

SESSION II.
1912.
NEW ZEALAND.

RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS, THE HON. W. H. HERRIES.

MR. SPEAKER,—

In presenting the Railways Statement for the year ending 31st March, 1912, I have pleasure in announcing that the results of the year's operations have been satisfactory. The earnings exceeded those of the preceding year by £182,327, and are the highest yet obtained in the history of the railways of the Dominion.

The results may be summarized thus:—

	Year 1912.	Year 1911.
	£	£
Total earnings	3,676,509	3,494,182
Total expenditure	2,465,896	2,303,272
Net profit on working	<u>£1,210,613</u>	<u>£1,190,910</u>

GENERAL.

The mileage* of line open for traffic on the 31st March, 1912, was 2,808 miles, as against 2,761 for the previous year. The average miles operated during the year was 2,801 miles.

The following extensions were opened for traffic during the year:—

Kawakawa - Towai	20	50
Seddon - Ward	14	55
Waimahaka - Tokanui	8	26
Kioreroa - Onerahi	2	60
	<u>46</u>	<u>31</u>

The capital cost of lines open for traffic, including plant and steamers on Lake Wakatipu, has increased from £29,606,546 to £30,506,089.

The net revenue (£1,210,613) is equal to a return of 3·98 per cent. on the capital invested in the open lines and 3·70 per cent. on the capital (£32,689,179) invested in opened and unopened lines.

The number of train-miles run during the year was 8,371,687, being an increase of 230,612 over the previous year. The increased train-mileage represents additional train facilities to meet the requirements of the increasing business and to meet the public convenience, and has cost over £67,000.

The following figures, which give the record of the late arrivals of the principal trains during the year, indicate that notwithstanding the alterations made in the trains services, the trains as a whole have maintained punctuality.

		AVERAGE LATE ARRIVAL.	
		Min.	Min.
For long-distance passenger trains	... ..	2·23	against 1·88 last year.
For suburban trains	... ..	0·52	„ 0·54 „
For long-distance mixed trains	... ..	2·99	„ 2·80 „

These figures include delays arising from all causes, and embrace accidents, slips, floods, &c.

The passenger traffic increased very materially, the number actually carried being 11,891,134, an increase of 690,521 over the previous year. Season tickets issued numbered 236,957, an increase of 14,853. The number of workers' twelve-trip tickets issued was 49,076, and of workers' weekly tickets available on suburban lines 129,524, an increase of 2,698 twelve-trip and 7,800 workers' weekly over the previous year. 840,473 passengers travelled at holiday-excursion fares, an increase of 157,014 when compared with last year, and 134,825 passengers travelled at the school and factory rates.

The coaching traffic shows increases under each of the headings under which the traffic is grouped. The increases have been—Parcels, 72,546; horses, 373; carriages, 50; dogs, 3,394.

In goods traffic, firewood shows an increase of 1,036 tons; timber, 91,306 tons; merchandise, 2,723 tons; minerals, 21,533 tons. There were decreases in the live-stock traffic as follows: Cattle and calves, 3,302 head; sheep, 456,848 head; pigs, 13,111 head. Chaff, lime, &c. [decreased by 6,752 tons; wool, 1,640 tons; and grain, 63,743 tons.

The decrease in the live-stock traffic is mainly due to the unfavourable weather preventing the stock coming forward, and a further delay was caused in the Wellington and Wanganui districts owing to a temporary stoppage of the operations at the freezing-works caused by labour troubles. In previous years there was also considerable movements of stock in the South Island on account of shortness of feed.

The decrease in the grain traffic is owing to the partial failure of the grain crop in portions of the South Island last season and to the lateness of the current season. It is, however, expected that traffic under this heading will show better results this coming year.

The average number of men employed on the railways during the year was 13,523, against 12,881 for the previous year.

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

504 members of the permanent staff resigned, 67 retired on superannuation, 33 died, 72 were dismissed, and 916 engaged.

The sum of £8,822 was paid during the year under the Workers' Compensation for Accidents Act.

The rolling-stock was increased by 14 locomotives, 46 carriages, 8 bogie brake-vans, 477 trucks, and 723 tarpaulins. Of the locomotives, 8 were built in the railway workshops—viz., 4 Class BA tender engines for goods traffic, and 4 Class WG tank engines. The remaining 6 were Class AD 72-ton four-cylinder balanced-compound, built under contract by Messrs. A. and G. Price (Limited), Thames.

2,357 modern steel axles were placed under cars, vans, and wagons during the year in substitution for old iron axles, and by this means the carrying-capacity was increased by 2 tons per wagon. The sides and ends of a large number of high-sided wagons were raised, thus increasing the capacity of this type of wagon.

The seating-accommodation of second-class carriages on mail and express trains is being improved by substituting chair-seats for the longitudinal seats previously in use. Cars of all classes are being fitted with platform gates and gangways. Additional lavatory accommodation has also been provided, and improved lighting is being provided on the smaller sections by substituting acetylene-gas for the old type of oil-lamps. The amount spent on new and improved machinery for the workshops was £27,495.

118½ miles of track were relaid, 86½ miles of main line with 70 lb. steel rails and 32 miles of branch line with steel rails taken out of the main lines. The labour troubles in the United Kingdom delayed delivery of the material on order, thus retarding relaying operations. Second-hand rails are also being utilized to provide check-rails on some of the sharp curves, and it is anticipated that the wear on the outer rails of the running-track will be considerably lessened by this means.

287,383 sleepers and 372,000 cubic yards of ballast were used in maintaining the track during the year.

A large number of works were carried out during the year for the purpose of improving the facilities and increasing the accommodation. They comprised enlarging station buildings, erection of verandahs, weighbridges, houses for staff, water services, stockyards, fencing, social halls for staff, goods-sheds, lighting, and sanitary arrangements. Other works intended to promote the public convenience and facilitate the operations of the Department were in hand and well forward at the end of the financial year.

The signal and interlocking systems have been brought into operation during the year at Mercer, Woolston, Weedon's, Linwood, Washdyke, Taihape, and Thorndon; also at Kioreroa Bridge, Antigua Street (Christchurch), and Conon Street (Invercargill). A rearrangement of interlocking has been made at Abbotsford, Green Island, Burnside, Timaru, Addington, Penrose, and Auckland.

Fifty-four Tyer's electric tablet instruments were brought into operation on sections Rolleston to Washdyke, Onehunga to the Wharf, Waipiata, and Paremata. Automatic tablet-exchangers were fitted up at twenty-two stations.

Electric lock-and-block working was established between Christchurch and Heathcote, Templeton and Rolleston, and Burnside and Abbotsford. Twelve additional stations were equipped with fixed semaphore signals. The telegraph and telephone system was also increased by 345 miles of wire.

1,389 miles of line are now controlled by the Tyer's electric tablet, 38½ miles of double line by lock and block, and 21 miles by train staff and ticket.

The railway system of train-signalling by telegraph and telephones comprises 2,096 miles of poles and 5,640 miles of wire. The expenditure on these necessary adjuncts to safety since 1901 has been £278,546.

The whole of the railway appliances and equipment, comprising rolling-stock, machinery, track, bridges, buildings, and other structures, have been maintained in an efficient and satisfactory condition.

REVENUE.

The gross revenue for the year amounted to £3,676,509, and exceeded the estimate by £151,509 and the gross revenue for the preceding year by £182,327. Passenger revenue shows an increase of £81,531; season tickets, £14,173; coaching traffic, £9,544; goods and live-stock, £71,706; miscellaneous and rents, £5,373. The receipts per train-mile amounted to 8s. 9¼d., as against 8s. 6¾d. for the previous year. The earnings of the Lake Wakatipu steamers amounted to £6,669 as against £6,643 last year. The net earnings amounted to £433 per mile for the average number of miles open, and gave a return of 3.98 per cent. on the capital cost.

EXPENDITURE.

The expenditure for the year, including £5,997 incurred in connection with the Lake Wakatipu steamers, amounted to £2,465,896, an increase of £162,624 over the previous year, and absorbed 67·07 per cent. of the revenue, as against 65·92 per cent. for the previous year.

	Expenditure.		Per Cent. of Revenue.	
	1911-12. £	1910-11. £	1911-12.	1910-11.
Traffic	670,632	631,380	18·27	18·10
Locomotive	952,482	875,282	25·96	25·10
Maintenance	735,546	693,445	20·04	19·89
Management	101,239	98,136	2·76	2·81
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	2,459,899	2,298,243	67·03	65·90
Lake Wakatipu steamers ...	5,997	5,029	0·04	0·02
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	2,465,896	2,303,272	67·07	65·92

The increased expenditure in the Traffic Branch is due to the additional train-mileage, increases in the salaries and wages of the staff, and extra staff to carry on the business and operate the safety appliances.

In the Locomotive Branch the increase is due to extra train-mileage, additional staff, advance in salaries and wages of the staff, and in the prices the Department has to pay for fuel and materials. The increase in the cost of the Head and Departmental Offices is incidental to the inclusion in the Head Office vote of items that have previously been charged under the sectional heading and to scale increases of salaries under the Classification Act.

The cost of maintenance of lines, buildings, structures, safety appliances, &c., has increased from £693,445 to £735,546, representing an average expenditure of £263·46 against £253·58 per mile of railway for the previous year. The increased expenditure has been incurred on the Whangarei-Kawakawa Section, £3,921; North Island main line and branches, £15,337; South Island main line and branches, £21,698; Westland, £4,950; Nelson, £260. The cost of maintenance has decreased on the Kailu Section by £191; Gisborne, £2,475; Westport, £582; Picton, £817.

Additions and improvements to lines, structures, &c., costing £39,080, which might reasonably have been debited to capital, have been made during the year and charged to working-expenses.

The sum of £372,018 was expended under the head "Additions to Open Lines," and charged to Capital Account. Of this amount, £227,302 was expended on rolling-stock, tarpaulins, motor-rail car, pneumatic coaling-cranes, workshops' machinery, and the new steamer for the Lake Wakatipu service. The rolling-stock in respect to which the charges are made consists of 14 locomotives, 48 carriages, 7 brake-vans, 23 bogie and 456 four-wheeled wagons, and 723 tarpaulins, completed on the 31st March, 1912, and 54 locomotives, 38 carriages, 1 brake-van, 31 bogie, and 1,058 four-wheeled wagons, and 997 tarpaulins incomplete, but in hand on that date. The sum of £144,716 was spent in signals and interlocking, lock-and-block and tablet installation, telegraph and telephone extensions, purchase of land, bridge-work, sidings, wharves, weighbridges, turntables, water services, additions to workshops, station buildings, and dwellings, electric light and gas installations, deviation of line, reduction of grades and improvement of curves, &c.

DUPLICATION OF LINES.

On duplication-work the following sums were charged to Capital Account under the provisions of the special Acts relating thereto:—

	£
Wellington-Hutt duplication-works	1,635
New Hutt Road (including land for same)	6,070
	<hr/>
	£7,705
	<hr/>
Dunedin-Mosgiel duplication and deviation of line	£51,429
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RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1912, as compared with 1911:—

PARTICULARS.	Year ended 31st March.	
	1911.	1912.
Total miles open for traffic	2,761	2,808
Average miles open for year	2,742	2,801
Capital cost of opened and unopened lines	£31,509,960	£32,689,179
Capital cost of open lines	£29,606,546	£30,506,089
Capital cost per mile of open lines	£10,723	£10,864
Gross earnings	£3,494,182	£3,676,509
Working-expenses	£2,303,272	£2,465,896
NET PROFIT ON WORKING	£1,190,910	£1,210,613
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	4·06	3·98
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	65·92	67·07
Earnings per average mile open	£1,275	£1,314
Working-expenses per average mile open	£84	£88
NET EARNINGS PER AVERAGE MILE OPEN	£435	£433
Earnings per train-mile	d. 102·75	d. 105·25
Working-expenses per train-mile	67·75	70·52
NET EARNINGS PER TRAIN-MILE	35·00	34·73
Passengers, ordinary	11,200,613	11,891,134
Season tickets	222,104	236,957
Goods tonnage	5,555,292	5,599,756
Live-stock tonnage	308,382	288,152
Train-mileage	8,141,075	8,371,687
Locomotives	478	493
Passenger-cars	1,166	1,212
Wagons and brake-vans	18,036	18,521

CONCLUDING REMARKS AND FORECAST.

The works connected with the Hutt Road and railway improvements being now practically completed, it is necessary and desirable that those local bodies who are responsible for the upkeep of the road should take it over at an early date. With this end in view, arrangements are being made to appoint a Commissioner, in terms of the Hutt Road and Railways Improvements Act, to apportion the charges incurred in the formation of the road among the respective local bodies concerned. In the meantime, the whole of the expenditure incurred on the road is being borne by the Railway Department and charged to a special account, so that full details of the

charges will be available for the use of the Commissioner when he is determining the matter.

The work connected with the duplication of the Dunedin-Mosgiel line is being pushed on as fast as practicable. Double track has been opened for traffic as far as Abbotsford, but the difficult character of the ground through which the Chain Hills Tunnel is being pierced has retarded the operations somewhat.

Good progress has been made with the grade-improvement works on the Auckland Section of the Main Trunk line, also with the deviation-works at Manawapou on the New Plymouth line, but the completion of the viaduct will be delayed owing to the difficulty in obtaining materials from Britain consequent on the recent strikes there.

Messrs. A. and G. Price (Limited) delivered six Class AD four-cylinder balanced compound tender locomotives, thus completing their contract. In view of the necessity for further increasing the locomotive-power, a further contract was let to this firm to build another lot of twenty Class AD engines.

In the Railway Workshops there was under construction on the 31st March, six heavy type goods-engines Class BA, ten Class X four-cylinder balanced compounds and 28 heavy tank engines, also 53 bogie-cars, 2 bogie brake-vans, 31 bogie, and 1,100 four-wheeled wagons. By the additions that have been made to rolling-stock during the past seventeen years the tractive power has been increased by 240 per cent., passenger-seating capacity by 194 per cent., and wagon capacity by 192 per cent. The additions actually made to the rolling-stock equipment in the same period comprised 224 locomotives, 714 cars, 177 brake-vans, 963 sheep-trucks, and 8,913 goods-wagons.

The rapidity with which the business continues to increase makes it essential to continue building rolling-stock as quickly as possible. Special efforts are therefore being put forth in this direction. The programme for 1912-13 comprises 10 engines, 67 bogie carriages, 8 bogie brake-vans, 54 bogie wagons, 837 four-wheeled wagons, so that altogether there are at the moment 64 locomotives, 120 carriages, 10 brake-vans, 85 bogie wagons, and 1,937 four-wheeled wagons actually on order.

The petrol-motor car for trial on our lines is now almost complete, and will be placed in commission shortly. The experiments being made in the Australian States with motor-cars are being closely watched. Full inquiries have also been made concerning the experience of foreign railways with regard to motor-cars, so that when cars are being obtained they will be of the type that has been found most satisfactory in actual every-day railway practice.

On the 31st March the accumulated funds to the credit of the Government Railways Superannuation Fund amounted to £233,457, an increase of £26,215 on the previous year. The total income for the year was £94,544, and the outgoing amounted to £68,329. Of the latter, the sum of £57,482 represented the annual charge involved in payments to 1,184 beneficiaries, comprising 744 contributors voluntarily resigned or been retired on account of being medically unfit, 170 widows, and 270 children under the age of fourteen years.

On taking over the control of the Department of Railways last month I found myself confronted with several great problems that needed investigation and, if possible, settling in a satisfactory way. The first was the question of the General Managership. Mr. Ronayne, who reaches the age-limit in January, 1913, had expressed to my predecessor and to myself his intention of retiring from the position which he has so long and faithfully filled. As announced in the Financial Statement, Cabinet decided on my recommendation to invite applications in London for the position of General Manager. It is not intended to do away with Ministerial control over the railway policy or to lessen the responsibility of the Minister to Parliament, but it is hoped that by getting a General Manager who has had experience of some of the great railway systems in the United Kingdom, or abroad, reform may be introduced into the railway system of New Zealand.

The next burning question to be met was the question of the relations of the State to its employees on the railway. The State should be proud of its employees

in that Department, as taking them as a whole they are a fine body of men. They had, however, certain grievances which in some cases were justly founded, and last year they approached Parliament by petition. My predecessor, Mr. Myers, I am glad to say, relieved me of a portion of this intricate question by meeting the Executive of the Amalgamated Society of Railway Servants, and, by going thoroughly into the matter with them, came to an agreement which is satisfactory to both sides. I have also met the representatives of the Locomotive Engine-drivers, Firemen, and Cleaners' Association, and heard their views, and have no doubt that in their case a satisfactory solution will be arrived at.

In the case of the First Division, as soon as the question of the difference between the figures submitted by the Department and by the Railway Officers' Institute is settled by the Public Accounts Committee, to whom it has been referred by resolution of the House of Representatives, I intend to meet the Executive, and I have no doubt that in this case also a *modus vivendi* will be arrived at. When these agreements are come to, a Bill amending the Government Railways Act will be brought down and submitted to Parliament this session.

It will be necessary shortly to put in hand a number of important works of very considerable magnitude so that the railway may be in a position to meet the demands of the rapidly expanding business. It is proposed that a special Act be submitted with the various items scheduled, and authority given for a sufficient sum of money to be borrowed, the expenditure being spread over a term of years. The state of the money-market, however, precluded the idea of introducing the Bill this session, but if the market improves it will be introduced next session.

Another very important work that should be carried out on well-defined lines is the grade-improvements foreshadowed in last year's Railway Statement. Up to the present time that portion of this most important work that is in hand has been charged to the A.O.L. vote, but, as this provision is insufficient to meet the requirements and enable the work to be pushed on vigorously, it is hoped to deal with the matter comprehensively next session if the financial stringency is easier.

Another question that is bound to give any Minister of Railways great concern is the question of the percentage of working-expenses to earnings. In the tables given in this statement this will be found to be 67·07 per cent., an increase of 1·15 per cent. over last year, due no doubt to a large extent by the alteration of the classification by the Government Railways Act, 1911, and this will probably be still further increased during the current year by the alteration of the classified rates which will be necessary by the agreements with the First and Second Divisions mentioned above. This is, of course, unavoidable, as to give the employees a fair wage should be the desire of every Minister. The percentage of working-expenses to earnings is, however, so high in New Zealand as compared with the Australian States that other causes besides the increase of wages must be operating, which it will be my duty to investigate. In 1911 the following was the percentage in the different States :—

New Zealand	..	..	..	..	..	..	..	65·92
Victoria	..	..	..	..	..	..	..	61·10
New South Wales	..	..	..	..	..	..	..	61·09
Queensland	..	..	..	..	..	..	..	57·25
South Australia	..	..	..	..	..	..	..	60·66
Western Australia	..	..	..	..	..	..	..	65·95
Tasmania	..	..	..	..	..	..	..	77·55

Another problem which faces a new Minister is the disproportion of earnings of the two great lines of railways in the Dominion—the North Island main line and branches and the South Island main line and branches. The following table shows the differences, which are taken from Return 4 attached hereto :—

INTEREST ON COST OF CONSTRUCTION.

	f	s.	d.
North Island main line and branches
South Island main line and branches

NET REVENUE PER TRAIN-MILE.

	s.	d.
North Island main line and branches	2	10 $\frac{3}{4}$
South Island main line and branches	2	6 $\frac{1}{2}$

NET REVENUE PER AVERAGE MILE OPEN.

	£
North Island main line and branches	607
South Island main line and branches	303

If we compare these figures with those of 1909—which is the year connection was completed between Auckland and Wellington—we find that from that year to 1912 the following were the increases :—

INTEREST ON COST OF CONSTRUCTION, 1909–1912.

	£	s.	d.
North Island main line and branches	Increase	1	4
South Island main line and branches	Increase	0	15

NET REVENUE PER TRAIN-MILE, 1909–1912.

	d.
North Island main line and branches	Increase 9 $\frac{3}{4}$
South Island main line and branches	Increase 8 $\frac{3}{4}$

NET REVENUE PER AVERAGE MILE OPEN, 1909–1912.

	£
North Island main line and branches	Increase 185
South Island main line and branches	Increase 83

These tables show that, though there has been a small increase in the net revenue of the South Island Main Trunk line and branches during the period mentioned, it is not at all commensurate with the enormous increase in the revenue of the North Island main line and branches. Of course, the rapid increase of settlement and the activity consequent on opening up new country will account for a certain amount of the increases in the North Island; but the whole question requires investigation as to whether the results are due to circumstances over which the Department has no control or whether they are due to the management of the railways. In dealing with this matter, it is not in any way my intention to pit the North against the South, but I will be failing in my duty if I did not call honourable members' attention to the facts which I have mentioned. Unfortunately, the net revenue of the most profitable line in the Dominion, situated in the South Island—namely, the Westport Line—which last year returned £12 1s. 11d. per cent. on cost of construction, does not go to the Dominion, but goes as an endowment to the Westport Harbour Board under special Acts, and the Dominion at the same time is paying interest on the cost of construction.

Another matter which is engaging my serious attention is the number of accidents which occur to railway employees, especially shunters. Fortunately, during the last financial year the average of accidents, fatal and otherwise, was lower than usual, but there are still more than I think there should be. I have directed the General Manager to look closely into the conditions of shunting, and report as to whether it is possible, either by mechanical means or by a different system of handling the rolling-stock, to minimize the danger. On receipt of the report, I hope to be able to take such steps as will lead to a diminution of these accidents.

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 March, 1895.	31st March, 1912.	Increase.	Per Cent of Increase.
Passengers (number) ...	3,905,578	11,891,134	7,985,556	205
Season tickets " ...	28,623	236,957	208,334	728
Parcels " ...	444,981	1,190,907	745,926	168
Horses " ...	11,185	20,510	9,325	83
Carriages " ...	750	2,801	2,051	274
Dogs " ...	23,517	56,156	32,639	138
Drays " ...	705	2,904	2,199	312
Cattle " ...	40,890	207,546	166,656	407
Sheep " ...	1,519,921	5,454,443	3,934,522	259
Pigs " ...	43,292	147,268	103,976	240
Chaff, lime (tons) ...	36,972	191,794	154,822	419
Wool " ...	103,328	141,607	38,279	37
Firewood " ...	85,102	110,436	25,334	30
Timber " ...	198,578	718,414	519,836	262
Grain " ...	388,556	949,556	561,000	144
Merchandise " ...	377,938	811,166	433,228	115
Minerals " ...	857,917	2,676,783	1,818,866	212
Total tonnage ...	2,048,391	5,599,756	3,551,365	173
Total revenue ...	£1,150,851	£3,676,509	£2,525,658	219
Locomotives (number) ...	269	493	224	83
" tractive power (lb.)	1,756,178	5,976,376	4,220,198	240
Passenger-cars (number) ...	498	1,212	714	143
Passenger-cars, seating-accommodation ...	17,455	51,286	33,831	194
Brake-vans (number) ...	204	381	177	87
Sheep-wagons " ...	390	1,353	963	247
Total wagons, all classes (number) ...	8,264	18,140	9,876	120
Wagon carrying-capacity (tons)	50,861	148,713	97,852	192
Train-mileage run...	3,221,620	8,371,687	5,150,067	160

I confidently anticipate that the prosperity that has existed of late years will continue to manifest itself during the next financial year, and I estimate the revenue for the year ending the 31st March, 1913, at £3,745,000, and the expenditure at £2,546,600.

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

New Zealand Government Railways, Head Office.

Wellington, 27th June, 1912.

SIR,—

I have the honour to report upon the working of the open railways for the financial year ended the 31st March, 1912.

The capital cost has increased from £29,606,546 to £30,506,089. The revenue was £3,676,509 against £3,494,182. The expenditure for the year amounted to £2,465,896, against £2,303,272 last year. The rate of interest on the capital was £3 19s. 7d., as compared with £4 1s. 3d. for the preceding year. The revenue per train-mile was 8s. 9½d. and the expenditure 5s. 10½d., as compared with 8s. 6¾d. and 5s. 7¾d. respectively last year.

The following extensions were opened during the year:—

	M.	ch.
Kawakawa-Towai	20	50
Seddon-Ward	14	55
Waimahaka-Tokanui	8	26
Kioreroa-Onerahi	2	60
	46	31

The mileage added to the system was thus 46 miles 31 chains, making the total mileage open for traffic on the 31st March, 1912, 2,807 miles 56 chains, as against 2,761 miles 25 chains at the close of the previous year.

During the year 11,891,134 passengers were carried, yielding a revenue of £1,185,825; and 236,957 season tickets were issued, the revenue derived therefrom amounting to £133,289. There was thus an increase of 690,521 ordinary passengers and £81,530 revenue, and 14,853 season tickets and £14,172 revenue over the traffic carried under these heads during the previous year. 71,213 children and teachers and 63,612 adults travelled by school and factory excursions during the year, the revenue derived therefrom amounting to £9,703. 840,473 passengers travelled at holiday-excursion fares, yielding a revenue of £206,473.

The coaching and goods traffic has been well maintained during the year, and shows increases under all heads, with the exception of cattle, sheep, pigs, chaff, wool, and grain.

Increases.

Coaching.—Parcels, 72,546; horses, 373; carriages, 50; dogs, 3,394. Revenue, £9,545.

Goods.—Drays, 463; firewood, 1,036 tons; timber, 91,306 tons; merchandise, 2,723 tons; minerals, 21,533 tons. Total increase in goods and miscellaneous revenue, £77,080.

Decreases.

Goods.—Cattle and calves, 3,302 head; sheep, 456,848 head; pigs, 13,111 head; chaff, lime, &c., 6,752 tons; wool, 1,640 tons; grain, 63,743 tons.

Various additions and alterations were made in the train services during the year to meet the requirements of the traffic and to give greater facilities to the travelling public. These alterations involved a considerable increase in the train-mileage which was 230,612 miles greater than for the year ending 31st March, 1911.

The train accidents during the year have not been of a serious nature, and there was not an injury to a passenger as a direct result of a train accident.

Good progress was made in the work of equipping the lines with electric tablet, interlocking of points and signals, telegraph and telephone facilities, and fixed signals. The tablet system is now in operation on 1,389 miles of railway, and the electric lock-and-block system on 38 miles of track.

LOCOMOTIVE.

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

The engines, rolling-stock, plant, machinery, and appliances have been maintained in thoroughly efficient working-order, the details of work completed and in hand being as follows:—

Locomotives.—On the 1st April, 1911, there were 478 engines in service, and on the 31st March, 1912, there were 493 engines. Fourteen new engines were added to stock, and one engine was taken over from Department's sawmill. Of the new engines added to stock eight were built in the Government Railway workshops, and comprised four large tender engines, Class BA, and four heavy tank engines, Class Wg; six Class Ad 72-ton tender engines, four-cylinder "balanced compound" type, were completed under the contract with Messrs. A. and G. Price (Limited), of Thames. This completed their contract for ten Class Ad 72-ton tender engines.

In the Government Railway workshops to date ninety-seven engines have been built and twenty four old locomotives have been rebuilt to modern designs.

Six hundred and sixty-three locomotives passed through the workshops during the year, the details being as follows :—

Particulars.	Number and Type.						Total.
	Four-cylinder "Balanced-compound" Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Fairlies.		
					Single.	Double.	
Number passed through shops ...	59	209	363	8	21	3	663
Built new ...	...	4	4	...	...	...	8
Re-erected ...	...	...	5	...	...	...	5
Thoroughly overhauled ...	4	45	36	...	1	...	86
Heavy repairs ...	20	75	113	5	14	3	230
Light repairs ...	35	85	205	3	6	...	334
Painted and varnished ...	15	48	43	...	5	...	111
Touched up ...	14	67	38	...	6	...	125

Included in above are seven engines for the Public Works Department.

At the close of the year there were under construction in the Railway workshops forty-four locomotive engines, comprising six Class BA tender engines, ten Class X 94-ton tender engines, four-cylinder "balanced compound" type, and twenty-eight large tank engines.

During the year a contract was entered into with Messrs. A. and G. Price (Limited), of Thames, to construct ten Class AD 72-ton tender engines, so that altogether there were in hand at close of year fifty-four locomotive engines.

The new locomotives added, together with boiler renewals, increased the total tractive power by 251,251 lb., equal to 4.39 per cent. ; the new engines being built and boilers under construction will, when completed, still further largely augment the tractive power.

Boilers.—The work on new boilers, renewals, and boiler-repairs, has been kept well up to date. Thirteen new locomotive-boilers were constructed. The following statement shows the details of boiler-work :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Firebox.	New Firebox Tube-plates.	Boilers patched.
Boilers ...	328	13	133	182	95	17	6	9	111

Fifty-eight new boilers were under construction at the close of the year, comprising six Class BA one Class D, six Class F, four Class J, five Class R, two Class WD, twenty-four Class WG, and ten Class X.

Carriages.—The car stock on the 1st April, 1911, consisted of 1,166 cars, and the number on the 31st March, 1912, was 1,212 cars. Forty-eight new bogie cars were built and added to stock. Two old six-wheel cars were sold and written off, and are being replaced with standard bogie cars.

Satisfactory progress has been made with fitting up cars with lavatory accommodation, cushioned seats in second-class compartments, platform gates and gangways. All cars on all sections are being fitted with platform-gates and gangways with additional handrails.

Second-class cars on mail and express trains are being fitted with chair-seats, and this work will be completed during current financial year.

The following table shows details of car-work during year :—

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops ...	1,792	109	33	1,934
Built new ...	48	...	...	48
Converted ...	8	...	...	8
Thoroughly overhauled ...	2	...	...	2
Heavy repairs ...	842	13	5	860
Light repairs ...	892	96	28	1,016
Painted and varnished... ..	494	18	6	518
Touched up and revarnished ...	450	13	1	464

Fifty-three new bogie cars are under construction in Railway workshops.

Brake-vans.—The number of brake-vans on the line on the 1st April, 1911, was 373, and the number on the 31st March, 1912, was 381. Fifteen new bogie brake-vans were built, eight being additional stock, and seven to replace worn-out brake-vans which were written off.

The repairs, &c., to brake-vans were as follows:—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Brake-vans	602	15	244	343	165	150

Two bogie brake-vans are under construction.

Wagons.—The wagon stock on the 1st April, 1911, comprised 17,663 vehicles, and on the 31st March, 1912, the number was 18,140. Seventy-eight four-wheel wagons were written off the stock; fifty-four of these were converted to bogie wagons, twenty-three were broken up and replaced, one old wagon was sold and is being replaced. Five hundred and five wagons were built and added to stock, twenty-seven bogie wagons were converted from four-wheel wagons, and twenty-three wagons were built to replace a similar number written off.

The carrying-capacity of wagon stock was increased by 5,934 tons, equal to 4.16 per cent., or an equivalent of 989 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Converted.	Rebuilt.	Re-erected.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons	18,191	528	85	38	20	5,064	12,456	2,795	5,766

One thousand one hundred and thirty-one new wagons were under construction in Railway work shops, comprising thirty-one bogie and 1,100 four-wheel wagons.

Tarpaulins.—The stock of tarpaulins on the 1st April, 1911, was 13,232, and the number on the 31st March, 1912, was 13,955. Seven hundred and twenty-three new tarpaulins were made and added to stock; 1,269 worn-out tarpaulins were written off and replaced with a similar number of new tarpaulins.

The following table gives details of the work on tarpaulins for the year:—

Description.	Number passed through Shops.	Manufactured new.	Condemned, and replaced with New Tarpaulins.	Repaired.
Tarpaulins	17,625	723	1,269	15,633

There were 997 new tarpaulins in hand at close of the year.

Stationary Engines and Cranes.—The repairs and renewals were as follows:—

Description.	Number passed through Shops.	Built new.	Re-erected.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.			
								Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Boilers patched.
Hand-cranes	25	...	...	8	17	2	5	...	...	...	...
Steam-cranes	49	...	2	17	30	9	5	1	5	...	2
Stationary engines	16	...	...	...	...	...	...	4	12	1	7
Pile-drivers and hoisting-engines	9	...	...	2	7	1	...	...	4	1	...
Pneumatic cranes	8	8	...	...	...	8	...	...	...	...	...

Axles.—During the year 2,357 car, van, and wagon axles were replaced with modern steel axles: this number does not include new stock. The replacement of old iron axles with modern steel axles is now practically complete. The steel axles increase the carrying-capacity by 2 tons.

The work of raising sides and ends of high-sided wagons is being pushed through as quickly as practicable. This addition to these wagons enables full loads of coal to be carried, and increases the utility of this class of rolling-stock.

Westinghouse Brake.—All new engines and rolling-stock built for North and South Island Main Lines and Branches are equipped with the quick-acting Westinghouse brake before being placed in service. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch-gas works amounted to 8,609,720 cubic feet, costing 2s. 0-73d. per 100 cubic feet.

On sections not provided with Pintsch-gas arrangements have been made for lighting cars with acetylene-gas. The greater proportion of the cars have been so equipped, and it is estimated that all cars on the isolated sections will have this light during current year.

Motor-cars, Culverden-Hammer.—Cars in service have been kept in good and efficient working-order.

Steamers.—The Railway Department's steamers on Lake Wakatipu have been maintained in good order. A new steamer is in hand and at close of year was nearing completion.

Re-taring Wagons.—Whenever wagons are in workshops for repairs the tare-weight is checked and adjusted before wagon goes into service again; also, at intervals not exceeding twelve months, the tare-weight of all goods-wagons in service is checked and adjusted.

