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	622,349	599,388

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 *viâ* 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 surburban trains	0·55	"	0·90	"
For long-distance mixed trains	1·24	"	1·90	"

When it is remembered that the late running includes delays from all causes, the excellent time kept by the trains generally will be at once apparent.

The passenger traffic is assuming large proportions. The increase of 1,112,543, with concomitant increase of £72,646 in revenue, being a record.

Holiday excursion tickets maintain their popularity, the year's business under this head showing an increase of 55,273 passengers, and £33,880 9s. 4d. School and factory excursions show an increase of 6,934 passengers, and £232 0s. 1d. over the business for the previous year. School, factory, &c., and holiday excursion tickets were introduced by the Government in 1896, and have been a most pronounced success, as although the number of school children carried at school excursion rates has slightly fallen off since the first year, the holiday excursion traffic has grown rapidly, the number of passengers being nearly double, and the revenue two and half times greater than in 1896.

Workers' weekly tickets on suburban lines have again been largely availed of, the number issued during the year being 49,444.

With a view to increasing the comfort of passengers who travel on the southern lines during the winter months, 1,000 additional foot-warmers have been provided during the year for use in the various trains, as circumstances render necessary, and the requisite heating-furnaces are being built. The fitting of second-class cars with cushions is still being proceeded with as rapidly as possible; 102 cars have been so fitted during the year, making the total number of cars in use for which cushions are provided 305.

164 locomotives, 263 carriages, 65 brake-vans, and 1,747 wagons have now been fitted with the Westinghouse brake. The major portion of the vehicles so fitted are on the Wellington–Napier–New Plymouth Section, where the brakes are in daily use on all the principal trains, and give satisfaction. The equipment of the rolling-stock on the Auckland Section will be put in hand very shortly.

The additions made to the rolling-stock during the year consisted of 59 locomotives, 101 bogie cars, 27 bogie brake-vans, 52 bogie and 1,562 four-wheel wagons; 810 tarpaulins were also added to the stock. A total of 607 cars and brake-vans were equipped with Pintsch gas. The cost of making the gas for the year was 14·03 per cent. less than for the preceding year. The heavy traffic which has of late years had to be dealt with by our railways has necessitated the use of a rail of greater weight and strength than hitherto laid in the track, it has therefore been decided to adopt as the standard for all the principal lines a 70 lb. rail. During the year just ended 40½ miles of track were relaid with this class of metal.

The average number of men employed was 8,313, against 7,793 for the previous year.

During the year 145 members of the permanent staff resigned, 33 died, 52 were retired, 44 were dismissed, and 643 engaged.

Three appeals against decisions of the Department were heard by the Railway Appeal Boards during the year, two of which were allowed and one dismissed.

The sum of £2,240 has been paid as compensation and compassionate allowances to members retired from the service and the relatives of members deceased during the year.

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

One caretaker has been placed in charge of a flag-station during the year, making the total number of caretakers now employed 102. During the year considerable progress has been made in the erection of fixed signals, interlocking of points and signals, fitting up train-tablet system of block working, and provision of additional telephone and telegraph facilities, with very satisfactory results.

REVENUE.

The gross revenue, £1,874,586, has exceeded the estimate by £114,586, and the net revenue, £622,349, exceeds that of the previous year by £22,961. These results are all the more satisfactory when considered in conjunction with the phenomenal increases that have taken place in the earnings of the lines during the last four years, and the large concessions made in passenger fares and freights, and additional facilities provided in the way of train services. The

receipts per train mile have decreased slightly, being 88·75 against 89·75 for the previous year.

Passengers (ordinary) show an increase of 1,112,543, for £72,646; season tickets, 17,857, for £3,397. Coaching traffic gave an increase of £6,849. Goods and live-stock traffic an increase of £58,880. Miscellaneous revenue an increase of £1,702; rents and commission an increase of £3,876. The total increase of revenue over the preceding year was £147,350.

EXPENDITURE.

The working expenditure was £1,252,237, an increase of £124,389 over the preceding year. The percentage of working-expenses to revenue was 66·80, an increase of 1·50 over the rate for the previous year. During the past six years the ratio of expenditure has steadily increased, as will be seen by the following table:—

1896–1897	61·35	1899–1900	64·80
1897–1898	62·30	1900–1901	65·30
1898–1899	63·26	1901–1902	66·80

The amounts chargeable to working-expenses on account of the various branches of the service, and the ratio of expenses to revenue, are shown by the following figures:—

	Expenditure.		Per Cent. of Revenue.	
	1900–1901.	1901–1902.	1900–1901.	1901–1902.
	£	£		
Traffic Branch	296,159	333,211	17·15	17·78
Locomotive	384,915	450,694	22·28	24·04
Maintenance	426,405	436,847	24·69	23·30
Management	51,590	56,756	2·99	3·03
	1,159,069	1,277,508	67·11	68·15
Less credit recoveries ...	31,221	25,271	1·81	1·35
	1,127,848	1,252,237	65·30	66·80
Net increase	...	124,389	...	1·50

The expenditure for maintenance of the line, buildings, and other structures has increased from £426,405 for the year 1900–1901 to £436,847 for 1901–1902, representing an average expenditure for maintenance of £196·17 per mile of railway open, a slight increase on last year's figures. The increase, as indicated in previous Statements, is due to increasing age of the lines, the necessity for employing heavier rolling-stock, and of accelerating speeds, and increasing weight of trains, conditions which render the efficient maintenance of the track an imperative necessity. Included in the working-expenses of the Maintenance Branch is the sum of £10,142 for additions and improvements to lines and structures, which might have been fairly charged to capital. £55,705 has been spent on bridge repairs and renewals during the year; of this sum, £10,079 was debited to capital, and the balance, £45,626, to working-expenses.

The increase in the working-expenses of the Traffic and Locomotive Branches is mainly due to the large increase in the train mileage, and the additions to staff, necessitated by the continued growth of the traffic.

The salaries and wages of the staff have in recent years also been improved, which will not be grudged by any one.

The sum of £777,989 has been expended under the head, "Additions to Open Lines," and charged to Capital Account. Of this amount, £176,339 has been expended on improvements to station buildings, sidings, water services, safety and interlocking appliances, signals, stockyards, approaches, crossings, telephone and telegraph facilities, respacing sleepers, relaying line, and improving wharves; £601,650 has been expended in the provision of rolling-stock, conversion of cars and wagons into up-to-date stock, fitting Westinghouse brakes, provision of turntables and cranes, cushioning second-class cars, provision of additional machinery for workshops, and car lighting. The rolling-stock in respect to which the charges are made consists of 59 locomotives, 104 carriages, 27 brake-vans, 52 bogie wagons, 1,569 four-wheeled wagons, 810 tarpaulins, 5 cranes, all completed on the 31st March last; and 15 locomotives, 53 cars, 4 brake-vans, 17 bogie and 681 four-wheeled wagons, and 3 cranes, incomplete, but in hand on that date.

RESULTS OF WORKING.

The following is a summary of results of working, year ending the 31st March, 1902, as compared with 1901:—

Particulars.	Year ended 30th March.	
	1902.	1901.
Total miles open for traffic	2,235	2,212
Average miles open for year	2,227	2,174
Capital cost of opened and unopened lines	£19,496,553	£18,230,057
Capital cost of open lines	£18,170,722	£17,207,328
Capital cost per mile of open lines	£8,159	£7,915
Gross earnings	£1,874,586	£1,727,236
Working-expenses	£1,252,237	£1,127,848
NET PROFIT ON WORKING	**£622,349**	**£599,388**
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	**3·43**	**3·47**
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	**66·80**	**65·30**
Earnings per average mile open	£842	£794
Working-expenses per average mile open	£562	£519
NET EARNINGS PER AVERAGE MILE OPEN...	**£280**	**£275**
	d.	d.
Earnings per train mile	88·75	89·75
Working-expenses per train mile	59·32	58·58
NET EARNINGS PER TRAIN MILE ...	**29·43**	**31·17**
Passengers, ordinary	7,356,136	6,243,593
Season tickets	100,778	82,921
Goods tonnage	3,529,177	3,339,687
Live-stock tonnage	137,862	121,644
Train mileage	5,066,360	4,620,971
Locomotives	362	306
Passenger cars	701	603
Wagons	12,444	10,868

CONCLUDING REMARKS AND FORECAST.

In arriving at the results of working of the railways for the past year no account has been taken of the capital cost of the Midland lines now incorporated with the Westland Section of the Government Railways; but, as I pointed out in last year's Statement, the net earnings of those lines during the time they were worked as a trust, when higher rates were charged than at present, were exceedingly small, and as the traffic has not yet increased to any considerable extent, the net revenue from those lines would have no appreciable effect on the interest earned on the capital cost (£18,170,722) of the Government lines, and I direct attention to the matter in order to remove any feeling that may exist that the net earnings of the Midland lines had inflated the net revenue of the Government lines.

The expansion of the railway business year by year since 1895 has been phenomenal, and its continued growth is a matter for sincere congratulation, and it may, I think, be taken as a sure indication of the prosperity of the colony.

The all-important work of increasing the safety of the travelling public by the introduction of those appliances which have proved to be of the most efficient character throughout the railway world where they have been adopted is receiving first consideration at the hands of the Department. The interlocking-gear has already been finished at the following stations—viz., Wellington, Westport, Burnside, Abbotsford, Wingatui, Hornby, and Rolleston—and will be continued until the complete efficiency of the service has been acquired by this admittedly first-class appliance.

The electric train-tablet system for working single lines of railways, which has been introduced at all stations between Hawera and Turakina, Featherston and Te Aro, and Waitati and Mosgiel, has already done a great deal to improve the safety conditions under which our people travel. I am sure you will agree with me that it is of first importance that the establishment of this proved appliance should be pushed on.

The work of applying the Westinghouse brake, to which I have referred above, has practically been completed upon the Wellington-Napier-New Plymouth Section, the fitting of the rolling-stock on the Auckland Section will be put in hand at an early date, and the Government has decided to apply the brake to the rolling-stock in the South Island. The money expended for these purposes has gone in the right direction, and I am of opinion that to completely equip the rolling-stock with a brake of the power and efficiency of the Westinghouse will result in great economy in the working of our railways. The first consideration, however, and one that I place above all others, is the insuring, as far as human foresight and effective means can do, the immunity of the travelling public from accidents. It is but natural that, where rolling-stock and train-services increase as rapidly as they are now doing on the New Zealand railways, more frequent opportunities for inadvertent accidents to trains must necessarily occur; and it is therefore all the more important that the three matters to which I have alluded in this paragraph —viz., the interlocking-gear, the electric train-tablet system, and the applying of the Westinghouse brake to the whole of the rolling-stock of the colony—should be vigorously proceeded with; and they will, by the prevention of accidents, quickly recoup to the colony the whole of the first cost of these important appliances.

The traffic over the railways has now assumed dimensions which renders the employment of the heaviest type of locomotive a matter of the utmost importance in the interests of economy, and the running of trains at frequent intervals and high speeds a matter of necessity. There are, however, considerable portions of main line still laid with light metals, and until such time as these are replaced with heavier rails, and the bridges strengthened to carry the heavier types of engine, it is quite impossible to obtain the best results of working. I therefore again strongly urge that consideration be given to the question of providing funds for the work indicated, as also for the further provision of safety appliances, both matters being of the greatest moment.

The railways having earned over 3 per cent. on the capital cost, it is intended, in pursuance of the policy of the Government, to make conces-

sions, which will be dealt with in this year's Financial Statement. I have also given instructions to materially improve the train services on the Auckland and Hurunui–Bluff Sections. Forty-five minutes has been taken off the Christchurch–Dunedin express trains, and additional mixed and goods trains run in various parts of the district. A new time-table will be brought into operation on the Auckland Section, under which a daily express train will be run between Auckland and Rotorua, and improved services on other lines on the section.

In June, 1901, their Royal Highnesses the Prince and Princess of Wales, then the Duke and Duchess of Cornwall and York, visited the colony, and travelled by railway between Auckland and Rotorua, and Lyttelton and Dunedin. The passenger traffic to the centres visited by the Royal party was exceedingly heavy; the whole of the railway arrangements were, however, made and carried out in a highly satisfactory manner, reflecting the utmost credit upon the General Manager and his staff.

In view of the reductions contemplated in fares and freights, and the fact that a considerable portion of the revenue for the past year resulted from circumstances of a non-recurring character, I estimate the revenue for the year ending the 31st March, 1903, at £1,875,000, and the expenditure at £1,300,000, and in doing so I feel that, in gauging the year's operations I am if anything erring on the side of safety in my estimate.

It is only reasonable that, with the natural development that is going on in the interior of our country and the activity that must from year to year prevail in the conveyance of our natural products from the interior to the sea-board, an increase in traffic should be looked for. In the outline that I have placed before you I am naturally anticipating that the conditions which have so far led to the material growth of our traffic cannot be expected to retrogress in the direction of a shrinkage that would justify a further reduced estimate than that which I have given.

The usual reports and returns are attached hereto.

LIST OF APPENDICES

ACCOMPANYING REPORT ON NEW ZEALAND GOVERNMENT RAILWAYS FOR 1901–1902.

APPENDICES.

APPENDIX A.

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

New Zealand Government Railways, Head Office,
Wellington, 28th June, 1902.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended 31st March, 1902.

The capital cost has increased from £17,207,328 to £18,170,722.

The revenue has been £1,874,586, against £1,727,236 last year, an increase of £147,350.

The net revenue has been £622,349, against £599,388 last year, an increase of £22,961.

The expenditure has been £1,252,237, against £1,127,848, an increase of £124,389.

The expenditure per cent. of revenue was £66·80, as compared with £65·30 last year.

The rate of interest earned on capital was £3 8s. 6d., as compared with £3 9s. 8d. last year.

The revenue per train mile was 7s. 4¾d., and the cost per train-mile, 4s 11d., as against 7s. 5¾d. and 4s. 11d. respectively last year.

Extensions were opened as follows:—

	M.	ch.
Mokau to Poro-o-Tarao	11	20
Wedderburn to Ida-Valley	12	32
Total	23	52

The total mileage added to the system during the year under review was thus 23 miles 52 chains, making the mileage of railways open for traffic on 31st March 2,235 miles, against 2,212 miles at the close of the previous year.

7,356,136 ordinary passengers, yielding a revenue of £575,697, and 100,778 season-ticket holders, yielding a revenue of £45,322, were carried during the year, being an increase of 1,112,543 ordinary passengers and £72,646 revenue, and 17,857 season-ticket holders and £3,397 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.

85,950 school excursionists travelled during the year, the revenue derived therefrom being £5,467, an increase of 6,934 passengers and £232 revenue over the preceding year; while 684,441 passengers were booked at holiday-excursion fares for a revenue of £136,813, being an increase of 55,273 passengers and £33,880 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, 44,034; horses, 505; carriages, 170. Revenue, £6,849.

Goods.—Cattle, 10,590; sheep, 312,669; pigs, 4,100; chaff, lime, &c., 7,534 tons; wool, 5,359 tons; firewood, 7,406 tons; timber, 46,350 tons; grain, 40,774 tons; merchandise, 4,516 tons; minerals, 77,551 tons. Revenue, £58,880. Total increased goods tonnage, 189,490 tons.

Decreases.

Coaching.—Dogs, 254.

The visit of their Royal Highnesses the Duke and Duchess of Cornwall and York to the colony resulted in a very heavy passenger traffic from all parts of the country to the various centres visited by the Royal party, 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 necessary railway arrangements were successfully carried out.

The fitting of the Westinghouse brake to the rolling-stock on the Wellington–Napier–New Plymouth Section is now nearly completed, and it is anticipated that a start will be made to fit the stock on Auckland Section at an early date, and I would strongly urge the advisability of equipping the rolling-stock on the Hurunui–Bluff Section with the brake.

The following figures give a comparison of the railway traffic in 1895 and 1902:—

	31st March, 1895.	31st March, 1902.	Increase.
Passengers (number)	3,905,578	7,356,136	3,450,558
Season tickets	28,623	100,778	72,155
Parcels	444,981	677,804	232,823
Horses	11,185	11,926	741
Carriages	750	1,506	756
Dogs	23,517	30,404	6,887
Drays	705	1,564	859
Cattle	40,890	83,458	42,568
Sheep	1,519,921	2,724,860	1,204,939
Pigs	43,292	55,159	11,867
Chaff, lime (tons)	36,972	86,378	49,406
Wool	103,328	101,878	*Dec. 1,450*
Firewood	85,102	100,236	15,134
Timber	198,578	427,153	228,575
Grain	388,556	813,345	424,789
Merchandise	377,938	556,395	178,457
Minerals	857,917	1,443,792	585,875
Total tonnage	2,048,391	3,529,177	1,480,786
Total revenue	£1,150,851	£1,874,586	£723,735

It will be at once apparent that with a business which is expanding so rapidly, it is imperatively necessary to make such improvements in the running track as will enable engines of the heaviest and most powerful type to be used on the main line and on all important branches without restriction, otherwise the best results of working cannot be obtained. I, therefore, feel it incumbent on me to give prominence to the matter and again strongly emphasize the urgent necessity for ample provision being made to enable the relaying of the track and equipment of the lines with safety-appliances being undertaken at a more rapid rate than at present.

Appended hereto are the reports of the Chief Engineer, Chief Mechanical Engineer, Chief Traffic Manager, and Stores Manager.

I have, &c.,
T. Ronayne,
General Manager.

To the Hon. Minister for Railways.

APPENDIX B.

ANNUAL REPORT UPON THE WORKING OF THE LOCOMOTIVE BRANCH, 1901-2.

Sir,— Chief Mechanical Engineer's Office, Wellington, 9th June, 1902.

I have the honour to report upon the working of the Locomotive Department for the year ending the 31st March, 1902.

The locomotives, cars, brake-vans, wagons, cranes, tarpaulins, and machinery have been maintained in good working condition, and improvements have been made to increase the efficiency of the plant and appliances.

During the year under review the locomotive stock has been substantially increased by fifty-seven locomotives from Great Britain and America, and two Class B heavy-goods locomotives built in our own workshops. This additional power was absolutely necessary to enable the Department to cope with the increasing traffic.

Two small locomotives were sold, and are being replaced by engines of greater tractive power.

The locomotives added during the year increased the tractive power by 38 per cent. New locomotives now under construction in our own workshops, together with conversions and boiler-renewals in hand, will still further increase the tractive power by 8 per cent.

The replacing of old types of locomotives by those of more suitable design and greater tractive power is being pushed forward as rapidly as practicable.

Considerably more mileage was run during this year than in the preceding financial year, the train miles being 445,389 (equal to 9·64 per cent.), and engine miles 745,999 (equal to 11·93 per cent.), in excess of year 1900–1; while a comparison of train and engine mileage with that of ten years ago shows an increase of more than two million train and three million engine miles.

The following additions have been made to workshops: Newmarket, car- and wagon-lifting shed, which will be also used for Westinghouse-brake fitting; Eastown, erecting-shop and car and wagon shop extended; Petone, addition to iron-foundry; Addington, new iron-foundry and new fettling-shop and store.

The North Island contract for the equipment with Westinghouse automatic brake of engines and rolling-stock has made good progress on Wellington–Napier–New Plymouth Section, where this continuous brake is now in regular use on principal trains. Fitting of brakes on Auckland Section will shortly be proceeded with.

On the 31st March, 1902, there were in the North Island ninety-nine locomotives, 191 carriages, fifty-three brake-vans, and 1,742 wagons equipped with Westinghouse brake. In the South Island, sixty-five locomotives, seventy-two carriages, twelve brake-vans, and five wagons similarly equipped.

I would again urge the importance of equipping with Westinghouse brake all rolling-stock on the 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 two F, three Fb, and two T locomotive boilers.

During the year 454 car, van, wagon, and crane axles have been renewed.

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

Workshop.	Particulars.
Newmarket	1 endless-bed surface-planer, 1 12 in. screw-cutting lathe, 1 wood-boring machine, 1 twist drill and cutter-grinder, 1 hydraulic-riveting plant, 1 7 cwt. steam-hammer.
Wellington	1 Sellars boiler-washer.
Petone	1 12 in. screw-cutting lathe, 1 7 cwt. steam-hammer, 1 vertical drilling-machine, 1 75-horse-power Porter Allen engine, 1 10 in. screw-cutting lathe.
Wanganui	1 plant for washing out boilers with hot water.
Eastown	1 milling-machine, 1 radial drilling-machine, 1 hydraulic-riveting plant, 2 20-ton overhead travelling cranes, 1 14 in. screw-cutting gap lathe.
Napier	1 Sellars boiler-washer.
Addington	1 hydraulic-riveting plant, 1 10-ton overhead travelling crane, 1 9 in. turret lathe, 2 10 in. screw-cutting lathes, 1 8 in. Capstan lathe, 1 cutter grinding-machine, 1 electric-light plant.
Christchurch	1 Sellars boiler-washer.
Hillside	1 axle-turning lathe, 1 9 in. turret lathe, 4 10-in. screw-cutting lathes, 1 radial drilling-machine, 1 10 cwt. steam-hammer, 1 8 in. Capstan lathe.
Dunedin	1 plant for washing out boilers with hot water.
Invercargill	1 Sellars boiler-washer.

During the year ninety-nine cars and six vans were equipped with Pintsch gas, making a total of 607 vehicles fitted.

The Pintsch gas manufactured was 2,538,407 cubic feet, costing 2s. 0½d. per 100 cubic feet, inclusive of wages, fuel, stores, and repairs; being a reduction in cost of 14·03 per cent. as compared with the previous year.

As pointed out in my last report, the manufacture of Pintsch gas being divided amongst five separate gasworks, and the relatively small quantity of gas made at each, materially increases the cost of production.

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

Particulars.	Number.	Class of Engine.
Number passed through shops	411	3 A, 7 B, 4 C, 17 D, 6 E, 51 F, 13 FA, 3 FB, 3 G, 11 H, 32 J, 7 K, 6 L, 12 LA, 4 M, 26 N, 6 O, 10 P, 20 Q, 21 R, 7 S, 7 T, 74 U, 9 V, 4 W, 41 WA, 3 locomotives for Public Works Department, 1 locomotive for New Zealand Coal and Oil Company, 1 locomotive for Timaru Harbour Board, and 2 locomotives for Greymouth Harbour Board.
Built new	2	2 B.
Erected	57	4 N, 13 Q, 22 U, 18 WA.
Converted or rebuilt	...	
Thoroughly overhauled	48	2 C, 5 D, 1 E, 12 F, 3 FA, 1 FB, 4 J, 1 K, 2 LA, 2 O, 1 P, 2 R, 6 U, 4 V, and 2 locomotives for Greymouth Harbour Board.
Heavy repairs	119	1 A, 2 B, 6 D, 1 E, 18 F, 4 FA, 2 FB, 1 G, 6 H, 12 J, 2 K, 1 L, 1 LA, 2 M, 7 N, 3 O, 4 P, 13 R, 6 S, 2 T, 8 U, 2 V, 2 W, 10 WA, 2 locomotives for Public Works Department, and 1 locomotive for New Zealand Coal and Oil Company.
Light repairs	185	2 A, 3 B, 2 C, 6 D, 4 E, 21 F, 6 FA, 2 G, 5 H, 16 J, 4 K, 5 L, 9 LA, 2 M, 15 N, 1 O, 5 P, 7 Q, 6 R, 1 S, 5 T, 38 U, 3 V, 2 W, 13 WA, 1 locomotive for Public Works Department, and 1 locomotive for Timaru Harbour Board.
Painted and varnished...	87	3 B, 2 C, 8 D, 1 E, 17 F, 2 FA, 1 G, 2 H, 8 J, 2 K, 3 LA, 1 M, 3 N, 2 O, 3 P, 7 R, 1 S, 1 T, 11 U, 3 V, 1 W, 4 WA, and 1 locomotive for New Zealand Coal and Oil Company.
Touched up and revarnished	118	2 B, 1 C, 3 D, 1 E, 15 F, 2 FA, 3 FB, 9 J, 2 K, 1 L, 1 LA, 2 M, 2 N, 3 P, 10 Q, 6 R, 2 S, 4 T, 36 U, 4 V, 1 W, 6 WA, and 2 locomotives for Greymouth Harbour Board.

Three class B heavy locomotives for goods traffic and six class FB tank engines are being built at Addington.

Three class WA locomotives for heavy mixed traffic are being built at Hillside.

Three class LA locomotives are being built at Petone to replace three old class L locomotives, two of which have already been sold.

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

Year ending 31st March, 1902.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes.	Tubes pieced.	New Barrels.	New Smoke-box Tube-plate.	New Fire-boxes complete.	New Fire-box Tube-plates.	Boilers patched.
Boilers	226	10	75	141	36	32	...	4	4	3	67

Seven new boilers are in hand.

The following cars, brake-vans, wagons, and tarpaulins were completed and added to stock during the year, viz.: 101 bogie cars, twenty-seven bogie brake-vans, fifty-two bogie and 1,562 four-wheel wagons, and 810 tarpaulins.

The seating-accommodation of carriages has been increased 14·18 per cent.; also the carrying-capacity of wagon stock has been increased 24·52 per cent.

Carriage repairs and rebuilding: 1,149 carriages passed through shops, sixty corridor cars were erected, and forty-one cars built.

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

Particulars.	Number.	Class of Car.
Number passed through shops	1,149	990 A, 55 B, 82 C, 22 D.
Erected	60	60 A (American corridor cars).
Built new	41	41 A.
Rebuilt or converted	...	
Thoroughly overhauled	50	42 A, 4 B, 3 C, 1 D.
Heavy repairs	208	183 A, 13 B, 6 C, 6 D.
Light repairs	790	664 A, 38 B, 73 C, 15 D.
Wholly painted and varnished	290	261 A, 19 B, 9 C, 1 D.
Touched up and revarnished	397	369 A, 11 B, 14 C, 3 D.
Fitted with standard draw-gear	85	83 A, 2 C.

One hundred and two bogie cars have had cushions fitted to seats of second-class compartments: total number of cars so fitted to end of year, 305.

The following new car-work is in hand: Building thirty-three Class A bogie cars, and converting twenty-three four- and six-wheel cars to double bogie, Class A.

Brake-van repairs and rebuilding: 417 brake-vans passed through shops, twenty-seven new bogie vans were built.

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

Description.	Number passed through Shops.	Built new.	Rebuilt.	Converted from Four-wheel to Bogie.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Fitted with Standard Draw-gear.
Brake-vans	417	27	...	...	10	71	309	93	123	36

The conversion of six four-wheel vans to bogie vans is in hand.

Wagon repairs and rebuilding: 9,261 wagons passed through shops, fifty-two bogie and 471 four-wheel wagons were built new, 900 four-wheel wagons were erected; 200 four-wheel wagons, built under contract—viz., 100 by Southland Implement Company and 100 by J. MacAlister and Co., Invercargill—were added to stock.

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

Description.	Number passed through Shops.	Erected.	Built new.	Rebuilt.	Converted.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Fitted with Standard Draw-gear.
Wagons	9,261	900	523	11	73	20	1,868	5,866	2,606	2,367	2,589

The following new work is in hand: Erecting 100 four-wheel wagons; building seventeen bogie and 605 four-wheel wagons; also, twenty-five four-wheel wagons are being built under contract, by Seagar Bros., Auckland.

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

Description.	Number passed through Shops.	New.	Condemned and replaced.	Repaired.
Tarpaulins	7,899	810	432	6,657

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 overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.					
								New Tubes.	Tubes pieced.	Boiler patched.	Heavy Repairs.	Light Repairs.	New Boilers.
Hand-cranes	22	1	1	3	17	2	3	...	...	...	...	...	...
Steam-cranes	37	4	1	3	29	6	5	...	...	...	...	2	...
Stationary engines ...	13	1	...	4	8	...	...	...	...	5	3	9	...
Hoisting-engines	4	...	...	...	4	2	...	1	...	...	...	3	..
Hydraulic engines ...	1	...	...	...	1	...	...	...	...	...	...	...	...
Totals	77	6	2	10	59	10	8	1	...	5	3	14	...

The erection of two 10-ton hand and one 7-ton steam cranes is in hand.

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.
1901–2	5,066,360	6,996,765	16·64	4·71	21·35
1900–1	4,620,971	6,250,766	15·24	4·75	19·99

The increased cost per train mile is principally due to the high price of fuel. The average rate per ton under 1900–1 contracts was 16s. 2d., whilst under 1901–2 contracts the average price was 18s. 9d.

The usual returns are attached.

I have, &c.,
A. L. Beattie,
Chief Mechanical Engineer.

The General Manager, New Zealand Railways, Wellington.

APPENDIX C.

ANNUAL REPORT ON THE MAINTENANCE OF NEW ZEALAND RAILWAYS.

Sir,— Chief Engineer's Office, Wellington, 1st April, 1902.

I have the honour to submit the following report on the maintenance of the New Zealand railways for the year ending 31st March, 1902:—

Permanent-way.—The track has been maintained in good condition.

Since my last report the new standard 70 lb. rails have come to hand, and during the year a total length of 40½ miles of track have been relaid with rails of this class, in addition to 28½ miles with 55 lb. and 56 lb. steel rails, making in all sixty-nine miles, or four miles and three-quarters more than was done during the previous year.

I would once more call attention to the pressing necessity for increasing the rate of relaying. By a return prepared some two or three years since it was shown that to keep pace with our requirements we should relay at least a hundred miles a year. For the past two years we have laid less than seventy miles a year, so that we are gradually getting into arrear with this work. It must not be inferred that the track is absolutely worn out and unsafe for traffic; but unless relaying proceeds at a faster rate the time when heavier rolling-stock can be used on some parts of the main lines and on branch lines will be much longer deferred. The necessity for an increase in the relaying is evidenced by the greater number of rails broken under traffic as compared with past years.

The number of sleepers laid amounts to 450,188, an increase of 39,446 over last year. Of imported hardwood there were laid 218,787, puriri 22,278, and other timbers 209,123.

The approximate cost of the sleepers used during the past year, irrespective of labour in laying, amounts to the very large sum of £92,000, and I am compelled to point out that a great saving would have been effected had more durable timbers been used in the first instance. I think I am not far wrong in putting this at £46,000 at least, or one-half the present expenditure. This large annual outlay for sleepers is likely to continue for many years, and the economy to be gained by using more durable materials cannot be too strongly urged.

I desire to draw attention to the pressing need for continuing the importation of hardwood sleepers. Not only is their use economical, but in view of the increased weight of engines and speed of trains they are, in my opinion, indispensable, especially for the curved portions of the line.

The strict adherence by Inspectors to the sleeper specification has resulted in a much better article being obtained on the West Coast (South Island), and, as far as I am aware, there is now but little complaint from the suppliers.

A creosoting plant at Invercargill has been purchased from Messrs. Campbell Bros., and is being repaired. Contracts for supplies of sleepers have been made, and creosoting will start early. The new plant for Woodville will soon be to hand, and arrangements are being made for its erection; and as soon as tenders for sleepers are accepted creosoting will be commenced in this Island as well.

A sum of £170,473 has been expended on renewals of track.

We have been again almost wholly free from slips and washouts by floods. With the exception of some damage which was caused at the end of March in the Christchurch and Dunedin districts, there is nothing of moment to report.

The slips on the Otago Central extension to Wedderburn have continued, blocking traffic from time to time.

A Gates stone-crushing plant has been imported from America and erected in the Mosgiel Quarry, in Dunedin district, for crushing metal for ballast. The plant has not yet been brought fully into work, but some trial runs gave good results.

Bridges.—Bridges have been maintained in safe condition, and all renewals have been carried out in hardwood. The total expenditure for repairs and renewals was £55,705, as against £54,020 for last year.

The construction of the Mangatera Viaduct, referred to in my previous report, has not yet been completed.

Signals and Interlocking.—Interlocking has been carried out at several stations, and the installations have worked in a most satisfactory manner.

The work of erecting fixed signals at officered stations has been continued.

Block-working on some sections in the Wanganui, Wellington, and Dunedin districts has been installed, with satisfactory results.

The Signal Engineer's report, which is attached hereto, gives detailed information on these subjects.

Water-services.—Several services have been added to and improved.

Wharves.—Ordinary repairs have been undertaken, but nothing has occurred calling for special remarks.

Buildings.—New station-buildings have been erected at Mercer, Wanganui, Masterton, Kaiwarra, Dunsandel, Springston, and Leeston, and are in hand at New Plymouth. New Stationmasters' houses have been built at Christchurch, Springston, Otautau, Greymouth, and Moana.

The work at the departmental offices, Wellington, has proceeded but slowly.

Miscellaneous Works.—A large number of works have been carried out and charged to working-expenses. They comprise additions and improvements to station and other buildings, water-services, sidings, roads, &c., additional cranes, and signals, &c. Total charges under this head for the year amounted to £10,142.

Additions to Open Lines.—The principal works in hand were as follows:—

Additions to Station-buildings and Station-yards: Whangarei, Mercer, New Plymouth, Wanganui, Palmerston North, Tariki Road, Ormondville, Kaiwarra, Wellington, Masterton, Kaiapoi (site), Springston, Timaru, Leeston, Hornby, Oamaru, Dunedin (site for new station), Clinton, Stirling, Balclutha, Bushey, Lovell's Flat, Otautau, Lumsden, Kingston, and Invercargill (site for new station).

Additions to Sidings: Sentry Hill, Eltham, Okoia, Lower Hutt, Wellington, Lyttelton, Christchurch, Rolleston, Ashburton, Burnside, Dunedin, Dipton, Balfour, and Paroa.

Additions to Workshops: Eastown, Petone, Addington, and Hillside.

New Dwellings and Additions to Dwellings: Feilding, Woodville, Masterton, Greytown, Cross Creek, Christchurch, Moana, and Greymouth.

Fencing: Frankton to Mercer, north of Palmerston North, and on Westland Section.

Creosoting Plants: Woodville and Woodend.

Goods-sheds: Belfast and Lyttelton.

Bridges: Mangatera Viaduct.

Miscellaneous: Turntable at Southbridge; stone-crusher at Mosgiel; stock-yards at Dunback; additional water-openings on Forest Hill branch; protective works at Otira; additions to water-services, Wanganui district; new departmental offices, Wellington; additions to district offices, Wanganui; signals and interlocking; increased telegraph and telephone facilities; block-working; additions to dwellings; relaying (proportion); bridge-strengthening (proportion); and respacing sleepers.

The total cost of works under this heading amounts to £176,339.

Expenditure.—The maintenance expenditure charged to revenue amounts to £433,997, or £195 per mile, a slight increase over the rate for last year. This amount is higher than for any previous year, and is in excess of the expenditure per mile on any railway in the Australasian Colonies.

I would strongly urge the more vigorous prosecution of relaying, bridge renewals, signal-work, interlocking, and block-working; and I hope that funds will be found to enable these works to be pushed on during this financial year.

Mileage.—The total mileage open for traffic on the 31st March, 1902, was 2,234 miles 66 chains, being an addition of 23 miles 52 chains opened during the year.

Private Sidings.—On the 31st March last there were 280 private-siding rights in existence, with a total annual rental of £4,572. Ten new grants were made during the year.

Leases.—One thousand eight hundred and eighty-five leases were current at the end of the year, with an aggregate annual rental of £19,127. New leases issued since the 31st March, 1901, totalled 354.

Staff.—The working staff numbered 2,632; office staff, 90: making a total of 2,722 persons.

I append the usual returns.

I have, &c.,
JOHN COOM, M.Inst.C.E., Chief Engineer.

The General Manager, New Zealand Railways.

ANNUAL SIGNAL AND ELECTRICAL REPORT.

SIR,— Wellington, 1st April, 1902.

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 31st March, 1902:—

Fixed Signals.

During the past year twenty-one stations have been fitted with fixed signals.

The whole of the fixed signals, with the exception of about twenty stations, have now been fitted with locking-plates. The work in connection with the remaining twenty stations is well in hand.

The expenditure for the year on new work was £1,486, and for maintenance £804 6s. 8d.

Interlocking of Points and Signals.

The signalling and interlocking of Wellington yard, which was the first complete installation in New Zealand, has now been in operation for more than twelve months, and has worked without a hitch of any kind.

The following stations have been fully equipped with signalling and interlocking and brought into operation during the year: Westport, Burnside, Abbotsford, Wingatui, and Hornby. The work has been commenced and is well in hand at Cattle-yards, Rolleston, and Studholme.

The expenditure for the year on new work was £11,314 2s. 9d., and for maintenance £114.

Block-working.

During the year satisfactory progress has been made with the equipment of the electric train-tablet system of block-working; 104 tablet-instruments and 140 miles of line have been fitted up and brought into operation, embracing the following sections: Hawera to Turakina, Featherston to Te Aro, and Waitati to Mosgiel.

The equipment of the sections between Longburn and Turakina is in progress.

The staff-and-ticket system of block-working has been adopted on the Napier–Spit Section.

Telegraph and Telephone Facilities.

During the year a Morse wire has been erected and brought into use between Wanganui and Hawera, and the erection of a Morse wire between Dunedin and Invercargill has been commenced, besides which various alterations and additions have been made to improve existing lines.

Thirty additional Morse instruments and fifty-eight telephones have been fixed and brought into operation, and sixty additional connections have been made with telephone exchanges.

A few single-needle telegraph-instruments, which are so extensively used for railway-work in Great Britain, have been imported, with the view of testing their adaptability for railway-work on the New Zealand lines. They are at present being tried, and, if found suitable, should be adopted on all new lines, as they are in many ways far more economical than the Morse for railway-work.

The expenditure on electric block-working, telegraph and telephone facilities for the year was: New work, £18,656 12s. 8d.; and maintenance, £6,218 10s. 11d.

Electric Light.

Eight of the signals at Wellington were fitted with the electric light as an experiment. This has proved in every way to be very satisfactory and economical.

Four arc lights have been erected at Wellington to light the interlocked portion of the north end of the yard; the lights are switched in and out by the signalman as required, and they have proved most convenient, and in every way the most suitable light for the purpose which could have been adopted.

I have, &c.,
H. J. WYNNE, A.M.Inst.C.E.,
Signal and Electrical Engineer.

The Chief Engineer, Wellington.

APPENDIX D.

SIR,— Stores Manager's Office, Wellington, 31st May, 1902.

I have the honour to report that the value of stores (purchased under the Railway vote) on hand on the 31st March, 1902, at the various depots amounted to £173,221 19s. 7d., as against £128,870 4s. 10d. on the 31st March, 1901.

The value of stores on hand on account of additions to open lines amounted on the 31st March, 1902, to £43,151 4s. 4d., as against £47,910 11s. 7d. on the 31st March, 1901.

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

I have, &c.,
GEO. FELTON,
Stores Manager.

The General Manager, New Zealand Railways.

APPENDIX E.

SIR,— Chief Traffic Manager's Office, Wellington, 14th June, 1902.

I have the honour to report on the working of the Traffic Branch of the New Zealand Railways for the year ending 31st March, 1902.

Hurunui–Bluff Section.

The passenger traffic has increased considerably, the number of passengers carried being 495,953 and the season tickets issued being 12,037 over last year, the increased business being fairly distributed over the Christchurch, Dunedin, and Invercargill Districts.

The goods traffic has also largely increased, the total increase under this head being 45,220 tons, principally in wool, timber, and grain.

The sheep traffic has been considerable, 174,275 sheep having been carried over the previous year.

The principal increases in the Christchurch District are in wool, timber, and grain, there being also a large increase in the number of sheep carried compared with previous years.

The traffic in frozen meat shows a substantial increase: 35,350 tons have been carried to Lyttelton and Timaru, as compared with 28,828 tons for the previous year, an increase of 6,522 tons.

In the Dunedin District the goods traffic has fallen off to some extent in timber and merchandise owing to the decline in the dredging business, and in grain owing to the bad weather and lateness of the harvest.

There is a large increase in the quantity of cream carried, 359,312 gallons being forwarded, as compared with 60,502 for the previous year. A further increase is anticipated during the coming year.

The sheep traffic has also increased considerably.

In the Invercargill District there have been increases under all headings except "Minerals other than Coal," the tonnage for which has decreased by 9,290 tons, less gravel and stone having been used for road-making. The largest increases are in grain, coal, timber, firewood, and merchandise. There is also a considerable increase in the sheep traffic.

Picton Section.

The passenger traffic has increased satisfactorily during the year, 6,432 more passengers having travelled than in the previous year.

In goods traffic there are increases in chaff (1,662 tons), wool (1,114 tons), firewood (1,134 tons).

The sheep traffic has also increased by 8,380 over the previous year.

Westland Section.

The passenger traffic on this section has increased considerably, 30,513 passengers more than in the previous year having travelled.

There has been a large increase in nearly all classes of goods traffic, the largest being in coal and timber.

Westport Section.

The passenger traffic has increased considerably, 15,496 passengers over the previous year's number having travelled.

The principal increase in goods traffic has been in coal, over 40,000 tons more than last year having been carried.

Nelson Section.

There are satisfactory increases in both passenger and goods traffic.

Wellington–Napier–New Plymouth Section.

The passenger traffic has increased, as compared with the previous year, to the extent of 299,028 passengers and 1,070 season tickets.

In goods traffic there has been a substantial increase. The total tonnage amounts to 501,988 tons, as compared with 468,411 tons for the previous year, the increase being 33,577 tons.

In the Wellington–Napier District there are substantial increases in passenger traffic and in nearly all classes of goods, the principal being in chaff, timber, firewood, grain, and coal.

The sheep traffic has also developed considerably, there being a large increase over the previous year.

The passenger traffic in the Wanganui District also shows great improvement, and in goods traffic there are increases under all headings, the principal being in timber, chaff, firewood, coal, and other minerals.

The sheep traffic has also increased over the previous year to a considerable extent.

Auckland Section.

The passenger traffic in the Auckland District, same as elsewhere, has increased very considerably during the year, 235,165 passengers having travelled and 4,728 season tickets having been issued more than during the previous year.

The goods traffic has also increased to a large extent during the year, the total tonnage being 261,311 tons, an increase over last year of 25,113 tons. The principal increases were in timber, grain, coal, and chaff.

The sheep traffic also shows considerable advance, 16,674 more sheep having been carried.

The traffic in dairy products continues to improve. The number of gallons of cream carried was 360,502, an increase of 10 per cent. on the quantity carried during the previous year. There were also carried 3,550 tons of butter and 281 tons of cheese.

Kaihu Section.

The growth of traffic generally has been considerable, the number of passengers travelling having increased by 17 per cent. during the year.

In goods traffic, although there is a decrease in merchandise due to a falling-off in the production of kauri-gum, there is a large increase on the whole, the timber traffic having increased by 5,338 tons for the year.

Whangarei Section.

There has been a large growth of business on this section, the number of passengers travelling having increased to 51,068, as compared with 37,423 last year, an increase of over 36 per cent.

The goods traffic has also increased substantially, the total tonnage having advanced by over 12 per cent. There is an increase in all classes of goods except merchandise, the advances being principally in timber and coal.

Kawakawa Section.

There is a general falling-off in nearly all branches of traffic.

The year's operations for all districts, notwithstanding that large annual increases have been the rule for several years past, have again resulted in a large increase of revenue over the previous year.

The gross revenue for the year amounted to £1,874,586 9s. 7d , as against £1,727,236 1s. 1d., an increase of £147,350 8s. 6d.

The total number of passengers carried amounts to 7,356,136, an increase of 1,112,543, the revenue being £575,697, an increase of £72,646.

The revenue for excursion traffic still continues to increase steadily, 770,391 tickets having been issued during the year, producing £142,279, an increase of £34,112 over the previous year's business.

A large portion of this increased traffic was attributable to exceptional circumstances—the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York, the departure of contingents for South Africa, and the two Easters falling in the financial year under notice, inducing travel to a greater extent than ordinary.

The visit of the Duke and Duchess of Cornwall and York to the colony resulted in a large influx of visitors to the chief centres, Auckland, Wellington, Christchurch, and Dunedin. It is satisfactory to know that the Department was equal to all demands in meeting this heavy traffic. The arrangements throughout the colony were excellent, and were carried out in a manner creditable to the staff concerned. The following is a statement of the traffic to the various centres in connection with the Royal visit:—

	Passengers. No.	Revenue. £	s.	d.
Auckland ...	18,128	2,332	1	11
Rotorua ...	4,015	3,116	10	5
New Plymouth	1,568	549	13	7
Wellington	27,264	5,693	16	11
Christchurch	34,325	6,666	15	7
Ashburton	266	25	2	6
Timaru ...	749	79	9	11
Dunedin ...	27,201	7,022	2	4
Total ...	113,516	£25,485	13	2

In goods traffic 3,529,177 tons have been carried, an increase of 189,490 tons as compared with the previous year. Increases occur under all the various headings, the largest being in grain and timber, the traffic in each class, with the exception of wool, being the largest on record.

The number of sheep carried for the year amounted to 2,724,860, an increase of 312,669 over the previous year.

The revenue from goods and live-stock traffic amounted to £1,110,575, the increase over last year being £58,880.

The additional wagons provided on the Hurunui–Bluff Section have enabled the heavy demands made upon the Department every year for conveyance of grain to be met in a more satisfactory manner.

The wagon-supply is now equal to the conveyance of grain to the seaboard with more expedition than it can be taken delivery of by consignees. Any further improvement in the despatch from stations can only be secured by the provision of increased facilities for taking delivery by consignees at destination, so as to keep pace with the more rapid conveyance of the traffic.

In pursuance of the proposal to gradually improve the train services, a large number of alterations in and additions to the train services have been made throughout the year, which improvements are much appreciated by the public.

The following are particulars of the more important alterations :—

Whangarei Section.

On the 4th May, 1901, a Saturday-night train was put on from Whangarei to Hukerenui and back.

On the 1st November, 1901, the whole time-table was amended in order to better meet the requirements of the district.

The increased mileage for the year was 2,648 miles.

Auckland Section.

Extra trains for steamers were put on between Auckland and Onehunga.

Increased mileage: Permanent mixed trains, 1,828; permanent goods trains, 5,020: total, 6,848.

Wellington–Napier–New Plymouth Section.

From the 1st November, 1901, the mail trains between Wanganui and New Plymouth were run daily, instead of four days a week, thus (when there was boat-connection) giving a daily service between Auckland and Wellington. These trains were also accelerated, the journey-time between New Plymouth and Wellington being reduced by an hour.

The running of the Wellington–Napier mail trains was also improved, the time being reduced by half an hour.

New daily services have been provided between Upper Hutt and Woodville, Waipukurau and Woodville, Dannevirke and Woodville, and on Wednesdays and Saturdays between Napier and Hastings.

The services generally throughout the district have been improved by putting on additional goods trains and curtailing the work of mixed trains, thus enabling better time being kept.

Increased mileage: Permanent mixed trains, 49,608; permanent goods trains, 50,869: total, 100,477.

Westport Section.

Small adjustments to better suit requirements.

Increased mileage: Mixed trains, 84.

Westland Section.

Rearrangement of time-table to better suit requirements, the principal alterations being additional trains between Greymouth and Ngahere, and Greymouth and Reefton.

Increased mileage: Mixed trains, 1,328.

Hurunui–Bluff Section.

Various amendments have been made, the most important being—

Extra passenger train Christchurch to Templeton on Saturday nights.

Acceleration of trains Southbridge Branch by separation of goods from passenger traffic.

Extra mixed trains Little River Branch, giving a five-days-a-week service instead of three days a week.

Catlin's River service improved, giving a daily instead of only on five days a week.

Alterations to Dunback Branch service to give better connection north and south.

Otago Central line extended, Wedderburn to Ida Valley.

Riverton–Orepuki mixed trains run daily instead of three days a week, the journey-time of the morning train to Invercargill being reduced by forty minutes, the afternoon train to Invercargill by fifteen minutes, and the evening train, Invercargill to Orepuki, by thirty-five minutes.

New mixed train Seaward Bush Branch on Wednesdays.

New fast passenger train Invercargill to Kingston and back on two days per week during tourist season, the journey-time being reduced by one hour and fifteen minutes.

Increased mileage: Permanent mixed trains, 12,366; permanent goods trains, 37,328: total, 49,694.

Grand total of extra mileage for permanent trains: Mixed, 67,862; goods, 93,217: total, 161,079.

The acceleration of mixed and mail services in the Wellington–Napier–New Plymouth and Invercargill Districts, and the general increase of goods traffic, accounts for the large increase in mileage for the permanent goods trains.

During the current year it is proposed to reduce the journey-time of several mixed trains between Clinton and Invercargill, Invercargill and Bluff, the morning train Invercargill to Orepuki, and the morning and evening trains on the Nightcaps Branch, and to so rearrange the services in the western district as to enable stock to be forwarded as far north as Dunedin in the one day.

A new mixed train will be put on between Winton and Invercargill on Saturdays, for the convenience of settlers.

The Christchurch–Dunedin express will be accelerated by forty-five minutes each way, arriving Christchurch and Dunedin respectively at 8.15 p.m. instead of 9 p.m., and some of the local services will be improved.

In the Auckland District it is proposed to entirely recast the time-table, and to provide a daily express between Auckland and Rotorua, with connection with the King-country as far south as Ongarue, also with Cambridge, Te Aroha, Thames, and Te Awamutu.

The local services will also be improved, and where possible the journey-time reduced.

Appended is a statement showing the average late arrivals of trains at destination for the year ended the 31st March, 1902, and a comparison of the last nine months with the corresponding period of last year, records not being available for the whole of last year.

It will be seen that there is a marked improvement, the averages for express and mail trains being 1·16 against 1·70; for long-distance mixed trains, 1·24 against 1·90; and for suburban trains, 0·55 against 0·90.

RETURN SHOWING AVERAGE LATE ARRIVALS OF TRAINS AT DESTINATION.

—	P.E. April 27, 1901.	P.E. May 25, 1901.	P.E. June 22, 1901.	P.E. July 20, 1901.	P.E. Aug. 17, 1901.	P.E. Sept. 14, 1901.	P.E. Oct. 12, 1901.	P.E. Nov. 9, 1901.	P.E. Dec. 7, 1901.	P.E. Jan. 4, 1902.	P.E. Feb. 1, 1902.	P.E. March 1, 1902.	P.E. March 31, 1902.	Nine Months' Average.
Long-distance Fast Passenger Trains.														
Year ending 31st March, 1902	3·01	1·96	3·54	4·22	0·88	0·85	0·47	0·42	0·77	2·10	1·10	0·83	3·07	1·16
Year ending 31st March, 1901	..	..	..	..	1·97	1·16	0 85	1·36	1·58	4·23	1·31	2·03	0·82	1·70
Long-distance Mixed Trains.														
Year ending 31st March, 1902	3·06	2·07	2·87	3·12	1·03	0·90	0·79	0·79	1·02	1·27	0·94	1·36	3·04	1·24
Year ending 31st March, 1901	..	..	..	..	2·04	1·88	1·42	1·43	1·50	2·79	1·70	2·34	2·08	1·90
Suburban Trains.														
Year ending 31st March, 1902	1·13	0·85	1·59	1·60	0·69	0·44	0·42	0·47	0·38	0·56	0·55	0·71	0·70	0·55
Year ending 31st March, 1901	..	..	..	..	1·27	0·76	0·67	0·84	0·91	1·03	0·78	1·15	0·75	0·90

The electric tablet working, which has been installed on the Wellington–Napier–New Plymouth Section between Te Aro and Featherston and Hawera and Turakina, and on the Hurunui–Bluff Section between Waitati and Mosgiel, during the year, is working most satisfactorily, and it is most desirable that the system should be extended to other portions of the lines at as early a date as possible.

