Co. ..	22/ "
"    Wellington .. ..	"	" .. ..	17/6 "
"    Lyttelton .. ..	"	" .. ..	18/6 "
"    Port Chalmers .. ..	"	" .. ..	19/6 "
Native timber supply—			
Napier .. ..	"	Robert Holt .. ..	As per schedule.
Wanganui .. ..	"	Palmerston North Sash, Door, and Timber Company .. ..	"
Christchurch .. ..	"	John Waller and Son .. ..	"
Dunedin and Invercargill.. ..	"	Thomson, Bridger, and Co. .. ..	"
" .. ..	"	Massey and Co. .. ..	"
Horse-forage, Auckland .. ..	"	W. and G. Winstone .. ..	"
"    Christchurch .. ..	"	Thomas Wreaks .. ..	"
Iron castings, Christchurch .. ..	"	John Anderson .. ..	"
Steel castings, Auckland .. ..	"	Wilkinson, Callon, and Co. .. ..	4½d. per lb.
"    Wellington .. ..	"	" .. ..	4½d. "
"    Christchurch .. ..	"	" .. ..	4½d. "
"    Dunedin .. ..	"	" .. ..	4½d. "
Sleeper-supply—Auckland Section—			
300 totara sleepers .. ..	31/12/1900	Joseph Lowry .. ..	3/ each.
250 " .. ..	"	A. Kania .. ..	3/ "
1,000 " .. ..	"	Thomas Aspden .. ..	3/3 "
3,000 puriri sleepers .. ..	"	Henry and McAnally .. ..	4/ "
Kaihu and Auckland Sections—			
1,000 puriri sleepers .. ..	"	E. Brenstrum .. ..	3/6 "
1,050 " .. ..	"	A. Wilson .. ..	3/6 and 2/ each.
350 " .. ..	"	G. Smith .. ..	3/6 each.
250 " .. ..	"	J. McCloy .. ..	3/6 "
1,000 " .. ..	"	H. Fulton .. ..	4/ "
500 totara .. ..	"	" .. ..	3/6 "
Wellington—Napier—New Plymouth—			
2,000 totara sleepers .. ..	"	R. and C. Lane .. ..	3/ "
1,000 " .. ..	"	Luxford and Wylde .. ..	3/ "
2,000 " .. ..	"	W. Murray .. ..	3/ "
1,500 " .. ..	"	A. T. Jensen .. ..	3/ "
40 " .. ..	"	J. H. Redfern .. ..	3/ "
3,000 " .. ..	"	Henry Carlson .. ..	3/ "
1,500 " .. ..	"	Johansen and Berkahn .. ..	3/ "
2,000 " .. ..	"	M. Mortensen .. ..	3/ "
3,000 " .. ..	"	A. Bergersen .. ..	3/ "
2,000 " .. ..	"	J. R. Anderson .. ..	3/ "
1,000 " .. ..	"	Hawke's Bay Timber Company (Limited) ..	3/ "
600 " .. ..	"	A. S. Whitson .. ..	3/ "
300 " .. ..	"	M. Clark .. ..	3/ "
350 " .. ..	"	O. W. Johansen .. ..	3/ "
300 rimu sleepers .. ..	"	J. M. Shotter and E. Vickers.. ..	2/6 "
500 totara sleepers .. ..	"	F. Palmer .. ..	3/ "
3,500 " .. ..	"	J. Stewart .. ..	3/ "
500 rimu sleepers .. ..	"	W. Goodwin .. ..	2/6 "
1,000 " .. ..	"	V. Kovaleski and A. Walker .. ..	2/6 "
500 " .. ..	"	P. Kaspar .. ..	2/6 "
1,000 " .. ..	"	F. Kovaleski and T. Vickers .. ..	2/6 "
10,000 " .. ..	"	Taranaki Sawmillers' Co-operative Association ..	2/9 "
500 " .. ..	"	Evan Jones .. ..	2/6 "
800 totara sleepers .. ..	"	G. Page .. ..	3/ "
1,000 " .. ..	"	Charles Patterson .. ..	3/ "
300 rimu sleepers .. ..	"	W. McCracken .. ..	2/6 "
600 " .. ..	"	Evan Jones .. ..	2/6 "
1,000 totara sleepers .. ..	"	C. E. de Malmanche .. ..	3/ "
400 " .. ..	"	J. McHalick .. ..	3/ "
250 " .. ..	"	T. R. Wilton .. ..	2/6 "
4,000 " .. ..	"	A. Pryde and Sons .. ..	3/ "
2,000 " .. ..	"	C. Engstrom .. ..	3/ "
3,000 " .. ..	"	A. Quinlan .. ..	3/ "
1,500 " .. ..	"	T. Williams .. ..	3/ "
4,000 " .. ..	"	Be. de Malmanche .. ..	3/ "
3,000 " .. ..	31/3/1901	Andrew Quinlan .. ..	3/ "
Westport Section—			
2,000 yellow-pine sleepers .. ..	31/12/1900	M. Williams .. ..	3/ "
600 totara sleepers .. ..	"	George Jamieson .. ..	3/ "
1,500 totara and yellow-pine sleepers ..	"	Dennehy Brothers .. ..	3/ and 3/6 each.
1,500 " .. ..	"	William Gibson .. ..	3/ each.
1,100 " .. ..	"	B. Lambert .. ..	2/9 "
700 totara sleepers .. ..	"	P. Ahern .. ..	2/9 "
500 silver-pine sleepers.. ..	"	N. Barry .. ..	2/9 "
1,000 " .. ..	"	D. Blanche .. ..	2/9 "

RETURN No. 17—*continued.*  
STATEMENT of STORES CONTRACTS CURRENT, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
<b>Sleeper supply—Westport Section—<i>ctd.</i></b>			
3,000 yellow-pine sleepers	31/12/00	William Gibson .. ..	2/9 and 3/3 each.
2,000 "	"	F. Fox .. ..	2/9 each.
400 "	"	J. Love .. ..	2/9 "
1,000 "	"	J. T. Lines .. ..	2/9 "
1,500 "	"	P. McCreedy .. ..	2/9 "
1,000 "	"	E. O'Keefe .. ..	2/9 "
600 "	"	E. Jamieson .. ..	2/9 "
2,000 "	"	T. I. Tiller .. ..	2/9 "
1,000 "	"	J. Hobbs .. ..	2/9 "
1,000 "	"	P. Ahern .. ..	2/9 "
<b>Greymouth Section—</b>			
500 silver-pine sleepers	"	D. Ross .. ..	2/9 "
250 "	"	J. M. Hannah .. ..	2/8 "
1,100 "	"	P. Magee .. ..	2/9 "
250 "	"	W. Wratt .. ..	2/4 <sup>1</sup> "
1,000 "	"	W. A. Lawson .. ..	2/9 "
2,000 "	"	H. Hearn and party ..	2/8 "
500 "	"	A. Hunt .. ..	2/6 "
1,600 "	"	H. Lundquist .. ..	2/8 "
2,000 "	"	J. Tibbles .. ..	2/9 "
1,000 "	"	I. Bryan .. ..	2/9 "
1,000 "	"	T. King .. ..	2/9 "
5,000 "	"	G. Belemi .. ..	2/9 "
300 "	"	E. Coombe .. ..	2/6 "
300 "	"	E. G. Gosling .. ..	2/9 "
400 "	"	T. O'Brien .. ..	2/9 "
600 "	"	E. J. Gale .. ..	2/9 "
300 "	"	G. H. Herring .. ..	2/6 "
1,000 "	"	E. McCormick .. ..	2/6 "
1,000 "	"	W. Gamberozzie .. ..	2/9 "
4,000 "	"	J. Marshall .. ..	2/9 "
2,000 "	"	Kettle Bros. .. ..	2/6 and 2/8 each.
1,000 "	"	J. O'Neil .. ..	2/8 each.
500 "	"	R. A. Stewart .. ..	2/6 "
500 "	"	R. M. Stewart .. ..	2/9 "
300 "	"	J. Havill .. ..	2/9 "
2,000 silver-pine and totara sleepers	"	Sadler and Contanche	2/9 "
500 silver-pine sleepers	"	Friend and McBride ..	3/ "
2,000 "	"	J. and J. Molloy .. ..	2/9 "
1,000 "	"	J. Dixon .. ..	2/9 "
1,000 "	"	H. Hunt .. ..	2/9 "
500 "	"	L. Hahn .. ..	2/9 "
2,000 "	"	T. Saunders .. ..	2/9 "
600 silver-pine and totara sleepers	"	C. A. Merveldt .. ..	2/9 "
4,000 "	"	J. W. Easson and Co. ..	2/9 "
1,500 silver-pine sleepers	"	J. Matson and P. Johnson	2/9 "
2,000 "	"	W. H. Hunt and C. Sweetman	2/9 "
1,000 silver-pine and totara sleepers	"	J. Martyn .. ..	2/9 "
30,000 silver-pine sleepers	"	Baxter Bros. .. ..	2/10 "
1,000 "	"	B. Hands .. ..	2/9 "
1,500 "	"	W. Peacock .. ..	2/9 "
5,000 "	"	Butler Bros. .. ..	2/10 "
500 totara sleepers	"	W. Wratt .. ..	2/3 "
1,000 "	"	White and Costigan ..	2/9 "
250 "	"	J. Sullivan .. ..	2/6 "
250 "	"	J. Hahn .. ..	2/9 "
700 silver-pine sleepers	"	J. Creagh .. ..	3/ "
500 "	"	D. O'Brien .. ..	3/ "
1,000 "	"	R. Andrews .. ..	3/ "
2,000 "	"	Stratford, Blair, and Co.	3/ "
2,000 "	"	J. H. Williams .. ..	3/ "
1,000 "	"	W. J. Malone .. ..	3/ "
400 "	"	J. Taylor .. ..	3/ "
300 "	"	L. L. Anderson .. ..	3/ "
250 "	"	W. Stephen .. ..	3/ "
1,500 silver-pine and totara sleepers	"	J. M. Hannah .. ..	3/ "
4,000 "	"	E. Lockington .. ..	3/ "
500 silver-pine sleepers	"	G. Punch .. ..	3/ "
500 "	"	Muir Bros. .. ..	3/ "
700 "	"	J. McDiarmid .. ..	3/ "
1,000 "	"	W. Punch .. ..	3/ "
200 "	"	J. Hahn .. ..	3/ "
11,000 "	"	J. McMahan .. ..	3/ "
2,000 "	"	W. McLean .. ..	3/ "
1,000 "	"	F. C. Gosling .. ..	3/ "
<b>Dunedin Section—</b>			
300 totara sleepers	"	J. Forsyth .. ..	3/ "
1,000 totara and black-pine	"	J. Thomson .. ..	3/ and 2/3 each.
600 "	"	W. Spence .. ..	3/ and 2/3 "
500 "	"	C. R. Eason .. ..	3/ and 2/3 "
250 black-pine sleepers	"	J. Forsyth .. ..	2/3 each.
250 "	"	D. McNutt .. ..	2/3 "
200 totara sleepers	"	D. Cherry .. ..	3/ "
100 "	"	W. Chapman .. ..	3/ "

RETURN NO. 17—*continued.*  
STATEMENT OF STORES, CONTRACTS CURRENT, &C.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
<b>Sleeper-supply—Dunedin Section—<i>ctd.</i></b>			
400 black-pine sleepers ..	31/12/1900	W. Chapman ..	2/3 each.
300 totara sleepers ..	"	W. Carlton ..	3/ "
500 black-pine sleepers ..	"	" ..	2/1 "
250 totara sleepers ..	"	J. Donald ..	3/ "
250 black-pine sleepers ..	"	" ..	2/3 "
500 " ..	"	W. Wilson ..	2/3 "
1,000 totara sleepers ..	"	Wingfield and Smith ..	3/ "
1,000 matai sleepers ..	"	" ..	2/3 "
500 " ..	"	Cooper and Lumsden ..	2/3 "
200 totara sleepers ..	"	J. Sime ..	3/ "
100 matai sleepers ..	"	" ..	2/3 "
800 " ..	"	J. McNeil ..	2/3 "
1,000 " ..	"	Mitchell and Harris ..	2/3 "
400 totara and matai sleepers ..	"	T. Dowling ..	3/ and 2/3 each.
250 matai sleepers ..	"	B. Morris ..	2/3 each.
400 " ..	"	J. Landreth ..	2/3 "
250 totara sleepers ..	"	" ..	3/ "
2,000 matai sleepers ..	"	Latta Bros. ..	2/3 "
400 totara and matai ..	"	R. L. McLatchie ..	3/ and 2/3 each.
500 totara sleepers ..	"	W. B. Horan ..	3/ each.
300 " ..	"	H. Tobin ..	3/ "
400 " ..	"	J. Sharpe ..	3/ "
250 " ..	"	W. Williamson ..	3/ "
<b>Invercargill Section—</b>			
300 totara and matai sleepers ..	"	J. Mackay ..	3/ and 2/3 each.
250 totara sleepers ..	"	J. Murdoch ..	3/ "
250 " ..	"	Neil McAra ..	3/ "
5,000 matai sleepers ..	"	W. T. Boyd and Co. ..	2/3 "
250 " ..	"	H. J. Fosbender ..	2/3 "
300 totara sleepers ..	"	" ..	3/ "
500 matai sleepers ..	"	H. Knowler ..	2/3 "
500 totara sleepers ..	"	" ..	3/ "
2,000 matai sleepers ..	"	Trail Bros. and Smithies ..	2/ "
300 totara sleepers ..	"	" ..	3/ "
2,000 matai sleepers ..	"	Pettigrew Bros. ..	2/3 "
250 " ..	"	H. S. Pankhurst ..	2/3 "
250 totara sleepers ..	"	" ..	3/ "
5,000 matai sleepers ..	"	B. Savage ..	2/3 "
1,000 totara sleepers ..	"	" ..	3/ "
4,000 matai sleepers ..	"	W. J. Perry ..	2/ "
250 totara sleepers ..	"	C. Ward ..	3/ "
600 totara and matai sleepers ..	"	W. P. Lawrence ..	3/ and 2/3 each.
1,500 totara sleepers ..	"	G. Pearce and Sons ..	3/ "
900 " ..	"	D. McKay ..	3/ "
250 " ..	"	T. Watson ..	3/ "
250 " ..	"	McAra and Taylor ..	3/ "
200 " ..	"	J. Millard ..	3/ "
300 matai sleepers ..	"	" ..	2/3 "
5,000 " ..	"	Watson Bros. and Harrington ..	2/ "
800 " ..	"	Mosan Bros. ..	2/3 "
200 totara sleepers ..	"	" ..	3/ "
5,000 matai sleepers ..	"	A. and D. Macpherson ..	2/3 "
5,000 " ..	"	Jack Bros. ..	2/3 "
500 " ..	"	Massey and Co. ..	2/3 "
1,200 totara sleepers ..	"	T. Shave ..	3/ and 3/8 each.
1,000 " ..	"	D. Thomas, jun. ..	3/ each.
800 " ..	"	C. Jaspersen ..	3/ "
60,000 matai sleepers ..	"	A. R. Wallis ..	2/3 "
250 totara sleepers ..	"	Jacob Alsweller ..	3/ "
1,000 black-pine sleepers ..	"	E. and A. Harrington ..	2/3 "
<b>Hardwood sleepers—</b>			
5,000 at Auckland ..	1/6/1901	O'Neil and Goldsmith ..	4/1 "
5,000 " ..	31/3/1901	" ..	4/1 "
5,000 " ..	"	E. D. Pike and Co. ..	4/1 "
5,000 " ..	"	" ..	4/1 "
10,000 " ..	"	Murray, Arnold, and Co. ..	4/3 "
9,000 " ..	31/5/1901	James Stewart ..	3/9 "
10,000 at Wellington ..	31/3/1901	O'Neil and Goldsmith ..	4/ "
20,000 " ..	"	" ..	4/1 "
15,000 " ..	31/12/1901	" ..	4/1 "
10,000 " ..	31/3/1901	E. D. Pike and Co. ..	4/1 "
10,000 " ..	"	Murray, Arnold, and Co. ..	4/1 "
5,000 at Lyttelton ..	"	O'Neil and Goldsmith ..	4/1 "
5,000 " ..	31/12/1901	" ..	4/1 "
15,000 " ..	31/3/1901	Murray, Arnold, and Co. ..	4/1 "
15,000 at Dunedin ..	"	O'Neil and Goldsmith ..	4/ "
20,000 " ..	"	" ..	4/1 "
15,000 " ..	31/12/1901	" ..	4/1 "
15,000 " ..	31/3/1901	E. D. Pike and Co. ..	4/ and 4/1 each.
5,000 " ..	"	" ..	4/1 each.

## RETURN No. 17—continued.

## STATEMENT OF STORES, CONTRACTS CURRENT, ETC.—continued.

Service.	Period.	Name of Contractor.	Rate.
Sleeper-supply—continued.			
Auckland District—			
16,500 totara sleepers .. ..	31/3/1901	Settlers .. ..	3/ to 3/6 each.
10,000 puriri sleepers .. ..	"	" .. ..	2/6 to 4/1 "
9,900 kauri sleepers .. ..	"	" .. ..	3/2 and 3/3 each.
Marlborough District—			
3,400 birch sleepers .. ..	"	" .. ..	2/ each.
Westport District—			
1,100 totara sleepers .. ..	"	" .. ..	2/9 and 3/ each.
8,300 yellow-pine sleepers .. ..	"	" .. ..	3/ and 3/6 "
Greymouth District—			
15,000 silver-pine sleepers .. ..	"	" .. ..	3/ each.
Dunedin District—			
9,000 matai sleepers .. ..	"	" .. ..	2/, 2/3 each.
2,000 totara sleepers .. ..	"	" .. ..	3/ "
Invercargill District—			
10,000 matai sleepers .. ..	"	" .. ..	2/ and 2/3 each.
6,000 totara sleepers .. ..	"	" .. ..	3/ each.
Timber supply—Auckland District—			
490,000 sup. ft. kauri .. ..	"	Mills in district .. ..	8/ to 17/ per 100 ft.
45,000 sup. ft. red-pine .. ..	"	" .. ..	8/6 to 12/6 "
5,000 sup. ft. white-pine .. ..	"	" .. ..	6/9 "
900 sup. ft. totara .. ..	"	" .. ..	13/6 to 22/ "
1,200 lin. ft. totara .. ..	"	" .. ..	4d. per ft.
Wellington—Napier—New Plymouth District—			
1,024,000 sup. ft. red-pine .. ..	"	" .. ..	6/ to 15/6 per 100 ft.
495,000 sup. ft. totara .. ..	"	" .. ..	12/ to 22/6 "
148,000 sup. ft. matai .. ..	"	" .. ..	9/3 to 15/6 "
99,000 sup. ft. white-pine .. ..	"	" .. ..	5/ to 11/6 "
12,000 sup. ft. kauri .. ..	"	" .. ..	9/6 to 37/ "
44,000 sup. ft. kauri .. ..	"	Mitchelson Timber Company	14/6 "
Marlborough District—			
1,400 sup. ft. birch .. ..	"	Mills in district .. ..	8/5 to 14/ "
5,700 sup. ft. red-pine .. ..	"	" .. ..	10/6 to 15/ "
Nelson District—			
6,300 sup. ft. birch .. ..	"	" .. ..	8/5 to 11/ "
7,300 sup. ft. red-pine .. ..	"	" .. ..	6/ to 15/ "
3,200 sup. ft. white-pine .. ..	"	" .. ..	8/ to 10/ "
Westport District—			
12,500 sup. ft. birch .. ..	"	" .. ..	10/ "
44,000 sup. ft. red-pine .. ..	"	" .. ..	6/ to 10/ "
Greymouth District—			
2,200 sup. ft. birch .. ..	"	Mills and Merchants in district	12/ "
106,000 sup. ft. red-pine .. ..	"	" .. ..	5/6 to 14/ "
259,000 sup. ft. silver-pine .. ..	"	" .. ..	13/ to 20/ "
5,600 sup. ft. white-pine .. ..	"	" .. ..	6/6 to 12/6 "
Christchurch District—			
5,500 sup. ft. architraves .. ..	"	" .. ..	9/3 to 12/ "
3,900 sup. ft. V.D.L. .. ..	"	" .. ..	17/ to 20/ "
4,600 sup. ft. R.P. moulding .. ..	"	" .. ..	6/5 to 7/ "
390,000 sup. ft. red-pine .. ..	"	" .. ..	11/ to 15/ "
46,200 sup. ft. totara .. ..	"	" .. ..	15/ to 21/9 "
23,000 sup. ft. white-pine .. ..	"	" .. ..	10/3 "
12,500 sup. ft. kauri .. ..	"	Merchants in district	13/ to 22/7 "
127,600 sup. ft. kauri .. ..	"	Mitchelson Timber Company	11/5 to 13/6 "
Dunedin and Invercargill Districts—			
6,500 sup. ft. matai .. ..	"	Merchants in district	10/ to 14/ "
18,400 sup. ft. V.D.L. .. ..	"	" .. ..	17/7 "
2,400 sup. ft. miro .. ..	"	" .. ..	7/ "
758,000 sup. ft. red-pine .. ..	"	" .. ..	6/6 to 15/6 "
42,600 sup. ft. totara .. ..	"	" .. ..	14/ to 18/ "
35,000 sup. ft. white-pine .. ..	"	" .. ..	4/9 to 6/ "
90,000 sup. ft. kauri .. ..	"	Murdoch and Co.	20/ to 25/ "
236,000 sup. ft. kauri .. ..	"	Mitchelson Timber Company	14/ and 15/3 "
3,330 pickets .. ..	"	Merchants in district	19/ per 100. "
Gold-passes for members .. ..	1/11/1900	Rash and Gooder	19/3 each.
Firemen's caps and uniforms .. ..	30/10/1900	Kaipoi Woollen Manufacturing Co.	As per schedule.
20 pairs firemen's boots .. ..	25/11/1900	H. Pannell .. ..	26/ per pair.
100 tablet slings .. ..	31/2/1901	Alfred Dempsey .. ..	4/ each.
100 .. ..	"	J. E. Evans .. ..	4/ "
130 gold-passes for members of Parliament	31/12/1900	Rash and Gooder .. ..	28/ "
12,000 gallons castor oil .. ..	31/10/1900	E. W. Mills and Co. .. ..	2/10 <sup>3</sup> per gallon.
16,000 gallons axle oil .. ..	31/3/1901	Phillips and Pike .. ..	10 <sup>3</sup> d.
6,000 gallons oil for gas-making .. ..	"	Universal Grease and Oil Company	7d.