Cattle and Sheep Wagons.—The work of fitting grated floors to the older wagons has made good progress. All new live-stock wagons are fitted with grated floors before being placed in traffic. These grated floors are found to be of great assistance in carrying live-stock in good condition.

Renewals and Replacements.—During the year under review seven old worn-out four-wheel brake vans were written off and replaced with seven standard bogie brake vans, twenty-seven bogie wagons for coal and timber traffic were converted from fifty-four four-wheel wagons; also eight worn-out coal-hopper wagons, fifteen low-side wagons, and 1,269 worn-out tarpaulins were written off and replaced with new wagons and tarpaulins respectively. In accordance with the practice of the Department, the cost of the new bogie brake vans, conversions, new wagons, and new tarpaulins was debited to working-expenses.

Twelve new bogie cars are in hand (cost debited to working-expenses) for replacing two old cars sold and ten old cars, which will be written off when the new cars are completed.

Train Running and Mileage.—There has again been an increase in train-mileage. Compared with 1910-11 the increase for 1911-12 is 230,612 train-miles, or equal to 2-83 per cent., and 366,248 engine-miles, being equal to 3-35 per cent.

The following table 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.
1911-12	8,371,687	11,310,078	21-32	5-99	27-31
1910-11	8,141,075	10,943,830	20-50	5-31	25-81

The increased cost per train-mile has been mainly caused by the extra cost of fuel and wages.

MAINTENANCE.

Mr. J. Burnett, Chief Engineer, reports as follows :—

Permanent-way.—The track has been maintained in good condition. The following relaying has been done during the financial year :—

Main line, 53 lb. and 56 lb., relaid with 70 lb. steel material	Miles.	86½
Branch lines, 30 lb. and 40 lb., relaid with second-hand 53 lb., &c., steel material removed from main line		31½
Branch lines, 40 lb., relaid with new 55 lb. material		0½
Total relaying for the year		118½

A greater quantity of relaying would have been done but for the delay in obtaining supplies of material, due to strikes in England.

A number of sharp curves have been fitted with check-rails to lessen the wear on the outer rails. The use of second-hand rails for this purpose is calculated to double the life of the outer rails, and will thus effect saving.

Sleepers.—287,383 sleepers were put into the track during the year. The increasing difficulty in procuring supplies of native-timber sleepers renders the importation of Australian hardwood in large quantities absolutely necessary.

Slips and Floods.—Traffic on the Picton Section was stopped for several days owing to damage by floods, and considerable similar damage was done on the Midland (Canterbury) line.

Ballasting.—About 372,000 cubic yards of ballast has been used on the lines during the past year. A crushing plant has been installed at Ohingaiti, and a portable crushing plant provided in the Christchurch district.

Bridges, &c.—Bridge structures have been maintained in a safe condition. A number of timber bridges have been rebuilt in rolled-steel joists and steel girders.

Contracts have been let for the supply of steel girders for the reconstruction of two timber bridges in Auckland District, and for a new steel-girder bridge over the New North Road at Morningside (Auckland).

New steel viaduct, Tongahoe (Wanganui district), has been completed, and that at Manawapou (Wanganui district) is in hand, but is likely to be delayed by the recent strikes in England.

The work of renewing timber structures in steel has been continued, and, in view of the cost of and difficulty in procuring ironbark, must be largely extended.

The necessary strengthening of bridges to allow of running the heaviest locomotives from Wellington to Paekakariki will be finished this financial year.

Similar bridge-strengthening on the State Collieries Branch at Greymouth has been completed.

Locomotive Water-services.—Considerable improvements in the shape of additional storage and improved pumping-appliances have been made at a number of stations.

Fencing.—A large amount of new fencing has been erected in various places.

Wharves.—Extension of wharf, Nelson, is completed. New ferro-concrete wharf at Picton is well advanced, and will be completed during the present financial year. Port Chalmers wharves have required heavy repairs. The heavy repairs to Greymouth wharves have been completed. Additions to Lake Wakatipu wharves to accommodate the new steamer are in progress.

Buildings.—Removal of maintenance-works depots from Wellington to Kaiwarra and from Christchurch to Addington to make room for station-yard extensions has been in hand. The cost of these works, and of the reconstruction of other buildings to new designs, is being charged to working-expenses.

The Maintenance Branch store and workshop (known as "Chalmers Building") at Wellington, which was gutted by fire, has been restored and fitted up as a complete signal and electrical shop.

Miscellaneous Works.—Additions and improvements were carried out during the year amounting to £23,024, which was charged to working-expenses. The principal works were: Additions and improvements at Newmarket, Te Awamutu, Otorohanga, Waimiha, Ongarue, Kakahi, Rangataua, Hastings (part), Ormondville, Hukanui, Tokomaru, Picton, Christchurch, Addington (part), Waimate, Pleasant Point, Ranfurly (part), Pukerau, Waikiwi, and Centre Bush; additions to water-services at Mercer (part), Huntly (part), Ongarue, and Palmerston North; erection of verandahs at Te Awamutu, Waitara, Normanby, Waverley (part), Makotuku, St. Andrews, Woodlands, and Otira; new houses at Otekaieke and Otira; additions to houses at Kawakawa, Opuā, Rakaia, Morven, Omihi, Whitecliffs, Waiholā, and Mussel Bay; erection of weighbridges at Palmerston North, Foxton (part), Granity, and Westport (part); additions to stockyards at Hawera and Mangatera; Petone, drainage of workshops yard; Westport, additional office accommodation; Dunedin, trial well at engine-depot (part); Paeroa, removal of Stationmaster's house to new site; removal of houses from Hukerenui to Opuā and Whakapara; shifting cottages from Broken River to Staircase (completion); Manakau, level crossing; fire appliances in Addington and Invercargill Workshops; Dannevirke, goods-offices; Auckland, w.c. accommodation in goods-yard; Greymouth, additions to workshops; Wellington, installation of Reichel fire-alarm; Newmarket Workshops, additional ventilation; Longburn-Palmerston, fencing; social halls, Taihape (part), Wellington (completion), Wanganui, and Timaru (part); deviation of line near Mercer (part); Stoke, purchase of land for station-site and ballast-pit; goods-shed cranes, Te Awamutu and Ongarue; Woodville, purchase of house for Inspector of Permanent-way; Napier, drivers' room and new office for Locomotive Foreman; Invercargill, firebreak wall in goods-shed (part); Helensville, addition to engine-shed; fencing line between Kawakawa-Taumarere (part); Paekakariki, additions to refreshment-rooms (part); Hillside workshops, additional lighting; Thorndon, additions to goods-shed; Maitland, goods-shed (part); Paekakariki, new engine-depot (part); Hillside, additions to tool-shop; Ohaupo, purchase of house from Post and Telegraph Department; Dannevirke, purchase of land; Auckland, extension of Pintsch-gas works.

Additions to Open Lines.—The cost of these works, charged to capital, amounted to £144,716. The principal items were as follows:—

Signalling, interlocking, block-working, &c.; additions to station-buildings, station-yards, and sidings, Auckland (part), Quay Street, Auckland (part), Te Rapa (part), Mount Eden (part), Henderson, Motumaoho (part), Morrinsville (part), Te Kuiti (part), Eltham (part), Himatangi (part), Ikamatua, Pareora, Rangiora, Dunsandel (part), Oamaru, Darfield, Gore (part), and Perotti's.

Miscellaneous.—Additions to water-services at East Town, Thorndon, and Bluff; new houses at Te Rapa (part), Motumaoho (part), Stillwater, Poerua, Kaituna, Edievale, and Centre Bush (part); purchase of land at Wellington and Timaru; additions to workshops at Whangarei (part) and Petone (completion); extension of platforms at Auckland and Invercargill; extension of verandahs at Palmerston North and Invercargill; additions to goods-sheds, Rotorua, New Plymouth, Waitara (part), and Timaru; grade-improvements, Auckland-Mercer (part); Dunedin, completion of approaches to overbridge, Jetty Street; deviation, Ravensbourne (completion); Ashburton, overbridge; fencing North Island Main Line (completion), Tinwald-Hinds (completion), and South of Waitaki Bridge; Dunedin, engine-depot (part); Nelson, wharf-extension (completion); Picton, new wharf (part); Dannevirke, subway; Waimarino, engine-reversing triangle; Kaiwarra, lighting station, &c.; Lake Wakatipu, extension of wharves (part); Culverden, erection of 55 ft. turntable (part); Auckland, purchase of Globe gas engine, &c.; Wellington, culvert, Waterloo Quay; weighbridges, North Island Main Line and branches; Mercer, installation of aerogen gas.

Doubling and Improvement of Lines.—Hutt Road and Railway improvement: These works are practically completed. The road is being maintained by the Department and cost charged to the construction authority. The cost of construction and maintenance should now be apportioned among the local bodies affected and the maintenance taken over.

Dunedin-Mosgiel: Double-line working is now in operation between Dunedin and Abbotsford, and can be instituted for a mile further at any time. The progress of the Chain Hills Tunnel has been retarded by the difficult ground met with.

Grade-improvements.—Grade-easements on the North Island Main Trunk line, including new stations, Tuakau and Pukekohe, in connection therewith, have been in hand, a sum of about £22,000 having been spent on these works during the year. The deviation improving grades in connection with the new Manawapou (Wanganui district) Viaduct has been in hand and is approaching completion, which will, however, be hindered by delay (owing to English strikes) in connection with the viaduct contract.

Expenditure.—The cost of maintenance for the year was £735,546, equal to about £263 per mile of railway maintained. In addition to this, £226,045 has been spent on new works and works for other Government departments, public bodies, and private parties, making a total of £961,591. The increase in the cost of maintenance is mainly due to the carrying-out of improvements, such as the removal of the work-depots (Wellington and Christchurch), deviation of line (Mercer), new engine-depot at Paekakariki, rearrangement of yard (Waikiwi), and social halls for the use of workmen; and to the advance in the pay of the workmen.

Mileage.—On the 31st March, 1912, the mileage open for traffic was 2,807 miles 56 chains—46 miles 31 chains having been opened during the year.

Lands and Leases.—The following is a summary of the business under this head: Leases—Number of leases registered during year, 636; aggregate annual rental of same, £8,979; total number of leases current at 31st March, 1912, 4,022; aggregate annual rental of same, £30,641. Sidings—Number of siding agreements registered during year, 15; aggregate annual rental of same, £425; total number of siding agreements current at the 31st March, 1912, 340; aggregate annual rental of same, £6,462. Land—Total number of Proclamations issued taking or giving up land, 58; total amount of compensation paid during year for land taken, £22,887.

Staff.—Maintenance working-staff, 4,260 men: office staff, 123 men: total, 4,383 men.

SIGNAL AND ELECTRICAL.

Fixed Signals at Officered Stations.

During the past year twelve stations have been fitted with fixed semaphore signals—viz.; Green Hills, Ealing, Dromore, Bankside, Pleasant Point, Farndon, Otane, Hatuma, Matamau, Papatawa, Ashhurst, and Onerahi.

Total number of officered stations	423
Total number of officered stations equipped with fixed signals	215
Interlocked	75
	— 290
Still to equip	133

Interlocking of Points and Signals.

The electro-pneumatic installation at Dunedin has worked satisfactorily.

The following places have been signalled and interlocked: Mercer, Woolston, Weedons, Taihape, Linwood, Thorndon, and Washdyke; also tramway-crossings at Antigua Street, Christchurch, and Conon Street, Invercargill; Kioreroa Bridge (Whangarei); and the service siding at Pukekohe.

The interlocking has been added to and rearranged at Abbotsford, Green Island, Burnside, Timaru, Addington, Penrose, and Auckland.

The following sidings have been interlocked with the tablet system: Egmont Box Company's siding, Winiata; Lepperton ballast-pit, Lepperton; service siding at 34 m. 44 ch., Tuakau. The interlocking at Gore and Paeroa is in hand.

Total stations now interlocked, 75; tram-crossings, interlocked, 5; intermediate sidings interlocked with tablet, 16.

Expenditure for the year was—New works, £12,703 6s. 5d.; maintenance, £5,738 19s. 4d.

Block Working (Electric Tablet).

During the year fifty-four tablet instruments and eighty-five miles of line have been fitted and brought into operation, embracing the following sections: Rolleston to Washdyke, Onehunga to Onehunga Wharf. Waipiata and Paremata have also been installed as tablet stations. The equipment of the sections Waipukurau to Napier and Greymouth to Dunollie is in progress.

Total mileage now worked under tablet, 1,389 miles. Electric tablet instruments now in use, 708 at 299 stations.

Automatic tablet-exchangers have been installed at twenty-two additional stations: total now in use, 277.

Lock and Block.

The electric lock-and-block system for double-line working has been brought into operation between Christchurch and Heathcote, Templeton and Rolleston, and Burnside and Abbotsford.

Total mileage now equipped with lock-and-block apparatus, 38½ miles double line.

Electric lock-and-block instruments now in use, 74 at 34 stations.

Telegraph and Telephone Facilities.

There have been 345 miles of wire and 181 miles of poles erected and brought into use ; also various alterations and additions have been made to improve existing lines.

Forty-five telephones have been fixed and brought into use, twenty additional and seven extension connections have been made with the public telephone exchanges, and four Morse connections and eight electric bells have been brought into use. A number of old-pattern telephones have been replaced by new and modern ones. Totals now in use : Morse sets, 230 ; telephones, 1,211 ; miles wire, 5,640 ; miles poles, 2,096.

The work on the following lines is in progress : Riverton—Orepuki telephone line, Blenheim—Seddon telephone line, Mercer—Thames Morse line, Palmerston North—Wanganui Morse line. Greater facilities are still needed in some districts to meet the more pressing requirements.

Electric Lighting and Power Working.

Electric light has been installed in the signals at Thorndon and at Abbotsford, Green Island, and Kaiwarra stations and signals ; at Eketahuna and Outram stations ; New Plymouth engine-shed ; and additions at Lambton Station and the Signal and Electrical Workshops, Wellington. The installation of additional lighting at Petone Workshops, Dunedin engine-shed, and Auckland goods-shed is in hand.

The expenditure on electric block-working, telegraph and telephone facilities, and electric lighting for the year was :—

New works—	£	s.	d.
Electric tablet-working	4,697	5	4
Electric lock and block	1,618	17	6
Telephone and telegraph lines	1,906	16	6
Electric light	1,198	16	11
	£9,421	16	3
Maintenance—	£	s.	d.
Electric block-working and telegraph and telephone lines ..	8,064	4	2
Lines, &c., maintained by Post and Telegraph Department ..	2,917	0	6
Electric light	1,683	8	2
	£12,664	12	10
Public telephone-exchange connections	£2,406	18	4

The electrical work in connection with the electrification of overhead cranes in the locomotive workshops, Hillside and Petone, and the installation of a number of motors for driving machines at Hillside, have been carried out for the Locomotive Branch.

Instruments, &c.

Electric lock-and-block instruments, 74 ; tablet instruments, 708 ; Morse sets, 230 ; telephones, 1,211 ; signal-repeaters, 153 ; electric bells, 155 ; cells, 17,836 ; automatic tablet-exchangers, 277.

Number of lock-and-block stations, 34 ; number of tablet stations, 299 ; number of officered stations, 423 (lock-and-block and tablet stations shown as officered stations).

TRAFFIC.

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

Whangarei—Kawakawa Section.

Revenue, £36,463 ; increase, £4,236.

Passengers, live-stock, grain, and merchandise show good increases.

Kaihu Section.

Revenue, £4,024 ; decrease, £93.

Decrease general.

Gisborne Section.

Revenue, £16,498 ; increase, £2,307.

Increases occurred in all classes of traffic.

North Island Main Line and Branches.

Revenue, £1,877,610 ; increase, £135,367.

The principal items of traffic were :—

	Number.	Number.
Passengers	6,142,422 ; increase,	467,151
Season tickets	147,637 ; ,,	12,555
Parcels, &c.	576,561 ; ,,	50,082
Live-stock	2,832,598 ; decrease.	309,582
	Tons.	Tons.
Goods	1,667,952 ; increase.	55,899

The annual revenue per mile of railway rose from £1,614 18s. 10d. to £1,746 12s. 2d., an increase of £131 13s. 4d., and per train mile from 7s. 11½d. to 8s. 4d.

The variations of traffic in the different districts were approximately as follows :—

Auckland District.—Revenue, £760,342 ; increase, £89,557.

Passengers increased by 341,647. The principal increases were at Auckland (69,000), Avondale (37,000), Henderson (33,000), and Taumarunui (32,000). Season tickets increased by over 8,000.

Parcels increased by nearly 33,000, the largest increase being at Auckland.

Live-stock traffic shows a slight falling-off.

Timber increased by 12,000,000 ft., grain 13,000 tons, merchandise 11,400 tons, and minerals 23,000 tons. The increase of grain and merchandise tonnage was mainly at Auckland and Onehunga.

The increase of minerals was in local coal and road-metal.

Wanganui District.—Revenue, £409,551 ; increase, £28,078.

Passengers show an increase of 44,000, principally at the larger stations.

Parcels increased by nearly 8,000, distributed generally throughout the district.

In live-stock there was a considerable increase in cattle, but a very large decrease (118,000) in sheep.

There were increases in firewood, timber (9,000,000 ft.), grain, and merchandise, and decreases in wool and minerals.

There was an increase of 1,377 tons in butter and cheese shipped at New Plymouth and Patea.

Wellington District.—Revenue, £707,717 ; increase, £17,732.

Passengers show an increase of 82,000.

Season tickets show an increase of 4,042.

Parcels increased nearly 8,000.

There was a shrinkage of 160,000 in the sheep traffic. Goods traffic also declined. Timber decreased by 3,000,000 ft., and merchandise by 8,000 tons. The decrease in timber is due to failure of local supplies, and in merchandise to the falling-off in frozen-meat traffic.

Picton Section.

Revenue, £29,126 ; increase, £2,106.

Increases occurred in passengers, parcels, &c., timber, merchandise, and minerals, but there was a considerable decrease in sheep.

Nelson Section.

Revenue, £25,026 ; increase, £184.

There were slight increases in merchandise and minerals, but almost all other classes of traffic declined.

Westport Section.

Revenue, £118,053 ; increase, £1,604.

The principal increases are 1,000 tons of firewood, and 10,000 tons of coal.

Passengers decreased slightly.

Westland Section.

Revenue, £151,202 ; increase, £8,081.

There was a small decrease in passenger traffic.

Parcels and live-stock increased slightly.

The principal features of the goods traffic are an increase of 29,000 tons of timber, and a decrease of 22,000 tons of minerals. The mineral traffic was affected by the stoppage of work at two of the local mines.

South Island Main Line and Branches.

Revenue, £1,411,837 ; increase, £28,509.

The principal items were :—

	Number.	Number.
Passengers	4,708,410 ; increase.	179,048
Season tickets	81,537 ; „	3,023
Parcels, &c.	619,727 „	22,053
Live-stock	2,748,086 ; decrease	157,057
	Tons.	Tons.
Goods	2,247,870 ; „	33,218

The revenue per mile of railway rose from £1,037 2s. 6d. last year to £1,043 5s. for the year under review, but per train-mile remained the same as last year—viz., 8s. 9½d.

Christchurch District.—Revenue, £614,929 ; decrease, £3,166.

There was an increase of 70,000 in passengers, the chief contributing stations being Lyttelton, 13,000, and Christchurch, 19,000.

Parcels also increased.

Cattle increased slightly, but there was a shrinkage of 139,000 in sheep, and 7,000 in pigs. There were also shrinkages of 52,000 tons of grain and 19,000 tons of coal.

Dunedin District.—Revenue, £454,654 ; increase, £3,448.

There was an increase of 40,000 passengers.

Parcels also showed a large increase.

Live-stock showed a shrinkage of 2,000 cattle and 168,000 sheep.

Chaff, wool, merchandise, and minerals increased, but grain decreased by 13,000 tons.

Invercargill District.—Revenue, £342,254 ; increase, £28,227.

There was a large increase—over 70,000—in passengers.

Parcels traffic improved considerably.

Cattle show an increase of 2,200, and sheep 157,000. The sheep sent to Southland during the dry weather of the previous year were returned when feed became plentiful further north.

There was a decrease of about 12,000 tons of grain, but other classes of goods traffic show substantial improvement.

Lake Wakatipu Steamers.

Revenue, £6,669 ; increase, £26.

There was little variation of traffic.

Average Late Arrival of Trains, Year ended 31st March, 1912.

	Period ending													Average for Year in Minutes.
	Apr. 29.	May 27.	June 24.	July 22.	Aug. 19.	Sept. 16.	Oct. 14.	Nov. 11.	Dec. 9.	Jan. 6.	Feb. 3.	Mar. 2.	Mar. 31.	
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1912	6.48	2.96	2.65	2.47	1.66	0.68	1.05	1.01	0.84	3.45	1.95	2.14	1.65	2.29
Year ending 31st March, 1911	3.32	1.35	2.81	0.96	1.20	0.72	0.43	0.60	0.66	4.53	2.38	2.85	2.71	1.88
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1912	4.52	3.18	2.85	2.53	2.19	1.84	1.88	2.15	2.49	4.05	3.54	4.29	3.45	2.99
Year ending 31st March, 1911	4.03	3.09	3.17	1.57	1.72	1.44	1.67	2.02	2.43	3.74	3.41	4.28	3.91	2.80
<i>Suburban Trains.</i>														
Year ending 31st March, 1912	0.81	0.63	0.68	0.44	0.30	0.21	0.58	0.34	0.30	0.68	0.59	0.66	0.64	0.52
Year ending 31st March, 1911	0.98	0.59	0.92	0.67	0.40	0.32	0.36	0.34	0.31	0.65	0.61	0.51	0.47	0.54

STORES.

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

The value of stores (purchased under the railway vote) on hand at 31st March, 1912, at the various depots amounted to £252,079 11s. 9d., as against £222,844 3s. 11d. on the 31st March, 1911, an increase of £29,235 7s. 10d.

The value of the stores stock on hand on account of addition to open lines amounted to £17,266 18s. 5d. on the 31st March, 1912, as against £27,090 0s. 4d. on the 31st March, 1911, a decrease of £9,823 1s. 11d.

The total stock of stores on hand has therefore increased during the past year by £19,412 5s. 11d.

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 of Railways.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND
GOVERNMENT RAILWAYS, 1911-1912.

- No. 1. General Revenue Account.
2. General Expenditure Account.
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.
7. Expenditure under Vote " Additions to Open Lines " charged to Capital Account.
8. Return of Revenue received by Railway Department from other Government Departments.
9. Statement of Season Tickets issued.
10. Classified Maintenance Expenditure.
11. Return of Passenger Bookings at Excursion Fares.
12. Revenue and Expenditure of Stations.
13. Carriage and Wagon Stock, and Tarpaulins.
14. Locomotive Stock.
15. Comparative Statement of Mileage, Capital Cost, Earnings, and Expenditure on Colonial Railways.
16. Comparative Statement of Mileage, Capital Cost, Earnings, Expenditure, and Traffic, New Zealand Government Railways.
17. Stores Contracts.
18. Weighing-machines, Weighbridges, Traversers and Turntables, Cranes, &c., and Water-services.
19. Renewals of Rails.
20. Renewals and Removals of Sleepers.
21. Number of Stations and Private Sidings.
22. Mileage of Railways open for Traffic and under Maintenance.
23. Weights of Rails in various Lines.
24. Particulars of Private-siding Traffic.
25. Sleepers Laid and Removed each Year.
26. Number of Employees.
27. Accidents.
28. Locomotive Returns.
29. Traffic from Coal-mines, South Island Main Line and Branches.
30. Vessels Loaded and Discharged at Different Ports, South Island Main Line and Branches.
31. Mileage of Track, Main Line and Sidings, South Island Main Line and Branches.
32. Alterations and Additions in Scale of Charges.

RETURN NO. 1.

GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1912.

Dr.	£	s.	d.	£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1911	65,927	5	2	3,871,086	5	9
Revenue from passenger, parcels, and goods traffic, as per Return No. 5	3,676,509	6	1	204,990	1	0
				*3,666,096	4	9
				76,340	6	6
				£3,742,436	11	3
To Net payment to Public Account	3,666,096	4	9	2,465,895	13	7
Less Cash in hand, freights, &c., outstanding at stations, 1st April, 1911, as above	65,927	5	2	1,210,613	12	6
				£3,665,613	7	1
				14,177	3	1
				3,679,790	10	7
				19,694	5	10
				£3,666,096	4	9
Cash in hand, freights, &c., outstanding at stations, 31st March, 1912, as above	76,340	6	6	£3,676,509	6	1
				£3,676,509	6	1

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COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, &c., for the Year ended 31st March, 1912.

Dr.	£	s.	d.	£	s.	d.
To Balance brought forward, 1st April, 1911	14,177	3	1	205,472	18	3
Collections for refund	204,990	1	0	3,694	0	0
				£219,167	4	1
				£219,167	4	1

H. DAVIDSON, Chief Accountant.

RETURN NO. 3.
CLASSIFIED EXPENDITURE for the Year ended 31st March, 1912.

Sections.	Maintenance of Way and Works.					Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Total.		
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotive.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.								Total.	
WAGES AND SERVICES.																				
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Whangarei-Kawakawa ..	4,813 18 8	2,299 3 6	1,361 6 4	738 12 3	..	9,213 0 9	2,783 18 2	215 5 11	..	1,309 19 8	..	4,309 3 9	351 3 4	671 17 3	5,382 17 1	337 11 2	872 5 1	..	21,137 18 5	
Kaihu ..	1,127 1 3	118 3 4	194 18 11	..	..	1,440 3 6	428 4 1	26 13 1	..	277 14 1	..	732 11 3	114 7 3	167 10 1	1,000 19 3	37 2 6	280 6 0	..	3,772 19 10	
Gisborne ..	1,723 12 8	244 13 5	190 7 0	58 3 8	..	2,216 16 9	845 4 5	Cr. 184 15 4	..	726 18 6	..	1,387 7 7	252 10 2	282 6 8	1,656 16 7	150 18 10	402 13 2	..	6,349 9 9	
North Island Main Lines and Branches	144,153 9 5	58,131 0 10	24,415 7 5	7,185 18 1	..	233,885 15 9	134,378 10 4	12,389 5 1	..	51,556 7 5	..	198,324 2 10	25,663 2 7	34,333 3 10	265,957 15 2	17,332 17 0	32,528 14 3	..	808,025 11 5	
South Island Main Lines and Branches	131,779 2 5	39,573 14 9	22,919 10 6	4,229 13 8	..	198,502 1 4	106,461 5 1	7,847 14 4	..	36,161 3 10	..	150,470 3 3	17,356 8 3	26,837 16 5	259,808 17 8	13,061 4 0	25,234 11 5	..	691,271 2 4	
Westland ..	13,893 18 4	5,292 13 10	1,588 5 5	454 1 11	..	21,228 19 6	9,527 9 4	383 2 9	..	2,770 12 6	..	12,681 4 7	1,432 6 4	3,530 2 6	21,129 18 6	1,416 12 6	3,645 17 0	..	65,065 0 11	
Westport ..	5,178 17 0	2,166 3 1	1,010 13 5	407 0 5	..	8,762 13 11	6,312 18 9	312 18 10	..	1,516 9 5	..	8,142 7 0	485 12 5	4,571 14 8	14,301 12 2	1,111 15 8	2,801 10 10	..	40,177 6 8	
Nelson ..	4,394 8 9	1,968 12 11	340 17 6	..	..	6,703 19 2	1,772 14 4	97 13 6	..	465 0 0	..	2,335 7 10	489 3 11	238 15 3	6,124 18 8	232 1 8	766 7 9	..	16,890 14 3	
Picton ..	5,192 15 6	2,914 6 7	216 17 9	139 3 5	..	8,463 3 3	2,742 19 4	137 15 10	..	842 6 8	..	3,723 1 10	276 17 5	316 3 7	4,945 19 3	266 14 11	760 13 7	..	18,752 13 10	
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,276 11 8	4,276 11 8
Totals ..	312,257 4 0	112,708 12 3	52,238 4 3	13,212 13 5	..	490,416 13 11	265,253 3 10	21,225 14 0	..	95,626 12 1	..	382,105 9 11	46,421 11 8	70,949 10 3	580,309 14 4	33,946 18 3	67,292 19 1	4,276 11 8	1,675,719 9 1	
STORES.																				
Whangarei-Kawakawa ..	369 2 5	282 4 9	525 7 9	377 7 10	..	1,554 2 9	..	1,272 18 6	158 4 5	1,404 6 3	..	2,835 9 2	325 18 10	370 9 9	678 0 7	..	..	..	..	5,764 1 1
Kaihu ..	224 10 9	65 2 6	64 5 9	..	..	353 19 0	..	292 17 3	16 7 2	59 4 5	..	368 8 10	130 8 2	55 8 2	96 1 9	..	..	..	..	1,004 5 11
Gisborne ..	76 9 7	25 17 0	124 3 8	20 16 4	..	247 6 7	..	1,327 10 0	79 14 0	140 11 0	..	1,547 15 0	176 19 5	73 2 8	157 10 0	..	..	..	..	2,202 13 8
North Island Main Lines and Branches	73,602 5 0	20,599 10 9	17,170 1 6	5,523 10 8	..	116,895 7 11	..	155,863 16 9	9,555 6 0	30,919 18 7	..	196,339 1 4	16,808 17 8	17,595 16 3	23,992 1 11	..	..	..	..	371,631 5 1
South Island Main Lines and Branches	68,603 7 8	17,432 9 3	14,813 18 7	3,050 7 10	..	103,900 3 4	..	98,819 15 9	5,145 19 11	21,193 1 7	..	125,158 17 3	9,463 12 3	15,612 10 11	19,709 0 11	..	..	..	..	273,844 4 8
Westland ..	5,727 1 3	3,548 7 7	973 19 10	451 14 7	..	10,701 3 3	..	3,973 6 5	492 19 11	1,158 4 10	..	5,626 11 2	577 15 2	1,544 5 0	2,024 3 11	..	..	..	..	20,473 18 6
Westport ..	490 3 0	1,099 14 1	496 3 7	265 5 0	..	2,351 5 8	..	2,398 7 2	364 15 7	948 15 8	..	3,711 11 6	304 5 8	2,638 6 8	1,054 1 10	..	..	..	..	10,059 18 4
Nelson ..	1,208 17 11	492 11 3	259 1 2	..	..	1,960 10 4	..	1,600 3 8	113 16 9	238 12 1	..	1,952 12 6	332 2 4	81 1 9	554 10 3	..	..	..	..	4,880 17 2
Picton ..	1,149 13 11	667 6 8	176 16 10	96 12 0	..	2,090 9 5	..	2,544 7 4	155 3 2	406 6 9	..	3,105 17 3	425 16 5	326 1 10	299 18 10	..	..	..	..	6,248 17 9
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,601 13 7	1,601 13 7
Totals ..	151,451 11 6	44,213 3 10	34,603 18 8	9,785 14 3	..	240,054 8 3	..	268,095 2 11	16,082 6 11	56,469 1 2	..	340,646 11 0	28,545 15 11	38,297 17 0	48,565 10 0	..	..	..	1,601 13 7	697,711 15 9
MISCELLANEOUS.																				
Whangarei-Kawakawa ..	6 7 3	3 14 1	..	0 5 1	85 2 2	95 8 7	..	8 8 0	..	378 6 8	6 9 6	393 4 2	136 5 4	180 1 2	311 9 10	..	..	..	..	1,116 9 1
Kaihu ..	..	..	..	..	1 0 5	1 0 5	..	..	..	9 3 7	0 11 4	9 14 11	17 13 10	5 4 0	52 8 2	..	..	..	..	86 1 4
Gisborne ..	0 17 7	..	..	..	4 1 11	4 19 6	..	..	..	34 8 2	5 2 7	40 6 4	38 0 2	16 9 1	69 8 10	..	..	..	..	169 3 11
North Island Main Lines and Branches	347 16 1	222 9 0	19 6 9	19 14 2	2,333 15 1	2,943 1 1	..	161 3 1	..	10,577 3 9	775 16 5	11,514 3 3	5,349 10 2	7,411 10 7	17,632 2 7	..	..	..	..	44,850 7 8
South Island Main Lines and Branches	508 11 9	124 18 0	12 17 10	5 17 1	861 18 2	1,514 2 10	..	54 2 8	..	7,085 17 0	682 18 6	7,822 18 2	3,479 11 2	6,104 12 3	17,602 19 9	..	..	..	..	36,524 4 2
Westland ..	35 11 8	44 18 4	1 0 8	0 0 4	111 14 5	193 5 5	..	12 13 8	..	313 7 0	32 8 0	358 8 8	64 3 10	532 12 6	2,868 18 2	..	..	..	..	4,017 8 7
Westport ..	8 11 3	78 4 6	..	..	48 13 11	135 9 8	..	1 10 10	..	289 9 5	57 12 1	348 12 4	119 16 0	1,057 12 3	2,624 4 11	..	..	..	..	4,285 15 2
Nelson ..	14 1 1	19 9 1	..	..	65 8 4	98 18 6	..	4 14 3	..	85 15 3	3 11 9	94 1 3	123 1 10	73 1 11	300 0 10	..	..	..	..	689 13 4
Picton ..	2 17 5	0 12 11	..	..	84 15 5	88 5 9	..	..	..	92 4 9	16 18 1	109 2 10	62 6 4	52 10 5	294 12 5	..	..	..	..	606 17 9
Lake Wakatipu Steamers..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	118 7 9	118 7 9
Totals ..	924 14 1	494 5 11	33 5 3	25 16 8	3,596 9 10	5,074 11 9	..	243 8 1	..	18,865 15 7	1,581 8 3	20,690 11 11	9,390 17 8	15,433 14 2	41,756 5 6	..	..	118 7 9	..	92,464 8 9
Grand Totals ..	464,633 9 7	157,416 2 0	86,875 8 2	23,024 4 4	3,596 9 10	735,545 13 11	265,253 3 10	289,564 5 0	16,082 6 11	170,961 8 10	1,581 8 3	743,442 12 10	84,358 5 3	124,681 1 5	670,631 9 10	33,946 18 3	67,292 19 1	5,996 13 0	2,465,895 13 7	

RETURN No. 5.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1912.