In November last the Westinghouse brake was brought into operation on the mail trains, and more recently on the principal mixed trains between Wellington and Napier and Palmerston and New Plymouth, enabling the trains to be worked with greater safety and expedition. The express trains between Dunedin and Christchurch are now being equipped, and the brake will be brought into operation on the 1st July in connection with the reduction in the journey-time of those trains.

In view of the continued growth of business on the Auckland Section, and the congestion of traffic on the single line of rails between Auckland and Penrose, it will be absolutely necessary to double the line to enable any improvement to be effected in the suburban train services. Great complaint is made by regular travellers of the frequent interruption to the ordinary services for race and other holiday traffic.

The percentage of traffic expenditure to revenue is 17·78, as compared with 17·15 for the previous year, the increase being due to improvements and additions to the train services, the heavy additional excursion traffic at low fares, and the consequent increase of staff.

The prospects for the ensuing year are satisfactory, and there is every indication of a continued expansion of business.

I have, &c.,

W. H. GAW,

Chief Traffic Manager.

The General Manager, New Zealand Railways, Wellington.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND GOVERNMENT RAILWAYS, 1901-1902.

RETURN No. 1.

SUMMARY of REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1902.

Dr.	£	s.	d.
To Cash in hand and outstanding, 1st April, 1901	36,714	7	8
Passengers, parcels, goods, &c., 31st March, 1902	1,874,586	9	7
	£1,911,300	17	3
To Net amount paid into Public Account, 31st March, 1902	1,867,752	11	8
Less Cash in hand and outstanding, 1st April, 1901	36,714	7	8
	1,831,038	4	0
Cash in hand and outstanding, 31st March, 1902	43,548	5	7
	£1,874,586	9	7

Cr.		£	s.	d.	£	s.	d.
By Gross payments into Public Account to 31st March, 1902 ...		1,992,835	5	0			
Less Refunds		125,082	13	4			
					*1,867,752	11	8
Cash in hand and outstanding, 31st March, 1902					43,548	5	7
					£1,911,300	17	3
By Expenditure to 31st March, 1902					1,252,237	6	10
Balance available for interest					622,349	2	9
* Receipts per Treasury	£1,869,488 13 6						
Balance Refund Account, 31st March, 1901 ...	9,666 15 11						
	1,879,155 9 5						
Balance Refund Account, 31st March, 1902 ...	11,402 17 9						
	£1,867,752 11 8						
					£1,874,586	9	7

RETURN of REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1902.

Dr.	£	s.	d.
To Balance, 31st March, 1901	9,666	15	11
Wharfages, &c., 31st March, 1902	125,082	13	4
	£134,749	9	3

Cr.	£	s.	d
By Treasury payments to 31st March, 1902	123,346	11	6
Balance due to Harbour Boards, &c.	11,402	17	9
	£134,749	9	3

A. C. FIFE, Railway Accountant.

RETURN No. 2.

GENERAL EXPENDITURE ACCOUNT for the Twelve Months ending 31st March, 1902.

Dr.	£	s.	d.	£	s.	d.
To Balance brought forward:—						
Outstanding accounts at 1st April, 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 on hand at 1st April, 1901				128,870	4	10
Payments per Treasury to 31st March, 1902,—						
Vote 66*	1,536,158	7	9			
Unauthorised	225	0	8			
				1,536,383	8	5
Deposit Account—Permanent-way material				25,000	0	0
Payments outstanding on 31st March, 1902, carried forward				95,972	4	10
				£1,808,014	7	6

* Note.—Payments per Treasury ...£1,536,158 7 9
Recoveries " ... 255,386 17 1
Net charge to Vote 66 ...£1,280,771 10 8

Cr.	£	s.	d.	£	s.	d.
By Payments outstanding on 31st March, 1901, brought forward				90,777	9	3
Classified expenditure, as per Return No. 4				1,252,237	6	10
Recoveries to credit of Vote 66,—						
Other Government departments, for stores, work done, &c. ...	212,084	7	7			
Personal accounts, for stores, work done, &c.	18,031	10	7			
Miscellaneous recoveries	25,270	18	11			
				255,386	17	1
Deposit Account,—						
Cash with Agent-General	7,043	10	11			
Cash in Treasury	17,956	9	1			
				25,000	0	0
Balance:—						
Outstanding accounts at 31st March, 1902,—						
Other Government departments, for stores, work done, &c.	7,877	3	5			
Personal accounts, for stores, work done, &c.	3,513	11	4			
				11,390	14	9
Stock of stores in hand at 31st March, 1902				173,221	19	7
				£1,808,014	7	6

A. C. Fife, Railway Accountant.

RETURN No. 3.

CLASSIFIED EXPENDITURE for the Twelve Months ending 31st March, 1902.

Sections.	Maintenance of Way and Works. Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Locomotive Power. Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	Total.	Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.
								WAGES.											
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	564 16 3	39 13 0	18 2 4	..	..	622 11 7	220 18 6	4 7 0	..	22 17 0	..	248 2 6	7 0 9	202 16 4	619 11 4	18 13 8	212 9 2	218 0 6	1,713 4 10
Whangarei	1,739 7 3	348 12 8	103 7 5	95 11 7	..	2,286 18 11	1,019 6 3	39 6 8	..	553 16 0	..	1,612 8 11	99 2 10	446 0 1	1,916 6 9	178 6 8	383 9 10	209 8 0	6,713 6 0
Kaihu	1,319 11 10	448 1 6	98 18 9	23 4 6	..	1,889 16 7	489 11 11	14 1 0	..	275 14 4	..	779 7 3	95 17 4	179 8 4	928 15 4	102 1 5	387 5 4	120 16 9	4,241 14 10
Auckland	26,769 15 7	6,083 5 3	2,481 19 3	554 6 4	..	35,889 5 5	15,068 8 11	1,080 0 3	..	4,490 12 4	..	20,639 1 6	2,049 12 0	3,585 4 4	29,298 1 6	2,202 14 4	4,825 10 2	1,509 8 7	96,980 1 8
Wellington - Napier - New Plymouth	49,384 0 7	15,599 16 4	6,421 19 8	2,213 10 5	..	73,619 7 0	34,789 6 9	2,238 10 2	..	19,210 1 11	..	56,237 18 10	5,527 1 10	9,397 11 8	68,278 13 4	4,913 4 3	9,755 4 4	3,047 7 0	224,681 14 3
Hurunui-Bluff	102,697 9 3	25,327 2 9	11,934 5 1	3,027 3 2	..	142,986 0 3	64,761 14 2	5,381 11 6	..	25,805 15 9	..	95,949 1 5	8,933 11 11	16,513 15 8	165,450 10 7	10,118 6 4	17,516 14 7	6,450 7 3	451,017 13 6
Westland	8,586 12 7	2,405 3 5	710 14 10	791 17 11	..	12,494 8 9	3,981 6 7	183 10 2	..	1,550 11 7	..	5,715 8 4	513 2 4	1,109 7 8	10,615 13 10	751 14 0	2,012 2 6	189 8 2	33,022 9 3
Westport	3,517 4 10	2,625 16 11	429 9 6	237 2 4	..	6,809 13 7	2,822 5 6	148 10 4	..	1,560 17 9	..	4,531 13 7	82 4 6	2,996 17 2	7,537 12 11	682 4 0	1,526 13 7	75 14 11	24,091 4 5
Nelson	2,610 16 1	925 2 10	246 8 3	120 18 10	..	3,903 6 0	1,048 13 8	72 13 0	..	376 7 3	..	1,497 13 11	153 10 4	293 15 5	3,106 17 2	133 4 6	468 0 3	277 13 9	9,278 13 10
Picton	1,962 13 11	570 11 9	113 8 9	14 0 1	..	2,660 14 6	853 0 6	*Cr.* 163 16 5	..	24 19 8	..	714 3 9	23 17 5	292 9 11	1,726 6 0	110 17 2	457 10 1	9 5 0	5,976 13 10
Totals	199,152 8 2	54,373 6 5	22,558 13 10	7,077 15 2	..	283,162 3 7	125,054 12 9	8,998 13 8	..	53,871 13 7	..	187,925 0 0	17,485 1 3	35,017 6 7	289,478 8 9	19,211 6 4	37,544 19 10	12,107 9 11	857,716 16 5
								STORES.											
Kawakawa	121 6 10	15 17 3	19 13 11	..	..	156 18 0	..	35 11 9	8 13 0	0 14 5	..	44 19 2	1 14 5	68 17 4	34 3 7	..	..	19 0 0	287 12 6
Whangarei	529 19 0	105 14 7	76 6 5	55 19 2	..	767 19 2	..	413 1 9	62 19 4	153 1 10	..	629 2 11	65 19 11	431 15 2	147 6 4	..	..	21 11 2	2,020 12 4
Kaihu	350 12 4	176 16 3	37 11 7	29 16 9	..	594 16 11	..	351 12 4	17 3 11	83 15 10	..	452 12 1	11 14 8	46 17 5	69 0 5	..	..	1 2 6	1,173 19 0
Auckland	13,876 3 5	2,020 6 1	2,430 8 9	281 8 5	..	18,608 6 8	..	10,041 5 7	895 7 8	2,751 8 0	..	13,688 1 3	1,527 0 3	2,103 0 11	2,411 14 3	..	..	1,629 3 9	36,708 19 7
Wellington - Napier - New Plymouth	34,828 3 11	4,219 4 11	7,390 4 4	661 5 5	..	47,098 18 7	..	38,321 18 8	2,569 5 0	12,413 2 3	..	53,304 5 11	2,959 11 1	5,606 17 6	6,666 13 9	..	..	4,498 17 2	111,137 9 8
Hurunui-Bluff	54,677 12 4	9,790 14 8	7,537 8 10	1,259 8 2	..	73,265 4 0	..	59,174 18 7	3,838 6 11	14,879 12 7	..	77,892 18 1	7,403 15 3	12,551 19 5	13,588 2 9	..	..	6,032 10 1	178,669 9 5
Westland	2,211 12 3	858 10 5	638 3 1	543 10 7	..	4,251 16 4	..	1,117 2 0	187 0 1	990 16 10	..	2,294 18 11	224 5 3	756 4 6	1,268 10 3	..	..	3 17 7	8,791 17 8
Westport	1,036 11 7	1,109 5 1	133 4 3	189 1 7	..	2,468 2 6	..	653 0 9	292 7 8	813 17 3	..	1,759 5 8	41 10 0	1,021 6 8	726 3 6	..	..	632 16 9	5,383 11 7
Nelson	566 15 0	596 0 5	86 14 0	0 15 1	..	1,250 4 6	..	622 0 8	49 8 8	181 18 11	..	853 8 3	92 4 0	177 8 9	299 10 0	..	..	216 0 6	2,456 15 0
Picton	855 11 2	277 7 5	53 16 6	3 8 4	..	1,190 3 5	..	734 7 0	44 0 9	238 5 9	..	1,016 13 6	7 4 0	197 1 7	171 1 5	..	..	108 9 6	2,473 14 5
Totals	109,054 7 10	19,169 17 1	18,403 11 8	3,024 13 6	..	149,652 10 1	..	111,464 19 1	7,964 13 0	32,506 13 8	..	151,936 5 9	12,334 18 10	22,961 9 3	25,382 6 3	..	..	13,163 9 0	349,104 1 2
								MISCELLANEOUS.											
Kawakawa	0 2 0	..	..	..	2 16 7	2 18 7	..	..	..	..	0 17 7	0 17 7	0 8 10	5 4 1	6 11 2	..	..	..	16 0 3
Whangarei	3 2 11	..	..	..	26 7 1	29 10 0	..	0 14 10	..	44 3 7	8 8 6	53 6 11	16 5 10	70 12 3	112 10 6	..	..	..	282 5 6
Kaihu	0 10 3	0 13 10	..	..	14 16 5	16 0 6	..	0 2 5	..	26 17 7	4 15 11	31 15 11	3 13 6	10 0 5	36 14 4	..	..	..	98 4 8
Auckland	162 11 9	52 4 10	5 8 1	2 13 2	325 8 6	548 6 4	..	10 6 10	..	1,115 15 9	104 13 4	1,230 15 11	625 17 8	795 11 6	2,128 10 10	..	..	..	5,339 2 3
Wellington - Napier - New Plymouth	130 16 11	259 16 10	22 16 3	23 12 7	731 2 11	1,168 5 6	..	14 8 8	..	4,547 11 2	234 17 5	4,796 17 3	1,505 4 3	2,360 11 11	5,073 16 0	..	..	..	14,904 14 11
Hurunui-Bluff	197 12 0	136 6 4	9 2 9	1 19 1	1,499 8 3	1,844 8 5	..	11 1 7	..	3,769 0 0	482 18 11	4,263 0 6	1,749 16 8	3,585 3 9	9,563 0 0	..	..	..	21,005 9 4
Westland	25 0 8	67 17 5	..	5 5 0	112 11 10	210 14 11	..	5 14 9	..	359 10 11	36 9 11	401 15 7	169 11 0	311 2 0	649 13 10	..	..	..	1,742 17 4
Westport	25 3 7	18 17 8	0 3 0	5 6 1	101 7 6	150 17 10	..	8 15 1	..	419 17 6	31 16 10	460 9 5	76 18 7	334 17 6	581 5 3	..	..	..	1,604 8 7
Nelson	4 1 1	17 8 10	..	0 16 0	19 18 4	42 4 3	..	..	..	13 16 10	6 7 9	20 4 7	12 17 7	36 19 11	100 16 5	..	..	..	213 2 9
Picton	0 10 11	2 9 6	..	..	16 6 11	19 7 4	..	..	..	45 19 7	5 9 4	51 8 11	3 10 4	38 12 6	97 4 7	..	..	..	210 3 8
Totals	549 12 1	555 15 3	37 10 1	39 11 11	2,850 4 4	4,032 13 8	..	51 4 2	..	10,342 12 11	916 15 6	11,310 12 7	4,174 4 3	7,548 15 10	18,350 2 11	..	..	..	45,416 9 3
Grand totals ..	308,756 8 1	74,098 18 9	40,999 15 7	10,142 0 7	2,850 4 4	436,847 7 4	125,054 12 9	120,514 16 11	7,964 13 0	96,721 0 2	916 15 6	351,171 18 4	33,994 4 4	65,527 11 8	333,210 17 11	19,211 6 4	37,544 19 10	25,270 18 11	1,252,237 6 10

A. C. Fife, Railway Accountant.

RETURN No. 4.

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Twelve Months ending 31st March, 1902.

Section.	Mileage. Length open for Traffic.	Mileage. Train-Mileage.	Revenue. Total.	Revenue. Per Mile of Railway per Annum (Average).	Revenue. Per Train-Mile.	Classified Expenditure. Maintenance of Way.	Locomotive Power.	Repairs of Carriages and Wagons.	Traffic Expenses.	Head Office.	Departmental Offices.	Less Credit Recoveries.	Total.
1901-2.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	8	3,888	1,815 18 8	226 19 10	9 4	782 8 2	293 19 3	286 1 9	660 6 1	18 13 8	212 9 2	237 0 6	2,016 17 7
Whangarei	23	42,829	17,291 15 6	751 16 4	8 1	3,084 8 1	2,294 18 9	1,129 16 1	2,176 3 7	178 6 8	383 9 10	230 19 2	9,016 3 10
Kaihu	17	16,755	9,878 15 10	581 2 1	11 9½	2,500 14 0	1,263 15 3	347 11 8	1,034 10 1	102 1 5	387 5 4	121 19 3	5,513 18 6
Auckland	341	693,589	214,353 3 8	628 12 0	6 2	55,045 19 5	35,557 18 8	10,696 6 8	33,838 6 7	2,202 14 4	4,825 10 2	3,138 12 4	139,028 3 6
Wellington-Napier-New Plymouth ...	451	1,445,690	481,650 10 5	1,067 19 3	6 8	121,886 11 1	114,339 2 0	27,356 18 3	80,019 3 1	4,913 4 3	9,755 4 4	7,546 4 2	350,723 18 10
Hurunui-Bluff ...	1,198	2,573,191	986,670 17 3	829 3 9	7 8	218,095 12 8	178,105 0 0	50,738 2 8	188,601 13 4	10,118 6 4	17,516 14 7	12,482 17 4	650,692 12 3
Westland	112	136,983	73,052 8 1	652 5 1	10 8	16,957 0 0	8,412 2 10	3,083 12 9	12,533 17 11	751 14 0	2,012 2 6	193 5 9	43,557 4 3
Westport	31	74,375	65,816 9 0	2,123 2 3	17 8½	9,428 13 11	6,751 8 8	4,553 14 5	8,845 1 8	682 4 0	1,526 13 7	708 11 8	31,079 4 7
Nelson	33	47,022	13,079 14 10	396 7 1	5 6½	5,195 14 9	2,371 6 9	766 16 0	3,507 3 7	133 4 6	468 0 3	493 14 3	11,948 11 7
Picton	21	32,038	10,976 16 4	522 14 1	6 10¼	3,870 5 3	1,782 6 2	562 15 9	1,994 12 0	110 17 2	457 10 1	117 14 6	8,660 11 11
Totals	2,235	5,066,360	1,874,586 9 7	841 15 8	7 4¾	436,847 7 4	351,171 18 4	99,521 16 0	333,210 17 11	19,211 6 4	37,544 19 10	25,270 18 11	1,252,237 6 10
1900-1.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Kawakawa	8	4,064	2,123 16 2	265 9 6	10 5¼	1,132 16 10	240 15 4	162 16 4	797 16 3	21 6 9	196 1 4	242 15 0	2,308 17 10
Whangarei	23	29,867	14,973 4 11	707 16 6	10 0¼	2,674 6 0	2,050 18 4	612 1 7	1,690 10 6	150 14 3	399 13 3	187 16 2	7,390 7 9
Kaihu	17	14,533	8,821 19 1	518 18 9	12 1¾	1,721 14 8	1,358 1 0	288 18 8	1,021 4 6	87 19 2	367 6 8	176 1 7	4,669 3 1
Auckland	330	646,718	186,106 11 8	567 14 7	5 9	51,562 2 0	30,304 16 4	12,720 15 1	30,523 15 8	1,856 0 2	4,330 1 2	3,344 15 7	127,952 14 10
Wellington-Napier-New Plymouth ...	451	1,276,666	433,749 6 7	961 15 0	6 9¼	120,921 11 7	87,051 3 8	27,551 16 8	68,067 8 4	4,303 15 0	9,219 2 8	10,301 1 7	306,813 16 4
Hurunui-Bluff ...	1,186	2,401,139	940,290 1 0	794 15 8	7 10	210,209 8 2	157,502 11 8	43,068 0 1	171,692 3 4	9,357 2 10	15,892 3 10	15,174 16 6	592,546 13 5
Westland	112	102,901	59,338 1 4	706 8 1	11 6¼	15,763 14 2	5,435 6 9	2,002 14 10	10,022 15 10	601 6 10	1,710 7 4	205 14 6	35,330 11 3
Westport	31	70,074	59,443 5 5	1,917 10 6	16 11¼	9,606 0 3	5,744 16 6	4,330 6 11	6,783 8 6	599 15 1	1,357 12 4	380 4 2	28,041 15 5
Nelson	33	44,973	11,785 11 6	393 17 3	5 2¾	7,149 3 3	2,279 4 4	414 1 3	3,464 14 8	116 5 11	471 5 9	578 6 7	13,316 8 7
Picton	21	30,036	10,604 3 5	504 19 2	7 0¾	5,664 7 1	1,414 17 2	379 18 4	2,095 1 9	105 17 7	446 0 4	629 0 4	9,477 1 11
Totals	2,212	4,620,971	1,727,236 1 1	794 10 2	7 5¾	426,405 4 0	293,382 11 1	91,531 9 9	296,158 19 4	17,200 3 7	34,389 14 8	31,220 12 0	1,127,847 10 5

Proportion of each Class of Expenditure to Mileage and Revenue.

Section.	Maintenance. Per Cent. of Revenue.	Maintenance. Per Mile of Railway per Annum.	Maintenance. Per Train-Mile.	Locomotive. Per Cent. of Revenue.	Locomotive. Per Mile of Railway per Annum.	Locomotive. Per Train-Mile.	Carriages and Wagons. Per Cent. of Revenue.	Carriages and Wagons. Per Mile of Railway per Annum.	Carriages and Wagons. Per Train-Mile.	Traffic. Per Cent. of Revenue.	Traffic. Per Mile of Railway per Annum.	Traffic. Per Train-Mile.	Head Office. Per Cent. of Revenue.	Head Office. Per Mile of Railway per Annum.	Head Office. Per Train-Mile.	Departmental Offices. Per Cent. of Revenue.	Departmental Offices. Per Mile of Railway per Annum.	Departmental Offices. Per Train-Mile.	Credit Recoveries. Per Cent. of Revenue.	Credit Recoveries. Per Mile of Railway per Annum.	Credit Recoveries. Per Train-Mile.	Total. Per Cent. of Revenue.	Total. Per Mile of Railway per Annum.	Total. Per Train-Mile.
1901-2.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Kawakawa	43·09	97·80	48·30	16·19	36·75	18·15	15·75	35·76	17·66	36·36	82·54	40·76	1·03	2·33	1·15	11·70	26·56	13·11	13·05	29·63	14·63	111·07	252·11	124·50
Whangarei	17·84	134·11	17·28	13·27	99·78	12·86	6·53	49·12	6·33	12·59	94·62	12·19	1·03	7·75	1·00	2·22	16·67	2·15	1·34	10·04	1·29	52·14	392·01	50·52
Kaihu	25·32	147·10	35·82	12·79	74·34	18·10	3·52	20·45	4·98	10·47	60·85	14·82	1·03	6·00	1·46	3·92	22·78	5·55	1·23	7·17	1·75	55·82	324·35	78·98
Auckland	25·68	161·43	19·05	16·59	104·27	12·30	4·99	31·37	3·70	15·78	99·23	11·71	1·03	6·46	0·76	2·25	14·15	1·67	1·46	9·20	1·08	64·86	407·71	48·11
Wellington-Napier-New Plymouth ...	25·31	270·26	20·23	23·74	253·52	18·98	5·68	60·66	4·54	16·61	177·43	13·28	1·03	10·89	0·82	2·02	21·63	1·62	1·57	16·73	1·25	72·82	777·66	58·22
Hurunui-Bluff ...	22·10	183·29	20·34	18·05	149·68	16·61	5·14	42·64	4·73	19·12	158·50	17·59	1·03	8·50	0·95	1·78	14·72	1·63	1·27	10·49	1·16	65·95	546·84	60·69
Westland	23·21	151·40	29·71	11·51	75·11	14·74	4·22	27·53	5·40	17·16	111·91	21·96	1·03	6·71	1·32	2·75	17·97	3·52	0·26	1·73	0·34	59·62	388·90	76·31
Westport	14·33	304·15	30·43	10·26	217·79	21·79	6·92	146·89	14·69	13·44	285·33	28·54	1·03	22·01	2·20	2·32	49·25	4·93	1·08	22·86	2·29	47·22	1,002·56	100·29
Nelson	39·72	157·45	26·52	18·13	71·86	12·10	5·86	23·23	3·92	26·81	106·28	17·90	1·02	4·04	0·68	3·58	14·18	2·39	3·77	14·96	2·52	91·35	362·08	60·99
Picton	35·26	184·30	28·99	16·24	84·87	13·35	5·12	26·80	4·22	18·17	94·98	14·94	1·01	5·28	0·83	4·17	21·79	3·43	1·07	5·61	0·88	78·90	412·41	64·88
Totals	23·30	196·17	20·69	18·73	157·69	16·64	5·31	44·69	4·71	17·78	149·63	15·79	1·03	8·63	0·91	2·00	16·86	1·78	1·35	11·35	1·20	66·80	562·32	59·32
1900-1.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Kawakawa	53·34	141·61	66·90	11·34	30·10	14·22	7·66	20·33	9·61	37·57	99·73	47·11	1·00	2·67	1·26	9·23	24·51	11·58	11·43	30·34	14·33	108·71	288·61	136·35
Whangarei	17·86	126·42	21·49	13·70	96·95	16·48	4·09	28·93	4·92	11·29	79·92	13·58	1·00	7·13	1·21	2·67	18·89	3·21	1·25	8·88	1·50	49·36	349·36	59·39
Kaihu	19·52	101·28	28·43	15·39	79·89	22·43	3·28	17·00	4·77	11·58	60·07	16·87	1·00	5·17	1·45	4·16	21·61	6·07	2·00	10·36	2·91	52·93	274·66	77·11
Auckland	27·70	157·29	19·13	16·28	92·45	11·24	6·84	38·80	4·72	16·40	93·12	11·33	1·00	5·66	0·69	2·33	13·21	1·61	1·80	10·20	1·24	68·75	390·33	47·48
Wellington-Napier-New Plymouth ...	27·88	268·12	22·73	20·07	193·02	16·36	6·35	61·09	5·18	15·69	150·93	12·80	0·99	9·54	0·81	2·13	20·44	1·73	2·37	22·84	1·93	70·74	680·30	57·68
Hurunui-Bluff ...	22·36	177·68	21·01	16·75	133·13	15·74	4·58	36·40	4·31	18·26	145·13	17·16	0·99	7·91	0·94	1·69	13·43	1·59	1·61	12·83	1·52	63·02	500·85	59·23
Westland	26·57	187·66	36·77	9·16	64·71	12·68	3·38	23·84	4·67	16·89	119·32	23·37	1·01	7·16	1·40	2·88	20·36	3·99	0·35	2·45	0·48	59·54	420·60	82·40
Westport	16·16	309·87	32·90	9·66	185·32	19·68	7·28	139·69	14·83	11·41	218·82	23·23	1·01	19·34	2·05	2·29	43·79	4·65	0·64	12·26	1·30	47·17	904·57	96·04
Nelson	60·66	238·92	38·15	19·34	76·17	12·16	3·51	13·84	2·21	29·40	115·79	18·49	0·99	3·88	0·62	4·00	15·75	2·52	4·91	19·33	3·09	112·99	445·02	71·06
Picton	53·41	269·73	45·26	13·34	67·37	11·31	3·58	18·09	3·04	19·76	99·77	16·74	1·00	5·04	0·85	4·21	21·24	3·56	5·93	29·95	5·03	89·37	451·29	75·73
Totals	24·69	196·14	22·15	16·98	134·95	15·24	5·30	42·11	4·75	17·15	1 6·23	15·38	1·00	7·91	0·89	1·99	15·82	1·79	1·81	14·36	1·62	65·30	518·80	58·58

A. C. FIFE, Railway Accountant.

RETURN No. 5.

COMPARATIVE STATEMENT of Passenger and Goods Traffic for the Twelve Months ending 31st March, 1902.

Sections.	Length Open for Traffic.	Passengers. First Class. Single.	First Class. Return.	Second Class. Single.	Second Class. Return.	Total.	Total Season Tickets.	Parcels, &c. Parcels.	Horses.	Carriages.	Dogs.	Total.
1901–2.												
Kawakawa ...	8	259	216	1,854	2,330	4,659	25	250	45	5	48	348
Whangarei ...	23	4,953	3,214	19,141	23,760	51,068	83	1,954	...	...	81	2,035
Kaihu	17	91	1,306	2,972	20,204	24,573	103	1,261	23	4	171	1,459
Auckland	341	44,832	72,568	282,930	724,380	1,124,710	20,887	72,378	1,189	68	4,045	77,680
Wellington–Napier–New Plymouth	451	95,385	268,932	433,667	1,210,102	2,008,086	23,690	207,456	4,964	463	11,259	224,142
Hurunui–Bluff ...	1,193	130,488	486,970	664,572	2,357,780	3,639,810	54,457	370,852	5,243	897	13,388	390,380
Westland	112	7,456	16,668	62,483	160,074	246,681	896	14,356	362	30	657	15,405
Westport .	31	213	1,058	19,453	65,620	86,354	116	4,001	16	2	146	4,165
Nelson	33	1,592	5,546	23,889	67,084	98,111	392	4,096	14	30	382	4,522
Picton	21	3,053	11,376	13,799	43,856	72,084	129	1,200	70	7	227	1,504
Totals ...	2,235	288,322	867,864	1,524,760	4,675,190	7,356,136	100778	677,804	11,926	1,506	30,404	721,640
1900–1.												
Kawakawa .	8	289	130	2,359	2,834	5,612	32	169	43	7	50	269
Whangarei ...	23	3,501	2,452	14,050	17,420	37,423	108	1,743	...	...	80	1,823
Kaihu	17	122	1,582	2,473	16,814	20,991	114	1,203	16	2	158	1,379
Auckland	330	31,629	66,350	209,026	579,540	889,545	16,159	68,670	1,061	85	3,768	73,584
Wellington–Napier–New Plymouth	451	75,846	245,882	327,380	1,059,950	1,709,058	22,620	189,721	4,579	410	11,626	206,336
Hurunui–Bluff ...	1,186	114,125	441,968	535,400	2,052,364	3,143,857	42,420	350,207	5,302	780	13,671	369,960
Westland	112	5,912	15,940	44,300	150,016	216,168	822	13,275	341	25	625	14,266
Westport ...	31	127	1,114	12,289	57,328	70,858	245	3,660	2	1	141	3,804
Nelson	33	1,220	4,772	16,847	61,590	84,429	289	3,839	7	25	274	4,145
Picton	21	2,378	10,844	10,968	41,462	65,652	112	1,283	70	1	265	1,619
Totals ...	2,212	238,149	791,034	1,175,092	4,039,318	6,243,593	82,921	633,770	11,421	1,336	30,658	677,185

Sections.	Live-Stock, Goods, &c. Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage for Live-Stock, &c.	Chaff, Lime, &c.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Grand Total Tonnage.
							Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.
1901–2.																
Kawakawa ...	2	11	..	3,924	...	3,937	161 12 0	48 0 0	43 16 0	...	226 8 0	...	1,385 16 0	3,252 13 0	4,956 13 0	5,118 5 0
Whangarei ...	46	266	24	948	92	1,376	154 9 0	54 0 0	...	444 0 0	22,808 18 0	2,093 11 0	2,692 4 0	55,615 15 0	83,708 8 0	83,862 17 0
Kaihu	6	...	...	262	...	268	13 10 0	24 0 0	...	270 0 0	37,197 15 0	98 17 0	1,626 3 0	87 15 0	39,304 10 0	39,318 0 0
Auckland	322	20,474	3,205	151,934	3,219	179,155	13,352 1 0	16,142 0 0	1,771 0 0	4,952 0 0	31,625 6 0	38,065 10 0	43,566 16 0	125,188 17 0	261,311 9 0	274,663 10 0
Wellington–Napier–New Plymouth	339	28,408	1,952	1,154,211	15,755	1,200,665	56,535 2 0	18,360 0 0	23,773 0 0	46,298 0 0	137,460 4 0	69,694 1 0	124,117 4 0	82,286 7 0	501,988 16 0	558,523 18 0
Hurunui–Bluff ...	773	26,778	1,581	1,365,565	35,287	1,429,984	65,425 13 0	44,010 0 0	74,581 0 0	33,358 0 0	149,463 8 0	685,216 1 0	358,009 13 0	495,091 5 0	1,839,729 7 0	1,905,155 0 0
Westland	52	634	77	7,986	608	9,357	584 19 0	1,122 0 0	54 4 0	1,504 0 0	42,767 15 0	5,569 7 0	16,472 3 0	219,684 14 0	287,174 3 0	287,759 2 0
Westport .	4	6	1	103	...	114	8 4 0	528 0 0	...	4,062 0 0	2,715 1 0	1,620 4 0	3,333 17 0	454,737 12 0	466,996 14 0	467,004 18 0
Nelson	16	25	3	1,778	114	1,936	92 3 0	1,008 0 0	381 4 0	3,876 0 0	2,534 1 0	4,710 8 0	3,002 19 0	3,932 2 0	19,444 14 0	19,536 17 0
Picton	4	9	3	38,149	84	38,249	1,534 9 0	5,082 0 0	1,273 16 0	5,472 0 0	354 7 0	6,276 13 0	2,187 16 0	3,915 9 0	24,562 1 0	26,096 10 0
Totals ...	1,564	76,611	6,847	2,724,860	55,159	2,865,041	137,862 2 0	85,378 0 0	101,878 0 0	100,236 0 0	427,153 3 0	813,344 12 0	556,394 11 0	1,443,792 9 0	3,529,176 15 0	3,667,038 17 0
1900–1.																
Kawakawa .	1	12	...	5,476	...	5,489	223 11 0	534 0 0	37 0 0	36 0 0	135 11 0	2 0 0	1,720 19 0	3,337 11 0	5,803 1 0	6,026 12 0
Whangarei ...	27	262	...	1,846	44	2,179	176 9 0	6 0 0	...	432 0 0	17,933 11 0	1,930 9 0	2,965 12 0	51,217 1 0	74,484 13 0	74,661 2 0
Kaihu	5	14	3	42	1	65	9 1 0	6 0 0	...	162 0 0	31,859 11 0	101 18 0	1,850 6 0	235 18 0	34,215 13 0	34,224 14 0
Auckland	242	19,661	3,690	135,260	1,984	160,837	12,348 18 0	14,288 0 0	1,854 0 0	4,076 0 0	23,032 0 0	32,231 7 0	42,507 13 0	118,209 17 0	236,198 17 0	248,547 15 0
Wellington–Napier–New Plymouth	298	21,377	1,941	1,039,853	13,980	1,077,449	49,525 1 0	14,446 0 0	23,500 12 0	43,590 0 0	125,096 4 0	65,022 10 0	120,674 12 0	76,081 7 0	468,411 5 0	517,936 6 0
Hurunui–Bluff ...	932	24,157	1,235	1,191,290	34,317	1,251,931	57,604 8 0	43,696 0 0	70,530 8 0	31,056 0 0	140,175 15 0	656,926 17 0	357,585 7 0	494,539 5 0	1,794,509 12 0	1,852,114 0 0
Westland	49	424	31	7,340	556	8,400	483 4 0	954 0 0	55 4 0	1,976 0 0	37,267 6 0	3,980 13 0	15,766 10 0	201,259 13 0	261,259 6 0	261,742 10 0
Westport ...	1	8	7	98	...	114	7 8 0	756 0 0	0 4 0	4,284 0 0	1,952 8 0	1,441 5 0	3,223 15 0	411,496 13 0	423,154 5 0	423,161 13 0
Nelson	5	17	2	1,217	128	1,369	62 2 0	738 0 0	382 8 0	2,880 0 0	2,811 7 0	4,299 9 0	2,327 7 0	5,171 6 0	18,609 17 0	18,671 19 0
Picton	6	23	4	29,769	49	29,851	1,203 11 0	3,420 0 0	159 12 0	4,338 0 0	539 2 0	6,634 15 0	3,256 8 0	4,692 15 0	23,040 12 0	24,244 3 0
Totals ...	1,566	65,955	6,913	2,412,191	51,059	2,537,684	121,643 13 0	78,844 0 0	96,519 8 0	92,830 0 0	380,802 15 0	772,571 3 0	551,878 9 0	1,366,241 6 0	3,339,687 1 0	3,461,330 14 0

Sections.	Revenue. Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Mileage. Train.	Shunting and Ballasting.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.
1901–2.												
Kawakawa ...	333 3 2	24 6 4	52 17 6	410 7 0	1,362 1 3	17 9 5	26 1 0	1,405 11 8	1,815 18 8	3,888	2,491	6,379
Whangarei ...	2,156 0 10	146 19 6	133 1 6	2,436 1 10	14,501 18 2	164 1 8	189 13 10	14,855 13 8	17,291 15 6	42,829	12,625	55,454
Kaihu	1,324 8 4	102 15 8	110 8 10	1,537 12 10	7,886 5 4	340 9 8	114 8 0	8,341 3 0	9,878 15 10	16,755	9,046	25,801
Auckland	82,145 3 7	6,455 11 1	8,935 9 2	97,536 3 10	112,778 3 8	806 0 0	3,232 16 2	116,810 19 10	214,353 3 8	693,589	193,651	887,240
Wellington–Napier–New Plymouth	175,603 15 8	11,856 13 1	25,155 6 5	212,615 15 2	253,598 14 5	5,693 14 3	9,742 6 7	269,034 15 3	481,650 10 5	1,445,690	543,932	1,989,622
Hurunui–Bluff ...	286,135 15 0	25,311 11 6	42,419 13 5	353,866 19 11	597,419 8 8	17,015 6 6	18,369 2 2	632,803 17 4	986,670 17 3	2,573,191	995,906	3,569,097
Westland	15,539 0 5	757 6 9	1,814 10 0	18,110 17 2	52,250 18 8	2,137 12 9	552 19 6	54,941 10 11	73,052 8 1	136,983	75,312	212,295
Westport ...	4,113 2 4	140 18 3	275 1 10	4,529 2 5	58,232 9 2	2,718 18 11	335 18 6	61,287 6 7	65,816 9 0	74,375	74,470	148,845
Nelson	4,584 5 1	374 19 6	445 16 0	5,405 0 7	6,797 16 4	641 6 3	235 11 8	7,674 14 3	13,079 14 10	47,022	9,806	56,828
Picton	3,762 14 10	150 12 8	218 6 5	4,131 13 11	5,746 17 8	768 3 5	330 1 4	6,845 2 5	10,976 16 4	32,038	13,166	45,204
Totals ...	575,697 9 3	45,321 14 4	79,560 11 1	700,579 14 8	1,110,574 13 4	30,303 2 10	33,128 18 9	1,174,006 14 11	1,874,586 9 7	5,066,360	1,930,405	6,996,765
1900–1.												
Kawakawa ...	393 2 4	28 1 10	51 13 11	472 18 1	1,634 9 3	1 13 10	14 15 0	1,650 18 1	2,123 16 2	4,064	2,155	6,219
Whangarei ..	1,576 19 8	154 18 10	116 12 1	1,848 10 7	12,624 13 1	342 6 10	157 14 5	13,124 14 4	14,973 4 11	29,867	12,829	42,696
Kaihu .. .	1,197 16 9	116 0 3	102 18 3	1,416 15 3	6,974 10 6	318 9 10	112 3 6	7,405 3 10	8,821 19 1	14,533	8,844	23,377
Auckland	66,643 15 3	5,559 15 2	8,105 5 7	80,308 16 0	102,452 10 1	489 9 11	2,855 15 8	105,797 15 8	186,106 11 8	646,718	160,935	807,653
Wellington–Napier–New Plymouth	151,490 9 10	11,088 11 2	22,665 17 7	185,244 18 7	234,648 12 0	5,212 6 0	8,643 10 0	248,504 8 0	433,749 6 7	1,276,666	421,480	1,698,146
Hurunui–Bluff ...	258,256 12 0	23,728 13 8	39,277 0 9	321,262 6 5	586,016 8 11	16,868 18 10	16,142 6 10	619,027 14 7	940,290 1 0	2,401,139	885,454	3,286,593
Westland .. .	12,626 18 6	643 5 3	1,565 15 2	14,835 18 11	42,181 19 1	1,906 13 3	413 10 1	44,502 2 5	59,338 1 4	102,901	54,756	157,657
Westport ...	3,332 5 9	192 3 11	235 10 1	3,759 19 9	53,146 2 7	2,179 3 3	357 19 10	55,683 5 8	59,443 5 5	70,074	61,790	131,864
Nelson	4,063 18 10	277 1 0	391 11 11	4,732 11 9	6,274 2 1	556 19 7	221 18 1	7,052 19 9	11,785 11 6	44,973	7,310	52,283
Picton	3,469 2 8	136 14 1	199 7 4	3,805 4 1	5,741 3 1	724 12 9	333 3 6	6,798 19 4	10,604 3 5	30,036	14,242	44,278
Totals ...	503,051 1 7	41,925 5 2	72,711 12 8	617,687 19 5	1,051,694 10 8	28,600 14 1	29,252 16 11	1,109,548 1 8	1,727,236 1 1	4,620,971	1,629,795	6,250,766

A. C. Fife, 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.	1901-2. Cost of Construction.	Net Revenue.	Rate of Interest.
		£	£	£ s. d.
Kawakawa	Opened	92,488	*–201*	..
"	Unopened	22,403	..	..
Whangarei	Opened	174,182	8,276	4 15 0
"	Unopened	2,693	..	..
Kaihu	Opened	70,829	4,365	6 3 3
Auckland	"	2,596,076	75,325	2 18 0
"	Unopened	302,458	..	..
Gisborne–Karaka	"	59,950	..	..
Wellington–Napier–New Plymouth	Opened	4,256,798	130,927	3 1 6
" "	Unopened	372,523	..	..
Wellington–Foxton (private line)	..	42,116	..	..
Surveys, North Island	..	24,557	..	..
Miscellaneous	..	5,169	..	..
Hurunui–Bluff	Opened	9,764,629	335,978	3 8 10
"	Unopened	232,306	..	..
Greymouth Harbour Works	Opened	127,234	29,495	5 9 9
Westland	"	410,212		
"	Unopened	16,314	..	..
Ngahere–Blackball	"	117	..	..
Westport	Opened	220,773	34,737	14 15 9
" Harbour Works	"	14,111		
Nelson	"	167,909	1,131	0 13 6
"	Unopened	12,537	..	..
Picton	Opened	207,330	2,316	1 2 4
"	Unopened	130,906	..	..
Stock, permanent-way	..	58,258	..	..
Stock, A.O.L. stores	Opened	43,151	..	..
Surveys, Middle Island	..	38,356	..	..
Miscellaneous	..	5,168	..	..
Stock in suspense	Opened	25,000	..	..
Total opened	..	18,170,722	622,349	3 8 6
Total unopened	..	1,325,831	..	..
Gross total	..	19,496,553	622,349	3 3 10

NOTE.—The amount stated as cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It does not include cost of Midland Railway nor 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, 1902.

Department.		Total Expenditure.
		£ s. d.
Material on hand at 31st March, 1901		47,910 11 7
Expenditure charged to Vote 83 by Treasury		773,229 6 6
		821,139 18 1
Less material on hand at 31st March, 1902		43,151 4 4
Expenditure on Works, &c. —		
Way and Works Department	£176,339 2 1	
Locomotive Department	601,649 11 8	
		£777,988 13 9

WAY AND WORKS DEPARTMENT: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Additions and improvements to station buildings, platforms, and signals	188 0 1	
	Respacing sleepers	424 9 0	
	Bridge-strengthening	46 9 11	
			658 19 0
Kaihu	Land	..	17 18 1
Auckland	Additional works, water-services, &c., for Locomotive Department	146 6 4	
	Additions and improvements to station buildings, platforms, and signals	2,324 14 8	
	Sidings, loading-banks, stockyards, approaches, and crossings	168 12 11	
	Additions to dwellings	64 17 5	
	Respacing sleepers	2,381 9 1	
	Relaying	5,041 17 0	
	Bridge-strengthening	802 3 11	
	Land	20 0 0	
	Fencing	317 16 11	
	Reclamation works	112 0 0	
	Interlocking appliances	1 15 10	
			11,381 14 1
	Carried forward	..	12,058 11 2

RETURN No. 7—*continued.*

WAY AND WORKS DEPARTMENT, ETC.—*continued.*

Section.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
	Brought forward	..	12,058 11 2
Wellington–Napier–New Plymouth	Additional works, water-services, &c., for Locomotive Department	1,265 16 0	
	Additions and improvements to station buildings, platforms, and signals	20,094 14 4	
	Sidings, loading-banks, stockyards, approaches, and crossings	4,481 8 6	
	Additions to dwellings	1,983 9 2	
	Additions to Petone Workshops	375 7 7	
	Additions to Eastown Workshops	2,584 18 2	
	Respacing sleepers	5,202 4 9	
	Relaying	5,133 6 11	
	Bridge-strengthening	6,525 0 4	
	Land	25 0 0	
	Viaduct, Mangatira	1,797 17 4	
	Fencing	2,555 5 11	
	Telegraph and telephone facilities	714 6 8	
	Creosoting plant	991 4 4	
	Improvements to recreation-grounds, Upper Hutt ..	81 15 5	
	Blockworking	15,689 4 0	
	Interlocking appliances	1,264 11 11	
	Departmental offices, Wellington	10,258 10 4	
			81,024 1 8
Hurunui–Bluff—(Christchurch District)	Additional works, water-services, &c., for Locomotive Department	675 12 1	
	Additions and improvements to station buildings, platforms, and signals	6,158 18 4	
	Sidings, loading-banks, stockyards, approaches, and crossings	1,326 15 2	
	Additions to dwellings	695 17 2	
	Additions to Addington Workshops	1,386 12 1	
	Respacing sleepers	2,021 3 7	
	Relaying	6,493 7 9	
	Bridge-strengthening	1,001 0 0	
	Land	170 12 0	
	Interlocking appliances	4,220 16 4	
			24,150 14
(Dunedin District) ..	Additional works, water-services, &c., for Locomotive Department	171 15 4	
	Additions and improvements to station buildings, platforms, and signals	16,085 12 5	
	Sidings, loading-banks, stockyards, approaches, and crossings	658 11 8	
	Additions to dwellings	177 13 5	
	Additions to Hillside Workshops	67 19 3	
	Respacing sleepers	2,427 3 3	
	Relaying	1,828 7 3	
	Bridge-strengthening	394 2 5	
	Protective works	1,107 5 5	
	Stone-crusher, Mosgiel	2,442 6 10	
	Reclamation	91 14 8	
	Weighbridges	387 0 8	
	Fencing	25 9 6	
	Blockworking	1,973 12 9	
	Interlocking appliances	5,681 16 6	
			33,520 11 4
(Invercargill District)	Additional works, water-services, &c., for Locomotive Department	213 3 5	
	Additions and improvements to station buildings, platforms, and signals	10,199 14 6	
	Sidings, loading-banks, stockyards, approaches, and crossings	631 4 10	
	Additions to dwellings	94 16 6	
	Respacing sleepers	2,347 1 10	
	Relaying	2,213 3 4	
	Bridge-strengthening	374 3 9	
	Land	3,110 0 0	
	Creosoting plant	1,195 18 2	
	Water-openings, Forest Hill Railway	231 16 8	
	Interlocking appliances	149 19 6	
			20,761 2 6
Westland	Additions and improvements to station buildings, platforms, and signals	182 3 9	
	Sidings, loading-banks, stockyards, approaches, and crossings	196 1 1	
	Additions to dwellings	664 12 2	
	Respacing sleepers	1,142 5 10	
	Bridge-strengthening	105 0 0	
	Fencing	612 14 4	
	Stopbank above Otira	703 14 3	
	Footbridge, Teremakau	14 8 11	
			3,621 0 4
Nelson	Stockyards	11 1 6	
	Filling in mud-flat, Nelson	317 2 11	
	Respacing sleepers	205 13 0	
	Relaying	524 5 2	
			1,058 2 7
Picton	Respacing sleepers	..	144 18 0
			£176,339 2 1

RETURN No. 7—*continued.*

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number incomplete on March 31, 1901.	Completed on 31st March, 1902.	Incomplete on 31st March, 1902.	Expenditure in Year ended 31st March, 1902.
					£ s. d.
Locomotives, Class B	M	5	2	3	2,846 13 5
Carriages, double-bogie, Class A	N	1	..	1	..
" conversion to double-bogie, Class A ..	O	20	..	20	228 13 10
" double-bogie, Class A	W—1	20	20	..	7,583 12 2
Wagons, four-wheel, Class L, highside	S—2	146	126	20	8,314 7 5
Carriages, double-bogie, Class A	A—3	46	18	28	13,465 9 1
Brake-vans, " Class F	B—3	27	27	..	10,279 17 1
Wagons, four-wheel, Class G, horse-boxes ..	C 3	28	18	10	2,875 16 10
" " Class H, cattle-trucks ..	D—3	25	10	15	1,352 7 11
" " Class J, sheep-trucks ..	E—3	55	55	..	4,463 15 5
" " Class K, covered goods ..	F—3	77	9	68	3,102 19 11
" " Class L, high-side.. ..	G—3	500	174	326	37,267 4 6
" " Class M, low-side	H—3	145	58	87	7,105 17 7
" " Class N, timber-trucks ..	I—3	5	..	5	377 15 10
" double-bogie, Class S, sheep-trucks ..	J—3	2	2	..	452 2 11
" " Class T, cattle-trucks ..	K—3	18	12	6	2,121 5 9
" " Class U, platform	L—3	5	5	..	421 11 10
" four-wheel, Class W, frozen-meat ..	M—3	21	11	10	916 6 6
" " Class X, cool-trucks ..	N—3	..	..	..	*633 11 10
" double-bogie, Class Z, covered-goods ..	O—3	11	11	..	2,063 14 4
" " Class Z, " ..	P—3	2	2	..	337 2 8
Brake-vans, four-wheel, Class F (Fell)	Q—3	..	..	..	*68 10 7
Tarpaulins	R—3	800	800	..	2,579 11 9
Carriages from American Car and Foundry Company, Class A, corridor	S—3	60	60	..	82,132 11 5
Locomotives, Class FB	T—3	6	..	6	1,316 11 7
" Class WA	U—3	3	..	3	1,317 11 8
" conversions from L to LA	V—3	3	..	3	..
Carriages, double-bogie, Class A	X—3	1	1	..	88 17 7
" conversions to double-bogie, Class A ..	Y—3	3	..	3	..
Wagons, double-bogie, Class V, frozen-meat ..	C—4	10	10	..	3,104 11 4
Engine turntables, 50 ft.	E—4	1	1	..	59 12 6
Locomotives from Baldwin Co., U.S.A.: 10 Class U, 12 WA	F—4	22	22	..	52,954 2 7
Cranes, steam, 7-ton	G—4	3	2	1	3,595 9 3
" " 7-ton	H—4	1	1	..	959 15 2
" " 5-ton	I—4	1	1	..	940 2 9
" breakdown, 10-ton	J—4	3	1	2	2,077 12 2
Brake-vans, conversions to double-bogie, Class F ..	K—4	4	..	4	96 18 8
Alter Class W wagons for butter traffic	L—4	5	5	..	55 10 3
Wagons, four-wheel, Class W, frozen-meat ..	M—4	15	..	15	1,583 2 8
Locomotives from Baldwin Co., U.S.A.: 4 Class N, 13 Class Q, and 6 Class WA	N—4	23	23	..	†44,828 16 11
Locomotives from Brooks Co., U.S.A., Class U ..	O—4	1	1	..	‡2,618 6 8
" Richmond Co., U.S.A., Class U ..	P—4	1	1	..	†2,374 3 4
Wagons, 12-ton, from Great Britain, Class LA ..	Q—4	1,000	900	100	188,685 8 10
Carriages, double-bogie, Class A	R—4	2	1	1	1,070 6 11
Wagons, " Class U	S—4	6	6	..	721 15 1
Refreshment-carriage, Class A	T—4	1	1	..	696 14 5
Carriages, conversion to refreshment-cars	U—4	3	3	..	865 15 1
Wagons, double-bogie, Class U, platform	V—4	4	4	..	724 6 1
" " " "	W—4	11	..	11	183 16 7
Tarpaulins	X—4	10	10	..	31 18 6
Locomotives from Sharp, Stewart, and Co., Class U	Y—4	10	10	..	33,961 10 5
Wagons, four-wheel, Class LA, from contractors ..	Z—4	225	200	25	30,972 3 2
" " Class M, lowside	A—5	8	8	..	135 14 2
Fitting additional lavatory accommodation in carriages	..	..	..	..	163 4 11
Fitting rolling-stock with Westinghouse brake ..	..	..	..	..	19,413 1 7
" wagons for passenger traffic	..	..	..	..	845 3 10
" second-class compartments of bogie-cars with cushions	..	..	..	..	2,012 4 7
Fitting gangways on carriages	..	..	..	..	23 10 9
Compressed-gas lighting for carriages	..	..	..	..	333 3 5
Lighting Petone shops electrically	..	..	..	..	190 17 4
Machinery for workshops	..	..	..	..	12,117 10 3
					602,110 11 7
Less material for dining-cars (charged 1900–1, but used on other cars)	..	..	..	..	460 19 11
Total	..	..	..	..	£601,649 11 8

Particulars.	Number under Order.	Additional Stock.		Conversions.	
		Completed on 31st March, 1902.	Incomplete on 31st March, 1902.	Completed on 31st March, 1902.	Incomplet on 31st March, 1902.
Total locomotives	74	59	12	..	3
" carriages	157	101	30	3	23
" brake-vans	31	27	..	..	4
" wagons, bogie	69	52	17	..	..
" " four-wheel ..	2,250	1,569	681	..	..
" tarpaulins	810	810	..	..	..
" cranes	8	5	3	..	..

