

1915.  
NEW ZEALAND.

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# RAILWAYS STATEMENT

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

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MR. SPEAKER,—

In presenting the Railways Statement for the year ending the 31st March, 1915, I have pleasure in announcing that, notwithstanding the fact that the exceptional circumstances created by the European war prevailed during the greater part of the fiscal year, the gross receipts (£4,105,457) were the highest on record.

The following table gives a summary of the results :—

	Year 1915.	Year 1914.
	£	£
Total earnings .. .. .	4,105,457	4,043,328
Total expenditure .. .. .	2,920,455	2,880,323
Net profit on working .. .. .	£1,185,002	£1,163,005

The mileage of lines opened for traffic was increased from 2,863 at 31st March, 1914, to 2,955 for the year 1915. The average miles operated during the year under review was 2,917, against an average of 2,861 the previous year.

The extensions opened during the year totalled 91 miles 25 chains.

The capital cost of lines open for traffic, including plant and steamers on Lake Wakatipu, advanced from £32,355,087 to £34,133,825.

The net revenue (£1,185,002) is equal to a return of 3·53 per cent. on the capital invested in the working railways, and 3·28 per cent. on the capital (£36,133,155) invested in the opened and unopened lines.

The gross revenue (£4,105,457), while in excess of the earnings of the previous year, fell short of the estimate by £144,543, but a saving of £109,545 effected in the expenditure brought the net revenue to within £34,998 of the estimate.

The gross receipts per train-mile from North Island Main Line and Branches were 96·75d., against 97d. last year, a decline of 0·25d. The South Island Main Line and Branches earned 110·5d., against 109d. last year, an increase of 1·5d. per train-mile.

The gross earnings per train-mile from all lines advanced 0·75d., and the expenditure increased by 0·54d. per train-mile. The net result was therefore 0·21d. better than achieved last year.

The expenditure amounted to £2,920,455, being £109,545 less than the estimated amount. The percentage of expenses to earnings were 71·14, against 71·24 per cent. last year, a decrease in cost of 0·10 per cent.

The sum of £524,391 was expended under the head of Additions to Open Lines in providing for signal interlocking, water services, grade-improvements, new office and station accommodation, Westinghouse brake, car lighting and heating, workshops machinery, and rolling-stock.

During the year under review 24 locomotives, 34 carriages, 8 brake-vans, 84 bogie wagons, and 928 four-wheeled wagons were completed and added to the stock, and 48 locomotives, 75 carriages, 28 brake-vans, 102 bogie wagons, and 1,268 four-wheeled wagons were on order on 31st March. This will keep the railway workshops fully employed during the ensuing year.

The accumulated amount standing to the credit of the Government Railways Superannuation Fund on the 31st March was £346,156, an increase of £50,686 over the balance at credit on the 31st March, 1914. The total income for the year was £138,829, and the outgoing £88,143. Of the latter sum, £77,036 represented payments to 916 members of the service retired voluntarily or by reason of being medically unfit, 212 widows and 321 children, dependants on deceased contributors to the fund, who had not retired on superannuation at the time of their death.

The income from actual contributions of subscribers amounted to £75,023, while the charges on the fund were £79,936. The total contributions were, therefore, £4,913 short of the liabilities. The receipts are, however, supplemented by the Government subsidy of £25,000 per annum and amounts accruing from interest on funds invested and fines imposed under the Railway Regulations. These amounted last year to £13,795.

## RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1915, as compared with 1914:—

PARTICULARS.	Year ended 31st March.	
	1914.	1915.
Total miles open for traffic ... ..	2,863	2,955
Average miles open for year ... ..	2,861	2,917
Capital cost of opened and unopened lines ... ..	£34,980,576	£36,133,155
Capital cost of open lines ... ..	£32,355,087	£34,133,825
Capital cost per mile of open lines ... ..	£11,309	£11,551
Gross earnings ... ..	£4,043,328	£4,105,457
Working-expenses ... ..	£2,880,323	£2,920,455
<b>NET PROFIT ON WORKING</b> ... ..	<b>£1,163,005</b>	<b>£1,185,002</b>
<b>PERCENTAGE OF PROFIT TO CAPITAL INVESTED</b> ... ..	<b>3·61</b>	<b>3·53</b>
<b>PERCENTAGE OF WORKING-EXPENSES TO EARNINGS</b> ... ..	<b>71·24</b>	<b>71·14</b>
Earnings per average mile open ... ..	£1,416	£1,410
Working-expenses per average mile open ... ..	£1,008	£1,002
<b>NET EARNINGS PER AVERAGE MILE OPEN</b> ... ..	<b>£408</b>	<b>£408</b>
Earnings per train-mile ... ..	d. 104·00	d. 104·75
Working-expenses per train-mile ... ..	74·00	74·54
<b>NET EARNINGS PER TRAIN-MILE</b> ... ..	<b>30·00</b>	<b>30·21</b>
Passengers, ordinary ... ..	13,355,893	13,565,772
Season tickets ... ..	287,037	302,912
Goods tonnage ... ..	5,661,340	6,075,282
Live-stock tonnage ... ..	358,293	378,190
Train-mileage ... ..	9,319,268	9,383,420
Locomotives ... ..	534	557
Passenger-cars ... ..	1,363	1,397
Wagons and brake-vans ... ..	20,251	21,226

In view of the conditions induced by the European war, in which the Empire has been actively engaged for several months, it was deemed imprudent to commit the Dominion to any large expenditure in connection with the prosecution of the important scheme of works outlined in last year's Statement. Operations were, therefore, confined to portions of the general scheme that were in hand before the crisis occurred, the restricted expenditure being tentatively provided for out of the ordinary funds voted for the Department.

The fact that a record in railway traffic was created during a year when the adverse conditions alluded to prevailed for two-thirds of the period can only be regarded as a strong indication of the imperative necessity for going ahead with the proposed scheme of works immediately the financial stringency is removed.

I find that during the past ten years the train-mileage has increased by 54 per cent.; the passenger traffic by 59 per cent.; goods traffic by 51 per cent.; and, notwithstanding the increase in the tractive power of the locomotives and the greater capacity of the lines resulting from improvements such as grade-easements, deviations, and like works, congestion of traffic is still severely felt in the busy areas and depots.

I am confident that on the conclusion of the war a great impetus will be given to the various industries of the Dominion, and considerable development of its vast natural resources must take place.

At the ordinary rate of expansion the traffic would exceed the capacity of the busier portions of the existing lines within the next five years. If, therefore, the railway system is to be placed in a position to deal effectively with the traffic that will undoubtedly require to be handled in the near future, arrangements must be made, as soon as funds are available, to push on the works with rapidity and complete them at the earliest moment.

I estimate that the revenue for the year ending the 31st March, 1916, will be £4,000,000, and the expenditure £2,920,000. I am not including in this estimate the extra percentages levied by *Gazette* notices of the 16th September, 1915, for war purposes.

The railway men have come forward in considerable numbers to serve the Empire in the war, and in many other practical ways have shown their sympathies for those whose lot necessitates the establishment of relief funds for alleviation of distress. I desire to place on record my appreciation of their loyal and valuable services.

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

New Zealand Government Railways,

SIR,—

Head Office, Wellington, 30th September, 1915.

I have the honour to report on the working of the New Zealand Railways for the financial year ending 31st March, 1915.

The mileage of line open for traffic at the close of the year was 2,955 miles, an increase of 92 miles, which represents extensions opened for traffic during the year. These were,—

	M.	ch.
Otiria-Kaikohe .. .. .	16	36
Kaihu-Tarawhata .. .. .	2	26
Pohokura-Whangamomona .. .. .	6	15
Cass-Arthur's Pass .. .. .	14	66
Cronadun-Inangahua .. .. .	13	07
Kaiwaka-Otamatea .. .. .	2	47
Otoko-Matawai .. .. .	12	58
Big Hill-Beaumont .. .. .	5	36
Houipapa-Tahakopa .. .. .	17	54
	—	—
	91	25

The capital invested in the lines open for traffic, including the plant and steamers on Lake Wakatipu, was £34,133,825, an increase of £1,778,738 on the figures for the previous year.

The gross earnings were £4,105,457, against £4,043,328 for the year 1914. The net revenue amounted to £1,185,002, equal to 3.53 per cent. on the capital invested in the railways open for traffic, and 3.28 per cent. on the total capital (£36,133,155) invested in the opened and unopened lines.

The continuation all the year round of the second Auckland-Wellington express trains, the opening of railway-extensions on the North Auckland, Whangarei, Kaihu, and Stratford-Whangamomona lines, and the additions made to the Auckland and Wellington suburban services, resulted in an increase of 56,595 train-miles in the North Island, while the train-mileage in the South Island advanced by 7,557 miles, consequent on the opening of extensions of the West Coast, Catlin's River, and Beaumont Railways, and the running of additional trains on the Waipara and Orepuki lines for a portion of the year.

The total train-mileage was 9,383,420, against 9,319,268 for 1914, an increase of 64,152 miles.

Traffic in the Gisborne district was completely disorganized from the 18th to the 26th May as a result of floods, which seriously damaged the permanent-way.

The train services on the Stratford-Whangamomona lines were suspended between Pohokura and Whangamomona from the 14th to the 19th December, as the result of slips at both ends of the Whangamomona Tunnel. Coaches ran between the two ends of the interrupted line, enabling passengers to complete their journeys.

The lines in the Westland district suffered from floods in December and February. The flood on the 14th December resulted in suspension of traffic on the Blackball line on the 14th and 15th of that month. A washout on the Reefton line caused considerable delay to train services, and necessitated the transhipment of passengers. The Otira and State Collieries lines were also damaged. On the 21st December the Blackball line was interrupted a second time, but traffic was resumed on the following day. On the 23rd February traffic on the Otira and State Collieries line was interrupted for some hours, and passengers on the Reefton line had to be transhipped on the 24th February.

Slips on the Wairarapa line caused minor interruptions, with consequent delays to trains on the 14th December.

Traffic on the Westport line was delayed by slips which occurred on the 27th February.

The following figures, which show the record of 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.	
	Min.	Min.
For long-distance passenger-trains .. .. .	1.40	against 1.40 last year.
Suburban trains .. .. .	0.36	” 0.48 ”
Long-distance mixed trains .. .. .	2.09	” 2.28 ”

The number of ordinary passengers carried during the year was 13,565,772, an increase of 209,879 on the previous year's business.

Season tickets issued number 302,912, an increase of 15,875.

Workmen's twelve-trip tickets numbered 63,954; workers' suburban weekly tickets 172,656; an increase of 5,587 twelve-trip and 9,357 workers' weekly suburban over the preceding year.

Holiday excursion tickets totalled 926,615, an increase of 111,348 on the previous year's traffic.

Schools, factories, and friendly societies' excursions decreased by 84,970, the total issue for 1915 being 104,017, against 188,987 for the year 1914. The decrease under this head is mainly due to the visit of the battleship H.M.S. "New Zealand" in 1913, and the Auckland Exhibition, in connection with both of which events special school-excursion trips were arranged. A number of the schools, moreover, decided to forego their excursions this year and donate the funds to the Belgium Relief Fund.

The total traffic under the head of "Coaching," which includes parcels, horses, carriages, and dogs, was 1,485,977, an increase of 14,247 on the total for last year.



The total goods tonnage was 6,075,282, an increase of 413,942 tons over the previous year. Increases are as under :—

Cattle	..	..	..	..	..	59,928 head ;
Sheep	..	..	..	..	..	62,811 head ;
Pigs	..	..	..	..	..	17,382 head ;
Wool	..	..	..	..	..	6,293 tons ;
Firewood	..	..	..	..	..	2,440 tons ;
Grain	..	..	..	..	..	52,957 tons ;
Minerals	..	..	..	..	..	436,414 tons ;

and decreases as follows :—

Lime, chaff, &c.	..	..	..	..	..	17,312 tons ;
Timber	..	..	..	..	..	54,895 tons ;
Merchandise..	..	..	..	..	..	11,955 tons.

The live-stock traffic of last year was abnormal as the result of the labour-conditions prevailing in 1913. The increase in live-stock traffic for the year just ended must therefore be regarded as satisfactory, especially in view of the unusual and disadvantageous conditions prevailing during two-thirds of the year as a result of the European war.

Owing to the inability of the shipping available to deal with the frozen-meat export traffic, the freezing-works became blocked, and were forced to wholly or partially close down, seriously retarding the movement of fat stock for slaughter. The effect was, however, counteracted to a large extent by a considerable movement of sheep from drought-stricken areas for depasturing elsewhere.

The increase in goods traffic is confined mainly to minerals—principally native coal. This business showed a drop of 209,000 tons in 1914 as the outcome of labour troubles, which seriously restricted the output from the Westport and Westland coal-mines. During the year just ended there was an extraordinary demand for bunker coal for naval purposes, and the output from the Westport coal-mines increased by 140,000 tons, and from the Westland coal-mines 190,000 tons, over the output of the previous year.

The increase in grain traffic is mainly in the Canterbury District, where the exceptionally high prices ruling in consequence of the war has induced a free movement of grain traffic, and resulted in the releasing by owners of considerable quantities of grain that had been held in stock from the last year.

The decrease in chaff, lime, &c., is largely due to the effect of the dry season on the oat crop, and also to the fact that the flax-milling industry has been affected considerably by the outbreak of the war.

There has been a general falling-off in the timber traffic in all districts. To some extent this is due to a depletion of milling-areas in close proximity to the railway, but there has in addition been a diminution in the output of a large number of mills consequent on the restriction in the demand for building-timber. This has had a material effect on the export trade and the quantity of timber shipped to ports on the East Coast for railing inland.

The average number of men employed on the railway during the year was 14,614, against 14,176 for the year ending the 31st March, 1914.

Ten members of the Second Division were promoted to the First Division ; 403 members of the permanent staff resigned ; 99 retired on superannuation ; 32 died ; 116 were dismissed ; and 1,283 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 duty was £13,996.

The additions made to the rolling-stock during the year comprised 24 new engines, 34 bogie cars, 8 bogie brake-vans, 1,012 wagons.

Sixteen of the new engines—viz., ten heavy tank, Class Ww, six four-cylinder balanced-compound tender engines, Class X, 94 tons—were built in the Government railway workshops ; and eight engines—viz., six four-cylinder balanced-compound 72-ton tender engines, Class Ad, and two large simple superheated tender engines, Class Bb—were completed under contract by Messrs. A. and G. Price (Limited), Thames.

Two cars damaged in collision, two vans damaged, one worn out and one sold, and thirty-one wagons worn out and damaged, thirteen wagons sold last year and two sold this year, have been replaced by an equal number of new cars, vans, and wagons respectively, all of which have been paid for out of revenue. 1,310 worn-out and condemned tarpaulins were also written off and replaced with new tarpaulins, charged against revenue.

During the year 140 modern steel axles were placed under cars, vans, and wagons in substitution of old iron axles. By this means the carrying-capacity of each wagon is increased by 2 tons, and greater stability given to the vehicle.

The additional twenty-four locomotives taken in conjunction with boiler-renewals of locomotives in service has increased the tractive power by 7.33 per cent.

The new wagons added to the rolling-stock give an increased capacity of 9,889 tons, equivalent to an addition of 1,648 ordinary 6-ton wagons, or 5.93 per cent. in truck capacity.

The rolling-stock actually on order and under construction on the 31st March comprised 58 locomotives of heavy type—viz., 10 Aa superheated tender engines, 10 Ab tender engines, 18 Bb simple superheated tender engines, and 20 Ww heavy tank engines—77 carriages, 30 bogie brake-vans, 104 bogie and 1,286 four-wheeled wagons.

Good progress has been made in respect to the equipment of the rolling-stock on the Whangarei Section with the Westinghouse brake, and it is anticipated the work will be completed at an early date. Instructions have also been given for fitting the Westinghouse brake to the rolling-stock on the Westland Section.

The motor-cars in use on the Culverden–Hanmer run continued to do good service.

The Westinghouse petrol electric car imported at the close of the preceding year has been placed in commission and utilized in running an experimental motor service between Wellington and Johnsonville, where it has provided a public convenience. The car is not, however, sufficiently powerful to haul a trailer on the heavy gradient of 1 in 40, and for that reason steam traction has to be resorted to whenever the passenger traffic exceeds one-car capacity. A new car of a more powerful type already on order will shortly arrive, and be placed on the Wellington–Johnsonville run, liberating the Westinghouse car for service in a locality where easier grades predominate.

The whole of the permanent-way and structures have been maintained in a satisfactory condition.

During the year 95½ miles of track have been relaid, comprising 70¼ miles of main and branch lines, with 70 lb. material; fourteen miles of branch line with 55 lb. material in substitution for 40 lb. rails; 11¼ miles of branch line with 53 lb. and 56 lb. steel material removed from main lines and placed in branches in place of 40 lb. material. Owing to the extraordinary conditions prevailing the rate of relaying, although slightly below the standard of 100 miles per annum, is regarded as being satisfactory.

During the year 228,644 sleepers and 371,385 cubic yards of ballast were used on the track.

The policy of respacing sleepers to strengthen the track has been continued, the cost being charged against revenue.

The strengthening of bridges on the main line with a view to enabling the heaviest locomotives to be run without restriction is now being undertaken, and the construction of bridges in steel instead of timber is being carried out wherever practicable.

A large number of works having for their object the provision of greater facilities to meet the public requirements and increase efficiency in operating the railways have been completed during the year. Other similar works were in hand on the 31st March. These include additions and improvements to water-services, workshops, engine-depots, goods-sheds, enlargement of station-yards, and increasing the accommodation generally.

The interlocking of points and signals has been brought into operation at Morningside, Mount Albert, Henderson, Sawyer's Bay, Ravensbourne, and service siding at 26 m. 14 ch., while additions to and rearrangement of the system have been made at Parnell Signal-box, Newmarket, Otahuhu, Te Kuiti, Wingatui, and Mosgiel. Alterations have also been carried out at Mount Albert, Morningside, Aramoho, Thorndon, and Mosgiel.

Fourteen flag stations and sidings have been locked with the tablet system.

Thirty-five stations have been fitted with fixed semaphore signals. Of the total number of officered stations, 280 are equipped with fixed signals, 87 are interlocked, and 126 have yet to be dealt with. Special switch locks, which prevent signals from being lowered unless the facing points to which the signal applies are unlocked, have been fitted to sixty-four stations during the year—viz. three in the North Island, and sixty-one in the South Island. One hundred and twenty-eight of the North Island stations are now equipped with this appliance.

The electric-tablet system was installed and brought into operation between Morrinsville and Thames and at Avondale Brick Company's siding, Paerata service siding, Taratahi, Mangaroa, and Heretaunga. The tablet system is now operating at 362 stations, covering 1,583½ miles of single line.

Forty-four miles of line were equipped with lock and block.

The railway telegraph and telephone facilities have been added to materially during the year, and at the 31st March there were in use 276 Morse sets, 1,453 telephones, 230 electric bells, 2,529 miles of poles, and 6,727 miles of wire.

Provision for the further extension of signalling arrangements and appliances, tablet system, interlocking, telegraph, and telephone facilities has been made, and the installation is going on uninterruptedly throughout the railway system.

Electric light has been installed at Auckland Goods-yard, Te Kuiti, Ravensbourne, Wingatui, Mosgiel, and additional lighting has been provided at Wellington and Petone Workshops.

Electric cranes have been installed at Invercargill and in the Stores yard, Wellington. Electrical work connected with the installation of additional motors for driving machinery at Hillside, Addington, and Petone has been carried out.

#### REVENUE.

The gross revenue for the year amounted to £4,105,457, and exceeded the earnings of the previous year by £62,129. But for the unpropitious circumstances prevailing for eight months of the financial year, consequent on the war into which the Empire has been plunged, the estimated revenue of £4,250,000 would undoubtedly have been reached and probably exceeded. The sources from which revenue was derived were,—

	1915.	1914.	Increase.	Decrease.
	£	£	£	£
Passengers .. .. .	1,482,383	1,450,480	31,903	..
Parcels, luggage, and mails ..	227,521	236,761	..	9,240
Goods .. .. .	2,319,045	2,283,149	35,896	..
Rents and commissions .. .. .	76,508	72,938	3,570	..
	<u>4,105,457</u>	<u>4,043,328</u>	<u>71,369</u>	<u>9,240</u>

Notwithstanding the fact that the gross receipts fell short of the estimate by £144,543, the net revenue—£1,185,002—exceeded that of the preceding year by £21,997, and was only £34,998 below the estimate owing to a saving of £109,545 in the estimated expenditure. In the North Island the receipts per train-mile amounted to 96·75d., against 97d. for the preceding year. The net revenue per train-mile amounted to 28·14d., against 28·84d. last year. This represents a decline of 0·70d. per train-mile. The gross receipts per train-mile in the South Island advanced from 109·0d. last year to 110·50d. for 1915, giving a net return of 28·69d., a decline of 0·15d. on the figures for last year. For all lines the gross earnings per train-mile advanced from 104·0d. to 104·75d., an increase

of 0·75d. per train-mile. The net earnings per train-mile were 30·21d., against 30·0d. for last year, an advance of 0·21d. per train-mile in the net earnings for the year. This can be considered as satisfactory, having regard to the additional services run to meet the public convenience.

The gross earnings per average mile of railway declined by £6 per mile, but the working-expenses decreased by a similar amount, leaving the net earnings per average mile open at £408, the same as for last year.

The return from the Lake Wakatipu steamers amounted to £6,851, an increase of £60 on the earnings for the previous year. Arrangements are in hand for placing this service under closer supervision, which I am convinced will lead to more satisfactory financial results.

The net return, £1,185,002, was equal to 3·53 per cent. on the capital invested in the lines open for traffic, and 3·28 per cent on the capital invested in the open and unopened lines (£36,133,155).

#### EXPENDITURE.

The working expenditure for the year amounted to £2,920,455, an increase of £40,132 on the year 1914, but a saving of £109,545 on the estimated expenditure, which was £3,030,000. The ratio of expenditure to earnings was 71·14 per cent., a decrease of 0·10 per cent. as compared with the figures for the previous year.

	Expenditure.		Per Cent. of Revenue.	
	1915. £	1914. £	1915.	1914.
Traffic .. .. .	870,392	838,222	21·20	20·73
Locomotive .. .. .	1,183,013	1,154,309	28·82	28·55
Maintenance .. .. .	738,550	763,207	17·99	18·87
Management .. .. .	122,415	117,539	2·98	2·91
	<u>2,914,370</u>	<u>2,873,277</u>	<u>70·99</u>	<u>71·06</u>
Lake Wakatipu steamers ..	6,085	7,046	0·15	0·18
	<u>2,920,455</u>	<u>2,880,323</u>	<u>71·14</u>	<u>71·24</u>

The increased expenditure in the Traffic Branch resulted from the improved scale of salaries, the extension of the lines open for traffic, improved train services, provision of staff for additional stations on the new lines, and the extension of the train-tablet, signalling, and interlocking arrangements, and other safety appliances, which involve the employment of additional labour.

In the Locomotive Branch the increased expenditure is due to the extension of train services, working of new lines, and to the material advance that has taken place in the cost of fuel, stores, wages, and repairs.

The advance in the Head and Departmental Office expenditure resulted mainly from increase in salaries under the Classification Act. In the Maintenance Branch the expenditure has been curtailed in respect to works usually debited to working-expenses, and a saving has been effected through the curtailment of mileage relaid. The expenditure per mile of railway, £254, against £267 last year, represents a decrease of £13 per mile in the cost of maintenance. A considerable number of works of miscellaneous character and representing additions and improvements to lines, structures, and rolling-stock, aggregating £14,035, which could fairly have been charged against capital, have been carried out during the year and debited to working-expenses. £217,006 was spent in the Maintenance Branch on works charged to capital account under the heading of "Additions to open lines." These comprise extension of signalling and interlocking, block working, station yards and sidings, additional water-services, houses for staff, purchase of land, erection of new station buildings, goods-sheds, engine-sheds, social halls, wharf-extensions, reclamation, overbridges, tunnel-duplication, and grade-improvements. In the Locomotive Branch £307,385 was spent in the provision of additional rolling-stock, tarpaulins, pneumatic coaling-cranes, fitting cars and vans with steam heating-gear, purchase of petrol electric car, fitting Westinghouse brake and workshops machinery.

The total expenditure under "Additions to open lines" was £524,391. The rolling-stock in respect to which the charges were incurred comprised 22 locomotives, 35 carriages, 5 brake-vans, 84 bogie wagons, 882 four-wheeled wagons, completed on 31st March, 1915; and 48 locomotives, 75 cars, 28 brake-vans, 102 bogie wagons, and 1,268 four-wheeled wagons in hand but incomplete on that date.

#### DUPLICATIONS.

The double line between Dunedin and Mosgiel was brought into operation on the 1st June, 1914. The Parnell new double tunnel was completed on the 5th March; one line of rails was laid and brought into use on the 28th March. The completion of this work will materially assist traffic operations in busy seasons, and the line through the old tunnel will give additional relief during periods when traffic is congested. The loads of north-bound trains from Mercer to Auckland have been materially increased as the result of the grade-easements already completed up to the end of the year. When the deviation of the line from Paerata Station northwards, a distance of 3 miles 65 chains, which was in hand on the 31st March, has been completed, the grade against south-bound trains will be reduced from 1 in 40 to 1 in 100. This will enable south-bound trains to take considerably heavier loads, ensuring further economy in operating. Deviation and grade-easement at Kakariki is in hand. On the Picton Section grade-easements between Koromiko and Tuamarina have been completed with beneficial effects on the working. The expenditure incurred during the year in connection with grade-improvements north of Mercer was £28,828.

#### RECLAMATION AT AUCKLAND.

Considerable progress has been made with the Mechanics Bay reclamation, which has been carried out by the Auckland Harbour Board in conformity with an agreement with the Department. The expenditure, including the sum involved in the purchase of land, was £37,999. Arrangements have been

made for the construction of the new 100 ft. road. At the present rate of progression the reclamation of Mechanics and St. George's Bays will be completed during the year 1917. This reclamation constitutes the first step in connection with the Auckland new station-yard.

#### STAFF ORGANIZATION.

The proposals outlined in my special report of the 1st August, 1914, in respect to the appointment of Assistant Traffic Managers and Commercial Agent in the Traffic Branch have been carried into effect, and the new allocation of duties consequent thereon have been arranged, with satisfactory results. The benefits accruing from the alterations are already apparent, and will become more so as the officers concerned gain experience in their new duties. The appointment of Commercial Agent has been particularly beneficial to the Department by reason of the facility it affords for getting personally into touch with our customers, and inquiring on the spot into many matters that form the subject of complaint, the satisfactory settlement of which would be tedious and often impracticable if correspondence was solely relied upon.

*Signal Engineer's Branch.*—Owing to the highly technical character of the work undertaken in the Signalling Department, and the necessity for obtaining in the first instance an officer who has had a wide and varied experience in connection with the supervision, laying-out, erecting, and installing signals and interlocking appliances, as well as a practical knowledge of mechanical, electrical, electro-pneumatic systems, block, and telegraphs and telephones, the appointment of Assistant Signal and Interlocking Engineer has not yet been made. Inquiries have been made throughout Australasia, and the replies indicate the improbability of obtaining a suitable man in any of the States. Applications have been invited in the United Kingdom, and the result is now awaited. Information already received points to the fact that the prospects ahead of qualified men in their present spheres are so good that they are disinclined to accept offers abroad, while the attention that is being devoted to signalling-improvements on many important railway-systems has created a demand which is in excess of the supply of qualified men available at the moment.

*Locomotive Branch.*—An Office Engineer has now been appointed, and the office organized to fit the altered conditions.

*General.*—A commission of three officers has been appointed for the purpose of investigating the work and conditions at the various stations with a view to a reclassification. Owing, however, to the inroads made into the Railway staff as a result of members enlisting for the front it became imperatively necessary for members of the Commission to resume their ordinary railway duties temporarily before they had finished their investigations. Arrangements will, however, be made for the resumption of the special duty at the earliest possible moment, as I am desirous of dealing comprehensively and finally with the subject at the earliest possible date. The Committee has been specially directed to note carefully the stations which in their opinion would be suitable to members of the Second Division.

#### ADVERTISING.

The advertising on railway premises has been taken over by the Department. An Advertising Branch has been established, and suitable arrangements made for securing renewal of many advertising contracts previously in force, conserving the interests of clients by seeing that advertisements are promptly erected and properly maintained. The general object aimed at is the improvement of the appearance of stations by a standardization of advertisements, and the display, as far as possible, of specially attractive and artistically designed matter. The number of advertisements will also be limited, and their display restricted to certain positions. The display of departmental notices has also received attention, and arrangements have been made to ensure uniformity throughout the system. The net result will be the enhancement of the value of Railway premises as advertising media.

#### TOWN TICKET-OFFICES.

Good results have followed the opening of a town ticket-office in Wellington, the office being extensively patronised for booking, inquiries, &c., with a consequent desirable relief of the booking-office at the stations. Inquiries have been made with a view to obtaining suitable offices in other centres. Such sites as have, up to the present, been brought under the notice of the Department have not been suitable for our requirements, and as the prevailing conditions are such as to render it inadvisable to incur additional expenditure at the present juncture it has been decided to defer action in respect to other centres meantime.

#### TRAIN SERVICES.

After carefully reviewing the time-table arrangements a number of important alterations were made and brought into operation on the 1st November last. These included the acceleration of through passenger-trains, thus materially reducing the journey-time between Wellington, Auckland, Napier, and New Plymouth. The arrangements have worked satisfactorily. Further improvements will probably be made in the long-distance services in the near future. One of the greatest difficulties that the Department has to contend with in connection with acceleration of train services is the persistent demands that are made for increasing the number of stops. Frequent stops are, of course, incompatible with a faster service.

#### CONSTRUCTION OF NEW LINES.

During the year just ended a number of lines have been handed over to the Working Railways Department, and a considerable programme for new lines has also been approved without the Working Railways Department—which must for all time be most vitally interested and concerned—being afforded an opportunity to furnish an estimate showing the probable volume of traffic, cost of working, and to what extent the proposed lines will ultimately show a profit or loss. In view of the importance of the subject, I deem it desirable to repeat *in extenso* the following recommendation made in my special report, D.-2B, of the 1st August, 1914, and urge that effect be given thereto:—

“The arrangements under which new railways are authorized and built in the Dominion are, I would respectfully suggest, capable of considerable improvement. At the present time a new line is undertaken without any consultation with the Railway Department, and in consequence the only

official estimate available before the country is committed to additional expenditure is the Public Works Engineer's estimate of the cost of construction. The Department which will ultimately take over and work the new railway is not consulted as to the route, grades, and alignment nor are the plans submitted to it before the new line is commenced. No estimate is obtained from the Railway Department as to the cost of building the additional rolling-stock required. No estimate is made of the annual cost in the shape of working-expenses, and no figures are prepared by the Railway Department as to the probable revenue from the proposed line, therefore no reliable calculation can be made as to whether the net revenue will represent a profit or a loss.

"I show below the form of statement which I suggest should be prepared in future before new lines are authorized. The statement is similar to that submitted to the Parliamentary Standing Committee on Railways in Victoria. The procedure in that State is worthy of consideration. Proposals for new lines are submitted to a Parliamentary Standing Committee of Railways, which obtains from the Engineer full reports as to the routes proposed, the Working Railways Department submitting estimates as to the probable traffic, working-expenses, and net revenue. The Committee, after consideration of the figures submitted, makes a recommendation to Parliament, that body finally determining whether the railways shall be built or not. The Railway Committee is constituted on non-party lines.

"The practice in New Zealand is to hand new railways over to the Working Railways Department entirely bare of rolling-stock, the expense for providing which has to come out of the annual grant of "Additions to open lines," which has often been inadequate for the purpose. This has contributed in no small degree to the shortage of rolling stock now prevailing.

"I believe I am correct in stating that there are over twenty new railways in course of construction at the present time, and I submit that this is not an economical method of procedure. It must be obvious that if the work of construction was concentrated upon, say, five of these railways, the cost of supervision would be lower and the speed at which the railways would be finished and become traffic-bearing and revenue-earning would be at least four times as rapid. Over twenty uncompleted and unremunerative railways are a serious handicap to a comparatively small undertaking. The Working Railways Department is vitally interested in economical construction, because the expenditure ultimately becomes a portion of the capital upon which interest has to be earned.