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

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

H. DAVIDSON, Chief Accountant

RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, Rolling-stock, &c., to 31st March, 1912; Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines for Year ended same Date.

Section.	COST OF CONSTRUCTION, ETC.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Whangarei-Kawakawa	564,745	..	8,444	1 12 2
Kaibu	67,918	71,373	-839	..
Gisborne	203,596	8,534	7,776	3 16 5
North Island Main Lines and Branches	13,116,727	265,280	653,103	4 19 7
South Island Main Lines and Branches	13,277,297	531,495	410,198	3 2 0
Westland	1,709,057	369,930	61,646	3 12 2
Westport	525,251	541,304	63,530	12 1 11
Nelson	408,382	99,092	2,565	0 12 7
Picton	557,817	119,391	3,518	0 12 9
Lake Wakatipu steamer service	33,032	26,969	673	2 0 9
In suspense—				
Surveys, North Island .. .. .	..	30,009	..	..
Miscellaneous, North Island .. .. .	..	5,169	..	..
Surveys, South Island .. .. .	..	6,526	..	..
Miscellaneous, South Island .. .. .	..	5,168	..	..
P.W.D. stock of permanent-way .. .. .	..	102,850	..	..
W.R.D. stock of A.O.L. stores	17,267	..	..	..
W.R.D. Deposit Account for permanent-way material	25,000	..	..	..
	£30,506,089	£2,183,090	£1,210,614	£3 19 7
Total cost of opened and unopened lines at 31st March, 1912	£32,689,179		£1,210,614	£3 14 1

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, 18-5, the information regarding the last mentioned being furnished by the respective Boards. The rate of interest earned has been computed on cost proportionately to the time during which lines taken over by the Working Railways Department within the financial year were earning revenue, thus:—

Whangarei-Kawakawa Section—			
Towai-Kawakawa .. .. .	..	..	Opened for traffic 13th April, 1911.
Kioreroa-Onerahi .. .. .	..	..	" 2nd October, "
South Island Main Lines and Branches—			
Waimakaka-Tokonui .. .. .	..	..	" 20th September, "
Picton Section—			
Seddon-Ward .. .. .	..	..	" 15th April, "

H. DAVIDSON, Chief Accountant.

RETURN No. 7.

EXPENDITURE under Vote for ADDITIONS to OPEN LINES, charged to Capital Account, for the Year ended 31st March, 1912.

	Amount.		Total.	
	£	s. d.	£	s. d.
Material on hand at 31st March, 1911 .. .. .	..	..	27,090	0 4
Expenditure charged to Vote 95 by Treasury .. .. .	..	..	362,194	12 6
			389,284	12 10
Less material on hand at 31st March, 1912 .. .. .	..	..	17,266	18 5
Expenditure on Works, &c.—				
Way and Works Branch	144,715	14 11		
Locomotive Branch	227,301	19 6		
			372,017	14 5

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.		Total.	
		£	s. d.	£	s. d.
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	10,397	15 10		
	Additions to station buildings and extension of station yards, and other facilities	15,412	8 4		
	Reduction of grades and improvement of curves.. ..	18,903	13 9		
	Additional works, water services, &c., for Locomotive Branch	1,491	16 5		
	Purchase of land	1,678	3 0		
	Bridge-work	1,205	7 2		
	Electric lighting and gas-installations	1,203	11 7		
	Culvert, Waterloo Quay	5,500	0 0		
	Weighbridges	1,120	4 9		
	Additions to Workshops, Petone	3,689	11 5		
	Turntable and reversing-triangle	769	14 7		
	Signals and interlocking	8,143	15 0		
	Tablet-installation	1,590	13 6		
	Fixed signals	506	7 2		
Telegraphs and telephones	600	10 3			
Fencing	538	16 2			
			72,752	8 11	
Whangarei-Kawakawa ..	Additional works, water services, &c., for Locomotive Branch	1,109	15 10		
	Additions to station buildings	181	7 6		
			1,291	3 4	
Gisborne	Additional works for Locomotive Department .. .. .	..	..	149	12 8
Platon	New wharf	18,428	19 11		
	Fixed signals	194	4 6		
			18,623	4 5	
Nelson	Wharf-extension .. .. .	..	..	3,358	3 0
Westland	Sidings, &c.	347	7 10		
	Additions to station buildings	757	19 5		
	Additional dwellings	1,075	14 6		
			2,181	1 9	
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	3,538	4 6		
	Additions to station buildings and extension of station yards, and other facilities	6,127	8 6		
	Additional works, water services, &c., for Locomotive Branch	10,175	8 9		
	Additional dwellings	1,168	1 4		
	Purchase of land	6,062	11 2		
	Purchase of building, Christchurch	7,000	0 0		
	Bridge-work	542	16 10		
	Deviation, Dunedin-Ravensbourne	629	9 8		
	Weighbridge	147	19 0		
	Turntable	630	9 2		
	Signals and interlocking	4,347	2 2		
	Tablet-installation	2,702	1 5		
	Fixed signals	115	19 1		
	Lock and block installation	689	2 8		
Telegraphs and telephones	1,306	6 3			
Fencing	744	3 0			
			45,922	3 6	
Lake Wakatipu Service..	Extension of wharves.. .. .	..	..	437	17 4
			£144,715	14 11	

RETURN NO. 7—continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1911.	Number Complete on 31st March, 1912.	Number Incomplete on 31st March, 1912.	Expenditure in Year ended 31st March, 1912.
					£ s. d.
Wagons, four-wheel, 1907-1908 programme ..	G-7	5	5	..	100 8 11
Carriages, Class A, 1908-1909 programme ..	P-7	4	4	..	1,445 5 6
Brake-vans, Class F, 1908-1909 programme ..	Q-7	..	..	..	Cr. 662 19 11
Wagons, four-wheel, 1908-1909 programme ..	S-7	181	161	20	6,924 0 0
Carriages, Class A, 1909-1910 programme ..	X-7	32	32	..	21,802 19 11
Brake-vans, Class F, 1909-1910 programme ..	Y-7	6	6	..	1,334 10 9
Wagons, bogie, 1909-1910 programme ..	Z-7	12	..	12	1,509 2 10
Wagons, four-wheel, 1909-1910 programme ..	A-8	408	100	308	10,718 0 0
Locomotives, Class Wg ..	D-8	2	2	..	1,365 7 8
Locomotives, Class Ba ..	E-8	10	4	6	14,599 2 11
Locomotives, Class Ad (contract) ..	G-8	6	6	..	16,808 6 11
Carriages, Class A, 1910-1911 programme ..	J-8	17	10	7	11,630 5 0
Brake-vans, Class F, 1910-1911 programme ..	K-8	2	1	1	258 12 1
Wagons, bogie, 1910-1911 programme ..	L-8	14	12	2	3,883 11 3
Wagons, four-wheel, 1910-1911 programme ..	M-8	752	106	646	30,383 0 0
Pneumatic coaling-cranes ..	N-8	10	8	2	349 1 10
Locomotives, Class Wg ..	O-8	10	2	8	13,604 1 6
Tarpaulins, 1910-1911 programme ..	P-8	810	723	87	70 5 4
Carriages, Class A, 1911-12 programme ..	Q-8	33	2	31	9,358 16 9
Wagons, bogie, 1911-1912 programme ..	R-8	28	11	17	6,182 12 4
Wagons, four-wheel, 1911-1912 programme ..	S-8	168	84	84	12,976 19 7
Tarpaulins, 1911-1912 programme ..	T-8	910	..	910	2,987 17 8
Locomotives, Class Wg ..	U-8	20	..	20	3,648 3 9
Locomotives, Class X ..	V-8	10	..	10	3,109 7 8
Motor rail car ..	W-8	1	..	1	1,229 12 0
Locomotives, Class Ad (contract) ..	X-8	10	..	10	8,082 4 7
Steamer for Lake Wakatipu service ..	Y-8	1	..	1	16,158 10 0
Workshop machinery ..	..	..	..	..	27,494 18 8
Total ..					£227,301 19 6
Total locomotives ..		68	14	54	..
" carriages ..		86	48	38	..
" brake-vans ..		8	7	1	..
" wagons, bogie ..		54	23	31	..
" wagons, four-wheel ..		1,514	456	1,058	..
" tarpaulins ..		1,720	723	997	..

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1912.

	£	s.	d.	£	s.	d.
<i>Railway Capital Account:—</i>						
Straightening and doubling Wellington-Hutt Railway ..	1,634	19	10			
Charges and expenses of raising loan, as per Treasury-books ..		0	1	6		
				1,635	1	4
<i>For Recovery in terms of Act:—</i>						
New Hutt Road (including land for same) ..	6,069	10	9			
Charges and expenses of raising loan, as per Treasury-books ..		0	5	6		
				6,069	16	3
				£7,704	17	7

EXPENDITURE under the Railways Improvements Authorisation Act, 1904, charged to Capital Account for the Year ended 31st March, 1912.

	£	s.	d.
Dunedin-Mosgiel, duplication and deviation of line ..	51,428	2	5
Charges and expenses of raising loan, as per Treasury-books ..		0	10
	£51,428	12	11

H. DAVIDSON, Chief Accountant.

RETURN No. 8.

RETURN OF REVENUE RECEIVED BY RAILWAY DEPARTMENT FROM OTHER DEPARTMENTS OF THE
PUBLIC SERVICE FOR THE YEAR ENDED 31st MARCH, 1912.

Department.	Passengers.			Mails.			Goods.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Agriculture	2,663	10	0	..	..	..	1,292	11	11	3,956	1	11
Audit	250	0	0	..	..	..	0	2	0	250	2	0
Customs	154	3	11	..	..	..	0	12	8	154	16	7
Defence	7,068	9	10	..	..	..	1,710	18	7	8,779	8	5
Education	17,579	14	0	..	..	..	517	12	11	18,097	6	11
Electoral .. .. .	..	..	..	..	..	..	1	13	4	1	13	4
Government Printer .. .. .	..	..	..	..	..	..	187	10	5	187	10	5
Hospital and Charitable Aid	166	17	1	..	..	..	50	19	11	217	17	0
Internal Affairs	809	6	1	..	..	..	21	9	10	830	15	11
Junior Cadets	102	4	1	..	..	..	..	..	..	102	4	1
Justice	2,180	6	9	..	..	..	331	11	1	2,511	17	10
Labour	2,532	1	2	..	..	..	2	8	11	2,534	10	1
Lands, Survey, and Forests	1,621	6	11	..	..	..	324	2	8	1,945	9	7
Legislative	25	9	1	..	..	..	11	7	0	36	16	1
Marine, Machinery, and Fisheries	581	5	9	..	..	..	58	18	4	640	4	1
Mental Hospitals	100	1	10	..	..	..	1,416	16	1	1,516	17	11
Mines and State Coal-mines	399	10	1	..	..	..	32,559	0	8	32,958	10	9
Native	224	3	5	..	..	..	57	12	11	281	16	4
Police	2,501	9	2	..	..	..	421	3	7	2,922	12	9
Post and Telegraph	2,470	2	2	60,688	4	0	5,040	12	5	68,198	18	7
Public Health	677	16	8	..	..	..	66	13	11	744	10	7
Public Trustee	25	0	0	..	..	..	..	..	..	25	0	0
Public Works	1,617	18	7	..	..	..	24,084	9	3	25,702	7	10
Stamps and Deeds	55	4	2	..	..	..	..	..	..	55	4	2
State Advances	35	0	0	..	..	..	..	..	..	35	0	0
Tourist and Health Resorts	357	13	0	..	..	..	663	5	11	1,020	18	11
Totals	44,198	13	9	60,688	4	0	68,821	14	4	173,708	12	1

H. DAVIDSON, Chief Accountant.

RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31st MARCH, 1912.

Description.	Number.	Amount.		
		£	s.	d.
Travellers' tickets, all lines...	8	596	0	0
Travellers' tickets, North Island	30	1,582	0	0
Travellers' tickets, South Island	42	2,141	0	0
Reporters' tickets	106	1,054	1	11
Sectional tickets, North Island	333	10,148	9	6
Sectional tickets, South Island	322	9,606	2	9
Tourists' tickets, all lines	743	7,588	0	0
Tourists' tickets, North Island	4,943	30,537	0	0
Tourists' tickets, South Island	449	2,807	10	0
Fifty-trip commutation tickets (ordinary)	3,322	2,548	6	0
Fifty-trip commutation tickets (family)	2,046	3,236	1	6
School tickets	25,321	14,101	5	9
Twenty-trip commutation tickets	1,158	852	9	2
Twelve-trip workmen's tickets	49,076	7,309	2	0
Weekly workmen's tickets	129,524	13,074	17	3
All other season tickets	19,534	26,106	19	4
Totals	236,957	133,289	5	2

H. DAVIDSON, Chief Accountant.

RETURN NO. 10.

STATEMENT showing CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY and WORKS for the Year ended 31st March, 1912.

Classification of Work.	SECTIONS.												Total.							
	Whangarei-Kawakawa.		Kaiti.		Gisborne.		North Island Main Lines and Branches.		South Island Main Lines and Branches.		Westland.		Westport.		Nelson.		Picton.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
Track-surfacing	4,213	17 9	969	7 4	1,848	8 8	103,679	3 7	109,190	12 6	10,600	12 4	2,884	4 3	2,893	5 6	3,234	17 6	239,514	9 5
Track-renewals	312	5 11	269	0 4	Cr. 104	13 2	87,042	16 2	75,754	19 4	6,407	3 9	869	16 9	1,696	6 2	819	12 11	173,067	8 2
Ballasting	374	13 2	25	8 6	18	13 7	17,177	0 5	8,831	19 1	865	7 0	1,797	4 5	516	11 4	338	4 2	29,945	1 8
Banks, cuttings, ditches, tunnels	288	11 6	87	15 10	38	10 9	10,204	10 4	7,113	10 11	1,783	8 2	126	5 10	511	4 9	1,952	12 3	22,106	10 4
Bridges, culverts, drains	1,189	10 5	85	13 5	130	19 2	45,987	0 8	30,493	12 0	2,740	19 2	1,238	5 11	1,112	19 11	1,406	11 3	84,385	11 11
Fences, gates, cattle-stops, hedges	197	11 1	14	7 4	50	0 0	10,812	9 11	9,514	14 4	1,270	4 2	81	7 2	398	8 3	444	18 1	22,784	0 4
Roads, approaches, &c.	91	5 10	3	14 4	31	14 0	3,471	19 11	2,810	15 9	214	5 4	8	13 11	13	10 0	65	15 10	6,711	14 11
Water-services, signals, cranes, appliances	606	12 9	43	11 3	49	18 1	17,676	1 5	13,776	13 7	957	14 9	921	1 8	109	10 6	343	4 2	34,484	8 2
Wharves	500	2 3	35	19 6	7	19 2	1,005	8 8	535	6 4	3,702	16 4	1,094	13 0	846	4 7	1,321	16 10	9,050	6 8
Buildings	1,886	14 1	259	4 8	314	10 8	41,604	15 8	37,746	6 11	2,563	5 11	1,506	17 0	599	18 8	393	14 7	86,875	8 2
Miscellaneous	1,116	5 2	..	..	79	0 0	12,729	2 11	7,285	18 7	905	16 10	672	5 5	..	..	235	15 5	23,024	4 4
General charges	85	2 2	1	0 5	4	1 11	2,333	15 1	861	18 2	111	14 5	48	13 11	65	8 4	84	15 5	3,596	9 10
Totals	10,862	12 1	1,795	2 11	2,469	2 10	353,724	4 9	303,916	7 6	32,123	8 2	11,249	9 3	8,763	8 0	10,641	18 5	736,545	13 11
Rate per mile opened	193	6 3	105	12 0	107	7 0	329	1 0	224	11 5	227	16 7	362	17 10	182	11 5	224	4 5	263	9 3

H. DAVIDSON, Chief Accountant.

STATEMENT showing NUMBER OF PASSENGER TICKETS issued at CHEAP EXCURSION RATES for Year ending 31st March, 1912.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.					HOLIDAY EXCURSIONS.					GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.				
	Schools, Factories, and Friendly Soc'ns. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.	Number of Tickets.	Revenue.		
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.		£ s. d.		£ s. d.		
Whangarei-Kawakawa	477	29	98	604	39 1 7	438	6,208	6,646	825 3 11	7,250	864 5 6	7,250	864 5 6		
Kaihu	229	20	129	378	17 1 9	17	423	440	44 4 0	818	61 5 9	818	61 5 9		
Auckland	3,456	324	3,427	7,207	746 6 5	10,966	148,879	159,845	41,317 10 11	167,052	42,063 17 4	167,052	42,063 17 4		
Gisborne	902	46	229	1,177	53 1 3	284	9,044	9,328	674 15 9	10,505	727 17 0	10,505	727 17 0		
Wanganui	5,311	1,073	4,360	10,744	684 8 1	10,239	71,339	81,578	17,657 8 4	92,322	18,341 16 5	92,322	18,341 16 5		
Wellington-Napier	9,695	1,699	7,305	18,699	1,142 7 0	42,379	132,296	174,675	49,993 16 2	193,374	51,136 3 2	193,374	51,136 3 2		
Picton	812	79	458	1,349	57 15 8	1,781	9,553	11,334	1,292 15 4	12,683	1,350 11 0	12,683	1,350 11 0		
Nelson	2,477	414	707	3,598	146 5 1	1,717	6,714	8,431	808 18 9	12,029	955 3 10	12,029	955 3 10		
Westport	271	26	289	586	27 11 1	47	4,602	4,649	483 3 2	5,235	510 14 3	5,235	510 14 3		
Westland	4,435	447	5,458	10,340	862 8 9	2,154	20,299	22,453	3,239 3 5	32,793	4,101 12 2	32,793	4,101 12 2		
Christchurch	16,368	2,377	18,634	37,379	2,874 6 4	25,580	129,274	154,854	37,341 3 10	192,233	40,215 10 2	192,233	40,215 10 2		
Dunedin	9,633	1,046	14,360	25,039	1,532 19 9	32,446	91,627	124,073	34,955 14 6	149,112	36,488 14 3	149,112	36,488 14 3		
Invercargill	8,223	1,344	8,158	17,725	1,519 2 6	7,542	74,625	82,167	17,838 15 0	99,892	19,357 17 6	99,892	19,357 17 6		
Totals { 1912	62,289	8,924	63,612	134,825	9,702 15 3	135,590	704,883	840,473	206,472 13 1	975,298	216,175 8 4	975,298	216,175 8 4		
{ 1911	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,933 5 6	827,334	164,933 5 6		
Increase	...	...	...	...	214 0 8	28,382	128,632	157,014	51,028 2 2	147,964	51,242 2 10	147,964	51,242 2 10
Decrease	4,092	1,875	3,083	9,050	...	...	...	...	...	...	...	...	...
Total, year ending—	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	397,689	57,478 18 8	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	456,716	69,055 2 8		
31st March, 1897	39,963	5,898	35,064	80,425	5,569 18 1	66,012	383,569	449,581	80,822 8 0	530,006	86,392 6 2	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	574,173	91,010 7 2		
31st March, 1899	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3	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	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	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	691,157	109,329 19 9		
31st March, 1903	50,364	6,975	51,344	111,683	7,424 19 3	100,417	594,967	695,384	125,624 4 0	807,067	133,049 3 7	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	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	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	952,076	200,700 1 1		
31st March, 1907	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3	845,215	149,124 7 3		
31st March, 1908	55,199	9,266	52,579	117,044	7,641 5 10	128,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1	907,223	174,112 12 1		
31st March, 1909	53,917	7,811	53,677	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	979,243	219,098 2 5	979,243	219,098 2 5		
31st March, 1910	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,933 5 6	827,334	164,933 5 6		
31st March, 1911	62,289	8,924	63,612	134,825	9,702 15 3	135,590	704,883	840,473	206,472 13 1	975,298	216,175 8 4	975,298	216,175 8 4		

RETURN No. 12.

STATEMENT OF REVENUE AND EXPENDITURE OF EACH STATION FOR THE YEAR ended 31st March, 1912.

Main data table with columns for Stations, Revenue, and Expenditure. Includes sub-sections for 'OUTWARD' and 'INWARD' traffic. Columns include 'NUMBER OF TICKETS', 'Trucks of Lumber', 'Cattle', 'Calves', 'Sheep', 'Pigs', 'Bales of Wool', 'Trucks of Fire-wood', 'Timber', 'Grain', 'Merchandise', 'Minerals', 'Ordinary Passengers', 'Season Tickets', 'Parcels, &c.', 'Luggage, Mail, and Miscellaneous', 'Goods', 'Miscellaneous', 'Rents and Commission', 'Total Value Forwarded', and 'Stations'.

RETURN No. 12—continued. STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1912—continued.

Table with columns for Stations, Hours open, No. of Hands employed, Traffic Expenditure, and various revenue and expenditure categories under 'OUTWARD' and 'INWARD' sections. Includes sub-sections for NORTH ISLAND MAIN LINE & BRANCHES, WHANGAREI-KAWA-KAWA SECTION, KAIHU SECTION, and GISBORNE SECTION.

STATEMENT OF REVENUE AND EXPENDITURE OF EACH STATION FOR THE YEAR ENDED 31st MARCH, 1912—continued.

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

STATEMENT OF REVENUE AND EXPENDITURE OF each Station for the Year ended 31st March, 1912—continued.

Main data table with columns for Stations, No. of Hours open, No. of Hands employed, Traffic Expenditure, and various revenue and expenditure categories under 'OUTWARD' and 'INWARD' headings. Includes sub-sections for South Island Main Lines & Branches, Westland Section, Westport Section, Nelson Section, Picton Section, and Lake Wakatipu.

RETURN No. 13.

STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st March, 1912.

Description.	Class.	Whangarei.	Kaiti.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.											
Sleepers, bogie, 50 ft.	AA			8							8
First-class day-cars, bogie, 50 ft.	AA			13							13
Second-class cars, bogie, 50 ft.	AA			19							19
Refreshment-cars, bogie, 50 ft.	AA			6							6
Royal saloon, bogie, 50 ft.	AA			2							2
" " " 44 ft.	A					1					1
Gallery-cars, bogie, 44 ft.	A					5					5
Saloon, bogie, 44 ft.	A					1					1
" " 41 ft.	A			5		4					9
" " 39½ ft.	A			7		7					14
" " 37½ ft.	A			2							2
" " 35 ft.	A			1			2				3
Refreshment-cars, bogie, 54½ ft.	A			1							1
" " 47½ ft.	A					6					6
" " 44 ft.	A			5		1					6
Motor-train cars, bogie, 60 ft.	A			4							4
First-class, bogie, 52 ft.	A			5		1					6
" " 50 ft.	A			14							14
" " 47½ ft.	A			39		31					70
" " 45 ft.	A			11					1		12
" " 44 ft.	A			2		1					3
" " 42½ ft.	A					6					6
" " 30 ft.	B			1		6					7
" " 6-wheel	C					2					2
" " 4-wheel	D	2				2					4
Composite, bogie, 60 ft.	A			6							6
" " 50 ft.	A			11		1					12
" " 47½ ft.	A			99	2	30	8	1	2	2	144
" " 46 ft.	A					8					8
" " 45 ft.	A			8							8
" " 44 ft.	A	4		81		85	8	2	2	3	185
" " 42½ ft.	A			13		30					43
" " 39½ ft.	A			4		4		1	1	1	11
" " 30 ft.	B			20		20					40
" " 6-wheel	C	4	2		3	5	2				16
" " 4-wheel	D	2									2
Second-class, bogie, 52 ft.	A			13							13
" " 50 ft.	A			18		1					19
" " 47½ ft.	A			57		50	3	1			111
" " 46 ft.	A					4					4
" " 45 ft.	A			16							16
" " 44 ft.	A			82		100	8	3	2	3	198
" " 42½ ft.	A			1		8					9
" " 39½ ft.	A			8			3		1		12
" " 35 ft.	A			3							3
" " 30 ft.	B			3		12				1	16
" " 6-wheel	C	3	2		5	13	2		4		29
" " 4-wheel	D	4				6					10
Postal, bogie, 50 ft.	A			8		2					10
" " 44 ft.	A					4					4
" " 39½ ft.	A			2							2
" " 30 ft.	B					1					1
" " composite, 44 ft.	A			4							4
Totals..		19	4	602	10	508	36	8	12	13	1,212
WAGONS, ETC.											
Brakevans, 4-wheel	F	6	2	15	2	54	7	2	4	3	95
" " bogie	F	2		161	2	95	9	5	2	2	278
" " Fell	F			7			1				8
Horseboxes	G	2		108		81	6		1	2	200
Cattle	H	4		201	4	171	10	4	3	2	399
Sheep	J	2		664	20	506	7		5	24	1,228
Covered goods	K	9	1	206		322	20	5	6	3	572
Sleeping-vans	K			31		43	3	1	1		79
High sides	L	29	4	3,809	31	3,957	208	17	93	144	8,292
" " "	La			250		1,326					1,576
Wharf	Lb						45				45
Low sides	M	22	12	372	35	804	50	24	14	21	1,354
" " steel	Ma			140							140
Work-train	Mb			70		75					145
Timber	N	82	40	121		165	36	32	8		484
Iron hopper	O			50				99			149
Platform coal	P	104		29							133
Movable hopper	Q						495	532			1,027
Frozen-meat	W			120		65			15		200
Cool, insulated	X	2		175		11					188
" " ventilated	Xa	1		110		109				7	227
Work-train hopper	Y			23		25					48
" " "	Yb			148		83	20				251
High side, bogie	R		2	192		51	9				254
" " "	Rb			70		21					91
" " "	Rd			64							64
" " "	Rn			40							40
Carried forward ..		265	61	7,176	94	7,964	926	721	152	208	17,587

RETURN No. 13—continued.

STATEMENT of CARRIAGE and WAGON STOCK, &c.—continued.

Description.	Class.	Whangarei.		North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.		Westland.	Westport.	Nelson.	Picton.	Total.
		No.	Di- meter.			No.	Di- meter.					
WAGONS, ETC.—continued.												
Brought forward		265	61	7,176	94	7,964	926	721	152	208		17,587
Sheep, bogie	S			73		52						125
Cattle, "	T			49		21						70
Platform, "	U	3		206	8	61	28	2	2	4		314
Gas-storeholders, bogie	UA			6		6						12
Platform, "	UB			127		40	44					211
Horseboxes, "	UG			16		12						28
Frozen-meat, "	V			46		64						110
"	VB			20								20
Covered goods, "	Z			43		21						64
Totals..		268	61	7,762	102	8,241	998	723	154	212		18,521
TARPAULINS												
		60	24	5,580	75	7,539	265	42	130	240		13,955

RETURN No. 14

STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1912.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaiku.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.	
		Di- meter.	Stroke.	No.	Di- meter.	No.	Di- meter.											
		in.	in.	Ft.	in.	in.	in.											
A	Tender (4-cyl. balanced compound)	12 & 19	22	6	4	6	6	30½		20		7						27
A	Tender (simple)	17	26	6	4	6	6	30½				1						1
AD	Tender (4-cyl. balanced compound)	12 & 19	22	6	4	6	6	30½		10								10
B	Tender	16	22	8	3	6½	4	30½				8						8
BA	"	16	22	8	3	6½	4	26½				4						4
Bo	" (compound)	11½ & 19	20	8	3	7	2	28		1								1
C	Tank	9½	18	4	2	6½	2	18	1		3			2				6
D	"	9½	18	4	3	0½	2	18	1		9	1	15	1	1	1		29
E	" (articulated compound)	9½ & 16	18	12	3	0½	2	26½		1								1
F	"	10½	18	6	3	0½	2			2	24		37	5	2	1		71
FA	"	12	18	6	3	0½	2	24	2		5	1	5	1	2	2		20
G	"	10½	18	4	3	0½	4	21									4	4
H	" (Fell)	14	16	4	2	8	2	30			6							6
J	Tender	14	20	6	3	6½	2	24½		17		15						32
K	"	12	20	4	4	1½	4	30½			2		6					8
L	Tank	12	18	4	3	6½	6	26½		9		1						10
LA	"	12	18	4	3	9	4	26½					5					5
M	"	13	20	4	3	6½	6	28½		4								4
N	Tender	15	20	6	4	1½	4	28½		10								10
NA	"	15	20	6	4	1	4	30		2								2
NC	" (compound)	10 & 17	20	6	4	1	4	30		2								2
O	"	10 & 17	20	6	4	1	4	30		2								2
OA	" (compound)	15	18	8	3	0½	2	28½		6								6
OB	" (compound)	11 & 18	20	8	3	7	2	30		1								1
OB½	"	16	20	8	3	7	2	30		2								2
OC	" (compound)	11 & 18	20	8	3	7	2	30		1								1
P	"	15	20	8	3	5	2	26½		4		6						10
Q	"	16	22	6	4	1½	4	30			6		7					13
R	Single Fairlie	12½	16	6	3	0½	4	20½					7					7
S	"	13	16	6	3	0½	4	36½		10		8						18
T	Tender	15	18	8	3	0½	2	24½		4								4
U	"	16	20	6	4	6	4	30½				9						9
UA	"	16	20	6	4	1½	4	30				6						6
UB	"	16	20	6	4	1½	4	26½				20						20
UB	"	16	22	6	4	1½	4	30				2						2
UC	"	16	22	6	4	1½	4	30				10						10
UD	"	16½	22	6	4	10	4	28			2							2
V	"	15	20	6	4	1½	4	26½		3		10						13
W	Tank	14	20	6	3	0½	4	26½										2
WA	"	14	20	6	3	3½	4	28½		6	2		3					11
WB	"	14	20	6	3	3½	4	25	3		3		1	5				12
WD	"	14	20	6	3	3½	6	25		14		4						18
WE	"	16	22	6	3	6½	8	30½		2								2
WF	"	14	22	6	3	9	6	30½		22		16						38
WG	"	14	22	6	3	9	8	26½		12								12
WH	"	12	18	6	3	1	4	24½		3								3
WJ	"	17	20	8	3	7	2	30			1							1
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3	9	4	26										1
								30½		8								8
								26½										
Totals								7	2	239	4	201	18	11	4	7		493

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):—

Colonies	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population per Mile of Railway.	Cost per Head of Population.	Train-miles run.	Gross Earnings.	Earnings per Train-mile.	Working-expenses.	Working-expenses per Train-mile.	Profit on Working.	Net Earnings per Train-mile.	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.*	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.					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 Contingencies, &c.) per Cent. of Revenue.	£				
Victoria ..	87,884	1,327,065	3,505	Ft. in. 5 3	£ 44,121,767	£ 12,524,879	£ s. d. 33 4 11	£ 12,972,723	£ 4,896,210	d. 90·58	£ 2,991,673	d. 55·35	£ 1,904,537	d. 35·23	£ 4·32	61·10	£ s. d. 3 13	9,937,958,806	4,967,627	1,397	£ 854	£ 543	£ 229	£ 23·38	15·66	3·22	547	1,345	12,623	1911. 30 June.		
New South Wales ..	310,700	1,653,222	3,713	4 8½	50,971,894	13,554,445	30 16 7	17,006,697	6,042,205	85·27	3,691,061	52·09	2,351,144	33·18	4·67	61·09	3 13	160,919,628	10,355,565	1,627	994	633	218	24·99	16·02	2·36	903	1,186	17,112	"		
Queensland ..	668,224	605,043	3,868	3 6	25,898,841	6,696,156	42 16 1	9,367,279	2,730,430	70·00	1,563,119	40·00	1,167,311	30·00	4·51	57·25	4 10	314,790,654	3,028,659	719	412	307	132	15·50	15·70	1·11	501	568	10,063	"		
South Australia ..	903,690	450,000	1,676	{ 3 6 5 3 }	13,644,155	8,201,232	30 6 5	5,855,967	2,015,182	82·59	1,222,439	50·10	792,749	32·49	5·81	60·66	4 9	716,619,953	2,731,357	1,202	729	473	189	23·58	14·74	1·25	349	489	7,517	"		
Western Australia	975,876	289,466	2,286	3 6	12,019,927	5,258,127	41 10 6	4,963,107	1,844,419	89·19	1,216,477	58·82	627,942	30·37	5·22	65·95	6 7	614,828,603	2,788,203	807	532	275	119	28·70	17·19	1·85	323	369	7,734	"		
Tasmania ..	26,215	188,742	470	{ 3 6 5 6 }	4,079,831	8,675,402	21 12 4	1,041,051	277,916	64·06	215,530	49·68	62,386	14·38	1·52	77·55	1 9 5	1,682,386	346,186	582	451	131	137	19·50	19·52	3·86	79	178	1,687	"		
New Zealand ..	104,471	746,673	2,090	3	16,404,076	7,849,357	21 19 5	3,968,708	1,469,665	89·00	929,737	56·22	539,928	32·78	3·29	63·26	1 19 4	4,955,553	2,624,059	712	450	262	173	18·46	16·67	3·00	293	550	9,792	1899. 31 Mar.		
" ..	104,471	758,616	2,099	3 6	16,703,887	7,958,361	22 0 5	4,187,893	1,623,891	93·00	1,052,358	60·31	571,533	32·69	3·42	64·80	2 2 10	5,468,284	3,127,824	774	501	273	188	21·32	16·17	2·93	304	577	10,295	1900. 31 Mar.		
" ..	104,471	815,349	2,174	3 6	17,207,328	7,915,375	21 2 1	4,620,971	1,727,236	89·75	1,127,848	58·58	599,388	31·17	3·47	65·30	2 2 4	6,243,593	3,339,687	794	519	275	196	19·99	17·15	2·09	306	603	10,868	1901. 31 Mar.		
" ..	104,471	833,137	2,227	3 6	18,170,722	8,159,374	21 16 2	5,066,360	1,874,586	88·75	1,252,237	59·32	622,349	29·43	3·43	66·80	2 5 0	7,356,136	3,529,177	842	562	280	196	21·35	17·78	3·03	362	701	12,444	1902. 31 Mar.		
" ..	104,471	857,985	2,262	3 6	19,081,735	8,436,379	22 4 10	5,443,333	1,974,038	87·00	1,343,415	59·23	630,623	27·77	3·30	68·05	2 6 0	7,575,390	3,730,394	873	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	5,685,399	2,180,641	91·75	1,438,724	60·48	741,917	31·27	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	6,107,079	2,209,231	86·50	1,492,900	58·46	716,331	28·04	3·30	67·58	2 8 8	8,514,112	4,011,511	938	634	304	217	21·05	18·28	3·10	389	864	13,885	1905. 31 Mar.		
" ..	104,471	933,111	2,391	3 6	22,498,972	9,410,391	24 2 3	6,413,573	2,349,704	87·75	1,621,239	60·47	728,465	27·28	3·24	69·00	2 10 4	8,826,382	4,241,422	980	676	304	229	21·99	18·86	3·01	395	906	14,127	1906. 31 Mar.		
" ..	104,471	961,604	2,427	3 6	23,504,272	9,570,396	24 8 10	6,755,454	2,624,600	93·00	1,812,482	64·21	812,118	28·79	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.		
" ..	104,471	985,318	2,469	3	24,365,647	9,861,399	24 14 7	7,051,274	2,761,938	93·75	1,949,759	66·18	812,179	27·57	3·33	70·59	2 16 1	9,756,716	4,834,534	1,114	786	323	258	24·96	19·40	2·76	410	1,002	15,475	1908. 31 Mar.		
" ..	104,471	1,016,044	2,556	3 6	27,762,592	10,351,398	27 6 6	7,458,236	2,929,526	94·00	2,114,815	67·89	814,711	26·11	3·13	72·19	2 17 8	10,457,144	4,871,874	1,148	828	320	258	25·56	20·73	3·16	452	1,116	16,476	1909. 31 Mar.		
" ..	104,471	1,035,211	2,704	3 6	28,513,476	10,494,383	27 10 10	7,889,166	3,249,790	98·75	2,169,474	65·84	1,080,316	32·91	3·80	66·76	3 2 9	11,141,142	5,223,414	1,203	803	400	230	25·35	18·96	2·96	465	1,140	17,220	1910. 31 Mar.		
" ..	104,471	1,055,640	2,742	3 6	29,606,546	10,723,385	28 1 0	8,141,075	3,494,182	102·75	2,303,272	67·75	1,190,910	35·00	4·06	65·92	3 6 2	11,200,613	5,555,292	1,275	840	435	254	25·81	18·10	2·81	478	1,166	18,036	1911. 31 Mar.		
" ..	104,471	1,081,344	2,801	3 6	30,506,089	10,864,386	28 4 2	8,371,687	3,676,509	105·25	2,465,896	70·52	1,210,613	34·73	3·98	67·07	3 8 0	11,891,134	5,599,756	1,314	881	433	263	27·30	18·27	2·76	493	1,212	18,521	1912. 31 Mar.		

