

1907.
NEW ZEALAND.

RAILWAYS STATEMENT

(1st July, 1907).

BY THE MINISTER FOR RAILWAYS, THE HON. WM. HALL-JONES

MR. SPEAKER,—

In presenting my first Railways Statement I have the gratification of announcing that the buoyancy which has been the leading characteristic of the railway traffic for the past twelve years has again manifested itself in a remarkable degree during the fiscal year just ended. The operations from both the traffic and revenue point of view have therefore been highly satisfactory. The earnings, which exceeded the estimate by no less than £174,600, and last year's revenue by £274,896, are the highest yet attained in the history of the railways of the colony. The results may be summarised thus:—

	Year 1907.	Year 1906.
	£	£
Total earnings	2,624,600	2,349,704
Total expenditure.. .. .	1,812,482	1,621,239
Net profit on working	£812,118	£728,465

GENERAL

The mileage of line open for traffic on the 31st March, 1907, was 2,456 miles, as against 2,406 miles for the previous year. The average miles operated during the year was 2,427. The following extensions were opened:—

	M.	ch.
Omakau—Alexandra	17	68
Kohatu—Tadmor	10	28
Otarama—Broken River	6	52
Ethelton—Domett	8	34
Hokitika—Ruatapu	6	65
	50	7

The capital cost of lines open for traffic, including plant and steamers on Lake Wakatipu, has increased from £22,498,972 last year to £23,504,272 for the year under review.

The net revenue, £812,118, is equal to a return of 3·45 per cent. on the capital invested in the open lines, and 3·19 per cent. on the total capital (£25,438,568) invested in open and unopened lines. The Kawakawa Section has again failed to pay actual working-expenses, the deficit being £392.

The number of train-miles run during the year was 6,755,454, being an increase of 341,881 miles over the previous year. The increased mileage represents additional facilities to meet the requirements of the large business done during the year, and has cost £86,000. The permanent increase to the train-service represents 20,375 miles per annum.

The following figures, which give the record of the late arrivals of the principal trains during the year, indicate that, notwithstanding the heavy passenger traffic carried in connection with the New Zealand International Exhibition, shows, races, holidays, and the unavoidable delays resulting from floods and accidents, the trains have maintained commendable punctuality.

	Average Late Arrival.
	Min. Min.
For long-distance passenger trains	1·39, against 0·87 last year.
For suburban trains	0·34, „ 0·26 „
For long-distance mixed trains	1·63, „ 1·25 „

The total number of ordinary passengers carried during the year was 9,600,786, an increase of 774,404 over the previous year. Season tickets issued numbered 165,504, an increase of 17,515. The number of workers' twelve-trip tickets included in these figures was 44,015, and of workers' weekly tickets available on suburban lines 85,960. The steady increase in the issue of workers' tickets is a most gratifying indication that the workers for whose benefit they were introduced are taking advantage in growing numbers of the facilities offered them to reside in the suburban areas.

Holiday-excursion tickets issued numbered 856,412, an increase of 118,737 over the previous year. The issue of school, factory, and friendly-society excursion tickets, however, only reached a total of 95,664. There was thus a decrease of 24,556 passengers under this head. The decrease in the number of children carried amounted to 7,312, and of adults to 17,244. The business these figures represent was not lost, but was merely diverted into another channel. The fact of there being a decrease of 5,000 children and 9,900 adults carried at school-excursion rates in the Canterbury District is eloquent testimony to the attractions of the Exhibition, which impelled those usually content with a school picnic to forsake the beaten track and journey instead to the Exhibition at Christchurch, regardless of the difference in fare and contingent expenses of such a trip as compared with the nominal outlay involved in the school excursion.

The coaching and goods traffic show substantial increases under all the headings but one, the exception being the grain traffic, which shows a falling-off of 1,551 tons. In the coaching traffic the increases have been—parcels, 37,892; horses, 762; carriages, 64; dogs, 1,984; and in live-stock and goods traffic—cattle, 13,720; sheep, 1,312,316; pigs, 22,520 head; chaff, lime, &c., 23,432 tons; wool, 12,075 tons; firewood, 2,726 tons; timber, 33,302 tons; merchandise, 83,796 tons; minerals, 196,898 tons: representing a total increase in goods and live-stock tonnage of 409,398 tons. The increase of 1,312,316 in the number of sheep carried during the year is the highest yet recorded in any single year in the history of the railways. The large movement of sheep which took place was in a measure due to the drought, which caused a scarcity of feed in the Canterbury and Otago Districts, compelling owners to transfer their flocks temporarily to other parts of the colony where feed was more plentiful. It may be interesting to note that the actual increase of 1,312,316 sheep almost equalled the total sheep traffic carried in the year 1893.

The average number of men employed during the year was 10,858, against 9,795, an increase of 1,063.

During the year 223 members of the permanent staff resigned, 69 retired on superannuation, 37 died, 98 were dismissed, 1,050 were engaged, 6 who had been placed on the Superannuation Fund as "medically unfit" resumed duty.

Eleven appeals against decisions of the Department were heard by the Railway Boards during the year: 8 were dismissed, the punishment in 3 cases was mitigated.

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

The sum of £3,649 has been allowed as compensation and compassionate allowance to members retired from the service and to relatives of members deceased. This sum includes £3,521 paid under the Workers' Compensation for Accidents Act.

A vigorous policy has been pursued in connection with the building of rolling-stock in the railway workshops. This has resulted in 3 new four-cylinder balanced compound tender engines, 60 new cars, 11 bogie brake-vans, 467 wagons—equal in capacity to 1,097 ordinary four-wheeled wagons—and 625 tarpaulins being added to the stock during the year.

New steel axles to the number of 1,449 have been placed under cars, vans, and wagons in substitution for old axles. All new rolling-stock built for the Auckland, Wellington - Napier - New Plymouth, and Hurunui-Bluff Sections was fitted with the Westinghouse brake before leaving the railway workshops.

Machinery of an improved type and greater capacity has been added to the equipment of the railway workshops. Such appliances increase the efficiency of the shops, and enable them the better to fulfil their important functions in relation to the railways.

The whole of the rolling-stock, machinery, and appliances, track, bridges, buildings, and other structures connected with the lines throughout the colony, have been kept in a thoroughly efficient condition.

120½ miles of track were relaid—viz., 84½ miles of main line with standard 70 lb. steel rails, and 36 miles of branch lines with 53 lb. steel rails that had been removed from the main line.

Nearly 300,000 new sleepers were laid and 306,000 cubic yards of ballast used on the track. The strengthening of a number of important bridges in various parts of the colony to enable them to carry the largest class of locomotive was put in hand during the year. Many improvements were made at stations in regard to office, goods-shed, and siding-accommodation, water-services, erection of verandahs, installation of electric and gas lighting, and houses for staff. New station-buildings were provided at Dunedin, Blenheim, Waimate, Warrington, and flag-station equipment at Mackaytown, Owharoa, Winiata, Te Kuiti, and Menzies' Ferry. A large number of other works calculated to ultimately promote the public interests and the efficiency of the railway service were undertaken. Some were completed and others are still in hand, but are being pushed on to completion as rapidly as possible.

On the 26th March an accident quite unprecedented in this colony occurred at Lyttelton, when a Fairlie engine drawing the extra express train on to the Ferry Wharf failed to stop the train, and was pushed bodily forward. The wheels and under-gear of the engine becoming detached fell into the harbour, while the remaining portion of the engine remained suspended over the end of the wharf.

On the 29th March a butting collision occurred at Bankside between a night mixed train from Christchurch to Ashburton and a special train conveying Volunteers from Timaru to the encampment at Sheffield and Racecourse Hill. The two engines, a horse-box, and a carriage were extensively damaged. The driver of the Christchurch engine and a Volunteer in the Timaru special were injured, but I am glad to say that no lives were lost. The accident resulted from the driver and guard of the Christchurch train overlooking their crossing with the special. The driver of the special acted with great promptitude. Hearing the Christchurch train whistle, he concluded it had passed Bankside and was approaching Rakaia Bridge. He at once brought his train to a stand with a view to setting back, but before he could get it in motion the Christchurch train struck it. The driver of the Christchurch train also did his best to avert the accident when he realised the position, and stuck to his post throughout. The accident blocked the line completely, but a temporary loop was promptly laid, through which all trains were enabled to pass without delay.

REVENUE.

The gross revenue for the year amounted to £2,624,600, and exceeded the estimate by £174,600 and the gross revenue for the preceding year by £274,896. The net revenue, £812,118, was £83,653 in excess of the previous year. Passenger revenue shows an increase of £99,201, season tickets £5,980, coaching traffic £9,270, goods and live-stock £152,648, miscellaneous and rent £7,797. The receipts per train-mile amounted to 93·00d. as against 87·75d. for the previous year. The earnings of the Lake Wakatipu steamers amounted to £6,159, as against £5,986 last year. The net return was equal to 6·55 per cent. on the capital cost.

EXPENDITURE.

The expenditure, including the sum of £5,082 incurred in connection with the Lake Wakatipu steamers, amounted to £1,812,482, an increase of £191,243 over the previous year, and absorbed 69·06 per cent. of the revenue, as against 69 per cent. for the previous year.

	Expenditure.		Per Cent. of Revenue.	
	1906-7. £	1907-8. £	1906-7.	1907-8.
Traffic	494,942	442,063	18·90	18·86
Locomotive	657,893	587,752	25·13	25·08
Maintenance	613,890	546,805	23·45	23·33
Management	73,376	70,539	2·80	3·01
	<hr/>	<hr/>		
	1,840,101	1,647,159	70·28	70·28
Less credit recoveries	32,701	31,147	1·25	1·33
	<hr/>	<hr/>		
	1,807,400	1,616,012	69·03	68·95
Lake Wakatipu steamers	5,082	5,227	0·03	0·05
	<hr/>	<hr/>		
	£1,812,482	£1,621,239	69·06	69·00

The cost of maintenance of line, buildings, and other structures has increased from £546,805 to £613,890, representing an average expenditure of £252·78 per mile of railway, against £228·67 for the previous year. The increased expenditure has been incurred on the Whangarei Section, £171; Kaihu, £21; Auckland, £16,111; Gisborne, £772; Wellington - Napier - New Plymouth, £10,798; Hurunui-Bluff,

£35,908; Westland, £2,196; Nelson, £650; and Picton, £1,891. The cost of maintenance has decreased on the Kawakawa Section, £818; Westport, £616.

The cost of maintenance and equipment of the lines has been increasing annually for the past ten years. This is largely due to the change in the circumstances of the colony. The era of prosperity entered upon in 1895, and continued uninterruptedly since that date, has resulted in such an enormous increase in the railway traffic as compared with the business done in 1895, that the demand for transport facilities has entirely outgrown the capacity of the lines as originally laid and equipped. The adoption of a heavier standard of rails and the strengthening of the various structures to admit of the employment of engines of greater power and rolling-stock of greater capacity, both of which are essential to deal satisfactorily with the large traffic that it has for some time past been apparent the New Zealand Government Railways will require to handle, became matters of paramount importance. Works connected with the betterment of the lines have therefore been vigorously pushed on during the last few years, and as a consequence the expenditure has shown an upward tendency. The condition of the lines to-day is, however, better than at any period in the history of the colony, and the time may confidently be looked forward to when as a result of the judicious expenditure that has been made in their betterment the cost of maintenance will decrease. The cost of carrying out the works and of maintaining the lines and their equipment has been materially affected by the advance in the price of material and rate of wages. This colony is not, however, singular in this respect, as quite recently I observed that the cost of maintaining the leading railroads in the United Kingdom and America was being considerably affected from the same cause, and that many railway companies have been making pointed reference to the effect the increased cost in the materials has had on the net result of operating their lines.

Additions and improvements to lines and structures costing £20,362 which might fairly have been debited to capital have been made during the year and charged to working-expenses.

The increased expenditure in the Traffic Branch is due to the additional train-mileage consequent on improved train-services, extra staff to meet the requirements of the large expansion of the business done during the year, the working of the interlocking and tablet systems, reduction in the daily hours of guards and signalmen, and the increase in wages and allowances to Division 2.

In the Locomotive Branch the increase is due to extra train-mileage, heavy renewals and repairs, increased consumption and cost of coal, reduction made in the hours of drivers and firemen, increase in the staff, and also in the wages and allowances to members of Division 2.

The increase in the cost of management is mainly incidental to the scale increase of salaries of the staff under the Classification Act.

The sum of £308,893 was expended under head "Additions to Open Lines" and charged to Capital Account. Of this £200,843 was expended on rolling-stock, tarpaulins, Westinghouse brake, machinery for workshops, and cranes. The rolling-stock in respect to which the charges were made consists of 3 locomotives, 59 carriages, 10 brake-vans, 95 bogie and 240 four-wheel wagons, 625 tarpaulins, and 2 cranes completed on 31st March last; and 30 locomotives, 112 carriages, 15 brake-vans, 139 bogie and 748 four-wheel wagons, incomplete but in hand on that date. £108,050 was spent in providing telegraph and telephone facilities, signals, and interlocking, tablet, and safety appliances, bridges, fencing, ballast and quarry plant, sidings, purchase of land, furnaces for foot-warmers, weighbridges, and departmental offices.

DUPLICATION OF LINES.

On duplication-work the following sums were charged to Capital Account under the provisions of the special Acts relating thereto passed in 1903, 1904, and 1905 respectively, viz:—

	£
Wellington—Hutt duplication-works	17,001
New Hutt road, including purchase of land for same	18,957
	<hr/> 35,958
Auckland—Penrose duplication-works	43,520
Dunedin—Mosgiel duplication-works and deviation of line	38,025
Addington—Rolleston duplication-works	412
	<hr/> £81,957

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1907, as compared with 1906 :—

PARTICULARS.	Year ended 31st March.	
	1906.	1907.
Total miles open for traffic	2,406	2,456
Average miles open for year	2,391	2,427
Capital cost of opened and unopened lines	£24,092,085	£25,438,568
Capital cost of open lines	£22,498,972	£23,504,272
Capital cost per mile of open lines	£9,410	£9,570
Gross earnings	£2,349,704	£2,624,600
Working-expenses	£1,621,239	£1,812,482
NET PROFIT ON WORKING	£728,465	£812,118
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	3·24	3·45
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	69·00	69·06
Earnings per average mile open	£980	£1,078
Working-expenses per average mile open	£676	£744
NET EARNINGS PER AVERAGE MILE OPEN	£304	£334
Earnings per train mile	d. 87·75	d. 93·00
Working-expenses per train mile	60·47	64·21
NET EARNINGS PER TRAIN MILE	27·28	28·79
Passengers, ordinary	8,826,382	9,600,786
Season tickets	147,989	165,504
Goods tonnage	4,241,422	4,592,099
Live-stock tonnage	173,744	232,464
Train mileage	6,413,573	6,755,454
Locomotives	395	398
Passenger-cars	906	966
Wagons and brake-vans	14,127	14,605

CONCLUDING REMARKS AND FORECAST.

In November, 1905, it was decided to grant the members of the Second Division of the Railway Staff certain monetary allowances in addition to the regular rates of pay assigned to them under the Government Railways Department Classification Act, and provision for the continuation of such allowances for the ensuing year has been made in the estimates to be submitted to Parliament. I recognise, however, that this method of dealing with the matter for any lengthened period is inadvisable, as it debars the member from receiving the benefits of the allowances when superannuated. I am, moreover, convinced that, having regard to the important part played by the railways in the development of the resources, industries, and settlement of the colony, to the general prosperity and consequent high wages ruling in other walks of life, the enhanced cost of living, and the important duties the employees are called upon to perform, the time has arrived when the Schedule to the Government Railways Department Classification Act should be reviewed. I purpose, therefore, during the present session to submit to Parliament proposals for embodying the allowances already granted in the Schedule to the Act, and for making such other alterations as are necessary to place the service on a better footing in respect to pay.

The deviation of the railway-line at New Plymouth which was put in hand during the year has made considerable progress, and it is anticipated that it will be completed in the course of a few months.

The work connected with the Auckland-Penrose, Dunedin-Mosgiel, Addington-Rolleston, and Lower Hutt-Wellington duplication is progressing favourably.

I regret that the anticipations expressed in last year's Statement in regard to the contractor for the delivery of stone for the Wellington-Lower Hutt duplication being able to overtake all arrears of work were not fulfilled. Operations were therefore much retarded, and ultimately the Railway Department determined the contract, and undertook the whole of the work itself. This change has had satisfactory results, ample supplies of stone coming regularly to hand, enabling a large amount of stone protective walling and earthwork to be carried out during the year. The progress made will enable a further length of double line to be opened shortly.

Interlocking points and signals were installed and brought into operation at Lyttelton, Dannevirke, Upper Hutt, and north end of Christchurch Station yard. Temporary systems (two) were also installed at Dunedin. Similar appliances for Timaru, Stratford, and Waiareka Junction are in hand, as is also the special electric pneumatic system which will be the permanent system for Dunedin.

Forty-eight of Tyer's electric tablet train-signalling instruments were installed and brought into use on sections Waitati-Oamaru and Invercargill-Bluff. Extensions of the system, embracing lines between Mosgiel and Balclutha, Omakau and Clyde, and Masterton and Woodville, are in hand.

With a view to facilitating the exchange of tablets with fast through trains automatic exchangers have been fitted up at twenty-five stations, where they are giving satisfactory results. It is intended to extend these appliances as circumstances permit.

The electric tablet has now been installed over a total of 688 miles, covering sections—Henderson to Auckland, Onehunga and Morrinsville, Longburn to New Plymouth, Te Aro to Masterton, Palmerston North to Woodville, Lyttelton to Heathcote, Rangiora to Rolleston, Oamaru to Mosgiel, Wingatui to Omakau, Bluff to Winton, Makarewa to Riverton, Westport to Granity, and Greymouth to Ngahere.

The staff and ticket working is also in operation over 67 miles of line.

Considerable extensions of the railway telegraph and telephone systems have been made during the year. These systems, which are highly essential to efficient railway working, now total 1,873 miles of wire, and will be further extended from time to time until they embrace the whole of the railway-lines of the colony.

In January last floods of an unprecedented character occurred on the Auckland Section. The lines in various parts of the section were seriously damaged, and train-

services dislocated for a considerable time. The interruption between Mercer and Ngaruawahia was very serious, and extended over a period of a fortnight. The Foxton line was also interrupted on two occasions for short periods from similar causes, traffic being suspended in both cases.

Motor services have been established between the Upper Hutt and Lower Hutt, and Auckland and Henderson. The experiment has not so far proved remunerative, but I am hopeful that better results will be achieved after a more extended trial as the services become better known and settlement extends.

With a view to relieving the congestion of traffic that occurs between Milton and Clarksville, and consequent train-delays that occasionally arise at the present time, it has been decided to duplicate the line between these stations, and an immediate commencement will be made with the work.

The North Island Main Trunk line being within measurable distance of completion, and there being already indications that a very heavy traffic will result therefrom, the question of providing locomotive power and rolling-stock equipment in readiness for the opening of the line has been engaging close attention. Engines of great power will be required to successfully negotiate at a reasonable speed the heavy grades ruling on the ninety-one miles of line separating Taihape and Taumarunui. The success which has been achieved by the "A" class four-cylinder balanced-compound already running in the South Island indicates that an engine of a similar type, but with certain modifications, will meet all the requirements of the traffic on the heavy grades of the Main Trunk. Designs have been prepared accordingly, and eight large-tender four-cylinder balanced-compound locomotives of a special type are now in course of construction, and will be completed in readiness for the opening of the line.

Owing to the length of the line and the fact that an essential feature of the time-table will be the establishment of a service that will enable the through journey between Auckland and the Bluff to be made in the shortest possible time night-travelling will be unavoidable and sleeping-cars an indispensable adjunct to the equipment of the through trains. Careful investigation has been made with the view to the adoption of a car that will give the maximum of comfort and convenience to travellers and be at the same time best adapted to the lines. Plans for 40 bogie cars, 4 refreshment-cars, and 8 bogie brake-vans for special use on the North Island Main Trunk trains have been prepared, and the construction of the vehicles has been put in hand.

In continuation of the policy enunciated in 1903, that private engineering shops in the colony would be given an opportunity of tendering for the building of railway rolling-stock, a contract has been let to Messrs. A. and G. Price, of the Thames, to build 20 tender engines of the four-cylinder balanced compound type, and the firm has already made a commencement with the work.

With a view to keeping pace with the increasing business and further augmenting the stock, a comprehensive programme has been prepared for the year ending 31st March, 1908. Under this, stock consisting of 10 "W.F." engines, 43 cars (giving seating accommodation for 2,150 passengers), 1,234 wagons (with a carrying-capacity of 10,553 tons), and 18 brake-vans will be put in hand during the year, and, taken in conjunction with the rolling-stock now under construction in the Workshops, will furnish constant employment for a very large number of the artisans of the colony, and with a view to expediting the building of the stock the workshops at Hillside and Newmarket are working two shifts, while the Addington and Petone shops are working overtime. The staff of all these shops has been materially increased to enable these arrangements to be satisfactorily carried out.

The opening of the Broken River Section of the Midland Railway on the Canterbury side in November last enabled the journey, Christchurch to Hokitika, Greymouth, and Reefton, and *vice versa*, to be made in one day; and a tri-weekly train-service was inaugurated on this basis in conjunction with Messrs. Cassidy and Co.'s coaches.

During the Exhibition season the overland route was very largely availed of, consequently arrangements were made for a continuation of the service; and,

although the facilities are not likely to be availed of to any appreciable extent during the winter, it is recognised that the shortening of the journey by the one-day service will be of great benefit to the commercial community as well as to other travellers.

The heavy demands made upon the railways by the Exhibition traffic, which continued for a period of six months, were met successfully, and I am glad to be able to record the fact that the train and fare arrangements throughout were satisfactory. Holiday excursion-fares to Christchurch prevailed on all lines for the whole period the Exhibition was open, and special-excursion trains and fares were arranged from time to time as circumstances warranted. The steamship companies, in conjunction with whom through tickets were issued, displayed a commendable desire to assist the project, and the facilities they provided tended greatly to popularise the arrangements for through rail and sea journeys between North and South Islands.

The bookings to Christchurch during the Exhibition season were:—

First-class.	Second-class.	Total.	Amount.
76,649	276,104	352,753	£80,386

These results are most gratifying from every standpoint.

The opening of the new station at Dunedin in November last materially assisted the Department in connection with the heavy traffic of the Exhibition, and the accommodation provided has proved ample for all purposes. The whole of the work connected with the undertaking was carried out by the staff of the Department, and reflects great credit on all concerned.

The following statement shows a brief comparison of the traffic and the rolling-stock for dealing therewith when the Government resumed control of the railways in 1895 with that at 31st March of the present year:—

	31st Mar. h. 1895.	31st Mar. h. 1907.	Increase.	Per Cent. of Increase.
Passengers (number) ..	3,905,578	9,600,786	5,695,208	146
Season tickets ..	28,623	165,504	136,881	478
Parcels ..	444,981	929,929	484,948	109
Horses ..	11,185	17,770	6,585	59
Carriages ..	750	2,440	1,690	225
Dogs ..	23,517	42,081	18,564	79
Drays ..	705	2,496	1,791	254
Cattle ..	40,890	133,031	92,141	225
Sheep ..	1,519,921	4,661,001	3,141,080	207
Pigs ..	43,292	115,222	71,930	166
Chaff, lime (tons) ..	36,972	168,316	131,344	355
Wool ..	103,328	128,161	24,833	24
Firewood ..	85,102	109,236	24,134	28
Timber ..	198,578	567,835	369,257	186
Grain ..	388,556	770,706	382,150	98
Merchandise ..	377,938	712,399	334,461	88
Minerals ..	857,917	2,135,446	1,277,529	149
Total tonnage ..	2,048,391	4,592,099	2,543,708	124
Total revenue ..	£1,150,851	£2,624,600	£1,473,749	128
Locomotives (number) ..	269	398	129	48
„ tractive power (lb.) ..	1,756,178	3,993,028	2,236,850	127
Passenger-cars (number) ..	498	966	468	94
Passenger-cars, seating accommodation ..	17,455	40,470	23,015	132
Brake-vans (number) ..	204	326	122	60
Sheep-wagons ..	390	974	584	150
Total wagons, all classes (number) ..	8,264	14,279	6,015	73
Wagon carrying-capacity (tons) ..	50,861	107,585	56,724	111
Train mileage run ..	3,221,620	6,755,454	3,533,834	110

Notwithstanding the fact that exceptional circumstances of a non-recurring character prevailed during a considerable portion of the fiscal year just ended, I feel confident, from present indications, that the prosperity of the colony will continue during the year just entered upon, and that the railway receipts will therefore be as satisfactory as in the past. In these circumstances I estimate the revenue for the year ending 31st March, 1908, at £2,550,000 and the expenditure at £1,830,000.

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

New Zealand Government Railways, Head Office,
Wellington, June 29th, 1907.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended the 31st March, 1907:—

The capital cost has increased from £22,498,972 to £23,504,272. The revenue was £2,624,600 against £2,349,704, an increase of £274,896. The net revenue was £812,118 as against £728,465 last year, an increase of £83,653. The expenditure for the year under review has been £1,812,482 against £1,621,239, an increase of £191,243. The expenditure per cent. of revenue was 69·06 as compared with 69·00 last year. The rate of interest on capital was £3 9s. 1d. as compared with £3 4s. 9d. last year. The revenue per train-mile was 7s. 9d. and the expenditure per train-mile 5s. 4½d. as compared with 7s. 3½d. and 5s. 0½d. respectively last year.

The following extensions have been opened during the year:—

	M.	ch.
Omakau—Alexandra	17	68
Kohatu—Tadmor	10	28
Otarama—Broken River	6	52
Ethelton—Domett	8	34
Hokitika—Ruatapu	6	65

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The total mileage added to the system during the year was thus 50 miles and 7 chains, making the total mileage open for traffic on 31st March last 2,456 miles as against 2,406 miles at the close of the previous year.

During the year 9,600,786 ordinary passengers were carried, yielding a revenue of £823,067 and 165,504 season tickets were issued, the revenue derived therefrom being £68,986. There was thus an increase of 774,404 ordinary passengers and £99,201 revenue and of 17,515 season tickets and £5,980 revenue over the traffic carried under these heads during the previous year.

55,881 children and teachers and 39,783 adults travelled by school and factory excursions during the year, the revenue derived therefrom being £6,515. The falling-off under this head was undoubtedly the result of the attractions of the New Zealand International Exhibition, which induced parties to avail themselves of the very cheap through fares prevailing and to visit Christchurch and the Exhibition in preference to following the usual practice of organizing local picnics and travelling thereto at the school and factory fares.

856,412 passengers travelled at holiday excursion fares, yielding a revenue of £194,185, an increase of 118,737 excursionists and £53,245 revenue as compared with the previous year.

The coaching and goods traffic has been well maintained during the year, and shows substantial increases under all headings with the exception of grain.

Increases.

Coaching.—Parcels, 37,892; horses, 762; carriages, 64; dogs, 1984. Revenue, £9,270.

Goods.—Cattle and calves, 13,720; sheep, 1,312,316; pigs, 22,520 head; 146 drays; chaff, lime, &c., 23,432 tons; wool, 12,075 tons; firewood, 2,726 tons; timber, 33,302 tons; merchandise, 83,796 tons; minerals, 196,898 tons. Revenue, £160,445.

Total increase in goods and live-stock tonnage, 409,398 tons.

Decrease.

Grain, 1,551 tons.

Large additions were made to the train services during the year, included in which are extra trains between Auckland and Henderson and between Wellington and Upper Hutt. A daily train for workmen from Belfast to Christchurch has been put on, and a tri-weekly rail and coach service instituted between Greymouth and Christchurch, making the through journey in one day. The extra facilities afforded represent an addition of 341,881 miles to the train-mileage of the preceding year, bringing the total train-mileage for the year under review up to 6,755,454 miles.

Steady progress is being made in interlocking points and signals, installation of electric tablet and improvement of railway telegraph and telephone facilities, all of which tend to increase the safety of railway working.

In anticipation of the increased traffic likely to result from the International Exhibition, opened at Christchurch in November, 1906, special arrangements were made for the running of additional fast trains between Oamaru and Christchurch, with a view to relieving the ordinary mail and express trains of the traffic between stations north of Oamaru and Christchurch. It was, however, found that after the first rush of business incidental to the opening of the Exhibition and the Christchurch Carnival week was over that the two through trains were quite capable of dealing satisfactorily with the business offering, and the Oamaru—Christchurch special service was discontinued.

During the currency of the Exhibition, holiday excursion tickets to Christchurch were issued from all stations in the South Island, and special through tickets for the rail and steamer journey were by arrangement with the Union Steamship Company, Northern Steamship Company, and Messrs. Huddart Parker and Co. issued from all stations in the North Island to Christchurch.

In addition to the general holiday excursion issue to Christchurch thus obtaining during the six months the Exhibition was open, specially cheap fares were arranged on suitable occasions for rail and also rail and steamer journeys to Christchurch. The results of these cheap excursions were, however, disappointing.

The new station at Dunedin was opened in November. It afforded facilities and accommodation that were much required for satisfactorily dealing with the business. Its advantages were very apparent during the heavy traffic connected with the Exhibition and holiday season. The refreshment-room connected with the station is conducted by the Department, and supplies a convenience much appreciated by the travelling public.

During January, traffic in the Auckland district was seriously interfered with by heavy floods, which did considerable damage to the line between Mercer and Ngaruawahia. Floods on the Foxton Branch also necessitated suspension of traffic on two occasions.

In October the B goods-shed, at Christchurch, took fire and was with its contents totally destroyed. Steps were immediately taken to provide for its replacement and also for the temporary accommodation necessary to enable the business to be carried on.

Three locomotives, 60 carriages, 11 bogie brake-vans, and 467 wagons were built in the railway workshops and added to the stock during the year. Fifty wagons were also built for the Public Works Department for railway-construction purposes, and one wagon for the Napier Harbour Board.

On the 31st March 18 locomotives, 112 bogie cars, 15 bogie brake-vans, and 988 wagons were under construction in the railway workshops of the colony, in addition to which Messrs. Price Bros., Thames, were building under contract 20 locomotives for the Department.

I regret to report that a collision occurred near Bankside on the morning of the 29th March between the 10.45 p.m. mixed train from Christchurch to Ashburton and a special conveying Volunteers from Timaru to the Easter encampment at Sheffield. The accident resulted from the Christchurch train overrunning the crossing-place. Both engines and portions of the rolling-stock on each train were extensively damaged, but I am glad to say no lives were lost.

MAINTENANCE.

Mr. John Coom, Chief Engineer, reports as follows:—

Permanent-way.—The track was maintained in good order, and its present condition may safely be said to be superior to that at any other period in the history of the railways.

Eighty-four miles and a half of the main line were relaid with 70 lb. steel material, and thirty-six miles of branch lines were relaid with second-hand 53 lb. rails removed from main lines.

296,233 new sleepers were put into the track; of these 36,927 were imported hardwood, and the balance, 259,306, native timber, 78,363 of which were creosoted.

The number of sleepers used was considerably less than during the previous year. Owing to efficient maintenance in the past arrears have been gradually overtaken, and a further slight reduction may still be looked for in the future. The following shows the reduction which has taken place during the past four years: 1903-4, 352,896; 1904-5, 331,910; 1905-6, 336,424; 1906-7, 296,233.

The cost of track renewals was high, due to the amount of relaying on branch lines, the increased cost of materials, and higher rate of wages.

Slips and Floods.—Several slips of minor importance occurred in various districts, causing slight delays.

In January last floods in the Auckland district caused serious damage to the track and consequent dislocation of business between Mercer and Ngaruawahia; the traffic was interrupted for a fortnight.