*"New Zealand Railways.—Report on Proposed Railway.*

From		to			
Length :	miles.	Ruling grade, 1 in	Sharpest curve,	chains	radius.

Cost of Construction :—

*(Estimate submitted by Public Works Department.)* †

	The Chief Engineer for Railway-construction estimates the cost of construction at £	per mile, or a total of	.. .. .	£	
(Estimate submitted by General Manager of Railways.)	The Chief Mechanical Engineer estimates the cost of construction of rolling-stock at .. .. . £				
	Total cost of construction of line and of rolling-stock .. £				
	Annual Cost :—				
	Interest on capital expended at 4 per cent. .. .. .				£
	Working-expenses :—				
	Locomotive .. .. .				£
	Traffic .. .. .				£
	Permanent-way .. .. .				£
	General .. .. .				£
	Total working-expenses .. .. .				£
	Total annual cost .. .. .				£
	Estimated Revenue from Proposed Line :—				
	Passengers .. .. .				£
	Goods (other than minerals) .. .. .				£
	Live-stock .. .. .				£
Minerals .. .. .				£	
All other traffic .. .. .				£	
Total revenue from proposed line .. .. .				£	
The revenue from carriage over existing railways of new traffic due to construction of proposed line, less for working-expenses, is estimated at .. .. .					
Total revenue .. .. .				£	
Profit [or loss] on proposed line .. .. .				£	

## RAILWAY IMPROVEMENTS.

The European War, which commenced after my special report of last year was drafted, has rendered it necessary to proceed much more slowly than was originally proposed in carrying out the work to be charged to loan. The programme has been recast to meet the altered circumstances, and a number of works forming part of the major scheme have been deferred, or in the meantime been charged against the ordinary vote for "Additions to open lines." This arrangement is, however, a tentative expedient the result of abnormal financial conditions created by the war.

The experience of the past twelve months has confirmed the conclusions I had formed previously as to the necessity of undertaking at the earliest possible opportunity the improvements advocated in my special report of last year. It is evident that the programme of extensive works alluded to cannot be undertaken during the existing financial stringency, but no review of the present conditions and future requirements would be complete without a clear indication of the imperative necessity that exists for providing the additional accommodation in the near future. Traffic on the Main Trunk lines and the suburban lines in the neighbourhood of the principal cities is already very congested with the existing traffic, and there is every indication of great expansion taking place. It will be impossible to deal efficiently, expeditiously, and economically with the natural growth of the railway business with the present accommodation.

It was estimated that the larger works enumerated in last year's schedule would take five years to complete. The date of commencement of the new works is now uncertain, yet, before five years have elapsed, the traffic, under normal conditions, will have attained a magnitude that will compel the provision of additional means of handling.

The works in question were dealt with in detail in last year's special report, but briefly may be summarized as under :—

Complete reorganization of the station and yard accommodation at Auckland, Wellington, Palmerston North, Hastings, Lyttelton, Christchurch, Addington, and Timaru, where the operations of the Department are greatly hampered owing to the obsolete and insufficient accommodation now provided. Grade-easement, deviations, and duplication of lines where train services are greatly congested and the maximum limits of existing capacity have almost been reached. Bridge-strengthening, completion of signalling and interlocking on main systems, installation of alarms at level crossings, and erection of up-to-date workshops for the manufacture of locomotives and other rolling-stock.

As far as the Railway Improvements Authorization Loan is concerned, no moneys are being expended except upon works already in progress or purposes to which the Department is already pledged. No new work that does not come within the above category has been commenced under the loan proposal.

At Auckland the Mechanics Bay reclamation, already half-finished, must be completed, whilst the removal of the engine-shed to allow of improvements to roads, &c., is being carried out in fulfilment of an undertaking to the Harbour Board. A series of grade-easements in progress before the war cannot be abandoned without serious waste. Certain improvements in signalling are regarded as urgent, otherwise the new works referred to above and including the loan have been deferred.

## RAILWAY BATTALIONS.

The Railway battalions organized under the defence scheme in 1911 have already proved their utility. Under instructions of the General Officer Commanding Defence Forces the battalions were mobilized and utilized in protecting the railway-line for a period of nearly one month after the outbreak of the war. Every tunnel and bridge connected with the New Zealand system was guarded day and night by members of the Railway Battalions.

A Railway contingent of 258 men and officers was also sent to Samoa with the Advance Expeditionary Force. These men represented every company of Railway Engineers, and the whole of them reached Wellington for embarkation, fully uniformed, armed, and equipped, within forty-eight hours from the time the order was given for them to be called up.

Instructional camps for officers and non-commissioned officers have been held in both the North and South Island. They were well attended, and the training received has proved of considerable value to officers concerned. The Railway Department has provided miniature rifle-ranges at Auckland, Wellington, Christchurch, and Dunedin in order to encourage rifle shooting and the defence movement among the staff.

## WAR SERVICES.

Railway men have by no means been backward in showing their loyalty in the crisis that has overtaken the Empire. A large number of members of all grades of the service, embracing members of the Railway battalions and civilians, have enlisted and gone abroad with New Zealand Expeditionary Forces to uphold the integrity of the Empire; while the men employed in the railway workshops at Petone and Addington rendered valuable assistance to the cause by the energy and ability displayed in construction in record time of ammunition-carts, limbers, and other vehicles for the New Zealand Forces at the front. Many letters have also been received from other members of the staff intimating their willingness to forego leave and in other ways to assist the Department to tide over the temporary difficulties of working with depleted staff, and I have no doubt should this difficulty become acute the service as a whole would most loyally co-operate by all means in their power so that the Department could give to the public an adequate service for carrying on the

business of the Dominion. The names of those who answered the Empire's call and those who have given up their lives or been wounded in the cause of the Empire are included in the roll-of-honour list which is appended hereto.

#### RELIEF FUNDS.

The members of the service have enthusiastically and most generously supported various funds having for their object the relief of the Belgians or the sick and wounded New Zealand soldiers. Entertainments have been promoted at various centres with good results, while in some districts members of the Railway service are regularly subscribing a fixed sum monthly for the alleviation of the distress arising out of the war.

#### MAINTENANCE.

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

*Permanent-way.*—The track has been maintained in good condition. Relaying as follows has been done during the financial year:—

	Miles.
Main and branch lines, 53–56 lb. relaid with 70 lb. material	70½
Branch lines, 40 lb. relaid with new 55 lb. steel material	14
Branch lines, 40 lb. relaid with second-hand 53 lb. and 56 lb. steel material removed from main lines	11½
Total relaying for the year	95½

This is the smallest mileage relaid since 1904–5. It is most desirable that the rate of relaying be kept up to at least 100 miles per annum. All labour and material in connection with relaying is charged to working-expenses.

*Sleepers.*—228,644 sleepers were put into the track during the year. Good supplies of sleepers are available. Respacing to strengthen the track has been continued.

*Slips and Floods.*—On the Gisborne Section floods caused interruption of traffic for some days and considerable damage to the line. Floods in the Westland District caused a large wash-out on the Blackball line, and necessitated the provision of protective works in several places.

Considerable quantities of stone have been quarried and placed in river protective works on the Midland line.

A large amount of work in lightening slopes and strengthening banks has been carried out on the Otago Central Railway.

*Ballasting.*—371,835 cubic yards of ballast has been used on the track during the year.

At Te Kuiti quarry a second stone-crusher, with necessary siding and other works, has been installed.

At Mount Egmont pit, where labour has been difficult to obtain, a mechanical ballast-loader has been erected, and is giving satisfaction.

The Quertier excavator has also been used. Additional plant is being obtained to enable ballasting to be kept up to date.

About 10,000 cubic yards of spoil and sand has been deposited and track lifted on the Rukuhia Swamp.

*Bridges, &c.*—Bridge structures have been maintained in a safe condition. Renewal of timber superstructures in steel has been continued. Painting iron and steel bridges has been attended to.

The strengthening of main-line bridges to enable the heaviest engines to run is now in hand. It will be necessary in the near future to rebuild several long timber bridges. The use of steel instead of timber is being continually increased.

*Water-services.*—Additional water-storage and other improvements to water-services have been provided.

*Wharves.*—Port Chalmers: Extensive repairs to Export Wharf in hand. Queenstown: Slipway nearly completed. Westport: Staiths being demolished. Picton: Old wharf taken down.

*Buildings.*—Newmarket: Considerable improvements and additions to workshops have been carried out. Linwood: Engine-depot well advanced. An electric traverser for moving engines is being installed. Invercargill: New goods-shed, with overhead electric cranes, and yard-extension finished; new maintenance workshops completed, and machinery now being erected.

Goods-sheds provided and station accommodation enlarged at several stations. A number of houses for employees have been built, and the work of enlarging and improving house accommodation has been continued.

*Additions to Open Lines.*—£217,006 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 Hamilton (completion), Hastings (completion), Newmarket, Otahuhu (completion), Avondale (part), Picton (completion), Invercargill, Penrose (com-

pletion), Windermere (part), Lambton, Addington, Opahi, Ikamatua (part), Waipahi (part), Ngaruawahia (part), Morrinsville (part), Johnsonville (part), Matamata (part), Makotuku, Winton, Orari, Waipara (part), Otorohanga (part), Taumarunui (part), Lyttelton (part), Christchurch, New Lynn (part), Henderson, Sefton, One Tree Point (part), Woodlands (part), Fordell (part), Wanganui (part), Featherston, Cambridge, Frankton, Onehunga Town, Opuā, Morning-side, Ohakune, Te Kuiti Quarry, Rata, Shannon, Palmerston North, Mangaroa, Porirua, Whakatu, Khandallah, Paremata, Awatoto, Plimmerton, Albury, Motukarara, Little River, Oamaru, Five Rivers, Huntly (completion), Otane (completion); additions to water-services, Pukekohe (completion), Ruakura (completion), Opapa, Upper Hutt, Mercer (part), Frankton, Papakura, Dannevirke, Invercargill (completion); new houses, Whangarei, Owaka (completion), Ohakune (completion), Riccarton, Glenomaru, Te Kuiti, Springfield, Ohakune (part), Mokoia (part), Tariki (part), Taihape (part), Heriot (part), Marton (part), Ranfurly, Taumarunui (part), Khandallah (part), Dargaville; purchase of land, Riccarton, Palmerston South, Malvern, Johnsonville, Te Kuiti, Waipukurau, Woodhill, Belfast, Greymouth, Eastown; removing houses, Ngaruawahia; new station buildings, Riccarton, Mamaku; goods-sheds, Okahukura, Invercargill, Te Mawhai; goods-shed additions, Coalgate, Newmarket, Taumarunui, Dashwood (completion); goods-shed over discharging-road, Wanganui; verandas over goods-shed doors, Christchurch; veranda, Hangatiki; extension of veranda, Greymouth (part); extension of platforms, Te Aroha; stockyards, Ngapuna, Okahukura, Richmond, Windermere (part), Te Mawhai; footwarmer furnace-shed, Frankton; fire-brigade shed, Napier; wagon-repair sheds, Wanganui, Frankton, Dargaville; Westinghouse-brake shed, Whangarei; office for Loco. Engineer, Greymouth; loco. office, Frankton; social halls, Balclutha, Palmerston South; enlarging railway library building, Invercargill; engine-depots, Linwood (part), Paekakariki (completion), Newmarket (completion); engine-shed additions, Napier; engine-turnstile, Otira; additions to workshops, Newmarket (part), Napier; electric-light installations, Te Kuiti, Mosgiel; wharf-extension, Opuā (completion); slipway, Lake Wakatipu (part); reclamations, Bluff (completion), Mechanics Bay (part), Thorndon (completion); widening Mangere Bridge over railway at Onehunga Wharf; overbridges, Mount Eden (completion), Penrose (part); crossing siding between Halcombe and Feilding (completion); extension of crossing, Matamau; tunnel duplication at Auckland (Parnell) (part); grade improvements, Auckland, Mercer (part), Koromiko-Tuamarina, Kakariki (part); duplication of line, Lower Hutt, Hayward's; half-cost of 75 M.B. wagons transferred from Dunedin-Mosgiel doubling-works; accommodation for wagon seating-gear, Penrose; connecting-clocks, "Magneto" time-system, Auckland; crane, Tuakau; approach road, Waipawa; widening Dominion Road, Auckland; connecting latrines with borough sewer, Te Kuiti, Gisborne, Gore; ballast-loading plant, Mount Egmont; fencing, Otago Central Railway.

*Miscellaneous Works.*—Additions and improvements were carried out during the year amounting to £9,562, which was charged to working-expenses. The principal works were: Additions and improvements, Papatōetoe (completion), Christchurch (completion), Kai Iwi, Whangarata, Puha, Kaituna; siding additions and alterations, Chertsey, Porewa; additions to houses, Papatawa, Kai Iwi, Kaipara Flats, Porirua, Mount Albert (part); hot-water services at houses, Ohakune, Taihape, Rangataua; water-supply to houses, Taihape; engine-shed additions, Taihape, Arthur's Pass; new goods-sheds, Riversdale, Tariki; additions to goods-sheds, Newmarket (part); fire-prevention at goods-sheds and engine-depot, Dunedin (completion); new stockyards, Arthur's Pass; additions to water-services, Duntroon, Otahuhu (part), Kai Iwi, Paekakariki, Papakura, Kohatu (part), Belgrove (part), Waiouru, Waipukurau, Frankton, Upper Hutt, Brightwater, Waipuku; water-service to carriage-washing sidings, Auckland; drainage to cottages, Frankton; sanitary improvements, Taihape (part); latrines, Mangaroa; connecting W.C. at Stationery-store, Wellington, with city sewer; veranda and platform extensions, Sheffield, Matamata, Kaukapakapa Goods-shed; platform, &c., at Egmont Box Company's Siding, Winiata; lighting stations, Reefton (electric light), Taihape (electric light) (part), Paekakariki engine-depot (gas), Papatōetoe (gas); additional lighting, Waipukurau, Masterton (gas); loading-accommodation, Cliff Road, Evansdale, Rotomanu, Seddon; rifle range, Auckland, and improvements to rifle ranges, Wellington and Auckland; deviation of line at Bonny Glen (completion); alterations to barriers, Trentham; protecting skylights with wire netting, Addington shops; store for I.P.W., Taihape; office for loco. foreman, Cross Creek; removal of house from Christchurch to Waipara; weighing-pit and storeroom, Hillside Workshops; additional loco. accommodation, Gisborne; purchase of land, Dargaville, Wil- lowbridge, Templeton; level crossing, Morrinsville.

*Doubling and Improvement of Lines.*—Dunedin-Mosgiel: This work is practically completed. Double-line working through from Dunedin to Mosgiel was brought into operation on the 1st June, 1914.

Grade improvements, North Island Main Trunk line: £28,728 was spent during the year. The loads of north-bound trains from Mercer are largely increased. A very small amount of work will complete the improvements between Paerata and Mercer.

The deviation from Paerata Station northwards to 24½ m., reducing the grade against south-bound trains from 1 in 40 to 1 in 100, will be completed during the year 1915-16.

The deviation and grade-easement at Kakariki has been put in hand.

Grade-easements at Koromiko and Tuamarina-Picton line have been completed.

Parnell Tunnel duplication: The tunnel was completed on the 5th March, 1915; one track laid and in use on the 28th March, 1915. The second line is now being laid. The line through the old tunnel will give relief in times of very heavy traffic.

*Mechanics Bay Reclamation.*—This work has been continued by the Auckland Harbour Board under agreement with the Department, and will be finished during the coming financial year. Expenditure for the year, including purchase of land, £37,999. Arrangements have been made for the construction of the new 100 ft. road.



*St. George's Bay Reclamation.*—This work, being the first step towards the Auckland Station-yard works, is now being put in hand for the Department by the Auckland Harbour Board.

*Expenditure.*—The expenditure of the Maintenance Branch for the year was as follows: Maintenance, charged to working-expenses, £738,550 = £253 per mile of railway maintained; other expenditure, charged to capital, other Government Departments, and public and private parties, £255,811: making a total of £994,361.

The cost of maintenance per mile of railway maintained is much lower than in any of the preceding three years. This is due to curtailment of expenditure on works of improvement debited to working-expenses, and to the smaller mileage relaid. The rate must be expected to increase.

*Mileage.*—Mileage open for traffic on the 31st March, 1915, 2,954 miles 41 chains; opened during the year, 91 miles 25 chains.

*Land and Leases.*—Number of leases registered during the year, 559; annual rental, £7,197. Leases current at 31st March, 1915, 4,947; annual rental, £38,185. Private-siding agreements registered during the year, 67; annual rental, £1,175. Private-siding agreements current at 31st March, 1915, 379; annual rental, £8,250. Proclamations taking or giving up land, 53. Total amount of compensation paid during the year for land, £19,696.

*Staff.*—Maintenance Branch working staff, 4,080 men; office staff, 137: total, 4,217.

#### SIGNAL AND ELECTRICAL.

##### *Fixed Signals at Officered Stations.*

During the past year thirty-five stations have been fitted with fixed semaphore signals—viz., Wellsford, Wharepapa, Matamata, Hinuera, Tirau, Arahiwi, Mamaku, Tarukenga, Awatoto, Whakatu, Mangatainoka, Mangamaire, Hukanui, Mangamahoe, Mangaroa, Pitcaithly's, Paremata, Matawai, Nelson Port, Nelson, Wakefield, Richmond, Belgrove, Kohatu, Sergeant's Hill, Dunollie, Moana, Mina, Waitaki Bridge, Hindon, Pukerangi, Waipiata, Balfour, Fairfax, and Orepuki.

Total number of officered stations (including tablet stations), 493; equipped with fixed signals, 280; interlocked, 87; unequipped, 126.

##### *Interlocking of Points and Signals.*

The electric pneumatic installation at Dunedin has worked satisfactorily during the past year.

The following places have been signalled and interlocked: Morningside, Mount Albert, service siding at 26 m. 14 ch., Henderson, Sawyer's Bay, and Ravensbourne.

The interlocking has been added to and rearranged at Parnell signal-box, Newmarket, Otahuhu, Te Kuiti, Wingatui, and Mosgiel, and alterations have been carried out at Mount Albert, Morningside, Aramoho signal-box, Thorndon, and Mosgiel signal-box.

The following sidings and flag stations have been interlocked with the tablet system: Winstone's siding; Gaol siding and Public Works Department's siding, Mount Eden; service siding near Paerata; Messrs. Joughin and Hume's siding, Waihi Branch; Hawke's Bay Farmers' Meat Company's siding, Whakatu; Messrs. William Cook and Union Timber Company's siding near Palmerston North; Terrace End local end ballast-sidings; Taonui Station; Makino Road Station; Eastown Workshops siding; Bassett's Siding, Wanganui; Awapuni Station; Manawatu Ballast-pit siding near Longburn; Makerua Station; sand and quarry sidings, Paekakariki; and Khandallah Station.

Three additional stations in the North Island and sixty-one stations in the South Island were fitted during the year with special switch locks interlocking the facing-points with home signals.

The interlocking at Waikumete, New Lynn, Avondale, Khandallah, and Lower Port Chalmers is now in hand.

Total stations now interlocked, 87; tramway crossings interlocked, 6; intermediate sidings interlocked with tablet, 43.

Expenditure for the year was—New works, £20,486 8s. 5d.; maintenance, £9,517 7s. 2d.

##### *Block Working (Electric Tablet).*

During the year fifty-four tablet instruments and forty-four miles of line have been fitted and brought into operation, embracing the following sections: Morrinsville—Thames; also, new stations have been installed as follows: Avondale Brick Company's siding, Paerata service siding, Taratahi, Mangaroa, and Heretaunga. Total mileage now equipped with tablet apparatus, 1,583½ miles, single line.

Electric tablet instruments now in use, 874, at 362 stations. Automatic tablet-exchanging apparatus has been installed at seventeen additional stations. The total now in use is 330.

##### *Lock and Block.*

The electric lock-and-block system for double-line working has worked satisfactorily. Sections, Newmarket—Parnell Tunnel, ¾ of a mile, and Abbot's Creek—Mosgiel, 3½ miles, have been brought into use.

Total mileage of line: Double line, 44 miles; single line, 2,910 miles.

Total mileage equipped with lock-and-block apparatus, 44 miles, double line.

Total mileage now equipped with tablet instruments, 1,583½ miles, single line.

Electric lock-and-block instruments in use, 80, at 36 stations.  
 Electric tablet instruments in use, 874, at 362 stations.  
 Automatic tablet exchangers in use at 330 stations.

*Telegraph and Telephone Facilities.*

Three hundred and four miles of wire and 189½ miles of poles have been erected and brought into use, also various alterations and additions have been made to improve existing lines.

Sixty-eight telephone connections have been brought into operation. Twenty additional connections and four extensions have been made to public exchanges.

Two additional Morse connections and eight Morse instruments in Christchurch learners' gallery have been installed.

A number of old-pattern instruments have been replaced by modern up-to-date appliances.

All telegraph, telephone, and block wires between Addington and Sockburn have been placed underground.

Totals now in use: Morse sets, 276; telephones, 1,453; electric bells, 230; miles of wire, 6,727; miles of poles, 2,529.

The following work is in progress: Palmerston North—Napier (Morse line); Waipukurau—Port Ahuriri (Morse line); Christchurch—Little River (telephone line); Amberley—Rangiora (telephone line); East Oxford—West Oxford (telephone line).

*Electric Lighting and Power.*

Electric light has been installed at Auckland Goods-yard, Te Kuiti, Ravensbourne, Wingatui, Mosgiel, and District Engineer's house at Invercargill, and additional lighting has been provided at Wellington and Petone Workshops.

The installation of lighting at Parnell Tunnel and Loco. Depot at Linwood is in hand.

Electric cranes have been installed in the goods-shed, Invercargill, and stores-yard, Wellington. The electrical work in connection with the installation of additional motors for driving machines at Hillside, Addington, and Petone has been carried out.

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

New works—	£	s.	d.
Electric tablet working	5,709	8	1
Telephone and telegraph lines	3,078	14	5
Electric light	1,581	17	1
	£10,369	19	7
Maintenance—			
Electric-block working and telegraph and telephone lines	13,811	6	10
Lines, &c., maintained by Post and Telegraph Department	2,861	10	0
Electric light	2,108	15	1
	£18,781	11	11
Public telephone-exchange connections	£2,822	5	0

TRAFFIC.

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

*Whangarei Section.*

Revenue, £49,233; increase, £6,512.

Passengers increased 21,849. Last year there was a decrease of 15,000, owing to restriction of travel in consequence of the outbreak of smallpox. The traffic on the Kaikohe Branch, which was opened on the 1st May, and the inclusion of Easter traffic have added to the numbers this year.

Parcels increased 3,926, chiefly cream traffic.

There was an increase of 26,570 tons of minerals. The output of coal was affected during the previous year by strikes.

There was a slight improvement in live-stock, merchandise, and firewood; but grain and timber decreased.

*Kaihu Section.*

Revenue, £5,575; increase, £587.

An extension of two miles and a half of line was opened on the 1st June. The principal increases were 5,300 passengers and 2,330 tons of timber.

*Gisborne Section.*

Revenue, £22,857; decrease, £646.

An extension of thirteen miles was opened on the 2nd November.

Passenger revenue increased £485 and goods revenue £1,444, but in the previous year a considerable sum was received for the hire of engines and wagons, which accounts for the gross decrease.

The principal features of the traffic were increases of 26,470 sheep and 2,243 tons of timber, and a decrease of 3,046 tons of minerals.

*North Island Main Line and Branches.*

Revenue, £2,166,669; increase, £8,568.

The principal items of traffic were—

	Number.	Number.
Passengers .. .. .	7,537,933; increase,	341,650
Season tickets .. .. .	192,477; „	9,771
Parcels, &c. .. .. .	703,695; „	29,370
Live-stock .. .. .	3,926,845; „	115,470
	Tons.	Tons.
Goods .. .. .	1,856,678; decrease,	15,940

The increase of passenger revenue was £25,733.

Parcels revenue decreased £3,276. The decrease is caused by the competition of the parcels-post and the general tendency to economy of expenditure.

The increase in numbers is caused by the number of small lots of cream, due to the use of home separators.

Goods revenue decreased £13,888. The decreases were: Chaff, &c., 18,786 tons; firewood, 842 tons; timber, 31,530 tons; grain, 3,809 tons; merchandise, 6,081 tons.

There was an increase of 43,856 tons of minerals. Live-stock traffic was somewhat retarded by a shortage of shipping for frozen meat, but there were considerable movements of stock from districts where pasturage was short owing to the dry season.

The annual revenue per mile of railway fell from £1,976 5s. 7d. in 1913-14 to £1,972 9s. 2d. for 1914-15.

The revenue per train-mile decreased  $\frac{1}{4}$ d. (from 8s. 1d. to 8s. 0 $\frac{1}{4}$ d.).

Following are the principal variations in the districts :—

*Auckland District.*—Revenue, £762,054; increase, £26,839.

Passengers increased by 38,314, due chiefly to Easter holiday bookings.

Season tickets increased by 5,472, and parcels 25,083. Cattle increased 16,873, calves 3,771, sheep 49,730, and pigs 11,104.

Wool increased 298 tons, and coal 38,000 tons; but there was a decrease in other minerals (road-metal, bricks, &c.) of 24,000 tons.

Chaff decreased 8,910 tons, timber 11,667 tons, grain 4,036 tons, and merchandise 4,119 tons.

*Ohakune District.*—Revenue, £280,003; decrease, £8,910.

Passengers increased by 29,154, due to Easter bookings and removal of restriction placed on travel by Maoris during smallpox outbreak.

Parcels increased 20,600, due chiefly to cream traffic. Cattle increased 3,000, and sheep 14,800; but timber decreased 17,200 tons, and grain 576 tons.

*Wanganui District.*—Revenue, £410,597; decrease, £8,797.

Passengers decreased 48,295. Last year large excursions took place in connection with the visit of H.M.S. "New Zealand." This year school excursions were abandoned, and passenger traffic generally has fallen off.

Cattle increased 9,500, and sheep 16,000.

Timber increased 3,470 tons (chiefly inward shipments of Oregon pine at Breakwater, and merchandise 1,500 tons.

Decreases occurred in chaff, 2,882 tons; pigs, 2,700; wool, 134 tons; firewood, 618 tons; grain, 2,200 tons; and minerals, 2,100 tons.

*Wellington District.*—Revenue, £714,015; decrease, £564.

Passengers increased 322,879, due to Easter traffic and to traffic in connection with the military camp at Trentham. Season tickets increased 4,271.

Parcels decreased 10,774 in number and £514 in revenue. Cattle increased 9,455, and pigs 2,265; but sheep decreased 20,558.

Goods traffic was affected by the slump in the hemp (dressed flax) production, the restricted export of frozen meat and by-products from Petone and Ngahauranga, and the dislocation of shipping. Another factor was that last year the merchandise traffic was swollen by the waterside workers' strike forcing on to the railway large quantities of goods which would in the ordinary course have gone by coastal boats.

Grain increased 2,979 tons, and minerals 31,355 tons. Chaff, &c., decreased 5,634 tons, timber 2,953 tons, and merchandise 3,635 tons.

*Picton Section.*

Revenue, 31,408; decrease, £842.

Passenger revenue decreased £417. There were fewer school excursions during the year, and the previous year's figures were unusually large, owing to traffic induced by the visit of H.M.S. "New Zealand" to Picton.

Sheep, &c., decreased 39,378, owing chiefly to the freezing-works closing on account of the want of shipping.

The very dry season caused a decrease in the export of chaff and grain.

*Nelson Section.*

Revenue, 31,478 ; decrease, £433.

Passenger revenue decreased £73. There was a larger overland traffic in the previous year owing to the shipping strike.

There were decreases of 800 tons timber, 400 tons grain, and 400 tons merchandise. There was an increase of 1,100 tons minerals.

*Westport Section.*

Revenue, £117,118 ; increase, £14,793.

Passenger revenue increased £53.

There was an increase of 145,400 tons of coal. The output for the previous year was affected by strikes.

*Westland Section.*

Revenue, £161,075 ; increase, £23,961.

Passenger revenue increased £1,811, chiefly on account of Easter holiday traffic.

The principal item of goods traffic was an increase of 194,000 tons of coal. The strike last year affected the output. There was also an increase of 3,286 tons of firewood (chiefly pit-props). Timber shows a decrease of 333 tons, and there were also small decreases in chaff, green flax, grain, and merchandise.

*South Island Main Line and Branches.*

Revenue, £1,513,192 ; increase, £9,566.

The principal items were—

	Number.	Number.
Passengers .. .. .	4,944,366 ; decrease,	163,090
Season tickets .. .. .	100,547 ; increase,	3,029
Parcels .. .. .	688,913 ; decrease,	20,888
Live-stock .. .. .	3,161,097 ; increase,	21,132
	Tons.	Tons.
Goods .. .. .	2,369,993 ; increase,	67,008

The annual revenue per mile of railway decreased from £1,100 15s. the previous year to £1,095 7s. 1d. for the year under review, but increased per train-mile from 9s. 1d. to 9s. 2½d.

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

*Christchurch District.*—Revenue, £693,047 ; increase, £16,245.

Ordinary passenger and excursion bookings decreased by 93,614, while season tickets increased 2,549. Last year there were large bookings in connection with the visit of H.M.S. "New Zealand."

Parcels decreased 2,798. The decrease from the towns was considerably larger, as from some of the country stations the number of cream consignments shows a substantial increase. Much of the decrease is attributable to postal competition.

Cattle increased 5,109, calves 775, sheep 103,172, pigs 4,878.

Chaff, &c., increased 8,022 tons, wool 2,623 tons, firewood 1,410 tons, grain 66,304 tons, and minerals 5,185 tons. Timber decreased by 14,558 tons, and merchandise by 4,571 tons.

*Dunedin District.*—Revenue, 504,436 ; increase, £6,909.

Passengers decreased 10,868, and season tickets increased 903.

Parcels decreased 7,467 (at Dunedin chiefly). The position is the same as in Christchurch district. Cattle increased 5,986, but sheep decreased 54,309. Owing to the dry season in Canterbury there was no movement of store sheep northward.

Chaff increased 834 tons, wool 2,524 tons, firewood 1,608 tons, grain 1,421 tons, merchandise 1,461 tons, and minerals 13,731 tons. Timber decreased 1,589 tons.

*Invercargill District.*—Revenue, £315,709 ; decrease, £13,588.

Passengers decreased 58,608 and season tickets 423. The passenger business has been affected by bad weather and the diversion of the Melbourne steamers from Bluff.

Parcels decreased 10,623.

Cattle increased 2,064, but sheep decreased 46,297. Chaff, &c., decreased 3,222 tons, firewood 3,174 tons, timber 6,742 tons, grain 5,982 tons, and merchandise 3,631 tons. The season was very backward for all classes of produce.

There was an increase of 7,851 tons of minerals.

*Lake Wakatipu Steamers.*

Revenue, £6,851 ; increase, £61.

Passengers increased 2,541, and £126 in revenue. There was an increase of 5,400 sheep.

Wool, grain, and minerals show slight increases, but timber decreased 200 tons and merchandise 122 tons.

The train services have been maintained with punctuality, as will be seen from the following table :—

*Average Late Arrival of Trains, Year ended 31st March, 1915.*

	Period ending												Average for Year in Minutes.	
	Apr. 25.	May 23.	June 20.	July 18.	Aug. 15.	Sept. 12.	Oct. 10.	Nov. 7.	Dec. 5.	Jan. 2.	Jan. 30.	Feb. 27.		Mar. 31.
<i>Express and Mail Trains.</i>														
Year ending 31st March, 1915	1.12	1.52	2.37	0.65	0.69	0.45	0.24	0.80	0.79	3.76	1.61	2.15	1.95	1.40
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
<i>Long-distance Mixed Trains.</i>														
Year ending 31st March, 1915	2.40	3.35	2.51	1.21	1.23	1.36	0.77	1.28	1.45	2.55	1.99	3.30	3.85	2.09
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
<i>Suburban Trains.</i>														
Year ending 31st March, 1915	0.52	0.63	0.84	0.27	0.13	0.15	0.16	0.33	0.21	0.43	0.30	0.34	0.36	0.36
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

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 the work done being as follows :—

*Locomotives.*—On the 1st April, 1914, there were 534 engines in service, and on the 31st March, 1915, there were 557 engines. Two engines were sold and written off. One tank engine in hands of Stores Branch was taken into stock, and twenty-four new engines were added to stock. Of the new engines added to stock sixteen were built in the Government railway workshops, and comprised ten heavy tank engines, Class Ww, and six Class X 94-ton tender engines, four-cylinder “*balanced-compound*”; six Class Ad 72-ton tender engines, four-cylinder “*balanced-compound*,” and two large simple superheated tender engines, Class Bb, were completed under the contracts with Messrs. A. and G. Price (Limited), of Thames.

