

1914.
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, 1914. I have pleasure in announcing that, notwithstanding the smallpox epidemic in the north and the industrial upheaval caused through the unfortunate strike, the earnings exceeded those of the preceding year by £72,326. The results are as follows:—

	Year 1914.	Year 1913.
	£	£
Total earnings	4,043,328	3,971,002
Total expenditure	2,880,323	2,705,609
Net profit on working	£1,163,005	£1,265,393

The mileage of line open for traffic on the 31st March, 1914, was 2,863 miles, and the average miles operated during the year 2,861 miles. The only line opened during the year was the Dunollie-Rewanui Section of the State Collieries line, 3 miles 6 chains in length.

The capital cost of the lines opened for traffic, including plant and steamers on Lake Wakatipu, advanced from £31,611,220 to £32,355,087.

The net revenue, £1,163,005, is equal to a return of 3·61 per cent. on the capital invested in the open lines, and 3·33 per cent. on the capital (£34,980,576) invested in opened and unopened lines.

Although the gross revenue exceeded that of the previous year, it fell short of the estimate by £156,672, as a result of the abnormal conditions prevailing.

The net revenue per train-mile declined by 2·46d. in the North Island and by 4·75d. in the South Island.

The net earnings per average miles of railway open was £408. The failure of the revenue to meet the estimates was due to a falling-off of the goods traffic, the restriction of travel by smallpox epidemic, and the loss of the Easter holiday excursion traffic.

The railway workshops were kept fully employed building locomotives, cars, and wagons to provide for expansion of business. A large programme for rolling-stock construction is now in hand. This will serve the dual purpose of providing increased capacity for dealing with the traffic offering and keep the workshops staff fully employed on the remunerative work.

The expenditure absorbed 71·24 per cent. of the revenue, an increase of 3·11 per cent. over the previous year. The increase is directly traceable to advances in wages, employment of extra staff, and additional train services.

A considerable amount was spent in carrying out improvements to lines and providing increased accommodation at stations, and extending provision of safety appliances.

The accumulated funds to the credit of the Government Railways Superannuation Fund amount to £295,470, an increase of £31,015 on the previous year. The total income for the year was £109,378, and the amount outgoing £78,363. Of the latter sum, £67,880 represented the charge involved in payments to 1,352 beneficiaries, comprising 846 members of the service who have either voluntarily resigned or who have been retired on account of being medically unfit, 204 widows and 302 children dependants of deceased members of the service who had not retired on superannuation at the time of their death.

The actuarial report on the Government Railways Superannuation Fund having indicated that an additional subsidy was necessary to place the fund on a satisfactory financial basis, the Government has arranged to pay an additional amount of £25,000 to the fund, making the Government subsidy for the year 1914–15 £50,000.

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1914, as compared with 1913:—

PARTICULARS.	Year ended 31st March.	
	1913.	1914.
Total miles open for traffic	2,860	2,863
Average miles open for year	2,840	2,861
Capital cost of opened and unopened lines	£33,831,783	£34,980,576
Capital cost of open lines	£31,611,220	£32,355,087
Capital cost per mile of open lines	£11,053	£11,309
Gross earnings	£3,971,002	£4,043,328
Working-expenses	£2,705,609	£2,880,323
NET PROFIT ON WORKING	£1,265,393	£1,163,005
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	4·04	3·61
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	68·13	71·24
Earnings per average mile open	£1,400	£1,416
Working-expenses per average mile open	£954	£1,008
NET EARNINGS PER AVERAGE MILE OPEN	£446	£408
Earnings per train-mile	d. 105·50	d. 104·00
Working-expenses per train-mile	71·84	74·00
NET EARNINGS PER TRAIN-MILE	33·66	30·00
Passengers, ordinary	13,123,879	13,355,893
Season tickets	265,259	287,037
Goods tonnage	5,957,005	5,661,340
Live-stock tonnage	289,123	358,293
Train-mileage	9,016,224	9,319,268
Locomotives	513	534
Passenger-cars	1,282	1,363
Wagons and brake-vans	19,515	20,251

Mr. T. Ronayne, who filled the position of General Manager since 1895, voluntarily retired on the 31st October last. Mr. E. H. Hiley, new General Manager, assumed control of the railways on the 1st November, after having inspected the principal sections in company with Mr. Ronayne. Mr. Hiley's report on the New Zealand railways, which is very comprehensive and contains a number of important proposals, is attached hereto, and I commend it to the careful perusal of honourable members. The report of Mr. Ronayne (late General Manager), covering the period the 1st April to the 31st October, together with the report of Mr. John Henry Lowe, C.E., M.I.C.E., on the condition of the New Zealand railways, has also been printed for the information of the House.

A number of very important proposals, involving an expenditure of £3,250,000 for the provision of new stations at Auckland, Wellington, and Christchurch; construction of new line from Auckland southwards to connect with the Main Trunk line at Westfield; the duplication of the suburban lines—Newmarket to New Lynn, and Penrose southwards; also duplication of the Lyttelton Tunnel; reorganization of station-yards at Palmerston North, Hastings, Addington, and Timaru; erection of new workshop for engine-building purposes at Newmarket; extension of Petone Workshops; provision of level-crossing alarms; importation of locomotives from abroad; and grade-easements and bridge-strengthening are contained in Mr. Hiley's report. There is no doubt in my mind that if the railway business of the Dominion is to be efficiently carried out and the Department satisfactorily performs its functions in dealing with the commerce of the country, considerable additions must be made to the existing railway facilities. The amount involved in providing new lines, grade-easements, bridge-strengthening, and new locomotives will be remunerative for all time, and give a handsome return on the investment. The new stations and improvements to station-yards are essential to the economical and efficient conduct of the business, and may also be regarded as remunerative expenditure. The signalling and interlocking expenditure is essential in the interests of public safety, and the workshops additions are for increasing the output of rolling-stock and enabling the Department to avoid the necessity of going abroad for plant in the near future.

The following statement shows a brief comparison of the traffic and the rolling-stock for dealing therewith on the 31st March, 1907, with that at the 31st March of the present year:—

	31st March, 1907.	31st March, 1914.	Increase.	Per Cent. of Increase.
Passengers (number) ...	9,600,786	13,355,893	3,755,107	39
Season tickets " ...	165,504	287,037	121,533	73
Parcels " ...	929,929	1,392,814	462,885	50
Horses " ...	17,770	21,778	4,008	23
Carriages " ...	2,440	2,755	315	13
Dogs " ...	42,081	54,383	12,302	29
Drays " ...	2,496	3,090	594	24
Cattle " ...	133,031	254,291	121,260	91
Sheep " ...	4,661,001	6,860,495	2,199,494	48
Pigs " ...	115,222	145,773	30,551	27
Chaff, lime (tons) ...	168,316	235,980	67,664	40
Wool " ...	128,161	155,709	27,548	22
Firewood " ...	109,236	117,038	7,802	7
Timber " ...	567,835	676,858	109,023	19
Grain " ...	770,706	1,050,395	279,689	36
Merchandise " ...	712,399	873,746	161,347	23
Minerals " ...	2,135,446	2,551,614	416,168	19
Total tonnage ...	4,592,099	5,661,340	1,069,241	24
Total revenue ...	£2,624,600	£4,043,328	£1,418,728	54
Locomotives (number) ...	398	534	136	34
" tractive power (lb.)	3,993,028	6,754,663	2,761,635	69
Passenger-cars (number) ...	966	1,363	397	41
Passenger-cars, seating-accommodation ...	40,470	53,819	13,349	33
Brake-vans (number) ...	326	406	80	24
Sheep-wagons (number) ...	877	1,481	604	69
Total wagons, all classes (number) ...	14,279	19,845	5,566	39
Wagon carrying-capacity (tons)	107,585	166,737	59,152	55
Train-mileage run...	6,755,454	9,319,268	2,563,814	38

I estimate that the revenue for the year ending 31st March, 1915, will be £4,250,000, and the expenditure £3,030,000.

I desire to place on record my sincere appreciation of the loyal and valuable services rendered by the railway staff during the recent labour troubles.

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

New Zealand Government Railways,

SIR,—

Head Office, Wellington, 31st August, 1914.

I have the honour to report on the working of the New Zealand railways for the financial year ending 31st March, 1914.

During the period 1st April to 31st October, 1913, the arrangements and administration of the lines was in the hands of Mr. Ronayne, late General Manager, who retired on superannuation on the latter date. The actual management therefore devolved on me as from the 1st November, 1913, to the end of the financial year—a period of five months, a considerable portion of which has been taken up in necessary travel for inspection purposes.

The only new line opened for traffic during the year was the Reefton—Cronadun extension of the Westland Section, 3 miles in length, bringing the total mileage of line open for traffic at the end of the year up to 2,863 miles.

The capital cost of lines open for traffic, including the steamers and plant on Lake Wakatipu, was £32,355,087.

The gross receipts amounted to £4,043,328, against £3,971,002 for the preceding year. The net revenue amounted to £1,163,005, equal to a return of 3·61 per cent. on the capital invested in the railways open for traffic, and to 3·32 per cent. on the total capital (£34,980,576) invested in opened and unopened lines.

The train-mileage advanced from 9,016,224 miles in 1913 to 9,319,268 miles for the year just ended—an increase of 303,004 miles—the cost of which was £93,426. In the North Island the increase amounted to 328,045 miles. The mileage in the South Island decreased by 25,001 miles, leaving the net increase as 303,004 miles, which represent services laid on for public convenience and to facilitate the movement of traffic. The major portion of the increased mileage is covered by services established in the Auckland suburban district, and between Putaruru and Rotorua, Taumarunui and Ongarue, Wellington—Auckland, Hastings—Napier, and on the Toko Branch and the Gisborne Section.

In the South Island additional trains were run between Christchurch and Lyttelton, Balclutha and Houipapa, and Waimahaka—Tokanui; but in the aggregate the train-mileage decreased by 25,000 miles. There was a reduction of 15,000 miles on the Westport Section, where the effect of the strike was acutely felt; 18,000 miles on the Hurunui—Bluff Section, and 2,000 on the Westland Section; while on the Nelson and Picton Sections there were increases of 8,000 and 2,000 miles respectively.

Traffic was seriously interfered with by heavy floods and slips that occurred during the months of August, October, and December. In the South Island the Outram Branch was interrupted by floods on the 14th, 15th, 16th, 25th, 26th, and 27th August; the main line between Milton and Lovell's Flat and Allanton and Henley on the 15th and 16th August. Slips caused delay to Lawrence Branch train on the 15th August, and blocked the main line near Burke's and Puketeraki on the 15th and 16th August, and again between Dunedin and Palmerston on the 25th and 26th August. The Otago Central was blocked from the same cause on the 15th, 16th, and 17th August, and was the scene of heavy floods on the 25th August, the resultant damage being of such an extent that trains could only run between Clyde and Ranfurly. The interruption between Ranfurly and Wingatui continued till the 9th September. Further floods occurred on the 30th October, blocking the line between Gore and McNab, and at Hazlett's on the Nightcaps Branch. In the North Island heavy rains caused a number of slips on the Main Trunk line between Marton and Ohakune on the 23rd October. Traffic between Marton and Taihape was suspended on the 23rd, 24th, and 25th October, but line was sufficiently repaired on the 27th idem to allow passenger-trains to run through. Further slips took place between Marton and Taihape on the 12th, 13th, and 17th December, interfering with the train services to some extent, but the interruption was not of long duration. Passengers were in all cases transhipped wherever practicable, coach services being utilized between breaks where train services were not available.

The following figures, which give the record of the late arrival of the principal trains during the year, indicate that despite the difficulties experienced from floods, slips, and other unforeseen circumstances the trains have as a whole run well up to time:—

	Average Late Arrival.	
	Minutes.	Last Year. Minutes.
Long-distance passenger-trains	1·40	1·67
Suburban trains	0·48	0·56
Long-distance mixed trains	2·28	2·58

The number of ordinary passengers carried during the year was 13,355,893, an advance of 232,014 on the previous year's business. Season tickets issued numbered 287,037, an increase of 21,778; workers' twelve-trip tickets numbered 58,367, and workers' weekly suburban-lines tickets 163,299, an increase of 4,670 twelve-trip and 14,345 workers' weekly suburban over the preceding year. Holiday excursion tickets totalled 815,267, a decrease of 149,428 on the previous year's traffic. Schools', factories', and friendly societies' excursions advanced from 133,897 passengers in 1913 to 188,987 for the year under review, an increase of 55,090.

Coaching traffic gave an increase of 71,941 parcels, but horses, carriages, and dogs decreased by 3,000, making the net increase 68,000 in items grouped under the head of "Coaching traffic."

Goods and live-stock traffic show increases as under :—

Cattle	...	...	...	32,696 head;
Sheep	...	...	...	1,471,690 „
Pigs	...	...	...	9,643 „
Chaff, lime, &c.	...	...	...	22,658 tons;
Wool	...	...	...	7,973 „
Firewood	...	...	...	4,966 „
Merchandise	...	...	...	27,813 „

and decreases as under—

Drays	...	...	...	90
Timber	...	...	...	18,000 tons;
Grain	...	...	...	131,500 „
Minerals	...	...	...	209,000 „

the net result being a decrease of 227,000 tons in the gross goods tonnage.

The decrease in the live-stock traffic is to some extent due to the fact that the operations of various freezing companies were restricted to a considerable extent during the year ending 1913 by labour troubles with slaughtermen. The natural increase in the flocks of the Dominion and the satisfactory prices ruling for sheep and wool have also been an important factor causing the sheep to change hands readily, and owing to the difficulties in obtaining labour there seems to be a disposition among farmers to devote themselves to sheep and dairying in preference to agriculture.

The decrease in the timber traffic has resulted from the fluctuation of the business, particularly the export trade, and is mainly due to the falling-off of the export traffic on the Westland Section, and slackness in building arising out of labour troubles.

The falling-off in the grain traffic is confined to the South Island, and is to some extent due to the fact that farmers are devoting themselves more to stock-raising, and there has been consequently a less acreage under crop. The unfavourable season, during which there were heavy floods in Otago and Southland, further militated against the traffic. Added to this there is the fact that the quantity of grain forwarded ex stores at the principal ports is considerably less than for the preceding year, indicating that large quantities of grain are being held for more favourable prices.

A decrease of 209,000 tons in minerals is directly traceable to the labour troubles existing during the year, which restricted the operations of the mines in various parts of the Dominion. These were most acutely felt in the mines operating in the Greymouth and Westport districts. This will be readily understood from the fact that since the 29th October to the 5th January, 1914, not a particle of coal was carried on the Westport Section, where the traffic decreased by 155,000 tons—nearly 20 per cent. of the average total output. At Greymouth the traffic decreased to the extent of 75,000 tons. The strike also restricted the output of brown coal in some of the districts, and resulted in larger quantities of foreign coal than usual being imported and conveyed by rail to supply the shortage in the local product.

The average number of men employed on the railways during the year was 14,176, against 14,213 for the year ending 31st March, 1913. Twelve members of the Second Division were promoted to the First Division, 479 members of the permanent staff resigned, 83 members retired on superannuation, 48 died, 111 were dismissed, and 1,160 were engaged. The amount paid under the Workers' Compensation for Accidents Act during the year in respect to members who sustained injuries in the execution of their duties was £12,459.

The additions made to the rolling-stock during the year consisted of 22 new engines, 91 bogie cars, 23 brake-vans, 729 wagons, 2,060 new tarpaulins. Of the locomotives, one goods tender-engine, Class Ba, ten heavy tank-engines, Class Wg, and four Class X 94-ton tender-engines, four-cylinder balanced-compound, were built in the Government railway workshops, and seven Class Ad 72-ton tender-engines, four-cylinder balanced-compound, were completed under contracts with Messrs. A. and G. Price (Limited), of Thames. Four old carriages and one old car damaged in a collision were written off, and five obsolete cars were sold. One old van and seven second-hand wagons were sold, and seven worn-out wagons written off, and have been replaced by new vehicles paid for out of revenue. 1,147 tarpaulins were worn out and written off, and have been replaced by new ones charged against revenue. During the year 578 modern steel axles were placed under cars, vans, and wagons in substitution for old iron axles. The effect of this change is to increase the carrying-capacity of the wagons by 2 tons and at the same time give greater stability to the wagons.

The rolling-stock on the Gisborne Section was equipped with the Westinghouse air-brake during the year, and arrangements made for the equipment of the rolling-stock on the other smaller sections in turn until all the rolling-stock used on the railway system of the Dominion is equipped with this necessary appliance. 11,188,020 cubic feet of Pintsch gas was manufactured for use by the Department during the year, at a cost of 2s. 2·92d. per 100 cubic feet. This shows an advance of 1·61d. per 100 cubic feet, due to the fact that the cost of rebuilding the Palmerston North Gasworks, which were destroyed by fire during the year, has been charged against the gas-output.

There were 108½ miles of track relaid during the year: of this mileage, 80½ miles of main lines were laid with 70 lb. rails, 10½ miles of branch lines with 55 lb. steel material in substitution for 40 lb. rails, and 17 miles of branch lines with 53 lb. steel material removed from main lines and placed in branch lines in lieu of 40 lb. rails.

During the year 395,712 cubic yards of ballast were used, an increase of 105,000 cubic yards compared with the previous year. 256,054 sleepers were put into the track during the

year. The practice of replacing sleepers, inaugurated some time ago for the purpose of strengthening the track, was continued during the year, and also the laying of check rails to lessen the wear on the outer rails for sharp curves.

A large number of works having for their object the improvement of the facilities and increasing the accommodation were carried out during the year, comprising additions to station sidings, houses and social halls for the staff, new goods-sheds, stock-yards, improvements to water-services, drainage, workshops, engine-sheds, sanitary arrangements, and many other useful works too numerous to particularize.

The programme in hand comprises works that will give better facilities to the public and at the same time enable the operations of the Railway Department to be carried on more satisfactorily and economically.

The new wagons added to the rolling-stock during the year give an increased capacity of 8,290 tons, equal to 5.23 per cent. The increased carrying-capacity of the wagons is equal to an addition of 1,381 6-ton wagons.

The additional tractive power represented in the new locomotives is 436,853 lb., equal to an increase of 6.91 per cent.

The interlocking and signalling system has been brought into operation at Taumarunui, Te Kuiti, Mount Eden, and Wanganui new station, while additions and arrangements have been made at Auckland, Penrose Junction, Taihape, Palmerston North, Paekakariki, Timaru, Lower Hutt, Studholme Junction, Invercargill, and Greymouth; and Post and Telegraph siding at Addington, the Auckland Brick Company's siding at New Lynn, Railway sawmill siding at Ohakune, have been interlocked with the tablet system. With a view to increasing the safety the facing-points of the crossing-loops at the whole of the 125 stations in the North Island which are equipped with fixed signals have been fitted with special switch-locks, which prevent the home signals being lowered unless the facing-points to which the signal applies are unlocked. A commencement has also been made in the direction of similarly interlocking the signals and facing-points in the South Island.

The electric-tablet system has been installed and brought into operation between the sections Putaruru to Rotorua, Dunollie to Rewanui. New tablet stations have been opened at Wiri, Takanini, Makino Road, Belmont, and the ballast-pit near Pareora. Seventeen additional stations were equipped with semaphore signals, and the automatic exchanging apparatus was installed at nine stations. The total number of stations equipped with fixed signals is 245, and 82 stations have been interlocked. 1,538 miles of single line are now controlled by the Tyer's electric tablet, 39½ miles double line by the lock-and-block, and 21 miles by the train staff and ticket.

The telephone and telegraph facilities have been materially added to during the year, and at the 31st March the railway system of train-signalling by electric telegraph and telephones comprised 266 sets of Morse instruments, 1,385 telephones, 226 electric bells, 2,339½ miles of poles, and 6,423 miles of wire.

At the end of the year the equipment of the Onerahi-Whakapara Section with the electric tablet and the erection of telephone-lines between Frankton-Cambridge, Sheffield-Racecourse Hill, and Rolleston-Kirwee were in hand.

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

REVENUE.

The labour unrest which had been manifesting itself for some considerable time, and ultimately culminated in strikes of considerable magnitude, extending over a period of three months, involving the coal-miners, waterside workers, seamen, carters, &c., and had a very detrimental effect on the receipts for railway traffic. For the first time for a long period the railways have failed in consequence to realize expectations in regard to the revenue. The gross receipts for the year amounted to £4,043,328, as against an estimated revenue of £4,200,000, the deficit on the estimate being £156,672. The sources from which the revenue was derived were:—

	1914.	1913.	Increase.	Decrease.
	£	£	£	£
Passengers	1,450,480	1,461,873	...	11,393
Parcels, luggage, and mails ...	236,761	215,209	21,552	...
Goods	2,283,149	2,224,786	58,363	...
Rents and commissions	72,938	69,134	3,804	...
	<u>4,043,328</u>	<u>3,971,002</u>	<u>83,719</u>	<u>11,393</u>

Although the receipts for the year under review fell short of the estimate, they exceeded the revenue for the previous year by £72,326. The falling-off in passenger receipts amounted to £11,393. This is directly due to the restrictions in travel imposed for a long period as a result of the smallpox epidemic, also to the fact of the issue of holiday excursion tickets to Auckland over an extended period during the currency of the Exhibition, and finally to loss of the business of the Easter traffic, the passenger bookings for the preceding year having benefited by the inclusion of two Easters in the business for that year. The effect of the smallpox epidemic and the loss of the Easter traffic will be apparent from the fact that, although the total number of the passengers carried increased by 232,014, the actual receipts decreased by £14,410. The total number of passengers carried at holiday excursion rates declined by approximately 150,000, notwithstanding the extended issue of holiday excursion tickets to Auckland for the Exhibition, which proved insufficient attraction to counteract the effect of the restrictions resulting from the smallpox epidemic, loss of business through the strike, and loss of the Easter traffic.

The revenue from coaching, goods, and miscellaneous traffic showed increases aggregating £83,719. The revenue from the North Island lines increased by £128,680, of which sum £122,104 was from the North Island main lines and branches, the balance being from the smaller sections.

The receipts per train-mile from the North Island main lines and branches decreased by $\frac{1}{2}$ d. per train-mile in gross receipts, the returns being 8s. 1d. per train-mile for 1914 against 8s. 1 $\frac{1}{2}$ d. per train-mile for 1913, while the net revenue per train-mile was 2s. 4 $\frac{8}{10}$ d. against 2s. 7 $\frac{3}{10}$ d., a decline of 2 $\frac{4}{10}$ d.

On the South Island main line and branches the gross receipts per train-mile were 9s. 1d. for 1914, against 9s. 2 $\frac{3}{4}$ d. for 1913, a decrease of 1 $\frac{7}{8}$ d. The net return per train-mile was 2s. 4 $\frac{8}{10}$ d., against 2s. 9 $\frac{5}{10}$ d. for the preceding year, a decrease of 4 $\frac{7}{10}$ d.

For all lines the gross receipts per train-mile were 8s. 8d. against 8s. 9 $\frac{1}{2}$ d. for 1913, a decline of 1 $\frac{5}{10}$ d. per train-mile.

The net earnings per mile of railway decreased to the extent of £38 per mile for the average number of miles open for traffic, the return for 1914 being £408, as against £446 for the preceding year. The net revenue, £1,163,005, gave a return of 3·61 per cent. on the capital (£32,355,087) invested in the lines open for traffic.

The earnings of the Lake Wakatipu steamers amounted to £6,790, a decrease of £231 on the previous year's business.

Having regard to the paralysing effect the unfortunate labour crisis had on the trade of the Dominion, and the consequences arising out of the very unforeseen circumstances that occurred during the year, the revenue derived from the railways can only be regarded as satisfactory.

EXPENDITURE.

The expenditure for the year, including £7,046 representing cost of working Lake Wakatipu steamers, amounted to £2,880,323, an increase of £174,714. The ratio of expenditure to earnings was 71·24 per cent., against 68·13 per cent. for the preceding year, an advance of 3·11 per cent.

	Expenditure.		Per Cent. of Revenue.	
	1913-14. £	1912-13. £	1913-14.	1912-13.
Traffic	338,222	768,937	20·73	19·40
Locomotive	1,154,309	1,059,292	28·55	26·73
Maintenance... .. .	763,207	765,860	18·87	19·32
Management... .. .	113,539	104,902	2·91	2·64
	<hr/>	<hr/>		
	2 873,277	2,698,991	71·06	68·09
	7,046	6,618	0·18	0·04
	<hr/>	<hr/>		
	2,880,323	2,705,609	71·24	68·13

The increased expenditure in the Traffic Branch is mainly due to the advances in wages resulting from the increased scale of pay which came into operation on the 1st April, 1913, and also to the increases in the train services and the employment of additional staff as a consequence of the extension of the tablet system, and the hours during which the business of the Department is carried on. The more extended period of the day over which trains are run the heavier the expense of staffing. But for the fact that the train services were materially curtailed as a result of the falling-off in traffic due to the strike the expenditure of the Traffic Branch would have been considerably higher than it was; but the net result of working would undoubtedly have been more favourable. In the Locomotive Branch the increased expenditure is due to the advances in the rates of pay and the prices paid for fuel, stores, and material, the advances in the expenditure in the Head and Departmental Offices incidental to the inclusion in the Head and Departmental Offices of items previously charged to sections, and also to a considerable extent by increases in salaries under the Classification Act.

The expenditure per mile of railway in the Maintenance Branch amounted to £267, against £271 per mile for the previous year. In this branch there is a decrease of £2,653 on the expenditure for the preceding year. Large numbers of miscellaneous works forming additions to lines, structures, and rolling-stock, costing £38,613, which would be a reasonable and proper charge against capital, have been carried out during the year and charged against working-expenses. £198,401 was spent by the Maintenance Branch in carrying out works under the head of "Additions to open lines." These comprise extensions to the signalling, interlocking, block-working, extension of station-yards and siding accommodation, additional water-services, dwellings for staff, grade improvements, overbridges, reclamation of land, provision of stock-yards, new wharves, engine-depots, new tablet stations, improved sanitary arrangements, new district offices, additional duplication at Auckland, wharf-extension at Nelson, &c. In the Locomotive Branch £299,644 was expended in the provision of additional rolling-stock, tarpaulins, fitting cars and locomotives with steam heating-gear, Westinghouse brake, pneumatic coaling-cranes, and workshops machinery. The total expenditure under additions to open lines was £498,045. The rolling-stock in respect to which the charges were incurred consists of 22 locomotives, 80 carriages, 22 brake-vans, 34 bogie wagons, 677 four-wheeled wagons, and 2,050 tarpaulins completed on the 31st March, 1914, and 52 locomotives, 60 carriages, 17 brake-vans, 89 bogie wagons, and 1,237 four-wheeled wagons in hand incomplete on the 31st March, 1914.

HUTT ROAD.

In May and August, 1913, slips occurred on the Hutt Road near Ngahauranga, involving considerable work to clear the road for traffic. This was subsequently effected, and the value

of the material, which had been used for reclamation on the railway, was credited to the construction authority. The road was vested in the Wellington City Council by Governor's Proclamation dated the 17th March, 1914.

OTHER WORKS.

During the year the new Chain Hills Tunnel, on the Dunedin-Mosgiel line, was opened for traffic, and single-line working on the new line between Abbot's Creek and Wingatui new station was brought into operation on the 23rd March, 1914. Good progress has been made with this duplication, which is now approaching completion.

Other important works have been carried out or completed during the year. The grade-easement on the North Island Main Trunk line north of Whangarata has been finished, and the grade-easement north of Pokeno is approaching completion. A commencement has also been made on similar work between Drury and Paerata. The Manawapou deviation has been practically completed.

The earthworks are well advanced in connection with the Parnell Tunnel duplication, and a commencement in driving the tunnel has been made at the Auckland end.

Reclamation of land at Mechanics Bay, Auckland, has been undertaken by the Auckland Harbour Board under agreement with the Railway Department, and it is anticipated that it will be completed within the time—namely, by November, 1915.

ROLLING-STOCK.

Messrs. Price Bros. (Limited), of the Thames, delivered seven Class Ad locomotives constructed by them under contract. The firm has still six Ad locomotives to complete their original contract, and twenty Class B tender-locomotives to build under contract taken by them during the year.

The rolling-stock under construction in the railway workshops at the 31st March last comprises twenty-six engines—viz., six Class X 94-ton tender-engines, twenty heavy tender-engines, Class Wg. The locomotive programme already arranged, therefore, provides altogether for the building of fifty-two locomotives of heavy type between the railway workshops and Messrs. Price Bros. (Limited).

The number of cars under construction in the railway workshops on the 31st March was fifty-nine, and there were also seventeen bogie brake-vans, eighty-nine bogie and 1,247 four-wheeled wagons in hand.

GENERAL.

The Westinghouse petrol-electric rail-motor-car for use on suburban lines is under construction in the Petone Workshops, and when completed it will be run experimentally from Wellington until such time as practicable results can be definitely ascertained. Experiments will, however, require to extend over a considerable period before it can be definitely concluded whether the cars can be run with financial success under the circumstances existing in the Dominion.

Experiments have been made with electric alarms suitable for use on level crossings, and as the appliance designed by the Department's officers has been found reliable under actual tests, it has been decided to install the electric alarms at a number of the more important busy crossings connected with the railway system. In view, however, of the amount of expenditure involved it will only be practicable to install a given number of the alarms each year. The installations will first be made at crossings regarded by the Department as possessing the greatest claims in view of the volume of traffic passing over them or their situation in respect to view, &c.

It has been found necessary during the past year to prosecute a considerable number of motorists who have driven over railway-lines at a most reckless speed when trains have been within the immediate vicinity of the crossings. In several cases the occupants of the motors have escaped disaster by the narrowest margin, and then only owing to the vigilance exercised by the trainmen. As an additional safeguard and warning to persons using the roads that cross the railway-line the Department has intimated to the local bodies controlling the highways that it would be prepared to provide and erect notice-boards a distance to be determined in advance of the railway-crossings provided the local bodies would undertake to maintain the notices after erection. Up to the present time the majority of the local bodies have not intimated their readiness to join with the Department in providing additional safeguards for persons using the roads. This is, I consider, a matter for regret, as the altered conditions of road transport resulting from the ever-increasing number of motor vehicles used has materially increased the risk of accident.

Immediately prior to and during the time of the labour trouble considerable pressure was exerted on the railway staff to induce them to take part in the strike. The men, however, firmly declined the overtures and loyally performed their duties, at times under very trying conditions. I am deeply sensible of the value of the services rendered under such circumstances, and desire to place on record my appreciation thereof.

I have prepared a special report reviewing the railway position in New Zealand and setting forth the conclusions I have arrived at as the result of inspections and observations since I took charge in November last. This review accompanies the annual report herewith.

The Hon. the Minister of Railways.

E. H. HILEY,
General Manager.

MAINTENANCE.

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

<i>Permanent-way.</i> —The track has been maintained in good condition. Relaying as follows has been done during the financial year:—		Miles.
Main lines, 53 lb. and 56 lb. relaid with 70 lb. steel material	...	80 $\frac{3}{4}$
Branch lines, 40 lb. relaid with new 55 lb. steel material	...	10 $\frac{1}{2}$
Branch lines, 40 lb. relaid with second-hand 53 lb., &c., steel material removed from main lines	...	17
Total relaying for the year	...	108 $\frac{1}{4}$

The improvement of the alignment near Turakina has been completed. The whole cost has been charged to working-expenses. Check-railing of sharp curves to lessen wear on outer rail has been continued.

Sleepers.—256,054 sleepers were put into the track during the year. Respacing to strengthen the track has been continued.

Tunnels.—Two tunnels in the Dunedin district have had to be partially relined.

Slips and Floods.—In the Ohakune district slips and a washout occurred between Utiku and Ohingaiti in October, blocking the line for four days. In the Dunedin district conditions were exceptionally bad in August, train delays occurring in most parts of the district. On the Otago Central Railway traffic was suspended from the 23rd August to the 9th September. The district staffs concerned met these difficulties in a creditable manner.

Ballasting.—395,712 cubic yards of ballast has been used on the track during the year, a considerable improvement on the preceding year's work. A new mechanical ballast-loader is being installed at Mount Egmont pit.

Bridges, &c.—Bridge structures have been maintained in a safe condition. The renewal of timber superstructures in steel is being continued.

New steel-girder bridges over the new North Road; Morningside, and Park Road, Auckland, and the new steel viaduct at Manawapou, Wanganui district, have been completed.

Contracts have been let for a number of steel girders, and further contracts will be necessary during the ensuing year.

Water-services.—Improvements to a number of locomotive water-services have been carried out, including the provision of several 6,000-gallon vats. A 50,000-gallon reinforced-concrete vat is being erected at Linwood (Christchurch), and one of timber of similar capacity at Invercargill.

Wharves.—Lake Wakatipu: Patent slip in hand. Port Chalmers: Extensive repairs in hand. Picton: The new reinforced-concrete wharf is in regular use. The old timber wharf will shortly be pulled down. Nelson: Wharf-extension, &c., completed.

Buildings, &c.—New engine-depot at Linwood (Christchurch): The buildings are approaching completion. Reinforced-concrete tank, water-supply, siding accommodation, &c., are well advanced. New foundry and blacksmith's shop erected at loco. shops, Newmarket. Social hall erected at Hawera. Maintenance works depot has been shifted from Newmarket to Penrose. The maintenance works depot at Kaiwarra was damaged by fire: re-erection of the portion destroyed is in hand. Albert Bond building at Christchurch has been converted to district offices, and is now occupied by the staff. New station building and yard in hand at Picton, also new goods-shed and station-yard rearrangement at Invercargill. A number of new houses have been provided, and a fair percentage of dwellings have been added to and supplied with additional conveniences.

Miscellaneous Works.—Additions and improvements were carried out during the year amounting to £27,053, which was charged to working-expenses. The principal works were—Additions and improvements at Newmarket, Rotorua, Papatoetoe, Te Kuiti, Ohakune, Nelson, Christchurch (part), and Irwell; siding additions and alterations at Auckland, Te Aroha, Te Kuiti, Horopito, Feilding, Timaru, Windsor, and Ohakune (sawmills), (part); additions to houses at Ohakune, Rangataua, Mina, Hinuera, and Toiro; new houses at Dargaville and Glenomaru; social halls at Frankton (completion) and Hawera; new goods-shed at Ngongotaha removed from Onehunga Port; new stockyards and improvements at Horrelville; additions to water-services at Towai, Arahui, Helensville, Taihape, Marton, Makotuku, and Wanganui; erection of turntables at Little River and Napier; drainage improvements at Pelichet Bay and Dunedin; workshop improvements at Napier (completion), Petone, and Addington; refreshment-room additions at Marton; shelter-shed for watersiders at Timaru; engine-shed improvements at Tokanui; fencing line at Mercer; deviation of line at Bonny Glen—Turakina (part); purchase of land at Gropers and Switzers; reclamation at Thorndon (Wellington); fire-prevention water-service at Dunedin (part); foot-warmer furnaces at Picton and Ward; overhead bridge at Timaru (Caroline Bay); terminal facilities at Tokorahi and Ngapara (part); barracks for cleaners at Taihape; lighting-station at Pahiatua (gas); extension of loading-accommodation at Wairuna and Te Aroha; station approaches at Thornbury and Kaukapakapa; footways on bridges on Kaipara Branch; verandas and platform extensions at Bucklands and Kaukapakapa; power-house additions at Greymouth.