On two occasions the Foxton Branch was flooded, traffic being suspended for brief periods.

Ballasting.—272,510 cubic yards of gravel ballast and 33,650 cubic yards of broken metal was put into the track during the year.

Bridges, &c.—The bridges and culverts were maintained in safe condition, a considerable amount of work in the way of renewal and strengthening having been carried out. The principal works in hand during the year were: Wanganui district, Wangaehu Bridge; Wellington district, Waipoua and Ngawapurua Bridges and completion of Ormondville Viaduct; Christchurch district, Selwyn, Rakaia, and North Rangitata Bridges; Invercargill district, Mataura Bridge, Glenham Branch.

Water Services.—Several improvements were made and the services generally maintained in a satisfactory condition.

Signals and Interlocking and Safety Appliances.—The Signal and Electrical Engineer's report is attached hereto.

Wharves.—These were maintained in good order.

Strengthening and renewal of the Greymouth wharves were in hand; repairs to the small wharves at Nelson were completed, and the repairs of the wharf at Picton commenced.

As mentioned in my last report, additions to the wharves at Nelson, and entire renewal of the Picton Wharf, are works requiring early attention.

Buildings.—The new station buildings at Dunedin and Blenheim were completed. New station buildings were provided at Waimate and Warrington, and flag-stations at Mackaytown, Owaharoa, Winiata, and Menzies' Ferry.

Goods-sheds were erected at Ealing and Washdyke, and an engine-shed at Glenham.

The expenditure under this head for the year amounted to £53,185, which is higher than for any previous year.

Miscellaneous Works.—Additions and improvements were made during the year amounting to £18,568, which has been charged to working-expenses. The most important works were: Additions and alterations to sidings—Onehunga Wharf, Hamilton, Kirikiriroa, Paeroa, Longburn, New Plymouth Wharf, Palmerston North, Eketahuna, Pigeon Bush, Farndon, Lyttelton, Greymouth, and Picton. Additions and improvements to water services—Hukurangi, Whangarei, Henderson, Onehunga Wharf, Paeroa, Pahiatua, Kaikora, Winchester, Omakau, Middlemarch. Miscellaneous—Cranes for goods-sheds at Auckland, Paeroa, Woodville, Otira; reclamations at Mechanic's Bay, Pelichet Bay, Bluff; raising Manukau Road Bridge; shelter-sheds for staff at Onehunga Wharf, Mackaytown, Cross Creek, Napier, and Petone; extension of verandahs at Frankton Junction, Taumarunui, and Kumara; ladies' waiting-rooms at Waikino, Tinwald, and Moana; additions to station buildings at Rotorua, Palmerston North, Woodville, Timaru, Hampden, and Herbert; electric lighting at Hawera and Inglewood; goods-shed at Huntville; additions to district offices at Wanganui and Wellington; drainage at Inglewood; house and office at Te Kuiti; strengthening bridges at Pigeon Bush; improving approach road at Silverstream; fencing station-yard at Napier; improvement to fire appliances at Napier and Hillside workshops; library at Petone (completion); overbridge at Petone (completion); additions to engine-sheds at Upper Hutt and Picton; additions to goods-shed at Christchurch; engine turntables at Timaru and Ashburton; accommodation for Railway Fire Brigades, Timaru and Addington; sheep-yards, West Eyreton; shed for Westinghouse brake, Addington; lighting stations by gas, Woolston and Balclutha; lengthening platform, Kaiapoi; protection of foreshore, Oamaru (part); shelter-sheds, Warrington and Reefton South; removal of central filling, George Street Pier, Port Chalmers (part); purchase of land, Riversdale; coal-shed, Seddonville; additions to fifty cottages; building thirty-nine portable huts; providing bath-rooms for thirty-eight dwellings, and washing-coppers for thirty-three dwellings.

Additions to Open Lines.—The principal works carried out during the year were as follows:—

Additions to Station Buildings, Station-yards, and Sidings: Auckland, Huntly, Hamilton, Blenheim (completion), Upper Hutt (completion), Takapau (completion), Trentham (completion), Napier, Otira, Christchurch (part), Hawarden (completion), Addington, Washdyke, Dunedin (completion), Matakura, Edendale, Kumara (completion).

Erection of New Station Buildings: Waimate, Dunedin (completion).

Erection of New Houses: Stationmaster's house, Cross Creek (completion), Lyttelton, Waikouaiti, Bluff.

Miscellaneous: Overbridge, Frankton Junction; office for staff, Auckland (part); strengthening Hamilton Bridge (part); ballast plant, Te Kuiti; verandahs, Longburn and Kumara; formation, Linton Street, Palmerston North; drainage, Marton; additions to goods-sheds, Patea, Wellington, Pahiatua, Invercargill, and Bluff; viaduct, Mangarangiora (completion); culvert, Masterton; purchase of land, Waipawa, Christchurch, Lovell's Flat; goods-sheds, Hawarden, Washdyke; weigh-bridge, Timaru, Coal Creek; additions to water service, Christchurch; road approach, Belfast; engine-shed, Glenham; fencing-line, Wanganui District and Waimea Plains Railway; shelter-sheds and platforms, State Collieries, Camp, and Blackwater; stock-yards, Rotomana.

The cost of these works, charged to capital, amounts to £107,540.

Doubling and Improvement of Lines.—Good progress has been made with the doubling of the Auckland—Penrose and Dunedin—Mosgiel lines, and the doubling between Addington and Rolleston has been started.

Hutt Road and Railway Improvement: This work is being pushed on. A large amount of earth-work and stone protective walling has been carried out during the year. An additional length of double line will soon be ready for opening.

New Plymouth Deviation: This work is well in hand, and should be completed in the course of a few months.

Expenditure.—The expenditure on maintenance amounted to £608,504, equal to £251 per mile. The increase is due to additional staff, increase in wages and allowances, higher cost of materials, and maintenance of additional lines opened.

Mileage.—The mileage opened for traffic at the 31st March was 2,456 miles 1 chain, of which 50 miles 7 chains was opened during the year.

Private Sidings.—On the 31st March there were current 305 private-siding rights, annual rental £5,212. Twenty-five new rights were granted during the year.

Leases.—There were 2,742 leases current on the 31st March, producing an annual rental of £18,942. 388 new leases were issued during the year.

Staff.—The maintenance working-staff comprised 3,357 men; office staff, 112; total, 3,469.

SIGNAL AND ELECTRICAL.

Fixed Signals.—During the past year five stations have been fitted with fixed signals—viz., Taumarunui, Helensville, Mangaweka, Takapau, and Mauriceville.

The expenditure for the year on new work was £145 17s. 6d., and for maintenance £1,011 17s. 3d.

Interlocking of Points and Signals.—The signalling and interlocking at stations has worked with the most satisfactory results.

The following stations have been fully equipped with signalling and interlocking, and brought into operation during the year: Lyttelton, Dunedin (temporary scheme), Christchurch (north end), Dunedin (second temporary scheme), Dannevirke, and Upper Hutt.

The work has also been commenced at Timaru, Stratford, Waiareka, and Dunedin (permanent scheme) electro-pneumatic system.

The expenditure for the year on new work was £9,651 15s., for Dunedin electro-pneumatic system £15,619 3s. 7d., and for maintenance £2,364 3s. 1d.

Block-working.—The electric train-tablet system of block-working has worked with every satisfaction.

During the year forty-eight tablet instruments and seventy-eight miles of line have been fitted up and brought into operation, embracing the following sections: Waitati to Oamaru, and Invercargill to Bluff; tablet instruments have been installed at Mokoia; service siding, Caversham, and Salisbury ballast-pit.

The equipment of the sections from Mosgiel to Balclutha, Masterton to Woodville, and Omakau to Clyde is in progress.

Automatic tablet-exchanging apparatus has been installed at twenty-five stations, and is giving every satisfaction.

Telegraph and Telephone Facilities.—During the year 130 miles of wire and 126 miles of poles have been erected and brought into use, also various alterations and additions have been made to improve existing lines.

The construction of new telephone-lines between Mosgiel and Balclutha and Masterton and Woodville, and new Morse telegraph-lines between Auckland and Frankton and between Wellington and Woodville is in progress; fifty-two telephones have been fixed and brought into operation, sixteen additional connections have been made with the public telephone exchanges, and four portable telephones brought into use.

Twelve old-pattern telephones have been replaced by new and modern ones, and ten extension telephone-bells installed. One new Morse telegraph connection has been installed.

Greater facilities are still needed in some of the districts to suit the more pressing requirements.

The expenditure on the electric block-working, telegraph, and telephone facilities for the year was: New work, £11,022 8s. 1d.; maintenance, £7,944 2s. 7d.; public telephone exchange connections, £1,696.

Electric Light.—The electric light at stations where installed is giving satisfaction.

During the year electric light has been installed at Inglewood and at Dunedin new station.

LOCOMOTIVE.

Mr. A. L. Beattie, Chief Mechanical Engineer, reports as follows:—

The engines, rolling-stock, machinery, plant, and appliances have been maintained in good and efficient working-order.

Locomotives.—The number of engines in service on 1st April, 1906, was 395, and the number on 31st March, 1907, was 398. Three new large tender engines, of the four-cylinder "balanced compound" type, were built in the Railway Workshops and added to the stock.

The new locomotives, together with boiler-renewals, have materially augmented the total tractive-power.

In the New Zealand Government Railway Workshops to date 53 engines have been built, and 24 old locomotives rebuilt to more modern types.

Four hundred and sixty-seven locomotives passed through workshops during the year, details as follows:—

Particulars.	Number and Type.							Total.
	Four-cylinder "balanced compound" Tender Engines.	Tender Engines.	"Articu- late com- pound" Tank Engines.	Tank Engines.	Fell Engines.	Fairlies.		
						Single.	Double.	
Number passed through shops	8	203	2	227	4	21	2	467
Built new	3	...	...	...	...	...	...	3
Thoroughly overhauled	...	16	...	25	...	1	...	42
Heavy repairs	...	86	1	100	4	12	1	204
Light repairs	5	101	1	102	...	8	1	218
Painted and varnished	3	22	...	32	...	5	...	62
Touched up	2	65	...	58	...	5	...	130

Included in the above return are 5 engines for Public Works Department.

In the Government Railway Workshops the following locomotives were under construction at close of year—viz., 3 large tender engines of the four-cylinder "balanced compound" type, one large tender engine, simple type, and 6 Class W F tank engines. There were also in hand 8 large tender engines of the four-cylinder "balanced compound" type, being built specially for the heavy gradients on the North Island Main Trunk Railway.

During the year a contract was entered into with Messrs. A. and G. Price, of Thames, to construct 20 large engines with tenders complete of the four-cylinder "balanced compound" type, so that altogether there were in hand at close of year 38 new locomotive engines.

Boilers.—Satisfactory progress has been made with boiler renewals and repairs. Seven new boilers were completed. The details of boiler-work done are as follows:—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes.	Tubes pieced.	New Smoke-box Tube-plate.	New Fire-box Tube-plate.	New Fire-box.	Boilers patched.
Boilers	217	7	86	124	94	27	1	11	4	49

Thirty-seven new boilers are under construction, comprising 4 Class A, 3 Class D, 8 Class F, 7 Class J, 1 Class R, 6 Class W, and 8 Class X.

Carriages.—The car-stock on 1st April, 1906, consisted of 906 cars; the stock on 31st March, 1907, was 966 cars. Sixty new cars, comprising 3 60 ft. *motor-train* cars, 4 47½ ft. *refreshment* cars, and 53 47½ ft. *passenger* cars, were built in the Government Railway Workshops and put into service. The additional cars have increased the seating-accommodation by 9·13 per cent.

A number of additional cars have been equipped with lavatory-accommodation, cushioned seats in second-class compartments, platform-gates, and gangways.

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

Particulars.	Number and Type of Cars.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	1,446	77	23	1,546
Built new	60	...	...	60
Converted	12	...	...	12
Thoroughly overhauled	3	...	3	6
Heavy repairs	371	6	6	383
Light repairs..	1,000	71	14	1,085
Painted and varnished... ..	373	8	9	390
Touched up and revarnished	485	13	1	499

One hundred and twelve new bogie cars are under construction.

Brake-vans.—The number of brake-vans on the 1st April, 1906, was 315, and the number on the line on the 31st March, 1907, was 326. Eleven new bogie brake-vans were built and put into service. One of these new vans replaced an old van sold the previous year. The repairs, &c., to brake-vans during the year were as follows:—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Thoroughly overhauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Brake-vans	490	11	1	2	90	386	101	148

Fifteen new bogie brake-vans are under construction.

Wagons.—The wagon-stock on the 1st April, 1906, comprised 13,812 vehicles, and on the 31st March, 1907, the number was 14,279 vehicles. Six new wagons were built to replace old wagons sold in previous year. One hundred and twenty-five wagons were built for Railway Improvement Account, and 335 wagons were built for ordinary traffic. One old obsolete brake-van was converted to a Class K sleeping-van.

In addition, there were also built in Government Railway Workshops 50 wagons for Public Works Department and 1 wagon for Napier Harbour Board.

The carrying-capacity of wagon-stock was increased by 6,580 tons, equal to 6·51 per cent. being an equivalent of 1,097 ordinary wagons.

The following table gives particulars of repairs, &c., to wagon-stock:—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Converted.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons	12,792	519	31	69	2,438	9,735	2,024	4,505

There were under construction at close of year in Government Railway Workshops 988 wagons, consisting of 139 bogie and 849 four-wheel wagons.

Tarpaulins.—The stock of tarpaulins on the 1st April, 1906, was 10,362 tarpaulins, and on the 31st March, 1907, the stock consisted of 10,987 tarpaulins. Six hundred and twenty-five new tarpaulins were made and added to stock, and 1,822 worn-out tarpaulins were condemned and written off, and replaced with a similar number of new tarpaulins made in the Government Railway Workshops and charged to working-expenses.

The following table shows the work upon tarpaulins for the year:—

Description.	Number passed through Shops.	Manufactured new.	Condemned and replaced with New Sheets.	Repaired.
Tarpaulins	12,101	625	1,822	9,654

There were no new tarpaulins in hand or on order at close of year.

Stationary Engines and Cranes.—The repairs and renewals to stationary engines and cranes were as follows for the year:—

Description.	Number passed through Shops.	Built new.	Erected new.	Re-erected after transfer.	Thoroughly over-hauled.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler repairs.					
										Heavy Repairs.	Light Repairs	Boilers patched	New Fire box Tube plate.	New Tubes.	New Boilers.
Hand-cranes	34	...	...	...	...	13	21	5	5	...	...	...	...	...	...
Steam-cranes	47	2	3	3	1	12	26	3	8	1	3	...	1	...	2
Hydraulic cranes	2	...	...	...	...	1	1	...	...	...	...	...	...	...	...
Stationary engines	4	...	...	...	...	2	2	...	...	3	6	3	1	5	...
Pile-drivers and hoisting-engines	2	...	...	...	...	1	1	...	...	...	1	...	...	1	...
Steam-roller	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...

Three obsolete cranes were written off.

Four new 5-ton steam-cranes are being made in Government Railway Workshops.

Axles.—During the year 1,449 car, van, and wagon axles were replaced with modern steel axles; this number is exclusive of the new stock built.

Westinghouse Brake.—All new engines and rolling-stock built for Auckland, Wellington - Napier - New Plymouth and Hurunui-Bluff Sections are equipped with the quick-acting Westinghouse brake before being placed in traffic.

Car-lighting.—The oil and acetylene gas manufactured at the five separate Pintsch gasworks amounted to 4,438,133 cubic feet, costing 2s. 4·65d. per 100 cubic feet.

Workshops.—Various additions to the workshop appliances have been made during the year; also a well-equipped plant to facilitate the manufacture of points and crossings has been erected. To operate this machinery a suction gas-producer plant and a 50 b.h.p. engine have been installed.

Steamers.—The Railway Department's steamers on Lake Wakatipu have been well maintained and kept in good order and condition. Each steamer was overhauled and painted inside and out.

Train-running and Mileage.—There has again been a very large increase in train-mileage. Compared with 1905-6 the increase for 1906-7 is 341,881 train-miles, equal to 5·33 per cent., and 452,497 engine-miles, being equal to 5·19 per cent.

The increased cost per train-mile is due to the reduction in hours of locomotive-running staff, and the advanced cost of stores and material.

The following statement shows particulars of the expenditure per train-mile:—

Year.	Train-mileage.	Engine-mileage.	Cost in Pence per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1906-7	6,755,451	9,166,259	18·55	4·82	23·37
1905-6	6,413,573	8,713,762	17·52	4·47	21·99

TRAFFIC.

Mr. H. Buxton, Chief Traffic Manager reports as follows :—

Hurunui-Bluff Section.

Revenue, £1,220,466 ; an increase of £113,115.

	No.	Amount. £	Increase over Previous Year.	
			No.	Amount. £
Passengers	4,384,655	389,294	388,733	56,401
Season tickets	71,271	32,404	5,372	1,797
Parcels, &c.	519,429	76,300	23,215	5,597
Goods	Tons. 1,993,999	686,224	Tons. 62,321	47,837
Live-stock	No. 2,633,153		No. 808,561	
Miscellaneous .. .. .	..	36,244	..	1,484

The Canterbury district contributed £573,766 ; an increase of £58,000.

The passenger traffic increased by over 300,000 passengers as a result of the Exhibition.

Parcels, luggage, and mails also show very satisfactory increases. Excepting grain, all classes of goods traffic were largely in excess of last year.

On the 9th October one of the goods-sheds at Christchurch, together with goods of the value of over £2,000, was destroyed by fire.

The Otago district contributed £400,000, which is £33,615 more than last year.

The passenger revenue was largely increased by the traffic to Christchurch.

Parcels, luggage, and mails show a considerable expansion.

The goods and live-stock traffic also increased notwithstanding a falling-off in the grain tonnage, a diversion of shipping traffic from Port Chalmers to Dunedin, and a temporary partial cessation of the output from the Kaitangata Mine.

The new station at Dunedin, which was opened in November, provides greatly improved facilities for working the increasing traffic.

The Southland district contributed £246,700 ; an increase of £21,500.

The passenger business shows a satisfactory increase, chiefly due to the bookings in connection with the Christchurch Exhibition.

The receipts from the goods and live-stock traffic were also in excess of those for last year. There was a decline in timber, grain, and road-metal, but a large increase in live-stock, merchandise, and coal.

Lake Wakatipu Steamers.

Revenue, £6,158 ; an increase of £172.

The passenger traffic was well maintained ; goods traffic slightly declined.

Picton, Nelson, and West Coast Sections.

Picton.—Revenue, £25,391 ; an increase of £4,112. Both passenger and goods traffic show considerable expansion.

Nelson.—Revenue, £19,375 ; and increase of £927. The number of passengers carried decreased by over 4,000, as compared with last year, during which a carnival was held ; but the revenue shows an increase this year, owing to the increase in the average distance travelled.

The goods traffic, excepting minerals, was well maintained.

Westport.—Revenue, £92,620 ; an increase of £11,546. Satisfactory increases are shown in both passenger and goods traffic. The coal tonnage was about 90,000 tons in excess of last year.

Westland.—Revenue, £102,977 ; an increase of £10,202. The returns show large increases in both passenger and goods traffic. The coal tonnage increased by about 45,000 tons, and the timber traffic by over 9,300 tons.

Wellington-Napier-New Plymouth Section.

Revenue, £724,587 ; an increase of £76,467.

	No.	Amount. £	Increase over Previous Year.	
			No.	Amount. £
Passengers	3,028,522	262,512	226,348	28,503
Season tickets	49,804	21,023	4,186	1,687
Parcels, &c.	288,513	48,120	731	1,832
Live-stock	1,894,275	367,561	490,885	40,175
Goods	Tons. 717,160		Tons. 34,739	
Miscellaneous .. .. .	..	25,371	..	4,270

The Wellington-Napier district contributed £412,587 ; an increase of £36,467.

The passenger business continues to show a rapid expansion, the bookings being about 165,000 more than last year, and the receipts about £19,000 more.

Parcels, luggage, and mails yielded an increase of about £400 ; but the number of parcels carried is less by about 6,000, chiefly due to a falling-off in the milk traffic.

Excepting timber, which declined by 7,650 tons, and minerals (gravel) by 17,168 tons, all classes of goods traffic show substantial increases.

The sheep traffic was exceptionally heavy ; the returns showing an increase of over 265,000 head.

The Wanganui district contributed £312,000 ; an increase of £40,000.

The passenger bookings were 60,000 in excess of last year, and the receipts about £15,000 more.

Parcels, luggage, and mails also show a satisfactory increase. In the goods and live-stock traffic increases are shown under all heads except minerals (road-metal), which declined by about 10,000 tons.

The sheep traffic was exceptionally heavy, being 176,574 in excess of last year.

Auckland Section.

Revenue, £392,348; an increase of £58,252.

	No.	Amount. £	Increase over Previous Year.	
			No.	Amount. £
Passengers	1,329,374	121,033	115,821	11,146
Season tickets	38,557	11,862	7,074	1,943
Parcels, &c.	135,674	21,377	12,976	1,587
Live-stock	269,189	230,486	40,259	42,502
	Tons.			
Goods	519,532		93,422	
Miscellaneous		7,588		1,074

The returns from this section indicate a rapid expansion of business, every class of traffic showing a large increase.

Timber increased by 18,310 tons, and coal by over 20,000 tons. Butter exported from Onehunga totalled 3,904 tons, an increase of 723 tons.

In January a serious interruption of traffic was caused by floods, the line between Pokeno and Huntly being chiefly affected. Communication between Auckland and the Waikato district was entirely suspended for a fortnight, and for a further period of a week only a limited service could be run during repairs to the line. The effects of this serious dislocation of business were seriously felt for some time after traffic was resumed.

North Auckland Sections.

Whangarei.—Revenue, £26,927; an increase of £1,274. Both passenger and goods traffic have been well maintained. The timber traffic increased by over 5,000 tons, coal by over 2,000 tons.

Kawakawa.—Revenue, £1,935; an increase of £135. Goods traffic gave a small increase; passenger business declined slightly.

Kaihu.—Revenue, £5,218; decrease of £1,855. The decline in business is due to the exhaustion of the supply of timber in the vicinity of the railway.

Gisborne Section.

Revenue, £6,594; an increase of £547. Both passenger and goods traffic yielded an increased revenue.

As will be seen from the table below the time-table has been maintained with punctuality:—

Average Late Arrival of Trains.

	Period ending													Average for Year in Minutes.
	April 28.	May 26.	June 23.	July 21.	Aug. 18.	Sept. 15.	Oct. 13.	Nov. 10.	Dec. 8.	Jan. 5.	Feb. 2.	Mar. 2.	Mar. 31.	
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1907	1·66	0·48	1·04	1·49	0·54	0·37	0·35	0·87	0·64	3·09	2·52	2·48	2·52	1·39
Year ending 31st March, 1903	1·76	0·5	1·23	0·68	0·18	0·23	0·3	0·67	0·71	2·23	1·18	0·63	0·85	0·87
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1907	2·33	1·33	1·54	1·63	1·37	0·87	0·57	0·83	1·06	2·32	2·35	2·52	2·43	1·63
Year ending 31st March, 1906	2·26	1·6	2·06	0·71	0·71	0·64	0·48	1·05	0·84	1·49	1·36	1·47	1·6	1·25
<i>Suburban Trains.</i>														
Year ending 31st March, 1907	0·29	0·34	0·32	0·22	0·23	0·13	0·22	0·24	0·17	0·53	0·59	0·72	0·43	0·34
Year ending 31st March, 1906	0·47	0·38	0·43	0·21	0·13	0·15	0·17	0·09	0·35	0·31	0·29	0·27	0·19	0·26

STORES.

Mr. H. Baxter, Stores Manager, reports as follow:—

The value of stores (purchased under the Railway vote) on hand on the 31st March, 1907, at the various depots amounted to £195,056 10s. 5d., as against £152,707 5s. 9d. on 31st March, 1906.

The value of the stores on hand on account of additions to open lines amounted to £8,435 12s. 4d. on 31st March, 1907, as against £5,669 0s. 9d. on 31st March, 1906.

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

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

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

The Hon. the Minister for Railways.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1906-1907.

-
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 3. Details of Classified Expenditure.
 4. Classified Expenditure and Revenue, and Proportion of each Class to Mileage and Revenue.
 5. Comparative Statement of Passenger and Goods Traffic.
 6. Cost of Construction, Net Revenue, and Rate of Interest on Capital.
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RETURN NO. 1.
GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1907.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1906	52,456	15	9	By Gross payment to Public Account	2,807,987	3	10
Revenue from passenger, parcels, and goods traffic, as per Return No. 5	2,624,600	3	0	Less Collections for refund	190,154	4	4
	£2,677,056	18	9	Cash in hand, freights, &c., outstanding at stations, 31st March, 1907	2,617,832	19	6
					59,223	19	3
To Net payment to Public Account				By Working expenses, as per Return No. 4			
Less Cash in hand, freights, &c., outstanding, 1st April, 1906, as above	2,617,832	19	6	Balance—Net earnings, available for interest			
	52,456	15	9	* Receipts as per Treasury Accounts	2,624,891	15	11
	2,565,376	3	9	Balance Refund Account, 31st March, 1906, as below	13,425	12	5
					2,638,316	16	6
Cash in hand, freights, &c., outstanding, 31st March, 1907, as above	59,223	19	3	Balance Refund Account, 31st March, 1907, as below	2,617,832	19	6
	£2,624,600	3	0		16,988	16	5
					2,634,820	35	1

COLLECTIONS for REFUND to HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, &c., for the Year ended 31st March, 1907.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance brought forward, 1st April, 1906	13,425	12	5	By Treasury payments	186,591	0	4
Collections for refund	190,154	4	4	Balance, 31st March, 1907, carried forward	16,988	16	5
	£203,579	16	9		203,579	16	9

H. DAVIDSON, Accountant.

RETURN No. 2.
GENERAL EXPENDITURE ACCOUNT for the Year ended 31st March, 1907.

	£	s.	d.		£	s.	d.
To Balance brought forward:—							
Accounts due to the Department outstanding at 1st April, 1906,—				By Payments outstanding at 31st March, 1906, brought forward			
Other Government Departments, for stores, work done, &c. ...	15,235	5	9	Classified expenditure, as per Return No. 4			
Personal accounts, for stores, work done, &c. ...	3,253	8	4	Recoveries to credit of Vote 18,—			
	<u>18,488</u>	<u>14</u>	<u>1</u>	Other Government Departments, for stores, work done, &c. ...	209,238	16	5
Stock of stores on hand at 1st April, 1906				Personal accounts, for stores, work done, &c. ...	21,740	1	6
				Miscellaneous recoveries	<u>32,702</u>	<u>2</u>	<u>2</u>
Payments per Treasury, Vote 18*	2,113,137	18	2	Capital expenditure from vote for Working Railways, as per Return No. 7			
Unauthorised expenditure	390	0	0				
	<u>2,113,527</u>	<u>18</u>	<u>2</u>	Deposit Account,—			
Deposit Account—Permanent-way material				Cash with High Commissioner in London	7,761	0	0
Payments outstanding at 31st March, 1907, carried forward				Cash in Treasury	<u>17,239</u>	<u>0</u>	<u>0</u>
				Balance:—			
				Accounts due to Department outstanding at 31st March, 1907,—			
				Other Government Departments, for stores, work done, &c.	24,674	14	7
				Personal accounts, for stores, work done, &c.	<u>1,227</u>	<u>0</u>	<u>4</u>
				Stock of stores in hand at 31st March, 1907			
					<u>195,056</u>	<u>10</u>	<u>5</u>
					<u>£2,429,013</u>	<u>0</u>	<u>2</u>

H. DAVIDSON, Accountant.

RETURN No. 4. CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1907.

Main data table with columns for Section, Mileage, Revenue, Classified Expenditure, and Proportion of each Class of Expenditure to Mileage and Revenue. Includes sub-sections for 1906-7 and 1905-6, and Lake Wakatipu Steamers.

H. DAVIDSON, Accountant.

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1907.

Main comparative statement table with columns for Sections, Length of Line, Passengers (First Class, Second Class, Total), Total Season Tickets, Parcels, &c. (Parcels, Horses, Carriages, Dogs, Total, Drays, Cattle, Calves, Sheep, Pigs, Total), Live-Stock, Goods, &c. (Equivalent Tonnage for Live-Stock, Chaff, Lime, &c., Wool, Firewood, Timber, Grain, Merchandise, Minerals, Total), and Grand Total Tonnage.

Revenue and Mileage table with columns for Sections, Ordinary Passengers, Season Tickets, Parcels, Luggage, Mails, and Miscellaneous, Total Coaching, Goods, Miscellaneous, Rents and Commission, Total Goods, Grand Total Revenue, Train, Shunting and Ballasting, and Total.

H. DAVIDSON, Accountant

RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, &c., to 31st March, 1907; Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines for Year ended same Date.

Section.	State of Line.	Cost of Construction.	Net Revenue.	Rate of Interest.
		£	£	£ s. d.
Kawakawa	Opened	92,765	- 392	..
"	Unopened	52,903	..	..
Whangarei	Opened	177,996	15,607	8 15 4
"	Unopened	31,969	..	..
Kaibu	Opened	69,644	874	1 5 1
Auckland	"	3,445,889	140,845	4 1 9
"	Unopened	518,774	..	..
Gisborne-Karaka	Opened	129,059	1,549	1 4 0
"	Unopened	29,301	..	..
Wellington-Napier-New Plymouth	Opened	5,372,827	223,918	4 3 4
"	Unopened	607,350	..	..
Wellington-Foxton (private line)	"	42,116	..	..
Surveys, North Island	"	25,257	..	..
Miscellaneous	"	5,169	..	..
Hurunui-Bluff	Opened	11,630,170	332,953	2 17 3
"	Unopened	299,278	..	..
Westland	Opened	1,363,377	34,351	2 10 5
"	Unopened	159,973	..	..
Westport	Opened	483,457	50,974	10 10 10
"	Unopened	15,854	..	..
Nelson	Opened	332,020	2,820	0 17 0
"	Unopened	26,909	..	..
Picton	Opened	357,196	7,542	2 2 3
"	Unopened	21,806	..	..
Lake Wakatipu steamer service	Opened	16,436	1,077	6 11 0
Stock, permanent-way	"	85,513	..	..
Stock, A.O.L. stores	Opened	8,436	..	..
Surveys, Middle Island	"	6,956	..	..
Miscellaneous	"	5,168	..	..
Stock in suspense	Opened	25,000	..	..
Total opened .. .. .	..	23,504,272	812,118	3 9 1
Total unopened .. .. .	..	1,934,296	..	..
Gross total .. .. .	..	25,438,568	812,118	3 3 10

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of "The Railways Authorisation Act, 1885," the information regarding the last mentioned being furnished by the respective Boards.

H. DAVIDSON, Accountant.

RETURN No. 7.

EXPENDITURE ON ADDITIONS to OPEN LINES, charged to Capital Account, for the Year ended 31st March, 1907.