In the Government railway workshops to date 141 engines have been built, and twenty-four old locomotives have been rebuilt to modern designs.

Seven hundred and fifteen locomotives passed through the workshops during the year, the details being as follows :—

Particulars.	Number and Type.							Total.
	Four-cylinder “ <i>Balanced-compound</i> ” Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Fairlies.			
					Single.	Double.		
Number passed through shops	98	213	376	6	20	2	715	
Built new	6	...	10	...	...	...	16	
Re-erected	6	1	12	...	...	...	19	
Thoroughly overhauled	10	47	41	...	3	...	101	
Heavy repairs	27	61	117	6	12	2	225	
Light repairs	49	104	196	...	5	...	354	
Painted	14	52	48	2	5	...	121	
Paint touched up	31	64	56	2	2	...	155	

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

At the close of the year there were under construction in the railway workshops thirty engines, consisting of ten Class Ab simple superheated tender engines and twenty Class Ww heavy tank engines. Under the contract with Messrs. A. and G. Price (Limited), of Thames, there were eighteen Class Bb tender engines to complete, and an order was placed with the Baldwin Locomotive Works in America for ten Class Aa simple superheated tender engines, so that at the close of the year there were altogether in hand fifty-eight locomotive engines.

The new locomotives added, together with boiler-renewals, increased the total tractive power by 508,763 lb., or equal to 7.33 per cent. The new engines being built and the boilers under construction will, when completed, still further materially increase 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 Fireboxes.	New Firebox Tube-plates.	Boilers patched.
Boilers ... ..	415	25	144	246	81	15	8	16	133

Thirty-eight new boilers were under construction at close of year, and comprised ten Class AB, seven Class F, two Class J, one Class P, and eighteen Class Ww.

*Carriages.*—The stock on the 1st April, 1914, consisted of 1,363 cars, and on the 31st March, 1915, the number was 1,397 cars. Two cars were damaged in a collision and written off, and replaced with two new cars. Thirty-four new bogie cars were built and added to stock.

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

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops ... ..	1,923	109	64	2,096
Built new ... ..	36	...	...	36
Rebuilt ... ..	1	...	...	1
Heavy repairs ... ..	1,052	13	3	1,068
Light repairs ... ..	834	96	61	991
Painted ... ..	541	16	...	557
Touched up ... ..	563	7	...	570

Seventy-seven new bogie cars are under construction in railway workshops.

*Brake-vans.*—The number of brake-vans on the line on the 1st April, 1914, was 406, and the number on the 31st March, 1915, was 410. Eight new bogie vans were built, five being additional stock and three to replace two vans damaged and one written off. One van was sold and written off, and is being replaced with a new bogie van.

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

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans ... ..	641	8	292	341	126	186

Thirty new bogie brake-vans are under construction.

*Wagons.*—The wagon stock on the 1st April, 1914, consisted of 19,845 vehicles, and the number on the 31st March, 1915, was 20,816. Ten wagons were sold, six wagons were damaged, and twenty-five worn-out wagons were written off. One thousand and twelve new wagons were built: of these, 966 were additional stock, thirty-one wagons to replace the wagons worn out and damaged, thirteen wagons to replace wagons sold last year, and two wagons to replace wagons sold this year. The second-hand wagons sold are being replaced with new stock.

The carrying-capacity of wagon stock increased by 9,889 tons, equal to 5.93 per cent., or an equivalent of 1,648 ordinary wagons.

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

Description.	Number passed through Shops.	Built new.	Rebuilt.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons ... ..	20,339	1,013	61	5,716	13,549	3,517	6,497

Included in "Built new" is one wagon for the Public Works Department.

One thousand three hundred and ninety wagons were under construction in the railway workshops at the close of the year, and comprised 104 bogie and 1,286 four-wheel wagons.

*Tarpaulins.*—The tarpaulin stock on the 1st April, 1914, consisted of 17,282 tarpaulins, and on the 31st March, 1915, the number was 17,074. By a fire at East Town Workshops on the 18th February last 208 tarpaulins were destroyed. These sheets will be replaced at an early date.

Seventy-five tarpaulins were made for other Departments, and 1,310 worn-out tarpaulins were condemned and written off, and replaced with a similar number of new sheets.

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 ... ..	21,003	75	1,310	19,618

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

Description.	Number passed through Shops.	Boiler-repairs.											
		Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	Boilers patched.	New Boiler.	New Firebox Tube-plate.	
Hand-cranes ... ..	26	5	21	2	4	...	...	...	...	...	...	...	...
Steam-cranes ... ..	22	10	12	3	5	1	1	...	1	1	...	...	...
Stationary engines... ..	26	...	1	...	...	7	18	15	4	8	1	1	...
Pile-drivers and hoisting-engines	4	1	3	...	...	...	...	...	...	...	...	...	...
Pneumatic cranes ... ..	1	...	1	...	...	...	...	...	...	...	...	...	...

*Axles.*—During the year 140 car, van, and wagon axles were replaced with modern steel axles: this number, however, does not include axles for new rolling-stock. Practically all the iron axles in service have now been renewed with modern steel axles. The steel axles increase the carrying-capacity of each wagon by 2 tons.

*Westinghouse Brake.*—The work of equipping engines and rolling-stock on the Whangarei Section with the automatic quick-acting Westinghouse air-brake has made good progress, and will be completed during the current year; the work on the Westland Section will be put in hand at an early date. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake. All new engines and rolling-stock built for sections upon which the air-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 11,136,940 cubic feet, costing 2s. 4.15d. per 100 cubic feet. The increased cost was due to the price of gas-oil and repairs to plant. 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 was completed in the railway workshops and put into traffic on suburban services.

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

*Renewals and Replacements.*—During the year two tank engines, one brake-van, and ten wagons, all second-hand, were sold; also two cars, two brake-vans, and six wagons were damaged; one brake-van, twenty-five wagons, and 1,310 worn-out tarpaulins were all written off. To replace the engines and rolling-stock sold or written off during the year under review and also last year, two heavy tank engines, two bogie cars, three bogie brake-vans, forty-six wagons were built, and 1,310 new tarpaulins were made. To replace the cars, vans, and wagons sold or written off, new stock 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 1913-14 the increase in 1914-15 is 64,152 train-miles and 42,014 engine-miles. With the heavier engines now employed and taking bigger loads a material reduction in train and engine mileage is to be expected.

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.
1914-15 ... ..	9,383,420	12,646,587	24·42	5·84	30·26
1913-14 ... ..	9,319,268	12,604,573	23·73	5·99	29·72

The increased expenditure is due to the extra cost of fuel, wages, and repairs.

#### 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, 1915, at the various stores, depots, and sawmills amounted to £418,093 19s. 11d., as against £450,207 3s. 1d. on the 31st March, 1914.

The value of stores on hand on account of additions to open lines amounted to £13,688 18s. 10d., as against £38,204 19s. 1d. on the 31st March, 1914.

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

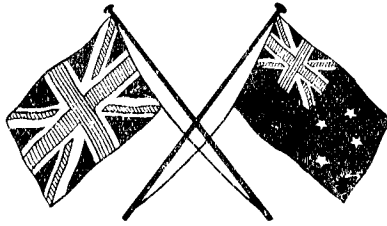
The conduct of the staff as a whole has been very satisfactory.

I have, &c.,  
E. H. HILEY,  
General Manager

The Hon. the Minister of Railways.



## NEW ZEALAND GOVERNMENT RAILWAYS.



## Roll of Honour.

Railway Employees who have fallen in Defence of the Empire.

Name.	Branch.	Military Unit.
Bannerman, E. I.	Locomotive	Wellington Infantry Battalion.
Brown, M. C.	Locomotive	Otago Infantry Battalion.
Burns, A. C.	Traffic	Wellington Infantry Battalion.
Clark, S. G.	Traffic	Wellington Infantry Battalion.
Coote, P. S.	Locomotive	Canterbury Infantry Battalion.
Couperthwaite, P.	Maintenance	Otago Infantry Battalion.
Dick, H. J.	Traffic	N.Z. Field Engineers.
Downes, T. S.	Maintenance	Otago Infantry Battalion.
Findlay, J.	Maintenance	Otago Infantry Battalion.
Harding, L. C.	Locomotive	Otago Infantry Battalion.
Hayward, A. R.	Locomotive	Otago Infantry Battalion.
Hislop, R.	Traffic	Railway Engineers.
Hunter, H.	Traffic	Otago Infantry Battalion.
McEachon, P. J.	Traffic	Otago Infantry Battalion.
McFarlane, D. S.	Locomotive	Wellington Mounted Rifles.
McMurtrie, D. A.	Traffic	Otago Infantry Battalion.
Murcott, S. G.	Traffic	Otago Infantry Battalion.
O'Donnell, D.	Maintenance	Otago Infantry Battalion.
O'Keefe, J.	Locomotive	Wellington Infantry Battalion.
Owens, J. D. H.	Locomotive	Otago Infantry Battalion.
Quigley, R.	Traffic	Canterbury Infantry Battalion.
Reynolds, S.	Maintenance	Canterbury Infantry Battalion.
Selby, W. G.	Locomotive	Otago Infantry Battalion.
Smith, E.	Traffic	N.Z. Field Engineers.
Tonkin, R. E.	Locomotive	Auckland Infantry Battalion.
Trewern, H. A.	Locomotive	Otago Infantry Battalion.
Walinek, J.	Locomotive	Imperial Reservist.
Ward, A. L.	Locomotive	Otago Infantry Battalion.
Whitaker, J. H.	Traffic	Wellington Infantry Battalion.
Williams, H. J. T.	Traffic	Canterbury Mounted Rifles.
Williams, G.	Locomotive	Otago Infantry Battalion.

## NEW ZEALAND EXPEDITIONARY FORCES.

### MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED.

Abernethy, G. C.	Bond, A.	Christie, J.	Dender, F. A.
Ackland, C. W.	Bond, V. R.	Christie, W. J.	Devine, J.
Adams, E. R.	Bond, W. C.	Christopher, J. G.	Devine, T. E.
Affleck, K. J.	Bonisch, E. J.	Christophers, H. H.	Dick, H. J.
Agnew, M.	Borland, R. W.	Church, A. E.	Dingle, E. J.
Agnew, W.	Boswell, R.	Church, F.	Diver, F.
Aickin, F. W.	Bower, J. M.	Ciochetto, C. V.	Donaldson, A. A.
Aickin, P. R.	Bowles, W. B.	Clapham, H. A. G.	Donaldson, J. L.
Aitchison, P.	Boyce, F.	Clark, H. G.	Dooley, J.
Aitken, C.	Boyes, A. C.	Clark, S. G.	Downes, T. S.
Aitken, J.	Bradshaw, G. B.	Clark, W. J.	Dreaver, R.
Aldridge, A. G.	Brambley, P. R.	Clay, J. O.	Drewery, L. O.
Allan, A. R. L.	Brennan, L. J.	Clayton, J.	Duffy, A. N.
Allan, L. S.	Bright, L.	Cockburn, T.	Dunbar, W. F.
Allison, G.	Britton, E. A.	Cockerell, A. R.	Duncan, G.
Ander, E. F.	Brockliss, F. J.	Cockerell, D. B.	Duncan, W. M.
Anderson, C. E.	Brogan, W. A.	Cockroft, A. G.	Dunlop, W. T.
Anderson, N.	Brooks, H. H.	Cockshott, G. A.	Dunn, J.
Andrews, E. W.	Broome, H. S.	Codd, R. E.	Duston, C.
Andrews, J. R. D.	Broughton, D. S.	Codlin, P.	Dwan, A. P.
Angus, A. J. C.	Brown, A. C.	Colley, W. L.	Dyer, C. F.
Angus, N.	Brown, C. J.	Collier, H.	
Arbuckle, E. A. B.	Brown, D. H.	Collins, D. J.	Ede, A. J.
Armstrong, J.	Brown, E.	Connell, J.	Edwards, A. M.
Ashley, A. W.	Brown, H.	Connor, J.	Edwards, E.
Askew, E. J.	Brown, J. E.	Cook, R. J.	Edwards, G.
Auld, W. R.	Brown, M. C.	Cooke, R. G.	Edwards, R.
Austin, H.	Brown, N. E.	Cooke, W. F.	Egan, J.
Auton, S. M.	Brown, R. L. T.	Cooney, J.	Elliott, J.
Avey, G. A.	Bruce, H. S.	Coote, P. S.	Elliott, J. B.
	Brunton, W. G.	Cornwall, J. H.	Emery, L. A. J.
Bagnall, L. J.	Brydon, R. O.	Couperthwaite, P.	English, C.
Bainbridge, J. W.	Bullock, F. J.	Coutts, M.	Ennis, W. O.
Ball, F. E.	Bulman, J.	Cowie, J. H.	Evans, W. D.
Ballantine, D.	Burke, D. P.	Cox, A. J.	Ewart, T.
Ballantyne, A. S.	Burnett, A.	Craw, G.	
Ballantyne, J. M.	Burnley, H. B.	Crawford, A. N.	Fahy, E. W.
Banfield, W. H.	Burns, A. C.	Crawford, H.	Falla, L. M.
Banks, C.	Burns, T. R. L.	Crawford, T.	Fama, L. C.
Bannerman, E. I.	Burton, T. H.	Crean, P. L.	Fanselow, W. S.
Barber, W. H.	Butler, G. S.	Critchfield, J. V.	Farquharson, W.
Barclay, G.	Butler, W. M.	Crouch, F. B.	Fearon, A. E.
Barker, C.		Culley, J. A.	Fenton, J. N.
Barnard, C. V.	Cahill, S.	Curran, T.	Ferguson, A. I. S.
Barnes, H.	Caldwell, R. T.	Curtis, G. M.	Ferguson, R.
Barnett, B. S.	Callick, W. S.		Ferriday, J. M.
Barrett, W.	Cameron, C. W. M.	Dale, Alfred E.	Findlay, J.
Barry, C.	Cameron, J. R.	Dale, Archie E.	Finlayson, K. C.
Bashford, R. H. P.	Cameron, R. L.	Dallard, S. D.	Finlayson, P.
Bateman, F. H.	Campbell, L. H.	Dalley, C.	Firth, M. J.
Beaton, T.	Cardno, G. A.	Dalton, T. D.	Fitzpatrick, J.
Beattie, H. E.	Carruthers, R. A.	Daniel, J.	Flett, J.
Beauchamp, E. G.	Carruthers, W. T.	Dash, S. H.	Florey, V. C.
Beekman, A.	Casey, E. B.	Dasler, A.	Flynn, P.
Beer, A. A. G.	Casey, W. P.	Davidson, J. E.	Foley, W.
Beetham, A. M.	Cassels, A. M.	Davidson, J. H.	Forbes, J. M.
Bell, G. J.	Cathcart, W.	Davidson, R. W.	Ford, A. J.
Bell, J. S.	Cattell, S.	Davies, F.	Forde, J. P.
Bell, J. C.	Cayford, B.	Davis, L. H. M.	Fordham, R. E. W.
Bennett, C. F.	Chammen, H. F.	Davis, M.	Foreman, J. F.
Berkett, H. F.	Chapman, H. J. L.	Day, W. H.	Forrest, J. H.
Bicknell, F. G.	Charleston, A. A.	Delahoyde, W.	Forsyth, N. L.
Bishop, S. A.	Charlton, A. R.	Delaney, N. L.	Forward, S. R.
Blackie, J.	Christie, A.	De Lucca, F. L.	Foster, E. J.

MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED—*continued.*

Fountain, N. C. M.	Hardham, W. J.	Jull, J. A.	Meadowcroft, E. H.
Fowler, R. G.	Harding, A. E.		Meads, H. T.
Fox, W. M. G.	Harding, L. C.	Kane, P. J.	Medlin, H. B.
Francis, J. A. G.	Hardy, W. A.	Katene, F. B.	Meekin, J.
Fraser, A. A.	Hare, J.	Keane, J.	Menzies, F. W.
Fraser, G. F.	Harper, J. L. T.	Keats, C.	Menzies, J. W. C.
Fraser, W. A.	Harpur, W. P.	Keble, G.	Menzies, S.
Freed, F. B.	Harrison, T. A.	Keenan, P. St. J.	Metrick, J. H. D.
Fry, F. L.	Harvey, H. W.	Keith, W. H.	Middlemass, V. C.
Furey, D. J.	Hastedt, K. G.	Kelly, M.	Middleton, W.
	Hastings, N.	Kemp, R.	Milburn, R.
Gaffney, T.	Hatwell, F. A. L.	Kernick, J.	Miles, I.
Gallagher, A. W.	Hawke, H. G.	Kilburn, D. A.	Milligan, P. E. O.
Gallagher, C. A.	Hawkey, T.	Kilpatrick, D.	Mills, A. C.
Gallagher, C. M.	Haxton, G. W.	King, F. E.	Mills, F.
Gambling, E. W.	Hayward, A. R.	King, G. H. F.	Mitchell, G.
Gardner, J. H.	Hebditch, W.	King, I.	Mitchell, J. B.
Gawn, T. G.	Helm, A. M.	Knights, S.	Mitchell, V.
Gibb, A.	Henderson, H. H.	Knowles, T. E.	Mole, H. P.
Gibson, J. A.	Henderson, H. S. L.		Monro, W.
Gibson, T. A.	Henderson, L. A.	Lambert, E.	Moody, L.
Gilmore, A. F.	Henderson, R.	Lambeth, T. A.	Mooney, E. M. A.
Gilmore, R. J.	Henderson, T. J. F.	Lamont, P.	Moore, J. C.
Ginnaue, J.	Henson, J. H. H.	Latimer, F. G.	Moore, G.
Girven, A.	Herd, J. A.	Latimer, L. H.	Morris, E. G. M.
Girven, E. A.	Herman, A.	Lawless, T.	Morrison, K.
Godfrey, J. A.	Hewett, M.	Lawlor, D.	Motion, W. A.
Godfrey, W. A. D.	Hewson, J. C.	Le Comte, R. A.	Mouat, F.
Gocch, L. H. C.	Hiddlestone, J.	Ledingham, A. R.	Muirhead, J. W.
Goodhue, C. N.	Higginson, N. L.	Leigh, T. J.	Mullany, C. L.
Goodley, A.	Hilton, J. P.	Leslie, W.	Mullany, E. J.
Gordon, R. H.	Hislop, A.	Leslie, W. E.	Munn, S. D.
Gordon, W. D.	Hoff, L. P.	Lilly, W. H. T.	Munro, H. A.
Govan, D. A.	Hogarth, J. Y.	Lindop, W. H.	Munro, P. A.
Graham, W.	Hollinger, A. J.	Linean, J.	Murecott, S. G.
Granfell, A. E.	Hooper, G. S.	Linehan, C. A.	
Grant, A. G.	Hopkirk, R. E. B.	Lloyd, E. L.	McArthur, A. A.
Gray, A. F.	Horrobin, F. W.	Lloyd, G. M.	McArthur, J. N.
Greatbach, J. H.	Horsnell, C.	Lock, B. G.	McArtney, A.
Green, H. C.	Howie, J. A.	Lockett, R. L. B.	McAuley, F. G.
Green, T.	Howie, S. G.	Lockey, L. W.	McAuliffe, W.
Greenslade, J. G.	Howie, W. J.	Logie, E. H.	McCauley, J.
Greenwood, E. P.	Howlett, L. V.	Louden, J.	McComish, J. D.
Greer, H. A.	Hughes, W.	Lough, J.	McCormick, A. N.
Grigg, M. H.	Hughes, W. C.	Lucas, E.	McCormick, B.
Guinness, W. J. P.	Hunt, F.	Lucas, J.	McCullough, H.
Gunn, G. W.	Hunter, H.	Lucy, T. M.	McDonald, C.
Guthrie, A. H.	Hunter, W. L.	Luscombe, C. E.	McDonald, D. A.
Guthrie, J. H.	Hutchins, A. R.	Lyall, J. R.	McDonald, E. J.
Guthrie, T. J.		Lynch, A. P.	McDonald, J.
Gwilliam, G. W. A.	Ibbotson, H.		McDonald, I. F.
Gyton, E. S.	Ingpen, F. G.	MacArthur, J. I.	McDougall, J. M.
	Irving, R.	Mackay, A. J.	McEwan, D.
Haddock, O. H.	Islip, E. E.	Mackay, J. R.	McEachen, P. J.
Hales, A.		Male, W. H.	McFarlane, D. S.
Hall, J. H.	Jackson, A. W.	Maloney, W. J.	McFarlane, H.
Hallett, N.	Jackson, J. G.	Mancey, C. H.	McGahan, C. W.
Halley, W.	Jackson, W.	Mann, W.	McGee, F. N.
Hamblyn, W. J.	Jacobs, H. D.	Manning, P. S.	McGill, A.
Hamblyn, H. E.	Jamieson, R. L.	Marriott, P. S.	McGinn, J. H.
Hamilton, A. S.	Jeffery, R.	Marsh, J. W.	McGonagle, D. C.
Hamilton, J. E.	Jenner, F. T. R.	Marshall, C. D.	McGrail, C. H.
Hamilton, W.	Jessen, J.	Marshall, E. J.	McGrath, G.
Hammond, J. C.	Jobberns, J.	Martin, A. V.	McGrath, T. C.
Hammond, L. J. B.	Johnson, N. W.	Martin, F. O.	McIlroy, H.
Hanan, J. A. N.	Johnson, W.	Martin, J. H.	McInnes, A. H.
Hancock, J.	Johnston, C. G.	Masters, A. R.	McIntosh, W. L.
Hannah, J.	Johnston, F. C.	Mather, A. B. W.	McKain, E. T.
Hansen, H. R.	Johnston, J. E.	Matheson, N. M.	McKearney, M. P.
Hanson, W. P.	Jones, C.	Matthewson, W. G.	McKellar, A. D.
Harcus, J.	Jones, D. R. R.	Maxwell, A. C.	McKellar, D. I.
Hardbattle, W. J.	Jones, E. A. A.	May, Frederick.	McKenzie, M.
Hardcastle, L.	Jones, J. T.	May, Frank.	McKinstry, L. G.

MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED—*continued.*

McKone, J.	Rae, T. H.	Sloan, T. C.	Wakelin, L. T.
McKone, N.	Ramsay, J. W.	Slodden, J. E.	Walinek, J.
McKubre, J. M.	Ramsay, M. H.	Small, C. R.	Walker, A.
McLaren, P. A.	Ramsay, R. G.	Smith, A.	Walker, C. E. S.
McLean, Felix A.	Ray, F. C.	Smith, B. A.	Wallace, G. N.
McLean, Francis A.	Redpath, C. A.	Smith, E.	Wallace, J. R.
McLean, G. H.	Reeve, B. L. R.	Smith, F. H.	Wansbone, J.
McLean, T. H.	Reeve, E. J.	Smith, F. W.	Ward, A. L.
McMillan, J. J. G.	Reid, T. M.	Smith, N. R.	Warren, C. H.
McMinn, W. E.	Reid, W. M.	Smith, S. E.	Watt, J.
McMurtrie, D. A.	Reidy, P.	Smith, W. B.	Wattam, R. E.
McNulty, J. E.	Revell, H. J.	Smyrk, E. W.	Webb, J. S.
McVicar, W. R.	Reynolds, S.	Spencer, R. T.	Webb, W.
	Richards, S.	Stanley, B. T.	Wellman, G. C.
Nankivell, A.	Richardson, J.	Stansell, L. B.	Wellstead, A. W.
Nash, F.	Rickman, J. G.	Stanton, A. R.	Welsh, E. H.
Neale, J.	Riesop, C. R.	Stead, R. M.	Welsh, F. W. J.
Neill, C. H.	Robb, R. D.	Steer, G. S.	West, H. C.
Neilson, A. L.	Robertson, D. C.	Steers, H. A.	West, J. B.
Newman, A. V.	Robinson, G. J.	Stevens, J.	Westerholm, N. B. O.
Newsham, W. P.	Robinson, H.	Stevens, R. B.	Wheeler, E. R.
Newton, A. W. H.	Roche, J.	Stewart, W. D.	Whishaw, B. G.
Nicholson, C. J. S.	Rogers, J. L.	Stinson, J.	Whitaker, J. H.
Nicholson, E. C. E.	Rogers, S. D.	Stockdale, W.	White, C. W. S.
Noon, R. G.	Rohloff, A. F. R.	Stokes, A. J. S.	White, R. L.
Norton, W. J.	Rolland, A. F.	Strachan, J. B.	White, W. A.
	Rollo, C.	Sullivan, F. J.	Whiten, S.
O'Brien, A. M.	Ross, J.	Sutherland, F. N.	Whitfield, G. E.
O'Brien, E. A.	Rowland, J. B.	Sutherland, H.	Whiting, N. A.
O'Brien, W. J.	Rush, D.	Sutherland, T.	Whittlestone, C. T.
O'Connor, T.	Russell, R. D.	Sutherland, W. A.	Williams, A. P.
O'Donnell, D.	Ryan, W. H.	Sykes, J. W.	Williams, C. F. T.
O'Donohue, D.		Syme, R.	Williams, G.
O'Keefe, J.	Sage, A. H.	Syme, R. A.	Williams, H. J. T.
Oldham, A. W.	Salt, C. H.	Symes, H. A.	Williams, L.
O'Leary, J. W.	Samson, W.	Symonds, A. H.	Williams, R. E.
Oliver, L. D.	Saunders, E.	Symonds, C. J.	Williams, T. L.
Oliver, J. W.	Saunders, F. G.		Williams, W.
Olsen, W. J.	Sawers, J.	Tangney, B.	Williams, W. A.
Osborne, L. K.	Scanlan, T.	Tapsell, R. R.	Williamson, H. M.
Owens, J. D. H.	Schaw, A. H.	Tatham, L. J.	Williamson, T. J.
	Schaw, H. J.	Taylor, H. A.	Willis, P. G.
Page, W. E.	Schultz, W. T.	Taylor, P. A.	Wills, W. O.
Parker, W. E.	Scott, A. M.	Taylor, S. A. R.	Wilson, A.
Parkin, G. I. H.	Scott, G.	Taylor, W. L.	Wilson, A. G. H.
Parr, E. A.	Scott, J. A.	Tennett, A. W.	Wilson, C. G.
Patterson, L.	Scoullar, J. S.	Thomas, C. R.	Wilson, F. C.
Patterson, W. S.	Scoullar, W. A.	Thomas, J. H.	Wilson, F. W.
Patton, H. L.	Scully, M.	Thomas, R. P.	Wilson, G. R.
Payne, A. W.	Scully, P.	Thompson, C. W.	Wilson, John.
Pearson, J. W.	Seabourn, A. A.	Thompson, J. H.	Wilson, Joseph.
Peart, S.	Seccombe, A. P.	Thornton, W.	Wilson, J. O.
Pedersen, H.	Selby, W. G.	Thrupp, G. E.	Wilson, J. W.
Perkins, C. A. R.	Semple, J. N.	Thwaites, T.	Wilson, T. H.
Perry, S.	Setter, W. R.	Timings, M. T.	Wilson, W. D.
Peryer, C. N.	Shannon, E. A.	Titchener, W. H.	Wilson, W. E.
Peryer, S. M.	Sharman, J. I.	Todd, W.	Willstead, W. B.
Petersen, P. A.	Sharp, T.	Tonge, C. H. A.	Winter, R. G.
Phillips, H.	Shaw, E. A.	Tonkin, R. E.	Wisnofski, A. C.
Phillips, J. H.	Shaw, G. E.	Townsend, F. P.	Woodhead, C. D.
Pointon, R. J.	Shea, J. H.	Treweek, C. W.	Woodrow, T. M.
Pope, H. A.	Shelley, J. M.	Trewern, H. A.	Woods, N. G.
Potts, J. K.	Sheppard, J. H.	Trower, A. L.	Woollett, W. H.
Power, J. M.	Shepherd, T.	Truman, T. H.	Wray, W. G.
Pratt, A. M.	Shirley, H. H. O.	Tucker, J. N.	Wren, T.
Prentice, W. R.	Shore, W. H.	Turnwald, B. J.	Wright, A. H. B.
Pritchard, A. T.	Short, J.		Wright, J. W.
Pugh, F. G.	Simmonds, W. H.	Vernon, J. S. F.	Wright, P. J.
Pye, W. W.	Simpson, A.	Veysey, E. W.	Wright, W.
	Simpson, F. W.	Veysey, R.	
Quested, W. P.	Simpson, W. G.	Vial, J. M.	Yorston, T. E. M.
Quigley, R.	Sirett, G. L.	Vosper, E. J. L.	Young, J. R.
Quinlan, C. P.	Skilling, E. G.		
Quinn, E. J. F.	Slaughter, H. V. M.		

# INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND  
GOVERNMENT RAILWAYS, 1914-1915.

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

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

PHYS 440

LECTURE 10

STATISTICAL MECHANICS

ENTROPY AND THE SECOND LAW

REVIEW OF THERMODYNAMICS

STATISTICAL MECHANICS

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REVIEW OF THERMODYNAMICS

RETURN NO. 1.

GENERAL REVENUE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1915.

Dr.		Cr.		£	s.	d.	£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1914	...	By Gross payment to Public Account	...	4,336,901	14	8	...	...	...
Revenue from passenger, parcels, and goods traffic, as per Return No. 5	...	Less Collections for refund	...	229,994	4	8	...	...	...
		Cash in hand, freights, &c., outstanding at stations, 31st March, 1915	...				4,106,907	10	0
							93,471	2	9
							<u>£4,200,378</u>	<u>12</u>	<u>9</u>
To Net payment to Public Account	...	By Working-expenses, as per Return No. 4	...	2,920,454	17	7	...	...	...
Less Cash in hand, freights, &c., outstanding at stations, 1st April, 1914, as above	...	Balance—Net earnings, available for interest	...	1,185,002	3	1	...	...	...
		* Receipts as per Treasury accounts	...	£4,106,675	2	0	...	...	...
		Balance Refund Account—31st March, 1914, as below	...	15,034	11	3	...	...	...
				4,121	7	13	...	...	...
				14,802	3	3	...	...	...
		Balance Refund Account—31st March, 1915, as below	...	£4,106,907	10	0	...	...	...
							<u>£4,105,457</u>	<u>0</u>	<u>8</u>

COLLECTIONS FOR REFUND TO HARBOUR BOARDS, SHIPPING COMPANIES, CARRIERS, ETC., FOR THE YEAR ENDED 31ST MARCH, 1915.

Dr.		Cr.		£	s.	d.	£	s.	d.
To Balance brought forward, 1st April, 1914	...	By Treasury payments	...	230,226	12	8	...	...	...
Collections for refund	...	Balance, 31st March, 1915, carried forward	...	14,802	3	3	...	...	...
							£245,028	15	11

H. DAVIDSON, Chief Accountant.

RETURN NO. 2.

GENERAL EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1915.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Balance brought forward :—				By Liabilities outstanding at 31st March, 1914, brought forward	..	..	136,909 2 5
Accounts due to the Department outstanding at 1st April, 1914, for stores,	..	..	..	Classified expenditure, as per Return No. 4	..	..	2,920,454 17 7
work done, &c.	26,832	7	10	Recoveries to credit of Vote 18,*—			
Stock of stores at 1st April, 1914	..	..	..	Other Government Departments, and personal accounts,	405,970	9	3
Payments per Treasury Vote 18*	..	..	..	for stores, work done, &c.	38,761	15	3
Liabilities outstanding at 31st March, 1915, carried forward—				Miscellaneous recoveries	..	..	444,732 4 6
Wages and supplies for March paid from Treasury in April	..	..	..	Balance,—			
	157,574	19	0	Accounts due to the Department outstanding at 31st March, 1915, for stores,	..	..	40,243 18 5
				work done, &c.	..	..	418,093 19 11
				Stock of stores at 31st March, 1915	..	..	..
							<u>£3,960,434 2 10</u>
							<u>£3,960,434 2 10</u>

H. DAVIDSON, Chief Accountant.

\* Payments per Treasury ... £3,325,819 12 11  
 Recoveries " " 444,732 4 6  
 Net charge to Vote ... £2,881,087 8 5





Name of Lessor	Description of Land	Remarks

RETURN No. 3.