GEO. FELTON, Stores Manager.

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1901.

Description.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Wellington- Napier-New Plymouth.	Huronui-Bluff.	Westland.	Westport.	Nelson.	Pictou.	Total.
<b>WEIGHING-MACHINES:—</b>											
1 cwt. ...	...	...	...	1	...	2	4	...	...	...	7
2 " " " "	...	...	...	1	7	16	...	1	...	...	25
2½ " " " "	...	...	2	...	1	13	...	...	...	...	16
3 " " " "	...	...	...	5	2	6	6	1	2	...	22
4 " " " "	1	...	...	17	23	26	2	...	...	...	69
5 " " " "	...	1	1	9	11	35	...	1	7	...	65
5½ " " " "	...	...	...	...	...	3	...	...	...	...	3
6 " " " "	...	...	...	13	14	34	...	1	...	...	62
7 " " " "	...	1	...	3	5	6	...	...	...	...	15
8 " " " "	...	...	...	...	3	4	...	...	...	...	7
9 " " " "	...	...	...	1	...	3	...	...	...	...	4
10 " " " "	...	2	1	6	6	37	10	1	...	3	66
11 " " " "	1	...	...	...	15	28	...	...	2	...	46
12 " " " "	...	...	...	...	1	7	...	...	...	...	8
13 " " " "	...	...	...	...	3	6	...	...	...	...	9
14 " " " "	...	...	...	...	...	3	...	...	...	...	3
15 " " " "	...	...	...	2	3	6	...	1	...	...	12
16 " " " "	...	...	...	1	10	24	...	...	2	...	37
20 " " " "	...	...	...	...	3	1	...	...	...	1	5
21 " " " "	...	...	...	...	2	...	...	...	...	...	2
22 " " " "	...	...	...	...	...	2	...	...	...	...	2
23 " " " "	...	...	...	...	...	1	...	...	...	...	1
27 " " " "	...	...	...	...	...	2	...	...	...	...	2
50 " " " "	...	...	...	1	...	...	...	...	...	...	1
60 " " " "	...	...	...	2	...	...	...	...	...	...	2
Total ...	2	4	4	62	109	266	22	6	13	4	492
<b>WEIGHBRIDGES:—</b>											
3 tons (cart) ...	...	...	...	1	...	1	...	...	...	...	2
6 " " " "	...	...	...	...	...	1	...	...	...	...	1
7 " " " "	...	...	...	...	...	2	...	...	...	...	2
8 " " " "	...	...	...	...	...	2	...	...	...	...	2
10 " " (wagon) ...	...	...	...	...	...	4	...	...	...	...	4
12 " " " "	...	...	...	5	5	3	...	1	1	...	15
14 " " " "	...	...	...	...	1	2	...	...	...	...	3
20 " " " "	1	1	...	2	4	17	1	3	...	1	30
30 " " " "	...	...	...	...	...	2	...	...	...	...	2
Total ...	1	1	...	8	10	34	1	3	1	2	61
<b>TRAVERSERS</b> ...											
...	...	...	...	1	...	16	...	...	1	1	19
<b>TURNTABLES:—</b>											
40-feet (engine) ...	...	...	...	...	6	1	...	...	...	...	1
50 " " " "	...	...	...	...	8	29	...	...	...	...	43
12 " " (wagon) ...	...	...	...	...	...	4	...	...	...	...	4
13 " " " "	...	...	...	3	5	32	1	...	...	...	41
14 " " " "	...	...	...	...	6	8	1	...	1	...	16
Total ...	...	...	...	9	19	74	2	...	1	...	105
<b>CRANES:—</b>											
½-ton, stationary, hand	...	...	...	...	6	1	...	...	...	1	8
1 " " " "	...	...	...	1	...	4	...	...	...	...	5
1½ " " " "	...	...	...	8	28	12	2	...	3	1	54
2 " " " "	...	...	...	...	...	13	...	1	...	...	14
3 " " " "	...	...	...	...	...	4	...	...	...	...	4
4 " " " "	...	...	...	...	...	7	...	...	...	...	7
5 " " " "	...	...	...	...	1	23	...	...	...	...	24
7 " " " "	...	...	...	1	...	1	...	...	...	...	2
8 " " " "	...	...	...	...	1	...	...	...	...	...	1
10 " " " "	...	...	...	1	1	4	...	...	...	...	6
15 " " " "	...	...	...	...	...	1	...	...	...	...	1
20 " " " "	...	...	...	...	...	...	...	...	1	...	1
8 " " " hydraulic	...	...	...	...	...	...	2	...	...	...	2
2 " " " travelling, hand	...	...	...	3	7	...	1	1	1	1	14
3 " " " " "	...	...	...	...	...	2	...	...	...	...	2
5 " " " " "	...	...	...	3	6	5	1	1	2	1	19
6 " " " " "	...	...	...	...	...	1	...	...	...	...	1
1½ " " " steam	...	...	...	...	...	4	...	...	...	...	4
2 " " " " "	...	...	...	1	...	9	...	...	2	1	13
3 " " " " "	2	1	...	...	1	8	...	1	...	...	14
5 " " " " "	...	...	...	...	...	1	...	...	...	...	1
7 " " " " "	...	1	...	...	...	1	...	...	...	...	2
12 " " " " "	...	...	...	...	...	...	...	...	1	1	2
20 " " " " "	...	...	...	...	...	...	...	...	...	1	1
Hoisting-engines, steam	...	...	...	...	...	3	...	...	...	...	3
Pile-driving engines, "	...	...	...	...	5	3	...	...	...	...	8
Total ...	2	2	...	18	56	107	6	4	10	8	213
<b>WATER-SERVICES:—</b>											
Steam ...	...	1	1	6	5	13	2	1	...	...	29
Hand ...	1	...	1	15	31	69	1	...	...	1	119
Windmill ...	...	...	1	2	15	42	...	...	1	2	63
Hot-air ...	1	...	...	2	4	12	...	...	...	...	19
Hydraulic ...	...	...	...	9	20	21	...	...	1	...	51
Oil ...	...	...	1	2	3	2	...	...	...	...	8
Gravitation ...	...	3	1	8	22	33	14	6	1	...	88
Gas-engine ...	...	...	...	...	1	...	...	...	...	...	1
Total ...	2	4	5	44	101	192	17	7	3	3	378



**RETURN No. 19.**  
STATEMENT of RAILS RELAID during the Year ending 31st March, 1901.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington- Napier- New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
<b>RAILS RELAID :—</b>											
40lb. steel ... ..	...	...	...	...	...	...	...	...	...	...	...
53lb. steel ... ..	...	...	...	12	...	...	...	...	...	...	32
56lb. steel ... ..	72	10	...	2,280	8,768	8,150	11	505	146	326	20,464
70lb. steel ... ..	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b> ... ..	72	10	...	2,292	8,768	8,159	218	505	146	326	20,496

**RETURN No. 20.**  
STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1901.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington- Napier- New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
<b>SLEEPERS RELAID :—</b>											
Black-pine ... ..	...	...	...	...	...	21,218	...	...	...	...	21,218
Totara ... ..	11	580	186	12,748	68,236	38,070	...	712	...	...	120,543
Birch ... ..	...	...	...	...	80	1,337	1	350	...	2,508	4,276
Rata ... ..	...	...	...	...	57	...	...	...	...	...	57
Jarrah ... ..	...	...	...	...	...	48	...	...	...	...	48
Silver-pine ... ..	...	...	...	3,272	14,031	129,752	11,402	...	4,413	1,203	164,073
Puriri ... ..	755	1,394	782	14,446	3,179	11,506	...	...	...	...	32,062
Kauri ... ..	...	...	...	10,448	...	...	...	...	...	...	10,448
Manoro ... ..	...	...	224	...	...	...	...	...	...	...	224
Rimu ... ..	...	...	...	...	7,527	...	...	...	...	...	7,527
Creosoted ... ..	...	...	...	...	...	9,028	...	...	...	...	9,028
Yellow-pine ... ..	...	...	...	...	...	4,441	...	5,074	...	...	9,515
Maire ... ..	...	...	...	...	92	...	...	...	...	...	92
Ironbark ... ..	...	...	...	298	3,549	2,797	672	168	3	...	74,877
Hinau ... ..	...	...	...	...	737	...	...	...	...	...	737
Grey-gum ... ..	...	...	...	6,191	7,407	6,828	...	...	...	...	20,426
Mixed hardwoods ... ..	...	...	...	...	2,683	...	...	...	...	...	2,683
Blue-gum ... ..	...	...	...	...	298	...	...	...	...	...	298
<b>Total</b> ... ..	766	1,974	1,192	47,403	107,876	225,025	12,075	6,304	4,416	3,711	410,742
<b>SLEEPERS REMOVED :—</b>											
Black-pine ... ..	...	...	...	40	2,430	73,299	...	25	...	50	75,844
Totara ... ..	28	...	...	2,983	73,562	30,404	14	...	207	60	107,318
Birch ... ..	...	...	...	...	5,392	45,535	7,404	2,211	3,346	3,403	67,291
Jarrah ... ..	...	...	...	...	81	15,742	...	...	...	...	15,823
Silver-pine ... ..	...	...	...	...	209	3,415	2,266	...	200	...	6,090
Puriri ... ..	282	...	...	11,859	2,803	568	...	...	...	...	15,512
Kauri ... ..	544	1,004	1,172	22,630	195	2,298	...	...	...	...	27,843
Karri ... ..	...	...	...	...	376	14	...	...	...	...	390
Oregon ... ..	...	...	...	...	...	123	...	...	...	...	123
Blue-gum ... ..	...	...	...	...	876	6,308	...	...	...	...	7,184
Rata ... ..	...	...	...	...	83	37	...	...	...	...	120
Rimu ... ..	...	...	...	...	1,205	22	...	...	110	...	1,337
Kamai ... ..	...	...	...	...	...	11,152	27	...	...	...	11,179
Ironbark ... ..	...	...	...	...	188	27	...	...	...	...	215
Maire ... ..	...	...	...	...	788	...	...	...	...	...	788
Yellow-pine ... ..	...	...	...	...	...	...	...	3,193	...	...	3,193
Creosoted ... ..	...	...	...	...	...	5,183	...	...	...	...	5,183
<b>Total</b> ... ..	854	1,004	1,172	37,512	88,188	194,187	9,711	5,429	3,863	3,513	345,433

**RETURN No. 21.**

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1901.

Sections.	Miles.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kawakawa ... ..	8	4	...	1	1
Whangarei ... ..	23	12	2	7	9
Kaihu ... ..	17	10	1	3	4
Auckland ... ..	330	124	9	3	12
Wellington-Napier-New Plymouth	451	157	36	13	49
Hurunui-Bluff ... ..	1,186	439	114	21	135
Westland ... ..	112	45	10	8	18
Westport ... ..	31	14	1	...	1
Nelson ... ..	33	14	2	...	2
Picton ... ..	21	10	3	1	4
<b>Total</b> ... ..	2,212	829	178	57	235

RETURN NO. 22.  
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1901.

Section.	Mileage open for Traffic on 31st March, 1900.	Additional Lengths opened during Year.		Reduced Mileage equivalent to Maintenance for whole Period.	Length closed during Year.		Net Addition to Mileage open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage open for Traffic on 31st March, 1901.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1901.
		Line opened.	Date of Opening.		Line.	Length.				
Kawakawa	M. ch. 7 39	...	...	M. ch. ...	M. ch. ...	M. ch. ...	M. ch. ...	M. ch. ...	M. ch. 7 39	M. ch. 7 39
Whangarei	...	...	...	...	...	...	...	...	...	...
Kaiti	...	...	...	...	...	...	...	...	...	...
Auckland	...	...	...	...	...	...	...	...	...	...
Wellington-Napier-New Plymouth	...	...	...	...	...	...	...	...	...	...
Hurunui-Bluff	...	...	...	...	...	...	...	...	...	...
Ditto, Private Lines—	...	...	...	...	...	...	...	...	...	...
Shag Point Branch	...	...	...	...	...	...	...	...	...	...
Nightcaps Branch	...	...	...	...	...	...	...	...	...	...
Westland	...	...	...	...	...	...	...	...	...	...
Westport	...	...	...	...	...	...	...	...	...	...
Nelson	...	...	...	...	...	...	...	...	...	...
Picton	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...

\* Date possession taken by Government.

RETURN NO. 23.  
STATEMENT showing Weights of Rails in various LINES on 31st March, 1901.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	56 lb. Iron.	56 lb. Steel.	64 lb. Iron.	70 lb. Iron.	70 lb. Steel.	72 lb. Iron.	Total.
Kawakawa Section—														M. ch.
Opua-Kawakawa ..	..	0 2	..	..	..	..	5 55	1 42	0 20	..	..	..	..	7 39
Whangarei Section—														
Opau Wharf-Hukerenui ..	..	..	..	..	..	..	18 16	..	4 28	..	..	..	..	22 44
Kaihu Section—														
Dargaville-Kaihu ..	..	..	..	..	..	..	17 20	..	..	..	..	..	..	17 20
Auckland Section—														
Auckland-Mokau ..	..	20 74	0 52	..	..	..	99 50	..	12 31	..	..	..	..	134 47
Auckland-Tahereroa ..	..	3 40	..	..	..	..	38 23	..	7 63	..	..	..	..	49 46
Penrose-Onehunga ..	..	..	0 10	..	..	..	2 49	..	..	..	..	..	..	2 59
Frankton-Thames ..	..	..	17 73	..	..	..	26 5	..	18 77	..	..	..	..	62 75
Cambridge Branch ..	..	..	9 32	..	..	..	2 48	..	..	..	..	..	..	12 0
Morrinsville-Rotorua ..	..	..	0 21	..	..	..	68 39	..	..	..	..	..	..	68 60
Wellington-Napier-New Plymouth Section—														
Longburn-Waitara ..	..	1 69	2 69	..	21 35	..	89 32	..	47 41	..	..	..	..	163 6
Foxton Branch ..	..	14 77	..	..	2 78	..	1 39	..	..	..	..	..	..	19 34
Hunterville Branch ..	..	..	..	..	0 37	..	22 45	..	2 9	..	..	..	..	22 45
Aramoho-Wanganui ..	..	1 22	5 79	..	3 6	..	3 6	..	..	..	..	..	..	3 10
Sentry Hill-New Plymouth ..	..	2 15	6 53	..	14 5	..	69 40	..	35 44	..	..	..	..	10 27
Palmerston-Spit ..	..	..	..	..	3 7	..	81 39	..	17 39	..	..	..	..	118 72
Wellington-Woodville ..	..	..	..	..	..	..	..	..	..	..	..	..	..	115 53
Greytown Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 7
Hurunui-Bluff Section—														
Lytelton-Bluff ..	..	0 9	..	..	2 35	..	332 49	0 52	36 35	1 0	14 41	1 50	..	392 1
Addington-Culverden ..	..	4 20	12 24	0 6	..	..	37 9	11 22	..	..	19 18	..	0 8	67 57
Oxford Branch ..	..	6 19	0 44	..	..	..	0 2	..	..	..	..	..	..	33 45
Eyreton Branch ..	..	9 42	5 13	1 26	..	..	8 38	..	1 0	..	..	..	..	20 11
Southbridge Branch ..	..	1 34	16 12	5 2	..	..	..	..	..	..	..	..	..	25 39
Litale River Branch ..	..	6 45	0 15	0 28	..	..	4 57	..	16 78	..	..	..	..	22 48
Springfield Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	35 38
Whitecliffs Branch ..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 46
Rakaitia Forks Branch ..	..	4 8	23 27	..	..	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch ..	..	26 55	9 38	..	..	..	..	..	..	..	..	..	..	27 35
Albury Branch ..	..	4 46	..	..	..	..	..	..	..	..	..	..	..	36 13
Waimate Branch ..	..	..	..	..	8 21	..	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch ..	..	..	..	..	4 55	..	..	..	..	..	..	..	..	8 21
Duntroon Branch ..	..	15 38	0 50	..	..	..	16 58	..	..	..	..	..	..	37 41
Oamaru Breakwater Branch ..	..	0 50	..	..	..	..	0 13	..	..	..	..	..	..	0 63
Ngapara Branch ..	..	5 17	9 72	..	..	..	..	..	..	..	..	..	..	15 9
Livingston Branch ..	..	11 75	..	..	..	..	..	..	..	..	..	..	..	11 75
Shag Point Branch ..	..	0 22	1 41	..	..	..	0 27	..	..	..	..	..	..	2 10
Waihemo Branch ..	..	..	7 5	..	0 59	..	0 1	..	1 0	..	..	..	..	8 65
Carried forward	48 42	141 59	130 10	6 62	58 12	24 70	947 4	13 36	202 65	1 0	33 59	4 20	0 8	1,612 47

RETURN NO. 23—continued.  
STATEMENT showing Weights of Rails in Various LINES on 31st March, 1901—continued.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	56 lb. Iron.	56 lb. Steel.	64 lb. Iron.	70 lb. Iron.	70 lb. Steel.	72 lb. Iron.	Total.
Brought forward														M. ch. 1,612 47
Port Chalmers Branch	48 42	141 59	130 10	6 62	58 12	24 70	947 4	13 36	202 65	1 0	33 59	4 20	0 8	1,612 47
Walton Park Branch	..	2 48	..	..	0 18	..	1 8	..	..	..	..	..	..	1 26
Fernhill Branch	..	..	1 57	..	..	..	0 1	..	..	..	..	..	..	2 49
Otago Central Railway	..	..	..	..	..	..	65 72	..	..	..	..	..	..	1 57
Outram Branch	..	6 1	1 19	..	..	..	0 26	..	19 48	..	..	..	..	85 40
Lawrence Branch	..	2 50	..	..	4 29	..	1 23	..	13 59	..	..	..	..	9 0
Catlin's River Branch	..	..	..	..	1 9	..	18 18	..	..	..	..	..	..	22 1
Tapanui Branch	..	12 36	7 6	..	..	..	..	..	0 42	..	..	..	..	19 27
Wyndham Branch	..	..	..	..	..	..	9 35	..	..	..	..	..	..	20 4
Seaward Bush Branch	..	..	16 62	..	..	..	1 66	..	6 72	..	..	..	..	9 35
Invercargill-Kingston	..	62 8	..	..	0 30	..	0 28	..	5 68	..	18 26	..	..	25 40
Makarewa-Orepuki	..	..	18 6	..	..	..	11 77	..	5 47	..	0 2	..	..	87 0
Thornbury-Nightcaps	..	1 62	22 69	..	..	..	..	..	..	..	..	..	..	35 52
Forest Hill Branch	..	12 66	..	..	..	..	..	..	..	..	..	..	..	24 51
Mararoa Branch	..	..	10 41	..	..	..	..	..	..	..	..	..	..	12 66
Waimea Plains Railway	..	..	..	..	35 36	..	0 25	..	..	..	..	..	..	10 41
Westland Section—	..	..	..	..	..	..	..	..	0 60	..	..	..	..	36 41
Grey mouth-Otira	..	..	..	..	..	..	39 27	..	11 11	..	..	..	..	50 38
Grey mouth-Hokitika	..	..	..	..	..	..	22 72	..	1 33	..	..	..	..	24 25
Stillwater-Reefton	..	..	..	..	..	..	37 13	..	..	..	..	..	..	37 13
Westport-Mokihinui	..	1 6	..	..	0 36	..	24 24	..	4 31	..	..	..	..	30 17
Nelson-Motupiko	..	14 70	3 6	..	..	..	8 30	..	5 66	..	..	..	..	32 12
Pictou-Blenheim	..	11 23	3 19	..	0 28	..	2 35	..	3 17	..	..	..	..	20 42
Total	48 42	269 29	214 55	6 62	100 38	24 70	1,192 24	13 36	283 13	1 0	52 7	4 20	0 8	2,211 4

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1901.