* Additional expenditure on orders N—3 and Q—3 brought into stock year ending 31st March, 1901. † Represents 75 per cent. of cost. ‡ Represents 90 per cent. of cost.

RETURN No. 8.

RETURN of REVENUE received by Railway Department from other Departments of the Public Service during the Financial Year ended 31st March, 1902.

Department.	Passengers.	Season Tickets.	Mails.	Goods.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Defence	10,671 19 0	547 17 0	..	4,726 18 9	15,946 14 9
Police	2,216 5 9	195 0 0	..	311 14 6	2,723 0 3
Public Works	401 10 4	433 8 3	..	15,231 9 10	16,066 8 5
Mines	5 0 4	206 10 0	..	62 12 5	274 2 9
Agricultural	98 11 8	567 6 6	..	1,319 3 1	1,985 1 3
Lands and Survey, Roads, &c. ..	232 9 11	1,155 18 4	..	984 18 8	2,373 6 11
Customs	54 14 4	44 0 0	..	11 6 7	110 0 11
Colonial Secretary	5,198 19 10	55 0 0	..	283 15 4	5,537 15 2
Lunatic Asylums, &c.	63 3 3	42 2 0	..	396 1 10	501 7 1
Marine and Machinery	2 9 9	394 7 6	..	21 8 10	418 6 1
Prisons	163 17 3	30 0 0	..	48 5 3	242 2 6
Audit	..	222 10 0	..	..	222 10 0
Education	2,593 13 11	3,848 6 0	..	85 11 4	6,527 11 3
Labour	456 0 10	90 0 0	..	7 5 1	553 5 11
Land and Income Tax, and Valuation	..	253 18 0	..	..	253 18 0
Native and Justice	1,060 3 2	630 0 9	..	519 15 3	2,209 19 2
Tourist and Health Resorts, &c. ..	37 19 4	98 0 0	..	148 8 9	284 8 1
Bankruptcy	..	..	..	0 2 3	0 2 3
Public Trustee	..	17 10 0	..	..	17 10 0
Government Insurance	..	35 0 0	..	..	35 0 0
Government Printer	2 12 0	..	..	28 5 10	30 17 10
Legislative	2 19 2	..	..	..	2 19 2
Registrar-General	..	..	..	0 1 3	0 1 3
Stamps and Deeds	2 10 0	37 10 0	..	5 11 3	45 11 3
Health	3 1 10	362 4 0	..	0 3 1	365 8 11
Meteorological	2 11 9	..	..	..	2 11 9
Postal and Telegraph	1,646 7 5	265 11 6	11,210 18 11	1,739 15 10	14,862 13 8
Totals	24,917 0 10	9,531 19 10	11,210 18 11	25,932 15 0	71,592 14 7

A. C. FIFE,
Railway Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1902.

Description.	Number.	Amount.
		£ s. d.
Travellers' tickets, all lines...	8	500 0 0
Travellers' tickets, North Island	85	3,050 0 0
Travellers' tickets, Middle Island	67	3,486 10 0
Reporters' tickets	60	599 15 2
Sectional tickets	159	4,410 11 10
Tourists' tickets, North Island	73	374 0 0
Tourists' tickets, Middle Island	41	255 0 0
Tourists' tickets, all lines...	124	1,009 5 0
Fifty-trip commutation ordinary tickets	2,263	1,517 6 6
Fifty-trip commutation family tickets	1,216	1,831 1 0
School tickets	9,363	5,184 11 9
Teachers' Saturday tickets	215	243 10 0
Twenty-trip commutation tickets	467	340 11 8
Twelve-trip workmen's tickets	28,278	3,927 17 0
Weekly workmen's tickets	49,444	4,943 19 6
All other season tickets	8,915	13,647 14 11
Totals	100,778	45,321 14 4

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, 1902.

Classification of Work.	Sections.												Total.
	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth	Christchurch.	Dunedin.	Invercargill.	Westland.	Westport.	Nelson.	Picton.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Track-surfacing	297 9 11	945 8 10	969 13 5	19,388 4 10	33,753 10 7	27,988 14 3	29,455 15 0	19,907 11 3	7,361 16 3	2,669 10 8	1,882 10 8	1,447 5 10	146,067 11 6
Track-renewals	232 14 5	939 15 2	462 2 7	16,741 17 1	43,644 18 6	30,069 10 10	19,509 16 6	19,681 11 5	2,810 6 5	1,205 5 5	936 3 1	1,217 8 5	137,451 9 10
Ballasting	17 17 6	184 17 3	104 4 8	1,937 11 2	3,381 13 0	1,825 1 3	1,905 0 7	906 10 9	78 5 4	536 7 10	216 4 5	72 15 11	11,166 9 8
Banks, cuttings, ditches, tunnels	138 3 3	202 7 11	134 13 9	2,740 17 8	3,562 19 4	1,711 13 3	2,858 14 11	1,752 13 7	572 17 6	167 16 1	146 14 0	81 5 10	14,070 17 1
Bridges, culverts, drains	36 2 9	193 14 7	497 12 2	4,820 2 1	13,073 1 1	10,609 9 10	7,867 0 10	4,047 17 11	2,122 16 6	1,699 11 3	106 2 11	552 17 7	45,626 9 6
Fences, gates, cattle-stops, hedges ..	1 4 0	94 19 6	18 3 4	1,149 17 2	3,972 3 2	1,660 1 7	2,518 7 11	1,639 14 0	344 9 11	46 11 8	198 11 8	105 12 11	11,749 16 10
Roads, approaches, &c.	..	6 18 8	..	614 16 6	942 2 8	299 2 7	875 1 3	382 11 0	184 5 7	33 6 9	10 8 0	43 19 2	3,392 12 2
Water-services, signals, cranes, appliances..	2 2 5	12 10 0	29 11 10	789 18 9	2,045 5 4	1,844 17 1	2,232 13 7	964 4 1	318 9 4	199 16 0	64 7 0	18 10 4	8,522 5 9
Wharves	16 1 1	146 4 6	80 4 3	781 1 8	46 5 10	52 10 5	237 13 1	22 18 7	361 9 11	1,774 14 0	1,159 2 6	129 8 8	4,807 14 6
Buildings	37 16 3	179 13 10	136 10 4	4,917 16 1	13,835 0 3	8,311 6 0	7,491 12 3	3,677 18 5	1,348 17 11	562 16 9	333 2 3	167 5 3	40,999 15 7
Miscellaneous	..	151 10 9	53 1 3	838 7 11	2,898 8 5	1,485 2 0	2,102 4 10	701 3 7	1,340 13 6	431 10 0	122 9 11	17 8 5	10,142 0 7
General charges..	2 16 7	26 7 1	14 16 5	325 8 6	731 2 11	580 6 10	486 6 11	432 14 6	112 11 10	101 7 6	19 18 4	16 6 11	2,850 4 4
Totals	782 8 2	3,084 8 1	2,500 14 0	55,045 19 5	121,886 11 1	86,437 15 11	77,540 7 8	54,117 9 1	16,957 0 0	9,428 13 11	5,195 14 9	3,870 5 3	436,847 7 4
Rate per mile opened	97 16 0	134 2 1	147 2 0	161 8 6	270 5 2	187 18 2	200 8 0	157 15 6	151 8 0	304 3 0	157 8 11	184 6 0	196 3 4

A. C. Fife, Railway Accountant.

RETURN No. 11.

STATEMENT showing Number of Passenger Tickets issued at Cheap Excursion Rates for Year ending 31st March, 1902.

Section.	Schools, Factories, and Friendly Societies.					Holiday Excursions.				Gross Total—School and Holiday Excursions.	
	Schools, Factories, and Friendly Soc's. — Children not exceeding 15 Years of Age.	Schools only. — Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. — Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.		£ s. d.
Kawakawa	73	...	167	240	7 9 7	...	...	...	...	240	7 9 7
Whangarei	...	...	...	..	...	5	69	74	7 12 0	74	7 12 0
Kaihu	209	61	234	504	28 18 11	...	...	...	...	504	28 18 11
Auckland	2,366	441	1,034	3,841	168 0 9	4,121	120,273	124,394	20,411 11 5	128,235	20,579 12 2
Wanganui	3,070	525	3,959	7,554	436 12 4	9,339	65,695	75,034	16,182 0 0	82,588	16,618 12 4
Wellington–Napier ...	4,395	998	2,826	8,219	425 1 11	16,502	79,536	96,038	19,687 10 7	104,257	20,112 12 6
Picton	1,115	77	945	2,137	120 19 7	1,218	6,010	7,228	421 4 0	9,365	542 3 7
Nelson	2,594	189	347	3,130	98 5 6	1,467	9,309	10,776	846 0 9	13,906	944 6 3
Westport	162	3	137	302	10 6 6	38	5,877	5,915	435 7 8	6,217	445 14 2
Westland	3,170	285	2,555	6,010	470 2 2	2,052	23,147	25,199	2,837 13 8	31,209	3,307 15 10
Christchurch	12,029	1,636	11,273	24,938	1,758 17 8	31,072	137,604	168,676	28,432 6 6	193,614	30,191 4 2
Dunedin	9,155	1,104	10,957	21,216	1,286 4 11	24,405	87,098	111,503	32,895 3 11	132,719	34,181 8 10
Invercargill	4,168	417	3,274	7,859	655 16 11	5,409	54,195	59,604	14,656 9 7	67,463	15,312 6 6
Totals 1902 ...	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10
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
Increase ...	3,642	134	3,158	6,934	232 0 1	8,084	47,189	55,273	33,880 9 4	62,207	34,112 9 5
Decrease ...	...	...	...	...	...	...	...	...	...	...	...
Total, year ending—											
31st March, 1896 ...	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, 1897 ...	44,610	5,993	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	456,716	69,055 2 8
31st March, 1898 ...	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	80,822 8 1	530,006	86,392 6 2
31st March, 1899 ...	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, 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
31st March, 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
31st March, 1902 ...	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10

RETURN No. 12.

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1902.

OUTWARD.

Stations.	Hours open.	No. of Hands employed.	Traffic Expenditure. £ s. d.	Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.
KAWAKAWA SECTION—																		
Kawakawa	9	4	377 17 7	131	30	1,068	812	2,041	..	132	33	..	22	..	5	3	..	3,863
Opua	9	2	141 8 10	128	78	786	293	1,285	25	118	12	5	26	2	3	8	..	61
Head Office	..	..	..	..	..	..	60	60	..	..	..	..	..	..	..	..	..	..
General	..	..	140 19 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	6	660 6 1	259	106	1,854	1,165	3,386	25	250	45	5	48	2	8	11	..	3,924
WHANGAREI SECTION—																		
Whangarei	18	11	1,328 10 4	4,814	1,534	17,008	8,941	32,297	77	1,804	..	..	67	22	3	145	2	715
Hikurangi	9	3	509 19 9	139	73	2,183	2,819	5,164	5	650	..	..	14	24	6	121	22	233
Head Office	..	..	..	..	..	..	120	120	1	..	..	..	..	..	..	..	..	..
General	..	..	337 13 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	14	2,176 3 7	4,953	1,607	19,141	11,880	37,581	83	1,954	..	..	81	46	9	266	24	948
KAIHU SECTION—																		
Dargaville	10	8	681 14 0	60	499	2,242	7,915	10,716	4	1,129	14	2	111	2	3	..	..	1
Kaihu	8	2	280 9 9	81	154	730	2,055	2,970	99	132	9	2	60	4	1	..	..	261
Head Office	..	..	..	..	..	..	132	132	..	..	..	..	..	..	..	..	..	..
General	..	..	72 6 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	5	1,084 10 1	91	653	2,972	10,102	13,818	103	1,261	23	4	171	6	4	..	..	262
AUCKLAND SECTION—																		
Helensville	14	8	1,403 14 7	1,473	1,098	17,053	11,413	31,037	246	1,088	44	..	111	3	33	770	38	8,992
Avondale	12½	1	187 2 8	260	189	4,531	4,220	9,200	2,400	1,684	9	2	57	3	29	115	36	1,460
Mount Eden	12	1	205 11 1	597	485	8,839	7,036	16,907	1,119	304	3	..	116	..	4	9	..	..
Newmarket	20	9	1,288 7 11	4,022	4,239	19,680	34,176	62,117	2,766	1,595	17	4	262	3	5	..	2	3
Auckland (Coach'g)	20½	77	13,107 1 10	18,496	17,262	90,993	141,586	268,337	5,680	26,200	138	4	916	..	..	..	..	..
" (Goods)				..	..	..	..	..	..	..	..	..	..	206	113½	57	..	95
" Head Office	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Remuera	20	3	438 3 8	1,096	876	3,137	3,470	8,579	327	200	63	..	46	1	..	1,480	731	12,851
Ellerslie	20	3	393 14 11	838	2,452	7,872	15,020	26,182	1,945	265	77	1	109	1	2	..	..	1
Penrose Junction	20	4	601 17 5	392	420	3,173	4,226	8,211	810	619	12	3	38	..	..	73	94	369
Onehunga	16	12	1,892 0 0	1,504	3,071	9,477	30,658	44,710	3,754	844	6	1	84	1	..	5	..	25
" Wharf				5,047	464	10,206	3,031	18,748	..	193	..	3	106	3	3	30	..	26
Otahuhu	13½	2	270 12 10	840	477	4,468	5,826	11,111	1,099	4,885	23	..	109	6	118	77	42	840
Papakura	12	2	265 14 9	154	100	2,844	4,801	7,899	40	732	53	..	91	..	71	210	130	5,563
Drury	12	2	239 0 4	133	113	2,035	4,138	6,419	7	1,507	29	1	60	3	172	33	411	5,716
Pukekohe	18	5	502 11 8	245	223	3,801	6,642	10,911	49	2,051	37	2	77	5	471	994	646	5,400
Tuakau	12	2	289 15 1	124	118	2,409	4,091	6,742	33	1,289	10	..	76	2	132	145	41	4,382
Pokeno	12½	1	182 2 11	41	60	1,205	1,917	3,223	50	480	8	..	28	..	26	130	..	1,910
Mercer	14	6	798 1 1	350	378	6,598	8,123	15,449	..	1,883	45	3	56	4	69	362	..	5,380
Huntly	11	7	787 15 0	203	193	3,211	2,514	6,121	46	1,561	29	1	76	2	88	524	..	9,782
Ngaruawahia	10	3	377 13 4	319	94	2,949	2,080	5,442	..	1,625	25	..	113	2	17	292	1	2,025
Frankton Junction	11½	9	1,140 17 8	1,079	421	6,099	3,665	11,264	3	1,090	94	3	96	1	24	1,565	28	5,598
Hamilton	9	3	367 16 5	857	428	4,174	3,027	8,486	1	4,814	31	4	119	5	184	1,516	25	13,746
Morrinsville	9	4	512 1 4	216	202	1,584	1,735	3,737	2	2,671	63	1	115	5	427	3,375	17	32,094
Te Aroha	13	3	409 19 4	1,178	389	10,243	9,025	20,835	93	1,723	48	2	159	3	127	766	40	4,959
Paeroa	11	3	378 9 5	1,356	931	12,338	16,097	30,722	78	1,655	97	15	346	6	45	703	97	106
Shortland	9	1	180 15 1	529	268	8,969	5,128	14,889	21	2,152	14	..	131	..	9	..	..	40
Thames	12	5	604 18 4	941	422	15,744	10,196	27,303	82	924	13	1	125	2	1	15	..	..
Cambridge	9	5	591 10 2	632	226	6,011	5,868	12,737	126	2,633	19	1	99	5	243	1,762	4	7,684
Putaruru	10	3	313 14 9	44	41	307	435	827	22	638	12	1	45	4	2	57	25	1,066
Rotorua	12	5	878 17 9	1,342	213	4,127	2,283	7,965	29	1,230	29	1	92	3	13	341	..	547
Ohaupo	9	2	237 10 5	110	53	957	939	2,059	..	1,711	60	7	69	16	161	3,789	778	16,373
Te Awamutu	10	5	769 2 5	912	383	7,892	6,328	15,515	..	2,132	86	7	118	27	101	1,279	20	4,901
Accountant	..	..	..	2	45	4	2,501	2,552	59	..	..	..	..	..	..	..	..	..
General	..	..	4,226 12 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	196	33,838 6 7	44,832	36,284	282,930	362,190	726,236	20,887	72,378	1,189	68	4,045	322	2,690½	20,474	3,206	151,934
WELLINGTON-NAPIER-NEW PLYMOUTH SECTION—																		
Te Aro	16½	6	854 16 7	3,720	13,143	12,210	54,441	83,514	4,121	7,299	..	..	387	..	..	..	..	..
Wellington (Pass'rs)	18¾	95	11,508 3 4	7,686	27,170	83,093	77,521	145,420	2,964	..	..	..	..	..	..	..	..	..
" (Parcels)				..	..	..	..	..	..	26,876	252	91	611	..	..	..	..	..
" (Goods)				..	..	..	..	..	..	..	..	..	..	29	315	1,222	6	2,501
" Wharf				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ngahauranga	18½	3	500 15 3	360	1,868	4,399	12,680	19,307	1,780	423	10	..	130	..	..	..	..	116
Through	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..
Petone	18½	6	786 11 4	1,266	9,929	8,629	59,706	79,530	7,048	1,118	10	1	229	..	..	16	13	186
Through	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lower Hutt	18½	8	1,289 10 10	2,470	9,408	9,620	33,984	55,482	2,890	43,748	229	4	366	6	7	56	22	386
Through	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	39	..	35
Upper Hutt	19	12	1,429 8 10	314	699	4,084	9,843	14,940	116	7,552	9	..	145	4	1	47	..	493
Through	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	5	..	100
Kaitoke	13	1	208 8 8	32	113	453	669	1,267	12	1,114	1	2	121	..	..	..	..	..
Through	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Summit	14½	2	282 1 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cross Creek	17	9	1,279 2 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Featherston	16	8	1,088 15 9	1,207	1,606	3,695	4,271	10,779	82	3,775	163	6	212	1	39	734	208	140,979
Through	..	..	..	..	..	..	..	..	..	11	8	..	1	..	..	1	..	13
Greytown	12¾	3	476 6 9	839	1,377	2,320	3,003	7,539	37	1,317	11	4	48	..	89	11	..	4,345
Through	..	..	..	..	..	..	..	..	..	16	..	..	..	..	..	..	..	..
Carterton	18	4	508 19 4	1,046	1,142	4,449	4,260	10,897	2	1,570	66	3	134	3	249	218	109	66,457
Through	..	..	..	..	..	..	..	..	..	15	..	..	..	..	..	..	..	..
Masterton	16½	19	2,696 19 5	3,613	3,182	15,408	15,650	37,853	60	4,412	198	12	542	20	572	736	188	171,711
Through	..	..	..	..	..	..	..	..	..	21	10	..	3	1	..	31	61	39
Mauriceville	13½	2	255 17 3	131	122	1,291	2,907	4,451	6	801	37	..	70	4	213	74	2	27,786
Through	..	..	..	..	..	..	..	..	..	1	1	..	..	..	8	..	..	..
Eketahuna	14	4	645 0 11	616	616	3,457	3,420	8,109	40	3,367	58	3	138	8	2	262	10	21,818
Through	..	..	..	..	..	..	..	..	..	3	..	..	4	..	..	..	..	..
Pahiatua	14	5	681 6 1	1,315	1,050	4,613	4,148	11,126	12	1,714	69	22	198	7	3	624	45	40,710
Through	..	..	..	..	..	..	..	..	..	44	2	..	10	..	..	5	..	..
Carried forward	..	187	24,476 19 5	24,565	71,425	107,721	286,503	490,214	19,170	105,205	1,134	148	3,349	83	1,499	4,080	664	477,675

OUTWARD (continued).

Stations.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Superficial Feet.	Grain. Ts. c.	Merchandise. Ts. c.	Minerals. Ts. c.	Ordinary Passengers. £ s. d.	Season Tickets. £ s. d.	Parcels, &c. £ s. d.	Luggage, Mails, &c. £ s. d.	Goods. £ s. d.	Miscellaneous. £ s. d.	Rents and Commission. £ s. d.	Total Value forwarded. £ s. d.
KAWAKAWA SECTION—															
Kawakawa	..	219	..	300	..	177 5	2,860 1	178 9 8	..	16 3 5	0 4 0	536 9 0	1 2 6	..	732 8 7
Opua	..	..	..	101,600	..	1,208 11	392 12	146 15 6	5 12 6	11 8 3	..	825 12 3	16 6 11	26 1 0	1,031 16 5
Head Office	..	..	..	..	..	..	..	7 18 0	18 13 10	..	25 1 10	..	..	..	51 13 8
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	219	..	101,900	..	1,385 16	3,252 13	333 3 2	24 6 4	27 11 8	25 5 10	1,362 1 3	17 9 5	26 1 0	1,815 18 8
WHANGAREI SECTION—															
Whangarei	16	..	5	108,800	1,498 4	1,629 10	334 11	1,775 5 4	77 9 6	41 17 1	7 17 4	1,487 11 5	163 18 3	58 7 6	3,612 6 5
Hikurangi	76	..	69	10,155,200	595 7	1,062 14	55,281 4	365 18 6	2 10 0	17 2 1	0 19 0	13,014 6 9	0 3 5	7 0 0	18,407 19 9
Head Office	..	..	..	..	..	..	..	14 17 0	67 0 0	..	65 6 0	..	..	124 6 4	271 9 4
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	92	..	74	10,264,000	2,093 11	2,692 4	55,615 15	2,156 0 10	146 19 6	58 19 2	74 2 4	14,501 18 2	164 1 8	189 13 10	17,291 15 6
KAIHU SECTION—															
Dargaville	..	..	2	53,800	91 13	1,016 15	62 0	898 7 8	11 14 3	47 0 6	3 12 4	658 10 11	326 11 6	12 0 0	1,957 17 2
Kaihu	..	..	43	16,685,200	7 4	609 8	25 15	409 3 8	2 16 0	13 3 7	..	7,227 14 5	13 18 2	82 10 0	7,749 5 10
Head Office	..	..	..	..	..	..	..	16 17 0	88 5 5	..	46 12 5	..	..	19 18 0	171 12 10
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	..	45	16,739,000	98 17	1,626 3	87 15	1,324 8 4	102 15 8	60 4 1	50 4 9	7,886 5 4	340 9 8	114 8 0	9,878 15 10
AUCKLAND SECTION—															
Helensville	128	1,677	54	2,153,200	494 9	3,090 16	737 19	3,642 6 0	11 5 6	155 19 0	2 13 4	5,637 19 4	136 1 9	36 2 6	9,622 7 5
Avondale	66	148	122	374,500	593 18	473 15	17,091 4	340 13 0	333 1 9	79 8 6	1 4 2	2,735 17 9	0 7 1	7 0 0	3,497 12 3
Mount Eden	..	..	..	4,100	89 13	101 3	1,453 0	959 6 6	202 3 10	24 0 9	6 1 6	267 19 8	0 14 9	41 15 0	1,502 2 0
Newmarket	..	..	..	14,300	99 1	885 13	881 14	3,598 17 6	532 8 8	110 7 4	26 1 1	1,219 16 3	5 19 8	194 18 4	5,688 8 10
Auckland (Coach'g)	..	..	..	..	..	..	..	31,605 5 0	2,270 14 3	1,897 19 3	591 11 6	Cr. 146 3 5	21 16 11	24 0 0	36,265 3 6
" (Goods)	115	..	9	5,215,600	20,355 19	25,111 5	16,873 10	..	..	..	..	40,071 9 9	400 16 5	784 0 0	41,256 6 2
" Head Office	..	..	..	..	..	..	..	..	10 10 0	..	514 0 0	..	..	1,419 6 8	1,943 16 8
Remuera	73	..	..	..	2 15	24 17	5 17	468 2 7	171 3 5	82 8 6	0 17 2	689 5 5	0 3 5	2 0 0	1,414 0 6
Ellerslie	..	..	..	..	4 8	10 10	9 19	1,219 8 8	472 1 8	110 7 5	3 0 8	14 15 1	0 15 5	3 0 0	1,823 8 11
Penrose Junction	..	341	2	..	1,128 15	3,646 15	4,196 10	611 10 6	175 11 1	36 6 10	0 8 8	1,669 17 2	0 19 10	..	2,494 14 1
Onehunga	..	..	..	186,100	364 6	161 1	17 11	2,403 2 1	514 9 10	57 12 2	7 10 11	399 10 11	5 10 1	15 0 0	3,402 16 0
" Wharf	84	..	33	220,000	953 4	2,190 19	3,670 13	771 9 10	..	29 0 4	4 5 4	3,301 8 11	3 18 11	..	4,110 3 4
Otahuhu	1	108	.	100	3,035 0	187 9	23 1	966 0 11	223 11 0	243 1 5	4 5 3	1,387 18 7	0 10 0	6 0 0	2,831 7 2
Papakura	..	88	11	22,800	173 14	251 14	47 15	969 3 6	51 9 6	84 3 1	3 9 10	480 13 1	2 0 5	2 0 0	1,592 19 5
Drury	43	241	7	75,700	257 3	186 2	534 11	848 5 6	2 10 0	123 14 8	2 14 2	711 6 6	1 18 7	1 10 0	1,691 19 5
Pukekohe	12	110	15	800	1,812 0	557 12	..	1,733 11 1	21 19 0	142 8 5	7 13 8	2,144 12 5	1 12 7	13 0 0	4,064 17 2
Tuakau	..	241	1	500	960 5	214 17	..	903 4 3	13 13 0	77 15 7	0 3 8	952 17 1	0 3 0	5 1 0	1,952 17 7
Pokeno	65	50	2	4,400	187 0	120 15	2 0	460 10 8	4 11 0	60 19 0	0 2 10	333 12 8	0 0 3	5 5 0	865 1 5
Mercer	263	633	5	611,500	349 9	528 18	20,658 16	1,998 18 2	..	163 15 7	0 15 11	7,950 8 11	2 4 0	32 10 0	10,148 12 7
Huntly	35	487	4	47,900	145 9	314 0	54,669 5	929 15 11	5 0 0	91 6 7	7 7 8	17,294 4 6	104 17 11	14 0 0	18,446 12 7
Ngaruawahia	20	74	3	141,200	787 1	589 0	213 17	939 15 10	..	98 11 0	2 0 2	1,410 6 7	3 0 0	5 0 0	2,458 13 7
Frankton Junction	147	94	3	17,500	72 19	138 15	..	2,325 3 10	0 15 0	154 8 6	8 14 5	849 16 3	74 17 6	7 18 11	3,421 14 5
Hamilton	60	696	7	18,800	1,781 7	885 15	507 6	1,678 18 2	0 10 0	351 6 11	13 13 7	3,285 6 10	1 14 10	62 15 0	5,394 5 4
Morrinsville	52	2,261	8	5,300	1,005 6	484 11	0 3	747 5 6	0 18 0	299 1 6	3 11 9	3,979 12 2	2 2 5	49 0 0	5,081 11 4
Te Aroha	97	80	..	5,700	268 0	261 1	116 16	2,810 10 3	29 18 6	274 5 2	20 4 5	726 19 0	4 19 2	58 8 4	3,925 4 10
Paeroa	..	..	29	35,900	357 3	425 15	284 19	4,707 0 0	22 8 9	248 2 1	30 5 2	779 11 2	9 9 6	58 9 0	5,855 5 8
Shortland	..	..	15	37,700	63 18	483 19	1,044 4	1,522 4 9	6 4 2	113 17 2	9 16 11	592 14 4	10 18 8	..	2,255 16 0
Thames	..	..	1	16,500	177 1	714 14	294 9	2,492 13 9	66 15 7	80 0 2	16 2 11	672 16 7	2 0 7	25 12 0	3,356 1 7
Cambridge	..	420	5	6,900	650 5	337 12	12 10	2,149 16 1	2 8 0	274 8 3	13 0 4	1,998 14 7	2 5 10	43 3 4	4,483 16 5
Putaruru	4	457	287½	3,540,500	61 8	96 5	..	218 9 1	..	38 10 6	0 8 8	4,548 4 8	4 17 10	32 10 0	4,843 0 9
Rotorua	27	292	11	41,500	125 18	238 5	616 7	3,414 15 1	..	146 3 3	34 9 7	1,169 17 0	6 7 7	100 9 6	4,872 2 0
Ohaupo	109	141	42	239,400	891 11	231 6	151 14	400 18 9	..	259 11 0	0 8 11	2,466 3 4	2 8 3	4 16 0	3,134 6 3
Te Awamutu	1,818	216	149	1,198,000	817 5	621 17	1,073 7	3,934 8 10	..	455 9 4	2 8 9	3,180 10 7	5 4 3	68 19 0	7,647 0 9
Accountant	..	..	..	..	..	..	..	373 12 0	1,309 9 7	..	1,231 7 0	..	Cr. 14 17 5	109 6 7	3,008 17 9
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	3,219	8,855	825½	14,231,400	38,065 10	43,566 16	125,188 17	82,145 3 7	6,455 11 1	6,364 9 3	2,570 19 11	112,778 3 8	806 0 0	3,232 16 2	214,353 3 8
WELLINGTON-NAPIER-NEW PLYMOUTH SECTION—															
Te Aro	..	..	..	..	..	..	..	8,428 14 7	616 0 8	536 9 3	139 19 10	Cr. 34 8 4	6 12 3	..	9,693 8 3
Wellington (Pass'rs)	..	..	..	..	..	..	..	14,104 1 0	2,783 4 10	..	..	Cr. 93 19 3	25 6 2	..	16,818 12 9
" (Parcels)	..	..	..	..	..	..	..	..	..	2,274 4 5	795 0 8	Cr. 33 1 4	0 2 6	..	3,036 6 3
" (Goods)	..	17,053	2	546,200	10,911 17	24,001 8	17,731 17	..	..	..	..	36,804 7 11	542 2 0	2,096 14 1	39,443 4 0
" Wharf	..	62	..	16,000	..	27 11	7,532 14	..	..	..	..	293 12 7	..	..	293 12 7
Ngahauranga	..	10	..	..	1,071 7	10,335 11	349 9	712 11 0	269 5 8	31 16 8	6 2 8	2,474 4 7	0 5 7	..	3,494 6 2
Through	..	..	1	..	121 17	0 2	..	..	..	..	..	37 18 6	..	..	37 18 6
Petone	..	..	4	96,400	573 9	8,603 9	229 7	4,183 1 3	1,348 2 3	83 9 2	36 12 9	1,985 2 2	18 0 8	36 10 0	7,685 18 3
Through	..	..	..	39,100	174 0	7 18	4 10	..	..	..	..	58 16 3	..	..	58 16 3
Lower Hutt	..	46	20	3,400	64 15	175 11	8,865 16	3,389 16 2	1,053 3 11	2,266 14 2	75 1 5	1,035 18 5	4 6 3	9 0 0	7,834 0 4
Through	..	..	1	..	1 11	10 12	96 1	..	..	0 4 3	..	19 3 3	..	..	19 7 6
Upper Hutt	..	72	153½	875,700	42 0	111 19	270 10	1,415 13 2	21 1 0	566 11 10	16 0 0	603 16 9	1 10 4	21 0 0	2,645 13 1
Through	..	..	12½	1,700	..	7 0	..	..	..	0 3 0	..	18 2 8	..	..	18 5 8
Kaitoke	..	321	160	1,000	17 6	19 3	12 0	158 16 6	..	79 8 7	0 4 0	201 15 2	0 13 10	150 10 0	591 8 1
Through	..	..	4	..	0 2	0 1	..	..	..	..	..	3 11 3	..	..	3 11 3
Summit	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cross Creek	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Featherston	1,956	5,574	393	4,700	1,665 18	227 1	5 1	2,327 5 4	7 8 0	416 14 8	40 16 10	5,701 5 11	20 7 6	11 7 6	8,525 5 9
Through	..	..	..	..	1 6	0 5	..	..	..	10 13 1	..	4 3 5	..	..	14 16 6
Greytown	..	326	6	859,300	268 10	270 10	4 2	1,554 17 5	45 6 0	96 4 8	14 10 1	1,241 4 11	2 17 5	8 0 0	2,963 0 6
Through	..	..	..	..	..	1 1	..	..	..	0 10 6	..	1 0 7	..	..	1 11 1
Carterton	347	2,786	537	986,500	1,009 10	567 13	82 3	2,209 19 8	35 7 0	200 0 10	38 5 8	5,596 3 3	13 9 4	3 12 0	8,096 17 9
Through	..	..	4	..	..	0 6	..	..	..	0 14 6	..	5 17 6	..	..	6 12 0
Masterton	160	9,344	37	1,563,400	1,858 0	984 6	157 16	7,951 14 8	47 8 2	543 2 2	125 1 5	11,790 18 6	17 19 9	340 0 0	20,816 4 8
Through	..	..	1	8,500	0 1	18 19	..	..	..	13 16 2	..	68 1 0	..	..	81 17 2
Mauriceville	38	1,477	10	1,303,200	548 4	148 8	470 10	600 4 11	6 1 6	195 12 11	2 3 8	3,538 8 9	3 0 2	28 2 8	4,373 14 7
Through	..	..	..	..	19 10	..	..	..	..	1 4 5	..	6 3 9	..	..	7 8 2
Eketahuna	754	3,230	29	6,007,100	152 14	286 10	31 3	1,632 10 8	42 5 6	547 18 1	26 19 9	9,900 5 0	12 14 5	26 12 6	12,189 5 6
Through	28	..	..	10,200	0 8	3 8	..	..	..	0 13 0	..	24 12 0	..	..	25 5 0
Pahiatua	1,332	2,420	65	665,500	499 8	412 6	26 6	2,813 6 9	32 14 6	279 9 3	46 15 10	4,605 2 8	23 12 0	47 8 0	7,848 9 0
Through	..	..	..	5,600	0 6	4 11	..	..	..	3 18 3	..	11 0 5	..	..	14 18 8
Carried forward	4,615	42,721	1,440½	12,993,500	19,001 19	46,225 9	35,869 5	51,482 12 8	6,302 9 0	8,149 13 10	1,363 14 7	85,869 3 3	693 0 2	2,778 16 9	156,639 10 8

INWARD.

Parcels.	Horses.	Carriages.	Dogs.	Drays &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Superficial Feet.	Grain. Ts. c.	Merchandise. Ts. c.	Minerals. Ts. c.	Stations.
																KAWAKAWA SECTION—
118	12	5	26	2	3	8	..	61	..	..	..	101,600	..	1,208 11	392 12	Kawakawa.
132	33	..	22	..	5	3	..	3,868	..	219	..	300	..	177 5	2,860 1	Opua.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
250	45	5	48	2	8	11	..	3,924	..	219	..	101,900	..	1,385 16	3,252 13	Totals.
																WHANGAREI SECTION—
650	..	..	14	24	6	121	22	233	76	..	69	10,155,200	595 7	1,062 14	55,281 4	Whangarei.
1,304	..	..	67	22	3	145	2	715	16	..	5	108,800	1,498 4	1,629 10	334 11	Hikurangi.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
1,954	..	..	81	46	9	266	24	948	92	..	74	10,264,000	2,093 11	2,692 4	55,615 15	Totals.
																KAIHU SECTION—
132	9	2	60	4	1	..	..	261	..	..	43	16,685,200	7 4	609 8	25 15	Dargaville.
1,129	14	2	111	2	3	..	..	1	..	..	2	53,800	91 13	1,016 15	62 0	Kaihu.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Head Office.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
1,261	23	4	171	6	4	..	..	262	..	..	45	16,739,000	98 17	1,626 3	87 15	Totals.
																AUCKLAND SECTION—
5,611	57	1	310	35	62½	167	1,149	3,289	14	..	6	125,700	2,348 5	4,206 8	6,532 16	Helensville.
292	3	..	72	2	82	58	11	50	..	..	12	66,500	833 11	263 3	9,073 15	Avondale.
466	13	1	35	..	68	185	..	1,804	..	..	84	69,500	73 15	62 8	2,518 4	Mount Eden.
2,716	19	2	109	..	47	20	..	210	..	..	89	69,300	395 16	376 6	10,709 8	Newmarket.
11,764	147	6	568	..	..	..	..	..	..	..	..	..	..	..	..	Auckland (Coaching).
..	..	..	..	9	872	282	..	315	104	6,825	42	3,268,300	6,859 3	11,103 18	44,075 9	" (Goods).
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	" Head Office.
319	64	1	35	..	23	9,972	89	61,687	2,124	..	2	300	14 14	39 3	133 0	Remuera.
545	101	..	86	1	5	18	..	1,607	52	..	4	..	37 13	56 16	1,401 4	Ellerslie.
185	17	1	46	..	2	2,867	1	40,271	..	..	..	79,800	22 12	11 14	2,756 17	Penrose Junction.
830	..	..	75	..	28	20	..	..	111	8	1	15,400	346 9	474 16	3,700 14	Onehunga.
1,553	1	2	141	..	27½	17	2	55	..	..	..	4,254,600	1,918 0	11,094 10	9,724 0	" Wharf.
501	23	2	79	3	15	155	..	2,578	..	..	9	58,200	1,438 18	1,794 8	5,346 2	Otahuhu.
1,338	31	..	144	2	4	51	..	1,135	9	..	2	67,200	1,162 2	352 6	930 11	Papakura.
1,111	7	..	121	13	3	9	1	1,092	1	..	..	35,200	1,051 11	290 3	408 15	Drury.
4,680	42	6	130	23	..	580	99	4,097	210	..	..	208,400	2,129 0	831 9	1,495 3	Pukekohe.
1,645	14	..	78	9	83	137	66	1,599	..	..	22	117,000	1,091 7	482 9	642 9	Tuakau.
990	10	..	36	6	8	76	..	283	..	..	2	41,300	359 15	167 2	319 2	Pokeno.
2,052	9	1	85	2	4	411	33	2,690	5	..	3	127,100	427 10	594 2	1,159 8	Mercer.
2,897	25	3	143	16	12	346	465	1,118	21	1	9	118,100	1,022 2	789 15	152 10	Huntly.
5,452	27	..	107	8	85	156	42	1,303	12	..	3	136,200	944 8	854 19	1,349 1	Ngaruawahia.
609	33	1	78	12	4	344	53	965	73	..	6	138,600	195 4	250 10	397 1	Frankton Junction.
3,372	44	7	90	6	154	237	3	609	45	..	50	683,700	3,105 10	1,403 7	1,941 4	Hamilton.
1,500	43	..	92	20	111	310	67	348	5	217	62	221,900	1,046 1	252 14	347 18	Morrinsville.
2,276	63	9	172	1	36	391	23	1,368	..	1,804	29	470,600	881 6	522 16	1,246 6	Te Aroha.
2,808	80	3	324	6	380	566	..	6,854	188	..	8	790,100	719 12	1,154 4	6,349 15	Paeroa.
484	20	..	111	..	25	548	30	4,746	16	..	32	39,900	105 10	120 3	909 7	Shortland.
1,312	32	..	94	1	170	18	2	137	..	..	10	79,300	213 9	145 15	1,296 0	Thames.
3,067	52	3	118	42	6	545	192	672	69	..	84	966,200	2,373 15	1,380 3	2,405 6	Cambridge.
3,416	27	1	110	13	52	67	..	831	2	..	15	62,900	3,126 13	688 4	378 19	Putaruru.
3,633	49	3	125	9	125	322	71	2,002	22	..	165½	954,700	1,418 10	1,469 0	1,414 11	Rotorua.
1,273	50	8	101	35	27	616	211	6,189	93	..	29	396,100	1,187 11	519 4	1,518 15	Ohaupo.
3,681	86	7	230	48	169	983	591	2,030	43	..	45	569,300	2,716 3	1,815 6	4,555 7	Te Awamutu.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Accountant.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
72,378	1,189	68	4,045	322	2,690½	20,474	3,206	151,934	3,219	8,855	825½	14,231,400	38,065 10	43,566 16	125,188 17	Totals.
																WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.
47,914	..	..	216	..	..	..	..	..	..	..	..	..	..	..	..	Te Aro.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Wellington (Pas'ng'rs).
19,387	256	13	634	..	..	..	..	..	..	..	..	..	..	..	..	" (Parcels).
..	..	..	..	4	771	1,366	..	6,163	..	33,188	927½	13,551,300	8,777 7	22,077 2	16,356 17	" (Goods).
..	..	..	..	..	1	870	..	..	..	17,051	..	178,600	1,209 8	8,942 19	..	" Wharf.
297	6	..	57	..	2	339	261	250,855	3,552	95	10	41,900	3 10	238 16	4,314 11	Ngahauranga.
..	..	..	..	..	..	..	25	..	120	..	..	4,100	..	..	..	Through.
1,348	17	1	178	..	64	467	50	260,862	630	18	81	2,858,800	579 13	359 2	9,097 0	Petone.
4	..	..	..	..	..	3,015	149	190,505	3	..	1	18,500	..	17 0	..	Through.
1,300	239	2	259	..	354	471	1	2,113	..	..	131	420,200	493 7	130 7	1,100 16	Lower Hutt.
1	1	..	..	..	3	3	..	263	..	..	5	13,400	11 0	1 12	..	Through.
1,251	11	2	289	1	18	127	7	836	4	..	7	77,000	687 13	451 5	394 0	Upper Hutt.
1	..	..	..	..	..	..	..	..	..	..	..	..	..	4 0	..	Through.
1,238	..	..	151	2	..	..	15	26	..	..	1	14,600	67 17	86 15	29 17	Kaitoke.
1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	Through.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Summit.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Cross Creek.
4,494	148	9	349	5	10	73	..	7,369	1	..	200	305,100	974 10	1,195 5	472 7	Featherston.
7	9	..	..	..	..	..	..	..	..	..	..	..	..	0 5	..	Through.
2,162	15	5	43	..	5	13	..	7	..	..	1	21,000	476 13	739 5	169 16	Greytown.
6	..	..	..	..	..	..	..	2	..	..	..	..	..	0 3	..	Through.
3,282	51	5	152	2	3	104	24	1,343	92	1	3	136,200	972 12	1,352 7	302 16	Carterton.
5	1	1	..	..	..	..	..	..	..	..	..	..	..	3 5	..	Through.
6,341	202	9	470	16	30	530	5	4,408	24	12	12	938,900	2,540 7	4,123 10	1,488 3	Masterton.
7	6	1	2	..	..	3	..	207	..	..	..	..	..	2 10	..	Through.
793	18	1	64	2	..	17	2	467	..	..	4	63,600	301 12	215 14	86 3	Mauriceville
2	..	..	..	..	..	..	..	..	..	..	..	..	..	2 14	..	Through.
2,980	59	7	166	9	34	117	31	1,161	..	..	8	126,700	1,323 16	1,204 2	170 16	Eketahuna.
6	..	..	10	1	..	1	..	..	..	..	..	..	..	1 15	..	Through.
4,046	106	55	290	20	112	221	30	2,530	20	34	1	324,200	1,916 15	2,157 8	743 19	Pahiatua.
24	..	..	2	2	..	3	6	..	..	..	..	2,500	1 19	16 12	..	Through.
96,897	1,145	111	3,332	64	1,407	7,740	606	729,117	4,446	50,399	1,392½	19,091,600	20,337 19	43,323 14	34,327 1	Carried forward.