CLASSIFIED EXPENDITURE FOR THE YEAR ENDED 31ST MARCH, 1915.

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.	
<b>WAGES AND SERVICES.</b>																				
Whangarei .. ..	£ 5,613 11 8	£ 1,734 4 9	£ 791 3 11	£ 89 10 6	£ ..	£ 8,228 10 10	£ 3,843 9 2	£ 321 12 4	£ ..	£ 1,283 14 11	£ ..	£ 5,448 16 5	£ 266 0 9	£ 1,169 12 6	£ 6,813 5 5	£ 466 14 10	£ 1,157 2 7	£ ..	£ 23,550 3 4	
Kaihu .. ..	1,313 18 11	167 16 7	77 14 3	83 11 9	..	1,643 1 6	595 17 10	24 17 0	..	295 7 8	..	916 2 6	46 5 2	213 10 10	1,019 9 7	51 15 3	307 5 11	..	4,197 10 9	
Gisborne .. ..	3,815 14 3	413 17 3	284 6 8	106 17 10	..	4,620 16 0	2,145 3 6	Cr. 162 11 0	..	762 17 4	..	2,745 9 10	172 14 10	266 5 4	2,254 4 1	216 6 0	603 2 3	..	10,878 18 4	
North Island Main Lines and Branches	153,210 16 3	49,242 6 9	24,094 11 1	2,442 13 4	..	228,990 7 5	181,058 7 6	13,717 10 10	..	67,472 14 6	..	262,248 12 10	31,692 13 6	39,444 4 1	375,549 16 11	20,626 9 0	39,669 7 10	..	998,221 11 7	
South Island Main Lines and Branches	136,265 3 5	30,221 8 11	25,721 7 5	1,333 13 2	..	193,541 12 11	121,808 5 5	10,361 10 9	..	45,700 4 10	..	177,870 1 0	18,109 16 9	29,369 1 2	307,856 13 7	14,532 3 3	26,995 6 9	..	768,274 15 5	
Westland .. ..	15,733 13 9	2,522 10 5	1,588 1 7	128 0 8	..	19,972 6 5	11,159 10 5	586 3 6	..	4,510 1 6	..	16,255 15 5	1,317 18 1	3,188 17 3	24,258 10 8	1,526 2 7	3,997 3 7	..	70,516 14 0	
Westport .. ..	4,477 10 0	1,358 16 6	603 8 5	29 3 4	..	6,468 18 3	6,359 9 1	599 17 5	..	2,143 8 5	..	9,102 14 11	504 15 10	5,570 8 6	15,116 18 9	1,121 11 3	2,783 14 0	..	40,669 1 6	
Nelson .. ..	4,463 2 5	1,492 2 2	608 5 7	172 5 1	..	6,735 15 3	2,044 17 10	105 7 7	..	729 0 4	..	2,879 5 9	246 10 4	300 13 0	7,896 11 7	295 5 9	1,024 7 11	..	19,378 9 7	
Pictou .. ..	4,611 1 8	1,902 19 8	682 8 0	89 3 0	..	7,285 12 4	3,342 18 0	178 14 4	..	1,053 17 0	..	4,575 9 4	182 4 2	409 8 1	5,755 15 8	296 15 3	899 13 3	..	19,404 18 1	
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,394 10 7
Totals .. ..	329,504 12 4	89,056 3 0	54,451 6 11	4,474 18 8	..	477,487 6 11	332,357 18 9	25,733 2 9	..	123,951 6 6	..	482,042 8 0	52,538 19 5	79,932 0 9	746,521 6 3	39,133 3 2	77,437 4 1	4,394 10 7	1,959,486 13 2	

<b>STORES.</b>																				
Whangarei .. ..	292 9 5	283 9 0	251 19 9	3 19 8	..	831 17 10	..	2,097 15 3	213 0 10	704 4 1	..	3,015 0 2	187 9 9	721 12 1	545 1 10	48 9 1	20 10 10	..	5,370 1 7	
Kaihu .. ..	413 0 11	102 8 9	8 13 3	15 12 7	..	539 15 6	..	340 17 3	18 2 0	56 5 7	..	415 4 10	16 11 5	84 2 3	80 0 0	5 11 9	2 8 7	..	1,143 14 4	
Gisborne .. ..	121 2 11	138 11 9	271 9 2	71 7 7	..	602 11 5	..	2,126 11 11	89 16 5	122 19 10	..	2,639 8 2	130 14 2	128 9 6	232 16 8	21 6 9	9 8 0	..	3,764 14 8	
North Island Main Lines and Branches	77,558 19 7	15,079 0 9	18,837 1 0	2,561 1 7	..	114,036 2 11	..	209,053 1 11	10,682 4 2	41,294 1 11	..	261,029 8 0	18,886 12 10	17,328 16 4	30,696 6 8	2,142 13 6	923 19 7	..	445,043 19 10	
South Island Main Lines and Branches	66,616 10 8	14,914 19 2	18,850 0 10	623 8 2	..	101,004 18 10	..	120,318 2 3	5,827 1 9	25,160 19 10	..	151,306 3 10	5,046 2 1	9,096 14 9	21,604 1 1	1,533 5 7	658 19 2	..	290,250 5 4	
Westland .. ..	4,520 0 6	837 13 7	801 18 7	11 5 6	..	6,170 18 2	..	4,820 19 11	662 11 5	2,087 10 11	..	7,571 2 3	510 3 2	1,418 11 5	1,983 6 9	158 3 10	66 14 0	..	17,878 19 7	
Westport .. ..	3,214 19 1	284 12 8	248 19 0	7 14 2	..	3,756 4 11	..	3,259 13 10	184 16 2	918 9 8	..	4,362 19 8	204 14 8	3,937 4 4	1,195 14 0	114 13 3	48 7 6	..	13,619 18 4	
Nelson .. ..	442 17 5	494 5 5	381 18 1	162 16 10	..	1,481 17 9	..	2,006 7 2	107 5 10	362 16 3	..	2,476 9 3	110 18 7	170 18 9	618 7 0	31 12 9	13 8 11	..	4,903 13 0	
Pictou .. ..	1,384 15 3	267 0 3	497 9 10	44 17 0	..	2,194 2 4	..	2,779 10 8	153 6 6	654 11 7	..	3,587 8 9	80 18 8	295 6 1	431 19 9	31 10 11	13 13 6	..	6,635 0 11	
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,575 18 11
Totals .. ..	154,564 15 9	32,402 1 4	40,149 9 6	3,502 3 1	..	230,618 9 8	..	346,803 0 2	17,938 5 1	71,661 19 8	..	436,403 4 11	25,174 5 4	33,181 15 6	57,387 13 9	4,087 7 5	1,757 10 1	1,575 18 11	790,186 5 7	

<b>MISCELLANEOUS.</b>																				
Whangarei .. ..	10 1 2	53 13 6	1 0 3	1 12 9	837 3 5	903 11 1	..	36 3 6	..	405 11 7	8 6 1	450 1 2	106 7 11	376 5 5	439 16 3	..	..	..	2,276 1 10	
Kaihu .. ..	0 18 9	0 4 2	0 0 8	1 12 7	1 16 11	4 13 1	..	0 4 2	..	28 0 10	0 18 5	29 3 5	2 5 6	6 17 4	63 9 9	..	..	..	106 9 1	
Gisborne .. ..	22 7 9	109 16 8	100 15 7	23 7 4	85 17 10	342 5 2	..	1 15 5	..	144 18 5	3 17 8	150 11 6	Cr. 29 18 9	Cr. 1 5 1	291 4 2	..	..	..	752 17 0	
North Island Main Lines and Branches	1,466 11 7	5,457 14 11	4,873 9 10	1,178 18 7	3,050 13 3	16,027 8 2	..	145 13 3	..	18,105 18 9	1,218 14 11	19,470 6 11	8,435 12 2	10,843 3 2	37,095 1 9	..	..	..	91,871 12 2	
South Island Main Lines and Branches	1,066 8 4	3,982 10 10	4,483 4 4	342 9 0	1,406 17 10	11,281 10 4	..	76 7 7	..	13,236 11 10	1,047 4 0	14,360 3 5	6,294 6 7	9,090 6 1	21,667 14 1	..	..	..	62,694 0 6	
Westland .. ..	193 12 6	353 8 0	272 7 1	21 5 5	137 5 1	977 18 1	..	31 3 7	..	877 11 1	116 13 9	1,025 8 5	2 7 9	514 1 10	3,500 4 0	..	..	..	6,020 0 1	
Westport .. ..	43 0 7	115 6 1	23 1 5	3 13 9	104 5 2	289 7 0	..	0 7 5	..	495 8 2	33 8 7	529 4 2	65 4 2	1,543 7 2	2,526 19 3	..	..	..	4,954 1 9	
Nelson .. ..	16 11 0	30 18 5	13 5 7	0 11 8	54 5 1	115 11 9	..	8 6 0	..	175 18 1	5 6 1	189 10 2	40 7 10	54 16 10	529 14 11	..	..	..	930 1 6	
Pictou .. ..	54 10 1	253 4 8	165 18 4	11 10 8	16 18 10	501 17 7	..	..	..	212 6 9	5 6 6	217 13 3	Cr. 46 18 9	20 15 9	368 6 11	..	..	..	1,061 14 9	
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	115 0 2
Totals .. ..	2,874 1 9	10,356 17 3	9,933 3 1	1,585 1 9	5,694 18 5	30,444 2 3	..	300 0 11	..	33,682 5 6	2,439 16 0	36,422 2 5	14,869 14 5	22,448 8 6	66,482 11 1	..	..	..	115 0 2	170,781 18 10
Grand Totals .. ..	486,943 9 10	131,815 1 7	104,533 19 6	9,562 3 6	5,694 18 5	738,549 12 10	332,357 18 9	372,836 3 10	17,938 5 1	229,295 11 8	2,439 16 0	954,867 15 4	92,582 19 2	135,562 4 9	870,391 11 1	43,220 10 7	79,194 14 2	6,085 9 8	2,920,454 17 7	



## RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, &C., TO 31ST MARCH, 1915; NET REVENUE, AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Cost of Construction.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Whangarei .. .. .	754,565	..	18,036	2 8 7
Kaibu .. .. .	103,913	35,799	128	0 2 8
Tauranga .. .. .	..	99	..	..
Gisborne .. .. .	573,189	194,459	7,461	1 14 3
North Island Main Lines and Branches ..	14,554,271	175,538	631,532	4 7 1
South Island Main Lines and Branches ..	14,321,252	676,960	391,972	2 16 0
Westland .. .. .	2,052,264	60,738	66,660	3 6 0
Westport .. .. .	591,045	514,115	57,875	9 18 2
Nelson .. .. .	538,615	86,638	6,265	1 3 3
Picton .. .. .	587,361	26,807	4,307	0 14 8
Lake Wakatipu steamer service .. .. .	43,661	79,128	766	1 15 1
<i>In suspense—</i>				
Surveys, North Island .. .. .	..	34,368	..	..
Miscellaneous, North Island .. .. .	..	5,169	..	..
Surveys, South Island .. .. .	..	5,752	..	..
Miscellaneous, South Island .. .. .	..	5,168	..	..
P.W.D. stock of permanent-way .. .. .	..	98,592	..	..
W.R.D. stock of A.O.L. stores .. .. .	13,689	..	..	..
	£34,133,825	£1,999,330	£1,185,002	£3 10 7
<b>Total cost of opened and unopened lines at 31st March, 1915</b>	<b>£36,133,155</b>		<b>£1,185,002</b>	<b>£3 5 7</b>

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 lines taken over by the Working Railways Department within the financial year were earning revenue, thus:—

Whangarei Section—		
Otiira-Kaikohu .. .. .	..	Opened for traffic 1st May, 1914.
Kaibu Section—		
Kaibu Booms-Tarawhati .. .. .	..	Opened for traffic 1st June, 1914.
Gisborne Section—		
Ooko-Matawai .. .. .	..	Opened for traffic 2nd November, 1914.
North Island Main Line and Branches—		
Pohokura-Whangamomona .. .. .	..	Opened for traffic 1st July, 1914.
Kiwaka-Otamatea .. .. .	..	Opened for traffic 1st August, 1914.
South Island Main Lines and Branches—		
Cass-Arthur's Pass .. .. .	..	Opened for traffic 1st July, 1914.
Big Hill-Beaumont .. .. .	..	Opened for traffic 15th December, 1914.
Houipapa-Tahakopa .. .. .	..	Opened for traffic 4th February, 1915.
Westland Section—		
Cronadun-Inangahua .. .. .	..	Opened for traffic 1st July, 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, 1915.

	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand at 31st March, 1914 .. .. .	38,204 19 1	
Expenditure charged to Vote 89 by Treasury .. .. .	499,874 16 10	
	538,079 15 11	
Less material on hand at 31st March, 1915 .. .. .	13,688 18 10	524,390 17 1
Expenditure on works, &c.—		
Way and Works Branch .. .. .	217,005 12 11	
Locomotive Branch .. .. .	307,385 4 2	524,390 17 1

## RETURN NO. 7—continued.

## WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei .. ..	Station rearrangement, Opua .. ..	417 19 6	
	Wharf-extension, Opua .. ..	1,472 19 8	
	Additional dwelling .. ..	590 5 6	
	Additional siding-accommodation .. ..	255 10 0	
	Westinghouse-brake shed .. ..	236 1 10	
	Tablet-installation .. ..	437 1 10	
	Telegraph and telephone facilities .. ..	61 9 10	
	Signals and interlocking .. ..	237 15 9	
			3,709 3 11
Kaihu .. ..	Additional dwelling .. ..	163 4 4	
	Repairs-shed .. ..	167 10 11	
			330 15 3
Gisborne .. ..	Water-services for Locomotive Branch .. ..	76 4 3	
	Drainage .. ..	402 10 0	
			478 14 3
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	9,023 3 1	
	Additions to station buildings, extension of station-yards, and other facilities	18,864 4 1	
	Additional works, water-services, &c., for Locomotive Branch	3,073 8 6	
	Reduction of grades and improvement of curves ..	29,853 11 1	
	Additional dwellings .. ..	5,638 2 4	
	Purchase of land .. ..	2,556 1 0	
	Reclamation of land .. ..	39,398 15 4	
	Bridge-work and subways .. ..	3,850 9 1	
	Additions to workshops .. ..	4,849 9 5	
	Engine depots .. ..	2,163 15 3	
	Parcell Tunnel duplication .. ..	29,298 5 2	
	Duplication of line—Lower Hutt—Hayward's ..	600 0 0	
	Plant for improvement-works .. ..	3,750 0 0	
	Mechanical ballast plant .. ..	1,418 0 2	
	Crane .. ..	119 5 4	
	Tablet-installation .. ..	4,147 1 3	
	Telegraph and telephone facilities .. ..	442 17 1	
	Fixed signals at officered stations .. ..	869 19 7	
	Interlocking points with tablet .. ..	985 7 0	
	Signals and interlocking .. ..	9,286 15 4	
	Interlocking points at crossing-stations .. ..	277 18 8	
	Installing automatic crossing-alarms .. ..	348 0 0	
			170,814 8 9
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	3,819 13 8	
	Additions to station buildings, extension of station-yards, and other facilities	11,339 0 0	
	Water-services for Locomotive Branch .. ..	151 2 10	
	Additional dwellings .. ..	1,696 17 10	
	Purchase of land .. ..	1,224 4 0	
	Reclamation of land .. ..	198 2 6	
	Engine depot .. ..	10,591 2 5	
	Tablet-installation .. ..	747 11 10	
	Telegraph and telephone facilities .. ..	857 4 2	
	Fixed signals at officered stations .. ..	665 8 11	
	Signals and interlocking .. ..	4,529 9 10	
	Interlocking points at crossing stations .. ..	497 10 9	
	Installing automatic crossing-alarms .. ..	364 12 3	
Lake Wakatipu ..	Slipway, Queenstown .. ..	1,071 12 3	
			1,071 12 3
Westland .. ..	Stockyards .. ..	88 0 0	
	Additional siding-accommodation .. ..	194 7 8	
	Office for Locomotive Engineer .. ..	136 10 11	
	Verandah-extension .. ..	249 1 5	
	Purchase of land .. ..	139 11 0	
	Engine-turntable .. ..	154 6 0	
	Fixed signals at officered stations .. ..	66 13 11	
	Signals and interlocking .. ..	30 0 0	
			1,058 10 11
Nelson .. ..	Stockyards, &c. .. ..	172 1 0	
	Fixed signals at officered stations .. ..	378 2 8	
	Signals and interlocking .. ..	200 0 0	
			750 3 8
Picton .. ..	New station and yard alterations .. ..	1,090 8 3	
	Reduction of grades and improvement of curves ..	919 18 1	
	Additions to goods-shed .. ..	85 10 0	
	Telegraph and telephone facilities .. ..	14 6 7	
			2,110 2 11
			<u>£217,005 12 11</u>

## RETURN NO. 7—continued.

## LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1914.	Number Complete on 31st March, 1915.	Number Incomplete on 31st March, 1915.	Expenditure in Year ended 31st March, 1915.	
					£	s. d.
Wagons, four-wheel, 1910-1911 programme ..	M-8	23	23	..	337	12 6
Wagons, bogie, 1911-12 programme ..	R-8	2	2	..	521	11 10
Wagons, four-wheel, 1911-12 programme ..	S-8	5	5	..	612	3 2
Locomotives, Class Wg ..	U-8	8*	8	..	12,560	15 9
Locomotives, Class X.. ..	V-8	6	6	..	20,220	2 11
Locomotives, Class Ad (contract) ..	X-8	6	6	..	17,030	13 7
Carriages, Class A, 1912-1913 programme ..	B-9	..	..	..	188	16 8
Brake-vans, Class F, 1912-1913 programme ..	C-9	2	2	..	623	2 3
Wagons, bogie, 1912-1913 programme ..	D-9	15	15	..	1,238	5 8
Wagons, four-wheel, 1912-1913 programme ..	E-9	402	292	110	15,440	19 4
Wagons, Class P, for Whangarei ..	F-9	..	..	..	700	0 1
Pneumatic coaling-cranes ..	H-9	..	..	..	4	7 9
Fitting Gisborne rolling-stock with Westinghouse brake ..	I-9	..	..	..	Cr. 9	14 10
Fitting brake-vans with Pintsch gas ..	K-9	..	..	..	5	6 0
Fitting cars and brake-vans with steam heating-gear ..	M-9	..	..	..	52	15 2
Carriages, Class A, 1913-1914 programme ..	N-9	19	15	4	10,959	19 11
Brake-vans, Class F, 1913-1914 programme ..	O-9	2	2	..	953	4 11
Wagons, bogie, 1913-1914 programme ..	P-9	62	62	..	15,858	1 4
Wagons, four-wheel, 1913-1914 programme ..	Q-9	409	229	180	33,569	16 6
Tarpaulins, 1913-1914 programme ..	R-9	..	..	..	74	2 6
Westinghouse petrol electric car ..	S-9	1	1	..	1,015	10 5
Fitting Whangarei rolling-stock with Westinghouse brake ..	T-9	..	..	..	6,355	1 3
Locomotives, Class Wg ..	V-9	10	..	10	13,526	8 9
Locomotives, Class B (contract) ..	W-9	20	2	18	31,574	13 3
Carriages, Class A, 1914-1915 programme ..	X-9	40	19	21	25,813	3 6
Brake-vans, Class F, 1914-1915 programme ..	Y-9	13	..	13	2,528	2 7
Wagons, bogie, 1914-1915 programme ..	Z-9	32†	5	27	4,981	6 3
Wagons, four-wheel, 1914-1915 programme ..	A-10	543‡	333	210	58,570	3 6
Carriages, Class A, 1915-1916 programme ..	B-10	50	..	50	763	0 1
Brake-vans, Class F, 1915-1916 programme ..	C-10	16	1	15	2,760	19 6
Wagons, bogie, 1915-1916 programme ..	D-10	75	..	75	4,446	12 3
Wagons, four-wheel, 1915-1916 programme ..	E-10	768	..	768	7,664	14 0
Locomotives, Class A ..	F-10	10	..	10	5,210	4 6
Fitting sleeping-cars with electric light ..	G-10	..	..	..	127	11 10
Locomotives, Class Wg ..	H-10	10	..	10	..	..
Workshop machinery ..	..	..	..	..	11,105	9 6
Total .. ..	..	..	..	..	£307,385	4 2
Total locomotives .. ..	..	70	22	48	..	..
„ carriages .. ..	..	110	35	75	..	..
„ brake-vans .. ..	..	33	5	28	..	..
„ wagons, bogie .. ..	..	186	84	102	..	..
„ wagons, four-wheel ..	..	2,150	882	1,268	..	..

\* Order reduced by 2.

† Order increased by 22.

‡ Order increased by 145.

## EXPENDITURE UNDER THE RAILWAYS IMPROVEMENTS AUTHORIZATION ACT, 1904, CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1915.

	£	s.	d.
Dunedin-Mosgiel, duplication and deviation of line .. ..	5,272	17	3
Charges and expenses of raising loan, as per Treasury-books .. ..		0	7 0
	<u>£5,273</u>	<u>4</u>	<u>3</u>

## THE HUTT RAILWAY AND ROAD IMPROVEMENT ACTS, 1903 AND 1905, FOR THE YEAR ENDED 31ST MARCH, 1915.

	£	s.	d.
New Hutt Road .. ..	£1,432	3	3
Charges and expenses of raising loan as per Treasury books .. ..		0	3 6
	<u>Net Cr. £1,431</u>	<u>19</u>	<u>9</u>

H. DAVIDSON, Chief Accountant.

## RETURN No. 8.

## SOUTH ISLAND MAIN LINE AND BRANCHES.

RETURN OF COAL TRAFFIC FROM LOCAL MINES DURING THE YEAR ENDED 31ST MARCH, 1915.

Mine.	1913-14.	1914-15.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
St. Helens, White Cliffs .. .. .	1,373	557	..	816
Homebush, Glentunnel .. .. .	5,587	1,971	..	3,616
Mount Somers Coal Company, Mount Somers .. .. .	744	161	..	583
Albury .. .. .	103	106	3	..
Bush Gully, Coalgate .. .. .	..	5,045	5,045	..
Peebles .. .. .	9	..	..	9
Papakaio .. .. .	18	14	..	4
Ngapara .. .. .	82	111	29	..
Shag Point Coal Company, Bushey .. .. .	425	1,327	902	..
Allandale Company, Bushey .. .. .	158	73	..	85
Hunt, Shag Point .. .. .	..	36	36	..
Twinning, Shag Point .. .. .	..	1,225	1,225	..
McIntosh, Shag Point .. .. .	..	78	78	..
Herbert .. .. .	..	93	93	..
Saddle Hill .. .. .	35,759	34,836	..	923
Fernhill .. .. .	19,611	16,441	..	3,170
Oturehua .. .. .	45	22	..	23
Mosgiel .. .. .	1,259	1,513	254	..
Taratu Mine, Lovell's Flat .. .. .	17,113	26,833	9,720	..
Brook Bros., Bushey .. .. .	1,122	..	..	1,122
Benhar .. .. .	200	167	..	33
Stirling .. .. .	9	92	83	..
Kaitangata .. .. .	138,470	137,572	..	898
Bruce Coal Company, Milton .. .. .	25,078	25,573	495	..
Drummond, Conical Hills .. .. .	1,942	1,863	..	79
Knuckey and Junker, Pukerau .. .. .	14	10	..	4
G. Lynch, Riversdale .. .. .	16	23	7	..
New Zealand Express Company, Gore .. .. .	4,835	2,557	..	2,278
Kyle, W., Mataura .. .. .	214	..	..	214
Beattie, Coster, and Co., Mataura .. .. .	4,830	3,997	..	833
Collieries Company, Mataura .. .. .	9,721	4,647	..	5,074
Nightcaps Coal Company, Nightcaps .. .. .	77,141	67,132	..	10,009
McKenzie, D., Wairio .. .. .	753	24	..	734
Grant, J., Wairio .. .. .	55	..	..	55
Moss Bros., Wairio .. .. .	324	468	144	..
Wairio Coal Company .. .. .	..	23,697	23,697	..
Diamond Lignite, Asher's .. .. .	1,456	3,805	2,349	..
Clark, Wyndham .. .. .	49	98	49	..
T. D. M. ffat, Dome .. .. .	..	6	6	..
Johnson, Waimea .. .. .	33	25	..	8
Taylor, Wairio .. .. .	..	16	16	..
Excell, Wairio .. .. .	..	10	10	..
Thistle, Wairio .. .. .	..	90	90	..
Robertson, Wairio .. .. .	..	14	14	..
Totals .. .. .	348,553	362,328	44,345	30,570

## RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1915.

Description of Tickets.	Number.	Amount.
		£ s. d.
Travellers' Annual, all lines .. .. .	3	223 0 0
Travellers' Annual, North Island .. .. .	42	2,208 0 0
Travellers' Annual, South Island .. .. .	42	2,157 0 0
Reporters' Annual .. .. .	91	914 0 0
Sectional Annual, North Island .. .. .	368	11,279 1 9
Sectional Annual, South Island .. .. .	311	9,502 4 0
Tourists', all lines .. .. .	867	8,956 10 0
Tourists', North Island .. .. .	5,373	33,551 5 0
Tourists', South Island .. .. .	513	3,219 10 0
Fifty-trip commutation (ordinary) .. .. .	3,555	2,877 0 6
Fifty-trip commutation (family) .. .. .	1,872	2,959 8 8
School .. .. .	29,705	16,540 2 6
Twenty-trip commutation .. .. .	1,438	973 0 8
Twelve-trip workmen's .. .. .	63,954	9,421 13 9
Weekly workmen's .. .. .	172,656	17,637 8 0
All other season .. .. .	22,122	30,730 7 1
Totals .. .. .	802,912	153,149 11 11

H. DAVIDSON, Chief Accountant.



RETURN NO. 10.

STATEMENT SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS FOR THE YEAR ENDED 31ST MARCH, 1915.

Classification of Work.	SECTIONS.												Total.	
	Whangarei.	Kaihu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westland.	Westport.	Nelson.	Picton.					
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Track-surfacing .. .. .	4,797 13 0	1,084 1 7	2,725 3 6	120,188 19 11	120,046 11 1	11,802 3 4	3,290 2 0	3,925 12 0	3,836 3 6	271,696 9 11				
Track-renewals .. .. .	363 14 6	571 18 1	35 16 9	81,916 13 7	67,501 5 4	5,259 5 6	3,846 15 1	573 16 4	1,319 15 8	161,389 0 10				
Ballasting .. .. .	443 18 11	35 18 3	311 13 1	20,124 6 10	8,079 17 1	1,027 18 2	477 13 7	47 15 4	289 4 5	30,838 5 8				
Banks, cuttings, ditches, tunnels .. .. .	310 15 10	36 0 8	886 11 7	10,006 7 1	8,320 8 11	2,357 19 9	120 19 0	375 7 2	605 3 5	23,019 13 5				
Bridges, culverts, drains .. .. .	599 5 1	133 19 9	312 1 0	28,971 3 2	21,629 10 1	1,790 3 1	404 3 8	674 4 6	1,332 9 4	55,846 19 8				
Fences, gates, cattle-stops, hedges .. .. .	233 17 7	20 5 4	91 18 0	9,832 0 1	9,426 3 7	719 17 3	133 3 5	662 16 9	276 13 1	21,416 15 7				
Roads, approaches, &c. .. .. .	41 13 3	11 2 3	07 38 4	6,504 12 4	2,314 10 1	145 0 2	89 13 5	49 4 0	57 6 10	9,174 18 2				
Water-services, signals, cranes, appliances .. .. .	555 14 0	22 11 8	295 12 4	22,847 13 1	13,816 5 5	950 15 8	645 11 6	190 13 1	285 8 3	39,610 5 0				
Wharves .. .. .	620 17 4	82 10 6	0 18 0	1,623 13 9	1,932 9 9	107 15 10	486 3 3	440 7 8	471 7 1	5,766 3 2				
Buildings .. .. .	1,044 3 11	86 8 2	656 11 5	47,805 1 11	49,054 12 7	2,662 7 3	875 8 10	1,003 9 3	1,345 16 2	104,533 19 6				
Miscellaneous .. .. .	95 2 11	100 16 11	201 12 9	6,182 13 6	2,299 10 4	160 11 7	40 11 3	335 13 7	145 10 8	9,562 3 6				
General charges .. .. .	837 3 5	1 16 11	85 17 10	3,050 13 3	1,406 17 10	137 5 1	104 5 2	54 5 1	16 13 10	5,694 18 5				
Totals .. .. .	9,963 19 9	2,187 10 1	5,565 12 7	359,053 18 6	305,828 2 1	27,121 2 8	10,514 10 2	8,333 4 9	9,981 12 3	738,549 12 10				
Rate per average mile opened .. .. .	137 10 0	112 5 10	151 1 0	326 17 5	221 7 7	176 8 0	292 1 5	136 12 3	207 19 0	254 0 5				

H. DAVIDSON, Chief Accountant.

STATEMENT SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1915.

Sections.	SCHOOLS, FACTORIES, AND FRIENDLY SOCIETIES.				HOLIDAY EXCURSIONS.				GROSS TOTAL—SCHOOL AND HOLIDAY EXCURSIONS.			
	Schools, and Friendly Soc's Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, and Factories, and Friendly Societies. Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.	Number of Tickets.
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.	No.	£ s. d.	No.
Whangarei	109	14	15	138	6 15 9	543	4,805	5,348	723 2 2	5,486	729 17 11	5,486
Kaibu	559	...	862	1,421	62 15 4	36	592	628	66 9 0	2,049	129 4 4	2,049
Auckland	3,052	726	2,628	6,406	460 7 5	9,884	164,281	174,165	45,419 12 4	180,571	45,879 8 9	180,571
Ohakune	1,086	190	623	1,899	189 7 0	1,995	26,976	28,971	11,970 1 6	30,870	12,159 9 6	30,870
Gisborne	798	26	174	998	40 4 5	453	9,175	9,628	848 5 4	10,626	888 9 9	10,626
Wanganui	6,155	1,338	4,559	12,052	865 16 11	10,652	92,679	108,331	31,772 14 3	115,383	32,638 11 2	115,383
Wellington	5,588	1,168	4,489	11,245	697 4 6	45,826	108,982	154,808	48,919 1 10	166,053	49,616 6 4	166,053
Picton	1,201	103	555	1,859	79 12 7	1,940	8,905	10,845	1,102 4 7	12,704	1,181 17 2	12,704
Nelson	1,009	328	161	1,498	63 15 8	1,481	6,464	7,945	801 5 1	9,443	865 0 9	9,443
Westport	330	19	190	539	14 12 10	54	3,952	4,006	406 2 2	4,545	420 15 0	4,545
Westland	3,661	149	3,850	7,160	429 0 9	2,864	28,977	31,841	4,083 6 3	39,001	4,512 7 0	39,001
Christchurch	10,884	1,736	12,944	25,564	2,285 0 1	27,268	149,819	177,087	49,061 7 11	202,651	51,346 8 0	202,651
Dunedin	5,496	993	9,811	16,300	1,243 18 6	34,023	100,115	134,138	42,970 3 10	150,438	44,214 2 4	150,438
Invercargill	7,918	1,184	7,836	16,938	1,480 10 0	7,241	76,633	83,874	21,403 14 3	100,812	22,884 4 3	100,812
Totals { 1915	47,846	7,974	48,197	104,017	7,919 1 9	144,260	782,355	926,615	259,547 10 6	1,030,632	267,466 12 3	1,030,632
{ 1914	111,029	18,246	59,712	188,987	13,235 8 4	131,416	683,851	815,267	210,109 0 9	1,004,254	223,344 9 1	1,004,254
Increase	63,183	10,272	11,515	84,970	5,316 6 7	12,844	98,504	111,348	49,438 9 9	26,378	44,122 3 2	26,378
Decrease	...	...	...	...	...	...	...	...	...	...	...	...
Total, year ending—	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	397,689	57,478 18 8	397,689
31st March, 1896	44,610	5,998	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	456,716	69,055 2 8	456,716
31st March, 1897	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	80,822 8 1	530,006	66,392 6 2	530,006
31st March, 1898	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2	574,173
31st March, 1899	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3	657,323
31st March, 1900	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5	708,184
31st March, 1901	42,506	5,736	37,708	89,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10	770,391
31st March, 1902	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 4 6	691,157	109,329 19 9	691,157
31st March, 1903	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	123,624 4 0	807,067	133,049 3 7	807,067
31st March, 1904	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9	807,112
31st March, 1905	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4	857,895
31st March, 1906	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1	952,076
31st March, 1907	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3	845,215
31st March, 1908	55,199	9,266	52,579	117,044	7,641 5 10	123,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1	907,223
31st March, 1909	53,917	7,811	53,677	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	979,243	219,098 2 5	979,243
31st March, 1910	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,938 5 6	827,334
31st March, 1911	62,289	8,924	63,612	134,825	9,702 15 3	135,590	704,883	840,473	206,472 13 1	975,298	216,175 8 4	975,298
31st March, 1912	63,040	9,723	63,612	133,897	9,509 8 4	159,730	804,965	964,695	271,611 17 7	1,098,592	281,121 6 2	1,098,592
31st March, 1913	111,029	18,246	59,712	188,987	13,235 8 4	131,416	683,851	815,267	210,109 0 9	1,004,254	223,344 9 1	1,004,254
31st March, 1914	47,846	7,974	48,197	104,017	7,919 1 9	144,260	782,355	926,615	259,547 10 6	1,030,632	267,466 12 3	1,030,632

RETURN No. 12. STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31st MARCH, 1915.