PH No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1901.		
										In.	Out.	Total.
<b>KAWAKAWA SECTION.</b>												
616	R. 94/3103 ..	Jan. 1, 1897	New Bay of Islands Coal Company (Limited)	M. ch. 6 79	Kawakawa ..	Govt. and grantees	5 years*	..	£ s. d.	£ s. d.	£ s. d.	£ s. d.
615	R. 97/2615 ..	Jan. 1, 1897	Evan Finlayson ..	14 55	Otonga ..	Govt. ..	5 years*	..	..	..	..	..
619	R. 97/2961 ..	Jan. 1, 1897	Charles Smith ..	12 10	Waro ..	" ..	5 "	..	..	..	..	..
620	R. 97/2924 ..	July 1, 1897	Hikurangi Collieries (Limited)	12 54	" ..	Govt. and grantees	5 "	Premium..	125 0 0	0 14 1	1,838 13 10	1,839 7 11
621	R. 97/3107 ..	Jan. 1, 1897	Kauri Timber Company (Limited)	9 40	Hikurangi ..	Govt. ..	5 "	..	..	..	..	..
622	R. 97/3408 ..	Jan. 1, 1897	Hikurangi Coal Company (Limited)	12 45	Waro ..	" ..	5 "	..	..	8 14 0	4,825 13 2	4,834 7 2
623	R. 97/3407 ..	Jan. 1, 1897	Hikurangi Coal Company (Limited)	12 26	" ..	" ..	5 "	..	..	..	..	..
624	R. 97/3431 ..	Jan. 1, 1897	Phoenix Coal Company (Limited)	12 2	" ..	" ..	5 "	..	..	..	..	..
660	R. 97/4385 ..	Oct. 26, 1897	F. and W. G. Focote ..	18 15	Whakapara ..	Govt. and grantees	10 "	Premium..	248 0 0	..	2,178 1 9	2,178 1 9
726	R. 00/241 ..	April 1, 1900	Mander and Bradley ..	18 32	" ..	Grantees	5 "	..	296 0 0	5 2 11	1,149 1 8	1,154 4 7
<b>KAIHU SECTION.</b>												
603	R. 96/1763 ..	Dec. 24, 1896	John Harrison ..	15 68	Kaihu ..	Grantees	5 years*	Premium..	60 0 0	16 1 10	852 15 0	868 16 10
625	R. 96/2155 ..	Jan. 1, 1897	E. Mitchelson and Co. and James Trounson	16 55	" ..	Govt. ..	5 "	..	..	..	..	..
755	R. 00/2111 ..	Nov. 1, 1900	Kauri Timber Company (Limited)	13 66	Ahikiwi ..	Govt. and grantees	5 "	..	..	15 8 1	1,681 0 4	1,696 8 5
756	R. 00/2111 ..	Nov. 1, 1900	Mitchelson Timber Company (Limited)	14 2	" ..	Grantees	5 "	..	..	2 0 0	144 12 4	146 12 4
762	R. 00/2598 ..	Jan. 1, 1901	James Trounson ..	14 2	" ..	Grantees	5 "	..	..	..	..	..
<b>AUCKLAND SECTION.</b>												
521	R. 93/3515 ..	Oct. 1, 1893	Bank of New Zealand Estates Company (Limited)	18 5	Morrinsville ..	Grantees	10 years*	Premium..	138 0 0	484 2 6	76 14 10	560 17 4
527	R. 94/1533 ..	Feb. 1, 1894	Union Oil, Soap, and Candle Company (Limited)	7 35	Westfield..	" ..	10 "	..	Rental, \$25	876 0 6	529 13 0	1,405 13 6
572	R. 95/4728 ..	Oct. 1, 1895	C. J. Johnson ..	124 89	Te Kuiti ..	Govt. ..	10 "	..	Rental, £12	89 8 10	85 5 8	174 14 6
587	R. 96/978 ..	Mar. 22, 1896	Waikato Coal and Shipping Company (Limited)	64 63	Huntly ..	Grantees	5 "	..	..	..	..	..
598	R. 96/3698 ..	July 1, 1896	W. T. and E. T. Firth ..	58 11	Ohinewai ..	Govt. and grantees	8 "	..	Extension, £118	104 11 4	97 4 7	201 15 11
609	R. 97/1123 ..	April 1, 1897	Kauri Timber Company (Limited)	35 25	Helensville South	Grantees	5 "	..	Rental, £25	..	..	..
632	R. 97/4655 ..	Nov. 1, 1897	Avondale Brick and Pottery Company (Limited)	6 29	New Lynn ..	Grantees	5 "	..	..	421 10 5	1,635 5 11	2,056 16
641	R. 98/1868 ..	May 1, 1898	Taupiri Coal-mines (Limited)	64 52	Huntly ..	" ..	5 "	..	Extension, £134	110 12 1	8,880 8 1	8,991 0 2
706	R. 98/3564 ..	Aug. 1, 1899	Auckland Freezing Company ..	..	Auckland ..	" ..	5 "	..	Rental, £50	894 6 6	422 12 9	1,316 19 3
713	R. 99/1294 ..	Dec. 1, 1899	J. J. Craig ..	..	Huntly ..	" ..	5 "	..	Rental, £50	1,637 2 7	..	1,637 2 7
717	R. 99/3007 ..	June 1, 1899	Taupiri Coal-mines (Limited)	64 45	Huntly ..	" ..	5 "	Premium..	236 0 0	..	2,926 6 11	2,926 6 11
720	R. 00/107 ..	Jan. 1, 1900	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	7 48	Westfield..	" ..	10 "	..	Rental, £25	160 0 0	980 0 5	2,081 18 10
721	R. 99/1601 ..	Jan. 1, 1900	Auckland Freezing Company ..	7 52	" ..	Govt. ..	10 "	..	Rental, £25	2,106 12 3	781 9 6	2,888 1 9
744	R. 00/668 ..	July 1, 1900	New Zealand Loan and Mercantile Agency Company (Limited)	1 5	Hamilton ..	Grantees	10 "	Premium..	175 0 0	561 13 2	95 12 8	657 5 10
765	R. 00/2203 ..	Jan. 1, 1901	Harrison's Taupiri Coal Company (Limited)	64 51	Huntly ..	" ..	5 "	..	422 0 0	..	..	..

\* Three months' notice. + Siding originally laid under old agreement.

RETURN NO. 24—continued.  
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1901—continued.

No. of Sidings	Papers	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Value of the Traffic through the Sidings during the Year ending 31st March, 1901.			Total.		
									£	s.	d.		£	s.
24	C. R. 75/845..	1875	Napier Gas Company	M. ch.	Napier	Govt.	Undefined	..	449	4	3	542	11	4
221	R. 80/1588 ..	Dec. 13, 1880	Gear Meat-preserving and Freezing Company (Limited)	6 37	Petone	Grantees	10 years*	Premium..	800	11	7	1,016	0	9
462	R. 91/873 ..	April 1, 1891	Nelson Brothers (Limited)	96 17	Woodville	"	"	Premium..	139	2	6	505	3	4
480	R. 92/213 ..	Jan. 1, 1892	Nelson Brothers (Limited)	68 31	Waipukurau	Govt.	"	†	57	0	0	..	..	..
495	R. 92/1948 ..	Sept. 1, 1892	Williams and Kettle (Limited)	100 4	Hastings	Grantees	"	Premium..	286	5	11	224	6	1
522	R. 93/3608 ..	Nov. 1, 1893	Nelson Brothers (Limited)	101 57	Tomoana	"	"	†	1,868	14	9	2,956	8	10
526	R. 94/504 ..	April 18, 1894	Rathbone and Mathews	36 73	Mangatera	"	"	Premium..	32	7	4	2,907	7	3
531	R. 94/2089 ..	June 1, 1894	Wellington Meat Export Company (Limited)	3 9	Ngauranga	"	"	†	850	15	1	2,521	5	0
575	R. 95/5462 ..	Nov. 15, 1895	Taranaki Freezing-works Company (Limited)	9 40	Motuoroa	"	"	Premium..	275	0	0	519	13	11
580	R. 96/114 ..	Jan. 1, 1896	Robert Holt	111 79	Napier	"	"	†	2,072	6	1	8	8	9
581	R. 95/3386 ..	Aug. 1, 1895	M. W. Welch, W. E. Welch, S. Death, D. Judd	11 70	Belmont	Govt.	"	..	4	3	6	83	2	6
596	R. 96/2000 ..	June 1, 1896	Ellis Bros.	50 66	Kopua	Grantees	"	†	..	..	..	942	2	4
599	R. 96/3830 ..	Sept. 1, 1896	H. Carlson	32 54	Tamaki	"	"	†	..	..	..	380	5	11
602	R. 96/5010 ..	Oct. 1, 1896	Napier Gas Company (Limited)	99 73	Hastings	"	"	†	131	13	10	3	10	10
606	R. 97/825 ..	Mar. 1, 1897	H. Brown and Co.	221 31	Stratford	"	"	†	17	8	6	170	12	11
610	R. 97/1238 ..	April 1, 1897	W. Aiken	142 59	Okola	"	"	†	19	10	8	318	1	6
614	R. 97/2622 ..	May 1, 1897	N. King	7 53	New Plymouth	"	"	†	254	6	7	160	11	4
617	R. 97/2654 ..	Mar. 26, 1897	Williams and Beetham	62 10	Waingawa	"	"	†	14	8	0	642	1	11
618	R. 97/1472 ..	July 1, 1897	B. L. Knight	91 51	Newman	"	"	†	13	16	2	1,612	9	10
626	R. 97/1942 ..	Aug. 1, 1897	Henry and Co.	93 85	Hukanui	"	"	†	5	6	10	1,234	8	6
627	R. 97/4685 ..	Nov. 1, 1897	Murray, Roberts, and Co.	113 72	Spit	Govt.	"	†	762	17	7	988	9	8
628	R. 97/4270 ..	Dec. 1, 1897	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	228 72	Tariki Road	Grantees	"	†	2	5	11	..	..	..
629	R. 97/4273 ..	Nov. 1, 1897	C. Brown (Mrs.)	217 58	Ngaira	"	"	†	70	0	0	330	0	11
633	R. 97/4854 ..	Dec. 1, 1897	Mitchell and Co.	147 45	Aramoho	"	"	Premium..	163	7	1	665	16	5
637	R. 97/3534 ..	Mar. 1, 1898	Levin and Co. (Limited)	65 45	Masterion	Govt. and grantees	"	..	547	5	11	1,125	10	10
640	R. 98/1598 ..	April 1, 1898	Kendrick Brothers	147 56	Aramoho	Grantees	"	†	105	2	8	99	13	4
643	R. 97/4652 ..	April 1, 1898	Tiratu Sawmill Company	35 32	Mangatera	Grantees	5 years*	Premium..	5	19	0	2,799	17	2
645	R. 98/3766 ..	Jan. 1, 1899	Dalgaty and Co. (Limited)	113 64	Spit	"	"	†	439	11	3	13	18	11
647	R. 98/3331 ..	Oct. 1, 1898	W. G. Bassett	2 14	Wanganui	"	"	Premium..	2,418	4	9	4	8	7
656	R. 98/2734 ..	Feb. 1, 1899	G. A. Gamman and Co.	87 39	Palmerston North	"	"	..	1,806	13	9	249	8	1
657	R. 99/1050 ..	April 1 1899	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	217 64	Ngaira	Govt. and grantees	"	†	..	..	..	264	0	11

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.



RETURN NO. 24—continued.  
PARTICULARS of PRIVATE-SIDING-TRAFFIC up to 31st March, 1901.—continued.

No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Penalties or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1901.			Total.		
										In.	Out.	Total.			
HURUNUI-BLUFF SECTION—continued.															
482	R. 92/509	Jan. 1, 1892	N.Z. Refrigerating Co. (Limited)	M. oh 239 27	Cattle-yards	Grantees	10 years*	†	Rental, £25	£	s.	d.	£	s.	d.
483	R. 92/703	Feb. 1, 1892	W. Quinn	0 6	Studholme	"	"	†	Rental, £25	2,948	12	10	1,586	15	5
484	R. 92/672	Mar. 1, 1892	W. White and Co.	6 51	Christchurch	Govt.	"	†	Rental, £50	92	10	7	506	2	1
486	R. 92/739	Mar. 24, 1892	Southland Frozen Meat and Produce Export Company (Limited)	342 48	Mataura	Grantees	"	†	300 0 0 Rental, £25 Extension, £270	992	3	9	25	1	3
487	R. 92/852	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Timaru	"	"	†	Rental, £25	701	7	3	2,485	17	6
488	R. 92/806	Mar. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	6 51	Christchurch	"	"	†	Rental, £50	1,853	18	8	1,158	12	5
493	R. 92/1937	Feb. 1, 1892	Executors of late M. Studholme	0 6	Studholme	"	"	†	Rental, £25	435	11	9	266	3	1
496	R. 92/3650	July 1, 1891	Kemphorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	239 24	Cattle-yards	"	"	†	Rental, £25	30	3	4	428	8	8
498	R. 92/3835	Oct. 1, 1892	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	7 8	Belfast	"	"	†	Rental, £25	356	3	9	805	19	10
499	R. 92/4111	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company (Limited)	7 50	Addington	"	"	†	Rental, £25	4,120	16	9	5,609	6	7
500	R. 92/3737	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Timaru	"	"	†	Rental, £50	210	8	2	49	6	9
505	R. 93/40	Nov. 1, 1892	National Mortgage and Agency Co. of New Zealand (Limited)	105 74	Timaru	"	8 years & 8 months*	†	Rental, £50	775	10	7	440	3	3
506	R. 93/109	Jan. 1, 1893	William H. Martyn	2 58	Wetheral	"	10 years*	†	Rental, £25	44	6	4	151	17	11
510	R. 93/1075	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	835 7	Gore	"	"	†	Rental, £25	261	17	1	453	18	8
511	R. 93/1228	Dec. 1, 1892	Donald Reid and Co.	236 17	Dunedin	"	"	†	Rental, £50	4,175	19	9	254	1	7
514	R. 93/1824	May 1, 1893	Lytelton Borough Council (Shaw-Savill and Albion Co., and Kaye and Carter, tenants)	0 0	Lytelton	"	"	†	Rental, £50	6,261	7	9	1,462	8	6
515	R. 93/2140	May 1, 1893	Nichol Brothers	391 64	Bluff	Govt. and grantees	"	†	Rental, £50	5,919	2	7	2,461	4	1
529	R. 94/2207	May 6, 1894	John Murdoch and Co.	255 52	Dunedin	Govt. and grantees	"	†	Rental, £50	3,767	2	2	2,244	8	0
540	R. 94/3026	Feb. 1, 1894	J. G. Ward	391 43	Bluff	Grantees	"	†	Rental, £50	4,089	14	8	1,360	12	10
547	R. 94/3672	Oct. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	236 10	Dunedin	Govt. and grantees	"	†	Rental, £50	3,134	4	0	542	15	1
551	R. 94/3349	Dec. 1, 1894	N.Z. Loan and Mercantile Agency Co. (Limited)	374 55	Invercargill	Grantees	"	†	Rental, £50	451	4	3	205	1	3
555	R. 94/4311	Jan. 1, 1895	T. D. Ward (Mrs.)	391 65	Bluff	"	"	†	Rental, £50	3,352	15	0	699	12	11
563	R. 95/2127	May 1, 1895	G. McClatchie and Co.	6 9	Christchurch	Govt.	"	†	Rental, £50	288	13	2	32	13	11
563	R. 96/383	Jan. 1, 1896	Broad, Small, and Co.	374 46	Invercargill	"	"	†	Rental, £50	305	6	7	186	15	2
584	R. 96/418	Jan. 1, 1896	T. D. Ward (Mrs.) and M. Carr and Co. (used by J. G. Ward & Co. also)	374 39	"	Grantees	"	†	Rental, £50	722	10	7	337	0	9
586	R. 96/247	Nov. 1, 1895	T. Teschemaker	165 26	Teschemaker's	Govt.	"	†	154 0 0	5	0	5	231	10	11
591	R. 96/262	April 1, 1896	Timpany Brothers	14 72	Kapuka	Grantees	"	†	Rental, £50	15	17	11	2,985	14	9
592	R. 96/2802	July 1, 1896	W. Borlase	228 62	Sawyers Bay	"	"	†	Rental, £50	69	12	5	69	12	5
593	R. 96/3013	July 1, 1896	James Macfie and Co. (Limited)	235 44	Dunedin	"	"	†	Rental, £50	775	12	8	52	7	1
594	R. 96/1640	May 1, 1896	McCallum and Co.	15 0	Kapuka	"	"	†	165 0 0	1	18	11	2,340	7	6
595	R. 96/2443	July 1, 1896	Nelson Brothers (Limited)	12 0	Hornby	"	"	†	Rental, £25	350	0	0	0	18	2





RETURN NO. 24—continued.  
PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1901—continued.