						Total Expenditure.	
						£	s. d.
Material on hand at 31st March, 1906	..	..	..	..	..	5,669	0 9
Expenditure charged to Vote 88 by Treasury	..	..	..	..	..	308,149	19 0
" Vote 18	..	..	..	..	..	3,510	10 0
						317,829	9 9
Less material on hand at 31st March, 1907	..	..	..	..	..	8,485	12 4
Expenditure on Works, &c.—							
Way and Works Branch	..	..	..	..	£108,050	7 8	
Locomotive Branch	..	..	..	..	200,848	9 9	
						£308,898	17 5

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Section.	Work, &c.	Amount.		Total.			
		£	s. d.	£ s. d.			
Whangarei Auckland	Telegraph and telephone facilities	..	..	234 18 9	
	Sidings, loading-banks, stockyards, approaches, crossings, &c.	1,163	17 3				
	Additions to station buildings	274	11 8				
	Bridge-work	1,762	18 6				
	Ballast-quarry and plant	456	12 1				
	Telegraph and telephone facilities	615	4 11				
	Tablet-working	423	7 0	4,696 11 5			
Wellington—Napier—New Plymouth	Sidings, loading-banks, stockyards, approaches, crossings, &c.	4,015	5 4				
	Additions to station buildings	3,024	3 0				
	Additions to dwellings	239	9 4				
	Fencing	126	18 10				
	Viaduct, Mangarangiara	3,523	1 6				
	Departmental offices, Wellington	1,510	10 0				
	Land	175	0 0				
	Telegraph and telephone facilities	844	16 5				
	Signals and interlocking	4,079	16 8				
	Tablet-working	230	16 11	17,769 18 0			
Hurunui—Bluff— (Christchurch District)	Sidings, loading-banks, stockyards, approaches, crossings, &c.	992	1 3				
	Additions to station buildings	8,110	3 0				
	Additions to dwellings	794	18 4				
	Weighbridge	226	7 1				
	Purchase of land	1,957	10 0				
	Additional works for Locomotive Department	319	13 4				
	Telegraph and telephone facilities	23	19 3				
	Signals and interlocking	7,729	1 11				
	Tablet-working	375	3 6	20,528 17 8			
(Dunedin District) ..	Sidings, loading-banks, stockyards, approaches, crossings, &c.	135	8 9				
	Additions to station buildings	35,232	9 0				
	Additions to dwellings	385	3 10				
	Telegraph and telephone facilities	26	9 4				
	Signals and interlocking	16,102	17 11				
	Tablet-working	4,865	2 6	56,747 11 4			
(Invercargill District)	Sidings, loading-banks, stockyards, approaches, crossings, &c.	262	18 9				
	Additions to station buildings	1,313	9 1				
	Additions to dwellings	923	6 1				
	Fencing	199	7 10				
	Additional works for Locomotive Department	231	13 2				
	Tablet-working	3,382	9 6	6,313 4 5			
Westland	Sidings, loading-banks, stockyards, approaches, crossings, &c.	344	5 5				
	Additions to station buildings	523	9 7				
	Weighbridge	182	13 10	1,050 8 10			
Nelson	Furnaces for footwarmers	..	..	28 8 5	
Pictou	Additions to station buildings	..	..	680 8 10	
						£108,050	7 8

RETURN NO. 7—continued.

LOCOMOTIVE DEPARTMENT: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1906.	Number Complete on 31st March, 1907.	Number Incomplete on 31st March, 1907.	Expenditure in Year ended 31st March, 1907.
Wagons, bogie, 1903-1904 programme	T-5	15	15	..	£ 399 6 0
Locomotive, double-ender, Class E	B-6	..	..	..	*118 12 8
Carriages, Class A, 1904-1905 programme ..	D-6	29	23	6	13,906 9 1
Brake-vans, Class F, 1904-1905 programme ..	E-6	4	4	..	1,247 17 5
Wagons, four-wheel, 1904-1905 programme ..	F-6	215	186	29	16,142 5 11
" bogie, 1904-1905 programme	G-6	54	44	10	9,373 5 10
Tarpaulins, 1904-1905 programme	H-6	300	300	..	195 17 6
Locomotives, four-cylinder balanced compound, Class A	J-6	3	..	..	13,417 13 2
Wagons, four-wheel, Class G (bodies only for 12) ..	K-6	..	..	..	380 16 9
Locomotives, Class W _F	N-6	6	..	6	5,518 15 2
" four-cylinder balanced compound, Class A	O-6	3	..	3	1,982 17 10
" simple, Class A	P-6	1	..	1	853 2 2
Carriages, Class A, 1905-1906 programme ..	Q-6	62	31	31	30,343 8 2
Brake-vans, Class F, 1905-1906 programme ..	R-6	9	5	4	3,194 10 11
Wagons, four-wheel, 1905-1906 programme ..	S-6	236	52	184	†13,644 1 6
" bogie, 1905-1906 programme	T-6	74	33	41	15,241 12 7
Tarpaulins, 1905-1906 programme	U-6	200	200	..	356 17 8
Gas-storeholders	V-6	..	..	..	*24 4 0
Carriages, Class A, 1906-1907 programme ..	W-6	36	5	31	5,259 0 3
Brake-vans, Class F, 1906-1907 programme ..	X-6	4	1	3	864 18 4
Wagons, four-wheel, 1906-1907 programme ..	Y-6	537	2	535	17,909 0 0
" bogie,	Z-6	91	3	88	6,941 13 3
Tarpaulins, 1906-1907 programme	A-7	125	125	..	319 17 11
Carriages, Class A, for North Island Main Trunk Railway	B-7	40	..	40	3,689 19 4
Carriages, refreshment, for North Island Main Trunk Railway	C-7	4	..	4	13 10 10
Brake-vans, Class F, for North Island Main Trunk Railway	D-7	8	..	8	81 2 8
Cranes, steam, 5-ton	E-7	2	2	..	1,076 2 11
Locomotives, Class A (contract)	F-7	20	..	20	7,968 12 7
Fitting rolling-stock with Westinghouse brake .. ..	..	..	..	..	25,411 12 9
Gas-storeholders .. ..	..	..	..	..	457 15 7
Machinery for workshops .. ..	..	..	..	..	4,508 9 0
Total .. ..	..	..	..	..	£200,843 9 9
Total locomotives .. ..	..	33	3	30	..
" carriages .. ..	..	171	59	112	..
" brake-vans .. ..	..	25	10	15	..
" wagons, bogie .. ..	..	234	95	139	..
" " four-wheel .. ..	..	988	240	748	..
" tarpaulins .. ..	..	625	625	..	..
" cranes .. ..	..	2	2	..	..

* Additional charges. † Order reduced from 236 to 236.

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1907.

	£	s.	d.
<i>Railway Capital Account:—</i>			
Straightening and doubling Wellington-Hutt Railway	17,001	8	9
<i>For Recovery in terms of Act:—</i>			
New Hutt Road (including land for same)	18,956	10	1
	£35,957	18	10

EXPENDITURE under "The Railways Improvements Authorisation Act, 1904," charged to Capital Account for the Year ended 31st March, 1907.

	£	s.	d.
Auckland-Penrose, duplication of line	43,519	18	0
Addington-Rolleston,	411	11	0
Dunedin-Mosgiel, duplication and deviation of line	38,025	6	0
	£81,956	15	0

RETURN No. 8.

RETURN of REVENUE received by Railway Department from other Departments of the Public Service for the Year ended 31st March, 1907.

Department.	Passengers.		Mails.		Goods.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Defence	5,100	8 2	..	..	1,698	18 6	6,799	6 8
Police	2,388	2 4	..	..	528	1 7	2,916	3 11
Public Works	1,454	17 10	..	..	35,518	12 4	36,968	10 2
Mines and State Coal	285	15 9	..	..	21,065	11 4	21,351	7 1
Agricultural	1,528	10 9	..	..	1,447	12 9	2,976	3 6
Lands and Survey and Forests	961	7 1	..	..	318	16 11	1,280	4 0
Roads	372	5 4	..	..	845	0 3	1,217	5 7
Customs	119	11 6	..	..	8	8 2	127	19 8
Colonial Secretary	568	4 6	..	..	27	19 3	596	3 9
Mental Hospitals	87	10 11	..	..	1,096	14 5	1,184	5 4
Marine and Machinery	419	19 8	..	..	9	16 10	429	16 6
Prisons	327	8 4	..	..	185	15 7	513	3 4
Audit	203	15 0	..	..	..	..	203	15 0
Education	13,409	2 10	..	..	114	1 7	13,523	4 5
Labour	1,388	0 7	..	..	17	14 2	1,405	14 9
Land and Income Tax and Valuation	304	9 0	..	..	2	4 4	306	13 4
Justice	839	1 6	..	..	74	12 6	913	14 0
Native	239	8 9	..	..	12	14 6	252	3 3
Tourist and Health Resorts	211	6 4	..	..	183	7 11	394	14 3
Public Trustee	17	10 0	..	..	0	5 3	17	15 3
Government Printer .. .. .	..	..	..	..	75	18 8	75	13 8
Stamps and Deeds	7	0 0	..	..	0	5 1	7	5 1
Public Health	531	4 4	..	..	194	4 0	725	8 4
Meteorological and Museums	226	5 11	..	..	4	6 0	230	11 11
Old-age Pensions	30	2 2	..	..	0	3 9	30	5 11
Industries and Commerce .. .. .	..	..	..	..	0	6 6	0	6 6
State Fire Insurance .. .. .	..	..	..	..	0	4 5	0	4 5
Postal and Telegraph	1,587	4 11	27,870	0 0	3,135	5 3	32,592	10 2
Totals	32,608	13 6	27,870	0 0	66,561	16 10	127,040	10 4

H. DAVIDSON, Accountant.

RETURN No. 9.

STATEMENT of SEASON TICKETS issued for the Year ended 31st March, 1907.

Description.	Number.	Amount.
Travellers' tickets, all lines... .. .	5	£ 310 0 0
Travellers' tickets, North Island	107	3,848 14 6
Travellers' tickets, Middle Island	54	2,723 9 0
Reporters' tickets	89	712 16 7
Sectional tickets, North Island	119	2,914 5 0
Sectional tickets, Middle Island	230	6,109 1 8
Tourists' tickets, North Island	339	1,357 0 0
Tourists' tickets, Middle Island	187	934 10 0
Tourists' tickets, all lines	332	2,349 0 0
Fifty-trip commutation tickets (ordinary)	1,943	1,541 14 7
Fifty-trip commutation tickets (family)	1,593	2,305 17 1
School tickets	16,356	9,718 1 2
Twenty-trip commutation tickets	678	521 12 2
Twelve-trip workmen's tickets	44,015	6,596 12 5
Weekly workmen's tickets	85,960	8,643 14 10
All other season tickets	13,497	18,399 14 2
Totals	165,504	68,986 3 2

H. DAVIDSON, Accountant.

RETURN No. 10.
STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1907.

Classification of Work.	SECTIONS.														Total.	
	Kawakawa.	Whanga- rei.	Kahu.	Auckland.	Gisborne- Karaka.	Wellington- Napier- New Plymouth.	Christchurch.	Dunedin.	Invercargill.	Westland.	Westport.	Nelson.	Pictou.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Track-surfacing ..	540 10 0	1,509 4 7	1,040 11 8	27,624 3 4	1,461 8 6	44,147 14 2	34,435 0 8	33,750 3 5	23,589 5 10	8,724 4 2	3,204 15 11	2,178 19 11	2,410 18 0	184,617 0 2		
Track-renewals ..	148 0 11	258 15 6	484 5 11	31,749 14 2	..	47,562 16 9	46,811 13 1	37,878 4 7	30,851 11 5	6,561 4 6	4,063 3 9	2,993 17 3	1,663 4 2	211,026 12 0		
Ballasting ..	0 8 6	42 19 5	37 4 3	2,358 7 11	76 2 3	7,020 19 8	2,657 16 8	3,345 2 0	2,243 4 7	428 14 7	554 15 7	52 5 1	46 4 10	18,864 5 4		
Banks, cuttings, ditches, tunnels	10 18 4	69 2 3	70 14 6	5,646 3 1	56 19 4	4,585 7 10	1,175 14 0	1,865 2 4	2,327 14 7	2,335 16 0	31 2 10	352 11 4	109 8 9	18,636 15 2		
Bridges, culverts, drains ..	50 18 6	173 7 5	26 12 8	8,886 8 2	67 1 7	18,125 9 5	11,791 19 6	7,194 6 3	9,222 8 3	3,512 17 5	1,105 0 10	828 14 8	893 0 5	61,878 5 1		
Fences, gates, cattle-stops, hedges	1 2 6	97 18 8	..	2,411 14 11	7 6 4	5,110 4 5	2,309 1 0	2,699 17 5	2,645 16 7	303 15 0	32 15 0	273 15 9	101 0 10	15,994 8 5		
Roads, approaches, &c. ..	0 16 6	18 4 10	2 18 6	1,034 11 4	15 12 6	1,013 8 2	502 2 0	646 3 10	418 12 9	171 14 6	70 11 1	68 2 10	34 19 1	3,997 17 11		
Water-services, signals, cranes, appliances ..	3 5 0	54 15 3	6 9 10	2,060 9 9	29 5 2	4,698 5 5	3,752 19 1	2,569 0 8	1,315 14 5	674 6 1	494 12 2	67 13 0	80 0 0	15,806 15 10		
Wharves ..	33 8 9	69 4 5	6 4 5	1,118 8 5	..	321 6 11	..	1,280 18 6	27 5 6	411 6 1	1,538 11 3	325 13 0	797 4 3	5,929 11 6		
Buildings ..	9 9 9	504 5 6	16 12 3	8,731 3 9	133 9 4	13,102 4 4	14,495 14 4	8,077 11 0	4,794 17 4	1,813 14 8	693 3 11	382 14 9	519 13 0	53,184 13 11		
Miscellaneous ..	20 14 9	251 15 4	..	4,183 4 10	179 5 4	6,000 14 10	3,008 6 2	2,645 17 10	726 9 8	903 7 4	180 12 8	99 0 4	368 4 1	18,567 13 2		
General charges ..	3 5 1	48 5 1	9 8 2	817 17 9	11 13 4	1,469 13 8	984 12 10	847 4 5	712 14 10	212 10 0	180 10 4	44 17 8	43 8 6	5,386 1 8		
Totals ..	822 18 7	3,097 18 3	1,701 2 2	96,622 7 5	2,038 3 8	153,158 5 7	121,834 19 4	102,799 12 3	178,875 15 9	26,053 10 4	12,149 15 4	17,668 5 7	7,067 5 11	613,890 0 2		
Rate per mile opened ..	102 17 4	134 13 10	100 1 4	245 17 2	113 4 8	316 8 10	249 19 2	244 16 7	222 16 3	217 13 5	391 18 7	193 18 11	207 17 3	252 15 8		

H. DAVIDSON, Accountant.

RETURN NO. 11.
STATEMENT showing NUMBER of PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1907.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.					GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.				
	Schools, and Friendly Soc's. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.	No.	£ s. d.
Kawakawa	24	1	21	46	1 4 4	...	...	...	...	...	...	...	...	46	1 4 4
Whangarei	629	...	461	1,090	28 12 0	19	713	732	76 6 0	...	...	...	...	1,822	104 18 0
Kaihu	322	10	108	1,440	21 1 8	76	589	665	73 0 9	...	...	...	...	1,105	94 2 5
Auckland	2,702	315	2,812	5,829	381 8 0	5,322	106,602	111,924	21,655 19 3	...	...	...	...	117,753	22,037 7 3
Gisborne	553	22	49	624	15 6 7	625	3,854	4,479	482 14 9	...	...	...	...	5,103	498 1 4
Wanganui	5,701	1,400	2,854	9,955	680 18 7	11,997	100,682	112,679	27,130 7 1	...	...	...	...	122,634	27,811 5 8
Wellington-Napier	7,611	1,666	3,441	12,718	756 2 7	30,722	100,233	130,955	25,767 14 7	...	...	...	...	143,673	26,523 17 2
Picton	2,333	1,175	691	3,199	65 1 11	3,688	17,396	21,084	1,323 14 10	...	...	...	...	24,283	1,328 16 9
Nelson	1,747	322	516	2,585	113 3 7	1,113	8,646	9,759	1,007 2 1	...	...	...	...	12,344	1,120 5 8
Westport	188	26	121	335	13 18 5	43	4,568	4,611	418 18 8	...	...	...	...	4,946	432 17 1
Westland	1,908	334	1,559	3,801	281 10 1	1,949	21,615	23,564	3,244 0 3	...	...	...	...	27,365	3,525 10 4
Christchurch	10,430	1,849	10,331	22,610	1,581 11 6	41,898	205,058	246,956	48,789 13 2	...	...	...	...	269,566	50,371 4 8
Dunedin	8,943	909	12,361	22,213	1,600 12 10	21,584	105,137	126,721	41,381 14 0	...	...	...	...	148,934	42,982 6 10
Invercargill	4,953	808	4,458	10,219	974 6 3	6,244	56,039	62,283	22,833 17 4	...	...	...	...	72,502	23,808 3 7
Totals (1907)	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	...	...	...	...	952,076	200,700 1 1
Totals (1906)	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	...	...	...	...	857,895	148,822 12 4
Increase	...	122	...	...	...	14,457	104,280	118,737	53,245 6 6	...	...	...	...	94,181	51,877 8 9
Decrease	7,434	...	17,244	24,556	1,367 17 9	...	...	...	...	...	...	...	...	...	...
Total, Year ending—	63,598	5,949	38,467	108,014	7,246 5 9	50,511	289,164	389,675	50,232 12 11	...	...	...	...	397,689	57,478 18 8
31st March, 1896	44,610	5,993	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	...	...	...	...	456,716	69,055 2 8
31st March, 1897	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, 1898	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	...	...	...	...	574,173	91,010 7 2
31st March, 1899	37,839	5,616	31,164	74,619	4,752 3 10	81,928	501,176	582,704	96,154 7 5	...	...	...	...	657,323	100,906 11 3
31st March, 1900	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	...	...	...	...	708,184	108,167 7 5
31st March, 1901	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
31st March, 1902	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 8 6	...	...	...	...	691,157	109,329 19 9
31st March, 1903	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	...	...	...	...	807,067	133,049 3 7
31st March, 1904	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	...	...	...	...	807,112	137,559 12 9
31st March, 1905	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	...	...	...	...	857,895	148,822 12 4
31st March, 1906	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	...	...	...	...	952,076	200,700 1 1

STATEMENT OF REVENUE AND EXPENDITURE OF EACH STATION FOR THE YEAR ENDED 31st MARCH, 1907.

Main table with columns for Stations, Revenue, and Expenditure. It is divided into 'OUTWARD' and 'INWARD' sections. The 'OUTWARD' section includes columns for 'Number of Passengers' (First, Second, Third, Fourth, Total), 'Trains', 'Cattle', 'Horses', 'Sheep', 'Pigs', 'Fruit', 'Timber', 'Merchandise', 'Miscellaneous', 'Ordinary Passengers', 'Special Passengers', 'Parcel & Goods', 'Miscellaneous', 'Revenue and Commission', and 'Total Value Forwarded'. The 'INWARD' section includes columns for 'Trains', 'Cattle', 'Horses', 'Sheep', 'Pigs', 'Fruit', 'Timber', 'Merchandise', 'Miscellaneous', 'Parcel & Goods', 'Miscellaneous', 'Revenue and Commission', and 'Total Value Forwarded'. The table lists numerous stations such as Kawakawa, Whangarei, Kaiti, Gisborne, Auckland, and Wellington.

STATEMENT OF REVENUE AND EXPENDITURE of each Station for the Year ended 31st March, 1907—continued.

Large table with columns for Stations, Revenue, and Expenditure, divided into 'OUTWARD' and 'INWARD' sections. Includes various station names like Wellington, Auckland, and Napier.

STATEMENT OF REVENUE AND EXPENDITURE OF EACH STATION FOR THE YEAR ENDED 31st MARCH, 1907—continued.

Main data table with columns for Stations, Hours, No. of Hands employed, Traffic Expenditure, and various revenue and expenditure categories under 'OUTWARD' and 'INWARD' sections.

STATEMENT OF REVENUE AND EXPENDITURE of each Station for the year ended 31st March, 1907—continued.

Main table with columns for Stations, Hours, No. of Hands, Traffic, and various revenue and expenditure items. Includes sub-sections for 'OUTWARD' and 'INWARD' traffic.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPULINS, for the Year ending 31st March, 1907.

Description.	Class.	Kawakawa.	Whangarei.	Kaiti.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Pictou.	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						1		2				3
Refreshment-cars, bogie, 47½ feet	A							6					6
" " 44 feet	A				3		3	3					9
Motor-train cars, bogie, 60 feet	A				1		1	1					3
First-class, bogie, 47½ feet	A				6		19	24					49
" " 44 feet	A				1		1	6					8
" " 42½ feet	A							8					8
" " 30 feet	B						1	6					7
" 6-wheel	C							4					4
" 4-wheel	D		2				3	2					7
Composite, bogie, 47½ feet	A				31		34	62	5	1	1	2	136
" " 46 feet	A							8					8
" " 44 feet	A				40		65	89	9	2	2	3	210
" " 42½ feet	A						13	30					43
" " 39½ feet	A				2		2	4	2	1	1	1	13
" " 30 feet	B				5		15	22					42
" 6-wheel	C		4	2		2		6	2		2		18
" 4-wheel	D	2											2
Second-class, bogie, 47½ feet	A				18		25	51		1			95
" " 46 feet	A							4					4
" " 44 feet	A				31		28	92	7	3	2	2	165
" " 42½ feet	A						1	6					7
" " 39½ feet	A						4		1		1		6
" " 35 feet	A						3						3
" " 30 feet	B						2	8					11
" " 30 feet	E				8							1	8
" 6-wheel	C		3	2		5	1	12	2		2		27
" 4-wheel	D	1	3	1				6				2	13
Postal, bogie, 44 feet	A							2					2
" " 39½ feet	A						6						6
" " 30 feet	B							5					5
" composite, 44 feet...	A				3		1						4
Totals		3	12	5	154	7	240	485	30	8	11	11	966
WAGONS, ETC.													
Brake-vans, 4-wheel	F	2	4	2	12	2	18	56	7	2	4	3	112
" bogie	F				41		65	91	5	4		1	207
" Fell	F						7						7
Horse-boxes	G				28		76	71	4		1	1	181
Cattle	H	2	2		85		81	171	6	1	3	2	353
Sheep	J				84		361	306	3		2	24	780
Covered goods	K	1	5	1	83		97	318	15	3	6	3	532
Sleeping-vans	K				8		16	46	3	1	1		75
High-sides	L	5	12	4	778	16	1,445	3,953	138	12	63	99	6,525
" "	LA				200			1,076					1,276
Low-sides	M	4	18	12	88	10	226	815	50	24	14	21	1,282
Work-train	MB				50		20	75					145
Timber	N	10	72	62	80		99	107	36	33	8		567
Iron hopper	O				40				232	159			431
Platform coal	P	9	95										104
Movable iron hopper	Q							1	50	314			365
Frozen meat	W				47		30	70					147
Cool, insulated	X		2		42		103	6					153
" ventilated	XA				33		38	63				7	141
Work-train hopper	Y				40			50	20				160
" "	YB							26					51
High-side, bogie	R			2	68		84	51	9				214
" "	RB				20			21					51
Sheep, "	S				8		37	52					97
Cattle, "	T				8		27	21					56
Platform, "	U	1	2		65	2	127	42	42		2	2	285
Gas storeholders, bogie	UA						5	5					10
Platform, "	UB				26		76	21	24				147
Horse-boxes, "	UG						6	8					14
Frozen meat, "	V						42	55					97
Covered goods, "	Z						19	21					40
Totals		34	212	83	1,934	30	3,191	7,657	644	553	104	163	14,605
TARPAULINS		13	37	14	1,225	35	2,460	6,737	170	30	96	170	10,987

RETURN No. 14.

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1907.

Class.	Type.	Cylinders.		Coupled Wheels.		Truck Wheels.		Kawakawa.	Whangarei.	Kaibu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.												
A	Tender(4 cyl.balanced compound)	12 & 19	22	6	Ft. 4 in. 6	6	30	...	...	...	...	...	...	4	...	...	...	...	4
B	"	16	22	8	3 6 $\frac{1}{2}$	4	30	...	...	...	...	...	...	8	...	...	...	...	8
C	Tank	9 $\frac{1}{2}$	18	4	2 6 $\frac{1}{2}$	2	18	1	1	...	...	...	2	...	...	2	...	...	6
D	"	9 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	2	18	1	...	...	...	2	8	15	1	...	1	1	29
E	" (articulated compound)	9 $\frac{1}{2}$ & 16	18	12	3 0 $\frac{1}{2}$	2	26 $\frac{1}{2}$	...	...	...	...	...	1	...	...	...	...	...	1
F	"	10 $\frac{1}{2}$	18	6	3 0 $\frac{1}{2}$	2	...	...	...	2	13	...	11	37	5	3	1	...	72
FA	"	12	18	6	3 0 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	2	...	4	...	2	8	...	2	2	...	20
G	"	10 $\frac{1}{2}$	18	4	3 0 $\frac{1}{2}$	4	21	...	...	...	...	...	...	...	...	...	...	4	4
H	" "Fell"	14	16	4	2 8	2	30	...	...	...	...	...	6	...	...	...	...	...	6
J	Tender	14	20	6	3 6 $\frac{1}{2}$	2	24 $\frac{1}{2}$	...	...	...	7	...	10	15	...	...	...	...	32
K	"	12	20	4	4 0 $\frac{1}{2}$	4	30 $\frac{1}{2}$	...	...	...	2	...	...	6	...	...	...	...	8
L	Tank	12	18	4	3 6 $\frac{1}{2}$	6	26 $\frac{1}{2}$	...	...	...	4	...	5	1	...	...	...	...	10
LA	"	12	18	4	3 9	4	26 $\frac{1}{2}$	...	...	...	...	...	...	...	5	...	...	...	5
M	"	13	20	4	3 6 $\frac{1}{2}$	6	28 $\frac{1}{2}$	...	...	...	...	...	4	...	...	...	...	...	4
N	Tender	15	20	6	4 1	4	28 $\frac{1}{2}$	...	...	...	4	...	6	...	...	...	...	...	10
O	"	15	18	8	3 0 $\frac{1}{2}$	2	28 $\frac{1}{2}$	...	...	...	...	...	6	...	...	...	...	...	6
P	"	15	20	8	3 5	2	26 $\frac{1}{2}$	...	...	...	4	...	...	6	...	...	...	...	10
Q	"	16	22	6	4 1	4	30 26	...	...	...	6	...	...	7	...	...	...	...	13
R	Single Fairlie	12 $\frac{1}{2}$	16	6	3 0 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	...	1	...	9	8	...	...	...	...	18
S	"	13	16	6	3 0 $\frac{1}{2}$	4	36 $\frac{1}{2}$	...	...	...	...	...	4	...	...	...	...	...	4
T	Tender	15	18	8	3 0 $\frac{1}{2}$	2	25 $\frac{1}{2}$	...	...	...	...	...	...	6	...	...	...	...	6
U	"	16	20	6	4 6	4	30	...	...	...	...	...	...	9	...	...	...	...	9
UA	"	16	20	6	4 1	4	30	...	...	...	...	...	...	6	...	...	...	...	6
UB	"	16	20	6	4 1 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	...	...	20	...	...	...	...	20
UB	"	16	22	6	4 1	4	30	...	...	...	...	...	...	2	...	...	...	...	2
UC	"	16	22	6	4 1	4	30	...	...	...	...	...	...	10	...	...	...	...	10
V	"	15	20	6	4 1 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	...	...	10	...	...	...	...	10
W	Tank	14	20	6	3 0 $\frac{1}{2}$	4	26 $\frac{1}{2}$	...	...	...	...	...	...	...	2	...	...	...	2
WA	"	14	20	6	3 3 $\frac{1}{2}$	4	28 $\frac{1}{2}$	...	...	...	1	...	8	2	...	...	...	...	11
WB	"	14	20	6	3 3 $\frac{1}{2}$	4	25	...	2	...	...	...	7	...	...	3	...	...	12
WD	"	14	20	6	3 3 $\frac{1}{2}$	6	25	...	...	...	2	...	12	4	...	...	...	...	18
WE	"	16	22	6	3 6 $\frac{1}{2}$	8	30	...	...	...	...	...	2	...	...	...	...	...	2
WF	"	14	22	6	3 9	6	30	...	...	...	5	...	6	9	...	...	...	...	20
Totals		...	...	...	...	...	...	2	5	2	53	2	109	193	13	10	4	5	398

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.	Population of Railway.	Cost per Head of Population.	Train Miles run.	Gross Earnings.	Earnings per Train Mile.	Working expenses per Train Mile.	Profit on Working.	Net Earnings per Train Mile.	Percentage of Net Earnings to Capital.	Percentage of Working expenses to Earnings.	Earnings per Head of Population.	Passengers carried.	Tonnage of Goods.	Average Miles open.	Working expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.				Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending.
																							Maintenance per Mile of Railway.	Locomotive, Car and Wagon per Train Mile.	Traffic per Cent. of Revenue.	General Charges (including Com-pensation, &c.) per Cent. of Revenue.				
Victoria	87,884	1,226,250	2,394	5 3	£ 41,898,037	12,194,361	£ 33 15 3	£ s. d. 3 9,392,069	3,787,927	96.79	d. 2,116,565	54.08	£ 1,671,362	42.71	d. 4.08	55.88	3 1	965,088,894	3,676,017	1,116	£ 624	492,169	20.14	15.53	1.33	511	1,228	10,951	1906. 30 June.	
New South Wales	310,700	1,514,240	3,367	4 8½	£ 43,626,068	12,869,450	£ 28 16 3	£ s. d. 3 11,863,682	4,234,791	85.75	£ 2,308,384	46.75	£ 1,926,407	39.00	d. 4.43	54.51	2 15	1,137,500,531	7,629,492	1,268	£ 686	572,160	21.38	14.91	1.90	655	713	13,010	1905. 31 Dec.	
Cape of Good Hope	221,311	579,741	2,808	3 6	£ 29,047,230	10,344,206	£ 50 2 1	£ s. d. 1 9,323,039	4,047,065	104.20	£ 3,076,920	79.20	£ 970,145	25.00	d. 3.34	76.00	6 19	720,611,388	1,836,946	1,441	£ 1,096	345,196	38.15	20.81	1.27	848	460	7,563	1906. 30 June.	
Queensland	668,224	528,048	3,109	3 6	£ 21,741,226	6,930,168	£ 41 3 5	£ s. d. 5 3,261,611	1,546,083	70.25	£ 863,356	39.25	£ 682,737	31.00	d. 3.14	55.84	2 18	4,568,898	1,791,675	497	£ 278	219	93.15	38.14	1.27	833	430	6,515	1905. 31 Dec.	
South Australia	903,690	376,136	1,891	3 6	£ 14,790,944	7,822,199	£ 39 6 6	£ s. d. 3 3,905,628	1,864,662	83.86	£ 778,239	47.82	£ 586,423	35.54	d. 5.75	63.68	2 9	2,668,028	2,165,191	2,622	£ 1,670	952,207	34.14	19.41	5.30	326	412	3,450	1906. 31 Dec.	
Natal	20,461	97,109	763	3 6	£ 12,957,544	16,837,124	£ 133 8 8	£ s. d. 4 4,483,158	2,052,488	109.88	£ 1,307,010	69.97	£ 745,478	39.91	d. 4.34	73.53	6 5	4,12,816,766	2,357,573	1,017	£ 748	269,172	31.18	18.67	2.26	326	315	6,275	1906. 30 June.	
Western Australia	975,876	260,779	1,607	3 6	£ 9,965,940	6,202,162	£ 38 4 4	£ s. d. 4 4,359,633	1,634,444	89.98	£ 1,201,753	66.16	£ 432,691	23.82	d. 4.34	73.53	6 5	4,12,816,766	2,357,573	1,017	£ 748	269,172	31.18	18.67	2.26	326	315	6,275	1906. 30 June.	
Tasmania	26,215	177,757	469	3 6	£ 3,926,713	8,490,385	£ 22 1 9	£ s. d. 4 945,918	241,188	61.19	£ 172,601	43.79	£ 68,587	17.40	d. 1.74	71.56	1 7	2	860,519	399,487	513	£ 367	146,113	16.70	18.48	3.63	76	184	1,582	1899. 31 Mar.
New Zealand	104,471	748,673	2,090	3 6	£ 16,404,076	7,849,357	£ 21 19 5	£ s. d. 3 3,968,708	1,469,665	89.00	£ 929,787	56.22	£ 539,928	32.78	d. 3.20	63.26	1 19	4	4,955,553	2,624,059	712	£ 450	262,173	18.46	16.67	3.00	293	550	9,792	1900. 31 Mar.
"	104,471	758,616	2,099	3 6	£ 16,703,887	7,958,361	£ 22 0 5	£ s. d. 4 4,187,893	1,623,891	93.00	£ 1,052,358	60.31	£ 571,533	32.69	d. 3.42	64.80	2 2	10	5,468,284	3,127,824	774	£ 501	273,188	21.32	16.17	2.98	304	577	10,295	1901. 31 Mar.
"	104,471	815,349	2,174	3 6	£ 17,207,328	7,915,375	£ 21 2 1	£ s. d. 4 4,620,971	1,727,236	89.75	£ 1,127,848	58.58	£ 599,388	31.17	d. 3.47	65.30	2 2	4	6,243,593	3,339,687	794	£ 519	275,196	19.99	17.15	2.09	306	603	10,868	1902. 31 Mar.
"	104,471	838,137	2,227	3 6	£ 18,170,722	8,159,374	£ 21 16 2	£ s. d. 5 5,066,360	1,874,586	88.75	£ 1,252,237	59.32	£ 629,349	29.43	d. 3.43	66.80	2 5	0	7,356,136	3,529,177	842	£ 562	280,196	21.35	17.78	3.08	362	701	12,444	1902. 31 Mar.
"	104,471	857,985	2,262	3 6	£ 19,081,735	8,436,379	£ 22 4 10	£ s. d. 5 5,443,333	1,974,038	87.00	£ 1,343,415	59.23	£ 630,623	27.77	d. 3.30	68.05	2 6	0	7,575,390	3,730,394	878	£ 594	279,204	21.36	18.24	3.19	372	751	12,992	1903. 31 Mar.
"	104,471	882,097	2,305	3 6	£ 20,692,911	8,977,383	£ 23 9 2	£ s. d. 5 6,685,399	2,180,641	91.75	£ 1,438,724	60.48	£ 741,917	31.27	d. 3.58	65.98	2 9	5	8,306,383	4,072,576	943	£ 622	321,213	22.21	17.22	3.14	377	809	13,433	1904. 31 Mar.
"	104,471	908,114	2,347	3 6	£ 21,701,572	9,141,387	£ 23 17 11	£ s. d. 6 1,107,079	2,209,231	86.50	£ 1,492,900	58.46	£ 716,331	28.04	d. 3.30	67.58	2 8	8	8,514,112	4,011,511	988	£ 634	304,217	21.05	18.28	3.10	389	864	13,885	1905. 31 Mar.
"	104,471	938,111	2,391	3 6	£ 22,498,972	9,410,391	£ 24 2 3	£ s. d. 6 4,413,573	2,349,704	87.75	£ 1,621,239	60.47	£ 736,465	27.28	d. 3.24	69.00	2 10	4	8,826,382	4,241,422	980	£ 676	304,229	21.09	18.86	3.01	395	908	14,127	1906. 31 Mar.
"	104,471	961,604	2,427	3 6	£ 23,504,272	9,570,396	£ 24 8 10	£ s. d. 6 7,655,454	2,624,600	93.00	£ 1,812,482	64.21	£ 812,115	28.79	d. 3.45	69.06	2 14	7	9,600,786	4,592,099	1,078	£ 744	334,253	23.37	18.90	2.80	398	966	14,605	1907. 31 Mar.