Additions to Open Lines.—£199,442 was spent on these works and charged to capital account, the principal items being the following: Signalling, interlocking, block-working, &c.; additions to station buildings, yards, and sidings at Morrinsville, Frankton Junction, Mercer (completion), Papatoetoe, Auckland (Quay Street) (completion), Kirikiriroa, Whangarei, Huntly (part), Penrose (part), Otahuhu (part), Hamilton (part), Palmerston North, Hastings (part), Halcombe and Feilding (part), Thorndon, Tawa Flat, Paraparaumu, Waipukurau (completion), Waipawa, Manakau, Poukawa, Otane (part), Picton, Christchurch (completion), Stirling (completion), Leeston, Belfast, and Mataura; additions to water-services at Hukerenui, New Lynn,

Henderson, Ruakura (part), Pukekohe (part), and Invercargill (part); new houses at Frankton (completion), Ohinewai, Taumarunui, Ohakune (part), Owaka (part), Lumsden, and Otorohanga; purchase of land at Whangarei, Otahuhu, Ngaruawahia, Palmerston North, Carterton, Plimerton, Papanui, Christchurch, Addington, and One-tree Point; additions to workshops at Whangarei (completion), Petone (completion), Addington, and Newmarket (part); extension of veranda at Gore (completion); extension of platforms at Palmerston North and Auckland; new goods-sheds at Morton Mains and Dashwood (part); additions to goods-sheds at Christchurch and Invercargill (part); grade improvements, Auckland-Mercer (part); weighbridge at Port Ahuriri (completion); turntables at Paekakariki and Christchurch; overbridges at Newmarket (Park Road) (completion), Avondale, Morningside (completion), and Mount Eden (part); reclamations at Mechanics Bay (part) and Bluff (part); stockyards at Mangapechi (completion) and Outram; new wharves and additions at Picton (completion) and Opua (part); engine-depots at Newmarket (part), Rotorua, Linwood (part), and Paekakariki (part); gas-lighting at Pukekohe; new tablet stations at Marakeke, Hangatiki, Rangiriri, Wiri, and Takanini; wagon-repair shed at Taumarunui (completion); crane at Hawera (completion); improved drainage at Taumarunui and Wellington; new district offices at Christchurch (completion); new station and yard at Picton (part); slipway at Lake Wakatipu (part); stone-crusher at Mount Albert; tunnel duplication at Auckland (Parnell) (part); wharf-extension at Nelson (completion); engine-shed extension at Thorndon; improved coal-storage at Frankton.

Doubling and Improvement of Lines.—Dunedin-Mosgiel: The new Chain Hills tunnel was opened and single-line working on new line between Abbot's Creek and Wingatui new station brought into operation on the 23rd March, 1914. This duplication is approaching completion.

New Hutt Road: This was vested in the Wellington City Corporation by His Excellency the Governor's Proclamation on the 17th March, 1914. During May, 1913, a large slip came down at Ngahauranga, and a further slip occurred at the same place in the following August. The value of the material from this place which was used for reclamation on the railway has been credited to the construction authority.

Grade improvements, North Island Main Trunk line: The expenditure for the year amounted to £25,585. The grade easement north of Whangarata has been finished, and that north of Pokeno is almost complete. A start is being made between Drury and Paerata. A larger authorization is desirable so that much-needed improvements may be made in reasonable time. The deviation at Manawapou has been practically completed.

Parnell tunnel duplication: The earthworks are well advanced, and a start has been made with the driving at the Auckland end of the tunnel.

Reclamation, Mechanics Bay, Auckland.—The Auckland Harbour Board has had this in hand under agreement with the Department. Expenditure for the year, including purchase of land, £30,002. It is anticipated that the work will be completed by the stipulated time—November, 1915.

Expenditure.—The amount expended by this branch during the year was as under: Maintenance, charged to working-expenses, £763,207 =.£267 per mile of railway; other expenditure, chargeable to capital, other Government Departments, and public and private parties, £277,957: total, £1,041,164.

Mileage.—The mileage open for traffic on the 31st March, 1914, was 2,863 miles 16 chains, the length opened during the year being 3 miles 6 chains.

Lands and Leases.—Number of leases registered during the year, 579; annual rental, £2,454. Leases current at 31st March, 1914, 4,595; annual rental, £33,051. Private-siding agreements registered during the year, 48; annual rental, £910. Private-siding agreements current at 31st March, 1914, 360; annual rental, £7,392. Proclamations taking or giving up land, 64. Total amount of compensation paid during the year for land, £20,859.

Staff.—Maintenance Branch working staff, 4,160 men; office staff, 135: total, 4,295.

SIGNAL AND ELECTRICAL.

Fixed Signals at Officered Stations.

During the past year seventeen stations have been fitted with fixed semaphore signals, viz.: Ranfurly, Middlemarch, Hyde, Wiri, Waitakere, Waimauku, Waikumete, Kamo, Te Rapa, Takanini, Oringi, Motumaoho, Kopua, Kiwitahi, Otiria, Whakapara, Onoke ballast-pit.

Total number of officered stations (including tablet stations), 469; equipped with fixed signals, 245; interlocked, 82; unequipped, 142.

Interlocking of Points and Signals.

The electro-pneumatic installation at Dunedin has worked satisfactorily.

The following places have been signalled and interlocked: Taumarunui, Te Kuiti, Mount Eden, Wingatui new station.

The interlocking has been added to and rearranged at Auckland, Penrose, Taihape, Palmerston North, Paekakariki, Timaru, Lower Hutt, Studholme, Invercargill, and Greymouth.

The following sidings have been interlocked with the tablet system: Post and Telegraph Department's siding, Addington; Auckland Brick Company's siding, New Lynn; Railway sawmill siding, Ohakune.

During the year all stations (125) in the North Island equipped with fixed signals have been fitted with special switch-locks, interlocking the crossing loop facing points with the respective home signals, and a start has been made to similarly equip all stations in the South Island.

The interlocking at Morningside and Mount Albert is in hand.

Total stations now interlocked, 82; tramway crossings interlocked, 6; intermediate sidings interlocked with tablet, 25.

Expenditure for the year was—New works, £15,944 5s. 7d.; maintenance, £7,773 2s. 3d.

Block-working (Electric Tablet).

During the year thirty tablet instruments and 34½ miles of line have been fitted and brought into operation, embracing the following sections: Putaruru to Rotorua, and Dunollie to Rewanui. Wiri, Takanini, Makino Road, Belmont, and ballast-pit near Pareora have also been installed as tablet stations. The equipment of the section Onerahi to Whakapara is in progress.

Total mileage now equipped with tablet apparatus: 1,538½ miles, single line.

Electric tablet instruments now in use, 820, at 345 stations.

Automatic tablet-exchanging apparatus has been installed at nine additional stations. The total now in use is 313.

Lock and Block.

The electric lock-and-block system for double-line working has worked satisfactorily. The equipment of the section Abbot's Creek to Mosgiel is in hand.

Mileage of line open for traffic: Double line, 39½ miles; single line, 2,823 miles 60 chains.

Total mileage now equipped with lock-and-block apparatus: 39½ miles, double line.

Electric lock-and-block instruments now in use, 76, at 35 stations.

Telegraph and Telephone Facilities.

Two hundred and ninety miles of wire and forty-four and a half miles of poles have been erected and brought into use, also various alterations and additions have been made to improve existing lines.

Seventy telephones have been fixed and brought into operation, thirty-eight additional and five extension connections have been made with the public telephone exchanges, and twelve additional Morse connections and twenty-two Morse instruments installed in learners' gallery, Christchurch, and thirty-three 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, 266; telephones, 1,385; electric bells, 226; miles wire, 6,423; miles poles, 2,339½.

Work on the following lines is in progress: Frankton-Cambridge telephone-line; Sheffield-Racecourse Hill telephone-line; Rolleston-Kirwee telephone-line.

Further facilities are still needed in some districts to meet the most pressing requirements.

Electric Lighting and Power Working.

Electric light has been installed at Christchurch new district offices, Matura, Mangaweka, and Stationmaster's house, Green Island, and additional lighting at Petone Workshops and Rotorua Station and yard.

The installation of lighting Te Kuiti Station is in hand, also the placing underground of all telegraph, telephone, and block wires between Addington and Sockburn, necessitated by the close proximity of the Lake Coleridge electric-power transmission-lines.

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

New works—				
Electric tablet-working	...	...	£	s. d.
Telephone and telegraph lines	...	...	5,072	0 7
Electric light	...	...	3,832	18 9
			565	16 4
			<hr/>	
			£9,470	15 8
Maintenance—				
Electric block working and telegraph and telephone lines			10,359	5 8
Lines, &c., maintained by Post and Telegraph Department			2,681	10 0
Electric light	...	...	1,679	10 2
			<hr/>	
			£14,720	5 10
Public telephone-exchange connections	...	...	£2,603	5 0

The electrical work in connection with the installation of a number of motors for driving machines at Hillside, Addington, and Petone has been carried out.

TRAFFIC.

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

Whangarei Section.

Revenue, £42,721; increase, £1,311.

Passengers decreased 15,000, chiefly owing to the restrictions upon travel during the smallpox epidemic. There was an increase of 2,700 parcels due to cream traffic. Goods traffic increased by 8,500 tons, chiefly timber. The coal output was affected by the strike.

Kaihu Section.

Revenue, £4,988; increase, £286.

The increase is in passengers and timber.

Gisborne Section.

Revenue, £23,503; increase, £4,980.

Increase of 1,200 passengers and 550 parcels. The principal features of the goods traffic were the increases of 40,000 sheep and 2,700 tons of timber. Minerals decreased by 4,000 tons.

North Island Main Line and Branches.

Revenue, £2,158,101; increase, £122,104.

The principal items of traffic were:—

	Number.	Number.
Passengers	7,196,283; increase,	264,761
Season tickets	182,706; "	16,820
Parcels, &c.	674,325; "	37,490
Live-stock	3,811,375; "	1,078,772
Goods.. .. .	1,874,245; "	95,240

The annual revenue per mile of railway rose from £1,884 3s. 5d. for 1912-13 to £1,976 5s. 7d. for 1913-14. During the last four years it has increased by £504. The revenue per train-mile decreased from 8s. 1½d. to 8s. 1d.

The increase of passenger revenue was £5,135.

A portion of the increase in live-stock is due to the delay in forwarding sheep to the freezing-works last year in consequence of the strike of slaughtermen. For the twelve weeks ended 31st March, 1913, there was a decrease as compared with the same period of the preceding year of over 310,000 sheep, while the first twelve weeks of 1914 show an increase of over 300,000.

Auckland District (to Horopito).—Revenue, £881,343; increase, £32,117.

There was a large increase (237,538) in the number of passengers, chiefly in the vicinity of Auckland, but the passenger revenue shows a decrease owing to the issue of holiday-excursion tickets to Auckland during the currency of the Exhibition and the loss of Easter traffic. Parcels increased by 38,145, chiefly cream traffic. The increases in live-stock were—Cattle, 2,542; calves, 3,173; sheep, 67,698; pigs, 9,793. Grain and minerals show increases of 24,807 tons and 26,211 tons respectively, the latter chiefly road-metal. Chaff, wool, firewood, and merchandise also show improvement, but there was a slight decrease in timber.

Wanganui District (to Ohakune).—Revenue, £457,997; increase, £25,462.

There was a decrease of 17,000 passengers owing to loss of Easter traffic and the restrictions placed upon the travel of Maoris. Parcels traffic improved. There was a large increase (432,000) in the number of sheep carried. Timber decreased by over 11,000 tons, and grain by 9,700 tons. Other classes of traffic show an improvement.

Wellington District.—Revenue, £818,761; increase, £64,525.

Passengers increased by 44,000 and season tickets by 4,300. Parcels traffic shows a slight reduction. There were increases of 9,000 cattle and 543,000 sheep. Chaff, &c., increased by 8,600 tons, wool by 4,700 tons, grain by 5,200 tons, and merchandise by 23,600 tons. The increase in merchandise was caused by later shipments of frozen meat for the previous season, and the distribution of coastal cargo by rail during the strike. There were decreases of 2,300 tons of timber and 24,000 tons of minerals due to the temporary stoppage of building operations and of the importation of coal.

Picton Section.

Revenue, £32,250; increase, £858.

Passenger revenue decreased £700. There was an increase of 46,500 sheep, 7,000 tons of chaff, and 1,500 tons of grain. Wool, merchandise, and minerals show decreases.

The Wairau bar has been good throughout the year.

Nelson Section.

Revenue, £31,911; increase, £2,764.

Passengers show a decrease, but there has been a general improvement in the goods traffic, the principal increase being 2,347 tons of merchandise.

Westport Section.

Revenue, £102,325; decrease, £22,151.

The loss of revenue was chiefly due to a decrease of 155,087 tons of coal during the strikes.

Westland Section.

Revenue, £137,114; decrease, £7,609.

Passengers show a decrease of over 13,000 in number, but a slight increase in revenue, the through bookings to East Coast and Auckland making up the revenue, while the loss of Easter holiday traffic, and the shrinkage of local traffic during the strike, caused the decrease in numbers. The stoppage of coal and timber traffic was the cause of the decrease in revenue.

South Island Main Line and Branches.

Revenue, £1,503,626; decrease, £29,985.

The principal items were:—

	Number.	Number.
Passengers	5,107,456; increase,	17,200
Season tickets	97,518; "	5,109
Parcels, &c.	709,801; "	24,974
Live-stock	3,139,965; "	340,804
Goods.. .. .	2,304,215; decrease,	166,443

The annual revenue per mile of railway decreased from £1,125 16s. 10d. the previous year to £1,100 15s. for the year under review, and per train-mile from 9s. 2½d. to 9s. 1d.

The variations of traffic in the various districts were approximately as under:—

Christchurch District.—Revenue, £676,802; decrease, £7,302.

There was a large increase in the number of passengers carried, due to the visit of H.M.S. "New Zealand," but the passenger revenue shows a decrease. Parcels increased by nearly 15,000, chiefly cream traffic. Cattle increased by 5,000 and sheep by 257,000. Chaff, wool, timber, and merchandise show slight improvement, but grain decreased by 76,700 tons and minerals by 10,300 tons. There was less acreage under grain, and the harvest was also late. The decrease in coal was caused by the strike.

Dunedin District.—Revenue, £497,527; increase, £5,409.

There was an increase of 33,700 passengers, chiefly school and factory excursions. Season tickets also show an improvement. Parcels increased by 9,700. There was an increase of 57,700 sheep. Grain decreased by 47,700 tons, and there were minor decreases in wool and chaff. Timber increased by 2,100 tons, merchandise by 6,100 tons, and minerals by 32,100 tons, the last-mentioned being in local coal during the stoppage of importation by sea. The grain-yield was poor and the acreage under crop less than last year.

Invercargill District.—Revenue, £329,297; decrease, £28,092.

There was a decrease of 40,000 passengers, although school and factory excursions increased by 16,000. The decrease is attributable to loss of Easter traffic and exceptionally bad weather in the early part of the year. There was a slight improvement in parcels traffic. There were increases of 2,200 cattle and 18,800 sheep. Chaff and wool show improvement, but timber decreased by 7,200 tons, grain by 50,700 tons, merchandise by 6,000 tons, and minerals by 18,100 tons. Portions of the district had hardly recovered from the serious set-back caused by floods in the previous year. The increase of motor traffic has lessened the demand for oats, which is the staple crop. The decrease of minerals was caused by a strike of miners.

Lake Wakatipu Steamers.

Revenue, £6,790; decrease, £231.

Parcels and goods traffic generally show a slight improvement. The decrease is in passengers owing to the absence of holiday traffic.

The train services generally have been well maintained.

The following table shows the average late arrivals at destination for the year as compared with the previous year:—

Average Late Arrival of Trains, Year ended 31st March, 1914.

	Period ending												Average for Year, in Minutes.	
	Apr. 29.	May 24.	June 21.	July 19.	Aug. 16.	Sept. 13.	Oct. 11.	Nov. 8.	Dec. 6.	Jan. 3.	Jan. 31.	Feb. 28.		Mar. 31.
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1914	2·43	2·03	2·07	1·30	0·62	0·85	0·29	0·51	1·35	2·82	1·17	1·80	0·92	1·40
Year ending 31st March, 1913	4·60	2·01	3·28	1·00	0·88	0·57	0·69	1·04	0·76	2·44	1·21	0·92	2·40	1·67
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1914	3·70	3·24	2·44	1·25	1·02	0·92	1·06	1·97	2·54	3·10	2·44	3·15	2·83	2·28
Year ending 31st March, 1913	5·52	3·65	3·35	1·46	1·17	1·34	1·30	1·71	1·89	2·94	2·52	2·64	4·14	2·58
<i>Suburban Trains.</i>														
Year ending 31st March, 1914	0·59	0·87	0·61	0·44	0·29	0·15	0·23	0·39	0·59	0·62	0·47	0·51	0·45	0·48
Year ending 31st March, 1913	0·76	0·60	0·93	0·54	0·42	0·27	0·29	0·57	0·32	0·77	0·55	0·65	0·62	0·56

LOCOMOTIVE.

Mr. H. H. Jackson, Chief Mechanical Engineer, reports as follows:—

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

Locomotives.—On the 1st April, 1913, there were 513 engines in service, and on the 31st March, 1914, there were 534 engines. One small tank engine was sold, and twenty-two new engines were added to stock. Of the new engines added to stock fifteen were built in the Government Railway workshops, and comprised one large tender engine, Class BA, ten heavy tank engines, Class WG, and four Class X 94-ton tender engines, four-cylinder "balanced-compound"; seven Class AD 72-ton tender engines, four-cylinder "balanced-compound," were completed under the contracts with Messrs. A. and G. Price (Limited), of Thames.

In the Government Railway workshops to date 125 engines have been built and twenty-four old locomotives have been rebuilt to modern designs.

Seven hundred and twelve 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 ...	86	194	395	7	24	6	712
Built new ...	4	1	10	...	...	...	15
Re-erected ...	4	...	14	...	...	...	18
Thoroughly overhauled ...	9	38	24	...	5	...	76
Heavy repairs ...	26	60	124	6	7	5	228
Light repairs ...	43	95	223	1	12	1	375
Painted ...	20	41	57	6	6	...	130
Paint touched up ...	21	71	44	...	5	...	141

Included in the above are nine engines for the Public Works Department and three engines for private companies.

At the close of the year there were under construction in the Railway workshops twenty-six engines, consisting of six Class X 94-ton tender engines and twenty heavy tank engines, Class Wg. Under the contracts with Messrs. A. and G. Price (Limited), of Thames, there were six class AD 72-ton tender engines incomplete. A contract was also entered into during the year with this firm to construct twenty Class B tender engines, so that altogether at the close of the year there were in hand fifty-two locomotive engines.

The new locomotives added, together with boiler renewals, increased the total tractive power by 436,853 lb. or equal to 6.91 per cent. The new engines being built and boilers under construction will, when completed, still further materially augment the tractive power.

Boilers.—Boiler-work generally, including new boilers, renewals, and repairs, has been kept well up to date. Twenty-five new locomotive boilers were made. The following statement shows details of the boiler-work done :—

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 ...	397	25	153	219	114	9	5	13	161

Twenty-eight new boilers were under construction at close of year, and consisted of five Class F, four Class J, one Class P, three Class R, ten Class Wg, and five Class X.

Carriages.—The stock on the 1st April, 1913, consisted of 1,282 cars, and on the 31st March, 1914, the number was 1,363 cars. Four old cars were written off, one car damaged in a collision was also written off, and five second-hand cars were sold. Ninety-one new bogie cars were built and added to stock.

The work of fitting second-class cars on long-distance trains with chair seats has been completed, also fitting platform-gates, gangways, and additional handrails on all sections.

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

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops ...	2,055	102	21	2,178
Built new ...	91	...	...	91
Thoroughly overhauled ...	22	...	...	22
Heavy repairs ...	1,127	7	1	1,135
Light repairs ...	815	95	20	930
Painted ...	558	4	1	563
Touched up ...	517	4	...	521

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

Brake-vans.—The number of brake-vans on the line on the 1st April, 1913, was 385, and the number on the 31st March, 1914, was 406. Twenty-three new bogie vans were built; twenty-two were additional stock and one to replace second-hand van sold. One second-hand van was also sold and is being replaced.

The following table shows details of work on brake-vans during the year :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	Painted.	Paint Touched up.
Brake-vans	698	23	332	343	161	180

Seventeen new bogie brake-vans are under construction.

Wagons.—The wagon stock on the 1st April, 1913, consisted of 19,130 vehicles, and the number on the 31st March, 1914, was 19,845. Seven second-hand wagons were sold, and seven old worn-out wagons were written off. Seven hundred and twenty-nine new wagons were built: of these 711 were additional stock, eleven were to replace wagons sold in the previous year, and seven were to replace the seven old worn-out wagons written off. The seven second-hand wagons sold are being replaced with new stock.

The carrying-capacity of the wagon stock was increased by 8,290 tons, equal to 5.23 per cent., or an equivalent of 1,381 ordinary wagons.

The following table gives particulars of the work done during the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons	18,715	729	88	5,461	12,437	3,828	5,834

One thousand three hundred and thirty-six wagons were under construction in Railway workshops at the close of the year, and these comprised 89 bogie and 1,247 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1913, consisted of 15,222 sheets, and on the 31st March, 1914, the number was 17,282. Two thousand and sixty new tarpaulins were made and added to stock, 1,147 worn-out tarpaulins were written off and replaced with a similar number of new tarpaulins, fourteen second-hand tarpaulins were sold and replaced, and 102 new tarpaulins were made for other Departments. 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	21,304	2,176	1,147	17,981

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

Description.	Number passed through Shops.	Re-erected.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.				
							Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	Boilers patched.
Hand-cranes	23	...	8	15	1	4	...	...	...	...	...
Steam-cranes	42	1	8	33	2	2	...	3	1	...	1
Stationary engines	17	...	...	17	...	...	5	12	4	1	7
Pile-drivers and hoisting-engines	4	...	...	4	...	...	...	4	1	...	...
Coaling-cranes	8	...	4	4	...	...	...	...	...	...	...
Hydraulic cranes	3	...	3	...	...	3	...	...	...	...	...

Axles.—During the year 578 car, van, and wagon axles were replaced with modern steel axles; this number does not include axles for new rolling-stock. The steel axles increase the carrying-capacity of wagon stock by 2 tons.

Westinghouse Brake.—The work of equipping engines and rolling-stock on Gisborne Section with the automatic quick-acting Westinghouse air-brake was completed during the year; the work on Whangarei Section is in hand and will follow on. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake. All new engines and rolling-stock built for sections on which the brake is in operation are equipped with it before being put into service.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch-gas works amounted to 11,188,020 cubic feet, costing 2s. 2·92d. per 100 cubic feet. The increase in cost was due to having to rebuild the Palmerston North gasworks, which had been destroyed by fire.

On sections not provided with Pintsch gas all cars are now lighted with acetylene gas.

Motor-cars.—The motor-cars in use on the Culverden-Hammer service have been kept in good and efficient working-order. One Westinghouse petrol-electric rail motor-car for use on suburban services was under construction in the Railway workshops at the close of the year. This car will be completed at an early date and put into service.

Steamers.—The Railway Department's steamers on Lake Wakatipu service have been maintained in good working-order.

Renewals and Replacements.—During the year one small tank engine, five cars, two brake-vans, seven wagons, and fourteen tarpaulins, all second-hand stock, were sold; also four old cars and one damaged car, seven wagons, and 1,147 worn-out tarpaulins were written off. To replace rolling-stock sold or written off during the year under review, also the previous year, nine new bogie cars, one bogie brake-van, and eighteen wagons were built and 1,161 new tarpaulins were made. New stock to replace the engine, cars, brake-van, and wagons sold is under construction. In accordance with the practice of the Department the cost of replacing engines and rolling-stock sold or worn-out and written-off is debited to working-expenses.

Train Running and Mileage.—There has again been an increase in train-mileage. Compared with 1912-13 the increase in 1913-14 is 303,044 train-miles, or equal to 3·36 per cent., and 514,648 engine-miles, or equal to 4·26 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.
1913-14	9,319,268	12,604,573	23·73	5·99	29·72
1912-13	9,016,224	12,089,925	22·18	6·02	28·20

The increase in the Locomotive Branch is due to the extra cost of fuel, wages, and heavy repairs to engines.

STORES.

Mr. H. Baxter, Comptroller of Stores, reports as follows:—

The value of stores, plant, and material (purchased under the Railway vote) on hand on the 31st March, 1914, at the various stores depots and sawmills amounted to £450,207 3s. 1d., as against £328,754 18s. 2d. on the 31st March, 1913, an increase of £121,452 4s. 11d.

The value of stores on hand on account of additions to open lines amounted to £38,204 19s. 1d., as against £37,801 16s. 6d. on the 31st March, 1913, an increase of £403 2s. 7d.

The total stock on hand has, therefore, increased during the year by £121,855 7s. 6d.

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

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GOVERNMENT RAILWAYS, 1913-1914.

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THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY

REPORT OF THE
COMMISSION ON THE
FUTURE OF THE
UNIVERSITY OF CHICAGO
1962-1963

CHICAGO, ILLINOIS
1963

UNIVERSITY OF CHICAGO PRESS

RETURN NO. 1.

GENERAL REVENUE ACCOUNT for the Year ended 31st March, 1914.

		Dr.		Cr.		£	s.	d.	£	s.	d.
To	Cash in hand, freights, &c., outstanding at stations, 1st April, 1913	...	82,511	3	5	...	4,253,802	5	6	...	...
	Revenue from passenger, parcels, and goods traffic, as per Return No. 5	...	4,043,327	10	5	...	222,885	3	9	...	...
											*4,030,917 1 9
											94,921 12 1
											£4,125,838 13 10
											...
To	Net payment to Public Account	...	4,030,917	1	9	...	...	...	...	...	2,880,322 19 10
	Less Cash in hand, freights, &c., outstanding at stations, 1st April, 1913, as above	...	82,511	3	5	...	...	...	...	...	1,163,004 10 7
											...
											£4,025,786 16 7
											17,212 16 5
											4,045,951 13 0
											15,034 11 3
											£4,030,917 1 9
											...
Cash in hand, freights, &c., outstanding at stations, 31st March, 1914, as above...			94,921	12	1						£4,043,327 10 5

COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, &c., for the Year ended 31st March, 1914.

		Dr.		Cr.		£	s.	d.	£	s.	d.
T	Balance brought forward, 1st April, 1913	...	17,212	16	5	...	...	...	...	...	225,063 8 11
	Collections for refund	...	222,885	3	9	...	...	...	...	...	15,034 11 3
											£240,098 0 2

H. DAVIDSON, Chief Accountant.

RETURN NO. 2.
GENERAL EXPENDITURE ACCOUNT for the Year ended 31st March, 1914.

	£	s.	d.		£	s.	d.
DR.							
To Balance brought forward:—							
Accounts due to the Department outstanding at 1st April, 1913, for stores,	38,032	1	7				
work done, &c.					150,514	6	2
Stock of stores at 1st April, 1913	328,754	18	2				
Payments per Treasury Vote 17*	3,445,805	0	4				
Liabilities outstanding at 31st March, 1914, carried forward—							
Wages and supplies for March paid from Treasury in April	136,909	2	5				
* Payments per Treasury	£3,445,805	0	4				
Recoveries	441,624	5	7				
Net charge to Vote	£3,004,180	14	9				
By Liabilities outstanding at 31st March, 1913, brought forward					150,514	6	2
Classified expenditure, as per Return No. 4					2,880,322	19	10
Recoveries to credit of Vote 17,*—							
Other Government Departments, and personal accounts,					402,060	19	7
for stores, work done, &c.					39,563	6	0
Miscellaneous recoveries					441,624	5	7
Balance,—							
Accounts due to the Department outstanding at 31st March, 1914, for stores,							
work done, &c.					26,832	7	10
Stock of stores at 31st March, 1914					450,207	3	1
	£3,949,501	2	6		£3,949,501	2	6

H. DAVIDSON, Chief Accountant.

RETURN No. 3.
CLASSIFIED EXPENDITURE for the Year ended 31st March, 1914.

Section.	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.																				
Whangarei-Kawakawa ..	£ 5,401 12 4	£ 2,412 7 6	£ 1,095 19 8	£ 261 0 4	£ ..	£ 9,170 19 10	£ 3,180 3 4	£ 370 7 11	£ ..	£ 1,356 17 4	£ ..	£ 4,907 8 7	£ 234 6 9	£ 1,355 18 5	£ 5,997 19 5	£ 403 8 6	£ 1,011 11 9	£ ..	£ 23,081 13 3	
Kaihu ..	1,229 13 5	767 15 1	130 3 8	132 13 11	..	2,260 6 1	668 9 6	32 6 9	..	208 8 9	..	909 5 0	53 13 9	420 0 4	1,288 1 3	46 18 8	200 6 8	..	5,178 11 9	
Gisborne ..	2,777 2 1	399 11 4	112 3 5	42 6 5	..	3,331 3 3	2,346 15 5	138 7 11	..	599 16 3	..	3,084 19 7	149 7 1	172 8 4	2,009 8 5	219 15 5	595 7 7	..	9,562 9 8	
North Island Main Lines and Branches	152,240 2 5	58,602 17 2	30,491 2 8	8,051 19 10	..	249,386 2 1	174,398 13 3	21,264 16 1	..	69,789 0 4	..	265,452 9 8	30,889 1 7	39,958 8 2	355,372 10 1	20,178 11 1	37,468 9 5	..	998,705 12 1	
South Island Main Lines and Branches	139,769 18 8	35,934 12 10	23,307 15 10	6,306 13 3	..	205,319 0 7	119,338 2 11	12,112 15 6	..	45,836 1 5	..	177,286 19 10	19,295 14 2	30,731 9 7	300,094 6 1	14,006 5 1	26,114 10 0	..	772,848 5 4	
Westland ..	15,906 11 3	4,870 16 6	1,740 1 9	218 18 8	..	22,736 8 2	10,288 18 7	587 19 3	..	3,913 7 5	..	14,790 5 3	1,542 18 6	3,516 8 8	22,877 5 8	1,299 10 8	3,846 11 8	..	70,609 8 7	
Westport ..	4,335 17 0	2,373 10 4	672 8 10	Cr. 9 12 7	..	7,372 3 7	6,310 11 9	431 19 7	..	2,879 12 6	..	9,622 3 10	497 14 0	4,721 4 11	14,430 3 10	966 3 2	2,747 11 2	..	40,357 4 6	
Nelson ..	4,366 9 11	1,648 12 2	726 3 4	125 9 3	..	6,866 14 8	2,101 5 2	155 1 6	..	899 6 2	..	3,155 12 10	345 0 11	260 4 8	8,336 3 9	295 16 2	838 17 2	..	20,098 10 2	
Picton ..	5,671 7 4	2,740 4 9	340 0 1	83 14 6	..	8,835 6 8	3,088 2 7	199 8 5	..	1,800 2 5	..	5,087 13 5	644 1 2	390 8 9	5,311 4 10	300 5 9	869 17 2	..	21,438 17 9	
Lake Wakatipu Steamers	4,987 7 1
Totals ..	331,698 14 5	109,750 7 8	58,615 19 3	15,213 3 7	..	515,278 4 11	321,721 2 6	35,293 2 11	..	127,282 12 7	..	484,296 18 0	53,651 17 11	81,526 11 10	715,717 3 4	37,716 14 6	73,693 2 7	4,987 7 1	1,966,868 0 2	
STORES.																				
Whangarei-Kawakawa ..	180 8 11	844 17 9	550 13 2	87 6 4	..	1,663 6 2	..	1,591 13 6	209 15 4	936 17 2	..	2,738 6 0	184 7 8	930 10 8	774 11 10	43 15 9	20 7 6	..	6,355 5 7	
Kaihu ..	171 16 0	285 1 11	21 18 6	134 2 3	..	612 18 8	..	455 17 2	21 14 2	70 7 9	..	547 19 1	14 11 10	184 8 2	81 6 6	5 4 8	2 10 1	..	1,448 19 0	
Gisborne ..	33 5 3	23 4 0	34 7 4	75 7 7	..	166 4 2	..	2,177 15 10	191 6 11	406 7 1	..	2,775 9 10	58 2 4	81 11 8	236 17 7	24 18 6	13 0 2	..	3,356 4 3	
North Island Main Lines and Branches	77,294 4 0	20,494 19 2	22,435 7 1	6,688 17 8	..	126,913 7 11	..	186,266 9 10	12,781 15 4	44,528 16 7	..	243,577 1 9	22,240 10 8	18,520 19 2	33,437 12 9	2,261 10 4	1,057 6 10	..	448,008 9 5	
South Island Main Lines and Branches	62,032 15 11	12,788 5 11	14,352 18 8	3,232 6 4	..	92,406 6 10	..	111,358 3 4	5,627 7 5	26,296 11 3	..	143,282 2 0	7,403 7 8	15,686 7 10	21,717 8 8	1,547 13 2	716 15 1	..	282,760 1 3	
Westland ..	2,343 15 4	1,263 9 10	799 10 10	189 2 11	..	4,595 18 11	..	4,544 19 2	535 6 9	1,707 16 11	..	6,788 2 10	552 12 7	1,255 14 0	1,939 11 1	141 0 3	60 11 8	..	15,333 11 4	
Westport ..	1,129 12 5	318 3 5	312 6 7	38 18 1	..	1,799 0 6	..	2,147 16 10	319 3 3	1,002 15 8	..	3,469 15 9	219 9 6	3,112 17 1	1,040 2 4	97 7 2	41 4 10	..	9,779 17 2	
Nelson ..	156 4 2	550 19 8	346 17 8	131 14 3	..	1,185 15 9	..	1,846 4 6	119 6 11	596 19 1	..	2,562 10 6	224 2 2	89 9 5	390 2 6	32 16 9	15 2 4	..	4,499 19 5	
Picton ..	744 12 6	884 2 7	151 18 0	110 11 0	..	1,891 4 1	..	2,499 3 3	175 7 4	984 14 10	..	3,659 5 5	558 18 2	71 11 2	384 11 6	32 12 6	15 5 6	..	6,613 8 4	
Lake Wakatipu Steamers	1,886 10 4
Totals ..	144,086 14 6	37,453 4 3	39,005 17 10	10,688 6 5	..	231,234 3 0	..	312,888 3 5	19,981 3 5	76,531 6 4	..	409,400 13 2	31,456 2 7	39,933 9 2	60,002 4 9	4,186 19 1	1,942 4 0	1,886 10 4	780,042 6 1	
MISCELLANEOUS.																				
Whangarei-Kawakawa ..	5 1 6	6 12 10	0 3 3	0 10 7	83 18 9	96 6 11	..	22 14 0	..	455 14 9	10 19 1	489 7 10	184 15 4	465 1 4	441 0 2	..	..	..	1,676 11 7
Kaihu ..	0 2 4	..	0 0 8	..	5 16 2	5 19 2	..	..	..	12 6 2	0 17 1	13 3 3	3 18 5	33 16 3	46 8 8	..	..	..	103 5 9
Gisborne ..	1 2 0	62 15 11	3 5 6	2 19 11	93 1 5	163 4 9	..	2 11 1	..	43 5 5	7 2 1	52 18 7	Cr. 54 1 6	Cr. 45 8 4	257 9 0	..	..	..	374 2 6
North Island Main Lines and Branches	799 6 0	2,818 8 7	2,909 14 1	652 17 4	2,616 14 10	9,797 0 10	..	159 13 2	..	13,629 4 0	1,300 9 2	15,089 6 4	5,656 18 6	7,649 4 0	31,042 17 1	..	..	..	69,235 6 9
South Island Main Lines and Branches	696 2 4	1,614 16 4	1,470 2 1	454 15 7	1,457 5 1	5,693 1 5	..	92 0 5	..	8,867 2 8	1,430 14 0	10,389 17 1	3,483 1 6	6,608 4 5	23,019 5 0	..	..	..	49,193 9 5
Westland ..	123 8 9	256 15 6	143 16 6	15 13 10	84 7 6	624 2 1	..	25 10 8	..	646 8 4	28 13 7	700 12 7	143 12 9	541 19 3	4,347 7 2	..	..	..	6,357 13 10
Westport ..	22 12 4	86 19 9	34 15 1	6 8 6	43 11 8	194 7 4	..	1 0 7	..	500 4 5	46 12 1	547 17 1	104 18 2	1,142 14 7	2,368 4 4	..	..	..	4,358 1 6
Nelson ..	17 12 3	42 2 10	1 5 7	..	36 17 8	97 18 4	..	6 8 10	..	227 18 6	7 7 8	241 15 0	96 1 0	63 8 7	543 16 9	..	..	..	1,042 19 8
Picton ..	33 15 1	Cr. 10 4 7	Cr. 62 5 2	17 19 5	43 3 4	22 8 1	..	..	..	334 15 9	7 5 8	342 1 5	104 16 6	Cr. 6 9 11	435 19 6	..	..	..	898 15 7
Lake Wakatipu Steamers	172 7 0
Totals ..	1,699 2 7	4,878 7 2	4,500 17 7	1,151 5 2	4,464 16 5	16,694 8 11	..	309 18 9	..	24,717 0 0	2,840 0 5	27,866 19 2	9,724 0 8	16,452 10 2	62,502 7 8	172 7 0	133,412 13 7
Grand Totals ..	477,484 11 6	152,081 19 1	102,122 14 8	27,052 15 2	4,464 16 5	763,206 16 10	321,721 2 6	348,491 5 1	19,981 3 5	228,530 18 11	2,840 0 5	921,564 10 4	94,832 1 2	137,912 11 2	838,221 15 9	41,903 13 7	75,635 6 7	7,046 4 5	2,880,322 19 10	

RETURN No. 4.