Reg. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	In.	Out.	Total.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
677	R. 99/2174	May 1, 1899	Fleming and Gilkison	374 5	Elles Road	Govt.	10 years*	+	Rental, £50	1,884 12 2	509 11 5	2,394 3 7
679	R. 99/2218	Aug. 1, 1899	T. Hodgkinson	6 44	Lind's Bridge	"	5 "	+	"	16 10 11	161 15 4	178 6 3
680	R. 99/1190	July 1, 1899	Wright, Stephenson, and Co.	375 11	Invercargill	Grantees	10 "	Premium..	49 0 0	807 5 2	395 4 11	1,202 10 1
682	R. 99/2313	Aug. 1, 1899	Invercargill Corporation	0 1	"	Govt.	5 "	+	Rental, £50	642 3 5	..	642 3 5
683	R. 97/2821	Aug. 1, 1899	Dalgaty and Co. (Limited)	236 21	Dunedin	Grantees	10 "	+	Rental, £50	4,027 16 3	357 0 9	4,384 17 0
684	R. 99/2343	Aug. 1, 1899	Smart and Son	12 11	Hornby	Govt.	5 "	+	"	3 3 5	215 14 4	218 17 9
685	R. 98/3339	April 1, 1899	Otago Dock Trust	1 15	Port Chalmers	"	3 "	+	"	2,584 5 10	380 16 0	2,964 1 0
686	R. 99/2422	May 1, 1899	Rollitt and Co.	58 72	Ashburton	"	10 "	+	Rental, £25	103 13 6	79 7 3	183 0 9
687	R. 99/2392	Aug. 1, 1899	J. Freeman	241 71	Abbotsford	"	5 "	+	"	10 15 0	756 19 4	767 14 4
690	R. 99/2394	Aug. 1, 1899	B. C. Calverley	241 70	"	"	5 "	+	"	140 10 2	140 10 2	140 10 2
691	R. 99/2406	Aug. 1, 1899	Christchurch Meat Company (Limited)	13 13	Islington (1st.sdg.) (2nd " )	Govt. and grantees	10 "	+	Rental, £25	7,317 15 10	6,607 19 8	13,925 15 6
692	R. 99/2427	May 1, 1899	Rollitt and Co.	58 3	Ashburton	Grantees	10 "	+	Rental, £25	364 16 5	1,581 4 3	1,946 0 8
693	R. 99/2017	Aug. 1, 1899	Oamaru Borough Council	157 41	Oamaru	"	5 "	+	"	121 13 0	0 8 6	122 1 6
695	R. 99/1968	Aug. 1, 1899	W. Scott and Co.	25 39	Southbridge	Govt.	10 "	+	Rental, £25	223 3 4	291 6 10	514 10 2
696	R. 99/2207	Aug. 1, 1899	Walton Park Coal Company	2 3	Walton Park	"	5 "	+	"	11 11 4	1,034 18 11	1,046 5 3
697	R. 99/2523	Aug. 1, 1899	T. W. and A. Buxton	6 41	Lind's Bridge	"	5 "	+	Repairs, £9 12s. 9d.	32 0 2	226 14 8	258 14 10
698	R. 99/2537	June 1, 1899	New Zealand Refrigerating Company (Limited)	155 23	Eveline	Grantees	10 "	+	Rental, £50	248 5 3	338 6 8	586 11 11
699	R. 99/2042	Oct. 1, 1899	New Zealand Shipping Company (Limited)	391 47	Bluff	"	10 "	Premium..	67 11 0	1,116 1 1	94 3 3	1,210 4 4
700	R. 99/2653	May 1, 1899	W. White and Co.	7 46	Addington	Govt.	10 "	+	Rental, £50	3,012 8 4	439 16 2	3,452 4 6
702	R. 99/1967	June 1, 1899	Evans and Co. (Limited)	236 26	Dunedin	"	10 "	+	Rental, £50	875 6 9	60 0 0	935 6 9
703	R. 99/2225	Aug. 1, 1899	W. Quinn	121 76	Otaio	Govt. and grantees	2 "	+	Rental, £25	49 5 6	199 6 0	248 11 6
704	R. 98/4221	Nov. 1, 1899	Invercargill Corporation	2 20	Waikiwi	Grantees	5 "	+	190 9 0	49 9 4	4 4 1	53 13 5
708	R. 99/2801	Sept. 1, 1899	N.Z. and Australian Land Company (Limited)	351 64	Edendale	Govt.	5 "	+	"	131 18 4	216 14 0	348 12 4
709	R. 99/2416	Nov. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	391 48	Bluff	"	10 "	+	Repairs, £3	2,003 12 0	916 6 11	2,919 18 11
711	R. 99/2813	Nov. 1, 1899	Lytelton Harbour Board	..	Lytelton	"	5 "	+	170 0 0	1,808 10 10	513 17 1	2,321 7 11
715	R. 99/1719	Aug. 1, 1899	Bowron Bros.	3 73	Woolston	Grantees	10 "	Premium..	"	..	..	..
716	R. 99/2905	Oct. 1, 1899	Milburn Lime and Cement Co. (Limited)	235 25	Dunedin	"	10 "	+	Rental, £25	764 11 8	666 2 11	1,430 14 7
719	R. 99/2731	Aug. 1, 1899	Milburn Lime and Cement Company (Limited)	267 44	Milburn	Govt.	5 "	+	"	895 19 5	542 16 1	1,438 15 6
722	R. 00/141	Jan. 1, 1900	H. Haraway	0 14	Burnside	Govt. and grantees	10 "	+	Rental, £25	858 4 6	138 13 8	996 18 2
723	R. 99/2209	Jan. 1, 1900	D. McGregor	25 31	Centre Bush	Grantees	5 "	Premium..	80 0 0	..	368 17 6	368 17 6
727	R. 00/992	Jan. 1, 1900	Milburn Lime and Cement Company (Limited)	23 2	Limehills	Govt.	5 "	+	Repairs, £7 5s.	8 13 6	61 10 10	70 4 4
729	R. 00/991	April 1, 1900	G. G. Stead and Co.	7 59	Addington	Grantees	10 "	+	Rental, £25	748 14 9	422 10 9	1,171 5 6
731	R. 99/3088	May, 1, 1900	Wright, Stephenson, and Co.	26 50	Balfour	"	10 "	Premium..	79 14 0	80 7 3	524 9 4	604 16 7

HURUNUI-BLUFF SECTION—continued.

732	R. 00/1193	May 1, 1900	J. and T. Meek	158 18	Oamaru	Govt. Grantees	10 years*	+	Rental, \$50	537 19 2	383 7 1	921 6 3
733	R. 00/1238	May 1, 1900	Southland County Council	5 4	Wyndham	"	"	+	Rental, \$25	549 0 1	1,055 6 7	1,604 6 8
739	R. 99/367	Feb. 1, 1900	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	59 4	Ashburton	"	"	+				
740	R. 99/2857	May 1, 1900	J. Craig and Co.	157 45	Oamaru	Govt. Grantees	10 "	+	Rental, \$50	1,199 9 0	157 6 1	1,356 15 1
742	R. 00/568	July 1, 1900	Christchurch City Council	9 22	Chaney's	Govt. and grantees	5 "	+	485 0 0	(Included with No. 711.)		
743	R. 00/1774	May 1, 1900	Lyttelton Harbour Board	0 0	Lyttelton	"	"	+				
745	R. 99/2903	July 1, 1900	C. P. Sleeman	342 70	Mataura	Grantees	5 "	+	195 0 0		241 1 8	241 1 8
749	R. 00/2042	Oct. 1, 1900	D. Thomas	58 76	Ashburton	Grantees	10 "	+	Rental, \$25	179 2 3	1,054 11 6	1,233 13 9
751	R. 00/1147	Aug. 1, 1900	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch	Govt. and grantees	10 "	+	Rental, \$50	1,648 7 1	34 2 4	1,682 9 5
754	R. 00/694	Oct. 1, 1900	Timaru Harbour Board (National Mortgage and Agency Company, Ltd., and Mill and Co., tenants)	105 74	Timaru	Grantees	10 "	+	95 0 0	(Included with No. 505.)		
757	R. 00/1040	Dec. 1, 1900	Otago Farmers' Co-operative Association of New Zealand (Ltd.)	236 85	Dunedin	"	10 "	+	550 0 0	373 2 7	23 0 2	386 2 9
761	R. 01/862	Feb. 9, 1901	Wright, Stephenson, and Co.	365 37	Longbush	"	1 "	+	50	1,121 2 6	112 5 10	1,233 8 4
763	R. 00/2041	Feb. 1, 1901	McCallum and Co.	7 22	Fairfax	"	5 "	+	267 0 0	50 15 3	1,129 2 6	1,179 17 9
766	R. 01/1087	Mar. 1, 1901	A. and D. McPherson and Co., and R. Meek and Co.	0 15	Lyttelton	"	5 "	+		5 3 11	78 1 4	83 5 3
767	R. 00/478	Feb. 1, 1901	Lyttelton Harbour Board	7 60	Addington	"	8 "	+	Rental, each \$25	(Included with No. 711.)	682 6 1	2,112 18 11
			Canterbury (N.Z.) Seed Company (Limited), and H. Matson and Co.							1,430 12 10		

GREYMOUTH SECTION.

344	R. 86/2585	Aug. 20, 1886	Westport Colliery Company	8 0	Brunner	Greyouth Har. Bd.	Undefined	..		89 1 1	11,707 18 6	11,796 19 7
525	R. 94/1176	Jan. 1, 1894	Stratford, Blair, and Co.	0 0	Greymouth	Govt. Grantees	10 years*	..	Rental, \$25	813 7 0	45 5 4	856 12 4
653	R. 95/2908	Oct. 1, 1898	O. Butler	6 58	Cameron's	"	5 "	..	103 7 5	4 2 0	234 5 11	238 7 11
688	R. 99/2391	Aug. 1, 1899	W. Morris	10 74	Kumara	Govt. "	5 "	+		6 13 6	348 12 5	355 5 11
689	R. 99/2393	Aug. 1, 1899	Westland Sawmilling Company (Limited)	16 9	Awatuna	"	5 "	+		5 17 5	422 8 7	428 6 0
694	R. 99/2114	Aug. 1, 1899	Grey River Dredging Company (Limited)	6 63	Wallsend	Grantees	9 months*	+	Rental, \$25	16 11 6	0 13 7	17 10 1
710	R. 99/2778	Nov. 1, 1899	G. Perotti	3 21	Nelson Creek	Govt. "	5 years*	+		3 5 4	5 13 4	8 18 8
712	R. 94/2445	Aug. 1, 1899	T. W. Wilson (Stratford, Blair, and Co., tenants)	2 52	Kaiaata	"	5 "	+		4 14 1	165 9 5	170 3 6
714	R. 99/2900	Nov. 1, 1899	Malfray and Co.	21 63	Ho Ho	Govt. and grantees	5 "	+		4 19 7	265 9 10	270 9 5
724	R. 00/197	Jan. 1, 1900	G. D. Wilson and Co.	10 77	Kumara	Ditto	5 "	+		12 18 11	382 6 1	395 5 0
728	R. 99/1729	Mar. 1, 1900	Stratford, Blair, and Co.	4 38	Dobson	Grantees	5 "	+		10 4 2	921 12 7	931 16 9

WESTPORT SECTION.

747	R. 00/2091	April 1, 1900	D. P. Munn	26 72	Mokihinui	Govt. "	5 years*	+	Repairs, \$5 16s	..	26 0 9	26 0 9
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NELSON SECTION.

298	R. 81/1947	Aug. 31, 1881	Neale and Haddow	1 0	Nelson	Grantees	10 years*	+	150 0 0	219 13 4	2 9 1	222 2 5
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PICTON SECTION.

465	R. 91/2179	July 10, 1891	Nelson Brothers (Limited), (Christchurch Meat Co., Ltd., tenants)	13 35	Spring Creek	Grantees	10 years*	..	270 0 0	13 8 11	12 16 0	26 4 11
473	R. 91/3490	Nov. 2, 1891	N.Z. Loan and Mercantile Agency Company (Limited)	0 10	Picton	"	10 "	..	Rental, \$25	96 19 8	33 1 8	130 1 4
491	R. 92/1824	Feb. 1, 1892	Fell Brothers and Co.	17 69	Blenheim	"	10 "	+	Rental, \$25	144 7 11	144 14 6	289 2 5
519	R. 93/8787	Nov. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	"	"	10 "	+	Rental, \$25	31 13 7	176 14 0	208 7 7

\* Three months' notice. + Sidin originally laid under old agreement.

## RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1901.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.†
	M. ch.	M. ch.	M. ch.		
1867 .. ..	..	45 70	45 70	96,338	..
1870-71 .. ..	..	18 58	18 58	39,323	..
1871-72 .. ..	..	11 68	11 68	24,885	..
1872-73 .. ..	..	27 62	27 62	58,327	..
1873-74 .. ..	10 55	11 21	21 76	46,095	..
1874-75 .. ..	61 19	126 78	188 17	395,246	..
1875-76 .. ..	69 23	248 4	317 27	666,409	..
1876-77 .. ..	64 24	152 39	216 63	455,254	..
1877-78 .. ..	103 76	94 58	198 54	417,217	..
1878-79 .. ..	27 19	56 46	83 65	176,006	..
1879-80* .. ..	26 33	40 73	67 26	141,382	..
1880-81 .. ..	68 39	32 71	101 30	212,888	74,261
1881-82 .. ..	22 67	40 16	63 3	132,379	73,947
1882-83 .. ..	2 2	40 19	42 21	88,751	106,703
1883-84 .. ..	22 19	22 50	44 69	94,211	125,632
1884-85 .. ..	56 0	24 0	80 0	168,000	148,325
1885-86 .. ..	43 26	47 52	90 78	191,048	137,993
1886-87 .. ..	58 72	11 39	70 31	147,814	139,040
1887-88 .. ..	11 47	17 32	28 79	60,874	122,027
1888-89 .. ..	18 31	..	18 31	42,814	108,690
1889-90 .. ..	11 57	20 68	32 45	68,381	129,634
1890-91 .. ..	28 21	5 68	34 9	71,636	133,954
1891-92 .. ..	..	27 27	27 27	57,408	139,912
1892-93 .. ..	17 26	..	17 26	36,382	132,509
1893-94 .. ..	28 38	33 58	62 16	130,620	155,827
1894-95 .. ..	16 62	27 24	44 6	92,558	170,681
1895-96 .. ..	14 73	3 48	18 41	38,876	188,291
1896-97 .. ..	3 64	1 11	4 75	10,370	210,588
1897-98 .. ..	27 46	10 2	37 48	78,960	243,479
1898-99 .. ..	22 46	11 13	33 59	70,848	282,326
1899-1900 .. ..	..	19 26	19 26	40,582	302,354
1900-1901 .. ..	4 30	103 38	107 68	226,485	345,433
Totals .. ..	..	..	..	4,578,367	3,471,726

\* Nine months only.

† Complete information not recorded until 1880-81.

## RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1900, and March, 1901.

Department.	Kawakawa.	Whangarei.	Kahn.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
1899-1900.											
General .. ..	..	..	..	..	..	..	..	..	..	..	174
Traffic .. ..	6	12	8	206	488	1,139	58	39	26	15	1,997
Maintenance .. ..	4	25	9	360	787	1,394	111	48	34	33	2,805
Locomotive .. ..	3	10	4	259	646	1,201	53	62	12	10	2,260
Totals - .. ..	13	47	21	825	1,921	3,734	222	149	72	58	7,236
1900-1.											
General .. ..	..	..	..	..	..	..	..	..	..	..	202
Traffic .. ..	6	15	9	232	535	1,307	70	47	22	15	2,258
Maintenance .. ..	4	26	22	307	832	1,356	126	61	32	20	2,786
Locomotive .. ..	4	13	5	289	708	1,361	64	78	13	12	2,547
Totals .. ..	14	54	36	828	2,075	4,024	260	186	67	47	7,793

**RETURN No. 27.**  
**STATEMENT of ACCIDENTS for the Year ending 31st March, 1901.**

Section.	Passengers Killed or Injured.				Servants of the Department Killed or Injured.				Persons Killed or Injured while crossing at Level Crossings.		Trespassers.		Workshops.		Miscellaneous.		Total Killed.	Total Injured.
	From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.										
Kawakawa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whangarei ...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	2
Kaihu ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland ...	...	...	1	1	...	32	1	3	...	...	1	...	...	3	...	...	3	39
Wellington- Napier - New Plymouth	...	...	...	3	2	84	...	35	1	4	2	...	...	37	...	...	5	163
Hurunui-Bluff	...	1	4	8	5	161	4	38	2	3	4	1	...	42	1	1	20	255
Westland ...	...	...	...	...	...	13	2	1	...	...	...	...	...	...	...	...	2	14
Westport ...	...	...	...	...	...	3	...	1	...	...	...	...	...	...	...	...	...	4
Nelson ...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	3
Picton ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1
<b>Totals ...</b>	...	1	5	12	7	298	7	79	3	7	7	1	...	82	1	1	30	481

RETURN NO. 28.  
LOCOMOTIVE RETURNS for the Year ending 31st March, 1901.

Type.	No. of Engines.		Average Speed - Miles per Hour.		Engine-Mileage.				Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.		
					Detail.		Total.		Running.		Repairs.		Running.		Repairs.		Running.		Total.				
					Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Materials.	Stores.	Fuel.	Wages.	Total.	Wages and Materials.	Stores.	Fuel.		Wages.	Total.
									Cwt.	qt.	lb.	lb.	£	£	£	£	£	£	£	£		£	£

KAWAKAWA SECTION.

A	1	12	4,064	1,545	610	6,219	878	93	38	38	5	19	205	229	19	73	791	883	139
D	1	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	...	40,64	1,545	610	6,219	878	93	38	38	5	19	205	229	19	73	791	883	139
General charges...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	47	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	241	...	...	...	930	...

WHANGAREI SECTION.

* F	17	...	...	...	...	...	...	...	...	...	...	...	...	340	...	...	...	...	...
FA	2	17	17,047	6,125	2,916	26,088	7,924	427	53	243	29	339	467	1,149	289	429	1057	321	
WA	1	17	12,820	5,155	389	18,364	7,301	496	49	175	22	265	282	712	187	346	931	195	
Total	3	...	29,867	11,280	3,305	44,452	15,225	923	102	418	51	604	749	2,201	430	326	404	1188	516
Less recoverable, mileage and expenditure	...	...	...	...	...	1,756	...	...	...	...	...	...	...	150	...	...	35	...	
Total	...	...	...	...	...	42,696	...	...	...	...	...	...	...	2,051	...	...	...	1153	...

\* Transferred to Auckland Section.

KAIHU SECTION.

C	1	15	1,615	672	3,173	5,460	795	85	37	32	3	44	111	190	141	193	488	835	87
F	2	15	12,918	4,571	428	17,917	3,396	249	134	375	10	187	325	897	502	250	435	1201	266
Total	3	...	14,533	5,243	3,601	23,377	4,191	334	171	407	13	231	436	1,087	418	237	448	1116	353
General charges...	...	...	...	...	...	...	...	...	...	...	...	...	...	271	...	...	...	278	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	1,358	...	...	...	1394	...



RETURN No. 28—continued.  
LOCOMOTIVE RETURNS for the Year ending 31st March, 1901—continued.

Type.	No. of Engines.			Average Speed—Miles per Hour.			Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.	
	Detail.			Total.			Running.				Repairs.				Running.				Repairs.				
	Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Mate-rial.	Stores.	Fuel.	Wages.	Total.	Wages and Mate-rial.	Stores.	Fuel.	Wages.	Total.	Wages and Mate-rial.	Stores.	Fuel.		Wages.
A	1	6	864	2,144	675	3,683	630	77	46	20	4	24	78	130	26	157	508	821	130	26	157	508	67
B	5	18	114,796	10,710	18	125,524	73,764	2,893	1,817	1,129	132	3,801	2,159	216	25	727	418	1,293	216	25	727	418	1,293
D	15	20	33,778	262,867	146	206,791	47,915	5,361	2,608	2,385	203	1,997	6,434	193	17	159	520	4,100	193	17	159	520	4,100
F	36	20	430,696	287,313	67,992	786,001	175,001	14,242	609	5,878	532	5,697	13,940	195	17	174	425	9,089	195	17	174	425	9,089
FA	4	20	67,036	1,325	331	78,692	24,401	1,639	70	763	65	982	1,317	376	20	299	402	998	376	20	299	402	998
G	2	20	23,164	8,059	1,783	33,006	7,663	681	254	73	25	401	661	53	18	291	481	441	53	18	291	481	441
J	15	25	349,270	32,403	286	381,959	157,474	6,687	433	4,103	288	4,120	5,138	267	18	259	323	3,494	267	18	259	323	3,494
K	6	25	24,184	4,890	1,827	30,901	9,323	702	66	515	31	399	514	143	24	310	399	423	143	24	310	399	423
LA	1	25	3,402	955	6	4,363	1,132	124	67	239	5	58	70	113	27	372	62	423	113	27	372	62	423
N	3	30	52,212	8,630	...	60,848	20,913	1,575	56	742	65	1,010	869	743	25	398	343	626	743	25	398	343	626
O	3	18	66,954	12,181	181	79,316	43,714	1,666	62	839	71	1,217	1,124	240	22	368	340	700	240	22	368	340	700
P	6	18	132,213	21,581	174	153,968	74,856	3,176	104	1,415	130	2,513	2,112	469	20	392	329	1,192	469	20	392	329	1,192
Q	1	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
R	6	20	71,148	26,522	15,280	112,950	43,254	2,064	114	1,144	89	916	1,968	283	19	195	418	1,264	283	19	195	418	1,264
T	6	18	89,172	19,193	411	108,776	50,485	2,608	112	1,431	111	2,309	1,785	681	24	509	395	1,901	681	24	509	395	1,901
U	24	30	707,466	60,107	339	767,912	289,581	16,368	600	7,496	668	14,492	8,856	214	21	453	277	5,877	214	21	453	277	5,877
V	10	25	220,688	28,274	113	249,075	107,533	4,769	224	2,600	204	3,323	3,257	424	19	320	314	2,136	424	19	320	314	2,136
WA	1	20	14,444	7,258	...	21,702	6,508	521	26	357	24	355	430	133	26	393	475	302	133	26	393	475	302
Total	145	...	2,401,487	804,418	89,562	3,295,467	1,134,167	65,153	2,892	32,075	2,667	43,584	50,742	285	19	317	370	33,255	285	19	317	370	33,255
Less recoverable, mileage and expenditure			348	...	...	8,874	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
General charges			2,401,139	...	...	3,286,593	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

HURUNUI-BLUFF SECTION.