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1883 to 31st March, 1907.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Table with 30 columns: 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, Rent and Commission, Total Revenue, Revenue per Train-mile. Data covers years 1882-83 to 1906-1907.

EXPENDITURE.

Table with 28 columns: 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. Data covers years 1882-83 to 1906-1907.

RETURN No. 17.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1907.

Service.	Period.	Name of Contractor.	Rate
General stores—			
Auckland—			
General ironmongery	31/3/1908	John Burns and Co.	As per tender.
Furnishing ironmongery	"	Briscoe and Co.	"
Ironmongery — Bolts, nuts, and rivets	"	John Burns and Co.	"
" Tools, &c.	"	Briscoe and Co.	"
" Plumbers' and gas-fitters'	"	A. and T. Burt	"
Weighing machines and balances	"	John Burns and Co.	"
Galvanised iron and tinware	"	"	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co.	"
Disinfectants	"	"	"
Oils, colours, &c.	"	John Burns and Co.	"
Oils, kerosene	"	Colonial Oil Company	"
Ship-chandlery	"	Briscoe and Co.	"
Drain-pipes, &c.	"	J. J. Craig	"
Indiarubber goods	"	A. and T. Burt	"
Iron and steel	"	Briscoe and Co.	"
Iron, sheet, galvanised, N.Z. manufacture	"	Southern Cross Galvanised Iron Manufacturing Company	"
Leather, &c.	"	John Burns and Co.	"
Colonial cement and lime	"	J. J. Craig	"
Brushware, N.Z. manufacture	"	Briscoe and Co.	"
Wellington—			
General ironmongery	"	Briscoe and Co.	"
Furnishing ironmongery	"	Geo. Winder	"
Ironmongery — Bolts, nuts, and rivets	"	Briscoe and Co.	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	A. and T. Burt	"
Weighing machines and balances	"	Briscoe and Co.	"
Galvanised iron and tinware	"	"	"
Explosives	"	Bannatyne and Co.	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co.	"
Disinfectants	"	"	"
Oils, colours, &c.	"	Smith and Smith	"
Oils, kerosene	"	Colonial Oil Company	"
Ship-chandlery	"	Briscoe and Co.	"
Drain-pipes	"	"	"
Indiarubber goods	"	A. R. Hislop	"
Brushware, N.Z. manufacture	"	George Winder	"
Iron and steel	"	Briscoe and Co.	"
Leather, &c.	"	"	"
Colonial cement and lime	"	P. Hutson and Co.	"
Christchurch—			
General ironmongery	"	Ashby, Bergh, and Co.	"
Furnishing ironmongery	"	"	"
Ironmongery — Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	"	"
Explosives	"	"	"
Weighing machines and balances	"	"	"
Galvanised iron and tinware	"	"	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co.	"
Disinfectants	"	"	"
Oils, colours, &c.	"	E. Reece and Sons	"
Oils, kerosene	"	Colonial Oil Company	"
Ship-chandlery	"	E. Reece and Sons	"
Drain-pipes, &c.	"	Ashby, Bergh, and Co.	"
Indiarubber goods	"	"	"
Brushware, N.Z. manufacture	"	Aitken and Roberts	"
Iron and steel	"	Ander-son's (Limited)	"
Leather, &c.	"	Ashby, Bergh, and Co.	"
Colonial cement and lime	"	"	"
Dunedin—			
General ironmongery	"	Briscoe and Co.	"
Furnishing ironmongery	"	John Edmond	"
Ironmongery — Bolts, nuts, and rivets	"	"	"
" Tools, &c.	"	"	"
" Plumbers' and gas-fitters'	"	Briscoe and Co.	"
Explosives	"	"	"
Weighing machines and balances	"	John Edmond	"
Galvanised iron and tinware	"	Briscoe and Co.	"
Chemicals, drugs, &c.	"	Kempthorne, Prosser, and Co.	"
Disinfectants	"	"	"

RETURN NO. 17—continued.

STATEMENT OF STORES CONTRACTS current, &c.—continued.

Service.	Period.	Name of Contractor.	Rate.
General stores—continued.			
Dunedin—continued.			
Oils, colours, &c.	31/3/1908	Briscoe and Co.	As per tender.
Oil, kerosene	"	Colonial Oil Company	"
Ship-chandlery	"	Brace, Windle, and Co.	"
Drain-pipes	"	C. and W. Gore	"
India-rubber goods	"	A. and T. Burt	"
Brushware, N.Z. manufacture	"	John Allen	"
Iron and steel	"	John Edmond	"
Leather, &c.	"	"	"
Colonial cement and lime	"	Milburn Lime and Cement Company	"
24,000 gallons castor-oil	31/12/1906	Murray, Roberts, and Co.	2/8 ¹ / ₈ gal.
20,000 " " " "	31/3/1907	Asby, Bergh, and Co.	2/9 ¹ / ₄ " "
36,000 gallons dark mineral axle-oil	"	Phillips and Pike	10d. " "
13,700 " high - pressure filtered valve-oil	"	"	2/3 " "
3,700 " pale machine-oil	"	"	1/ " "
36,000 " mineral colza-oil	"	"	9d. and 9 ¹ / ₄ d. " "
6,000 fire-lumps, Auckland	"	J. J. Craig	4/ each.
14 ¹ / ₂ tons fire-lumps, Greymouth	"	Grey - Point Elizabeth Company	£6 ton.
Iron castings at Auckland	31/10/1906	C. Collings	12/ to 16 ¹ / ₄ cwt.
Horse-forage, at Auckland	31/3/1907	W. and G. Winstone (Limited)	As per tender.
" Christchurch	"	T. Wreaks	"
Printed stationery	31/3/1908	Government Printer	"
Chrome tanned-leather hose-pipes	"	R. A. Cleland	"
Native-timber supply—			
Christchurch	31/3/1907	A. Swanston	"
Dunedin and Invercargill	"	Massey and Co.	"
Coal-supply—			
Whangarei	"	Hikurangi Coal Company	"
Auckland	"	Taupiri Coal-mines	"
" (part supply)	"	Union Collieries	"
Dunedin-Gore	"	New Zealand Coal and Oil Company	"
South of Gore	"	Nightcaps Coal Company	"
Clock at new railway-station, Dunedin	22/2/1907	W. Littlejohn and Son	£179.
Uniforms—			
Stationmasters	31/3/1907	Ross and Glendining	As per tender.
Guards and porters	"	A. Levy	"
Uniform caps—			
Stationmasters	"	Charles Hill and Sons	9/ each.
Guards and porters, summer	"	Hallenstein Bros. and Co.	3/5 " "
Guards and porters, winter	"	Charles Hill and Sons	3/9 " "
Drivers and firemen, summer	"	Hallenstein Bros. and Co.	3/7 " "
Drivers and firemen, winter	"	"	4/4 " "
Puggarees	"	"	11d. " "
Rain-proof covers	"	"	1/3 " "
Ironbark timber at Auckland			
" piles	1/9/1906	Fraser and Co.	20/ and 21/6 per 100 ft.
" timber at Wanganui	"	"	2/3 per lin. ft.
" piles	"	"	20/ and 22/6 per 100 ft.
" timber at Wellington-Napier	"	"	2/3 per lin. ft.
" timber at Wellington-Napier Doubling-works (Petone)	"	Nicholas Cain	21/6 per 100 sup. ft.
" piles ditto	"	"	21/6 " "
" timber at Christchurch	"	Fraser and Co.	1/11 per lin. ft.
" piles	"	"	21/6 per 100 sup. ft.
" timber at Dunedin	"	"	2/1 per lin. ft.
" piles	"	"	21/ per 100 sup. ft.
" timber at Nelson	"	"	2/4 per lin. ft.
" piles	"	"	23/6 per 100 sup. ft.
" timber at Invercargill	"	"	2/6 per lin. ft.
" piles	"	E. D. Pike and Co.	22/ per 100 sup. ft.
" timber at Westland	"	"	2/3 per lin. ft.
" piles	"	"	22/ and 24/ per sup. ft.
" timber at Westport	"	"	2/3 per lin. ft.
" piles	"	"	25/ per 100 sup. ft.
" timber at Westport	"	"	2/3 per lin. ft.
" piles	"	"	"
Auckland District—			
216,000 sup. ft. kauri timber	31/3/1907	Merchants and mills in district	10/6 to 30/ per 100 ft.
37,800 sup. ft. mouldings	"	"	5/6 to 25/ " "
364,000 sup. ft. red-pine timber	"	"	8/6 to 15/ " "
61,000 sup. ft. matai timber	"	"	15/ and 16/6 " "
54,000 sup. ft. white-pine timber	"	"	7/6 to 10/ " "
150,000 sup. ft. totara timber	"	"	16/ to 18/ " "
50,000 sup. ft. jarrah timber	"	Millar's West Australian Hardwood Company	23/9 to 28/9 " "
2,050 sup. ft. teak timber	"	Henry Markwald	6 ¹ / ₄ d. ft.

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

Service.	Period.	Name of Contractor.	Rate.
Wellington—Napier—New Plymouth District—			
300,000 sup. ft. kauri timber ..	31/3/1907	Merchants in Auckland District ..	14/9 to 32/3 per 100 ft.
713,000 sup. ft. red-pine timber ..	"	Merchants and mills in district ..	8/6 to 27/6 "
259,000 sup. ft. white-pine timber ..	"	" ..	7/6 to 15/ "
26,650 sup. ft. matai timber ..	"	" ..	14/6 to 16/6 "
210,000 sup. ft. totara timber ..	"	" ..	11/6 to 25/ "
106,270 sup. ft. jarrah timber ..	"	Millar's West Australian Hardwood Company ..	19/ to 24/ "
3,480 sup. ft. teak timber ..	"	Henry Markwald ..	6 ¹ / ₂ d. per ft.
1,500 sup. ft. clear-pine timber ..	"	McLeod, Weir, and Hopkirk ..	7d. "
Christchurch District—			
185,000 sup. ft. kauri timber ..	"	Merchants in Auckland and local ..	14/ to 36/ per 100 ft.
24,600 sup. ft. moulding timber ..	"	Merchants in district ..	6/ to 29/ "
56,000 sup. ft. white-pine timber ..	"	A. Swanston ..	7/6 to 16/ "
32,000 sup. ft. totara timber ..	"	" ..	26/ to 28/6 "
673,000 sup. ft. red-pine timber ..	"	" ..	14/ to 21/3 "
84,500 sup. ft. jarrah timber ..	"	Millar's West Australian Hardwood Company ..	18/ to 25/ "
17,490 sup. ft. blue-gum timber ..	"	Merchants in District ..	17/ to 20/ "
40,050 lin. ft. " ..	"	" ..	5/ per lin. ft.
6,500 sup. ft. clear-pine timber ..	"	" ..	36/ to 66/ per 100 ft.
Dunedin District—			
187,000 sup. ft. kauri timber ..	"	Merchants in Auckland district ..	15/ to 32/6 "
7,000 sup. ft. moulding timber ..	"	" ..	10/ to 14/ "
1,077,000 red-pine timber ..	"	Massey and Co. ..	8/ to 14/3 "
51,700 sup. ft. white-pine timber ..	"	" ..	8/6 to 14/6 "
17,500 sup. ft. totara timber ..	"	" ..	19/ to 23/6 "
4,000 sup. ft. V.D.L. timber ..	"	Merchants in district ..	14/ and 14/6 "
23,500 ft. V.D.L. droppers ..	"	" ..	13/6 to 15/ "
4,300 sup. ft. teak timber ..	"	Henry Markwald ..	6 ¹ / ₂ d. to 6 ³ / ₄ d. per ft.
2,500 sup. ft. black-pine timber ..	"	Merchants in district ..	16/ to 20/ per 100 ft.
Picton District—			
6,000 sup. ft. red-pine timber ..	"	Merchants and mills in district ..	12/6 to 18/ "
350 sup. ft. totara timber ..	"	" ..	26/ "
300 sup. ft. matai timber ..	"	" ..	19/6 "
Nelson District—			
27,400 sup. ft. red-pine timber ..	"	" ..	8/4 to 17/6 "
10,300 sup. ft. birch timber ..	"	" ..	10/ to 11/6 "
1,200 sup. ft. totara timber ..	"	" ..	23/ to 25/ "
8,100 sup. ft. white-pine timber ..	"	" ..	9/6 to 10/ "
400 sup. ft. matai timber ..	"	" ..	12/ to 15/ "
Westport District—			
55,400 sup. ft. red-pine timber ..	"	" ..	7/ to 15/6 "
1,300 sup. ft. birch timber ..	"	" ..	15/ to 15/6 "
5,700 sup. ft. silver-pine timber ..	"	" ..	20/ to 22/ "
9,070 sup. ft. white-pine timber ..	"	" ..	8/ to 9/ "
Greymouth District—			
107,800 sup. ft. red-pine timber ..	"	" ..	6/ to 20/- "
2,550 sup. ft. birch timber ..	"	" ..	9/ "
20,500 sup. ft. silver-pine timber ..	"	" ..	10/ to 22/6 "
7,750 sup. ft. white-pine timber ..	"	" ..	6/ to 20/ "
Sleeper supply—			
Auckland District—			
10,000 puriri ..	"	Settlers and mills in district ..	3/9 and 4/3 each.
36,500 totara ..	"	" ..	3/3 "
Wellington—Napier—New Plymouth District—			
36,500 for creosoting ..	"	" ..	1/6 "
Picton District—			
7,750 birch ..	"	" ..	2/9 "
Westport District—			
23,600 yellow-pine ..	"	" ..	3/3 and 3/5 "
Greymouth District—			
59,600 silver-pine ..	"	" ..	3/3 "
Christchurch District—			
4,500 totara sleepers ..	"	Akitio Totara Company ..	4/ "
Invercargill District—			
18,140 for creosoting ..	"	Settlers and mills in district ..	1/3 to 1/7 "

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNABLES, CRANES, and PUMPS for the Year ending 31st March, 1907.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
WEIGHING-MACHINES :—												
4 lb	1	...	...	...	...	1
$\frac{1}{2}$ cwt.	1	...	...	...	...	1
1 "	1	...	...	3	2	...	...	...	6
1 $\frac{1}{4}$ "
1 $\frac{1}{2}$ "	2	...	...	...	...	2
2 "	1	...	9	12	1	1	...	...	24
2 $\frac{1}{4}$ "	...	1	3	...	...	1	16	1	...	...	...	22
2 $\frac{1}{2}$ "	1	...	...	...	...	1
3 "	4	...	2	6	5	...	2	...	19
3 $\frac{1}{2}$ "	1	...	...	...	...	1
4 "	1	...	...	21	...	28	31	4	1	...	...	86
4 $\frac{1}{2}$ "	1	...	...	...	1
5 "	...	1	...	9	...	13	29	...	...	6	...	58
5 $\frac{1}{4}$ "	6	...	...	...	...	6
5 $\frac{1}{2}$ "	1	...	...	...	...	1
6 "	1	18	2	9	33	...	1	...	...	64
6 $\frac{1}{2}$ "	1	...	...	...	...	1
7 "	...	1	...	7	...	4	7	...	...	...	...	19
8 "	3	...	4	5	...	...	...	...	12
9 "	2	5	...	...	...	...	7
10 "	...	2	...	3	...	15	44	6	...	...	3	73
10 $\frac{1}{4}$ "	3	...	...	...	3
11 "	1	...	1	1	1	16	29	...	2	2	...	53
12 "	1	...	...	7	...	...	...	...	8
13 "	6	7	...	...	...	...	13
14 "	2	...	...	...	...	2
15 "	3	...	7	10	...	...	...	...	20
16 "	1	9	20	...	1	2	...	33
17 "	1	...	...	...	...	1
20 "	2	...	2	2	...	...	...	1	7
21 "	3	1	...	...	...	...	4
22 "	4	...	...	...	...	4
23 "	1	...	...	...	...	1
25 "	1	...	...	...	...	...	...	...	1
27 "	1	...	...	...	...	1
60 "	2	...	...	...	...	...	...	...	2
Totals ...	2	5	5	77	4	130	290	23	6	12	4	558
WEIGHBRIDGES :—												
3 tons (cart)	1	...	...	1	...	...	...	...	2
6 "	1	...	...	...	...	1
7 "	1	...	...	...	...	1
8 "	2	...	...	...	...	2
10 " (wagon)	3	...	...	...	...	3
11 "	2	...	...	...	...	...	...	...	2
12 "	1	...	5	2	...	...	1	1	10
14 "	2	1	...	...	...	...	3
15 "	1	...	...	...	...	...	1
18 "	1	...	...	...	...	1
20 "	...	1	...	4	...	4	17	1	4	...	1	32
25 "	2	...	...	2	1	...	...	...	5
30 "	2	...	...	...	...	2
40 "	1	...	...	...	...	1
Total	1	...	10	...	12	34	2	4	1	2	66
TRAVERSERS												
...	2	...	...	18	...	...	1	1	22
TURNABLES :—												
43-feet (engine)	1	...	...	...	...	1
50 "	8	...	8	29	...	...	...	...	45
55 "	1	...	...	5	...	...	...	...	6
12 " (wagon)	3	...	...	...	...	3
13 "	2	...	6	32	...	...	1	...	41
14 "	5	8	1	...	1	...	15
Total	11	...	19	78	1	...	2	...	111

RETURN No. 18—continued.
STATEMENT of WEIGHING-MACHINES, &c.—continued.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington- Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
CRANES:—												
½-ton, stationary, hand...	1	...	...	...	...	1
1 " " " " " "	7	...	3	10	...	...	...	...	20
1½ " " " " " "	4	...	34	10	3	...	...	2	56
2 " " " " " "	1	...	5	13	...	...	3	...	20
3 " " " " " "	3	...	...	...	...	3
4 " " " " " "	7	...	...	21	...	...	...	...	28
5 " " " " " "	1	5	...	...	...	...	6
7 " " " " " "	1	...	...	3	...	...	...	...	4
10 " " " " " "	1	...	2	4	...	...	...	...	7
15 " " " " " "	2	...	...	...	...	2
20 " " " " " "	1	...	1
8 " " hydraulic	2	...	...	...	2
½ " " travelling, overhead	1	...	...	...	...	...	1
1 " " " " " "	2	...	9	2	2	2	...	...	17
2 " " hand...	3	...	7	...	2	1	1	2	16
3 " " " " " "	2	...	...	...	...	2
5 " " " " " "	3	...	6	4	2	1	1	1	18
6 " " " " " "	1	...	...	...	...	1
10 " " " " " "	2	1	...	...	...	3
1½ " " steam...	1	...	...	...	1	...	2
2 " " " " " "	1	8	...	1	...	...	10
3 " " " " " "	1	...	...	...	...	4	7	...	1	...	...	13
5 " " " " " "	1	3	1	...	...	...	5
7 " " " " " "	...	2	...	2	...	3	4	1	...	...	...	12
12 " " " " " "	1	1	...	...	2
15 " " " " " "	1	...	...	1
20 " " " " " "	1	...	...	1
Pile-driving and Hoisting- engines, steam	8	4	3	2	...	...	17
Total ...	1	2	...	31	...	86	109	18	11	8	5	271
WATER-SERVICES:—												
Steam	1	1	3	...	4	11	2	1	...	...	23
Hand ...	1	...	1	15	4	29	74	4	...	1	2	131
Windmill	1	2	...	14	49	...	...	1	5	72
Hot-air ...	1	...	...	1	1	3	10	...	...	1	...	17
Hydraulic	12	...	15	27	...	...	1	...	55
Oil	1	7	1	6	12	...	...	...	...	27
Gravitation	3	2	12	...	30	37	15	6	3	...	108
Gas-engine	1	...	...	...	...	...	1
Total ...	2	4	6	52	6	102	220	21	7	7	7	434

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1907.

Weight.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington- Napier- New Plymouth.	Gisborne.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID:—												
70 lb. steel	4,184	7,001	...	12,224	592	598	...	...	24,599
Total	4,184	7,001	...	12,224	592	598	...	...	24,599

RETURN No. 20.

STATEMENT of SLEEPERS RELAI and REMOVED during the Year ending 31st March, 1907.

Description.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Wellington-Napier-New Plymouth.	Gisborne.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAI :—												
Black-pine ...	...	...	...	...	28	...	607	...	...	...	...	635
Totara ...	147	694	1,004	26,361	5,796	...	2,613	...	...	...	12	36,627
Birch ...	...	...	...	...	...	...	10,002	...	...	...	5,613	15,615
Jarrah ...	...	118	...	100	791	...	14,620	...	...	...	13	15,642
Silver-pine ...	...	...	...	8,724	156	...	79,632	14,061	7,205	6,173	...	115,951
Puriri ...	279	156	...	10,822	68	...	100	...	...	...	...	11,425
Kauri ...	...	...	...	683	...	...	7	...	...	...	...	690
Creosoted ...	...	...	...	...	41,792	...	36,571	...	...	...	...	78,363
Ironbark ...	...	...	...	763	6,201	...	10,916	595	813	468	...	19,846
Mixed hardwoods ...	...	...	...	...	256	...	...	...	...	...	...	256
Grey-gum ...	...	...	...	765	117	...	301	...	...	...	...	1,183
Total ...	426	968	1,004	48,218	55,295	...	155,369	14,656	8,018	6,641	5,638	296,233
SLEEPERS REMOVED :—												
Black-pine ...	...	...	...	6	114	...	32,011	...	...	...	...	32,131
Totara ...	...	261	...	4,315	35,156	...	26,504	...	...	...	30	66,356
Birch ...	...	...	...	...	1,297	...	15,905	8,470	2,383	1,152	5,059	34,266
Jarrah ...	...	...	...	...	2	...	5,566	...	...	...	...	5,568
Silver-pine ...	...	342	...	202	10,522	...	45,434	4,467	4,513	4,397	1	69,878
Puriri ...	92	49	...	30,018	3,466	...	4,589	...	...	...	...	38,214
Kauri ...	323	94	1,004	7,110	109	...	870	...	...	...	...	9,510
Maire ...	...	...	...	...	1,002	...	...	...	...	...	...	1,002
Blue-gum ...	...	...	...	...	...	...	673	...	...	...	...	673
Rimu ...	...	...	...	...	904	...	400	...	...	...	...	1,304
Kamai ...	...	...	...	...	...	...	1,521	...	...	...	...	1,521
Ironbark ...	...	...	...	56	1,213	...	2,021	...	13	...	...	3,303
Mixed hardwoods ...	...	...	...	...	3,742	...	...	...	...	...	...	3,742
Creosoted ...	...	...	...	...	1,468	...	7,776	...	...	...	...	9,244
Grey-gum ...	...	...	...	306	64	...	6,211	...	...	...	...	6,581
Total ...	415	746	1,004	42,013	59,059	...	149,571	12,937	6,909	5,549	5,090	283,293

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1907.

Sections.	Miles. Chains.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kawakawa ...	7 39	4	...	1	1
Whangarei ...	22 44	12	3	5	8
Kaihu ...	17 15	11	...	3	3
Auckland ...	392 69	145	21	13	34
Gisborne ...	18 2	10	1	...	1
Wellington-Napier-New Plymouth	484 50	169	45	24	69
Hurunui-Bluff ...	1,283 11	471	123	21	144
Westland ...	123 70	67	13	14	27
Westport ...	30 17	15	3	...	3
Nelson ...	42 40	18	3	...	3
Picton ...	33 44	16	2	2	4
Total ...	2,456 1	938	214	83	297

RETURN NO. 22.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1907.

Section.	Mileage open for Traffic on 31st March, 1906.		Additional Lengths opened during Year.			Reduced Mileage equivalent to Maintenance for whole Period.		Length closed during Year.		Net Addition to Mileage open for Traffic.		Total Mileage open for Traffic on 31st March, 1907.		Equivalent Total Mileage maintained during Financial Year ended 31st March, 1907.			
	M.	ch.	Line opened.	Date of Opening.	Length opened.	M.	ch.	Line.	Length.	M.	ch.	M.	ch.	M.	ch.		
Kawakawa	7	39	...	...	...	...	...	...	...	...	...	7	39	7	39
Whangarei	22	44	...	...	...	...	...	...	...	...	...	22	44	22	44
Kaihu	17	15	...	...	...	...	...	...	...	...	...	17	15	17	15
Auckland	392	69	...	...	...	...	...	...	...	...	...	392	69	392	69
Wellington-Napier-New Plymouth	484	50	...	...	...	...	...	...	...	...	...	484	50	484	50
Gisborne	18	2	...	...	...	...	...	...	...	...	...	18	2	18	2
Hurunui-Bluff	1,245	63	Ethelton-Tormore Tormore-Dounett... Otaranga - Broken River Omakau - Chatto Creek Chatto Creek - Alexandra ...	14th Nov, 1906 21st Mar, 1907 29th Oct, 1906 30th July, 1906 18th Dec, 1906	3 5 6 7 10	22 12 52 73 42	32	74	12	11	1,278	57	1,257	74	
Ditto, Private Lines—																	
Shag Point Branch	2	10	...	...	...	...	...	...	...	...	...	2	10	2	10
Nightcaps Branch	2	24	...	...	...	...	...	...	...	...	...	2	24	2	24
Westland	117	5	Hokitika-Ruatapu	9th Nov, 1906	6	65	6	65	2	53	123	70	119	58	
Westport	30	17	30	17	30	17	
Nelson	32	12	Kohatu-Tadmor	6th Aug, 1906	10	28	10	28	6	59	42	40	38	71	
Pictou	33	44	33	44	33	44	
Total	2,405	74	50	7	21	43	...	50	7	21	43	2,456	1	2,427	37

RETURN NO. 23.
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1907.