Main data table with columns for Stations, Number of Tickets (First-class, Second-class, Total), and various goods categories (Cattle, Sheep, Pigs, etc.) under OUTWARD and INWARD headings. Includes sub-totals for 'Total Value Forwarded' and 'Total Value Received'.

RETURN NO. 12—continued. STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1915—continued.

Table with columns for Stations, Number of Tickets (First-class, Second-class, Total), and various revenue categories (Trucks, Cattle, Sheep, Pigs, etc.) for OUTWARD and INWARD directions. Includes sub-sections for NORTH ISLAND MAIN LINES & BRANCHES, WHANGAREI SECTION, KAIHU SECTION, and GISBORNE SECTION.





RETURN No. 12—continued. STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1915—continued.

Table with columns for Stations, Outward (Parcels, Drags, Trucks, etc.), Inward (Parcels, Drags, Trucks, etc.), and Totals. Includes sub-sections for South Island Main Lines & Branches, Westland Section, Westport Section, Nelson Section, Picton Section, and Lake Wakatipu Steamers.









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) :—

	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 per Train-mile.	Profit on Working.	Net Earnings per Train-mile.	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.*	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses.					Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
																							Maintenance per Mile of Railway.	Locomotive, Car, and Wagon per Train-mile.	Traffic per Cent. of Revenue.	General Charges (including Com. pension &c.) per Cent. of Revenue.	£				
Victoria	87,884	1,421,985	3,747	5 3	£ 49,629,062	£ 12,941 371	£ s. d. 34 18 0	15,028,649	5,560,958	88-81	3,752,643 59-93	1,808,315 28-88	3-64 67-48	3 18 3	116,611,448	5,816,088	1,484 1,001	483 250 26-14 19-18	2-05	735	1,460	18,217	1914.								
New South Wales	309,460	1,831,716	3,967	4 8½	£ 61,264,869	£ 15,442 462	£ s. d. 33 8 11	20,549,695	7,742,241	90-42	5,409,820 63-18	2,332,421 27-24	3-87 69-87	4 4 6	86,328,421	13,245,842	1,955 1,366	589 280 31-39 19-26	1-57	1,065	1,478	21,054	.								
Queensland	670,500	660,158	4,570	3 6	£ 38,845,676	£ 7,406 144	£ s. d. 51 5 5	11,346,834	3,660,022	77-50	2,371,261 50-25	1,288,761 27-25	3-80 64-79	5 10 11	22,252,476	3,884,398	812 526	286 144 21-48 17-94	1-35	608	703	12,590	.								
South Australia	380,070	438,000	1,815	3 6	£ 15,700,137	£ 8,509 237	£ s. d. 35 16 11	6,731,284	2,337,251	83-33	1,505,765 53-69	831,486 29-64	5-33 64-42	5 6 8	19,809,533	3,103,471	1,288 830	458 165 28-65 15-66	1-20	403	590	8,603	.								
Western Australia	975,920	320,130	2,910	3 6	£ 15,873,852	£ 5,455 110	£ s. d. 49 11 9	5,565,062	2,257,011	97-34	1,572,008 67-79	685,003 29-55	4-32 69-65	7 1 0	19,208,420	3,538,630	775 540	235 125 32-21 18-43	2-07	416	400	10,032	.								
Tasmania	26,215	196,756	519	3 6	£ 4,496,634	£ 8,664 378	£ s. d. 22 17 0	1,000,740	330,168	79-18	222,713 53-41	107,455 25-77	2-38 67-45	1 13 6	1,708,334	389,251	629 424	205 110 23-00 17-48	3-22	82	175	1,733	1899.								
New Zealand	103,861	746,673	2,090	3 6	£ 16,404,076	£ 7,849 357	£ s. d. 21 19 5	3,968,708	1,469,665	89-00	929,737 56-22	539,928 32-78	3-29 63-26	1 19 4	4,955,553	2,624,059	712 450	262 173 18-46 16-67	3-00	293	550	9,733	31 Mar. 1900.								
"	103,861	758,616	2,099	3 6	£ 16,703,887	£ 7,958 361	£ s. d. 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	31 Mar. 1901.								
"	103,861	815,349	2,174	3 6	£ 17,207,328	£ 7,915 375	£ s. d. 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	31 Mar. 1902.								
"	103,861	833,137	2,227	3 6	£ 18,170,722	£ 8,159 374	£ s. d. 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	31 Mar. 1903.								
"	103,861	857,985	2,262	3 6	£ 19,081,735	£ 8,436 379	£ s. d. 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	31 Mar. 1904.								
"	103,861	882,097	2,305	3 6	£ 20,692,911	£ 8,977 383	£ s. d. 23 9 2	5,685,399	2,180,641	91-75	1,438,724 60-48	741,917 31-27	3-59 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	31 Mar. 1905.								
"	103,861	908,114	2,347	3 6	£ 21,701,572	£ 9,141 387	£ s. d. 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	31 Mar. 1906.								
"	103,861	933,111	2,391	3 6	£ 22,498,972	£ 9,410 391	£ s. d. 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	31 Mar. 1907.								
"	103,861	961,604	2,427	3 6	£ 23,504,272	£ 9,570 396	£ s. d. 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	31 Mar. 1908.								
"	103,861	985,318	2,469	3 6	£ 24,365,647	£ 9,861 399	£ s. d. 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	31 Mar. 1909.								
"	103,861	1,016,044	2,556	3 6	£ 27,762,592	£ 10,351 398	£ s. d. 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	31 Mar. 1910.								
"	103,861	1,035,211	2,704	3 6	£ 28,513,476	£ 10,494 383	£ s. d. 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	31 Mar. 1911.								
"	103,861	1,055,640	2,742	3 6	£ 29,606,546	£ 10,723 385	£ s. d. 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	31 Mar. 1912.								
"	103,861	1,081,344	2,801	3 6	£ 30,506,089	£ 10,864 386	£ s. d. 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	31 Mar. 1913.								
"	103,861	1,111,592	2,840	3 6	£ 31,611,220	£ 11,053 391	£ s. d. 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	31 Mar. 1914.								
"	103,861	1,139,669	2,861	3 6	£ 32,355,087	£ 11,309 398	£ s. d. 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	31 Mar. 1915.								
"	103,861	1,150,430	2,917	3 6	£ 34,133,825	£ 11,702 394	£ s. d. 29 13 5	9,383,420	4,105,457	104-75	2,920,455 74-54	1,185,002 30-21	3-53 71-14	3 11 4	13,565,772	6,075,282	1,410 1,002	408 254 30-26 21-20	2-98	557	1,397	21,226	31 Mar.								

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

RETURN No. 16.

RETURN SHOWING THE MILEAGE, CAPITAL COST, TRAFFIC, REVENUE, AND EXPENDITURE OF THE NEW ZEALAND GOVERNMENT RAILWAYS FROM 1883 TO 31ST MARCH, 1915. MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Main table with columns: Year, Miles, Capital Cost, Train-mileage, Passengers (No., Revenue), Season Tickets (No., Revenue), Coaching (Parcels, Horses, Carriages, Dogs, Revenue), Drays, Cattle, Sheep, Pigs, Lime Chaff, Wool, Firewood, Timber, Grain, Merchandise, Minerals, Total, Goods Revenue, Miscellaneous Revenue, Rents and Commission, Total Revenue, Revenue per Train-mile.

EXPENDITURE.

Table with columns: Year, Expenditure per Train-mile, Expenditure per Cent. of Revenue, Maintenance of Way (Amount, Per Cent. of Revenue, Per Mile of Railway, Per Train-mile), Locomotive Power (Amount, Per Cent. of Revenue, Per Train-mile), Carriages and Wagons (Amount, Per Cent. of Revenue, Per Train-mile), Traffic (Amount, Per Cent. of Revenue, Per Train-mile), Head and Departmental Offices, General Charges and Sundries, Less Credit Recoveries, Total Expenditure.

\* Since the year 1900-1910, recoveries have been credited to the branch in which they relate.

## RETURN No. 17.

STATEMENT OF STORES CONTRACTS, &amp;C., CURRENT DURING THE YEAR ENDING 31ST MARCH, 1915.

Service.	Period.	Name of Contractor.	Rate.
<b>Auckland—</b>			
General stores .. .. .	31/3/1917	Bing, Harris, and Co. (Limited) ..	As per tender.
" .. .. .	"	Briscoe and Co. (Limited) ..	"
" .. .. .	"	G. T. Brown ..	"
" .. .. .	"	John Burns and Co. (Limited) ..	"
" .. .. .	"	A. and T. Burt (Limited) ..	"
" .. .. .	"	John Chambers and Son (Limited) ..	"
" .. .. .	"	J. J. Craig (Limited) ..	"
" .. .. .	"	Hardleys Limited ..	"
" .. .. .	"	A. R. Hislop ..	"
" .. .. .	"	Indiarubber, Guttapercha, and Tele- graph Works Company (Limited)	"
" .. .. .	"	Kempthorne, Prosser, and Co. (Limited)	"
" .. .. .	"	T. and S. Morrin (Limited) ..	"
" .. .. .	"	Andrew M. Paterson ..	"
" .. .. .	"	Phillipps and Impey (Limited)	"
" .. .. .	"	Ross and Glendining (Limited)	"
" .. .. .	"	Sargood, Son, and Ewen (Limited)	"
" .. .. .	"	Fred. Schlaich ..	"
" .. .. .	"	H. G. Teagle (Limited) ..	"
" .. .. .	"	Vacuum Oil Company (Limited)	"
" .. .. .	"	Winstone, Limited ..	"
Boots, gum .. .. .	"	Hayward Bros. and Co. (Limited)	"
Brushes, New Zealand .. .. .	"	Bunting and Co. (Limited) ..	"
Cement, Portland, New Zealand .. .. .	"	New Zealand Portland Cement Company (Limited)	3/5 per cwt.
Gas-chimneys, "Inca" brand .. .. .	"	Welsbach Light Company (Limited) ..	As per tender.
Gum, core .. .. .	"	Castendyk and Focke ..	27/6 per cwt.
Hose, indiarubber .. .. .	"	Dunlop Rubber Company (Limited) ..	As per tender.
" .. .. .	"	Perdriau Rubber Company (Limited) ..	"
Iron, bar .. .. .	"	William Cooke and Co. (Limited)	"
Leather, buffalo skins, English .. .. .	"	North Company (Limited) ..	1/1 and 1/2 $\frac{1}{2}$ sq. ft.
Paint, hæmatite, New Zealand .. .. .	"	J. Boyle ..	11/6 per cwt.
Polish, metal, "Solarene" .. .. .	"	N. Guthridge (Limited) ..	4/ and 7/ doz. tins.
Polishing-cloths, "Redio" .. .. .	"	L. G. Porter ..	5/6 and 2/9 dozen.
Soda .. .. .	"	Union Oil, Soap, and Candle Company (Limited)	As per tender.
Twine, office .. .. .	"	Caselberg, Stein, and Co. (Limited) ..	"
<b>Wellington—</b>			
Various stores .. .. .	31/3/1917	H. G. Anderson and Co. ..	As per tender.
" .. .. .	"	T. Ballinger and Co. (Limited) ..	"
" .. .. .	"	W. M. Bannatyne and Co. (Limited) ..	"
" .. .. .	"	Briscoe and Co. (Limited) ..	"
" .. .. .	"	A. and T. Burt (Limited) ..	"
" .. .. .	"	J. Chambers and Son (Limited) ..	"
" .. .. .	"	J. J. Craig (Limited) ..	"
" .. .. .	"	J. Duthie and Co. (Limited) ..	"
" .. .. .	"	Hayward Bros. and Co. (Limited) ..	"
" .. .. .	"	A. R. Hislop ..	"
" .. .. .	"	Indiarubber, Guttapercha, and Tele- graph Works Company (Limited)	"
" .. .. .	"	Jenkins and Mack ..	"
" .. .. .	"	Kempthorne, Prosser, and Co. (Limited)	"
" .. .. .	"	Kirkcaldie and Stains (Limited) ..	"
" .. .. .	"	E. W. Mills and Co. (Limited) ..	"
" .. .. .	"	Ross and Glendining (Limited) ..	"
" .. .. .	"	Sargood, S. n. and Ewen (Limited) ..	"
" .. .. .	"	Fred. Schlaich ..	"
" .. .. .	"	Smith and Smith (Limited) ..	"
" .. .. .	"	Stewart Timber Company (Limited)	"
" .. .. .	"	H. G. Teagle (Limited) ..	"
" .. .. .	"	R. and E. Tingey and Co. (Limited) ..	"
" .. .. .	"	Vacuum Oil Company (Limited)	"
" .. .. .	"	G. Winder ..	"
Brushes, New Zealand .. .. .	"	Bunting and Co. (Limited) ..	"
Cement, Portland, Golden Bay .. .. .	"	Golden Bay Cement Works (Limited) ..	3/5 per cwt.
Drainpipes and tiles .. .. .	"	Herbert Hill and Co. ..	As per tender.
Firebricks .. .. .	"	Peter Hutson and Co. (Limited)	200/ per 1,000.
Gas-chimneys .. .. .	"	Welsbach Light Company (Limited) ..	As per tender.
Gum, core .. .. .	"	Castendyk and Focke ..	25/6 per cwt.
Hose, indiarubber .. .. .	"	Dunlop Rubber Company (Limited) ..	As per tender.
" .. .. .	"	Perdriau Rubber Company (Limited) ..	"
Iron, sheet, black .. .. .	"	John Lysaght (Limited) ..	280/ & 300/ per ton.
Lead, bends .. .. .	"	Ballinger Bros. ..	35/ per cwt.
Leather, buffalo-skins, English .. .. .	"	North Company (Limited) ..	1/1 and 1/2 $\frac{1}{2}$ sq. ft.
Polish, metal, "Solarene" .. .. .	"	N. Guthridge (Limited) ..	4/ and 7/ doz. tins.
Polishing-cloths, "Redio," yellow .. .. .	"	L. G. Porter ..	2/9 per dozen.
Twine, office .. .. .	"	Caselberg, Stein, and Co. (Limited) ..	As per tender.

## RETURN NO. 17—continued.

## STATEMENT of STORES CONTRACTS, &amp;c.—continued.

Service.	Period.	Name of Contractor.	Rate.
Christchurch—			
General stores .. .. .	31/3/1917	Aitken and Roberts (Limited) ..	As per tender.
" .. .. .	"	Andersons Limited .. .. .	"
" .. .. .	"	Archer and Halliburton .. .. .	"
" .. .. .	"	Ashby, Bergh, and Co. (Limited) ..	"
" .. .. .	"	A. and T. Burt (Limited) .. .. .	"
" .. .. .	"	J. Chambers and Son (Limited) ..	"
" .. .. .	"	J. J. Craig (Limited) .. .. .	"
" .. .. .	"	Dalgety and Co. (Limited) .. .. .	"
" .. .. .	"	Donaghy's Rope and Twine Company (Limited) .. .. .	"
" .. .. .	"	Hayward Bros. and Co. (Limited) ..	"
" .. .. .	"	A. R. Hislop .. .. .	"
" .. .. .	"	Homebush Brick and Coal Company (Limited) .. .. .	"
" .. .. .	"	Indiarubber, Guttapercha, and Tele- graph Works Company (Limited) ..	"
" .. .. .	"	Kempthorne, Prosser, and Co. (Limited)	"
" .. .. .	"	Andrew Lees .. .. .	"
" .. .. .	"	E. Reece and Sons (Limited) .. .. .	"
" .. .. .	"	Ross and Glendining (Limited) ..	"
" .. .. .	"	Sargood, Son, and Ewen (Limited) ..	"
" .. .. .	"	Fred. Schlaich .. .. .	"
" .. .. .	"	Smith and Smith (Limited) .. .. .	"
" .. .. .	"	H. G. Teagle (Limited) .. .. .	"
" .. .. .	"	Vacuum Oil Company (Limited) ..	"
Bricks, red .. .. .	"	John Brightling .. .. .	45/ and 70/ per 1,000.
Brushes, New Zealand .. .. .	"	Bunting and Co. (Limited) .. .. .	As per tender.
Cement, Portland, New Zealand ..	"	Wilson's Portland Cement Company (Limited) .. .. .	3/6½ per cwt.
Hose, indiarubber .. .. .	"	Dunlop Rubber Company (Limited) ..	As per tender.
" .. .. .	"	Perdriau Rubber Company (Limited) ..	"
Iron, bar .. .. .	"	William Cooke and Co. (Limited) ..	"
Leather, buffalo-skins, English ..	"	North Company (Limited) .. .. .	1/1 and 1/2½ sq. ft.
" .. English, sole .. .. .	"	Michaelis, Hallenstein, and Farquhar ..	2/6 per lb.
Lime, white, ordinary .. .. .	"	Christchurch Brick Company (Limited)	1/1 per bushel.
Polish, metal, "Solarene" .. .. .	"	N. Guthridge (Limited) .. .. .	4/ and 7/ doz. tins.
Polishing-cloths, "Redio," yellow ..	"	L. G. Porter .. .. .	2/9 per doz.
Soda, acetate of .. .. .	"	Castendyk and Focke .. .. .	25/6 per cwt.
Twine, office .. .. .	"	Caselberg, Stein, and Co. (Limited) ..	As per tender.
Dunedin—			
General stores .. .. .	31/3/1917	Allen, Son, and McClure (Limited) ..	As per tender.
" .. .. .	"	Bing, Harris, and Co. (Limited) .. ..	"
" .. .. .	"	A. and T. Burt (Limited) .. .. .	"
" .. .. .	"	Briscoe and Co. (Limited) .. .. .	"
" .. .. .	"	Burton Bros. (Limited) .. .. .	"
" .. .. .	"	J. Chambers and Son (Limited) ..	"
" .. .. .	"	J. and T. Christie .. .. .	"
" .. .. .	"	R. B. Denniston and Co. .. .. .	"
" .. .. .	"	John Edmond .. .. .	"
" .. .. .	"	Farra Bros. .. .. .	"
" .. .. .	"	Hayward Bros. and Co. (Limited) ..	"
" .. .. .	"	A. R. Hislop .. .. .	"
" .. .. .	"	Indiarubber, Guttapercha, and Tele- graph Works Company (Limited) ..	"
" .. .. .	"	Kempthorne, Prosser, and Co. (Limited)	"
" .. .. .	"	Andrew Lees .. .. .	"
" .. .. .	"	Laidlaw and Gray (Limited) .. .. .	"
" .. .. .	"	G. Methven and Co. (Limited) .. ..	"
" .. .. .	"	Michaelis, Hallenstein, and Farquhar ..	"
" .. .. .	"	Milburn Lime and Cement Company (Limited) .. .. .	"
" .. .. .	"	P. McSkimming and Son .. .. .	"
" .. .. .	"	New Zealand Hardware Company (Li- mited) .. .. .	"
" .. .. .	"	James Park and Co. .. .. .	"
" .. .. .	"	Paterson and Barr (Limited) .. .. .	"
" .. .. .	"	Ross and Glendining (Limited) .. ..	"
" .. .. .	"	Sargood, Son, and Ewen (Limited) ..	"
" .. .. .	"	Fred. Schlaich .. .. .	"
" .. .. .	"	Smith and Smith (Limited) .. .. .	"
" .. .. .	"	H. G. Teagle (Limited) .. .. .	"
" .. .. .	"	Thomson, Bridger, and Co. (Limited) ..	"
" .. .. .	"	Vacuum Oil Company (Limited) ..	"
Bricks, red .. .. .	"	C. and W. Gore .. .. .	40/ and 80/ per 1,000.
Brushes, New Zealand .. .. .	"	Bunting and Co. (Limited) .. .. .	As per tender.
Gas-chimneys .. .. .	"	Welsbach Light Company (Limited) ..	"
Glasses, gauge .. .. .	"	R. B. Denniston and Co. .. .. .	"
Hose, indiarubber .. .. .	"	Dunlop Rubber Company (Limited) ..	"
" .. .. .	"	Perdriau Rubber Company (Limited) ..	"

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

Service.	Period.	Name of Contractor.	Rate.
<b>Dunedin (continued)—</b>			
Leather, buffalo-skins, English .. ..	31/3/1917	North and Co. (Limited) .. ..	1/1 and 1/2 $\frac{1}{2}$ sq. ft.
Mattresses, wire, woven .. ..	"	W. Nees and Sons (Limited) .. ..	10/3, 13/6, & 16/eac
Polish, metal, "Solarene" .. ..	"	N. Guthridge (Limited) .. ..	4/ and 7/ doz. tins.
Soda, acetate of .. ..	"	Castendyk and Focke .. ..	25/6 per cwt.
Tents and flies .. ..	"	A. Thompson and Sons .. ..	25/9 and 17/6 each.
Twine, office .. ..	"	Caselberg, Stein, and Co. (Limited) .. ..	As per tender.
<b>Invercargill—</b>			
General stores .. ..	31/3/1917	Bing, Harris, and Co. (Limited) .. ..	As per contract.
" .. ..	"	Briscoe and Co. (Limited) .. ..	"
" .. ..	"	Broad, Small, and Co. .. ..	"
" .. ..	"	A. and T. Burt (Limited) .. ..	"
" .. ..	"	J. Chambers and Son (Limited) .. ..	"
" .. ..	"	John Edmond .. ..	"
" .. ..	"	Hayward Bros. and Co. (Limited) .. ..	"
" .. ..	"	Indiarubber, Guttapercha, and Tele- graph Works Company (Limited) .. ..	"
" .. ..	"	Kempthorne, Prosser, and Co. (Limited) .. ..	"
" .. ..	"	Andrew Lees .. ..	"
" .. ..	"	Michaelis, Hallenstein, and Farquhar .. ..	"
" .. ..	"	P. McSkimming and Son .. ..	"
" .. ..	"	New Zealand Hardware Company (Li- mited) .. ..	"
" .. ..	"	James Park and Co. .. ..	"
" .. ..	"	Ross and Glendining (Limited) .. ..	"
" .. ..	"	Sargood, Son, and Ewen (Limited) .. ..	"
" .. ..	"	Sheehan and Brown .. ..	"
" .. ..	"	Smith and Laing (Limited) .. ..	"
" .. ..	"	Thomson, Bridger, and Co. (Limited) .. ..	"
" .. ..	"	Vacuum Oil Company (Limited) .. ..	"
Bricks, red .. ..	"	C. and W. Gore .. ..	40/ and 80/ per 1,000.
Brushes, New Zealand .. ..	"	Bunting and Co. (Limited) .. ..	As per tender.
Cement, Portland, Milburn .. ..	"	Milburn Lime and Cement Company (Limited) .. ..	3/11 per cwt.
Drainpipes and tiles .. ..	"	T. Todd and Sons (Limited) .. ..	As per tender.
Gas-chimneys .. ..	"	Welsbach Light Company (Limited) .. ..	"
Gas-mantles and supports .. ..	"	H. G. Teagle (Limited) .. ..	3/5 and 2d. per doz.
Hose, indiarubber .. ..	"	Dunlop Rubber Company (Limited) .. ..	As per tender.
" .. ..	"	Perdriau Rubber Company (Limited) .. ..	"
Leather, buffalo-skins, English .. ..	"	North and Co. (Limited) .. ..	1/1 and 1/2 $\frac{1}{2}$ sq. ft.
Polish, metal, "Solarene" .. ..	"	N. Guthridge (Limited) .. ..	4/ and 7/ doz. tins.
Polishing-cloths, "Redio," yellow .. ..	"	L. G. Porter .. ..	2/9 per doz.
<b>Greymouth—</b>			
General stores .. ..	31/3/1917	F. W. Badger and Co. .. ..	As per tender.
" .. ..	"	J. J. Craig (Limited) .. ..	"
" .. ..	"	Dispatch Foundry Company (Limited) .. ..	"
" .. ..	"	Forsyth and McKay .. ..	"
" .. ..	"	Griffen and Smith .. ..	"
" .. ..	"	Hayward Bros. and Co. (Limited) .. ..	"
" .. ..	"	W. Heinz .. ..	"
" .. ..	"	D. McLean .. ..	"
" .. ..	"	Ross and Glendining (Limited) .. ..	"
" .. ..	"	W. Scott .. ..	"
" .. ..	"	E. M. Sheedy and Co. .. ..	"
" .. ..	"	Vacuum Oil Company (Limited) .. ..	"
Brushes, New Zealand .. ..	"	Bunting and Co. (Limited) .. ..	"
Cement, Portland .. ..	"	Wilson's Portland Cement Company (Limited) .. ..	3/10 per cwt.
Gas-chimneys .. ..	"	Welsbach Light Company (Limited) .. ..	As per tender.
Gas-mantles and supports .. ..	"	H. G. Teagle (Limited) .. ..	3/5 and 2d. per doz.
Hose, indiarubber .. ..	"	Dunlop Rubber Company (Limited) .. ..	As per tender.
" .. ..	"	Perdriau Rubber Company (Limited) .. ..	"
Polish, metal, "Solarene" .. ..	"	N. Guthridge (Limited) .. ..	4/ and 7/ doz. tins.
Rope, manila, "Star" .. ..	"	Donaghy's Rope and Twine Company (Limited) .. ..	52/ per cwt.
Soda, acetate of .. ..	"	Castendyk and Focke .. ..	30/ per cwt.
<b>Westport—</b>			
General stores .. ..	31/3/1917	Bailie and Co. (Limited) .. ..	As per tender.
" .. ..	"	J. J. Craig (Limited) .. ..	"
" .. ..	"	Donaghy's Rope and Twine Company (Limited) .. ..	"
" .. ..	"	G. H. Gothard (Limited) .. ..	"
" .. ..	"	Hayward Bros. and Co. (Limited) .. ..	"
" .. ..	"	Martin and Co. .. ..	"
" .. ..	"	Ross and Glendining (Limited) .. ..	"
" .. ..	"	Sims, Cooper, and Co. .. ..	"

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

Service.	Period.	Name of Contractor.	Rate.
<b>Westport (continued)—</b>			
General stores .. .. .	31/3/1917	Taylor, Enright (Limited) .. .. .	As per tender.
" .. .. .	"	Vacuum Oil Company (Limited) .. .. .	"
" .. .. .	"	Wilson's Portland Cement Company (Limited)	"
Brushes, New Zealand .. .. .	"	Bunting and Co. (Limited) .. .. .	"
Drainpipes and tiles .. .. .	"	G. Snow and Son .. .. .	"
Gas-chimneys .. .. .	"	Welsbach Light Company (Limited) .. .. .	"
Gas-mantles .. .. .	"	H. G. Teagle (Limited) .. .. .	"
Hose, indiarubber .. .. .	"	Dunlop Rubber Company (Limited) .. .. .	"
" .. .. .	"	Perdriau Rubber Company (Limited) .. .. .	"
Polish, metal, "Solarene" .. .. .	"	N. Guthridge (Limited) .. .. .	4s/ and 7/ doz. tins.
Polishing-cloths, "Redio" .. .. .	"	L. G. Porter .. .. .	As per tender.
Soda, acetate of .. .. .	"	Castendyk and Focke .. .. .	30/ per cwt.
<b>Nelson—</b>			
General stores .. .. .	31/3/1917	E. Buxton and Co. (Limited) .. .. .	As per tender.
" .. .. .	"	J. J. Craig (Limited) .. .. .	"
" .. .. .	"	Donaghy's Rope and Twine Company (Limited)	"
" .. .. .	"	Hayward Bros. and Co. (Limited) .. .. .	"
" .. .. .	"	Nelson Brick and Pottery Works .. .. .	"
" .. .. .	"	Vacuum Oil Company (Limited) .. .. .	"
" .. .. .	"	Wilkins and Field Hardware Company (Limited)	"
Brushes, New Zealand .. .. .	"	Bunting and Co. (Limited) .. .. .	"
Cement, Portland .. .. .	"	Golden Bay Cement Works (Limited) .. .. .	3/6 per cwt.
Gas-chimneys .. .. .	"	Welsbach Light Company (Limited) .. .. .	As per tender.
Gas-mantles and supports .. .. .	"	H. G. Teagle (Limited) .. .. .	3/5 and 2d. per doz.
Hose, indiarubber .. .. .	"	Dunlop Rubber Company (Limited) .. .. .	As per tender.
" .. .. .	"	Perdriau Rubber Company (Limited) .. .. .	"
Polishing-cloths, "Redio" .. .. .	"	L. G. Porter .. .. .	"
Soda, acetate of .. .. .	"	Castendyk and Focke .. .. .	30/ per cwt.
<b>Brooms and brushes—</b>			
Auckland .. .. .	31/3/1917	Bunting and Co. (Limited) .. .. .	As per tender.
" .. .. .	"	Kapai Corn Broom Company (Limited)	"
" .. .. .	"	J. Trevethick .. .. .	"
Wellington .. .. .	"	Bunting and Co. (Limited) .. .. .	"
" .. .. .	"	Kapai Corn Broom Company (Limited)	"
" .. .. .	"	C. Trevethick .. .. .	"
Christchurch .. .. .	"	Bunting and Co. (Limited) .. .. .	"
" .. .. .	"	Otago Brush Company (Limited) .. .. .	"
Dunedin and Invercargill .. .. .	"	Bunting and Co. (Limited) .. .. .	"
" .. .. .	"	Otago Brush Company (Limited) .. .. .	"
<b>Candles, soap, and oil-oleine—</b>			
<b>Auckland—</b>			
Candles .. .. .	31/3/1917	Union Oil, Soap, and Candle Company (Limited)	As per tender.
Soap .. .. .	"	Ditto .. .. .	"
Oil-oleine .. .. .	"	McLeod Bros. (Limited) .. .. .	"
" .. .. .	"	Union Oil, Soap, and Candle Company (Limited)	2/10 per gal.
<b>Wellington—</b>			
Candles .. .. .	31/3/1917	John Newton and Son (Limited) .. .. .	As per tender.
Soap .. .. .	"	McLeod Bros. (Limited) .. .. .	"
Oil oleine .. .. .	"	John Newton and Son (Limited) .. .. .	3/3 per gal.
<b>Christchurch—</b>			
Candles .. .. .	31/3/1917	McLeod Bros. (Limited) .. .. .	5½d. per lb.
" .. .. .	"	Zealandia Soap and Candle Company (Limited)	5d. per lb.
Soap .. .. .	"	McLeod Bros. (Limited) .. .. .	As per tender.
" .. .. .	"	Zealandia Soap and Candle Company (Limited)	"
<b>Dunedin and Invercargill—</b>			
Candles .. .. .	31/3/1917	McLeod Bros. (Limited) .. .. .	5½d. per lb.
" .. .. .	"	Zealandia Soap and Candle Company (Limited)	5d. per lb.
Soap .. .. .	"	McLeod Bros. (Limited) .. .. .	As per tender.
Oil-oleine .. .. .	"	" .. .. .	30/ per cwt.
<b>Rope, New Zealand flax; rope, manila; and flax-tow—</b>			
North Island Sections .. .. .	31/3/1917	Donaghy's Rope and Twine Company (Limited)	As per tender.
South Island Sections .. .. .	"	Maddren Bros. .. .. .	"