\* Includes cost of thorough overhaul and one new boiler in year ending 31st March, 1901.  
† Includes cost of conversion to Class "LA" in year ending 31st March, 1901.

WESTLAND SECTION.

D	1	20	1,422	13,536	448	15,406	2,146	220	144	41	9	58	346	64	14	90	539	707	64	14	90	539	235
F	5	20	53,822	24,644	4,013	82,479	14,007	1,280	806	828	50	381	1,436	241	15	111	418	785	241	15	111	418	1,039
*LA	5	10	47,657	10,080	2,035	59,772	11,146	1,083	609	432	41	302	1,933	174	17	121	414	726	174	17	121	414	649
Total	11	...	102,901	48,260	6,496	157,657	27,299	2,583	1,559	1,301	99	741	2,815	198	15	113	429	1,923	198	15	113	429	1,923
Less recoverable, mileage and expenditure			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
General charges			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

\* Midland Railway locomotives included from 22nd July, 1900.



RETURN NO. 28—continued.  
LOCOMOTIVE RETURNS for the Year ending 31st March, 1901—continued.

Type.	No. of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.				Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.	
	Detail.		Total.		Running.				Repairs.		Running.		Total.		Repairs.		Running.		Total.			
	Train.	Shunting.	Ballast.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.		
	lb.	qt.	lb.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
C	2	12	18	31,024	43	31,085	6,227	701	44	237	346	22	114	628	1,110	267	17	0'88	4'85	8'57	336	
F	3	15	24,863	8,337	4,607	37,807	9,156	723	96	318	167	25	167	605	964	1'06	16	1'06	3'84	6'12	448	
FB	2	15	24,319	8,226	173	32,718	10,776	653	91	558	288	26	200	546	1,060	2'12	19	1'46	4'01	7'78	403	
WA	2	20	20,874	9,380	...	30,254	13,176	824	98	615	172	31	241	577	1,021	1'36	25	1'91	4'58	8'10	393	
Total	9	...	79,974	56,967	4,823	131,864	39,335	2,901	329	1,738	973	104	722	2,356	4,155	1'77	19	1'32	4'29	7'57	1,580	
General charges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,590	...	...	...	...	...	2'89	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5,745	...	...	...	...	...	10'46	...

## WESTPORT SECTION.

## NELSON SECTION.

D	2	20	12,243	2,024	600	14,957	2,748	311	13	128	244	9	150	279	682	3'92	14	2'41	4'47	10'94	195
F	2	20	34,930	4,945	111	39,986	7,176	773	40	316	461	35	538	666	1,700	2'77	21	3'23	4'00	10'21	445
Total	4	...	47,173	6,969	801	54,943	9,924	1,084	53	444	705	44	688	945	2,382	3'08	19	3'01	4'13	10'41	640
*Less recoverable, mileage & expenditure, Midland Railway	4	...	2,200	272	188	2,660	...	...	...	...	29	2	27	45	103	...	...	...	...	'05	...
Total	4	...	44,973	6,697	613	52,283	9,924	1,084	53	444	676	42	661	900	2,279	3'10	19	3'04	4'13	10'46	640

\* Midland Railway mileage and expenditure to 21st July, 1900.

## PICKTON SECTION.

C	1	15	545	1,272	8,659	10,476	2,074	278	11	120	193	11	117	291	612	4'42	25	2'67	6'67	14'01	181
D	1	15	1,095	1,345	9,387	11,827	2,295	277	10	120	100	10	129	327	566	2'03	20	2'62	6'04	11'49	202
G	2	15	28,474	10,003	1,931	40,408	6,948	968	29	272	244	31	385	721	1,381	1'45	18	2'29	4'28	8'20	389
Total	4	...	30,114	12,620	19,977	62,711	11,317	1,523	50	512	537	52	631	1,339	2,559	2'05	20	2'42	5'12	9'79	772
Less recoverable, mileage and expenditure	...	...	...	...	18,433	18,433	...	...	...	...	...	...	...	...	1,172	...	...	...	...	2'28	...
General charges	...	...	...	...	1,544	44,278	...	...	...	...	...	...	...	...	1,387	...	...	...	...	7'51	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	...	...	...	...	15	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,415	...	...	...	...	7'66	...

**RETURN No. 29.**  
**HURUNUI-BLUFF SECTION.**

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1901.

Mine.	1900-1.	1899-1900.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Hartley ... ..	48		48	
Austin Brothers, Sheffield ... ..	450	2,051		1,601
Springfield Coal Company, Springfield ... ..	252	470		218
Brockley ... ..	99	99		99
St. Helen's ... ..	1,997	2,098		101
Deans, J., Glentunnel ... ..	5,398	3,796	1,602	
Park, G., Mount Somers ... ..	927	927		927
Harris Brothers ... ..	2,235		2,235	
Albury ... ..	311	128	183	
Waimate ... ..	16		16	
Kurow ... ..	4	4		
Ngapara ... ..	187	27	160	
Shag Point ... ..	19,266	20,156		890
Allendale Coal Company ... ..	15,377	13,208	2,169	
Walton Park ... ..	10,334	7,785	2,549	
Saddle Hill ... ..	12,124	9,441	2,683	
Fernhill ... ..	3,330	4,344		1,014
Freeman's ... ..	8,434	6,638	1,796	
Mosgiel ... ..	6,838	6,658	180	
Lovell's Flat ... ..	26	60		34
Lovell's Flat (Gibson and Lees) ... ..	7,940	1,126	6,814	
Nelson's ... ..	573	717		144
Kaitangata ... ..	111,918	110,209	1,709	
Milton ... ..	219	353		134
Anderson's, Stirling ... ..	92	90	2	
Conical Hills ... ..	2,818	2,675	143	
O'Hagan, C., Pukerau ... ..	412	488		76
Orchard, E. C., Pukerau ... ..	...	6		6
Johnston, W., Waikaka... ..	...	12		12
Smyth, J., Gore ... ..	383	270	113	
Sleeman, C. P., Mataura ... ..	2,768	1,117	1,651	
Beattie, J., Mataura ... ..	817	221	596	
Brown's, Mataura ... ..	1,001	224	777	
Munro, E., Wyndham ... ..	...	38		38
Darcy's, Nightcaps ... ..	1,552	1,790		238
Nightcaps Coal Company, Nightcaps ... ..	26,207	22,868	3,339	
Quested, J., Nightcaps ... ..	5	18		13
Smith and Logan, Kingston Crossing ... ..	18	16	2	
Graham, J., Fairfax ... ..	...	6		6
New Zealand Collieries, Railways, and Oil Syndicate ... ..	1,581		1,581	
<b>Totals</b> ... ..	<b>244,931</b>	<b>220,134</b>	<b>30,348</b>	<b>5,551</b>

**RETURN No. 30.**  
**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, 1901.

Port.	1900-1.	1899-1900.	Increase.	Decrease.
	No.	No.	No.	No.
<b>DISCHARGED :—</b>				
Lyttelton ... ..	1,598	1,585	13	
Timaru ... ..	265	316		51
Oamaru ... ..	139	150		11
Port Chalmers ... ..	125	164		39
Dunedin ... ..	73	89		16
Bluff ... ..	201	228		27
<b>Totals</b> ... ..	<b>2,401</b>	<b>2,532</b>	<b>13</b>	<b>144</b>
<b>LOADED :—</b>				
Lyttelton ... ..	1,693	1,643	50	
Timaru ... ..	262	317		55
Oamaru ... ..	127	127		
Port Chalmers ... ..	133	189		56
Dunedin ... ..	1	1		
Bluff ... ..	202	227		25
<b>Totals</b> ... ..	<b>2,418</b>	<b>2,504</b>	<b>50</b>	<b>136</b>

## RETURN No. 31.

## HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1901,  
on the HURUNUI-BLUFF RAILWAY and BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.	
	Single.	Double.			Main Line.	Branches.	Total.	M. ch.	...
<b>CHRISTCHURCH DIVISION :—</b>	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	...
Main Line ... ..	211 57	6 28	...	218 5	71 18	...	71 18	289 23	...
Rangiora-Sheffield and Eyre- ton Junction-Bennett's	...	...	53 56	} 247 42	}	4 40	} 24 36	58 16	}
Southbridge and Little River Branches	...	...	48 7			5 42		53 49	
Springfield and Whitecliffs Branches	...	...	47 4			5 0		52 4	
Rakaia and Ashburton Forks Branch	...	...	22 20			2 65		25 5	
Mount Somers Branch ... ..	...	...	27 35			1 70		29 25	
Albury Branch ... ..	...	...	36 13			2 57		38 70	
Waimate Branch ... ..	...	...	12 67			2 2		14 69	
<b>Totals, Christchurch Division</b>	<b>211 57</b>	<b>6 28</b>	<b>247 42</b>	<b>465 47</b>	<b>71 18</b>	<b>24 36</b>	<b>95 54</b>	<b>561 21</b>	
<b>DUNEDIN DIVISION :—</b>									
Main Line ... ..	165 40	...	...	165 40	52 17	...	52 17	217 57	...
Duntroon Branch ... ..	...	...	37 41	} 217 63	}	2 72	} 20 16	40 33	}
Oamaru-Breakwater Branch	...	...	0 63			0 25		1 8	
Ngapara & Livingstone Branches	...	...	27 4			2 5		29 9	
Shag Point Branch ... ..	...	...	2 10			0 14		2 24	
Waibemo Branch ... ..	...	...	8 65			0 63		9 48	
Port Chalmers Branch ... ..	...	...	1 26			3 65		5 11	
Walton Park Branch ... ..	...	...	2 49			0 52		3 21	
Fernhill Branch ... ..	...	...	1 57			0 23		2 0	
Otago Central Railway ... ..	...	...	85 40			4 68		90 28	
Outram Branch ... ..	...	...	9 0			0 65		9 65	
Lawrence Branch ... ..	...	...	22 1	1 67	23 68				
Catlin's River Branch ... ..	...	...	19 27	1 57	21 4				
<b>Totals, Dunedin Division</b>	<b>165 40</b>	<b>...</b>	<b>217 63</b>	<b>383 23</b>	<b>52 17</b>	<b>20 16</b>	<b>72 33</b>	<b>455 56</b>	
<b>INVERCARGILL DIVISION :—</b>									
Main Line ... ..	82 41	...	...	82 41	19 49	...	19 49	102 10	...
Tapanui Branch ... ..	...	...	20 4	} 262 10	}	2 4	} 24 64	22 8	}
Waimea Plains Branch	...	...	36 41			2 49		39 10	
Wyndham Branch ... ..	...	...	9 35			0 45		10 0	
Seaward Bush Branch ... ..	...	...	25 40			2 0		27 40	
Kingston Branch ... ..	...	...	87 0			7 48		94 48	
Makarewa-Orepuki Branch ...	...	...	35 52			5 3		40 55	
Thornbury-Wairio and Wairio- Nightcaps Branches	...	...	24 51			2 75		27 46	
Forest Hill Railway ... ..	...	...	12 66			0 77		13 63	
Lumsden-Mararoa Branch ... ..	...	...	10 41			1 3		11 44	
<b>Totals, Invercargill Division</b>	<b>82 41</b>	<b>...</b>	<b>262 10</b>			<b>344 51</b>		<b>19 49</b>	
<b>Grand Totals—Whole Line</b>	<b>459 58</b>	<b>6 28</b>	<b>727 35</b>	<b>1,193 41</b>	<b>143 4</b>	<b>69 36</b>	<b>212 40</b>	<b>1406 1</b>	

## RETURN No. 32.

STATEMENT of ALTERATIONS effected in and ADDITIONS to SCALE of CHARGES during the Year ending 31st March, 1901.

## PART I.—PASSENGERS.

## GENERAL FARES AND REGULATIONS.

Ordinary tickets: Fares for all distances reduced. Return tickets for distances over ten miles made available for return for three months. Holiday excursion tickets for principal holidays during the year extended for fourteen days free of charge. Regulations *re* extension of ordinary return and holiday excursion tickets abolished. Rates for season tickets, all-lines annual sectional tickets, newspaper reporters' ordinary and season tickets, and for tickets for delegates to friendly societies' conferences, reduced. Tourist excursion tickets issued daily throughout the year. Regulations *re* Volunteer tickets, navy recruits, transfer of season tickets, school boarders, students of agricultural and technical colleges, athletic teams and pleasure parties, theatrical, concert, and circus companies, amended. Regulation *re* Maoris attending tangis inserted.

Special trains for Government departments: Regulation amended.

## LOCAL FARES AND REGULATIONS.

*Auckland Section.*

Suburban fares reduced. Fares from and to Auckland, Newmarket, Remuera, Ellerslie, Penrose, Onehunga, and Otahuhu, to and from Thames, Tirohia, and intermediate stations, also for Te Aroha, Okoroire, and Rotorua, for round trips (rail and steamer tickets) Auckland to Auckland *via* Thames, Auckland to Auckland *via* Rotorua and Thames, and Auckland to Auckland *via* Hangitiki, Rotorua, and Thames, reduced. Workers' weekly tickets at nominal rates issued between Auckland and suburban stations.

*Wellington-Napier-New Plymouth Section.*

Rates for workers' weekly tickets on Te Aro-Lower Hutt line reduced, and regulations amended. Fares between Te Aro and Wellington and stations on suburban line reduced. Availability of return tickets, Wellington-Napier *via* Wellington-Manawatu and Government Railway lines, extended to three months.

*Hurunui-Bluff Section.*

Suburban fares on Lyttelton-Christchurch, Christchurch-Templeton, Christchurch-Chaney's, Dunedin-Port Chalmers, Dunedin-Mosgiel, and Invercargill-Bluff lines reduced. Workers' weekly tickets at nominal rates introduced on Lyttelton-Christchurch, Christchurch-Islington, Port Chalmers-Dunedin, and Dunedin-Mosgiel lines. Excursion fares for Hanmer Springs, Cold Lakes of Otago, and round trips through Central Otago reduced and availability of tickets extended. Regulation for computing distance between Port Chalmers and stations on Dunedin-Port Chalmers line inserted. Through booking between principal stations on the Hurunui-Bluff Section and Queenstown inaugurated. Taiari Beach excursions cancelled.

*Westland Section.*

Midland Railway Company's fares abolished. Midland Railway incorporated with Government lines, and passenger and season-ticket rates reduced; availability of return tickets extended. Fares for passengers travelling between Greymouth and Brunner by Midland Company's trains abolished. Annual all-lines tickets issued on Government lines made available over Midland lines free of charge.

*Picton Section.*

Fares for through rail and steamer tickets between Wellington and stations on Picton Section reduced.

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

Passengers' luggage: Regulation for checking luggage amended. Luggage checked between any two stations on a continuous line of railway.

Theatrical companies' luggage regulation amended and rates reduced.

Lost and left luggage: Regulations amended.

Parcels: Rates for packages exceeding 1 cwt. in weight reduced.

Horses and dogs: Rates for racehorses, hunters, polo ponies, and hounds returning from races, hunts, and polo meetings reduced.

## PART III.—GOODS REGULATIONS.

Class E: Minimum quantity of bonedust reduced to 5 cwt.

Lime for manuring farm lands: Regulation amended—period of free carriage extended.

Returned empties: Returned empty butter-kegs conveyed free.

Stock, implements, dogs, &c., to shows: Regulations amended, and ploughs for use at prize ploughing matches included.

Port traffic: Regulation amended, and made applicable to haulage and handling at any station.

Storage: Rate reduced—Sunday excluded from charges.

Private stores and sidings: Regulation amended.

Canterbury Jubilee Exhibition: Exhibits unsold to be returned free.

## PART IV.—GOODS: LOCAL RATES.

*Kawakawa Section.*

Class H, wool, &c. : Regulation and rate amended.

*Auckland Section.*

Rate for A, B, C, D goods conveyed between Auckland, Newmarket, or Onehunga, and intermediate stations between Te Aroha and Thames, reduced.

Rates and regulations for goods booked through by rail and steamer from and to stations on Auckland Section to and from Kaipara ports amended.

Class K, timber: Rate for log-timber, Auckland to Onehunga Wharf, and for timber other than white-pine, Mamaku to Mount Eden, Newmarket, and Auckland, reduced.

Class E: Rates between Mount Eden and Onehunga Town and Wharf reduced.

*Wellington-Napier-New Plymouth Section.*

Redispatching charge of 1s. per ton for goods conveyed inland from New Plymouth Breakwater abolished.

Port traffic, Wellington: Rates and regulations amended.

*Westland Section.*

Midland Railway Company's rates and rates for interchanged traffic abolished. Rates for conveyance of goods to and from stations on Midland Railway lines reduced.

Class E, goods: Rates for timber between Greymouth and Brunner, and coal between Reefton and Greymouth for shipment, reduced.

Rates and regulations for use of hydraulic cranes inserted.

*Nelson Section.*

Class H: Rate for wool, Motupiko to Nelson or Port, reduced.

Rates for through booking between Nelson Port and Picton inserted.

*Picton Section.*

Rates and regulations for through booking of goods from and to stations on Picton Section to and from the Port (Nelson) inserted.

*Hurunui-Bluff Section.*

Class H, wool: Rates, Smithfield to Timaru, Wedderburn to Dunedin and Port Chalmers, reduced.

Lyttelton Station: Rates for wool conveyed between railway-station or private store and ship's side inserted. Rates for storage of Class E goods reduced. Rates for Class H delivered to ship's side and for frozen meat and butter in insulated trucks from shed to ship's side, for goods consigned to the station or private sidings for delivery on shore and delivered to vessels instead, removed.

*Bluff Station.*

Rates for storage, Class E goods, reduced.