RETURN No. 12—*continued.*

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1902—*continued.*

Stations.	Hours open.	No. of Hands employed.	Traffic Expenditure.	OUTWARD.														
				Number of Tickets.														
				First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.
Wellington-Napier-New Plymouth Section—*continued.*			£ s. d.															
Brought forward	..	187	24,476 19 5	24,565	71,425	107,721	286,503	490,214	19,170	105,205	1,134	148	3,349	83	1,499	4,080	664	477,675
Mangatainoka	14½	2	238 14 0	213	157	1,286	1,637	3,293	5	570	5	2	100	2	..	172	4	11,494
Through	..	..	..	..	..	..	..	..	..	9	..	..	..	..	..	..	..	..
Woodville	15½	22	2,529 13 7	1,952	1,371	11,571	8,231	23,125	201	2,373	80	14	264	6	19	488	3	17,862
Through	..	..	..	68	54	102	120	344	..	121	5	1	3	..	..	377	10	1,932
Dannevirke	13½	13	1,799 1 7	2,501	2,013	21,369	16,803	42,686	107	3,885	172	10	523	10	16	243	..	40,170
Through	..	..	..	43	45	79	123	290	..	43	6	1	17	..	..	210	..	374
Makotuku	12	2	222 19 2	182	216	2,587	2,392	5,377	73	738	5	..	57	1	9	75	..	7,604
Through	..	..	..	..	..	..	1	1	..	7	..	..	..	..	..	..	..	..
Ormondville	11	3	360 11 9	269	274	3,747	4,014	8,304	25	1,458	11	5	113	2	2	16	27	1,978
Through	..	..	..	..	3	..	16	19	..	5	..	1	..	..	..	..	..	..
Takapau	11	4	400 13 2	414	518	2,769	2,617	6,318	73	1,126	36	2	159	4	1	79	21	29,431
Through	..	..	..	4	1	1	10	16	..	2	..	..	2	..	..	..	..	351
Waipukurau	12½	6	815 19 8	1,264	1,586	6,571	7,253	16,674	176	1,615	87	5	310	5	1	614	..	24,262
Through	..	..	..	12	10	13	15	50	..	3	..	..	..	..	..	133	..	2,055
Waipawa	12½	3	407 10 2	1,155	1,518	4,091	5,248	12,012	1	2,470	117	3	217	3	15	226	1	14,284
Through	..	..	..	7	2	3	20	32	..	6	1	..	..	..	..	455	..	..
Kaikora	13	2	287 12 11	317	481	1,883	2,759	5,440	111	714	41	2	85	..	13	362	..	38,837
Through	..	..	..	1	1	4	3	9	..	2	2	..	2	..	..	738	..	388
Te Aute	10¾	1	175 9 8	160	211	773	1,412	2,556	91	614	30	3	57	1	64	48	..	7,240
Through	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..
Hastings	14¾	10	1,414 15 10	3,073	5,623	16,835	21,720	47,251	661	2,834	430	34	507	13	77	1,512	40	20,637
Through	..	..	..	15	15	33	45	108	..	19	31	..	..	..	..	205	..	768
Farndon	12¼	2	306 14 0	389	647	2,104	6,044	9,184	217	371	7	1	41	..	39	32	..	155
Through	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..
Napier	16	25	3,264 6 8	5,728	8,669	19,071	29,972	63,440	1,164	10,710	154	32	439	2	19	152	..	126
Through	..	..	..	40	32	57	101	230	..	21	3	..	6	..	..	..	..	..
Spit	10¾	6	880 9 0	..	..	..	..	..	..	1,111	6	2	21	2	2	71	6	7,472
Through	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	840
Ashhurst	12	1	246 9 4	297	275	3,448	3,451	7,471	1	824	27	5	60	4	13	24	..	207
Through	..	..	..	20	21	71	143	255	..	819	..	..	11	..	1	13	..	5,178
Palmerston North	17½	38	5,825 8 2	6,045	4,734	34,414	22,922	68,115	236	9,186	290	68	737	40	65	1,920	195	8,277
Through	..	..	..	2,461	1,860	7,913	6,456	18,690	..	2,436	89	12	174	7	12	949	44	2,603
Longburn	14½	5	547 13 3	937	930	5,387	4,338	11,592	4	395	26	6	92	8	343	60	26	2,668
Through	..	..	..	5,788	4,063	13,653	11,371	34,875	..	11,992	294	46	448	9	23	2,100	176	81,967
Foxton	13	5	1,187 19 2	397	682	4,757	8,116	13,952	79	917	29	3	55	8	133	51	..	1,468
Through	..	..	..	14	14	12	122	162	..	297	3	..	..	..	..	..	..	1,964
Feilding	14	9	1,164 9 8	2,062	1,927	9,774	7,595	21,358	32	3,375	107	1	323	14	87	395	76	10,477
Through	..	..	..	292	318	613	1,151	2,374	..	734	22	..	31	1	3	249	1	60,044
Halcombe	13	3	335 5 9	262	500	1,943	4,586	7,291	2	936	16	2	88	1	57	41	1	23,152
Through	..	..	..	31	28	52	148	259	..	36	2	..	4	..	..	..	..	6,436
Greatford	11¾	3	257 0 11	500	667	1,896	2,121	5,184	6	679	123	..	47	..	56	93	11	5,117
Through	..	..	..	55	65	81	172	373	..	204	19	..	3	..	1	323	..	7,952
Marton	11¾	6	978 15 0	1,504	1,177	6,203	5,559	14,443	29	2,463	70	4	207	6	229	71	1	10,843
Through	..	..	..	174	151	216	513	1,054	..	245	5	..	15	..	..	189	..	18,167
Hunterville	14	5	497 11 6	633	511	2,677	2,440	6,261	11	879	21	1	109	3	34	71	30	1,609
Through	..	..	..	23	43	75	261	402	..	18	6	..	4	..	..	413	..	26,931
Mangaonoho	14¾	6	770 5 7	809	751	4,857	7,008	13,425	5	390	21	..	154	2	..	71	2	4,596
Through	..	..	..	30	38	159	493	720	..	226	..	..	5	..	..	24	..	13,499
Turakina	11	4	345 3 11	186	233	1,475	1,564	3,458	15	366	12	..	53	2	27	31	1	2,887
Through	..	..	..	11	17	31	44	103	..	291	1	..	5	..	..	..	..	7,123
Fordell	13¾	5	430 4 11	271	243	1,730	2,430	4,674	7	838	58	2	69	3	24	30	2	2,017
Through	..	..	..	14	21	44	38	117	..	7	10	..	4	..	..	72	..	1,802
Aramoho	13¾	6	705 5 0	1,020	635	4,917	3,141	9,713	63	1,347	26	1	103	3	6	113	..	491
Through	..	..	..	125	101	275	324	825	..	30	2	..	6	..	..	..	..	1,352
Wanganui (Coaching)	15	41	6,060 9 1	5,262	3,810	21,953	18,074	49,099	104	12,008	312	4	428	..	..	..	..	..
Through				1,379	572	1,096	1,685	4,732	..	321	61	..	28	..	..	..	..	..
Wanganui (Goods)				..	..	..	..	..	..	..	..	..	..	27	9	492	24	4,427
Through				..	..	..	..	..	..	..	..	..	..	1	..	254	..	2,283
Wanganui (H. Office)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kai Iwi	9½	2	248 10 11	34	47	557	679	1,317	4	859	38	..	37	2	3	86	..	4,723
Through	..	..	..	..	7	2	8	17	..	..	..	..	2	..	..	168	..	5,793
Waitotara	10½	3	341 5 6	161	117	1,052	2,072	3,402	30	659	36	..	71	..	..	274	56	6,357
Through	..	..	..	2	12	20	38	72	..	11	3	..	3	..	..	81	..	7,974
Waverley	11½	4	353 14 9	372	252	2,179	2,781	5,584	22	728	88	3	83	10	1	238	119	4,370
Through	..	..	..	7	38	60	179	284	..	21	5	..	2	..	..	795	..	12,999
Patea	12¾	6	1,101 0 0	560	457	2,945	2,957	6,919	17	977	44	1	117	3	12	277	..	8,368
Through	..	..	..	26	25	106	210	367	..	32	2	..	3	..	..	498	..	22,258
Hawera	15½	16	2,274 13 9	3,024	2,767	18,758	19,048	43,597	46	2,877	322	9	328	6	45	1,570	115	22,702
Through	..	..	..	189	160	451	689	1,489	..	56	22	..	8	..	..	4,072	..	21,618
Normanby	13	3	296 10 6	228	130	3,694	3,188	7,240	7	260	12	..	73	..	5	213	41	9,800
Through	..	..	..	..	5	..	80	85	..	9	..	..	27	..	..	..	..	..
Eltham	12	7	744 15 1	1,301	829	6,318	6,736	15,184	45	956	19	3	127	5	12	151	121	1,285
Through	..	..	..	32	24	129	367	552	..	29	..	..	1	..	..	..	..	..
Stratford	11½	6	789 0 5	2,051	1,917	10,599	10,703	25,270	218	2,116	112	6	260	2	7	830	1	2,966
Through	..	..	..	53	92	306	562	1,013	..	71	5	1	10	..	..	41	..	875
Midhirst	11½	2	223 15 11	285	329	3,089	2,704	6,407	23	204	2	..	24	2	..	8	..	..
Through	..	..	..	..	2	..	32	34	..	8	..	..	..	..	..	..	..	..
Inglewood	12¼	4	708 10 2	1,146	879	6,337	6,791	15,153	229	1,255	31	5	144	3	23	160	124	422
Through	..	..	..	18	28	91	261	398	..	31	2	..	3	..	..	27	..	..
Waitara	13¾	5	696 1 3	895	1,167	5,441	7,096	14,599	140	458	28	2	87	2	44	179	1	518
Through	..	..	..	13	34	47	107	201	..	9	..	..	1	..	..	..	..	..
New Plymouth (Coaching)	16	30	5,921 10 2	11,222	5,314	38,296	19,891	74,723	149	7,412	137	12	275	..	..	..	..	..
Through				778	442	796	1,016	3,032	..	125	41	..	17	..	..	..	..	..
New Plymouth (Goods)				..	..	..	..	..	..	..	..	..	..	31	9	328	8	211
Through				..	..	..	..	..	..	..	..	..	..	..	..	80	..	..
Breakwater	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Accountant	..	..	..	14	133	2	3,531	3,680	91	..	..	..	..	..	..	..	..	..
General	..	..	9,886 2 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	513	80,019 3 1	95,385	134,466	433,667	605,051	1,268,569	28,690	207,456	4,964	463	11,259	339	3,060	28,408	1,952	1,154,211
Westland Section—																		
Hokitika	11	5	621 16 10	1,166	1,177	8,644	10,704	21,691	108	1,022	42	3	99	8	6	4	..	1,069
Kumara	10	2	370 0 1	625	521	3,710	4,847	9,703	2	197	5	2	34	1	5	..	1	7
Greymouth	14	30	7,748 5 11	3,118	4,068	28,214	32,070	67,470	617	10,010	180	18	245	25	160	321	2	3,474
Brunner	11½	5	941 1 5	202	370	3,960	11,007	15,539	39	326	..	..	20	..	1	..	1	..
Stillwater	11	1	171 3 1	126	90	2,410	1,439	4,065	10	228	2	..	33	1	..	2	..	5
Ngahere	11	2	242 4 2	372	440	3,566	4,666	9,044	29	287	..	2	44	3	..	22	..	42
Carried forward	..	45	10,094 11 6	5,609	6,666	50,504	64,733	127,512	805	12,070	229	25	475	38	172	349	4	4,617

Stations.	OUTWARD.														
	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.
Wellington-Napier-New Plymouth Section—*continued.*					Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	4,615	42,721	1,440⅓	12,993,500	19,001 19	46,225 9	35,869 5	51,482 12 8	6,302 9 0	8,149 13 10	1,363 14 7	85,869 3 3	693 0 2	2,778 16 9	156,639 10 3
Mangatainoka	111	1,589	3	10,600	227 8	157 18	..	624 4 4	3 2 0	144 16 4	0 10 8	1,369 9 4	1 7 2	34 15 10	2,178 5 8
Through	..	..	..	..	..	..	..	..	..	0 6 3	..	..	..	..	0 6 3
Woodville	4	2,260	225⅔	5,863,700	128 3	557 7	177 7	3,758 1 1	110 6 8	309 14 4	62 17 3	9,626 7 2	17 16 7	611 13 10	14,496 16 11
Through	..	..	2	81,200	0 3	10 0	..	44 19 1	..	6 16 4	..	145 10 4	..	..	197 5 9
Dannevirke	16	3,770	882⅓	12,329,700	341 16	631 5	299 11	5,867 17 1	139 12 0	390 0 4	87 12 2	20,312 10 10	42 4 11	92 3 0	26,932 0 4
Through	..	..	4	32,400	..	4 11	..	62 8 3	..	8 0 10	..	85 15 3	..	..	156 4 4
Makotuku	..	519	412⅔	5,675,700	37 9	93 17	138 7	538 6 2	3 18 0	41 11 10	0 7 0	7,012 3 0	0 18 5	15 12 6	7,612 16 11
Through	..	..	..	..	..	1 6	..	0 4 1	..	0 6 0	..	2 0 6	..	..	2 10 7
Ormondville	3	387	86⅓	2,874,600	102 16	204 11	21 15	1,131 15 10	17 11 6	83 14 10	2 13 9	4,891 6 11	0 2 4	11 16 0	6,139 1 2
Through	..	..	..	15,100	..	0 1	..	4 9 7	..	1 14 4	..	24 11 1	..	..	30 15 0
Takapau	21	2,927	1,666⅔	4,978,000	316 17	115 9	..	1,183 11 7	..	100 3 11	4 15 7	9,308 11 0	0 10 5	24 8 6	10,622 1 0
Through	..	..	..	51,700	..	1 4	..	4 15 5	..	0 8 6	..	77 4 6	..	..	82 8 5
Waipukurau	8	4,216	2	48,900	397 13	214 1	196 15	2,446 6 1	32 5 0	166 14 9	21 17 10	2,041 1 4	3 2 3	174 0 0	4,885 7 3
Through	..	..	..	..	..	0 1	..	22 14 1	..	0 3 0	..	102 10 6	..	..	125 7 7
Waipawa	7	3,175	35	1,275,800	218 11	276 16	17 3	2,402 2 0	0 12 0	203 17 9	19 13 7	2,781 12 10	1 3 2	10 10 0	5,419 11 4
Through	..	..	..	..	..	0 1	..	14 11 2	..	0 16 9	..	124 19 10	..	..	140 7 9
Kaikora	..	3,263	9	16,600	137 3	110 5	..	783 3 10	11 8 0	68 6 11	5 15 3	1,683 4 0	1 4 5	..	2,553 2 5
Through	..	..	..	..	..	0 14	..	3 8 0	..	2 11 0	..	239 16 4	..	..	245 15 4
Te Aute	..	1,318	58	128,300	357 19	47 0	8 0	345 9 10	1 8 6	53 8 1	1 10 10	682 9 4	1 6 6	105 0 0	1,190 13 1
Through	..	..	..	..	..	..	..	..	..	0 2 0	..	..	..	..	0 2 0
Hastings	5	6,994	10⅓	25,200	2,507 9	609 4	48 14	6,472 12 2	334 6 11	705 0 9	63 0 2	3,385 16 5	13 12 2	240 10 0	11,214 18 7
Through	..	..	..	..	0 8	0 8	..	62 5 9	..	35 7 7	..	108 7 8	..	..	206 1 0
Farndon	..	2,926	1	7,400	883 2	8,662 3	..	654 6 11	28 14 2	31 12 10	5 15 3	3,486 0 6	*Cr.* 46 13 11	..	4,159 15 9
Through	..	..	..	..	..	..	..	..	..	0 1 0	..	..	..	..	0 1 0
Napier	..	46	8	100,000	506 16	2,239 18	1,525 3	11,783 2 3	1,056 13 2	881 2 1	268 13 10	3,457 6 7	38 3 2	101 0 0	17,586 1 1
Through	..	..	..	..	..	2 9	..	140 17 5	..	9 6 6	..	7 1 11	..	..	157 5 10
Spit	4	755	3	38,100	3,532 16	4,309 13	6,719 3	..	..	67 10 3	..	7,234 14 3	122 7 8	75 0 0	7,499 12 2
Through	..	..	..	..	0 17	1 0	..	..	..	..	..	25 3 6	..	..	25 3 6
Ashhurst	521	1,173	7	522,600	53 5	129 18	150 15	790 19 11	..	107 8 8	2 18 11	1,098 17 1	0 13 5	33 3 3	2,034 1 3
Through	..	844	..	27,800	6 16	6 9	..	23 8 0	..	58 14 1	..	139 9 10	..	..	221 11 11
Palmerston North	1,654	505	40	218,400	3,304 19	2,056 0	2,131 11	11,699 16 11	290 19 6	937 10 8	366 17 2	4,812 1 1	40 6 1	932 3 10	19,079 15 3
Through	48	1,800	1	21,000	509 19	508 5	87 12	600 2 7	..	164 18 3	..	533 14 10	..	..	1,298 15 8
Longburn	1,107	568	37	11,600	2,056 9	129 11	26 1	876 3 10	3 17 0	49 18 6	..	1,168 15 3	0 13 1	..	2,099 7 8
Through	1,182	24	11	170,400	3,311 7	8,218 8	259 4	9,070 18 8	..	1,027 16 3	..	5,789 2 3	2 0 7	..	15,889 17 9
Foxton	..	1,982	30	35,300	756 1	2,541 4	4,191 0	1,349 17 10	35 10 0	103 3 8	3 6 11	4,072 5 5	386 1 8	81 10 11	6,231 16 5
Through	24	..	..	..	22 3	6 15	..	16 17 11	..	12 10 3	..	39 1 7	..	..	68 9 9
Feilding	637	1,679	302	78,800	2,019 3	697 2	112 19	3,475 2 2	18 10 0	279 10 9	79 5 7	3,202 15 3	18 7 10	90 14 0	7,164 5 7
Through	82	4,826	..	..	125 7	187 12	..	250 14 3	..	35 12 6	..	1,289 10 10	..	..	1,575 17 7
Halcombe	109	468	96	64,600	622 5	94 2	395 0	791 10 4	35 10 0	62 18 1	1 2 9	1,112 6 7	0 19 7	55 2 6	2,059 9 10
Through	..	725	..	..	19 7	7 12	..	34 4 7	..	2 7 9	..	185 17 1	..	..	222 9 5
Greatford	24	357	9	..	933 7	95 7	293 10	890 17 11	8 6 0	104 4 9	11 6 6	748 8 8	14 0 9	7 10 0	1,784 14 7
Through	..	514	..	100	19 5	5 4	..	67 14 10	..	31 14 10	..	267 4 6	..	..	366 14 2
Marton	438	1,281	403	18,800	2,320 18	398 19	120 0	2,209 18 5	32 14 0	258 8 7	36 11 3	2,197 8 7	5 14 6	6 10 0	4,747 5 4
Through	..	983	..	..	68 13	19 5	..	196 17 10	..	18 19 5	..	607 5 7	..	..	823 2 10
Hunterville	98	2,883	266	395,100	339 13	283 16	78 2	1,084 12 0	2 0 0	83 0 0	6 14 11	1,602 6 7	2 9 10	20 10 3	2,801 13 7
Through	..	479	..	..	1 8	31 10	..	100 8 9	..	5 4 4	..	899 8 1	..	..	1,005 1 2
Mangaonoho	..	4,178	448	1,726,600	71 18	220 1	2 7	1,988 3 5	5 0 0	66 9 0	4 9 9	3,590 14 3	23 10 8	6 0 0	5,684 7 1
Through	..	595	..	6,700	0 4	1 17	..	187 8 0	..	9 18 10	..	533 18 5	..	..	731 5 3
Turakina	102	1,900	2	100	703 15	65 9	18 1	494 18 9	3 9 6	30 4 1	2 2 4	570 10 4	2 16 10	..	1,104 1 10
Through	3	..	..	..	73 7	1 15	..	25 6 1	..	44 4 10	..	205 12 1	..	..	275 3 0
Fordell	96	3,912	11	7,500	707 5	84 0	34 15	584 11 1	16 19 6	119 19 0	2 1 1	538 4 0	9 16 11	..	1,271 11 7
Through	..	..	..	..	..	0 7	..	37 18 0	..	8 4 11	..	65 9 7	..	..	111 12 6
Aramoho	53	348	101	1,200	580 17	1,440 2	975 10	1,775 2 5	11 5 8	119 2 4	41 1 7	1,047 3 10	7 9 10	368 18 8	3,370 4 4
Through	..	..	..	..	2 0	19 8	..	279 6 1	..	5 12 10	..	68 11 9	..	..	353 10 8
Wanganui (Coaching)	..	..	..	..	..	..	..	10,035 9 2	624 6 2	1,153 9 2	234 9 6	*Cr.* 67 8 8	8 5 3	801 13 7	12,790 9 2
Through	..	..	..	..	..	..	..	1,809 0 7	..	92 13 3	..	*Cr.* 76 0 5	0 15 7	..	1,826 9 0
Wanganui (Goods)	261	78	54⅓	890,500	3,596 12	6,999 10	4,493 0	..	..	..	..	13,206 18 5	1,439 17 7	118 13 9	14,765 9 9
Through	8	..	..	..	24 15	15 13	..	..	..	..	..	183 0 5	..	..	183 0 5
Wanganui (H. Office)	..	..	..	..	..	..	..	..	4 10 0	..	117 2 6	..	129 18 6	..	251 11 0
Kai Iwi	56	1,406	189	2,000	330 12	21 11	..	144 5 3	1 0 0	116 15 1	0 1 0	463 6 0	0 1 9	0 12 6	726 1 7
Through	..	..	..	..	..	..	..	7 0 4	..	0 3 0	..	224 19 0	..	..	232 2 4
Waitotara	307	1,578	51	600	349 19	91 18	..	563 8 11	4 10 0	78 8 6	5 19 8	555 9 9	5 3 8	..	1,213 0 6
Through	..	..	..	..	1 14	3 15	..	33 10 3	..	5 6 10	..	324 1 1	..	..	362 18 2
Waverley	229	1,390	..	600	774 13	533 3	6 0	961 19 4	9 0 0	95 5 8	12 17 2	1,013 19 3	3 13 11	..	2,096 15 4
Through	21	..	..	..	0 3	28 17	..	132 17 0	..	9 6 2	..	780 4 2	..	..	922 7 4
Patea	116	..	11	60,500	696 1	3,978 10	4,614 9	1,125 17 3	34 1 0	95 11 10	18 4 10	4,152 8 8	183 4 2	162 16 0	5,772 3 9
Through	..	..	..	..	13 18	1 18	..	176 14 6	..	6 7 5	..	1,094 19 6	..	..	1,278 1 5
Hawera	261	2,376	5	202,800	2,642 6	1,423 7	124 3	6,437 6 3	27 9 0	546 17 11	87 9 9	3,360 2 8	28 3 4	23 18 9	10,511 7 8
Through	..	..	..	..	0 10	7 16	..	926 16 4	..	44 5 0	..	2,381 4 0	..	..	3,352 5 4
Normanby	28	250	113	17,600	1,539 13	587 12	210 19	629 18 9	1 15 0	28 6 2	3 15 2	1,067 13 1	4 3 8	15 15 0	1,751 6 10
Through	..	..	..	..	2 0	0 12	..	45 1 11	..	4 13 3	..	2 2 5	..	..	51 17 7
Eltham	2,617	441	218	822,800	2,808 4	847 2	440 8	2,054 7 5	22 9 0	75 10 5	28 3 11	2,553 13 11	27 15 0	96 16 7	4,858 16 3
Through	..	..	..	..	5 15	2 11	..	346 17 8	..	3 13 2	..	9 19 6	..	..	360 10 4
Stratford	..	1,793	134	2,286,000	893 12	1,163 14	184 17	3,797 11 4	49 14 9	211 15 2	60 11 5	3,152 7 9	141 1 10	660 4 4	8,073 6 7
Through	..	..	..	..	7 11	2 7	..	698 7 0	..	22 7 0	..	62 9 8	..	..	783 3 8
Midhirst	125	10	94	2,983,000	406 12	114 3	1,032 15	512 11 1	4 10 0	13 7 4	0 6 2	2,279 16 2	0 2 4	3 15 0	2,814 8 1
Through	..	..	..	..	0 11	0 12	..	25 4 3	..	0 8 11	..	1 13 9	..	..	27 6 11
Inglewood	65	542	226⅔	3,517,800	581 1	1,187 1	9,254 0	1,739 11 2	10 12 2	90 12 8	20 2 9	3,902 18 8	4 11 1	9 2 6	5,777 11 0
Through	..	..	..	..	..	3 2	..	287 3 2	..	7 5 5	..	26 12 10	..	..	321 1 5
Waitara	381	65	1	302,100	1,166 9	2,583 12	3,123 0	1,426 2 9	9 6 0	56 16 6	5 6 0	2,595 15 5	20 3 11	60 19 10	4,174 10 5
Through	..	..	..	..	..	1 0	..	174 6 2	..	1 13 9	..	2 19 2	..	..	178 19 1
New Plymouth (Coaching)	..	..	..	..	..	..	..	8,876 19 1	196 7 2	730 10 9	139 15 11	*Cr.* 44 8 7	5 2 3	116 10 0	10,020 16 7
Through	..	..	..	..	..	..	..	2,828 2 5	..	152 13 5	..	*Cr.* 1 12 4	..	..	2,979 3 6
New Plymouth (Goods)	308	34	6	158,200	4,959 0	11,383 3	1,837 1	..	..	..	..	7,188 0 3	380 2 7	95 16 7	7,663 19 5
Through	..	..	..	..	1 8	8 15	..	..	..	..	..	62 12 4	..	..	62 12 4
Breakwater	..	..	..	759,500	1,562 4	11,399 11	3,168 1	..	..	..	..	2,748 3 1	..	..	2,748 3 1
Accountant	..	..	..	..	..	..	..	870 1 1	2,350 14 9	..	3,098 14 4	*Cr.* 80 13 0	1,906 0 10	1,698 2 4	9,843 0 4
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	15,755	118,865	7,716⅓	61,857,100	69,694 1	124,117 4	82,286 7	175,603 15 8	11,856 13 1	18,855 9 10	6,299 16 7	253,598 14 5	5,693 14 3	9,742 6 7	481,650 10 5
Westland Section—															
Hokitika	9	93	..	195,500	245 13	1,229 9	65 5	2,101 13 5	44 5 0	99 2 11	31 6 8	1,034 6 9	13 14 0	16 5 0	3,340 13 9
Kumara	3	18	117	5,412,700	8 17	336 17	655 19	823 11 1	1 0 0	20 12 7	6 13 3	2,464 8 9	4 4 4	11 7 6	3,331 17 6
Greymouth	222	2	25⅔	676,600	4,900 12	13,954 3	1,028 10	5,838 3 7	120 15 3	565 0 3	135 5 7	16,751 2 10	2,096 10 2	362 4 0	25,869 1 8
Brunner	..	..	24	2,308,600	107 0	276 18	122,591 10	996 2 10	13 8 0	15 3 7	6 15 4	12,978 8 11	3 2 2	99 5 0	14,112 5 10
Stillwater	..	..	17	4,749,700	3 3	82 16	1,613 5	244 3 3	4 1 6	11 18 0	3 17 3	2,794 4 11	0 1 5	13 8 0	3,071 14 4
Ngahere	62	6	42	175,300	23 16	134 12	90,933 15	930 4 7	14 3 4	19 6 0	1 16 10	11,592 6 10	0 15 2	1 0 0	12,559 12 9
Carried forward	296	119	225⅔	13,518,400	5,289 1	16,014 15	216,888 4	10,933 18 9	197 13 1	731 3 4	185 14 11	47,614 19 0	2,118 7 3	503 9 6	62,285 5 10

INWARD.																
Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	Stations.
													Ts. c.	Ts. c.	Ts. c.	**Wellington-Napier-New Plymouth Section**—*continued.*
96,897	1,145	111	3,332	64	1,407	7,740	606	729,117	4,446	50,399	1,392⅔	19,091,600	20,337 19	43,328 14	34,327 1	Brought forward.
579	11	2	49	2	10	249	4	1,504	26	..	5	801,900	190 1	199 7	29 18	Mangatainoka.
9	..	..	..	..	..	7	..	..	..	..	..	..	..	3 4	..	Through.
3,231	211	17	268	9	9	655	42	3,454	4,239	8	37	347,700	926 7	1,030 13	250 3	Woodville.
60	6	..	9	..	..	2	..	66	47	..	..	..	0 10	341 4	..	Through.
5,881	143	48	570	12	119	642	92	3,954	4	..	8	323,400	2,303 10	2,777 9	378 9	Dannevirke.
185	8	1	13	1	..	..	..	4	..	..	1	..	28 4	338 2	6 4	Through.
1,357	18	4	73	1	46	152	..	2,456	..	..	2	41,000	427 5	299 16	8 19	Makotuku.
9	1	..	4	..	..	..	..	..	..	..	..	..	..	14 2	..	Through.
2,339	13	6	111	5	7	51	..	725	..	..	..	41,600	550 14	589 14	17 10	Ormondville.
24	..	..	..	..	..	..	..	..	..	..	..	..	..	6 8	..	Through.
2,514	62	13	204	7	19	62	72	1,882	1	..	83⅓	39,800	536 11	608 1	160 11	Takapau.
16	1	..	4	..	..	31	..	39	..	..	..	..	..	15 17	..	Through.
3,342	133	14	317	19	23	283	49	2,836	8	9	330⅓	626,600	661 16	814 18	278 10	Waipukurau.
27	..	..	1	..	..	..	..	50	..	..	1	..	..	1 19	..	Through.
3,477	63	11	185	4	11	75	1	353	15	..	196⅔	92,400	622 5	976 18	139 15	Waipawa.
16	..	..	1	..	..	..	..	..	..	..	..	..	..	6 18	..	Through.
2,088	46	6	113	2	..	74	..	1,108	1	..	17⅔	218,300	382 18	406 0	27 3	Kaikora.
5	5	..	..	..	..	..	..	..	..	..	..	..	..	0 6	..	Through.
1,313	20	2	79	..	..	60	..	704	6	..	4	60,900	237 11	218 9	459 8	Te Aute.
4	..	..	..	..	..	..	..	..	..	..	..	..	..	0 1	..	Through.
4,009	293	13	513	1	60	546	3	10,313	1	318	725	1,730,800	1,919 17	2,221 5	4,017 8	Hastings.
44	25	..	2	..	..	18	..	31	..	..	..	..	2 8	5 15	..	Through.
492	6	..	63	..	..	96	..	29,475	..	903	1,036⅔	266,500	121 14	279 16	155 17	Farndon.
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Through.
4,945	158	9	462	2	70	181	..	516	6	113	370⅔	2,592,300	578 17	672 6	3,420 13	Napier.
69	3	..	10	..	..	..	..	..	..	..	..	..	..	12 0	..	Through.
393	2	3	13	2	71	576	3	21,708	..	29,435	322⅓	5,790,900	2,083 12	9,306 4	40 12	Spit.
1	..	..	..	..	..	..	..	..	..	..	..	..	..	0 10	..	Through.
897	47	5	54	1	11	349	6	2,503	..	..	26	63,300	546 19	376 6	136 1	Ashhurst.
110	..	..	7	..	..	..	..	54	..	..	..	..	6 0	128 12	..	Through.
5,186	320	35	553	30	100	2,063	186	44,490	207	14	220⅓	5,762,200	2,421 3	2,245 12	2,149 2	Palmerston North.
4,156	59	10	191	3	13	169	1	1,452	..	..	2	27,800	2,182 18	4,369 1	72 1	Through.
353	..	1	31	3	41	41	..	35,900	..	..	11	23,900	84 14	89 17	332 2	Longburn.
6,475	369	16	416	10	33	8,599	106	121,128	1,226	10,800	30⅔	304,100	1,416 12	951 7	188 3	Through.
1,634	85	10	132	13	363	146	..	3,830	106	3,177	102	578,600	889 12	1,144 5	2,864 15	Foxton.
399	4	..	6	..	..	..	..	..	..	..	..	12,300	15 0	47 7	22 6	Through.
5,135	177	11	278	19	26	785	44	3,815	35	50	4	1,998,300	1,631 15	1,339 10	1,064 3	Feilding.
1,608	19	26	14	..	..	68	1	148	..	..	1	900	620 16	2,063 13	96 9	Through.
1,747	7	1	69	1	..	72	..	174	..	..	..	34,300	215 17	273 18	64 7	Halcombe.
139	1	..	4	..	..	..	..	271	..	..	..	..	46 5	87 14	10 5	Through.
1,113	98	3	65	5	..	31	..	60	1	..	12	692,500	132 16	507 4	575 3	Greatford.
215	16	3	13	..	..	6	..	72	..	..	..	27,400	54 9	60 10	8 19	Through.
1,345	71	6	170	4	1	169	..	724	..	28	408	476,900	817 9	1,087 19	743 18	Marton.
556	3	..	12	..	..	12	..	182	..	..	..	..	97 3	140 4	17 18	Through.
2,477	20	5	178	5	39	50	21	813	8	5	33	400,000	863 10	970 19	429 5	Hunterville.
259	8	..	4	..	..	61	..	92	..	..	..	400	9 1	88 8	5 4	Through.
2,203	50	6	172	27	123	388	203	2,406	..	..	..	97,000	3,022 13	2,787 11	808 12	Mangaonoho.
195	2	1	12	2	..	192	..	132	..	..	..	..	6 16	83 1	4 2	Through.
1,090	2	1	90	2	4	40	..	173	2	165	62	62,100	270 7	296 17	285 7	Turakina.
57	..	..	2	..	..	..	..	131	..	..	..	..	11 10	3 8	..	Through.
1,043	15	..	67	5	1	28	..	3,420	179	..	54	271,500	366 14	428 2	125 3	Fordell.
36	11	..	3	..	..	..	..	20	..	..	..	..	..	3 14	..	Through.
451	26	5	79	..	14	367	13	13,178	221	26	208	146,900	329 19	152 17	1,417 13	Aramoho.
30	5	..	7	..	..	..	..	..	..	..	..	..	..	16 10	..	Through.
4,414	291	11	389	..	..	..	..	..	..	..	..	..	..	..	..	Wanganui (Coaching).
1,324	50	1	32	..	..	..	..	..	..	..	..	..	..	..	..	Through.
..	..	..	..	5	227	929	59	70,559	935	17,122	817	6,171,300	2,467 10	2,293 10	465 16	Wanganui (Goods).
..	..	..	..	..	..	30	4	185	..	..	..	65,100	..	101 7	..	Through.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Wanganui (H.Office).
267	33	2	57	2	..	10	..	852	40	..	45⅓	94,500	77 7	91 15	101 16	Kai Iwi.
3	..	..	2	..	..	..	..	20	..	..	..	..	..	0 1	..	Through.
993	16	5	120	3	1	99	114	1,171	26	2	73	157,300	238 4	480 3	240 12	Waitotara.
26	2	..	3	..	..	7	..	114	..	..	..	..	1 0	1 6	..	Through.
3,771	84	2	98	5	9	186	..	1,860	52	16	116	532,300	668 17	619 10	823 0	Waverley.
172	4	1	..	..	..	70	..	247	..	..	..	..	4 10	9 6	..	Through.
1,568	95	3	88	5	1	144	4	1,357	..	3,962	77	704,900	896 7	1,525 12	1,422 18	Patea.
83	..	..	1	..	..	2	..	..	..	..	..	..	..	8 18	..	Through.
4,276	210	7	324	12	11	321	1	3,675	176	1	307⅔	2,717,300	1,691 9	3,575 14	10,220 0	Hawera.
584	14	..	16	..	..	41	..	166	..	..	..	..	7 0	87 0	9 16	Through.
677	22	..	58	1	..	65	5	513	..	..	9	160,700	325 12	452 9	79 6	Normanby.
29	1	..	5	..	..	..	..	..	..	..	..	..	..	4 4	..	Through.
3,720	14	2	126	12	13	116	3	1,284	327	..	2	989,100	1,709 19	2,266 19	830 8	Eltham.
171	..	..	7	..	..	89	..	4	..	..	..	..	..	21 0	..	Through.
4,148	75	12	263	21	87	257	..	3,007	386	12	83	274,700	2,558 12	3,898 11	5,306 16	Stratford.
409	2	..	21	..	..	92	..	..	..	..	..	..	..	47 8	6 0	Through.
1,109	1	..	49	2	16	2	2	131	..	..	7	101,800	521 3	585 9	339 13	Midhirst.
14	..	..	..	..	..	..	..	..	..	..	..	..	..	3 4	..	Through.
2,535	13	2	195	4	16	50	..	1,054	460	..	2	232,600	1,660 9	1,644 11	1,177 15	Inglewood.
147	..	..	5	..	..	26	..	..	..	..	..	..	4 0	10 13	..	Through.
641	15	..	100	..	4	271	307	19,300	10	2,189	152	517,000	1,697 1	662 18	177 14	Waitara.
79	..	..	4	..	..	..	..	133	..	..	..	..	8 10	3 10	..	Through.
2,854	207	9	252	..	..	..	..	..	..	..	..	..	..	..	..	New Plymouth (Coaching)
605	27	1	19	..	..	..	..	..	..	..	..	..	..	..	..	Through.
..	..	..	..	6	54	515	..	3,621	2,558	116	817⅔	6,097,400	7,181 15	14,667 13	5,945 18	New Plymouth (Goods).
..	..	..	..	..	..	..	..	..	..	..	..	..	2 19	29 14	..	Through.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,809 17	..	Breakwater.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Accountant.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General.
207,456	4,964	463	11,259	339	3,060	28,408	1,952	1,154,211	15,755	118,865	7,716⅓	61,857,100	69,694 1	124,117 4	82,286 7	Totals.
																Westland Section—
1,252	86	6	98	10	..	74	..	1,849	115	2	37	224,400	185 9	7,591 14	2,460 0	Hokitika.
1,499	22	1	35	1	23	2	..	271	36	..	2⅔	115,000	1,304 10	1,300 18	2,615 0	Kumara.
1,536	123	5	201	10	17	211	21	3,229	274	269	47	17,111,700	141 9	1,322 10	210,581 11	Greymouth.
681	..	..	35	2	21	1	1	..	..	..	142⅔	91,500	634 7	699 18	9 16	Brunner.
259	6	..	26	..	..	51	2	218	24	..	2	74,700	39 8	75 1	6 0	Stillwater.
1,756	11	..	40	8	11	6	1	186	36	..	6	427,500	603 18	1,578 18	994 12	Ngahere.
6,983	248	12	435	31	72	345	25	5,753	485	271	237⅓	18,044,800	2,909 1	12,568 19	216,666 19	Carried forward.

RETURN No. 12—*continued.*

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1902—*continued.*

Stations.	Hours open.	No. of Hands employed.	Traffic Expenditure.	NUMBER OF TICKETS. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	OUTWARD. Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.
WESTLAND SEC.—*contd.*			£ s. d.																		
Brought forward	..	45	10,094 11 6	5,609	6,666	50,504	64,733	127,512	805	12,070	229	25	475	38	172	349	4	4,617	296	119	225⅜
Ahaura	10½	1	160 4 8	244	361	1,639	2,547	4,791	4	508	6	..	44	6	3	4	2	1,137	16	29	..
Totara Flat	10½	1	170 19 3	179	175	1,221	1,472	3,047	..	428	10	..	56	3	7	118	71	922	159	49	..
Reefton	12	4	605 6 1	942	805	4,773	7,004	13,524	60	868	56	1	49	5	5	4	..	403	49	10	2
Moana	8	1	185 19 2	31	29	680	638	1,378	9	290	8	3	12	..	..	131	..	907	88	64	23
Otira	8	1	168 6 11	451	207	3,666	3,381	7,705	12	192	53	1	21	..	..	28	..	..	..	..	..
Accountant	..	..	..	..	91	..	262	353	6	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	1,148 10 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	58	12,533 17 11	7,456	8,334	62,483	80,037	158,310	896	14,356	362	30	657	52	187	634	77	7,986	608	271	250⅜
WESTPORT SECTION—																					
Westport	13	29	7,504 10 4	137	356	11,940	18,151	30,584	81	2,688	8	1	80	3	50	4	1	103	..	..	6
Waimangaroa Junc.	11	3	393 10 10	41	71	4,751	7,804	12,667	32	1,147	3	1	41	1	..	2	..	..	..	..	620
Granity	11	2	232 10 9	35	107	2,762	6,603	9,507	3	166	5	..	25	..	38	..	..	..	..	..	51
Head Office	..	..	..	..	..	..	252	252	..	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	714 9 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	34	8,845 1 8	213	534	19,458	32,810	53,010	116	4,001	16	2	146	4	88	6	1	103	..	..	677
NELSON SECTION—																					
Port	9	9	1,423 0 8	..	..	..	..	..	..	16	..	..	..	..	..	1	..	58	96	..	..
Nelson	9	5	820 0 10	784	2,079	10,595	15,368	28,826	222	3,016	9	15	142	8	2	2	..	..	..	11	..
Richmond	9½	1	236 9 5	229	170	3,375	4,295	8,009	115	296	..	1	44	4	149	4	1	184	..	284	50
Wakefield	10½	1	156 7 10	55	145	2,142	3,946	6,288	51	513	2	1	82	2	13	13	2	701	17	450	530
Belgrove	11½	3	446 13 11	221	306	6,558	8,032	15,117	..	116	..	1	36	1	4	..	..	245	..	298	50
Motupiko	9	1	163 9 5	303	60	1,218	1,781	3,362	1	139	3	12	78	1	..	5	..	590	1	863	16
Head Office	..	..	..	..	13	1	180	194	3	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	261 1 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	20	3,507 3 7	1,592	2,773	23,889	33,542	61,796	392	4,096	14	30	382	16	168	25	3	1,778	114	1,906	646
PICTON SECTION—																					
Picton	14	8	1,289 11 2	1,669	2,610	7,857	12,028	24,164	125	387	27	4	102	3	36	8	1	403	2	215	881
Blenheim	11	2	439 10 11	1,384	3,077	5,942	9,732	20,135	..	813	43	3	125	1	811	1	2	37,746	82	6,154	31
Head Office	..	..	..	..	1	..	168	169	4	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	265 9 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	..	10	1,994 12 0	3,053	5,688	13,799	21,928	44,468	129	1,200	70	7	227	4	847	9	3	38,149	84	6,369	912
HURUNUI-BLUFF SEC.—																					
Lyttelton (Coaching)	17	16	2,889 15 1	16,661	26,951	31,311	89,140	164,063	3,985	1,774	221	4	549	..	..	..	..	..	..	..	..
" (Goods) as required	as required	67	18,077 6 7	..	..	..	..	..	..	..	..	..	..	29	33	1,640	1	14,778	419	77,283	44
" (Wharf)				..	..	..	..	..	..	..	..	..	..	6	..	837	3	1,053	..	7,945	..
Heathcote	12½	3	520 12 4	567	1,264	2,433	11,597	15,861	1,500	719	..	..	103	..	4	..	..	..	..	200	..
Woolston	12½	2	305 11 4	852	1,017	2,155	9,675	13,199	756	305	..	..	10	..	8	..	..	..	..	10,239	..
Opawa	13	1	184 3 10	919	2,767	2,497	7,538	13,716	888	425	..	..	14	..	..	..	..	..	..	..	..
Christch. (Pass.)	18	69	11,499 7 1	26,911	67,702	79,078	186,172	359,863	18,010	..	..	..	..	..	..	..	..	..	..	..	..
" (Parcels)				..	..	..	..	..	..	86,236	585	237	1,410	..	..	..	..	..	..	..	..
" (Goods) as required	as required	86	17,508 7 1	..	..	..	..	..	..	..	..	..	..	206	92	301	..	113	41	22,963	19
(D. T. Mgr.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Addington	14	10	1,444 19 11	698	843	4,949	4,783	11,273	604	1,757	157	23	269	12	10	3,457	676	32,762	6,916	4,502	5
Papanui	12½	2	315 10 5	1,798	1,652	9,551	4,240	17,241	37	1,129	11	1	135	1	10	12	1	345	..	120	2
Styx	12	1	170 19 6	219	21	1,558	150	1,948	..	207	..	..	22	..	22	3	1	..	..	1,404	..
Belfast	12	2	307 3 10	199	66	3,892	1,636	5,793	9	224	4	..	74	2	30	19	20	1,182	75	9,283	..
Kaiapoi	12½	6	902 4 2	829	1,062	10,288	14,520	26,699	290	2,413	28	1	94	2	126	44	..	6,075	1,396	1,882	..
Rangiora	12	5	773 9 5	1,589	1,216	7,840	11,247	21,891	110	3,304	77	4	266	1	70	164	23	16,027	2,025	1,902	8
Cust	16	1	189 7 5	130	318	971	1,627	3,046	17	461	3	..	19	..	5	9	1	5,001	75	295	..
Bennett's	13½	2	318 19 5	167	304	1,309	2,583	4,363	1	299	1	..	3	..	16	..	..	8,418	2	538	18
Oxford East	14½	1	171 8 11	127	185	1,173	1,712	3,197	12	816	11	1	35	1	52	56	..	13,592	262	378	94
" West	15	4	565 16 9	286	269	1,932	2,460	4,947	..	726	..	..	34	1	26	2	1	..	..	104	620
Sefton	12	1	169 18 11	96	217	1,057	1,503	2,873	20	564	5	1	50	..	6	7	1	1,711	260	140	3
Amberley	12½	3	358 7 4	356	626	2,027	2,980	5,989	45	2,193	28	8	187	3	43	247	40	122,963	425	3,621	4
Waikari	15	5	721 0 11	1,232	1,202	6,336	6,257	15,027	57	1,731	48	12	175	2	15	198	3	61,681	57	4,802	2
Culverden	10	3	367 0 11	599	434	1,659	1,182	3,874	..	1,355	75	16	257	1	3	896	..	62,605	14	5,484	..
Hornby	15	3	331 0 4	223	290	3,793	4,657	8,963	35	650	291	..	76	..	7	70	..	1,012	72	6,220	1
Prebbleton	10	1	268 10 5	105	49	1,365	1,350	2,869	3	461	..	..	10	..	158	..	..	6	36	..	..
Lincoln	10½	3	365 17 2	483	264	1,715	1,619	4,081	4	1,006	12	1	22	2	66	68	20	15,824	297	780	40
Springston	10	1	287 12 11	78	90	870	1,432	2,470	3	412	2	..	33	..	16	11	1	1,310	542	105	..
Ellesmere	10	1	161 12 9	92	69	393	583	1,137	10	237	8	1	15	..	67	77	6	9,321	695	408	..
Doyleston	11	1	183 6 1	55	115	785	1,842	2,797	30	1,025	2	..	9	..	101	47	1	3,088	238	143	..
Leeston	11	3	382 13 6	207	435	1,443	3,364	5,449	26	804	22	..	65	..	20	37	32	10,948	4,648	356	1
Southbridge	12	4	651 9 1	267	502	1,657	4,681	7,107	16	1,511	8	..	52	1	16	10	..	10,668	1,477	366	2
Little River	11	3	422 17 0	814	1,832	3,035	4,629	9,810	22	1,047	57	20	74	1	..	688	4	45,660	1,073	603	323⅜
Templeton	13	1	168 6 6	54	93	1,037	2,628	3,812	15	162	12	..	32	..	64	5	..	80	27	14	1
Rolleston	13	2	358 5 7	146	97	1,182	1,263	2,688	4	156	14	2	47	..	39	39	..	225	11	153	..
Kirwee	10½	1	190 9 10	178	384	760	1,947	3,269	46	391	6	..	48	..	23	17	3	3,820	151	370	14
Darfield	12	2	414 10 6	420	566	2,286	3,417	6,689	37	1,380	70	3	80	1	170	90	2	5,812	63	1,158	7
Sheffield	13	2	229 1 2	104	116	1,001	1,101	2,322	38	428	13	..	72	1	62	48	..	9,342	163	1,207	121
Springfield	14	4	551 9 2	872	723	4,305	4,894	10,794	1	701	27	2	79	1	23	23	..	588	37	1,560	239
Coalgate	13½	1	161 10 7	118	181	690	1,349	2,338	63	346	26	5	42	..	3	40	..	12,896	48	597	..
Burnham	12½	1	163 3 3	53	168	433	1,362	2,016	15	215	1	..	40	..	..	20	..	2,784	47	223	..
Selwyn	12	1	212 3 6	7	37	294	846	1,184	92	356	1	..	9	1	4	32	3	5,644	295	153	..
Dunsandel	12	2	358 16 10	151	385	1,215	3,331	5,082	80	504	82	3	54	..	22	151	12	18,886	221	553	..
Rakaia	12½	5	973 1 5	318	639	3,001	5,131	9,089	24	1,203	16	2	81	8	11	64	3	53,788	561	3,452	4
Methven	15	2	468 8 11	203	283	1,740	2,415	4,641	14	545	32	1	80	1	2	106	2	37,190	208	1,626	..
Chertsey	12½	1	283 1 10	70	93	851	1,581	2,595	12	317	13	1	19	1	1	36	3	15,191	44	3,978	1
Ashburton	14	15	2,317 14 3	2,410	2,986	16,993	18,303	40,692	272	8,381	235	20	346	11	30	522	..	18,449	625	2,218	9
Tinwald	11½	1	164 8 8	136	53	1,986	945	3,120	43	469	39	2	49	..	35	233	6	68,899	1,356	2,529	1
Mt. Somers	12	1	208 9 7	73	158	444	805	1,480	1	505	10	2	55	..	107	48	..	7,538	30	2,285	248
Winslow	11	1	167 10 6	29	36	547	506	1,118	50	162	10	2	14	..	..	238	22	6,776	1,288	560	..
Hinds	11	1	191 2 6	126	235	1,167	1,598	3,126	6	369	3	1	57	1	3	23	..	25,003	208	1,829	1
Rangitata	10½	1	167 3 5	95	178	778	1,331	2,382	..	316	15	4	88	1	1	180	..	11,236	..	1,652	21
Orari	11	3	400 15 1	540	898	2,725	4,829	8,992	30	1,009	33	3	97	2	2	79	..	6,384	51	1,475	4
Winchester	11	1	208 19 3	295	302	1,584	2,584	4,765	66	537	18	..	30	..	1	8	2	2,165	110	1,335	14
Temuka	11½	3	396 16 3	841	1,084	5,401	7,162	14,488	77	2,397	25	5	77	1	10	421	1	6,222	445	277	2
Carried forward	..	362	69,502 19 0	63,298	120,956	237,492	454,462	876,228	22,420	134,640	2,251	388	5,558	296	1,635	11,268	894	764,057	27,034	190,770	1,873⅜