## RETURN NO. 17—continued.

## STATEMENT OF STORES CONTRACTS, &amp;c.—continued.

Service.	Period.	Name of Contractor.	Rate.
Rope, wire, galvanized— W. N. Brunton and Son, Scotland..	31/3/1917	H. G. Anderson and Co. .. ..	As per tender.
Uniforms— Stationmasters .. .. .	"	W. Strange and Co. (Limited)]	As per tender.
Guards and porters .. .. .	"	A. Levy .. .. .	"
Russell - cord coats, for guards and porters	"	W. Strange and Co. (Limited)	"
Uniform caps— Stationmasters, summer .. .. .	"	Rapson and Irvine .. .. .	8/11 each.
" winter .. .. .	"	" .. .. .	9/3 "
Drivers and firemen, summer .. .. .	"	" .. .. .	3/2 "
" winter .. .. .	"	" .. .. .	4/1 "
White cap-covers .. .. .	"	" .. .. .	/8 "
Rainproof cap-covers .. .. .	"	" .. .. .	1/9 "
Guards, summer .. .. .	"	Bing, Harris, and Co. (Limited)	4/8 "
" winter .. .. .	"	" .. .. .	4/11 "
Porters, summer .. .. .	"	" .. .. .	3/5 "
" winter .. .. .	"	" .. .. .	3/8 "
Disinfectants— Liquid formaldehyde .. .. .	"	F. G. Lennard and Co. .. .. .	{ 6/6 gal., in 1-gal. tins. 6/5 gal., 5-gal. drums.
Sheep-dip, Lawes's .. .. .	"	W. and G. Turnbull and Co. (Limited)	{ As per tender.
Liquid " Izal " .. .. .	"	Arthur D. Riley and Co. (Limited)	{ 4/6 gal., in 1-gal. tins. 4/ gal., 5-gal. drums.
Coal-supply— Waro—Hikurangi .. .. .	31/3/1915	Hikurangi Coal Company .. .. .	10/6 per ton.
Huntly—" Ralph'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 (Li- mited)	26/9 "
New Plymouth—Blackball .. .. .	"	Blackball Coal Company (Limited) .. .. .	26/ "
" Stockton .. .. .	"	Westport-Stockton Coal Company (Li- mited)	26/9 "
Wanganui—Westport .. .. .	"	Westport Coal Company (Limited) .. .. .	28/ "
" Blackball .. .. .	"	Blackball Coal Company (Limited) .. .. .	27/ "
" Stockton .. .. .	"	Westport-Stockton Coal Company (Li- mited)	27/9 "
Foxton—Blackball .. .. .	"	Blackball Coal Company (Limited) .. .. .	28/ "
Wellington—Westport .. .. .	"	Westport Coal Company (Limited) .. .. .	24/1 "
" Blackball .. .. .	"	Blackball Coal Company (Limited) .. .. .	23/1 "
" Stockton .. .. .	"	Westport-Stockton Coal Company (Li- mited)	23/10 "
Napier—Westport .. .. .	"	Westport Coal Company (Limited) .. .. .	26/ "
" Blackball .. .. .	"	Blackball Coal Company (Limited) .. .. .	26/ "
Lyttelton—Westport .. .. .	"	Westport Coal Company (Limited) .. .. .	25/ "
" Blackball .. .. .	"	Blackball Coal Company (Limited) .. .. .	24/ "
" Stockton .. .. .	"	Westport-Stockton Coal Company (Li- mited)	24/9 "
Timaru—Westport .. .. .	"	Westport Coal Company (Limited) .. .. .	26/6 "
" Stockton .. .. .	"	Westport-Stockton Coal Company (Li- mited)	26/3 "
Oamaru—Westport .. .. .	"	Westport Coal Company (Limited) .. .. .	26/6 "
" Blackball .. .. .	"	Blackball Coal Company (Limited) .. .. .	25/6 "
Dunedin—Westport .. .. .	"	Westport Coal Company (Limited) .. .. .	26/ "
" Stockton .. .. .	"	Westport-Stockton Coal Company (Li- mited)	25/9 "
Bluff—Westport .. .. .	"	Westport Coal Company (Limited) .. .. .	26/6 "
Nelson—Westport .. .. .	"	" .. .. .	27/ "
Milton—Waronui .. .. .	"	Bruce Railway and Coal Company .. .. .	8/10 "
Stirling—Kaitangata .. .. .	"	New Zealand Coal and Oil Company (Li- mited) .. .. .	10/ "
Nightcaps—Nightcaps .. .. .	"	Nightcaps Coal Company (Limited) .. .. .	8/9 "
New Zealand timber— Christchurch Section .. .. .	31/3/1916	William Stephens and Co. (Limited) .. .. .	As per tender.
Dunedin Section .. .. .	31/3/1915	Southland Sawmilling Company .. .. .	"
" .. .. .	"	New Zealand Pine Company .. .. .	"
Invercargill Section .. .. .	"	A. and D. Macpherson .. .. .	"
" .. .. .	"	New Zealand Pine Company .. .. .	"
North Island Sections .. .. .	"	State Sawmills, Kakahi and Piha .. .. .	Schedule rates.

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

Service.	Period.	Name of Contractor.	Rate.
Varnish (Lewis Berger and Sons) (Limited)—			
Finest railway, finishing, body ..	31/3/1915	H. G. Teagle (Limited) .. ..	15/3 per gal.
Finest pale railway, body ..	"	" " " " .. ..	14/ " "
Best hard-drying, body ..	"	" " " " .. ..	11/1 " "
Best black japan ..	"	" " " " .. ..	10/1 " "
Gold-size ..	"	" " " " .. ..	7/3 " "
Printing and stationery ..	31/3/1915	Government Printer .. ..	As per agreement.
Cartage—			
Auckland .. ..	31/3/1916	J. J. Craig (Limited) .. ..	As per tender.
Wellington .. ..	"	Munt, Cottrell, and Co. (Limited) ..	" "
Iron castings—			
Westland .. ..	31/3/1915	S. Riley and Sons .. ..	10/ per cwt.
Greymouth .. ..	"	Dispatch Foundry Company (Limited)	13/ " "
Ingot metals—			
Copper .. ..	31/3/1915	Noyes Bros. (Limited) .. ..	As per tender.
Lead .. ..	"	Russel and Somers .. ..	Market rates.
Tin .. ..	"	Mount Bischoff Tin-mining Company ..	" "
Oil, dark, axle—			
10,000 gallons, cold test, Auckland	30/7/1914	Vacuum Oil Company (Limited) ..	11½d. per gal.
20,000 " " Wellington	"	" " " " ..	" "
10,000 " " Christchurch	"	" " " " ..	" "
10,000 " " Dunedin	"	" " " " ..	" "
5,000 " " Invercargill	"	" " " " ..	" "
10,000 " Auckland ..	24/2/1915	" " " " ..	" "
28,000 " Wellington ..	"	" " " " ..	" "
12,000 " Christchurch ..	"	" " " " ..	" "
10,000 " Dunedin ..	"	" " " " ..	" "
Oil, castor—			
22,000 gallons, Auckland ..	11/12/1914	Landale and Clark (Limited) ..	Calcutta rates.
36,000 " Wellington ..	"	" " " " ..	" "
10,000 " Christchurch ..	"	" " " " ..	" "
10,000 " Dunedin ..	"	" " " " ..	" "
Oil, mineral, colza—			
20,000 gallons, Auckland ..	16/12/1914	Philips and Pike .. ..	10½d. per gal.
30,000 " Wellington ..	"	" " " " ..	" "
13,000 " Christchurch ..	"	" " " " ..	" "
8,000 " Dunedin ..	"	" " " " ..	" "
Oil, boiled linseed—			
3,500 gallons, Auckland ..	30/6/1914	Landale and Clark (Limited) ..	Calcutta rates.
4,000 " Wellington ..	"	" " " " ..	" "
3,000 " Christchurch ..	"	" " " " ..	" "
2,000 " Dunedin ..	"	" " " " ..	" "
500 " Invercargill ..	"	" " " " ..	" "
Oil, raw, linseed—			
3,000 gallons, Auckland ..	30/6/1914	Landale and Clark (Limited) ..	Calcutta rates.
3,000 " Wellington ..	"	" " " " ..	" "
2,000 " Christchurch ..	"	" " " " ..	" "
1,000 " Dunedin ..	"	" " " " ..	" "
Oil, pale, machinery—			
1,500 gallons, Auckland ..	30/7/1914	Vacuum Oil Company (Limited) ..	11½d. per gal.
1,500 " Wellington ..	"	" " " " ..	" "
1,500 " Christchurch ..	"	" " " " ..	" "
1,000 " Dunedin ..	"	" " " " ..	" "
500 " Invercargill ..	"	" " " " ..	" "
1,000 " Auckland ..	24/2/1915	" " " " ..	" "
2,000 " Wellington ..	"	" " " " ..	" "
1,000 " Christchurch ..	"	" " " " ..	" "
Oil, vacuum, valve—			
8,000 gallons, Auckland ..	30/7/1914	Vacuum Oil Company (Limited) ..	2/1½ per gal.
17,000 " Wellington ..	"	" " " " ..	" "
6,000 " Christchurch ..	"	" " " " ..	" "



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

Service.	Period.	Name of Contractor.	Rate.
Oil, locomotive, cylinder— 2,000 gallons, Auckland .. ..	30/7/1914	Vacuum Oil Company (Limited)	1/8 per gal.
2,000 „ Wellington .. ..	„	„ „	„
2,000 „ Christchurch .. ..	„	„ „	„
Oil, gargoyle, vacuum, valve— 2,000 gallons, Auckland .. ..	24/2/1915	Vacuum Oil Company (Limited)	2/1½ per gal.
4,000 „ Wellington .. ..	„	„ „	„
4,000 „ Christchurch .. ..	„	„ „	„
Oil, locomotive, cylinder— 3,000 gallons, Wellington .. ..	24/2/1915	Vacuum Oil Company (Limited)	1/8 per gal.
3,000 „ Christchurch .. ..	„	„ „	„
Jarrah timber— 1,194,000 super. ft. .. ..	31/3/1915	Millar's W.A. Hardwood Company (Limited)	25/ to 35/ per 100 ft.
Sleeper-supply— 178,600 jarrah .. ..	31/3/1915	The S.W. Timber-hewers' Co-operative Association	4/9½ to 4/11 each.
55,000 native .. ..	„	Settlers and mills	2/ to 4/6 each.
Grey ironbark timber, hewn and sawn— Whangarei Section .. ..	31/3/1915	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 „
Grey ironbark piles— Auckland Section .. ..	31/3/1915	Fraser and Co.	2/10 per lin. ft.
Wanganui „ .. ..	„	„	3/3 „
Wellington-Napier „ .. ..	„	„	2/8 „
Christchurch „ .. ..	„	„	2/11 „
Dunedin „ .. ..	„	„	2/8 & 2/9 „
Invercargill „ .. ..	„	„	2/8 & 2/9 „
Westland „ .. ..	„	„	2/10 „
Grey ironbark timber, hewn— Auckland Section .. ..	31/3/1915	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 .. ..	31/3/1915	J. W. Wallace and Co. (Limited)	2/9½ per lin. ft.
Wellington „ .. ..	„	„	2/9½ „
Lyttelton „ .. ..	„	„	2/9 „
Dunedin „ .. ..	„	„	2/9½ „

RETURN No. 18.

STATEMENT OF WEIGHING-MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNABLES, CRANES, AND PUMPS FOR THE YEAR ENDED 31ST MARCH, 1915.

Description.	Whangarei.	Kaiti.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Pictou.	Total.
<b>WEIGHING-MACHINES—</b>										
1 cwt...	..	..	..	2	1	..	..	..	..	3
1 1/2 "	..	..	..	..	2	..	..	..	..	2
1 "	..	..	..	2	11	8	1	..	..	12
1 1/2 "	..	..	..	2	11	..	1	..	..	14
2 "	..	1	..	16	12	..	..	..	..	29
2 1/2 "	..	..	..	..	15	..	..	..	..	15
2 1/2 "	..	..	..	..	3	..	..	..	..	3
3 "	..	..	..	6	6	6	..	3	..	21
3 1/2 "	..	..	..	..	1	..	..	..	..	1
4 "	2	..	..	54	32	3	..	..	..	91
5 "	1	..	..	31	36	..	2	6	3	79
5 1/2 "	..	..	..	..	5	..	..	..	..	5
6 "	1	1	3	41	49	2	1	..	..	98
7 "	1	..	..	13	11	1	..	..	..	26
8 "	1	..	..	13	8	..	..	..	..	22
9 "	..	..	..	2	4	..	..	..	..	6
10 "	..	..	..	52	57	12	2	..	2	125
11 "	2	1	1	15	32	..	..	3	..	54
12 "	1	..	..	10	8	..	..	..	..	19
12 1/2 "	..	..	..	..	1	..	..	..	..	1
13 "	..	..	..	3	10	..	..	..	..	13
14 "	..	..	..	2	5	..	..	..	..	7
15 "	1	..	..	8	9	..	..	..	..	18
16 "	..	1	1	13	21	..	..	2	..	38
18 "	..	..	..	..	2	..	..	..	..	2
20 "	..	..	..	2	8	..	..	..	1	11
21 "	..	..	..	1	1	..	..	..	..	1
22 "	1	..	..	7	1	..	1	..	..	10
23 "	..	..	..	..	2	..	..	..	..	2
25 "	..	..	..	1	1	..	..	..	..	2
27 "	..	..	..	..	..	..	..	..	..	..
60 "	..	..	..	2	2	..	..	..	..	4
240 lb.	..	..	..	..	5	..	..	..	..	5
244 "	..	..	..	..	3	..	..	..	..	3
248 "	..	..	..	..	2	..	..	..	..	2
250 "	2	..	..	..	2	..	..	..	..	4
600 "	..	..	..	..	1	..	..	..	..	1
650 "	..	..	..	..	1	..	..	..	..	1
900 "	..	..	..	..	..	..	..	..	..	..
Totals .. ..	18	4	5	298	370	32	8	14	6	750
<b>WEIGHBRIDGES :—</b>										
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	16	..	1	..	1	32
25 "	..	..	..	11	6	2	4	..	1	24
30 "	..	..	..	1	2	..	..	..	..	3
40 "	..	..	..	..	1	..	..	..	..	1
Totals .. ..	1	..	1	30	37	2	5	1	3	80
<b>TRAVERSERS .. ..</b>										
Totals .. ..	..	..	..	2	21	..	..	2	1	26
<b>TURNABLES :—</b>										
43-feet (engine)	..	..	..	..	1	..	..	..	..	1
50 "	..	..	..	19	28	3	..	..	..	50
55 "	..	..	..	11	20	..	..	..	..	31
12 " (wagon)	..	..	..	..	3	..	..	..	..	3
13 "	..	..	..	8	33	..	..	1	..	42
14 "	..	..	..	4	8	1	..	1	..	14
Totals .. ..	..	..	..	42	93	4	..	2	..	141



## RETURN NO. 20.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDING 31ST MARCH, 1915.

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
<b>SLEEPERS RELAID:—</b>										
Totara .. .. .	..	1,634	3,867	101	..	..	..	..	..	5,602
Jarra .. .. .	..	..	83,321	..	101,910	586	..	209	..	186,026
Silver-pine .. .. .	..	..	7,979	..	9,237	6,218	3,105	947	2,223	29,709
Puriri .. .. .	299	43	313	..	..	..	..	..	..	655
Ironbark .. .. .	..	..	671	..	126	..	494	..	69	1,360
Powellized .. .. .	..	..	234	..	763	..	..	..	..	997
Matai .. .. .	..	..	890	..	..	..	..	..	..	890
Birch .. .. .	..	..	..	..	..	..	..	22	847	869
Grey-gum .. .. .	..	..	2,519	..	..	..	..	..	..	2,519
Kauri .. .. .	..	..	17	..	..	..	..	..	..	17
Total .. .. .	299	1,677	99,811	101	112,036	6,804	3,599	1,178	3,139	228,644
<b>SLEEPERS REMOVED:—</b>										
Matai .. .. .	..	..	2,322	..	4,002	..	..	..	..	6,324
Totara .. .. .	4	..	47,650	101	22,044	..	..	..	48	69,847
Birch .. .. .	..	..	330	..	8,544	305	..	965	2,965	13,109
Jarra .. .. .	..	..	9,397	..	7,792	..	18	..	..	17,207
Silver-pine .. .. .	..	..	14,395	..	50,139	5,773	4,057	..	18	74,382
Puriri .. .. .	91	..	29,714	..	940	..	..	..	..	30,745
Creosoted .. .. .	..	..	25	..	10,419	..	..	..	..	10,444
Ironbark .. .. .	..	..	2,485	..	303	..	..	..	9	2,797
Grey-gum .. .. .	..	..	..	..	2	..	..	..	..	2
Kauri .. .. .	189	1,677	79	..	..	..	..	..	..	1,945
Maire .. .. .	..	..	300	..	..	..	..	..	..	300
Blue-gum .. .. .	..	..	..	..	111	..	..	..	..	111
Powellized .. .. .	..	..	1	..	460	..	..	..	..	461
Total .. .. .	284	1,677	106,698	101	104,756	6,078	4,075	965	3,040	227,674

## RETURN NO. 21.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDING 31ST MARCH, 1915.

Sections.	Length.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Whangarei .. .. .	M. ch. 74 28	30	5	4	9
Kaihu .. .. .	19 41	12	1	2	3
Gisborne .. .. .	44 28	16	2	3	5
North Island Main Line and Branches .. .. .	1,109 32	390	105	38	143
South Island Main Line and Branches .. .. .	1,405 9	522	163	26	189
Westland .. .. .	157 26	73	23	5	28
Westport .. .. .	35 78	17	1	1	2
Nelson .. .. .	60 20	23	3	1	4
Picton .. .. .	48 19	21	4	1	5
Totals .. .. .	2,954 41	1,104	307	81	388

RETURN NO. 22.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1915.

Section.	Mileage open for Traffic on 31st March, 1914.	Additional Lengths opened during Year.		Date of Opening.	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, 1915.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1915.
		Line opened.	M. ch.		Line.	M. ch.				
Whangarei-Kawakawa ..	M. ch. 57 72	Otiria-Kaikohu ..	M. ch. 16 36	1st May, 1914 ..	..	M. ch. 16 36	M. ch. 15 8	M. ch. 74 28	M. ch. 73 0	
Kaihu ..	17 15	Kaihu-Tarawhatai ..	2 26	1st June, 1914 ..	..	2 26	1 75	19 41	19 10	
North Island Main Line and Branches	1,100 50	{ Kaiwaka-Otamatea Pohokura-Whangamomona	2 47	1st August, 1914 ..	..	8 62	6 30	1,109 32	1,107 10	
			6 15	1st July, 1914 ..						
Gisborne ..	31 50	Otoko-Matawai ..	12 58	2nd Nov., 1914 ..	..	12 58	5 18	44 28	36 68	
			14 66	1st July, 1914 ..						
South Island Main Line and Branches	1,364 69	{ Cass-Arthur's Pass Big Hill-Beaumont Houipapa-Jalakopa	5 36	15th Dec., 1914 ..	..	37 76	15 47	1,402 65	1,380 36	
			17 54	1st February, 1915 ..						
Ditto, Private Line— Nightsops Branch ..	2 24	..	..	..	..	..	..	2 24	2 24	
Westland ..	144 19	Cronadun-Inangahua ..	13 7	1st July, 1914 ..	..	13 7	9 65	157 26	154 4	
Westport ..	35 78	..	..	..	..	..	..	35 78	35 78	
Nelson ..	60 20	..	..	..	..	..	..	60 20	60 20	
Pieton ..	48 19	..	..	..	..	..	..	48 19	48 19	
Totals ..	2,863 16	..	91 25	..	..	91 25	54 3	2,954 41	2,917 19	

RETURN NO. 23.

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1915.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei-Kawakawa Section—														
Onerahi-Opua	..	..	..	..	..	24 44	28 12	0 50	4 46	..	..	..	..	57 72
Kaikōhe Branch	..	..	..	..	..	..	16 36	..	..	..	..	..	..	16 36
Kaihu Section—														
Dargaville-Kaihu	..	..	..	..	..	17 15	2 26	..	..	..	..	..	..	19 41
North Island Main Line and Branches—														
Auckland-Wellington..	..	..	..	..	..	7 12	..	..	35 57	356 62	..	..	..	425 77
Newmarket-Otamatea	..	..	..	..	..	2 44	17 18	..	21 61	42 44	..	..	..	84 07
Penrose-Onehunga	..	0 10	..	..	..	2 23	..	..	..	0 26	..	..	..	2 59
Frankton-Thames	..	..	..	..	..	9 78	..	..	18 40	34 37	..	..	..	62 75
Paeroa-Waihi	..	..	..	..	..	..	..	..	12 22	0 2	..	..	..	12 24
Cambridge Branch	..	..	..	..	..	6 75	2 36	..	2 42	0 8	..	..	..	12 1
Morrinsville-Rotorua..	..	..	..	..	..	68 5	..	..	0 9	0 46	..	..	..	68 60
Maton-New Plymouth	..	..	..	..	..	16 55	..	..	41 41	..	..	..	..	186 65
Waitara Branch	0 14	0 48	..	..	..	3 77	..	..	0 3	..	..	..	..	4 62
Stratford-Whangamomona	..	..	..	..	..	15 45	21 60	..	0 30	..	..	..	..	37 55
Mount Egmont Branch	..	..	..	..	..	..	..	..	6 2	..	..	..	..	6 2
Aramoho-Wanganui	..	..	..	0 7	..	..	..	..	1 79	..	..	..	..	3 20
Foxton Branch	..	..	..	7 31	..	11 13	..	..	0 69	..	..	..	..	19 33
Palmerston-Spit	..	0 75	..	..	..	1 56	..	..	36 3	..	..	..	..	113 72
Wellington-Woodville	..	..	..	0 3	..	19 1	..	..	16 28	..	..	..	..	114 43
Greytown Branch	..	..	..	3 7	..	..	..	..	..	..	..	..	..	3 7
Te Aro Branch	..	..	..	..	..	1 9	..	..	0 1	..	..	..	..	1 10
Gisborne Section—														
Gisborne-Matakai	0 20	..	..	..	..	..	26 26	..	17 62	..	..	..	..	44 28
South Island Main Line and Branches—														
Lyttelton-Bluff	..	..	..	..	..	2 23	..	..	4 42	..	..	..	1 50	392 1
Addington-Culverden..	..	..	..	..	..	31 53	..	..	0 8	..	1 25	..	..	67 57
Oxford Branch	..	11 46	..	..	..	18 37	..	0 5	3 31	..	..	..	..	33 45
Eyreton Branch	5 8	0 3	..	..	..	15 0	..	..	..	..	..	..	..	20 11
Waipara-Parnassus	..	..	..	..	..	..	12 52	..	31 29	..	..	..	..	44 01
Southbridge Branch	..	..	..	..	..	23 19	1 0	..	1 20	..	..	..	..	25 39
Little River Branch	..	12 49	..	1 59	..	0 32	..	1 41	..	..	..	..	..	22 48
Springfield Branch	..	..	6 27	..	..	4 57	4 60	..	30 17	..	..	..	..	72 26
White Cliffs Branch	..	..	..	..	..	11 46	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch..	..	..	..	..	..	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch	3 33	24 3	..	..	..	22 44	4 78	..	7 66	..	..	..	..	22 20
Albury Branch	0 65	..	..	..	2 2	2 44	..	..	..	..	..	..	..	27 36
Waimate Branch	..	..	..	..	..	..	..	..	..	..	..	..	..	36 13
Waimate Gorge Branch	..	..	..	8 21	..	28 18	..	..	..	..	..	..	..	4 46
Duntroon Branch	1 45	..	..	4 34	..	0 40	..	..	3 24	..	..	..	..	8 21
Oamaru Breakwater Branch	0 23	..	..	..	..	..	..	..	..	..	..	..	..	37 41
Carried forward	11 48	49 74	6 27	25 2	24 22	369 05	198 4	2 16	298 37	26 26	1 25	1,119 72	1 50	2,074 3

RETURN NO. 23—continued.  
STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1915—continued.

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.
Brought forward														
South Island Main Line and Branches—continued.														
Ngapara Branch	11 46	0 29	6 27	25 2	24 22	369 5	138 4	2 16	298 32	26 26	1 25	1,119 72	1 50	M. ch. 2,074 3
Livingstone Branch	..	..	..	..	..	11 44	..	..	3 45	..	..	..	..	15 9
Waihemo Branch	..	7 5	..	0 59	..	0 1	..	..	1 0	..	..	..	..	11 75
Port Chalmers Branch	..	..	..	..	..	0 17	..	..	..	..	..	..	..	8 65
Walton Park Branch	0 7	..	..	..	..	1 55	..	..	0 67	..	..	..	..	1 26
Fernhill Branch	..	..	..	..	..	1 57	..	..	..	..	..	..	..	2 49
Otago Central Railway	..	..	..	..	..	65 73	8 0	..	65 58	..	..	..	..	1 57
Outram Branch	..	..	..	..	..	6 34	0 69	..	1 57	..	..	..	..	9 0
Lawrence Branch	0 4	..	..	..	..	1 29	18 26	..	15 9	..	..	..	..	34 68
Catin's River Branch	..	..	..	0 25	..	19 2	20 4	..	3 37	..	..	..	..	42 68
Tapanui Branch	..	..	..	..	..	10 39	9 3	..	6 59	..	..	..	..	26 21
Waikaka Branch	..	..	..	..	..	..	12 55	..	..	..	..	..	..	12 57
Wyndham Branch	..	..	..	..	..	9 1	..	..	..	..	..	..	..	9 35
Seaward Bush Branch	..	5 28	..	..	..	1 66	19 48	..	7 3	..	..	..	..	33 65
Invercargill-Kingston	..	..	..	..	..	44 59	..	..	23 56	..	..	..	..	87 0
Makarewa-Tuatapere	..	..	..	..	..	17 76	8 6	..	10 21	..	..	..	..	48 23
Thornbury-Nightcaps	..	2 27	..	..	..	..	..	..	..	..	..	..	..	24 51
Forest Hill Branch	..	..	..	..	..	..	..	..	..	..	..	..	..	12 66
Mararoa Branch	12 63	..	..	..	..	0 24	0 3	..	0 1	..	..	..	..	10 41
Waimaea Plains Railway	..	10 16	..	13 74	..	4 22	..	..	0 72	..	..	..	..	36 41
Riversdale-Switzers	..	..	..	..	..	1 77	11 69	..	..	..	..	..	..	13 67
Westland Section—	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grey mouth-Otira	..	..	..	..	..	24 33	..	..	11 30	..	..	..	..	50 48
Grey mouth-Ross	..	..	..	..	..	18 26	..	..	17 43	..	..	..	..	38 29
Stillwater-Inangahua.	..	..	..	..	..	31 25	13 29	..	6 64	..	..	..	..	56 73
Blackball-Ngahere	..	..	..	..	..	..	1 0	..	2 31	..	..	..	..	3 31
Coal Creek Branch	..	..	..	..	..	0 15	..	..	4 62	..	..	..	..	8 5
Westport-Mokihinui	..	..	..	0 16	..	10 70	..	..	..	..	..	..	..	30 17
Westport-Te Kuha	..	..	..	..	..	..	5 61	..	..	..	..	..	..	5 61
Nelson-Glenhope	0 2	0 1	..	1 1	..	24 41	17 60	..	16 75	..	..	..	..	60 20
Pictou-Ward	0 10	..	..	0 70	..	16 13	14 55	..	16 29	..	..	..	..	48 19
Totals	36 20	75 20	6 27	42 7	24 22	693 24	294 42	2 16	514 51	26 26	11 75	1,226 11	1 50	2,954 41

RETURN No. 24.