9—D. 2.

* The figures for passenger traffic in New Zealand are exclusive of season tickets.

RETURN No. 16.

RETURN showing the MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, and EXPENDITURE of the New Zealand Government Railways from 1883 to 31st March, 1912.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers.		Season Tickets.		Coaching.				Drays.	Cattle.	Sheep.	Pigs.	Lime Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
				No.	Revenue.	No.	Revenue.	Parcels.	Horses.	Carriages.	Dogs.																		Revenue.
		£		£	£	£	No.	No.	No.	No.	£	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	£	£	£	£	d.	
1882-83	1,358	10,478,998	2,785,685	3,283,378	362,106	8,621	308,620	9,850	975	22,716	34,658	928	27,605	421,671	27,799	11,810	51,703	75,740	197,231	367,428	350,823	510,088	1,564,823	518,330	29,496	8,757	953,347	82.00
1883-84	1,396	11,078,500	2,841,745	3,272,644	321,615	9,036	325,675	9,555	906	24,666	35,142	939	29,675	627,090	29,522	16,470	62,067	81,255	183,449	432,223	350,263	574,313	1,700,040	548,918	31,644	9,221	961,304	81.00
1884-85	1,477	11,810,194	2,882,422	3,282,886	348,628	8,999	313,047	10,358	793	24,020	35,592	756	32,738	666,522	30,268	17,030	68,523	86,670	178,909	414,590	365,623	618,511	1,749,856	611,504	23,160	10,422	1,045,712	87.00
1885-86	1,613	12,472,814	3,020,550	3,362,266	346,895	10,717	317,242	9,518	653	22,668	33,271	660	36,634	781,470	40,558	14,985	74,778	80,280	202,571	413,847	368,225	669,081	1,823,767	622,810	16,732	11,229	1,047,419	83.00
1886-87	1,727	13,017,567	3,008,949	3,426,403	339,255	11,821	341,634	9,165	689	21,598	33,749	597	37,435	856,431	48,151	22,110	82,963	73,040	175,581	345,254	329,227	719,579	1,747,754	581,350	14,893	12,523	998,768	79.50
1887-88	1,758	13,352,978	2,944,786	3,451,850	334,926	11,518	344,926	9,301	619	21,128	34,727	592	32,766	857,397	50,046	22,190	84,147	65,860	158,024	358,022	327,379	700,140	1,735,762	579,359	14,611	13,420	994,843	81.00
1888-89	1,777	13,472,837	2,796,007	3,132,803	305,632	11,817	370,707	8,378	650	19,971	34,101	547	29,426	842,840	47,126	24,335	78,203	67,045	160,399	447,027	356,732	786,690	1,920,431	610,488	15,663	13,915	997,615	85.50
1889-90	1,809	13,899,955	2,868,203	3,376,459	347,844	12,811	375,271	9,358	708	21,209	37,097	678	31,700	985,336	51,539	27,900	91,214	77,454	172,814	498,198	399,258	797,117	2,073,955	655,007	18,091	16,027	1,095,570	91.50
1890-91	1,842	14,278,586	2,894,776	3,433,629	333,122	13,881	380,319	9,790	757	22,965	38,997	582	35,209	1,258,471	54,684	29,800	87,701	73,650	153,078	528,683	385,020	828,079	2,086,011	690,779	20,718	17,615	1,121,701	93.00
1891-92	1,869	14,656,691	3,010,489	3,555,764	342,563	16,341	393,407	11,370	819	25,439	41,795	653	36,248	1,067,614	49,639	26,605	85,888	87,834	170,520	442,277	379,768	873,899	2,066,791	671,469	19,388	18,163	1,115,432	88.75
1892-93	1,886	14,733,120	3,002,174	3,759,044	367,594	16,504	420,610	12,993	921	26,780	44,801	796	33,597	1,321,046	38,814	34,314	96,841	88,186	168,910	523,637	397,411	884,031	2,193,390	707,786	18,830	19,486	1,181,522	94.50
1893-94	1,948	15,137,036	3,113,231	3,972,701	378,480	17,226	448,770	12,350	793	25,667	45,206	831	39,223	1,356,434	38,022	38,610	101,340	84,658	183,192	411,191	377,116	864,538	2,060,645	686,469	18,563	20,535	1,172,793	90.25
1894-95	1,993	15,352,613	3,221,620	3,905,578	360,243	28,623	444,981	11,185	750	23,517	43,270	705	40,890	1,519,921	43,292	36,972	108,328	85,102	198,578	388,556	377,938	857,917	2,048,391	683,726	17,265	21,441	1,150,851	85.75
1895-96	2,014	15,425,532	3,307,226	4,162,426	359,822	36,233	455,511	11,115	716	22,551	54,736	693	39,651	1,839,712	53,346	53,260	99,363	78,804	213,132	374,699	389,861	878,659	2,087,928	698,115	18,466	22,490	1,183,041	85.75
1896-97	2,018	15,577,392	3,409,218	4,439,387	378,684	48,069	489,825	11,347	778	22,891	58,084	841	35,909	1,964,110	52,327	60,542	98,958	80,014	257,825	433,888	415,448	1,032,252	2,368,927	774,163	20,225	23,526	1,286,158	90.50
1897-98	2,055	15,993,903	3,666,483	4,672,264	399,262	48,660	530,993	9,936	862	23,069	60,872	926	44,935	2,356,595	42,784	77,226	103,055	83,656	313,073	427,448	465,041	1,048,868	2,518,367	837,590	19,631	24,485	1,376,008	90.00
1898-99	2,090	16,404,076	3,968,708	4,955,553	438,367	55,027	589,372	10,348	998	24,963	66,418	1106	55,878	2,518,233	34,512	83,084	97,396	87,038	310,266	420,071	478,851	1,147,353	2,624,059	882,077	20,328	25,289	1,469,665	90.00
1899-1900	2,104	16,703,887	4,187,893	5,468,284	474,793	63,335	624,115	11,474	1159	27,066	68,488	1345	65,063	2,523,787	36,049	77,292	104,621	92,126	334,677	464,033	536,428	1,128,698	2,624,059	985,723	25,135	29,524	1,623,891	93.00
1900-1901	2,212	17,207,328	4,620,971	6,243,593	503,051	82,921	638,770	11,421	1336	30,658	72,712	1506	72,868	2,412,191	51,059	78,844	96,519	92,830	380,803	772,571	551,879	1,366,241	3,339,687	1,051,695	28,601	29,253	1,727,236	89.75
1901-1902	2,235	18,170,722	5,066,360	7,356,136	575,697	100,778	677,804	11,926	1506	30,404	79,561	1564	83,458	2,724,860	55,159	86,378	101,878	100,236	427,153	813,345	556,395	1,443,792	3,529,177	1,110,575	30,303	33,129	1,874,586	88.75
1902-1903	2,291	19,081,735	5,443,333	7,575,390	576,529	118,431	731,762	12,737	1646	34,202	87,273	1921	102,461	3,821,333	61,844	121,092	116,309	100,498	436,008	718,376	633,685	1,604,426	3,730,394	1,189,101	29,960	42,006	1,974,038	87.00
1903-1904	2,328	20,692,911	5,685,399	8,306,333	652,080	129,919	825,080	14,629	2056	36,816	110,151	2340	107,435	3,756,378	70,268	132,562	101,316	106,066	509,712	820,453	658,144	1,744,323	4,072,576	1,293,169	33,074	39,587	2,180,641	91.75
1904-1905	2,374	21,701,572	6,107,079	8,514,112	680,905	140,453	825,468	15,651	2228	38,592	115,051	2307	110,924	3,412,984	77,768	131,714	107,625	109,174	493,327	732,479	630,832	1,806,360	4,011,511	1,277,976	40,067	37,980	2,209,231	86.50
1905-1906	2,406	22,498,972	6,413,573	8,826,382	723,867	147,989	892,037	17,008	2376	40,097	142,642	2350	119,311	3,348,685	92,702	144,884	116,086	106,510	534,533	772,258	623,603	1,938,548	4,241,422	1,346,038	38,518	35,633	2,349,704	87.75
1906-1907	2,456	23,504,272	6,755,454	9,600,786	823,067	165,504	929,929	17,770	2440	42,081	151,913	2496	133,031	4,661,001	115,222	168,316	123,161	109,236	567,835	770,706	712,399	2,135,446	4,592,099	1,498,686	44,692	37,256	2,624,600	93.00
1907-1908	2,471	24,365,647	7,051,274	9,756,716	835,473	185,174	937,565	18,423	2829	47,766	176,876	2530	150,751	4,593,100	125,987	169,767	120,593	110,154	616,892	739,568	757,647	2,319,913	4,834,534	1,582,328	50,143	39,613	2,761,938	93.75
1908-1909	2,682	27,762,592	7,458,236	10,457,144	921,411	192,547	961,293	19,124	2550	50,798	187,040	2427	159,884	5,211,489	117,626	182,666	137,916	102,620	582,860	793,793	729,971	2,342,048	4,871,874	1,630,704	57,147	42,976	2,929,526	94.00
1909-1910	2,717	28,513,476	7,889,166	11,141,142	1,070,791	199,371	1,047,806	20,571	2532	51,235	192,585	2490	176,412	5,126,762	126,930	179,902	151,051	93,360	523,845	1,044,468	739,667	2,486,121	5,223,414	1,772,546	57,132	56,487	3,249,790	98.75
1910-1911	2,761	29,606,546	8,141,075	11,200,613	1,104,295	222,104	1,118,361	20,137	2751	52,762	193,789	2441	170,848	5,911,291	160,379	198,546	143,247	109,400	627,107	1,013,298	808,444	2,655,250	5,555,292	1,961,078	56,777	59,126	3,494,182	102.75
1911-1912	2,808	30,506,089	8,371,687	11,891,134	1,185,825	236,957	1,190,907	20,510	2801	56,156	203,334	2904	207,546	5,454,443	147,268	191,794	141,607	110,436	718,414	949,556	811,166	2,676,783	5,599,756	2,032,785	57,754	63,522	3,676,509	105.25

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way.				Locomotive Power.			Car		
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RETURN No. 17.

STATEMENT OF STORES CONTRACTS, &c., current during the Year ending 31st March, 1912.

Service.	Period.	Name of Contractor.	Rate.
Auckland—			
General stores	31/3/1914	Briscoe and Co. (Limited) ..	As per tender.
"	"	John Burns and Co. (Limited) ..	"
"	"	A. and T. Burt (Limited) ..	"
"	"	Ross and Glendining (Limited) ..	"
"	"	Sargood, Son, and Ewen (Limited) ..	"
"	"	Hardley and Hardley (Limited) ..	"
"	"	Kempthorne, Prosser, and Co. (Limited)	"
Benzine and benzoline	"	Vacuum Oil Company (Limited) ..	1/1½ and 1/6 per gal.
Bricks, red, ordinary	"	J. J. Craig (Limited) ..	46/6 per 1,000.
" hand-pressed	"	" ..	90/
Cement, New Zealand Portland ..	"	New Zealand Portland Cement Company	3/2 per cwt.
" smooth-on	"	S. D. Hanna and Son ..	1/9 per lb.
Coal-scuttles	"	Southern Cross Galvanized-iron Manu- facturing Company (Limited)	3/ and 3/3 each.
Drainpipes, stoneware	"	J. J. Craig (Limited) ..	As per tender.
Firebricks and fireclay, New Zealand	"	" ..	"
Gasolene	"	Vacuum Oil Company (Limited) ..	2/2 per gal.
Gum, core	"	Castendyk and Focke ..	27/6 per cwt.
Heaters, kerosene, 100 c.p. and 200 c.p.	"	Vacuum Oil Company (Limited) ..	15/ and 20/ each.
Hose-pipe, chrome-leather	"	S. D. Hanna and Son ..	As per tender.
Hoses, indiarubber, delivery and suction	"	Perdrian Rubber Company (Limited) ..	"
Indiarubber sheet, Reddaway's ..	"	A. R. Hislop ..	4/6 per lb.
" cloth-insertion	"	Perdrian Rubber Company (Limited) ..	1/6 "
Iron and steel	"	Briscoe and Co. (Limited) ..	As per tender.
Leather, green buffalo	"	McKerrow and Co. ..	1/2 and 1/4 per sq. ft.
" cowhide, &c.	"	Brace, Windle, Blythe, and Co. (Limited)	As per tender.
Lime, ordinary and hydraulic ..	"	J. J. Craig (Limited) ..	1/3 and 1/4 per bush.
Oil, kerosene, 150° test	"	Vacuum Oil Company (Limited) ..	10d. per gal.
Oil-feeders, Kaye's patent	"	R. Wood ..	As per tender.
Packing, Tuck's, and asbestos ..	"	John Chambers and Son (Limited) ..	1/3/ per lb.
" Harris's	"	" ..	1/8 "
Rendrock and oil	"	J. J. Craig (Limited) ..	9½d. "
Scrim, 72 in., No. 2	"	Castendyk and Focke ..	4½d. per yard.
Soda, acetate of	"	" ..	26/6 per cwt.
Steel, cast, all shapes	"	John Chambers and Son (Limited) ..	60/ "
Wellington—			
General stores	"	Briscoe and Co. (Limited) ..	As per tender.
"	"	E. W. Mills and Co. (Limited) ..	"
"	"	George Winder ..	"
"	"	T. Ballinger and Co. (Limited) ..	"
"	"	Ballinger Bros. ..	"
"	"	Smith and Smith (Limited) ..	"
"	"	Stewart Timber Company (Limited) ..	"
"	"	Kirkcaldie and Stains (Limited) ..	"
"	"	Kempthorne, Prosser, and Co. (Limited)	"
"	"	H. G. Anderson and Co. ..	"
"	"	John Chambers and Son (Limited) ..	"
"	"	A. and T. Burt (Limited) ..	"
"	"	Te Aro House Drapery Company (Li- mited) ..	"
"	"	Castendyk and Focke ..	"
"	"	R. and E. Tingey and Co. (Limited) ..	"
"	"	A. R. Hislop ..	"
"	"	Hutcheson, Wilson, and Co. (Limited)	"
Benzine and Benzoline	"	Vacuum Oil Company (Limited) ..	1/1½ and 1/6 per gal.
Bricks, red, ordinary	"	P. Hutson and Co. (Limited) ..	47/6 per 1,000.
" hand-pressed	"	" ..	90/
Cement, New Zealand Portland ..	"	Wilson's Portland Cement Company (Limited) ..	3/4 per cwt.
Drainpipes, stoneware	"	H. Hill (Limited) ..	As per tender.
Explosives	"	W. M. Balfatynne and Co. ..	"
Firebricks and fireclay, New Zealand	"	P. Hutson and Co. (Limited) ..	"
Gasolene	"	Vacuum Oil Company (Limited) ..	2/2 per gal.
Heaters, kerosene, 100 c.p. and 200 c.p.	"	" ..	15/ and 20/ each.
Hoses, indiarubber, delivery	"	A. R. Hislop ..	As per tender.
" and suction	"	Perdrian Rubber Company (Limited) ..	"
Iron, bar, plate, sheet, and hoop ..	"	Briscoe and Co. (Limited) ..	"
" galvanized corrugated	"	J. Lysaght (Limited) ..	"
Leather, buffalo, green	"	McKerrow and Co. ..	1/2 and 1/4 per sq. ft.
Lime, ordinary	"	J. J. Craig (Limited) ..	1/8 per bush.
" hydraulic	"	Wilson's Portland Cement Company (Limited) ..	1/9 "
Oil, kerosene, 150° test	"	Vacuum Oil Company (Limited) ..	10d. per gal.
Oil-feeders, Kaye's patent	"	R. Wood ..	As per tender.
Steel, cast, all shapes	"	John Chambers and Son (Limited) ..	60/ per cwt.
" double-shear	"	A. R. Hislop ..	60/ "
" mild, bar, plate, and sheet ..	"	Briscoe and Co. (Limited) ..	As per tender.
Thread and worsted	"	Sargood, Son, and Ewen (Limited) ..	"

RETURN NO. 17--*continued.*
STATEMENT OF STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
Christchurch—			
General stores	31/3/1914	Ashby, Bergh, and Co. (Limited) ..	As per tender.
"	"	Craddock, Orr, and Co. (Limited) ..	"
"	"	E. Reece and Sons (Limited) ..	"
"	"	Aitken, Roberts, and Barrett ..	"
"	"	Smith and Smith (Limited) ..	"
"	"	Archer and Halliburton ..	"
"	"	Ross and Glendining (Limited) ..	"
"	"	M. W. Stevenson and Co. ..	"
"	"	Kempthorne, Prosser, and Co. ..	"
"	"	Sargood, Son, and Ewen (Limited) ..	"
"	"	Dalgety and Co. (Limited) ..	"
"	"	Castendyk and Focke ..	"
"	"	John Chambers and Son (Limited) ..	"
"	"	A. and T. Burt (Limited) ..	"
"	"	Vacuum Oil Company (Limited) ..	1/1 $\frac{3}{4}$ and 1/6 per gal.
Benzine and benzoline	"	J. Brightling ..	40/ and 45/ per 1,000.
Bricks, red, ordinary	"	Christchurch Brick Company (Limited) ..	3/6 $\frac{1}{2}$ per cwt.
Cement, New Zealand Portland	"	Vacuum Oil Company (Limited) ..	15/ and 20/ each.
Heaters, kerosene, 100 c.p. and 200 c.p.	"		
Hoses, indiarubber, delivery and suction	"	Perdrian Rubber Company (Limited) ..	As per tender.
Iron, bar and plate	"	Andersons (Limited) ..	"
Leather, buffalo, green	"	McKerrow and Co. ..	1/2 and 1/4 per sq. ft.
Lime, ordinary	"	J. J. Craig (Limited) ..	1/1 $\frac{1}{2}$ per bush.
Oil, kerosene, 150° test	"	Vacuum Oil Company (Limited) ..	10 $\frac{1}{2}$ d. per gal.
Steel, cast, all shapes	"	John Chambers and Son (Limited) ..	65/ per cwt.
" mild, bar and plate	"	Andersons (Limited) ..	As per tender.
Dunedin—			
General stores	"	John Edmond ..	As per tender.
"	"	Briscoe and Co. (Limited) ..	"
"	"	J. Park and Co. ..	"
"	"	A. and T. Burt (Limited) ..	"
"	"	Thomson, Bridger, and Co. (Limited) ..	"
"	"	Kempthorne, Prosser, and Co. (Limited) ..	"
"	"	Bing, Harris, and Co. (Limited) ..	"
"	"	Ross and Glendining (Limited) ..	"
"	"	Smith and Smith (Limited) ..	"
"	"	Castendyk and Focke ..	"
"	"	John Chambers and Son (Limited) ..	"
"	"	Michaelis, Hallenstein, and Co. ..	"
"	"	J. and T. Christie ..	"
"	"	Paterson and Barr (Limited) ..	"
"	"	Andrew Lees ..	"
"	"	Drummond and Co. ..	"
"	"	H. F. Stevens ..	"
"	"	Sargood, Son, and Ewen (Limited) ..	"
"	"	Laidlaw and Gray ..	"
"	"	Ashby, Bergh, and Co. (Limited) ..	"
"	"	Craddock, Orr, and Co. (Limited) ..	"
"	"	E. Reece and Sons (Limited) ..	"
"	"	Aitken, Roberts, and Barrett ..	"
"	"	Vacuum Oil Company (Limited) ..	1/1 $\frac{3}{4}$ per gal.
Benzine	"	C. and W. Gore ..	35/ per 1,000.
Bricks, red, ordinary	"		60/
" hand-pressed	"		
Cement, New Zealand Portland	"	Milburn Lime and Cement Company (Limited) ..	3/4 per cwt.
Drainpipes, stoneware	"	P. McSkimming and Son. ..	As per tender.
Firebricks and fireclay	"		"
Gasolene	"	Vacuum Oil Company (Limited) ..	2/2 $\frac{1}{4}$ per gal.
Heaters, kerosene, 100 c.p. and 200 c.p.	"	" ..	15/ and 20/ each.
Hose, indiarubber, delivery and suction	"	Perdrian Rubber Company (Limited) ..	As per tender.
Indiarubber cloth-insertion	"		1/6 per lb.
Iron, galvanized, corrugated, and plain	"	J. Lysaght (Limited) ..	As per tender.
Leather, buffalo, green	"		
Lime, ordinary	"	McKerrow and Co. ..	1/2 and 1/4 per sq. ft.
" hydraulic	"	Milburn Lime and Cement Company (Limited) ..	10d. per bush.
Oil, Kerosene, 150° test	"	J. J. Craig (Limited) ..	1/8 "
Oil-feeders, Kaye's patent	"	Vacuum Oil Company (Limited) ..	10 $\frac{1}{2}$ d. per gal.
Steel, cast, all shapes	"	R. Wood ..	As per tender.
" mild, bar, and plate	"	John Chambers and Son (Limited) ..	68/ per cwt.
	"	Briscoe and Co. (Limited) ..	As per tender.
Invercargill—			
General stores	"	John Edmond ..	As per tender.
"	"	Briscoe and Co. (Limited) ..	"
"	"	Broad, Small, and Co. ..	"
"	"	A. and T. Burt (Limited) ..	"
"	"	New Zealand Hardware Company (Limited) ..	"
"	"	Ross and Glendining (Limited) ..	"
"	"	Bing, Harris, and Co. (Limited) ..	"

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

Service.	Period.	Name of Contractor.	Rate.
Invercargill—<i>continued.</i>			
General stores	31/3/1914	Sargood, Son, and Ewen (Limited) ..	As per tender.
"	"	Kempthorne, Prosser, and Co. (Limited)	"
"	"	John Chambers and Son (Limited) ..	"
"	"	Dalgety and Co. (Limited) ..	"
"	"	Laidlaw and Gray ..	"
"	"	J. Park and Co. ..	"
"	"	Smith and Smith (Limited) ..	"
"	"	J. and T. Christie ..	"
"	"	Ashby, Bergh, and Co. (Limited) ..	"
"	"	E. Reece and Sons (Limited) ..	"
"	"	Craddock, Orr, and Co. (Limited) ..	"
"	"	Aitken, Roberts, and Barrett ..	"
Benzine and benzoline	"	Vacuum Oil Company (Limited) ..	1/3½ and 1/7¾ per gal.
Bricks, red, ordinary	"	C. and W. Gore ..	35/ per 1,000.
" hand-pressed	"	" ..	60/ "
Cement, New Zealand Portland ..	"	J. E. Watson and Co. (Limited) ..	3/10½ per cwt.
Drainpipes, stoneware	"	T. Todd and Sons ..	As per tender.
Firebricks and fireclay, New Zealand	"	P. McSkimming and Son ..	"
Heaters, kerosene, 100 c.p. and 200 c.p.	"	Vacuum Oil Company (Limited) ..	15/ and 20/ each.
Hoses, indiarubber, delivery and suction	"	Perdrian Rubber Company (Limited) ..	"
Indiarubber, sheet and insertion ..	"	" ..	5/6 and 1/6 per lb.
Iron, bar	"	Broad, Small, and Co. (Limited) ..	As per tender.
" and plate	"	Briscoe and Co. (Limited) ..	"
" galvanized, corrugated	"	J. Lysaght (Limited) ..	"
Leather, buffalo, green	"	McKerrow and Co. ..	1/2 and 1/4 per sq. ft.
Lime, ordinary	"	J. E. Watson and Co. (Limited) ..	10d. per bush.
" hydraulic	"	" ..	1/10 "
Oil, kerosene, 150° test	"	Vacuum Oil Company (Limited) ..	11¼d. per gal.
Oil-feeders, Kaye's patent	"	R. Wood ..	As per tender.
Steel, cast, all shapes	"	John Chambers and Son (Limited) ..	68/ per cwt.
" mild, bar and plate	"	Briscoe and Co. (Limited) ..	As per tender.
Greymouth—			
General stores	"	D. McLean ..	"
"	"	Forsyth and McKay ..	"
"	"	Kempthorne, Prosser, and Co. (Limited)	"
"	"	Despatch Foundry Company (Limited)	"
"	"	E. M. Sheedy and Co. ..	"
"	"	Ross and Glendining (Limited) ..	"
"	"	Te Aro House Drapery Company (Limited)	"
"	"	W. Heinz ..	"
"	"	Griffen and Smith ..	"
"	"	Sargood, Son, and Ewen (Limited) ..	"
Benzine and benzoline	"	Vacuum Oil Company (Limited) ..	1/3½ and 1/8¼ per gal.
Cement, New Zealand Portland ..	"	Milburn Lime and Cement Company (Limited)	3/9 per cwt.
Heaters, kerosene, 100 c.p. and 200 c.p.	"	Vacuum Oil Company (Limited) ..	19/ and 24/ each.
Hoses, indiarubber, delivery and suction	"	Perdrian Rubber Company (Limited) ..	As per tender.
Indiarubber, sheet	"	E. M. Sheedy and Co. ..	3/3 per lb.
" cloth-insertion	"	Perdrian Rubber Company (Limited) ..	1/6 "
Lime, ordinary	"	Milburn Lime and Cement Company (Limited)	1/ per bush.
Oil-feeders, Kaye's patent	"	R. Wood ..	As per tender.
Soda, acetate of	"	Castendyk and Focke ..	30/ per cwt.
Westport—			
General stores	"	G. H. Gothard (Limited) ..	As per tender.
"	"	Martin and Co. ..	"
"	"	Baile and Co. ..	"
"	"	Te Aro House Drapery Company (Ltd.)	"
"	"	Ross and Glendining (Limited) ..	"
"	"	Taylor, Enwright (Limited) ..	"
"	"	Kempthorne, Prosser, and Co. (Limited)	"
"	"	Sargood, Son, and Ewen (Limited) ..	"
Benzine and benzoline	"	Vacuum Oil Company (Limited) ..	1/3½ and 1/8¼ per gal.
Explosives	"	W. M. Bannatyne and Co. (Limited) ..	As per tender.
Drainpipes, stoneware	"	J. J. Craig (Limited) ..	"
Heaters, kerosene, 100 c.p. and 200 c.p.	"	Vacuum Oil Company (Limited) ..	19/ and 24/ each.
Hoses, indiarubber, delivery and suction	"	Perdrian Rubber Company (Limited) ..	As per tender.
Indiarubber, cloth-insertion	"	" ..	1/6 per lb.
Oil, kerosene, 150° test	"	Vacuum Oil Company (Limited) ..	1/ per gal.
Oil-feeders, Kaye's patent	"	R. Wood ..	As per tender.
Soda, acetate of	"	Castendyk and Focke ..	30/ per cwt.
Nelson—			
General stores	"	Buxton and Co. (Limited) ..	As per tender.
"	"	Wilkins and Field Hardware Company (Limited)	"

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

Service.	Period.	Name of Contractor.	Rate.
Coal-supply—			
Whangarei	31/3/1912	Hikurangi Coal Company (Limited) ..	8/6 per ton.
Huntly	"	Taupiri Coal-mines (Limited) ..	10/6 "
Auckland	"	Westport Coal Company (Limited) ..	24/6 "
Onehunga	"	Westport-Stockton Coal Company (Limited)	24/9 "
New Plymouth	"	Westport Coal Company (Limited) ..	26/ "
"	"	Westport-Stockton Coal Company (Limited)	25/3 "
"	"	J. A. Redpath and Son ..	24/ "
"	"	Blackball Coal Company (Limited) ..	25/ "
Wanganui	"	Westport Coal Company (Limited) ..	26/6 "
"	"	Westport-Stockton Coal Company (Limited)	25/9 "
"	"	J. A. Redpath and Son ..	23/6 "
"	"	Blackball Coal Company (Limited) ..	25/ "
Foxton	"	Westport-Stockton Coal Company (Limited)	26/9 "
"	"	J. A. Redpath and Son ..	25/6 "
"	"	Blackball Coal Company (Limited) ..	26/ "
Wellington	"	Westport Coal Company (Limited) ..	22/6 "
"	"	Westport-Stockton Coal Company (Limited)	21/9 "
"	"	Blackball Coal Company (Limited) ..	21/ "
"	"	G. T. Hull and Co. . .	22/ "
"	"	Blackball Coal Company (Limited) ..	24/ "
Napier	"	Neale and Haddow ..	23/ "
Picton	"	" ..	21/ "
Nelson	"	Westport Coal Company (Limited) ..	23/6 "
Lyttelton	"	Westport-Stockton Coal Company (Limited)	22/9 "
"	"	Blackball Coal Company (Limited) ..	22/ "
"	"	" ..	23/ "
Timaru	"	" ..	24/ "
Oamaru	"	Westport-Stockton Coal Company (Limited)	24/3 "
"	"	Westport Coal Company (Limited) ..	24/6 "
Dunedin	"	Westport-Stockton Coal Company (Limited)	23/9 "
"	"	Bruce Railway and Coal Company ..	7/10 "
Milton	"	New Zealand Coal and Oil Company (Limited)	10/ "
Stirling	"	Westport Coal Company (Limited) ..	25/ "
Bluff	"	Nightcaps Coal Company (Limited) ..	8/4 "
Nightcaps	"	" ..	" "
Brooms and brushes—			
Auckland	31/3/1914	J. Trevethick	As per tender.
Wellington	"	C. Trevethick	" "
Christchurch	"	Otago Brush Company	" "
Dunedin	"	"	" "
Invercargill	"	"	" "
Painters' brushware	"	Bunting and Co. (Limited) ..	" "
Cartage at Auckland	31/3/1912	J. J. Craig (Limited)	" "
" Wellington	"	J. Keir	" "
Uniforms—			
Stationmasters'	31/3/1914	Bing, Harris, and Co. (Limited) ..	" "
Guards and porters	"	A. Levy	" "
Uniform caps—			
Stationmasters, summer	"	Ross and Glendining (Limited) ..	9/3 each.
" winter	"	"	9/9 "
Drivers and firemen, summer	"	"	3/4 "
" winter	"	"	4/4 "
Guards, summer	"	"	5/3 "
" winter	"	"	5/6 "
Porters, summer	"	"	3/6 "
" winter	"	"	3/9 "
White linen cap-covers	"	"	10½d. "
Rainproof cap-covers	"	"	2/ "
Varnish, Noble's and Hoare's—			
840 gallons best wearing body	31/3/1912	Mackerras and Hazlett (Limited) ..	17/6 per gal.
720 " hard body	"	"	17/ "
490 " carriage	"	"	12/6 "
450 " black Japan	"	"	12/ "
485 " gold-size	"	"	8/ "
Wire rope at Auckland, Wellington, Christchurch and Dunedin	31/3/1914	John Chambers and Son (Limited) ..	As per tender.