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

	Class.
Regulation limiting weight of fish packages inserted.	
Acid, sulphuric, New Zealand manufacture, packed. Owners' risk. Dangerous ...	A
<i>Removed</i> : Acid, sulphuric, New Zealand manufacture, packed in consignments of not less than 2 tons. Owners' risk. Dangerous. ... ..	A
Concentrates. Owners' risk ... ..	Q
Furs, New Zealand manufacture. <i>Special goods</i> ... ..	A
Hair, raw, for manufacturing purposes, pressed, in bales or bags ... ..	C
Hessian, in bales, for manufacture of cornsacks ... ..	D
Kanit. Owners' risk ... ..	E
<i>Removed</i> : Kanit. Owners' risk ... ..	P
Leather shavings, for manufacture of manure ... ..	E
Marrows, vegetable. Owners' risk ... ..	F
Salt for meat-curing and dairy purposes. Rate and half ... ..	E
Salt for curing hides. Rate and a half ... ..	E
Salt, common, not otherwise specified, in bags. Rate and a half ... ..	E
<i>Removed</i> : Salt, packed, not otherwise specified ... ..	D
Salt, table ... ..	D
<i>Removed</i> : Salt for curing hides ... ..	D
Shells, not otherwise specified, loose or packed in bags ... ..	E
Shells, ornamental... ..	A
<i>Removed</i> : Shells for footpaths, in sacks. Owners' risk ... ..	D
<i>Removed</i> : Shells, oyster, packed, for manufacture of manures ... ..	E
Sulkies (to seat one person), with wheels removed, and not exceeding 1 cwt. in weight	
Double rate. Owners' risk ... ..	A
<i>Removed</i> : Sulkies, with wheels removed. Double rate. Owners' risk ... ..	A
Vegetable-marrows. Owners' risk ... ..	F

## PART VI.—WHARVES.

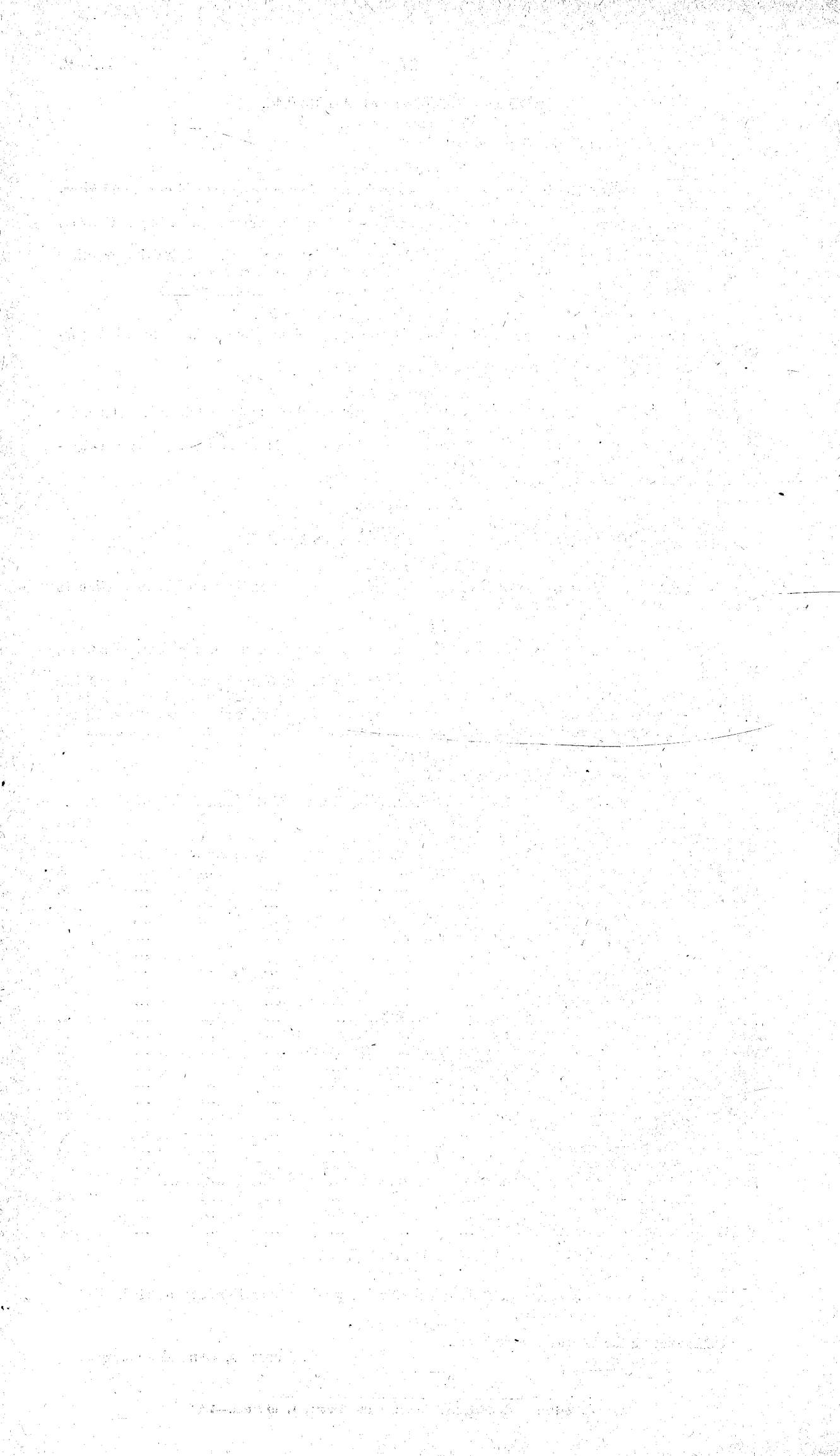
## GENERAL.

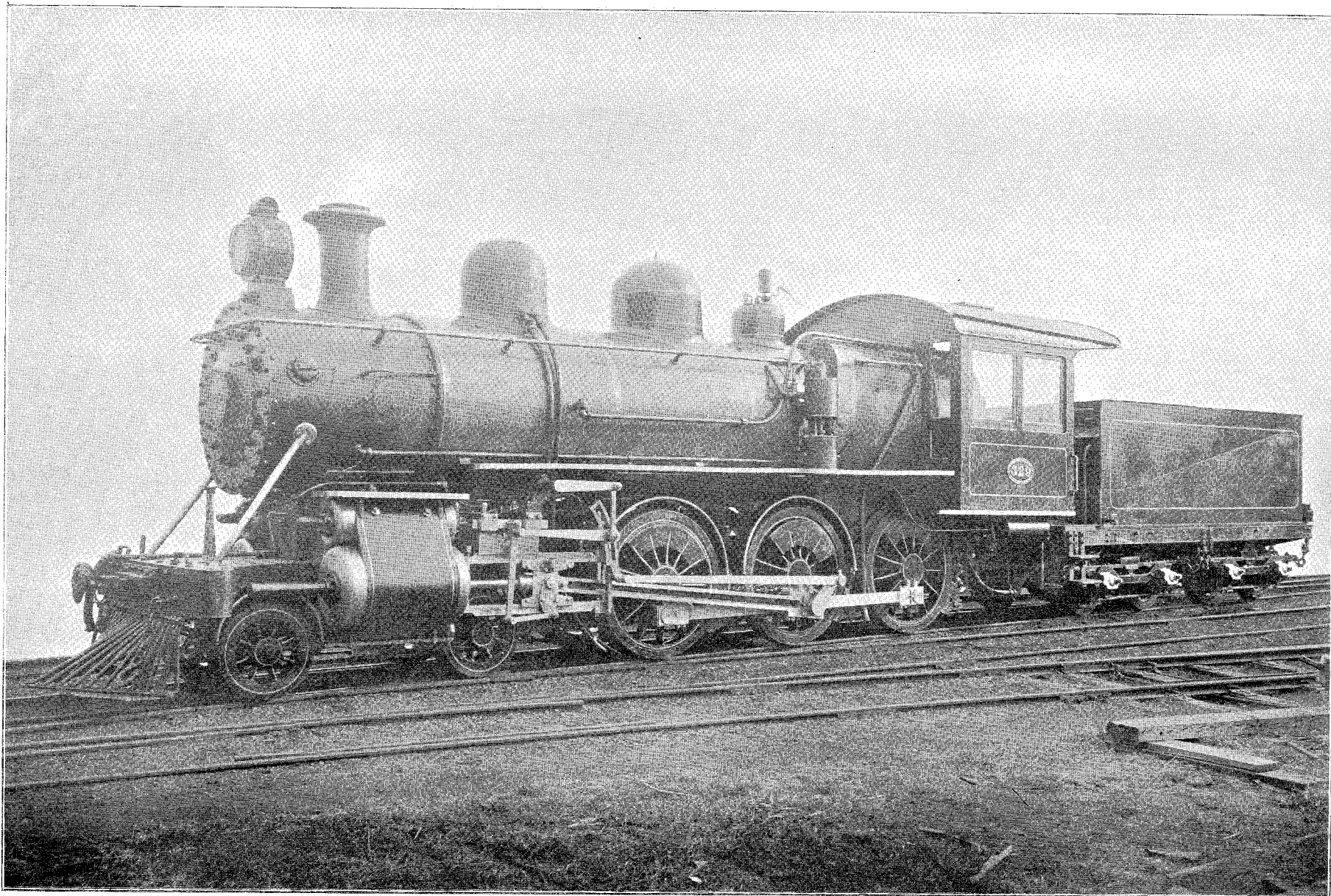
Regulations governing shipment of live-stock at railway wharves on Sundays inserted.

*Westport Wharf.*

Charge for 20-ton steam-crane inserted.

T. RONAYNE, General Manager.

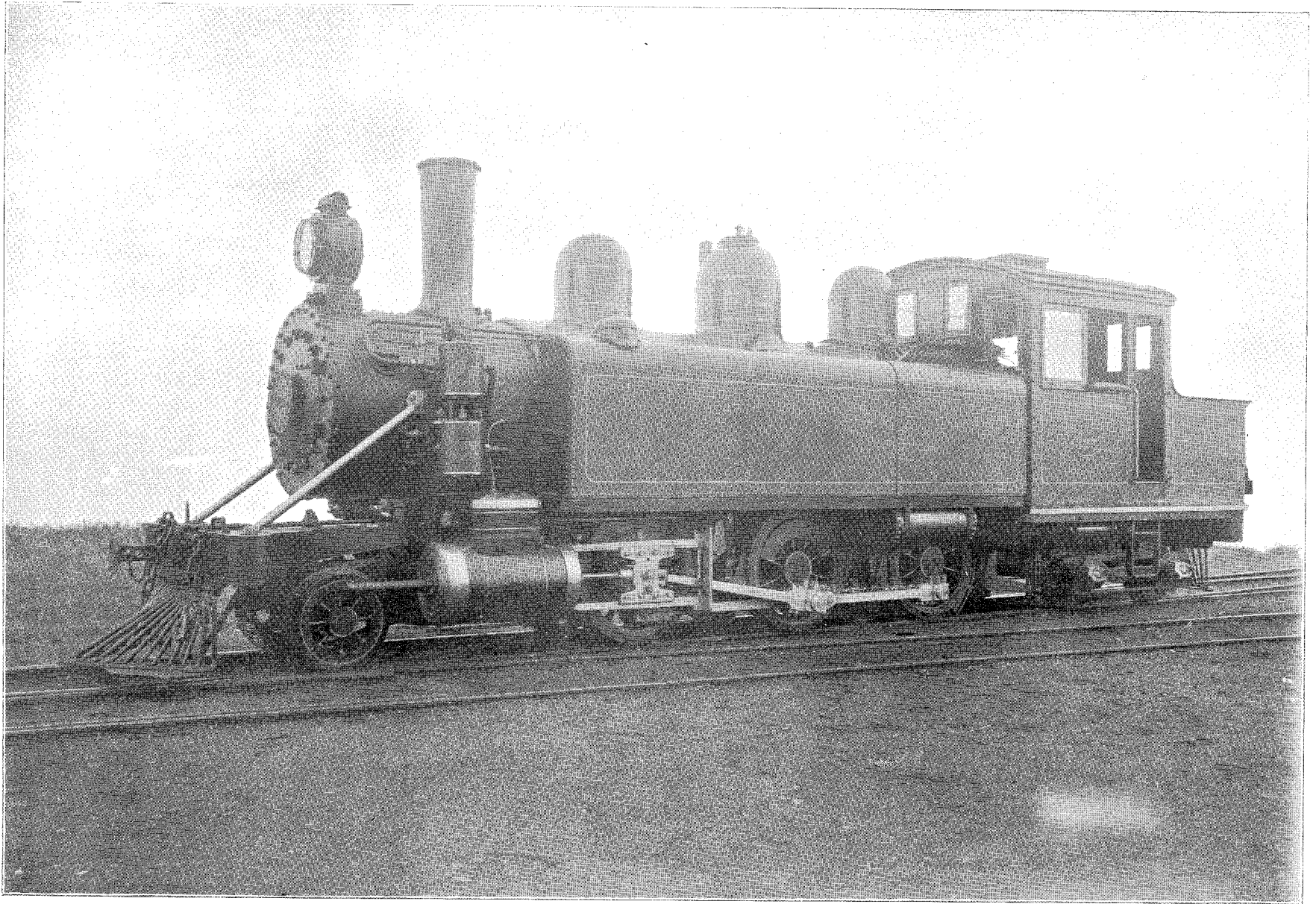




Passenger and Mixed-train Service Locomotive, Class Uc: Built at Baldwin Locomotive Works, Philadelphia, U.S.A.; Cylinders, 16 in.; Stroke, 20 in.; Diameter of Driving-wheels, 4 ft. 1 in.; Tractive Power, 16,000 lb.; Total Weight in Working-order, 58 tons.

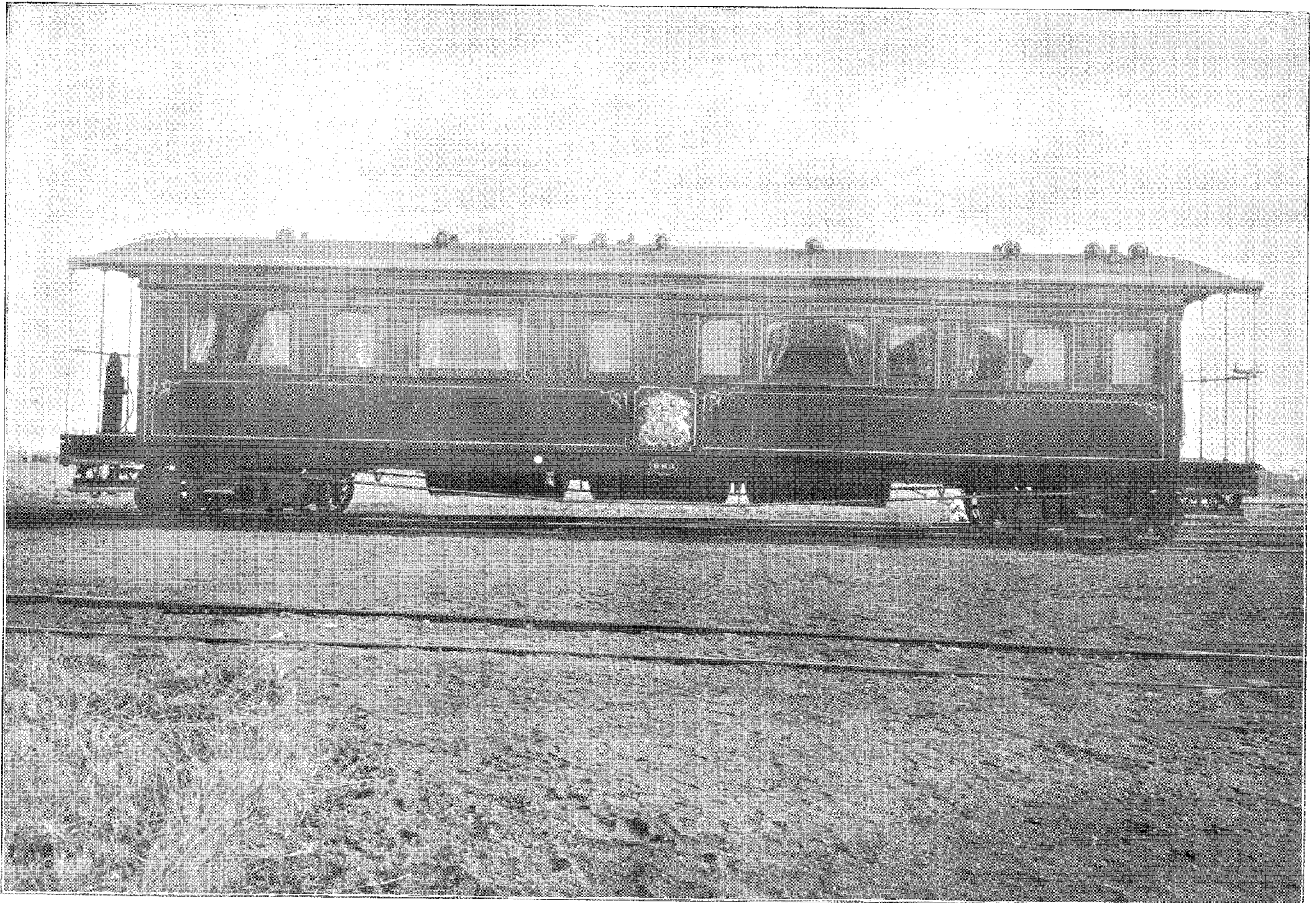






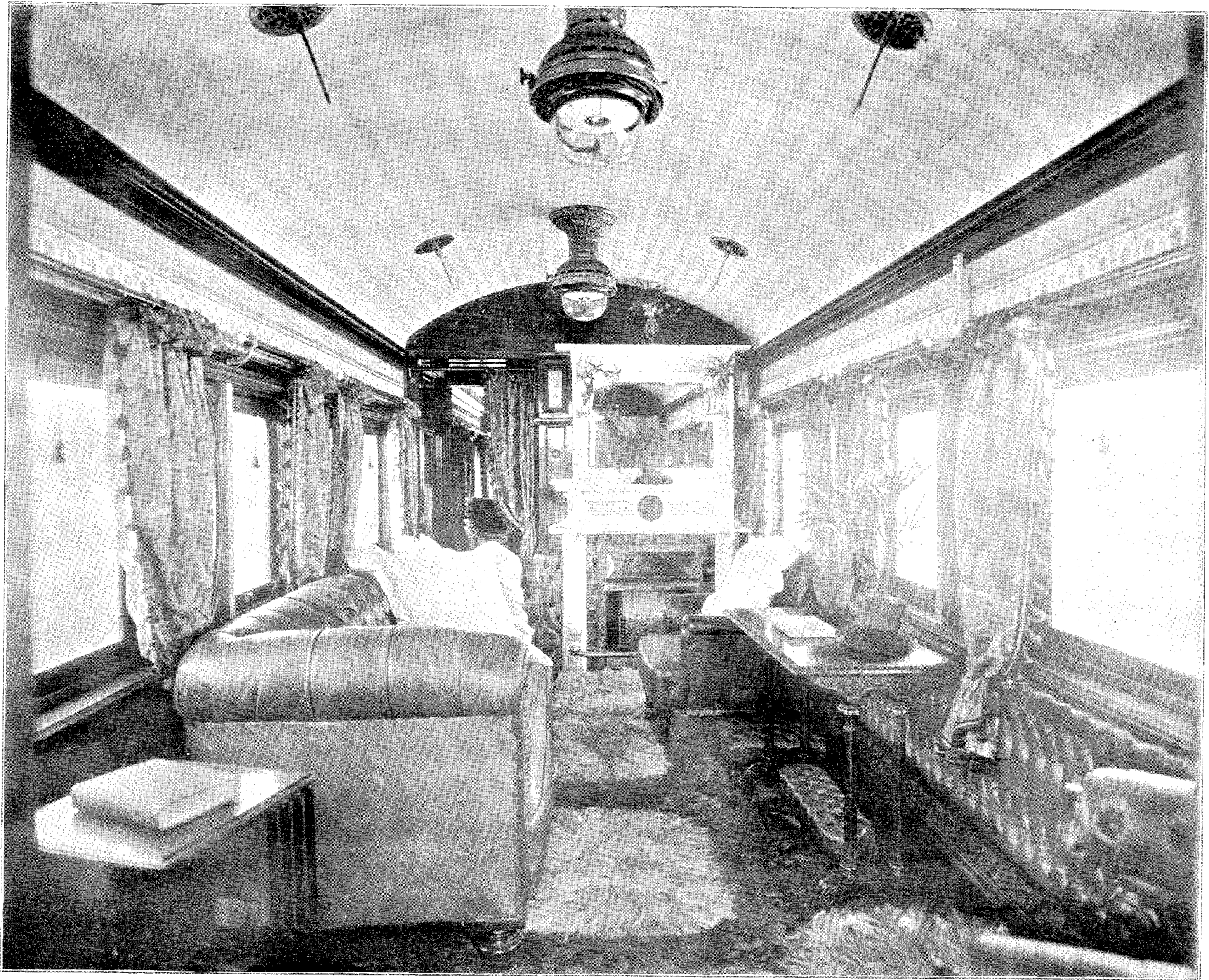
Goods Tank Locomotive for Heavy Gradients, Class Wd: Built at Baldwin Locomotive Works, Philadelphia, U.S.A.; Cylinders, 14 in.; Stroke, 20 in.; Diameter of Wheels, 3 ft. 3 $\frac{3}{4}$  in.; Tractive Power, 15,000 lb.; Total Weight in Working-trim, 44 tons.