PARTICULARS OF PRIVATE-SIDING TRAFFIC, SHOWING VALUE OF TRAFFIC DONE DURING TWELVE MONTHS ENDING 31ST MARCH, 1915

Hd. No. of Certificate	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, 1915.		
										In.	Out.	Total.
<b>WHANGAREI SECTION.</b>												
1226	R. 04/3988	Mar. 1, 1910	Northern Coal Company (Limited)	M. ch.	Waro	†	5 years*	†	Repairs, £18 0s. 6d.	£ 64 6 1	£ 5,456 10 11	£ 5,520 17 0
1230	R. 05/3060	July 1, 1910	R. P. Gibbons (Limited)	..	Hikurangi	†	5 "	†	Repairs, £2	..	269 15 4	269 15 4
1252	R. 08/3024	Sept. 1, 1910	North New Zealand Coal and Cement Company (Limited)	..	Kamo	Grantees	5 "	Premium..	180 0 0	1 3 9	170 6 7	171 10 4
1306	R. 02/551	Jan. 1, 1907	Hikurangi Coal Company (Limited)	..	Waro	†	5 "	†	Repairs, £15 10s. 3d.	39 5 6	8,633 18 9	8,673 4 3
1319	R. 12/551	April 1, 1912	Kauri Timber Company (Limited)	..	Waipuna	Grantees	5 "	Premium..	712 0 0	3,658 8 5	2,328 6 7	5,986 15 0
1320	R. 02/550	Jan. 1, 1907	Hikurangi Coal Company, Northern Coal Company, and J. R. Reyburn	..	"	Govt. ..	5 "	..	..	98 6 5	3,330 8 2	3,423 14 7
1383	R. 06/3579	Oct. 26, 1912	A. L. Stokes	20 60	Whakapara	†	5 "	†	Repairs, £3/2/9	14 14 5	300 19 7	315 14 0
1420	R. 13/2859	Aug. 1, 1913	Kauri Timber Company (Limited)	..	Pokapu	Grantees	5 "	Premium..	70 0 0	15 9 1	1,603 14 7	1,619 3 8
1473	R. 14/152	July 1, 1914	Kauri Timber Company (Limited)	40 0	Opahi	"	5 "	..	100 0 0	12 12 4	1,110 19 8	1,123 12 0
<b>KAIHU SECTION.</b>												
1286	R. 06/2737	Oct. 1, 1911	H. P. Clear	3 2	Flax-mill	†	5 years*	†	..	11 5 3	..	11 5 3
1315	R. 02/1438	Jan. 1, 1912	James Trounson	16 15	Kaihu Booms	Govt. ..	5 "	..	..	92 0 11	202 0 4	294 1 3
1471	R. 13/5527	June 1, 1914	James Trounson	..	Tarawhati	Grantee	5 "	Premium..	80 0 0	37 0 7	6 2 4	43 2 11
<b>GISBORNE SECTION.</b>												
956	R. 05/901	July 1, 1905	New Zealand Shipping Company (Limited)	..	Gisborne	Grantees	10 years*	Premium..	250 0 0	199 13 11	..	199 13 11
1227	R. 09/2717	May 1, 1910	Gisborne Borough Council	..	"	"	5 "	..	Rental, £25	105 8 4	..	105 8 4
1364	R. 03/106	Aug. 1, 1912	Gisborne Borough Council	12 21	Kaiteratahi	Govt. ..	5 "	..	260 0 0	..	..	..
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	39 6 0	..	39 6 0
<b>NORTH ISLAND MAIN LINE AND BRANCHES.</b>												
977	R. 02/1392	Mar. 1, 1906	Bartholomew Land and Timber Company (Limited)	43 20	Ngatira	Grantees	10 years*	Premium..	896 0 0	234 13 7	2,945 1 7	3,179 15 2
989	R. 03/4035	Nov. 9, 1905	Waihi Gold-mining Company (Limited)	..	Waikino	Govt. ..	10 "	†	Rental, £50	4,139 14 8	47 3 9	4,186 18 5
990	R. 03/4035	Feb. 1, 1906	N.Z. Crown Mines Company (Limited)	..	Karangahake	"	10 "	..	..	109 6 11	2 15 10	112 2 9
1010	R. 06/3300	Nov. 1, 1906	Auckland City Council	..	Westfield	Grantees	10 "	Premium..	426 0 0	68 6 0	1,981 16 2	2,050 2 2
1085	R. 06/3864	Aug. 1, 1908	Dalgety and Co. (Limited)	..	Auckland	"	10 "	..	Rental, £25	1,414 15 8	208 9 4	1,623 5 0
1113	R. 03/4153	Jan. 1, 1909	Gardner Bros. and Parker	..	New Lynn	"	5 "	†	Rental, £50	376 9 10	2,654 19 3	3,031 9 1



1139	R. 08/2805	Nov. 1, 1908	New Zealand Loan and Mercantile Agency Company (Limited)	..	Otahuhu	..	Grantees	10	..	Premium..	1,202 2 6	9,974 2 5	1,126 12 2	11,100 14 7
1171	R. 04/2378	June 1, 1909	Auckland Veneer and Timber Company (Limited)	..	Onehunga	..	+	10	..	+	Rental, \$25	3,036 1 6	53 15 7	3,089 17 1
1190	R. 02/2630	Oct. 1, 1909	Wilson's Portland Cement Company (Limited)	..	Te Kuiti	..	+	5	..	+	Rep'r's, \$9/8/11	354 3 10	1,005 16 0	1,359 19 10
1205	R. 99/1601	Jan. 1, 1910	R. and W. Hellaby (Limited)	..	Westfield	..	+	10	..	Premium..	60 10 2	2,218 19 1	2,382 10 2	4,601 9 3
1207	R. 00/107	Jan. 1, 1910	Kempthorne, Prosser, and Co.'s New Zealand Drug Company (Limited)	..	"	..	Grantees	10	..	+	Rental, \$25	2,340 18 10	4,160 14 5	6,501 13 3
1210	R. 05/867	April 1, 1910	Shaw, Savill, and Albion Company (Limited)	..	Auckland	..	+	5	..	..	Repairs, \$14/9/	829 16 11	32 13 7	862 10 6
1217	R. 04/2105	Nov. 1, 1909	Ellis and Burnand (Limited) and Patate Timber Company (Limited)	..	Manunui	..	Grantees	5	..	Premium..	478 10 0	318 5 9	13,979 8 0	14,297 13 9
1219	R. 10/653	Mar. 1, 1910	Kauri Timber Company (Limited)	..	Owharua	..	+	5	..	..	544 0 0	5 0 3	1,476 9 5	1,481 9 8
1229	R. 02/2510	May 1, 1910	Pukuwaka Sawmills (Limited)	..	Matapuna	..	+	5	..	..	..	130 4 1	4,891 10 7	5,021 14 8
1242	R. 04/3883	Mar. 1, 1910	Drury Freclay, Brick, and Potteries (Limited)	..	Drury	..	+	5	..	+	Repairs, \$33 12s. 2d.	..	..	..
1243	R. 04/1368	Oct. 1, 1910	Leyland O'Brien Timber Company (Limited)	..	Auckland	..	+	5	..	+	Rep'r's, \$11/15/3	2,570 13 8	..	2,570 13 8
1246	R. 00/990	Feb. 1, 1910	Union Oil, Soap, and Candle Company (Limited)	..	Westfield	..	+	10	..	+	Rental, \$50	888 15 6	458 14 6	1,347 10 0
1249	R. 10/349	Oct. 1, 1910	J. J. Craig (Limited)	..	Mount Eden	..	Grantees	10	..	Premium..	345 0 0	1,601 10 0	21 1 6	1,622 11 6
1261	R. 00/668	July 1, 1910	New Zealand Loan and Mercantile Agency Company (Limited)	..	Hamilton	..	+	10	..	+	Rental, \$25	438 8 9	86 8 10	524 17 7
221	R. 98/365	Dec. 13, 1880	Gear Meat Preserving and Freezing Company (Limited)	6 37	Petone	..	Grantees	Undefined	..	Premium..	117 19 11	2,452 12 9	5,541 3 1	7,993 15 10
965	R. 05/2546	Oct. 1, 1905	De Feilchet-McLeod Company	..	Hastings	..	+	10 years*	..	..	170 0 0	330 4 8	125 16 11	456 1 7
979	R. 96/114	Jan. 1, 1906	Robert Holt	..	Napier	..	Govt.	10	..	+	Rental, \$25	2,667 5 2	..	2,667 5 2
1002	R. 03/951	June 1, 1906	Wellington Meat Export Company (Limited)	111 79	Ngahauranga	..	Grantees	10	..	+	Rental, \$50	18,943 16 6	3,706 8 3	22,650 4 9
1014	R. 01/2396	Oct. 1, 1906	Henry Brown and Co.	..	Morley Street	..	+	10	..	Premium..	156 0 0	495 14 6	156 14 3	652 8 9
1018	R. 06/2769	Feb. 1, 1907	Department of Mines	..	Wanganui	..	+	10	..	..	Rental, \$25	165 17 9	7 17 1	173 14 10
1022	R. 06/3785	Jan. 1, 1907	R. Wilson and Co.	..	Marton	..	+	10	..	..	Rental, \$25	200 19 2	394 17 9	595 16 11
1034	R. 02/3212	Mar. 26, 1907	Wellington Meat Export Company (Limited)	..	Waingawa	..	+	10	..	..	Rental, \$25	131 10 9	3,358 11 8	3,490 2 5
1046	R. 07/1141	Oct. 1, 1907	New Zealand Shipping Company (Limited)	..	Foxton	..	+	10	..	..	3 10 0	886 3 4	648 14 0	1,534 17 4
1069	R. 97/3534	Mar. 1, 1908	Levin and Co.	..	Masterton	..	Govt. and grantees	10	..	+	Rental, \$25	706 3 11	1,384 5 2	2,090 9 1
1077	R. 02/2937	May 1, 1908	Wairarapa Farmers' Co-operative Association	..	"	..	Grantees	10	..	Premium..	152 0 0	195 16 9	137 19 7	333 16 4
1087	R. 98/3331	Oct. 1, 1908	W. G. Bassett	..	Wanganui	..	+	10	..	+	Rental, \$25	1,453 5 1	16 16 7	1,470 1 8
1094	R. 98/3766	Jan. 1, 1909	Dalgety and Co.	2 11	Port Aburiri	..	+	10	..	..	Rental, \$25	583 12 7	58 2 3	636 14 10
1103	R. 05/3440	Feb. 1, 1909	N. King	..	New Plymouth	..	+	10	..	..	Rental, \$25	339 18 0	320 15 4	660 13 4

\* 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, 1915—continued.

Hd. 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, 1915.			Total.
										In.	Out.	Total.	
1110	R. 08/187	Jan. 1, 1909	Masterton Borough Council	M. ch.	Masterton	Grantees	5 years	Premium..	£ 470 0 0	£ 944 3 1	£ 6 15 5	£ 950 18 6	
1142	R. 09/1892	April 1, 1909	National Mortgage and Agency Company of New Zealand (Limited)	..	Longburn	+	"	"	Rental, £25	1,601 11 5	3,631 8 3	5,232 19 8	
1165	R. 97/2271	Aug. 1, 1909	George Bartholomew Company (Limited)	..	Feilding	+	"	"	Rental, £25	2,240 6 8	36 0 0	2,276 6 8	
1177	R. 98/2734	Feb. 1, 1909	C. N. Clausen	..	Palmerston North	+	10	"	Rental, £25	3,206 5 0	66 18 7	3,272 3 7	
1188	R. 09/3045	July 1, 1909	New Zealand Powell Wood Process Company (Limited)	..	Rangataua	Grantees	5	"	61 0 0	45 18 3	2,488 14 9	2,534 13 0	
1196	R. 04/3525	Jan. 1, 1910	Rangitikei County Council	..	Ohingaiti	+	5	"	Repairs, £6 1s.	5,159 3 7	33 7 6	5,192 11 1	
1199	R. 99/854	Jan. 1, 1910	Thomas Borthwick and Sons (Australia), Limited	..	Waitara	+	10	"	Rental, £25	1,811 16 7	317 8 11	2,129 5 6	
1200	R. 00/1180	Jan. 1, 1910	Williams and Kettle (Limited)	..	Port Ahuriri	+	10	"	Rental, £25	51 6 11	111 1 9	162 8 8	
1202	R. 04/1256	Oct. 28, 1909	H. D. Bennett	..	Winiata	+	5	"	730 0 0	4,948 1 5	11,776 4 1	16,724 5 6	
1232	R. 10/195	April 1, 1910	Wellington Farmers' Meat Company (Limited)	..	Waingawa	Grantees	10	"	Rental, £50	1,501 16 4	16 19 9	1,518 16 1	
1237	R. 00/2361	April 1, 1910	William Booth and Co. (Limited)	..	Carterton	+	5	"	240 0 0	64 18 2	1,561 11 3	1,626 9 5	
1244	R. 10/1969	July 1, 1910	New Zealand Post and Telegraph Department	..	Wellington	Grantees	10	"	102 0 0	8 3 0	15 8 1	23 11 1	
1253	R. 06/1474	July 1, 1910	West Coast Steamship and Trading Company (Limited)	..	Foxton	"	10	"	Rental, £25	1,402 4 8	2 5 6	1,404 10 2	
1257	R. 98/3937	Oct. 1, 1910	James Garnett	..	Hastings	+	10	"	Repairs, £2	472 10 8	4,123 5 8	4,595 16 4	
1262	R. 09/4760	Nov. 1, 1911	Egmont Box Company (Limited)	..	Winiata	Grantees	10	"	610 0 0	1,218 2 11	1,063 1 8	2,281 4 7	
1269	R. 01/239	April 1, 1911	The Woodville Bacon Company (Limited)	..	Woodville	+	10	"	Rental, £50	287 8 8	1,346 6 9	1,533 15 5	
1276	R. 01/182	June 1, 1911	Silverstream Brick and Tile Company	..	Silverstream	+	5	"	Repairs, £25	379 12 2	75 11 6	455 3 8	
1278	R. 99/2633	April 1, 1911	Henry Brown and Co.	..	Inglewood	+	5	"	260 0 0	14 14 11	2,452 1 10	2,466 16 9	
1283	R. 10/5446	June 1, 1911	August Carlson	..	Owhango	Grantees	5	"	Repairs, £2 16s.	32 17 6	1,516 15 4	1,549 12 10	
1284	R. 06/842	June 1, 1911	Coates Limited	..	Huntly	+	5	"	500 0 0	219 9 8	232 17 10	452 7 6	
1285	R. 09/803	Aug. 1, 1911	Pakipaki Brick and Lime Company (Limited)	94 59	Pakipaki	Grantees	10	"	Rental, £50	2,690 2 11	275 1 11	2,965 4 10	
1287	R. 99/2390	Sept. 30, 1911	James McGill	88 60	Palmerston North	+	10	"	Rental, £25	983 8 2	18 17 7	1,002 5 9	
1288	R. 01/2327	Oct. 1, 1911	Napier Gas Company (Limited)	..	Hastings	+	5	"	Repairs, £8 9s.	..	874 17 4	874 17 4	
1289	R. 05/3657	July 1, 1911	Henry Alexander	46 79	Mataroa	+	5	"	..	..	16 0 9	16 0 9	
1295	R. 02/1344	Aug. 1, 1911	Waikopiro Timber Company (Limited)	..	Rakaiaia	+	5	"	..	..	..	..	
1296	R. 00/1143	Sept. 30, 1911	Taranaki Producers' Freezing-works Company (Limited)	..	Moturoa	Grantees	10	"	248 0 0	3,141 4 8	2,704 5 10	5,845 10 1	
1297	R. 99/2453	Oct. 1, 1911	Egmont Box Company (Limited)	..	Eltham	"	10	"	Rental, £25	3,626 7 3	544 11 10	4,170 19 1	

NORTH ISLAND MAIN LINE AND BRANCHES—continued.

1305	R. 11/5124 ..	Jan. 1, 1912	W. Dimock and Co. ..	..	Westfield	..	Grantees	10	*	..	838 0 0 Rental, \$25	124 4 8	776 14 10	900 19 6
1308	R. 09/4442 ..	Mar. 1, 1912	Waikato Farmers' Co-operative Bacon Company (Limited)	..	Frankton	..	"	10	*	..	146 10 0 Rental, \$25	437 11 2	102 1 7	539 12 9
1309	R. 10/5454 ..	Sept. 1, 1912	A. Hatrick and Co. (Limited) ..	..	Waitara	..	"	10	*	..	84 0 0 Rental, \$25	146 0 4	127 18 0	273 18 4
1314	R. 11/5277 ..	Mar. 1, 1912	Wairarapa Farmers' Co-operative Association	..	Carterton	..	"	10	*	..	220 0 0 Rental, \$25	15 3 0	69 8 9	84 11 9
1318	R. 07/2777 ..	Mar. 1, 1912	Napier Gas Company (Limited) ..	..	Napier ..	..	"	10	*	..	160 0 0 Rental, \$25	487 6 1	273 10 2	760 16 3
1323	R. 07/1584 ..	May 1, 1912	Selwyn Timber Company (Limited)	..	Putaruru	..	†	5	*	..	300 0 0 Rental, \$50	46 16 5	1,410 1 7	1,456 18 0
1324	R. 10/3879 ..	Dec. 31, 1911	Feilding Sash and Door Company (Limited)	..	Ohakune	..	Grantees	5	*	Premium..	..	83 2 1	4,443 2 8	4,526 4 9
1326	R. 11/5571 ..	April 1, 1912	B. L. Knight ..	..	Raurimu	..	"	5	*	..	190 0 0	..	1,305 2 0	1,305 2 0
1329	R. 09/1294 ..	May 1, 1912	J. J. Craig (Limited) ..	..	Auckland	..	†	3	*	..	100 0 0	11,820 11 11	39 18 11	11,860 10 10
1331	R. 07/895 ..	July 1, 1912	Andrews and Gosse ..	..	Belmont	..	†	5	*	..	Repairs, \$3/5/-	7 18 7	437 15 9	445 14 4
1332	R. 09/1157 ..	April 1, 1912	Public Works Department ..	..	Mount Eden	..	Grantees	5	*	..	..	24 16 0	112 7 4	137 3 4
1334	R. 12/3243 ..	April 1, 1912	West Coast Refrigerating Company (Limited)	..	Wayby ..	..	†	5	*	..	Repairs, \$6/10/-	3,427 3 5	2,969 16 2	6,396 19 7
1337	R. 01/886 ..	Nov. 1, 1911	Wanganui Co-operative Dairy Com- pany (Limited)	..	Aramoho	..	†	5	*	..	Rep'r's, 12s. 8d.	146 18 2	93 11 3	240 9 5
1339	R. 02/2478 ..	Sept. 1, 1912	Winstone Limited ..	..	Mount Eden	..	†	10	*	..	Rental, \$25	2,954 12 0	64 14 3	3,019 6 3
1346	R. 03/3714 ..	July 1, 1912	Belmont Quarry Company (Limited)	..	Belmont	..	†	5	*	..	Repairs, \$2/4/-	10 10 2	1,964 10 2	1,975 0 4
1347	R. 07/2501 ..	Aug. 1, 1912	Farmers' Co-operative Auctioneer- ing Company (Limited)	..	Matamata	..	Grantees	10	*	Premium..	161 0 0	711 6 4	80 6 8	791 13 0
1348	R. 07/618 ..	Sept. 1, 1912	Winstone Limited ..	..	Auckland	..	†	3	*	..	Rental, \$25	4,197 14 0	39 5 2	4,236 19 2
1351	R. 03/600 ..	July 1, 1912	Williams and Kettle (Limited) ..	..	Hastings	..	†	5	*	..	Rental, \$25	676 10 8	331 1 0	1,007 11 8
1357	R. 02/3099 ..	Sept. 1, 1912	Te Aroha Quarry Company ..	..	Tirohia	..	Grantees	5	*	Premium..	384 0 0	..	1,123 10 11	1,123 10 11
1360	R. 12/3433 ..	Oct. 1, 1912	Gilmer and Maguire ..	..	Belmont	..	"	5	*	..	498 0 0	5 15 11	715 17 8	721 13 7
1361	R. 03/3698 ..	Oct. 1, 1912	Eltham Co-operative Dairy Factory Company (Limited)	..	Eltham	..	"	10	*	..	600 0 0	167 10 8	778 7 6	945 18 2
1362	R. 12/2657 ..	Oct. 1, 1912	Public Works Department ..	..	Wellington	..	Govt. ..	5	*	..	Repairs, \$86	112 19 10	897 5 7	1,010 5 5
1363	R. 12/4080 ..	July 1, 1912	Auckland Brick and Pottery Com- pany (Limited)	..	New Lynn	..	†	5	*	..	Repairs, \$86	189 4 4	124 15 11	314 0 3
1368	R. 00/613 ..	Nov. 1, 1912	United Coal Company (Limited) ..	..	Whangamarino ..	..	†	5	*	..	Repairs, \$37 12s. 7d.	..	..	..
1369	R. 02/670 ..	Oct. 1, 1912	Wellington Woollen Manufacturing Company (Limited)	..	Petone ..	..	Grantees	10	*	Premium..	129 0 0	294 7 7	..	294 7 7
1372	R. 11/4903 ..	Nov. 1, 1912	Farmers' Co-operative Auctioneer- ing Company (Limited)	..	Frankton	..	"	10	*	..	Rental, \$25	916 4 0	115 17 10	1,032 1 10
1373	R. 12/4615 ..	Dec. 1, 1912	Goodfellow Limited ..	..	"	..	"	10	*	..	Rental, \$25	98 9 0	582 2 11	680 11 11
1376	R. 12/4914 ..	Dec. 1, 1912	May Morn Estates (New Zealand) (Limited)	..	Mangaroo	..	"	10	*	..	Rental, \$25	44 11 1	132 1 5	176 12 6
1392	R. 10/5535 ..	Jan. 1, 1913	J. N. Williams ..	..	Hastings	..	"	10	*	..	Rental, \$50	..	..	..
1384	R. 10/3878 ..	Nov. 1, 1912	Kendrick Bros. ..	..	Aramoho	..	†	5	*	..	Rental, \$25	28 5 5	128 14 5	156 19 10
1386	R. 00/2314 ..	Jan. 1, 1913	Levin and Co. (Limited) ..	..	Kaiwarra	..	Grantees	10	*	Premium..	362 0 0	5,701 12 4	1 17 0	5,708 9 4
1387	R. 12/1036 ..	June 1, 1913	Hawke's Bay Farmers' Co-operative Association (Limited)	..	Waipukurau	..	"	10	*	..	Rental, \$25	509 15 4	133 8 1	643 3 5
1388	R. 12/2555 ..	Jan. 1, 1913		..		..								

\* 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, 1915—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 Premium.	Value of the Traffic through the Sidings during the Year ending 31st March, 1915.			Total.
									In.	Out.	Total.	
1393	R. 12/2461 ..	Ellis and Burnand ..	M. ch.	Ongarue ..	Grantees	5 years* ..	Premium ..	£ s. d. 574 0 0	£ s. d. 25 4 7	£ s. d. 179 0 11	£ s. d. 204 5 6	
1395	R. 07/2568 ..	Rangataua Timber Company (Limited)	..	Rangataua ..	+	5 " * ..	+	Repairs, £22	38 9 2	2,963 15 1	3,002 4 3	
1399	R. 02/1854 ..	Tiratu Sawmilling Company ..	..	Mangatera ..	+	5 " * ..	+	Repairs, £21/12/-	164 16 8	567 8 8	732 5 4	
1403	R. 00/2784 ..	Mauriceville Lime Company (Limited)	..	Mauriceville ..	+	5 " * ..	..	..	48 14 0	251 13 0	295 7 0	
1405	R. 12/4796 ..	Taranaki (N.Z.) Oil Wells (Limited)	..	Mouturoa ..	Grantees	10 " * ..	Premium ..	544 0 0	166 5 10	426 8 11	592 14 9	
1406	R. 12/5040 ..	Auckland Rimu Timber Company (Limited)	..	Newmarket ..	"	10 " * ..	"	Rental, £25 101 0 0	4,440 14 3	40 8 11	4,481 3 2	
1411	R. 98/3568 ..	Auckland Farmers' Freezing Company (Limited)	..	Auckland ..	+	2 " * ..	..	Rental, £50	6,091 13 2	281 5 2	6,372 18 4	
1414	R. 12/1095 ..	Te Aroha Borough Council ..	..	Te Aroha ..	Grantees	10 " * ..	Premium ..	157 0 0	..	463 17 9	463 17 9	
1415	R. 04/2878 ..	Ellis and Burnand (Limited)	..	Hamilton ..	"	7½ " * ..	"	Rental, £25 265 0 0	619 16 2	353 1 6	972 17 8	
1418	R. 03/2233 ..	Taupiri Coal Mines (Limited)	..	Huntly ..	"	5 " * ..	"	Rental, £25 402 0 4	151 16 1	19,349 6 6	19,501 2 7	
1424	R. 13/2417 ..	Auckland Rimu Timber Company (Limited)	..	Ngongotaha ..	"	5 " * ..	"	427 0 0	..	3,602 9 10	3,602 9 10	
1427	R. 96/3327 ..	Nelson Bros. (Limited) ..	..	Tomoana ..	+	10 " * ..	..	Rental, £25 127 0 0	3,691 1 8	4,540 10 11	8,231 12 7	
1431	R. 13/1914 ..	New Zealand Dairy Association (Limited)	..	Frankton ..	Grantees	10 " * ..	Premium ..	Rental, £25 300 0 0	202 11 4	802 19 7	1,005 10 11	
1434	R. 13/1903 ..	J. H. Robson ..	29 75	Pohokura ..	"	5 " * ..	"	235 0 0	..	215 1 6	215 1 6	
1435	R. 12/2997 ..	Wellington Harbour Board ..	..	Wellington ..	"	5 " * ..	"	7,022 12 0	7,022 12 0	..	7,022 12 0	
1439	R. 93/3515 ..	Carr, Pountney, and Co. ..	..	Morrinsville ..	+	10 " * ..	..	Rental, £25 74 14 0	74 14 0	96 19 4	171 13 4	
1440	R. 08/3724 ..	George Syme and Co. (Limited)	..	Tangiawai ..	+	5 " * ..	..	Repairs, £14 17s.	8 9 9	1,937 18 3	1,946 8 0	
1441	R. 06/2869 ..	G. Gardner and Sons ..	250 48	Hibitahi ..	+	5 " * ..	..	Repairs, £32	56 3 11	1,710 4 2	1,766 8 1	
1442	R. 04/956 ..	A. and G. Price (Limited)	..	Thames ..	+	5 " * ..	..	Repairs, £32 12s. 11d.	..	..	..	
1443	R. 13/5132 ..	New Zealand Packing Company (Limited)	..	Matangi ..	Grantees	10 " * ..	Premium ..	140 0 0	..	..	..	
1446	R. 08/3485 ..	William Booth and Co. (Limited)	247 10	Hibitahi ..	+	5 " * ..	..	Rental, £17	36 18 1	1,501 15 0	1,538 13 1	
1448	R. 14/206 ..	Hawke's Bay Farmers' Meat Company (Limited)	..	Whakatu ..	Grantees	10 " * ..	Premium ..	406 0 0	2,854 18 2	755 3 6	3,610 1 8	
1453	R. 14/1977 ..	Robert Holt and Sons ..	..	Hastings ..	+	8½ " * ..	..	Rental, £25	1,263 8 5	19 14 9	1,283 3 2	
1455	R. 14/2229 ..	Levin and Co. (Limited)	..	Foxton ..	Govt.	5 " * ..	..	Rental, £25	140 12 11	84 12 3	225 5 2	
1462	R. 14/1417 ..	Department of Justice ..	..	Mount Eden ..	+	5 " * ..	..	Repairs, £7 13s. 4d.	8 2 4	64 4 5	148 6 9	
1463	R. 14/1417 ..	Post and Telegraph Department ..	..	" ..	+	5 " * ..	..	Repairs, £7 13s. 4d.	16 1 0	85 7 6	101 8 6	

NORTH ISLAND MAIN LINE AND BRANCHES—continued.

Ref.	Date	Company	Mount Eden	Grantees	5 "	180 15 3'	Repairs, £7 13s. 4d.	180 15 3'	190 15 3'
1464	R. 14/1417 ..	Colonial Ammunition Company (Limited)	..	..	5 "	..	..	..	190 15 3'
1465	R. 14/2698 ..	Taupiri Coal Mines (Limited)	..	..	5 "	..	42,468 10 9	42,647 0 2	42,647 0 2
1467	R. 14/1415 ..	Wanganui Sash and Door Factory and Timber Company (Limited)	..	..	6 1/2 "	..	48 6 3	1,688 19 9	1,688 19 9
1468	R. 14/2184 ..	Firth Pumice Company (Limited)	..	..	10 "	Premium..	2,455 0 11	2,571 1 11	2,571 1 11
1472	R. 04/291 ..	William Cook ..	88 35	..	10 "	..	709 19 7	1,626 0 5	1,626 0 5
1474	R. 03/1660 ..	Taupo Totara Timber Company (Limited)	..	..	5 "	..	5,892 8 4	6,613 4 2	6,613 4 2
1475	R. 09/262 ..	Quin Bros. ..	..	..	5 "	..	2,022 11 1	2,098 19 5	2,098 19 5
1476	R. 06/1608 ..	Morningside Quarries (Limited) ..	..	..	5 "	..	1,000 1 8	1,212 7 10	1,212 7 10
1477	R. 04/1751 ..	Waitemata County Council and Kaipara Co-operative Dairy Company (Limited)	..	..	10 "	..	490 8 6	581 5 9	581 5 9
1479	R. 04/945 ..	New Zealand Brick, Tile, and Pottery Company (Limited)	..	..	5 "	..	2,106 19 10	2,586 4 6	2,586 4 6
1482	R. 13/6113 ..	The O.K. Metal Company ..	..	Grantees	5 "	Premium..	..	15 18 3	15 18 3
1488	R. 01/1877 ..	Mokau Coal and Estates Company (Limited)	..	..	1 "	..	21 9 2	119 14 10	119 14 10
1484	R. 02/4089 ..	Union Timber Company (Limited)	..	..	10 "	Premium..	45 5 1	1,231 9 10	1,231 9 10
1489	R. 06/8575 ..	The Hawke's Bay Fruit, Produce, and Cool Storage Company (Ltd.)	..	..	8 1/2 "	..	1,169 17 9	1,864 3 7	1,864 3 7
1490	R. 03/1221 ..	Te Aroha District Co-operative Dairy Company (Limited)	..	Grantees	10 "	Premium..	..	196 1 1	196 1 1
1491	R. 12/2589 ..	Manawatu County Council ..	..	..	5 "	..	10,375 11 3	240 10 11	240 10 11
1493	R. 08/3737 ..	Taringamotu Totara Sawmills (Limited)	..	..	5 "	..	..	10,589 15 1	10,589 15 1
1501	R. 08/608 ..	Perham, Larsen, and Co. ..	..	..	5 "	..	3,952 18 1	3,981 15 1	3,981 15 1
1502	R. 03/4058 ..	Manawatu Racing Club ..	..	..	5 "	..	139 11 7	210 5 7	210 5 7
1507	R. 10/3878 ..	McLeod and Gardener (Limited) ..	..	Grantees	8 "	..	..	323 3 0	323 3 0
1508	R. 04/2222 ..	Auckland Farmers' Freezing Company (Limited)	..	..	1 "	..	3,418 16 4	12,766 3 8	12,766 3 8
1509	R. 14/4705 ..	Pukemiro Collieries (Limited) ..	..	Grantees	10 "	Premium..	..	..	..
1512	R. 04/1516 ..	Thomas Borthwick and Sons ..	..	..	10 "	..	3,323 3 11	8,727 11 2	8,727 11 2

SOUTH ISLAND MAIN LINE AND BRANCHES.

Ref.	Date	Company	Govt.	Grantees	Indefinite	180 15 3'	Repairs, £50	180 15 3'	190 15 3'
.. 3	R. 96/1630 ..	J. Mill and Co. ..	..	Govt.	..	798 5 9	681 7 5	1,424 13 2	1,424 13 2
13	R. 98/4310 ..	Richard Allen ..	..	Grantees	..	859 11 0	1,442 16 5	2,302 7 5	2,302 7 5
20	R. 96/1984 ..	Oamaru Harbour Board ..	..	..	..	1,773 1 9	1,518 11 6	3,291 13 3	3,291 13 3
32	R. 99/3100 ..	Richard Evans ..	..	..	..	392 12 9	763 4 9	1,155 17 6	1,155 17 6
33	R. 00/945 ..	D. C. Turbull and Co. ..	..	Govt.	..	313 10 1	283 1 4	596 11 5	596 11 5
37	R. 02/641 ..	J. Deans ..	..	..	..	26 3 5	972 4 10	998 8 3	998 8 3
120	R. 00/2193 ..	Clark Bros. ..	..	..	..	410 15 7	1,376 19 0	1,787 14 7	1,787 14 7
		Oamaru Harbour Board ..	..	..	..	797 10 0	485 10 6	1,233 0 6	1,233 0 6

\* 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, 1915—continued.

Table with columns: Hd. 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, 1915 (In, Out, Total), £ s. d.

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.



RETURN NO. 24—continued.

PARTICULARS OF PRIVATE-SIDING TRAFFIC, SHOWING VALUE OF TRAFFIC DONE DURING TWELVE MONTHS ENDING 31ST MARCH, 1915—continued.