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

Service.	Period.	Name of Contractor.	Rate.
Linseed-oil—			
10,500 gallons double-boiled ..	31/3/1912	John Burns and Co. (Limited) ..	3/8½ per gal.
7,500 " raw ..	"	" " " " ..	3/7½ "
8,500 " double-boiled ..	"	Landale and Clark (Limited) ..	3/9½ "
6,000 " raw ..	"	" " " " ..	3/8½ "
Candles and Soap—			
North Island sections ..	31/3/1914	The Union Oil, Soap, and Candle Company (Limited)	As per tender.
South Island sections ..	"	McLeod Bros. (Limited) ..	"
300 hand-signal lamps ..	31/3/1912	A. and T. Burt (Limited) ..	10/6 each.
Oil, dark axle- ..	31/8/1912	James Service and Co. ..	10d. per gal.
" filtered, valve- ..	"	" " " " ..	1/9 "
" mineral colza ..	"	" " " " ..	9½d. "
" pale machinery- ..	"	" " " " ..	10d. "
Iron-castings—			
Greymouth ..	31/3/1912	Despatch Foundry Company (Limited)	11/ per cwt.
Westport ..	"	S. Riley and Sons ..	13/ "
Printing and stationery ..	31/3/1912	Government Printer ..	As per agreement.
Rope, New Zealand flax—			
North Island sections ..	31/3/1914	Donaghy's Rope and Twine Company (Limited)	As per tender.
South Island sections ..	"	Maddren Bros. ..	"
Copper, ingot- ..	31/3/1912	Noyes Bros. (Limited) ..	"
Disinfectants—			
Jeyes fluid ..	31/3/1914	A. C. Nottingham ..	5/ per gal.
" powder ..	"	" " " " ..	10/ per doz. 2 lb. tins.
Various ..	"	Kempthorne, Prosser, and Co. (Limited)	As per tender.
70,000 gallons castor oil ..	31/12/1911	Landale and Clark (Limited) ..	Calcutta rates.
70,000 " " ..	31/12/1912	" " " " ..	"
Native-timber supply—			
Invercargill ..	31/3/1912	Massey and Co. ..	As per tender.
" " " " ..	"	Southland Sawmilling Company ..	"
Dunedin ..	"	Massey and Co. ..	"
" " " " ..	"	Southland Sawmilling Company ..	"
Christchurch ..	"	Williams, Stephens, and Co. ..	"
" " " " ..	"	Riccarton Timber Company ..	"
North Island ..	"	Kakahi State Sawmills ..	"
Grey ironbark timber, hewn and sawn—			
Kaihu Section ..	2/8/1912	J. W. Wallace and Co. ..	30/ per 100 ft.
Whangarei " " ..	"	Fraser and Co. ..	32/ "
Auckland " " ..	"	" " " " ..	29/6 & 30/6 "
Ohakune " " ..	"	" " " " ..	30/ & 32/6 "
Wanganui " " ..	"	" " " " ..	31/6 & 35/6 "
Wellington-Napier " " ..	"	" " " " ..	30/ & 32/6 "
Gisborne " " ..	"	" " " " ..	31/ "
Christchurch " " ..	"	" " " " ..	30/ "
Dunedin " " ..	"	" " " " ..	30/ to 33/ "
Invercargill " " ..	"	" " " " ..	28/ "
Westland " " ..	"	" " " " ..	31/ "
Westport " " ..	"	" " " " ..	30/ "
Nelson " " ..	"	" " " " ..	32/6 "
Picton " " ..	"	Richardson, Blair, and McCabe (Limited)	27/6 & 33/6 "
Grey ironbark piles—			
Auckland Section ..	"	Fraser and Co. ..	2/10 per lin. ft.
Wanganui " " ..	"	" " " " ..	3/3 "
Wellington-Napier " " ..	"	" " " " ..	2/8 "
Christchurch " " ..	"	" " " " ..	2/11 "
Dunedin " " ..	"	" " " " ..	2/8 & 2/9 "
Invercargill " " ..	"	" " " " ..	2/8 & 2/9 "
Westland " " ..	"	" " " " ..	2/10 "
Grey ironbark, hewn and sawn—			
Auckland ..	31/3/1912	Fraser and Co. ..	26/ & 27/ per 100 ft.
Wanganui ..	"	Richardson, Blair, and McCabe (Limited)	28/ & 36/ "
Wellington ..	"	Fraser and Co. ..	26/ & 31/6 "
" " " " ..	"	Richardson, Blair, and McCabe (Limited)	29/6 to 36/ "
Christchurch ..	"	" " " " ..	28/6 to 36/ "
Invercargill ..	"	" " " " ..	23/6 "
Greymouth ..	"	Fraser and Co. ..	26/ to 31/6 "
Westport ..	"	" " " " ..	26/ to 32/6 "
Nelson ..	"	" " " " ..	29/ "
Picton ..	"	" " " " ..	26/ "

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

Service.	Period.	Name of Contractor.	Rate.
Brush-box, sawn—			
Pictou	31/3/1912	Fraser and Co.	24/ per 100 ft.
Greymouth	"	"	26/ "
Nelson	"	"	28/ "
Ironbark piles—			
Pictou	"	Fraser and Co.	2/8 & 2/9 per lin. ft.
Greymouth	"	"	2/7 "
Auckland	"	"	2/7 to 2/9 "
Sawn New South Wales hardwood—			
For Newmarket shops—			
Tallow-wood	30/11/1912	Richardson, Blair, and McCabe (Limited)	31/ per 100 ft.
For Petone shops—			
Ironbark	"	"	36/ "
Tallow-wood	"	"	31/6 "
Spotted-gum	"	"	29/10 "
For Eastown shops—			
Ironbark	"	"	33/ "
Spotted-gum	"	"	31/ "
For Addington shops—			
Tallow-wood	"	"	31/ ..
For Hillside shops—			
Ironbark	"	"	36/ "
Tallow-wood	"	"	31/6 "
Spotted-gum	"	"	29/10 "
For Invercargill shops—			
Tallow-wood	"	"	31/6 ..
Spotted-gum	"	"	29/10 "
Sawn New South Wales hardwood for loco. shops—			
Ironbark	31/3/1912	Samuel Brown (Limited)	29/6 per 100 ft.
Tallow-wood	"	"	26/6 "
Kaihu Section—			
7,690 totara sleepers	"	Settlers and mills in district.. .. .	3/6 each.
315 puriri	"	"	3/6 and 4/ each.
Whangarei Section—			
7,450 ft. puriri crossing-sleepers	"	T. M. Lane and Sons	21/ per 100 ft.
Auckland District—			
425 puriri sleepers	"	Settlers and mills in district.. .. .	4/ and 4/1 each.
12,060 ft. puriri crossing-sleepers	"	"	21/ per 100 ft.
20,150 powellized birch sleepers	"	New Zealand Powell Wood Process (Limited)	3/3 each.
70,310 ft. powellized birch crossing-sleepers	"	Ditto	17/6 per 100 ft.
Ohakune District—			
20,710 totara sleepers	"	Settlers and mills in district.. .. .	3/3 to 3/6 each.
26,970 powellized birch sleepers	"	New Zealand Powell Wood Process (Limited)	3/3 each.
82,930 ft. powellized birch crossing-sleepers	"	Ditto	17/6 per 100 ft.
Wellington District—			
430 ironbark sleepers	"	Richardson, Blair, and McCabe (Limited)	4/4 and 4/9 each.
2,720 ft. jarrah crossing-sleepers	"	Millar's W.A. Hardwood Company (Limited)	21/ per 100 ft.
Westport Section—			
5,320 silver-pine sleepers	"	Settlers and mills in district.. .. .	3/3 and 3/5 each.
10,000 ft. yellow - pine crossing-sleepers	"	"	21/ per 100 ft.
Westland Section—			
14,330 silver-pine sleepers	"	Settlers and mills in district.. .. .	3/3 to 3/5 each.
10,420 ft. silver-pine crossing-sleepers	"	"	19/ per 100 ft.
Christchurch District—			
24,330 ft. jarrah crossing-sleepers	"	Millar's W.A. Hardwood Company (Limited)	21/ per 100 ft.
Dunedin District—			
132,010 ft. jarrah crossing-sleepers	"	Millar's W.A. Hardwood Company (Limited)	21/ per 100 ft.
Invercargill District—			
67,230 sleepers for powellizing	"	Settlers and mills in district.. .. .	1/8 each.
4,836 New South Wales hardwood sleepers	"	Richardson, Blair, and McCabe (Limited)	3/9½ "
Jarrah sleepers, 7 ft. by 8 in. by 5 in.—			
25,000 at Auckland	"	The South-west Timber Hewers Co-operative Society (Limited)	4/1 each.
25,000 at Dunedin	"	Ditto	4/1 "
25,000 at Bluff	"	"	4/1 "
10,000 at Auckland	"	Millar's W.A. Hardwood Company (Limited)	4/3 each.
50,000 at Wellington	"	Ditto	4/2½ "
25,000 at Timaru	"	"	4/2½ "
15,000 at Dunedin	"	"	4/3 "

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

Service.	Period.	Name of Contractor.	Rate.
Auckland District—			
36,000 ft. kauri timber	31/3/1912	Merchants and mills in district ..	12/6 to 42/ per 100 ft.
Red-pine	"	"	10/ to 30/ "
Totara	"	"	13/ to 25/ "
Matai	"	"	15/6 "
Mangaio	"	"	20/ to 26/6 "
1,300 ft. oregon-pine timber	"	Merchants in district	18/6 to 33/6 "
223,170 ft. kauri	"	Dr. F. J. Rayner	11/ to 29/ "
214,550 ft. jarrah	"	Millar's W.A. Hardwood Company (Limited)	21/ to 28/ "
Ohakune District—			
Red-pine timber	"	Mills in district	11/ to 16/6 per 100 ft.
Red-birch	"	New Zealand Powell Wood Process (Limited)	7/6 to 15/ "
Powellized	"	Ditto	17/6 "
Wellington District—			
Red-pine timber	"	Merchants and mills in district ..	10/ to 24/ per 100 ft.
Totara	"	"	10/ to 23/ "
Matai	"	"	10/ to 18/6 "
293,270 ft. jarrah timber	"	Millar's W.A. Hardwood Company (Limited)	21/ to 28/ "
19,400 ft. kauri	"	Merchants in district	22/3 to 51/6 "
170,000 ft.	"	Dr. F. J. Rayner	13/ to 28/ "
Christchurch District—			
170,000 ft. kauri timber	"	Dr. F. J. Rayner	16/6 to 28/ per 100 ft.
10,260 ft.	"	Merchants in district	26/6 to 46/6 "
134,000 ft. jarrah	"	Millar's W.A. Hardwood Company (Ltd.)	21/ to 27/ "
24,300 ft. blue-gum	"	Williams, Stephens, and Co. ..	16/ to 21/ "
15,170 ft. moulding	"	"	6/ to 11/ "
8,700 ft. architraves	"	"	14/6 to 17/6 "
3,620 ft. skirting	"	"	14/ to 16/8 "
1,750 ft. yellow-pine	"	"	40/ "
2,620 ft. Oregon-pine	"	"	18/ to 22/ "
320 ft. Baltic-pine	"	A. Swanston	34/ "
5,300 ft. figured red-pine	"	Merchants in district	22/ to 42/9 "
2,350 ft. clear-pine	"	"	8½d. to 9½d. per ft.
750 ft. ash	"	"	85/ to 100/ per 100 ft.
Dunedin District—			
420,940 ft. jarrah timber	"	Millar's W.A. Hardwood Company (Ltd.)	21/ to 30/ per 100 ft.
6,413 ft. kauri	"	Merchants in district	20/ to 40/ "
21,110 ft. Oregon-pine	"	"	15/6 to 20/ "
26,530 ft. powellized	"	New Zealand Powell Wood Process (Ltd.)	14/ to 19/ "
470 ft. clear-pine	"	Union Steamship Company (Limited) ..	9d. per ft.
530 ft. hickory	"	Merchants in district	10d. and 1/ per ft.
19,860 jarrah droppers	"	Millar's W.A. Hardwood Company (Ltd.)	10/6 per 100.
Invercargill District—			
9,235 ft. red-birch timber	"	W. A. Grant	16/ to 20/ per 100 ft.
1,160 ft. deal	"	W. Smith and Co. (Limited)	35/ "
10,800 ft. moulding	"	Merchants in district	6/ to 12/ "
Westland Section—			
201,050 ft. red-pine timber	"	Mills and merchants in district ..	6/6 to 15/ per 100 ft.
33,790 ft. silver-pine	"	"	19/ to 23/ "
3,030 ft. white-pine	"	"	8/ "
8,075 ft. birch	"	"	8/ to 9/6 "
7,910 ft. moulding	"	"	7/ to 12/ "
Westport Section—			
87,870 ft. red-pine timber	"	Mills and merchants in district ..	10/ to 22/ per 100 ft.
4,540 ft. silver- and yellow-pine timber	"	"	21/ to 24/ "
5,390 ft. white-pine timber	"	"	10/ to 11/ "
1,590 ft. black-birch	"	"	14/ to 22/ "
Nelson Section—			
53,390 ft. red-pine timber	"	Merchants and mills in district ..	10/ to 21/6 per 100 ft.
4,850 ft. totara	"	"	20/ to 31/6 "
2,650 ft. white-pine	"	"	12/ to 15/6 "
2,740 ft. matai	"	"	18/ to 22/6 "
690 ft. birch	"	"	18/ "
300 ft. kauri	"	"	38/6 to 44/6 "
185 ft. Oregon-pine	"	"	20/ to 28/ "
170 ft. blue-gum	"	"	10/ "
325 ft. moulding	"	"	8/ "
Pictou Section—			
26,670 ft. white-pine timber	"	Merchants and mills in district ..	9/6 to 14/ per 100 ft.
2,130 ft. red-pine	"	"	14/6 to 21/6 "
220 ft. jarrah	"	"	28/ to 29/ "
Burmah teak timber—			
5,000 ft. at Auckland	"	Whiteman and Co.	5½d. per ft.
5,000 ft. at Wellington	"	"	5½d. "

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1912.

Description.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES—										
1 cwt.				1	1	..	..	..	..	2
1/2 " . . . . .				..	1	..	..	..	..	1
2 "				2	1	3	..	..	..	8
2 1/2 "		1		17	10	2	1	..	..	31
3 " . . . . .				..	12	..	..	..	..	13
3 1/2 " . . . . .				..	3	..	..	..	..	3
4 "				7	8	4	..	2	..	21
5 " . . . . .				..	1	..	..	..	..	1
6 " . . . . .				..	..	..	..	..	..	..
7 "	1			51	30	4	1	..	..	87
8 "	2			25	31	1	..	6	1	66
9 "		1	2	29	4	..	..	..	..	4
10 " . . . . .				..	1	..	..	..	..	1
11 "	1			10	9	..	..	..	..	20
12 "				13	8	..	..	..	..	21
13 "				2	3	..	..	..	..	5
14 "				48	61	11	..	..	3	126
15 "	3	1	1	14	32	..	2	2	..	52
16 "				5	9	..	..	..	..	14
17 " . . . . .				..	1	..	..	..	..	1
18 "				4	7	..	..	..	..	11
19 "				2	3	..	..	..	..	5
20 "				8	10	..	..	..	..	18
21 "		1	1	16	23	..	1	2	..	44
22 "				1	1	..	..	..	..	2
23 "				3	6	..	..	..	1	10
24 " . . . . .				..	..	..	..	..	..	..
25 "				4	11	..	..	..	..	15
26 " . . . . .				..	1	..	..	..	..	1
27 " . . . . .				..	2	..	..	..	..	2
28 "				4	2	..	..	..	..	6
29 " . . . . .				..	1	..	..	..	..	1
30 " . . . . .				..	1	..	..	..	..	1
31 " . . . . .				..	1	..	..	..	..	1
32 " . . . . .				..	1	..	..	..	..	1
33 " . . . . .				..	1	..	..	..	..	1
34 " . . . . .				..	1	..	..	..	..	1
35 " . . . . .				..	1	..	..	..	..	1
36 " . . . . .				..	1	..	..	..	..	1
37 " . . . . .				..	1	..	..	..	..	1
38 " . . . . .				..	1	..	..	..	..	1
39 " . . . . .				..	1	..	..	..	..	1
40 " . . . . .				..	1	..	..	..	..	1
Totals	8	4	4	266	355	29	6	12	5	689
WEIGHBRIDGES :—										
3 tons (cart) .. .				1	1	..	..	..	..	2
6 " . . . . .				..	1	..	..	..	..	1
7 " . . . . .				..	1	..	..	..	..	1
8 " . . . . .				..	1	..	..	..	..	1
10 " . . . . .				..	2	..	..	..	..	2
10 " (wagon) .. .				..	2	..	..	..	..	2
11 "				2	..	..	..	1	1	8
12 "				6	..	..	..	..	..	2
14 "				1	1	..	..	..	..	2
20 "	1		1	12	18	..	2	..	1	35
25 "				3	5	2	4	..	..	14
30 "				1	2	..	..	..	..	3
40 " . . . . .				..	1	..	..	..	..	1
Totals	1	..	1	26	35	2	6	1	2	74
TRAVERSERS										
				2	21	..	..	2	1	26
TURNTABLES :—										
43-feet (engine) .. .				..	1	..	..	..	..	1
50 "				21	27	2	..	..	..	50
55 "				9	13	..	..	..	..	22
12 " (wagon) .. .				..	3	..	..	..	..	3
13 "				8	32	..	..	1	..	41
14 "				4	8	1	..	1	..	14
Totals .. .. .	..	..	..	42	84	3	..	2	..	131

RETURN No. 18—continued.

STATEMENT of WEIGHING-MACHINES, &c.—continued.

Description.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
CRANES:—										
1-ton, stationary, hand	1	..	..	..	..	..	1
1 1/2 " " " "	1	..	..	..	..	1
1 " " " "	16	5	..	..	..	..	21
1 1/2 " " " "	45	20	3	..	3	3	74
2 " " " "	7	14	..	..	2	..	23
3 " " " "	2	..	..	..	..	2
4 " " " "	10	26	..	..	..	..	36
5 " " " "	5	3	..	..	..	8
7 " " " "	1	3	..	..	..	..	4
10 " " " "	4	4	..	..	..	..	8
15 " " " "	2	..	..	..	..	2
1 1/2 " " " hydraulic	1	..	..	..	..	1
8 " " " "	2	..	..	..	..	..	2
1 1/2 " " " travelling, overhead	2	..	2	..	..	..	2
1 " " " "	19	7	1	3	..	..	30
1 1/2 " " " "	1	..	..	..	..	..	1
2 " " " "	3	..	..	..	..	..	3
3 " " " " hand	1	..	..	..	..	..	1
3 " " " "	8	..	2	1	1	1	13
3 " " " "	2	..	..	..	..	2
5 " " " "	9	4	2	1	1	1	18
6 " " " "	1	..	..	..	..	1
8 " " " "	1	..	..	..	..	..	..	1
10 " " " "	1	2	..	..	..	..	3
1 1/2 " " " steam	2	..	..	..	..	2
2 " " " "	1	1	..	..	1	..	3
3 " " " "	1	5	..	..	..	1	7
5 " " " " ..	3	..	..	1	9	..	1	..	1	15
7 " " " "	2	3	1	..	..	..	6
7 1/2 " " " " ..	2	..	..	7	5	1	..	..	1	16
12 " " " "	1	..	..	..	..	1
15 " " " "	1	1	..	..	2
20 " " " "	3	..	..	3
Pile-driving and hoisting engines, steam	18	8	2	1	..	4	33
Totals	5	..	1	160	133	18	12	8	12	349
WATER-SERVICES:—										
Steam	1	..	5	11	3	1	..	..	21
Hand	1	2	4	49	83	4	..	1	5	149
Windmill	1	1	24	58	2	..	1	6	93
Hot-air	1	..	1	2	11	..	..	1	..	16
Hydraulic	29	26	2	..	..	..	57
Oil	1	..	1	31	16	2	..	..	..	51
Gravitation	7	2	1	62	46	15	6	3	..	142
Gas-engine	1	..	..	..	..	..	1
Totals	10	6	8	203	251	28	7	6	11	530

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1912

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID:—										
55 lb. steel	330	..	..	..	..	330
56 " " " "	91	..	..	..	..	..	91
70 " " " "	13,391	7,830	806	129	..	..	22,156
Totals	13,482	8,160	806	129	..	..	22,577

RETURN No. 20.

STATEMENT OF SLEEPERS RELAI'D and REMOVED during the Year ending 31st March, 1912.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAI'D :—										
Totara	594	464	23,073	78	..	..	..	..	5	24,214
Jarrah	90	..	64,636	..	84,345	6	..	292	181	149,550
Silver-pine	2	..	2	..	5,635	10,234	..	2,086	2,723	20,682
Puriri	389	..	336	..	..	..	..	..	..	725
Creosoted .. .. .	..	..	10,226	..	10	..	..	..	..	10,236
Ironbark .. .. .	..	..	1,378	..	898	774	130	..	82	3,262
Powellized .. .. .	..	..	39,887	..	33,711	..	..	..	70	73,668
Kauri	30	..	..	..	..	..	..	..	..	30
Birch .. .. .	..	..	..	..	5,016	..	..	..	..	5,016
Total.. .. .	1,105	464	139,538	78	129,615	11,014	130	2,378	3,061	287,383
SLEEPERS REMOVED :—										
Matai .. .. .	..	..	97	..	16,905	..	..	3	..	17,005
Totara	212	127	86,865	78	32,020	..	..	27	63	119,392
Birch .. .. .	..	..	130	..	9,519	1,385	..	375	2,528	13,937
Jarrah .. .. .	..	..	11,321	..	10,332	..	..	7	..	21,660
Silver-pine	99	..	2,417	..	24,497	7,649	130	1,422	444	36,658
Puriri	568	..	31,309	..	6,988	..	..	320	..	39,185
Creosoted .. .. .	..	..	1,185	..	16,815	..	..	..	..	18,000
Ironbark .. .. .	..	..	1,100	..	408	..	..	..	..	1,508
Grey-gum .. .. .	..	..	28	..	605	..	..	..	..	633
Kauri	216	337	266	..	29	..	..	..	..	848
Maire .. .. .	..	..	17	..	..	..	..	..	..	17
Blue-gum .. .. .	..	..	3,794	..	258	..	..	..	..	4,052
Rimu .. .. .	..	..	37	..	..	..	..	..	..	37
Kamai .. .. .	..	..	..	..	493	..	..	..	..	493
Powellized .. .. .	..	..	161	..	..	..	..	..	..	161
Total	1,095	464	138,727	78	118,869	9,034	130	2,154	3,035	273,586

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1912.

Sections.	Miles chains.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Whangarei-Kawakawa	57 72	23	2	4	6
Kaihu	17 15	9	..	2	2
Gisborne	23 51	12	2	2	4
North Island Main Line and Branches	1,083 12	386	72	51	123
South Island Main Line and Branches	1,358 42	509	143	27	170
Westland	141 13	65	23	8	31
Westport	30 17	16	4	..	4
Nelson	47 55	20	3	1	4
Picton	48 19	20	4	1	5
Totals	2,807 56	1,060	253	96	349

RETURN NO. 22.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1912.

Section.	Mileage open for Traffic on 31st March, 1911.		Additional Lengths opened during Year.			Length closed during Year.		Net Addition to Mileage opened for Traffic.		Net Addition to Mileage under Maintenance.		Total Mileage open for Traffic on 31st March, 1912.		Equivalent Total Mileage maintained during Financial Year ended 31st March, 1912.	
	M. ch.		Line opened.	Date of Opening.	Length opened.	M. ch.	Length.	M. ch.		M. ch.		M. ch.		M. ch.	
Whangarei-Kawakawa ..	34	42	Kawakawa-Towai	12th April, 1911 ..	20	50	..	23	30	21	29	57	72	55	71
Kaihu ..	17	15	Kiororo-Onerahi	2nd October, 1911 ..	2	60	..	..	..	..	..	17	15	17	15
North Island Main Line and Branches	1,083	12	..	..	..	..	..	..	..	..	..	1,083	12	1,083	12
Gisborne ..	23	51	..	..	..	..	..	..	..	..	..	23	51	23	51
South Island Main Line and Branches	1,347	72	Waimahaka-Tokonui	20th September, '11 ..	8	26	..	8	26	4	33	1,356	18	1,352	25
Ditto, Private Line—Nightsaps Branch	2	24	..	..	..	..	..	..	..	..	..	2	24	2	24
Westland ..	141	13	..	..	..	..	..	..	..	..	..	141	13	141	13
Westport ..	30	17	..	..	..	..	..	..	..	..	..	30	17	30	17
Nelson ..	47	55	..	..	..	..	..	..	..	..	..	47	55	47	55
Pictou ..	33	44	Seddon-Ward ..	13th April, 1911 ..	14	55	..	14	55	14	16	48	19	47	60
Totals ..	2,761	25	..	..	46	31	..	46	31	39	78	2,807	56	2,801	23

RETURN NO. 23.
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1912.

Line.	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.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 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.	M. ch.
Whangarei-Kawakawa Section—														
Onerahi-Opua														57 72
Kaihu Section—														17 15
Dargaville-Kaihu														425 77
North Island Main Line and Branches—														72 53
Auckland-Wellington..														2 59
Newmarket-Te Hana			0 10											62 75
Pearse-Onehunga														12 24
Frankton-Thames														12 1
Paeroa-Waihi														68 60
Cambridge Branch			0 8											196 65
Morrinsville-Rotorua..			0 21											4 62
Marton-New Plymouth														22 69
Waitara Branch	0 14		0 48											6 2
Stratford-Te Wera														3 20
Mount Egmont Branch														19 33
Aramoho-Wanganui				0 21										113 72
Foxton Branch				8 58										114 43
Palmerston-Spit			1 12											3 7
Wellington-Woodville				0 3										1 10
Greytown Branch				3 7										23 51
Te Aro Branch														392 1
Te Aro Branch														67 57
Gisborne-Waikohu														33 45
Gisborne Section—														20 11
South Island Main Line and Branches—														35 30
Lyttelton-Bluff														25 89
Addington-Culverden..														22 48
Oxford Branch	0 13		11 46											57 40
Eyreton Branch	5 35		0 4											11 46
Waipara-Mina														22 20
Southbridge Branch														27 36
Little River Branch			12 49											36 13
Springfield Branch				1 59										8 21
White Cliffs Branch			6 27											37 41
Rekaia Forks Branch														0 63
Mount Somers Branch	3 38													1,984 67
Albury Branch	20 33		9 38											
Waimate Branch	0 7													
Waimate Gorge Branch				8 21										
Duntroon Branch	14 66		0 12											
Oamaru Breakwater Branch	0 23			4 34										
Carried forward	45 04	60 11	6 27	26 38	24 22	504 3	61 4	2 11	315 49	26 38	5 65	905 65	1 50	

RETURN NO. 23—continued.
STATEMENT showing WEIGHTS of RAILS in Various LINES on 31st March, 1912—continued.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	53 lb. Iron.	53 lb. Steel.	53 lb. Steel.	53 lb. Steel.	53 lb. Steel.	53 lb. Iron.	56 lb. Steel.	56 lb. Steel.	70 lb. Iron.	70 lb. Steel.	70 lb. Steel.	100 lb. Steel.	Total.
Brought forward	M. ch. 45 4	M. ch. 60 11	M. ch. 6 27	M. ch. 26 38	M. ch. 24 22	M. ch. 504 3	M. ch. 61 4	M. ch. 2 11	M. ch. 315 49	M. ch. 26 38	M. ch. 5 65	M. ch. 905 65	M. ch. 1 50	M. ch. 1,984 67		
South Island Main Line and Branches—continued.																
Ngapara Branch	11 46	0 29				11 44			3 45							15 9
Livingstone Branch		7 5		0 59		0 1			1 0							11 75
Waihero Branch						0 21						1 5				8 65
Port Chalmers Branch						1 55			0 67							1 26
Walton Park Branch	0 7															2 49
Fernhill Branch		1 57														1 57
Otago Central Railway						65 73	3 0		65 58							134 51
Outram Branch	0 61	0 47				5 6	0 69		1 57							9 0
Lawrence Branch	0 4					1 29	12 70		15 9							25 14
Catlin's River Branch				0 25		19 2	2 30		3 37							26 21
Tapanui Branch		6 68				3 53			6 59							12 57
Waikaka Branch							12 55					0 2				12 57
Wynoham Branch						9 13						0 22				9 35
Seaward Bush Branch		16 54				1 66	8 26		6 79							33 65
Invercargill-Kingston						44 59			23 48		10 60					87 0
Makarawa-Tuatapere						17 76	8 6		10 21							48 23
Thornbury-Nightcaps		12 75				0 1			0 7							24 51
Forest Hill Branch	12 66															12 66
Mararoa Branch		10 18				0 23										10 41
Wainea Plains Railway				27 75		4 63			0 72							36 41
Riversdale-Switzers						1 77	11 69									13 67
Westland Section—																
Greyhound-Otira						30 43			11 30							50 48
Greyhound-Ross						18 26			17 43							38 29
Stillwater-Cronadun						32 6	0 22		6 64							43 66
Blackball-Ngahere							1 0		2 31							3 31
Coal Creek Branch						0 15			4 62							4 79
Westport-Mokihinui	0 2	0 1		0 16		10 71			3 76							30 17
Nelson-Kiwi	0 10			1 1		24 41	5 15		16 75							47 55
Piiton-Ward				1 16		15 67	14 55		16 29							48 19
Totals	79 41	116 45	6 27	57 70	24 22	825 54	142 21	2 11	585 58	26 38	16 45	972 54	1 50	2,807 56		

RETURN No. 24.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1912.