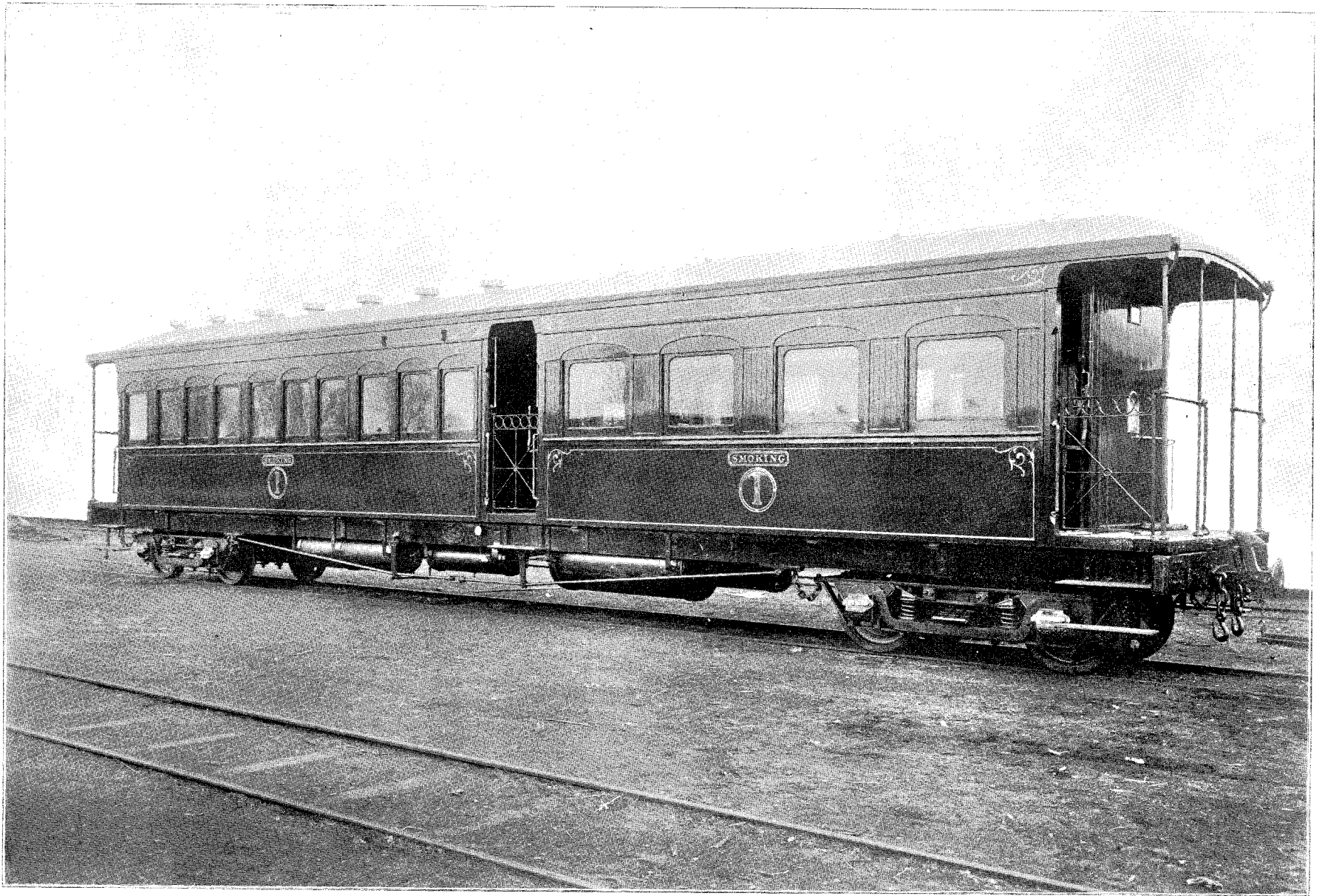
Royal Saloon Car, Class "A": Built in New Zealand Railway Workshops; Length over Headstocks, 44 ft.





Royal Saloon Car. Class "A": Built in New Zealand Railway Workshops. Interior of Car.

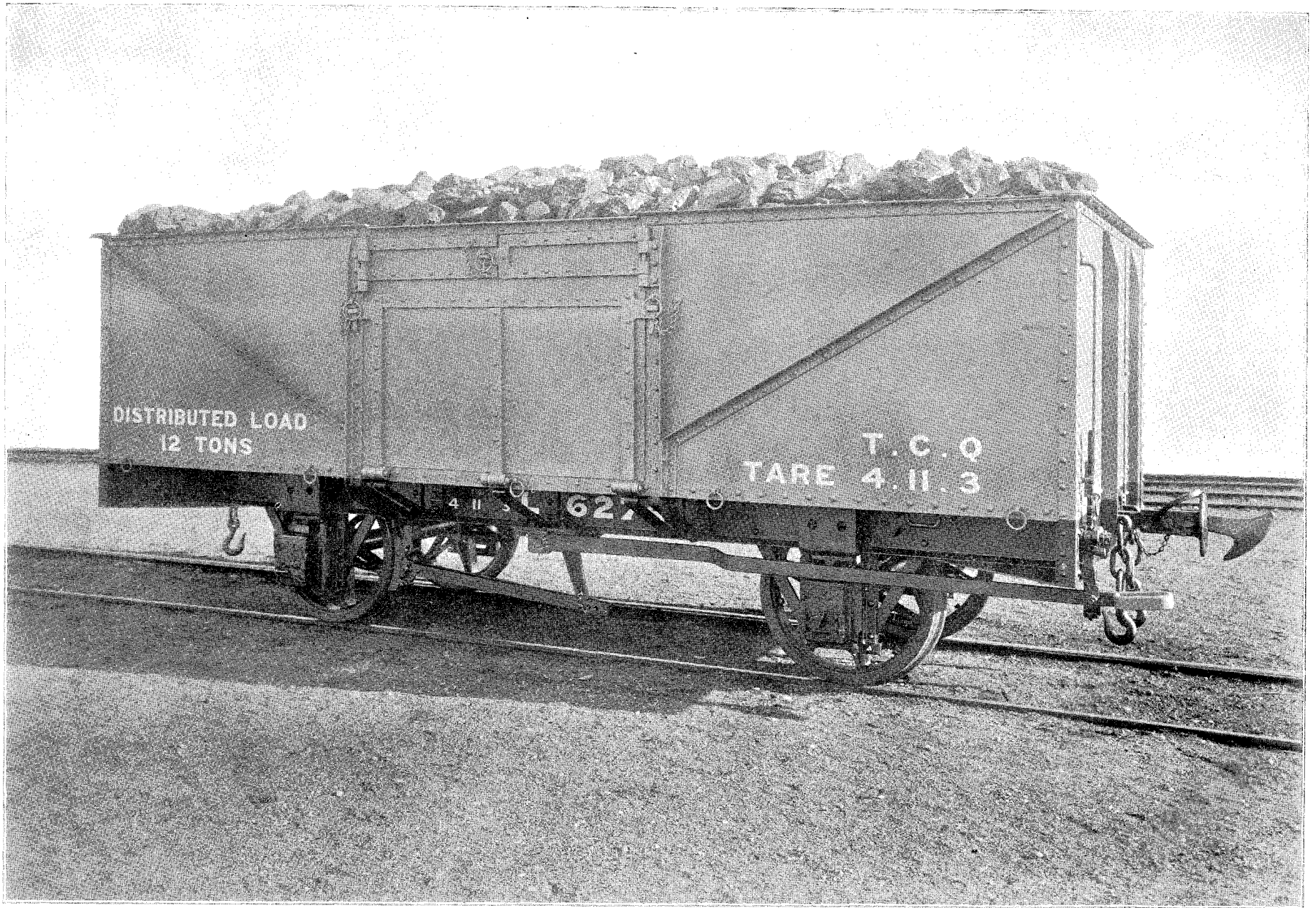




First-class Corridor Car, Class A: Built by American Car and Foundry Company, St. Louis, U.S.A.; Length over Headstocks, 47 ft. 6 in.

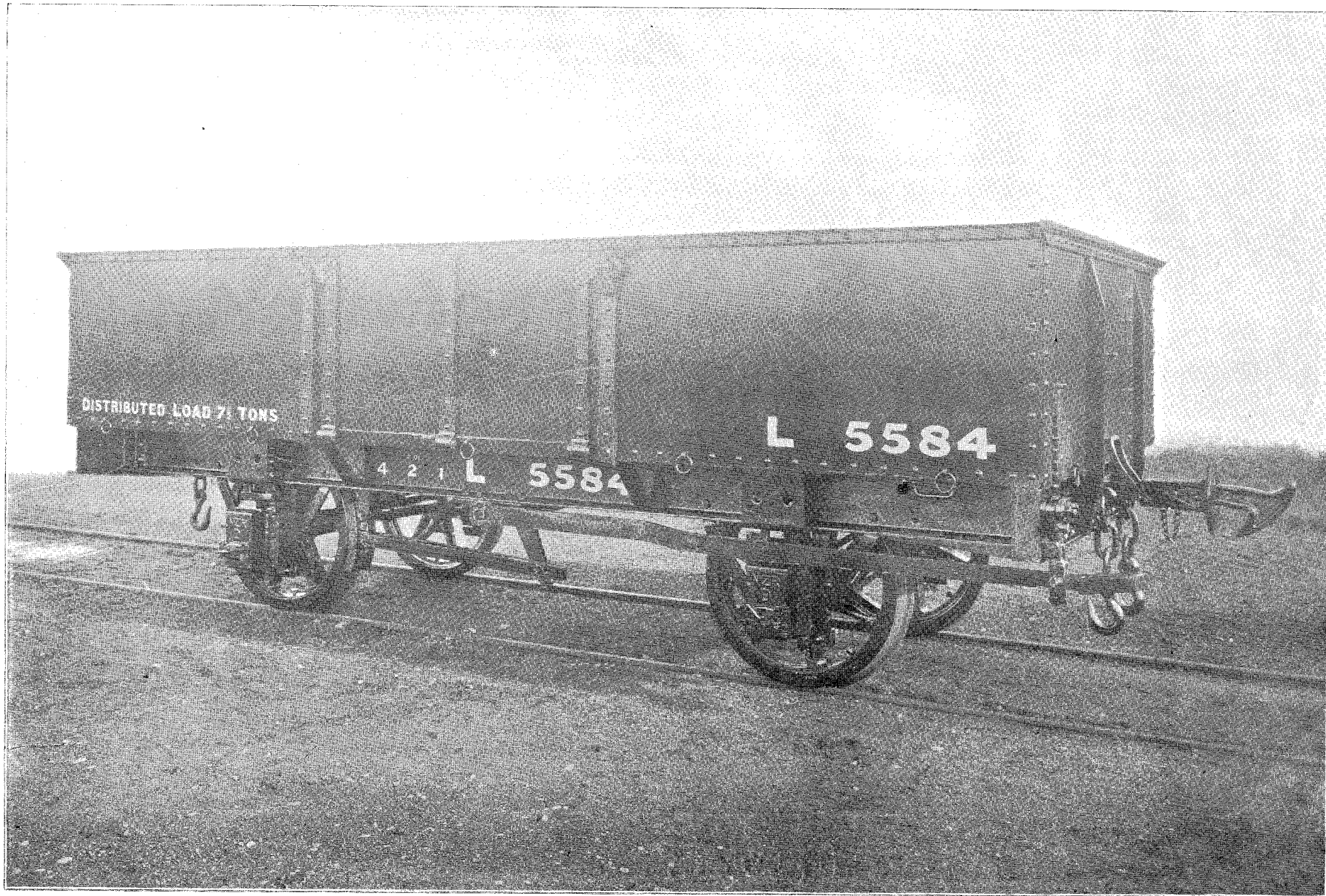






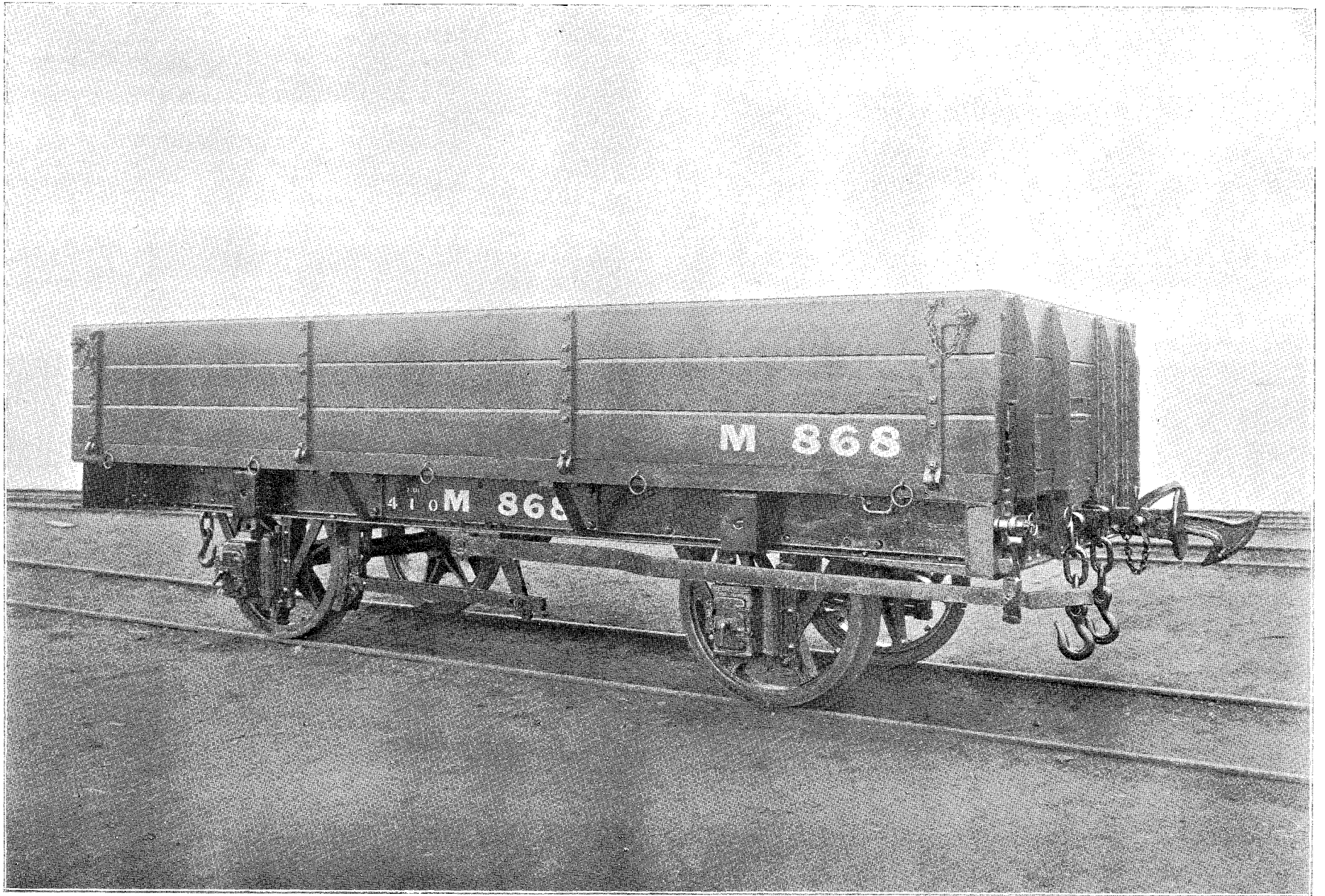
Standard Class La 12-ton Iron Wagon: Length over Headstocks, 15 ft. 7 in.; Tare, 4 tons 11 cwt. 3 qr. Wagon is shown carrying 12 tons of Coal.





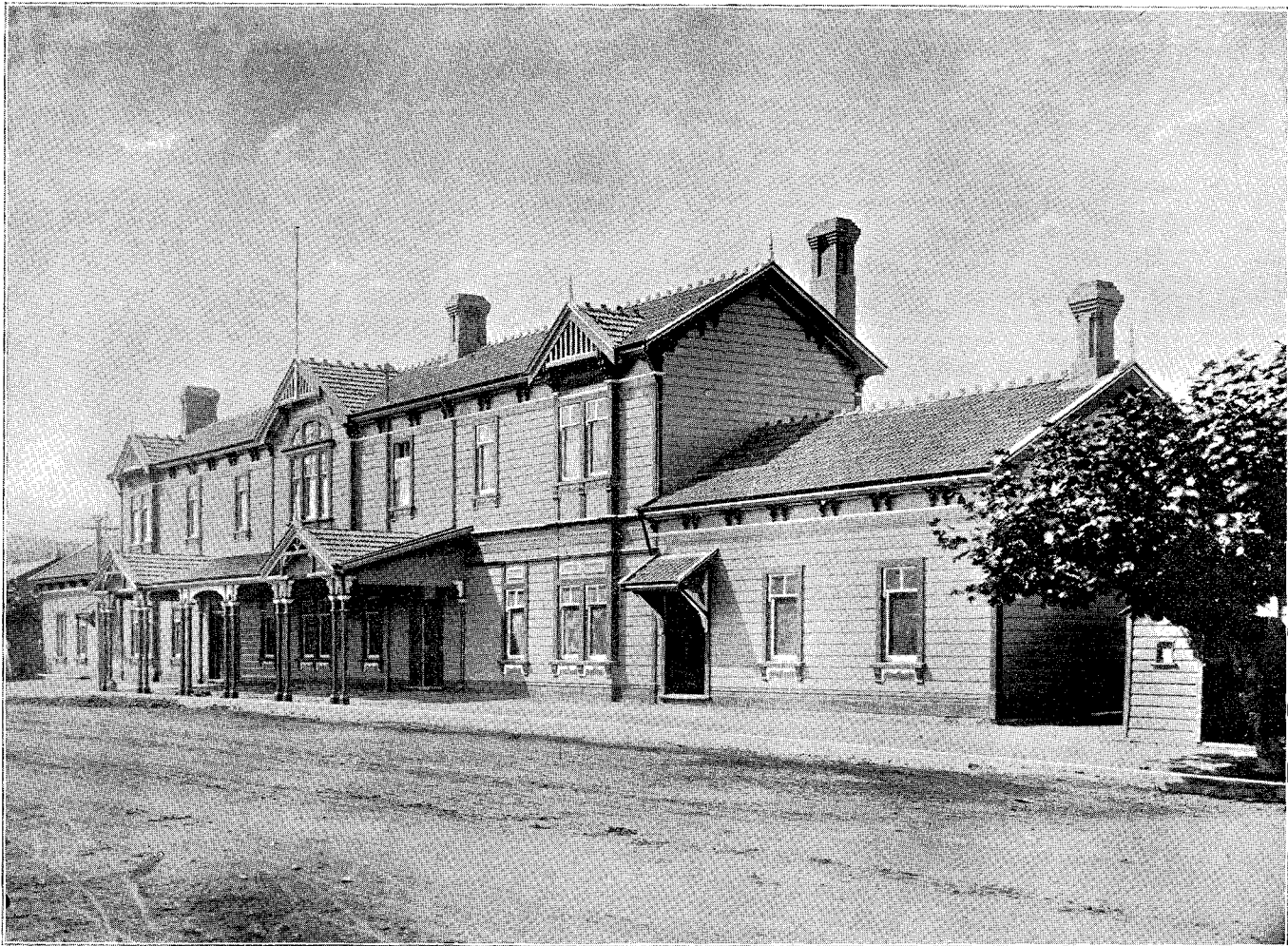
Class "L," 7½-ton Iron Wagon: Length over Headstocks, 15 ft.; Tare, 4 tons 2 cwt. 1 qr.





Standard Class "M" Wagon: Built in N.Z. Railway Workshops; Distributed Load,  $7\frac{1}{2}$  tons; Tare, 4 tons 1 cwt.