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.	70 lb. Iron.	70 lb. Steel.	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.
Kawakawa Section—													
Opua-Kawakawa ..		0 2					5 67		1 12	0 38			7 39
Whangarei Section—													
Opau Wharf-Hukerouui							18 3			4 41			22 44
Kaiti Section—													
Dargaville-Kaiti ..							17 15						17 15
Auckland Section—													
Auckland-Taumarunui							98 38			42 28		88 25	174 11
Auckland-Kaipara Flats							38 27			18 47		3 6	60 0
Panrose-Onehunga ..			0 10				2 23					0 26	2 59
Frankton-Thames ..			0 2				26 24			18 77		17 52	62 75
Pa-roa-Waihi ..							2 48			12 24			12 24
Cambridge Branch ..			9 32				2 48						12 0
Morrinsville-Rotorua ..			0 21				68 37					0 2	68 60
Wellington-Napier-New Plymouth Section—													
Longburn-Waitara ..		0 42	2 29		0 10		54 24			51 28		54 33	163 6
Foxton Branch ..		0 22			9 48		9 44						19 34
Hunterville Branch ..							24 7			9 55		10 79	44 61
Aramoho-Wanganui ..					0 21					1 78		1 1	3 20
Stratford-Toko ..			10 68							0 22			11 10
Sentry Hill-New Plymouth		0 2	0 3				2 59					7 43	10 27
Palmerston-Spit ..		2 12	0 34				67 68			35 68		7 50	113 72
Wellington-Woodville					1 61		44 28			17 37		52 7	115 53
Greytown Branch ..					3 7								3 7
Gisborne Section—													
Gisborne-Kaiteratahi ..		0 20								17 62			18 2
Hurunui-Bluff Section—													
Lytelton-Bluff ..		0 11											
Addington-Culverden ..							158 34		0 12	31 57		201 47	392 1
Oxford Branch ..		0 6	11 52				36 58		5 39	0 12		12 56	67 57
Eyreton Branch ..		5 70	0 38				18 59			2 74			33 45
Wairara-Donnett ..							0 38						20 11
Southbridge Branch ..			2 59				19 14			31 46			31 46
Little River Branch ..		1 34	13 60		1 59					1 20			25 39
Springfield Branch ..		0 68					4 57		0 53			2 36	22 48
White Cliffs Branch ..		11 3	0 15										42 10
Rakata Forks Branch ..			23 28										11 46
Mount Somers Branch ..		4 8	9 38										23 20
Albury Branch ..		26 34	4 46										27 36
Waimate Branch ..		4 46			8 21								36 13
Waimata Goige Branch ..		14 66	0 12		4 34								4 46
Duntroon Branch ..		0 23					18 9						8 21
Oamaru Breakwater Branch							0 40						37 41
Carried forward	24 42	61 66	85 21	6 56	29 21	22 20	737 42	5 60	7 36	328 43	12 52	404 63	1,726 42

RETURN NO. 23—continued.
STATEMENT showing WEIGHTS of RAILS in Various LINES on 31st March, 1907—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.	70 lb. Iron.	70 lb. Steel.	Total.
Brought forward	M. ch. 24 42	M. ch. 61 66	M. ch. 85 21	M. ch. 6 56	M. ch. 29 21	M. ch. 23 20	M. ch. 737 42	M. ch. 5 60	M. ch. 7 36	M. ch. 338 43	M. ch. 12 52	M. ch. 404 63	M. ch. 1,726 42
Hurunui-Bluff Section—continued.													
Ngapara Branch ..		4 59	0 75				5 69			3 45			15 9
Livingston Branch ..		11 46	0 29				0 27						11 75
Shag Point Branch ..		0 22	1 41				0 1			1 0			2 10
Waihero Branch ..			7 5		0 59		0 1						8 65
Port Chalmers Branch ..					0 12		1 4					0 10	1 26
Walton Park Branch ..		2 48					0 1						2 49
Fernhill Branch ..			1 57										1 57
Otago Central Railway ..							65 73			68 9			129 2
Outram Branch ..		5 18	1 19				0 66			1 57			9 0
Lawrence Branch ..		0 18					1 29	5 36		14 76		0 2	22 1
Catlin's River Branch ..					0 25		19 2			3 37			22 64
Tapanui Branch ..		10 4	7 6				2 32			6 59			26 21
Wyndham Branch ..							9 13					0 22	9 35
Seward Bush Branch ..			16 62				1 66			6 71			25 39
Invercargill-Kingston ..		56 66			0 20		1 58			9 55	18 17		87 0
Makarewa-Waihoaka ..		0 3	22 36				29 56			10 9	0 2		40 16
Thorobury-Nightcaps ..		12 66					0 15			1 77			24 51
Forest Hill Branch ..													12 66
Mararoa Branch ..			10 41										10 41
Waimaea Plains Railway ..					32 55		2 74			0 72			36 41
Westland Section—													
Greymouth-Otira ..							33 13			11 28		6	50 48
Greymouth-Ruatapu ..							20 75			10 15			31 10
Stillwater-Reefton ..							37 13						37 13
Coal Creek Branch ..							0 20			4 57		0 2	4 79
Westport-Mokihinui ..					0 36		17 77			4 47		7 17	30 17
Nelson-Tadmor ..		7 39	3 5		1 1		14 0			16 75			42 40
Pictou-Seddon ..		7 19	3 18		1 24		5 32			16 29		0 2	33 44
Total	24 42	180 74	161 45	6 56	66 13	22 20	1,008 58	11 16	7 36	516 61	30 71	418 69	2,456 1

RETURN NO. 24.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1907.

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, 1907.			Total.
										£	s.	d.	
KAWAKAWA SECTION.													
823	R. 02/2358	Jan. 1, 1902	John Cutley	M. ch. 6 79	Kawakawa	Govt.	5 years*	†	..	..	..	27 19 0	27 19 0
WHANGAREI SECTION.													
660	R. 97/4385	Oct. 26, 1897	A. L. Stokes	18 15	Whakapara	Govt. and grantees	10 years*	Premium..	248 0 0	0 7 0	242 1 4	242 8 4	242 8 4
793	R. 97/3107	Jan. 1, 1902	Kauri Timber Company (Limited)	..	Mangahuru	Govt.	5 "	†	..	0 10 6	786 11 1	787 1 7	787 1 7
798	R. 02/550	Jan. 1, 1902	Mennie and Brown	..	Waro	Govt.	5 "	†	..	11 7 3	233 17 11	245 5 2	245 5 2
877	R. 03/3629	Jan. 1, 1904	Macklow Bros.	..	Okonga	Grantees	5 "	Premium..	138 0 0	5 7 0	142 10 6	147 17 6	147 17 6
939	R. 04/3988	Mar. 1, 1905	Northern Coal Company (Limited)	16 71	Waro	"	5 "	"	457 0 0	18 16 5	5,552 8 11	5,571 5 4	5,571 5 4
950	R. 00/241	April 1, 1905	Mander and Bradley	15 22	Whakapara	"	5 "	"	120 0 0	5 16 8	1,919 5 8	1,925 2 4	1,925 2 4
963	R. 05/3080	July 1, 1905	R. P. Gibbons	18 32	Hikurangi	"	5 "	"	..	..	..	..	..
1016	R. 02/551	Jan. 1, 1907	Hikurangi Coal Company (Limited)	..	Waro	"	5 "	"	..	54 8 1	6,104 8 7	6,158 16 8	6,158 16 8
KAIHU SECTION.													
1011	R. 06/2737	Oct. 1, 1906	H. P. Clear	3 2	Flaxmill	Grantees	5 years*	Premium..	85 0 0	70 3 4	17 7 6	87 10 10	87 10 10
1023	R. 00/2111	Dec. 1, 1906	James Trounson	..	Ahikiwi	"	1 "	"	..	0 3 6	141 19 7	142 3 1	142 3 1
1031	R. 02/1438	Jan. 1, 1907	Mitchelson Timber Company and James Trounson	16 15	Kaihu Booms	Govt.	5 "	"	..	..	2,009 7 10	2,009 7 10	2,009 7 10
AUCKLAND SECTION.													
720	R. 00/107	Jan. 1, 1900	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	7 48	Westfield	Grantees	10 years*	Premium..	160 0 0	1,961 13 6	2,089 9 8	4,051 3 2	4,051 3 2
721	R. 99/1601	Jan. 1, 1900	R. and W. Hellyaby (Limited)	7 52	"	Govt.	10 "	† Alter'ns..	120 0 0	220 0 10	59 2 7	279 3 5	279 3 5
744	R. 00/668	July 1, 1900	New Zealand Loan and Mercantile Agency Company (Limited)	1 5	Hamilton	Grantees	10 "	Premium..	175 0 0	215 6 5	45 10 3	260 16 8	260 16 8
823	R. 02/670	Oct. 1, 1902	Union Collieries (Limited)	44 33	Mercer	"	5 "	"	565 0 0	17 14 7	5,124 19 2	5,142 13 9	5,142 13 9
838	R. 00/613	Nov. 1, 1902	Avondale Brick and Pottery Company (Limited)	6 29	New Lynn	"	5 "	"	..	394 18 1	1,946 14 4	2,341 12 5	2,341 12 5
850	R. 98/1868	May 1, 1903	Taupiri Coal-mines (Limited)	..	Huntly	"	5 "	"	..	71 6 7	15,219 4 7	15,290 11 2	15,290 11 2
855	R. 03/600	July 1, 1903	W. and G. Winstone	..	Auckland	"	5 "	"	32 0 0	1,585 19 6	122 12 1	1,708 11 7	1,708 11 7
866	R. 93/3515	Oct. 1, 1903	Assets Realisation Board	..	Morrinsville	"	10 "	"	Rental, £50	217 12 4	42 5 5	259 17 9	259 17 9
871	R. 03/4153	Jan. 1, 1904	Gardner Bros. and Parker	..	New Lynn	"	5 "	"	96 0 0	86 14 6	1,096 17 0	1,182 11 6	1,182 11 6
884	R. 03/1660	April 1, 1904	Taupo Totara Timber Company (Limited)	..	Putaruru	"	5 "	"	330 0 0	589 15 2	22,131 13 10	22,724 9 0	22,724 9 0
885	R. 04/956	May 11, 1904	A. and G. Price	..	Thames	Govt.	Indefinite	"	98 0 0	96 17 1	237 2 0	333 19 1	333 19 1
887	R. 04/945	June 1, 1904	New Zealand Brick, Tile, and Pottery Company	..	New Lynn	Grantees	5 years*	Premium..	..	..	..	..	..
898	R. 04/1751	Aug. 1, 1904	Frank Coultard	..	Helensville South	"	5 "	"	262 0 0	88 10 8	31 14 4	70 5 0	70 5 0
900	R. 04/2375	June 1, 1904	Auckland Veneer and Timber Company (Limited)	..	Onehunga	"	5 "	"	Rental, £25	3,974 8 3	184 8 0	4,158 16 3	4,158 16 3

Ref.	Date	Company	Area	Acres	Grantee	Term	Rental	Premium	Other	Area	Value
909	Aug. 1, 1904	Auckland Farmers' Freezing Company (Limited)	Auckland	..	Govt. and grantees	5 "	50 0 0	..	..	678 12 4	1,018 19
912	July 1, 1904	Firth Pumice Company (Limited)	Ohinewai	58 11	Govt. and grantees	10 "	Rental, £50	..	..	174 3 9	251 12 8
917	June 1, 1904	Taupiri Coal-mines (Limited)	Huntly	..	Govt. and grantees	5 "	..	..	..	22,135 6 4	22,221 12 7
918	June 1, 1904	Prisons Department	Mount Eden	..	Govt. and grantees	5 "	..	..	..	273 8 3	356 18 2
919	Oct. 1, 1904	Auckland Farmers' Freezing Company (Limited)	Westfield	6 64	Govt. and grantees	10 "	358 0 0	Premium..	..	1,489 13 8	3,496 17 5
926	Dec. 1, 1904	J. J. Craig (Limited)	Auckland	..	Govt. and grantees	5 "	Rental, £50	..	..	52 0 2	4,398 3 11
936	R. 05/867	Shaw, Savill, and Albion Company	"	..	Govt. and grantees	5 "	80 0 0	Premium..	..	37 5 3	348 5 6
947	Mar. 1, 1905	Drury Coal Company (Limited)	Drury	..	Govt. and grantees	5 "	386 0 0	..	..	89 14 11	158 3 7
959	R. 04/1368	Leyland-O'Brien Timber Company (Limited)	Auckland	..	Govt. and grantees	5 "	40 0 0	..	..	14 7 11	1,333 3 1
967	R. 02/2630	J. Wilson and Co.	Te Kuiti	124 39	Govt. and grantees	1 "	Rental, £50	..	..	188 17 4	251 9 10
977	R. 02/1392	Bartholomew Land and Timber Company (Limited)	Ngatira	43 20	Govt. and grantees	10 "	Rental, £12	Premium..	..	152 3 0	334 0 5
986	R. 00/990	The Union Oil, Soap, and Candle Company (Limited)	Westfield	..	Govt. and grantees	1 "	896 0 0	..	..	815 3 7	1,711 5 10
987	R. 06/157	The Mephan Ferguson Patent Locking Bar, Steel Pipe Company (Limited)	New Lynn	6 75	Govt. and grantees	1 "	279 0 0	..	..	..	235 16 11
989	R. 05/2841	Waikato Gold-mining Company (Limited)	Waikato	..	Govt. and grantees	10 "	..	..	..	89 14 10	13,174 16 9
990	R. 03/4035	N.Z. Crown Mines Company (Limited)	Karangaheke	..	Govt. and grantees	10 "	..	..	..	5 15 7	1,581 6 6
995	R. 06/842	Isaac Coates	Huntly	..	Grantee	5 "	171 10 0	Premium..	..	376 1 11	443 19 2
1009	R. 04/3856	Wm. Lovett	Te Kuiti	..	Grantee	5 "	290 0 0	..	..	337 11 3	337 11 3
1010	R. 06/3300	Auckland City Council	Westfield	..	Grantee	10 "	426 0 0	..	..	..	117 0 0
1020	R. 00/2203	Taupiri South Coal Company (Limited)	Huntly	..	Grantee	5 "	2 0 0	..	..	732 3 7	732 3 7
1021	R. 06/2165	Taumarunui Totara Company	Frankton Junction	..	Grantee	10 "	98 0 0	..	..	11 6 2	148 10 3
956	R. 05/901	New Zealand Shipping Company (Limited)	Gisborne	..	Grantee	10 years*	250 0 0	Premium..	..	..	21 19 7

35

D. 12.

GISBORNE SECTION.

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION.

24	R. 89/2248	Napier Gas Company	Napier	2 30	Govt. and grantees	Undefined	..	..	..	245 9 3	899 0 4
221	R. 90/2374	Gear Meat Preserving and Freezing Company (Limited)	Petone	6 37	Govt. and grantees	"	117 19 11	Premium..	..	4,392 9 9	5,428 9 6
559	R. 99/2390	Palmerston North Sash and Door Company	Palmerston	..	Govt. and grantees	1 year*†	..	..	..	264 6 6	1,915 9 3
614	R. 97/2622	N. King	New Plymouth	7 53	Govt. and grantees	10 "	..	..	..	116 15 8	379 12 9
617	R. 02/3212	Wellington Meat Export Company (Limited)	Waingawa	62 10	Govt. and grantees	10 "	..	..	..	3,088 1 10	3,103 16 4
627	R. 97/4085	Murray, Roberts, and Co.	Port Ahuriri	113 72	Govt. and grantees	10 "	Rental, £25	..	..	135 9 10	1,067 15 5
633	R. 97/4854	Aramoho Meat Company	Aramoho	147 45	Grantee	10 "	70 0 0	Premium..	..	52 13 4	90 19 10
637	R. 97/3534	Levin and Co. (Limited)	Masterton	65 45	Govt. and grantees	10 "	130 0 0	..	..	1,416 9 0	2,394 8 3
647	R. 98/3331	W. G. Bassett	Wanganui	2 14	Grantee	10 "	188 0 0	..	..	102 1 4	2,459 7 8
656	R. 98/2734	C. N. Clausen	Palmerston North	87 39	Grantee	10 "	69 0 0	..	..	54 9 2	1,165 1 4

* Three months' notice. † Siding originally laid under old agreement. ‡ Use of siding granted in connection with lease of land. § One week's notice.

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1907—continued.

No. of Sidings	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Sidings during the Year ending 31st March, 1907.			Total.
										In.	Out.	£ s. d.	
705	R. 97/2271 ..	Aug. 1, 1899	Bartholomew Bros. ..	M. ch. 99 30	Feldding	Govt. ..	10 years* ..	†	Repairs, £2 Rental, £25	£ 1,731 19 4	£ 31 18 6	£ 1,763 17 10	
725	R. 99/854 ..	Jan. 1, 1900	Waitara Freezing and Cool-storage Company (Limited)	246 53	Waitara	Grantees ..	10 " ..	Premium..	Alter'n's, £35 Rental, £25	1,405 11 9	..	1,405 11 9	
735	R. 00/1180 ..	Jan. 1, 1900	Williams and Kettle (Limited)	113 55	Port Aburiri	"	10 " ..	Premium..	Rental, £25	2,015 19 6	139 12 3	2,155 11 9	
736	R. 00/1182 ..	May 1, 1900	R. Holt	99 72	Hastings	"	10 " ..	†	Rental, £25	1,376 10 7	7 9 0	1,383 19 7	
758	R. 98/3937 ..	Oct. 1, 1900	J. Garnett	99 71	Hastings	"	10 " ..	†	Repairs, £1 5s. Rental, £25	956 11 6	..	956 11 6	
759	R. 99/2633 ..	April 1, 1901	Henry Brown and Co.	235 43	Inglewood	"	10 " ..	Premium..	200 0 0	37 9 9	388 17 7	426 7 4	
760	R. 01/299 ..	April 1, 1901	Nelson Bros. (Limited)	96 17	Woodville	"	10 " ..	†	Repairs, £42 Rental, £25	748 15 2	762 7 11	1,511 3 1	
781	R. 00/2362 ..	Oct. 1, 1906	H. Judd	50 68	Matacarawa	"	1 " ..	†	200 0 0	1 12 11	97 11 6	99 4 5	
788	R. 01/886 ..	Nov. 1, 1901	West Coast Refrigerating Company (Limited)	..	Patea	"	10 " ..	Premium..	Rental, £25	1,643 6 11	30 0 1	1,673 7 0	
792	R. 02/384 ..	Jan. 1, 1902	Nelson Bros. (Limited)	68 3	Waipukurau	Govt. ..	10 " ..	†	Rental, £25	..	..	..
811	R. 02/231 ..	April 1, 1902	John Crahan	..	Otingi ..	Grantees	5 " ..	Premium..	177 0 0	2 17 5	272 0 11	274 18 4	
828	R. 02/2624 ..	July 1, 1902	B. L. Knight	91 52	Newman	Grantee	5 " ..	†	192 0 0	0 18 9	..	0 18 9	
830	R. 02/2178 ..	Sept. 1, 1902	Waverley Co-operative Dairy Factory Company (Limited)	..	Aranoho	Grantees	10 " ..	Premium..	..	136 15 11	169 12 8	306 8 7	
831	R. 92/1948 ..	Sept. 1, 1902	Williams and Kettle	..	Hastings	"	10 " ..	†	Rental, £25	340 11 7	308 6 11	648 18 6	
837	R. 03/478 ..	Dec. 1, 1902	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	..	Tariki ..	"	5 " ..	†	..	..	243 18 2	248 18 2	
839	R. 02/2734 ..	Nov. 1, 1902	G. Syme	..	Ngaire	"	5 " ..	†	..	17 7 6	557 1 8	557 1 8	
848	R. 00/2214 ..	April 1, 1903	Kendrick Bros. ..	..	Aranoho	"	5 " ..	†	..	..	78 4 5	95 11 11	
851	R. 02/1854 ..	April 1, 1903	W. F. Knight	..	Mangatera	"	5 " ..	†	..	230 8 1	3,885 5 2	4,115 13 3	
852	R. 00/2734 ..	June 1, 1903	Mauriceville Lime Company (Ltd.)	..	Mauriceville	"	5 " ..	Premium..	237 5 6	120 11 0	375 17 6	496 8 6	
857	R. 99/2433 ..	Oct. 1, 1903	New Plymouth Sash and Door Factory and Timber Company (Ltd.)	..	Eitiam	"	10 " ..	†	Rental, £25	101 1 2	22 9 6	123 10 8	
858	R. 99/2453 ..	Oct. 1, 1903	Egmont Box Company (Limited)	..	Tomoana	"	10 " ..	†	Rental, £25	1,529 8 5	295 0 9	1,824 9 2	
868	R. 96/3827 ..	Nov. 1, 1903	Nelson Bros. (Limited)	..	Belmont	"	10 " ..	†	Rental, £25	1,677 7 0	1,790 2 2	3,467 9 2	
869	R. 03/3688 ..	Nov. 1, 1903	R. and W. Fitzathley	11 71	Belmont	"	5 " ..	Premium..	243 0 0	53 13 0	70 12 8	124 5 8	
874	R. 03/2618 ..	Sept. 1, 1903	A. Quinlan	93 37	Hukani	"	5 " ..	†	100 0 0	9 14 6	774 6 8	784 1 2	
875	R. 98/3766 ..	Jan. 1, 1904	Dalgaty and Co. (Limited)	..	Port Aburiri	"	5 " ..	†	Rental, £25	516 8 3	21 6 1	537 14 4	
880	R. 03/3251 ..	Jan. 1, 1904	Bartholomew Bros.	..	Matanau	Grantees	5 " ..	†	..	4 17 0	445 3 3	450 0 3	
882	R. 03/4089 ..	Mar. 1, 1904	Union Timber, Sash, and Door Company (Limited)	88 36	Palmerston North	"	10 " ..	Premium..	121 0 0	1,095 18 8	22 1 1	1,117 19 9	
883	R. 04/291 ..	Mar. 1, 1904	William Cook ..	88 36	"	"	10 " ..	"	Rental, £25	372 2 9	120 7 8	492 10 5	

WELLINGTON-NAPIER-NEW PLYMOUTH SECTION—continued.

Ref.	Date	Company	Area	Area	Govt.	Term	Repairs	Rental	Area	Area	Area	Area	Area
890	R. 99/1984	Wanganui Sash and Door Factory and Timber Company (Limited)	Wanganui	2 52	Govt.	5	Repairs	11 2 2	5,151 18 11	286 0 5	5,437 19 4		
895	R. 01/2230	Henry Carlson	Pukehou	..	Grantees	5	Premium	190 0 0	19 17 7	858 17 0	878 14 7		
896	R. 04/955	McMurray and Co. (Limited)	Palmerston North	..	"	10	"	90 0 0	221 0 1	..	221 0 1		
907	R. 98/3250	Price and Co.	Piripiri	..	"	5	+	Rental, £25	43 1 3	4,066 10 4	4,109 11 7		
922	R. 04/1516	Thomas Borthwick and Sons	Pakipaki	..	"	10	Premium	1,116 0 0	4,409 15 2	2,590 1 3	6,989 16 5		
924	R. 03/4058	Manawatu Racing Club	Awapuni	..	"	10	Premium	Rental, £25	..	113 2 6	174 15 0		
927	R. 01/1707	Manawatu County Council	Himataangi	..	"	5	Repairs	487 0 0	61 12 6	..	..
930	R. 04/3525	Rangitikei County Council	Hingaiti	27 35	"	5	Premium	203 5 0	8 17 9	685 16 10	694 14 7		
932	R. 04/79	B. L. Knight	Utiku	40 20	"	5	"	350 0 0	639 4 4	184 0 9	823 5 1		
935	R. 01/1877	Waitara Harbour Board	Waitara	..	Govt.	1	+	Rental, £25	28 15 10	1,720 6 6	1,749 2 4		
938	R. 04/2133	The Manawatu Timber Company (Limited)	Utiku	37 69	Grantees	10	Premium	204 4 6	..	..	..
943	R. 99/2616	Gaman and Co.	Piripiri	..	"	5	+	..	390 6 6	2,286 2 0	2,676 8 6		
945	R. 04/1256	Bosher Bros. and Baker	Tahape	42 68	"	5	Premium	311 14 6	98 13 10	3,511 19 2	3,605 13 0		
954	R. 04/1002	The New Plymouth Sash and Door Factory and Timber Company (Limited)	Toko	7 8	"	5	"	212 10 0	..	416 4 2	416 4 2		
960	R. 00/2361	William Booth and Co.	Carterton	57 30	Govt.	5	+	..	536 9 11	266 3 5	802 13 4		
965	R. 05/2546	H. L. Tottenham	Hastings	..	Grantee	10	Premium	170 0 0	11 13 4	7 9 0	19 2 4		
972	R. 00/1143	Taranaki Freezing-works Company (Limited)	Moturoa	9 40	"	10	"	Rental, £25	2,074 14 1	1,300 8 10	3,375 2 11		
978	R. 96/114	Robert Holt	Napier	111 79	Govt.	10	+	12 5 0	2,479 18 5	25 3 2	2,505 1 7		
978	R. 00/1403	G. A. Gaman and Co. and Lizzie Rathbone	Matamau	40 73	Grantees	5	+	Rental, £50	31 10 0	1,429 10 7	1,461 0 7		
993	R. 06/536	Perham, Larsen, and Co.	Utiku	37 69	Grantees	5	Premium	195 0 0	6 3 10	2,780 9 1	2,786 12 11		
997	R. 05/3567	H. D. Bennett	Mataroa	46 79	Grantee	5	"	692 0 0	6 12 0	3,457 10 1	3,464 2 1		
998	R. 01/1231	Ellis Bros.	Kopua	50 66	"	5	+	..	2 3 9	65 11 3	68 15 0		
1002	R. 03/951	Wellington Meat Export Company (Limited)	Ngahauranga	..	Grantees	10	+	Rental, £25	871 11 8	3,007 13 3	3,879 9 11		
1003	R. 01/182	Silverstream Brick and Tile Company	Silverstream	..	"	5	Premium	7 0 0	207 15 4	2,008 4 3	2,215 19 7		
1005	R. 01/1659	The Totara Sawmill Company	Oringi	..	"	6 months*	+	13 3 5	1 3 11	1,161 1 1	1,162 5 0		
1006	R. 02/1944	Gaman and Co.	Makotuku	42 65	"	5 years*	Premium	85 0 0	70 0 0	2,493 14 10	2,563 14 10		
1008	R. 06/1112	Wellington Harbour Board	Te Aro	..	"	10	"	..	..	..	..
1012	R. 01/2327	Napier Gas Company (Limited)	Hastings	..	"	5	+	Rental, £25	338 3 7	20 10 3	353 13 10		
1014	R. 01/2596	Henry Brown and Co.	Morley Street	..	"	10	Premium	156 0 0	160 2 4	7 11 3	167 13 7		
1018	R. 06/2769	Department of Mines	Wanganui	..	"	10	"	Rental, £25	..	..	..
1022	R. 06/3785	R. Wilson and Co.	Marion	..	"	10	"	Rental, £25	..	..	..

* Three months' notice. † Siding originally laid under old agreement. ‡ Use of siding granted in connection with lease of land. § One week's notice.

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1907—continued.

No. of 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, 1907.			Total.
									£ s. d.	In.	Out.	
8	Dec. 28, 1870	Public Works Department	M. ch.	Dunedin	Govt.	Indefinite	..	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
12	June 2, 1875	Richard Allen .. Bank of New South Wales. (Used by White and Co.)	1 17 21 29	Riccarton Leeston	Grantee Govt.	For ever	..	341 5 8 2,598 14 2 28 10 6	1,568 14 0 1,019 0 10	1,909 19 8 3,617 15 0 28 10 6		
13	Dec. 18, 1874	Oamaru Harbour Board	157 77	Oamaru	"	Undefined	..	4,440 4 7	3,285 0 4	7,725 4 11		
20	Dec. 11, 1875	Richard Evans	1 52	Wilson's Siding	Grantee	For ever	..	257 17 9	229 15 2	487 12 11		
32	R. 99/3100	D. C. Turnbull and Co.	105 54	Timaru	Govt.	"	..	568 14 1	540 15 0	1,104 9 1		
33	R. 00/945	J. Deans	8 75	Glentunnel	Govt.	"	..	108 6 10	3,057 6 2	3,165 13 0		
37	R. 02/641	Clark Bros.	166 27	Maheno	"	Undefined	..	156 0 11	426 3 5	582 4 4		
120	R. 98/4310	Oamaru Harbour Board	157 65	Oamaru (1st sidg.) (2nd ")	"	Indefinite	300 0 0	1,420 15 8	1,633 2 3	3,053 17 11		
178	—	Mosgiel Woollen-factory Company	0 73	Mosgiel Township	"	"	..	202 11 0	57 3 0	259 14 0		
258	R. 00/473	Wigram Bros.	10 71	South Malvern	Grantee	For ever	..	..	257 8 5	257 8 5
266	R. 82/554	S. Bailey	15 0	Templeton	Govt.	10 years*	Premium..	..	26 14 11	26 14 11		
586	R. 03/9668	T. Teschemaker	165 26	Teschemaker's	Govt.	1	..	..	..	..
630	R. 97/4426	Timaru Milling Company (Limited)	106 25	Timaru	"	10	..	1,448 11 10	741 19 9	2,190 11 7		
631	R. 97/4377	P. McGill	271 42	Milton	"	10	..	1,205 5 11	1,020 4 1	2,225 10 0		
634	R. 01/600	Evans and Co. (Limited)	105 75	Timaru	Grantees	10	..	1,062 6 3	597 3 7	1,659 9 10		
636	R. 98/4774	Murray Roberts & Co.	236 48	Dunedin	"	10	Premium..	336 0 0	168 8 9	1,030 6 11		
639	R. 98/1147	John Deans	6 10	Christchurch	Govt.	10	..	1,574 5 10	11 5 4	1,585 11 2		
644	R. 98/2669	J. H. Lambert	237 2	Kensington	"	10	..	333 2 3	36 11 8	369 13 11		
646	R. 98/4050	Canterbury Frozen Meat and Dairy produce Export Company (Ltd.)	55 3	Fairfield	Grantees	10	Premium..	680 0 0	8,395 2 5	11,777 4 1		
655	R. 99/490	N.Z. Loan and Mercantile Agency Company (Limited)	0 21	Lyttelton	"	10	..	566 10 9	607 2 3	1,173 13 0		
658	R. 98/3247	Friedlander Bros. (Limited)	16 40	Lyndhurst	"	10	..	22 4 3	1,487 19 0	1,510 3 3		
662	R. 99/1727	Wm. Goss	6 62	Christchurch	Govt.	10	..	1,406 0 3	139 3 7	1,545 3 10		
663	R. 99/1738	Canterbury (N.Z.) Seed Company (Limited)	2 4	Heathcote	"	10	..	662 18 8	373 2 6	1,036 1 2		
665	R. 99/1728	Daigety and Co. (Limited)	6 45	Christchurch	"	10	..	4,133 4 2	720 19 10	4,854 4 0		
666	R. 99/1832	Belford Mills Company	106 8	Timaru	"	10	..	418 4 6	294 11 0	712 15 6		
668	R. 99/1922	Friedlander Bros. (Limited)	60 68	Tinwald	"	10	..	54 14 0	1,833 12 10	1,888 6 10		
669	R. 99/1936	Friedlander Bros. (Limited)	58 73	Ashburton	"	10	..	634 7 5	(Included in No. 821.) 644 11 0	1,278 18 5		
670	R. 99/1934	Fleming and Henderson	335 5	Gore	"	10	..	1,330 1 6	83 5 0	1,413 6 6		
671	R. 99/1935	J. B. Hobart	6 19	Christchurch	Govt. and grantees	10	..	1,134 4 5	340 16 5	1,475 0 10		
673	R. 99/2066	National Mortgage and Agency Company of New Zealand (Limited)	236 32	Dunedin	Grantees	10	..	..	..	..

HURUNUI-BLUFF SECTION.

