

1902.  
NEW ZEALAND.

# RAILWAYS STATEMENT.

(2nd July, 1902.)

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

MR. SPEAKER,—

In presenting the Railways Statement for the year ended the 31st March, 1902, I have pleasure in congratulating the House and the colony on the success which has attended the year's operations.

The earnings for the year have been £147,350 more than those of the preceding year, and are the highest yet reached by railways in this colony in any individual year.

The results may be summarised thus:—

	Year 1902. £	Year 1901. £
Total earnings ... ..	1,874,586	1,727,236
Total expenditure ... ..	1,252,237	1,127,848
Net profit on working ... ..	<u>622,349</u>	<u>599,388</u>

Net increase over previous year, £22,961.

## GENERAL.

The mileage of track open for traffic has increased from 2,212 miles at the 31st March, 1901, to 2,235 miles on the 31st March, 1902, and the capital cost from £17,207,328 in 1901 to £18,170,722.

The net revenue, £622,349, is equal to a return of 3·43 per cent. on the capital invested in the open lines, and of 3·19 per cent. for the total capital, £19,496,553, invested in opened and unopened lines.

The Kawakawa Section has again failed to pay its way, the earnings being £201 less than the working-expenses; but the Nelson Section, which showed a deficiency of £1,531 last year, has this year given a net return of £1,131, equal to 0·76 per cent. on the capital cost of opened lines.

The number of train miles run during the year was 5,066,360, being an increase of 445,389 miles over the previous year. This increased mileage has resulted from the continuation of the policy adopted last year of separating goods and passenger services, accelerating trains, and providing additional facilities for travel wherever the business warranted.

The permanent additions made to the time-tables during the past year amount to 161,079 miles, at a cost of £40,269. Each section of railway from Whangarei to Invercargill inclusive has participated in the improved services according to the requirements of its traffic. The running of daily mail-trains between Wellington and New Plymouth, and the shortening of the journey time by one hour, which was commenced on the 1st November last, has been highly appreciated by the travelling public. During the summer months steamers connected with these trains at New Plymouth daily, but will connect on four days of the week only for the remainder of the year. Concurrent with the improvement of the New Plymouth service, the Wellington-Napier mail-trains *via* Wairarapa line were accelerated, and the journey time shortened by half an hour, and, to meet the requirements of tourist traffic, a fast train was run between Invercargill and Kingston on two days of the week. The increased train services have been helpful in attaining greater punctuality, and the time kept by the principal trains during the year has been very satisfactory, the average late arrivals being:—

	Mins.	Mins.
For long-distance passenger trains ... ..	1·16	against 1·70 last year.
For suburban trains ... ..	0·55	0·90
For long-distance mixed trains ... ..	1·24	" 1·90 "