R.O. No.	Papers.	Date of Grant.	Present Holder.	Position	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquitated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1912.		
										In.	Out.	Total.
WHANGAREI SECTION.												
1062	R. 06/3579	Oct. 26, 1907	A. L. Stokes	M. cb. 18 15	Whakapara	Govt.	5 years*	..	£ s. d. ..	£ s. d. ..	£ s. d. ..	
1226	R. 04/3988	Mar. 1, 1910	Northern Coal Company (Limited)	..	Waro	..	..	..	Repairs, £18/0/6	687 18 4	1,024 5 1
1230	R. 05/3060	July 1, 1910	R. P. Gibbons (Limited)	..	Hikurangi	..	..	..	Repairs, £2	486 5 10	486 5 10
1252	R. 08/3024	Sept. 1, 1910	North New Zealand Coal and Cement Company (Limited)	..	Kamo	..	..	Premium..	180 0 0	216 3 8	216 3 8
1346	R. 02/551	Jan. 1, 1907	Hikurangi Coal Company (Limited)	..	Waro	..	..	..	Repairs, £15/10/3	8,343 12 11	8,400 6 0
1320	R. 02/550	Jan. 1, 1907	Hikurangi Coal Company, Northern Coal Company, and J. R. Reyburn	..	..	Govt.	..	..	..	41 2 7	41 2 7
KAIHU SECTION.												
1286	R. 06/2737	Oct. 1, 1911	H. P. Clear	3 2	Flax-mill	..	5 years*	..	..	..	..
1315	R. 02/1438	Jan. 1, 1912	James Trounson	16 15	Kaihu Booms	Govt.	..	..	..	6 6 6	6 6 6
GISBORNE SECTION.												
956	R. 05/901	July 1, 1905	New Zealand Shipping Company (Limited)	..	Gisborne	..	Grantees 10 years*	Premium..	250 0 0	380 19 1	340 16 9	
1099	R. 07/4316	Nov. 1, 1908	Gisborne Borough Council	..	..	..	..	..	Rental, £25	978 2 9	978 2 9
1227	R. 09/2717	May 1, 1910	Gisborne Borough Council	..	Kaitaratahi	..	..	..	150 0 0	4 11 6	1,042 7 4
NORTH ISLAND MAIN LINE AND BRANCHES.												
866	R. 93/3515	Oct. 1, 1903	Carr, Pountney and Co...	..	Morrinsville	..	Grantees 10 years*	..	Rental, £25	91 17 7	168 11 1	
885	R. 04/956	May 11, 1904	A. and G. Price	..	Thames	Govt.	..	..	..	..	..
912	R. 99/1973	July 1, 1904	Firth Fumice Company (Limited)	58 11	Ohinewai	..	Govt. and 10 years*	..	Rental, £50	276 13 7	1,386 12 10	
919	R. 04/2222	Oct. 1, 1904	Auckland Farmers' Freezing Company (Limited)	6 64	Westfield	..	Grantees 10 years*	Premium..	358 0 0	1,585 15 11	2,620 1 11	
977	R. 02/1392	Mar. 1, 1906	Bartholomew Land and Timber Company (Limited)	43 20	Ngatira	..	..	..	Rental, £50	213 10 2	5,247 15 6
989	R. 03/4035	Nov. 9, 1905	Waikato Gold-mining Company (Limited)	..	Waikino	Govt.	..	..	Rental, £50	11,332 15 11	11,490 13 9
990	R. 03/4035	Feb. 1, 1906	N.Z. Crown Mines Company (Limited)	..	Karangahake	..	..	..	..	784 10 0	930 10 7
1010	R. 06/3300	Nov. 1, 1906	Auckland City Council	..	Westfield	..	Grantees 10 years*	Premium..	426 0 0	875 16 11	2,590 3 8	
1035	R. 07/1584	May 1, 1907	William McArthur	..	Putaruru	..	..	..	Rental, £25	232 10 0	1,603 13 8
1063	R. 02/670	Oct. 1, 1907	Union Collieries (Limited)	44 38	Mercer	..	..	..	10 0 0	158 17 2	1,603 13 8
1074	R. 00/613	Nov. 1, 1907	Avondale Brick and Pottery Company (Limited)	6 29	New Lynn	..	..	..	116 9 4	298 0 1	326 0 1

1079	R. 03/2232	May	1, 1908	Taupiri Coal - mines Company (Limited)	Huntly	..	..	..	..	15 13 1	392 3 6	32,629 3 5	33,021 6 11
1085	R. 06/3864	Aug.	1, 1908	Dalgely and Co. (Limited)	Auckland	..	..	..	..	156 10 0 Rental, £50	547 5 7	24 16 6	572 2 1
1106	R. 08/1608	Feb.	1, 1909	Morningside Quarry (Limited)	Morningside	..	..	..	..	479 10 0	..	657 10 9	657 10 9
1111	R. 08/3737	Jan.	1, 1909	Taringamutu Totara Sawmilling Company (Limited)	Taringamutu	..	..	..	..	180 0 0	288 17 11	13,175 17 4	13,464 15 3
1113	R. 03/4153	Jan.	1, 1909	Gardner Bros. and Parker	New Lynn	..	..	..	..	Repairs, £14 19/16	436 14 8	112 0 4	548 15 0
1125	R. 03/1660	Aprl	1, 1909	Taupo Totara Timber Company	Putaruru	..	..	..	Premium	16 0 0	497 16 7	7,521 11 6	8,019 8 1
1139	R. 08/2805	Nov.	1, 1908	New Zealand Loan and Mercantile Agency Company (Limited)	Otahuhu	..	..	..	..	1,202 2 6	10,068 7 10	1,376 14 3	11,445 2 1
1161	R. 09/3007	June	1, 1909	Taupiri Coal-mine (Limited)	Huntly	..	..	..	..	Repairs, £2/2/8	317 11 6	45,565 10 2	45,883 1 8
1162	R. 06/1840	June	1, 1909	Department of Justice	Mount Eden	..	..	..	..	..	101 13 3	71 18 8	173 11 11
1163	R. 03/600	July	1, 1909	Wenstone (Limited)	Auckland	..	..	..	..	..	3,567 18 2	450 16 6	4,018 14 8
1164	R. 04/1751	Aug.	1, 1909	Coulhard Timber Company (Limited)	Helensville South	..	..	..	..	..	..	..	..
1166	R. 04/945	June	1, 1909	New Zealand Brick, Tile, and Pottery Company (Limited)	New Lynn	..	..	..	..	Repairs, £5/10	639 13 9	59 10 11	699 4 8
1171	R. 04/2378	June	1, 1909	Auckland Veneer and Timber Company (Limited)	Onehunga	..	..	..	..	Rental, £25	3,468 16 10	85 16 4	3,554 13 2
1180	R. 09/1294	Dec.	1, 1909	J. J. Craig (Limited)	Auckland	..	..	..	..	Rep's, £9/8/11	9,178 4 1	446 5 10	9,624 9 11
1190	R. 02/2630	Oct.	1, 1909	Wilson's Portland Cement Company (Limited)	Te Kuiti	..	..	..	..	Rental, £12	659 19 2	1,924 4 4	2,584 3 6
1205	R. 09/1601	Jan.	1, 1910	R. and W. Hellaby (Limited)	Westfield	..	..	..	Premium	60 10 2	1,059 3 4	2,403 13 7	3,462 16 11
1207	R. 00/107	Jan.	1, 1910	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	Westfield	..	..	..	..	Rental, £25 Rep's, £80/18/5	3,532 14 9	6,891 15 9	10,424 10 6
1210	R. 05/867	April	1, 1910	Shaw, Savill, and Albion Company (Limited)	Auckland	..	..	..	..	Repairs, £14 9s. Rental, £50	807 9 8	..	807 9 8
1217	R. 04/2105	Nov.	1, 1909	George Gardner and Sons	Monunui	..	..	..	Premium	478 10 0	498 18 0	2,051 0 3	2,549 18 3
1219	R. 10/653	Mar.	1, 1910	Kauri Timber Company (Limited)	Owharoa	..	..	..	..	544 0 0	..	2,759 2 8	2,759 2 8
1229	R. 02/2510	May	1, 1910	Pakuwaka Sawmills (Limited)	Matapuna	..	..	..	..	..	264 3 11	4,355 2 3	4,619 6 2
1233	R. 08/3564	Aug.	1, 1910	Auckland Farmers' Freezing Company (Limited)	Auckland	..	..	..	..	Rental, £50	1,648 18 6	611 19 2	2,260 17 8
1242	R. 04/3883	Mar.	1, 1910	Drury Fireclay Brick and Potteries (Limited)	Drury	..	..	..	..	Repairs, £39, 12s. 2d. Rep's, £11/15/3	101 2 7	253 1 7	354 4 2
1243	R. 04/1368	Oct.	1, 1910	Leyland O'Brien Timber Company (Limited)	Auckland	..	..	..	..	Rental, £50	2,718 8 4	..	2,718 8 4
1246	R. 00/990	Feb.	1, 1910	Union Oil, Soap, and Candle Company (Limited)	Westfield	..	..	..	..	Repairs, £9 19s. Rental, £25	1,189 18 2	555 9 7	1,745 7 9
1249	R. 10/349	Oct.	1, 1910	J. J. Craig (Limited)	Mount Eden	..	..	..	Premium	345 0 0	1,001 19 2	22 13 6	1,024 12 8
1261	R. 00/668	July	1, 1910	New Zealand Loan and Mercantile Agency Company (Limited)	Hamilton	..	..	..	..	Rental, £25	234 6 0	102 3 6	336 9 6
221	R. 08/365	Dec.	13, 1880	Gear Meat Preserving and Freezing Company (Limited)	Petone	..	..	..	Premium	117 19 11	1,244 14 1	5,898 3 0	7,142 17 1
788	R. 01/886	Nov.	1, 1901	West Coast Refrigerating Company (Limited)	Patea	..	..	..	..	Rental, £25 200 0 0	1,011 7 7	2,850 17 1	3,862 4 8
830	R. 02/2178	Sept.	1, 1902	Wanganui Dairy Company (Limited)	Aramoho	..	..	..	..	Rental, £25 192 0 0	27 19 4	295 19 6	323 18 10

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

RETURN NO. 24—continued.
 PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1912—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, 1912.					
									In.	Out.	Total.			
NORTH ISLAND MAIN LINE AND BRANCHES—continued.														
831	R. 02/3099 ..	Williams and Kettle ..	M. ch.	Hastings ..	Grantees ..	10 years ..	†	Rental, £25	£	s.	d.	£	s.	d.
868	R. 06/3827 ..	Nelson Bros. (Limited) ..	..	Tomona ..	"	10 " ..	†	Rental, £25	1,227	16	5	72	13	11
882	R. 03/4089 ..	Union Timber, Sash, and Door Company (Limited) ..	88 86	Palmerston North ..	"	10 " ..	Premium ..	121 0 0	1,912	6	9	3,026	2	7
883	R. 04/291 ..	William Cook ..	88 86	" ..	"	10 " ..	"	Rental, £25	1,198	17	1	29	1	4
896	R. 04/955 ..	The West Coast Steamship and Trading Company ..	..	" ..	"	10 " ..	"	Rental, £25	1,272	11	2	334	12	6
922	R. 04/1516 ..	Thomas Borthwick and Sons ..	..	Pakipaki ..	"	10 " ..	"	Rental, £25	260	10	1	10	16	9
924	R. 03/4058 ..	Manawatu Racing Club ..	..	Awapuni ..	"	10 " ..	"	1,116 0 0	1,974	14	2	2,154	3	4
938	R. 04/2138 ..	The Manawatu Timber Company (Limited) ..	37 69	Utiku ..	"	10 " ..	"	487 0 0	..	..	..	..	..	..
965	R. 05/2546 ..	De Pelichet McLeod Company ..	..	Hastings ..	Grantee ..	10 " ..	Premium ..	204 4 6	8	14	9	1	13	7
973	R. 06/114 ..	Robert Holt ..	111 79	Napier ..	Govt. ..	10 " ..	†	Rental, £25	226	10	0	10	16	11
1002	R. 03/951 ..	Wellington Meat Export Company (Limited) ..	..	Ngahauranga ..	Grantees ..	10 " ..	†	Rental, £50	3,084	5	2	2,417	11	6
1014	R. 01/2396 ..	Henry Brown and Co. ..	..	Morley Street ..	"	10 " ..	Premium ..	156 0 0	104	3	0	372	10	4
1018	R. 06/2769 ..	Department of Mines ..	..	Wanganui ..	Grantees ..	10 " ..	"	Rental, £25	26	4	11	328	19	1
1022	R. 06/3785 ..	R. Wilson and Co. ..	..	Marton ..	"	10 " ..	"	Rental, £25	325	11	10	241	4	8
1034	R. 02/3212 ..	Wellington Meat Export Company ..	..	Waingawa ..	"	10 " ..	"	8 10 0	..	..	..	3,552	12	11
1041	R. 07/2501 ..	Belmont Quarry Company (Limited) ..	12 47	Belmont ..	"	5 " ..	"	Rental, £25	322	0	0	513	15	6
1042	R. 07/895 ..	Gosse, Bolton, and Swan ..	11 28	" ..	"	5 " ..	"	540 0 0	9	6	7	1,148	4	10
1046	R. 07/1141 ..	New Zealand Shipping Company (Limited) ..	..	Foxton ..	"	10 " ..	"	94 0 0	1,104	7	10	315	8	10
1054	R. 07/4085 ..	Murray, Roberts, and Co. ..	..	Port Ahuriri ..	Govt. ..	10 " ..	"	Rental, £25	366	9	2	276	2	7
1061	R. 07/2868 ..	Rangataua Timber Company ..	..	Rangataua ..	Grantees ..	5 " ..	Premium ..	575 0 0	2,795	9	9	43	7	10
1069	R. 07/3534 ..	Levin and Co. ..	..	Masterton ..	Govt. and grantees ..	10 " ..	†	Rental, £25	778	3	8	1,499	6	8
1075	R. 00/2214 ..	Kendrick Bros. ... Co-operative ..	..	Aramoho ..	Grantees ..	5 " ..	†	152 0 0	322	16	2	73	15	2
1077	R. 02/2937 ..	Wairarapa Farmers' Association ..	..	Masterton ..	"	10 " ..	Premium ..	Rental, £25	34	5	4	147	2	0
1078	R. 02/1854 ..	Tiratu Sawmilling Company ..	..	Mangatera ..	"	5 " ..	†	Repairs, £8	27	1	11	1,616	14	0
1081	R. 00/2784 ..	Mauriceville Lime Company ..	..	Mauriceville ..	"	5 " ..	Premium ..	237 5 6	214	18	3	101	13	10
1082	R. 03/2618 ..	A. Quinlan ..	93 86	Hukarui ..	"	5 " ..	†	..	1	7	9	89	0	0
1087	R. 03/3331 ..	W. G. Bassett ..	2 11	Wanganui ..	"	10 " ..	†	Rental, £25	56	14	2	2,475	12	2
1093	R. 03/3688 ..	Pitcaithly and Co. ..	..	Belmont ..	"	5 " ..	"	Repairs, £7	1	19	7	60	7	7

1094	R. 98/3766	Jan. 1, 1909	Dalgaty and Co.	Port Ahuriri	10	..	762 18 0	62 3 10	825 1 10
1095	R. 06/2689	Dec. 1, 1908	G. Gardner and Sons	Hihitahi	5	..	2,343 4 3	22 18 0	2,366 2 3
1096	R. 08/3485	Jan. 1, 1909	W. Booth and Co.	"	5	..	1,692 18 9	55 17 9	1,748 16 6
1100	R. 08/3724	Jan. 1, 1909	Geo. Syme	Tangiwai	5	..	2,207 19 0	24 11 10	2,207 19 0
1101	R. 09/262	Jan. 1, 1909	Quinn Bros.	Hihitahi	5	..	1,611 7 11	49 6 4	1,660 14 3
1103	R. 05/3440	Feb. 1, 1909	N. King	New Plymouth	10	..	993 2 1	517 19 9	811 1 10
1109	R. 01/1887	Jan. 1, 1908	G. H. Stubbs	Waitara	5	..	Rental, £25	108 3 3	302 3 8
1110	R. 08/187	Jan. 1, 1909	Masterton Borough Council	Masterton	5	Premium	470 0 0	91 17 10	1,280 15 6
1117	R. 99/1984	May 1, 1909	Wanganui Sash and Door Company (Limited)	Wanganui	5	Repairs	23 18 6	3,740 8 7	3,937 2 5
1142	R. 09/1892	April 1, 1909	National Mortgage and Agency Company of New Zealand (Limited)	Longburn	10	..	1,303 3 9	3,122 9 11	4,435 13 8
1151	R. 01/2330	May 1, 1909	Henry Carlsson	Pukehou	5	..	..	..	..
1160	R. 98/3250	May 1, 1909	Department of Lands	Piripiri	5	..	..	..	..
1165	R. 97/2371	Aug. 1, 1909	George Bartholomew Company (Limited)	Feilding	10	..	37 10 3	2,023 12 4	2,061 2 7
1174	R. 12/2589	Oct. 1, 1909	Manawatu County Council	Himataangi	5	..	..	346 10 6	346 10 6
1175	R. 04/79	Nov. 1, 1909	B. L. Knight	Utuku	5	..	1,256 18 9	21 10 7	1,278 9 4
1177	R. 98/2734	Feb. 1, 1909	C. N. Clausen	Palmerston North	10	..	1,904 17 2	42 4 6	1,947 1 8
1188	R. 09/8045	July 1, 1909	New Zealand Powell Wood Process Company (Limited)	Rangataua	5	Premium	3,293 11 8	927 19 9	4,221 11 5
1196	R. 04/3525	Jan. 1, 1910	Rangitikei County Council	Ohingaiti	5	..	1,112 19 2	45 0 0	1,157 19 2
1199	R. 99/854	Jan. 1, 1910	Thos. Borthwick and Sons (Australia, Limited)	Waitara	10	..	146 17 5	697 12 11	844 10 4
1200	R. 00/1180	Jan. 1, 1910	Williams and Kettle (Limited)	Port Ahuriri	10	..	1,807 2 3	364 7 2	2,171 9 5
1202	R. 04/1256	Oct. 28, 1909	Bosher Bros.	Winiata	5	..	896 19 4	12 12 8	909 12 0
1220	R. 08/608	Oct. 1, 1909	Perham, Larsen, and Company (Limited)	Rangataua	10	Premium	5,429 13 5	210 13 3	5,640 6 8
1226	R. 00/1192	May 1, 1910	Robert Holt and Sons	Hastings	10	..	1,722 0 11	96 12 0	1,818 12 11
1232	R. 10/195	April 1, 1910	Wellington Farmers Meat Company (Limited)	Waingawa	10	Premium	3,140 4 11	4,431 1 0	7,571 5 11
1237	R. 00/2261	April 1, 1910	William Booth and Co. (Limited)	Carterton	5	..	856 15 2	17 5 9	874 0 11
1244	R. 10/1969	July 1, 1910	New Zealand Post and Telegraph Department	Wellington	10	Premium	240 0 0	440 16 10	440 16 10
1259	R. 06/1474	July 1, 1910	West Coast Steam Ship and Trading Company (Limited)	Foxton	10	..	102 0 0	45 3 2	72 10 10
1257	R. 98/3937	Oct. 1, 1910	James Garnett	Hastings	10	..	Rental, £25	1,253 16 0	1,255 12 11
1262	R. 09/4760	Nov. 1, 1911	Egmont Box Company (Limited)	Winiata	10	Premium	610 0 0	360 1 2	2,384 6 10
1269	R. 01/299	April 1, 1911	The Woodville Bacon Company (Limited)	Woodville	10	..	1,447 12 3	1,644 17 4	3,092 9 7
1276	R. 01/182	June 1, 1911	Silverstream Brick and Tile Company	Silverstream	5	..	310 15 11	1,500 0 10	1,810 16 9
1278	R. 99/2633	April 1, 1911	Henry Brown and Co.	Inglewood	5	..	113 19 3	450 5 2	564 4 5
1283	R. 10/5446	June 1, 1911	August Carlson	Owhango	5	Premium	8 4 8	2,003 9 0	2,011 13 8
1284	R. 06/842	June 1, 1911	Coates Limited	Huntly	5	..	..	..	..
1285	R. 09/803	Aug. 1, 1911	Paki Paki Brick and Lime Company (Limited)	Paki Paki	10	Premium	500 0 0	26 8 8	26 8 8

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

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1912—continued.

No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquigated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1912.		
										£ s. d.	£ s. d.	£ s. d.
1287	R. 99/2390 ..	Sept. 30, 1911	James McGill ..	M. ob.	Palmerston North	†	10 years*	..	Repairs, £25	835 6 8	274 12 7	1,109 19 3
1288	R. 01/2827 ..	Oct. 1, 1911	Napier Gas Company (Limited)	..	Hastings	†	5 "	..	Repairs, £33	1,318 18 11	10 11 2	1,329 10 1
1289	R. 05/3657 ..	July 1, 1911	H. D. Bennett ..	46 79	Makarua	†	5 "	..	Repairs, £8 9s.	1,016 6 5	7 3 6	1,023 9 11
1293	R. 04/3856 ..	July 1, 1911	John Wilson ..	..	Te Kuiti	†	5 "	..	Repairs, £5 12s.	53 2 6	1,737 5 9	1,790 8 3
1295	R. 02/1544 ..	Aug. 1, 1911	Waikopiro Timber Company (Limited)	..	Rakaiaoti	†	5 "	..	..	..	..	..
1296	R. 00/1143 ..	Sept. 30, 1911	Taranaki Producers' Freezing-works Company (Limited)	..	Moturoa	Grantees	10 "	Premium..	248 0 0	1,641 13 7	2,141 2 8	3,782 16 3
1297	R. 99/2453 ..	Oct. 1, 1911	Egmont Box Company (Limited)	..	Eltham	"	10 "	..	Rental, £25	557 14 7	5,208 18 5	5,766 13 0
1304	R. 00/2203 ..	Nov. 1, 1911	Taupiri South Coal Company (Limited)	..	Huntly..	†	1 "	..	Repairs, £3 14s. 9d.	..	..	..
1305	R. 11/5124 ..	Jan. 1, 1912	W. Dimock and Co. ..	..	Westfield	Grantees	10 "	Premium..	838 0 0	..	..	..
1308	R. 09/4442 ..	Mar. 1, 1912	Waikato Farmers' Co-operative Bacon Company (Limited)	..	Frankton	"	10 "	..	Rental, £25	146 10 0	..	..
1309	R. 10/5454 ..	Sept. 1, 1912	A. Hatrick and Co. (Limited)	..	Waitara	"	10 "	..	Rental, £25	118 5 11	88 2 6	206 8 5
1314	R. 11/5277 ..	Mar. 1, 1912	Wairarapa Farmers' Co-operative Association	..	Carterton	"	10 "	..	Rental, £25	8 18 8	4 1 8	13 0 4
1318	R. 07/2777 ..	Mar. 1, 1912	Napier Gas Company (Limited)	..	Napier ..	"	10 "	..	Rental, £50	851 2 5	198 6 0	1,049 8 5

SOUTH ISLAND MAIN LINE AND BRANCHES.												
No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquigated Damages or Premium.	£ s. d.	£ s. d.	£ s. d.
..	..	..	J. Mill and Co. ..	..	Oamaru	Govt.	Indefinite	..	..	1,042 9 5	390 18 1	1,433 7 6
3	R. 96/1630 ..	Dec. 28, 1870	Public Works Department	..	Dunedin	..	..	..	..	3 13 8	33 18 4	37 12 0
13	R. 98/4310 ..	Dec. 18, 1874	Richard Allen ..	1 17	Riccarton	Grantee	..	..	..	1,205 8 0	821 16 0	2,027 4 0
20	R. 96/1984 ..	Dec. 11, 1875	Oamaru Harbour Board ..	157 77	Oamaru	..	Undefined	..	..	2,189 19 0	901 8 3	3,091 7 3
32	R. 99/3100 ..	April 7, 1876	Richard Evans ..	1 52	Wilson's Siding	Grantee	..	..	..	741 11 11	334 7 9	344 11 3
33	R. 00/945 ..	April 22, 1876	D. C. Turnbull and Co. ..	105 54	Timaru	Govt.	..	..	..	10 3 6	614 10 3	1,856 2 2
37	R. 02/641 ..	July 18, 1876	J. Deans ..	166 27	Glentunnel	"	..	..	..	46 3 4	2,207 5 11	2,253 9 3
120	R. 00/2193 ..	Jan. 23, 1878	Clark Bros. ..	157 65	Maheno	"	Undefined	..	..	263 5 8	1,348 18 9	1,612 4 5
178	R. 89/2248 ..	1878	Oamaru Harbour Board ..	157 65	Oamaru (1st sidg.)	..	Indefinite	Premium..	{ 300 0 0 }	1,265 16 8	421 11 5	1,687 8 1
258	R. 00/473 ..	Jan. 10, 1882	Mosgiel Woollen-factory Company	0 73	" (2nd " )	..	..	..	..	139 9 8	66 8 11	205 18 7
774	R. 01/1837 ..	Sept. 1, 1901	Wigram Bros. ..	10 71	Mosgiel Township	..	..	..	..	1,007 9 10	453 15 5	1,461 5 3
775	R. 01/1661 ..	July 1, 1901	National Mortgage and Agency Company of N.Z. (Limited)	289 24	South Malvern	Grantees	10 years*	..	Rental, £25	1,794 8 0	5,329 7 8	7,123 15 8
809	R. 99/2224 ..	Feb. 1, 1902	Kempthorne, Prosser, and Co.'s N.Z. Drug Company (Limited) Canterbury Farmers' Co-operative Association (Limited)	..	At Addington	"	10 "	..	Rental, £25	1,880 16 0	733 2 4	2,613 18 4

816	R. 92/806 ..	Mar. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	Christchurch	10	* ..	..	..	Rental, \$50	1,147 3 4	399 12 4	1,546 15 8
818	R. 01/2143 ..	April 1, 1902	Wright, Stephenson, and Co. ..	Kelso ..	10	* ..	..	Premium..	207 0 0	25 7 8	..	25 7 8
819	R. 92/1000 ..	April 1, 1902	Southland Frozen Meat and Produce Export Company (Limited)	Mataura	10	* ..	..	†	Repairs, \$48	1,774 0 9	5,659 10 1	7,433 10 10
834	R. 02/3673 ..	Nov. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	Timaru	10	* ..	..	†	Rental, \$25	864 19 0	540 7 10	1,405 6 10
835	R. 03/477 ..	Dec. 1, 1902	Donald Reid and Co. (Limited)	Dunedin	10	* ..	..	†	Rental, \$50	3,396 16 8	528 17 2	3,925 13 10
840	R. 02/3422 ..	Jan. 1, 1903	William H. Martyn ..	Wetheral	10	* ..	..	†	Rental, \$25	..	109 5 11	109 5 11
843	R. 00/2781 ..	Jan. 1, 1903	Canterbury Central Co-operative Dairy Company (Limited)	Addington	10	* ..	..	†	Rental, \$25	1,123 7 3	186 10 7	1,309 17 10
844	R. 93/1075 ..	Feb. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	Gore ..	10	* ..	..	†	Repairs, \$215s.	196 13 1	443 3 9	639 16 10
845	R. 03/1083 ..	May 1, 1903	A. P. Tutton ..	Rangiora	10	* ..	..	Premium..	100 0 0	51 19 2	90 16 2	142 15 4
846	R. 03/1839 ..	Oct. 1, 1902	Canterbury Frozen Meat and Dairy Produce Export Company (Limited)	Belfast	10	* ..	..	†	Rental, \$25	7,056 6 5	4,518 6 6	11,574 12 11
847	R. 02/3211 ..	Jan. 1, 1903	T. D. Ward ..	Bluff ..	10	* ..	..	Premium..	110 0 0	627 0 2	303 9 7	930 9 9
849	R. 93/2140 ..	May 1, 1903	Nichol Bros. ..	Lyttelton	10	* ..	..	†	Rental, \$50	1,714 18 2	1,310 19 10	3,025 18 0
853	R. 99/1940 ..	May 1, 1903	Lyttelton Borough Council (Shaw, Savill, and Albion Company, Kaye and Carter, tenants)	Lyttelton	10	* ..	..	†	Rental, \$50	4,134 4 8	1,522 17 2	5,657 1 10
854	R. 02/3125 ..	June 1, 1903	Vacuum Oil Company ..	Christchurch	10	* ..	Govt. ..	..	Rental, \$50	1,683 4 1	404 12 2	2,087 16 3
856	R. 03/1919 ..	June 1, 1903	Pyne and Co. ..	"	10	* ..	Grantees	..	350 0 0	2,125 1 3	1,267 19 4	3,393 1 0
860	R. 03/2316 ..	Aug. 1, 1903	Canterbury Frozen Meat and Dairy Produce Export Company, (Ltd.)	Pareora	10	* ..	..	..	Rental, \$50	4,778 13 2	2,592 0 9	7,370 13 11
881	R. 97/2835 ..	Feb. 1, 1904	J. G. Ward ..	Bluff	10	* ..	..	†	Rental, \$50	3,697 19 6	1,079 16 3	4,777 15 9
888	R. 03/4076 ..	June 1, 1904	North Canterbury Co-operative Stores Company (Limited)	Rangiora	10	* ..	..	Premium..	235 0 0	267 14 6	170 6 8	438 1 2
901	R. 04/1850 ..	July 1, 1904	Christchurch Tramway Board ..	Christchurch	10	* ..	..	..	Rental, \$25	1,673 9 2	1 1 0	1,674 10 2
914	R. 94/3672 ..	Oct. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	Dunedin	10	* ..	Govt. and grantees	†	Rental, \$50	1,242 17 5	419 13 11	1,662 11 4
928	R. 04/2853 ..	Jan. 1, 1905	Thomas Todd and Sons ..	West Plains	10	* ..	Grantees	..	Rental, \$50	438 3 4	248 11 4	686 14 8
933	R. 94/3949 ..	Dec. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	Invercargill	10	* ..	..	†	Rental, \$50	716 11 0	504 1 0	1,220 12 0
948	R. 01/2761 ..	Jan. 1, 1905	J. E. Watson and Co. (Limited)	Bluff ..	10	* ..	..	†	Rental, \$50	583 14 2	1,133 7 10	1,717 2 0
952	R. 95/2127 ..	May 1, 1905	G. McClatchie and Co. ..	Christchurch	10	* ..	Govt. ..	†	Rental, \$50	2,807 18 3	232 14 5	3,060 12 8
964	R. 05/2953 ..	Sept. 1, 1905	Dalgery and Co. (Limited)	Timaru	10	* ..	Grantees	..	75 0 0	999 6 9	223 19 11	1,223 6 8
974	R. 98/111 ..	Jan. 1, 1906	Broad, Small, and Co. ..	Invercargill	10	* ..	Govt. ..	..	Rental, \$50	308 13 0	57 8 0	365 1 0
979	R. 03/1149 ..	Jan. 1, 1906	J. G. Ward and J. T. Carswell ..	"	10	* ..	Grantees	..	12 10 0	980 1 6	730 14 0	1,710 15 6
982	R. 05/2912 ..	Jan. 1, 1906	New Zealand Farmers' Co-operative Association (Limited)	Lake Road	10	* ..	..	..	Rental, \$50	63 13 6	546 12 5	610 5 11
994	R. 01/776 ..	May 1, 1906	Fleming and Co. ..	Gore ..	10	* ..	..	†	Rental, \$25	892 10 2	1,419 14 8	2,312 4 10

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

RETURN NO. 24—continued.

PARTICULARS OF PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1912—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, 1912.			Total.		
									£	s.	d.		£	s.	d.
996	R. 06/946	N.Z. Govt. Mines Department	M. ch.	Christchurch	Grantees	10 years*	Premium..	220 0 0	2,484	5	11	2,506	10	5
1000	R. 06/2443	Nelson Bros.	..	Hornby	"	10	†	Rental, £50	246	5	10	507	3	8
1001	R. 06/3013	James Macfie and Co. (Limited)	..	Dunedin	"	10	†	Rental, £50	2,885	8	7	2,908	15	11
1015	R. 02/2502	William Quinn	121 76	Otaia	Govt. and grantees	10	†	Rental, £25	59	2	4	162	10	6
1017	R. 06/3093	N.M. and A. Co. of N.Z. (Limited)	..	Invercargill	Grantees	10	Premium..	12 0 0	708	13	4	1,311	4	7
1019	R. 06/410	Christchurch Meat Company	..	Smithfield	"	10	†	Rental, £50	6,884	3	7	10,974	17	4
1028	R. 09/671	Bruce Woollen Manufacturing Coy.	..	Milton	Grantees	10	..	Rental, £25	245	3	0	250	4	8
1032	R. 02/1439	Otago Dock Trust	..	Port Chalmers	Govt.	5	..	..	408	3	10	460	14	11
1039	R. 01/1860	Christchurch City Council	..	Sockburn	Grantees	5	..	..	479	0	7	479	0	7
1044	R. 07/2596	Watson Bros. and Harrington	37 30	Tuimutu	Grantees	5	Premium..	137 0 0	113	11	3	447	17	2
1047	R. 00/1324	Anderson's (Limited)	..	Lytelton	Govt.	5	..	50 0 0	..	..	..	..	..	..
1050	R. 07/2200	G. Bailey	..	Templeton	Grantee	5	..	Rental, £50	..	..	..	..	..	..
1052	R. 09/2623	Otago Iron Rolling Mills Company	240 10	Green Island	Govt.	5	..	11 11 0	946	10	0	1,048	16	11
1053	R. 07/4377	P. McGill (Limited)	271 40	Milton	Govt.	10	..	..	1,086	16	4	2,448	16	1
1056	R. 06/3430	Westport Coal Company	..	Christchurch	Grantees	10	Premium..	255 0 0	2,721	18	10	2,739	18	0
1058	R. 00/1107	James Drummond and George Drummond	4 72	Conical Hill	"	5	..	4 2 0	..	..	..	206	12	1
1059	R. 01/600	Evans and Co. (Limited)	..	Timaru	Govt.	10	..	Rental, £50	954	13	11	2,052	0	5
1060	R. 06/1147	J. Deans	..	Christchurch	Grantees	10	..	Rental, £50	1,434	11	9	1,585	8	1
1064	R. 02/3375	Timaru A. and P. Association	108 68	Smithfield	Grantees	10	..	..	75	3	2	101	11	4
1066	R. 07/3100	N.Z. Loan and Mercantile Agency Company	..	Methven	"	10	Premium..	220 0 0	283	1	5	925	7	3
1070	R. 08/472	W. D. Meares	..	Christchurch	"	10	..	Rental, £25	..	..	..	..	..	..
1071	R. 06/2609	Murray, Roberts, and Co.	..	Dunedin	"	10	..	Rental, £50	906	4	1	1,297	16	6
1072	R. 01/4426	Timaru Milling Company	..	Timaru	"	10	Premium..	25 0 0	1,855	2	5	2,890	17	5
1080	R. 07/3368	Dalgaty and Co. (Limited)	..	Invercargill	"	10	..	Rental, £50	543	1	10	951	15	4
1086	R. 05/3076	Timaru Harbour Board	..	Timaru	"	10	..	Rental, £50	409	16	0	541	5	8
1088	R. 04/2833	Canterbury Frozen Meat and Dairy Produce Export Company (Ltd.)	..	Fairfield	"	10	..	Rental, £50	2,883	12	2	8,923	13	11
1090	R. 08/4223	Oamaru T.T. and O.K. Stone Company (Limited)	..	Whitecraig	"	5	..	..	16	7	8	409	9	8
1091	R. 06/2890	W. Stephens and Co. (Limited)	..	Addington	"	10	Premium..	230 0 0	2,389	11	0	2,549	18	10
1092	R. 09/490	N.Z. Loan and Mercantile Agency Company (Limited)	..	Lytelton	"	10	..	Rental, £25	539	5	5	913	0	10

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.