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March 1914.

Section.	Mileage.		Revenue.				Classified Expenditure.										Proportion of each Class of Expenditure to Mileage and Revenue.																										
	Length open for Traffic.	Train-mileage.	Total.	Per Mile of Railway per Annum (Average).		Per Train-mile.	Maintenance of Way.	Locomotive Power.		Repairs to Carriages and Wagons.		Traffic Expenses.		Head Office.		Departmental Offices.		Total.	Maintenance.			Locomotive.			Carriages and Wagons.			Traffic.			Head Office.			Departmental Offices.			Total.						
				£	s. d.			£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£
1913-14.																																											
Whangarei-Kawakawa	58	113,263	42,720	17 9	736	11 4	7 6	10,930	12 11	8,135	2 5	3,355	0 2	7,213	11 5	447	4 3	1,031	19 3	31,113	10 5	25-59	188-46	23-16	19-04	140-26	17-24	7-85	57-85	7-11	16-89	124-37	15-29	1-05	7-71	0-95	2-41	17-79	2-18	72-83	536-44	65-93	
Kaihu	17	13,496	4,987	16 0	293	8 0	7 4	2,879	3 11	1,470	7 4	710	8 9	1,415	16 5	52	3 4	202	16 9	6,730	16 6	57-73	169-37	51-20	29-48	86-49	26-15	14-24	41-79	12-63	28-39	83-28	25-18	1-04	3-07	0-93	4-07	11-93	3-60	134-95	395-93	119-69	
Gisborne	32	40,774	23,502	17 3	734	9 3	11 6	3,660	12 2	5,913	8 0	361	19 7	2,503	15 0	244	13 11	608	7 9	13,292	16 5	15-58	114-39	21-54	25-16	184-80	34-81	1-54	11-31	2-13	10-65	78-24	14-74	1-04	7-65	1-44	2-59	19-01	3-58	56-56	415-40	78-24	
North Island Main Lines and Branches	1,092	5,338,132	2,158,100	13 5	1,976	5 7	8 1	386,096	10 10	524,118	17 9	124,915	2 14	19,852	19 11	22,440	1 5	38,525	16 3	1,515,949	8 3	17-89	353-57	17-36	24-29	479-96	23-56	5-79	114-39	5-62	19-45	384-48	18-88	1-04	20-55	1-01	1-78	35-28	1-73	70-24	1,388-23	68-16	
South Island Main Lines and Branches	1,366	3,307,786	1,503,625	14 7	1,100	15 0	9 1	303,418	8 10	330,958	18 11	83,208	5 2	344,830	19 9	15,553	18 3	26,831	5 1	1,104,801	16 0	20-18	222-12	22-01	22-01	242-28	24-01	5-53	60-92	6-04	22-93	252-44	25-02	1-04	11-39	1-13	1-79	19-64	1-95	73-48	808-79	80-16	
Westland	144	242,189	137,114	2 3	968	9 6	11 3	27,956	9 2	22,279	0 8	7,553	5 9	29,164	3 11	1,440	10 11	3,907	3 4	92,300	13 9	20-39	197-47	27-70	16-25	157-36	22-08	5-51	53-35	7-49	21-27	206-00	28-90	1-05	10-17	1-43	2-85	27-60	3-87	67-32	651-95	91-47	
Westport	36	96,933	102,324	16 3	2,842	7 2	21 1	9,365	11 5	13,639	16 8	9,798	18 3	17,838	10 6	1,063	10 4	2,788	16 0	54,495	3 2	9-15	260-15	23-19	13-33	378-88	33-77	9-58	272-19	24-26	17-43	495-52	44-17	1-04	29-54	2-63	2-73	77-47	6-91	53-26	1,513-75	134-93	
Nelson	61	83,738	31,911	4 7	523	2 9	7 7	8,150	8 9	5,959	18 4	1,078	6 9	9,270	3 0	328	12 11	853	19 6	25,641	9 3	25-54	133-61	23-36	18-68	97-70	17-08	3-38	17-68	3-09	29-05	151-97	26-57	1-03	5-39	0-94	2-67	04-00	2-45	80-35	420-35	73-49	
Picton	48	82,957	32,249	16 1	671	17 5	7 9	10,748	18 10	9,089	0 3	1,763	5 10	6,131	15 10	332	18 3	885	2 8	28,951	1 8	33-33	223-94	31-10	28-18	189-35	26-30	5-47	36-74	5-10	19-01	127-75	17-74	1-03	6-93	0-96	2-75	18-44	2-56	89-77	603-15	83-76	
Totals	2,854	9,319,268	4,036,537	18 2	1,415	11 0	8 8	763,206	16 10	921,564	10 4	232,744	12 4	338,221	15 9	41,903	13 7	75,635	6 7	2,873,276	15 5	18-87	267-64	19-66	22-79	323-18	23-73	5-76	81-62	5-99	20-73	293-95	21-59	1-04	14-70	1-08	1-87	26-52	1-95	71-06	1,007-61	74-00	
Lake Wakatipu Steamers			6,789	12 3															7,046	4 5																							
			4,043,327	10 5																2,880,322	19 10																						
1912-13.																																											
Whangarei-Kawakawa	58	115,046	41,410	4 10	713	19 5	7 2	11,050	1 3	7,479	15 8	4,210	13 7	6,798	8 10	371	11 6	833	1 11	30,743	12 9	26-68	190-52	23-05	18-06	128-96	15-60	10-17	72-60	8-78	16-42	117-22	14-18	0-90	6-40	0-78	2-01	14-36	1-74	74-24	530-06	64-13	
Kaihu	17	13,326	4,702	9 7	276	12 4	7 0	1,650	16 9	1,202	4 9	505	0 8	1,178	8 2	41	14 5	282	12 6	4,860	17 3	35-11	97-11	29-73	25-56	70-72	21-65	10-74	29-71	9-10	25-06	69-32	21-22	0-89	2-45	0-75	6-01	16-62	5-09	103-37	285-93	87-54	
Gisborne	32	44,443	18,522	18 0	581	19 9	8 4	4,048	0 2	4,530	16 6	900	5 7	2,534	9 11	164	8 11	568	17 7	12,746	18 8	21-86	127-19	21-86	24-46	142-35	24-47	4-86	28-29	4-86	13-68	79-64	13-69	0-89	5-16	0-89	3-07	17-88	3-07	68-82	400-51	68-84	
North Island Main Lines and Branches	1,092	5,004,805	2,035,996	12 10	1,884	3 5	8 1	381,137	18 0	465,188	16 11	121,054	14 5	361,026	15 3	18,172	14 10	33,927	13 1	1,380,508	12 6	18-72	352-72	18-28	22-85	430-50	22-31	5-95	112-02	5-80	17-73	334-11	17-31	0-89	16-82	0-87	1-67	31-40	1-63	67-81	1,277-57	66-20	
South Island Main Lines and Branches	1,366	3,325,274	1,533,610	18 2	1,125	16 10	9 2	307,015	7 9	308,250	16 6	79,065	5 5	335,233	2 3	13,687	6 9	25,867	15 8	1,069,119	14 4	20-02	225-38	22-16	20-10	226-29	22-25	5-15	58-04	5-70	21-86	246-10	24-19	0-89	10-05	0-99	1-69	18-99	1-87	69-71	784-85	77-16	
Westland	141	240,363	144,723	7 1	1,026	8 2	12 3	33,214	9 3	20,482	6 7	8,172	6 4	27,540	16 2	1,303	19 4	3,670	3 0	94,384	0 8	22-95	235-56	33-17	14-15	145-27	20-45	5-65	57-96	8-16	19-03	195-32	27-50	0-90	9-25	1-30	2-54	26-03	3-66	65-22	669-39	94-24	
Westport	36	112,032	124,475	16 10	3,457	13 2	22 2	9,934	15 3	13,449	15 5	9,847	1 7	19,558	13 5	1,129	6 3	2,753	13 3	56,673	5 2	7-98	275-97	21-28	10-81	373-60	28-81	7-91	273-53	21-10	15-71	543-30	41-90	0-91	31-37	2-42	2-21	76-49	5-90	45-53	1,574-26	121-41	
Nelson	61	75,576	29,146	19 4	525	3 5	7 8	7,075	10 6	4,710	7 6	1,180	11 8	8,762	16 10	260	12 7	785	10 3	22,775	9 4	24-28	127-49	22-47	16-16	84-87	14-96	4-05	21-27	3-75	30-06	157-89	27-83	0-89	4-70	0-83	2-70	14-15	2-49	78-14	410-37	72-33	
Picton	48	85,359	31,391	17 0	653	19 10	7 4	10,733	3 7	7,850	18 4	1,210	4 10	6,302	17 0	280	1 4	800	19 5	27,178	4 6	34-19	223-61	30-18	25-01	163-56	22-08	3-86	25-21	3-40	20-08	131-31	17-72	0-89	5-83	0-79	2-55	16-69	2-25	86-58	566-21	76-42	
Totals	2,851	9,016,224	3,963,981	3 8	1,400	9 2	8 9	765,860	2 6	833,145	18 2	226,146	4 1	768,936	7 10	35,411	15 11	69,490	6 8	2,698,990	15 2	19-32	270-61	20-38	21-02	294-39	22-18	5-71	79-91	6-02	19-40	271-70	20-47	0-89	12-51	0-94	1-75	24-56	1-85	68-09	953-68	71-84	
Lake Wakatipu Steamers			7,020	15 1															6,618	8 4																							
			3,971,001	18 9																2,705,609	3 6																						

H. DAVIDSON, Chief Accountant.

RETURN No. 5. COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1914.

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

Revenue and Mileage table with columns for Sections, Revenue (Ordinary Passengers, Season Tickets, Parcels, Luggage, and Mails, Total Coaching, Goods, Miscellaneous, Rents and Commission, Total Goods, Grand Total Revenue), and Mileage (Train, Shunting and Ballasting, Total). It includes data for 1913-14 and 1912-13.

H. DAVIDSON, Chief Accountant.

RETURN No. 6.

ESTIMATED AMOUNT of Expenditure on Construction of Railways, Rolling-stock, &c., to 31st March, 1914; Net Revenue, and Rate of Interest earned on Capital expended on Opened Lines for Year ended same Date.

Section.	COST OF CONSTRUCTION.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
Whangarei-Kawakawa	£ 582,325	£ ..	£ 11,607	£ s. d. 1 19 11
Kaihu "	68,281	153,061	..	..
" Tauranga .. .. .	..	28,699	-1,743	..
Gisborne	337,339	145,904	..	..
North Island Main Lines and Branches	13,987,793	322,092	10,210	3 0 6
South Island Main Lines and Branches	13,677,921	622,133	642,151	4 11 10
Westland "	1,913,809	498,809	398,824	2 18 4
Westport	587,258	567,984	44,813	2 10 10
Nelson	535,364	75,350	47,830	8 2 11
Picton	584,203	23,931	6,270	1 3 5
Lake Wakatipu steamer service	42,589	55,901	3,299	0 11 4
<i>In suspense—</i>			-257	..
Surveys, North Island .. .. .	..	31,558	..	..
Miscellaneous, North Island .. .. .	..	5,169	..	..
Surveys, South Island .. .. .	..	6,129	..	..
Miscellaneous, South Island .. .. .	..	5,168	..	..
P.W.D. stock of permanent-way .. .. .	..	83,601	..	..
W.R.D. stock of A.O.L. stores	38,205	..	..	..
	£32,355,087	£2,625,489	£1,163,004	£3 12 3
Total cost of opened and unopened lines at 31st March, 1914	£34,980,576		£1,163,004	£3 6 6

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorisation Act, 1885, the information regarding the last mentioned being furnished by the respective Boards. The rate of interest earned has been computed on cost proportionately to the time during which the line taken over by the Working Railways Department within the financial year was earning revenue, thus:—

Westland Section—
Dunollie-Rewanui Opened for traffic 21st January, 1914.

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, 1914.

		Amount.	Total.
		£ s. d.	£ s. d.
Material on hand at 31st March, 1913		37,801 16 6	
Expenditure charged to Vote 95 by Treasury		498,448 7 3	
		536,250 3 9	
Less material on hand at 31st March, 1914		38,204 19 1	498,045 4 8
Expenditure on Works, &c.—			
Way and Works Branch		198,401 10 6	
Locomotive Branch		299,643 14 2	498,045 4 8

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei .. .	Purchase of land	737 8 0	
	Water-services for Locomotive Branch	271 17 9	
	Additions to workshops	134 9 3	
	Additional siding accommodation	259 16 5	
	Wharf-extension, Opua	131 12 3	
	Tablet-installation	528 18 0	
	Signals and interlocking	42 10 2	
	Fixed signals at officered stations	63 0 8	
	Telegraph and telephone facilities	36 1 5	
			2,205 13 11
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	10,661 13 7	
	Additions to station buildings, extension of station-yards, and other facilities	6,965 11 10	
	New stations	7,002 16 2	
	Additional works, water-services, &c., for Locomotive Branch	1,005 17 0	
	Reduction of grades and improvement of curves	25,578 1 7	
	Additional dwellings	1,674 18 8	
	Purchase of land	12,389 7 10	
	Reclamation of land	30,002 0 10	
	Bridge-work and subways	9,000 17 2	
	Gasworks-extensions	444 3 5	
	Cranes, weighbridges, turntables, &c.	638 9 8	
	Additions to workshops	4,877 7 10	
	Engine depots	11,560 15 9	
	Parnell Tunnel duplication	1,774 5 5	
	Extension of culvert, Waterloo Quay, Wellington	890 17 4	
	Stone-crusher	805 4 8	
	Tablet-installation	4,006 3 2	
	Signals and interlocking	10,172 19 7	
	Fixed signals at officered stations	595 10 1	
	Interlocking points at crossing stations	1,121 10 2	
	Telegraph and telephone facilities	1,461 10 10	
		142,630 2 7	
	Less reduction of capital cost—Kakahi Sawmill	1,391 0 0	
			141,239 2 7
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	1,029 8 2	
	Additions to station buildings, extension of station-yards, and other facilities	13,548 14 3	
	Water-services for Locomotive Branch	563 8 7	
	Additions to workshops	702 5 9	
	Additional dwellings	952 0 6	
	Purchase of land	2,978 0 5	
	Engine depot	19,791 19 9	
	District Office, Christchurch	5,666 11 9	
	Gasworks-extensions	132 5 2	
	Turntable	490 6 9	
	Tablet-installation	50 16 11	
	Signals and interlocking	154 1 8	
	Fixed signals at officered stations	243 15 3	
	Telegraph and telephone facilities	244 1 4	
			46,547 16 3
Lake Wakatipu .. .	Slipway—Queenstown	1,549 9 0	1,549 9 0
Nelson .. .	Wharf-extension	21 14 3	
	Telegraph and telephone facilities	300 18 9	
			322 13 0
Picton .. .	New station, yard alterations, &c.	6,124 8 9	
	Additions to station buildings	344 11 5	
	Telegraph and telephone facilities	67 15 7	
			6,536 15 9
			£198,401 10 6

RETURN No. 7--continued.

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1913.	Number Complete on 31st March, 1914.	Number Incomplete on 31st March, 1914.	Expenditure in Year ended 31st March, 1914.
					£ s. d.
Locomotives, Class BA	E-8	1	1	..	1,218 12 9
Carriages, Class A, 1910-1911 programme ..	J-8	2	2	..	545 15 2
Wagons, four-wheel, 1910-1911 programme	M-8	158	135	23	589 9 0
Carriages, Class A, 1911-1912 programme ..	Q-8	10	10	..	4,697 0 5
Wagons, bogie, 1911-1912 programme ..	R-8	2	..	2	70 16 4
Wagons, four-wheel, 1911-1912 programme	S-8	10	5	5	515 2 6
Tarpaulins	T-8	..	..	..	Cr. 222 13 10
Locomotives, Class WG	U-8	20	10	10	27,319 5 5
Locomotives, Class X	V-8	10	4	6	23,825 15 9
Locomotives, Class AD (contract)	X-8	13	7	6	37,374 15 6
Steamer for Lake Wakatipu service	Y-8	..	..	..	785 13 0
Carriages, Class AA, for Main Trunk	Z-8	..	..	..	146 9 3
Carriages, Class A, for Rotorua Express ..	A-9	..	..	..	2,095 19 6
Carriages, Class A, 1912-1913 programme ..	B-9	22	22	..	11,574 5 11
Brake-vans, Class F, 1912-1913 programme	C-9	6	4	2	1,942 16 6
Wagons, bogie, 1912-1913 programme ..	D-9	43	28	15	5,256 16 2
Wagons, four-wheel, 1912-1913 programme	E-9	796	394	402	47,066 9 4
Wagons, Class P, for Whangarei	F-9	20	20	..	1,468 16 11
Brake-vans, "Fell," for Greymouth	G-9	1	1	..	282 10 2
Pneumatic coaling-cranes	H-9	3	3	..	216 15 6
Fitting Gisborne rolling-stock with Westinghouse brake	I-9	..	..	..	2,310 1 8
Tarpaulins, 1912-1913 programme	J-9	950	950	..	1,137 2 5
Fitting brake-vans with Pintsch's gas	K-9	..	..	..	1,417 0 11
Fitting locomotives with steam heating-gear	L-9	..	..	..	6 12 10
Fitting cars with steam heating-gear	M-9	..	..	..	2,113 14 4
Carriages, Class A, 1913-1914 programme ..	N-9	65	46	19	49,622 0 7
Brake-vans, Class F, 1913-1914 programme	O-9	19	17	2	10,939 16 11
Wagons, bogie, 1913-1914 programme ..	P-9	68	6	62	11,953 4 10
Wagons, four-wheel, 1913-1914 programme	Q-9	532*	123	409	28,442 0 8
Tarpaulins, 1913-1914 programme	R-9	1,100†	1,100	..	3,627 17 10
Westinghouse petrol-electric car	S-9	1	..	1	3,895 18 2
Fitting Whangarei rolling-stock with Westinghouse brake	T-9	..	..	..	387 11 11
Fitting locomotive D 143 with Westinghouse brake..	U-9	..	..	..	96 1 10
Locomotives, Class WG	V-9	10	..	10	..
Locomotives, Class B (contract)	W-9	20	..	20	..
Carriages, Class A, 1914-1915 programme ..	X-9	40	..	40	..
Brake-vans, Class F, 1914-1915 programme	Y-9	13	..	13	..
Wagons, bogie, 1914-1915 programme ..	Z-9	10	..	10	..
Wagons, four-wheel, 1914-1915 programme	A-10	398	..	398	..
Workshop machinery .. .. .	..	..	..	..	16,873 18 0
Total .. .. .	..	..	..	..	£299,643 14 2
Total locomotives .. .. .	..	74	22	52	..
" carriages .. .. .	..	140	80	60	..
" brake-vans .. .. .	..	39	22	17	..
" wagons, bogie .. .. .	..	123	34	89	..
" wagons, four-wheel .. .. .	..	1,914	677	1,237	..
" tarpaulins .. .. .	..	2,050	2,050	..	..

* Order increased by 78.

† Order increased by 25.

EXPENDITURE under the Hutt Railway and Road Improvement Acts, 1903 and 1905, for the Year ended 31st March, 1914.

<i>Railway Capital Account:—</i>				£ s. d.
Straightening and doubling Wellington-Hutt Railway .. .. .	..	..	..	33 5 2
Less value of working-plant transferred to other works .. .. .	..	..	..	41 0 0
			Cr.	£7 14 10
<i>For Recovery in terms of Act:—</i>				£ s. d.
New Hutt Road (including land for same) .. .. .	..	..	Dr.	£4,125 14 5

EXPENDITURE under the Railways Improvements Authorisation Act, 1904, charged to Capital Account for the Year ended 31st March, 1914.

Dunedin-Mosgiel, duplication and deviation of line .. .. .	..	..	..	39,563 0 6
Charges and expenses of raising loan, as per Treasury-books .. .. .	..	..	..	1 1 0
				£39,564 1 6

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, 1914.

Department.	Passengers.			Mails.			Goods.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Agriculture	4,271	3	6	..	..	..	1,446	3	5	5,717	6	11
Audit	317	15	2	..	..	..	..	..	..	317	15	2
Cook Islands	6	17	5	..	..	..	..	..	..	6	17	5
Customs	143	3	10	..	..	..	9	12	10	152	16	8
Defence	16,451	17	0	..	..	..	5,447	14	6	21,899	11	6
Education	24,753	2	3	..	..	..	2,276	14	6	27,029	16	9
Hospitals, Charitable Aid, and Public Health	1,721	10	0	..	..	..	89	6	10	1,810	16	10
Immigration	17	7	3	..	..	..	..	..	..	17	7	3
Internal Affairs	2,505	0	4	..	..	..	110	17	11	2,615	18	3
Justice	1,619	10	2	..	..	..	92	16	6	1,712	6	8
Labour	3,359	12	1	..	..	..	32	10	1	3,392	2	2
Lands and Survey	1,579	4	10	..	..	..	263	18	9	1,843	3	7
Legislative	4	13	5	..	..	..	..	..	..	4	13	5
Machinery	403	1	0	..	..	..	..	..	..	403	1	0
Marine	151	18	10	..	..	..	24	15	2	176	14	0
Mental Hospitals	285	13	4	..	..	..	1,553	19	3	1,839	12	7
Mines	237	4	2	..	..	..	24,327	14	7	24,564	18	9
National Provident Fund	27	10	7	..	..	..	..	..	..	27	10	7
Native	71	1	6	..	..	..	14	0	5	85	1	11
Pensions	28	8	9	..	..	..	..	..	..	28	8	9
Police	4,996	9	8	..	..	..	3,176	11	5	8,173	1	1
Post and Telegraph	3,874	17	8	68,434	12	6	8,859	3	0	81,168	13	2
Printing and Stationery	216	8	5	..	..	..	2	13	0	219	1	5
Prisons	850	18	9	..	..	..	418	15	2	1,269	13	11
Public Service Commissioners	46	16	6	..	..	..	..	..	..	46	16	6
Public Trust .. .. .	..	..	..	..	..	..	1	6	5	1	6	5
Public Works	1,879	5	6	..	..	..	28,286	0	5	30,165	5	11
Stamps	114	16	11	..	..	..	0	1	9	114	18	8
State Advances	1	4	0	..	..	..	..	..	..	1	4	0
Tourist and Health Resorts	211	2	8	..	..	..	796	19	11	1,008	2	7
Valuation	419	0	0	..	..	..	..	..	..	419	0	0
Totals	70,566	15	6	68,434	12	6	77,231	15	10	216,233	3	10

H. DAVIDSON, Chief Accountant.

RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31st MARCH, 1914.

Description.	Number.	Amount.		
		£	s.	d.
Travellers' tickets, all lines... .. .	3	231	0	0
Travellers' tickets, North Island	38	1,983	0	0
Travellers' tickets, South Island	42	2,146	0	0
Reporters' tickets	103	1,030	6	8
Sectional tickets, North Island	388	11,769	7	11
Sectional tickets, South Island	317	9,469	14	0
Tourists' tickets, all lines	867	8,958	15	0
Tourists' tickets, North Island	4,908	30,710	10	0
Tourists' tickets, South Island	505	3,234	10	0
Fifty-trip commutation tickets (ordinary)	3,473	2,718	12	6
Fifty-trip commutation tickets (family)	2,085	3,307	0	6
School tickets	29,135	16,282	16	0
Twenty-trip commutation tickets	1,279	923	0	10
Twelve-trip workmen's tickets	58,367	8,438	4	4
Weekly workmen's tickets	163,299	16,607	12	3
All other season tickets	22,228	32,739	13	10
Totals	287,037	150,550	3	10

H. DAVIDSON, Chief Accountant.

RETURN No. 10.

STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 31st March, 1914.

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.						
Track-surfacing	4,367	14	5	900	9	2	2,590	8	10	116,142	11	5	117,010	13	3	12,139	2	9	3,383	7	11	4,139	9	1	4,450	11	6	265,124	8	4
Track-renewals	299	17	2	242	17	1	9	10	4	84,163	2	9	61,432	15	2	3,154	17	5	1,882	5	6	Cr. 75	15	1	841	7	0	151,950	17	4
Ballasting	539	3	10	99	17	11	2	15	0	19,712	10	2	8,119	15	8	995	1	11	137	7	7	47	8	1	169	8	9	29,823	8	11
Banks, cuttings, ditches, tunnels	380	7	4	158	7	7	208	15	2	10,315	8	1	15,935	12	10	2,084	13	3	85	0	9	429	4	3	988	7	8	30,585	16	11
Bridges, culverts, drains	710	0	7	930	6	8	211	6	3	42,478	8	6	25,182	15	7	3,919	16	9	804	0	2	1,258	3	2	2,369	17	2	77,864	14	10
Fences, gates, cattle-stops, hedges	278	8	2	31	18	7	109	16	2	12,870	12	5	9,244	11	6	1,235	7	6	214	3	4	498	14	6	355	5	0	24,838	17	2
Roads, approaches, &c.	35	8	3	..	..	..	19	6	7	5,367	13	1	2,915	16	4	67	1	2	56	6	9	38	12	10	33	16	4	8,534	1	4
Water-services, signals, cranes, appliances	488	17	5	22	15	7	145	2	3	20,257	1	0	11,844	12	2	1,064	0	4	604	7	3	194	6	7	331	1	8	34,952	4	3
Wharves	1,751	3	8	67	16	2	..	..	..	942	9	11	1,149	19	6	104	16	1	1,099	16	0	251	17	7	524	2	7	5,892	1	6
Buildings	1,646	16	1	152	2	10	149	16	3	55,836	3	10	39,130	16	7	2,683	9	1	1,019	10	6	1,074	6	7	429	12	11	102,122	14	8
Miscellaneous	348	17	3	266	16	2	120	13	11	15,393	14	10	9,993	15	2	423	15	5	35	14	0	257	3	6	212	4	11	27,052	15	2
General charges	83	18	9	5	16	2	93	1	5	2,616	14	10	1,457	5	1	84	7	6	43	11	8	36	17	8	43	3	4	4,464	16	5
Totals	10,930	12	11	2,879	3	11	3,660	12	2	385,096	10	10	303,418	8	10	27,956	9	2	9,365	11	5	8,150	8	9	10,748	18	10	763,206	16	10
Rate per mile opened	188	9	2	169	7	5	114	7	10	353	11	5	222	2	5	197	9	5	260	3	0	133	12	2	223	18	10	267	12	10

H. DAVIDSON, Chief Accountant.

STATEMENT OF REVENUE for each Station for the Year ended 31st March, 1914—continued.

Table with columns for Stations, Number of Tickets, Parcels, Horses, Carriages, Dogs, Drays, Trucks of Linnage, Cattle, Calves, Sheep, Pigs, Bales of Wool, Trucks of Fire-wood, Timber, Superficial Feet, Grain, Merchandise, Minerals, Ordinary Passengers, Season Tickets, Parcels, &c., Luggage, Mail, and Miscellaneous, Goods, Miscellaneous, Rents and Commission, Total Value Forwarded, and INWARD (Parcels, Horses, Carriages, Dogs, Drays, Trucks of Linnage, Cattle, Calves, Sheep, Pigs, Bales of Wool, Trucks of Fire-wood, Timber, Superficial Feet, Grain, Merchandise, Minerals). Rows include North Island Main Lines & Branches, Whangarei-Kawakawa Section, Kaiti Section, and Gisborne Section.

RETURN No. 12.

STATEMENT OF REVENUE for each Statich for the Year ended 31st March, 1914.

OUTWARD.

INWARD.

Main table with columns for Stations, Number of Tickets (First-class, Second-class, Total), and various Goods/Services (Parcels, Horses, Cattle, Sheep, Pigs, etc.) with corresponding revenue values in £ s. d.

OUTWARD.

INWARD.

Main data table with columns for Stations, Number of Tickets, Trunks, Parcels, Horses, Cattle, Sheep, Pigs, Bales, Trunks, Timber, Supermarket, Grain, Mar. chandise, Minerals, Ordinary Passengers, Season Tickets, Parcels, &c., Loggins, Mails, and Miscellaneous. It is a large multi-column table with rows for various stations and their respective revenue and passenger statistics.

RETURN No. 12—continued.

STATEMENT of REVENUE for each Station for the Year ended 31st March, 1914—continued.

Table with columns for Station, Number of Tickets, Parcels, Horses, Cattle, Sheep, Pigs, Bales of Wool, Trunks of Fire-wood, Timber, Superficial Feet, Grain, Merchandise, Minerals, and Total Value Forwarded. It is divided into sections: SOUTH ISLAND MAIN LINES & BRANCHES, WESTLAND SECTION, GREYMOUTH SECTION, WESTPORT SECTION, NELSON SECTION, and PIOTON SECTION.

RETURN No. 13.

STATEMENT OF CARRIAGE AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDING 31st MARCH, 1914.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
CARRIAGES.											
Sleepers, bogie, 50 ft.	AA	..	..	10	..	..	..	..	..	..	10
First-class day-cars, bogie, 50 ft.	AA	..	..	22	..	..	..	..	..	..	22
Second-class cars, bogie, 50 ft.	AA	..	..	31	..	..	..	..	..	..	31
Refreshment-cars, bogie, 50 ft.	AA	..	..	10	..	..	..	..	..	..	10
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	..	..	4	..	1	..	..	..	..	5
Motor-train cars, bogie, 60 ft.	A	..	..	4	..	1	..	..	..	..	5
First-class, bogie, 50 ft.	A	..	..	28	..	..	..	..	..	..	28
" " " " 47½ ft.	A	..	..	48	..	46	..	..	..	2	96
" " " " 44 ft.	A	..	..	2	..	1	..	..	..	..	3
" " " " 43 ft.	A	..	..	11	..	..	..	..	..	..	11
" " " " 30 ft.	B	..	..	1	..	6	..	..	..	..	7
" " " " 6-wheel	C	..	..	..	..	2	..	..	..	..	2
" " " " 4-wheel	D	2	..	..	..	..	..	..	..	..	2
Composite, bogie, 60 ft.	A	..	..	8	..	..	..	..	..	..	8
" " " " 50 ft.	A	..	..	45	..	1	..	..	..	..	46
" " " " 47½ ft.	A	..	..	99	2	85	8	1	2	2	199
" " " " 46 ft.	A	..	..	..	..	7	..	..	..	..	7
" " " " 44 ft.	A	6	..	76	2	84	8	2	2	3	183
" " " " 43 ft.	A	..	..	8	..	..	..	..	..	..	8
" " " " 42½ ft.	A	..	..	13	..	30	..	..	..	..	43
" " " " 39½ ft.	A	..	..	4	..	4	..	1	2	1	12
" " " " 30 ft.	B	..	..	16	..	20	..	..	..	..	36
" " " " 6-wheel	C	4	2	..	3	5	2	..	..	..	16
" " " " 4-wheel	D	2	..	..	..	..	..	..	..	..	2
Second-class, bogie, 50 ft.	A	..	..	60	..	1	..	..	..	..	61
" " " " 47½ ft.	A	..	..	75	..	67	3	3	..	..	148
" " " " 46 ft.	A	..	..	..	..	4	..	..	..	..	4
" " " " 44 ft.	A	2	..	76	..	101	8	3	2	3	195
" " " " 43 ft.	A	..	..	16	..	..	..	..	..	..	16
" " " " 42½ ft.	A	..	..	1	..	14	..	..	..	..	15
" " " " 39½ ft.	A	..	..	8	..	..	3	..	..	..	11
" " " " 35 ft.	A	..	..	3	..	..	..	..	..	..	3
" " " " 30 ft.	B	..	..	5	..	12	..	..	..	1	18
" " " " 6-wheel	C	3	2	..	5	13	2	..	4	..	29
" " " " 4-wheel	D	3	..	..	..	3	..	..	..	..	6
Postal, bogie, 50 ft.	A	..	..	8	..	2	..	..	..	..	10
" " " " 44 ft.	A	..	..	2	..	4	..	..	..	..	6
" " " " 39½ ft.	A	..	..	2	..	..	..	..	..	..	2
" " " " 30 ft.	B	..	..	..	..	1	..	..	..	..	1
" " " " composite, 44 ft.	A	..	..	2	..	..	..	..	..	..	2
Totals . . . . .	..	22	4	716	12	539	36	10	12	12	1,363
WAGONS, ETC.											
Brake-vans, 4-wheel	F	6	2	13	2	54	7	2	4	3	93
" " bogie	F	3	..	180	2	100	9	5	2	2	303
" " Fell	F	..	..	7	..	..	3	..	..	..	10
Horseboxes	G	2	..	108	1	87	6	..	1	4	209
Cattle	H	6	..	226	4	171	14	4	5	4	434
Sheep	J	2	..	713	20	575	7	..	10	29	1,356
Covered goods	K	9	1	204	2	358	24	5	6	3	612
Sleeping-vans	K	..	..	31	..	42	3	1	1	..	78
High sides	L	59	4	4,319	41	4,413	208	17	93	144	9,298
" " " "	LA	..	..	300	..	1,479	..	..	..	..	1,779
Wharf	LB	..	..	..	..	..	45	..	..	..	45
Low sides	M	22	12	362	35	810	50	24	14	21	1,350
" " steel	MA	..	..	160	..	..	..	..	..	..	160
Work-train	MB	..	..	70	..	75	..	..	..	..	145
Timber	N	92	40	111	..	165	36	32	8	..	484
Iron hopper	O	..	..	50	..	..	..	84	..	..	134
Platform coal	P	159	..	29	..	..	..	..	..	..	188
Movable hopper	Q	..	..	..	..	..	495	589	..	..	1,084
Frozen meat	W	..	..	120	..	65	..	..	15	..	200
Cool, insulated	X	3	..	170	..	11	..	..	..	..	184
" " ventilated	XA	1	1	102	..	119	..	..	..	7	230
" " ventilated	XB	..	..	47	..	..	..	..	..	..	47
Work-train hopper	Y	..	..	7	..	25	..	..	..	..	32
" " " "	YB	..	..	184	..	115	20	..	..	..	319
High side, bogie	R	..	2	202	..	51	9	..	..	..	264
" " " "	RB	..	..	70	..	21	..	..	..	..	91
" " " "	Rd	..	..	64	..	..	..	..	..	..	64
" " " "	RN	..	..	40	..	..	..	..	..	..	40
Carried forward . . . . .	..	364	62	7,889	107	8,736	936	763	159	217	19,233

RETURN No. 13—continued.

STATEMENT OF CARRIAGE AND WAGON STOCK, ETC.—continued.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
WAGONS, ETC.—continued.											
Brought forward .. .. .	..	364	62	7,889	107	8,736	936	763	159	217	19,233
Sheep, bogie	S	..	..	73	..	52	..	..	..	..	125
Cattle, „	T	..	..	49	..	21	..	..	..	..	70
Platform, „	U	3	..	199	15	60	28	2	2	6	315
Gas-storeholders, bogie	UA	..	..	8	..	7	..	..	..	..	15
Platform, „	UB	..	..	127	..	75	44	..	..	..	246
Horseboxes, „	UG	..	..	18	..	14	..	..	..	..	32
Frozen meat, „	V	..	..	46	..	75	..	..	..	..	121
„ „	VB	..	..	20	..	..	..	..	..	..	20
Covered goods, „	Z	..	..	49	..	25	..	..	..	..	74
Totals.. .. .	..	367	62	8,478	122	9,065	1,008	765	161	223	20,251
TARPAULINS .. .. .	..	100	24	7,265	115	8,976	285	52	175	290	17,282

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31ST MARCH, 1914.