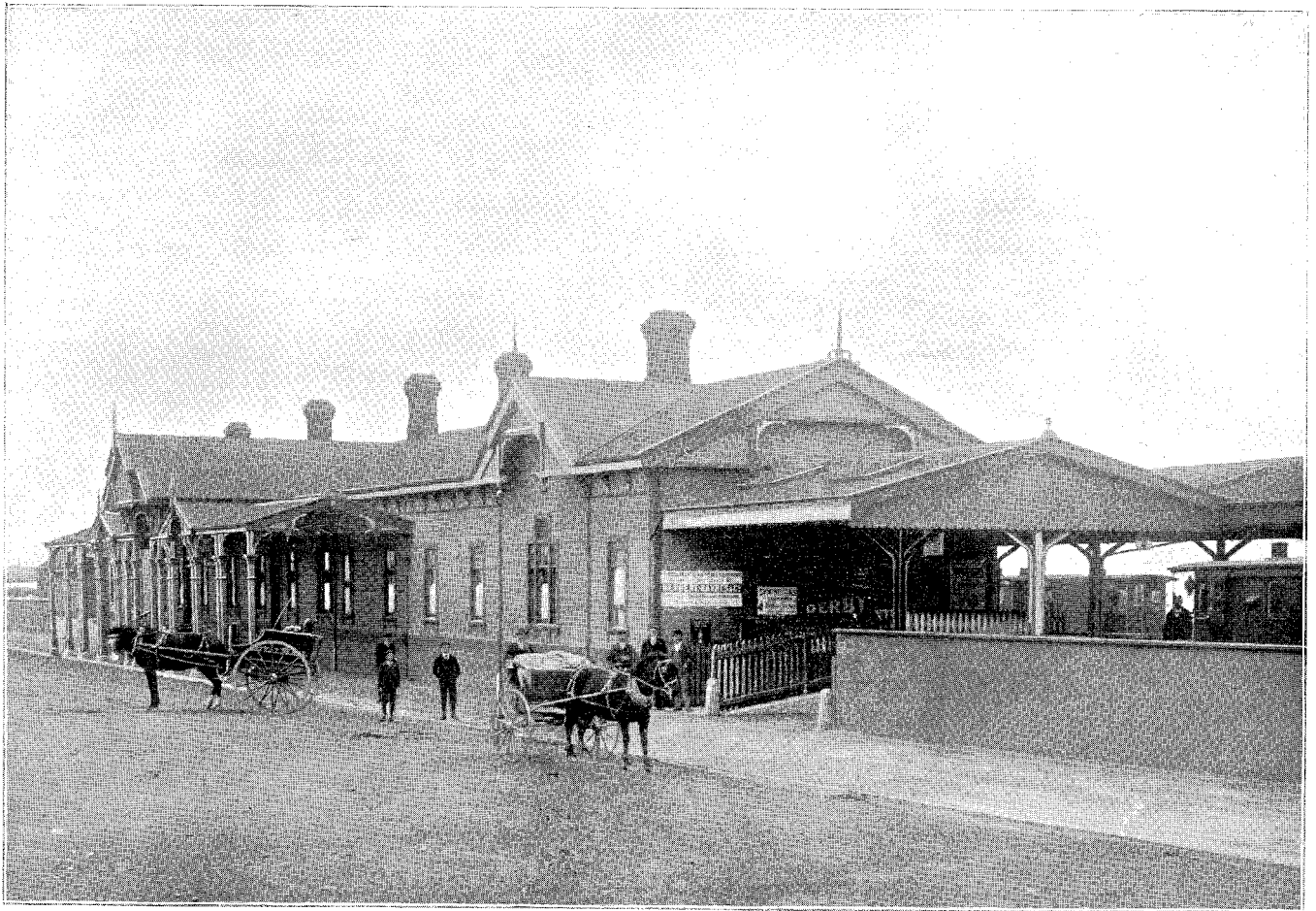




Wanganui Station-building and District Railway-offices; length 188 ft. Cost £2,600.







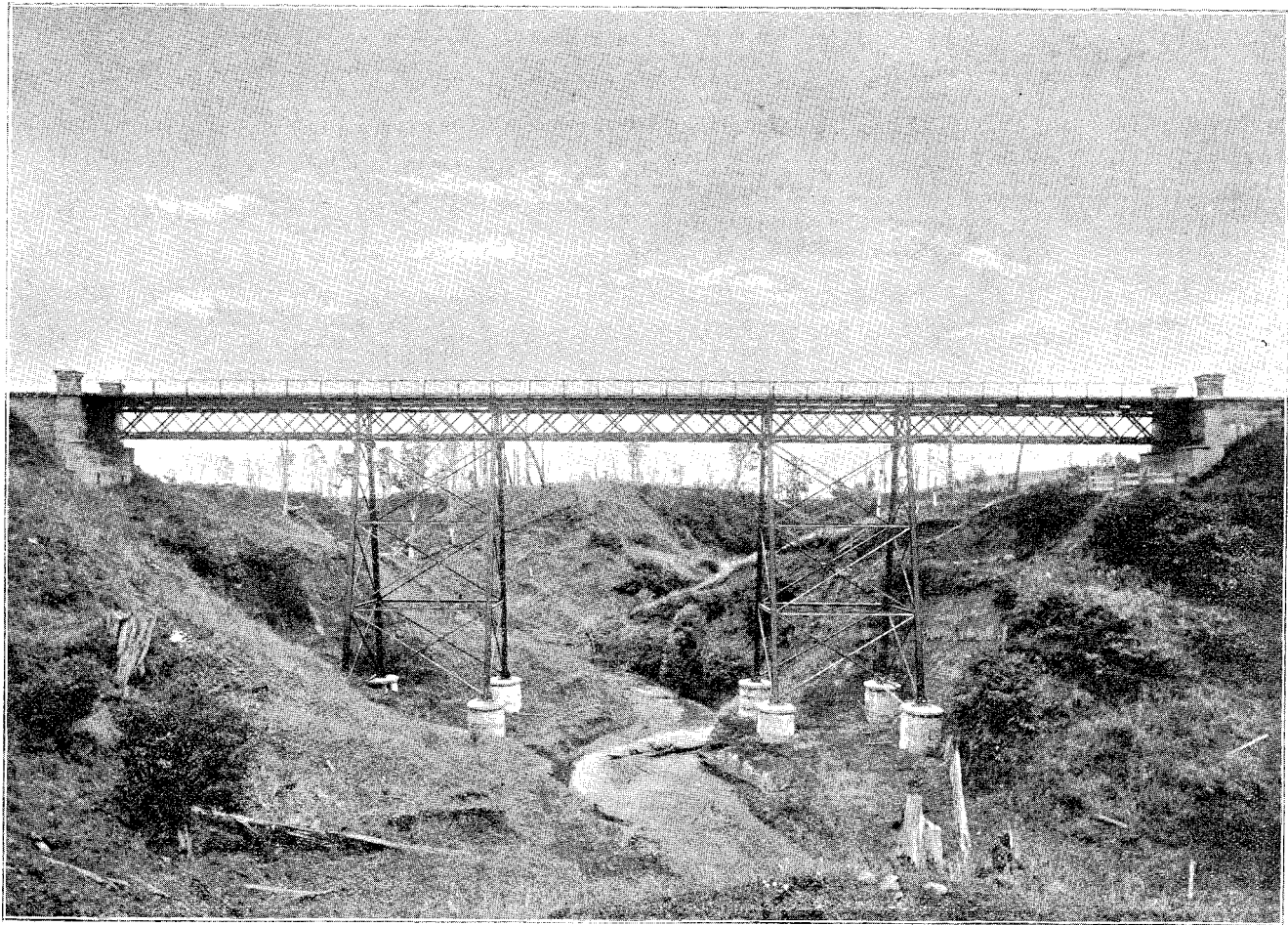
Oamaru Railway-station; length 229 ft. Cost £2,375.





Feilding Overbridge (built of old rails); span 77 ft. Cost £333.

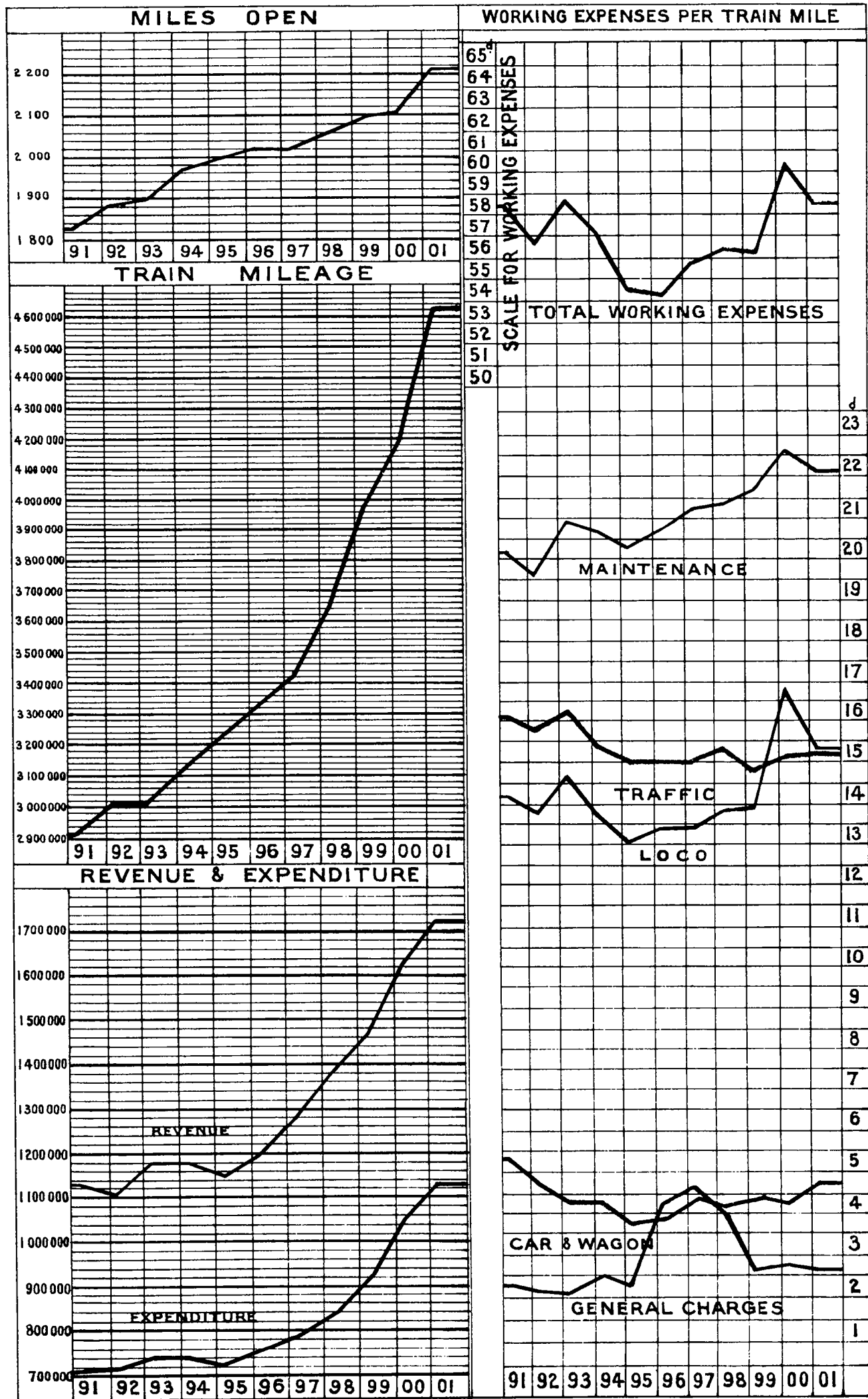




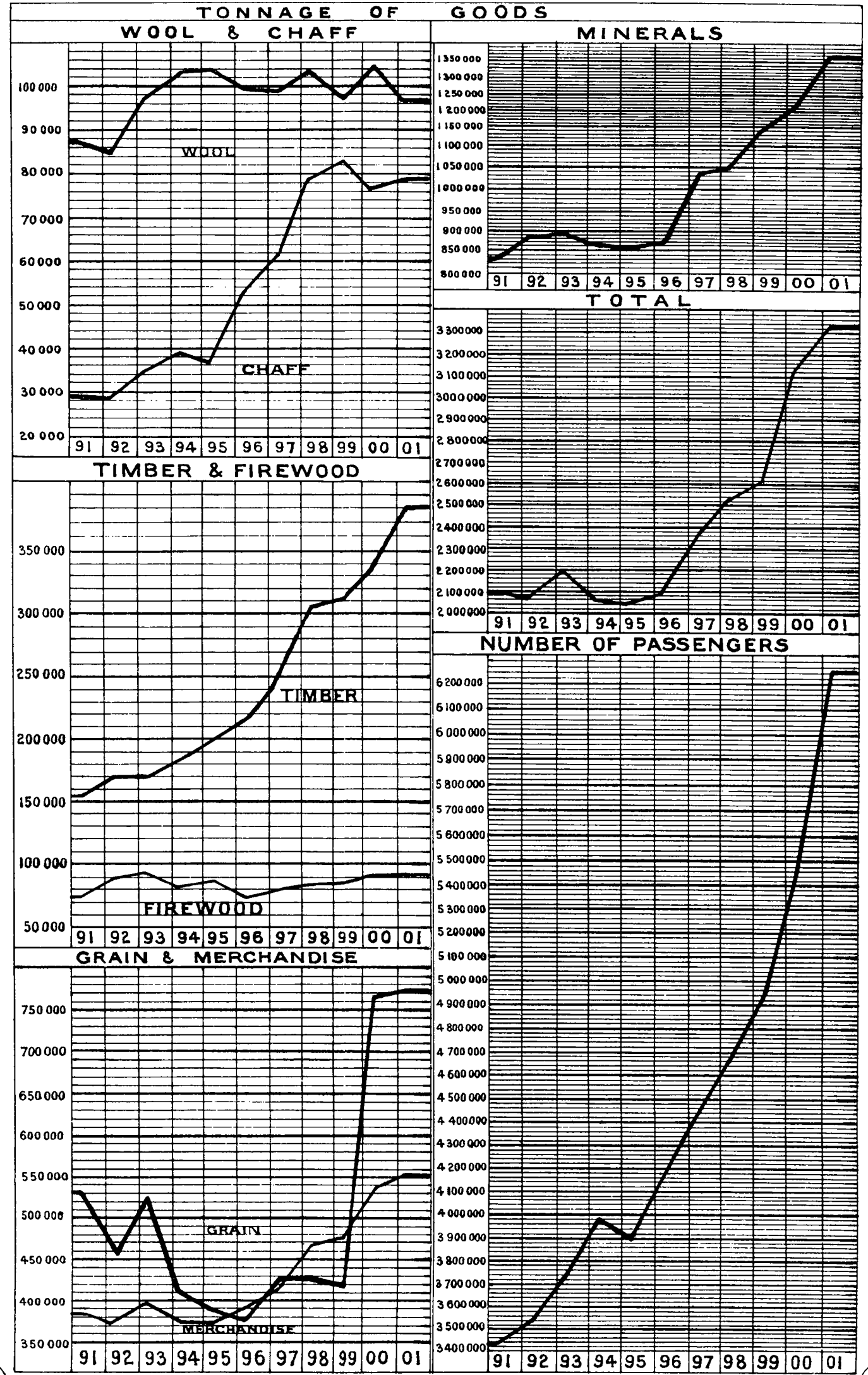
Makotuku Viaduct; length 240 ft., height 85 ft. Cost £4,732.



# NEW ZEALAND GOVERNMENT RAILWAYS



# NEW ZEALAND GOVERNMENT RAILWAYS





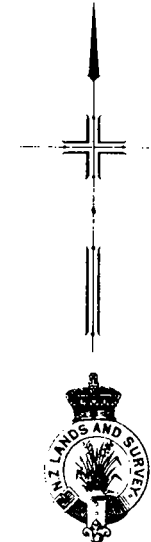
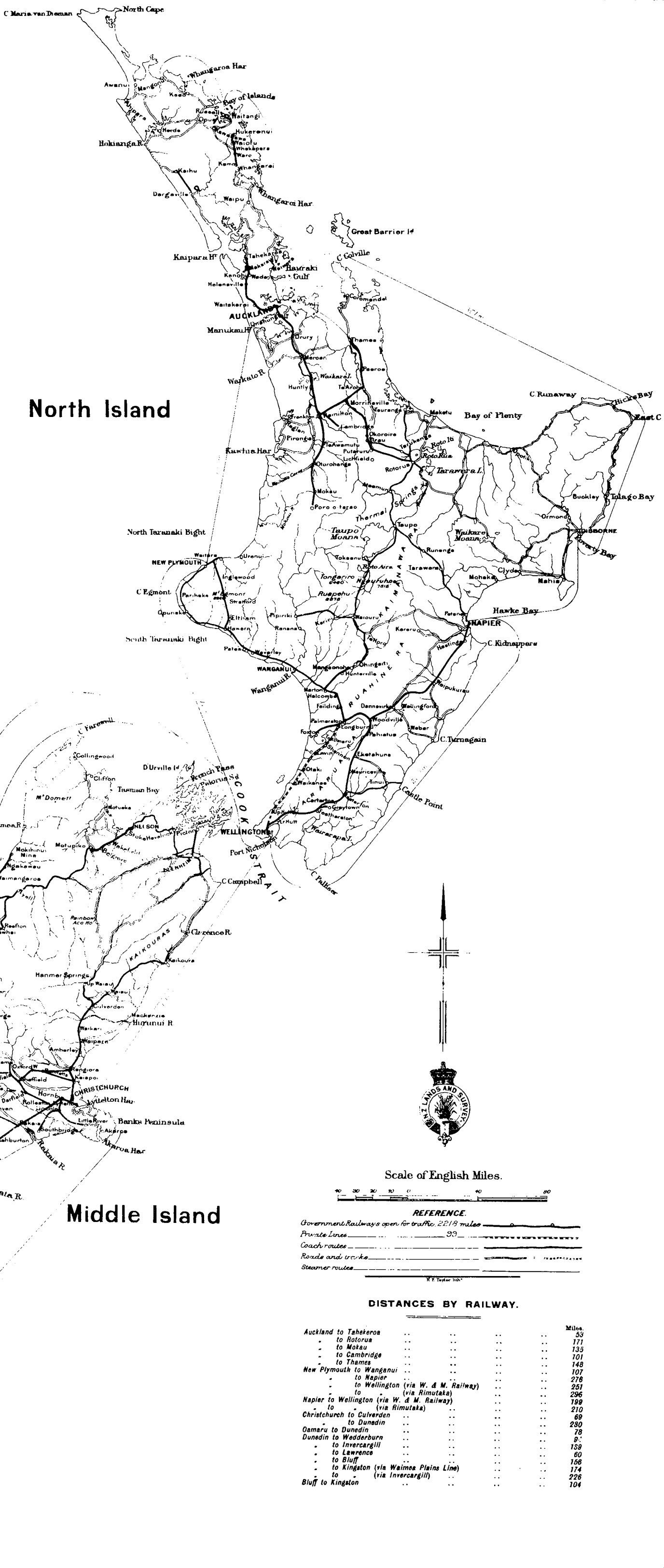


# MAP OF NEW ZEALAND

## SHEWING RAILWAYS OPEN FOR TRAFFIC MARCH, 1901.

### STATISTICS.

Government Railways open for traffic on 31st March, 1901	2,212 miles.
Private companies lines	99
Capital cost of Government Railways open on 31st March, 1901	£11,207,328
Revenue from Government Railways, year ending 31st March, 1901	£1,727,236
Expenditure on Government Railways, year ending 31st March, 1901	£1,127,848
Passengers carried	6,243,593
Number of season tickets issued	82,921
Cattle, sheep, and pigs carried	2,536,118
Tonnage carried	3,339,687
Number of miles travelled by trains	4,620,971
Number of locomotives	305
Number of passenger-carriages	603
Number of wagons and brake-vans	10,868
Area of colony, square miles	104,471
Population, estimated at 31st March, 1901	815,349
Chief Cities—	
Auckland	67,226
Wellington	49,344
Christchurch	57,041
Dunedin	52,390



Scale of English Miles.



### REFERENCE.

Government Railways open for traffic	2,212 miles
Private Lines	99
Coach routes	—
Roads and tracks	—
Steamer routes	—

### DISTANCES BY RAILWAY.

Route	Miles.
Auckland to Taharua	53
to Rotorua	171
to Motu	135
to Cambridge	101
to Thames	148
New Plymouth to Wanganui	107
to Napier (via W. & M. Railway)	281
to Wellington (via Rimutaka)	296
Napier to Wellington (via W. & M. Railway)	199
to (via Rimutaka)	210
Christchurch to Culverden	69
to Dunedin	280
Dunedin to Wedderburn	9
to Invercargill	159
to Lawrence	60
to Bluff	168
to Kington (via Waimea Plains Line)	174
to (via Invercargill)	226
Bluff to Kington	104