1104	R. 98/4319	Dec. 1, 1908	Palmer and Son	..	Logan's Point	..	Govt. ..	5	..	..	0	8	0	1,602	14	5	1,603	2	5.
1105	R. 01/1450	Dec. 18, 1908	N.M. and A. Co. of N.Z. (Limited)	..	Ashburton	..	Grantees	7	..	..	530	18	9	614	4	9	1,145	3	6.
1108	R. 08/3510	Dec. 1, 1908	L. W. Raymond and Co. (Limited)	..	Te Tenu.	..	..	5	..	Premium..	..	..	..	1,024	18	0	1,024	18	0.
1112	R. 03/3479	Oct. 1, 1908	Tsieri County Council	..	Mosgiel	..	..	5	..	..	..	..	..	475	12	5	475	12	5
1115	R. 03/3959	April 1, 1909	Freeman's Coal Company	..	Fernhill	..	..	5	..	..	38	16	2	1,666	5	6	1,705	1	8.
1116	R. 00/478	Feb. 1, 1909	The Canterbury (N.Z.) Seed Company (Limited)	..	Addington	..	..	10	..	..	956	18	5	688	14	5	1,595	12	10
1118	R. 03/3654	Jan. 1, 1909	Southern Sawmilling Company	..	Te Tatumu	..	..	5	..	..	10	12	3	1,634	16	5	1,645	8	8
1122	R. 99/2092	May 1, 1909	National Mortgage and Agency Company of New Zealand (Limited)	..	Invercargill	..	..	10	..	..	304	0	6	160	11	9	464	12	3
1123	R. 99/2422	May 1, 1909	Friedlander Bros. (Limited)	..	Ashburton	..	..	10	..	..	414	0	0	1,204	14	10	1,618	14	10
1124	R. 03/2085	May 1, 1909	Friedlander Bros. (Limited)	..	Timaru	..	..	10	..	..	598	9	9	420	6	3	1,018	16	0
1127	R. 99/1832	May 1, 1909	Bedford Mills Company (Limited)	..	..	..	..	10	..	..	1,056	4	2	269	12	1	1,325	16	3
1128	R. 03/1233	April 4, 1909	H. Matson and Co. (Limited)	..	Addington	..	Grantees	10	..	Premium..	..	..	..	..	..	..	..	..	..
1129	R. 99/1738	May 1, 1909	Canterbury (N.Z.) Seed Company (Limited)	..	Heathcote	..	..	10	..	..	44	5	0	..	..	..	..	..	..
1181	R. 05/2769	May 1, 1909	William Goss	..	Christchurch	..	..	10	..	..	1,062	7	1	304	4	0	1,366	11	1
1132	R. 03/147	April 1, 1909	N.Z. Coal and Oil Company (Limited)	..	Orepuki	..	..	5	..	..	19	16	0	574	14	9	594	10	9
1133	R. 99/1728	May 1, 1909	Dalgely and Co. (Limited)	..	Christchurch	..	..	10	..	..	1,552	1	10	885	4	11	2,437	6	9
1134	R. 03/2054	May 1, 1909	Friedlander Bros. (Limited)	..	Tinwald	..	..	10	..	..	54	14	10	1,551	5	3	1,606	0	1
1135	R. 99/2208	Jan. 1, 1909	Christchurch Gas, Coal, and Coke Company (Limited)	..	Christchurch	..	Grantees	10	..	Premium..	..	..	..	181	15	0	4,124	2	10
1136	R. 99/2427	May 1, 1909	Canterbury Roller Flour-mills Company	..	Gore	..	..	1	..	..	44	5	1	615	10	6	659	15	7
1138	R. 98/3247	April 1, 1909	Friedlander Bros. (Limited)	..	Lyndhurst	..	..	10	..	Premium..	..	..	..	779	0	9	779	0	9
1140	R. 99/2174	May 1, 1909	Fleming and Co. (Limited)	..	Elles Road	..	..	10	..	..	990	1	0	718	13	0	1,708	14	0
1141	R. 99/263	Feb. 1, 1909	John Borgfeldt	..	Papanui	..	..	5	..	..	139	16	2	5	4	0	145	0	2
1143	R. 99/1935	May 1, 1909	Thomas Newton Pratt	..	Christchurch	..	..	10	..	..	1,989	6	10	170	14	6	2,160	1	4
1144	R. 99/2066	June 1, 1909	National Mortgage and Agency Company of New Zealand (Limited)	..	Dunedin	..	..	10	..	..	2,586	4	10	576	5	9	3,112	10	7
1145	R. 99/1120	July 1, 1909	Wright, Stephenson, and Co. (Limited)	..	Invercargill	..	..	10	..	..	1,360	8	0	806	11	9	2,166	19	9
1146	R. 09/358	July 1, 1909	Wm. Hugh Paterson	..	Willowbank	..	Grantee	5	..	Premium..	155	0	0	..	..	..	1	9	3
1147	R. 99/1967	June 1, 1909	Crown Milling Company (Limited)	..	Dunedin	..	..	10	..	..	958	13	7	196	9	5	1,155	3	0
1148	R. 99/1968	Aug. 1, 1909	Wm. Scott and Co.	..	Southbridge	..	..	10	..	..	400	0	5	283	14	3	683	14	8
1150	R. 97/2821	Aug. 1, 1909	Dalgely and Co. (Limited)	..	Dunedin	..	..	10	..	..	3,648	9	6	960	12	1	4,609	1	7
1153	R. 99/2313	Aug. 1, 1909	Invercargill Corporation	..	Invercargill	..	..	5	..	Repairs	6	0	0	18	1	6	478	13	3
1154	R. 07/4774	July 1, 1909	Jarrah Timber Co.	..	Addington	..	..	10	..	..	79	11	10	..	..	..	79	11	10
1157	R. 99/2537	June 1, 1909	Christchurch Meat Company (Limited)	..	Eveline	..	..	10	..	..	255	4	10	873	6	10	1,128	11	8
1158	R. 99/2017	Aug. 1, 1909	Oamaru Borough Council	..	Oamaru	..	..	5	..	..	168	13	5	29	16	9	198	10	2

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

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1912—continued.

Ref. 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, 1912.			Total.
										In.	Out.	Total.	
								£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1167	R. 08/2000	Aug. 1, 1909	Milburn Lime and Cement Company (Limited)	M. ch.	Milburn	†	5 years	†	1,082 3 8	1,188 16 0	2,270 19 8		
1169	R. 99/2207	Aug. 1, 1909	Walton Park Coal Company	..	Walton Park	†	5 "	†	216 7 11	965 3 2	1,181 11 1		
1170	R. 98/4318	Oct. 1, 1909	C. and W. Gore	..	Wingatui	†	5 "	†	688 3 7	720 17 0	1,409 0 9		
1173	R. 08/3161	Oct. 1, 1909	W. Bird and A. M. Swain	..	Obataun	†	10 "	†	769 3 9	127 19 1	896 5 0		
1176	R. 99/2065	Aug. 1, 1909	William Nicholls	..	Belfast	†	5 "	†	111 17 2	581 14 2	692 11 4		
1178	R. 99/2218	Aug. 1, 1909	T. E. Hodgkinson and Co.	..	Makarewa	†	5 "	†	14 16 2	243 13 5	257 9 7		
1179	R. 99/2343	Aug. 1, 1909	Smart and Son	..	Hornsby	†	5 "	†	1,276 6 3	164 10 8	1,440 6 11		
1181	R. 99/2042	Oct. 1, 1909	New Zealand Shipping Company (Limited)	..	Bluff	†	10 "	†	1,560 8 1	418 14 1	1,978 2 2		
1182	R. 02/1255	Nov. 1, 1909	Invercargill Corporation	..	Waikiwi	†	5 "	†	13 17 8	5,553 9 4	5,666 11 10		
1185	R. 99/1719	Aug. 1, 1909	Bowron Bros. Export and Trading Company (Limited)	..	Woolston	†	10 "	†	8,766 2 6	1,348 0 2	10,114 2 8		
1186	R. 99/2096	Aug. 1, 1909	Lytelton Borough Council	..	Islington	†	5 "	†	1,683 16 4	371 6 2	1,854 22 6		
1192	R. 99/2406	Aug. 1, 1909	Christchurch Meat Company (Limited)	..	Bluff	†	10 "	†	556 0 10	57 0 5	613 0 15		
1198	R. 09/3046	Oct. 1, 1909	James Holland	..	Kaipoi	†	5 "	†	85 0 8	12 7 8	97 7 6		
1194	R. 99/2416	Nov. 1, 1909	N.Z. Loan and Mercantile Agency Company (Limited)	..	Bluff	†	10 "	†	26 16 4	769 14 4	795 10 8		
1197	R. 99/2209	Jan. 1, 1910	John Marshall	..	Centre Bush	†	5 "	†	995 0 10	715 19 7	1,710 19 7		
1201	R. 99/2813	Nov. 1, 1909	Lytelton Harbour Board	..	Lytelton	†	5 "	†	831 19 7	445 18 0	1,276 17 7		
1203	R. 00/992	Jan. 1, 1910	J. G. Ward and Co. (Limited)	..	Limehills	†	5 "	†	440 8 9	182 15 10	622 4 7		
1206	R. 07/2503	Nov. 1, 1908	North Otago Agricultural and Pastoral Association	..	Oamaru	†	5 "	†	708 15 2	367 5 10	1,075 1 0		
1209	R. 05/293	Jan. 1, 1910	Friedlander Bros. (Limited)	..	Oamaru	†	5 "	†	310 2 6	1,156 6 3	1,466 8 9		
1212	R. 99/867	Feb. 1, 1910	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	..	Oamaru	†	5 "	†	996 13 11	273 15 8	1,270 9 7		
1214	R. 00/991	April 1, 1910	J. Montgomery and Co.	..	Lyndhurst	†	10 "	†	181 10 8	60 3 11	241 13 9		
1215	R. 99/2357	May 1, 1910	James Craig and Co.	..	Ashburton	†	10 "	†	1,420 15 10	60 3 11	1,480 19 9		
1216	R. 00/1193	April 1, 1910	J. and T. Meek	..	Addington	†	10 "	†	2,468 19 8	1,299 15 4	3,768 15 0		
1218	R. 99/3088	May 1, 1910	Wright, Stephenson, and Co.	..	Oamaru	†	10 "	†	473 0 0	978 0 0	1,451 0 0		
1221	R. 08/3776	April 1, 1910	Southern Frozen Meat and Produce Export Company (Limited)	..	Makarewa	†	10 "	†	978 0 0	978 0 0	1,956 0 0		
1222	R. 00/568	July 1, 1910	Christchurch City Council	..	Chaney's	†	5 "	†	181 10 8	1,169 12 5	1,350 2 3		
1228	R. 99/2658	April 1, 1910	William White and Co. (Limited)	..	Addington	†	10 "	†	1,420 15 10	60 3 11	1,480 19 9		
1235	R. 00/1774	May 1, 1910	Lytelton Harbour Board	..	Lytelton	†	5 "	†	2,468 19 8	1,299 15 4	3,768 15 0		
1231	R. 03/2208	Aug. 1, 1910	New Zealand Farmers' Co-operative Association of New Zealand (Ltd)	..	Christchurch	†	10 "	†	431 9 10	1,169 12 5	1,601 11 5		
1235	R. 05/2886	June 1, 1910	Burnside Hydraulic Lime and Cement Company (Limited)	..	Burnside	†	10 "	†	978 0 0	978 0 0	1,956 0 0		
1236	R. 05/2585	July 1, 1910	Charles P. Sleeman	..	Makarewa	†	5 "	†	164 0 0	1,380 4 5	1,544 4 5		
1239	R. 10/634	Oct. 1, 1910	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme	†	10 "	†	521 15 7	1,465 14 11	1,986 10 6		

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.

Ref. 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, 1912.			Total.
									£ s. d.	£ s. d.	£ s. d.	£ s. d.	
									£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1167	R. 08/2000	Aug. 1, 1909	Milburn Lime and Cement Company (Limited)	M. ch.	Milburn	†	5 years	†	1,082 3 8	1,188 16 0	2,270 19 8		
1169	R. 99/2207	Aug. 1, 1909	Walton Park Coal Company	..	Walton Park	†	5 "	†	216 7 11	965 3 2	1,181 11 1		
1170	R. 98/4318	Oct. 1, 1909	C. and W. Gore	..	Wingatui	†	5 "	†	688 3 7	720 17 0	1,409 0 9		
1173	R. 08/3161	Oct. 1, 1909	W. Bird and A. M. Swain	..	Obataun	†	10 "	†	769 3 9	127 19 1	896 5 0		
1176	R. 99/2065	Aug. 1, 1909	William Nicholls	..	Belfast	†	5 "	†	111 17 2	581 14 2	692 11 4		
1178	R. 99/2218	Aug. 1, 1909	T. E. Hodgkinson and Co.	..	Makarewa	†	5 "	†	14 16 2	243 13 5	257 9 7		
1179	R. 99/2343	Aug. 1, 1909	Smart and Son	..	Hornsby	†	5 "	†	1,276 6 3	164 10 8	1,440 6 11		
1181	R. 99/2042	Oct. 1, 1909	New Zealand Shipping Company (Limited)	..	Bluff	†	10 "	†	1,560 8 1	418 14 1	1,978 2 2		
1182	R. 02/1255	Nov. 1, 1909	Invercargill Corporation	..	Waikiwi	†	5 "	†	13 17 8	5,553 9 4	5,666 11 10		
1185	R. 99/1719	Aug. 1, 1909	Bowron Bros. Export and Trading Company (Limited)	..	Woolston	†	10 "	†	8,766 2 6	1,348 0 2	10,114 2 8		
1186	R. 99/2096	Aug. 1, 1909	Lytelton Borough Council	..	Islington	†	5 "	†	1,683 16 4	371 6 2	1,854 22 6		
1192	R. 99/2406	Aug. 1, 1909	Christchurch Meat Company (Limited)	..	Bluff	†	10 "	†	556 0 10	57 0 5	613 0 15		
1198	R. 09/3046	Oct. 1, 1909	James Holland	..	Kaipoi	†	5 "	†	85 0 8	12 7 8	97 7 6		
1194	R. 99/2416	Nov. 1, 1909	N.Z. Loan and Mercantile Agency Company (Limited)	..	Bluff	†	10 "	†	26 16 4	769 14 4	795 10 8		
1197	R. 99/2209	Jan. 1, 1910	John Marshall	..	Centre Bush	†	5 "	†	995 0 10	715 19 7	1,710 19 7		
1201	R. 99/2813	Nov. 1, 1909	Lytelton Harbour Board	..	Lytelton	†	5 "	†	831 19 7	445 18 0	1,276 17 7		
1203	R. 00/992	Jan. 1, 1910	J. G. Ward and Co. (Limited)	..	Limehills	†	5 "	†	440 8 9	182 15 10	622 4 7		
1206	R. 07/2503	Nov. 1, 1908	North Otago Agricultural and Pastoral Association	..	Oamaru	†	5 "	†	708 15 2	367 5 10	1,075 1 0		
1209	R. 05/293	Jan. 1, 1910	Friedlander Bros. (Limited)	..	Oamaru	†	5 "	†	310 2 6	1,156 6 3	1,466 8 9		
1212	R. 99/867	Feb. 1, 1910	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	..	Oamaru	†	5 "	†	996 13 11	273 15 8	1,270 9 7		
1214	R. 00/991	April 1, 1910	J. Montgomery and Co.	..	Lyndhurst	†	10 "	†	181 10 8	60 3 11	241 13 9		
1215	R. 99/2357	May 1, 1910	James Craig and Co.	..	Ashburton	†	10 "	†	1,420 15 10	60 3 11	1,480 19 9		
1216	R. 00/1193	April 1, 1910	J. and T. Meek	..	Addington	†	10 "	†	2,468 19 8	1,299 15 4	3,768 15 0		
1218	R. 99/3088	May 1, 1910	Wright, Stephenson, and Co.	..	Oamaru	†	10 "	†	473 0 0	978 0 0	1,451 0 0		
1221	R. 08/3776	April 1, 1910	Southern Frozen Meat and Produce Export Company (Limited)	..	Makarewa	†	10 "	†	978 0 0	978 0 0	1,956 0 0		
1222	R. 00/568	July 1, 1910	Christchurch City Council	..	Chaney's	†	5 "	†	181 10 8	1,169 12 5	1,350 2 3		
1228	R. 99/2658	April 1, 1910	William White and Co. (Limited)	..	Addington	†	10 "	†	1,420 15 10	60 3 11	1,480 19 9		
1235	R. 00/1774	May 1, 1910	Lytelton Harbour Board	..	Lytelton	†	5 "	†	2,468 19 8	1,299 15 4	3,768 15 0		
1231	R. 03/2208	Aug. 1, 1910	New Zealand Farmers' Co-operative Association of New Zealand (Ltd)	..	Christchurch	†	10 "	†	431 9 10	1,169 12 5	1,601 11 5		
1235	R. 05/2886	June 1, 1910	Burnside Hydraulic Lime and Cement Company (Limited)	..	Burnside	†	10 "	†	978 0 0	978 0 0	1,956 0 0		
1236	R. 05/2585	July 1, 1910	Charles P. Sleeman	..	Makarewa	†	5 "	†	164 0 0	1,380 4 5	1,544 4 5		
1239	R. 10/634	Oct. 1, 1910	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme	†	10 "	†	521 15 7	1,465 14 11	1,986 10 6		

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1912—continued.

Ref. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquorated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1912.			Total.
										£ s. d.	£ s. d.	£ s. d.	
WESTLAND SECTION.													
344	R. 86/2585	Aug. 20, 1886	Greymouth - Point Elizabeth Rly. and Coal Company (Limited)	M. ch. 8 0	Brunner	Grey m'th Har. Bd.	Undefined	..	..	25 13 3	3,755 0 2	3,780 13 5
1007	R. 00/2624	Aug. 1, 1906	Dispatch Foundry Company (Ltd.)	..	Greymouth	Grantees	10 years*	+	Rental, £25	131 1 6	218 13 1	349 14 7	
1068	R. 06/440	Mar. 1, 1908	Ikamatusa Sawmilling Company	..	Ikamatusa	"	5 "	+	500 0 0	3 18 8	724 3 2	728 1 10	
1073	R. 07/9061	Jan. 1, 1908	Messrs. Manson and Co.	25 20	Te Kinga	"	5 "	"	300 0 0	59 5 7	1,555 2 6	1,614 8 1	
1102	R. 99/1729	Sept. 1, 1908	Stratford, Blair, and Co.	..	Arnold's	"	5 "	"	5 10 0	80 7 7	546 7 6	626 14 6	
1107	R. 08/1446	Oct. 1, 1908	W. T. Oglivie	..	Gladstone	"	5 "	+	..	15 6 9	362 15 0	378 1 9	
1120	R. 08/2946	Nov. 3, 1908	Westland Stone Company (Limited)	..	Dobson	"	5 "	+	376 10 0	..	32 14 4	32 14 4	
1152	R. 03/4351	July 1, 1909	G. T. Moss	..	Te Kinga	"	5 "	+	Repairs, £10	..	26 7 5	26 7 5	
1155	R. 08/2385	Nov. 1, 1908	Westland Kapitea Brick Company (Limited)	..	Kapitea	"	5 "	+	Repairs, £10	3 14 2	6 13 7	10 7 9	
1156	R. 08/2385	Nov. 1, 1908	Westland Kapitea Brick Company (Limited)	..	"	"	5 "	+	..	..	..	..
1168	R. 08/4189	June 1, 1909	Red Jacks Sawmilling Company	..	Ngahere	"	5 "	+	..	2	841 3 4	843 3 8	
1172	R. 08/3036	April 1, 1909	William Morris	..	Kumara	Grantees	5 "	+	305 0 0	2 9	247 9 7	249 15 4	
1183	R. 99/2900	Nov. 1, 1909	J. C. Malfroy and Co.	..	Ho Ho	"	5 "	+	..	..	1,084 11 10	1,084 11 10
1184	R. 99/1730	April 1, 1909	Stratford, Blair, and Co.	..	Greymouth	Grantees	10 "	+	20 0 0	1,260 10 10	110 15 0	1,371 5 10	
1187	R. 08/4493	April 1, 1909	Ikamatusa Sawmilling Company	..	"	"	10 "	+	Rental, £25	683 4 10	13 13 4	696 18 2	
1208	R. 04/2611	Nov. 1, 1909	Grey Valley Timber Company (Limited)	6 16	Ngahere	"	5 "	+	Rental, £25	..	984 1 9	984 1 9	
1213	R. 09/2106	Dec. 1, 1909	Butler Bros.	..	Ruatapu	Grantees	5 "	+	180 0 0	103 17 3	3,268 3 8	3,372 0 11	
1247	R. 02/554	Oct. 1, 1910	Moana Sawmilling Company	..	Moana	"	5 "	+	Repairs, £6 12/	..	888 16 6	888 16 6	
1248	R. 02/553	Oct. 1, 1910	Kotuku Sawmilling Company	..	Aranika	"	5 "	+	Repairs, £6	30 14 5	1,059 18 6	1,090 12 11	
1250	R. 02/557	Oct. 1, 1910	Stratford, Blair, and Co. (Limited)	..	Kokiri	"	5 "	+	Repairs, £18 14/	42 2 9	862 6 6	904 9 3	
1251	R. 02/556	Oct. 1, 1910	Lake Brunner Sawmilling Company	..	Kuru	"	5 "	+	..	63 7 6	3,842 2 6	3,905 10 0	
1254	R. 02/558	Oct. 1, 1910	Baxter Brothers	..	Kokiri	"	5 "	+	Repairs, £6 12/	82 3 5	900 12 7	982 16 0	
1255	R. 08/3432	Feb. 1, 1910	North Brunner Coal Company (Ltd.)	..	Stillwater	Grantees	5 "	+	50 0 0	61 0 6	1,086 10 2	1,147 10 8	
1264	R. 00/197	Jan. 1, 1910	K. K. Sawmilling Company	..	Kumara	"	5 "	+	..	..	1,152 12 9	1,152 12 9
1270	R. 05/1908	Dec. 1, 1910	Flowers Creek Sawmilling Company (Limited)	..	Stafford	"	5 "	+	..	..	677 9 0	677 9 0
1271	R. 02/552	May 23, 1911	Blackball Coal Company	..	Blackball	Grantees	5 "	+	98 0 0	112 14 3	20,815 13 6	20,928 7 9	
1272	R. 01/356	April 1, 1911	Westland Sawmilling Company (Limited)	..	Inchbonnie	"	5 "	+	Repairs, £6	49 8 1	1,587 7 7	1,636 15 8	
1280	R. 10/2862	April 1, 1911	Westland Sawmilling Company (Limited)	..	Cameron's	Grantees	5 "	+	150 0 0	9 4 9	325 10 2	334 14 11	
1300	R. 07/774	Nov. 1, 1911	Stratford, Blair, and Co. (Limited)	..	Hukatere	"	5 "	+	..	80 8 0	1,478 0 4	1,558 8 4	
1301	R. 01/456	Oct. 1, 1911	Jack Bros.	..	Kotuku	"	5 "	+	..	245 15 11	3,103 16 5	3,349 12 4	
WESTPORT SECTION.													
1026	R. 07/865	Mar. 1, 1907	N.Z. Government Mines Department	..	Westport	Grantee	5 years*	+	950 0 0	384 12 1	82 2 4	466 14 5	
1043	R. 07/691	Sept. 1, 1907	Westport-Stockton Coal Company	19 2	Ngakawau	"	5 "	+	952 0 0	37 2 9	12,356 3 9	12,393 6 6	
1159	R. 00/2091	Mar. 1, 1909	J. and S. Marris	26 70	Mokihinui	"	5 "	+	..	38 19 4	144 18 9	183 18 1	
1195	R. 00/2091	Aug. 1, 1909	D. P. Mumm	..	"	"	5 "	+	..	16 7 9	6 14 6	23 2 3	

NELSON SECTION.

956	R. 05/892	July 1, 1905	E. Buxton and Co. (Limited)	..	Nelson	..	Grantees	10 years* ..	Premium..	180 0 0	184 13 9	80 7 0	265 0 9
	R. 00/1884	Oct. 1, 1899	Nelson Seed and Produce Company	..	"	..	(Right held in connection with lease)			67 18 0	137 2 8	3 9 8	140 12 4
1204	R. 08/9377	Sept. 1, 1908	Nelson Freezing Company (Limited)	..	Stoke	..	Grantees	10 years* ..		920 0 0	123 10 6	86 11 8	210 2 2
1241	R. 00/2390	Jan. 1, 1910	Neale and Haddow	..	Nelson	..	+	10 . . .	+	Rental, £50	207 2 2	18 16 6	225 18 8
PICTON SECTION.													
870	R. 93/3737	Nov. 1, 1903	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	Blenheim	..	Grantees	10 years* ..	+	Rental, £25	364 12 8	545 18 3	930 10 11
1098	R. 06/1461	Jan. 1, 1909	Corry and Co. . . . .	..	"	..	"	10 . . .	Premium..	265 0 0	487 18 2	517 17 6	955 15 8
1303	R. 02/866	Nov. 1, 1911	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton	..	+	5 . . .	+	Rental, £25	145 9 10	173 19 8	319 9 6
1310	R. 99/2880	Dec. 1, 1911	R. H. Smale	13 35	Spring Creek	..	Grantees	7 months*	+	Repairs, £10:	27 6 6	11 16 3	39 2 9
1313	R. 01/2132	Feb. 1, 1912	Levin and Co. (Limited) . . .	..	Blenheim	..	+	10 years* ..	+	Rental, £25	601 18 1	630 15 11	1,232 14 0

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

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1912.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Main- ance.* ten
	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	130,040
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	78,060	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
1907-1908	10 38	4 61	15 19	31,999	331,678
1908-1909	186 21	23 21	209 42	440,003	279,190
1909-1910	3 60	31 43	35 23	74,104	236,390
1910-1911	14 64	29 76	44 60	93,975	282,682
1911-1912	23 30	23 1	46 31	97,414	273,586
Totals .. ..	..	..	..	5,830,126	6,778,644

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1911, and March, 1912

Department.	Whangarei-Kawakawa.	Kaikohe.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
1911-12.										
General .. ..	..	..	..	..	..	..	..	..	..	673
Traffic	34	7	16	1,919	1,797	131	84	42	34	4,064
Maintenance	68	10	14	2,010	1,750	193	61	68	134	4,308
Locomotive	33	4	13	2,193	1,949	132	105	19	30	4,478
Totals	135	21	43	6,122	5,496	456	250	129	198	13,523
1910-11.										
General .. ..	..	..	..	..	..	..	..	..	..	671
Traffic	25	6	14	1,806	1,726	129	75	38	29	3,848
Maintenance	61	11	22	1,938	1,818	177	61	45	95	4,228
Locomotive	26	5	11	1,978	1,844	128	101	19	22	4,134
Totals	112	22	47	5,722	5,388	434	237	102	146	12,881

LOCOMOTIVE RETURNS for the Year ending 31st March, 1912—continued.

Type.	Number of Engines.		Average Speed—Miles per Hour.			Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Drops in Steam.		
	Detail.		Total.			Running.				Repairs.				Running.				Repairs.					
	Train.	Shunting and Empty.	Work-train.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.		Wages.	Total.
A and Ad	30	25	816,802	42,505	754	860,061	1,885	14,372	10,657	1,713	19,556	13,154	45,080	2,97	0.48	5.46	3.67	12.58	6,761				
Bc	1	20	18,934	2,080	24	21,038	55	407	791	49	750	454	2,044	9.02	0.56	8.56	23.32	227					
C*	3	15	19	26,447		26,466	382	491	293	19	278	633	1,223	2.66	0.17	2.52	11.09	649					
D†	9	15	13,384	77,912	43,061	134,357	174	1,050	88	1,156	2,422	4,860	2.13	0.16	2.06	8.68	2,236						
E (old type)‡	4	20	18,508	5,940	57,312	81,760	166	1,114	703	101	1,632	1,655	4,091	2.06	0.30	4.79	12.01	986					
F and FA	1	6	1,097	331	14	1,442	1,067	334	20	101	98	387	37.12	1.83	16.31	9.15	64.41	30					
H	29	20	186,902	333,049	52,276	572,227	182,038	18,621	888	5,770	652	8,268	14,959	29,638	2.42	0.27	3.47	12.43	7,344				
J	6	6	23,967	13,959	57	37,983	41,380	4,071	205	1,532	145	2,406	1,995	7,007	15.55	0.92	15.20	44.27	1,160				
K	17	20	405,642	67,104	1,237	473,983	206,140	17,021	701	5,416	276	10,641	9,081	26,588	3.17	0.30	5.39	13.46	4,429				
L	2	25	31,841	9,048	2,885	43,774	15,495	1,412	91	634	56	817	933	2,328	2.86	0.31	4.48	12.76	5,444				
M	9	20	159,883	40,513	8,207	208,603	20,739	1,831	115	708	66	1,219	1,240	4,301	1.86	0.31	3.75	14.65	684				
N (simple)	4	20	43,517	12,622	14,318	70,457	165,997	11,511	526	3,562	395	9,585	5,487	20,166	3.30	0.28	6.73	14.16	2,680				
N (compound)	5	20	307,168	28,322	6,357	341,847	69,625	5,104	282	1,645	160	4,077	2,007	8,885	4.45	0.27	6.87	14.97	1,031				
NA and Nc			135,886	6,069	556	142,511																	
O and Ob	8	18	141,681	19,943	86	161,710	90,847	6,944	373	2,397	238	5,315	3,398	12,463	5.21	0.36	7.89	18.50	1,764				
(simple)																							
Ol and Oc	2	20	47,014	6,420	21	52,455	32,600	3,352	139	930	116	1,901	1,124	3,947	3.69	0.53	8.70	18.06	542				
(compound)																							
P	4	18	42,689	9,884	36,859	89,432	45,570	3,113	160	1,127	120	1,974	1,854	5,886	5.20	0.32	5.30	15.80	955				
Q	6	25	225,977	19,637	1,170	246,784	153,990	12,029	291	2,554	420	7,072	3,928	13,754	2.37	0.41	6.88	3.72	1,560				
R	10	20	75,203	89,345	20,119	184,667	63,680	6,980	404	2,622	238	3,718	4,545	12,921	5.75	0.31	4.83	16.90	2,176				
S	4	20	61,880	29,952	317	92,149	38,763	4,317	247	1,455	156	2,254	2,098	6,903	6.24	0.41	5.87	17.98	901				
T	2	18	40,074	7,508	597	48,179	31,165	1,712	88	596	65	1,261	1,024	3,058	3.53	0.32	6.28	15.23	497				
Ud	2	30	50,579	1,944	6	52,529	28,629	2,115	152	818	75	1,674	707	3,583	5.15	0.34	7.65	16.37	407				
V	3	20	62,971	7,927	5,038	75,936	40,921	3,287	143	969	105	2,397	1,417	4,554	2.01	0.33	7.57	14.39	700				
WAs, Ww, Wc, and Wd	43	25	939,660	138,886	39,241	1,117,787	522,476	43,223	2,015	13,628	1,567	29,084	21,129	65,307	2.91	0.34	6.24	14.03	10,866				
WB, Wb, and Wj	18	20	420,445	62,720	16,380	499,545	253,362	21,353	925	5,622	776	14,673	9,481	35,614	5.13	0.38	7.05	17.11	4,348				
WE	2	15	20,315	8,225	88	28,628	20,847	2,038	89	583	68	1,219	637	2,813	7.45	0.57	10.22	23.58	408				
X	8	20	212,816	16,510	77	229,403	176,655	25,421	509	3,966	869	10,388	4,578	19,714	4.06	0.91	10.87	20.63	2,107				
A (old style)‡	1	15			13,108	13,108	1,378	228	19	99	9	81	141	232	0.02	0.16	1.49	4.25	182				
Totals	244		4,504,854	1,083,802	320,165	5,908,821	2,720,636	258,257	11,071	76,104	86,581	146,734	114,173	356,628	3.52	0.37	5.96	14.49	58,267				
General charges														49,549				2.01					
Totals														406,177				16.50					

* Fuel and stores for one Class C supplied by Stores Branch. † Fuel and stores for two Class D supplied by Stores Branch and Public Works Department. The latter also supplied wages for one type: written off. ‡ One Class Ws transferred to Gisborne in July. § Obsolete

RETURN NO 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1912—continued.