Class.	Type.	Cylinder.		Coupled Wheels.		Truck Wheels.		Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.										
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	..	..	24	..	..	..	..	..	..	24
B	Tender	16	22	8	3 6½	4	30½	..	..	..	..	8	..	..	..	..	8
BA	„	16	22	8	3 6½	4	26½	..	..	..	..	10	..	..	..	..	10
Bc	„ (compound)	11½ & 19	20	8	3 7	2	28	..	..	1	..	..	..	..	..	..	1
C	Tank	9½	18	4	2 6¼	2	18	1	..	3	..	..	..	2	..	..	6
D	„	9½	18	4	3 0½	2	18	1	..	10	..	14	1	..	1	..	28
E	„ (articulated compound)	9½ & 16	18	12	3 0½	2	26½	..	..	1	..	..	..	..	..	..	1
F	„	10½	18	6	3 0½	2	..	..	2	24	..	..	..	..	..	..	71
FA	„	12	18	6	3 0½	2	24	2	..	5	1	4	1	2	3	2	20
G	„	10½	18	4	3 0½	4	21	..	..	..	..	..	..	..	..	..	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 6¼	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
OC	„ (compound)	16	20	8	3 7	2	30	..	..	2	..	..	..	..	..	..	2
P	„ (compound)	11 & 18	20	8	3 7	2	30	..	..	1	..	..	..	..	..	..	1
Q	„	15	20	8	3 5	2	26½	..	..	4	..	6	..	..	..	..	10
R	„	16	22	6	4 1½	4	30	..	..	6	..	7	..	..	..	..	13
S	Single Fairlie	12½	16	6	3 0½	4	36½	..	..	10	..	8	..	..	..	..	18
T	„	13	16	6	3 0½	4	36½	..	..	4	..	..	..	..	..	..	4
U	Tender	15	18	8	3 0¼	2	24½	..	..	2	..	4	..	..	..	..	6
UA	„	16	20	6	4 6	4	30½	..	..	..	..	9	..	..	..	..	9
UB	„	16	20	6	4 1½	4	30	..	..	..	..	6	..	..	..	..	6
UB	„	16	20	6	4 1½	4	26¼	..	..	..	..	20	..	..	..	..	20
UC	„	16	22	6	4 1½	4	30	..	..	..	..	2	..	..	..	..	2
UD	„	16	22	6	4 1½	4	30	..	..	..	..	10	..	..	..	..	10
V	„	16½	22	6	4 10	4	28	..	..	2	..	..	..	..	..	..	2
W	Tank	15	20	6	4 1½	4	26½	..	..	3	..	10	..	..	..	..	13
WA	„	14	20	6	3 0½	4	26½	..	..	..	..	2	..	..	..	..	2
WB	„	14	20	6	3 3½	4	28½	..	..	5	3	..	3	..	..	..	11
WD	„	14	20	6	3 3½	4	25	4	..	2	..	1	5	..	..	..	12
WE	„	14	20	6	3 3½	6	25	..	..	14	..	4	..	..	..	..	18
WF	„	16	22	6	3 6½	8	30½	..	..	1	..	1	..	..	..	..	2
WG	„	14	22	6	3 9	6	30½	..	..	22	..	16	..	..	..	..	38
WH	„	14	22	6	3 9	8	26½	..	..	30	..	..	..	..	..	..	30
WJ	„	12	18	6	3 1	4	24½	..	..	3	..	..	..	..	..	..	3
X	„	17	20	8	3 7	4	30	..	..	1	..	..	..	..	..	..	1
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	2	30½	..	..	12	..	..	..	..	..	..	12
	Totals .. .. .	..	..	..	..	..	..	8	2	273	4	205	19	11	5	7	534

RETURN No. 15.

COMPARATIVE STATEMENT of the MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, &c., of RAILWAYS in the following Colonies (taken from latest Official Records):—

Colony	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population 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.	Expenses.					Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
																							Maintenance per Mile of Railway.	Car. and Wagon per Train-mile.	Traffic per Cent. of Revenue.	General Charges (including Compensation, &c.) per Cent. of Revenue.					
Victoria ..	87,884	1,890,381	3,639	5 3	£ 47,568,336	£ 13,043 382	£ s. d. 34 4 3		14,234,550	5,205,442	87-77	£ 3,476,957	d. 58-62	£ 1,728,485	d. 29-15	3-63	66-79	£ s. d. 3 14 11	111,513,908	5,150,404	1,430	955	£ 475 256	£ 24-71	d. 18-21	2-55	668	1,399	16,544	1913. 30 June.	
New South Wales	310,372	1,807,409	3,871	4 8½	57,653,778	14,670,467	31 17 11		19,184,247	6,748,985	84-50	4,644,881	58-00	2,104,104	26-50	3-76	68-82	3 14 8	79,490,012	11,666,250	1,743	1,200	543 264	27-05	19-91	1-69	998	1,338	19,590	"	
Queensland ..	670,500	636,425	4,524	3 6	31,828,257	7,036 141	50 0 3		11,464,084	3,321,672	69-50	2,150,991	45-00	1,170,681	24-50	3-68	64-76	5 4 5	19,899,072	3,797,581	763	494	269 138	19-25	17-63	1-47	588	642	11,806	"	
South Australia ..	380,070	434,000	1,534	3 6	14,178,485	9,241 283	32 13 5		6,342,871	2,222,436	84-09	1,393,775	52-74	828,661	31-35	5-84	62-71	5 2 5	19,382,330	3,016,039	1,449	908	541 189	27-57	15-60	1-17	369	550	7,942	"	
Western Australia	975,920	307,702	2,783	3 6	14,913,128	5,359 111	48 9 4		5,623,132	2,037,853	86-98	1,506,600	64-30	531,253	22-68	3-56	73-93	6 12 5	17,920,096	3,282,361	732	541	191 116	31-89	19-50	1-95	386	401	9,046	"	
Tasmania ..	26,215	194,521	507	3 6	4,400,292	8,674 383	22 12 5		1,006,508	327,113	77-99	217,357	51-82	109,756	26-17	2-49	66-44	1 13 7	1,649,539	447,373	644	428	216 115	20-50	18-59	3-58	83	175	1,724	"	
New Zealand ..	103,861	746,673	2,090	3 6	16,404,076	7,849 357	21 19 5		3,968,708	1,469,665	89-00	929,737	56-22	539,923	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	985,318	2,469	3 6	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	328 258	24-96	19-40	2-76	410	1,002	15,475	1908. 31 Mar.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	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.	
" ..	103,861	1,111,592	2,840	3 6	31,611,220	11,053 391	28 8 9		9,016,224	3,971,002	105-50	2,705,609	71-84	1,265,393	33-66	4-04	68-13	3 11 5	13,123,879	5,957,005	1,400	954	446 271	28-20	19-40	2-64	513	1,282	19,515	1913. 31 Mar.	
" ..	103,861	1,139,669	2,861	3 6	32,355,087	11,309 398	28 7 9		9,319,268	4,043,328	104-00	2,880,323	74-00	1,163,005	30-00	3-61	71-24	3 10 11	13,355,893	5,661,340	1,416	1,008	408 268	29-72	20-73	2-91	534	1,363	20,251	1914. 31 Mar.	

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

RETURN No. 17.

STATEMENT of STORES CONTRACTS, &c., current during the Year ending 31st March, 1914.

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. Bannatyne 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 "

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

Service.	Period.	Name of Contractor.	Rate.
<i>Wellington—continued.</i>			
Oil, kerosene, 150° test	31/3/1914	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) ..	"
<i>Christchurch—</i>			
General stores	"	Ashby, Bergh, and Co. (Limited) ..	"
"	"	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.	"
"	"	Kemphorne, 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)	"
Benzine and benzoline	"	Vacuum Oil Company (Limited) ..	1/1½ and 1/6 per gal.
Bricks, red, ordinary	"	J. Brightling	40/ and 45/ per 1 000.
Cement, New Zealand Portland ..	"	Christchurch Brick Company (Limited)	3/6½ per cwt.
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)..	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)	1/1½ per bush.
Oil, kerosene, 150° test	"	Vacuum Oil Company (Limited) ..	10d. per gal.
Steel, cast, all shapes	"	John Chambers and Son (Limited) ..	65/ per cwt.
" mild, bar and plate	"	Andersons Limited	As per tender.
<i>Dunedin—</i>			
General stores	"	John Edmond	"
"	"	Briscoe and Co. (Limited)	"
"	"	J. Park and Co.	"
"	"	A. and T. Burt (Limited)	"
"	"	Thomson, Bridger, and Co. (Limited)..	"
"	"	Kemphorne, 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	"
Benzine	"	Vacuum Oil Company (Limited) ..	1/1½ per gal.
Bricks, red, ordinary	"	C. and W. Gore	35/ per 1,000.
" hand-pressed	"	"	60/ "
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) ..	2/2¼ 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.

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

Service.	Period.	Name of Contractor.	Rate.
<i>Dunedin—continued.</i>			
Leather, buffalo, green	31/3/1914	McKerrow and Co.	1/2 and 1/4 per sq. ft.
Lime, ordinary	"	Milburn Lime and Cement Company (Limited)	10d. per bush.
" hydraulic	"	J. J. Craig (Limited)	1/8 "
Oil, kerosene, 150° test	"	Vacuum Oil Company (Limited) ..	10½d. 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.
<i>Invercargill—</i>			
General stores	"	John Edmond	"
"	"	Briscoe and Co. (Limited)	"
"	"	Broad, Small, and Co.	"
"	"	A. and T. Burt (Limited)	"
"	"	New Zealand Hardware Company (Li- mited)	"
"	"	Ross and Glendining (Limited)	"
"	"	Bing, Harris, and Co. (Limited)	"
"	"	Sargood, Son, and Ewen (Limited) ..	"
"	"	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)	1/3¼ and 1/7¼ 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)..	As per tender.
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.
<i>Greymouth—</i>			
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 (Li- mited)	"
"	"	W. Heinz	"
"	"	Griffen and Smith	"
"	"	Sargood, Son, and Ewen (Limited) ..	"
Benzine and benzoline	"	Vacuum Oil Company (Limited)	1/3¼ 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.

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

Service.	Period.	Name of Contractor.	Rate.
<i>Greymouth—continued.</i>			
Hoses, indiarubber, delivery and suction	31/3/1914	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.
<i>Westport—</i>			
General stores	"	G. H. Gothard (Limited)	As per tender.
"	"	Martin and Co.	"
"	"	Baillie and Co.	"
"	"	Te Aro House Drapery Company (Ltd.)	"
"	"	Ross and Glendining (Limited)	"
"	"	Taylor, Enwright (Limited)	"
"	"	Kemphorne, Prosser, and Co. (Limited)	"
"	"	Sargood, Son, and Ewen (Limited)	"
Benzine and benzoline	"	Vacuum Oil Company (Limited)	1/3 $\frac{1}{2}$ and 1/8 $\frac{1}{2}$ 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.
<i>Nelson—</i>			
General stores	"	Buxton and Co. (Limited)	As per tender.
"	"	Wilkins and Field Hardware Company (Limited)	"
<i>Brooms and brushes—</i>			
Auckland	"	J. Trevethick	"
Wellington	"	C. Trevethick	"
Christchurch	"	Otago Brush Company	"
Dunedin	"	"	"
Invercargill	"	"	"
Painters' brushware	"	Bunting and Co.	"
<i>Uniforms—</i>			
Stationmasters	"	Bing, Harris, and Co. (Limited)	"
Guards and porters	"	A. Levy	"
<i>Uniform caps—</i>			
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	"	"	10 $\frac{1}{2}$ d. "
Rainproof cap-covers	"	"	2/ "
Wire rope at Auckland, Wellington, Christchurch, and Dunedin	"	John Chambers and Son (Limited)	As per tender.
<i>Candles and Soap—</i>			
North Island sections	"	The Union Oil, Soap, and Candle Company (Limited)	"
South Island sections	"	McLeod Bros. (Limited)	"

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

Service.	Period.	Name of Contractor.	Rate.
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.	"
Disinfectants— Jeyes' fluid	"	A. C. Nottingham	5/ per gal.
" powder	"	"	10/ per doz. 2 lb. tins.
Various	"	Kemphorne, Prosser, and Co. (Limited)	As per tender.
Cartage at Auckland	"	Cunningham and Co.	"
" Wellington	"	Munt, Cottrell, and Co. (Limited) ..	"
Printing and stationery	"	Government Printer	As per agreement.
Iron castings— Greymouth	"	Dispatch Foundry Company (Limited)	13/ per cwt.
Westport	"	George Griffiths and Co.	10/6 "
Varnish, Kearsley's— Pale finishing body	31/4/1914	Briscoe and Co. (Limited)	16/ per gal.
Hard-drying body	"	"	14/5½ "
Hard-drying carriage	"	"	11/5 "
Black japan	"	"	10/5½ "
Gold-size	"	"	7/5½ "
Oil, linseed, double-boiled— 3,000 gallons, Auckland	31/5/1913	Landale and Clark (Limited) ..	Calcutta rates.
6,000 " Wellington	"	"	"
3,500 " Lyttelton	"	"	"
2,000 " Dunedin	"	"	"
3,500 " Auckland	30/6/1914	"	"
4,000 " Wellington	"	"	"
3,000 " Lyttelton	"	"	"
2,000 " Dunedin	"	"	"
500 " Bluff	"	"	"
Oil, linseed, raw— 2,500 gallons, Auckland	31/5/1913	"	"
4,000 " Wellington	"	"	"
2,000 " Lyttelton	"	"	"
1,500 " Dunedin	"	"	"
1,000 " Bluff	"	"	"
3,000 " Auckland	30/6/1914	"	"
3,000 " Wellington	"	"	"
2,000 " Lyttelton	"	"	"
1,000 " Dunedin	"	"	"
Oil, castor— 15,000 gallons, Auckland	31/12/1913	"	"
30,000 " Wellington	"	"	"
4,000 " Lyttelton	"	"	"
4,000 " Dunedin	"	"	"
2,000 " Bluff	"	"	"
20,000 " Auckland	20/2/1915	"	"
20,000 " Wellington	"	"	"
8,000 " Lyttelton	"	"	"
8,000 " Dunedin	"	"	"
4,000 " Bluff	"	"	"
Oil, loco-cylinder— 6,000 gallons, Auckland	8/7/1913	Vacuum Oil Company (Limited) ..	1/8½ per gal.
15,000 " Wellington	"	"	"
4,000 " Lyttelton	"	"	"
5,000 " Dunedin	"	"	"
Oil, pale, machinery— 500 gallons, Auckland	"	"	10½d. per gal.
1,500 " Wellington	"	"	"
1,000 " Lyttelton	"	"	"
2,000 " Dunedin	"	"	"
Oil, dark, axle— 8,000 gallons, Auckland	"	Philips and Pike	1/1¼ per gal.
20,000 " Wellington	"	"	"
8,000 " Lyttelton	"	"	"
9,000 " Dunedin	"	"	"
Oil, mineral, colza— 20,000 gallons, Auckland	"	"	11d. per gal.
55,000 " Wellington	"	"	"
20,000 " Lyttelton	"	"	"
20,000 " Dunedin	"	"	"

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

Service.	Period.	Name of Contractor.	Rate.
Oil, gas-making	31/3/1914	Taranaki Oil Wells (Limited) ..	9d. per gal.
Ingot metals—			
Copper	Noyes Bros. (Limited)	As per tender.
Lead	Russel and Somers	Market rates.
Tin	Mount Bischoff Tin-mining Company ..	..
Coal-supply—			
Waro—Hikurangi	Hikurangi Coal Company (Limited) ..	9/6 per ton.
Huntly—"Raiph's" or "Extended"	Taupiri Coal-mines (Limited)	10/9 ..
Auckland—Westport	Westport Coal Company (Limited) ..	26/ ..
Onehunga—Blackball	Blackball Coal Company (Limited) ..	26/ ..
" —Stockton	Westport-Stockton Coal Company (Limited)	26/9 ..
" —Brunner	Tyneside Proprietary (Limited) ..	25/6 ..
New Plymouth—Blackball	Blackball Coal Company (Limited) ..	26/ ..
" —Stockton	Westport-Stockton Coal Company (Limited)	26/9 ..
" —Puponga	J. A. Redpath and Sons	26/ ..
Wanganui—Westport	Westport Coal Company (Limited) ..	28/ ..
" —Blackball	Blackball Coal Company (Limited) ..	27/ ..
" —Stockton	Westport-Stockton Coal Company (Limited)	27/9 ..
" —Puponga	J. A. Redpath and Sons	26/6 ..
Foxton—Blackball	Blackball Coal Company (Limited) ..	28/ ..
" —Puponga	J. A. Redpath and Sons	27/6 ..
Wellington—Westport	Westport Coal Company (Limited) ..	24/1 ..
" —Blackball	Blackball Coal Company (Limited) ..	23/1 ..
" —Stockton	Westport-Stockton Coal Company (Limited)	23/10 ..
" —Brunner	Tyneside Proprietary (Limited) ..	23/1 ..
Napier—Blackball	Blackball Coal Company (Limited) ..	26/ ..
" —Stockton	Westport-Stockton Coal Company (Limited)	27/3 ..
" —Brunner	Tyneside Proprietary (Limited) ..	26/6 ..
Picton—Puponga	Neale and Haddow	24/6 ..
Nelson—	22/3 ..
Lyttelton—Westport	Westport Coal Company (Limited) ..	25/ ..
" —Blackball	Blackball Coal Company (Limited) ..	24/ ..
" —Stockton	Westport-Stockton Coal Company (Limited)	24/9 ..
" —Paparoa	J. A. Redpath and Sons	24/ ..
Timaru—Westport	Westport Coal Company (Limited) ..	26/6 ..
Oamaru—	26/6 ..
" —Blackball	Blackball Coal Company (Limited) ..	25/6 ..
" —Stockton	Westport-Stockton Coal Company (Limited)	26/3 ..
Dunedin—Westport	Westport Coal Company (Limited) ..	26/ ..
Milton—Waronui	Bruce Railway and Coal Company ..	8/10 ..
Stirling—Kaitangata	New Zealand Coal and Oil Company (Limited)	10/ ..
Bluff—Westport	Westport Coal Company (Limited) ..	26/6 ..
" —Brunner	Tyneside Proprietary (Limited) ..	26/6 ..
Nightcaps—Nightcaps	Nightcaps Coal Company (Limited) ..	8/9 ..
Onehunga—Brunner nuts	Tyneside Proprietary (Limited) ..	25/ ..
Wellington—	21/7 ..
Lyttelton—	23/ ..
Dunedin—	23/9 ..
Grey ironbark timber, hewn and sawn—			
Whangarei Section	Fraser and Co.	32/ per 100 ft.
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, McCabe, and Co. (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 ..

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

Service.	Period.	Name of Contractor.	Rate.
Grey ironbark timber, hewn—			
Auckland Section	31/3/1914	J. W. Wallace and Co. (Limited) ..	29/6 to 37/ per 100 ft.
Wellington "	"	" " ..	29/6 to 33/ "
Lyttelton "	"	" " ..	29/6 to 37/6 "
Dunedin "	"	" " ..	29/6 to 37/ "
Bluff "	"	" " ..	29/6 to 35/ "
Grey ironbark piles—			
Auckland Section	"	" " ..	2/9½ per lin. ft.
Wellington "	"	" " ..	2/9½ "
Lyttelton "	"	" " ..	2/9 "
Dunedin "	"	" " ..	2/9½ "
New Zealand timber—			
Christchurch Section	"	Williams, Stephens, and Co. (Limited)	As per tender.
"	"	Riccarton Timber Company (Limited)	"
Dunedin and Invercargill Sections	"	Southland Sawmilling Company ..	"
North Island Sections	"	New Zealand Pine Company ..	"
		State Sawmills, Kakahi	Schedule rates.
Jarrah timber—			
655,000 super. ft.	"	Millar's W.A. Hardwood Company ..	22/ to 35/ per 100 ft.
Sleeper-supply—			
250,000 jarrah	31/12/1913	The S.W. Timber-hewers' Co-operative Association	4/10 each.
58,000 native	31/3/1914	Settlers and mills	2/ to 4/6 each.

RETURN No. 18.

STATEMENT of WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS for the Year ending 31st March, 1914.

Description.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
WEIGHING-MACHINES—										
1/2 cwt.	2	..	..	..	..	..	2
1 " " " " " "	2	..	..	..	..	2
1 1/2 " " " " " "	1	..	7	1	..	..	9
2 " " " " " "	1	..	..	1	..	..	2
2 1/2 " " " " " "	..	1	..	18	13	1	..	..	..	33
2 3/4 " " " " " "	13	..	..	..	..	14
3 " " " " " "	7	3	..	..	..	..	3
3 1/2 " " " " " "	10	5	..	3	..	25
4 " " " " " "	1	..	..	..	..	1
5 " " " " " "	..	1	..	53	32	3	..	..	..	89
5 1/2 " " " " " "	..	2	..	30	35	..	2	6	3	78
6 " " " " " "	2	..	4	2	1	..	..	4
6 1/2 " " " " " "	..	1	1	35	45	2	..	..	..	86
7 " " " " " "	..	1	..	11	8	1	..	..	..	21
8 " " " " " "	11	8	..	..	..	..	19
9 " " " " " "	2	2	..	..	..	..	4
10 " " " " " "	..	3	..	52	62	11	2	..	2	132
11 " " " " " "	..	1	1	17	32	..	..	3	..	54
12 " " " " " "	5	11	..	..	..	..	16
12 1/2 " " " " " "	1	..	..	..	..	1
13 " " " " " "	3	8	..	..	..	..	11
14 " " " " " "	2	4	..	..	..	..	6
15 " " " " " "	8	7	..	..	..	..	15
16 " " " " " "	..	1	1	12	23	..	..	2	..	39
20 " " " " " "	2	7	..	..	..	1	10
21 " " " " " "	2	..	..	..	..	2
22 " " " " " "	9	10	..	1	..	..	20
25 " " " " " "	1	1	..	..	..	..	2
27 " " " " " "	1	..	..	..	..	1
60 " " " " " "	2	2	..	..	..	..	4
240 lb. " " " " " "	5	..	..	..	..	5
244 " " " " " "	4	..	..	..	..	4
248 " " " " " "	1	..	..	..	..	1
250 " " " " " "	1	..	..	..	..	1
600 " " " " " "	1	..	..	..	..	1
900 " " " " " "	2	..	..	..	..	2
Totals	8	4	4	284	361	30	8	14	6	719
WEIGHBRIDGES :—										
3 tons (cart)	1	..	..	..	..	1
6 " " " " " "	1	..	..	..	..	1
7 " " " " " "	1	..	..	..	..	1
8 " " " " " "	2	..	..	..	..	2
10 " " " " " "	1	..	..	..	..	1
15 " " " " " "	2	..	..	..	..	2
10 " (wagon)	1	..	..	..	..	1
11 " " " " " "	1	..	..	..	..	..	1
12 " " " " " "	4	2	..	..	1	1	8
14 " " " " " "	1	..	..	..	..	1
15 " " " " " "	1	..	..	..	..	..	1
20 " " " " " "	..	1	1	12	15	..	1	..	1	31
25 " " " " " "	11	6	2	4	..	1	24
30 " " " " " "	1	2	..	..	..	..	3
40 " " " " " "	1	..	..	..	..	1
Totals	1	..	1	30	36	2	5	1	3	79
TRAVERSERS										
..	2	21	..	..	2	1	26
TURNTABLES :—										
43-foot (engine)	1	..	..	..	..	1
50 " " " " " "	19	28	2	..	..	..	49
55 " " " " " "	11	17	..	..	..	..	28
12 " (wagon)	3	..	..	..	..	3
13 " " " " " "	8	33	..	..	1	..	42
14 " " " " " "	4	8	1	..	1	..	14
Totals	42	90	3	..	2	..	137

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

Description.	Whangarei - Kawakawa.	Kaiti.	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 " " " "	20	7	..	..	..	..	27
1 1/2 " " " "	51	19	2	..	..	..	78
2 " " " "	7	11	..	..	3	3	20
3 " " " "	3	..	..	..	..	3
4 " " " "	9	29	..	..	..	..	38
5 " " " "	2	2	3	..	..	..	7
7 " " " "	1	3	..	..	..	..	4
10 " " " "	4	4	..	..	..	..	8
15 " " " "	1	..	..	..	..	1
1 1/2 " " " hydraulic	1	..	..	..	..	1
1 1/2 " " " "	3	..	..	..	..	..	3
8 " " " "
10 " " " "	3	..	..	..	3
1/2 " " " travelling, overhead	3	..	..	..	..	..	3
1 " " " "	20	7	1	3	..	..	31
1 1/2 " " " "	4	..	..	..	..	..	4
2 " " " "	3	..	..	..	1	..	4
3 " " " "	2	..	..	..	..	..	2
2 " " " hand	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	1	..	..	..	..	2
1 1/2 " " " steam	1	2	..	..	..	..	2
1 1/2 " " " "	1	1	..	..	1	..	3
2 " " " "	1	5	..	..	..	1	7
3 " " " "	3	..	..	1	9	..	1	..	1	15
5 " " " "	2	4	1	..	..	..	7
7 " " " "	2	..	..	6	7	1	..	..	..	16
7 1/2 " " " "	1	..	..	..	..	1
12 " " " "	1	1	..	..	2
15 " " " "	1	..	..	1
20 " " " "	3	..	..	3
Pile-driving and hoisting engines, steam	17	10	1	2	..	2	32
Totals	5	..	1	176	134	17	13	9	9	364
WATER-SERVICES:—										
Steam	1	..	7	11	2	1	..	..	22
Hand	1	2	2	46	83	4	..	1	5	144
Windmill	1	1	27	58	2	..	1	6	96
Hot-air	1	1	11	1	..	1	1	16
Hydraulic	31	24	2	..	..	..	57
Oil	2	..	1	33	16	2	..	..	..	54
Gravitation	7	2	2	62	45	16	7	6	..	147
Gas-engine	1	2	..	..	..	..	3
Totals	10	6	7	208	250	29	8	9	12	539

RETURN No. 19.

STATEMENT of RAILS RELAID during the Year ending 31st March, 1914.

Weight.	Whangarei - Kawakawa.	Kaiti.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID:—										
55 lb. steel .. .. .	..	..	..	..	3,721	..	..	..	..	3,721
56 " " " " .. .. .	..	..	..	..	..	..	..	..	..	..
70 " " " "	7	..	..	14,103	5,440	504	494	..	..	20,548
Totals	7	..	..	14,103	9,161	504	494	..	..	24,269

RETURN No. 20.

STATEMENT of SLEEPERS RELAID and REMOVED during the Year ending 31st March, 1914.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—										
Totara	197	479	6,154	5	..	..	..	..	21	6,856
Jarra	51	..	93,369	..	58,098	504	134	5	74	152,235
Silver-pine .. .. .	..	..	7,570	..	123	8,474	4,593	60	3,417	24,237
Puriri	424	..	7	..	..	..	..	14	..	445
Creosoted .. .. .	..	..	..	..	..	..	..	..	..	..
Ironbark .. .. .	..	..	5,652	..	182	..	..	..	423	6,257
Powellized .. .. .	..	..	6,684	..	56,806	..	..	..	..	63,490
Matai .. .. .	..	..	1,338	..	..	..	..	..	..	1,338
Birch .. .. .	..	..	711	..	..	..	..	..	..	711
Grey-gum .. .. .	..	..	40	..	..	..	..	..	..	40
Kauri	43	402	..	..	..	..	..	..	..	445
Total	715	881	121,525	5	115,209	8,978	4,727	79	3,935	256,054
SLEEPERS REMOVED :—										
Matai .. .. .	..	..	134	..	10,835	..	..	..	..	10,969
Totara	44	403	81,856	..	24,308	..	..	..	59	106,670
Birch .. .. .	..	..	9	5	9,712	121	..	65	3,146	13,058
Jarra	10	..	11,442	..	16,994	..	..	..	..	28,446
Silver-pine .. .. .	..	..	6,232	..	35,073	7,941	4,877	..	134	54,257
Puriri	135	..	21,848	..	1,786	..	..	..	..	23,769
Creosoted .. .. .	..	..	22	..	9,910	..	..	..	..	9,932
Ironbark .. .. .	..	..	391	..	451	..	..	14	196	1,052
Grey-gum .. .. .	..	..	2,926	..	1,131	..	..	..	..	4,057
Kauri	430	478	3,928	..	..	..	..	..	..	4,836
Maire .. .. .	..	..	436	..	..	..	..	..	..	436
Blue-gum .. .. .	..	..	..	..	380	..	..	..	..	380
Rimu .. .. .	..	..	3,886	..	..	..	..	..	..	3,886
Kamai .. .. .	..	..	..	..	..	..	..	..	..	..
Total	619	881	133,110	5	110,580	8,062	4,877	79	3,535	261,748

RETURN No. 21.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1914.

Sections.	Length.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Whangarei-Kawakawa	M. ch.	25	3	4	7
Kaihu	57 72	10	..	2	2
Gisborne	17 15	14	2	3	5
North Island Main Line and Branches	31 50	391	100	39	139
South Island Main Line and Branches	1,100 50	514	157	28	185
Westland	1,367 13	69	25	5	30
Westport	144 19	17	1	2	3
Nelson	35 78	23	3	1	4
Picton	60 20	21	4	1	5
Totals	48 19	1,084	295	85	380

RETURN NO. 22.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1914.

Section.	Mileage open for Traffic on 31st March, 1913.	Additional Lengths opened during Year.			Reduced Mileage equivalent to Maintenance for whole Period.	Length closed during Year.		Net Addition to Mileage open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage open for Traffic on 31st March, 1914.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1914.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
Whangarei-Kawakawa ..	M. ch. 57 72	..	..	M. ch. ..	..	..	M. ch. ..	M. ch. ..	M. ch. 57 72	M. ch. 57 72
Kaihu ..	17 15	..	..	..	..	..	..	..	17 15	17 15
North Island Main Line and Branches	1,100 50	..	..	..	..	..	..	..	1,100 50	1,100 50
Gisborne ..	31 50	..	..	..	..	..	..	..	31 50	31 50
South Island Main Line and Branches	1,364 69	..	..	..	..	..	..	..	1,364 69	1,364 69
Ditto, Private Line— Nightsaps Branch	2 24	..	..	..	..	..	..	..	2 24	2 24
Westland ..	141 13	..	21st January, 1914	3 6	..	..	3 6	0 47	144 19	141 60
Westport ..	35 78	..	..	..	..	..	..	..	35 78	35 78
Nelson ..	60 20	..	..	..	..	..	..	..	60 20	60 20
Pictou ..	48 19	..	..	..	..	..	..	..	48 19	48 19
Totals ..	2,860 10	..	..	3 6	..	..	3 6	0 47	2,863 16	2,860 57

RETURN NO. 23.
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1914.

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—	57 72
Onerahi-Opua	17 15
Kaihu Section—	425 77
Dargaville-Kaihu	31 40
North Island Main Line and Branches—	2 59
Auckland-Wellington..	62 75
Newmarket-Kaiwaka..	..	0 10	..	..	..	..	..	..	..	..	..	..	..	12 24
Penrose-Onehunga	12 1
Frankton-Thames	12 1
Paeroa-Waihi	68 60
Cambridge Branch	136 65
Morrinsville-Rotorua..	4 62
Marion - New Plymouth	..	0 14	..	..	..	..	..	..	..	..	..	..	..	31 40
Waitara Branch	6 2
Stratford-Pohokura	3 20
Mount Egmont Branch	19 33
Aramoho-Wanganui	0 7	..	..	..	..	..	..	..	..	..	113 72
Foxton Branch	8 31	..	..	..	..	..	..	..	..	..	114 43
Palmerston-Spit	..	0 75	..	..	..	..	..	..	..	..	..	..	..	3 7
Wellington-Woodville	0 3	..	..	..	..	..	..	..	..	..	1 10
Greytown Branch	3 7	..	..	..	..	..	..	..	..	..	31 50
Te Aro Branch	392 1
Gisborne Section—	67 57
Gisborne-Otoko	0 20	..	..	..	..	..	..	..	..	..	..	..	..	38 45
South Island Main Line and Branches—	20 11
Lyttelton-Bluff	44 01
Addington-Culverden..	25 39
Oxford Branch	0 11	11 47	..	..	..	..	..	..	..	..	..	..	..	22 48
Eyreton Branch	5 8	0 3	..	..	..	..	..	..	..	..	..	..	..	57 40
Waipara-Parnassus	11 46
Southbridge Branch	22 20
Little River Branch	1 59	..	..	..	..	..	..	..	..	..	27 36
Springfield Branch	..	12 49	6 27	..	..	..	..	..	..	..	..	..	..	36 13
White Cliffs Branch	4 46
Rekaia Forks Branch..	8 21
Mount Somers Branch	37 41
Albury Branch	3 33	24 3	..	..	..	..	..	..	..	..	..	..	..	0 63
Waimate Branch	1 1	5 62	..	..	..	..	..	..	..	..	..	..	..	2,018 75
Waimate Gorge Branch	0 7	..	..	..	..	..	..	..	..	..	..	..	..
Duntroon Branch	8 21	..	..	..	..	..	..	..	..	..
Oamaru Breakwater Branch	4 34	..	..	..	..	..	..	..	..	..
Carried forward	18 67	55 57	6 27	26 2	24 22	407 14	98 35	2 11	306 55	26 38	1 25	1,043 72	1 50	

RETURN NO. 23—continued.
STATEMENT showing WEIGHTS of RAILS in various LINES on 31st March, 1914—continued.

Line.	40lb. Iron.		40lb. Steel.		45lb. Steel.		52lb. Iron.		52lb. Steel.		53lb. Steel.		55lb. Steel.		56lb. Iron.		56lb. Steel.		65lb. Steel.		70lb. Iron.		70lb. 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.
Brought forward	18 67		55 57		6 27		26 2		24 22		407 14		98 35		2 11		306 55		26 38		1 25		1,043 72		1 50		2,018 75	
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	
Waikato Branch											0 17												1 9				8 65	
Port Chalmers Branch											1 55					0 67											1 26	
Walton Park Branch	0 7										1 57																2 49	
Fernhill Branch											65 73		3 0			65 58											1 57	
Otago Central Railway											6 34		0 69			1 57											9 0	
Outram Branch											1 29		12 70			15 9											29 32	
Lawrence Branch	0 4						0 25				19 2		2 30			3 37											25 14	
Catlin's River Branch											10 46		7 71			6 59											26 21	
Tapanui Branch	0 1		1 4										12 55										0 2				12 57	
Waikaka Branch											9 13		8 26										0 22				9 35	
Wyndham Branch											1 66					7 3											33 65	
Seaward Bush Branch			16 50								44 58					23 47											87 0	
Invercargill-Kingston											17 76		8 6			10 21											48 23	
Makarewa-Tuatapere																											24 51	
Thornbury-Nightcaps			2 27																								12 66	
Forest Hill Branch																											10 41	
Mararoa Branch	12 66		10 16								0 24					0 1											12 66	
Waimea Plains Railway							21 37				4 22					0 72											36 41	
Riversdale-Switzers											1 77		11 69														13 67	
Westland Section—																												
Greyhound-Oira											26 38					11 30											50 48	
Greyhound-Ross											18 26					17 43											38 29	
Stillwater-Cronadun											31 25		0 22			6 64											43 66	
Blackball-Ngahere													1 0			2 31											8 5	
Coal Creek Branch											0 15					4 62											30 17	
Westport-Mokihinui							0 16				10 71					1 78											5 61	
Westport-Te Kaha							1 1				24 41		17 60			16 75											60 20	
Nelson-Glenhope							0 70				16 13		14 55			16 29											48 19	
Pieton-Ward																												
Totals	43 43		98 29		6 27		50 50		24 22		733 57		305 69		2 11		524 63		26 38		12 5		1,138 32		1 50		2,863 16	

RETURN No. 24.

PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1914-

H. Reg. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1914.			Total.						
										£	s.	d.							
WHANGAREI SECTION.																			
1226	R. 04/3998	Mar. 1, 1910	Northern Coal Company (Limited)	M. ch.	Waro	+	5 years*	+	Repairs, £18 0s. 6d.	75	4	3	5,499	10	4	5,574	14	7	
1230	R. 05/3060	July 1, 1910	R. P. Gibbons (Limited)	..	Hikurangi	+	5 "	+	Repairs, £2	624	16	7	624	16	7	624	16	7	
1252	R. 08/3024	Sept. 1, 1910	North New Zealand Coal and Cement Company (Limited)	..	Kamo	..	5 "	..	180 0 0	..	..	..	667	10	3	667	10	3
1306	R. 02/551	Jan. 1, 1907	Hikurangi Coal Company (Limited)	..	Waro	+	5 "	+	Repairs, £15 10s. 3d.	62	2	9	5,811	2	7	5,873	5	4	
1319	R. 12/531	April 1, 1912	Kauri Timber Company (Limited)	..	Waipuna	..	5 "	..	712 0 0	3,795	10	10	2,001	15	10	5,797	6	8	
1320	R. 02/550	Jan. 1, 1907	Hikurangi Coal Company, Northern Coal Company, and J. R. Reyburn	..	"	..	5 "	..	..	34	5	2	1,522	7	7	1,556	12	9
1333	R. 06/3579	Oct. 26, 1912	A. L. Stokes	20 60	Whakapapa	+	5 "	+	Repairs, £3/2/9	163	13	6	455	9	10	619	3	4	
1420	R. 13/2859	Aug. 1, 1913	Kauri Timber Company (Limited)	..	Pokapu	..	5 "	..	70 0 0	2	12	6	184	8	3	187	0	9	
KAIHU SECTION.																			
1286	R. 06/2737	Oct. 1, 1911	H. P. Clear	8 2	Flax-mill	+	5 years*	+	..	32	13	6	8	7	6	41	1	0	
1315	R. 02/1438	Jan. 1, 1912	James Trounson	16 15	Kaihu Booms	..	5 "	..	..	120	1	0	308	8	8	428	9	8
1401	R. 13/2582	Jan. 20, 1913	Public Works Department	..	Maropiu	..	3 "	..	..	..	..	..	..	..	..	..	..	..
GISBORNE SECTION.																			
956	R. 05/901	July 1, 1905	New Zealand Shipping Company (Limited)	..	Gisborne	..	Grantees	10 years*	Premium	250	0	0	344	6	10	344	6	10	
1227	R. 09/2717	May 1, 1910	Gisborne Borough Council	..	"	..	5 "	..	Rental, £25	32	12	9	..	..	..	32	12	9
1364	R. 03/106	Aug. 1, 1912	Gisborne Borough Council	12 21	Kaiteratahi	..	5 "	..	260 0 0	1	7	3	492	12	7	493	19	10	
1389	R. 11/4503	Mar. 1, 1913	Gisborne Sheep-farmers' Frozen Meat Company (Limited)	..	Gisborne	..	Grantees	10 "	Premium	741	0	0	..	..	..	..	..	..
1433	R. 07/4316	Nov. 1, 1913	Gisborne Borough Council	..	"	+	5 "	..	Rental, £50	373	5	7	..	..	..	373	5	7
NORTH ISLAND MAIN LINE AND BRANCHES.																			
912	R. 99/1973	July 1, 1904	Firth Furnice Company (Limited)	58 11	Ohinewai	..	Govt. and grantees	10 years*	Premium	Rental, £50	52	19	2	1,417	2	11	1,470	2	1
919	R. 04/2322	Oct. 1, 1904	Auckland Farmers' Freezing Company (Limited)	6 64	Westfield	..	Grantees	10 "	Premium	358	0	0	9,297	16	4	2,328	18	7	
977	R. 02/1392	Mar. 1, 1906	Bartholomew Land and Timber Company (Limited)	43 20	Ngatira	..	"	10 "	..	Rental, £50	229	3	11	5,266	14	11	5,495	18	10
989	R. 03/4035	Nov. 9, 1905	Waihi Gold-mining Company (Limited)	..	Walkino	..	Govt.	10 "	..	Rental, £50	10,400	7	8	107	14	10	10,508	2	6
990	R. 03/4035	Feb. 1, 1906	N.Z. Crown Mines Company (Limited)	..	Karangahake	..	"	10 "	442	8	6	50	6	8	492	15	2
1010	R. 06/3300	Nov. 1, 1906	Auckland City Council	..	Westfield	..	Grantees	10 "	Premium	426	0	0	100	4	6	1,495	19	11	

1085	R. 05/3864	Aug. 1, 1908	Dalgely and Co. (Limited)	Auckland	..	10	* ..	..	..	156 10 0 Rental, \$50	1,256 12 11	117 4 0	1,373 16 11
1111	R. 08/3737	Jan. 1, 1909	Taringamotu Totara Sawmilling Company (Limited)	Taringamotu	..	5	* ..	..	..	180 0 0	360 15 0	13,896 4 6	14,246 19 6
1113	R. 03/4153	Jan. 1, 1909	Gardner Bros. and Parker	New Lynn	..	5	* ..	..	..	Repairs, \$14/13/	539 16 7	2,527 1 3	3,066 17 10
1125	R. 03/1660	April 1, 1909	Taupo Totara Timber Company	Putaruru	..	5	* ..	..	..	16 0 0	821 17 7	6,407 8 8	7,229 6 3
1139	R. 08/2805	Nov. 1, 1908	New Zealand Loan and Mercantile Agency Company (Limited)	Otaohuhu	..	10	* ..	..	..	1,202 2 6	12,335 2 8	803 3 4	13,138 6 0
1161	R. 99/3007	June 1, 1909	Taupiri Coal-mines (Limited)	Huntly	..	5	* ..	..	..	Rental, \$25	91 1 11	31,420 12 0	31,511 13 11
1166	R. 04/945	June 1, 1909	New Zealand Brick, Tile, and Pottery Company (Limited)	New Lynn	..	5	* ..	..	..	Repairs, \$2/2/3	722 16 8	2,666 18 0	3,389 14 8
1171	R. 04/2378	June 1, 1909	Auckland Veneer and Timber Company (Limited)	Onehunga	..	10	* ..	..	..	Repairs, \$5/10	4,927 2 6	68 17 9	4,996 0 3
1190	R. 02/2630	Oct. 1, 1909	Wilson's Portland Cement Company (Limited)	Tu Kuiti	..	5	* ..	..	..	Rental, \$25	265 19 9	877 9 0	1,143 8 9
1205	R. 99/1601	Jan. 1, 1910	R. and W. Hellaby (Limited)	Westfield	..	10	* ..	..	..	Rep'ts, \$9/8/11	3,381 0 2	1,358 17 4	4,739 17 6
1207	R. 00/107	Jan. 1, 1910	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	"	..	10	* ..	..	..	Rental, \$12	2,751 5 10	5,921 6 1	8,672 11 11
1210	R. 05/867	April 1, 1910	Shaw, Savill, and Albion Company (Limited)	Auckland	..	5	* ..	..	..	60 10 2	1,313 17 7	6 17 3	1,320 14 10
1217	R. 04/2105	Nov. 1, 1909	Ellis and Burnand (Limited) and Patate Timber Company (Limited)	Manunui	..	5	* ..	..	..	Rep'ts, \$14/9/	234 12 7	3,866 8 4	4,101 0 11
1219	R. 10/653	Mar. 1, 1910	Kauri Timber Company (Limited)	Owharoa	..	5	* ..	..	..	Rental, \$50	9 16 10	2,200 19 11	2,210 16 9
1229	R. 02/2510	May 1, 1910	Pukeweka Sawmills (Limited)	Matapuna	..	5	* ..	..	..	544 0 0	338 15 2	5,002 3 3	5,340 18 5
1242	R. 04/3883	Mar. 1, 1910	Drury Fireclay, Brick, and Potteries (Limited)	Drury ..	..	5	* ..	..	..	Repairs, \$33 12s. 2d.	5 18 0	78 16 5	84 14 5
1243	R. 04/1368	Oct. 1, 1910	Leyland O'Brien Timber Company (Limited)	Auckland	..	5	* ..	..	..	Rep'ts, \$11/15/3	3,661 13 8	..	3,661 13 8
1246	R. 00/990	Feb. 1, 1910	Union Oil, Soap, and Candle Company (Limited)	Westfield	..	10	* ..	..	..	Rental, \$50	885 17 3	1,378 14 2	2,264 11 5
1249	R. 10/349	Oct. 1, 1910	J. J. Craig (Limited)	Mount Eden	..	10	* ..	..	..	Repairs, \$9 19s.	1,490 19 0	39 14 9	1,530 13 9
1261	R. 00/668	July 1, 1910	New Zealand Loan and Mercantile Agency Company (Limited)	Hamilton	..	10	* ..	..	..	Rental, \$25	188 10 11	82 12 7	271 3 6
221	R. 98/865	Dec. 13, 1880	Gear Meat Preserving and Freezing Company (Limited)	Petone	..	Undefined	Undefined	..	..	117 19 11	1,679 5 5	7,267 3 6	8,946 8 11
882	R. 03/408	Mar. 1, 1904	Union Timber, Sash, and Door Company (Limited)	Palmerston North	..	10 years*	..	..	..	345 0 0	658 15 3	823 2 2	1,481 17 5
883	R. 04/291	Mar. 1, 1904	William Cook ..	"	..	10	* ..	..	..	Rental, \$25	838 4 6	893 18 9	1,732 3 3
896	R. 04/955	July 1, 1904	The West Coast Steamship and Trading Company	Pakipaki	..	10	* ..	..	..	90 0 0	1 10 2	44 13 6	46 3 8
922	R. 04/1516	Nov. 1, 1904	Thomas Borthwick and Sons	"	..	10	* ..	..	..	Rental, \$25	4,483 14 10	3,720 2 6	8,153 17 4
924	R. 03/4058	Nov. 1, 1904	Manawatu Racing Club	Awapuni	..	10	* ..	..	..	1,116 0 0	..	..	..
938	R. 04/2133	Nov. 18, 1904	The Manawatu Timber Company (Limited)	Utiku ..	..	10	* ..	..	..	Rental, \$25	2 15 0	10 9 6	13 4 6
965	R. 05/2546	Oct. 1, 1905	De Pelicher-McLeod Company	Hastings	..	10	* ..	..	..	204 4 6	364 1 4	228 7 10	592 9 2

* Three months' notice.

† Sliding 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, 1914—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, 1914.			Total.
									In.	Out.	Total.	
NORTH ISLAND MAIN LINE AND BRANCHES—continued.												
978	R. 96/114	Robert Holt	M. ch. 111 79	Napier	Govt. ..	10 years*	+	£ s. d. Rental, £50	£ s. d. 3,268 15 8	£ s. d. 4,306 4 6	£ s. d. 3,268 15 8	8
1002	R. 03/951	Wellington Meat Export Company (Limited)	..	Ngahauranga	Grantees	10 "	+	Rental, £25	25,938 7 5	..	30,244 11 11	11
1014	R. 01/2396	Henry Brown and Co. ..	..	Motley Street	"	10 "	Premium..	156 0 0	193 17 2	403 11 9	597 8 11	11
1018	R. 06/2769	Department of Mines ..	..	Wanganui	"	10 "	"	Rental, £25	42 2 0	249 6 10	291 8 10	10
1022	R. 06/3785	R. Wilson and Co. ..	..	Marion	"	10 "	"	Rental, £25	158 19 1	272 0 9	430 19 10	10
1034	R. 02/3212	Wellington Meat Export Company (Limited)	..	Waingawa	"	10 "	"	Rental, £25	3,511 9 11	167 5 2	3,678 15 1	1
1046	R. 07/1141	New Zealand Shipping Company (Limited)	..	Foxton	"	10 "	"	Rental, £25	643 8 9	1,050 18 3	1,694 7 0	0
1069	R. 97/3534	Levin and Co. ..	..	Masterton	Govt. and grantees	10 "	+	Rental, £25	785 11 1	1,345 19 7	2,131 10 8	8
1077	R. 02/2937	Wairarapa Farmers' Co-operative Association	..	"	Grantees	10 "	Premium..	152 0 0	306 4 8	225 9 7	531 14 5	5
1082	R. 03/2618	A. Quinan ..	93 36	Hukarui	"	6 "	+	Rental, £25	0 12 9	36 11 7	37 4 4	4
1087	R. 98/3331	W. G. Bassett ..	2 11	Wanganui	"	10 "	+	Rental, £25	40 19 5	2,534 16 2	2,575 15 7	7
1094	R. 98/3766	Dalgety and Co. ..	..	Port Ahuriri	"	10 "	"	Rental, £25	990 10 3	25 19 3	1,016 9 6	6
1101	R. 09/262	Quinn Bros. ..	..	Hihitahi	"	5 "	Premium..	440 0 0	145 17 6	2,268 18 10	2,414 16 4	4
1103	R. 05/3440	N. King ..	..	New Plymouth	"	10 "	"	Rental, £25	358 10 10	505 1 3	863 12 1	1
1110	R. 08/187	Masterton Borough Council	..	Masterton	"	5 "	Premium..	470 0 0	1,549 17 0	61 10 1	1,611 7 1	1
1117	R. 99/1984	Wanganui Sash and Door Company (Limited)	..	Wanganui	+	5 "	Repairs	23 18 6	77 4 2	3,392 12 8	3,469 16 10	10
1142	R. 09/1892	National Mortgage and Agency Company of New Zealand (Limited)	..	Longburn	+	10 "	"	Rental, £25	4,375 3 6	530 11 7	4,905 15 1	1
1165	R. 97/2371	George Bartholomew Company (Limited)	..	Feilding	+	10 "	"	Rental, £25	12 14 1	2,337 15 0	2,350 9 1	1
1174	R. 12/2589	Manawatu County Council	..	Himatangi	+	5 "	+	Rental, £25	112 14 5	2,704 12 9	2,817 7 2	2
1177	R. 98/2734	C. N. Clausen ..	..	Palmerston North	+	10 "	+	Rental, £25	391 11 6	2,158 2 2	2,549 13 8	8
1188	R. 09/3045	New Zealand Powell Wood Process Company (Limited)	..	Rangataua	Grantees	5 "	Premium..	61 0 0	..	..	..	..
1196	R. 04/3525	Rangitikei County Council	..	Ohingaiti	+	5 "	+	Repairs, £6 1s.	..	1,238 7 6	1,238 7 6	6
1199	R. 99/854	Thomas Borwick and Sons (Australia, Limited)	..	Waitara	+	10 "	+	Rental, £25	2,009 2 6	365 10 7	2,374 13 1	1
1200	R. 00/1180	Williams and Kettle (Limited)	..	Port Ahuriri	+	10 "	+	Rental, £25	6 13 3	13 6 1	19 19 4	4
1202	R. 04/1256	H. D. Bennett ..	..	Winiata	+	5 "	+	..	21 3 11	4,863 18 3	4,885 2 2	2
1220	R. 08/608	Perham, Larsen, and Co. (Limited)	..	Rangataua	Grantees	10 "	Premium..	345 0 0	..	..	..	..
1232	R. 10/195	Wellington Farmers' Meat Company (Limited)	..	Waingawa	"	10 "	"	Rental, £30	730 0 0	4,825 5 0	5,555 5 0	7

RETURN NO. 24—continued.
PARTICULARS of PRIVATE-SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1914—continued.

H. O. 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, 1914.			Total.
										In.	Out.	Total.	
1342	R. 00/1840 ..	April 1, 1912	Post and Telegraph Department ..	M. ch.	Mount Eden	†	2½ years *	†	..	£ s. d.	£ s. d.	£ s. d.	48 10 9
1343	R. 00/1840 ..	April 1, 1912	Colonial Ammunition Company (Limited)	..	"	†	2½ " *	†	..	182 10 11	36 6 4	182 10 11	
1346	R. 03/9714 ..	July 1, 1912	Winstone Limited	..	Belmont	†	10 " *	†	Rental, £25	2,406 11 2	180 12 3	2,587 3 5	
1347	R. 07/2501 ..	Aug. 1, 1912	Belmont Quarry Company (Limited)	..	Matamata	†	5 " *	†	Repairs, £24/-	6 12 8	1,298 5 0	1,304 17 8	
1348	R. 07/618 ..	Sept. 1, 1912	Farmers' Co-operative Auctioneering Company (Limited)	..	"	Grantees	10 " *	Premium..	161 0 0	517 19 6	83 9 8	601 9 2	
1351	R. 03/600 ..	July 1, 1912	Winstone Limited	..	Auckland	†	3 " *	†	Rental, £25	3,568 8 8	369 19 6	3,938 8 2	
1357	R. 02/3099 ..	Sept. 1, 1912	Williams and Kettle (Limited)	..	Hastings	†	5 " *	†	Rental, £25	998 18 7	1,413 17 3	2,412 15 10	
1360	R. 12/3433 ..	Oct. 1, 1912	Te Aroha Quarry Company	..	Tirohia	Grantees	5 " *	Premium..	384 0 0	0 8 0	1,428 18 8	1,429 6 8	
1361	R. 03/3698 ..	Oct. 1, 1912	Gilmer and Maguire	9 55	Belmont	"	5 " *	"	498 0 0	6 6 2	377 15 10	1,384 2 0	
1362	R. 12/2857 ..	Oct. 1, 1912	Eltham Co-operative Dairy Factory Company (Limited)	..	Eltham	"	10 " *	"	600 0 0	820 15 9	90 6 5	911 2 2	
1363	R. 12/4080 ..	July 1, 1912	Public Works Department	..	Wellington	Govt. ..	5 " *	†	..	34 15 3	498 8 7	473 3 10	
1368	R. 00/613 ..	Nov. 1, 1912	Auckland Brick and Pottery Company	..	New Lynn	†	5 " *	†	Repairs, £86	476 8 11	772 5 4	1,248 14 3	
1369	R. 02/670 ..	Oct. 1, 1912	United Coal Company (Limited)	44 33	Whangamarino	†	5 " *	†	Repairs, £37 12s. 7d.	..	7,517 12 9	7,517 12 9	
1372	R. 11/4903 ..	Nov. 1, 1912	Wellington Woollen Manufacturing Company (Limited)	..	Petone	Grantees	10 " *	Premium..	129 0 0	839 11 3	..	339 11 3	
1373	R. 12/4815 ..	Dec. 1, 1912	Farmers' Co-operative Auctioneering Company (Limited)	..	Frankton	"	10 " *	"	Rental, £25	915 13 9	96 19 7	1,012 13 4	
1376	R. 12/4814 ..	Dec. 1, 1912	Goodfellow Limited	..	"	"	10 " *	"	Rental, £25	533 4 5	227 11 8	760 16 1	
1392	R. 10/5535 ..	Jan. 1, 1913	May Morn Estates (New Zealand) (Limited)	23 10	Mangaroa	"	10 " *	"	Rental, £50	257 1 2	33 19 2	291 0 4	
1384	R. 10/3878 ..	Nov. 1, 1912	J. N. Williams ..	..	Hastings	"	10 " *	"	Rental, £25	501 12 3	..	501 12 3	
1385	R. 04/1751 ..	Feb. 17, 1912	Waitemata County Council, Kaipara Co-operative Dairy Factory Company (Limited), Durand and Trengrove	..	Helensville South	†	10 " *	†	Repairs, £61	480 11 1	..	480 11 1	
1386	R. 00/2214 ..	Jan. 1, 1913	Kendrick Bros. ..	..	Aramoho	†	5 " *	†	352 0 0	107 9 1	23 2 4	130 11 5	
1387	R. 12/1096 ..	June 1, 1913	Levin and Co. (Limited) ..	..	Kaiwarra	Grantees	10 " *	Premium..	Rental, £50	5,957 3 11	573 14 6	6,530 18 5	
1388	R. 12/2555 ..	Jan. 1, 1913	Hawke's Bay Farmers' Co-operative Association (Limited)	..	Waipukurau	"	10 " *	"	Rental, £25	342 17 0	241 13 1	584 10 1	
1393	R. 12/3461 ..	Jan. 1, 1913	Ellis and Burnand	..	Ongarue	"	5 " *	"	574 0 0	60 19 7	21 0 8	82 0 3	
1395	R. 07/2868 ..	Jan. 1, 1913	Rangataua Timber Company (Limited)	..	Rangataua	†	5 " *	†	Repairs, £22	13 4 0	3,408 17 0	3,422 1 0	
1398	R. 01/1877 ..	Jan. 1, 1913	G. H. Stubbs ..	..	Waitara	†	1 " *	†	Rental, £25	73 6 9	188 4 0	256 10 9	

NORTH ISLAND MAIN LINE AND BRANCHES—continued.

Ref.	Date	Company	Mangatera	†	5	*	†	Repairs, \$21/12/-	259 14 0	972 19 9	1,232 13 9
1399	R. 02/1854	Tiratu Sawmilling Company	..	..	..	..	..	..	..	..	..
1403	R. 00/2784	Mauriceville Lime Company (Limited)	Mauriceville	†	5	"	..	..	105 14 10	325 18 2	431 13 0
1405	R. 12/4796	Taranaki (N.Z.) Oil Wells (Limited)	Moturoa	Grantees	10	"	Premium..	544 0 0 Rental, \$25	362 1 0	176 0 7	538 1 7
1406	R. 12/5040	Auckland Rimu Timber Company (Limited)	Newmarket	"	10	"	"	101 0 0 Rental, \$50	3,314 8 11	32 10 6	3,346 19 5
1411	R. 98/8568	Auckland Farmers' Freezing Company (Limited)	Auckland	†	2	"	"	Rental, \$50	2,129 3 6	17 4 6	2,146 8 0
1414	R. 12/1095	Te Aroha Borough Council	Te Aroha	Grantees	10	"	Premium..	157 0 0 Rental, \$25	..	145 4 5	145 4 5
1415	R. 04/2878	Ellis and Burnand (Limited)	Hamilton	"	7½	"	"	265 0 0 Rental, \$25	1,183 14 3	80 5 0	1,263 19 3
1418	R. 03/2283	Taupiri Coal Mines (Limited)	Huntly	"	5	"	"	402 0 4 Rental, \$25	80 7 6	22,330 4 6	22,410 12 0
1424	R. 13/2417	Auckland Rimu Timber Company (Limited)	Ngongotaha	"	5	"	"	427 0 0 Rental, \$25	0 7 0	1,271 18 11	1,272 5 11
1427	R. 96/8327	Neison Bros. (Limited)	Tomoana	†	10	"	"	Rental, \$25	3,513 11 7	4,445 13 4	7,959 4 11
1431	R. 13/1914	New Zealand Dairy Association (Limited)	Frankton	Grantees	10	"	Premium..	127 0 0 Rental, \$25	396 16 4	219 15 0	616 11 4
1434	R. 13/1903	J. H. Robson	Pohokura	"	5	"	"	300 0 0 Rental, \$25	132 13 4	0 13 0	133 6 4
1435	R. 12/2997	Wellington Harbour Board	Wellington	"	5	"	"	235 0 0 Rental, \$25	..	99 14 11	168 13 2
1439	R. 93/3515	Carr, Pountney, and Co.	Morrinsville	†	10	"	"	Repairs, \$25	68 18 3	1,583 7 6	1,613 3 2
1440	R. 08/3724	George Syme and Co. (Limited)	Tangiwai	†	5	"	"	Repairs, \$14 17s.	29 15 8	..	..
1441	R. 05/2869	G. Gardner and Sons	Hibitahi	†	5	"	"	Repairs, \$32	23 2 5	1,801 10 9	1,824 13 2
1442	R. 04/956	A. and G. Price (Limited)	Thames	†	5	"	"	Repairs, \$32	..	..	..
1443	R. 13/5132	New Zealand Packing Company (Limited)	Mataangi	Grantees	10	"	Premium..	\$32 12s. 11d. Rental, \$25	..	..	..
1444	R. 08/1608	Morningside Quarries (Limited)	Morningside	†	5	"	"	Repairs, \$20	140 11 2	1,593 14 8	1,734 5 10
1446	R. 08/3485	William Booth and Co. (Limited)	Hibitahi	†	5	"	"	Repairs, \$17	46 4 0	2,303 15 2	2,349 19 2
1448	R. 14/206	Hawke's Bay Farmers' Meat Company (Limited)	Whakau	Grantees	10	"	Premium..	406 0 0 Rental, \$25	..	..	..
1453	R. 14/1977	Robert Holt and Sons	Hastings	†	8½	"	"	Rental, \$25	3,496 13 10	40 12 4	3,537 6 2
1455	R. 14/2229	Levin and Co. (Limited)	Foxton..	Govt.	5	"	"	Rental, \$25	..	..	..

Ref.	Date	Company	Mangatera	†	5	*	†	Repairs, \$21/12/-	259 14 0	972 19 9	1,232 13 9
8	R. 96/1630	J. Mill and Co.	Oamaru	Govt.	..	..	..	..	741 5 6	308 1 9	1,049 7 3
13	R. 98/4310	Richard Allen	Ricoaton	Grantee	..	..	..	..	2,054 4 8	136 0 6	2,190 5 2
20	R. 96/1984	Oamaru Harbour Board	Oamaru	"	..	..	..	..	2,264 9 7	1,251 3 2	3,515 12 9
32	R. 99/3100	Richard Evans	Wilson's Siding	"	..	..	..	..	111 9 4	572 11 9	684 1 1
33	R. 00/945	D. C. Turnbull and Co.	Timaru	Govt.	..	..	..	..	558 11 10	502 11 4	1,061 3 2
37	R. 02/641	J. Deans	Glen Tunnel	"	..	..	..	..	35 3 11	1,866 11 6	1,901 15 5
120	R. 00/2193	Clark Bros.	Maheno	"	..	..	..	..	541 9 7	1,561 2 1	2,102 11 8
178	R. 89/2248	Oamaru Harbour Board	Oamaru (1st sidg.)	..	..	..	..	..	300 0 0 Rental, \$50	667 17 3	2,011 8 11
		Mosgiel Woollen Factory Company	Oamaru (2nd " )	..	..	..	..	..	..	74 13 0	465 10 11
			Mosgiel Township	..	..	..	..	..	390 17 11	..	..

SOUTH ISLAND MAIN LINE AND BRANCHES.

* 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, 1914—continued.

Ha. Office 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, 1914.			Total.
										In.	Out.	Total.	
256	R. 00/473	Jan. 10, 1882	Wigram Bros.	M. ch. 10 71	South Malvern	Govt.	Indefinite	..	Rental, £50	£ 985	£ 524	£ 1,509	18 0
816	R. 92/806	Mar. 1, 1902	N.Z. Loan and Mercantile Agency Company (Limited)	..	Christchurch	Grantees	11 years*	..	Rental, £50	1,797	133	1,930	18 11
854	R. 02/3125	June 1, 1903	Vacuum Oil Company	..	Christchurch	Govt.	11 "	..	Rental, £50	1,744	288	2,032	4 10
881	R. 97/2835	Feb. 1, 1904	J. G. Ward	..	Bluff	Grantees	10 "	+	235 0 0	1,061	214	1,275	9 5
888	R. 03/4076	June 1, 1904	North Canterbury Co-operative Stores Company (Limited)	..	Rangiora	"	10 "	Premium..	500 0 0	833	..	833	12 7
901	R. 04/1850	July 1, 1904	Christchurch Tramway Board	..	Christchurch	"	10 "	..	Rental, £50	1,874	446	2,320	16 2
914	R. 94/3672	Oct. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Dunedin	Govt. and grantees	10 "	+	Rental, £50	431	408	839	12 1
928	R. 04/2853	Jan. 1, 1905	Thomas Todd and Sons	3 41	West Plains	Grantees	10 "	Premium..	Rental, £50	411	560	972	6 0
935	R. 94/3949	Dec. 1, 1904	N.Z. Loan and Mercantile Agency Company (Limited)	..	Invercargill	"	10 "	+	Rental, £50	832	820	1,652	14 5
948	R. 01/2761	Jan. 1, 1905	J. E. Watson and Co. (Limited)	..	Bluff	"	10 "	+	Rental, £50	4,161	398	4,559	6 8
952	R. 95/2127	May 1, 1905	G. McClatchie and Co.	6 9	Christchurch	Govt.	10 "	+	75 0 0	423	433	856	8 5
964	R. 05/2953	Sept. 1, 1905	Dalgely and Co. (Limited)	..	Timaru	Grantees	10 "	Premium..	Rental, £50	116	31	147	16 0
974	R. 96/111	Jan. 1, 1906	Broad, Small, and Co.	374 46	Invercargill	Govt.	10 "	..	Rental, £50	806	719	1,525	15 0
979	R. 03/1149	Jan. 1, 1906	J. G. Ward and J. T. Carswell	374 39	"	Grantees	10 "	..	Rental, £50	91	986	1,077	12 11
982	R. 05/2912	Jan. 1, 1906	New Zealand Farmers' Co-operative Association (Limited)	..	Lake Road	"	10 "	..	Rental, £25	323	586	1,409	8 0
994	R. 01/776	May 1, 1906	Fleming and Co.	..	Gore	"	10 "	+	Rental, £25	2,006	142	2,148	8
996	R. 06/946	May 1, 1906	N.Z. Govt. Mines Department	..	Christchurch	"	10 "	Premium..	Rental, £50	17	30	47	18 4
1000	R. 96/2443	July 1, 1906	Christchurch Meat Company (Ltd.)	..	Hornby	"	10 "	+	Rental, £25	2,619	12	2,631	19 3
1001	R. 96/3013	July 1, 1906	James Macfie and Co. (Limited)	..	Dunedin	Govt. and grantees	10 "	+	Rental, £25	110	18	129	2 1
1015	R. 02/2502	Aug. 1, 1906	William Quinn	121 76	Otaio	"	10 "	+	Rental, £25	740	630	1,371	6 6
1017	R. 06/3093	Jan. 1, 1907	N.M. and A. Co. of N.Z. (Limited)	..	Invercargill	Grantees	10 "	Premium..	Rental, £50	7,831	5,208	13,040	6 6
1019	R. 98/410	Dec. 1, 1906	Christchurch Meat Company	..	Smithfield	"	10 "	+	Rental, £25	380	35	415	12 10
1028	R. 99/671	Mar. 1, 1907	Bruce Woolten Manufacturing Coy.	..	Milton	"	10 "	..	Rental, £25	1,100	913	2,014	6 0
1033	R. 97/4377	Oct. 1, 1907	P. McGill (Limited)	371 40	"	Govt.	10 "	..	Rental, £25	1,899	179	2,078	17 4
1036	R. 06/3430	Jan. 1, 1908	Westport Coal Company	..	Christchurch	Grantees	10 "	Premium..	Rental, £50	1,481	1,657	3,139	2 8
1059	R. 01/600	Jan. 1, 1908	Evans and Co. (Limited)	..	Timaru	Govt.	10 "	..	Rental, £50	1,931	221	2,153	2 10
1060	R. 98/1147	Jan. 1, 1908	Honebush Brick and Coal Company (Limited)	..	Christchurch	"	10 "	..	Rental, £50	..	..	..	..

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.

Ref.	Date	Company	Address	Grantees	Term	Premium	Rental	Repairs	Other	78	6	9	7	10	3	85	17	0
1064	R. 02/3375	Timaru A. and P. Association	Smithfield	..	10	* ..	220 0 0			78	6	9	7	10	3	85	17	0
1066	R. 07/3100	N.Z. Loan and Mercantile Agency Company	Methven	..	10	* ..	Rental, £25			63	18	2	6	13	1	685	11	3
1070	R. 08/472	A. S. Paterson and Co. (Limited)	Christchurch	..	10	* ..	167 0 0			654	19	10	2	12	3	877	12	1
1071	R. 06/2609	Murray, Roberts, and Co.	Dunedin	..	10	* ..	Rental, £50			918	7	8	2	10	2	1,123	17	10
1072	R. 91/4426	Timaru Milling Company	Timaru	..	10	* ..	25 0 0			1,552	16	2	1,464	3	10	3,017	0	0
1080	R. 07/3358	Dalgaty and Co. (Limited)	Invercargill	..	10	* ..	219 0 0			516	0	0	288	16	0	804	16	0
1088	R. 04/2833	Canterbury Frozen Meat and Dairy Produce Export Company (Ltd.)	Fairfield	..	10	* ..	Rental, £50			1,981	18	5	7,918	16	0	9,900	14	5
1091	R. 06/2890	W. Stephens and Co. (Limited)	Addington	..	10	* ..	280 0 0			2,461	3	6	207	1	6	2,668	5	0
1092	R. 99/490	N.Z. Loan and Mercantile Agency Company (Limited)	Lytelton	..	10	* ..	Rental, £25			352	3	8	460	2	7	812	6	3
1105	R. 01/1450	N.M. and A. Co. of N.Z. (Limited)	Ashburton	..	7	* ..	Rental, £25			1,396	4	4	796	18	4	2,193	2	8
1116	R. 00/478	The Canterbury (N.Z.) Seed Company (Limited)	Addington	..	10	* ..	Rental, £25			14	1	3	1,011	16	8	1,025	17	11
1118	R. 03/3654	Southern Sawmilling Company	Te Tumu	..	5	* ..	Repairs, £1			210	4	0	60	8	0	270	12	0
1122	R. 99/2092	National Mortgage and Agency Company of New Zealand (Limited)	Invercargill	..	10	* ..	Rental, £50			452	10	8	1,023	16	5	1,476	7	1
1123	R. 99/2422	Friedlander Bros. (Limited)	Ashburton	..	10	* ..	Repairs, £25			460	13	7	556	19	2	1,017	12	9
1124	R. 03/2053	Friedlander Bros. (Limited)	Timaru	..	10	* ..	Rental, £50			1,552	12	6	425	8	2	1,978	0	8
1127	R. 99/1832	Bedford Mills Company (Limited)	Timaru	..	10	* ..	266 0 0			397	14	1	309	1	8	706	15	9
1128	R. 09/1233	H. Matson and Co. (Limited)	Addington	..	10	* ..	Rental, £25			786	7	10	318	13	9	1,105	1	7
1129	R. 99/1738	Canterbury (N.Z.) Seed Company (Limited)	Heathcote	..	10	* ..	Rep'r, £32/13/6			49	15	7	1,265	9	9	1,316	5	4
1131	R. 05/2759	William Goss	Christchurch	..	10	* ..	Rental, £50			1,904	14	4	1,217	19	1	3,122	13	5
1132	R. 03/147	N.Z. Coal and Oil Company (Limited)	Orepuki	..	5	* ..	Rep'r, £30/10/			35	4	1	1,088	0	2	1,123	4	3
1133	R. 99/1728	Dalgaty and Co. (Limited)	Christchurch	..	10	* ..	Rental, £50			3,612	1	5	309	14	1	3,921	15	6
1134	R. 03/2054	Friedlander Bros. (Limited)	Timwald	..	10	* ..	110 0 0			166	12	0	615	1	11	781	13	11
1135	R. 99/2208	Christchurch Gas, Coal, and Coke Company (Limited)	Christchurch	..	10	* ..	Rental, £25			..	..	..	1,316	11	11	1,316	11	11
1136	R. 99/2427	Canterbury Roller Flour-mills Company	Gore	..	1	* ..	Rental, £50			703	17	6	602	13	0	1,306	10	6
1138	R. 98/3247	Friedlander Bros. (Limited)	Lyndhurst	..	10	* ..	Repairs, £2			2,139	8	11	201	15	8	2,341	4	7
1140	R. 99/2174	Fleming and Co. (Limited)	Elles Road	..	10	* ..	Rental, £50			3,231	13	10	441	11	0	3,673	4	10
1143	R. 99/1935	Thomas Newton Pratt	Christchurch	..	10	* ..	Rental, £50			916	10	0	711	16	0	1,628	6	0
1144	R. 99/2066	National Mortgage and Agency Company of New Zealand (Limited)	Dunedin	..	10	* ..	Rental, £50											
1145	R. 99/1120	Wright, Stephenson, and Co. (Limited)	Invercargill	..	10	* ..	Rental, £50											

* 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, 1914—continued

Ha No of S id ing	Papers.	Date of Grant.	Present Holder.	Posi- tion.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liqui- dated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1914.			Total.
										£	s.	d.	

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.