674	R. 99/2065 ..	Aug. 1, 1899	New Zealand Provision and Produce Company	7 2	Belfast	..	..	10	"	"	* ..	42 2 3	286 2 3	528 4 6
675	R. 99/2092 ..	May 1, 1899	National Mortgage and Agency Company of New Zealand (Limited)	374 56	Invercargill	..	Govt. ..	10	"	"	* ..	924 5 3	882 3 7	1,806 8 10
677	R. 99/2174 ..	May 1, 1899	Fleming and Co. (Limited)	374 5	Elles Road	..	"	10	"	"	* ..	1,556 5 3	356 14 3	1,912 19 6
680	R. 99/1120 ..	July 1, 1899	Wright, Stephenson, and Co. ..	375 11	Invercargill	..	Grantees	10	"	"	* ..	1,715 14 8	1,300 19 8	3,016 14 4
683	R. 97/2821 ..	Aug. 1, 1899	Dalgety and Co. (Limited)	286 21	Dunedin	..	"	10	"	"	* ..	3,017 5	925 0 1	3,942 5 10
686	R. 99/2422 ..	May 1, 1899	Friedlander Bros. (Limited)	58 72	Ashburton	..	Govt. ..	10	"	"	* ..	(Included in No. 821.)		
691	R. 99/2406 ..	Aug. 1, 1899	Christchurch Meat Company (Limited)	13 10	Islington (1st sdg.) (2nd ")	..	Govt. and grantees	10	"	"	* ..	11,085 10 3	8,213 0 4	19,298 10 7
692	R. 99/2427 ..	May 1, 1899	Canterbury Roller Flour-mills Coy.	58 3	Ashburton	..	Grantees	10	"	"	* ..	229 11 8	760 17 1	990 8 9
695	R. 99/1968 ..	Aug. 1, 1899	W. Scott and Co. ..	25 39	Southbridge	..	Govt. ..	10	"	"	* ..	380 6 4	344 12 1	674 18 5
698	R. 99/2537 ..	June 1, 1899	Christchurch Meat Company (Limited)	155 23	Eveline	..	Grantees	10	"	"	* ..	411 9 9	989 2 9	1,350 12 6
699	R. 99/2042 ..	Oct. 1, 1899	New Zealand Shipping Company (Limited)	391 47	Bluff	..	"	10	"	"	* ..	2,041 6 11	422 8 10	2,463 15 9
700	R. 99/2653 ..	May 1, 1899	W. White and Co. ..	7 46	Addington	..	Govt. ..	10	"	"	* ..	1,425 7 7	331 16 1	1,757 3 8
702	R. 99/1967 ..	June 1, 1899	Crown Milling Company (Limited)	236 26	Dunedin	..	"	10	"	"	* ..	1,961 7 0	108 9 1	2,064 16 1
709	R. 99/2416 ..	Nov. 1, 1899	N.Z. Loan and Mercantile Agency Company (Limited)	391 48	Bluff	..	"	10	"	"	* ..	857 16 1	683 19 8	1,541 15 9
715	R. 99/1719 ..	Aug. 1, 1899	Bowron Bros. ..	3 73	Woolston	..	Grantees	10	"	"	* ..	2,082 17 2	586 17 0	2,619 14 2
716	R. 99/2905 ..	Oct. 1, 1899	Milburn Lime and Cement Company (Limited)	285 25	Dunedin	..	"	10	"	"	* ..	1,883 18 10	448 17 7	2,332 16 5
722	R. 00/141 ..	Jan. 1, 1900	H. Harraway ..	0 14	Burnside	..	Govt. and grantees	10	"	"	* ..	1,236 18 3	546 7 10	1,783 6 1
729	R. 00/991 ..	April 1, 1900	G. G. Stead and Co. ..	7 59	Addington	..	"	10	"	"	* ..	669 15 1	305 15 3	975 10 4
731	R. 99/3088 ..	May 1, 1900	Wright, Stephenson, and Co. ..	26 50	Balfour	..	"	10	"	"	* ..	427 11 7	799 4 1	1,226 15 8
732	R. 00/1193 ..	May 1, 1900	J. and T. Meek	158 18	Oamaru	..	Govt. ..	10	"	"	* ..	1,575 15 2	1,260 19 11	2,896 15 1
739	R. 99/367 ..	Feb. 1, 1900	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	59 4	Ashburton	..	Grantees	10	"	"	* ..	870 16 8	985 0 2	1,805 15 10
740	R. 99/2357 ..	May 1, 1900	J. Craig and Co. ..	157 45	Oamaru	..	"	10	"	"	* ..	679 4 8	174 13 6	853 18 2
749	R. 00/2042 ..	Oct. 1, 1900	D. Thomas ..	58 76	Ashburton	..	Grantees	10	"	"	* ..	203 7 1	501 14 7	705 1 8
751	R. 00/1147 ..	Aug. 1, 1900	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	Christchurch	..	Govt. and grantees	10	"	"	* ..	3,459 12 3	121 0 5	3,580 12 8
754	R. 00/694 ..	Oct. 1, 1900	Timaru Harbour Board (National Mortgage and Agency Company, Ltd., Mill and Co., Shaw, Savill, and Albion Company, and Westland-Timaru Timber and Coal Company, Ltd., tenants)	105 74	Timaru	..	Grantees	10	"	"	* ..	1,515 18 10	1,048 1 2	2,564 0 0
757	R. 00/1040 ..	Dec. 1, 1900	Otago Farmers' Co-operative Association of New Zealand (Ltd.) (Wright, Stephenson, and Co. ..)	236 35	Dunedin	..	"	10	"	"	* ..	{ 1,686 12 2 8,047 5 3	298 3 1	1,984 15 3
767	R. 00/476 ..	Feb. 1, 1901	Canterbury (N.Z.) Seed Company (Limited), and H. Matson and Co.	7 60	Addington	..	"	8	"	"	* ..	1,335 17 11	715 18 9	2,051 16 8
774	R. 01/1837 ..	Sept. 1, 1901	National Mortgage and Agency Company of N.Z. (Limited)	7 57	Addington	..	"	10	"	"	* ..	505 14 8	398 1 9	903 16 5
775	R. 01/1661 ..	July 1, 1901	Kempthorne, Prosser, and Co.'s N.Z. Drug Company (Limited)	239 24	Cattle-yards	..	"	10	"	"	* ..	1,239 11 8	3,308 6 0	4,547 17 8

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

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1907—continued.

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, 1907.			Total.
									In.	Out.	£ s. d.	
776 R. 01/1660 ..	Aug. 1, 1901 ..	Moir and Co. ..	M. ch. 16 69	Southbrook ..	Govt. ..	10 years*	†	Rental, £25	£ 683 16 1	£ s. d. 961 0 2	£ s. d. 1,044 16 3	
779 R. 03/2323 ..	Sept. 14, 1901 ..	Federal Steam Navigation Company (Limited). (Birt and Co. may also use siding)	390 12	Ocean Beach ..	Grantees ..	10 "	†	Rental, £25	2,360 16 10	615 1 1	2,975 17 11	
782 R. 95/1853 ..	Oct. 1, 1901 ..	N.Z. Provision and Produce Coy. ..	..	Belfast ..	" ..	10 "	†	Rental, £25	716 18 2	652 5 10	1,369 4 0
784 R. 01/2438 ..	Oct. 1, 1901 ..	Wood Bros. (Limited) ..	..	Addington ..	" ..	10 "	†	Rental, £25	1,341 12 8	1,496 1 6	2,837 14 2
785 R. 99/2623 ..	Oct. 1, 1901 ..	Otago Iron-rolling Mills Company (Limited)	..	Burnside ..	" ..	5 "	†	..	1,083 11 9	43 15 5	1,127 7 2	
791 R. 01/2857 ..	Dec. 1, 1901 ..	D. H. Brown and Son ..	7 29	Addington ..	Govt. and grantees	10 "	†	Rental, £25	1,591 3 6	484 14 6	2,075 18 0	
795 R. 00/1690 ..	Jan. 1, 1902 ..	Christchurch Meat Company (Ltd.)	239 27	Cattle-yards ..	Grantees ..	10 "	†	Rental, £25	2,945 11 4	1,250 11 5	4,196 2 9	
809 R. 99/2224 ..	Feb. 1, 1902 ..	Canterbury Farmers' Co-operative Association (Limited)	..	Timaru ..	" ..	10 "	†	Rental, £50	2,388 9 2	1,354 8 5	4,172 17 7	
813 R. 98/3339 ..	April 1, 1902 ..	Otago Dock Trust ..	..	Port Chalmers ..	Govt. ..	5 "	†	..	1,082 12 6	214 6 4	1,296 18 10
815 R. 02/1454 ..	Feb. 1, 1902 ..	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme ..	Grantees ..	10 "	†	Rental, £25	379 13 0	20 14 4	400 7 4	
816 R. 92/806 ..	Mar. 1, 1902 ..	N.Z. Loan and Mercantile Agency Company (Limited)	..	Christchurch ..	" ..	10 "	†	Rental, £50	1,825 15 5	612 6 9	2,438 2 2	
817 R. 97/2058 ..	April 1, 1902 ..	N.Z. Trust and Loan Coy. (Ltd.) ..	257 62	Henley ..	" ..	5 "	†	Rental, £25	3 1 1	1 4 11	4 6 0	
818 R. 01/2143 ..	April 1, 1902 ..	Wright, Stephenson, and Co. ..	..	Kelso ..	" ..	10 "	Premium ..	..	143 18 2	227 4 4	371 2 6
819 R. 92/1000 ..	April 1, 1902 ..	Southland Frozen Meat and Produce Export Company (Limited)	..	Mataura ..	" ..	10 "	†	Repairs, £48	1,284 18 5	3,562 7 5	4,847 5 10	
820 R. 01/1860 ..	July 1, 1902 ..	Christchurch City Council ..	..	Sockburn ..	" ..	5 "	Premium ..	..	239 0 6	144 19 4	383 19 10
821 R. 01/1450 ..	Dec. 18, 1901 ..	Friedlander Bros. (Limited) ..	..	Ashburton ..	" ..	7 "	†	Rental, £25	422 18 3	1,160 18 0	1,583 16 3
822 R. 02/2529 ..	Feb. 1, 1902 ..	Guinness and LeCren (Limited) ..	..	Studholme ..	" ..	10 "	†	Rental, £25	155 17 1	39 19 1	195 16 2
834 R. 02/3673 ..	Nov. 1, 1902 ..	N.Z. Loan and Mercantile Agency Company (Limited)	..	Timaru ..	" ..	10 "	†	Rental, £50	1,215 6 8	301 16 1	1,517 2 9	
835 R. 03/477 ..	Dec. 1, 1902 ..	Donald Reid and Co. (Limited) ..	..	Dunedin ..	" ..	10 "	†	Rental, £50	3,226 13 4	465 7 2	3,692 0 6
840 R. 02/3422 ..	Jan. 1, 1903 ..	William H. Martyn ..	..	Wetheral ..	" ..	10 "	†	Rental, £25	42 13 8	32 12 10	75 6 6
842 R. 00/1107 ..	Jan. 1, 1903 ..	Lischner and Drummond ..	4 72	Conical Hill ..	" ..	5 "	†	Repairs, £7/6/4	..	135 8 11	135 8 11	
843 R. 00/2781 ..	Jan. 1, 1903 ..	Canterbury Central Co-operative Dairy Company (Limited)	..	Addington ..	" ..	10 "	†	Rental, £25	95 10 2	189 15 11	285 6 1	
844 R. 98/1075 ..	Feb. 1, 1903 ..	N.Z. Loan and Mercantile Agency Company (Limited)	..	Gore ..	" ..	10 "	†	Repairs, £2 15s.	238 3 8	187 1 0	425 4 8	
845 R. 03/1083 ..	May 1, 1903 ..	A. P. Tutton ..	..	Rangiora ..	" ..	10 "	Premium ..	..	22 14 6	187 14 5	210 8 11
846 R. 03/1839 ..	Oct. 1, 1902 ..	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	..	Belfast ..	" ..	10 "	†	Rental, £25	6,861 16 4	5,378 7 10	12,240 4 2	
847 R. 02/3211 ..	Jan. 1, 1903 ..	T. D. Ward ..	..	Bluff ..	" ..	10 "	Premium ..	..	765 2 0	290 7 1	1,055 9 1
849 R. 93/2140 ..	May 1, 1903 ..	Nichol Bros. ..	..	" ..	" ..	10 "	†	Rental, £50	2,957 11 4	879 3 3	3,836 14 7

HURUNUI-BLUFF SECTION—continued.

853	R. 99/1940	May	1, 1903	Lytelton Borough Council (Shaw, Savill, and Albion Company, Kaye and Carter, tenants) Colonial Oil Company Pyne and Co. ..	Lytelton	..	Govt. ..	10	* ..	†	Rental, \$50	3,078 15 10	1,239 18 5	4,318 14 3
854	R. 02/3125	June	1, 1903	..	Christchurch	..	Govt. ..	10	* ..	..	Rental, \$50	994 17 4	151 14 2	1,146 11 6
856	R. 03/1919	June	1, 1903	..	"	..	Grantees	10	* ..	Premium ..	350 0 0	1,789 11 11	934 13 4	2,724 5 3
859	R. 00/1324	May	1, 1906	..	Lytelton	..	Grantees	1	* ..	†	Rental, \$50	265 15 5	273 11 10	539 7 3
860	R. 03/2316	Aug.	1, 1903	118 12	St. Andrew's	..	"	10	* ..	Premium ..	615 0 0	3,791 11 7	1,987 14 0	5,779 5 7
862	R. 98/4223	Oct.	1, 1903	..	Whitecraig	..	"	5	* ..	†	Rental, \$50	8 12 1	696 9 6	705 1 7
864	R. 98/4318	Oct.	1, 1903	..	Wingatui	..	"	5	* ..	†	..	84 1 8	786 0 10	870 2 6
865	R. 00/1344	Sept.	1, 1903	..	Lovell's Flat	..	"	8 years and 247 days*	* ..	†	..	..	..	..
867	R. 98/4319	Dec.	1, 1903	..	Logan's Point	..	Govt. ..	5 years*	* ..	†	Rental, \$25	37 4 11	1,341 2 0	1,378 6 11
878	R. 09/263	Feb.	1, 1904	..	Papanui	..	Grantees	5	* ..	†	Rental, \$25	170 17 6	2 2 0	178 0 3
879	R. 03/3654	Jan.	1, 1904	37 22	Te Tumu	..	"	5	* ..	Premium ..	251 0 0	11 9 9	1,781 3 2	1,792 12 11
881	R. 97/2335	Feb.	1, 1904	..	Bluff	..	"	10	* ..	†	Rental, \$50	3,323 19 5	856 16 10	4,180 16 3
886	R. 03/3959	April	1, 1904	..	Fernhill	..	"	5	* ..	Premium ..	125 0 0	24 11 8	1,868 1 9	1,892 13 5
888	R. 03/4076	June	1, 1904	..	Rangiora	..	"	10	* ..	"	235 0 0	516 14 9	329 17 2	846 11 11
894	R. 03/147	April	1, 1904	..	Orepuki	..	Govt. and grantees	5	* ..	†	Rental, \$25	3 10 5	1,203 19 0	1,207 9 5
901	R. 04/1850	July	1, 1904	..	Christchurch	..	Grantees	10	* ..	Premium ..	500 0 0	1,265 7 9	12 16 5	1,278 4 2
902	R. 99/2096	Aug.	1, 1904	..	Heathcote	..	Govt. ..	5	* ..	†	Rental, \$50	47 3 8	..	47 3 8
904	R. 99/2343	Aug.	1, 1904	2 65	Hornby	..	"	5	* ..	†	..	12 15 4	708 13 5	721 8 9
906	R. 99/2731	Aug.	1, 1904	..	Milburn	..	"	5	* ..	†	..	1,271 7 4	1,346 1 4	2,617 8 8
910	R. 99/2207	Aug.	1, 1904	2 7	Walton Park	..	"	5	* ..	†	..	14 1 4	124 14 2	138 15 6
911	R. 03/3161	Oct.	1, 1904	..	Otautau	..	Grantees	5	* ..	Premium ..	145 0 0	251 18 5	1,373 17 1	1,373 17 1
913	R. 99/2017	Aug.	1, 1904	..	Oamaru	..	"	5	* ..	†	..	1,414 11 0	497 19 1	251 18 5
914	R. 94/3672	Oct.	1, 1904	..	Dunedin	..	Govt. and grantees	10	* ..	†	Rental, \$50	..	..	1,912 10 1
920	R. 03/1984	Aug.	1, 1906	241 71	Abbotsford	..	Govt. ..	1	* ..	†	..	..	225 16 3	225 16 3
925	R. 02/1255	Nov.	1, 1904	2 20	Waikwi	..	Grantees	5	* ..	†	..	108 6 3	108 15 7	212 1 10
928	R. 04/2853	Jan.	1, 1905	3 40	West Plains	..	"	10	* ..	Premium ..	221 14 0	250 6 7	184 0 3	434 6 10
929	R. 99/2313	Aug.	1, 1904	..	Invercargill	..	Govt. ..	5	* ..	†	Rental, \$50	727 12 2	100 0 3	827 12 5
931	R. 09/2313	Nov.	1, 1904	..	Lytelton	..	Grantees	5	* ..	†	..	..	..	..
933	R. 94/3949	Dec.	1, 1904	..	Invercargill	..	Grantees	10	* ..	†	Rental, \$50	548 8 4	300 1 8	848 10 0
937	R. 99/2209	Jan.	1, 1905	..	Centre Bush	..	"	5	* ..	Repairs ..	2 0 0	..	155 18 7	155 18 7
948	R. 01/2761	Jan.	1, 1905	..	Bluff	..	Govt. and grantees	10	* ..	†	Rental, \$50	646 8 5	564 3 7	1,210 12 0
949	R. 00/1774	May	1, 1905	..	Lytelton	..	"	5	* ..	..	..	..	..	..
952	R. 95/2127	May	1, 1905	6 9	Christchurch	..	Govt. ..	10	* ..	†	Rental, \$50	3,502 13 5	121 3 2	3,623 16 7
953	R. 00/992	Jan.	1, 1905	28 2	Limehills	..	"	5	* ..	†	..	218 19 5	43 9 0	262 8 5
957	R. 05/2585	July	1, 1905	342 70	Mataura	..	Grantees	5	* ..	†	..	..	862 1 7	862 1 7
961	R. 00/568	July	1, 1905	9 22	Chaney's	..	"	5	* ..	†	..	585 10 4	4 1 0	539 11 4
962	R. 94/2207	May	1, 1905	..	Dunedin	..	Govt. and grantees	5	* ..	†	Rental, \$50	330 5 7	18 9 10	348 15 5
964	R. 05/2053	Sept.	1, 1905	..	Timaru	..	Grantees	10	* ..	Premium ..	75 0 0	861 17 8	205 9 4	1,067 7 0

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

RETURN NO. 24—continued.
PARTICULARS OF PRIVATE-SIDING TRAFFIC up to 31st March, 1907—continued.

File 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, 1907.			Total.
										In.	Out.	£ s. d.	
HURUNUI-BLUFF SECTION—continued.													
974	R. 98/111	Jan. 1, 1906	Broad, Small, and Co. ..	M. ch. 374 46	Invercargill	Govt. ..	10 years* ..	Premium ..	£ 6 0 0 Rental, £50	£ 51 10 1	£ 588 5 5		
979	R. 03/1149	Jan. 1, 1906	T. D. Ward and R. Cleave	374 39	"	Grantees	10 " * ..	†	12 10 0 Rental, £50	1,063 6 8	1,999 17 7		
981	R. 00/2041	Feb. 1, 1906	McCallum and Co. ..	7 22	Fairfax	"	5 " * ..	Premium ..	3 0 0	1,299 18 7	1,368 5 6		
982	R. 05/2912	Jan. 1, 1906	H. Neave and Co. ..	..	Lake Road	"	10 " * ..	"	30 0 0 Rental, £25	106 4 3	393 10 3		
984	R. 01/1087	Mar. 1, 1906	Lytelton Harbour Board	0 15	Lytelton	"	5 " * ..	†	90 0 0	(Included in No. 1033.)			
988	R. 06/478	Oct. 1, 1905	N.Z. International Exhibition Com- missioners	..	Riccarton	"	2 " * ..	Premium ..	..	2,122 5 4	2,124 16 3		
991	R. 01/1375	May 1, 1906	McCallum and Co. ..	15 0	Kapuka	"	5 " * ..	"	2 10 7 Rental, £25	28 18 4	481 18 4		
994	R. 01/776	May 1, 1906	Fleming and Co. ..	..	Gore	"	10 " * ..	†	16 4 8	17 10 0	83 14 8		
996	R. 06/946	May 1, 1906	N.Z. Govt. Mines Department	..	Christchurch	"	10 " * ..	Premium ..	1,036 8 11	42 6 10	1,078 15 9		
999	R. 01/1604	July 1, 1906	William Borlase	..	Sawyer's Bay	Grantee	5 " * ..	†	..	143 18 5	144 17 10		
1000	R. 96/2443	July 1, 1906	Nelson Bros. ..	..	Hornby	"	10 " * ..	†	239 1 6	234 11 5	473 12 11		
1001	R. 96/3013	July 1, 1906	James Macfie and Co. (Limited)	..	Dunedin	"	10 " * ..	†	2,960 0 3	30 9 11	2,990 10 2		
1004	R. 06/1868	Sept. 1, 1906	N.M. and A. Co. of N.Z. (Limited)	..	Gore	Grantees	5 " * ..	Premium ..	100 0 0	158 7 8	256 0 4		
1015	R. 02/2502	Aug. 1, 1906	William Quinn ..	121 76	Otaio	Govt. and grantees	10 " * ..	†	..	167 10 1	392 10 0		
1017	R. 06/3093	Jan. 1, 1907	N.M. and A. Co. of N.Z. (Limited)	..	Invercargill	Grantees	10 " * ..	Premium ..	12 0 0 Rental, £50	130 0 0	196 0 0		
1019	R. 98/410	Dec. 1, 1906	Christchurch Meat Company	..	Smithfield	"	10 " * ..	†	..	3,655 6 8	8,209 2 4		
1024	R. 99/2990	Jan. 1, 1907	Invercargill Corporation ..	..	Greenhills	Govt. ..	5 " * ..	Premium ..	17 0 0 Rental, £25	7 2 11	379 2 11		
1027	R. 99/2523	Aug. 1, 1904	Hodgkinson and Co. ..	6 44	Lind's Bridge	Grantees	5 " * ..	"	100 0 0	15 14 4	102 13 9		
1028	R. 99/671	Mar. 1, 1907	Bruce Woollen Manufacturing Co.	..	Milton	"	10 " * ..	"	226 5 2 Rental, £25	144 4 7	370 9 9		
1029	R. 99/1122	Mar. 1, 1907	Guinness and Le Cren ..	..	Winchester	"	5 " * ..	"	..	104 19 10	104 19 10		
1033	R. 05/754	Mar. 1, 1907	Lytelton Harbour Board	..	Lytelton	Govt. ..	5 " * ..	"	..	3,681 13 8	5,353 16 0		
WESTLAND SECTION.													
344	R. 86/2585	Aug. 20, 1886	Greymouth - Point Elizabeth Rly. and Coal Company (Limited)	8 0	Brunner	Grey'm'th Har. Bd.	Undefined	..	..	13 18 11	1,523 14 4	1,537 13 3	
804	R. 02/555	Oct. 1, 1900	Andrew Matheson ..	..	Ahaura	Taken over with Mid- land Rly.	5 years* ..	..	..	..	25 0 2	25 0 2	
827	R. 01/1152	June 1, 1902	D. H. Roberts ..	..	Baxter's	Grantees	5 " * ..	Premium ..	161 12 0	6,973 16 9	7,050 7 10		
836	R. 02/2451	Dec. 1, 1902	Tyneside Colliery Company	..	Brunner	"	5 " * ..	"	93 10 0	29 6 11	1,031 4 2		
861	R. 99/1729	Sept. 1, 1903	Stratford, Blair, and Co. ..	..	Arnold's	"	5 " * ..	"	88 0 0	12 6 7	204 9 1 1		
863	R. 03/1446	Oct. 1, 1903	O. Butler	6 58	Gladstone	"	5 " * ..	†	..	771 19 0	784 11 11		
872	R. 03/2385	Nov. 1, 1903	G. D. Wilsour and Co. ..	13 47	Chesterfield	"	5 " * ..	Premium ..	75 0 0	39 9 0	327 17 7		
873	R. 03/2385	Nov. 1, 1903	Westland Sawmilling Company (Limited)	13 47	"	"	5 " * ..	"	169 0 0	288 8 7	658 12 5		
892	R. 03/4189	June 1, 1904	The Red Jacks Sawmilling Company	4 71	Ngahere	"	5 " * ..	"	231 0 0	656 13 6	658 12 5		

897	R. 99/1730	Jan. 1, 1904	Stratford, Blair, and Co.	Grey-mouth Kumara	Govt.	10	"	"	689	7	0	73	1	6	762	8	6
908	R. 03/3096	Aug. 1, 1904	W. Morris	Te Kinga	Grantees	5	"	"	13	11	10	558	14	7	572	6	5
908	R. 03/4851	July 1, 1904	Craig and Sheedy	Moana	Grantees	5	"	"	30	0	0	1,167	7	3	1,197	7	3
934	R. 03/2764	Feb. 1, 1905	Grey-mouth Timber and Land Com-pany (Limited)	Moana	"	5	"	"	8	11	1	749	11	6	758	2	7
941	R. 99/2900	Nov. 1, 1904	Malfroy and Co.	Ho Ho	Govt. and grantees	5	"	"	14	10	5	1,181	11	0	1,146	1	5
942	R. 04/2611	Nov. 1, 1904	The Ngahere Milling Company	Ngahere Kumara	Grantees	5	"	"	19	10	6	470	10	9	470	10	9
946	R. 00/197	Jan. 1, 1905	G. D. Wilson and Co.	Kumara	Govt. and grantees	5	"	"	256	4	1	275	14	7	275	14	7
966	R. 05/1908	Dec. 1, 1905	Lincoln Bros. and Toomey & Peebles	Staford	Grantees	5	"	"	5	2	0	493	11	11	498	13	11
970	R. 05/1881	Nov. 1, 1905	Southern and Co.	Ngahere	Grantees	5	"	"	71	12	7	71	12	7	71	12	7
971	R. 02/553	Oct. 1, 1905	Kotuku Sawmilling Company	Aratika	Taken over with Mid-land Rly.	5	"	"	13	0	8	925	0	1	988	0	9
975	R. 02/557	Oct. 1, 1905	Stratford, Blair, and Co.	Kokiri	Ditto.	5	"	"	12	1	8	625	13	5	637	15	1
976	R. 02/554	Oct. 1, 1905	Moana Sawmilling Company (Ltd.)	Moana	"	5	"	"	976	0	7	976	0	7	976	0	7
980	R. 02/552	Oct. 1, 1905	Blackball Coal Company (Limited)	Ngahere	"	5	"	"	9,140	3	6	9,140	3	6	9,140	3	6
983	R. 02/558	Oct. 1, 1905	Baxter Bros.	Kokiri	"	5	"	"	1,112	2	2	1,112	2	2	1,138	14	5
985	R. 01/356	April 1, 1906	Terawera Sawmill Company (Ltd.)	Inchbonnie	Grantees	5	"	"	26	12	3	479	9	7	565	11	6
992	R. 02/556	Oct. 1, 1905	Lake Brunner Sawmill Company	Moana	"	5	"	"	86	1	11	2,041	1	2	2,104	12	9
1007	R. 00/2624	Oct. 1, 1906	Despatch Foundry Company (Ltd.)	Grey-mouth	"	10	"	"	63	11	7	161	4	9	232	0	10
1013	R. 01/456	Oct. 1, 1906	Jsek Bros.	Kotuku	"	5	"	"	70	16	1	161	4	9	232	0	10
1025	R. 07/774	Nov. 1, 1906	Bowater and Bryan	Abaura	"	5	"	"	43	4	8	1,695	4	1	1,738	8	9
810	R. 00/2091	Mar. 1, 1902	W. and J. Marrs	Mokihini	Govt.	5	years*	"	8	9	5	255	0	1	263	9	6
915	R. 00/2091	Aug. 1, 1904	D. P. Munn	Westport	Grantee	5	"	"	15	16	1	3	9	11	19	6	0
1026	R. 07/865	Mar. 1, 1907	N.Z. Government Mines Department	Westport	"	5	"	"	950	0	0	950	0	0	950	0	0
288	R. 81/1947	Aug. 31, 1881	Neale and Haddow	Nelson	Grantees	Undefined	"	"	150	0	0	6	7	11	325	5	4
958	R. 05/892	July 1, 1905	E. Buxton and Co. (Limited)	"	"	10	years*	"	180	0	0	101	10	2	257	19	10
—	R. 00/1834	Oct. 1, 1899	M. Lightband	"	(Right held in connection with lease).	"	"	"	67	18	0	1	4	0	145	13	7
794	R. 99/2880	Dec. 1, 1901	Christchurch Meat Company (Ltd.)	Spring Creek	Grantees	10	years*	"	228	7	6	200	19	0	429	6	6
797	R. 01/2132	Feb. 1, 1902	Levin and Co. (Limited)	Blenheim	"	10	"	"	518	14	6	460	11	6	979	6	0
800	R. 91/3490	Nov. 1, 1901	N.Z. Loan and Mercantile Agency Company (Limited)	Picton	"	10	"	"	426	6	11	207	11	9	633	18	8
870	R. 93/3737	Nov. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	Blenheim	"	10	"	"	610	6	8	720	9	0	1,330	15	8
916	R. 04/1190	Sept. 1, 1904	Wellington and Marlborough Cement, Lime, and Coal Coy. (Limited)	Elevation	"	5	"	"	693	13	1	718	12	4	1,412	5	5

WESTPORT SECTION.

NELSON SECTION.

PICTON SECTION.

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

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1907.

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
1902-1903	28 40	27 43	56 3	117,679	330,029
1903-1904	33 12	4 44	37 56	79,170	309,296
1904-1905	17 61	27 75	45 56	95,970	302,252
1905-1906	23 5	8 52	31 57	66,596	309,183
1906-1907	..	50 7	50 7	105,184	283,293
Totals	..	..	..	5,092,631	5,375,118

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1906, and March, 1907.

Department.	Kawakawa.	Whangarei.	Kaihu.	Auckland.	Gisborne.	Wellington-Napier-New Plymouth.	Hurunui-Bluff.	Westland.	Westport.	Nelson.	Picton.	Total.
1906-7.												
General	..	..	..	..	..	..	..	..	..	..	..	285
Traffic	7	20	9	432	5	876	1,742	129	79	26	25	3,350
Maintenance	6	22	13	704	15	942	1,691	157	54	43	45	3,692
Locomotive	3	18	5	443	3	1,062	1,767	106	91	16	17	3,531
Totals	16	60	27	1,579	23	2,880	5,200	392	224	85	87	10,858
1905-6.												
General	..	..	..	..	..	..	..	..	..	..	..	240
Traffic	8	19	9	388	4	816	1,615	104	68	27	18	3,076
Maintenance	6	15	12	572	9	880	1,451	151	61	40	41	3,238
Locomotive	3	18	5	398	3	927	1,687	93	79	14	14	3,241
Totals	17	52	26	1,358	16	2,623	4,753	348	208	81	73	9,795

RETURN NO. 28.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1907.

Type.	Number of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.
	Detail.		Total.		Running.			Repairs.		Running.		Repairs.		Running.		Repairs.		Running.		
	Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Repairs.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	
	
KAWAKAWA SECTION.																				
C	1	15	3,994	1,547	1,191	161	13	91	10	6	68	183	207	43	26	295	792	1156	122	
D	1	15	2,296	867	613	96	7	54	29	4	43	108	184	216	30	320	805	1371	70	
Totals	2	...	6,290	2,414	1,804	257	20	145	39	10	111	291	451	107	26	304	798	1235	192	
General charges...	...	...	...	...	...	...	...	...	...	...	...	...	63	...	...	...	...	173	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	514	...	...	...	...	1408	...
WHANGAREI SECTION.																				
C	1	15	1,550	3,841	2,312	194	10	155	18	8	43	151	220	80	36	191	672	979	193	
FA	2	17	18,585	5,471	10,547	638	21	398	224	26	197	467	914	223	26	197	466	912	311	
WB	2	17	33,644	9,748	24,711	1,123	25	555	390	46	461	783	1,680	216	25	255	433	929	418	
Totals	5	...	53,779	19,060	37,570	1,955	56	1,108	632	80	701	1,401	2,814	208	26	231	462	927	922	
General charges...	...	...	...	...	...	...	...	...	...	...	...	...	375	...	...	...	...	124	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	3,189	...	...	...	...	1051	...
KAIHU SECTION.																				
F	2	15	13,485	4,633	18,623	532	24	182	216	20	199	404	839	278	26	256	521	1081	316	
General charges...	...	...	...	...	...	...	...	...	...	...	...	...	76	...	...	...	...	98	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	915	...	...	...	...	1179	...

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1907—continued.