Stations.	OUTWARD. Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, &c.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.
WESTLAND SEC.—*contd.*		Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	13,518,400	5,289 1	16,014 15	216,888 4	10,933 18 9	197 13 1	731 3 4	185 14 11	47,614 19 0	2,118 7 3	503 9 6	62,285 5 10
Ahaura	42,300	50 2	67 13	94 5	614 8 2	0 5 0	22 6 7	7 3 6	113 0 0	5 4 5	..	762 7 8
Totara Flat	809,800	187 7	108 14	1,355 6	381 0 5	..	25 4 0	5 2 11	828 11 3	16 16 8	28 15 0	1,285 10 3
Reefton	13,300	14 12	202 0	942 18	2,397 9 5	33 6 0	116 8 9	19 19 0	448 3 1	0 6 6	2 10 0	3,018 2 9
Moana	4,857,800	26 11	63 10	400 1	183 1 2	10 4 0	17 17 3	0 17 8	3,214 16 10	0 8 11	5 10 0	3,382 15 10
Otira	3,900	1 14	15 11	4 0	977 15 8	..	58 16 9	0 10 4	31 8 6	0 3 10	5 0 0	1,073 15 1
Accountant	..	..	..	..	101 6 10	515 18 8	..	623 5 0	..	*Cr.* 3 14 10	7 15 0	1,244 10 8
General	..	..	..	..	..	..	..	..	..	..	..	..
Totals	19,245,500	5,569 7	16,472 3	219,684 14	15,539 0 5	757 6 9	971 16 8	842 13 4	52,250 18 8	2,137 12 9	552 19 6	73,052 8 1
WESTPORT SECTION—												
Westport	123,600	1,270 16	2,757 10	651 0	2,274 2 3	43 4 6	77 1 2	11 2 11	3,415 16 11	2,700 18 11	208 17 0	8,731 3 8
Waimangaroa Junc.	872,100	249 8	431 18	226,147 19	848 18 1	19 7 0	41 9 3	0 3 9	25,498 5 5	2 4 1	26 2 6	26,436 10 1
Granity	226,100	100 0	144 9	227,938 13	959 7 0	2 7 0	14 5 11	0 10 9	29,319 0 10	15 15 11	29 18 6	30,341 5 11
Head Office	..	..	..	..	30 15 0	75 19 9	..	130 8 1	*Cr.* 0 14 0	..	71 0 6	307 9 4
General	..	..	..	..	..	..	..	..	..	..	..	..
Totals	1,221,800	1,620 4	3,333 17	454,737 12	4,113 2 4	140 18 3	132 16 4	142 5 6	58,232 9 2	2,718 18 11	335 18 6	65,816 9 0
NELSON SECTION—												
Port	51,900	1,670 15	1,365 17	2,205 8	..	..	0 17 3	7 17 3	3,455 15 2	629 2 8	78 10 0	4,172 2 4
Nelson	31,900	456 11	983 2	25 15	1,941 2 9	120 1 5	118 6 11	54 18 11	945 1 4	8 14 0	84 18 6	3,268 3 10
Richmond	9,800	1,980 2	264 9	1,272 2	438 15 6	70 13 0	11 12 6	8 7 10	729 0 2	0 2 9	3 15 0	1,262 6 9
Wakefield	547,600	438 5	207 19	235 2	532 12 7	43 7 0	19 13 9	7 4 0	945 10 9	1 12 4	5 15 0	1,555 15 5
Belgrove	482,000	157 12	70 6	188 15	1,130 1 7	..	6 17 1	0 15 1	458 8 6	0 1 7	3 10 0	1,599 13 10
Motupiko	17,100	7 3	111 6	5 0	513 10 6	0 10 0	25 12 7	0 4 2	264 2 5	7 17 8	..	811 17 4
Head Office	..	..	..	..	28 2 2	140 8 1	..	183 8 8	*Cr.* 0 2 0	*Cr.* 1 4 9	59 3 2	409 15 4
General	..	..	..	..	..	..	..	..	..	..	..	..
Totals	1,140,300	4,710 8	3,002 19	3,932 2	4,584 5 1	374 19 6	183 0 1	262 15 11	6,797 16 4	641 6 3	235 11 8	13,079 14 10
PICTON SECTION—												
Picton	134,500	480 11	1,603 13	3,449 10	2,037 7 0	11 4 9	32 8 2	22 16 6	2,864 16 0	715 3 8	63 15 0	5,747 11 1
Blenheim	25,000	5,796 2	584 3	465 19	1,703 17 10	..	53 6 4	18 1 5	2,882 1 8	53 1 7	235 1 4	4,945 10 2
Head Office	..	..	..	..	21 10 0	139 7 11	..	91 14 0	..	*Cr.* 0 1 10	31 5 0	283 15 1
General	..	..	..	..	..	..	..	..	..	..	..	..
Totals	159,500	6,276 13	2,187 16	3,915 9	3,762 14 10	150 12 8	85 14 6	132 11 11	5,746 17 8	768 3 5	330 1 4	10,976 16 4
HURUNUI-BLUFF SEC.—												
Lyttelton (Coaching)	..	..	..	..	11,079 12 11	1,136 0 0	275 7 7	123 5 9	*Cr.* 19 13 4	2 9 4	..	12,597 2 3
" (Goods)	23,205,100	63,840 4	85,551 3	112,664 13	..	..	..	..	72,741 14 5	8,355 14 6	737 0 1	81,834 9 0
" (Wharf)	2,017,600	3,022 4	10,423 14	6,349 5	..	..	..	..	2,070 17 9	..	506 17 2	2,577 14 11
Heathcote	500	1,464 13	39 13	763 19	527 14 8	296 14 6	27 9 9	10 0 6	417 16 1	6 2 11	51 5 0	1,337 3 5
Woolston	..	208 0	3,474 13	1,881 19	428 11 3	113 6 6	21 3 9	0 0 6	1,549 17 0	1 14 11	25 0 0	2,139 13 11
Opawa	..	0 3	0 15	..	444 5 5	205 10 0	15 19 3	..	0 16 6	0 2 2	..	666 13 4
Christch. (Pass.)	..	..	..	..	44,961 17 1	5,320 6 2	..	434 0 3	*Cr.* 146 2 9	12 1 10	4,038 2 0	54,620 4 7
" (Parcels)	..	..	..	..	..	..	5,830 13 10	1,785 14 8	*Cr.* 29 9 11	1 3 6	..	7,588 2 1
" (Goods)	1,941,500	13,481 14	25,635 15	2,173 9	..	..	..	..	26,898 10 4	611 4 10	616 17 8	28,126 12 10
(D. T. Mgr.)	..	..	..	..	..	41 6 2	..	36 13 9	..	0 0 3	..	78 0 2
Addington	414,500	22,031 14	995 13	476 4	1,247 5 3	141 8 1	251 4 9	32 18 1	7,648 19 4	139 3 5	226 5 0	9,687 3 11
Papanui	2,100	4,383 14	114 11	..	1,885 3 10	33 6 6	59 9 7	45 10 5	1,018 19 4	1 5 9	37 17 0	3,081 12 5
Styx	..	2,863 11	44 3	..	65 5 2	..	12 9 1	1 6 5	636 4 9	0 0 2	0 7 6	715 13 1
Belfast	91,300	7,054 12	12,105 2	21 3	252 9 1	29 7 0	19 13 4	..	7,155 9 7	1 13 6	79 5 0	7,537 17 6
Kaiapoi	126,200	19,697 16	323 11	304 11	2,124 6 6	87 3 6	166 15 7	28 5 2	5,259 8 1	31 2 10	114 16 0	7,811 17 8
Rangiora	240,000	7,132 6	449 19	1,300 15	2,360 17 3	173 17 0	252 2 4	50 7 10	3,110 19 10	17 19 10	76 18 6	6,043 2 7
Cust	2,400	1,423 5	33 19	12 5	448 16 1	10 12 0	28 19 6	..	582 19 11	1 4 4	2 5 0	1,074 16 10
Bennett's	..	1,851 14	19 3	..	472 19 7	0 10 0	16 7 2	0 0 8	716 7 10	0 5 5	0 10 0	1,207 0 8
Oxford East	400	284 19	26 1	..	507 1 3	5 17 6	134 19 3	0 1 6	562 0 0	0 2 8	6 5 0	1,216 7 2
" West	202,600	430 0	62 5	24 0	662 6 6	..	48 18 0	0 7 4	1,153 2 10	0 8 10	6 1 3	1,871 4 9
Sefton	..	3,123 12	94 14	4 13	347 18 4	23 0 0	31 16 8	0 1 5	953 16 6	0 7 11	28 15 4	1,385 16 2
Amberley	56,200	982 12	240 11	34 8	886 5 3	32 12 6	123 5 8	18 17 4	3,136 11 5	1 3 7	126 12 10	4,325 8 7
Waikari	9,500	1,743 10	145 2	4 15	2,620 2 2	9 8 9	137 18 5	11 9 3	3,199 15 0	0 15 1	47 10 0	6,026 18 8
Culverden	3,300	171 14	195 5	525 0	1,322 2 10	..	198 4 9	20 3 8	3,649 7 6	19 13 5	11 0 0	5,220 12 2
Hornby	2,000	2,394 9	14,459 0	3,624 12	552 17 5	57 0 6	308 11 5	4 8 9	6,544 12 0	2 3 8	64 15 0	7,534 8 9
Prebbleton	600	6,805 12	17 19	..	176 11 9	2 0 0	36 5 8	0 0 7	1,454 18 6	1 0 2	0 10 0	1,671 6 8
Lincoln	2,400	6,176 0	73 3	13 13	369 18 7	5 10 0	87 13 5	8 8 0	1,874 1 10	1 5 7	34 0 1	2,380 17 6
Springston	..	1,869 16	28 7	..	240 6 9	6 15 0	69 3 2	5 5 7	471 8 3	0 2 10	..	793 6 7
Ellesmere	..	4,286 0	34 6	24 8	112 18 7	7 0 0	14 13 0	0 1 6	1,283 9 4	1 12 1	6 0 0	1,425 14 6
Doyleston	..	2,417 14	54 2	4 0	369 13 9	25 11 0	177 11 3	2 4 6	857 3 5	1 0 7	..	1,433 4 6
Leeston	4,500	3,208 2	117 13	12 18	760 19 8	12 7 0	57 4 3	20 2 7	1,333 14 1	2 5 9	38 0 0	2,224 13 4
Southbridge	6,600	5,593 9	139 16	16 16	1,043 15 0	8 7 9	221 5 6	4 8 8	2,171 2 4	2 11 4	25 0 0	3,476 10 7
Little River	131,400	300 0	89 1	4 0	1,744 0 8	17 7 6	190 18 10	2 7 11	1,685 18 10	1 1 7	32 18 0	3,675 13 4
Templeton	..	6,372 11	84 12	..	382 12 1	8 4 6	24 16 3	4 2 9	1,971 17 4	0 2 0	5 15 0	2,397 9 11
Rolleston	..	2,834 0	33 12	10 0	411 8 10	2 0 0	30 4 0	6 14 10	772 9 9	1 17 1	3 7 6	1,228 2 0
Kirwee	17,500	2,940 2	45 15	..	478 11 7	27 18 6	23 16 2	2 9 9	972 1 8	0 3 11	4 10 0	1,504 11 7
Darfield	3,600	5,055 6	91 14	5,365 12	982 13 8	8 2 0	110 6 3	6 8 2	3,397 5 2	1 8 0	27 9 2	4,533 12 5
Sheffield	65,400	1,617 1	80 11	186 3	289 15 9	0 10 0	40 18 3	0 1 0	1,190 4 9	0 2 2	23 4 0	1,544 15 11
Springfield	14,300	269 9	97 8	1,268 7	1,930 8 7	1 0 0	84 3 2	2 12 10	1,276 15 4	1 9 8	..	3,296 9 7
Coalgate	1,200	1,494 2	41 16	192 9	393 15 10	8 2 6	50 3 11	..	872 4 11	0 1 11	14 5 6	1,338 14 7
Burnham	1,000	2,763 13	22 3	..	256 0 10	14 6 3	14 2 4	..	735 15 0	0 1 2	..	1,020 5 7
Selwyn	..	1,082 8	29 4	..	150 3 3	2 0 0	55 19 0	..	400 4 1	2 17 5	15 8 0	626 11 9
Dunsandel	1,700	8,041 7	157 9	..	924 8 9	20 10 0	66 2 10	8 11 4	1,887 8 11	0 16 0	28 16 0	2,436 18 10
Rakaia	1,200	24,188 4	204 18	95 19	1,535 9 10	56 10 0	74 2 11	28 4 5	10,445 8 3	13 8 6	97 15 0	12,250 18 11
Methven	..	2,813 15	90 1	4 16	897 1 5	6 2 6	71 18 8	0 8 5	2,622 8 0	8 11 8	85 5 0	8,636 9 10
Chertsey	2,400	6,069 14	7,082 14	4 0	380 3 4	10 1 3	27 15 8	5 7 3	9,928 5 10	2 15 7	50 8 2	10,404 17 1
Ashburton	138,200	21,853 14	1,264 6	231 4	8,120 13 11	112 17 4	699 19 9	198 14 3	11,027 11 7	69 14 10	373 12 4	20,603 4 0
Tinwald	700	8,526 5	106 0	100 10	201 0 8	26 2 6	58 15 2	0 1 2	5,805 19 5	0 1 4	44 10 6	6,136 10 9
Mt. Somers	282,400	74 2	66 7	4,359 9	293 12 9	3 15 0	41 6 8	0 0 4	2,698 1 3	0 3 9	2 7 8	3,039 7 5
Winslow	100	5,701 3	68 2	12 0	107 7 1	12 7 0	19 12 3	0 0 11	2,664 9 5	0 0 11	41 5 0	2,845 2 7
Hinds	2,900	2,121 3	79 6	22 14	426 15 5	0 17 6	24 11 6	..	1,589 16 7	0 17 5	..	2,042 18 5
Rangitata	2,800	2,562 12	47 16	..	441 15 3	..	49 5 3	6 11 8	1,083 10 8	0 10 11	200 1 6	1,781 15 8
Orari	..	3,735 3	154 0	3 0	1,769 18 10	25 1 4	106 11 9	27 4 9	1,222 5 2	0 16 0	1 10 0	3,153 7 10
Winchester	..	3,080 6	173 2	4 0	638 14 6	45 16 8	52 7 8	4 7 8	776 2 1	2 6 9	35 0 0	1,549 15 4
Temuka	6,700	9,235 2	196 3	177 3	2,359 1 3	73 2 2	182 17 6	50 6 1	2,147 11 4	1 13 6	73 13 4	4,888 5 2
Carried forward	29,002,800	305,673 16	165,215 18	141,778 12	101,327 16 0	8,267 11 11	10,726 6 3	2,999 0 2	224,932 8 1	9,324 4 8	8,019 17 1	365,597 4 2

Stations.	INWARD. Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Superficial Feet.	Grain.	Merchandise.	Minerals.
WESTLAND SEC.—*contd.*														Ts. c.	Ts. c.	Ts. c.
Brought forward	6,983	248	12	485	31	72	345	25	5,753	485	271	237½	18,044,800	2,909 1	12,568 19	216,666 19
Ahaura	1,026	12	..	42	6	3	11	..	844	82	..	..	179,200	331 18	800 14	1,392 18
Totara Flat	1,515	7	..	51	2	2	..	..	105	3	..	..	121,600	225 16	547 4	632 10
Reefton	1,954	74	16	86	12	93	255	4	1,078	38	..	2	736,100	1,624 8	1,951 4	357 11
Moana	1,748	6	..	23	1	7	1	..	191	..	..	..	21,700	246 7	410 15	373 7
Otira	1,130	15	2	20	..	10	22	48	15	..	..	11½	142,100	231 17	193 7	261 9
Accountant	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	14,356	362	30	657	52	187	634	77	7,986	608	271	250⅜	19,245,500	5,569 7	16,472 3	219,684 14
WESTPORT SECTION—																
Westport	1,132	7	1	46	1	..	..	..	..	..	..	460	452,700	208 0	300 9	453,381 11
Waimangaroa Junc.	1,246	3	1	64	1	86	2	1	..	..	..	57	213,900	696 9	1,777 3	891 9
Granity	1,623	6	..	36	2	2	4	..	103	..	..	160	555,200	715 15	1,256 5	464 12
Head Office	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	4,001	16	2	146	4	88	6	1	103	..	..	677	1,221,800	1,620 4	3,333 17	454,737 12
NELSON SECTION—																
Port	23	..	..	8	..	38	1	..	55	..	1,701	49	1,700	757 7	339 8	286 19
Nelson	598	1	13	127	5	115	2	..	347	..	193	512	1,004,500	1,896 4	1,002 2	3,160 17
Richmond	645	6	2	62	4	6	12	..	491	23	11	82	4,000	650 1	207 7	261 17
Wakefield	1,543	1	1	79	..	1	3	..	69	91	1	3	11,300	771 3	544 14	67 0
Belgrove	548	..	1	53	..	4	..	2	..	..	..	..	16,900	181 6	186 8	46 19
Motupiko	739	6	13	53	7	4	7	1	816	..	..	..	101,900	454 7	723 0	108 10
Head Office	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	4,096	14	30	382	16	168	25	3	1,778	114	1,906	646	1,140,300	4,710 8	3,002 19	3,932 2
PICTON SECTION—																
Picton	813	43	3	125	1	811	1	2	37,746	82	6,154	31	25,000	5,796 2	584 3	465 19
Blenheim	387	27	4	102	3	36	8	1	403	2	215	881	134,500	480 11	1,603 13	3,449 10
Head Office	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	1,200	70	7	227	4	847	9	3	38,149	84	6,369	912	159,500	6,276 13	2,187 16	3,915 9
HURUNUI-BLUFF SEC.—																
Lyttelton (Coaching)	7,068	194	5	592	..	..	..	..	..	..	..	..	..	..	..	..
" (Goods)	..	..	..	..	122	595	1,188	27	8,159	321	77,792	18	2,266,700	158,163 5	57,857 10	11,768 17
" (Wharf)	..	..	..	..	4	..	281	..	1,217	..	64,422	..	79,000	49,685 2	5,216 10	13 0
Heathcote	274	..	..	64	..	2	2	..	284	..	..	8	39,700	954 10	154 5	761 3
Woolston	150	..	..	20	1	40	1	..	1,000	..	6,311	9	5,000	736 2	7,010 17	4,212 18
Opawa	169	..	..	15	..	..	..	..	..	..	..	..	..	0 12	1 1	..
Christch. (Passengers)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" (Parcels)	20,399	439	68	1,166	..	..	..	..	..	..	..	..	..	..	..	..
" (Goods)	..	..	..	..	28	635	411	..	469	21	25,365	638	17,747,900	13,840 12	71,580 4	63,901 12
(D. T. Mgr.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Addington	5,166	226	10	270	2	61	5,772	135	227,596	16,571	6,705	133	2,589,800	21,175 17	1,016 7	8,541 14
Papanui	554	9	..	76	..	3	27	..	862	..	..	47	22,300	6,237 9	66 13	4,624 4
Styx	115	3	..	8	..	2	7	..	762	4	337	2	1,200	36 7	26 4	151 13
Belfast	377	1	..	22	..	11	72	2	258,758	115	1,982	6	322,500	1,408 12	749 1	5,155 10
Kaiapoi	1,916	6	2	82	3	113	13	..	316	93	1,114	61	902,700	2,321 0	1,913 14	4,947 14
Rangiora	4,843	87	4	149	7	122	78	..	740	116	2	79	86,300	2,269 19	893 16	2,590 19
Cust	1,801	3	1	27	3	..	4	1	262	..	..	13	16,600	369 7	168 0	346 16
Bennett's	1,603	20	2	28	2	1	7	..	479	..	..	..	24,700	449 15	170 14	742 10
Oxford East	1,545	6	2	68	2	1	12	..	543	2	..	..	21,500	274 2	280 10	271 14
" West	1,890	18	5	34	..	..	7	..	57	..	..	..	13,700	194 14	197 18	155 8
Sefton	1,051	5	1	46	2	8	5	..	307	..	880	9	50,300	248 18	108 8	667 3
Amberley	3,471	36	3	183	2	1	55	..	2,874	..	7	30	179,600	480 14	345 0	746 2
Waikari	5,962	71	26	267	10	33	192	41	6,502	78	..	69	791,500	806 8	1,619 3	4,150 5
Culverden	6,873	65	42	525	6	42	896	311	2,784	5	..	20	429,700	977 13	1,231 3	717 11
Hornby	505	213	1	70	2	30	122	12	182,399	728	101	9	45,700	275 3	820 13	975 6
Prebbleton	324	..	..	9	..	5	..	..	2	11	..	3	21,200	127 9	92 7	374 2
Lincoln	920	3	1	27	..	..	24	..	130	44	..	51⅜	88,600	416 2	186 16	1,058 19
Springston	444	2	..	21	1	..	..	..	804	248	..	6	24,200	125 9	104 6	375 18
Ellesmere	809	..	..	15	..	..	12	..	2,041	52	..	3	22,100	128 5	63 9	115 5
Doyleston	1,106	6	2	16	3	1	40	2	498	35	..	4	38,800	196 7	193 9	425 11
Leeston	2,557	27	2	75	3	1	44	..	1,615	649	..	65	192,000	387 18	378 16	1,465 4
Southbridge	2,255	10	3	78	3	1	10	..	1,333	239	..	19	58,100	226 10	315 12	579 1
Little River	3,455	49	35	107	4	9	189	79	7,914	644	..	5	151,600	651 19	426 18	527 19
Templeton	394	2	2	21	..	2	12	348	10,380	5,827	2	6	366,100	1,969 6	762 14	5,785 0
Rolleston	482	12	2	26	..	2	90	..	155	30	2	15	33,800	233 1	79 17	232 1
Kirwee	1,546	32	2	85	1	1	48	..	2,240	..	..	10	21,400	595 4	206 11	639 19
Darfield	3,386	31	8	92	4	2	76	..	993	6	..	36	96,300	554 9	359 3	908 1
Sheffield	1,811	17	9	61	1	11	39	1	1,347	..	..	17	45,200	426 5	279 18	438 14
Springfield	2,964	52	9	128	6	20	99	1	849	..	..	95	311,500	687 14	1,267 11	825 2
Coalgate	1,558	35	7	49	2	3	25	45	849	..	..	2	31,100	189 11	169 13	135 5
Burnham	589	4	..	34	..	..	4	..	58	..	..	4	23,200	92 12	86 4	195 12
Selwyn	378	6	1	21	..	..	12	..	205	74	..	3	12,600	215 1	95 11	274 12
Dunsandel	1,761	40	6	47	1	1	64	20	2,405	30	..	13	63,800	378 14	268 15	480 9
Rakaia	3,406	21	15	107	7	5	87	..	3,280	168	..	25	188,800	748 9	664 11	1,325 13
Methven	3,171	81	7	85	5	1	41	..	2,400	61	..	8	188,400	1,460 7	720 11	1,348 13
Chertsey	1,077	10	1	21	1	6	[illegible]	..	[illegible]	..	80	6	[illegible]	[illegible]	[illegible]	[illegible]
Ashburton	12,770	202	16	286	21	43	483	..	7,561	59	420	193	2,165,900	4,100 12	4,633 2	9,003 17
Tinwald	509	19	1	33	..	1	31	44	6,256	70	177	44	96,900	148 0	159 2	1,195 18
Mt. Somers	3,966	25	7	109	4	8	39	21	4,141	..	..	6	88,600	1,084 16	646 5	343 2
Winslow	358	4	5	7	8	..	25	..	7,811	..	17	8	49,700	476 9	161 9	779 16
Hinds	1,382	3	1	57	2	1	131	..	7,028	71	..	14	79,500	633 3	266 5	377 15
Rangitata	1,350	16	7	69	3	..	117	2	5,775	..	8	3	25,300	415 1	201 8	224 1
Orari	3,709	57	9	93	4	2	38	..	13,402	..	..	..	225,100	554 15	664 1	1,215 16
Winchester	1,118	5	7	22	..	2	54	..	8,330	..	522	1	27,200	359 0	457 7	646 10
Temuka	4,477	19	8	79	4	3	159	..	7,209	112	211	17	465,300	793 17	853 9	2,477 7
Carried forward	129,764	2,144	345	5,536	284	1,831	11,117	1,092	825,748	26,484	186,462	1,828⅜	30,889,800	279,516 5	166,488 14	149,047 8

RETURN No. 12—*continued.*

STATEMENT of REVENUE and EXPENDITURE of each Station for the Twelve Months ending 31st March, 1902—*continued.*

OUTWARD.

Stations.	Hours open.	No. of Hands employed.	Traffic Expenditure. £ s. d.	Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.
Hurunui-Bluff Section—*continued.*								
Brought forward	..	362	69,502 19 0	63,298	120,956	237,492	454,482	876,228
Washdyke	12	1	188 17 5	83	119	1,492	846	2,540
Pleasant Point	10	2	268 8 2	243	512	1,628	3,282	5,665
Albury	10	1	164 7 1	64	105	684	1,253	2,106
Fairlie	13½	3	482 12 2	494	653	2,669	3,603	7,419
Timaru (Coaching)	15	37	7,557 4 9	4,357	4,274	21,786	23,599	54,016
„ (Goods)				..	..	..	..	..
„ (Wharf)				..	..	..	..	..
St. Andrew's	12	1	210 17 1	171	322	2,045	2,577	5,115
Makikihi	10	1	188 14 8	96	117	1,407	1,748	3,368
Studholme	11	3	322 10 10	552	389	2,941	1,783	5,665
Waimate	12½	4	497 15 0	994	1,741	4,272	6,350	13,357
Morven	11	1	211 4 1	26	22	830	1,242	2,120
Glenavy	11½	2	461 9 4	93	131	1,271	2,125	3,620
Pukeuri Junction	12½	1	188 12 5	20	41	1,018	405	1,484
Duntroon	11	2	215 0 1	81	102	848	1,569	2,600
Kurow	14	4	588 19 7	353	452	3,199	4,076	8,080
Oamaru (Coaching)	16	38	..	2,871	3,046	28,483	23,492	57,892
„ (Goods)			5,478 8 11	..	..	..	..	..
Breakwater			1,277 18 4	..	..	..	..	..
Waiareka Junction	16½	2	308 18 0	84	32	1,450	438	2,004
Ngapara	10	1	191 4 7	67	79	680	1,105	1,931
Maheno	12½	3	319 7 9	139	283	1,798	2,424	4,644
Herbert	11½	2	228 1 5	60	113	1,185	2,129	3,487
Hampden	11½	2	256 6 11	159	176	1,884	2,660	4,879
Palmerston	21½	11	1,413 2 4	750	1,022	7,948	11,512	21,232
Lime Quarry	..	..	..	..	..	..	..	..
Dunback	9	1	219 7 4	44	31	498	399	972
Waikouaiti	14	3	420 13 9	243	238	1,942	2,453	4,876
Seacliff	14	2	255 9 3	151	205	1,731	2,744	4,831
Waitati	13½	2	289 6 10	182	227	1,830	2,179	4,418
Purakanui	14	1	183 17 10	14	6	503	1,192	1,715
Port Chalmers Upper	13	1	165 0 10	583	2,015	2,394	11,198	16,190
Sawyers' Bay	18½	2	391 3 5	355	1,281	2,482	7,739	11,857
P.Chalmers (Coch'g)	18	18	4,926 10 1	2,793	10,720	10,836	44,052	68,401
„ (Goods)				..	..	..	..	..
Burke's	18	2	322 13 3	141	352	739	2,727	3,959
Ravensbourne	18	2	453 9 4	533	3,737	3,193	23,177	30,640
Pelichet Bay	18	2	395 8 7	636	2,418	5,498	16,464	25,016
Dunedin (Pass.)	24	84	13,282 9 9	16,045	44,289	91,364	157,318	309,016
„ (Parcels)				..	..	..	..	..
„ (Goods)	9	108	15,198 8 1	..	..	..	..	..
„ (Traf. Supt.)	..	..	..	..	..	..	..	..
Caversham	19	2	445 11 7	612	1,314	5,374	10,858	18,158
Cattle-yards	19	4	627 14 9	333	1,271	2,715	3,665	7,984
Burnside	19	3	425 5 5	609	3,636	2,973	14,954	22,172
Abbotsford	20½	3	526 15 5	439	1,522	2,673	11,483	16,117
Wingatui Junction	19	3	364 19 4	215	401	2,645	4,883	8,144
Middlemarch	11	2	236 5 5	219	195	871	750	2,035
Hyde	12½	2	905 16 10	788	544	3,139	2,932	7,403
Ida Valley	15½	8	341 15 7	398	245	2,042	1,640	1,325
Mosgiel	22	9	1,252 16 9	1,170	2,322	9,048	25,258	37,798
Outram	12	4	529 17 11	328	276	3,490	4,184	8,278
Allanton	16½	2	241 6 3	145	204	1,674	2,821	4,844
Henley	13	1	179 0 2	143	254	1,005	2,472	3,874
Waihola	12½	1	166 12 9	116	200	905	1,451	2,672
Milburn	12	1	191 7 3	34	90	898	1,001	2,023
Milton	14	7	895 7 1	896	1,179	6,784	8,090	16,949
Waitahuna	15	3	309 14 0	93	116	1,444	2,437	4,090
Lawrence	15½	8	1,269 12 7	831	1,006	4,785	7,428	14,050
Lovell's Flat	12½	1	170 1 1	25	69	675	1,157	1,926
Stirling	13	6	695 0 9	379	534	3,760	6,116	10,789
Balclutha	15	11	1,441 19 4	1,122	1,314	11,723	13,780	27,939
Clinton	17	10	1,527 12 10	835	606	7,465	7,090	15,996
Waipahi	13½	3	354 17 11	181	167	1,373	1,307	3,028
Tapanui	10	1	173 14 10	259	175	1,374	999	2,807
Kelso	10½	2	258 10 2	78	135	1,009	1,358	2,580
Heriot	10½	4	488 5 5	119	138	1,377	1,255	2,889
Pukerau	12½	2	226 1 1	44	56	981	1,924	3,005
Gore	13	13	1,753 1 9	1,510	1,886	10,545	10,925	24,866
Riversdale	10	3	400 18 10	294	248	1,924	4,105	6,571
Balfour	10	3	333 8 4	137	229	971	1,569	2,906
Mataura	11	5	652 15 1	343	440	2,873	7,351	11,007
Edendale	10½	3	380 18 10	391	600	2,816	4,792	8,599
Wyndham	9	2	265 11 10	15	39	360	633	1,047
Woodlands	13	3	342 4 11	149	226	2,388	4,508	7,271
Invercargill (Coch'g)	18	75	7,732 11 8	15,628	13,933	63,965	98,239	191,765
„ (Goods)			5,024 4 9	..	..	..	..	..
„ (D. T. Mgr.)	..	..	..	..	..	..	..	..
Bluff	15	15	5,233 8 5	1,008	3,500	4,473	14,505	23,486
„ (Wharf)				..	..	..	..	..
Makarewa	12½	2	218 17 2	39	33	892	822	1,786
Thornbury	10½	3	424 18 8	183	162	2,397	3,745	6,487
Riverton	11	5	684 11 11	575	1,012	4,813	4,594	10,994
Orepuki	14½	5	595 3 1	559	598	8,283	11,341	20,781
Otautau	12	5	607 1 1	597	592	7,154	11,868	20,211
Winton	12	8	793 1 2	407	572	6,080	8,851	15,910
Centre Bush	11	2	270 2 11	49	75	1,175	1,341	2,640
Dipton	13½	2	231 9 2	88	190	904	1,498	2,680
Lumsden	15½	8	914 4 9	445	473	5,811	7,422	14,151
Kingston	15½	5	930 16 9	878	365	4,518	5,848	11,609
Accountant	..	..	..	7	137	8	9,298	9,450
General	..	..	19,539 1 6	..	..	..	..	..
Totals	..	982	188,601 13 4	130,488	243,485	664,572	1,178,890	2,217,435

Stations.	Number of Season Tickets.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.
Hurunui-Bluff Section—*continued.*													
Brought forward	22,420	134,640	2,251	388	5,558	296	1,655	11,268	894	761,057	27,034	190,770	1,873⅜
Washdyke	27	378	11	1	15	2	44	6	..	7,078	311	4,296	3
Pleasant Point	28	794	2	1	80	..	6	9	..	1,931	..	1,616	5
Albury	5	418	8	1	65	1	5	42	98	8,272	9	1,499	..
Fairlie	12	886	29	5	98	1	1	97	..	5,862	23	5,091	..
Timaru (Coaching)	345	14,665	168	22	418	..	..	..	..	..	..	..	..
„ (Goods)	..	..	..	..	..	26	1	322	1	949	..	28,182	7
„ (Wharf)	..	..	..	..	..	11	..	2	..	..	..	34	..
St. Andrew's	14	596	7	3	73	4	5	27	..	6,777	140	1,759	4
Makikihi	22	341	5	..	44	..	14	184	..	11,330	..	585	3
Studholme	33	450	32	..	96	1	7	248	..	21,859	132	276	..
Waimate	38	3,044	43	5	187	..	11	39	..	38,322	238	1,658	238
Morven	1	347	10	1	30	..	3	6	..	10,381	56	403	..
Glenavy	35	633	21	1	63	..	5	17	..	3,016	49	846	1
Pukeuri Junction	4	1,081	21	..	20	..	15	218	..	22,218	..	297	1
Duntroon	25	699	18	3	52	..	19	36	..	3,535	..	981	..
Kurow	6	885	17	2	107	..	3	156	..	3,740	..	5,472	..
Oamaru (Coaching)	328	16,413	184	55	433	..	..	..	..	..	..	..	..
„ (Goods)	..	..	..	..	..	26	16	534	1	6,447	28	13,609	13
Breakwater	..	..	..	..	..	..	..	..	..	..	..	1,154	41
Waiareka Junction	3	1,458	27	1	40	1	236	88	6	9,721	166	1,129	11
Ngapara	22	365	3	1	15	1	..	12	..	3,887	..	250	..
Maheno	39	884	25	2	33	3	154	217	..	13,850	297	654	5
Herbert	20	673	9	2	28	2	4	28	..	1,676	5	171	10
Hampden	38	1,211	10	..	60	2	1	198	1	3,927	..	449	99
Palmerston	66	2,057	41	3	120	2	14	385	22	13,918	79	1,044	59
Lime Quarry	..	..	..	..	..	..	25	..	..	..	..	..	..
Dunback	29	221	9	2	12	6	25	20	..	934	..	1,111	..
Waikouaiti	28	894	59	5	63	3	56	462	111	5,465	15	552	14
Seacliff	128	1,096	10	..	40	3	17	19	..	5	108	239	46
Waitati	31	620	20	..	82	..	5	88	..	67	..	56	100
Purakanui	3	164	..	..	23	..	..	5	1	..	..	..	2
Port Chalmers Upper	1,007	1,130	2	1	25	1	1	129	4	563	23	6	26
Sawyers' Bay	850	118	1	..	21	..	2	10	34	39	39	3	..
P.Chalmers (Coch'g)	2,726	775	3	..	55	..	..	..	..	..	..	..	..
„ (Goods)	..	..	..	..	..	4	54	..	6	..	..	2,936	1
Burke's	779	21	..	..	7	..	2	2	..	..	5	..	1
Ravensbourne	3,252	110	..	..	70	..	..	..	..	..	..	..	..
Pelichet Bay	3,304	254	..	..	69	..	1	..	..	..	..	..	10
Dunedin (Pass.)	7,336	..	..	..	..	..	..	..	..	..	..	..	..
„ (Parcels)	..	86,586	407	230	1,284	..	..	..	..	..	..	..	..
„ (Goods)	..	..	..	..	..	144	304	981	3	65	66	17,026	9
„ (Traf. Supt.)	..	..	..	..	..	..	..	..	..	..	..	..	..
Caversham	1,118	960	..	..	168	..	..	..	..	..	..	..	..
Cattle-yards	622	105	1	..	77	1	17	898	66	12,762	1,019	709	..
Burnside	1,638	104	..	..	22	1	54	..	..	..	39	1,538	4
Abbotsford	1,658	232	7	..	85	1	12	97	10	25	..	354	..
Wingatui Junction	382	532	13	1	60	2	160	513	..	3,589	15	1,313	..
Middlemarch	76	1,493	25	2	108	3	87	462	23	13,145	25	858	..
Hyde	..	1,435	91	6	58	15	104	472	3	22,005	35	7,445	1
Ida Valley	4	188	8	1	24	..	..	12	..	729	..	281	..
Mosgiel	2,254	2,075	203	2	113	4	417	254	17	2,451	234	362	1
Outram	61	1,062	6	..	53	6	64	3	..	46	65	1,206	..
Allanton	54	626	20	3	67	1	217	75	32	1,885	130	222	..
Henley	20	806	25	2	54	1	43	110	16	192	306	331	23
Waihola	26	403	5	..	29	..	36	6	..	1,026	4	155	1
Milburn	48	134	5	..	26	..	1,320	20	..	4,946	21	240	..
Milton	148	3,065	46	1	239	1	348	196	14	45,944	138	1,344	1
Waitahuna	53	453	20	..	34	1	33	58	..	13,023	2	376	..
Lawrence	66	2,512	40	2	99	2	6	201	1	3,030	20	2,152	..
Lovell's Flat	23	103	6	..	15	..	29	23	..	851	..	267	..
Stirling	36	1,582	8	6	50	2	14	1,296	14	12,380	474	308	..
Balclutha	68	4,253	88	3	260	12	316	551	61	31,214	415	3,561	528
Clinton	6	1,193	34	6	140	6	194	118	1	6,880	8	931	112
Waipahi	21	508	18	3	32	..	141	11	..	11,965	1	1,065	11
Tapanui	..	759	27	3	35	..	6	51	..	9,086	..	309	45
Kelso	1	358	9	2	19	2	8	13	..	3,740	17	745	..
Heriot	1	292	18	3	47	1	3	41	..	16,900	..	2,086	..
Pukerau	38	442	5	2	33	..	62	46	3	8,069	64	637	2
Gore	59	6,693	205	22	296	19	24	635	2	38,794	466	5,074	13
Riversdale	25	1,096	11	3	83	8	29	76	..	10,664	100	1,409	5
Balfour	42	550	25	2	78	..	16	1	..	4,649	56	1,656	1
Mataura	33	1,726	20	2	41	5	2	138	3	2,851	102	547	3
Edendale	98	1,560	47	1	100	3	11	1,357	1	10,668	682	404	5
Wyndham	4	617	84	1	9	2	5	101	6	1,177	257	1,002	..
Woodlands	31	1,372	19	2	63	..	22	284	..	6,020	40	484	45
Invercargill (Coch'g)	1,721	39,741	360	50	518	..	..	..	..	..	..	..	..
„ (Goods)	..	..	..	..	..	91	183	1,139	53	10,307	286	15,891	527
„ (D. T. Mgr.)	..	..	..	..	..	..	..	..	..	..	..	..	..
Bluff	309	3,105	30	4	83	3	32	77	1	1,605	897	18,440	1,039
„ (Wharf)	..	..	..	..	..	..	..	..	..	..	..	44	..
Makarewa	17	1,820	42	..	32	3	92	380	4	12,085	44	1,319	51
Thornbury	9	1,211	21	..	50	3	275	292	25	7,067	137	779	18
Riverton	98	2,059	37	..	79	6	8	31	10	502	12	91	147
Orepuki	23	825	28	4	83	1	1	61	18	256	21	13	74
Otautau	36	1,457	45	8	84	8	67	383	6	21,790	221	3,417	23
Winton	39	2,155	56	1	109	10	137	195	7	13,937	149	1,661	112
Centre Bush	126	731	23	5	31	5	22	124	..	19,167	8	1,329	109
Dipton	34	1,081	12	2	48	..	15	39	..	1,950	..	585	33
Lumsden	77	1,670	32	5	173	3	6	87	2	6,802	4	3,364	43
Kingston	89	771	15	2	95	1	6	46	..	..	..	2,497	..
Accountant	155	..	..	..	..	..	..	..	..	..	..	..	..
General	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	54,457	370,852	5,243	897	13,388	773	7,335	26,778	1,581	1,365,565	35,287	372,905	5,559⅜

Stations.	Timber, Superficial Feet.	Grain. Ts. c.	Merchandise. Ts. c.	Minerals. Ts. c.	Ordinary Passengers. £ s. d.	Season Tickets. £ s. d.	Parcels, &c. £ s. d.	Luggage, Mails, &c. £ s. d.	Goods. £ s. d.	Miscellaneous. £ s. d.	Rents and Commission. £ s. d.	Total Value forwarded. £ s. d.
Hurunui-Bluff Section—*continued.*												
Brought forward	29,002,800	305,673 16	165,215 18	141,778 12	101,327 16 0	8,267 11 11	10,726 6 8	2,999 0 2	224,932 8 1	9,324 4 8	8,019 17 1	365,597 4 2
Washdyke	4,400	4,935 15	12,922 2	62 10	166 18 5	..	28 1 6	0 2 10	5,138 3 8	0 0 11	21 4 6	5,354 11 10
Pleasant Point	7,300	4,714 11	124 12	6 18	646 5 2	8 1 10	36 5 6	10 18 1	1,054 19 10	0 10 8	32 1 2	1,789 2 3
Albury	100	1,742 15	47 5	454 19	392 7 7	16 1 0	29 9 11	2 13 4	860 17 11	1 2 7	15 8 7	1,318 0 11
Fairlie	1,100	1,659 1	98 13	..	1,503 2 3	5 17 6	88 6 0	14 18 8	1,429 14 0	6 8 8	60 7 0	3,108 14 1
Timaru (Coaching)	..	..	..	..	10,413 14 9	328 14 7	954 9 10	323 3 3	*Cr.* 32 17 2	4 2 7	12 15 0	12,004 2 10
„ (Goods)	911,400	55,731 10	5,153 7	12,670 9	..	..	..	..	13,605 17 10	1,848 2 11	649 16 0	16,103 16 9
„ (Wharf)	2,278,900	1,634 18	12,157 7	14,176 16	..	..	..	..	2,555 11 9	..	314 13 6	2,870 5 3
St. Andrew's	2,000	6,091 13	84 17	319 7	644 0 0	16 7 0	39 0 5	11 17 7	1,219 15 3	3 19 8	17 0 0	1,951 19 11
Makikihi	..	5,028 13	102 19	199 6	510 15 8	9 19 10	20 11 6	12 12 3	1,421 2 4	0 3 0	66 1 0	2,041 5 7
Studholme	3,200	6,805 18	80 0	292 7	785 3 9	4 17 6	49 4 1	19 1 9	2,427 0 8	1 3 11	52 2 6	3,338 14 2
Waimate	25,200	5,843 15	320 1	97 18	2,526 18 8	23 13 4	233 3 7	37 10 7	3,812 13 2	0 14 3	118 10 0	6,753 3 7
Morven	1,000	6,325 18	61 18	10 0	286 8 0	0 10 0	28 12 0	2 16 8	2,271 12 9	1 7 2	..	2,591 6 7
Glenavy	..	3,784 13	110 5	..	547 15 9	17 0 0	58 14 7	4 12 3	1,261 5 7	2 7 11	3 17 6	1,895 13 7
Pukeuri Junction	..	3,498 13	821 0	103 17	89 17 9	2 18 0	81 1 0	2 1 10	3,018 15 6	0 1 2	10 12 0	3,205 7 3
Duntroon	1,500	1,864 12	112 2	16 0	436 11 8	10 8 0	65 9 4	..	1,260 4 7	0 14 1	6 0 0	1,779 7 8
Kurow	2,300	741 12	164 8	24 0	1,360 1 0	4 10 0	83 6 4	0 3 10	1,761 13 8	0 0 8	12 17 6	3,222 13 0
Oamaru (Coaching)	..	..	..	..	10,282 0 9	174 3 7	1,127 13 8	274 14 4	*Cr.* 35 10 10	3 2 2	26 0 0	11,852 3 8
„ (Goods)	464,500	30,287 8	4,072 8	425 1	..	..	..	..	8,575 4 6	148 3 7	258 16 0	8,982 4 1
Breakwater	639,100	531 19	2,130 18	3,182 19	..	..	..	..	808 15 2	674 15 6	103 16 6	1,587 7 2
Waiareka Junction	29,700	8,222 6	292 5	3,989 11	163 16 2	0 11 6	214 1 6	..	4,601 12 7	0 0 9	1 5 0	4,981 7 6
Ngapara	..	2,571 4	75 15	83 14	235 15 1	5 13 0	25 4 8	0 1 8	1,015 19 2	0 0 4	2 0 0	1,284 13 11
Maheno	..	5,687 18	228 9	570 2	596 2 3	18 11 10	185 11 2	4 9 4	3,116 19 7	0 13 3	5 12 6	3,926 19 11
Herbert	100	1,023 18	60 14	0 2	477 17 0	16 5 6	146 12 2	0 7 4	407 9 10	0 11 4	1 0 0	1,050 3 2
Hampden	..	484 19	301 5	17,618 15	764 19 5	19 2 6	208 0 5	0 5 7	4,828 19 11	0 2 6	23 8 9	5,844 19 1
Palmerston	12,400	2,546 8	479 9	12,393 0	2,783 18 3	64 7 2	225 5 6	29 17 11	4,518 3 2	5 15 10	19 15 2	7,647 3 0
Lime Quarry	..	0 14	1 17	4 0	..	..	..	..	17 12 5	..	..	17 12 5
Dunback	1,300	400 18	452 17	17 4	126 6 7	..	25 18 11	..	763 11 11	4 14 8	3 9 6	924 1 7
Waikouaiti	800	1,856 12	195 15	44 0	690 10 5	15 6 9	214 12 10	8 4 8	1,108 13 6	0 19 3	16 12 10	2,055 0 3
Seacliff	1,800	240 4	171 2	..	577 17 4	108 2 0	197 6 6	0 6 2	286 2 9	0 4 3	2 5 0	1,172 4 0
Waitati	2,100	144 3	113 4	..	497 10 2	14 19 0	86 5 9	2 17 3	235 6 1	0 9 4	1 5 0	838 12 7
Purakanui	..	1 3	21 10	..	110 11 10	1 12 6	6 0 2	0 2 11	17 17 1	0 1 10	..	136 6 4
Port Chalmers Upper	100	0 11	29 0	0 1	1,345 7 7	116 3 0	103 4 6	0 2 8	63 6 1	0 2 8	1 15 0	1,630 1 6
Sawyers' Bay	600	5 6	497 6	493 16	548 3 1	163 1 11	8 19 7	0 5 4	237 3 0	..	1 0 0	958 12 11
P.Chalmers (Coch'g)	..	..	..	..	3,719 8 7	846 5 11	74 18 7	18 4 4	*Cr.* 10 17 7	1 2 2	..	4,649 2 0
„ (Goods)	178,300	900 4	51,770 13	3,883 13	..	..	..	..	13,899 14 5	1,651 3 10	75 6 0	15,626 4 3
Burke's	..	2 7	1 1	..	135 3 4	195 5 2	1 15 4	0 2 2	4 17 4	0 0 7	..	337 3 11
Ravensbourne	..	0 2	3 18	..	671 8 3	709 14 7	8 18 8	0 12 9	4 0 10	0 6 0	..	1,395 1 1
Pelichet Bay	2,500	187 9	27 2	12,749 16	1,198 7 5	375 13 8	15 6 1	1 4 7	1,329 4 7	9 8 2	..	2,929 4 6
Dunedin (Pass.)	..	..	..	..	53,155 1 9	5,071 2 8	..	597 0 0	*Cr.* 159 17 10	13 16 0	1,879 1 6	60,056 4 1
„ (Parcels)	..	..	..	..	..	..	6,813 18 0	1,368 13 6	*Cr.* 105 5 7	4 0 0	..	8,081 5 11
„ (Goods)	1,864,400	17,976 10	34,086 10	15,161 17	..	..	..	..	56,875 18 4	612 3 3	641 5 0	58,129 6 7
„ (Traf. Supt.)	..	..	..	..	..	1 10 0	..	..	..	..	..	1 10 0
Caversham	..	30 9	201 7	90 1	1,686 12 0	208 11 4	60 18 10	20 11 5	350 13 2	2 6 7	5 0 0	2,334 13 4
Cattle-yards	27,400	1,780 0	5,784 13	143 16	283 18 1	106 12 3	9 10 11	0 4 10	3,677 17 0	1 11 11	..	4,079 15 0
Burnside	1,900	767 6	380 3	26,088 8	880 0 3	406 4 4	6 7 7	4 3 7	2,764 18 10	0 6 3	28 0 0	4,090 0 10
Abbotsford	..	9 4	83 1	21,512 15	818 10 9	325 9 3	23 10 2	1 14 10	2,149 2 10	0 5 6	..	3,318 13 4
Wingatui Junction	..	554 4	555 15	8,110 3	634 16 10	44 1 10	39 12 9	2 13 11	2,130 11 4	0 2 11	4 15 0	2,856 14 7
Middlemarch	5,500	761 3	432 0	10 4	446 5 10	4 10 0	178 0 2	0 14 7	1,403 0 10	1 13 11	2 15 0	2,037 0 4
Hyde	46,100	1,044 1	1,618 7	43 8	2,511 17 3	..	240 10 9	0 8 5	6,027 18 11	369 2 11	16 10 0	9,166 8 3
Ida Valley	5,600	27 6	49 7	4 0	1,466 10 4	..	24 9 1	0 19 5	166 8 10	13 7 0	..	1,671 14 8
Mosgiel	4,100	3,093 11	393 15	13,305 17	3,272 0 1	548 9 9	424 8 5	50 8 2	2,389 3 7	1 18 0	6 10 0	6,692 18 0
Outram	..	1,275 7	145 15	24 0	727 1 4	29 12 4	184 6 9	2 1 1	553 1 11	5 10 2	1 5 0	1,502 18 7
Allanton	..	1,729 10	83 12	..	533 8 1	3 19 8	99 0 5	6 3 2	602 12 6	0 1 5	..	1,245 5 3
Henley	3,700	234 17	107 5	6 13	569 16 2	17 2 9	134 19 0	0 16 10	269 6 11	0 9 0	18 15 0	1,011 5 8
Waihola	3,300	476 5	45 5	..	353 17 10	12 3 0	35 0 2	0 11 2	242 1 1	0 13 0	..	644 6 3
Milburn	1,200	937 6	56 11	31 2	217 5 3	1 14 6	15 6 10	0 0 4	1,797 8 8	0 2 5	..	2,031 18 0
Milton	6,000	7,816 7	511 4	11,318 3	2,829 7 1	55 2 0	178 15 7	41 11 6	7,719 17 3	274 5 4	120 10 0	11,219 8 9
Waitahuna	800	310 18	513 2	779 19	593 4 10	27 0 0	36 8 8	0 1 0	1,002 14 2	10 9 1	5 10 0	1,675 7 9
Lawrence	75,100	1,087 19	1,659 16	42 10	3,083 2 8	30 19 0	251 8 6	21 16 6	3,320 13 1	3 13 9	5 0 0	6,716 13 6
Lovell's Flat	1,600	301 19	30 0	9,622 1	203 11 10	27 13 6	11 1 8	..	2,615 4 9	52 8 4	..	2,910 0 1
Stirling	2,000	1,900 14	266 12	98,954 8	1,787 0 0	7 16 0	173 7 8	12 7 1	28,223 11 10	25 17 8	8 13 0	30,238 12 10
Balclutha	1,689,100	5,810 9	1,071 14	332 8	4,352 1 5	58 16 0	411 3 4	48 14 7	8,961 6 6	19 8 11	18 18 0	13,870 8 9
Clinton	457,400	1,468 0	299 16	6 5	2,486 12 5	5 19 2	101 16 11	18 8 2	1,948 1 10	4 17 4	62 5 0	4,628 0 10
Waipahi	500	2,004 18	310 8	1,570 14	470 16 9	10 16 4	52 10 0	1 15 5	2,321 4 8	2 10 8	38 17 1	2,898 10 11
Tapanui	..	964 12	206 2	1,706 4	682 6 8	..	117 5 3	0 3 11	1,427 18 5	1 7 6	3 10 0	2,232 11 9
Kelso	4,200	2,860 2	80 19	..	435 14 10	0 10 0	34 0 2	0 13 6	1,813 1 2	0 5 3	14 8 0	2,298 12 11
Heriot	8,800	2,470 19	491 4	0 1	592 11 11	0 10 0	51 14 1	0 10 11	3,163 11 6	2 6 9	..	3,811 5 2
Pukerau	1,300	2,300 1	189 3	1,090 9	373 12 0	5 0 2	26 1 7	0 1 4	1,684 0 2	0 4 10	21 18 6	2,110 18 7
Gore	45,100	13,982 9	1,694 18	865 12	5,498 7 2	28 17 0	535 17 11	76 10 3	10,282 2 4	18 4 7	683 9 2	17,123 8 5
Riversdale	800	9,101 15	706 9	11 1	1,229 9 9	11 0 0	72 19 3	7 16 7	4,937 18 5	4 13 9	59 15 0	6,323 12 9
Balfour	100	6,145 16	226 1	21 1	533 12 4	6 0 0	54 6 10	0 6 6	3,405 1 10	2 15 0	27 0 0	4,029 2 6
Mataura	58,500	2,540 10	3,607 17	7,953 9	1,640 3 9	14 1 6	110 19 8	18 18 2	5,331 8 10	7 11 0	67 9 0	7,190 11 11
Edendale	52,900	2,613 1	422 14	5 0	1,476 3 6	2 15 0	323 7 0	15 13 7	2,142 16 7	5 6 9	22 15 0	3,988 17 5
Wyndham	1,200	1,463 0	205 19	14 0	95 6 10	4 0 0	50 5 7	0 2 4	1,079 10 1	4 11 0	5 0 0	1,238 15 10
Woodlands	4,982,600	2,393 16	700 16	887 8	813 19 6	2 10 10	71 4 5	3 13 1	7,491 4 10	12 18 2	13 6 9	8,408 17 7
Invercargill (Coch'g)	..	..	..	..	23,558 6 5	1,517 12 2	2,248 5 5	329 18 11	*Cr.* 262 0 4	*Cr.* 24 17 1	..	27,367 5 6
„ (Goods)	8,870,600	14,880 5	18,650 14	2,500 8	..	..	..	..	35,775 11 4	262 6 4	1,193 13 4	37,231 11 0
„ (D. T. Mgr.)	..	..	..	..	..	..	..	211 10 0	..	0 3 6	..	211 13 6
Bluff	1,769,100	56,193 6	15,495 10	14,876 13	2,154 10 9	186 8 9	241 2 5	16 8 6	16,869 3 7	786 6 8	301 2 6	20,555 3 2
„ (Wharf)	290,700	4,535 11	2,549 14	3,544 8	..	..	..	..	726 10 8	..	186 10 2	913 0 10
Makarewa	2,344,800	6,625 3	443 7	3,282 5	129 1 11	..	116 12 6	0 7 6	6,446 4 3	2 8 5	19 0 0	6,713 14 7
Thornbury	985,100	4,145 18	184 3	1,490 0	688 11 1	3 1 6	72 11 11	2 9 9	3,639 3 4	9 7 0	2 0 0	4,417 4 7
Riverton	5,010,600	1,025 4	700 18	42 2	1,529 14 1	34 11 0	121 0 3	16 11 3	8,894 9 5	1 19 0	47 4 8	10,645 9 8
Orepuki	473,200	333 0	1,023 8	376 16	2,952 12 5	13 5 6	104 6 7	5 4 4	2,524 13 6	25 1 9	21 0 0	5,646 4 1
Otautau	1,382,300	7,761 9	603 5	19,418 8	2,616 13 2	12 6 0	150 5 9	0 5 5	12,111 1 4	30 3 10	39 0 3	14,959 15 9
Winton	1,707,000	6,501 14	521 6	230 1	1,871 6 2	15 19 6	175 4 8	11 11 3	5,477 8 10	9 13 9	67 8 2	7,628 12 4
Centre Bush	1,297,400	3,613 2	239 0	3,724 0	345 13 9	..	66 9 10	0 1 10	3,752 13 0	0 11 1	..	4,165 9 6
Dipton	185,600	830 0	166 5	84 0	491 4 6	1 0 0	49 18 7	2 16 3	873 7 0	1 13 6	8 12 2	1,428 12 0
Lumsden	1,900	2,684 1	1,025 19	141 4	2,183 8 1	76 12 9	139 1 4	1 15 11	3,687 19 10	4 16 0	16 10 0	6,110 3 11
Kingston	14,500	2,230 3	665 2	..	2,822 17 11	..	94 9 0	0 9 2	3,104 8 5	52 9 1	3 0 0	6,077 13 7
Accountant	..	..	..	..	1,494 7 9	4,808 14 1	..	5,778 1 7	..	674 15 4	3,225 9 4	15,981 8 1
General	..	..	..	..	..	..	..	..	..	..	..	..
Totals	67,258,500	685,216 1	358,009 13	495,091 5	286,135 15 0	25,311 11 6	29,932 0 0	12,487 13 5	597,419 8 8	17,015 6 6	18,369 2 2	986,670 17 3

INWARD.