Ha No of S id ing	Papers.	Date of Grant.	Present Holder.	Posi- tion.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liqui- dated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1914.			Total.
										£	s.	d.	
1146	R. 09/858	July 1, 1909	William Hugh Paterson	M. ch.	Willowbank	Grantee	5 years	Premium..	£ 155 0 0	£ 0 4 5	£ 0 11 8	£ 1,446 15 5	
1147	R. 99/1967	June 1, 1909	Crown Milling Company (Limited)	..	Dunedin	+	10 "	+	Rental, £50	197 0 5	0 5 5	1,446 15 5	
1148	R. 99/1968	Aug. 1, 1909	William Scott and Co.	..	Southbridge	+	10 "	+	Rental, £25	190 13 2	0 2 2	680 13 4	
1150	R. 97/2821	Aug. 1, 1909	Dalgely and Co. (Limited)	..	Dunedin	+	10 "	+	Rental, £50	680 19 8	0 8 8	5,032 19 3	
1153	R. 99/2313	Aug. 1, 1909	Invercargill Corporation	..	Invercargill	+	5 "	Repaid ..	6 0 0	13 11 0	0 0 0	129 11 0	
1154	R. 07/4774	July 1, 1909	Jarra Timber Company	..	Addington	+	10 "	..	Repairs, £81 Rental, £25	488 16 2	63 8 5	552 4 7	
1158	R. 99/2017	Aug. 1, 1909	Oamaru Borough Council	..	Oamaru	+	5 "	+	..	126 6 3	207 16 1	334 2 4	
1167	R. 08/2000	Aug. 1, 1909	Milburn Lime and Cement Company (Limited)	..	Milburn	+	5 "	+	..	954 2 1	1,843 1 7	2,297 3 8	
1169	R. 99/2207	Aug. 1, 1909	Walton Park Coal Company	..	Walton Park	+	5 "	+	..	..	202 16 6	202 16 6
1173	R. 08/3161	Oct. 1, 1909	W. Bird and A. M. Swban	..	Otautau	+	5 "	+	Repairs, £1 10s.	259 12 0	0 0 0	259 12 0	
1176	R. 99/2065	Aug. 1, 1909	William Nicholls	..	Belfast	+	10 "	+	Rental, £25	1,001 2 11	0 0 0	2,231 19 5	
1178	R. 99/2218	Aug. 1, 1909	H. O'Kane and Co.	..	Makarewa	+	5 "	+	..	45 6 1	131 12 11	176 19 0	
1179	R. 99/2343	Aug. 1, 1909	Smart and Son	..	Hornsby	+	5 "	+	..	36 3 4	814 13 7	850 16 11	
1181	R. 99/2042	Oct. 1, 1909	New Zealand Shipping Company (Limited)	..	Bluff	+	10 "	+	Rental, £50	2,360 17 10	537 16 8	2,898 14 6	
1182	R. 02/1255	Nov. 1, 1909	Invercargill Corporation	..	Waikiwi	+	5 "	+	Repairs, £2 10s.	169 17 8	35 16 10	205 14 6	
1185	R. 99/1719	Aug. 1, 1909	Bowron Bros. Export and Trading Company (Limited)	..	Woolston	+	10 "	+	Rental, £25	1,073 17 10	329 11 0	1,403 8 10	
1186	R. 99/2096	Aug. 1, 1909	Lytelton Borough Council	..	..	+	5 "	+	..	19 14 5	..	19 14 5
1192	R. 99/2406	Aug. 1, 1909	Christchurch Meat Company (Limited)	..	Islington	+	10 "	+	Rental, £25	11,694 4 7	6,193 16 10	11,898 1 5	
1193	R. 09/3046	Oct. 1, 1909	James Holland	..	Kaipoi	+	5 "	+	..	..	..	..
1194	R. 99/2416	Nov. 1, 1909	N.Z. Loan and Mercantile Agency Company (Limited)	..	Bluff	+	10 "	+	Repairs, £13 Rental, £50	1,035 9 0	147 12 3	2,134 6 2	
1197	R. 99/2209	Jan. 1, 1910	John Marshall	..	Centre Bush	+	5 "	+	Repairs, £2 5s.	..	..	..
1201	R. 99/2813	Nov. 1, 1909	Lytelton Harbour Board	..	Lytelton	+	5 "	+	..	4,021 18 0	0 0 0	490 13 3	
1203	R. 00/992	Jan. 1, 1910	J. G. Ward and Co. (Limited)	..	Limehills	+	5 "	+	Repairs, £3	454 17 6	1,497 8 7	5,519 6 7	
1206	R. 07/2503	Nov. 1, 1908	North Otago Agricultural and Pas- toral Association	..	Oamaru	Half-cost Grantees	5 "	Premium..	235 0 0	43 2 11	..	534 8 4	
1209	R. 05/293	Jan. 1, 1910	Friedlander Bros. (Limited)	..	Lyndhurst	+	10 "	+	..	18 10 9	275 11 10	294 2 7	
1212	R. 99/367	Feb. 1, 1910	N.Z. Farmers' Co-operative Associa- tion of Canterbury (Limited)	..	Ashburton	+	10 "	+	Rental, £25	1,027 5 11	698 17 3	1,726 3 2	
1214	R. 00/991	April 1, 1910	J. Montgomery and Co.	..	Addington	+	10 "	+	Rental, £5	864 1 0	406 8 9	1,270 9 9	
1215	R. 99/2357	May 1, 1910	James Craig and Co.	..	Oamaru	+	10 "	+	Rental, £50	1,046 18 5	255 8 2	1,302 6 7	
1216	R. 00/1193	April 1, 1910	J. and T. Meek	..	..	+	10 "	+	Rental, £50	1,157 13 4	571 2 10	1,738 16 2
1218	R. 99/3088	May 1, 1910	Wright, Stephenson, and Co.	158 19	Balfour	+	10 "	+	Rental, £25	394 11 11	930 18 7	1,325 10 6	
1221	R. 08/3776	April 1, 1910	Southern Frozen Meat and Produce Export Company (Limited)	..	Makarewa	Grantees	10 "	Premium..	473 0 0	2,029 3 8	2,084 7 4	4,113 11 0	
1222	R. 00/568	July 1, 1910	Christchurch City Council	..	Chaney's	+	5 "	+	..	..	..	..
1223	R. 99/2653	April 1, 1910	William White and Co. (Limited)	..	Addington	+	10 "	+	Rental, £25	1,440 18 8	88 4 1	1,529 2 9	

1225	R. 00/1774	May 1, 1910	Lyttelton Harbour Board	..	..	†	5	"	* ..	†	..	Rental, £50	(In included in No. 1201.)	2,642 13 0	1,630 13 7	4,273 6 7
1231	R. 09/2208	Aug. 1, 1910	New Zealand Farmers' Co-operative Association of Canterbury (Ltd.)	..	..	†	10	"	* ..	..	..	..	..	..	..	..
1235	R. 05/2886	June 1, 1910	Milburn Lime and Cement Company (Limited)	..	..	Grantees	10	"	* ..	Premium..	..	978 0 0	683 6 0	856 10 4	..	..
1240	R. 10/2527	July 1, 1910	G. S. Wilson and H. E. Wilson	..	..	Grantee	5	"	* ..	..	..	Rental, £50	..	..	..	..
1256	R. 10/947	Nov. 1, 1910	Miss Sophia McDonald	..	..	"	5	"	* ..	..	..	230 0 0	..	..	..	..
1258	R. 00/2042	Oct. 1, 1910	National Mortgage and Agency Company of New Zealand (Limited)	..	..	†	10	"	* ..	†	..	Repairs, £719/8	818 9 10	1,332 12 10	667 14 10	1,267 7 8
1259	R. 99/2905	Oct. 1, 1910	Milburn Lime and Cement Company (Limited)	..	..	†	10	"	* ..	†	..	Rental, £25	3,390 18 1	1,207 9 6	4,598 7 7	..
1260	R. 00/1040	Dec. 1, 1910	(Wright, Stephenson, and Co. (Ltd.)	..	..	†	10	"	* ..	†	..	Rental, £50	{ 5,391 13 3	684 1 9	6,075 15 0	..
1263	R. 00/141	Jan. 1, 1911	Henry Harraway	..	..	†	10	"	* ..	†	..	Rental, £25	276 2 7	2,872 11 4	..	..
1265	R. 00/2041	Feb. 1, 1911	R. Meek and Co., McCallum and Co.	..	..	†	5	"	* ..	†	..	..	202 4 5	1,574 16 0	..	..
1266	R. 07/4656	Jan. 1, 1911	John London	..	..	Govt. ..	10	"	* ..	†	..	..	631 13 1	656 8 7	..	..
1267	R. 01/1037	Mar. 1, 1911	Lyttelton Harbour Board	..	..	†	5	"	* ..	†	..	..	19 11 3	292 12 3	..	..
1268	R. 10/2436	April 1, 1911	Shaw, Savill, and Albion Company (Limited)	..	..	Grantees	10	"	* ..	Premium..	..	116 0 0	{ 1,733 14 0	199 11 5	1,933 5 5	..
1273	R. 99/1934	May 1, 1911	Fleming and Co. (Limited)	..	..	†	10	"	* ..	†	..	Rental, £50	158 7 7	312 9 6	..	..
1274	R. 09/3044	April 1, 1911	G. McClatchie and Co.	..	..	†	10	"	* ..	†	..	Rental, £25	239 15 1	245 15 8	..	..
1275	R. 04/562	April 1, 1911	New Zealand Pine Company	..	..	†	5	"	* ..	†	..	..	2 2 11	603 14 5	605 17 4	..
1277	R. 10/2870	May 1, 1911	Corporation of Invercargill	..	..	Grantees	10	"	* ..	Premium..	..	133 10 0	113 0 0	113 0 0	..	..
1279	R. 09/5156	Jan. 1, 1911	Dominion Lime and Phosphate Company (Limited)	..	..	"	5	"	* ..	..	..	Rental, £50	390 3 7	141 18 11	532 2 6	..
1281	R. 01/1604	July 1, 1911	William Borlase	..	..	†	5	"	* ..	†	..	..	139 9 10	139 9 10	..	..
1282	R. 10/2923	July 1, 1911	South Orago Freezing Company (Limited)	..	2 9	Grantees	10	"	* ..	Premium..	..	550 0 0	396 4 0	2,000 5 0	2,396 9 0	..
1290	R. 06/1868	Sept. 1, 1911	National Mortgage and Agency Company of New Zealand (Limited)	..	..	†	5	"	* ..	†	..	Repairs, £28	343 6 3	287 0 9	630 7 0	..
1291	R. 03/2223	Sept. 14, 1911	Federal Steam Navigation Company (Limited)	..	..	†	5	"	* ..	†	..	Repairs, £1	3,087 0 6	1,358 13 11	4,445 14 5	..
1292	R. 01/2857	Dec. 1, 1911	D. H. Brown and Son	..	..	†	5	"	* ..	†	..	Rental, £25	1,486 11 0	560 10 0	2,047 1 0	..
1294	R. 01/1660	Aug. 1, 1911	Moir and Co.	7 23	..	†	10	"	* ..	†	..	Rental, £25	634 10 2	513 2 9	1,147 12 11	..
1298	R. 01/2518	Oct. 1, 1911	New Zealand Provision and Produce Company	..	..	†	5	"	* ..	†	..	Rental, £25	805 12 1	750 4 2	1,555 16 3	..
1302	R. 99/691	Dec. 1, 1911	J. E. Watson and Co. (Limited)	..	..	†	10	"	* ..	†	..	Rental, £25	199 3 2	382 18 10	582 2 0	..
1307	R. 99/2390	Jan. 1, 1912	Invercargill Corporation	..	..	†	5	"	* ..	†	..	Repairs, £710s	23 16 0	1,115 10 11	1,139 6 11	..
1311	R. 01/2438	Jan. 1, 1912	Wood Bros. (Limited)	..	..	†	10	"	* ..	†	..	Rental, £25	1,744 5 6	1,081 6 0	2,825 11 6	..
1316	R. 03/754	March 1, 1912	Lyttelton Harbour Board	..	..	†	5	"	* ..	†	..	..	{ 51 12 3	51 12 3	..	..
1317	R. 97/1122	Mar. 1, 1912	William Harrison	..	..	†	5	"	* ..	†	..	Repairs, £6	..	..	..	..
1321	R. 00/1690	Jan. 1, 1912	Christchurch Meat Company (Limited)	..	..	†	10	"	* ..	†	..	Repairs, £70	3,268 11 1	3,906 16 6	7,175 7 7	..
1322	R. 12/897	April 1, 1912	New Zealand Pine Company	..	..	Grantee	5	"	* ..	Premium..	..	74 0 0	32 10 0	658 14 6	691 4 6	..
1325	R. 07/2200	Aug. 1, 1912	George Bailey	..	..	†	5	"	* ..	†	..	..	21 12 7	21 12 7	..	..
1328	R. 01/1860	July 1, 1912	Christchurch City Council	..	..	†	5	"	* ..	†	..	Repairs, £27s.	685 17 3	685 17 3	..	..

* 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, 1914—continued.

No. of Sidings	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Sidings during the Year ending 31st March, 1914.			Total.
										In.	Out.	Total.	
1330	R. 99/2234 ..	Feb. 1, 1912	Canterbury Farmers' Co-operative Association (Limited)	M. ch.	Timaru ..	Grantees ..	10 years* ..	Premium..	£ s. d. 497 0 0 Rental, £50	£ s. d. 2,439 7 0	£ s. d. 2,749 8 5	£ s. d. 5,188 15 5	
1338	R. 12/3242 ..	April 1, 1912	Public Works Department	..	Addington ..	" ..	5 " * ..	" ..	160 8 4	161 1 4	321 9 8	321 9 8	
1335	R. 12/3244 ..	April 1, 1912	"	..	Dunedin ..	" ..	5 " * ..	" ..	27 4 8	254 0 0	281 4 8	281 4 8	
1338	R. 02/2053 ..	April 1, 1912	Southland Frozen Meat and Produce Export Company (Limited)	..	Mataura ..	† ..	5 " * ..	† ..	1,411 5 5	3,629 11 10	5,040 17 3	5,040 17 3	
1345	R. 98/4318 ..	Oct. 1, 1912	C. and W. Gore ..	..	Wingatui ..	† ..	1 " * ..	† ..	210 9 5	1,379 15 7	1,590 5 0	1,590 5 0
1349	R. 01/1837 ..	April 1, 1912	National Mortgage and Agency Company of New Zealand (Limited)	..	Addington ..	† ..	10 " * ..	Premium..	105 0 0	1,217 8 3	1,724 8 9	1,724 8 9	
1350	R. 01/1661 ..	April 1, 1912	party of New Zealand (Limited)	..	Burnside ..	† ..	10 " * ..	† ..	1,781 15 8	5,161 1 3	6,942 16 11	6,942 16 11	
1352	R. 00/1324 ..	May 1, 1912	Kemphorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	..	Lyttelton ..	† ..	2 1/2 " * ..	† ..	46 0 6	341 8 3	387 8 9	387 8 9	
1353	R. 02/1439 ..	April 1, 1912	Andersons Limited ..	..	Port Chalmers ..	† ..	5 " * ..	† ..	471 14 8	76 10 1	548 4 9	548 4 9
			of the Board's Freezing Works may use siding)										
1358	R. 07/2596 ..	Sept. 1, 1912	Southland Sawmilling Company ..	37 32	Te Tumu ..	† ..	1 1/2 " * ..	† ..	382 0 0	13 19 6	1,012 2 6	1,026 2 0	
1359	R. 11/4617 ..	Oct. 1, 1912	Wairoa Railway and Coal Company (Limited)	..	Wairoa ..	Grantees ..	5 " * ..	Premium..	179 3 10	179 3 10	..	179 3 10	
1365	R. 12/3584 ..	Oct. 1, 1912	S. P. Andrews ..	..	Coalgate ..	Grantee ..	5 " * ..	" ..	373 0 0	13 5 1	874 7 11	887 13 0
1367	R. 06/1347 ..	Jan. 1, 1913	N.Z. Loan and Mercantile Agency Company (Limited)	..	Chertsey ..	Grantees ..	5 " * ..	Premium..	13 0 0	..	465 17 4	465 17 4	
1370	R. 06/4051 ..	Oct. 1, 1912	Dunedin Saleyards Company (Limited)	..	Burnside ..	† ..	5 " * ..	† ..	6,831 15 4	1,209 13 10	8,041 9 2	8,041 9 2	
1371	R. 12/9167 ..	Oct. 1, 1912	Otago Iron Rolling Mills Company (Limited)	0 6	Green Island ..	† ..	10 " * ..	† ..	1,006 16 3	94 14 0	1,101 10 3	1,101 10 3	
1374	R. 02/3673 ..	Nov. 1, 1912	N.Z. Loan and Mercantile Agency Company (Limited)	..	Timaru ..	† ..	5 " * ..	Premium..	107 7 6	704 18 1	349 11 7	1,054 9 8	
1375	R. 00/2781 ..	Jan. 1, 1913	Canterbury Central Co-operative Dairy Company (Limited)	..	Addington ..	† ..	10 " * ..	† ..	1,588 11 7	308 5 9	1,896 17 4	1,896 17 4	
1378	R. 05/669 ..	May 1, 1912	H. A. Massey ..	..	Gore ..	† ..	5 " * ..	† ..	307 14 1	32 16 8	340 10 9	340 10 9
1379	R. 00/1107 ..	Jan. 1, 1913	J. and G. Drummond ..	4 72	Conical Hill ..	† ..	5 " * ..	† ..	115 10 0	210 7 8	210 7 8	210 7 8	
1380	R. 12/2775 ..	Dec. 1, 1912	Southland Farmers' Co-operative Association (Limited)	..	Invercargill ..	Grantees ..	10 " * ..	Premium..	161 0 0	80 16 6	241 16 6	241 16 6	
1381	R. 02/3211 ..	Jan. 1, 1913	J. G. Ward and Co. (Limited)	..	Bluff ..	† ..	5 " * ..	† ..	1,130 5 7	286 10 4	1,416 15 11	1,416 15 11	
1390	R. 10/1418 ..	Nov. 1, 1912	Canterbury Saleyards Company (Limited)	..	Addington ..	† ..	5 " * ..	† ..	..	..	..	..
1391	R. 12/3166 ..	Oct. 1, 1912	Canterbury Frozen Meat and Dairy produce Export Company (Limited)	..	Belfast ..	† ..	10 " * ..	† ..	8,101 17 2	7,408 18 4	15,510 15 6	15,510 15 6	
1392	R. 02/3422 ..	Jan. 1, 1913	William H. Martyn ..	..	Wetheral ..	† ..	5 " * ..	† ..	21 12 2	117 15 10	139 8 0	139 8 0
1396	R. 12/5553 ..	Jan. 1, 1913	Lyttelton Harbour Board ..	..	Lyttelton ..	Govt. ..	5 " * ..	" ..	..	..	..	..
1400	R. 12/2834 ..	Sept. 1, 1912	John Hill and Co. (Limited)	..	Port Chalmers ..	† ..	5 " * ..	† ..	2,010 6 10	252 13 6	2,263 0 4	2,263 0 4	
1402	R. 03/1919 ..	June 1, 1913	Pyne and Co. ..	..	Chritchurch ..	† ..	10 " * ..	† ..	2,136 16 2	1,469 16 6	3,606 12 8	3,606 12 8

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.

(Included in No. 1201.)

1404	R. 12/2834	Sept. 1, 1912	Shaw, Savill, and Albion Company (Limited)	Port Chalmers	†	10	..	..	..	1,967	17	7	860	17	11	2,328	15	6
1408	R. 05/3076	Aug. 22, 1912	Timaru Harbour Board subtenants: National Mortgage and Agency Company, Ltd.; John Mill and Co.; Shaw, Savill, and Co.; Westland-Timaru Timber and Coal Company, Ltd.; Westport Coal Company; Brisbane and Co.; Mason, Struthers, and Co.; E. A. Crawford and Co.; and Vacuum Oil Company (Limited)	Timaru..	†	10	..	..	Rental, \$25 for each tenant	3,387	15	4	3,225	19	5	6,618	14	9
1409	R. 12/4494	Jan. 1, 1913	Christchurch Meat Company Limited	Pukeuri	Grantees	10	..	..	Premium..	881	3	4	1,539	17	10	2,421	1	2
1410	R. 12/5667	Feb. 1, 1913	New Zealand Loan and Mercantile Agency Company (Limited)	Gore	†	10	..	..	..	208	17	5	196	6	1	405	3	6
1412	R. 03/1083	May 1, 1913	A. P. Tutin and Son	Rangiora	†	5	..	..	Rental, \$25	58	8	2	93	12	5	152	0	7
1413	R. 13/3654	July 1, 1913	S. J. Adams	Waimate	†	7	..	..	Rental, \$25	1,136	15	2	9	8	4	1,146	3	6
1416	R. 02/1454	Feb. 1, 1913	Canterbury Farmers' Co-operative Association (Limited)	Stutholme	Grantees	10	..	..	Premium..	801	17	6	1,653	11	7	2,455	9	1
1419	R. 03/2316	Aug. 1, 1913	Canterbury Frozen Meat and Produce Export Company (Limited)	Pareora	†	10	..	..	Rental, \$50	1,909	3	0	252	1	11	2,161	4	11
1422	R. 13/1261	Sept. 1, 1913	Post and Telegraph Department	Addington	Grantees	10	..	..	Premium..	3,794	10	0	2,890	14	3	6,685	4	3
1423	R. 04/8479	Oct. 1, 1913	Tairā County Council	Mosgiel	†	5	..	..	Rental, \$50	336	8	0	336	8	0	336	8	0
1425	R. 13/3008	Nov. 1, 1913	Wright, Stephenson, and Co. (Limited)	Addington	Grantees	10	..	..	Premium..	136	4	0	..	..	..	136	4	0
1426	R. 98/4223	Oct. 1, 1913	Oamaru T. T. and O. K. Stone Company (Limited)	Whitecraig	†	5	..	..	..	8	3	7	254	10	11	262	14	6
1429	R. 08/3510	Aug. 1, 1913	I. W. Raymond and Co. (Limited)	Tuasapere	Grantees	5	..	..	Premium..	..	..	..	783	4	2	783	4	2
1430	R. 98/4319	Dec. 1, 1913	Palmer and Co.	Logan's Point	†	3	..	..	..	1	4	0	1,799	14	2	1,800	18	2
1432	R. 11/4447	Oct. 5, 1913	Corporation of Invercargill	Invercargill	†	1	..	..	Rental, \$50	16	2	0	61	0	0	77	2	0
1436	R. 03/2331	May 1, 1913	Nichol Bros.	Bluff	†	10	..	..	Rental, \$50	421	8	4	182	0	1	603	8	5
1437	R. 03/2331	May 1, 1913	National Mortgage and Agency Company of New Zealand (Limited)	"	†	10	..	..	Rental, \$50	880	12	1	993	3	9	1,873	15	10
1438	R. 06/2668	Nov. 30, 1913	New Zealand Express Company (Limited)	Gore	Grantees	10	..	..	Premium..	..	..	..	..	..	..	..	..	..
1445	R. 03/9599	April 1, 1914	Freeman's Coal Company	Ferribill	†	5	..	..	Rental, \$25	18	11	2	849	15	9	868	6	11
1447	R. 14/1746	Feb. 1, 1914	John Borgfeldt	Papanui	†	1 year*	..	..	Rental, \$25	173	8	3	9	4	0	182	12	3
1449	R. 99/1940	Nov. 1, 1913	Kaye and Carter (Limited)	Lytelton	†	1	..	..	Rental, \$50	4,447	3	5	1,627	6	8	6,074	10	1
1450	R. 99/1940	Nov. 1, 1913	Shaw, Savill, and Albion Company (Limited)	"	†	1	..	..	Rental, \$50	..	..	..	..	..	..	..	..	..
1451	R. 05/2585	July 1, 1913	C. P. Steeman	Mataura	†	5	..	..	..	2,291	..	2	11	..	..	1,588	0	11
1454	R. 03/477	Dec. 1, 1913	Donald Reid and Co. (Limited)	Dunedin	†	10	..	..	Siding and land	465	6	6	..	..	..	2,756	9	5
1007	R. 00/2624	Aug. 1, 1906	Dispatch Foundry Company (Ltd.)	Greymouth	Grantees	10 years*	..	..	Rental, \$25	70	18	7	124	3	8	195	2	3
1107	R. 03/1446	Oct. 1, 1908	W. T. Ogilvie	Gladstone	..	5	..	..	..	20	8	2	914	15	8	985	3	10

WESTLAND SECTION.

* 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, 1914—continued.

No. of Reg. Co.	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, 1914.			Total.	
										In.	Out.	Total.		
WESTLAND SECTION—continued.														
1152	R. 03/4351	July 1, 1909	G. T. Moss	M. ch.	T. Kinga	Grantees	5 years*	+	Repairs, £10	40	4	6	116	10
1155	R. 03/2385	Nov. 1, 1908	Westland Kapitea Brick Company (Limited)		Kapitea	"	"	+	Repairs, £10					
1156	R. 03/2385	Nov. 1, 1908	Westland Kapitea Brick Company (Limited)		"	+	"	+	Repairs, £10	76	6	4		
1168	R. 03/4189	June 1, 1909	Red Jacks Sawmilling Company		Ngahere	+	"	+		704	6	0	704	6
1183	R. 99/2900	Nov. 1, 1909	J. C. Malfroy and Co.		Ho Ho	+	"	+		1,178	17	9	1,290	14
1184	R. 99/1750	April 1, 1909	Stratford, Blair, and Co.		Greymouth	Grantees	10 "	+	Rental, £25	810	6	7	941	14
1187	R. 08/4493	April 1, 1909	Ikamatua Sawmilling Company		"	"	"	+	Rental, £25	193	9	7	210	18
1208	R. 04/2611	Nov. 1, 1909	Grey Valley Timber Company (Limited)	6 16	Ngahere	+	"	+		50	19	9	911	4
1213	R. 09/2106	Dec. 1, 1909	Butler Bros.		Ruatapu	Grantees	5 "	+	Repairs, £6/12/	101	17	8	2,844	0
1247	R. 02/554	Oct. 1, 1910	William Goss (Limited)		Moana	+	"	+	Repairs, £6	19	13	11	595	13
1248	R. 02/553	Oct. 1, 1910	Kotuku Sawmilling Company		Arahaka	+	"	+	Repairs, £6	78	5	11	348	17
1249	R. 02/557	Oct. 1, 1910	Stratford, Blair, and Co. (Limited)		Kokiri	+	"	+	Repairs, £18/14/	36	18	11	602	16
1251	R. 02/556	Oct. 1, 1910	Laake Brunner Sawmilling Company		Ruru	+	"	+		39	4	0	3,105	13
1254	R. 02/558	O.t. 1, 1910	Baxter Bros.		Kokiri	+	"	+	Repairs, £6/12/	34	16	5	770	12
1255	R. 08/3432	Feb. 1, 1910	North Brunner Coal Company (Ltd.)		Skillwater	Grantees	5 "	+	50 0 0				438	6
1264	R. 00/197	Jan. 1, 1910	K. K. Sawmilling Company		Kumara	+	"	+		19	3	10	1,030	13
1270	R. 05/1908	Dec. 1, 1910	Murphy and Co.		Staford	+	"	+		251	8	7	16,917	2
1271	R. 02/552	May 23, 1911	Blackball Coal Company		Blackball	Grantees	5 "	+	Repairs, £6	37	11	3	1,453	9
1272	R. 01/356	April 1, 1911	Westland Sawmilling Company (Limited)		Inchbonnie	+	"	+		30	12	5	157	5
1280	R. 10/2362	April 1, 1911	Westland Sawmilling Company (Limited)		Cameron's	Grantees	5 "	+	150 0 0				187	18
1300	R. 07/774	Nov. 1, 1911	Stratford, Blair, and Co. (Limited)		Hukarere	+	"	+		72	15	3	1,402	10
1301	R. 01/456	Oct. 1, 1911	Jack Bros.		Kotuku	+	"	+		85	4	8	1,600	18
1327	R. 12/193	April 1, 1912	Harris and Osborne		Reefton	Grantees	"	+	166 0 0				274	18
1344	R. 12/3761	May 1, 1913	Greymouth Harbour Board		Greymouth	Govt.	"	+						
1344	R. 12/3761	May 1, 1913	Tyneside Proprietary (Limited)		Brunner	+	"	+		266	19	2	2,982	8
1397	R. 06/440	Mar. 1, 1913	Ikamatua Sawmilling Company		Ikamatua	+	"	+		39	12	6	501	2
1407	R. 07/3061	Jan. 1, 1913	Te Kinga Land and Timber Company (Limited)		Te Kinga	+	"	+		59	6	7	1,319	6
1421	R. 99/1729	Sept. 1, 1913	Stratford, Blair, and Co. (Limited)	10 49	Arnold	+	"	+		2	14	7	226	13
WESTPORT SECTION.														
1195	R. 00/2091	Aug. 1, 1909	D. P. Munn		Mokihinui	+	5 years*	+		0	7	8	2	7
1355	R. 07/591	Sept. 1, 1912	Westport Stockton Coal Company (Limited)		Ngakawau	+	"	+		180	5	4	13,223	14
1452	R. 14/917	Mar. 1, 1914	J. and S. Marris	26 72	Mokihinui	+	"	+		17	19	7	59	19

NELSON SECTION.

958	R. 05/892	July 1, 1905	E. Buxton and Co. (Limited)	..	Nelson	..	Grantees (10 years* ..)	Premium ..	180 0 0	556 10 3	154 13 3	711 3 6
—	R. 00/1884	Oct. 1, 1899	Nelson Seed and Produce Company	..	"	..	(Right held in connection with lease)	" ..	Rental, £25 67 18 0	..	..	..
1204	R. 08/3377	Sept. 1, 1908	Nelson Freezing Company (Limited)	..	Stoke	..	Grantees 10 years* ..	" ..	320 0 0	302 9 2	185 1 6	487 10 8
1241	R. 00/2399	Jan. 1, 1910	Neale and Haddow	1 0	Nelson	..	10 " * ..	+	Rental, £50	427 14 11	2 4 6	429 19 5

PICTON SECTION.

1098	R. 06/1461	Jan. 1, 1909	Corry and Co. ..	..	Blenheim	..	Grantees 10 years* ..	Premium ..	265 0 0	384 17 1	1,097 9 4	1,482 6 5
1303	R. 02/866	Nov. 1, 1911	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton	..	5 " * ..	+	Rental, £25	456 14 7	617 13 3	1,074 7 10
1313	R. 01/2132	Feb. 1, 1912	Levin and Co. (Limited) ..	17 69	Blenheim	..	10 " * ..	+	Repairs, £15	734 10 0	988 0 3	1,672 10 3
1417	R. 99/2880	July 1, 1913	Robert H. Smale	13 38	Spring Creek	..	5 " * ..	..	Rental, £25	43 2 10	61 15 10	104 18 8
1428	R. 93/3737	Nov. 1, 1913	N.Z. Loan and Mercantile Agency Company (Limited)	..	Blenheim	..	10 " * ..	..	Repairs, £4	218 6 5	126 5 6	344 11 11

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

RETURN No. 25.

STATEMENT showing approximately SLEEPERS LAID and REMOVED up to 31st March, 1914.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	27 62	58,327	..
1873-74	..	11 21	11 76	46,095	..
1874-75	10 55	126 78	188 17	395,246	..
1875-76	61 19	248 4	317 27	666,409	..
1876-77	69 23	152 39	216 63	455,254	..
1877-78	64 24	94 58	198 54	417,217	..
1878-79	103 76	56 46	83 65	176,006	..
1879-80†	26 33	40 73	67 26	141,382	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	132,379	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	94,211	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	191,048	137,993
1886-87	58 72	11 39	70 31	147,814	139,040
1887-88	11 47	17 32	28 79	60,874	122,027
1888-89	18 31	..	18 31	42,814	108,690
1889-90	11 57	20 68	32 45	68,381	129,034
1890-91	28 21	5 68	34 9	71,636	133,954
1891-92	..	27 27	27 27	57,408	139,912
1892-93	17 26	..	17 26	36,382	132,569
1893-94	28 38	33 58	62 16	130,620	155,827
1894-95	16 62	27 24	44 6	92,558	170,681
1895-96	14 73	3 48	18 41	38,876	188,291
1896-97	3 64	1 11	4 75	10,370	210,588
1897-98	27 46	10 2	37 48	78,960	243,479
1898-99	22 46	11 13	33 59	70,848	282,326
1899-1900	..	19 26	19 26	40,582	302,354
1900-1901	4 30	103 38	107 68	226,485	345,433
1901-1902	11 20	12 32	23 52	49,665	369,339
1902-1903	28 40	27 43	56 3	117,679	330,029
1903-1904	33 12	4 44	37 56	79,170	309,296
1904-1905	17 61	27 75	45 56	95,970	302,252
1905-1906	23 5	8 52	31 57	66,596	309,183
1906-1907	..	50 7	50 7	105,184	283,293
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
1912-1913	25 37	26 77	52 34	110,092	235,378
1913-1914	..	3 6	3 6	6,458	261,748
Totals	..	..	..	5,946,676	7,275,770

* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 26.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1913, and March, 1914.

Department.	Whangarei-Kawakawa.	Kaiku.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
1913-14.										
General	..	..	..	..	..	..	..	..	..	600
Traffic	38	6	17	2,390	1,912	138	79	65	31	4,676
Maintenance	53	14	19	1,979	1,556	150	66	45	70	3,952
Locomotive	33	9	23	2,507	2,077	137	109	25	28	4,948
Totals	124	29	59	6,876	5,545	425	254	135	129	14,176
1912-13.										
General	..	..	..	..	..	..	..	..	..	718
Traffic	35	7	17	2,253	1,865	134	77	50	31	4,469
Maintenance	67	8	20	2,136	1,695	155	41	46	72	4,240
Locomotive	40	8	16	2,394	2,041	133	106	21	27	4,786
Totals	142	23	53	6,783	5,601	422	224	117	130	14,213

RETURN No. 27.
STATEMENT OF ACCIDENTS for the Year ending 31st March, 1914.

	Train Accidents.						Accidents on Line (other than Train-running).						Shunting Accidents.						Accidents on Wharves and in Sheds.						Accidents in Workshops.						Total.		
	Passengers.		Employees.		Other Persons.		Employees.		Other Persons.		Employees.		Other Persons.		Employees.		Other Persons.		Employees.		Other Persons.		Employees.		Other Persons.		Fatal.	Serious.	Minor.				
	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Minor.	Fatal.	Serious.	Fatal.	Serious.	Minor.				
				
Whangarei-Kawakawa	6				
Kaihu	1				
Gisborne	8				
North Island Main Line and Branches	501				
South Island Main Line and Branches	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	443
Westland	24				
Westport	23				
Nelson	5				
Pictou	9				
Totals	1	..	17	1	1	19	14	2	5	4	266	1	4	1	125	3	2	..	323	1	261	..	27	4	1020	

RETURN NO. 28.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1914.

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.			Running.		Repairs.		Running.		Repairs.		Running.		Repairs.		Running.				
			Train.	Shunting and Empty.	Work-train.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.			
																				Qt.	lb.	
WHANGAREI SECTION.																						
C ..	1	15	3,476	2,398	563	1,700	252	19	143	177	10	41	149	377	0-37	1-53	5-56	14-06	98			
D ..	1	15	7,042	4,831	336	3,298	406	29	200	77	15	78	257	427	0-30	1-53	5-05	8-39	167			
FA ..	2	17	44,344	6,916	414	18,100	1,465	116	560	724	54	432	918	2,128	0-25	2-01	4-26	9-88	425			
WB*	4	17	58,401	13,147	1,593	41,463	2,883	180	940	1,522	102	987	1,434	4,045	0-33	3-24	4-71	13-27	640			
Total	8	..	113,263	27,292	2,906	64,561	5,006	344	1,843	2,500	181	1,538	2,758	6,977	0-30	2-57	4-62	11-67	1,530			
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	1,158	..	..	..	1-94	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	8,135	..	..	..	13-61	..
KAIHU SECTION.																						
F ..	2	15	13,496	4,376	7,905	6,119	588	32	263	232	22	456	562	1,272	0-20	4-25	5-23	11-84	417			
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	198	..	..	..	1-84	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	1,470	..	..	..	13-68	..
GISBORNE SECTION.																						
FA ..	1	15	15,852	4,629	2,314	5,863	1,236	42	354	218	43	424	484	1,169	0-45	4-46	5-10	12-31	249			
WA ..	3	15	24,922	6,057	32,176	22,694	3,445	116	961	751	119	1,639	1,360	3,869	0-45	6-23	5-17	14-70	762			
Total	4	..	40,774	10,686	34,490	28,497	4,681	158	1,315	969	162	2,063	1,844	5,038	0-45	5-76	5-15	14-07	1,011			
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	875	..	..	..	2-44	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	5,913	..	..	..	16-51	..