Type.	Number of Engines.	Engine-Mileage.			Quantity of Stores.						Cost.						Cost per Engine-Mile in Pence.			Days in Steam.			
		Train.	Detail.		Running.			Repairs.	Running.			Repairs.	Running.			Total.							
			Shunting and Empty.	Work-train.	Total.	Coal.	Oil.		Tallow.	Waste.	Stores.		Wages and Material.	Fuel.	Wages.		Total.						
																		Wages and Material.	Fuel.		Wages.		
SOUTH ISLAND MAIN LINE AND BRANCHES.																							
A (simple)	1	30	28,148	1,103	..	29,251	Cwt.	11,520	750	94	500	272	35	657	410	£	1,374	2.23	0.29	5.39	3.36	11.27	1.99
A (compound)	7	30	208,128	6,678	..	214,806	81,697	6,940	488	3,111	3,890	285	295	4,257	2,723	£	11,155	4.34	0.32	4.76	3.04	12.46	1,290
B	8	20	173,020	21,720	..	194,740	122,491	8,797	310	3,063	3,971	298	298	7,095	4,488	£	15,852	4.89	0.37	8.74	5.53	19.53	2,000
BA*	4	20	9,521	1,702	..	11,223	6,625	578	41	283	27	24	24	405	275	£	731	0.58	0.51	8.66	5.88	15.63	155
D	15	18	15,212	162,775	153	178,140	50,304	3,671	404	2,553	1,022	146	146	1,954	5,656	£	8,778	1.38	0.20	2.63	7.62	11.83	3,206
F and FA	42	20	212,955	425,140	106,939	745,034	230,446	17,199	1,468	7,512	7,821	612	612	8,647	20,668	£	37,748	2.52	0.20	2.78	6.66	12.16	10,550
J	15	25	275,436	42,203	18,054	335,693	159,162	8,537	673	4,335	3,700	337	337	6,096	6,468	£	16,601	2.65	0.24	4.36	4.62	11.87	3,568
K	6	25	73,191	5,784	2,039	81,014	28,373	1,837	170	1,239	765	81	81	1,524	1,460	£	3,830	2.27	0.24	4.51	4.33	11.35	1,065
L	1	20	10,615	2,412	647	13,674	4,056	436	51	220	125	17	17	231	399	£	772	2.19	0.30	4.06	7.00	13.55	272
P	6	18	97,566	20,182	473	118,221	59,945	4,973	165	1,447	2,991	182	182	3,386	2,553	£	9,112	6.07	0.37	6.87	5.18	18.49	1,171
Q	7	30	190,951	11,180	..	202,131	94,855	5,902	226	2,010	4,108	238	238	4,377	2,735	£	11,438	4.88	0.28	5.20	3.25	13.61	1,373
R	8	20	54,831	63,565	51,645	170,041	47,873	3,358	370	2,304	1,379	133	133	2,375	4,180	£	7,967	1.94	0.19	3.21	3.90	11.24	2,061
T	4	18	53,155	7,177	4,050	64,382	31,240	2,088	113	964	2,118	81	81	1,835	1,449	£	5,483	7.89	0.30	6.84	5.40	20.43	788
U, UA, and UC	25	30	647,981	38,129	824	686,934	320,507	19,698	1,152	8,610	10,655	762	762	18,339	11,860	£	41,616	3.72	0.27	6.41	4.14	14.54	6,020
UB	22	30	596,396	33,725	1,171	631,292	302,094	18,716	961	7,892	8,752	717	717	17,423	10,294	£	37,186	3.33	0.27	6.62	3.92	14.14	5,168
V	10	25	238,826	21,625	1,527	261,978	177,691	5,614	395	3,155	2,382	231	231	4,293	4,951	£	11,837	2.18	0.21	3.93	4.54	10.86	2,644
W ^d	4	20	56,184	21,761	5,702	83,647	32,190	3,542	133	1,232	812	123	123	1,875	1,990	£	4,800	2.33	0.35	5.38	5.71	13.77	989
W ^f	16	25	275,782	61,924	27,848	365,554	153,018	13,099	749	5,595	4,093	468	468	8,766	8,621	£	21,948	2.69	0.31	5.75	5.66	14.41	4,188
Totals	201	..	3,217,898	948,785	221,072	4,387,755	1,914,087	125,735	7,063	56,025	58,883	4,770	4,770	93,435	91,180	£	248,268	3.22	0.26	5.11	4.99	13.58	46,797
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	£	33,821	..	..	..	..	1.85	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	£	282,089	..	..	..	..	15.43	..
WESTLAND SECTION.																							
D	1	18	6	11,600	..	11,606	2,570	504	49	182	268	18	18	74	377	£	737	5.54	0.37	1.53	7.80	15.24	206
F and FA	6	20	73,854	46,601	7,433	127,888	42,298	3,049	313	1,375	1,286	163	163	1,223	2,985	£	5,637	2.41	0.31	2.30	5.60	10.62	1,474
LA	5	20	64,540	10,713	19,177	94,430	31,434	3,688	238	1,088	963	123	123	905	1,871	£	3,862	2.45	0.31	2.30	4.76	9.82	1,269
W and WA	5	18	86,818	18,262	363	105,443	45,420	4,309	252	1,328	1,386	145	145	1,316	2,209	£	5,036	3.15	0.33	3.00	5.03	11.51	1,180
WB	1	20	17,834	2,345	..	20,179	10,180	866	57	303	138	31	31	294	561	£	1,024	1.64	0.37	3.50	6.67	12.18	257
Totals	18	..	243,052	89,521	26,973	359,546	131,902	14,416	929	4,276	4,041	480	480	3,812	8,003	£	16,336	2.70	0.32	2.55	5.34	10.91	4,386
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	£	2,330	..	..	..	..	1.55	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	£	18,666	..	..	..	..	12.46	..

* Includes one BA which had not started to run.

RETURN NO. 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1912—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.
	Detail.		Total		Running.			Repairs.		Running.		Repairs.		Running.		Repairs.		Running.		
	Trains.	Shunting and Empty.	Work-train.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.			

WESTPORT SECTION.

C ..	2	12	98	22,543	1,416	24,057	5,399	887	57	294	688	29	146	810	1,673	6-86	0-29	1-46	8-08	16-69	334
F and FA ..	4	15	20,369	35,672	24,006	80,947	18,110	2,452	191	1,099	341	91	488	2,112	3,032	1-02	0-27	1-47	6-33	9-09	1,043
Wb ..	5	20	89,187	28,700	3	117,890	57,481	6,324	273	1,555	1,124	230	1,557	2,600	5,511	2-29	0-47	3-17	5-29	11-22	1,215
Totals	11	..	109,654	86,915	25,425	221,994	80,990	9,663	521	2,948	2,153	350	2,191	5,522	10,216	2-33	0-38	2-37	5-97	11-05	2,592
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,987	..	..	..	..	2-14	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12,203	..	..	..	..	13-19	..

NELSON SECTION.

D ..	1	18	3,094	2,784	868	6,746	1,888	410	13	107	12	15	104	164	295	0-43	0-53	3-70	5-83	10-49	205
F and FA ..	3	18	63,173	8,618	15,024	86,815	26,319	2,804	99	815	499	100	1,440	1,431	3,470	1-38	0-28	3-98	3-95	9-59	786
Totals	4	..	66,267	11,402	15,892	93,561	28,207	3,214	112	922	511	115	1,544	1,595	3,765	1-31	0-30	3-96	4-09	9-66	991
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	617	..	..	..	..	1-58	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,382	..	..	..	..	11-24	..

PICTON SECTION.

D ..	1	18	621	835	6,126	7,582	1,639	210	10	63	23	8	97	155	283	0-73	0-25	3-07	4-91	8-96	113
FA ..	2	18	36,148	6,645	474	43,267	17,056	1,924	46	255	302	60	995	744	2,301	2-78	0-33	5-52	4-13	12-76	401
G ..	4	18	46,580	21,722	12,231	80,533	24,370	3,138	88	579	617	103	1,424	1,587	3,731	1-84	0-31	4-24	4-73	11-12	975
Totals	7	..	83,349	29,202	18,831	131,382	43,065	5,272	144	877	1,142	171	2,516	2,486	6,315	2-09	0-31	4-60	4-54	11-54	1,480
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	623	..	..	..	..	1-13	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6,938	..	..	..	..	12-67	..

RETURN No. 29.

SOUTH ISLAND MAIN LINE AND BRANCHES.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1912.

Mine.	1910-11.	1911-12.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
St. Helen's, White Cliffs	508	328	..	180
Homobush, Glentunnel	10,257	7,710	..	2,547
Mount Somers Coal Company, Mount Somers	3,819	2,181	..	1,638
Albury	283	164	..	119
Waihao Forks	16	..	..	16
Gibson's	24	5	..	19
Kurow	14	4	..	10
Ngapara	99	74	..	25
Shag Point	2,888	1,337	..	1,551
McIntosh, Bushy	461	967	506	..
Allandale Coal Company	1,041	3,001	1,960	..
Saddle Hill	35,463	37,225	1,762	..
Fernhill	19,967	20,017	50	..
Mosgiel	195	105	..	90
Taratu Mine, Lovell's Flat	12,332	5,377	..	6,955
Brook Bros., Shag Point	1,127	604	..	523
Benhar	124	137	13	..
Kaitangata	130,474	127,162	..	3,312
Bruce Coal Company	10,841	16,516	5,675	..
Papakaio .. .. .	..	8	8	..
Conical Hills	2,129	2,042	..	87
Sneddon and Hamilton, Pukerau	101	70	..	31
Jones, Maitland	4	..	..	4
W. McSoar, Waikaka	4	..	..	4
W. Mason, Kingston Crossing	47	..	..	47
McDowall, Wairio	256	441	185	..
New Zealand Express Company, Gore	2,908	2,832	..	76
Sleeman, C. P., Maitland	846	915	69	..
Beattie, Coster, and Co., Maitland	5,718	5,451	..	267
Collieries Company, Maitland	6,596	9,265	2,669	..
Mackie and Wallis, Maitland	43	..	..	43
Nightcaps Coal Company, Nightcaps	58,086	68,265	10,179	..
McKenzie, D., Nightcaps	2,377	3,943	1,566	..
Grant, J., Nightcaps	4	..	..	4
Spence, J., Nightcaps	119	..	..	119
Moss Bros., Nightcaps	318	744	426	..
McIndoe and Turner, Nightcaps	31	..	..	31
Wairio Coal Company, Nightcaps	812	459	..	353
J. Lloyd, Nightcaps	7	..	..	7
Dillon, Wairio	919	668	..	251
Willow, Wairio	16	..	..	16
Clapp, Wairio	14	8	..	6
Broom and Co., Gore	41	..	..	41
Bowden, Ashers	475	4	..	471
Clark, Wyndham	18	13	..	5
Jones, Willowbank	29	..	..	29
Mason and Johnston, Kingston Crossing .. .. .	..	47	47	..
Lynch, Kingston Crossing .. .. .	..	12	12	..
Hunt, Waikaka .. .. .	..	5	5	..
Totals	311,851	318,106	25,132	18,877

RETURN No. 30.

SOUTH ISLAND MAIN LINE AND BRANCHES.

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, 1912.

Port.	1910-11.	1911-12.	Increase.	Decrease.
	No.	No.	No.	No.
DISCHARGED :—				
Lyttelton	1,986	1,942	6	..
Timaru	360	312	..	48
Oamaru	172	160	..	12
Port Chalmers	65	69	4	..
Dunedin	100	109	9	..
Bluff	237	223	..	14
Totals	2,870	2,815	..	55
LOADED :—				
Lyttelton	1,922	1,998	76	..
Timaru	319	261	..	58
Oamaru	160	176	16	..
Port Chalmers	62	54	..	8
Dunedin	58	35	..	23
Bluff	236	222	..	14
Totals	2,757	2,746	..	11

RETURN NO. 31.

SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1912,
on the SOUTH ISLAND MAIN LINE and BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.								
	Single.	Double.			Main Line.	Branches.	Total.									
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.								
CHRISTCHURCH DIVISION :—																
Main Line	211	57	17	72	229	49	90	72	320	41						
Rangiora—Sheffield and Eyreton Junction—Bennett's	53	56	..	..	4	77	58	53				
Waipara—Mina	35	30	..	..	3	11	38	41				
Southbridge and Little River Branches	48	7	..	..	6	19	54	26				
Springfield and White Cliffs Branches [Branch	69	6	304	75	..	7	27	76	33					
Rakaia and Ashburton Forks	22	20	..	..	3	14	25	34				
Mount Somers Branch	27	36	..	..	1	75	29	31				
Albury Branch	36	13	..	..	3	4	39	17				
Waimate Branch	12	67	..	..	2	52	15	39				
Totals, Christchurch Division	211	57	17	72	304	75	534	44	90	72	32	39	123	31	657	75
DUNEDIN DIVISION :—																
Main Line	165	40	7	25	..	..	69	65	242	50				
Dunroon Branch	37	41	..	..	3	12	40	53				
Oamaru—Breakwater Branch	0	63	..	..	1	62	2	45				
Ngapara & Livingstone Branches	27	4	..	..	2	17	29	21				
Waihemo Branch	8	65	..	..	0	63	9	48				
Port Chalmers Branch	1	26	..	..	3	65	5	11				
Walton Park Branch	2	49	278	2	0	79	3	48						
Fernhill Branch	1	57	..	..	0	24	2	1				
Otago Central Railway	134	51	..	..	10	35	145	6				
Outram Branch	9	0	..	..	0	63	9	63				
Lawrence Branch	29	32	..	..	2	51	32	3				
Catlin's River Branch	25	14	..	..	2	54	27	68				
Totals, Dunedin Division ..	165	40	7	25	278	2	450	67	69	65	29	45	99	30	550	17
INVERCARGILL DIVISION :—																
Main Line	82	41	82	41	33	24	33	24	115	65				
Tapanui Branch	26	21	..	..	2	56	28	77				
Waimea Plains Branch	36	41	..	..	3	4	39	45				
Switzer's Branch	13	67	..	..	2	3	15	70				
Waikaka Branch	12	57	..	..	2	3	14	60				
Wyndham Branch	9	35	..	..	1	0	10	35				
Seaward Bush Branch	33	65	..	..	2	73	36	58				
Kingston Branch	87	0	315	67	..	10	63	97	63					
Makarewa—Orepuki Branch	48	23	..	..	9	34	57	67				
Thornbury—Wairio and Wairio— Nightcaps Branches	24	51	..	..	3	30	28	1				
Forest Hill Railway	12	66	..	..	1	13	13	79				
Lumsden—Mararoa Branch	10	41	..	..	1	3	11	44				
Totals, Invercargill Division	82	41	315	67	398	28	33	24	39	42	72	66	471	14
Grand Totals—Whole Line..	459	58	25	17	898	64	1,383	59	194	1	101	46	295	47	1,679	26

RETURN No. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1912.

PART I.—PASSENGERS.

GENERAL FARES AND REGULATIONS.

Newspaper reporters' tickets: Regulation amended.

LOCAL FARES AND REGULATIONS.

Suburban fares: Extended to Plimmerton.

Suburban fares: Provision made for issue from and to Napier, to and from Awatoto, Hastings, and intermediate stations.

Through booking between Wellington and Blenheim: Steamer proportion of fares increased.

PART II.—LUGGAGE, PARCELS, ETC.

Through booking of parcels between Wellington and stations on the Picton Section: Cancelled.

PART III.—GOODS REGULATIONS.

Coronation New Zealand Industrial Exhibition: Regulation provided for free conveyance of exhibits.

Regulation 23: Empty cases for carriage of New Zealand fruit, cases and shooks for the manufacture of fruit-cases: Regulation amended.

Regulation provided for a penalty rate on understatements or misdescription of goods.

PART IV.—GOODS: LOCAL RATES.

New Plymouth Breakwater line: Regulation amended to provide for the computation of the weight on any consignment instead of any package.

Through booking between Wellington and the Port (Nelson) and stations between Picton and Blenheim: Rates amended consequent upon the increase in steamer freights.

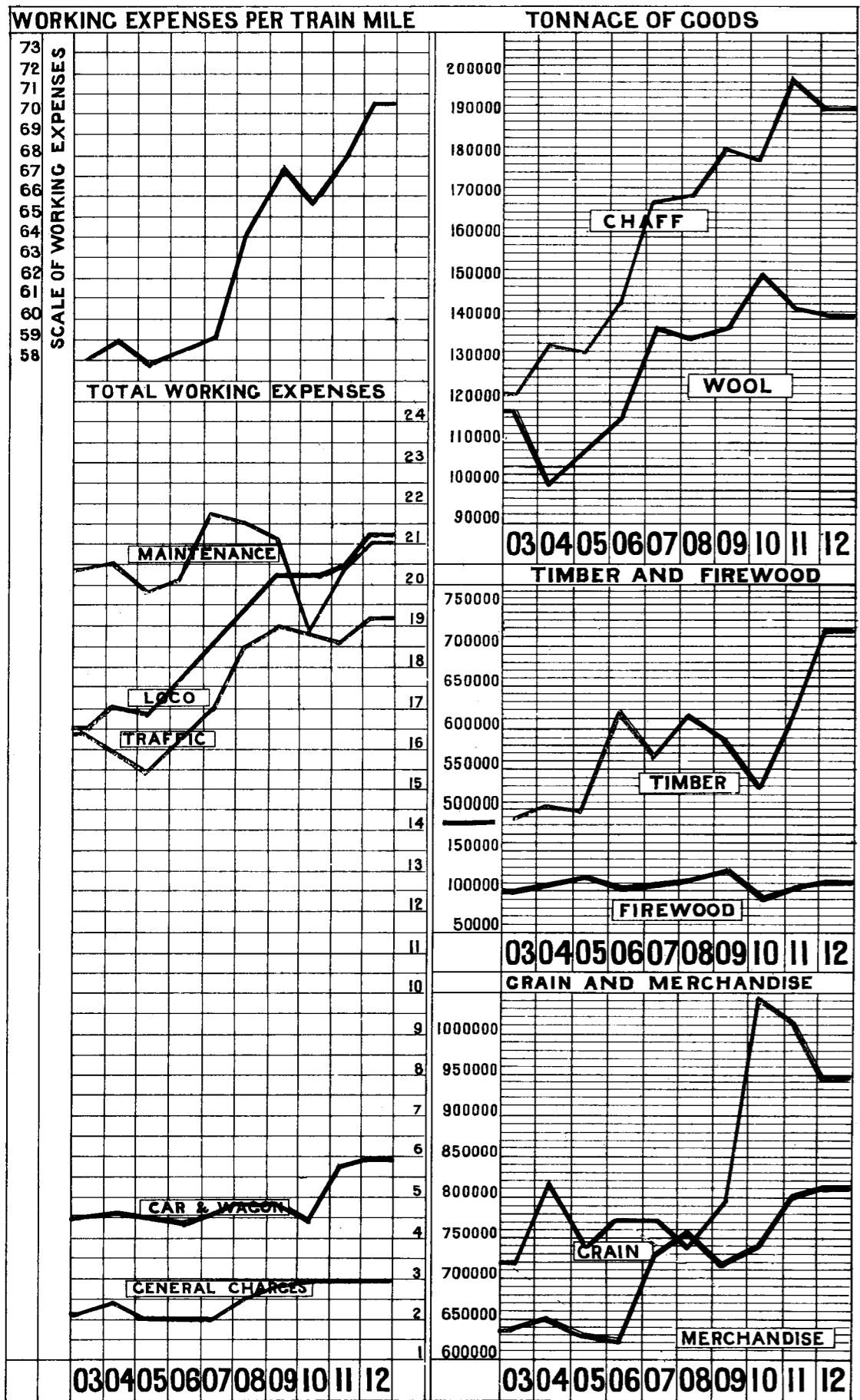
Regulation *re* ships' goods between Lyttelton and Christchurch, and Port Chalmers and Dunedin, amended to provide for the computation of weight on any consignment instead of any package.

Goods for Invercargill: Cartage terminal reduced from 1s. 2d. to 1s. 1d. per ton to conform with contractor's rate.

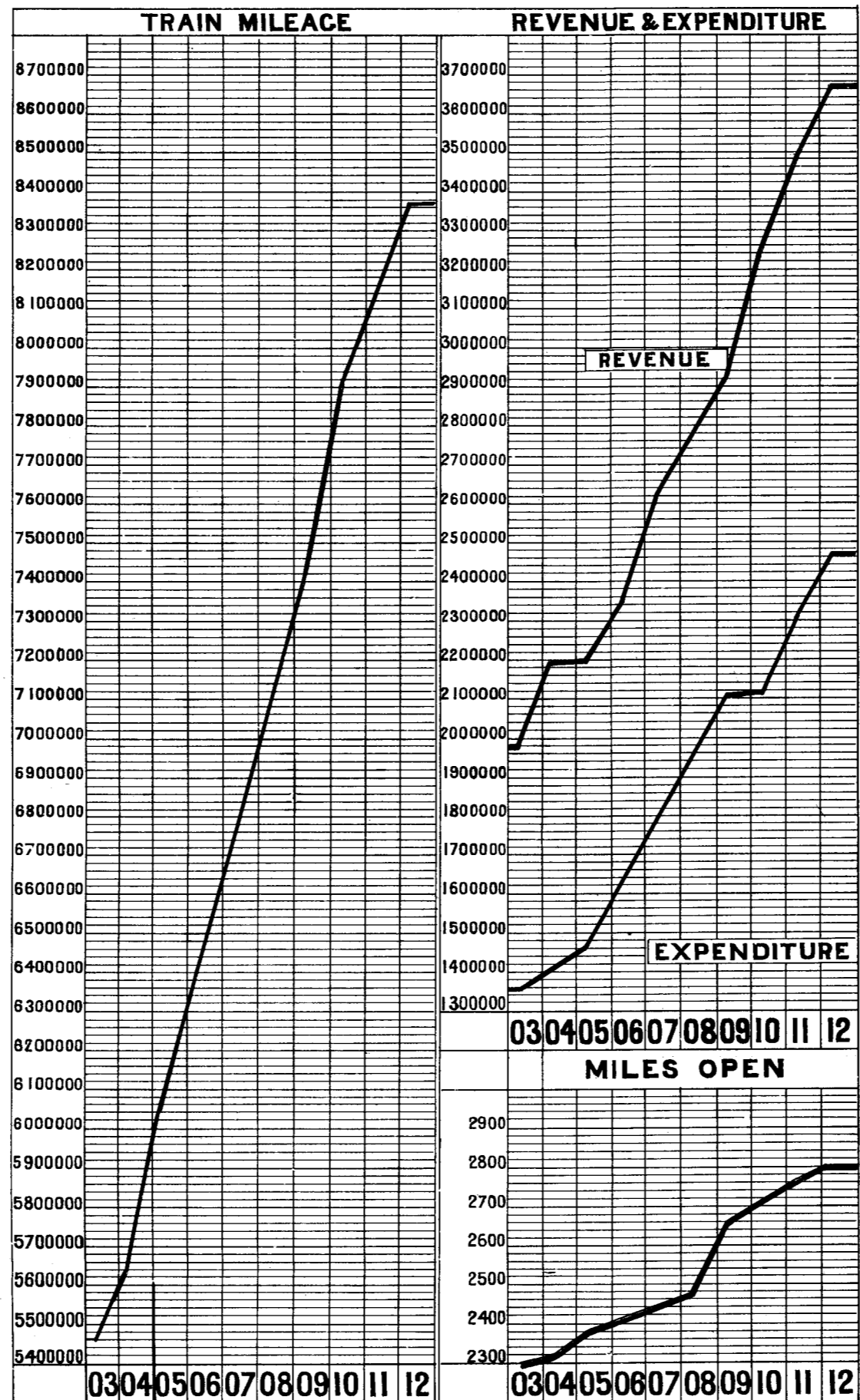
PART V.—CLASSIFICATION.

Veneers packed in cases, crates, or bundles: Owner's risk half rate B.

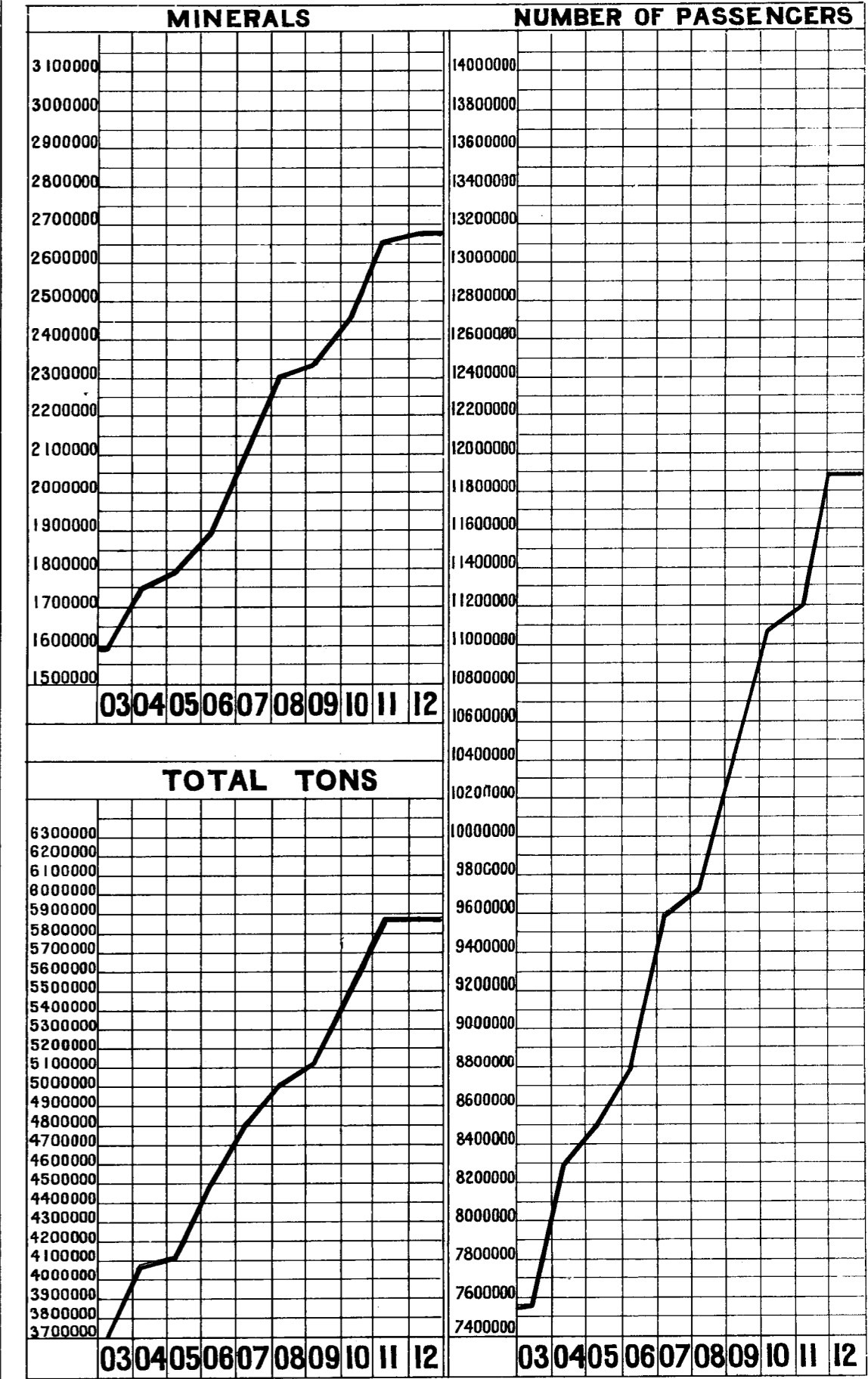
NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS

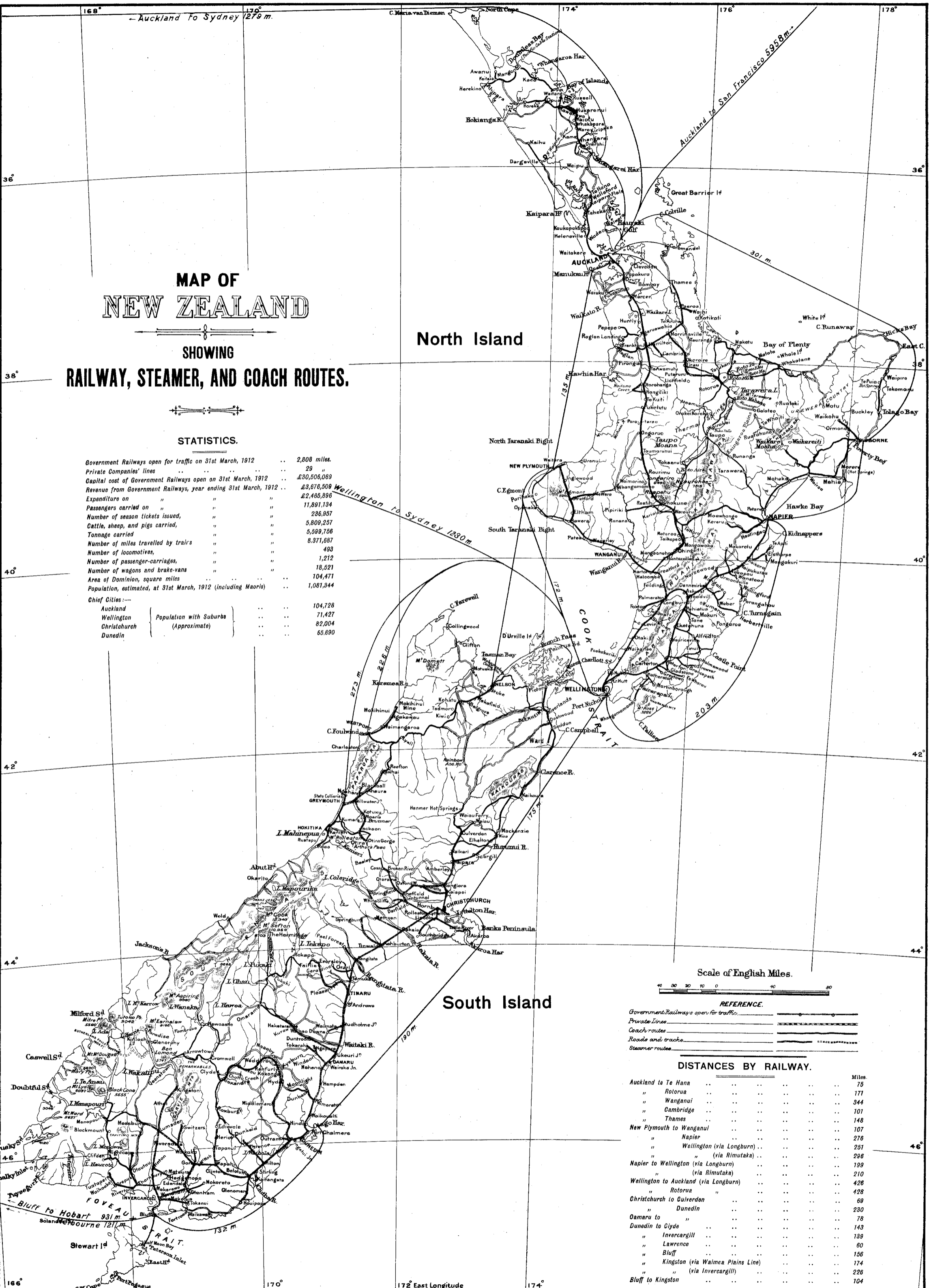


MAP OF NEW ZEALAND

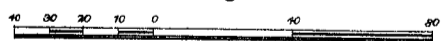
SHOWING RAILWAY, STEAMER, AND COACH ROUTES.

STATISTICS.

Government Railways open for traffic on 31st March, 1912	..	2,808 miles.
Private Companies' lines	..	29 "
Capital cost of Government Railways open on 31st March, 1912	..	£30,506,089
Revenue from Government Railways, year ending 31st March, 1912	..	£3,676,509
Expenditure on	..	£2,466,896
Passengers carried on	..	11,891,134
Number of season tickets issued,	..	236,957
Cattle, sheep, and pigs carried,	..	5,809,257
Tonnage carried	..	5,589,756
Number of miles travelled by trains	..	8,371,687
Number of locomotives,	..	493
Number of passenger-carriages,	..	1,212
Number of wagons and brake-vans	..	18,521
Area of Dominion, square miles	..	104,471
Population, estimated, at 31st March, 1912 (including Maoris)	..	1,081,344
Chief Cities:—		
Auckland	Population with Suburbs	104,728
Wellington	(Approximate)	71,427
Christchurch		82,004
Dunedin		65,890



Scale of English Miles.



REFERENCE.

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

DISTANCES BY RAILWAY.

	Miles
Auckland to Te Hana	75
" Rotorua	171
" Wanganui	344
" Cambridge	101
" Thames	148
New Plymouth to Wanganui	107
" Napier	276
" Wellington (via Longburn)	251
" (via Rimutaka)	298
Napier to Wellington (via Longburn)	199
" (via Rimutaka)	210
Wellington to Auckland (via Longburn)	426
" Rotorua	428
Christchurch to Culverden	69
" Dunedin	230
Oamaru to	78
Dunedin to Clyde	143
" Invercargill	189
" Lawrence	80
" Bluff	156
" Kingston (via Waimea Plains Line)	174
" (via Invercargill)	228
Bluff to Kingston	104