Stations.	Parcels.	Horses.	Carriages.	Dogs.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Superficial Feet.	Grain. Ts. c.	Merchandise. Ts. c.	Minerals. Ts. c.
Hurunui-Bluff Section—*continued.*																
Brought forward.	129,764	2,144	345	5,536	284	1,831	11,117	1,092	825,748	26,484	186,462	1,828⅜	30,889,800	279,516 5	166,488 14	149,047 8
Washdyke.	297	55	..	10	2	8	178	1	115,010	159	112	..	252,500	1,059 4	142 4	4,077 15
Pleasant Point.	1,626	2	2	40	4	1	13	..	7,112	..	96	8	119,000	709 18	336 16	1,014 18
Albury.	1,810	35	2	79	4	2	31	..	367	..	..	8	78,600	473 13	271 18	389 13
Fairlie.	3,993	29	12	117	7	6	66	..	893	..	1	33	347,900	1,063 10	750 2	1,350 15
Timaru (Coaching).	11,366	132	32	379	..	..	..	..	..	..	..	..	..	..	..	..
„ (Goods).	..	..	..	..	26	97	346	..	49,203	11	22,704	173	3,211,000	65,291 16	26,308 11	16,042 4
„ (Wharf).	..	..	..	..	10	..	54	..	130	..	27,408	..	5,700	48,694 8	744 8	128 1
St. Andrew's.	1,516	2	6	47	2	5	29	1	11,645	..	39	22	229,700	505 16	342 7	584 18
Makikihi.	1,374	8	2	36	6	..	18	1	320	..	..	1	195,000	1,178 5	412 9	720 5
Studholme.	853	18	1	60	5	2	115	1	12,054	..	..	22	92,700	243 9	226 13	535 6
Waimate.	5,801	59	17	212	7	9	63	..	2,175	..	..	29	790,000	920 15	1,728 8	3,313 6
Morven.	823	5	2	38	..	..	32	1	6,815	..	..	8	188,100	305 1	262 9	808 9
Glenavy.	1,646	16	2	78	4	..	22	..	8,788	..	..	15	141,800	364 18	362 13	637 0
Pukeuri Junction.	324	21	1	24	..	..	116	..	2,782	..	35	..	3,000	64 8	18 13	197 2
Duntroon.	3,210	17	5	73	..	1	34	..	890	..	..	8	145,800	466 15	511 6	971 0
Kurow.	3,682	25	3	188	3	13	55	..	1,942	..	88	20	113,300	505 11	657 13	1,076 9
Oamaru (Coaching).	9,843	181	10	322	..	..	..	..	..	..	..	..	..	..	..	..
„ (Goods).	..	..	..	..	8	70	572	..	1,988	8	9,109	154	1,610,500	19,468 9	6,356 0	10,767 12
Breakwater.	..	..	..	..	..	1	7	4	2,155	..	13,329	..	5,100	29,377 16	807 14	798 14
Waiareka Junction.	227	5	..	27	..	3	231	2	8,581	..	..	5	40,600	57 18	58 1	900 19
Ngapara.	5,066	20	2	54	8	5	142	3	1,260	..	..	27	280,100	1,505 4	834 18	2,608 7
Maheno.	1,654	12	2	40	3	2	21	..	598	..	414	28	31,600	841 12	310 12	1,866 14
Herbert.	1,036	5	2	30	1	2	36	1	621	..	..	2	41,600	199 18	124 19	673 17
Hampden.	2,945	6	2	70	4	9	42	1	1,747	..	..	35	206,700	485 16	437 19	2,474 0
Palmerston.	4,384	74	10	124	1	8	146	2	1,908	9	..	42	247,800	784 2	678 1	1,390 6
Lime Quarry.	..	..	..	..	..	13	..	..	..	..	..	2	5,900	15 2	19 1	907 5
Dunback.	1,192	9	9	17	10	1	1	16	84	..	..	18	93,400	843 6	559 19	2,274 6
Waikouaiti.	2,319	36	3	150	2	3	267	..	814	21	..	36	154,600	487 13	365 7	3,892 9
Seacliff.	2,258	19	1	129	3	15	30	..	1,527	..	..	1	101,000	563 2	369 2	990 8
Waitati.	764	13	2	70	..	14	79	..	779	1	..	2	67,700	342 5	160 0	237 0
Purakanui.	253	1	1	56	..	1	7	..	501	56	..	1	7,800	154 18	50 14	26 12
Port Chalmers Upper.	162	1	..	13	..	..	..	1	..	..	..	..	..	12 4	40 11	..
Sawyers' Bay.	249	2	..	17	..	21	25	..	1,773	130	..	..	28,900	240 6	1,115 9	1,124 15
P.Chalmers (Coaching)	2,697	5	..	85	..	..	..	..	..	..	..	..	..	..	..	..
„ (Goods).	..	..	..	..	3	36	3	..	866	108	20,967	12	857,800	3,473 8	26,457 13	7,320 8
Burke's.	66	..	..	10	..	..	..	..	..	2	..	..	..	5 1	12 12	17 0
Ravensbourne.	223	..	..	35	..	9	..	..	..	..	..	4	38,600	23 12	13 19	929 5
Pelichet Bay.	218	..	..	23	..	71	5	..	..	..	2	8	195,000	5,261 0	195 0	16,171 18
Dunedin (Passengers).	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
„ (Parcels).	28,199	519	56	877	..	..	..	..	..	..	..	..	..	..	..	..
„ (Goods).	..	..	..	..	20	3,439	1,768	9	1,398	117	30,944	200	8,986,300	42,022 19	43,704 9	96,519 10
„ (Traf. Supt.).	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Caversham.	741	1	..	67	..	102	..	..	..	..	..	36	11,100	264 7	97 16	6,303 11
Cattle-yards.	142	1	..	26	1	56	4,901	78	187,308	3,671	190	1	351,500	1,077 8	1,825 10	11,196 7
Burnside.	308	..	..	18	..	221	35	..	961	338	720	24	91,700	2,456 11	373 4	3,050 17
Abbotsford.	366	6	1	47	..	1	91	..	73	100	20	10	16,600	34 19	132 15	268 14
Wingatui Junction.	475	50	..	41	1	11	46	..	408	431	..	4	43,700	325 5	110 1	1,025 12
Middlemarch.	3,352	26	11	227	11	31	244	97	1,068	14	..	21	131,200	524 15	493 0	1,612 19
Hyde.	4,880	62	40	180	46	9	361	9	2,731	..	..	35	1,007,200	1,418 7	3,343 19	3,916 13
Ida Valley.	2,104	23	23	87	5	4	81	10	421	..	..	6	276,200	403 12	1,311 10	640 6
Mosgiel.	2,518	109	2	71	..	17	189	..	466	7	55	8	304,100	1,682 14	571 19	379 11
Outram.	1,961	19	1	51	2	56	90	2	501	..	1,767	14	406,100	1,085 17	681 18	3,799 16
Allanton.	727	12	..	56	..	3	252	4	739	17	..	12	94,000	234 17	129 2	3,039 1
Henley.	1,469	10	2	96	7	6	212	4	450	11	..	4	48,300	575 5	233 3	7,626 3
Waihola.	907	3	..	30	..	..	9	..	61	..	..	3	56,800	214 11	105 15	584 13
Milburn.	478	4	1	21	..	..	6	2	479	..	..	5	38,400	269 11	101 2	6,896 9
Milton.	4,060	34	4	196	4	3	209	7	1,177	..	365	49	601,200	2,435 19	961 0	4,719 3
Waitahuna.	1,812	6	2	46	6	4	59	..	252	2	..	10	156,400	531 15	571 13	5,729 14
Lawrence.	7,314	87	22	112	8	16	353	..	714	2	..	46	611,100	1,202 15	4,261 16	8,474 2
Lovell's Flat.	430	5	2	21	..	..	2	..	1,148	..	..	79	41,600	242 12	81 6	325 13
Stirling.	3,742	12	11	86	3	6	164	..	1,486	68	..	158	536,500	998 2	980 13	3,756 3
Balclutha.	7,295	69	20	298	27	74	472	74	2,743	24	..	118	562,800	3,418 5	1,729 3	4,959 17
Clinton.	5,339	29	8	184	9	23	171	1	1,765	..	..	31	125,800	1,386 16	640 3	3,685 7
Waipahi.	759	13	1	30	1	1	6	1	174	..	..	7	34,500	408 1	120 18	670 16
Tapanui.	2,423	44	9	72	6	3	47	1	153	..	..	1	185,600	638 13	561 12	960 0
Kelso.	1,083	10	9	16	1	..	6	..	22	1	..	14	314,900	511 9	232 5	1,285 15
Heriot.	1,335	16	10	30	6	6	32	..	341	6	49	57	408,500	466 2	885 1	1,325 8
Pukerau.	927	6	4	46	1	1	15	6	67	1	1	35	270,600	555 4	429 18	718 7
Gore.	8,330	182	15	275	20	78	324	5	2,232	46	986	99	1,832,900	6,039 17	3,514 0	5,836 16
Riversdale.	4,331	32	10	92	11	2	22	..	302	21	1	55	378,700	1,312 9	1,047 19	2,698 8
Balfour.	2,114	29	7	74	12	4	38	..	294	..	..	68	199,000	1,361 4	899 3	945 3
Mataura.	3,290	16	4	56	1	11	53	..	4,281	1	..	18	759,100	1,462 4	2,873 1	2,323 4
Edendale.	2,375	82	4	109	8	9	93	..	1,001	372	..	21	258,600	1,134 11	515 11	1,366 12
Wyndham.	1,795	22	4	22	5	4	3	..	34	30	..	6	221,900	893 15	540 14	1,951 8
Woodlands.	1,731	3	..	47	2	39	204	2	288	76	603	7	39,200	1,289 1	1,072 16	1,423 11
Invercargill (Coaching).	19,585	307	52	405	..	..	..	..	..	..	..	..	..	..	..	..
„ (Goods).	..	..	..	..	31	482	975	8	24,255	1,198	10,988	1,092	2,930,600	16,053 9	14,081 14	29,726 12
„ (D. T. Mgr.).	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bluff.	7,381	61	7	145	13	161	129	65	41,705	1,408	27,445	199	2,028,400	69,303 11	16,543 3	8,240 14
„ (Wharf).	..	..	..	..	..	..	..	..	..	..	17,824	..	900	44,587 6	5,034 2	2,078 11
Makarewa.	945	5	..	34	..	4	227	1	8,805	81	..	94	208,800	574 1	258 19	3,416 13
Thornbury.	2,479	16	1	63	3	10	38	34	406	79	..	47	324,000	1,292 4	444 15	2,077 2
Riverton.	2,471	42	1	56	2	18	36	3	217	24	..	71	35,300	1,140 16	761 7	1,292 11
Orepuki.	4,684	53	6	98	16	115	151	27	2,148	23	..	93	239,000	1,153 2	1,780 16	1,166 14
Otautau.	6,099	79	17	148	22	6	185	1	362	1	..	30	216,200	2,485 18	1,385 3	2,227 3
Winton.	4,798	58	28	76	14	12	216	1	577	99	2	12	245,700	2,103 14	1,481 8	3,254 5
Centre Bush.	1,388	28	1	37	9	..	85	..	568	..	..	1	21,600	742 17	320 10	370 17
Dipton.	1,718	23	4	55	5	1	62	..	418	1	..	18	111,500	530 15	246 15	557 16
Lumsden.	2,821	35	11	162	11	14	122	1	1,397	8	278	78	211,200	994 6	821 11	1,084 3
Kingston.	3,730	37	10	193	16	13	166	1	3,093	25	1	20	471,600	868 11	2,183 0	3,314 11
Accountant.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
General.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals.	370,852	5,243	897	13,388	773	7,335	26,778	1,581	1,365,565	35,287	372,905	5,559⅜	67,258,500	685,216 1	358,009 13	495,091 5

A. C. FIFE, Railway Accountant.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1902.

Description.	Class.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
Royal saloon, bogie, 44 feet ...	A ...	...	...	...	1	1	1	...	...	...	...	3
Gallery-cars, ,, 44 feet ...	A ...	...	...	...	...	...	5	...	...	...	...	5
Saloon, bogie, 44 feet	A ...	...	...	...	...	...	1	...	...	...	...	1
,, ,, 41 feet	A ...	...	...	...	3	2	4	...	...	...	...	9
,, ,, 39½ feet	A ...	...	...	...	1	6	7	...	...	...	...	14
,, ,, 37½ feet	A ...	...	...	...	...	2	...	...	...	...	...	2
,, ,, 35 feet	A ...	...	...	...	...	3	...	...	...	...	...	3
Refreshment-cars, bogie, 44 feet ...	A ...	...	...	...	...	3	4	...	...	...	...	7
Corridor, bogie, first class, 47½ feet...	A ...	...	...	...	4	6	10	...	...	...	...	20
First class, bogie, 44 feet ...	A ...	...	...	...	...	1	1	...	...	...	...	2
,, ,, 42½ feet ...	A ...	...	...	...	...	...	8	...	...	...	...	8
,, ,, 30 feet ...	B ...	...	...	...	...	1	4	...	...	...	...	5
,, 6-wheel	C ...	...	...	...	...	...	5	...	...	...	...	5
,, 4-wheel	D ...	...	2	...	...	3	4	1	...	...	1	11
Corridor, bogie, composite, 47½ feet	A ...	...	...	...	4	6	11	...	...	...	..	21
Composite, bogie, 44 feet ...	A ...	...	...	...	49	67	108	8	2	2	3	239
,, ,, 42½ feet ...	A ...	...	...	...	...	13	31	...	...	...	...	44
,, ,, 39½ feet ...	A ...	...	...	...	2	4	4	2	1	1	...	14
,, ,, 30 feet ...	B ...	...	...	...	5	15	20	...	...	...	...	40
,, 6-wheel	C ...	...	4	2	...	3	7	...	...	2	...	18
,, 4-wheel	D ...	2	...	...	...	...	7	...	...	...	...	9
Corridor, bogie, second class, 47½ feet	A ...	...	...	...	4	6	12	...	...	...	...	22
Second class, bogie, 44 feet ...	A ...	...	...	...	22	29	62	5	1	1	..	120
,, ,, 42½ feet ...	A ...	...	...	...	...	1	6	...	...	...	...	7
,, ,, 39½ feet ...	A ...	...	...	...	...	3	...	1	...	1	..	5
,, ,, 35 feet ...	A ...	...	...	...	...	3	...	...	...	...	...	3
,, ,, 30 feet ...	B ...	...	...	...	...	3	5	...	...	...	...	8
,, 6-wheel	C ...	...	3	2	...	8	17	...	...	2	...	32
,, 4-wheel	D ...	...	3	1	...	1	4	...	...	...	1	10
Postal, bogie, 44 feet	A ...	...	...	...	...	...	1	...	...	...	...	1
,, ,, 30 feet	B ...	...	...	...	...	...	6	...	...	...	...	6
,, composite, 44 feet	A ...	...	...	...	...	1	...	...	...	...	...	1
,, ,, 39½ feet ...	A ...	...	...	...	...	6	...	...	...	...	...	6
Total	...	2	12	5	95	197	355	17	4	9	5	701
WAGONS, ETC.												
Brake-vans, 4-wheel	F ...	2	4	2	16	22	62	5	4	4	3	124
,, bogie	F ...	...	...	...	21	47	63	5	2	...	...	138
,, Fell	F ...	...	...	...	...	5	...	...	...	...	...	5
Horse-boxes	G ...	...	...	...	20	58	71	2	...	1	1	153
Cattle-trucks	H ...	2	2	...	65	66	161	3	1	2	2	304
Sheep-trucks	J ...	...	...	...	64	247	306	3	...	...	18	638
Covered goods	K ...	1	7	1	62	69	263	15	3	6	3	430
Sleeping-vans	K ...	...	...	...	6	15	48	3	1	...	...	73
High-side	L ...	4	12	4	632	1,054	3,998	112	12	47	54	5,929
,, ...	LA ...	...	...	...	...	...	1,100	...	...	...	...	1,100
Low-side	M ...	4	18	12	63	223	704	64	24	12	21	1,145
Timber	N ...	10	72	62	65	99	167	36	33	8	...	552
Iron hopper	O ...	...	...	...	...	...	...	243	160	...	...	403
Platform coal	P ...	22	83	...	..	...	...	...	...	...	...	105
Movable iron hopper	Q ...	...	...	...	...	...	...	...	264	...	...	264
Frozen meat	W ...	...	...	...	12	30	60	...	...	...	..	102
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 ...	...	...	...	8	37	36	...	...	...	...	81
Cattle-trucks, ,, ...	T ...	...	...	...	8	13	15	...	...	...	...	36
Platform, ,, ...	U ...	...	1	...	15	139	48	42	...	...	...	245
Gas storeholders, bogie	UA ...	...	...	...	...	3	5	...	...	...	..	8
Frozen meat, ,, ...	V ...	...	...	...	...	28	39	...	...	...	...	67
Covered goods, ,, ...	Z ...	...	...	...	...	7	17	...	...	...	...	24
Total	...	45	199	83	1,188	2,396	7,298	542	504	80	109	12,444
TARPAULINS	...	8	22	9	825	1,580	6,197	120	20	60	90	8,931

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1902.

Class.	Type.	Cylinder.		Coupled Wheels.			Truck Wheels.		Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total Engines.
		Diameter.	Stroke.	No.	Diameter.		No.	Diameter.											
		In.	In.		Ft.	in.		In.											
A ...	Tank	8	15	4	2	6¼	...	...	1	...	...	1	1	1	...	..	...	...	4
B ...	Tender	16	22	8	3	6¼	4	30	...	...	...	...	...	7	...	...	...	...	7
C ...	Tank	9½	18	4	2	6¼	2	18	...	...	1	...	2	...	...	2	...	1	6
D ...	"	9½	18	4	3	0½	2	18	1	...	...	...	9	15	1	...	2	1	29
F ...	"	10½	18	6	3	0½	...	...	...	...	2	13	11	36	5	3	2	...	72
FA ...	"	12	18	6	3	0½	...	...	...	2	...	4	2	4	...	...	...	...	12
FB ...	"	12	18	6	3	0½	2	24¼	...	...	...	...	...	...	...	2	...	.	2
G ...	"	10½	18	4	3	0½	4	21	...	...	...	...	...	2	...	...	...	2	4
H ...	" Fell ...	14	16	4	2	8	2	30	...	...	...	...	6	...	...	...	...	...	6
J ...	Tender... ...	14	20	6	3	6¼	2	24¼	...	...	...	9	8	15	...	...	...	...	32
K ...	"	12	20	4	4	0¼	4	30¼	...	...	...	...	2	6	...	...	...	...	8
L ...	Tank	10½	18	4	3	0½	2	24¼	...	...	...	...	1	...	...	...	...	...	1
LA ...	"	12	18	4	3	6¼	4	26½	...	...	...	4	2	1	5	...	...	...	12
M ...	"	13	20	4	3	6¼	6	28½	...	...	...	...	4	...	...	...	...	...	4
N ...	Tender... ...	15	20	6	4	1⅛	4	28½	...	...	...	4	6	...	...	...	...	...	10
O ...	"	15	18	8	3	0¼	2	28½	...	...	.	...	4	2	...	...	...	...	6
P ...	"	15	20	8	3	5	2	26½	...	...	...	4	...	6	...	...	...	...	10
Q ...	"	16	22	6	4	1	2 4	30 26	...	...	...	3	...	10	...	...	..	...	13
R ..	Single Fairlie ...	12¼	16	6	3	0½	4	36½	...	...	...	3	9	6	...	...	...	...	18
S ...	" ...	13	16	6	3	0½	4	36½	...	...	...	...	4	...	...	...	...	..	4
T ...	Tender ...	15	18	8	3	0¼	2	25¼	..	...	...	...	...	6	...	...	...	...	6
U ...	" N.Z.R. ...	16	20	6	4	6	4	30	...	...	...	...	...	8	...	...	...	...	8
U ...	" American	16	20	6	4	1⅛	4	26⅜	...	...	..	...	...	20	.	...	...	...	20
U ...	" "	16	22	6	4	1	4	26	...	...	...	...	...	1	.	...	...	...	1
U ...	" "	16	22	6	4	2	4	30	...	...	..	...	...	1	...	...	...	...	1
U ...	" English ...	16	20	6	4	1	4	30	...	...	...	...	...	6	...	...	.	...	6
U ..	" " ...	16	22	6	4	1	4	30	...	...	...	...	.	10	...	...	...	...	10
V ...	"	15	20	6	4	1⅛	4	26½	..	...	..	..	...	10	..	...	...	...	10
W ...	Tank, N Z.R. ...	14	20	6	3	0½	4	26½	...		...	...	1	...	1	...	...	...	2
WA ...	" " ..	14	20	6	3	3¾	4	28½	..	..	.	1	6	1	...	...	...	.	8
WA ...	" American ...	14	20	6	3	3¾	4	25	..	2	..	...	8	...	..	2	...	.	12
WA ...	" " ...	14	20	6	3	3¾	6	25	.	..	...	2	12	4	.	..	...	...	18
	Total ...	...	...	...	...		...	...	2	4	3	48	98	178	12	9	4	4	362

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.	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. Maintenance per Mile of Railway.	Expenses. Locomotive, Car, and Wagon per Train Mile.	Expenses. Traffic per Cent. of Revenue.	Expenses. General Charges (including Compensation, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
				Ft. in.	£	£		£ s. d.		£	d.	£	d.	£	d.			£ s. d.			£	£	£	£	d.						
ria ..	87,884	1,204,175	3,228	5 3	40,145,404	12,402	373	33 6 9	11,066,016	3,337,797	72·39	1,984,796	43·05	1,353,001	29·34	3·37	59·46	2 15 5	54,704,062	3,381,860	1,034	615	419	161	17·21	18·24	1·92	528	1,147	9,729	1901. 30 June.
South Wales	310,700	1,366,410	2,818	4 8½	38,932,781	13,682	485	28 9 10	10,763,697	3,573,779	79·68	2,043,201	45·56	1,530,578	34·12	3·94	57·17	2 12 4	29,261,324	6,398,227	1,286	735	551	174	20·87	15·04	2·38	495	771	11,379	"
of Good Hope	221,311	458,000	2,003	3 6	22,946,078	10,456	229	50 2 0	9,406,530	3,520,537	89·80	2,198,205	56·10	1,322,332	33·74	6·25	62·40	7 13 9	13,640,414	1,370,248	1,758	1,098	660	200	28·14	13·40	4·90	487	654	7,876	1900. 31 Dec.
nsland ..	668,224	502,892	2,801	3 6	19,739,495	7,047	180	39 5 0	5,788,112	1,316,936	54·61	1,057,981	43·87	258,955	10·74	1·31	80·34	2 12 4	4,760,559	1,530,440	470	378	93	143	16·21	17·46	2·74	349	410	6,619	1901. 30 June.
n Australia ..	903,690	362,604	1,882	3 6 / 5 3	14,326,765	7,613	193	39 10 3	4,423,458	1,250,461	67·85	754,319	40·93	496,142	26·92	3·46	60·32	3 9 0	8,502,043	1,631,425	664	400	264	108	19·91	13·35	1·35	351	418	6,393	"
l	20,461	59,596	609	3 6	8,528,989	14,005	97	143 2 3	4,348,609	1,650,355	91·08	1,159,026	63·96	491,329	27·12	5·76	70·23	27 13 10	2,422,409	1,500,336	2,710	1,903	807	265	28·20	17·24	12·24	174	382	2,722	31 Dec.
ern Australia	975,876	187,660	1,355	3 6	7,098,239	5,239	138	37 16 6	4,126,202	1,353,704	78·74	1,044,920	60·78	308,784	17·96	4·35	77·19	7 4 3	6,823,453	1,719,720	999	771	228	163	28·92	21·87	2·23	229	258	4,819	30 June.
ania ..	26,215	172,979	445	3 6 / 5 6	3,659,069	8,339	395	21 3 1	815,903	202,959	59·70	160,487	47·20	42,472	12·50	1·16	79·07	1 3 6	683,015	308,453	456	360	96	132	15·84	19·36	4·17	68	167	1,425	1900. 31 Dec.
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	929,737	56·22	539,928	32·78	3·29	63·26	1 19 4	4,955,553	2,624,059	712	450	262	173	18·46	16·67	3·0	293	550	9,792	1899. 31 Mar.
" ..	104,471	758,616	2,099	3 6	16,703,887	7,958	361	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 2 10	5,468,284	3,127,824	774	501	273	188	21·32	16·17	2·93	304	577	10,295	1900. 31 Mar.
" ..	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 2 4	6,243,593	3,339,687	794	519	275	196	19·99	17·15	9	306	603	10,868	1901. 31 Mar.
" ..	104,471	833,137	2,227	3 6	18,170,722	8,159	374	21 16 2	5,066,360	1,874,586	88·75	1,252,237	59·32	622,349	29·43	3·43	66·80	2 5 0	7,356,136	3,529,177	842	562	280	196	21·35	17·78	3·03	362	701	12,444	1902. 31 Mar.

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1882 to 31st March, 1902.

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.																	
		£			£		£	No.	No.	No.	No.	£	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	£	£	£	£	d.
1881-82 ..	1,319	9,443,000	2,502,804	2,911,477	329,492	7,564	..	286,741	8,597	899	21,273	32,213	703	23,914	292,621	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	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	313,647	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	1,047,419	83·00
1886-87 ..	1,727	13,017,567	3,008,949	3,426,403	339,255	11,821	16,958	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	22,490	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	5,468,284	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
1901-1902..	2,235	18,170,722	5,066,360	7,356,136	575,697	100,778	45,322	677,804	11,926	1506	30,404	79,561	1564	83,458	2,724,860	55,159	86,378	101,878	100,236	427,153	813,345	556,395	1,443,792	3,529,177	1,110,575	30,303	33,129	1,874,586	88·75

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.	
	d.	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	£	£	£	d.	£	£	d.	£
1881-82 ..	50·16	58·64	180,122	20·19	138·67	17·27	136,666	15·32	13·10	35,867	4·02	3·44	140,945	15·80	13·52	..	..	..	29,500	3·31	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	..	..	..	31,440	2·68	2·42	..	..	..	735,359
1894-95 ..	54·54	63·62	272,718	23·70	138·57	20·32	175,758	15·27	13·09	50,949	4·43	3·79	201,641	17·52	15·02	..	..	..	31,095	2·70	2·32	..	..	..	732,160
1895-96 ..	54·53	63·51	282,593	23·89	141·45	20·51	185,669	15·69	13·47	54,692	4·62	3·97	207,253	17·52	15·04	37,979	3·21	2·76	.	..	..	16,818	1·42	1·22	751,368
1896-97 ..	55·55	61·35	301,981	23·48	149·77	21·26	190,543	14·82	13·41	65,825	5·12	4·64	213,914	16·63	15·06	39,072	3·03	2·75	..	..	..	22,280	1·73	1·57	789,054
1897-98 ..	56·11	62·30	327,987	23·84	160·53	21·47	209,289	15·21	13·70	65,344	4·75	4·27	232,646	16·91	15·23	41,062	2·98	2·69	..	..	..	19,137	1·39	1·25	857,191
1898-99 ..	56·22	63·26	357,189	24·30	172·92	21·60	231,532	15·75	14·00	73,680	5·01	4·46	244,932	16·67	14·81	44,319	3·02	2·68	..	..	..	21,914	1·49	1·33	929,738
1899-1900..	60·31	64·80	394,619	24·30	187·99	22·61	295,542	18·20	16·93	76,555	4·71	4·39	262,552	16·17	15·05	47,717	2·93	2·74	..	..	..	24,627	1·51	1·41	1,052,358
1900-1901..	58·58	65·30	426,405	24·69	196·14	22·15	293,383	16·98	15·24	91,532	5·30	4·75	296,159	17·15	15·38	51,590	2·99	2·68	..	..	..	31,221	1·81	1·62	1,127,848
1901-1902..	59·32	66·80	436,847	23·30	196·17	20·69	351,172	18·73	16·64	99,522	5·31	4·71	333,211	17·78	15·79	56,756	3·03	2·69	..	..	..	25,271	1·35	1·20	1,252,237

RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1902.

Service.	Period.	Name of Contractor.	Rate.
Hardwood sleepers—			
5,000 at Auckland	1/6/1901	O'Neil and Goldsmith	4/1 each.
9,000 "	31/5/1901	James Stewart	3/9 "
15,000 at Wellington	31/12/1901	O'Neil and Goldsmith	4/1 "
5,000 at Lyttelton	"	"	4/1 "
15,000 at Dunedin	"	"	4/1 "
12,000 gallons castor-oil	14/9/1901	Ashby, Bergh, and Co.	2/8½ per gallon.
Horse-forage, at Christchurch ..	31/3/1902	Geo. Treleaven and Co.	As per tender.
" Auckland ..	"	W. and G. Winstone	"
Steel castings, Auckland	"	Wilkinson, Callon, and Co.	4¾d. lb.
" Wellington	"	"	4¾d. "
" Christchurch ..	"	"	4¾d. "
" Dunedin	"	"	4½d. "
100 iron highside wagons	31/12/1901	Southland Implement and Engineering Company	£106 each.
80 "	"	James Macalister	£106 "
25 "	"	Seagar Bros.	£106 "
Uniform caps—			
Stationmasters	31/3/1904	Chas. Hill and Sons	15/ each.
Guards and porters	"	"	4/ "
"	"	Hallenstein Bros. and Co.	4/ "
Drivers and firemen	"	"	4/6 "
Native-timber supply—			
Christchurch Section	31/3/1902	Williams, Stephens, and Co. (Limited)	As per tender.
Dunedin and Invercargill Section ..	"	Massey and Co.	"
Coal-supply—			
Kaihu Valley, at Greymouth ..	"	Greymouth-Point Elizabeth Coal Co. ..	13/6 per ton.
Auckland	"	" "	24/ "
"	"	Westport Coal Company	25/ "
"	"	Taupiri Coal-mines (Limited) ..	7/ "
Wellington–Napier–New Plymouth	"	Greymouth-Point Elizabeth Coal Co. ..	24/ "
" " "	"	Blackball Coal Company	23/6 "
" " "	"	Greymouth-Point Elizabeth Coal Co. ..	28/ "
" " "	"	" " ..	27/ "
" " "	"	Westport Coal Company	28/ "
" " "	"	Greymouth-Point Elizabeth Coal Co. ..	26/ "
" " "	"	Blackball Coal Company	23/6 "
" " "	"	Greymouth-Point Elizabeth Coal Co. ..	21/6 "
" " "	"	Westport Coal Company	22/6 "
" " "	"	Blackball Coal Company	18/ "
Picton	"	Greymouth-Point Elizabeth Coal Co. ..	24/ "
Nelson	"	" " ..	22/ "
Westland	"	" " ..	11/6 "
"	"	Blackball Coal Company	9/6 "
Lyttelton	"	Greymouth-Point Elizabeth Coal Co. ..	23/ "
"	"	Westport Coal Company	19/6 "
"	"	H. Levick..	11/ "
"	"	Blackball Coal Company	22/6 "
Timaru	"	Greymouth-Point Elizabeth Coal Co. ..	22/ "
"	"	Blackball Coal Company	22/6 "
Oamaru	"	Greymouth-Point Elizabeth Coal Co. ..	25/ "
"	"	Blackball Coal Company	22/9 "
Dunedin–Gore	"	Greymouth-Point Elizabeth Coal Co. ..	24/ "
"	"	Westport Coal Company	25/ "
"	"	New Zealand Coal and Oil Company ..	8/6 "
"	"	" " ..	6/9 "
"	"	Blackball Coal Company	23/6 "
South of Gore	"	Greymouth-Point Elizabeth Coal Co. ..	22/6 "
"	"	Nightcaps Coal Company	7/6 "
"	"	Blackball Coal Company	23/6 "
Workshops, Auckland	"	J. J. Craig	22/6 "
" Wanganui	"	Greymouth-Point Elizabeth Coal Co. ..	24/6 "
" Wellington	"	" " ..	19/6 "
" Lyttelton	"	" " ..	20/6 "
" Dunedin	"	" " ..	21/6 "
General stores—			
Auckland—			
General ironmongery	"	Briscoe and Co.	As per tender.
Furnishing ironmongery ..	"	"	"
Leather, &c.	"	"	"
Brushware	"	"	"
Ship-chandlery	"	"	"
Oils, colours, &c.	"	"	"
Iron and steel	"	"	"
Drain-pipes, &c.	"	J. J. Craig	"
Cement and lime	"	John Wilson and Co.	"
Iron, sheet, galvanised	"	Southern Cross Galvanised-iron Manufacturing Company	"
Wellington—			
General ironmongery	"	E. W. Mills and Co...	"
Ship-chandlery	"	"	"
Furnishing ironmongery ..	"	Cameron and Christie	"
Brushware	"	"	"
Iron and steel	"	Briscoe and Co. (Limited)	"
Oils, colours, &c.	"	Smith and Smith	"
Colonial cement	"	Peter Hutson and Co.	"
Drain-pipes, &c.	"	"	"

RETURN No. 17—*continued.*

STATEMENT of STORES CONTRACTS CURRENT, ETC.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
General stores—*continued.*			
Wellington—*continued.*			
Colonial lime	31/3/1902	Milburn Lime and Cement Company	As per tender.
Leather, &c.	"	Bowron Bros.	"
Christchurch—			
General ironmongery	"	Ashby, Bergh, and Co.	"
Furnishing ironmongery	"	"	"
Cement and lime	"	"	"
Brushware	"	"	"
Drain-pipes, &c.	"	"	"
Iron and steel	"	John Anderson	"
Ship-chandlery	"	Edward Reece and Sons	"
Oils, colours, &c.	"	"	"
Leather, &c.	"	Bowron Bros.	"
Dunedin—			
General ironmongery	"	New Zealand Hardware Company	"
Furnishing ironmongery	"	John Edmond	"
Ship-chandlery	"	"	"
Iron and steel	"	Briscoe and Co. (Limited)	"
Drain-pipes, &c.	"	"	"
Oils, colours, &c.	"	Smith and Smith	"
Cement and lime	"	Milburn Lime and Cement Company	"
Brushware	"	Thomson, Bridger, and Co.	"
Leather, &c.	"	Brace, Windle, Blyth, and Co.	"
Uniform suits—			
Guards and porters	31/3/1905	A. Levy	"
Stationmasters	"	Jones and Ashdown	"
Hardwood sleepers—			
16,000 at Wellington	21/7/1901	George Baxter	3/11 each.
16,000 " Lyttelton	"	"	3/11 "
18,000 " Dunedin	"	"	3/11 "
10,000 " Wellington	31/12/1901	W. J. Russell	4/1 "
15,000 " Auckland	"	E. D. Pike and Co.	4/1 "
10,000 " Wellington	"	"	4/1 "
20,000 " Dunedin	"	"	4/1 "
15,000 " Auckland	"	O'Neil and Goldsmith	4/1 "
15,000 " Wellington	"	"	4/1 "
8,000 " Lyttelton	"	"	4/1 "
7,000 " Dunedin	"	"	4/1 "
3,000 " Bluff	"	Murray, Arnold, and Co.	4/1 "
Sleeper-supply—			
Auckland Section—			
500 puriri sleepers	"	Wm. Moore	4/ "
500 "	"	A. Wilson	3/6 "
1,000 "	"	E. Brenstrum	3/9 "
250 "	"	Frank Danaher	4/ "
Wellington-Napier-New Plymouth—	"		
1,850 totara sleepers	"	A. T. Jensen	3/6 "
700 "	"	C. A. Berkahn	3/3 "
3,000 "	"	James Dupdale	3/4 "
5,000 red-pine sleepers	"	Taranaki Sawmillers' Company	2/9 "
350 totara sleepers	"	G. W. Hills	3/3 "
300 "	"	Charles Patterson	3/6 "
1,000 "	"	A. C. Jorgersen	3/6 "
Westport Section—			
14,000 silver-pine sleepers	"	James Hobbs	3/3 "
1,000 "	"	"	3/10 "
Westland Section—			
1,000 silver-pine sleepers	"	Henry Hearn	3/3 "
20,000 "	"	Baxter Bros.	3/3 "
2,000 "	"	James O'Malley	3/3 "
6,000 "	"	Elisha Lockington	3/3 "
800 "	"	C. A. Merveldt	3/3 "
500 "	"	James Creagh	3/ "
Dunedin Section—			
500 matai sleepers	"	Thos. Robson	2/6 "
600 "	"	Wm. Chapman	2/6 "
400 "	"	Smith and Lumsden	2/6 "
200 totara sleepers	"	"	3/3
250 "	"	Lewis Stewart	3/3 "
500 "	"	Robert Blyth	3/6 "
100 matai sleepers	"	"	2/3 "
300 "	"	J. McNeil, jun.	2/6 "
Invercargill Section—			
1,000 totara sleepers	"	Donald McKay	3/3 "
250 "	"	H. S. Pankhurst	3/ "
250 matai sleepers	"	"	2/3 "
300 totara sleepers	"	Henry Taylor	3/6 "
300 "	"	W. J. Perry	3/3 "
1,000 matai sleepers	"	"	2/6 "
1,000 "	"	G. Pearce and Sons	2/6 "
1,500 totara sleepers	"	"	3/6 "
1,000 "	"	James Phillips	3/3 "
250 "	"	Thomas Shave	3/6 "
500 "	"	John Hannan	3/3 "
250 "	"	R. A. Simpson	3/6 "
2,000 matai sleepers	"	W. E. Tait	2/6 "

RETURN No. 17—*continued.*

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

Service.	Period.	Name of Contractor.	Rate.
Sleeper-supply—*continued.*			
Invercargill Section—*continued.*			
500 totara sleepers	31/12/1901	Thos. Gilchrist	3/3 each.
1,000 "	"	Robt. Murphy	3/6 "
500 matai sleepers	"	Francis Henry..	2/4 "
Ironbark timber and piles	16/1/1903	E. D. Pike and Co.	As per tender.
" "	"	Murray, Arnold, and Co.	"
" "	"	Justin McSweeney	"
" "	"	Fraser and Co.	"
Tallow-wood timber	16/6/1902	E. D. Pike and Co.	26/ per 100 sup. ft.
"	"	Murray, Arnold, and Co.	23/3 "
"	"	Joseph Reid	25/ "
12,000 gallons castor-oil	31/3/1902	Briscoe and Co. (Limited)	2/4⅛ per gallon.
Iron castings supply—			
Christchurch Section	"	John Anderson	15/6, 16/6, & 18/6 cwt.
Dunedin "	"	A. and T. Burt	12/6, 13/, & 15/ "
10,000 gallons dark axle-oil	"	Philips and Pike	10½d. per gallon.
8,000 gallons filtered valve-oil ..	"	"	2/3 "
Auckland District—	"		
27,000 puriri sleepers	"	Settlers	2/ to 4/3 each.
16,000 totara sleepers	"	"	3/ to 3/6 "
500 manoai sleepers ..	"	"	3/6 "
520,000 sup. ft. kauri timber ..	"	Mills in district	7/6 to 18/ per 100 s. ft.
12,000 sup. ft. kauri moulding ..	"	"	4/3 to 23/6 "
43,000 sup. ft. red-pine timber ..	"	"	8/ to 11/6 "
4,500 sup. ft. mangiao " ..	"	"	13/6 to /20 "
22,000 sup. ft. totara " ..	"	"	7/ to 16/ "
5,000 sup. ft. white-pine " ..	"	"	7/ and 8/6 "
Wellington-Napier-New Plymouth District—			
25,000 totara sleepers	"	Settlers	3/ and 3/6 each.
4,000 rimu sleepers	"	"	2/9 each.
1,025,000 sup. ft. red-pine timber ..	"	Mills in district	4/10 to 19/ per 100 s. ft.
295,000 sup. ft. totara " ..	"	"	12/6 to 26/6 "
142,000 sup. ft. matai " ..	"	"	12/ to 18/6 "
76,000 sup. ft. white-pine " ..	"	"	4/10 to 12/ "
40,000 sup. ft. red-pine moulding	"	"	Various.
28,000 sup. ft. kauri timber ..	"	"	17/ to 26/ per 100 s. ft.
75,000 sup. ft. " ..	"	Mitchelson Timber Company ..	11/6 to 12/9 "
3,600 sup. ft. V.D.L. timber ..	"	Mills in district	6/6 to 8/ "
Christchurch District—			
6,000 gallons oil for gas-making ..	"	New Zealand Coal and Oil Company ..	7½d. per gallon.
4,500 sup. ft. birch timber ..	"	Merchants in district	15/ per 100 sup. ft.
9,600 sup. ft. V.D.L. " ..	"	"	12/6 to 20/ "
4,000 sup. ft. clear-pine timber ..	"	"	7½d. and 8d. per lin. ft.
22,000 sup. ft. kauri " ..	"	"	16/3 to 31/6 per 100 s. ft.
304,000 sup. ft. " " ..	"	Mitchelson Timber Company ..	11/5 to 12/9 "
Dunedin and Invercargill Districts—			
2,550 sleepers for creosoting ..	"	Settlers	1/3 to 1/6 each.
26,000 matai sleepers	"	"	2/6 "
1,000 "	"	"	3/1½ "
20,000 totara sleepers	"	"	3/ to 3/6 "
1,800 "	"	"	4/4½ "
106,000 sup. ft. kauri timber ..	"	Mitchelson Timber Company ..	15/ per 100 sup. ft.
2,000 sup. ft. deal " ..	"	Merchants in district	37/6 to 42/6 "
800 sup. ft. clear-pine timber ..	"	"	35/ to 50/ "
64,000 sup. ft. red-pine " ..	"	"	9/6 to 14/6 "
5,000 sup. ft. red-pine moulding ..	"	"	8/ to 10/ "
65,000 sup. ft. kauri timber ..	"	"	9/6 to 28/ "
26,000 sup. ft. totara " ..	"	"	16/6 to 19/ "
8,000 lin. ft. " " ..	"	"	6d. to 6½d. per ft.
33,000 sup. ft. V.D.L. " ..	"	"	14/9 to 17/ per 100 s. ft.
11,700 sup. ft. V.D.L. droppers ..	"	"	17/7 per 100.
26,500 gallons oil for making gas ..	"	"	7½d. per gal.
Westland District—			
2,000 totara sleepers	"	Settlers	3/ to 3/3 each.
75,000 silver-pine sleepers ..	"	"	3/ to 4/ "
123,000 sup. ft. silver-pine timber ..	"	Merchants and mills in district ..	13/6 to 20/ per 100 s. ft.
189,000 sup. ft. red-pine " ..	"	" ..	6/ to 21/6 "
3,000 sup. ft. white-pine " ..	"	" ..	7/6 to 20/ "
27,500 yellow-pine sleepers ..	"	Settlers	3/3 each.
2,200 " ..	"	"	3/9 to 3/11 each.
76,000 sup. ft. red-pine timber ..	"	Merchants and mills in district ..	Up to 14/ per 100 s. ft.
1,500 sup. ft. silver-pine " ..	"	" ..	18/ to 20/ "
Nelson District—			
5,000 sup. ft. red-pine timber ..	"	Merchants in district	8/ to 12/6 "
4,000 sup. ft. white-pine " ..	"	"	8/6 to 9/ "
1,500 sup. ft. birch " ..	"	"	10/6 to 11/6 "
Picton District—			
7,900 birch sleepers	"	Settlers	2/9 to 3/ each.
1,200 sup. ft. black-pine timber ..	"	Merchants in district	13/ to 15/ per 100 s. ft.
3,500 sup. ft. red-pine " ..	"	"	11/ to 15/

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1902.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington–Napier–New Plymouth.	Hurunui–Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
WEIGHING-MACHINES :—											
1 cwt.	...	...	...	1	...	3	4	...	...	...	8
2 ,, ...	...	...	...	1	7	4	...	1	...	...	13
2¼ ,, ...	...	...	2	...	1	25	...	...	...	...	28
2½ ,, ...	...	...	...	...	...	1	...	...	...	...	1
3 ,, ...	...	...	...	5	2	6	6	1	2	...	22
4 ,, ...	1	...	...	17	23	24	2	...	...	...	67
5 ,, ...	...	1	1	9	12	35	...	1	6	...	65
5½ ,, ...	...	...	...	...	...	3	...	...	...	...	3
6 ,, ...	...	...	...	14	14	35	...	1	...	...	64
7 ,, ...	...	1	...	3	5	8	...	...	...	...	17
8 ,, ...	...	...	...	...	3	5	...	...	...	...	8
9 ,, ...	...	...	...	1	...	3	...	...	...	...	4
10 ,, ...	...	2	1	5	7	39	10	1	...	3	68
11 ,, ...	1	...	...	...	15	29	...	...	2	...	47
12 ,, ...	...	...	...	...	1	7	...	...	...	...	8
13 ,, ...	...	...	...	...	3	7	...	...	...	...	10
14 ,, ...	...	...	...	...	...	3	...	...	...	...	3
15 ,, ...	...	...	...	2	4	5	...	1	...	...	12
16 ,, ...	...	...	...	1	10	22	...	...	2	...	35
20 ,, ...	...	...	...	...	3	2	...	...	...	1	6
21 ,, ...	...	...	...	...	2	...	...	...	...	...	2
22 ,, ...	...	...	...	...	...	2	...	...	...	...	2
23 ,, ...	...	...	...	...	...	1	...	...	...	...	1
27 ,, ...	...	...	...	...	...	2	...	...	...	...	2
50 ,, ...	...	...	...	1	...	...	...	...	...	...	1
60 ,, ...	...	...	...	2	...	...	...	...	...	...	2
Total	2	4	4	62	112	271	22	6	12	4	499
WEIGHBRIDGES :—											
3 tons (cart)	...	...	...	1	...	1	...	...	...	...	2
6 ,, ,, ...	...	...	...	...	...	1	...	...	...	...	1
7 ,, ,, ...	...	...	...	...	...	2	...	...	...	...	2
8 ,, ,, ...	...	...	...	...	...	2	...	...	...	...	2
10 ,, (wagon)	...	...	...	...	...	3	...	...	...	...	3
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	33	1	3	1	2	60
TRAVERSERS	...	...	...	2	...	16	...	...	1	1	20
TURNTABLES :—											
40-feet (engine)	...	...	...	...	...	1	...	...	...	...	1
50 ,, ,, ...	...	...	...	8	8	31	...	...	...	...	47
12 ,, (wagon)	...	...	...	...	...	4	...	...	...	...	4
13 ,, ,, ...	...	...	...	3	6	32	1	...	1	...	43
14 ,, ,, ...	...	...	...	...	6	8	1	...	1	...	16
Total	...	...	...	11	20	76	2	...	2	...	111
CRANES :—											
½-ton, stationary, hand ...	...	...	...	...	6	1	...	...	...	1	8
1 ,, ,, ,, ...	...	...	...	6	...	4	...	...	...	...	10
1½ ,, ,, ,, ...	...	...	...	3	28	12	2	...	2	1	48
2 ,, ,, ,, ...	...	...	...	...	2	13	...	1	...	...	16
3 ,, ,, ,, ...	...	...	...	...	...	4	...	...	...	...	4
4 ,, ,, ,, ...	...	...	...	...	...	6	...	...	...	...	6
5 ,, ,, ,, ...	...	...	...	...	1	23	...	...	...	...	24
7 ,, ,, ,, ...	...	...	...	1	...	1	...	...	...	...	2
8 ,, ,, ,, ...	...	...	...	...	1	...	...	...	...	...	1
10 ,, ,, ,, ...	...	...	...	1	1	5	...	...	...	...	7
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	2	1	1	1	19
6 ,, ,, ,, ...	...	...	...	...	...	1	...	...	...	...	1
10 ,, ,, ,, ...	...	...	...	...	...	...	1	...	...	...	1
1½ ,, ,, steam ...	...	...	...	...	...	4	...	...	...	...	4
2 ,, ,, ,, ...	...	...	...	...	...	10	2	1	...	...	13
3 ,, ,, ,, ...	2	...	...	...	2	8	...	1	1	...	14
5 ,, ,, ,, ...	...	1	...	...	...	1	...	...	...	...	2
7 ,, ,, ,, ...	...	1	...	...	1	3	...	...	...	...	5
12 ,, ,, ,, ...	...	...	...	...	...	...	1	1	...	...	2
20 ,, ,, ,, ...	...	...	...	...	...	...	...	1	...	...	1
Hoisting-engines, steam ...	...	...	...	...	1	2	...	...	...	...	3
Pile-driving engines, ,, ...	...	...	...	...	5	3	...	...	...	...	8
Total	2	2	...	17	61	109	11	7	6	4	219
WATER-SERVICES :—											
Steam	...	1	1	6	5	13	2	1	...	...	29
Hand	1	...	1	17	29	69	1	...	...	1	119
Windmill	...	...	1	2	14	43	...	...	1	2	63
Hot-air	1	...	...	2	4	14	...	...	...	...	21
Hydraulic	...	...	...	9	17	21	...	...	1	...	48
Oil	...	...	1	4	3	3	...	...	...	...	11
Gravitation	...	3	1	9	25	34	14	6	1	...	93
Gas-engine	...	...	...	...	1	...	...	...	...	...	1
Total	2	4	5	49	98	197	17	7	3	3	385

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1902.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—											
53lb. steel	...	...	...	...	...	2	...	...	13	...	15
55lb. steel	...	...	...	...	...	3,697	..	...	...	...	3,697
56lb. steel	...	54	...	636	1,761	2,268	210	64	202	...	5,195
70lb. steel	...	...	...	2,070	4,622	5,162	...	...	...	...	11,854
Total	...	54	...	2,706	6,383	11,129	210	64	215	...	20,761

RETURN No. 20.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1902.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—											
Black-pine	...	...	...	...	75	26,219	...	...	...	...	26,294
Totara	134	692	673	6,101	28,592	23,983	93	...	417	...	60,685
Birch	...	...	...	...	45	...	31	167	1	3,711	3,955
Jarrah	...	...	...	11,537	3,213	29,509	...	...	...	...	44,259
Silver-pine	...	...	...	959	22,056	68,147	11,017	85	3,861	344	106,469
Puriri	802	2,563	1,030	13,924	1,990	1,969	...	...	...	...	22,278
Kauri	...	...	257	976	35	...	...	...	...	...	1,268
Rimu	...	...	...	...	4,747	...	...	...	...	...	4,747
Creosoted	...	...	...	..	...	153	...	...	.	...	153
Yellow-pine	...	...	...	...	515	3,373	...	1,264	...	...	5,152
Maire	...	...	...	...	277	...	...	...	...	...	277
Ironbark	...	...	...	47	6,279	7,064	891	522	116	142	15,061
Mixed hardwoods	...	...	...	81	24,696	2,105	...	...	...	...	26,882
Grey-gum	...	...	...	24,667	23,959	79,113	...	...	...	...	127,739
Kamai	...	...	...	...	...	123	...	...	...	...	123
Blue-gum	...	...	...	...	27	4,819	...	...	...	...	4,846
Total	936	3,255	1,960	58,292	116506	246,577	12,032	2,038	4,395	4,197	450,188
SLEEPERS REMOVED :—											
Black-pine	...	...	...	1	717	70,436	...	...	30	...	71,184
Totara	...	101	...	1,826	70,711	33,011	...	...	495	50	106,194
Birch	...	...	...	...	9,833	43,590	5,784	1,368	2,563	2,282	65,420
Jarrah	...	...	...	42	283	17,331	...	...	...	...	17,656
Silver-pine	...	246	...	130	797	19,935	1,469	...	559	1,355	24,501
Puriri	51	...	...	19,327	2,996	2,145	...	...	...	...	24,519
Kauri	795	1,191	1,960	23,992	200	3,631	...	...	...	...	31,769
Karri	...	...	.	370	674	29	...	...	...	...	1,073
Oregon	...	...	...	48	10	2	...	...	...	...	60
Blue-gum	...	...	...	...	872	5,569	...	...	...	...	6,441
Rata	...	...	...	40	117	122	...	...	...	...	279
Rimu	...	...	...	...	146	91	...	...	...	...	237
Kamai	...	...	...	...	94	10,688	...	...	...	...	10,782
Ironbark	...	72	...	...	85	150	...	...	...	...	307
Maire	...	...	...	...	1,081	...	...	...	...	...	1,081
Yellow-pine	...	...	...	...	...	486	...	...	...	...	486
Creosoted	...	...	...	...	...	7,099	...	...	...	...	7,099
White-pine	...	95	...	...	...	...	...	...	...	...	95
Grey-gum	...	...	...	...	123	33	...	...	...	...	156
Total	846	1,705	1,960	45,776	88,739	214,348	7,253	1,368	3,657	3,687	369,339

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1902.