* One WB transferred from North Island main line in January.

RETURN NO. 28—continued.
 LOCOMOTIVE RETURNS for the Year ending 31st March, 1914—continued.

Type.	Number of Engines.		Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.	
	Average Speed—Miles per Hour.		Detail.		Total	Running.			Repairs.	Running.			Repairs.	Running.			Total.		
	Ttain.	Shunting and Empty.	Work-train.	Coal.		Oil.	Tallow.	Waste.		Wages and Material.	Stores.	Fuel.		Wages.	Wages and Material.	Stores.			Fuel.	Wages.
					Trains.				Shunting and Empty.				Work-train.				Coal.				Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Wages and Material.	Stores.	Fuel.	Wages.
A and AD	44	1,260,501	75,295	1,558	1,337,354	588,368	72,360	2,821	23,288	18,415	2,713	32,023	22,418	75,569	3-30	0-49	5-75	4-02	10,390
Bc	1	20,463	3,345	6	23,814	15,436	1,281	58	441	547	48	935	582	2,112	5-51	0-48	9-42	5-87	243
C	3	15,864	30,648	214	30,864	5,334	692	79	386	405	26	323	766	1,520	3-15	0-20	2-51	5-96	786
D*	10	24,395	89,426	22,646	136,467	28,283	3,451	233	1,308	1,718	122	1,578	3,159	6,577	3-02	0-21	2-77	5-56	2,507
E (old type)†	4	15,037	14,680	37,021	66,738	24,868	2,532	153	1,080	1,429	92	1,505	4,579	5-14	0-33	5-41	5-59	16-47	819
E (new type)	1	2,735	2,185	4,910	4,910	6,476	705	47	303	439	27	393	252	1,091	21-46	1-32	19-21	11-34	142
F and FA	29	135,493	439,865	53,878	629,236	195,857	23,613	1,024	6,033	6,611	783	9,864	18,447	35,705	2-52	0-30	3-76	7-04	7,786
H	6	29,504	18,699	48,203	48,203	51,860	4,174	256	1,809	4,558	149	3,140	2,392	10,239	22-70	0-74	15-63	11-91	1,266
J	17	436,418	62,747	505	499,670	209,925	20,245	694	5,760	7,194	688	11,462	10,064	29,408	3-46	0-33	5-51	4-83	4,490
K	2	36,539	5,503	4,375	46,417	17,218	1,380	98	697	181	54	896	1,005	2,136	3-46	0-28	4-63	5-20	588
L	9	133,883	37,886	17,496	189,265	66,102	6,200	300	1,738	2,597	218	3,310	3,872	9,997	3-29	0-28	4-20	4-91	2,043
M	4	51,211	13,178	29,105	93,494	23,228	2,425	108	892	1,447	88	1,406	1,508	4,449	3-71	0-23	3-61	3-87	848
N (simple)	11	336,826	40,915	2,727	380,468	177,189	13,296	551	4,299	4,660	489	10,301	6,480	21,940	2-94	0-31	6-50	4-09	4,966
N (compound)	5	132,301	7,044	673	140,018	67,091	4,864	209	1,608	4,830	177	4,063	2,572	11,642	8-28	0-30	6-97	4-41	1,160
O and Ob	8	160,425	20,861	320	181,606	108,869	7,842	353	2,765	5,886	288	6,587	4,241	17,002	7-78	0-38	8-71	5-60	1,854
Oa and Oc (simple)	2	37,774	7,267	24	45,065	28,015	2,290	84	652	1,605	85	1,697	1,115	4,502	8-55	0-45	9-04	5-94	444
Oa and Oc (compound)	4	91,117	12,973	2,922	107,012	66,123	4,649	178	1,300	937	156	3,150	2,418	6,661	2-10	0-35	7-07	5-42	1,086
P	6	197,264	17,117	720	215,101	134,123	10,070	285	2,544	3,150	353	6,195	3,918	13,616	3-52	0-39	6-91	4-37	1,595
Q	10	78,663	78,107	34,196	190,956	67,127	6,869	404	2,901	3,241	247	3,955	4,826	12,269	4-07	0-31	4-97	6-07	2,284
R	4	24,969	37,411	20,513	82,893	31,733	3,283	194	1,373	1,693	125	1,921	2,266	6,005	4-90	0-37	5-56	6-56	987
S	2	8,902	1,755	37,374	48,031	21,250	1,846	77	571	1,247	67	975	1,117	3,406	6-23	0-34	4-87	5-58	506
T	2	69,458	2,909	262	72,629	33,594	2,333	84	774	1,182	88	2,036	1,129	4,435	3-91	0-29	6-73	3-73	516
Ud	3	69,821	18,371	54	88,246	43,692	3,799	146	1,104	1,632	132	2,647	1,840	6,251	4-44	0-36	7-20	5-00	784
V	60	1,251,465	244,412	21,553	1,517,430	702,836	64,314	2,647	18,912	24,218	2,356	39,228	31,410	97,212	3-83	0-37	6-21	4-97	14,609
Wa, Wf, Wg, and Wh	17	452,256	79,165	33,640	565,061	291,805	22,633	911	6,384	9,610	843	17,362	11,444	39,259	4-08	0-36	7-37	4-86	4,815
Wb†, Wd, and Wj	1	15,978	3,767	122	19,867	15,390	1,112	44	358	803	44	931	504	2,282	9-70	0-53	11-25	6-09	237
Wk	12	264,752	15,699	..	280,451	192,018	31,563	545	5,034	8,467	1,102	11,639	5,686	26,894	7-24	0-94	9-96	4-87	2,332
X	277	5,388,132	1,381,230	321,904	7,041,266	3,213,810	319,821	12,583	94,314	118,702	11,560	179,522	146,974	456,758	4-05	0-39	6-12	5-01	68,083
Total General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	67,361	..	..	..	..	2,229
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	524,119	..	..	..	..	17-86

NORTH ISLAND MAIN LINE AND BRANCHES.

* One D transferred to South Island main line in September, and one D sold to Public Works Department. † Obsolete. ‡ One Wb transferred to Whangarei in January.

RETURN NO 28—continued.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1914—continued.

Type.	Number of Engines.	Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.			
		Detail.			Running.				Running.				Repairs.							
		Train.	Shunting and Empty.	Work-train.	Coal.	Oil.	Tallow.	Waste.	lb.	lb.	£	£	£	£	Wages and Material.	Stores.		Fuel.	Wages.	Total.
Average Speed—Miles per Hour.																				
A (simple)	1	19,321	984	..	20,305	Cwt.	656	62	374	502	28	538	359	1,427	5.94	0.33	6.36	4.24	16.87	
A (compound)	7	193,840	6,038	60	199,838	78,990	7,187	357	2,700	7,269	274	4,507	2,765	14,815	8.72	0.33	5.41	3.32	17.78	
B	8	185,798	29,460	437	215,695	128,468	9,002	431	3,399	3,795	314	7,612	5,128	16,849	4.22	0.35	8.47	5.71	18.75	
BA	10	218,115	27,966	27	246,108	141,537	11,944	583	4,086	1,767	458	8,272	5,802	16,299	1.72	0.44	8.07	5.66	15.89	
BA*	14	960	13,299	..	122,278	31,787	2,567	224	1,652	2,969	95	1,262	3,776	8,102	5.82	0.19	2.48	7.41	13.56	
F and FA	41	134,703	108,019	82,801	722,601	259,892	19,647	1,452	7,634	7,319	642	10,269	22,599	40,829	2.43	0.21	3.41	7.51	15.90	
J	15	255,978	50,736	9,338	316,052	142,299	8,772	649	4,370	7,430	334	6,461	6,897	21,112	5.63	0.23	4.91	5.24	16.03	
K	6	72,209	7,229	8,523	87,961	32,231	2,134	203	1,356	1,619	85	1,892	1,732	5,328	4.42	0.23	4.73	4.34	14.54	
L	1	12,325	3,264	1,119	16,708	5,228	453	46	203	354	17	302	479	1,152	5.09	0.24	4.34	6.88	16.55	
P	6	103,565	13,122	11,402	128,089	78,446	4,543	241	1,728	2,702	167	3,560	2,958	9,387	5.06	0.31	6.67	5.54	17.58	
Q	7	196,242	12,225	..	208,467	107,032	7,014	245	2,095	4,618	259	5,443	3,079	13,399	5.32	0.30	6.27	5.43	15.43	
R	8	23,972	53,625	48,014	125,611	38,144	2,981	322	2,196	2,888	119	1,966	3,503	8,476	5.52	0.23	3.76	6.69	16.20	
T	4	64,462	6,079	782	71,323	29,109	2,004	145	1,099	1,750	79	2,066	1,741	5,636	5.89	0.27	6.95	5.86	18.97	
U, UA, and UC	25	603,846	36,461	1,550	641,857	342,820	19,085	1,160	8,471	12,869	714	17,886	11,595	43,064	4.81	0.27	6.69	4.33	16.10	
UB	22	596,247	35,899	1,949	634,095	310,461	19,680	975	7,453	10,529	749	18,308	11,038	40,624	3.99	0.28	6.93	4.18	15.48	
V	10	274,212	20,739	686	295,637	174,739	7,284	498	3,498	1,892	272	5,266	5,487	15,917	1.54	0.22	4.28	4.45	10.49	
WD	4	52,222	16,030	15,317	83,569	33,665	3,172	177	1,256	1,113	118	2,028	2,071	5,330	3.20	0.34	5.82	5.95	15.31	
WF..	16	299,769	83,385	9,780	392,934	167,165	14,075	845	5,656	5,085	505	9,889	9,651	25,130	3.11	0.31	6.04	5.89	15.35	
Total	205	3,307,786	1,016,358	205,084	4,529,228	2,070,806	142,200	8,615	59,226	76,460	5,229	107,527	100,660	289,876	4.05	0.28	5.70	5.33	15.36	
General charges	39,607	2.10	..
Totals	329,483	17.46	..

SOUTH ISLAND MAIN LINE AND BRANCHES.

WESTLAND SECTION.

D	1	18	8,965	..	8,985	2,190	524	30	171	393	19	75	308	795	10.50	0.51	2.00	8.22	21.23	188
F and FA	6	20	47,114	5,872	125,630	39,356	4,947	267	1,382	1,142	171	1,340	3,220	5,873	2.18	0.33	2.56	6.15	11.22	1,531
LA	5	20	8,584	20,367	91,231	31,405	3,516	217	1,020	1,732	124	1,071	1,922	4,849	4.56	0.33	2.82	5.05	12.76	1,151
W and WA	5	18	16,127	3,159	106,183	44,425	4,439	262	1,617	2,249	161	1,523	2,393	6,326	5.08	0.37	3.44	5.41	14.30	1,159
WB	1	20	2,765	..	20,161	9,402	895	54	334	186	32	322	467	1,007	2.21	0.38	3.83	5.56	11.98	233
WE	1	15	1,265	7,415	11,632	4,388	645	43	277	180	23	149	316	668	3.71	0.47	3.08	6.52	13.78	166
Totals	19	..	84,820	36,813	363,822	131,166	14,966	873	4,801	5,882	530	4,480	8,626	19,518	3.88	0.35	2.96	5.69	12.88	4,428
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	2,761	..	..	..	..	1.82	..
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	22,279	..	..	..	..	14.70	..

* One D transferred to North Island main line in September.

RETURN NO. 28—continued.
 LOCOMOTIVE RETURNS for the Year ending 31st March, 1914—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.				
	Train.	Shunting and Empty.	Work-train.	Total.	Coal.	Oil.	Tallow.	Waste.	Wages and Material.	Stores.	Fuel.	Wages.	Total.	Wages and Material.	Stores.	Fuel.	Wages.	Total.			
																			Running.	Wages and Material.		Stores.	Fuel.	Wages.	Total.

WESTPORT SECTION.

C ..	2	12	87	22,792	52	22,931	Cwt.	5,242	894	42	196	£	27	£	159	£	868	1,180	0.28	1.66	9.09	12.35	346
F and FA ..	4	15	22,948	30,665	9,959	63,572	15,806	1,897	84	442	1,475	64	477	1,821	3,837	5.57	0.24	1.80	6.88	1.80	6.88	14.49	854
WB ..	5	20	73,898	23,387	31	97,316	49,193	4,184	119	735	2,306	141	1,485	2,260	6,192	5.69	0.35	3.66	5.57	3.66	5.57	15.27	1,007
Totals ..	11	..	96,933	76,844	10,042	183,819	70,241	6,975	245	1,373	3,907	232	2,121	4,949	11,209	5.10	0.30	2.77	6.46	2.77	6.46	14.63	2,207
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,431	..	..	..	..	..	..	3.18	..
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13,640	..	..	..	..	..	..	17.81	..

NELSON SECTION.

D ..	1	18	4,938	2,713	500	8,151	2,594	354	12	95	285	13	173	223	694	8.39	0.38	5.09	6.57	5.09	6.57	20.43	183
F and FA ..	4	18	78,800	10,333	80	89,213	26,167	2,988	59	1,129	1,182	104	1,642	1,617	4,545	3.18	0.28	4.42	4.35	4.42	4.35	12.23	935
Totals ..	5	..	83,738	13,046	580	97,364	28,761	3,342	71	1,224	1,467	117	1,815	1,840	5,239	3.62	0.28	4.47	4.54	4.47	4.54	12.91	1,118
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	721	..	..	..	..	..	..	1.78	..
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,960	..	..	..	..	..	..	14.69	..

PICTON SECTION.

D ..	1	18	101	721	10,488	11,310	1,990	386	4	196	719	13	128	254	1,114	15.26	0.27	2.72	5.39	2.72	5.39	23.64	169
FA ..	2	18	44,039	7,629	62	51,730	16,857	1,912	11	493	1,001	56	1,098	978	3,133	4.64	0.26	5.10	4.54	5.10	4.54	14.54	467
G ..	4	18	38,817	20,728	11,301	70,846	19,451	2,680	20	904	1,393	83	1,265	1,550	4,291	4.72	0.28	4.28	5.25	4.28	5.25	14.53	910
Totals ..	7	..	82,957	29,078	21,851	133,886	38,298	4,978	35	1,593	3,113	152	2,491	2,782	8,538	5.58	0.27	4.47	4.99	4.47	4.99	15.31	1,546
General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	551	..	..	..	..	..	..	0.98	..
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9,089	..	..	..	..	..	..	16.29	..

RETURN No. 29.

SOUTH ISLAND MAIN LINE AND BRANCHES.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1914.

Mine.	1912-13.	1913-14.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
St. Helen's, White Cliffs	1,641	1,373	..	268
Homebush, Glentunnel	6,153	5,587	..	566
Mount Somers Coal Company, Mount Somers	2,976	744	..	2,232
Albury	67	103	36	..
Waihao Forks	112	..	..	112
Waihao Downs	43	..	..	43
Kurow	4	..	..	4
Peebles	22	9	..	13
Papakao	20	18	..	2
Ngapara	247	82	..	165
Shag Point Coal Company, Bushey	1,355	425	..	930
McIntosh, A., Allandale	3,166	158	..	3,008
Saddle Hill	37,063	35,759	..	1,304
Fernhill	20,727	19,611	..	1,116
Oturehua	50	45	..	5
Mosgiel	147	1,259	1,112	..
Taratu Mine, Lovell's Flat	13,217	17,113	3,896	..
Brook Bros., Bushey	509	1,122	613	..
Benhar	207	200	..	7
Stirling	37	9	..	28
Kaitangata	114,575	138,470	23,895	..
Bruce Coal Company, Milton	22,071	25,078	3,007	..
Dickison, Conical Hills	2,432	1,942	..	490
Knuckey and Junker (late Sneddon and Hamilton), Pukerau	26	14	..	12
Jones, Maitland .. .. .	..	..	..	..
New Zealand Express Company, Gore	4,085	4,835	750	..
Kyle, W., Maitland	763	214	..	549
Beattie, Coster, and Co., Maitland	4,924	4,830	..	94
Collieries Company, Maitland	11,049	9,721	..	1,328
Nightcaps Coal Company, Nightcaps	91,923	77,141	..	14,782
McKenzie, D., Wairio	2,515	758	..	1,757
Grant, J., Wairio	4	55	51	..
Moss Bros., Wairio	237	324	87	..
Wairio Coal Company	38	..	..	38
Diamond Lignite, Asher's .. .. .	..	1,456	1,456	..
Clark, Wyndham	21	49	28	..
Johnson, Kingston Crossing .. .. .	..	16	16	..
Johnson, Waimea .. .. .	..	33	33	..
Totals	342,426	348,553	34,980	28,853

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, 1914.

Port.	1912-13.	1913-14.	Increase.	Decrease.
DISCHARGED :—				
Lyttelton	No. 1,974	No. 1,788	No. ..	No. 186
Timaru	289	370	81	..
Oamaru	172	174	2	..
Port Chalmers	79	75	..	4
Dunedin	89	85	..	4
Bluff	224	197	..	27
Totals	2,827	2,689	..	138
LOADED :—				
Lyttelton	2,015	1,860	..	155
Timaru	279	371	92	..
Oamaru	160	191	31	..
Port Chalmers	44	42	..	2
Dunedin	30	38	8	..
Bluff	224	196	..	28
Totals	2,752	2,698	..	54

RETURN No. 31.

SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1914,
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.	
CHRISTCHURCH DIVISION :—								
Main Line	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
211 57	17 72	53 56	229 49	92 30	4 79	92 30	321 79	
Rangiora-Sheffield and Eyreton Junction - Bennett's	..	..	44 1	313 46	4 45	35 53	58 55
Waipara-Parnassus .. .. .	..	..	48 7		6 54		48 46
Southbridge and Little River Branches	..	..	69 6		8 33		54 61
Springfield and White Cliffs Branches [Branch	..	..	22 20		3 14		77 39
Rakaia and Ashburton Forks	..	..	27 36		1 75		25 34
Mount Somers Branch .. .. .	..	..	36 13		3 4		29 31
Albury Branch .. .. .	..	..	12 67		2 69		39 17
Waimate Branch .. .. .	..	..			15 56		
Totals, Christchurch Division	211 57	17 72	313 46	543 15	92 30	35 53	128 3	671 18
DUNEDIN DIVISION :—								
Main Line	165 40	8 6	..	173 46	72 6	..	72 6	245 52
Duntroon Branch .. .. .	..	..	37 41	278 2	3 13	29 73	40 54
Oamaru-Breakwater Branch ..	..	..	0 63		1 62		2 45
Ngapara & Livingstone Branches	..	..	27 4		2 44		29 48
Waihemo Branch .. .. .	..	..	8 65		0 63		9 48
Port Chalmers Branch .. .. .	..	..	1 26		3 65		5 11
Walton Park Branch .. .. .	..	..	2 49		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
Clinton's River Branch .. .. .	..	..	25 14	2 54	27 68		
Totals, Dunedin Division ..	165 40	8 6	278 2	451 48	72 6	29 73	101 79	553 47
INVERCARGILL DIVISION :—								
Main Line	82 41	82 41	33 73	..	33 73	116 34
Tapanui Branch .. .. .	..	..	26 21	315 67	2 61	41 3	29 2
Waimea Plains Branch .. .. .	..	..	36 41		3 22		39 63
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		3 3		36 68
Kingston Branch .. .. .	..	..	87 0		11 31		98 31
Makarewa - Orepuki Branch ..	..	..	48 23		9 35		57 58
Thornbury-Wairio and Wairio- Nightcaps Branches	..	..	24 51		3 69		28 40
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 73	41 3	74 76	473 24
Grand Totals—Whole Line..	459 58	25 78	907 35	1,393 11	198 29	105 27	304 78	1,698 9

RETURN No. 32.

STATEMENT of ALTERATIONS in and ADDITIONS to SCALE of CHARGES during the Year ended 31st March, 1914.

PART I.—PASSENGERS.

LOCAL FARES AND REGULATIONS.

Main Trunk Express Trains: Regulation *re* tickets to or from stations between Wellington (Thorndon) and Palmerston North amended.

Hanmer Plains Hot Springs: Arrangement made for issue of through rail and motor trip tickets at second-class rates.

Cold Lakes and Glacial District of Otago, and round-trip tours through Central Otago: Fares increased.

PART III.—GOODS REGULATIONS.

Exhibition at Auckland: Regulation provided for free conveyance of exhibits.

PART IV.—GOODS: LOCAL RATES.

Rates between Auckland or Newmarket and Onehunga Wharf amended.

Timber from Helensville: Rate amended to include wharfage at Onehunga Wharf.

Through booking of goods to ports on the Kaipara: Rates for flax, hardwood piles, tow, and wool inserted to meet requirements of shipping company. Rates to and from Ruawai Wharf altered.

Rate on log timber from Waitakere to Onehunga Wharf reduced.

Wharfage rates on goods landed or shipped at Greymouth Wharf added to special rate on goods between Greymouth and Hokitika.

Rate on coal, Roa (Paparoa Coal Company's line) to Greymouth, reduced by 1d. per ton on coal from the Paparoa Mine.

Cartage contract at Invercargill abolished, and regulations *re* additions to rates for cartage amended.

PART V.—CLASSIFICATION.

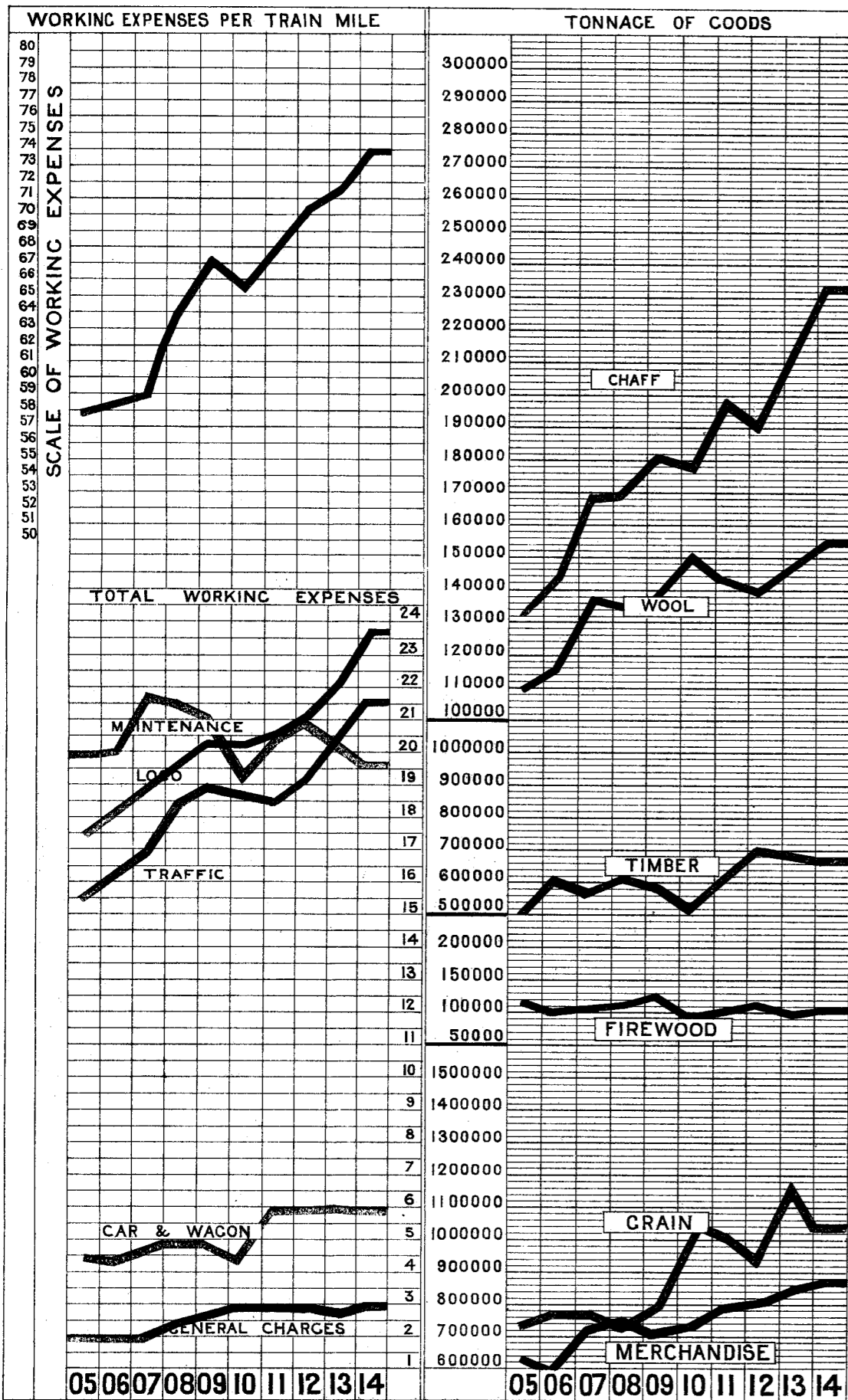
Added—	Class.
Boiler-tubes, old, for fencing and for use as telephone poles. Minimum, 6 tons per four-wheeled wagon. (Any less quantity to be charged as such minimum or at the classified rate for Class D)	N
Butterine, packed	C
Cables, telephone, packed on reels. Owner's risk	B
Can-keys for opening preserved meat and other tins	C
Cyanamide, packed. Owner's risk	E
Decolite, packed	C
Digesters, steam. Owner's risk	C
Frames, iron, for portable boilers or coppers not set up, packed. Owner's risk	C
Milk, dried, New Zealand manufacture, packed	C
Milk, dried, New Zealand manufacture, packed, consigned direct from local factories in consignments of not less than 10 cwt. Rate and a half	E
Nitrolim, packed. Owner's risk	E
Plaster, fibrous, not otherwise specified, New Zealand manufacture, packed in cases or crates. Owner's risk. Special goods	A
Plaster, fibrous, in plain slabs, New Zealand manufacture, packed in cases or crates. Owner's risk. Special goods	C
(If fibrous plaster, ornamental or plain, or quantities of both are forwarded loose, the minimum will be 1 ton per four-wheeled truck, loading and unloading and packing in wagon to be performed by the owners; if handled by the Department, rate and a half will be charged.)	
Poles, telegraph or telephone, iron. Owner's risk	D
Pulleys. Owner's risk. Special goods	B
Sackett plaster board, packed. Owner's risk	C
Universal finish. As cement, not otherwise specified.	
Wood-wool, packed in sacks or bales. Owner's risk	C
Deleted—	
Milk, dried, New Zealand manufacture, packed	B
Milk, dried, New Zealand manufacture, packed, consigned direct from local factories	D
Plaster, fibrous, New Zealand manufacture, packed. Owner's risk	A

PART VI.—WHARVES.]

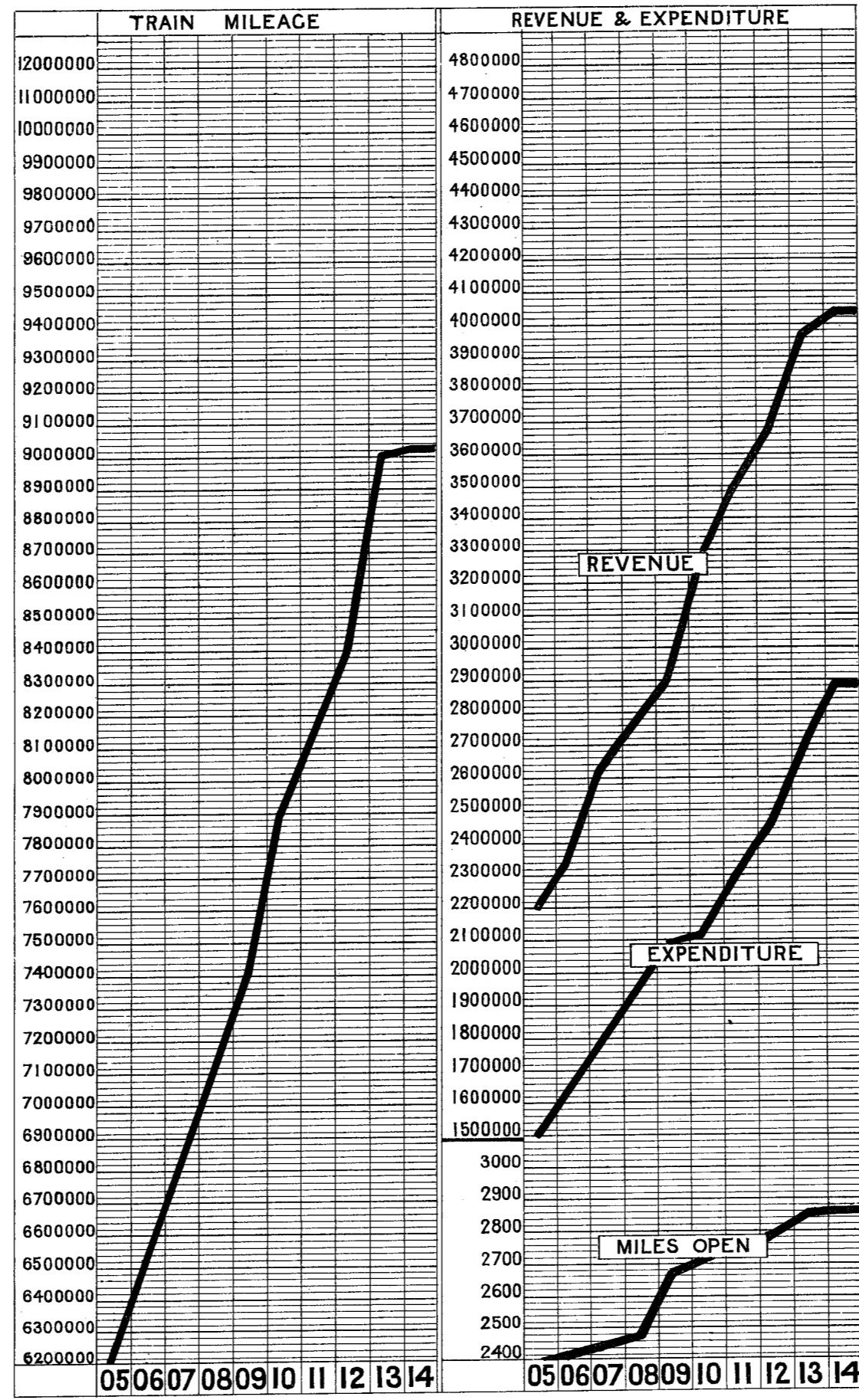
Onehunga Wharf: Wharfage rates cancelled.

Greymouth Wharf: Berthage charges amended.

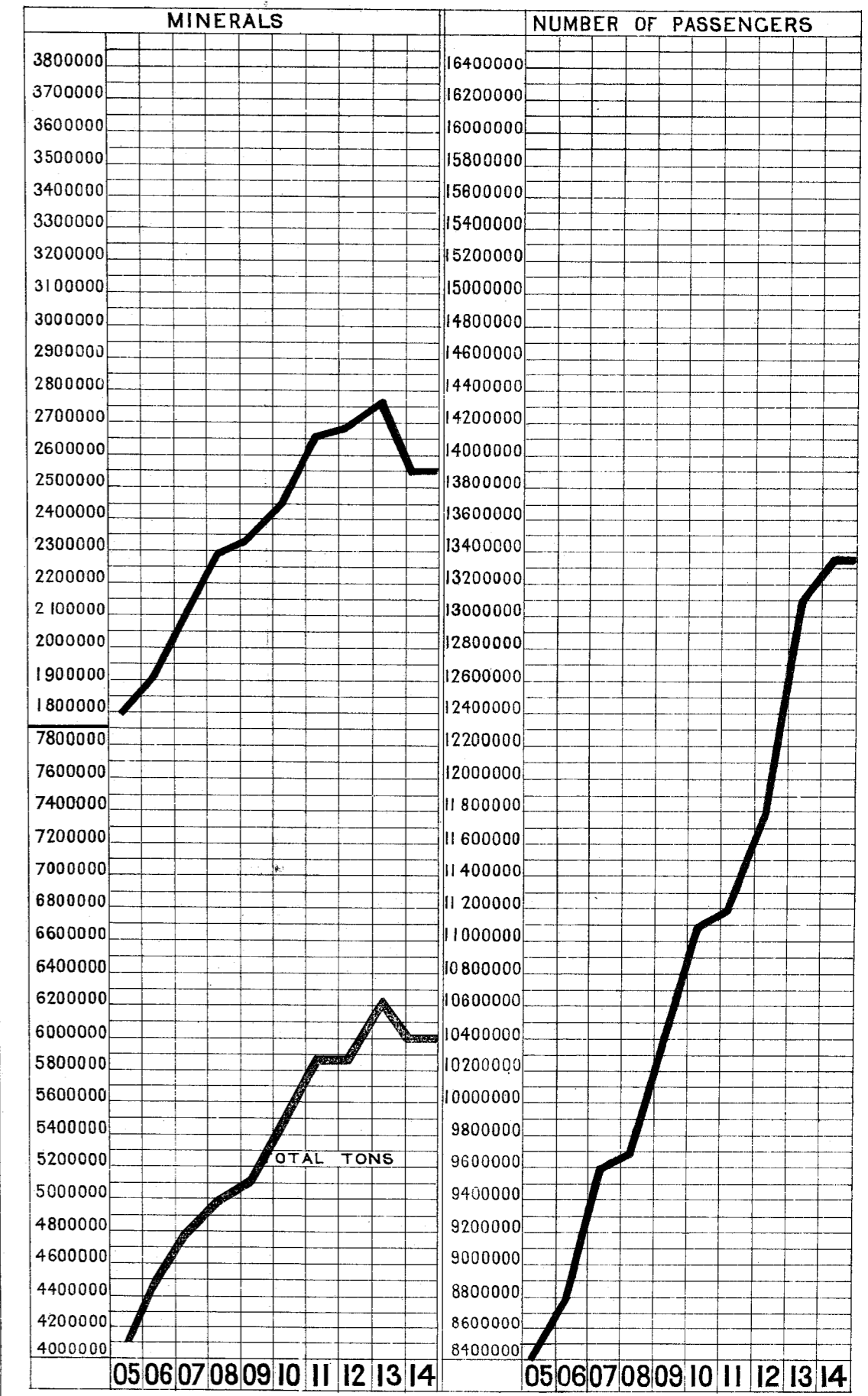
NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS



NEW ZEALAND GOVERNMENT RAILWAYS

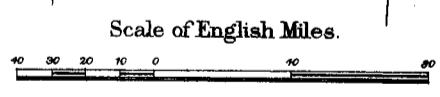
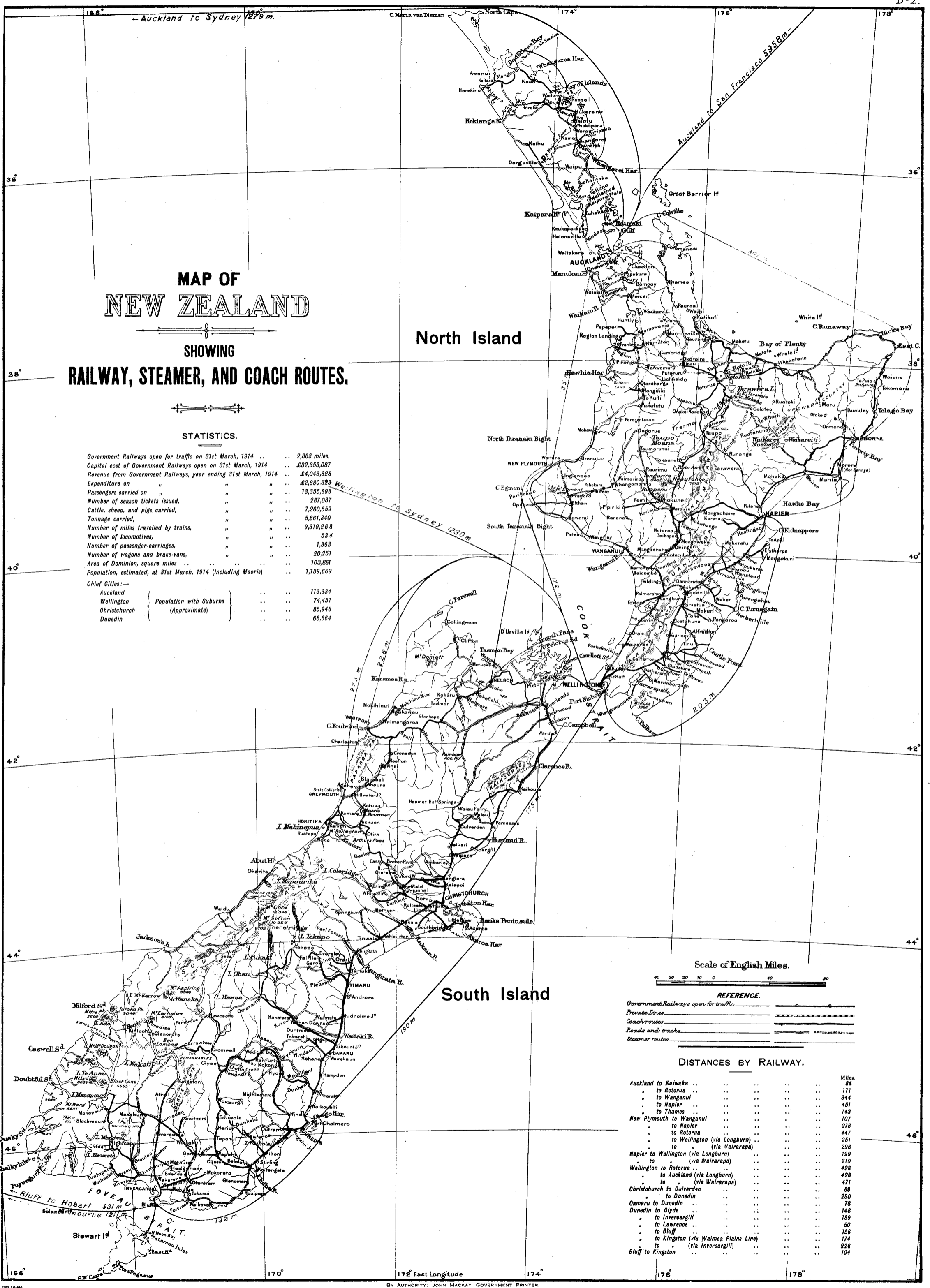


MAP OF NEW ZEALAND

SHOWING RAILWAY, STEAMER, AND COACH ROUTES.