Type.	Number of Engines.		Engine-Mileage.				Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.				
	Average Speed—Miles per Hour.	Total.	Detail.		Running.		Coal.	Oil.	Tallow.	Waste.	Repairs.	Running.		Total.	Repairs.	Running.		Total.					
			Train.	Shunting and Empty.	Work-train.	Total.						Wages and Material.	Stores.			Fuel.	Wages.			Wages and Material.	Stores.	Fuel.	Wages.
F	13	20	93,308	96,025	60,169	249,502	79,270	5,699	417	2,072	1,769	223	2,587	5,323	1,700	21	2,490	5,120	9,520	3,189			
FA	4	20	85,160	17,168	13,924	116,261	44,178	2,649	151	982	750	101	1,411	1,914	1,550	21	2,910	3,950	8,620	1,114			
J	7	25	196,108	28,131	2,419	226,658	103,354	4,853	287	2,207	1,530	192	3,340	3,330	1,020	20	3,750	3,530	9,100	1,933			
K	2	25	37,322	4,427	280	42,029	15,300	906	54	367	1,199	35	859	604	685	20	4,900	3,450	15,400	363			
L	4	25	80,482	18,669	10,148	109,209	42,358	2,545	150	1,004	773	97	1,368	1,911	1,700	21	3,000	4,200	9,110	1,059			
N	4	25	111,824	8,199	186	120,209	65,147	2,620	146	1,055	1,328	103	3,667	1,517	2,650	20	7,320	3,030	13,200	920			
P	4	18	65,155	6,701	4,181	76,037	53,065	1,947	130	950	855	80	1,690	1,365	3,990	2,700	25	5,330	4,310	12,590	848		
Q	6	25	181,874	11,120	72	193,066	108,486	4,148	230	1,795	2,050	169	3,328	2,352	7,899	2,550	21	4,130	2,930	9,820	1,360		
R	1	20	6,539	10,748	...	17,287	7,895	369	20	208	680	15	192	416	416	21	2,660	578	18,090	230			
WA	1	20	15,850	4,653	521	21,029	10,225	535	38	300	256	23	347	448	1,074	2,920	26	3,960	5,110	12,250	278		
WD	2	20	20,633	5,886	370	26,889	18,492	762	51	383	1,044	29	708	539	2,320	26	6,320	4,810	20,710	345			
WF	2	25	119,001	20,941	187	140,129	70,469	3,391	214	1,625	737	140	3,560	2,377	6,814	24	6,100	4,070	11,670	1,405			
Totals	53	...	1,013,265	232,673	92,457	1,338,395	620,209	39,424	1,897	12,948	12,971	1,207	23,257	22,105	59,540	2,330	4,170	3,960	10,680	13,044			
Less recoverable mileage			32,968	32,968		
General charges			...	...	59,489	1,305,427	...	...	...	...	...	...	...	...	8,183	...	...	...	1,460	...
Totals			...	...	...	...	...	...	...	...	...	...	...	...	67,723	...	...	...	12,140	...

AUCKLAND SECTION.

GISBORNE SECTION.

D	2	12	24,708	4,590	1,539	30,906	7,109	1,546	72	419	156	57	500	477	1,190	44	3,880	3,710	9,240	333
General charges			...	...	...	...	...	...	...	...	...	...	...	...	275	...	...	...	2,140	...
Totals			...	...	...	...	...	...	...	...	...	...	...	...	1,465	...	...	...	11,380	...

RETURN No. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1907—continued.

Type.	Number of Engines.		Average Speed—Miles per Hour.			Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.	
	Train.	Shunting and Empty.	Detail.	Work-train.	Total.	Running.			Repairs.	Running.			Repairs.	Running.			Wages and Material.	Stores.	Fuel.	Wages.		Total.
						Coal.	Oil.	Tallow.		Waste.	Wages and Material.	Stores.		Fuel.	Wages.	Wages and Material.							Stores.	Fuel.	Wages.
C	2	15	478	27,501	1,144	29,123	5,870	426	29	253	14	510	14	319	787	420	12	262	649	1343	496	
D	8	15	28,387	83,569	22,641	134,597	32,836	3,850	257	1,641	127	1,098	127	1,790	3,067	196	23	319	547	1085	1,901	
E*	4	20	32,996	6,349	51,417	90,762	38,391	2,408	113	1,039	86	1,039	86	2,131	1,452	273	23	563	384	1245	873	
E†	1	15	3,601	2,712	...	6,313	8,588	1,285	43	370	43	470	43	489	282	1786	163	1859	1072	4880	200	
F	11	20	78,197	103,269	29,000	210,466	56,264	5,604	262	2,146	175	1,582	175	3,130	4,517	180	20	357	515	1072	2,763	
FA	2	20	22,340	9,715	10,607	42,662	13,307	1,410	47	558	50	679	50	736	762	382	28	414	429	1253	474	
H	6	6	36,236	27,813	74	64,123	67,996	6,315	146	1,786	218	2,592	218	3,846	4,528	970	82	1440	941	3433	1,194	
J	10	20	310,725	29,610	164	340,499	133,037	10,633	344	3,147	336	3,204	336	7,636	4,528	226	24	538	319	1107	2,900	
L	5	20	74,515	25,574	3,588	103,677	33,015	3,008	141	1,218	115	1,852	115	1,852	1,774	118	26	429	411	984	1,201	
M	4	20	76,430	16,539	280	93,249	29,455	2,792	106	1,078	98	1,619	98	4,437	2,552	353	26	491	282	1152	1,348	
N	6	25	195,646	21,149	...	216,795	78,546	6,435	202	1,969	233	3,189	233	4,437	10,411	245	31	651	412	1339	1,649	
O	6	15	101,686	28,700	16	189,802	92,091	7,231	180	2,177	242	1,934	242	5,146	3,263	245	29	449	428	1239	2,200	
R	5	20	94,467	34,392	51,468	180,327	60,101	6,038	202	2,522	215	2,502	215	3,371	3,218	333	33	449	428	1239	2,200	
S	4	20	84,743	34,680	1,343	120,766	42,654	4,011	268	1,344	165	1,208	165	2,200	2,133	240	33	437	424	1134	1,987	
WA	8	20	212,809	22,806	6,309	241,924	92,810	6,787	250	2,257	233	2,268	233	5,360	3,447	225	23	532	342	1122	1,975	
WB	7	20	176,443	15,741	3,470	195,654	88,959	7,132	152	2,031	251	2,934	251	9,040	2,707	300	31	618	332	1341	1,710	
WD	12	20	299,848	55,666	877	356,391	181,282	14,889	576	3,985	577	4,452	577	9,606	5,731	299	39	647	386	1371	3,087	
WE	2	6	35,441	9,248	...	44,689	33,095	2,418	159	665	85	868	85	1,846	826	466	46	991	444	1947	379	
WF	6	25	187,026	22,011	69	209,106	75,957	6,233	193	1,882	238	1,070	238	4,362	2,739	123	27	501	314	965	1,574	
Totals	113	...	2,111,414	577,044	182,467	2,870,925	1,163,993	99,895	3,770	32,068	3,501	64,916	3,501	149,084	47,643	276	29	543	398	1246	27,801	
Less recoverable, mileage					71,249	71,249																
General charges					111,218	2,799,676								20,534							1.72	
Totals														169,618							14.18	

* Old type. † New type.

WELLINGTON - NAPIER - NEW PLYMOUTH SECTION.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1907—continued.

Type.	Number of Engines.			Average Speed—Miles per Hour.			Engine-Mileage.			Quantity of Stores.						Cost.						Cost per Engine-Mile in Pence.						Days in Steam.
	Train.			Shunting and Empty.			Detail.			Running.			Waste.	Repairs.	Stores.		Running.		Total.	Repairs.	Stores.		Running.		Total.			
	Total.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Stores.	Fuel.	Wages.	Total.	Wages and Material.			Stores.	Fuel.	Wages.											
													Q.t.	lb.				lb.	£	£	£	£	£	£	£			
A	4	30	20,423	2,118	26	31,567	11,677	995	36	323	421	43	624	114	1,502	320	33	474	315	11'42	232							
B	8	20	176,093	20,498	1,224	198,415	116,505	8,311	264	2,903	2,325	306	6,194	3,875	12,700	2'81	37	749	4'09	15'36	1,981							
D	15	18	24,455	191,366	58	215,879	57,934	5,693	354	2,820	1,172	217	2,361	5,995	9,655	1'30	24	2'63	6'56	10'73	3,593							
F	37	20	173,788	426,785	83,566	684,139	208,812	16,924	742	6,011	5,797	605	8,424	16,686	31,512	2'03	21	2'06	5'85	11'05	9,141							
Fa	8	20	89,091	32,610	22,678	144,979	59,755	4,138	213	2,023	1,345	105	2,942	3,032	7,484	2'23	27	4'87	5'02	12'39	1,989							
J	15	25	339,587	44,043	6,359	389,989	197,323	10,910	539	4,466	3,999	443	6,193	6,386	17,921	2'46	27	3'81	3'93	10'47	3,770							
K	6	25	83,930	7,543	244	90,817	34,859	2,230	161	1,109	722	96	1,716	1,376	3,910	1'91	25	4'53	3'64	10'33	1,178							
L	1	25	20,646	3,320	...	23,966	6,726	413	27	238	196	17	330	366	909	1'96	17	3'30	3'67	9'10	244							
P	6	18	102,159	20,951	16	129,126	64,456	5,686	135	1,561	2,146	207	3,343	2,419	8,115	3'99	38	6'21	4'50	15'08	1,315							
Q	7	30	178,766	10,435	...	189,201	94,997	4,932	202	1,834	3,702	220	4,641	2,183	10,746	4'70	28	5'88	2'77	13'63	1,222							
R	8	20	29,415	70,713	9,561	109,689	34,978	2,745	156	1,524	1,461	106	1,695	2,897	6,159	3'20	23	3'71	6'34	13'48	1,602							
T	6	18	109,460	19,406	17,154	146,020	69,685	4,942	152	1,777	1,414	207	3,605	2,802	8,088	2'32	34	6'02	4'61	13'29	1,465							
U	9	30	223,107	19,560	50	242,717	104,864	6,795	376	2,863	2,856	276	5,468	3,375	11,915	2'82	27	5'35	3'34	11'78	2,059							
UA	6	30	180,258	11,671	...	191,929	93,391	6,743	233	2,180	1,890	254	4,955	2,533	9,632	2'36	32	6'20	3'17	12'05	1,489							
UB	22	30	620,107	42,628	1,592	664,327	292,228	17,139	739	7,378	7,622	716	15,600	8,145	32,083	2'75	26	5'64	2'94	11'59	5,004							
UC	10	30	260,724	23,448	56	284,228	135,379	8,279	384	3,368	2,327	323	7,159	4,250	14,959	1'96	27	6'05	3'50	11'87	2,508							
V	10	25	204,889	31,638	380	236,907	145,238	7,382	389	2,902	2,955	200	4,015	4,020	11,280	2'99	29	4'07	4'68	11'43	2,441							
WA	2	20	30,924	10,092	4,815	46,431	18,597	1,592	48	629	466	58	985	999	2,418	2'41	30	5'09	4'70	12'50	514							
WD	4	20	62,602	14,728	30	77,360	34,993	2,862	104	1,090	1,735	109	1,776	1,410	5,930	5'38	34	5'51	4'37	15'60	883							
WF	9	25	184,649	40,248	14,077	238,974	100,262	7,884	272	3,088	1,516	291	5,224	4,376	11,407	1'52	29	5'25	4'40	11'46	2,555							
Totals	193	...	3,124,373	1,050,401	161,886	4,336,660	1,882,593	126,435	5,526	50,126	46,067	4,949	87,250	77,359	215,625	2'55	27	4'83	4'28	11'93	45,185							
Less recoverable, mileage ...					37,233	37,233																						
General charges ...					124,653	4,299,427									34,457					1'91								
Totals															250,082					13'84								

HURUNUI-BLUFF SECTION.

RETURN No. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1907—continued.

Type.	Number of Engines.		Average Speed—Miles per Hour.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.
	Train.	Shunting and Empty.	Detail.	Work-train.	Total.	Running.		Repairs.	Running.		Repairs.	Running.		Repairs.	Running.		Total.			
						Coal.	Oil.		Tallow.	Waste.		Wages and Material.	Stores.		Fuel.	Wages.		Wages and Material.	Stores.		Fuel.	Wages.
WESTLAND SECTION.																				
D	1	20	508	20,112	102	4,747	603	50	300	77	21	124	21	89	24	143	654	9'10	268	
F	5	20	70,422	27,084	7,301	28,988	3,192	247	1,257	1,331	98	755	88	3,05	22	1,73	447	9'47	1,200	
LA	5	20	91,219	14,320	22,597	33,422	4,197	326	1,552	508	128	871	128	1,06	24	1,63	403	6'96	1,390	
W	2	15	21,873	6,824	131	9,885	1,321	94	402	837	40	258	40	6,97	33	215	4,91	14'36	377	
Totals	13	...	184,022	68,340	30,221	77,042	9,403	717	3,571	2,813	287	2,008	287	2,39	24	1,71	447	8'81	3,235	
Less recoverable, mileage																				
General charges																				
Totals																				
WESTPORT SECTION.																				
C	2	12	118	25,082	173	6,143	984	97	425	134	30	172	30	1,27	28	1,63	715	10'33	354	
F	3	15	16,769	25,235	13,868	10,860	1,598	138	731	500	51	304	51	2,14	22	1,31	525	8'92	695	
FA	2	15	28,171	14,884	111	12,324	1,490	91	532	582	49	341	49	3,24	27	1,90	458	9'99	461	
WB	3	20	60,147	15,925	...	35,827	3,229	144	883	863	103	724	103	2,72	33	2,29	400	9'34	667	
Totals	10	...	105,205	81,126	14,152	65,163	7,301	470	2,571	2,079	233	1,541	233	2,49	28	1,85	4,87	9'49	2,177	
General charges																				
Totals																				
NELSON SECTION.																				
D	1	20	753	370	42	1,165	56	...	19	3	2	18	2	62	41	3,71	577	10'51	40	
F	1	20	15,262	2,298	562	18,122	584	34	205	56	21	252	21	74	28	3,34	3,94	8'30	195	
FA	2	20	40,613	5,099	184	45,896	1,316	76	506	262	47	709	47	1,37	24	3,71	3,80	9'12	474	
Totals	4	...	56,628	7,767	788	65,183	1,956	110	730	321	70	979	70	1,18	26	3,60	3,87	8'91	709	
Less recoverable, mileage																				
General charges																				
Totals																				
PICTON SECTION.																				
D	1	15	1,547	2,011	...	3,558	204	6	101	39	7	61	7	2,63	47	4,12	5,53	12'75	114	
G	4	15	60,678	19,054	309	80,041	3,632	66	680	659	114	1,315	114	1,98	34	3,94	4,38	10'64	953	
Totals	5	...	62,225	21,065	309	83,599	3,836	72	781	698	121	1,376	121	2,00	35	3,95	4,43	10'73	1,067	
General charges																				
Totals																				

RETURN No. 29.
HURUNUI-BLUFF SECTION.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1907.

Mine.	1906-7.	1905-6.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Springfield Coal Company, Springfield	37	16	21	
St. Helen's, White Cliffs	1,303	857	446	
Homebush, Glentunnel	10,812	11,641		829
Mount Somers Coal Company, Mount Somers	4,086	3,843	243	
Woolshed Creek Company, Mount Somers	1,806	2,089		283
Albury	211	199	12	
Waihao Forks	351	238	113	
Gibson's	303	24	279	
Kurow	51	160		109
Ngapara	112	144		32
Shag Point	159	139	20	
Allandale Coal Company	21,391	19,139	2,252	
Saddle Hill	41,140	35,313	5,827	
Fernhill	22,499	20,604	1,895	
Idaburn	26	...	26	
Mosgiel	549	343	206	
Taratu Mine, Lovell's Flat	17,556	18,063		507
Lovell's Flat Coal Company, Lovell's Flat ... ..	...	5,690		5,690
Hewitson, Lovell's Flat ... ..	...	6		6
Benhar	199	194	5	
Kaitangata	77,470	110,007		32,537
Bruce Coal Company	11,227	5,897	5,330	
Real Mackay Coal Company, Milton	8,498	3,471	5,027	
Anderson's, Stirling	114	145		31
Conical Hills	2,782	3,003		221
O'Hagan, C., Pukerau	55	52	3	
Smythe, Gore	36	...	36	
New Zealand Express Company, Gore	1,483	645	838	
Sleeman, C. P., Mataura	4,981	7,228		2,247
Beattie and Co., Mataura	3,701	2,745	956	
Cameron and Duncan, Mataura ... ..	...	1,489		1,489
Mutch and Hurst, Mataura ... ..	...	...
Groves, G., Nightcaps	322	50	272	
Nightcaps Coal Company, Nightcaps	48,991	43,669	5,322	
McKenzie, D., Nightcaps	1,300	119	1,181	
Varcoe, Nightcaps	5	...	5	
Grant, J., Nightcaps	25	...	25	
Spence, J., Nightcaps	101	431		270
Reed, Nightcaps	5	...	5	
McBride, A., Nightcaps	13	...	13	
Bradley, Nightcaps	5	...	5	
Tinker and Co., Nightcaps	92	...	92	
McAlister, E., Pyramid ... ..	...	...
Robson, R. W., Bush Siding ... ..	...	1,215		1,215
Raymond Bush Siding	996	...	996	
Causar, Glenham ... ..	...	6		6
Smith, Fairfax	4	27		23
Clark, Wyndham	189	...	189	
Greene, Wyndham	10	...	10	
Totals	285,056	298,901	31,650	45,495

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, 1907.

Port.	1906-7.	1905-6.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton	1,848	1,726	122	
Timaru	298	347		49
Oamaru	177	200		23
Port Chalmers	190	174	16	
Dunedin	88	97		9
Bluff	247	232	15	
Totals	2,848	2,776	72	
LOADED :—				
Lyttelton	1,677	1,757		80
Timaru	300	348		48
Oamaru	154	187		33
Port Chalmers	179	197		18
Dunedin	21	25		4
Bluff	245	232	13	
Totals	2,576	2,746		170

RETURN No. 31.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1907,
on the HURUNUI-BLUFF RAILWAY and BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
CHRISTCHURCH DIVISION :—	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Main Line ...	211 57	6 28	...	218 5	83 68	...	83 68	301 73
Rangiora-Sheffield and Eyre- ton Junction - Bennett's	...	...	53 56	285 61	...	4 55	27 66	58 31
Waipara-Domett ...	...	...	31 46			1 73		33 39
Southbridge and Little River Branches	...	...	48 7			5 72		53 79
Springfield and White Cliffs Branches [Branch	...	...	53 56			5 31		59 7
Rakaia and Ashburton Forks	...	...	22 20			2 70		25 10
Mount Somers Branch ...	...	...	27 36			1 70		29 26
Albury Branch ...	...	...	36 13			2 70		39 3
Waimate Branch ...	...	...	12 67	2 25	15 12			
Totals, Christchurch Division	211 57	6 28	285 61	503 66	83 68	27 66	111 54	615 40
DUNEDIN DIVISION :—								
Main Line ...	165 40	0 58	...	166 18	62 3	...	62 3	228 21
Dunroon Branch ...	...	...	37 41	264 62	...	3 2	26 14	40 43
Oamaru-Breakwater Branch	...	...	0 63			1 62		2 45
Ngapara & Livingston Branches	...	...	27 4			2 14		29 18
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			0 52		3 21
Fernhill Branch ...	...	...	1 57			0 23		2 0
Otago Central Railway	...	...	129 2			8 58		137 60
Outram Branch ...	...	...	9 0			0 65		9 65
Lawrence Branch ...	...	...	22 1	1 67	23 68			
Catlin's River Branch ...	...	...	22 64	2 9	24 73			
Totals, Dunedin Division	165 40	0 58	264 62	431 0	62 3	26 14	88 17	519 17
INVERCARGILL DIVISION :—								
Main Line ...	82 41	...	...	82 41	30 53	...	30 53	113 14
Tapanui Branch ...	...	...	26 21	272 70	...	2 46	29 57	28 67
Waiimea Plains Branch ...	...	...	36 41			3 6		39 47
Wyndham Branch ...	...	...	9 35			0 73		10 28
Seaward Bush Branch	...	...	25 39			1 76		27 35
Kingston Branch ...	...	...	87 0			8 72		95 72
Makarewa-Orepuke Branch ...	...	...	40 16			6 70		47 6
Thornbury-Wairio and Wairio- Nightcaps Branches	...	...	24 51			3 26		27 77
Forest Hill Railway ...	...	...	12 66			1 5		13 71
Lumsden-Mararoa Branch ...	...	...	10 41			1 3		11 44
Totals, Invercargill Division	82 41	...	272 70			355 31		30 53	29 57	60 30	415 61
Grand Totals—Whole Line	459 58	7 6	823 33	1,290 17	176 44	83 57	260 21	1,550 38

RETURN No. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1907.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

- Tourist excursion tickets : List of stations at which tourist tickets are issued amended.
 Tourist tickets also made available for travel over Lake Wakatipu.
 Regulations governing the issue of free school season tickets amended to meet the requirements of the Education Department.
 Public-school Cadets : Provision made for fares for cadets over fifteen and under sixteen years of age.
 Concession to Maoris attending tangis withdrawn.
 Regulation *re* theatrical, concert, and circus companies amended.
 Provision made for reserving car-seats on the Christchurch–Invercargill line.

LOCAL FARES AND REGULATIONS.

Hurunui–Bluff Section.

- Suburban fares inserted to and from Bryndwyr Station, opened between Papanui and Riccarton.
 Fares *re* round trips through Central Otago amended on account of extension of railway-line and reduction in coach journey.
 Provision made for daily issue of through rail or coach tickets to Hanmer Plains Hot Springs.

PART III.—GOODS: REGULATIONS.

- Regulation *re* conveyance of boats for use at regattas amended.
 Provision made for free conveyance of exhibits to New Zealand International Exhibition, Christchurch, and to the Australian Exhibition, Melbourne.

PART IV.—GOODS: LOCAL RATES.

Auckland Section.

- Rate inserted for timber *ex* mills at Arahiwi.
 Through booking from stations on the Auckland section to ports on the Kaipara : Rates amended.

Picton Section.

- Through booking between Wellington or The Port (Nelson) and stations on the Picton Section : Rate inserted for barley.

Hurunui–Bluff Section.

- Rate for through goods Oamaru–Breakwater amended to make provision for goods from and to the new wharf.

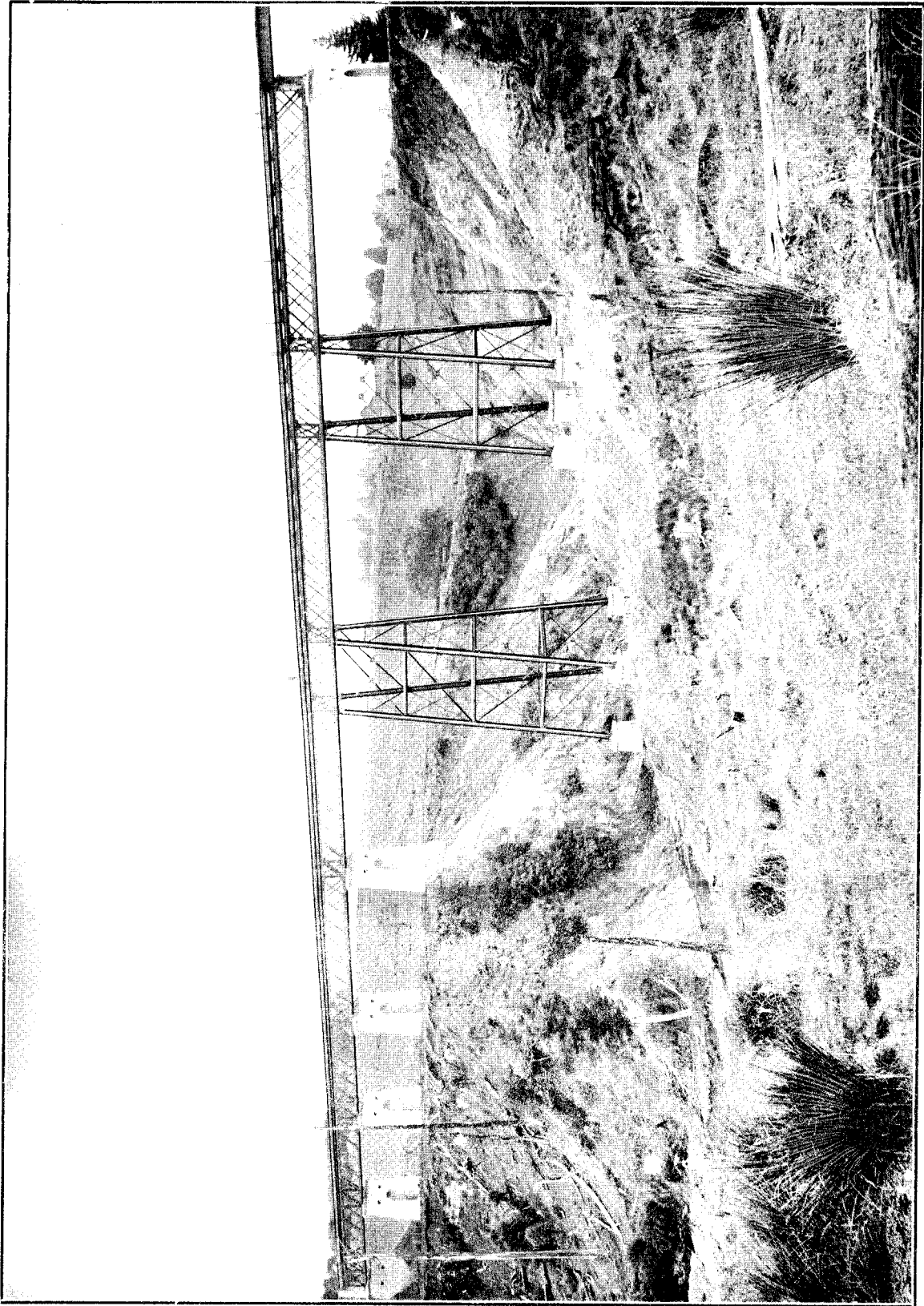
PART V.—CLASSIFICATION OF GOODS.

	Class.
Removed—	
Sucrosine, New Zealand manufacture. Rate and a half	E
Tin, scrap. Owner's risk	N
Inserted—	
Sucrosine, New Zealand manufacture. Owner's risk	E
Tin, scrap. Owner's risk	Q
Bags, New Zealand manufacture—packed in bales or bundles—for meat-coverings	D
Gas, liquefied, nitrous oxide, in cast-iron or mild-steel cylinders. Owner's risk.	
Dangerous	A
Jars, glass, fruit or pickle. Owner's risk	C
Petroleum, native crude, in 4-ton lots. Owner's risk, half rate	B
Plaster, fibrous, New Zealand manufacture : Packed. Owner's risk	A
Sheep-daggings	D
Rice-meal for stock-feeding	D
Raupo, in bundles	D
Furnace-liners (brickware). Owner's risk	N

PART VI.—WHARVES.

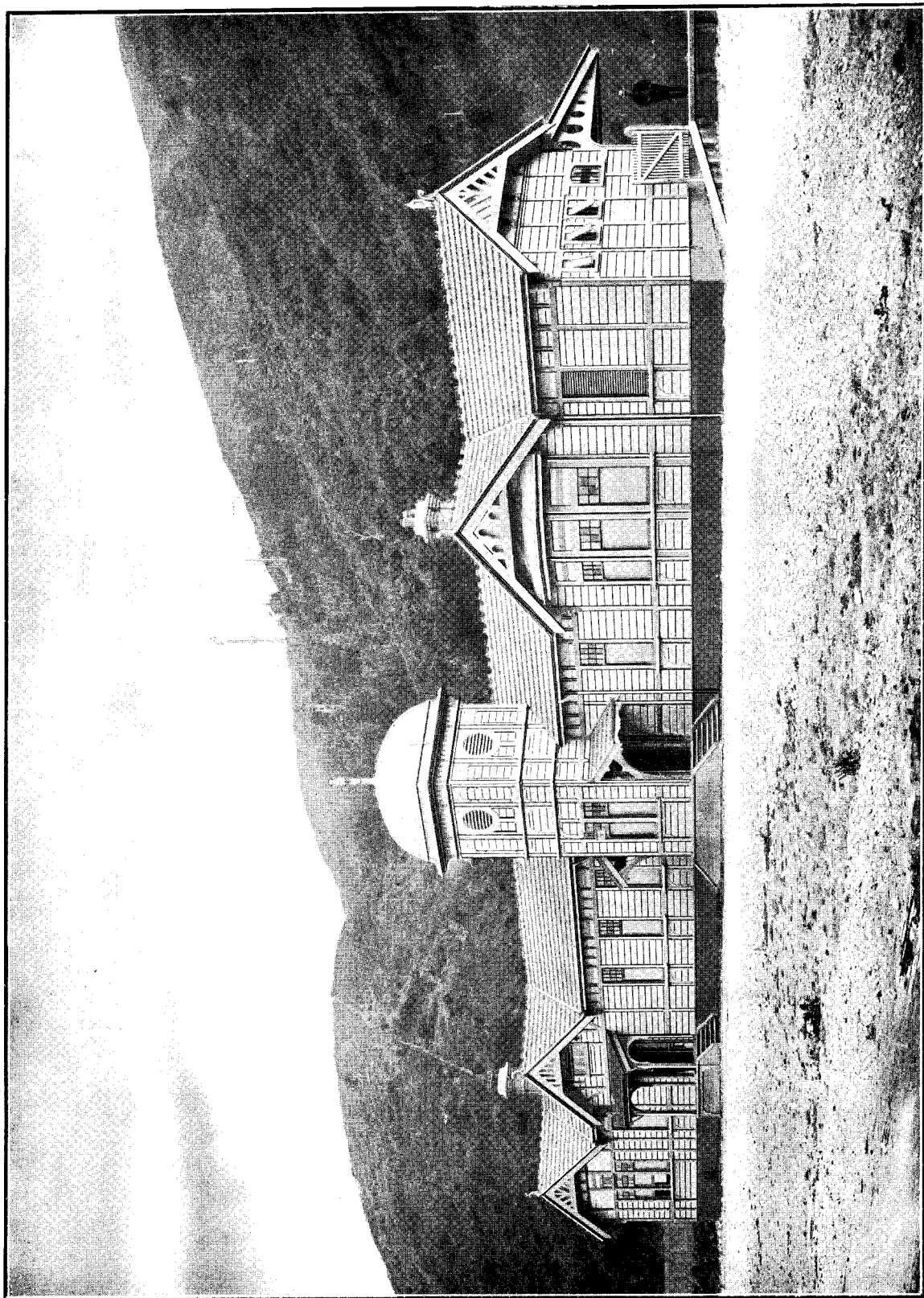
Onehunga Wharf.

- Rate for raw material for glue-making inserted.