Sections.	Miles.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kawakawa	8	4	...	...	...
Whangarei	23	12	2	6	8
Kaihu	17	10	1	3	4
Auckland	341	127	10	3	13
Wellington-Napier-New Plymouth ...	451	158	38	13	51
Hurunui-Bluff	1,198	442	115	22	137
Westland	112	49	9	4	13
Westport	31	15	1	...	1
Nelson	33	14	2	...	2
Picton	21	10	3	1	4
Total	2,235	841	181	52	233

RETURN No. 22.

COMPARATIVE STATEMENT of Mileage of Railways Open for Traffic and under Maintenance on 31st March, 1902.

Section.	Mileage open for Traffic on 31st March, 1901.	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, 1902.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1902.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
	M. ch.			M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Kawakawa	7 39	...	...	...	...	...	...	...	...	7 39	7 39
Whangarei	22 44	...	...	...	...	...	...	...	...	22 44	22 44
Kaihu	17 20	...	...	...	...	...	...	...	...	17 20	17 20
Auckland	330 47	Mokau-Poro-o-tarao ...	1st April, 1901 ...	11 20	11 20	...	...	11 20	11 20	341 67	341 67
Wellington-Napier-New Plymouth	451 14	...	...	...	...	...	...	...	...	451 14	451 14
Hurunui-Bluff	1,182 59	Wedderburn-Ida Valley ...	2nd Dec., 1901 ...	12 32	4 6	...	...	12 32	4 6	1,195 11	1,186 65
Ditto, Private Lines—											
Shag Point Branch ...	2 10	...	...	...	...	...	...	...	...	2 10	2 10
Nightcaps Branch	2 24	...	...	...	...	...	...	...	...	2 24	2 24
Westland	112 6	...	...	...	...	...	...	...	...	112 6	112 6
Westport	30 17	...	..	...	...	...	...	...	...	30 17	30 17
Nelson	32 12	...	...	...	...	...	...	...	...	32 12	32 12
Picton	20 42	...	...	...	...	...	...	...	...	20 42	20 42
Total	2,211 14	...	...	23 52	15 26	...	...	23 52	15 26	2,234 66	2,226 40

RETURN No. 23.

STATEMENT showing Weights of RAILS in various LINES on 31st March, 1902.

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	64 lb. Iron.	70 lb. Iron.	70 lb. Steel.	72 lb Iron.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Kawakawa Section—															
Opua–Kawakawa	..	0 2	..	..	..	..	5 67	..	1 32	0 18	..	..	..	..	7 39
Whangarei Section—															
Opau Wharf–Hukerenui ..	..	..	..	..	..	..	18 3	..	..	4 41	..	..	..	..	22 44
Kaihu Section—															
Dargaville–Kaihu	..	..	..	..	..	..	17 20	..	..	..	..	..	..	..	17 20
Auckland Section—															
Auckland–Poro-o-tarao	..	15 7	0 51	..	..	..	111 6	..	..	15 0	..	..	4 3	..	145 67
Auckland–Tahekeroa	..	..	..	..	..	..	38 17	..	..	8 26	..	..	3 3	..	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	..	0 42	2 69	..	9 63	..	86 76	..	..	51 67	..	..	11 9	..	163 6
Foxton Branch	..	11 30	..	..	6 46	..	1 38	..	..	..	..	..	..	..	19 34
Hunterville Branch	..	..	..	..	..	..	22 45	..	..	..	..	..	..	..	22 45
Aramoho–Wanganui	..	..	..	..	0 37	..	0 44	..	..	2 9	..	..	..	..	3 10
Sentry Hill–New Plymouth ..	..	1 22	5 79	..	..	..	3 6	..	..	..	..	..	..	..	10 27
Palmerston–Spit	..	2 15	6 31	..	..	..	69 39	..	..	35 67	..	..	..	..	113 72
Wellington–Woodville	..	..	..	..	8 41	..	81 18	..	..	18 50	..	..	7 24	..	115 53
Greytown Branch	..	..	..	..	3 7	..	..	..	..	..	..	..	..	..	3 7
Hurunui–Bluff Section—															
Lyttelton–Bluff	..	0 9	..	..	2 24	2 50	316 19	..	0 52	38 30	0 20	12 2	19 35	..	392 1
Addington–Culverden	..	..	..	..	..	..	37 9	..	11 22	0 13	..	19 10	..	0 3	67 57
Oxford Branch	16 73	4 20	12 24	0 6	..	..	0 2	..	..	..	..	..	..	..	33 45
Eyreton Branch	13 28	6 19	0 44	..	..	..	..	..	..	..	..	..	..	..	20 11
Southbridge Branch	..	8 42	5 13	1 26	..	..	8 38	1 0	..	1 0	..	..	..	..	25 39
Little River Branch	..	1 34	16 12	5 2	..	..	..	..	..	..	..	..	..	..	22 48
Springfield Branch	2 50	6 45	..	..	..	..	4 57	4 3	..	17 43	..	..	..	..	35 38
Whitecliffs Branch	11 3	..	0 15	0 28	..	..	..	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch	..	..	..	..	..	22 20	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch	..	4 8	23 27	..	..	..	..	..	..	..	..	..	..	..	27 35
Albury Branch	..	26 55	9 38	..	..	..	..	..	..	..	..	..	..	..	36 13
Waimate Branch	..	4 46	..	..	..	..	..	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	..	..	8 21	..	..	..	..	..	..	..	..	..	8 21
Duntroon Branch	..	15 38	0 50	..	4 55	..	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 ..	43 74	126 38	129 67	6 62	44 33	24 70	939 24	5 3	13 26	213 41	0 20	31 12	44 74	0 3	1,623 67

RETURN No. 23—*continued.*

STATEMENT showing Weights of RAILS in Various LINES on 31st March, 1902—*continued.*

Line.	30 lb. Iron.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	64 lb. Iron.	70 lb. Iron.	70 lb. Steel.	72 lb. Iron.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Brought forward ..	43 74	126 38	129 67	6 62	44 33	24 70	939 24	5 3	13 26	213 41	0 20	31 12	44 74	0 3	1,623 67
Hurunui-Bluff Section—*continued.*															
Port Chalmers Branch	..	..	..	..	0 18	..	1 8	..	..	..	..	..	..	..	1 26
Walton Park Branch	..	2 48	..	..	..	..	0 1	..	..	..	..	..	..	..	2 49
Fernhill Branch	..	..	1 57	..	..	..	..	..	..	..	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	..	..	65 73	..	..	31 79	..	..	..	..	97 72
Outram Branch	..	6 1	1 19	..	..	..	0 26	..	..	1 34	..	..	..	..	9 0
Lawrence Branch	..	0 18	..	..	..	..	1 31	5 36	..	14 76	..	..	..	..	22 1
Catlin's River Branch	..	..	..	..	0 25	..	19 2	..	..	..	..	..	..	..	19 27
Tapanui Branch	..	12 36	7 6	..	..	..	..	..	..	0 42	..	..	..	..	20 4
Wyndham Branch	..	..	..	..	..	..	9 35	..	..	..	..	..	..	..	9 35
Seaward Bush Branch	..	..	16 62	..	..	..	1 66	..	..	6 72	..	..	..	..	25 40
Invercargill-Kingston	..	58 42	..	..	0 20	..	0 24	..	..	9 51	..	18 23	..	..	87 0
Makarewa-Orepuki	..	..	16 22	..	..	..	13 61	..	..	5 47	..	0 2	..	..	35 52
Thornbury-Nightcaps	..	1 62	22 69	..	..	..	..	..	..	..	..	..	..	..	24 51
Forest Hill Branch	..	12 66	..	..	..	..	..	..	..	..	..	..	..	..	12 66
Mararoa Branch	..	..	10 41	..	..	..	..	..	..	..	..	..	..	..	10 41
Waimea Plains Railway ..	..	..	..	..	35 26	..	0 23	..	..	0 72	..	..	..	..	36 41
Westland Section—															
Greymouth-Otira	..	..	..	..	..	..	39 16	..	..	11 32	..	..	..	..	50 48
Greymouth-Hokitika	..	..	..	..	..	..	22 17	..	..	2 8	..	..	..	..	24 25
Stillwater-Reefton	..	..	..	..	..	..	37 13	..	..	..	..	..	..	..	37 13
Westport-Mokihinui	..	0 70	..	..	0 36	..	24 24	..	..	4 47	..	..	..	..	30 17
Nelson-Motupiko	..	14 20	3 6	..	..	..	8 30	..	..	6 36	..	..	..	..	32 12
Picton-Blenheim	..	11 15	3 27	..	0 28	..	2 35	..	..	3 17	..	..	..	..	20 42
Total ..	43 74	247 16	212 56	6 62	81 26	24 70	1,186 29	10 39	13 26	313 14	0 20	49 37	44 74	0 3	2,234 66

RETURN No. 24.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1902.

Hd. Office 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.	Value of the Traffic through the Siding during the Year ending 31st March, 1902. In.	Out.	Total.
			KAWAKAWA SECTION.									
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
616	R. 94/3103 ..	Jan. 1, 1897	New Bay of Islands Coal Company (Limited)	6 79	Kawakawa ..	Govt. and grantees	5 years* ..	..	..	..	..	..
			WHANGAREI SECTION.									
615	R. 97/2615 ..	Jan. 1, 1897	Evan Finlayson..	14 55	Otonga ..	Govt. ..	5 years* ..	..	..	..	..	..
620	R. 97/2924 ..	July 1, 1897	Hikurangi Collieries (Limited) ..	12 54	Waro ..	Govt. and grantees	5 " * ..	Premium..	125 0 0	1 2 0	129 10 0	130 12 0
660	R. 97/4385 ..	Oct. 26, 1897	F. and W. G. Foote	18 15	Whakapara ..	Govt. and grantees	10 " * ..	" ..	248 0 0	..	1,831 4 0	1,831 4 0
726	R. 00/241 ..	April 1, 1900	Mander and Bradley	18 32	" ..	Grantees	5 " * ..	" ..	296 0 0	8 8 4	1,339 5 3	1,347 13 7
793	R. 97/3107 ..	Jan. 1, 1902	Kauri Timber Company (Limited)	9 40	Hikurangi ..	Govt. ..	5 " * ..	†	..	..	..	..
798	R. 02/550 ..	Jan. 1, 1902	M·nnie and Brown	..	Waro ..	" ..	5 " * ..	†	..	1 1 8	1,383 9 0	1,384 10 8
799	R. 02/551 ..	Jan. 1, 1902	Hikurangi Coal Company (Limited)	..	" ..	" ..	5 " * ..	†	..	10 6 5	5,150 10 0	5,160 16 5
			KAIHU SECTION.									
603	R. 96/1763 ..	Dec. 24, 1896	John Harrison	15 68	Kaihu ..	Grantees	5 years* ..	Premium..	60 0 0	8 3 3	468 0 11	476 4 2
755	R. 00/2111 ..	Nov. 1, 1900	Kauri Timber Company (Limited)	13 66	Ahikiwi	Govt. and grantees	5 " * ..	..	..	25 13 5	2,377 12 1	2,403 5 6
756	R. 00/2111 ..	Nov. 1, 1900	Mitchelson Timber Company (Limited)				4 " * ..					
762	R. 00/2598 ..	Jan. 1, 1901	James Trounson	14 2	" ..	Grantees	5 " * ..	†	..	..	477 19 8	477 19 8
814	R. 96/2155 ..	Jan. 1, 1902	Mitchelson Timber Company (Limited) and James Trounson	16 55	Kaihu Booms ..	Govt. ..	5 " * ..	†	..	..	..	..
			AUCKLAND SECTION.									
521	R. 93/3515 ..	Oct. 1, 1893	Bank of New Zealand Estates Company (Limited)	18 5	Morrinsville ..	Grantees	10 years* ..	Premium..	138 0 0 Rental, £25	307 6 11	98 11 10	405 18 9
527	R. 94/1533 ..	Feb. 1, 1894	Union Oil, Soap, and Candle Company (Limited)	7 35	Westfield ..	"	10 " * ..	†	Rental, £25	2 9 5	514 0 8	1,396 10 1
572	R. 95/4728 ..	Oct. 1, 1895	C. J. Johnson	124 39	Te Kuiti ..	Govt. ..	10 " * ..	..	Rental, £12	58 10 1	67 17 0	126 7 1
598	R. 96/3698 ..	July 1, 1896	W. T. and E. T. Firth	58 11	Ohinewai ..	Govt. and grantees	8 " * ..	†	Extension, £118 Rental, £25	32 0 2	288 7 4	320 7 6
609	R. 97/1123 ..	April 1, 1897	Kauri Timber Company (Limited)	35 25	Helensville South	Grantees	5 " * ..	†	..	..	..	..
632	R. 97/4655 ..	Nov. 1, 1897	Avondale Brick and Pottery Company (Limited)	6 29	New Lynn ..	"	5 " * ..	†	..	413 4 3	1,607 6 4	2,020 10 7
641	R. 98/1868 ..	May 1, 1898	Taupiri Coal-mines (Limited) ..	64 52	Huntly ..	"	5 " * ..	†	Extension, £134	62 18 10	11,839 8 0	11,902 6 10
706	R. 98/3564 ..	Aug. 1, 1899	Auckland Freezing Company ..	..	Auckland ..	"	5 " * ..	..	Rental, £50	876 16 2	179 18 3	1,056 14 5
713	R. 99/1294 ..	Dec. 1, 1899	J. J. Craig	..	" ..	"	5 " * ..	..	Rental, £50	1,387 9 0	219 18 5	1,607 7 5
717	R. 99/3007 ..	June 1, 1899	Taupiri Coal-mines (Limited) ..	64 45	Huntly ..	"	5 " * ..	Premium..	236 0 0	10 19 8	730 12 0	741 1 8
720	R. 00/107 ..	Jan. 1, 1900	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	7 48	Westfield ..	"	10 " * ..	" ..	160 0 0 Rental, £25	869 2 11	1,105 6 11	1,974 9 10
721	R. 99/1601 ..	Jan. 1, 1900	Auckland Freezing Company ..	7 52	" ..	Govt. ..	10 " * ..	† Alter'ns..	120 0 0 Rental, £25	1,872 17 1	555 15 10	2,428 12 11
744	R. 00/668 ..	July 1, 1900	New Zealand Loan and Mercantile Agency Company (Limited)	1 5	Hamilton ..	Grantees	10 " * ..	Premium..	175 0 0 Rental, £25	605 6 5	173 19 9	779 6 2
796	R. 00/2203 ..	Nov. 1, 1901	Harrison's Taupiri Coal Company (Limited)	64 51	Huntly ..	"	5 " * ..	" ..	220 0 0	7 12 4	3,262 4 6	3,269 16 10

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

RETURN No. 24—*continued.*

PARTICULARS of PRIVATE-SIDING TRAFFIC up to 31st March, 1902—*continued.*

Hd. Office 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.	Value of the Traffic through the Siding during the Year ending 31st March, 1902. In.	Out.	Total.
					WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.							
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
24	C.R. 75/845..	—— 1875	Napier Gas Company	2 30	Napier ..	Govt. ..	Undefined	..	..	400 19 0	128 19 6	529 18 6
221	R. 80/1588 ..	Dec. 13, 1880	Gear Meat-preserving and Freezing Company (Limited)	6 37	Petone ..	Grantees	10 years* ..	Premium ..	117 19 11 Rental, £25	847 5 8	1,952 14 0	2,799 19 8
495	R. 92/1948 ..	Sept. 1, 1892	Williams and Kettle (Limited) ..	100 4	Hastings ..	"	10 " * ..	" ..	248 0 0 Rental, £25	302 16 7	160 10 1	463 6 8
522	R. 93/3608 ..	Nov. 1, 1893	Nelson Brothers (Limited) ..	101 57	Tomoana ..	"	10 " * ..	†	Rental, £25	2,256 19 4	3,068 4 8	5,325 4 0
526	R. 94/504 ..	April 18, 1894	Rathbone and Mathews	36 73	Mangatera ..	"	10 " * ..	Premium ..	539 0 0	16 12 5	2,527 1 11	2,543 14 4
531	R. 94/2089 ..	June 1, 1894	Wellington Meat Export Company (Limited)	3 9	Ngahauranga ..	"	10 " * ..	†	Rental, £25	824 5 5	2,539 13 8	3,363 19 1
575	R. 95/5462 ..	Nov. 15, 1895	Taranaki Freezing-works Company (Limited)	9 40	Moturoa ..	"	10 " * ..	Premium ..	275 0 0 Rental, £25	2,051 13 10	950 1 0	3,001 14 10
580	R. 96/114 ..	Jan. 1, 1896	Robert Holt	111 79	Napier ..	"	10 " * ..	†	Rental, £50	2,999 12 6	1 4 6	3,000 17 0
581	R. 95/3386 ..	Aug. 1, 1895	M. W. Welch, W. E. Welch, S. Death, D. Judd	11 70	Belmont ..	Govt. ..	5 " * ..	..	Rental, £15	..	..	..
606	R. 97/825 ..	Mar. 1, 1897	H. Brown and Co.	221 31	Stratford ..	Grantees	5 " * ..	†	..	3 0 0	95 4 7	98 4 7
610	R. 97/1238 ..	April 1, 1897	W. Aiken	142 59	Okoia ..	"	5 " * ..	†	..	..	25 3 2	25 3 2
614	R. 97/2622 ..	May 1, 1897	N. King	7 53	New Plymouth ..	"	10 " ‡ ..	†	..	452 8 4	144 17 10	597 6 2
617	R. 97/2654 ..	Mar. 26, 1897	Williams and Beetham	62 10	Waingawa ..	"	10 " * ..	†	Rental, £25	22 17 1	418 14 1	441 11 2
618	R. 97/172 ..	July 1, 1897	B. L. Knight	91 51	Newman ..	"	5 " * ..	Premium ..	200 0 0	7 14 0	1,362 17 4	1,370 11 4
626	R. 97/1942 ..	Aug. 1, 1897	Henry and Co.	93 35	Hukanui ..	"	6 " * ..	..	..	3 11 1	601 13 11	605 5 0
627	R. 97/4085 ..	Nov. 1, 1897	Murray, Roberts, and Co. ..	113 72	Spit ..	Govt. ..	10 " * ..	†	Rental, £25	816 15 5	123 7 10	940 3 3
628	R. 97/4270 ..	Dec. 1, 1897	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	228 72	Tariki Road ..	Grantees	5 " * ..	†	..	..	755 6 7	755 6 7
629	R. 97/4273 ..	Nov. 1, 1897	C. Brown (Mrs.)..	217 58	Ngaire ..	"	5 " * ..	†	..	..	247 2 1	247 2 1
633	R. 97/4854 ..	Dec. 1, 1897	Mitchell and Co.	147 45	Aramoho ..	"	10 " * ..	Premium ..	70 0 0 Rental, £25	154 19 10	281 0 9	436 0 7
637	R. 97/3534 ..	Mar. 1, 1898	Levin and Co. (Limited)	65 45	Masterton ..	Govt. and grantees	10 " * ..	" ..	130 0 0 Rental, £25	525 19 4	1,559 4 6	2,085 3 10
640	R. 98/1598 ..	April 1, 1898	Kendrick Brothers	147 56	Aramoho ..	Grantees	5 " * ..	†	..	91 0 9	46 9 3	137 10 0
643	R. 97/4652 ..	April 1, 1898	Tiratu Sawmill Company ..	35 32	Mangatera ..	"	5 " * ..	Premium ..	330 0 0	14 9 1	2,333 2 8	2,347 11 9
645	R. 98/3766 ..	Jan. 1, 1899	Dalgety and Co. (Limited) ..	113 64	Spit ..	"	5 " * ..	†	Rental, £25	444 2 5	10 17 4	454 19 9
647	R. 98/3331 ..	Oct. 1, 1898	W. G. Bassett	2 14	Wanganui ..	"	10 " * ..	Premium ..	188 0 0 Rental, £25	2,414 10 1	4 1 9	2,418 11 10
656	R. 98/2734 ..	Feb. 1, 1899	G. A. Gamman and Co.	87 39	Palmerston North	"	10 " * ..	" ..	69 0 0 Rental, £25	1,555 4 2	174 11 1	1,729 15 3
657	R. 99/1050 ..	April 1, 1899	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	217 64	Ngaire ..	Govt. and grantees	5 " * ..	†	..	..	82 15 9	82 15 9
667	R. 98/4419 ..	June 1, 1899	G. A. Gamman and Co.	51 39	Kopua ..	Grantees	5 " * ..	Premium ..	112 6 0	18 4 4	1,664 14 3	1,682 18 7
672	R. 99/1984 ..	May 1, 1899	Wanganui Sash and Door Factory and Timber Company (Limited)	2 52	Wanganui ..	Govt. ..	5 " * ..	†	Rental, £25	4,800 7 4	1,128 9 1	5,928 16 5
705	R. 97/2271 ..	Aug. 1, 1899	Bartholomew Brothers	99 30	Feilding ..	" ..	10 " * ..	†	Repairs, £2 Rental, £25	1,106 8 6	..	1,106 8 6
707	R. 98/3870 ..	Oct. 1, 1899	Manawatu County Council ..	13 34	Carnarvon ..	Grantees	5 " * ..	†	Repairs, £8	96 14 4	92 18 0	189 12 4

718	R. 99/3054 ..	Dec. 1, 1899	W. Nelson	44 36	Makotuku ..	Grantees	5 years* ..	†	..	2 10 4	471 17 3	474 7 7
725	R. 99/854 ..	Jan. 1, 1900	Waitara Freezing and Cool Storage Company (Limited)	246 53	Waitara ..	"	10 " * ..	Premium ..	80 10 0 Rental, £25	..	3 15 10	3 15 10
730	R. 99/2616 ..	Mar. 1, 1900	Gamman and Co.	36 71	Piripiri ..	"	5 " * ..	" ..	190 0 0	99 5 4	3,014 8 7	3,113 13 11
734	R. 00/1286 ..	May 1, 1900	Hawke's Bay Timber Company (Ltd.)	42 62	Makotuku ..	"	5 " * ..	†	..	26 12 6	1,020 19 6	1,047 12 0
735	R. 00/1180 ..	Jan. 1, 1900	Williams and Kettle (Limited) ..	113 55	Spit ..	"	10 " * ..	Premium ..	125 0 0 Rental, £25	1,855 9 2	67 19 5	1,923 8 7
736	R. 00/1192 ..	May 1, 1900	R. Holt	99 72	Hastings ..	"	10 " * ..	†	Rental, £25	635 14 11	3 4 4	638 19 3
741	R. 99/3059 ..	Aug. 1, 1900	Anderson and Jacobsen	40 12	Matamau ..	"	5 " * ..	†	Repairs, £12	64 3 0	581 12 11	645 15 11
746	R. 00/1403 ..	Aug. 1, 1900	Palmerston North Sash, Door, and Timber Company (Limited)	40 73	" ..	"	5 " * ..	Premium ..	260 0 0	3 17 1	1,159 2 5	1,162 19 6
748	R. 00/2261 ..	Aug. 1, 1900	William Booth and Co.	57 30	Carterton ..	Govt. ..	5 " * ..	†	..	88 13 7	1,123 7 8	1,212 1 3
752	R. 99/699 ..	Sept. 1, 1900	T. Price	6 66	Petone ..	Grantees	10 " * ..	Premium ..	58 0 0 Rental, £25	1,383 7 1	34 13 7	1,418 0 8
753	R. 99/2453 ..	Oct. 1, 1900	Union Timber Company	214 76	Eltham ..	"	10 " * ..	†	72 0 0 Rental, £25	287 6 10	282 1 3	569 8 1
758	R. 98/3937 ..	Oct. 1, 1900	J. Garnett	99 70	Hastings ..	"	10 " * ..	†	Repairs, £1 5s. Rental, £25	380 2 10	..	380 2 10
759	R. 99/2633 ..	April 1, 1901	Henry Brown and Co.	235 43	Inglewood ..	"	10 " * ..	Premium ..	200 0 0	678 8 7	681 3 6	1,359 12 1
760	R. 01/299 ..	April 1, 1901	Nelson Brothers (Limited) ..	96 17	Woodville ..	"	10 " * ..	†	Repairs, £42; Rental, £25	194 16 7	363 4 7	558 1 2
770	R. 01/1231 ..	June 1, 1901	Ellis Brothers	50 66	Kopua ..	"	5 " * ..	†	..	0 8 0	951 2 9	951 10 9
771	R. 01/182 ..	June 1, 1901	W. A. Chote and J. Wright ..	..	Silverstream ..	"	5 " * ..	Premium ..	380 0 0	63 16 5	62 1 11	125 18 4
777	R. 01/1659 ..	Aug. 1, 1901	Totara Sawmill Company ..	..	Oringi ..	"	5 " * ..	" ..	90 0 0	46 13 4	1,138 17 4	1,185 10 8
780	R. 01/2230 ..	Sept. 1, 1901	H. Carlson	..	Tamaki ..	"	5 " * ..	†	4 10 0	2 14 9	544 18 6	547 13 3
781	R. 00/2262 ..	Oct. 1, 1901	H. Judd	50 68	Matarawa ..	"	1 " * ..	†	..	4 0 4	102 5 0	106 5 4
786	R. 96/5010 ..	Oct. 1, 1901	Napier Gas Company (Limited) ..	..	Hastings ..	"	5 " * ..	†	Repairs, £3 6s.	154 4 6	13 6 5	167 10 11
788	R. 01/886 ..	Nov. 1, 1901	West Coast Refrigerating Company (Limited)	..	Patea ..	"	10 " * ..	Premium ..	200 0 0 Rental, £25	339 19 7	13 1 9	353 1 4
789	R. 01/2396 ..	Nov. 1, 1901	H. Brown and Co.	..	Morley Street ..	"	5 " * ..	" ..	156 0 0 Rental, £25	183 2 6	..	183 2 6
792	R. 02/384 ..	Jan. 1, 1902	Nelson Brothers (Limited) ..	68 3	Waipukurau ..	Govt. ..	10 " * ..	†	Rental, £25	52 7 7	4 1 2	56 8 9

HURUNUI-BLUFF SECTION.

1	R. 81/1026 ..	April 28, 1866	J. T. Brown	7 39	Addington ..	Grantees	For ever ..	..	..	..	..	..
2	P.W. 77/4594	—— 1866	Sir J. Hall	7 50	" ..	"	" ..	..	..	..	..	..
3	R. 88/1107 ..	Dec. 28, 1870	Richard Allen	1 17	Riccarton ..	"	" ..	..	..	1,808 2 11	981 6 6	2,789 9 5
12	P.W. 74/5224	June 2, 1875	Bank of New South Wales (used by White and Co.)	21 29	Leeston ..	Govt. ..	" ..	..	..	316 6 9	..	316 6 9
13	P.W. 76/3501	Dec. 18, 1874	Oamaru Harbour Board	157 77	Oamaru ..	" ..	Undefined	..	..	2,848 18 8	4,059 15 8	6,908 14 4
20	P.W. 76/2946	Dec. 11, 1875	Richard Evans	1 52	Wilson's Siding ..	Grantees	For ever ..	..	..	224 19 1	331 6 11	556 6 0
32	R. 82/432 ..	April 7, 1876	D. C. Turnbull and Co.	105 54	Timaru ..	Govt. ..	" ..	..	..	940 8 2	267 13 10	1,208 2 0
33	P.W. 76/823	April 22, 1876	J. Deans	8 75	Glentunnel ..	" ..	" ..	..	..	21 16 6	1,124 4 1	1,146 0 7
37	P.W. 76/3721	July 18, 1876	New Zealand and Australian Land Company (Limited)	166 27	Maheno ..	" ..	Undefined	..	..	57 10 3	95 14 1	153 4 4
120	P.W. 77/4412	Jan. 23, 1878	Oamaru Harbour Board ..	157 65 157 65	Oamaru (1st sidg.) " (2nd sidg.)	" ..	10 years* ..	300 0 0	50 0 0	1,963 1 10	1,283 16 0	3,246 17 10
178	..	—— 1878	Mosgiel Woollen Factory Company	0 73	Mosgiel Township	" ..	Undefined	..	..	290 7 6	67 16 2	358 3 8
258	R. 82/379 ..	Jan. 10, 1882	Wigram Brothers	10 71	South Malvern ..	" ..	For ever ..	..	..	163 17 0	38 10 0	202 7 0
266	R. 82/554 ..	Mar. 24, 1882	S. Bailey	15 0	Templeton ..	Grantees	10 years* ..	Premium ..	153 0 0	..	77 19 4	77 19 4
478	R. 91/3993 ..	Nov. 1, 1891	Friedlander Brothers (Limited) ..	58 69	Ashburton ..	"	10 " * ..	†	Rental, £25	..	..	..
484	R. 92/672 ..	Mar. 1, 1892	W. White and Co.	6 51	Christchurch ..	Govt. ..	10 " * ..	†	Rental, £50	431 11 3	46 10 11	478 2 2

* Three months' notice. † Siding originally laid under old agreement. ‡ One week's notice.

RETURN No. 24—*continued.*

PARTICULARS of Private-Siding Traffic up to 31st March, 1902.—*continued.*

Hd. Office 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.	Value of the Traffic through the Siding during the Year ending 31st March, 1902. In.	Out.	Total.
					HURUNUI-BLUFF SECTION—*continued.*							
				M. ch					£ s. d.	£ s. d.	£ s. d.	£ s. d.
486	R. 92/739 ..	Mar. 24, 1892	Southland Frozen Meat and Produce Export Company (Limited)	342 48	Mataura ..	Grantees	10 years* ..	Premium ..	300 0 0 Rental, £25	647 8 3	1,705 18 1	2,353 6 4
487	R. 92/852 ..	Feb. 1, 1892	Canterbury Farmers' Co-operative Association (Limited)	106 9	Timaru ..	"	10 " * ..	†	Extension, £270 Rental, £50	1,911 2 2	643 5 3	2,554 7 5
488	R. 92/806 ..	Mar. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	6 51	Christchurch ..	"	10 " * ..	†	Rental, £50	1,372 10 11	620 3 10	1,992 14 9
493	R. 92/1937 ..	Feb. 1, 1892	Executors of late M. Studholme ..	0 6	Studholme ..	"	10 " * ..	†	Rental, £25	7 10 2	253 2 2	260 12 4
498	R. 92/3835 ..	Oct. 1, 1892	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	7 8	Belfast ..	"	10 " * ..	†	Rental, £25	5,252 8 6	6,044 15 3	11,297 3 9
499	R. 92/4111 ..	Dec. 14, 1892	Canterbury Central Co-operative Dairy Company (Limited)	7 50	Addington ..	"	10 " * ..	Premium ..	46 0 0 Rental, £25	189 7 4	70 2 11	259 10 3
500	R. 92/3737 ..	Nov. 1, 1892	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	Timaru ..	"	10 " * ..	†	Rental, £50	457 13 1	121 3 5	578 16 6
505	R. 93/40 ..	Nov. 1, 1892	National Mortgage and Agency Co. of New Zealand (Limited)	105 74	" ..	"	8 years & 8 months*	†	Rental, £50	..	..	..
506	R. 93/109 ..	Jan. 1, 1893	William H. Martyn	2 58	Wetheral ..	"	10 years* ..	†	Rental, £25	64 18 3	164 7 7	229 5 10
510	R. 93/1075 ..	Feb. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	335 7	Gore ..	"	10 " * ..	†	Rental, £25	133 1 0	352 5 8	485 6 8
511	R. 93/1228 ..	Dec. 1, 1892	Donald Reid and Co.	236 17	Dunedin ..	"	10 " * ..	†	Rental, £50	3,906 7 2	338 2 1	4,244 9 3
514	R. 93/1824 ..	May 1, 1893	Lyttelton Borough Council (Shaw-Savill and Albion Co., and Kaye and Carter, tenants)	0 0	Lyttelton ..	"	10 " * ..	†	Rental, £50	6,024 4 5	1,419 18 6	7,444 2 11
515	R. 93/2140 ..	May 1, 1893	Nichol Brothers..	391 64	Bluff ..	"	10 " * ..	†	Rental, £50	8,713 7 9	2,688 9 3	11,401 17 0
529	R. 94/2207 ..	May 6, 1894	John Murdoch and Co.	235 52	Dunedin ..	Govt. and grantees	10 " * ..	†	Rental, £50	3,319 11 3	409 16 4	3,729 7 7
540	R. 94/3026 ..	Feb. 1, 1894	J. G. Ward	391 43	Bluff ..	Grantees	10 " * ..	†	Rental, £50	5,474 10 1	1,312 3 6	6,786 13 7
547	R. 94/3672 ..	Oct. 1, 1894	N.Z. Loan and Mercantile Agency Company (Limited)	236 10	Dunedin ..	Govt. and grantees	10 " * ..	†	Rental, £50	2,991 5 1	438 19 5	3,430 4 6
551	R. 94/3949 ..	Dec. 1, 1894	N.Z. Loan and Mercantile Agency Company (Limited)	374 55	Invercargill ..	Grantees	10 " * ..	†	Rental, £50	326 5 11	240 7 3	566 13 2
555	R. 94/4311 ..	Jan. 1, 1895	Tothill, Watson, and Co. ..	391 65	Bluff ..	"	10 " * ..	†	Rental, £50	1,492 6 8	469 2 5	1,961 9 1
563	R. 95/2127 ..	May 1, 1895	G. McClatchie and Co.	6 9	Christchurch ..	Govt. ..	10 " * ..	†	Rental, £50	2,211 7 8	88 16 3	2,300 3 11
583	R. 96/383 ..	Jan. 1, 1896	Broad, Small, and Co.	374 46	Invercargill ..	" ..	10 " * ..	†	Rental, £50	141 7 1	97 10 6	238 17 7
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	10 " * ..	†	Rental, £50	724 10 9	570 10 1	1,295 0 10
586	R. 99/2472 ..	Nov. 1, 1901	T. Teschemaker..	165 26	Teschemaker's ..	Govt. ..	1 " * ..	†	..	7 15 11	150 13 2	158 9 1
593	R. 96/3013 ..	July 1, 1896	James Macfie and Co. (Limited) ..	235 44	Dunedin ..	Grantees	10 " * ..	†	Rental, £50	1,363 6 10	75 5 3	1,438 12 1
595	R. 96/2443 ..	July 1, 1896	Nelson Brothers (Limited) ..	12 0	Hornby ..	"	10 " * ..	† Extension	350 0 0 Rental, £25	..	8 6 8	8 6 8
604	R. 95/2198 ..	Dec. 1, 1896	Christchurch Meat Co. (Limited) ..	103 70	Smithfield ..	"	10 " * ..	†	Rental, £25	2,981 13 0	5,375 19 4	8,357 12 4
607	R. 97/863 ..	Feb. 1, 1897	E. G. Allen	227 78	Upper Port Chalmers	"	5 " * ..	†	..	..	..	..

608	R. 97/1122 ..	Mar. 1, 1897	D. N. Inwood	90 75	Winchester ..	Grantees	10 years* ..	†	Rental, £25	..	69 8 3	69 8 3
612	R. 97/671 ..	Mar. 1, 1897	Bruce Woollen Manufacturing Company (Limited)	271 41	Milton ..	"	10 " * ..	Premium ..	45 0 0 Rental, £25	638 17 5	162 15 0	801 12 5
613	R. 97/2053 ..	April 1, 1897	N.Z. Trust and Loan Company (Limited)	257 61	Henley ..	"	5 " * ..	†	Rental, £25	31 14 7	..	31 14 7
630	R. 97/4426 ..	Nov. 1, 1897	Timaru Milling Company (Limited)	106 25	Timaru ..	Govt. ..	10 " * ..	†	Rental, £50	1,695 10 2	406 7 2	2,101 17 4
631	R. 97/4377 ..	Oct. 1, 1897	P. McGill	271 42	Milton ..	" ..	10 " * ..	†	Rental, £25	579 16 4	1,491 9 2	2,071 5 6
634	R. 97/2966 ..	Jan. 1, 1898	Evans and Co. (Limited) ..	105 75	Timaru ..	Grantees	10 " * ..	†	Rental, £50	792 17 1	382 3 7	1,175 0 8
636	R. 97/3139 ..	Feb. 1, 1898	A. Moritzson and Co.	236 48	Dunedin ..	"	10 " * ..	Premium ..	336 0 0 Rental, £50	2,354 3 3	118 12 0	2,472 15 3
638	R. 98/503 ..	Jan. 1, 1898	F. Lischner and J. Drummond ..	4 72	Conical Hill ..	"	5 " * ..	†	..	0 7 0	316 2 10	316 9 10
639	R. 98/1147 ..	Jan. 1, 1898	John Deans	6 10	Christchurch ..	Govt. ..	10 " * ..	†	Rental, £50	988 18 0	7 5 9	996 3 9
642	R. 98/2079 ..	May 1, 1898	J. Anderson	0 16	Lyttelton ..	" ..	3 " * ..	†	Rental, £50	239 12 6	631 11 1	871 3 7
644	R. 98/2669 ..	Sept. 1, 1898	J. H. Lambert	237 2	Kensington ..	" ..	10 " * ..	†	Rental, £25	159 3 7	5 16 7	165 0 2
646	R. 98/4050 ..	Sept. 1, 1898	Canterbury Frozen Meat and Dairy Produce Export Company (Ltd.)	55 3	Fairfield ..	Grantees	10 " * ..	Premium ..	680 0 0 Rental, £50	7,654 7 5	3,214 19 10	10,869 7 3
648	R. 98/4223 ..	Oct. 1, 1898	Oamaru Totara Tree Stone Company	163 12	Whitecraig ..	"	5 " * ..	†	..	27 6 8	805 15 11	833 2 7
650	R. 98/4318 ..	Oct. 1, 1898	J. Gore	244 13	Wingatui ..	"	5 " * ..	†	..	151 14 5	1,141 7 9	1,293 2 2
651	R. 98/4319 ..	Dec. 1, 1898	J. Palmer	234 53	Pelichet Bay ..	Govt. ..	5 " * ..	†	..	13 18 8	1,270 5 0	1,284 3 8
654	R. 99/263 ..	Feb. 1, 1899	J. Borgfeldt	3 31	Papanui ..	Grantees	5 " * ..	†	Rental, £25	134 11 3	38 12 1	173 3 4
655	R. 99/490 ..	Jan. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	0 21	Lyttelton ..	"	10 " * ..	†	Rental, £50	719 7 0	438 17 6	1,158 4 6
658	R. 98/3247 ..	April 1, 1899	Friedlander Brothers (Limited) ..	16 40	Lyndhurst ..	"	10 " * ..	†	Rental, £25	39 4 9	1,130 18 11	1,170 3 8
661	R. 98/4524 ..	April 1, 1899	New Zealand Collieries, Railways, and Oil Syndicate (Limited)	35 29	Orepuki ..	Govt. and grantees	5 " * ..	†	Repairs, £38 10/	810 12 2	958 3 0	1,768 15 2
662	R. 99/1727 ..	May 1, 1899	J. Goss	6 62	Christchurch ..	Govt. ..	10 " * ..	†	Rental, £50	1,371 17 7	66 12 3	1,438 9 10
663	R. 99/1738 ..	May 1, 1899	Wigram Brothers	2 4	Heathcote ..	" ..	10 " * ..	†	Repairs, £6 Rental, £25	410 1 11	336 10 0	746 11 11
664	R. 99/1726 ..	May 1, 1899	Williams, Stephens, and Co. (Limited)	5 79	Christchurch ..	" ..	2 years and 8 months*	†	Rental, £50	494 16 6	1 15 6	496 12 0
665	R. 99/1728 ..	May 1, 1899	Dalgety and Co. (Limited) ..	6 45	" ..	" ..	10 years* ..	†	Rental, £50	2,699 5 9	319 19 4	3,019 5 1
666	R. 99/1832 ..	May 1, 1899	Belford Mills Company	106 8	Timaru ..	" ..	10 " * ..	†	Repairs, £22 Rental, £50	1,020 4 2	343 12 6	1,363 16 8
668	R. 99/1922 ..	May 1, 1899	Friedlander Brothers (Limited) ..	60 68	Tinwald ..	" ..	10 " * ..	†	Rental, £25	116 18 2	2,658 18 1	2,775 16 3
669	R. 99/1936 ..	May 1, 1899	Friedlander Brothers (Limited) ..	58 73	Ashburton ..	" ..	10 " * ..	†	Rental, £25	566 4 0	4,352 0 7	4,918 4 7
670	R. 99/1934 ..	May 1, 1899	Fleming and Gilkison	335 5	Gore ..	" ..	10 " * ..	†	Repairs, £6 Rental, £25	669 12 4	1,127 19 11	1,797 12 3
671	R. 99/1935 ..	May 1, 1899	J. B. Hobart	6 19	Christchurch ..	Govt. and grantees	10 " * ..	†	Rental, £50	3,059 19 1	352 6 10	3,412 5 11
673	R. 99/2066 ..	June 1, 1899	Farmers' Agency Company (Limited)	236 32	Dunedin ..	Grantees	10 " * ..	†	Rental, £50	969 8 5	120 7 1	1,089 15 6
674	R. 99/2065 ..	Aug. 1, 1899	New Zealand Provision and Produce Company	7 2	Belfast ..	"	10 " * ..	†	Rental, £25	409 16 8	491 8 0	901 4 8
675	R. 99/2092 ..	May 1, 1899	National Mortgage and Agency Company of New Zealand (Limited)	374 56	Invercargill ..	Govt. ..	10 " * ..	†	Rental, £50	618 4 6	806 3 1	1,424 7 7
676	R. 99/2096 ..	Aug. 1, 1899	Lyttelton Borough Council ..	2 65	Heathcote ..	" ..	5 " * ..	†	Repairs, £5	42 7 3	..	42 7 3
677	R. 99/2174 ..	May 1, 1899	Fleming and Gilkison	374 5	Elles Road ..	" ..	10 " * ..	†	Rental, £50	1,273 18 3	282 0 1	1,555 18 4
679	R. 99/2218 ..	Aug. 1, 1899	T. Hodgkinson	6 44	Lind's Bridge ..	" ..	5 " * ..	†	..	12 4 7	154 9 8	166 14 3
680	R. 99/1120 ..	July 1, 1899	Wright, Stephenson, and Co. ..	375 11	Invercargill ..	Grantees	10 " * ..	Premium ..	49 0 0 Rental, £50	905 11 2	960 9 0	1,866 0 2
682	R. 99/2313 ..	Aug. 1, 1899	Invercargill Corporation	0 1	" ..	Govt. ..	5 " * ..	†	..	658 5 7	49 15 5	708 1 0
683	R. 97/2821 ..	Aug. 1, 1899	Dalgety and Co. (Limited) ..	236 21	Dunedin ..	Grantees	10 " * ..	†	Rental, £50	4,220 3 4	402 0 3	4,622 3 7

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

RETURN No. 24—*continued.*

PARTICULARS of Private-Siding Traffic up to 31st March, 1902—*continued.*

Hd. Office 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.	Value of the Traffic through the Siding during the Year ending 31st March, 1902. In.	Out.	Total.
			HURUNUI-BLUFF SECTION—*continued.*									
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
684	R. 99/2343 ..	Aug. 1, 1899	Smart and Son	12 11	Hornby ..	Govt. ..	5 years* ..	†	..	3 0 7	314 3 3	317 3 10
685	R. 98/3339 ..	April 1, 1899	Otago Dock Trust	1 15	Port Chalmers ..	" ..	3 " * ..	†	..	2,320 14 3	490 7 5	2,811 1 8
686	R. 99/2422 ..	May 1, 1899	Friedlander Brothers (Limited) ..	58 72	Ashburton ..	" ..	10 " * ..	†	Rental, £25	17 3 6	59 2 9	76 6 3
687	R. 99/2392 ..	Aug. 1, 1899	J. Freeman	241 71	Abbotsford ..	" ..	5 " * ..	†	..	21 4 4	730 8 8	751 13 0
690	R. 99/2394 ..	Aug. 1, 1899	B. C. Calverley	241 70	" ..	" ..	5 " * ..	†	..	..	158 5 8	158 5 8
691	R. 99/2406 ..	Aug. 1, 1899	Christchurch Meat Company (Limited)	13 10 13 13	Islington (1st sdg.) " (2nd ")	Govt. and grantees	10 " * ..	†	Rental, £25	6,156 12 1	6,821 17 9	12,978 9 10
692	R. 99/2427 ..	May 1, 1899	Canterbury Roller Flour-mills Company	58 3	Ashburton ..	Grantees	10 " * ..	†	Rental, £25	230 14 10	1,189 16 11	1,420 11 9
693	R. 99/2017 ..	Aug. 1, 1899	Oamaru Borough Council ..	157 41	Oamaru ..	"	5 " * ..	†	..	26 9 1	11 1 10	37 10 11
695	R. 99/1968 ..	Aug. 1, 1899	W. Scott and Co.	25 39	Southbridge ..	Govt. ..	10 " * ..	†	Rental, £25	291 15 2	346 8 3	638 3 5
696	R. 99/2207 ..	Aug. 1, 1899	Walton Park Coal Company ..	2 3	Walton Park ..	" ..	5 " * ..	†	..	17 14 1	1,062 18 5	1,080 12 6
697	R. 99/2523 ..	Aug. 1, 1899	T. W. and A. Buxton	6 41	Lind's Bridge ..	" ..	5 " * ..	†	Repairs, £9 12s. 9d.	40 10 10	134 14 2	175 5 0
698	R. 99/2537 ..	June 1, 1899	New Zealand Refrigerating Company (Limited)	155 23	Eveline ..	Grantees	10 " * ..	†	Rental, £50	47 0 7	432 5 0	479 5 7
699	R. 99/2042 ..	Oct. 1, 1899	New Zealand Shipping Company (Limited)	391 47	Bluff ..	"	10 " * ..	Premium ..	67 11 0	1,923 8 9	222 5 10	2,145 14 7
700	R. 99/2653 ..	May 1, 1899	W. White and Co.	7 46	Addington ..	Govt. ..	10 " * ..	†	Rental, £50 Rental, £25	3,114 3 5	400 5 6	3,514 8 11
702	R. 99/1967 ..	June 1, 1899	Evans and Co. (Limited)	236 26	Dunedin ..	" ..	10 " * ..	†	Rental, £50	410 5 9	13 15 0	424 0 9
703	R. 99/2225 ..	Aug. 1, 1899	W. Quinn	121 76	Otaio ..	Govt. and grantees	3 " * ..	†	Rental, £25	289 16 5	314 5 7	604 2 0
704	R. 98/4221 ..	Nov. 1, 1899	Invercargill Corporation	2 20	Waikiwi ..	Grantees	5 " * ..	Premium ..	190 9 0	33 5 11	15 15 0	49 0 11
708	R. 99/2801 ..	Sept. 1, 1899	N.Z. and Australian Land Company (Limited)	351 64	Edendale ..	Govt. ..	5 " * ..	†	..	104 11 6	212 14 0	317 5 6
709	R. 99/2416 ..	Nov. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	391 48	Bluff ..	" ..	10 " * ..	†	Repairs, £3 Rental, £50	2,754 8 7	943 1 0	3,697 9 7
711	R. 99/2813 ..	Nov. 1, 1899	Lyttelton Harbour Board ..	..	Lyttelton ..	" ..	5 " * ..	†	..	2,021 0 2	691 3 2	2,712 3 4
715	R. 99/1719 ..	Aug. 1, 1899	Bowron Bros.	3 73	Woolston ..	Grantees	10 " * ..	Premium ..	170 0 0 Rental, £25	..	..	..
716	R. 99/2905 ..	Oct. 1, 1899	Milburn Lime and Cement Company (Limited)	235 25	Dunedin ..	"	10 " * ..	†	Rental, £50	1,102 14 4	454 15 6	1,557 9 10
719	R. 99/2731 ..	Aug. 1, 1899	Milburn Lime and Cement Company (Limited)	267 44	Milburn ..	Govt. ..	5 " * ..	†	..	784 6 0	834 11 2	1,618 17 2
722	R. 00/141 ..	Jan. 1, 1900	H. Harraway	0 14	Burnside ..	Govt. and grantees	10 " * ..	†	Rental, £25	696 11 9	187 0 2	883 11 11
723	R. 99/2209 ..	Jan. 1, 1900	D. McGregor	25 31	Centre Bush ..	Grantees	5 " * ..	Premium ..	80 0 0	..	310 1 6	310 1 6
727	R. 00/992 ..	Jan. 1, 1900	Milburn Lime and Cement Company (Limited)	23 2	Limehills ..	Govt. ..	5 " * ..	†	Repairs, £7 5s.	13 12 6	114 8 6	128 1 0
729	R. 00/991 ..	April 1, 1900	G. G. Stead and Co.	7 59	Addington ..	Grantees	10 " * ..	†	Rental, £25	902 19 3	400 1 9	1,303 1 0
731	R. 99/3088 ..	May 1, 1900	Wright, Stephenson, and Co. ..	26 50	Balfour ..	"	10 " * ..	Premium ..	79 14 0	250 10 3	1,242 4 10	1,492 15 1
732	R. 00/1193 ..	May 1, 1900	J. and T. Meek	158 18	Oamaru ..	Govt. ..	10 " * ..	†	Rental, £50	310 11 6	293 10 2	604 1 8
733	R 00/1238 ..	May 1, 1900	Southland County Council ..	5 4	Wyndham ..	Grantees	5 " * ..	†	..	..	..	..