STATISTICS.

Government Railways open for traffic on 31st March, 1914 ..	2,863 miles.
Capital cost of Government Railways open on 31st March, 1914 ..	£32,355,087
Revenue from Government Railways, year ending 31st March, 1914 ..	£4,043,328
Expenditure on ..	£2,880,323
Passengers carried on ..	13,355,893
Number of season tickets issued, ..	287,037
Cattle, sheep, and pigs carried, ..	7,260,559
Tonnage carried, ..	5,861,340
Number of miles travelled by trains, ..	9,319,268
Number of locomotives, ..	534
Number of passenger-carriages, ..	1,863
Number of wagons and brake-vans, ..	20,251
Area of Dominion, square miles ..	103,861
Population, estimated, at 31st March, 1914 (including Maoris) ..	1,139,669
Chief Cities:—	
Auckland ..	113,334
Wellington ..	74,451
Christchurch ..	85,946
Dunedin ..	66,664

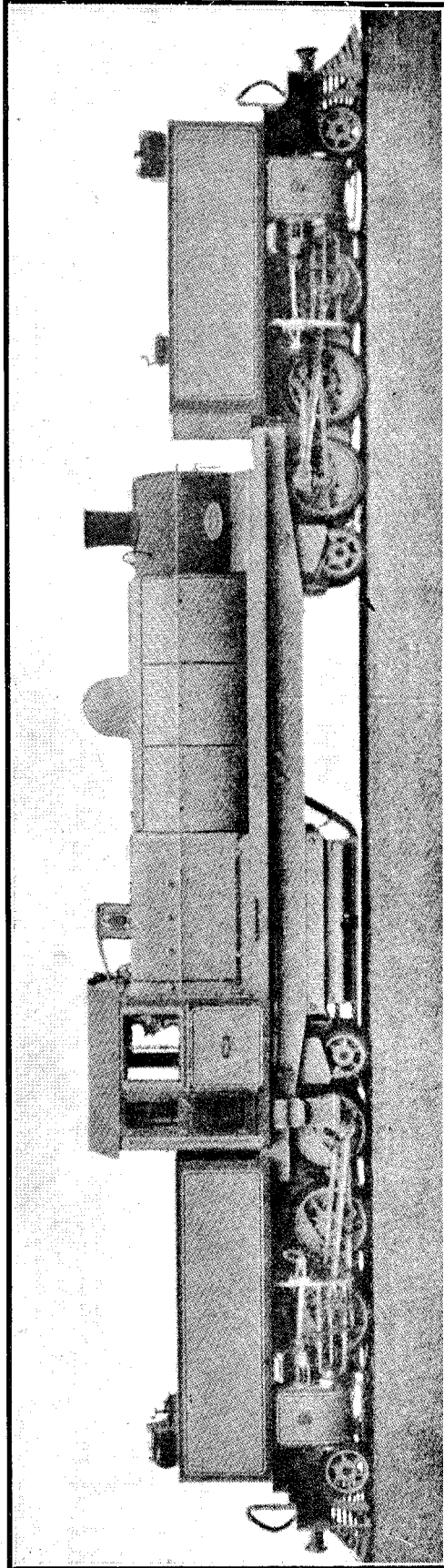


REFERENCE.

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

DISTANCES BY RAILWAY.

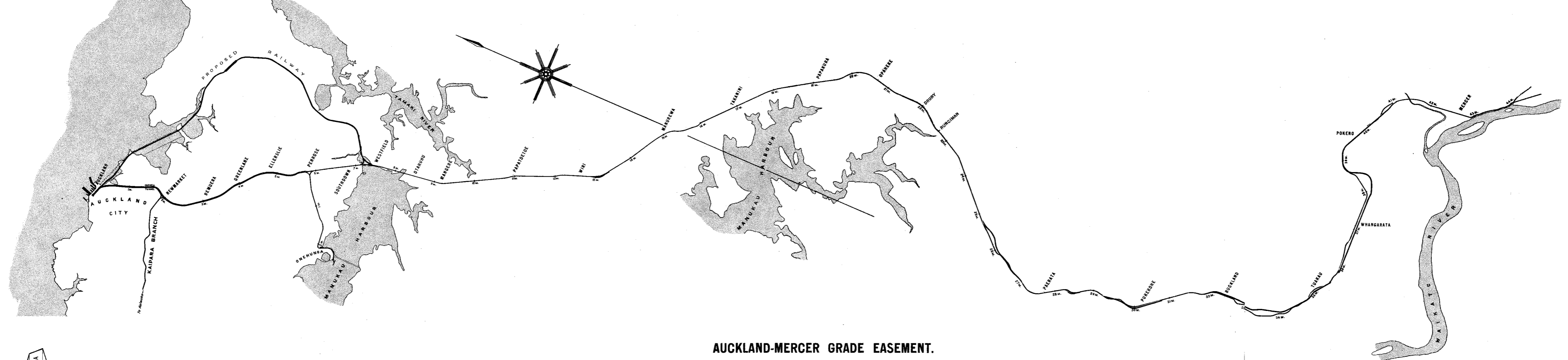
Auckland to Kaiwaka ..	84
" to Rotorua ..	171
" to Wanganui ..	344
" to Napier ..	431
" to Thames ..	143
New Plymouth to Wanganui ..	107
" to Napier ..	276
" to Rotorua ..	447
" to Wellington (via Longburn) ..	251
" to Wellington (via Wairarapa) ..	296
Napier to Wellington (via Longburn) ..	199
" to Wellington (via Wairarapa) ..	210
Wellington to Rotorua ..	428
" to Auckland (via Longburn) ..	428
" to Auckland (via Wairarapa) ..	471
Christchurch to Culverden ..	89
" to Dunedin ..	230
Dunedin to Dunedin ..	78
" to Dunedin ..	148
" to Invercargill ..	139
" to Lawrence ..	50
" to Bluff ..	155
" to Kingston (via Waimea Plains Line) ..	174
" to Kingston (via Invercargill) ..	226
Bluff to Kingston ..	104



GARRETT TYPE LOCOMOTIVE.

Designed for working up heavy grades and round sharp curves; 4-cylinder; simple; superheated; 3 ft. 6 in. gauge; boiler-pressure, 160 lb.; weight in working-trim, 89½ tons. Capable of hauling a train of 265 tons up a grade of 1 in 40 at sixteen miles an hour.

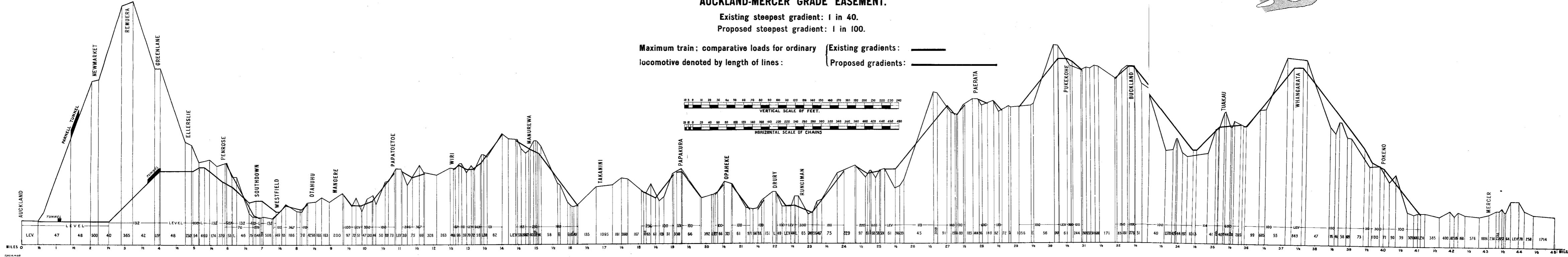
APPENDIX I.



AUCKLAND-MERCER GRADE EASEMENT.

Existing steepest gradient: 1 in 40.
Proposed steepest gradient: 1 in 100.

Maximum train; comparative loads for ordinary locomotive denoted by length of lines: Existing gradients: Proposed gradients:



APPENDIX 2.

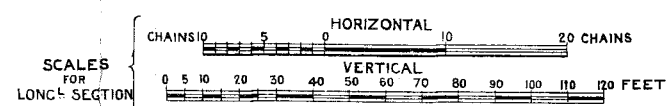
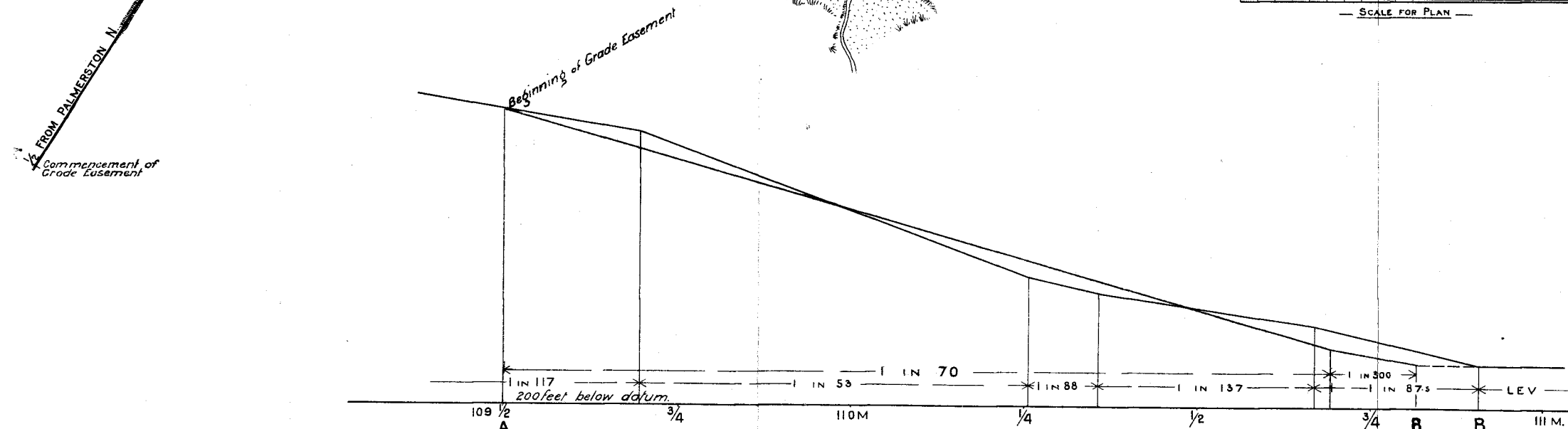
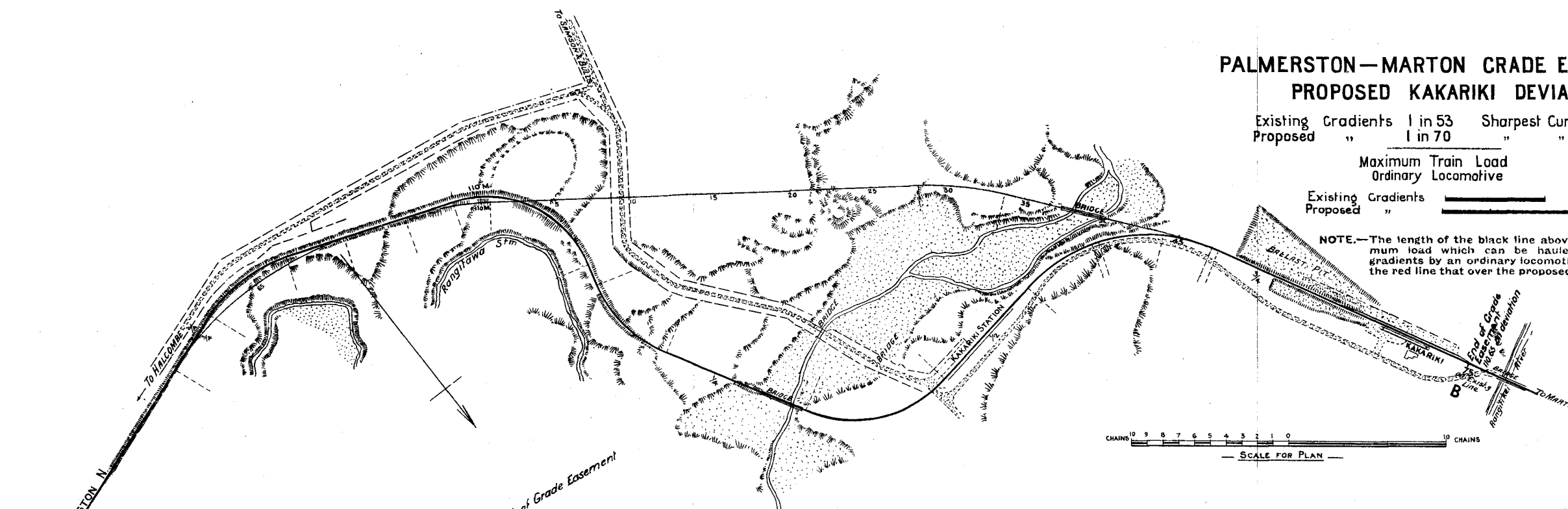
**PALMERSTON—MARTON GRADE EASEMENTS
PROPOSED KAKARIKI DEVIATION**

Existing Gradients 1 in 53 Sharpest Curve 7 Chs. Rad.
Proposed " 1 in 70 " " 20 " "

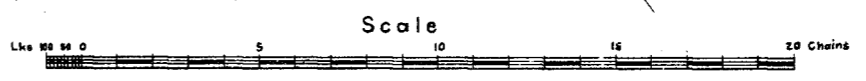
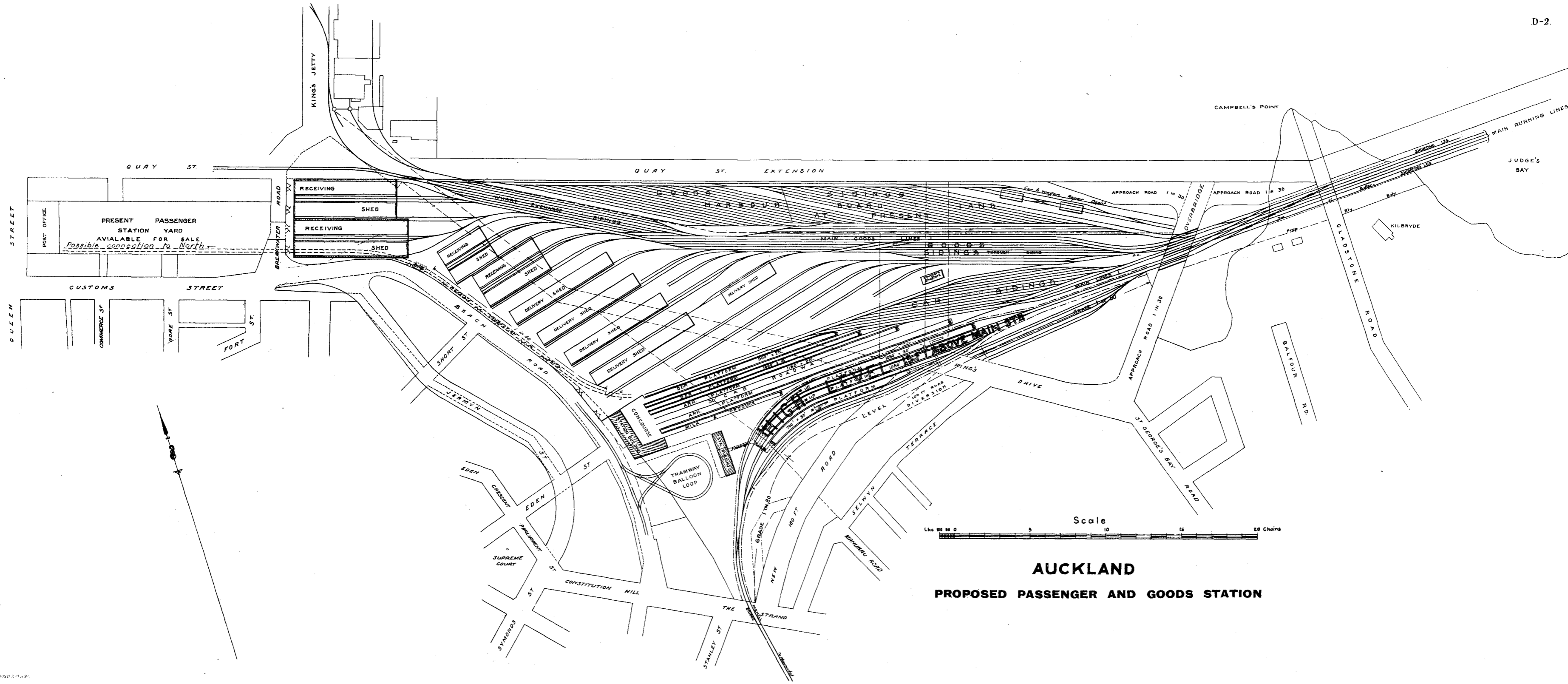
Maximum Train Load
Ordinary Locomotive

Existing Gradients _____
Proposed " _____

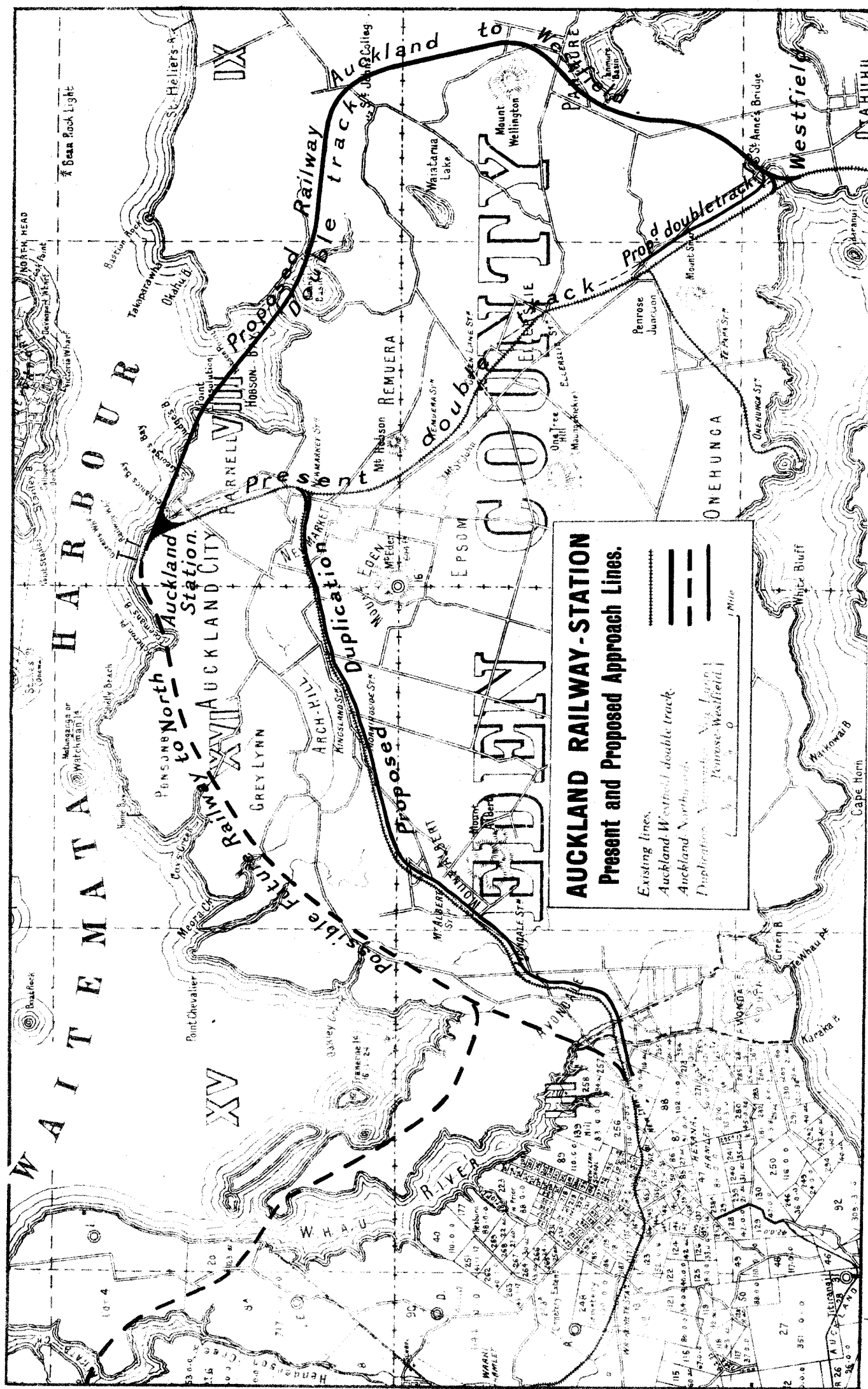
NOTE.—The length of the black line above indicates the maximum load which can be hauled over the existing gradients by an ordinary locomotive, and the length of the red line that over the proposed gradients.



2750.6.14.619.



AUCKLAND
PROPOSED PASSENGER AND GOODS STATION



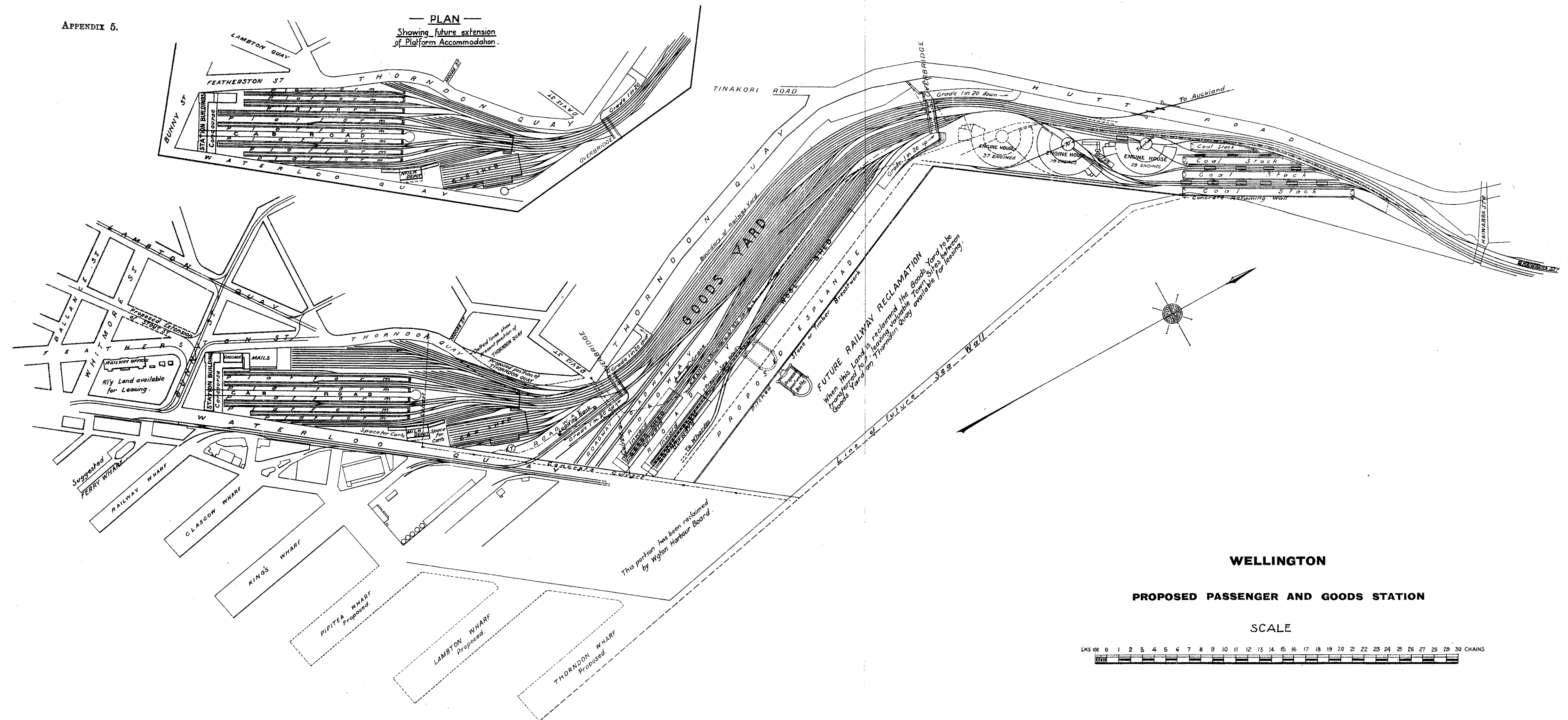
AUCKLAND RAILWAY-STATION
Present and Proposed Approach Lines.

Existing lines. ————
 Auckland-Westland double track. ————
 Auckland-Northlands. ————
 Duplication, via Mt Albert. ————
 Penrose-Westfield. ————

1/4 Mile

APPENDIX 5.

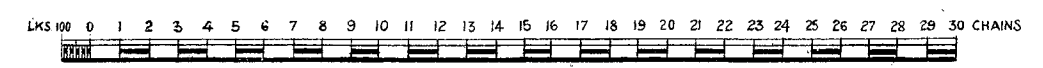
— PLAN —
 Showing future extension
 of Platform Accommodation.



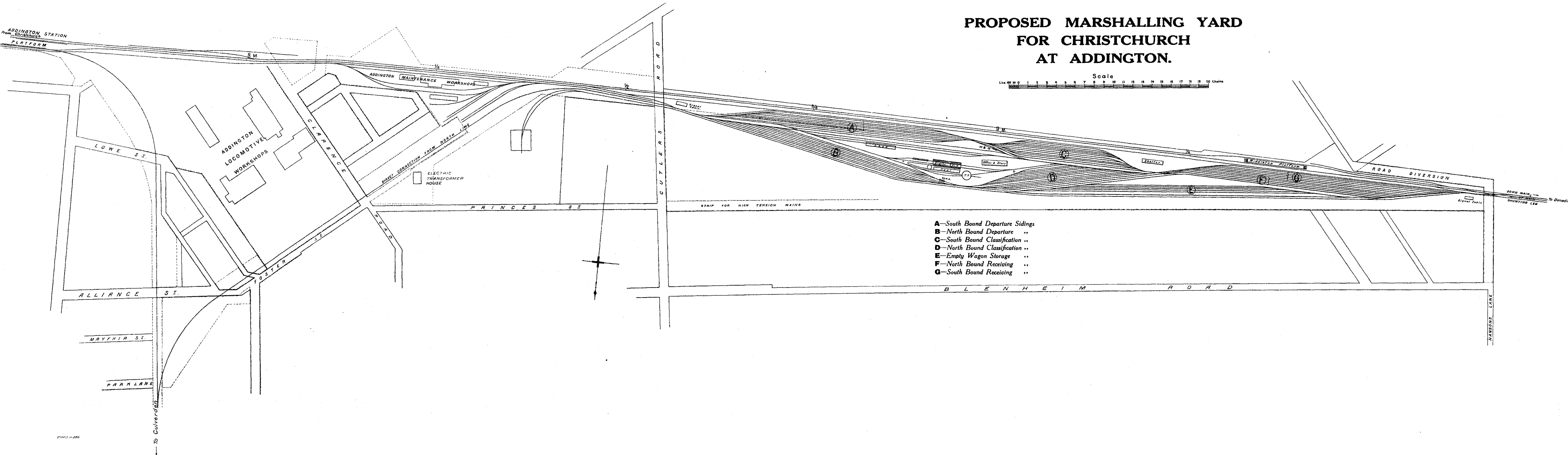
WELLINGTON

PROPOSED PASSENGER AND GOODS STATION

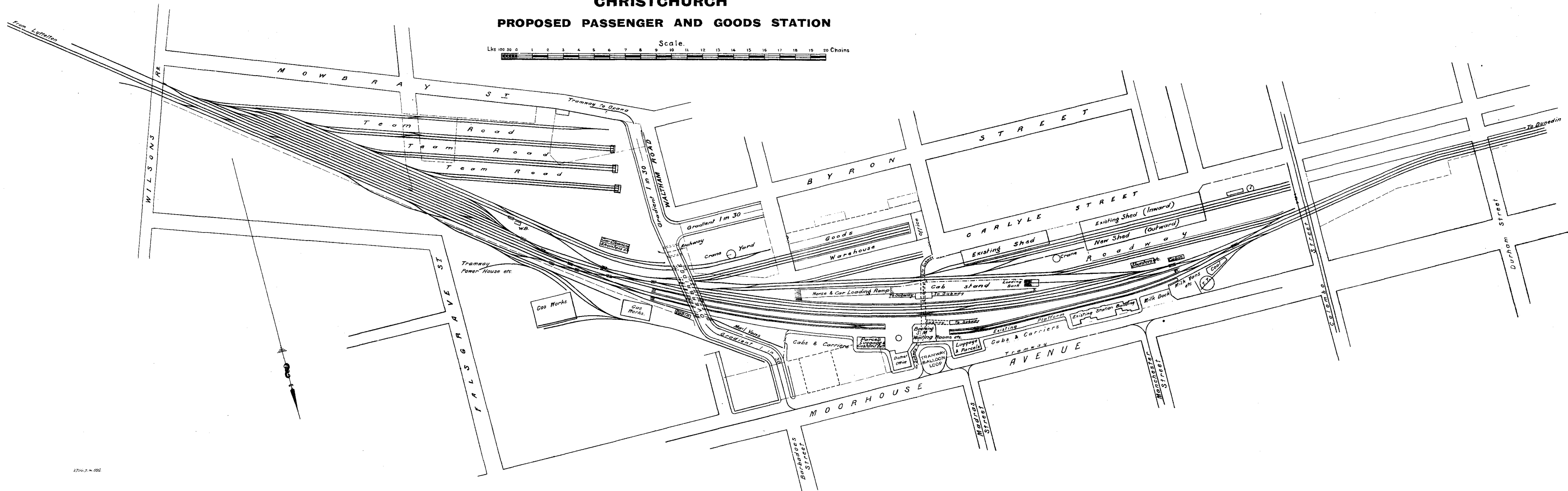
SCALE

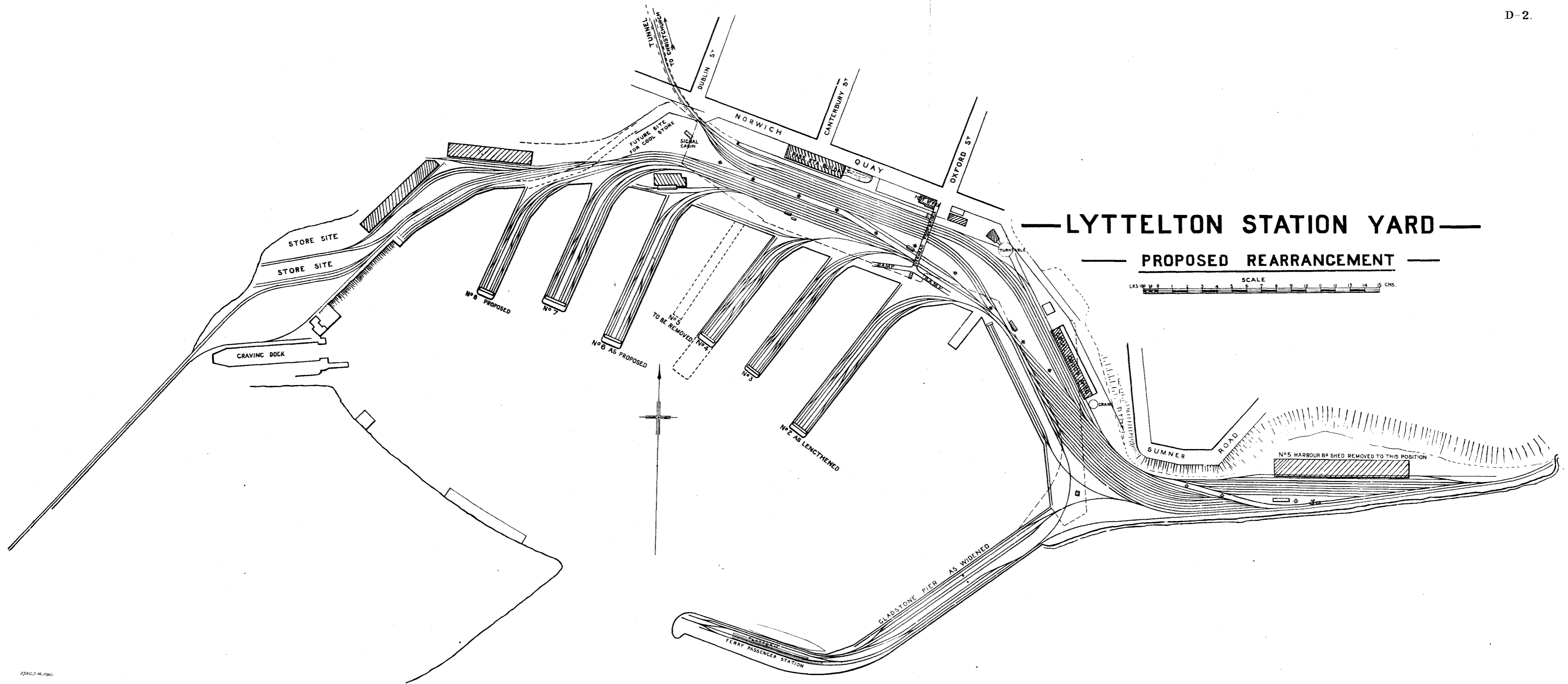


PROPOSED MARSHALLING YARD FOR CHRISTCHURCH AT ADDINGTON.



CHRISTCHURCH PROPOSED PASSENGER AND GOODS STATION





— LYTTELTON STATION YARD —
— PROPOSED REARRANGEMENT —

SCALE
 LKS 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 CHS.