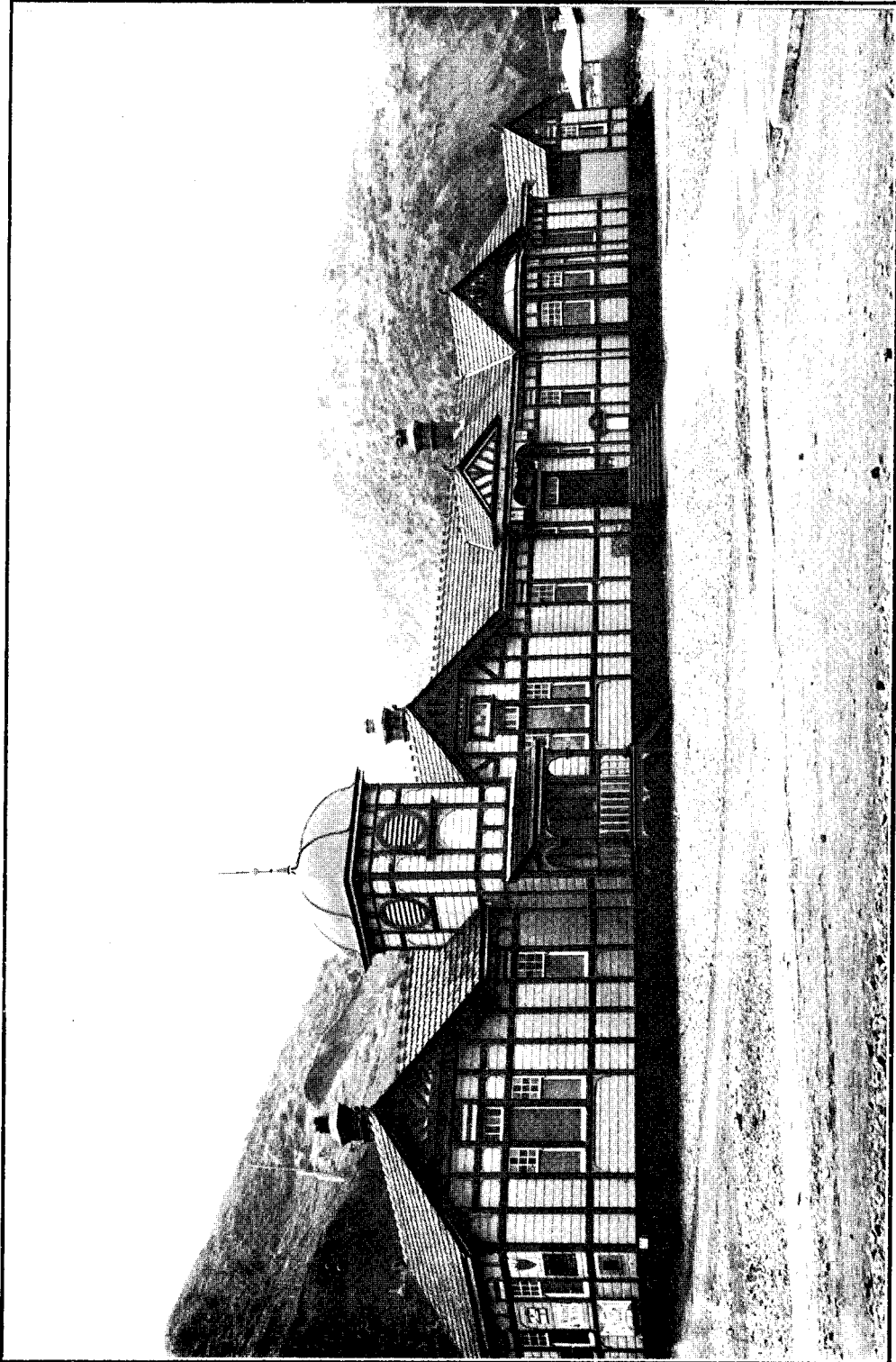


MANGAVANGORA VIADUCT.

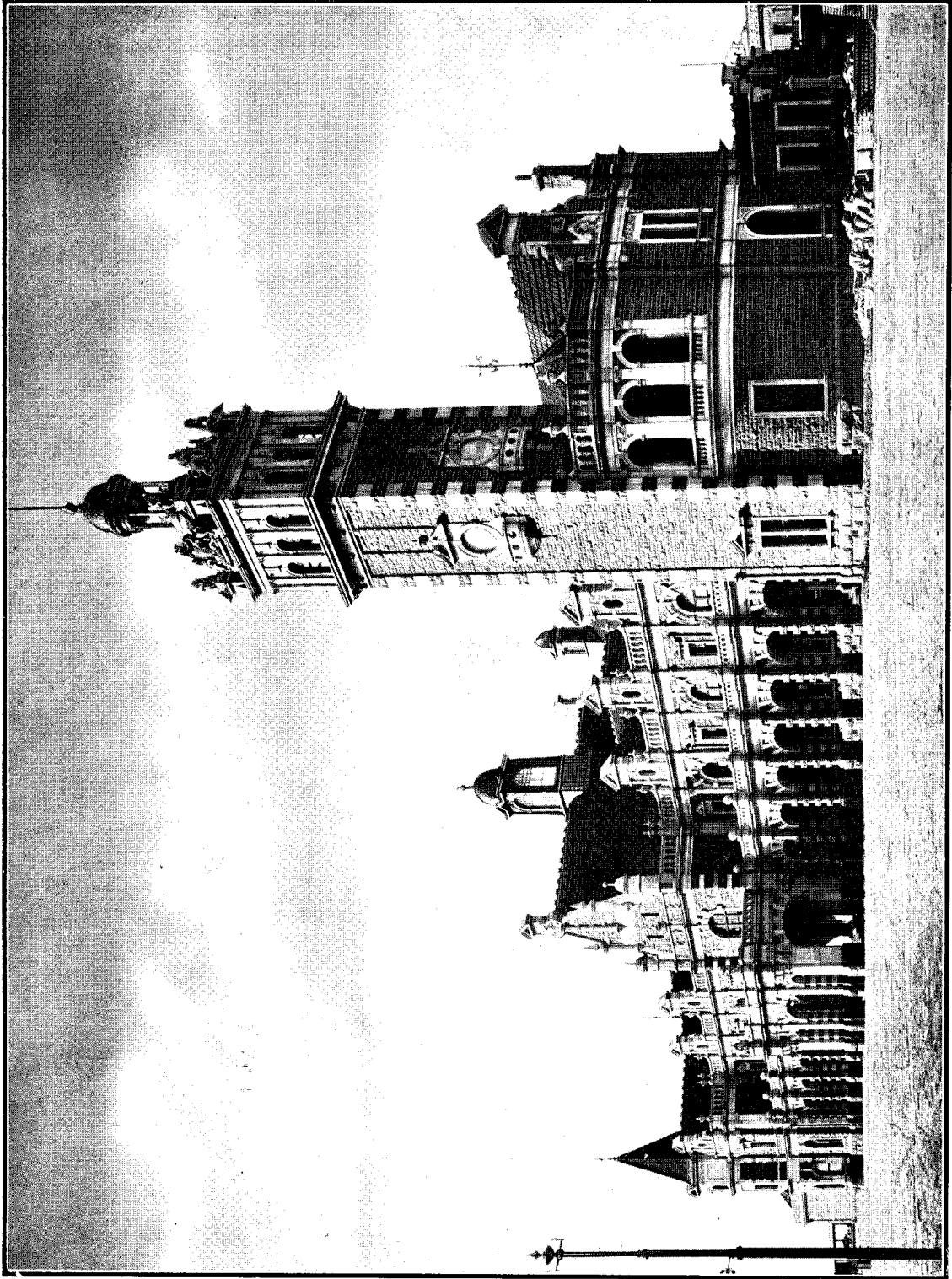
Three spans 54 ft., three spans 61 ft., two spans 30 ft., 6 in. lattice girders and eleven spans 33 ft., plate girders; total length, 850 ft.
Height from water to rail-level, 130 ft.



LOWER HUTT RAILWAY-STATION.



PETONE RAILWAY-STATION.



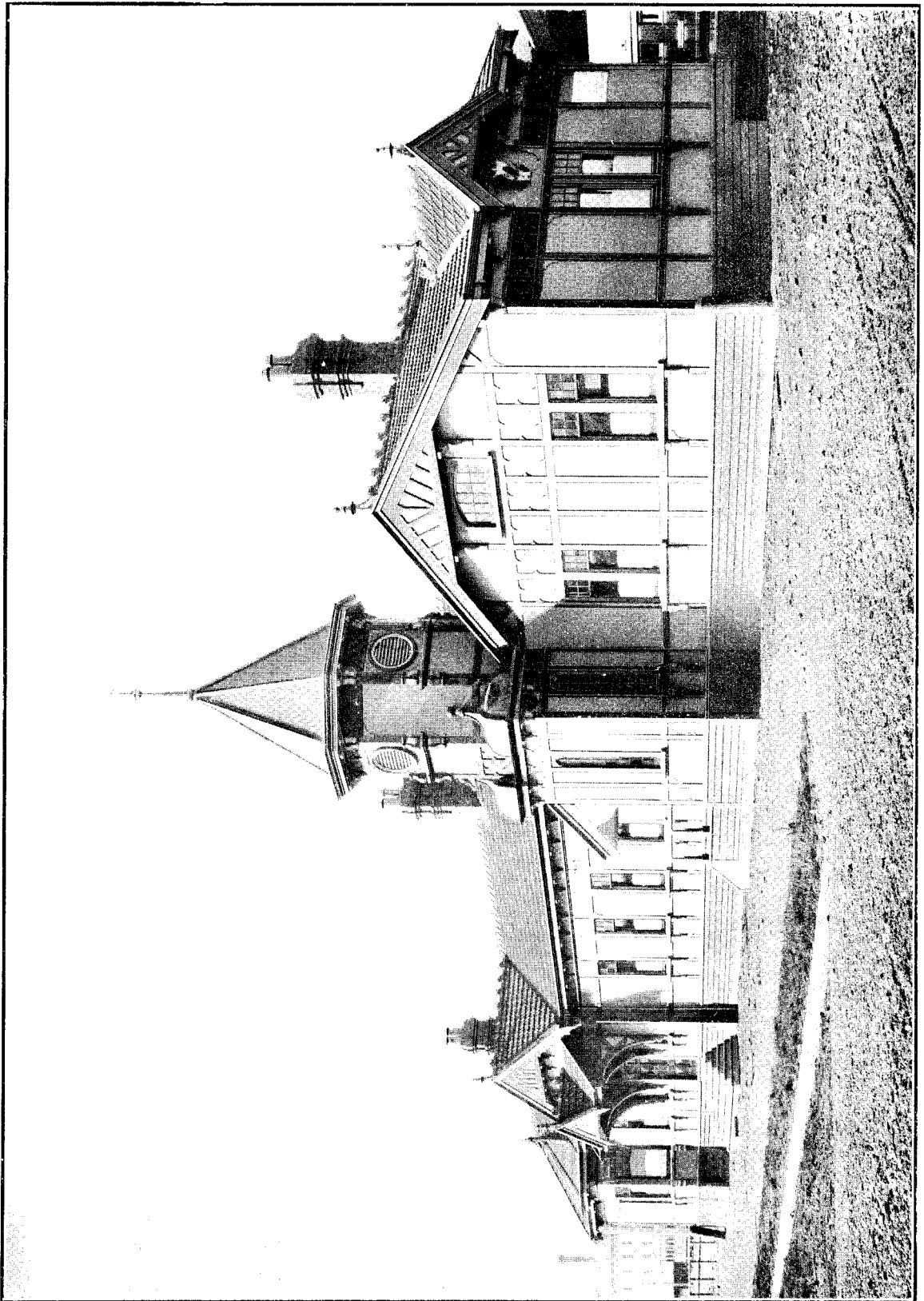
DUNEDIN RAILWAY-STATION.



STAIRCASE, DUNEDIN RAILWAY-STATION.



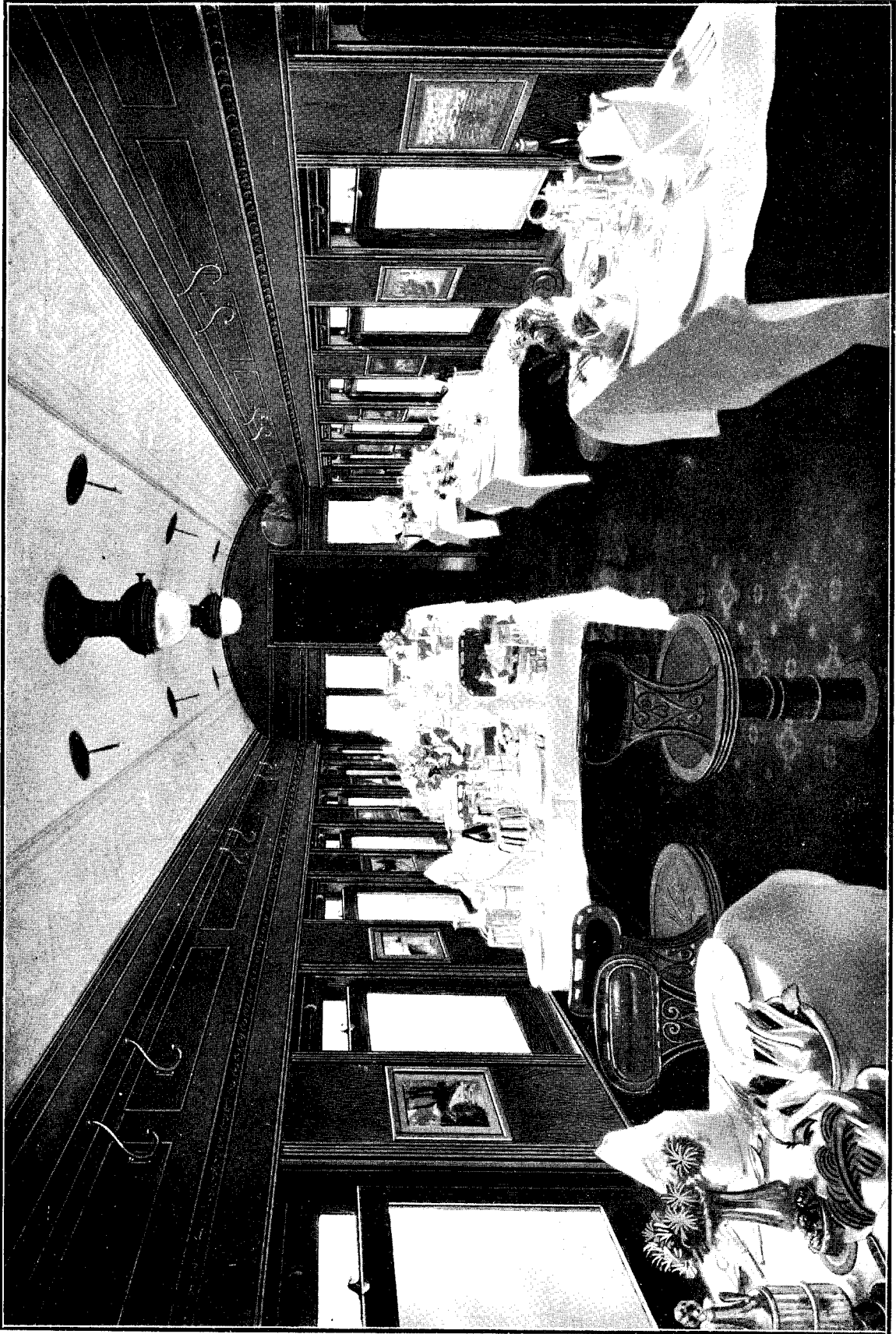
BOOKING-HALL, DUNDEE RAILWAY-STATION.



GORE RAILWAY-STATION.

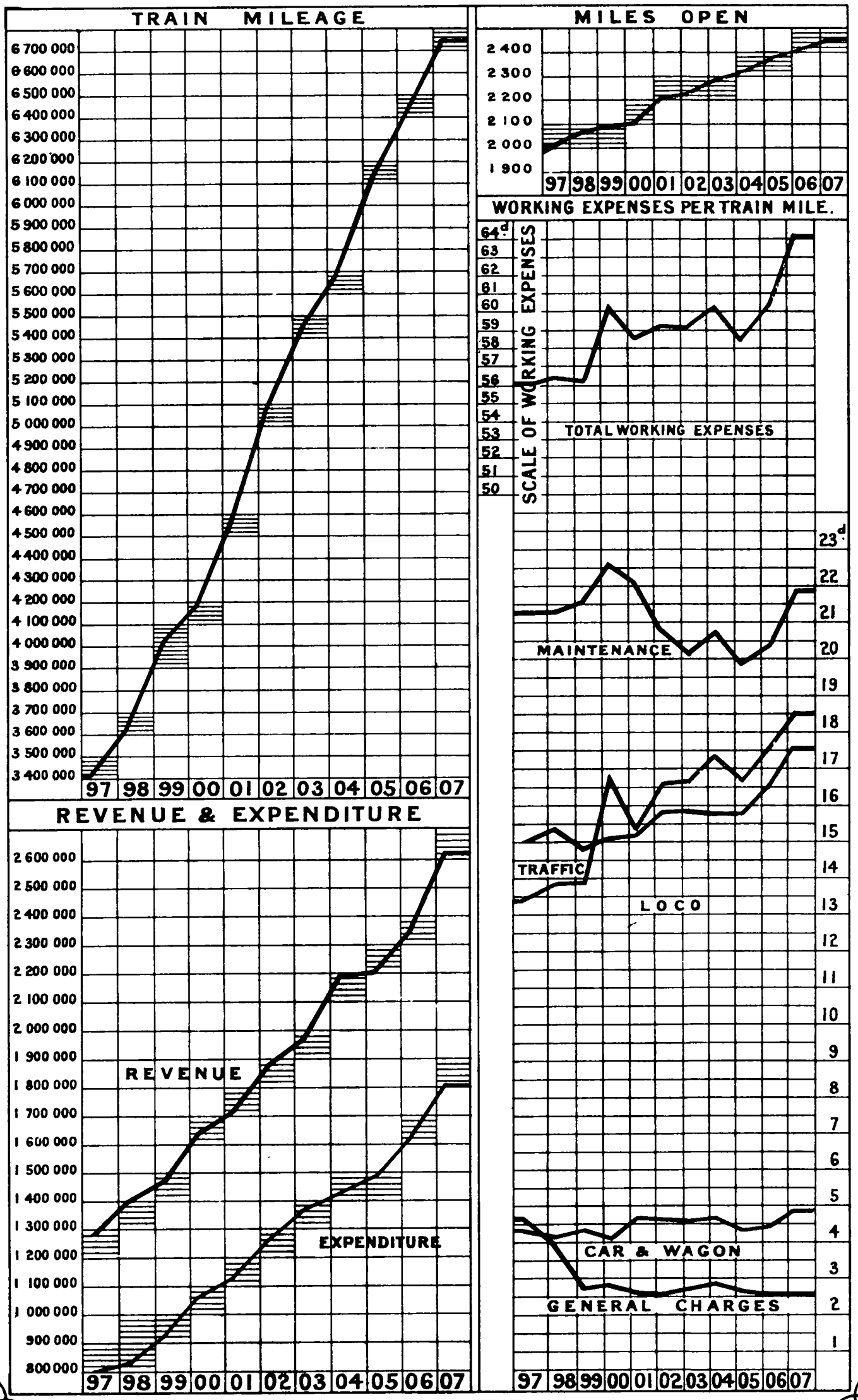


BLUFF RAILWAY-STATION (THE MOST SOUTHERN RAILWAY-STATION IN THE WORLD).

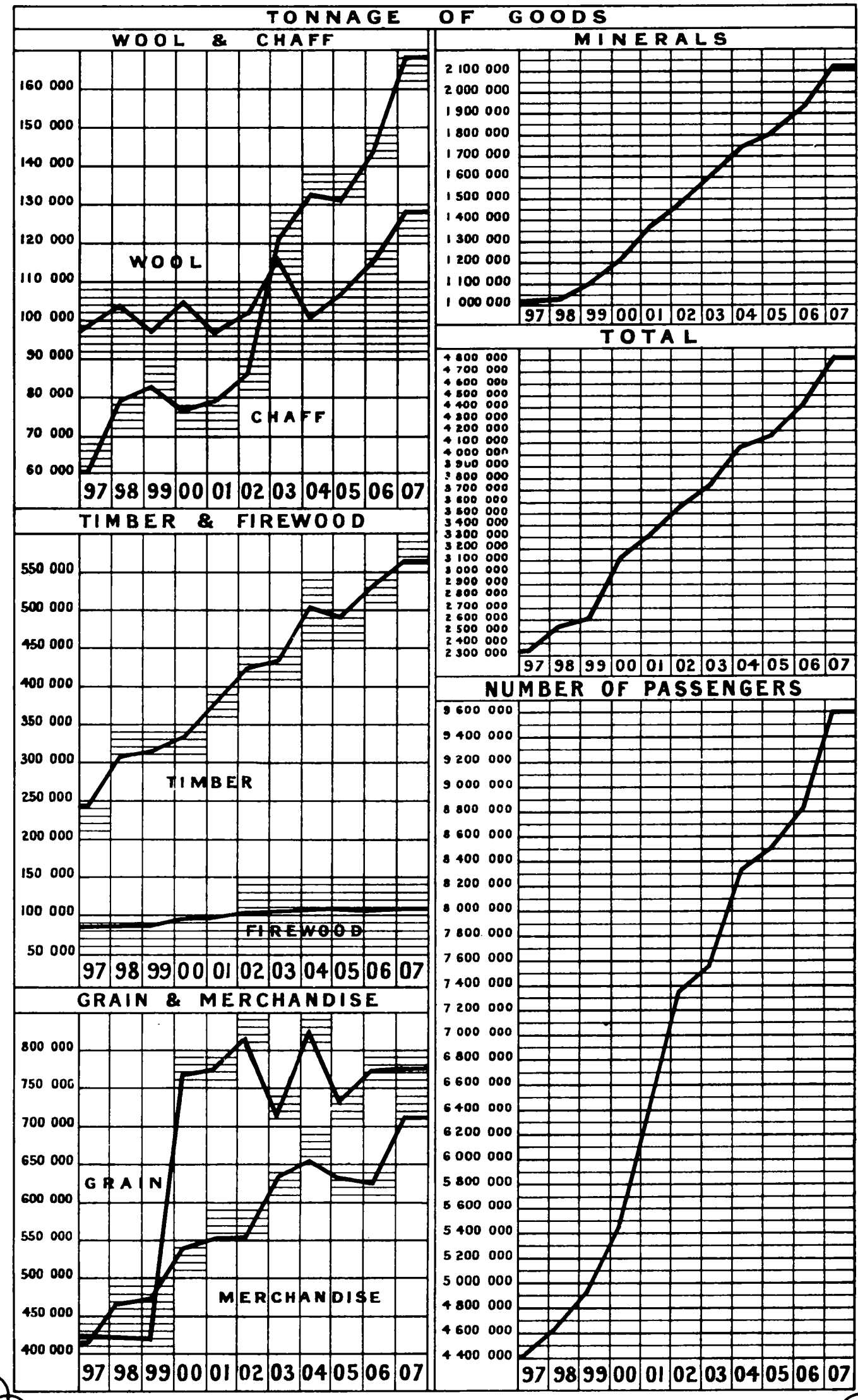


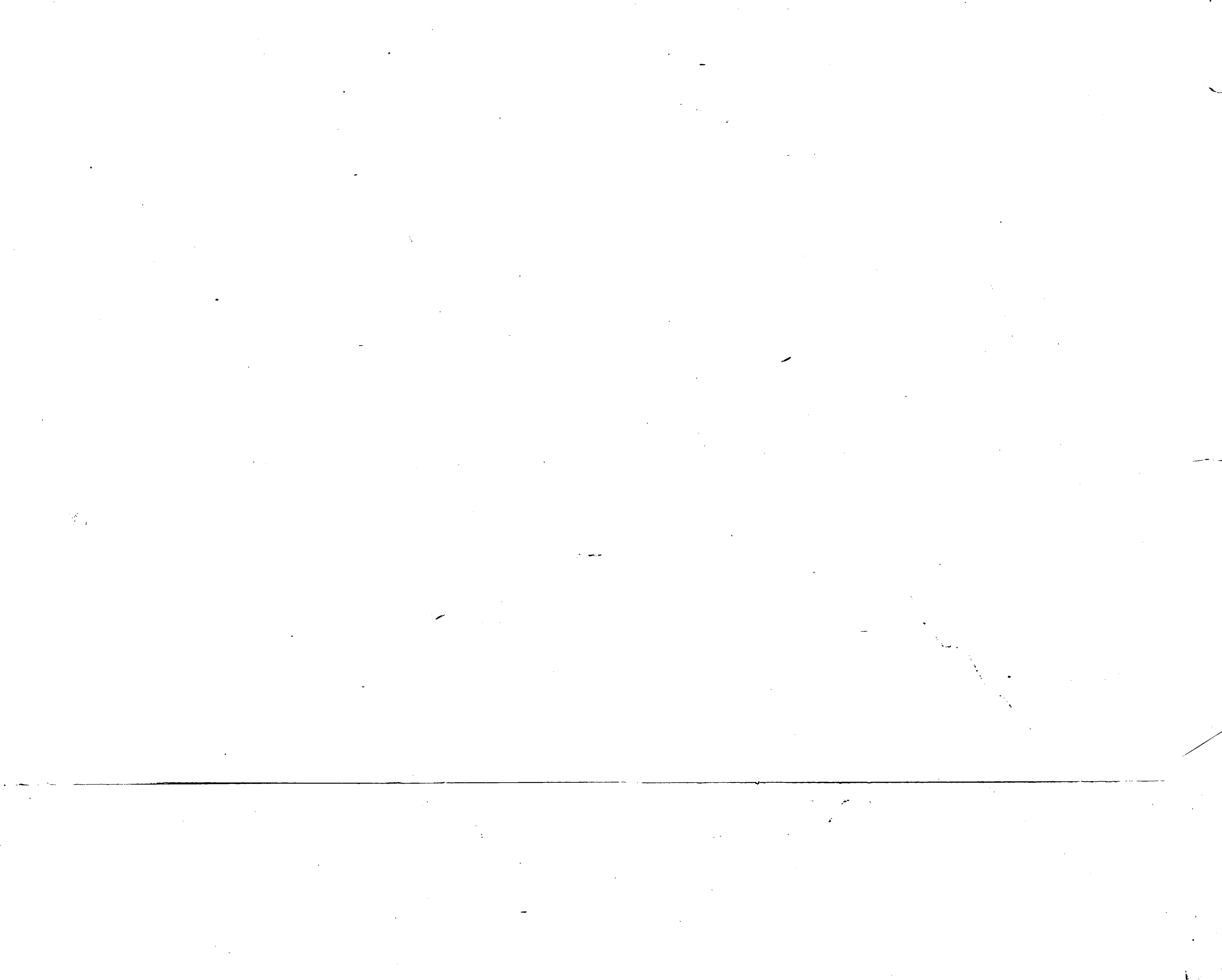
INTERIOR OF RAILWAY DINING-CAR.

NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS



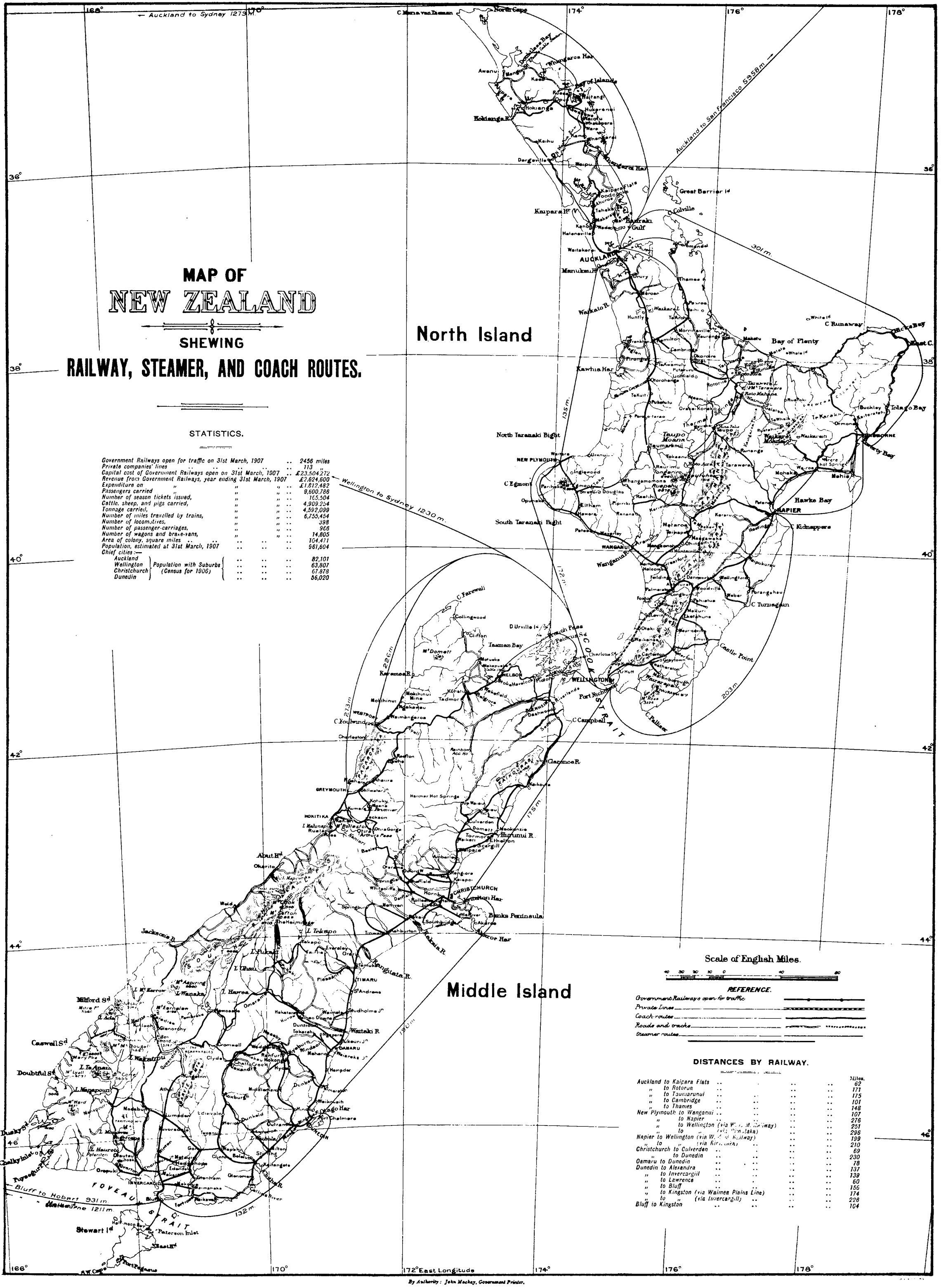


MAP OF NEW ZEALAND

SHEWING RAILWAY, STEAMER, AND COACH ROUTES.

STATISTICS.

Government Railways open for traffic on 31st March, 1907	..	2456 miles
Private companies' lines	..	113
Capital cost of Government Railways open on 31st March, 1907	..	£23,504,272
Revenue from Government Railways, year ending 31st March, 1907	..	£1,812,482
Expenditure on	..	£1,812,482
Passengers carried	..	9,600,786
Number of season tickets issued	..	165,504
Cattle, sheep, and pigs carried	..	4,909,254
Tonnage carried	..	4,592,099
Number of miles travelled by trains	..	6,755,464
Number of locomotives	..	398
Number of passenger-carriages	..	966
Number of wagons and brake-vans	..	14,805
Area of colony, square miles	..	104,471
Population, estimated at 31st March, 1907	..	561,604
Chief cities:—		
Auckland	..	82,101
Wellington	..	63,807
Christchurch	..	67,878
Dunedin	..	86,020
Population with Suburbs (Census for 1906)	..	



Scale of English Miles.

REFERENCE.

- Government Railways open for traffic —————
- Private Lines ————
- Coach routes ————
- Roads and tracks ————
- Steamer routes ————

DISTANCES BY RAILWAY.

Auckland to Kaipara Flats	..	..	..	Miles
" to Rotorua	..	..	..	171
" to Taurarunui	..	..	..	175
" to Cambridge	..	..	..	101
" to Thames	..	..	..	148
New Plymouth to Wanganui	..	..	..	107
" to Napier	..	..	..	276
" to Wellington (via Wairarapa)	..	..	..	251
" to Wellington (via Mairangi Bay)	..	..	..	296
Napier to Wellington (via Wairarapa)	..	..	..	199
" to .. (via Havelock Bay)	..	..	..	210
Christchurch to Culverden	..	..	..	69
" to Dunedin	..	..	..	230
Dunedin to Dunedin	..	..	..	78
Dunedin to Alexandra	..	..	..	137
" to Invercargill	..	..	..	139
" to Lawrence	..	..	..	60
" to Bluff	..	..	..	156
" to Kingston (via Waimea Plains Line)	..	..	..	174
" to .. (via Invercargill)	..	..	..	228
Bluff to Kingston	..	..	..	104