739	R. 99/367 ..	Feb. 1, 1900	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	59 4	Ashburton ..	Grantees	10 years* ..	†	Rental, £25	640 10 8	1,325 16 0	1,966 6 8
740	R. 99/2357 ..	May 1, 1900	J. Craig and Co.	157 45	Oamaru ..	Govt. ..	10 " * ..	†	Rental, £50	1,698 19 9	149 19 1	1,848 18 10
742	R. 00/568 ..	July 1, 1900	Christchurch City Council ..	9 22	Chaney's ..	Grantees	5 " * ..	Premium ..	485 0 0	163 16 6	..	163 16 6
743	R. 00/1774 ..	May 1, 1900	Lyttelton Harbour Board ..	0 0	Lyttelton ..	Govt. and grantees	5 " * ..	†	..	(Included with No. 711.)		
745	R. 99/2303 ..	July 1, 1900	C. P. Sleeman	342 70	Mataura ..	Grantees	5 " * ..	Premium ..	195 0 0	..	743 0 10	743 0 10
749	R. 00/2042 ..	Oct. 1, 1900	D. Thomas	58 76	Ashburton ..	"	10 " * ..	†	Rental, £25	183 19 10	1,736 13 5	1,920 13 3
751	R. 00/1147 ..	Aug. 1, 1900	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch ..	Govt. and grantees	10 " * ..	†	Rental, £50	2,117 8 11	27 16 10	2,145 5 9
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 " * ..	Premium ..	95 0 0	1,385 3 3	420 7 11	1,805 11 2
757	R. 00/1040 ..	Dec. 1, 1900	Otago Farmers' Co-operative Association of New Zealand (Ltd.) Wright, Stephenson, and Co. ..	236 35	Dunedin ..	"	10 " * ..	Premium	550 0 0 Rental, each £50	837 11 8 3,962 17 10	66 17 4 798 10 6	904 9 0 4,761 8 4
761	R. 01/862 ..	Feb. 9, 1901	McCallum and Co.	365 37	Longbush ..	"	1 " * ..	†	..	..	379 7 6	379 7 6
763	R. 00/2041 ..	Feb. 1, 1901	A. and D. McPherson and Co., and R. Meek and Co.	7 22	Fairlax ..	"	5 " * ..	Premium ..	267 0 0	140 13 0	225 7 0	366 0 0
766	R. 01/1037 ..	Mar. 1, 1901	Lyttelton Harbour Board ..	0 15	Lyttelton ..	"	5 " * ..	†	..	(Included with No. 711.)		
767	R. 00/478 ..	Feb. 1, 1901	Canterbury (N.Z.) Seed Company (Limited), and H. Matson and Co.	7 60	Addington ..	"	8 " * ..	†	Rental, each £25	1,372 9 2	731 18 4	2,104 7 6
768	R. 01/1045 ..	April 1, 1901	Timpany Brothers	14 72	Kapuka ..	"	5 " * ..	†	25 0 0	22 9 7	2,351 14 1	2,374 3 8
769	R. 01/776 ..	May 1, 1901	Totnill, Watson, and Co. ..	..	Gore ..	"	5 " * ..	Premium ..	Rental, £25	229 5 11	357 19 0	587 4 11
772	R. 01/1375 ..	May 1, 1901	McCallum and Co.	15 0	Kapuka ..	"	5 " * ..	†	..	23 9 8	2,202 9 4	2,225 19 0
774	R. 01/1837 ..	Sept. 1, 1901	National Mortgage and Agency Co. of N.Z. (Limited)	7 57	Addington ..	"	10 " * ..	†	Rental, £25	400 1 10	380 16 0	780 17 10
775	R. 01/1661 ..	July 1, 1901	Kempthorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	239 24	Cattle-yards ..	"	10 " * ..	†	Rental, £25	432 10 0	1,192 7 3	1,624 17 3
776	R. 01/1660 ..	Aug. 1, 1901	Moir and Co.	16 69	Southbrook ..	Govt. ..	10 " * ..	†	Rental, £25	498 0 2	505 16 0	1,003 16 2
778	R. 01/1604 ..	July 1, 1901	W. Borlase	228 62	Sawyers' Bay ..	Grantees	5 " * ..	†	..	2 10 3	65 0 6	67 10 9
779	R. 00/1489 ..	Sept. 14, 1901	Birt and Co. (Limited)	390 12	Ocean Beach ..	"	10 " * ..	†	Rental, £25	2,684 17 3	691 7 11	3,376 5 2
782	R. 95/1853 ..	Oct. 1, 1901	N.Z. Provision and Produce Co. ..	..	Belfast ..	"	10 " * ..	†	Rental, £25	150 2 7	332 19 5	483 2 0
783	R. 00/1544 ..	Sept. 1, 1901	Lovell's Flat Coal Company ..	..	Lovell's Flat ..	"	1 " * ..	†	..	68 7 5	3,003 14 9	3,072 2 2
784	R. 01/2438 ..	Oct. 1, 1901	Wood Brothers (Limited) ..	..	Addington ..	"	10 " * ..	†	Rental, £25	1,582 5 2	1,230 3 2	2,812 8 4
785	R. 99/2623 ..	Oct. 1, 1901	Otago Iron-rolling Mills Company (Limited)	..	Burnside ..	"	5 " * ..	†	..	910 16 2	58 16 2	969 12 4
790	R. 99/2990 ..	Jan. 1, 1902	Corporation of Invercargill ..	..	Greenhills ..	Govt. ..	5 " * ..	†	..	..	488 8 4	488 8 4
791	R. 01/2857 ..	Dec. 1, 1901	D. H. Brown and Son	7 29	Addington ..	Govt. and grantees	10 " * ..	†	Rental, £25	1,442 13 10	700 1 2	2,142 15 0
795	R. 00/1690 ..	Jan. 1, 1902	N.Z. Refrigerating Co. (Limited) ..	239 27	Cattle-yards ..	Grantees	10 " * ..	†	Rental, £25	3,466 15 0	1,673 5 7	5,140 0 7
801	R. 02/808 ..	Mar. 1, 1902	William Booth and Co.	..	Christchurch ..	Govt. ..	1 " * ..	†	Rental, £50	30 15 11	..	30 15 11
809	R. 99/2224 ..	Feb. 1, 1902	Canterbury Farmers' Co-operative Association (Limited)	..	Timaru ..	Grantees	10 " * ..	†	Rental, £50	..	..	..
812	R. 01/862 ..	Feb. 9, 1902	McCallum and Co.	365 37	Longbush ..	"	6 months *	†	Rental, £1 per month	..	..	..
15	R. 96/1963 ..	Feb. 1, 1902	W. Quinn	..	Studholme ..	"	10 years* ..	†	Rental, £25	88 3 6	317 7 10	405 11 4

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

RETURN No. 24—*continued.*

PARTICULARS of Private-Siding Traffic up to 31st March, 1902—*continued.*

Hd. Office 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.	Value of the Traffic through the Siding during the Year ending 31st March, 1902. In.	Out.	Total.
			WESTLAND SECTION.									
				M. ch.					£ s. d.	£ s. d.	£ s. d.	£ s. d.
344	R. 86/2585 ..	Aug. 20, 1886	Westport Colliery Company ..	8 0	Brunner ..	Greym'th Har. Bd.	Undefined	..	..	94 14 3	10,658 14 0	10,753 8 3
525	R. 94/1176 ..	Jan. 1, 1894	Stratford, Blair, and Co.	0 0	Greymouth ..	Govt. ..	10 years* ..	..	Rental, £25	815 10 8	158 10 8	974 1 4
653	R. 98/2908 ..	Oct. 1, 1898	O. Butler	6 58	Cameron's ..	Grantees	5 " * ..	Premium ..	103 7 5	10 2 5	283 14 2	293 16 7
688	R. 99/2391 ..	Aug. 1, 1899	W. Morris	10 74	Kumara ..	Govt. ..	5 " * ..	†	..	8 0 10	388 15 1	396 15 11
689	R. 99/2393 ..	Aug. 1, 1899	Westland Sawmilling Company (Limited)	16 9	Awatuna ..	" ..	5 " * ..	†	..	5 0 11	406 5 6	411 6 5
710	R. 99/2778 ..	Nov. 1, 1899	G. Perotti	3 21	Nelson Creek ..	" ..	5 " * ..	†	..	62 18 5	64 18 0	127 16 5
712	R. 94/2445 ..	Aug. 1, 1899	T. W. Wilson (Stratford, Blair, and Co., tenants)	2 52	Kaiata ..	" ..	5 " * ..		..	14 18 9	153 10 2	168 8 11
714	R. 99/2900 ..	Nov. 1, 1899	Malfroy and Co.	21 63	Ho Ho ..	Govt. and grantees	5 " * ..	†	..	6 0 3	464 4 5	470 4 8
724	R. 00/197 ..	Jan. 1, 1900	G. D. Wilson and Co.	10 77	Kumara ..	Ditto ..	5 " * ..	†	..	9 1 8	415 11 0	424 12 8
728	R. 99/1729 ..	Mar. 1, 1900	Stratford, Blair, and Co.	4 38	Dobson ..	Grantees	5 " * ..	†	..	6 4 1	732 13 11	738 18 0
764	R. 01/356 ..	April 1, 1901	Terawera Sawmill Company (Ltd.)	..	Inchbonnie ..	"	5 " * ..	Premium ..	163 0 0	25 15 8	327 10 0	353 5 8
773	R. 00/2624 ..	Aug. 1, 1901	Despatch Foundry Company (Ltd.)	..	Greymouth ..	"	5 " * ..	" ..	185 0 0	75 2 2	184 6 11	259 9 1
787	R. 01/456 ..	Oct. 1, 1900	Jack Brothers	..	Kotuku ..	"	5 " * ..	" ..	Rental, £25 230 0 0	22 13 4	46 13 4	69 6 8
802	R. 02/552 ..	Oct. 1, 1900	Blackball Coal Company	..	Ngahere ..	Taken over with Midland Rly.	5 " * ..	..	..	..	..	..
803	R. 02/557 ..	Oct. 1, 1900	Stratford, Blair, and Co.	..	Kokiri ..	Ditto ..	5 " * ..	..	..	..	..	..
804	R. 02/555 ..	Oct. 1, 1900	Andrew Matheson	..	Ahaura ..	" ..	5 " * ..	..	..	..	..	..
805	R. 02/556 ..	Oct. 1, 1900	Lake Brunner Sawmill Company ..	..	Moana ..	" ..	5 " * ..	..	..	..	..	..
806	R. 02/553 ..	Oct. 1, 1900	Kotuku Sawmill Company ..	..	Kotuku ..	" ..	5 " * ..	..	..	..	..	..
807	R. 02/558 ..	Oct. 1, 1900	Baxter Brothers	..	Kokiri ..	" ..	5 " * ..	..	..	..	..	..
808	R. 02/554 ..	Oct. 1, 1900	Trustees of James Goss's Estate ..	..	Moana ..	" ..	5 " * ..	..	..	..	..	..
			WESTPORT SECTION.									
747	R. 00/2091 ..	April 1, 1900	D. P. Munn	26 72	Mokihinui ..	Govt. ..	5 years* ..	†	Repairs, £5 16s.	..	94 16 7	94 16 7
810	R. 00/2091 ..	Mar. 1, 1902	W. and J. Marris	26 72	" ..	" ..	5 " * ..	†	..	..	..	..
			NELSON SECTION.									
238	R. 81/1947 ..	Aug. 31, 1881	Neale and Haddow	1 0	Nelson ..	Grantees	10 years* ..	Premium ..	150 0 0	230 3 2	4 13 4	234 16 6
			PICTON SECTION.									
519	R. 93/3737 ..	Nov. 1, 1893	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim ..	Grantees	10 years* ..	†	Rental, £25	42 13 10	276 1 0	318 14 10
794	R. 99/2880 ..	Dec. 1, 1901	Christchurch Meat Company (Ltd.)	13 35	Spring Creek ..	"	10 " * ..	†	Rental, £25 Repairs, £15	10 6 1	30 5 4	40 11 5
797	R. 01/2132 ..	Feb. 1, 1902	Levin and Co. (Limited)	17 69	Blenheim ..	"	10 " * ..	†	Rental, £25	113 2 3	116 5 7	229 7 10
800	R. 91/3490 ..	Nov. 1, 1901	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton ..	"	10 " * ..	†	Repairs, £5; Rental, £25	225 16 8	46 13 10	272 10 6

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

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1902.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.†
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870–71	..	18 58	18 58	39,323	..
1871–72	..	11 68	11 68	24,885	..
1872–73	..	27 62	27 62	58,327	..
1873–74	10 55	11 21	21 76	46,095	..
1874–75	61 19	126 78	188 17	395,246	..
1875–76	69 23	248 4	317 27	666,409	..
1876–77	64 24	152 39	216 63	455,254	..
1877–78	103 76	94 58	198 54	417,217	..
1878–79	27 19	56 46	83 65	176,006	..
1879–80*	26 33	40 73	67 26	141,382	..
1880–81	68 39	32 71	101 30	212,888	74,261
1881–82	22 67	40 16	63 3	132,379	73,947
1882–83	2 2	40 19	42 21	88,751	106,763
1883–84	22 19	22 50	44 69	94,211	125,632
1884–85	56 0	24 0	80 0	168,000	148,325
1885–86	43 26	47 52	90 78	191,048	137,993
1886–87	58 72	11 39	70 31	147,814	139,040
1887–88	11 47	17 32	28 79	60,874	122,027
1888–89	18 31	..	18 31	42,814	108,690
1889–90	11 57	20 68	32 45	68,381	129,634
1890–91	28 21	5 68	34 9	71,636	133,954
1891–92	..	27 27	27 27	57,408	139,912
1892–93	17 26	..	17 26	36,382	132,569
1893–94	28 38	33 58	62 16	130,620	155,827
1894–95	16 62	27 24	44 6	92,558	170,681
1895–96	14 73	3 48	18 41	38,876	188,291
1896–97	3 64	1 11	4 75	10,370	210,588
1897–98	27 46	10 2	37 48	78,960	243,479
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
1901–1902	11 20	12 32	23 52	49,665	369,339
Totals ..	..	..	..	4,628,032	3,841,065

* Nine months only. † Complete information not recorded until 1880-81.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1901, and March, 1902.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
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
1901–2.											
General	...	...	...	...	...	...	...	...	...	...	207
Traffic	6	17	9	260	620	1,353	76	54	24	15	2,434
Maintenance	6	18	11	336	768	1,369	124	72	35	26	2,765
Locomotive	3	14	5	319	854	1,529	75	84	15	9	2,907
Totals	15	49	25	915	2,242	4,251	275	210	74	50	8,313

RETURN No. 27.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1902.

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 ...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	2
Auckland ...	...	...	...	1	1	44	...	10	...	...	...	2	...	34	...	...	1	91
Wellington-Napier-New Plymouth	...	1	...	3	1	99	1	33	3	4	1	1	...	46	...	8	6	195
Hurunui-Bluff	...	3	6	7	1	174	3	51	3	2	1	2	...	68	...	...	14	307
Westland ...	...	...	...	1	...	16	...	1	1	...	1	...	...	1	...	1	2	20
Westport ...	...	...	...	...	1	8	...	...	...	1	1	2	...	1	...	1	2	13
Nelson ...	...	...	...	1	...	5	...	...	...	...	...	...	...	...	...	...	...	6
Picton ...	...	...	...	...	...	2	...	...	...	1	...	...	...	...	...	...	...	3
Totals ...	...	4	6	13	4	352	4	95	7	8	4	7	...	150	...	10	25	639

RETURN No. 28.

LOCOMOTIVE RETURNS for the Year ending 31st March, 1902.

Type.	No. of Engines.	Average Speed — Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Ballast.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Materials.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Materials.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
KAWAKAWA SECTION.																					
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£						
A	1	12	3,888	1,483	1,008	6,379	894	107	42	42	...	6	20	224	250	...	·23	·75	8·43	9·41	139
D	1	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	2	...	3,888	1,483	1,008	6,379	894	107	42	42	...	6	20	224	250	...	·23	·75	8·43	9·41	139
General charges...			...	...	...	...	...	...	...	...	...	...	...	...	44	...	...	...	...	1·65	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	294	...	...	...	...	11·06	...
WHANGAREI SECTION.																					
FA	2	17	25,472	5,874	155	31,501	10,637	568	48	455	409	36	228	629	1,302	3·12	·27	1·74	4·79	9·92	446
WB	2	17	17,357	6,158	566	24,081	11,162	492	30	348	351	27	225	400	1,003	3·50	·27	2·24	3·99	10·00	266
Total	4	...	42,829	12,032	721	55,582	21,799	1,060	78	803	760	63	453	1,029	2,305	3·28	·27	1·96	4·44	9·95	712
Less recoverable, mileage and expenditure					...	128	...	...	...	...	...	...	...	...	10	...	...	...	...	·02	...
						54,454									2,295					9·93	
Total	...	...	...	..	...	...	...	...	...	...	...	...	...	...	2,295	...	...	...	...	9·93	...
KAIHU SECTION.																					
C	1	15	3,799	1,596	2,114	7,509	1,509	84	4	55	47	4	85	135	271	1·50	·13	2·72	4·31	8·66	96
F	2	15	12,956	5,204	132	18,292	3,799	261	17	154	339	12	217	321	889	4·15	·16	2·84	4·21	11·66	253
Total	3	...	16,755	6,800	2,246	25,801	5,308	345	21	209	386	16	302	456	1,160	3·59	·15	2·81	4·24	10·79	349
General charges...			...	...	...	...	...	...	...	...	...	...	...	...	104	...	...	...	...	·97	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,264	...	...	...	...	11·76	...

RETURN No. 28—*continued.*

LOCOMOTIVE RETURNS for the Year ending 31st March, 1902—*continued.*

Type.	No. of Engines.	Average Speed—Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Ballast.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
AUCKLAND SECTION.																					
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£						
A	1	12	...	...	...	201,852	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
F	13	20	88,666	88,586	24,600	210,852	47,121	3,835	303	1,666	2,360	164	1,254	3,452	7,230	2·81	·20	1·49	4·10	8·60	2,399
FA	4	20	86,104	12,103	65	98,272	31,162	1,963	123	898	1,221	83	955	1,395	3,654	2·98	·20	2·33	3·41	8·92	934
J	9	25	214,225	24,956	112	239,293	88,672	5,159	334	2,587	2,056	225	2,982	3,021	8,284	2·06	·23	2·99	3·03	8·31	2,176
LA	4	25	89,577	12,769	10,342	112,688	29,114	2,268	126	987	389	99	836	1,455	2,779	·84	·21	1·77	3·10	5·92	1,020
N	4	25	37,984	1,718	...	39,702	15,378	971	54	398	331	44	942	376	1,693	2·00	·27	5·69	2·27	10·23	297
P	4	18	72,411	5,755	...	78,166	41,396	1,804	128	954	1,218	79	1,000	1,166	3,463	3·74	·24	3·07	3·58	10·63	757
Q	3	25	...	89	...	89	60	7	...	2	4	...	4	1	9	...	...	...	...	...	1
R	3	20	50,768	11,100	...	61,868	18,276	1,260	71	548	394	51	492	881	1,818	1·53	·20	1·91	3·41	7·05	554
WA	1	20	21,970	4,135	1,388	27,493	11,389	715	46	371	136	32	377	425	970	1·19	·28	3·29	3·71	8·47	298
WD	2	20	31,884	7,093	...	38,977	18,796	1,311	59	525	201	57	608	593	1,459	1·24	·35	3·74	3·65	8·98	437
Total	48	..	693,589	168,304	36,507	898,400	301,364	19,293	1,244	8,936	8,310	834	9,450	12,765	31,359	2·22	·22	2·53	3·41	8·38	8,873
Less recoverable, mileage and expenditure					11,160	11,160	...	...	...	...	...	...	...	...	617	...	...	...	...	·06	...
					25,347	887,240									30,742					8·32	
General charges, &c.			...	...	...	...	...	...	...	...	...	...	...	...	4,816	...	...	...	...	1·30	...
Total	...	...	..	...	...	.		...	...		.	...	...	...	35,558	...	...	...	...	9·62	...
WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.																					
A	1	12	...	6,143	...	6,143	1,267	50	8	17	52	2	59	92	205	2·03	·08	2·30	3·59	8·00	143
C	2	15	1,816	20,035	9,145	30,996	5,353	843	55	459	22	33	334	625	1,014	·17	·25	2·59	4·84	7·85	478
D	9	15	19,807	70,349	19,169	109,325	18,342	2,670	206	1,615	1,245	110	987	2,208	4,550	2·73	·24	2·17	4·85	9·99	1,665
E	4*	20	52,879	11,846	211	64,936	23,753	1,862	101	817	1,886	73	1,491	930	4,380	6·97	·27	5·51	3·44	16·19	587
F	11	20	98,119	65,053	25,463	188,635	33,566	4,411	309	2,217	2,235	165	2,124	3,074	7,598	2·84	·21	2·70	3·97	9·72	2,132
FA	2	20	19,649	7,787	1,279	28,715	5,984	694	35	347	988	26	344	417	1,775	8·26	·22	2·87	3·49	14·84	306
H	6	6	35,292	24,159	1	59,452	58,723	4,407	122	1,602	6,622	172	3,340	1,988	12,122	26·73†	·69	13·48	8·03	48·93	1,192
J	8	20	201,025	25,392	73	226,490	61,188	5,799	319	2,271	3,326	204	3,895	2,683	10,108	3·52	·22	4·13	2·84	10·71	1,649
K	2	25	6,770	5,675	...	12,445	3,104	545	35	251	248	22	181	150	601	4·78	·43	3·49	2·89	11·59	132
L	1	20	18,479	12,919	4,442	35,840	6,341	849	56	485	455	35	318	581	1,389	3·05	·23	2·13	3·89	9·30	409
LA	2	25	20,541	10,395	512	31,448	7,176	976	64	521	678	39	406	498	1,621	5·17	·30	3·10	3·80	12·37	381
M	4	20	59,094	22,310	385	81,789	23,627	2,362	116	916	1,177	92	1,522	1,083	3,874	3·46	·27	4·46	3·18	11·37	697
N	6	25	150,283	11,495	...	161,778	46,265	3,488	155	1,257	2,596	129	2,773	1,469	6,967	3·85	·20	4·11	2·18	10·34	869
O	4	15	71,334	13,994	...	85,328	35,118	2,462	84	1,000	1,195	90	1,997	1,312	4,594	3·36	·25	5·62	3·69	12·92	718
R	9	20	133,701	44,155	15,014	192,870	51,148	4,598	219	2,042	3,158	170	2,995	2,797	9,120	3·93	·21	3·73	3·48	11·35	1,780
S	4	20	69,173	19,269	1,227	89,669	22,257	3,013	123	1,009	1,859	108	1,197	1,277	4,441	4·98	·29	3·20	3·42	11·89	808
W	1	15	17,089	10,204	59	27,352	11,470	776	25	251	870	30	645	485	2,030	7·63	·26	5·66	4·26	17·81	251
WA	6	20	108,604	22,733	2,497	133,834	41,540	4,023	168	1,415	1,811	143	2,830	1,591	6,375	3·25	·26	5·07	2·85	11·43	1,151
WB	8	20	183,625	44,872	1,809	230,306	82,970	8,048	272	2,514	1,554	291	5,246	2,930	10,021	1·62	·30	5·47	3·05	10·44	1,991
WD	12	20	178,410	39,976	1,559	219,945	80,408	9,198	325	2,661	1,059	357	4,668	3,010	9,094	1·16	·39	5·09	3·28	9·92	1,921
Total	102	...	1,445,690	488,761	82,845	2,017,296	619,600	61,074	2,797	23,667	33,036	2,291	37,352	29,200	101,879	3·93	·27	4·44	3·48	12·12	19,260
Less recoverable, mileage and expenditure				...	27,674	27,674	...	...	...	...	...	...	...	...	1,711	...	...	...	...	·04	...
					55,171	1,989,622									100,168					12·08	
General charges			...	...	...	...	...	...	...	...	...	...	...	...	14,171	...	...	...	...	1·71	...
Total	...	...	..	...	...	...	...	...	...	...	..	...	...	...	114,339	...	...	...	...	13·79	...

* Written off 9th December, 1899. † Includes cost of fitting "H" engines with nickel steel cranks and axles.

RETURN No. 28—*continued.*

LOCOMOTIVE RETURNS for the Year ending 31st March, 1902—*continued.*

Type.	No. of Engines.*	Average Speed—Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Ballast.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
HURUNUI-BLUFF SECTION.																					
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£						
A	1	6	982	6,802	235	8,019	1,110	221	9	101	17	10	68	111	206	·51	·30	2·04	3·32	6·17	179
B	7	20	141,928	14,497	56	156,481	83,961	4,569	158	2,226	1,203	208	4,939	2,707	9,057	1·84	·32	7·58	4·15	13·89	1,553
D	15	18	29,879	257,943	217	288,039	46,453	5,545	299	2,438	2,229	224	2,111	6,151	10,715	1·86	·19	1·76	5·12	8·93	3,827
F	36	20	374,913	327,820	58,838	761,571	172,010	15,893	713	5,997	7,352	656	6,832	13,976	28,816	2·32	·21	2·15	4·40	9·08	8,970
FA	4	20	56,669	20,704	1,137	78,510	21,563	1,934	63	746	642	80	1,273	1,432	3,427	1·96	·25	3·89	4·38	10·48	997
G	2	20	11,930	7,047	3	18,980	4,095	608	16	189	594	24	247	422	1,287	7·51	·30	3·12	5·34	16·27	302
J	15	25	379,589	47,479	455	427,523	184,529	8,225	522	4,660	2,206	390	5,351	5,837	13,784	1·24	·22	3·00	3·28	7·74	3,894
K	6	25	61,532	5,857	4,308	71,697	21,489	1,460	101	822	1,879	70	1,021	895	3,865	6·29	·23	3·42	3·00	12·94	743
LA	1	25	11,327	3,769	152	15,248	2,641	335	20	330	31	17	147	288	483	·49	·27	2·31	4·53	7·60	294
N	...	...	16,076	3,201	...	19,277	6,650	492	17	209	431	22	360	244	1,057	5·37	·27	4·48	3·04	13·16	170
O	2	18	34,124	7,079	3	41,206	17,885	1,226	44	516	1,157	54	764	656	2,631	6·74	·31	4·45	3·82	15·32	430
P	6	18	101,248	36,650	11	137,909	64,395	3,726	112	1,505	1,891	165	2,477	2,241	6,774	3·29	·29	4·31	3·90	11·79	1,225
Q	10	20	1,604	239	...	1,843	1,450	213	3	22	91	8	35	32	166	11·85	1·04	4·56	4·17	21·62	17
R	6	20	73,313	25,878	12,631	111,822	42,280	2,857	119	1,060	1,831	121	986	1,948	4,886	3·93	·26	2·12	4·18	10·49	1,142
T	6	18	99,692	18,913	...	118,605	49,254	3,535	125	1,512	2,945	155	2,812	1,995	7,907	5·96	·31	5·69	4·04	16·00	1,291
U	8	30	200,490	22,419	134	223,043	81,890	5,503	202	2,251	3,116	243	4,582	2,795	10,736	3·35	·26	4·93	3·01	11·55	1,729
UA	16	30	249,002	27,034	641	276,677	112,276	6,278	297	2,856	2,563	278	6,229	3,335	12,405	2·22	·24	5·41	2·89	10·76	2,266
UB	12	30	265,510	23,187	187	288,884	112,450	7,196	280	3,146	2,860	313	6,162	3,277	12,612	2·38	·26	5·12	2·72	10·48	2,260
UC	10	30	209,398	26,978	45	236,421	98,147	6,014	230	2,389	1,098	269	5,741	2,729	9,837	1·12	·27	5·83	2·77	9·99	1,757
V	10	25	207,906	23,201	62	231,169	99,609	5,042	241	2,425	2,992	235	3,469	2,900	9,596	3·11	·24	3·60	3·01	9·96	1,953
WA	1	20	13,366	7,674	...	21,040	6,073	601	24	323	74	27	353	414	868	·85	·31	4·02	4·72	9·90	286
WD	4	20	33,177	9,874	137	43,188	16,071	1,982	50	571	229	76	893	678	1,876	1·28	·42	4·96	3·77	10·43	437
Total	178	...	2,573,655	924,245	79,252	3,577,152	1,246,281	83,455	3,645	36,294	37,431	3,645	56,852	55,063	152,991	2·51	·24	3·82	3·69	10·26	35,722
Less recoverable, mileage and expenditure			464	...	7,591	8,055	...	...	...	..	...	...	...	...	527	...	...	...	...	·01	...
			2,573,191		71,661	3,569,097									152,464					10·25	
General charges...			...	...	...	...	...	...	...	...	...	...	...	...	25,641	...	...	...	...	1·73	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	.	178,105	...	...	...	...	11·98	...
WESTLAND SECTION.																					
D	1	20	1,041	13,314	6,844	21,199	3,488	415	55	256	47	15	93	515	670	·53	·17	1·06	5·83	7·59	288
F	5	20	61,706	31,703	9,682	103,091	21,477	2,263	318	1,101	523	84	566	1,957	3,130	1·22	·19	1·32	4·56	7·29	1,296
LA	5	10	65,670	11,364	187	77,221	15,964	1,951	220	876	1,041	70	430	1,270	2,811	3·24	·22	1·33	3·95	8·74	794
W	1	15	8,528	4,414	...	12,942	3,078	458	36	148	172	14	83	220	489	3·19	·26	1·54	4·08	9·07	136
Total	12	...	136,945	60,795	16,713	214,453	44,007	5,087	629	2,381	1,783	183	1,172	3,962	7,100	2·00	·21	1·31	4·43	7·95	2,514
Less recoverable, mileage and expenditure			...	...	2,158	2,158	...	...	...	...	...	...	...	...	114	...	...	...	...	·05	...
					14,555	212,295									6,986					7·90	
General charges			...	...	...	...	...	...	...	...	...	...	...	...	1,426	...	...	...	...	1·61	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8,412	...	...	...	...	9·51	...

RETURN No. 28—*continued.*

LOCOMOTIVE RETURNS for the Year ending 31st March, 1902—*continued.*

Type.	No. of Engines.	Average Speed—Miles per Hour.	Engine-Mileage. Detail. Train.	Engine-Mileage. Detail. Shunting.	Engine-Mileage. Detail. Ballast.	Engine-Mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-Mile in Pence. Repairs. Wages and Material.	Cost per Engine-Mile in Pence. Running. Stores.	Cost per Engine-Mile in Pence. Running. Fuel.	Cost per Engine-Mile in Pence. Running. Wages.	Cost per Engine-Mile in Pence. Total.	Days in Steam.
WESTPORT SECTION.																					
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£						
C	2	12	240	32,984	1,119	34,343	4,497	833	55	341	764	27	145	685	1,621	5·34	·19	1·01	4·79	11·33	359
F	3	15	29,543	15,165	6,739	51,447	12,171	1,069	107	657	348	40	261	883	1,532	1·62	·19	1·22	4·12	7·15	586
FB	2	15	21,752	8,514	...	30,266	10,297	682	116	660	319	32	226	537	1,114	2·53	·25	1·79	4·26	8·83	378
WB	2	20	22,840	9,949	...	32,789	14,540	1,002	137	877	230	42	313	639	1,224	1·68	·31	2·29	4·68	8·96	412
Total	9	...	74,375	66,612	7,858	148,845	41,505	3,586	415	2,535	1,661	141	945	2,744	5,491	2·68	·23	1·52	4·42	8·85	1,735
General charges			...	...	...	...	...	...	...	...	...	...	...	...	1,260	...	...	...	...	2·04	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,751	...	...	...	...	10·89	...
NELSON SECTION.																					
D	2	20	10,301	2,043	1,956	14,300	3,215	322	16	142	114	13	196	303	626	1·91	·22	3·29	5·09	10·51	211
F	2	20	36,721	5,603	204	42,528	8,610	800	74	383	458	37	498	752	1,745	2·59	·21	2·81	4·24	9·85	484
Total	4	...	47,022	7,646	2,160	56,828	11,825	1,122	90	525	572	50	694	1,055	2,371	2·42	·21	2·93	4·45	10·01	695
PICTON SECTION.																					
C	1	15	1,307	1,188	7,211	9,706	2,332	600	16	90	163	9	138	276	586	4·03	·22	3·41	6·83	14·49	159
D	1	15	2,560	1,740	6,940	11,240	2,660	641	15	92	72	10	158	312	552	1·54	·21	3·38	6·66	11·79	178
G	2	15	28,171	9,331	2,586	40,088	7,081	2,310	46	293	216	34	442	706	1,398	1·29	·20	2·65	4·23	8·37	330
Total	4		32,038	12,259	16,737	61,034	12,073	3,551	77	475	451	53	738	1,294	2,536	1·77	·21	2·90	5·09	9·97	667
Less recoverable, mileage and expenditure			...	...	15,830	15,830	...	...	...	...	...	...	...	...	1,006	...	...	...	...	1·85	...
					907	45,204									1,530					8·12	
General charges			...	...	...	...	...	...	...	...	...	...	...	...	252	...	...	...	...	1·34	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,782	...	...	...	...	9·46	...

RETURN No. 29.

HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1902.

Mine.	1901-2.	1900-1.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Hartley, Whitecliffs	...	48	...	48
Austin Brothers, Sheffield	...	450	...	450
Springfield Coal Company, Springfield	438	252	186	...
Clandesley, Springfield	9	...	9	...
Brockley, Glentunnel	58	...	58	...
St. Helen's, Whitecliffs	1,261	1,997	...	736
Deans, J., Glentunnel	4,124	5,398	...	1,274
Harris Brothers, Mount Somers	3,578	2,235	1,343	...
Albury	455	311	144	...
Waimate	98	16	82	...
Kurow	20	4	16	...
Gibson's	63	...	63	...
Ngapara	53	187	...	134
Shag Point	7,777	19,266	...	11,489
Allandale Coal Company	19,197	15,377	3,820	...
Walton Park	10,664	10,334	330	...
Saddle Hill	14,580	12,124	2,456	...
Fernhill	2,794	3,330	...	536
Freeman's	8,094	8,434	...	340
Mosgiel	6,931	6,838	93	...
Lovell's Flat	...	26	...	26
Burnweil Mine, Lovell's Flat	14,764	7,940	6,824	...
Nelson's, Benhar	760	573	187	...
Kaitangata	104,432	111,918	...	7,486
Milton	6,084	219	5,865	...
Anderson's, Stirling	81	92	...	11
Conical Hills	3,026	2,818	208	...
O'Hagan, C., Pukerau	313	412	...	99
Orchard, E. C., Pukerau	60	...	60	...
Smith, J., Gore	262	383	...	121
McGibbon and Sons, Gore	10	...	10	...
Sleeman, C. P., Mataura	5,048	2,768	2,280	...
Beattie, J., Mataura	1,677	817	860	...
Brown's, Mataura	834	1,001	...	167
Reed, W., Nightcaps	308	1,552	...	1,244
Nightcaps Coal Company, Nightcaps	31,197	26,207	4,990	...
Quested, J., Nightcaps	4	5	...	1
Tinker and Aley, Nightcaps	17	...	17	...
Kelly, Nightcaps	65	...	65	...
Beadle, Nightcaps	507	...	507	...
Smith A., Kingston Crossing	26	18	8	...
New Zealand Coal and Oil Syndicate, Orepuki	310	1,581	...	1,271
Totals	249,979	244,931	30,481	25,433

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, 1902.

Port.	1901-2.	1900-1.	Increase.	Decrease.
DISCHARGED:—	No.	No.	No.	No.
Lyttelton	1,616	1,598	18	...
Timaru	290	265	25	...
Oamaru	160	139	21	...
Port Chalmers	93	125	...	32
Dunedin	65	73	...	8
Bluff	248	201	47	...
Totals	2,472	2,401	111	40
LOADED:—				
Lyttelton	1,746	1,693	53	...
Timaru	292	262	30	...
Oamaru	135	127	8	...
Port Chalmers	114	133	...	19
Dunedin	2	1	1	...
Bluff	245	202	43	...
Totals	2,534	2,418	135	19

RETURN No. 31.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1902, on the HURUNUI-BLUFF RAILWAY and BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
CHRISTCHURCH DIVISION :—								
Main Line	211 57	6 28	...	218 5	71 28	...	71 28	289 33
Rangiora-Sheffield and Eyreton Junction-Bennett's	...	...	53 56			4 40		58 16
Southbridge and Little River Branches	...	...	48 7			5 42		53 49
Springfield and Whitecliffs Branches	...	...	47 4	247 42	...	5 0	24 50	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 16		15 3
Totals, Christchurch Division	211 57	6 28	247 42	465 47	71 28	24 50	95 78	561 45
DUNEDIN DIVISION :—								
Main Line	165 40	...	...	165 40	53 49	...	53 49	219 9
Duntroon Branch	...	...	37 41			2 72		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
Waihemo Branch	...	...	8 65			0 63		9 48
Port Chalmers Branch ...	...	...	1 26			3 65		5 11
Walton Park Branch ...	...	...	2 49	230 15	...	0 52	21 41	3 21
Fernhill Branch	...	...	1 57			0 23		2 0
Otago Central Railway ...	...	...	97 72			6 13		104 5
Outram Branch	...	...	9 0			0 65		9 65
Lawrence Branch	...	...	22 1			1 67		23 68
Catlin's River Branch ...	...	...	19 27			1 57		21 4
Totals, Dunedin Division ...	165 40	...	230 15	395 55	53 49	21 41	75 10	470 65
INVERCARGILL DIVISION :—								
Main Line	82 41	...	...	82 41	19 53	...	19 53	102 14
Tapanui Branch	...	...	20 4			2 4		22 8
Waimea Plains Branch ...	...	...	36 41			2 62		39 23
Wyndham Branch	...	...	9 35			0 45		10 0
Seaward Bush Branch ...	...	...	25 39			2 0		27 39
Kingston Branch	...	...	87 0	262 9	...	8 18	25 50	95 18
Makarewa-Orepuki Branch ...	...	...	35 52			5 5		40 57
Thornbury-Wairio and Wairio-Nightcaps Branches	...	...	24 51			2 76		27 47
Forest Hill Railway ...	...	...	12 66			0 77		13 63
Lumsden-Mararoa Branch ...	...	...	10 41			1 3		11 44
Totals, Invercargill Division	82 41	...	262 9	344 50	19 53	25 50	45 23	389 73
Grand Totals—Whole Line	459 58	6 28	739 66	1,205 72	144 50	71 61	216 31	1,422 23

RETURN No. 32.

STATEMENT of ALTERATIONS effected in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1902.

PART I.—PASSENGERS.

LOCAL FARES AND REGULATIONS.

Wellington–Napier–New Plymouth Section.

The addition of five miles for Rimutaka Incline abolished.

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

Wellington–Napier–New Plymouth Section.

The addition of five miles for Rimutaka Incline abolished.

PART IV.—GOODS: LOCAL RATES.

Wellington–Napier–New Plymouth Section.

The addition of five miles for Rimutaka Incline abolished.

Hurunui–Bluff Section.

The additional charge of 4½d. per ton on coal carried on Fernhill branch line abolished.

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

	Class.
Removed: Acid, sulphuric, New Zealand manufacture, packed. Owners' risk. Dangerous ...	A
Acid, sulphuric, New Zealand manufacture, not otherwise specified, packed. Owners' risk. Dangerous	A
Acid, sulphuric, New Zealand manufacture (in 4-ton lots). Owners' risk. Dangerous ...	D
Ammonia, anhydrous, New Zealand manufacture, in iron drums or steel cylinders. Owners' risk. Dangerous	B
Ammonia, sulphate of, New Zealand manufacture, in bags for manure. Owners' risk ...	E
Benzine, New Zealand manufacture (in 4-ton lots). Owners' risk. Dangerous. Rate and a half...	A
Benzine, New Zealand manufacture (in 4-ton lots). Owners' risk. Dangerous ...	A
Removed: Kerosene. Owners' risk	A
Kerosene, not otherwise specified. Owners' risk	A
Kerosene, New Zealand manufacture, not otherwise specified. Owners' risk	B
Kerosene, New Zealand manufacture (in 4-ton lots). Owners' risk	C
Removed: Naphtha and naphthaline. Rate and a half. Owners' risk. Dangerous ...	A
Naphtha and naphthaline, not otherwise specified. Rate and a half. Owners' risk. Dangerous	A
Naphtha, New Zealand manufacture (in 4-ton lots). Owners' risk. Dangerous ...	A
Removed: Oil, shale (in 2-ton lots). Owners' risk	D
Oil, shale, not otherwise specified (in 2-ton lots). Owners' risk	D
Oil, shale and lubricating, New Zealand manufacture (in 4-ton lots). Owners' risk. Half rate	B
Paraffine wax, in bags, New Zealand manufacture (in 2-ton lots)	B
Soda, caustic, packed (in 2-ton lots). Owners' risk	D
Removed: Tar	D
Tar, not otherwise specified	D
Tar, New Zealand manufacture (in 4-ton lots). Half rate	B

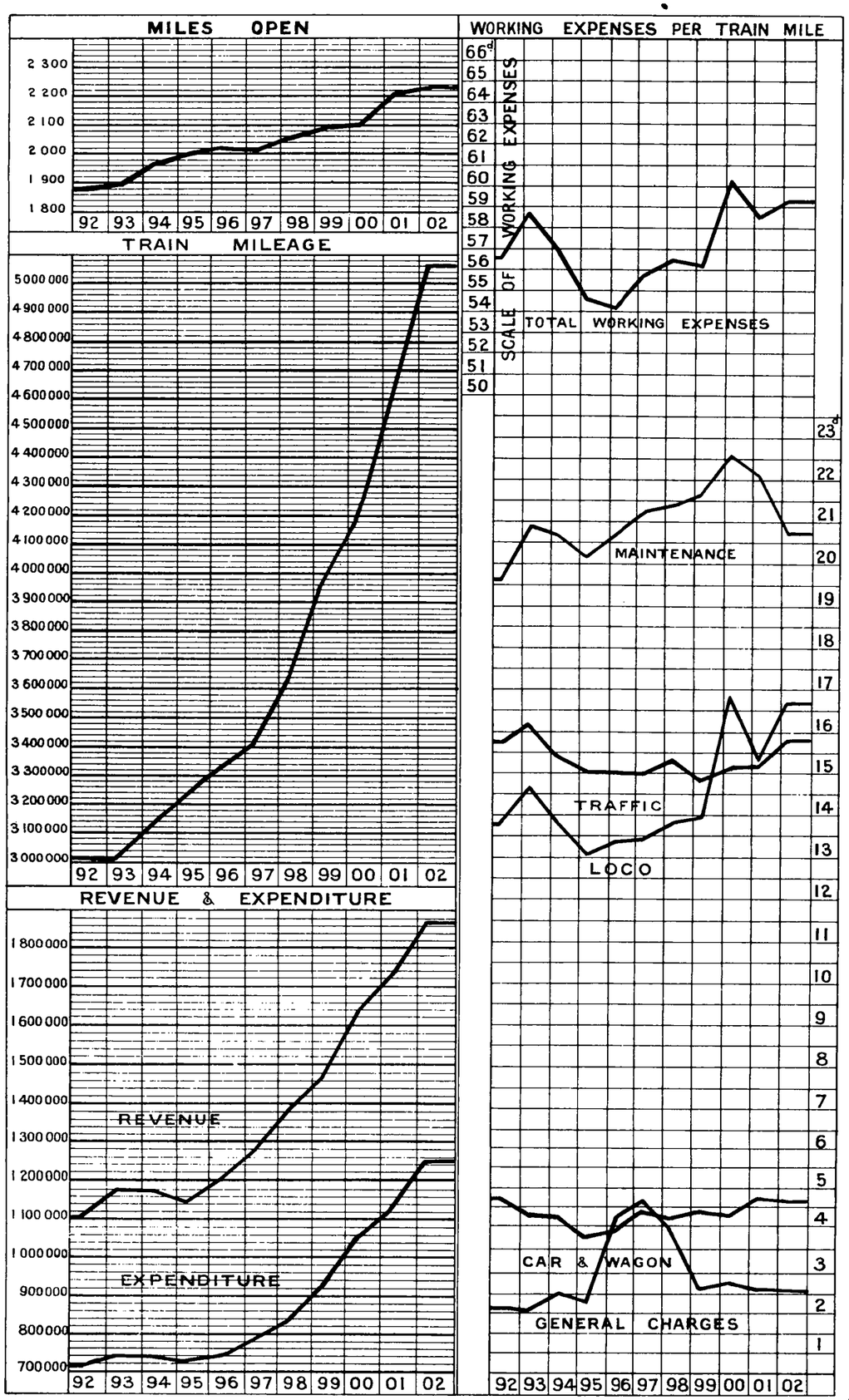
PART VI.—WHARVES.

Westport Wharf.

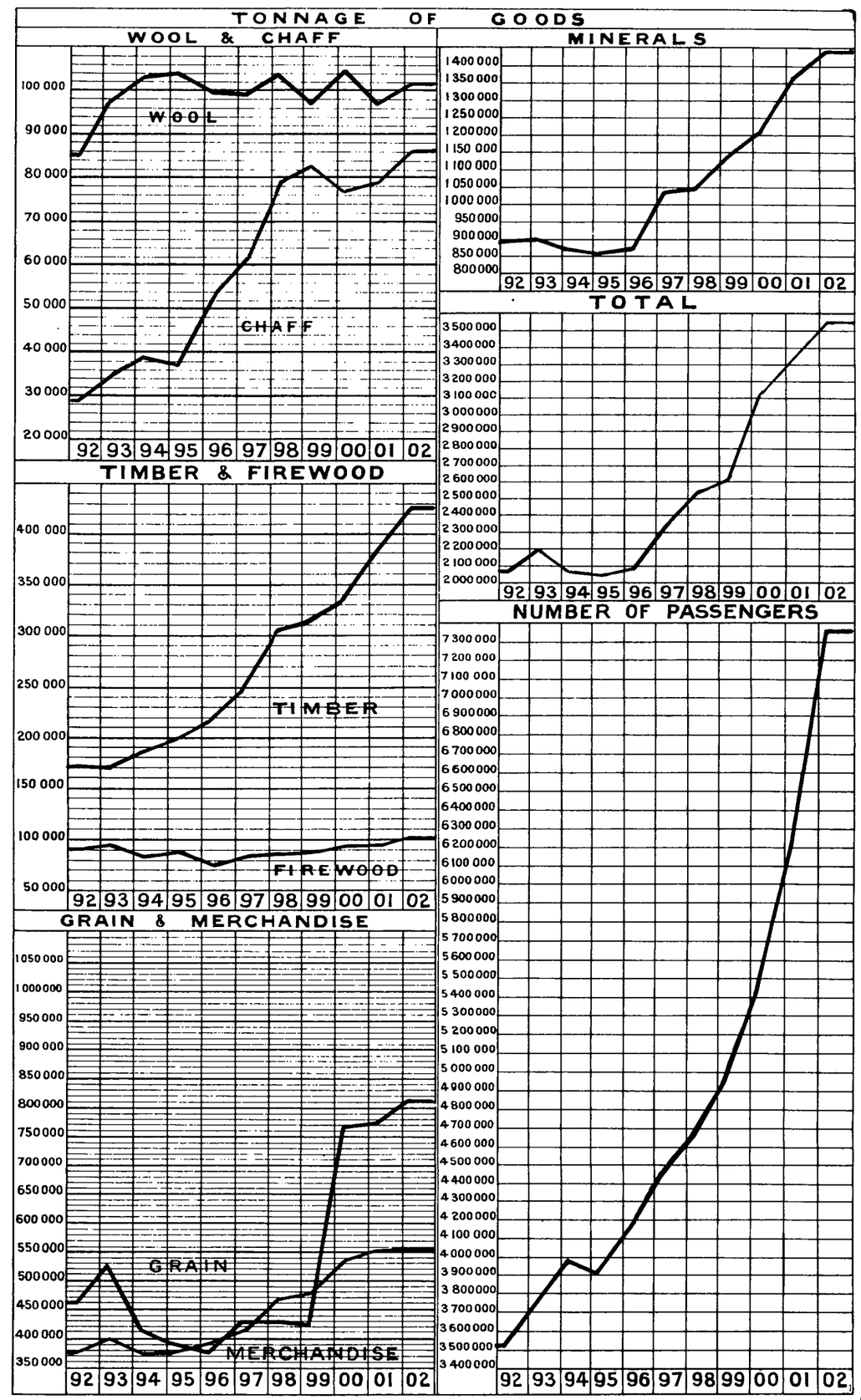
Charge of 1s. per ton on coal landed ex ship inserted.

By Authority: JOHN MACKAY, Government Printer, Wellington.—1902.

NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS



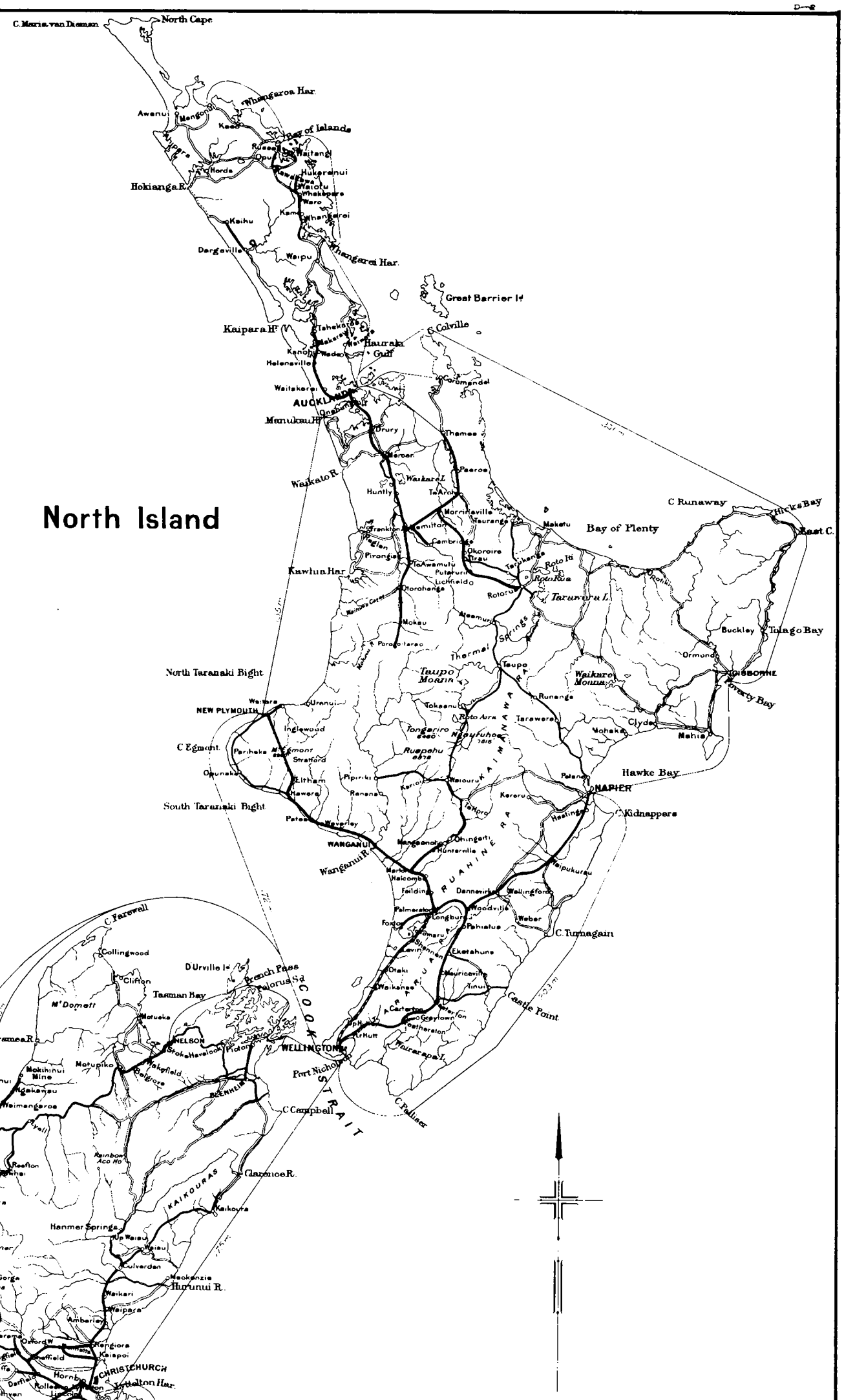
MAP OF NEW ZEALAND

SHEWING

RAILWAYS OPEN FOR TRAFFIC MARCH, 1902.

STATISTICS.

Government Railways open for traffic on 31st March, 1902 ..	2,235 miles.
Private companies' lines	106 "
Capital cost of Government Railways open on 31st March, 1902 ..	£18,170,722
Revenue from Government Railways, year ending 31st March, 1902	£1,874,586
Expenditure on " " "	£1,252,237
Passengers carried " "	7,356,136
Number of season tickets issued, " "	100,778
Cattle, sheep, and pigs carried, " "	2,863,477
Tonnage carried, " "	3,529,177
Number of miles travelled by trains, " "	5,066,360
Number of locomotives, " "	382
Number of passenger-carriages, " "	701
Number of wagons and brake-vans, " "	12,444
Area of colony, square miles	104,471
Population, estimated at 31st March, 1902	833,137
Chief Cities: –	
Auckland (Population with Suburbs (Census for 1901))	67,226
Wellington	49,344
Christchurch	57,041
Dunedin	52,390



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