H. d. 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, 1915.			Total.					
										In.	Out.	Total.						
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
1192	R. 99/2406 ..	Aug. 1, 1909	Christchurch Meat Company (Limited)	M. ch.	Islington	+	10 years*	+	Rental, £25	14,558	11	10	6,092	17	6	20,651	9	4
1198	R. 09/3046 ..	Oct. 1, 1909	James Holland ..	..	Kaiapoi	+	5 "	+	Repairs, £13	923	2	1	93	4	1	93	4	1
1194	R. 99/2416 ..	Nov. 1, 1909	N.Z. Loan and Mercantile Agency Company (Limited)	..	Bluff	+	10 "	+	Rental, £50	1,232	14	5	1,255	16	6	2,155	16	6
1197	R. 99/2209 ..	Jan. 1, 1910	John Marshall ..	..	Centre Bush	+	5 "	+	Repairs, £25s.	5,297	17	8	2,201	7	2	7,499	4	10
1201	R. 99/281 ..	Nov. 1, 1909	Lyttelton Harbour Board	..	Lyttelton	+	5 "	+	..	21	1	6	1,624	5	4	1,645	6	10
1209	R. 05/293 ..	Jan. 1, 1910	Friedlander Bros. (Limited)	..	Lyndhurst	+	10 "	+	..	1,139	4	9	685	12	6	1,824	17	3
1212	R. 99/367 ..	Feb. 1, 1910	N.Z. Farmers' Co-operative Association of Canterbury (Limited)	..	Ashburton	+	10 "	+	Rental, £25	150	6	3	208	4	9	358	11	0
1214	R. 00/991 ..	April 1, 1910	J. Montgomery and Co. ..	..	Addington	+	10 "	+	Rental, £5	785	5	5	285	4	8	1,070	10	1
1215	R. 99/2357 ..	May 1, 1910	James Craig and Co. ..	..	Oamaru	+	10 "	+	Rental, £50	1,544	17	0	715	12	3	2,260	9	3
1216	R. 00/1193 ..	April 1, 1910	J. and T. Meek ..	158 19	Balfour	+	10 "	+	Rental, £25	307	17	7	763	0	10	1,070	18	5
1218	R. 99/3088 ..	May 1, 1910	Wright, Stephenson, and Co. ..	..	Makarewa	+	10 "	+	473 0 0	2,355	5	1	3,272	1	4	5,627	6	5
1221	R. 08/3776 ..	April 1, 1910	Southland Frozen Meat and Produce Export Company (Limited)	..	..	Grantees	10 "	..	Rental, £25	962	15	5	173	8	9	1,136	4	2
1222	R. 00/568 ..	July 1, 1910	Christchurch City Council	..	Chaney's	+	5 "	+	..	3,020	17	0	1,783	8	0	4,804	5	0
1223	R. 99/2653 ..	April 1, 1910	William White and Co. (Limited)	..	Addington	+	10 "	+	Rental, £25	12	9	3	611	14	10	624	4	1
1225	R. 00/1774 ..	May 1, 1910	Lyttelton Harbour Board	..	Lyttelton	+	5 "	+	..	5	6	6	33	16	0	39	2	6
1231	R. 03/2208 ..	Aug. 1, 1910	New Zealand Farmers' Co-operative Association of Canterbury (Ltd.)	..	Christchurch	+	10 "	..	Rental, £50	440	7	10	877	0	8	1,317	8	6
1235	R. 05/2886 ..	June 1, 1910	Milburn Lime and Cement Company (Limited)	..	Burnside	Grantees	10 "	..	978 0 0	3,355	4	10	793	10	8	4,148	15	6
1240	R. 10/2527 ..	July 1, 1910	G. S. Wilson and H. E. Wilson ..	..	Glenomaru	..	5 "	..	Rental, £50	7,830	19	11	1,176	8	9	9,007	8	8
1256	R. 10/947 ..	Nov. 1, 1910	Miss Sophia McDonald ..	..	Whitecraig	..	5 "	..	230 0 0	879	1	2	184	13	1	1,063	14	3
1258	R. 00/2042 ..	Oct. 1, 1910	National Mortgage and Agency Company of New Zealand (Limited)	..	Ashburton	+	10 "	..	110 0 0	38	4	5	899	4	3	937	8	8
1259	R. 99/2905 ..	Oct. 1, 1910	Milburn Lime and Cement Company (Limited)	..	Pelichet Bay	+	10 "	..	Repairs, £7/19/8	..	..	..	114	16	0	114	16	0
1260	R. 00/1040 ..	Dec. 1, 1910	(Wright, Stephenson, and Co. (Ltd.) (Otago Farmers' Co-operative Association of New Zealand (Ltd.))	..	Dunedin	+	10 "	..	Rental, £50	1,854	17	8	180	3	7	2,035	1	3
1263	R. 00/141 ..	Jan. 1, 1911	Henry Harraway ..	..	Green Island	+	10 "	..	Rental, £25	129	13	4	159	11	10	289	5	2
1265	R. 00/2041 ..	Feb. 1, 1911	R. Meek and Co., McCallum and Co ..	..	Fairfax	+	5 "	..	..	65	5	0	..	..	..	65	5	0
1266	R. 07/4656 ..	Jan. 1, 1911	John London ..	..	Geddes and Walton Park	Govt. ..	10 "	..	..	0	16	2	650	7	9	651	3	11
1267	R. 01/1037 ..	Mar. 1, 1911	Lyttelton Harbour Board	..	Lyttelton	+	5 "	..	116 0 0	..	..	..	..	..	..	..	..	..
1268	R. 10/2436 ..	April 1, 1911	Shaw, Savill, and Albion Company (Limited)	..	Bluff ..	Grantees	10 "	..	Rental, £50	129	13	4	159	11	10	289	5	2
1273	R. 99/1934 ..	May 1, 1911	Fleming and Co. (Limited)	..	Gore ..	+	10 "	..	Rental, £25	65	5	0	..	..	..	65	5	0
1274	R. 09/3044 ..	April 1, 1911	G. McClatchie and Co. ..	..	Leeston	+	10 "	..	Rental, £25	..	..	..	..	..	..	..	..	..
1275	R. 04/563 ..	April 1, 1911	New Zealand Pine Company	..	Ryal Bush	+	5 "	..	..	..	..	..	..	..	..	..	..	..

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.

(Included in No. 1201.) 288 0 0

(Included in No. 1105.)

(Included in No. 1201.)



No.	Date	Company	Location	Grantees	Term	Premium	Rental, £50	Repairs, £25	Other	Area	Value
1277	R. 10/2870	Corporation of Invercargill	Invercargill	..	10	..	138 10 0	..	..	749 11 0	749 11 0
1279	R. 09/5156	..	Milburn	..	5	..	732 0 0	..	..	406 2 9	384 14 10
1281	R. 01/1604	..	Sawyer's Bay	..	5	..	..	..	..	2 2 10	1,447 9 11
1282	R. 10/2923	..	Finegand	..	10	Premium..	550 0 0	..	..	875 8 5	..
1290	R. 06/1868	..	Gore	..	5	..	..	..	..	410 12 6	229 15 8
1291	R. 03/2223	..	Ocean Beach	..	5	..	..	..	..	3,686 15 5	1,394 7 10
1292	R. 01/2857	..	Addington	..	5	..	..	..	..	268 2 5	279 10 1
1294	R. 01/1660	..	Southbrook	..	10	..	..	..	..	448 11 10	556 5 0
1298	R. 01/2518	..	Belfast	..	5	..	..	..	..	816 3 8	506 9 8
1302	R. 09/691	..	Riversdale	..	10	..	..	..	..	139 13 3	545 17 7
1307	R. 09/2990	..	Greenhills	..	5	..	..	..	..	17 18 0	1,119 12 3
1311	R. 01/2438	..	Addington	..	10	..	..	..	..	1,281 16 3	1,494 16 2
1316	R. 03/754	..	Lyttelton	..	5	..	..	..	..	..	..
1317	R. 07/1122	..	Winchester	..	5	..	..	..	..	..	..
1321	R. 00/1690	..	Burnside	..	10	..	..	..	..	..	..
1322	R. 12/897	..	Bush Siding	..	5	Premium..	74 0 0	..	..	8 13 0	304 13 4
1325	R. 07/2900	..	Templeton	..	5	..	..	..	..	..	11 12 8
1328	R. 01/1860	..	Sockburn	..	5	..	..	..	..	344 11 7	..
1330	R. 09/2224	..	Timaru	..	10	Premium..	497 0 0	..	..	3,357 18 5	2,495 7 6
1333	R. 12/3242	..	Addington	..	5	..	..	..	..	151 3 8	144 6 7
1335	R. 12/3244	..	Dunedin	..	5	..	..	..	..	11 14 3	594 8 0
1338	R. 02/2053	..	Mataura	..	5	..	..	..	..	992 9 8	4,082 19 8
1345	R. 08/4318	..	Wingatui	..	1	..	..	..	..	130 4 6	678 0 10
1349	R. 01/1837	..	Addington	..	10	Premium..	105 0 0	..	..	1,324 1 4	722 4 9
1350	R. 01/1661	..	Burnside	..	10	..	..	..	..	2,921 8 8	2,879 17 6
1352	R. 00/1324	..	Lyttelton	..	2 1/2	..	..	..	..	275 9 8	186 9 1
1353	R. 02/1439	..	Port Chalmers	..	5	..	..	..	..	605 0 10	149 4 2
1359	R. 11/4617	..	Wairoa	..	5	Premium..	382 0 0	..	..	44 16 9	..
1365	R. 12/3534	..	Coalgate	..	5	..	..	..	..	..	..
1367	R. 06/1347	..	Chertsey	..	5	..	..	..	..	..	..
1370	R. 06/4051	..	Burnside	..	5	..	..	..	..	9,551 6 5	3,782 7 9
1371	R. 12/3167	..	Green Island	..	10	..	..	..	..	1,192 13 0	100 18 4

\* 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, 1915—continued.

Hd. Office	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, 1915.		Total.
										In.	Out.	
1974	R. 02/3673 ..	Nov. 1, 1912	N.Z. Loan and Mercantile Agency Company (Limited)	..	Timaru	+	5 years* ..	Premium..	£ s. d. 107 7 6 Rental, £50	£ s. d. 514 8 1	£ s. d. 449 6 10	£ s. d. 963 14 11
1975	R. 00/2781 ..	Jan. 1, 1913	Canterbury Central Co-operative Dairy Company (Limited)	..	Addington	+	10 " ..	+	Rental, £50	860 1 0	296 4 6	1,156 5 6
1978	R. 05/669 ..	May 1, 1912	H. A. Massey ..	..	Gore	+	5 " ..	+	Rental, £25	172 18 4	71 16 11	244 15 3
1979	R. 00/1107 ..	Jan. 1, 1913	J. and G. Drummond ..	..	Conical Hill	+	5 " ..	+	Repairs, £1	187 11 11	187 11 11	187 11 11
1980	R. 12/2775 ..	Dec. 1, 1912	Southland Farmers' Co-operative Association (Limited)	..	Invercargill	..	10 " ..	Premium..	115 10 0	187 14 8	72 7 11	260 2 7
1981	R. 02/3211 ..	Jan. 1, 1913	J. G. Ward and Co. (Limited)	..	Bluff	+	5 " ..	+	Rental, £50	788 8 11	117 3 9	850 12 8
1990	R. 10/1418 ..	Nov. 1, 1912	Canterbury Saleyards Company (Limited)	..	Addington	+	5 " ..	+	..	..	..	..
1991	R. 12/3166 ..	Oct. 1, 1912	Canterbury Frozen Meat and Dairy-produce Export Company (Limited)	..	Belfast	+	10 " ..	+	Repairs, £175	7,138 9 9	4,941 10 9	12,080 0 6
1992	R. 02/3422 ..	Jan. 1, 1913	William H. Martyn ..	..	Wetheral	+	5 " ..	+	Rental, £25	31 15 9	75 10 5	107 6 2
1996	R. 12/5553 ..	Jan. 1, 1913	Lytelton Harbour Board ..	..	Lytelton	..	5 " ..	..	..	262 17 7	(Included in No. 1201.)	..
1400	R. 12/2684 ..	Sept. 1, 1912	John Hill and Co. (Limited)	..	Port Chalmers	+	5 " ..	..	Rental, £50	1,928 8 9	2,191 6 4	..
1402	R. 03/1919 ..	June 1, 1913	Pyne and Co. ..	..	Christchurch	+	10 " ..	..	..	1,939 9 1	1,442 0 8	3,381 9 9
1404	R. 12/2684 ..	Sept. 1, 1912	Shaw, Savill, and Albion Company (Limited)	..	Port Chalmers	+	5 " ..	..	..	376 8 11	1,974 5 3	2,850 14 2
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; Briscoe and Co.; Mason, Struthers, and Co.; E. A. Crawford and Co.; and Vacuum Oil Company (Limited)	..	Timaru..	+	10 " ..	+	Rental, £25 for each tenant	4,832 4 8	3,023 13 0	7,855 17 8
1409	R. 12/4494 ..	Jan. 1, 1913	Christchurch Meat Company (Limited)	..	Pukeuri	..	10 " ..	Premium..	1,000 0 0 Rental, £25	2,793 18 3	4,018 13 5	6,812 11 8
1410	R. 12/5667 ..	Feb. 1, 1913	New Zealand Loan and Mercantile Agency Company (Limited)	..	Gore	+	10 " ..	..	Rental, £25	208 6 8	320 8 6	528 15 2
1412	R. 05/1083 ..	May 1, 1913	A. P. Tutton and Son ..	..	Rangiora	+	5 " ..	..	Rental, £25	1,438 12 8	(Included in No. 1459.)	..
1413	R. 13/3684 ..	July 1, 1913	S. J. Adams ..	..	Waimate	+	7 " ..	..	Rental, £25	11 17 10	11 17 10	1,450 10 6
1416	R. 02/1454 ..	Feb. 1, 1913	Canterbury Farmers' Co-operative Association (Limited)	..	Studholme	..	10 " ..	Premium..	294 0 0	286 0 7	476 5 8	762 6 3
1419	R. 03/2316 ..	Aug. 1, 1913	Canterbury Frozen Meat and Produce Export Company (Limited)	..	Pareora	+	10 " ..	..	Rental, £50	4,351 7 3	2,801 12 1	7,152 19 4
1422	R. 13/1261 ..	Sept. 1, 1913	Post and Telegraph Department ..	..	Addington	..	10 " ..	Premium..	340 0 0 Rental, £50	43 12 9	18 10 10	62 3 7

SOUTH ISLAND MAIN LINE AND BRANCHES—continued.

M. ch.



RETURN NO. 24—continued.  
PARTICULARS OF PRIVATE-SIDING TRAFFIC, SHOWING VALUE OF TRAFFIC DONE DURING TWELVE MONTHS ENDING 31ST MARCH, 1915—continued.

RA Oms Reg. No.	Papers.	Date of Grant.	Present Holder.	Posi- tion.	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, 1915.			Total.
										In.	Out.	Total.	
WESTLAND SECTION.													
1007	R. 00/2624	Aug. 1, 1906	Dispatch Foundry Company (Ltd.)	M. ch.	Greymouth	Grantees	10 years*	+	Rental, £25	£ s. d. 63 15 3	£ s. d. 258 19 0	£ s. d. 322 14 3	
1107	R. 03/1446	Oct. 1, 1908	W. T. Oglvie	..	Gladstone	"	5 "	+	..	41 8 11	1,001 16 2	1,043 5 1	
1152	R. 03/4351	July 1, 1909	G. T. Moss	..	Te Kinga	"	5 "	+	..	3 18 4	756 3 8	760 2 0	
1168	R. 03/4189	June 1, 1909	Red Jacks Sawmilling Company	..	Ngahere	"	5 "	+	..	556 18 8	49 9 2	606 7 10	
1184	R. 99/1730	April 1, 1909	Straatford, Blair, and Co.	..	Greymouth	Grantees	10 "	+	Rental, £25	..	..	..	
1187	R. 08/4493	April 1, 1909	Ikamatua Sawmilling Company	..	"	"	10 "	+	Rental, £25	..	..	..	
1213	R. 09/2106	Dec. 1, 1909	Butler Bros.	..	Ruatapu	"	5 "	+	Rental, £25	183 17 0	2,950 9 4	3,134 6 4	
1247	R. 02/554	Oct. 1, 1910	William Goss (Limited)	..	Moana	"	5 "	+	Repairs, £6/12/	15 16 9	647 7 0	663 3 9	
1248	R. 02/553	Oct. 1, 1910	Kotuku Sawmilling Company	..	Araika	"	5 "	+	Repairs, £6	60 9 4	866 0 4	926 9 8	
1250	R. 02/557	Oct. 1, 1910	Straatford, Blair, and Co. (Limited)	..	Kokiri	"	5 "	+	Repairs, £18/14/	25 7 9	668 2 1	693 9 10	
1251	R. 02/556	Oct. 1, 1910	Lake Brunner Sawmilling Company	..	Ruru	"	5 "	+	..	71 1 11	2,847 4 2	2,918 6 1	
1254	R. 02/558	Oct. 1, 1910	Baxter Bros.	..	Kokiri	"	5 "	+	Repairs, £6/12/	31 1 2	908 19 7	940 0 9	
1255	R. 08/3432	Feb. 1, 1910	North Brunner Coal Company (Ltd.)	..	Stillwater	Grantees	5 "	+	50 0 0	27 4 5	893 15 4	948 18 4	
1264	R. 00/197	Jan. 1, 1910	K.K. Sawmilling Company	..	Kumara	"	5 "	+	..	..	..	920 19 9	
1270	R. 05/1908	Dec. 1, 1910	Murphy and Co.	..	Stafford	"	5 "	+	..	..	..	..	
1271	R. 02/552	May 23, 1911	Blackball Coal Company	..	Blackball	Grantees	5 "	+	98 0 0	271 13 2	29,268 16 1	29,540 9 3	
1272	R. 01/356	April 1, 1911	Westland Sawmilling Company (Limited)	..	Inchbonnie	"	5 "	+	Repairs, £6	70 15 8	1,408 4 11	1,479 0 7	
1280	R. 10/2362	April 1, 1911	Westland Sawmilling Company (Limited)	..	Cameron's	Grantees	5 "	+	150 0 0	66 2 6	878 13 6	944 16 0	
1300	R. 07/774	Nov. 1, 1911	Straatford, Blair, and Co. (Limited)	..	Hukarere	"	5 "	+	..	71 5 1	1,480 9 8	1,551 14 9	
1301	R. 01/456	Oct. 1, 1911	Jack Bros.	..	Kotuku	"	5 "	+	..	98 10 4	1,625 8 7	1,718 18 11	
1327	R. 12/193	April 1, 1912	Harris and Osborne	..	Reetton	Grantees	5 "	+	166 0 0	..	207 14 1	207 14 1	
1344	R. 12/3761	May 1, 1912	Greymouth Harbour Board	..	Greymouth	Govt.	5 "	+	..	..	..	..	
1394	R. 13/3867	Jan. 1, 1913	Tyneside Proprietary (Limited)	..	Brunner	"	5 "	+	..	101 11 3	3,696 5 8	3,797 16 11	
1397	R. 06/440	Mar. 1, 1913	Ikamatua Sawmilling Company	..	Ikatatua	"	5 "	+	..	31 16 8	631 5 4	663 2 0	
1407	R. 07/3061	Jan. 1, 1913	Te Kinga Land and Timber Company (Limited)	..	Te Kinga	"	5 "	+	..	50 13 9	1,500 9 2	1,551 2 11	
1421	R. 99/1729	Sept. 1, 1913	Straatford, Blair, and Co. (Limited)	10 49	Arnold	"	5 "	+	..	3 15 2	109 6 7	113 1 9	
1498	R. 14/4834	Nov. 1, 1914	J. C. Malfroy and Co.	..	Ho Ho	"	5 "	+	..	81 17 2	1,253 16 2	1,335 13 4	
1503	R. 03/2385	Nov. 1, 1913	Westland Kapitea Brick Company (Limited)	..	Kapitea	"	5 "	+	..	46 19 0	16 19 11	63 18 11	
1504	R. 04/2611	Nov. 1, 1914	Midland Sawmilling Company (Limited)	..	Ngahere	"	5 "	+	..	45 9 0	641 17 7	687 6 7	
WESTPORT SECTION.													
1195	R. 00/2091	Aug. 1, 1909	D. P. Mumm	..	Mokihinui	"	5 years*	+	..	0 10 0	..	0 10 0	
1355	R. 07/591	Sept. 1, 1912	Westport Stockton Coal Company (Limited)	..	Ngakawan	"	5 "	+	..	280 1 1	17,865 8 11	18,145 10 0	
1452	R. 14/917	Mar. 1, 1914	J. and S. Marris	..	Mokihinui	"	2 "	+	..	16 5 9	80 5 1	96 10 10	

NELSON SECTION.

958	R. 05/892	July 1, 1905	E. Buxton and Co. (Limited)	..	Nelson	..	Grantees	10 years*	Premium...	180 0 0 Rental, £25	344 13 0	82 18 2	427 11 2
—	R. 00/1834	Oct. 1, 1899	Nelson Seed and Produce Company	..	"	..	(Right held in connection with lease)	..	..	67 18 0	..	..	..
1204	R. 08/3377	Sept. 1, 1908	Nelson Freezing Company (Limited)	..	Stoke	..	Grantees	10 years*	..	320 0 0 Rental, £50	251 4 3	148 3 5	399 7 8
1241	R. 00/2399	Jan. 1, 1910	Neale and Haddow	..	Nelson	1 0	+	10 " *	+	Rental, £25	465 17 10	8 16 10	474 14 8

PICTON SECTION.

1303	R. 02/866	Nov. 1, 1911	N.Z. Loan and Mercantile Agency Company (Limited)	..	Picton	..	+	5 years*	+	Rental, £25	308 11 6	77 14 2	381 5 8
1313	R. 01/2132	Feb. 1, 1912	Levin and Co. (Limited)	..	Blenheim	17 69	+	10 " *	+	Repairs, £15 Rental, £25	916 18 9	637 9 7	1,554 8 4
1417	R. 99/2880	July 1, 1913	Robert H. Smale	..	Spring Creek	13 38	+	5 " *	..	Repairs, £4 Rental, £25	14 15 2	22 13 10	37 9 0
1428	R. 93/3737	Nov. 1, 1913	N.Z. Loan and Mercantile Agency Company (Limited)	..	Blenheim	..	+	10 " *	..	Repairs, £4 Rental, £25	536 2 8	418 18 3	955 0 11
1470	R. 13/3410	June 1, 1914	Corry and Co.	..	Seddon	..	Grantees	10 " *	..	25 0 0 Rental, £25	..	..	..
1492	R. 14/3262	Nov. 1, 1914	Corry and Co.	..	Blenheim	..	+	10 " *	Premium..	802 0 0 Rental, £25	..	..	..

\* Three months' notice

† Siding originally laid under old agreement.

RETURN No. 25.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1915.

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	96,338	..
1870-71	..	..	18 58	39,323	..
1871-72	..	..	11 68	24,885	..
1872-73	..	..	27 62	58,327	..
1873-74	..	..	21 76	46,095	..
1874-75	..	..	188 17	395,246	..
1875-76	..	..	317 27	666,409	..
1876-77	..	..	216 63	455,254	..
1877-78	..	..	198 54	417,217	..
1878-79	..	..	83 65	176,006	..
1879-80†	..	..	67 26	141,382	..
1880-81	..	..	101 30	212,888	74,261
1881-82	..	..	63 3	132,379	73,947
1882-83	..	..	42 21	88,751	106,763
1883-84	..	..	44 69	94,211	125,632
1884-85	..	..	80 0	168,000	148,325
1885-86	..	..	90 78	191,048	137,993
1886-87	..	..	70 31	147,814	139,040
1887-88	..	..	28 79	60,874	122,027
1888-89	..	..	18 31	42,814	108,690
1889-90	..	..	32 45	68,381	129,634
1890-91	..	..	34 9	71,636	133,954
1891-92	..	..	27 27	57,408	139,912
1892-93	..	..	17 26	36,382	132,569
1893-94	..	..	62 16	130,620	155,827
1894-95	..	..	44 6	92,558	170,681
1895-96	..	..	18 41	38,876	188,291
1896-97	..	..	4 75	10,370	210,588
1897-98	..	..	37 48	78,960	243,479
1898-99	..	..	33 59	70,848	282,326
1899-1900	..	..	19 26	40,582	302,354
1900-1901	..	..	107 68	226,485	345,433
1901-1902	..	..	23 52	49,665	369,339
1902-1903	..	..	56 3	117,679	330,029
1903-1904	..	..	37 56	79,170	309,296
1904-1905	..	..	45 56	95,970	302,252
1905-1906	..	..	31 57	66,596	309,183
1906-1907	..	..	50 7	105,184	283,293
1907-1908	..	..	15 19	31,999	331,678
1908-1909	..	..	209 42	440,003	279,190
1909-1910	..	..	35 23	74,104	236,390
1910-1911	..	..	44 60	93,975	282,682
1911-1912	..	..	46 31	97,414	273,586
1912-1913	..	..	52 34	110,092	235,378
1913-1914	..	..	3 6	6,458	261,748
1914-1915	..	..	91 25	191,756	227,674
Totals	..	..	..	6,138,432	7,593,444

\* Complete information not recorded until 1880-81.

† Nine months only.

RETURN No. 26.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR MARCH, 1914, AND MARCH, 1915.

Department.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
1914-15.										
General	..	..	..	..	..	..	..	..	..	632
Traffic	..	..	..	2,467	1,929	135	81	48	30	4,758
Maintenance	..	..	..	2,169	1,484	151	50	42	51	4,065
Locomotive	..	..	..	2,678	2,120	189	115	23	26	5,164
Totals	..	..	..	7,314	5,533	425	246	113	107	14,614
1913-14.										
General	..	..	..	..	..	..	..	..	..	600
Traffic	..	..	..	2,390	1,912	138	79	65	31	4,676
Maintenance	..	..	..	1,979	1,556	150	66	45	70	3,952
Locomotive	..	..	..	2,507	2,077	137	109	25	28	4,948
Totals	..	..	..	6,876	5,545	425	254	135	129	14,176







RETURN NO. 28 — continued.  
 LOCOMOTIVE RETURNS FOR THE YEAR ENDING 31ST MARCH, 1915 — 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.	Type.							
		Train.		Shunting and Empty.		Work-train.		Detail.		Total.		Running.			Repairs.				Running.			Total.			
		Empty.	Full.	Empty.	Full.	Empty.	Full.	Empty.	Full.	Empty.	Full.	Empty.	Full.	Empty.	Full.	Empty.			Full.	Empty.	Full.	Empty.	Full.	Empty.	Full.
A and Ad.	50	1,450,742	87,432	13,919	1,552,093	685,959	69,471	3,403	27,229	19,076	2,754	41,623	24,832	88,285	2-95	0-42	6-44	3-84	11,958	A and Ad.					
B	2	1,232	416	..	1,648	1,045	79	5	37	8	3	71	39	121	1-16	0-44	10-34	5-68	20	B.					
Bc	2	16,479	2,443	..	18,922	11,752	843	53	386	707	31	759	465	1,962	8-97	0-39	9-36	5-90	210	Bc.					
C	3	..	25,669	..	25,669	4,347	490	78	313	46	21	275	748	1,090	0-43	0-20	2-57	6-99	610	C.					
*D.	9	11,453	73,507	43,389	128,349	21,307	2,435	219	1,124	878	86	1,185	2,517	4,666	1-64	0-16	2-21	4-71	2,236	*D.					
E (simple)	4	16,506	30,847	10,455	57,808	19,827	1,899	132	978	362	70	1,237	1,613	3,282	1-50	0-29	5-13	6-71	778	E (simple).					
E (compound)	1	282	161	..	443	631	73	3	24	13	2	41	22	78	7-04	1-08	22-21	11-92	14	E (compound).					
F and FA	29	75,740	417,092	49,558	542,390	165,690	17,598	922	5,376	7,741	606	8,554	16,242	33,143	3-42	0-27	3-78	7-19	14-66	F and FA.					
H	6	28,940	17,008	..	46,018	41,945	3,129	240	1,712	3,404	118	2,723	2,301	8,546	17-75	0-62	14-20	12-00	6,882	H.					
J	17	410,856	58,144	9,969	478,969	195,094	16,636	634	5,288	7,725	584	11,989	9,247	29,545	3-87	0-29	6-01	4-63	4,204	J.					
K	2	25,737	5,778	1,454	32,969	13,441	1,260	67	527	399	47	827	717	1,990	2-91	0-34	6-02	5-22	431	K.					
L	9	114,195	34,472	2,200	150,867	55,042	4,222	267	1,436	2,017	155	2,771	3,335	8,278	3-21	0-24	4-41	5-30	1,920	L.					
M	4	55,920	17,099	14,543	87,562	27,504	2,213	152	931	2,463	83	1,789	1,610	5,945	6-75	0-23	4-90	4-41	837	M.					
N (simple)	10	255,710	35,778	8,688	300,176	132,051	9,497	454	3,496	5,315	353	8,414	5,189	19,271	4-25	0-28	6-73	4-15	2,474	N (simple).					
N (compound)	5	124,988	7,638	2,736	135,362	69,288	4,317	225	1,572	1,247	153	4,497	2,548	8,445	2-21	0-27	7-97	4-52	1,206	N (compound).					
NA and NC	8	142,308	22,481	427	165,216	89,210	5,515	283	2,254	3,714	203	5,747	3,768	13,432	5-40	0-29	8-35	5-47	1,824	NA and NC.					
O and Ob	2	22,969	6,813	3,142	32,924	20,716	1,460	81	499	1,327	54	1,349	833	3,563	9-67	0-40	9-83	6-07	1,824	O and Ob.					
OA and Oc	4	64,332	8,722	8,000	81,054	50,575	3,787	152	1,190	2,004	130	2,572	1,784	6,490	5-93	0-39	7-62	5-28	416	OA and Oc.					
P	6	172,238	20,570	1,150	193,958	129,678	9,398	210	2,125	3,090	311	6,410	3,667	13,478	3-82	0-39	7-93	4-54	929	P.					
Q	10	94,707	70,976	16,546	182,229	60,248	4,724	377	2,242	2,683	177	3,837	4,464	11,161	3-54	0-23	5-05	5-88	1,549	Q.					
R	4	6,574	62,271	297	69,142	24,444	2,189	157	1,114	1,999	87	1,595	2,255	5,936	6-94	0-30	5-53	7-83	2,161	R.					
S	2	2,956	1,239	41,898	46,093	18,635	1,767	82	659	279	64	1,094	1,028	2,465	1-45	0-33	5-70	5-35	880	S.					
T	2	58,098	3,266	72	61,436	28,045	1,836	85	580	1,276	67	1,828	934	4,105	4-99	0-26	7-14	3-65	507	T.					
Ud	3	69,241	14,538	189	83,968	36,787	2,376	130	912	1,880	88	2,370	1,558	5,896	5-37	0-25	6-78	4-45	708	Ud.					
V	69	1,416,983	281,764	38,775	1,737,522	807,629	62,279	2,804	20,739	26,338	2,316	49,258	35,624	113,536	3-64	0-32	6-80	4-92	16,964	V.					
†WA, Wf, Wg, and Wh	16	326,208	59,281	75,308	460,797	242,884	15,839	669	4,970	9,624	574	15,721	9,439	35,358	5-01	0-30	8-19	4-92	18-42	†WA, Wf, Wg, and Wh.					
‡WB, Wd, and Wj	1	21,714	5,555	158	27,437	20,342	1,118	47	351	160	42	1,327	652	2,181	1-40	0-37	11-61	5-70	4,194	‡WB, Wd, and Wj.					
WE	18	375,359	25,113	..	400,472	277,464	33,291	916	7,700	8,857	1,152	18,024	8,232	36,265	5-31	0-69	10-80	4-93	291	WE.					
X	1	7,224	1,466	..	8,690	4,375	418	..	130	64	23	312	138	537	1-77	0-63	8-62	3-81	3,505	X.					
‡Small tank	1	..	496	..	496	..	..	..	..	74	..	..	..	74	35-80	..	..	..	243	‡Small tank.					
Totals	299	5,369,691	1,398,045	342,943	7,110,679	3,251,551	280,159	12,847	95,894	114,770	10,354	198,199	145,801	469,124	3-87	0-35	6-69	4-92	69,689	Totals					
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	General charges					
Totals	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Totals					

\* 1D sold in October. † 1N (simple) transferred to Westland in December. ‡ 1W sold in August. § 1WB transferred to Whangarei in October. ¶ Wages, fuel, &c., supplied by Stores Branch. †† Gallons petrol.





## RETURN No. 29.

## SOUTH ISLAND MAIN LINE AND BRANCHES.

RETURN OF THE NUMBER OF VESSELS DISCHARGED AND LOADED AT THE PORTS OF LYTTTELTON, TIMARU, OAMARU, PORT CHALMERS, DUNEDIN, and BLUFF, FOR THE YEAR ENDED 31ST MARCH, 1915.

Port.	1913-14.	1914-15.	Increase.	Decrease.
<b>DISCHARGED :—</b>	No.	No.	No.	No.
Lyttelton .. .. .	1,788	1,769	..	19
Timaru .. .. .	370	295	..	75
Oamaru .. .. .	174	169	..	5
Port Chalmers .. .. .	75	44	..	31
Dunedin .. .. .	85	112	27	..
Bluff .. .. .	197	210	13	..
<b>Totals .. .. .</b>	<b>2,689</b>	<b>2,599</b>	<b>..</b>	<b>90</b>
<b>LOADED :—</b>				
Lyttelton .. .. .	1,860	1,882	22	..
Timaru .. .. .	371	304	..	67
Oamaru .. .. .	191	191	..	..
Port Chalmers .. .. .	42	62	20	..
Dunedin .. .. .	38	48	10	..
Bluff .. .. .	196	211	15	..
<b>Totals .. .. .</b>	<b>2,698</b>	<b>2,698</b>	<b>..</b>	<b>..</b>

## RETURN No. 30.

## SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE OF TRACK IN MAIN LINE AND SIDINGS OPEN FOR TRAFFIC ON 31ST MARCH, 1915, ON THE SOUTH ISLAND MAIN LINE AND BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
<b>CHRISTCHURCH DIVISION :—</b>								
Main Line .. .. .	211 57	17 72	..	229 49	97 33	..	97 33	327 2
Rangiora—Sheffield and Eyreton Junction—Bennett's	..	..	53 56	..	..	4 79	..	58 55
Waipara—Parnassus .. .. .	..	..	44 1	..	..	4 45	..	48 46
Southbridge and Little River Branches	..	..	48 7	..	..	6 67	..	54 74
Springfield and White Cliffs Branches	..	..	83 72	328 32	..	9 03	36 43	92 75
Rakaia and Ashburton Forks Branch	..	..	22 20	..	..	3 14	..	25 34
Mount Somers Branch .. .. .	..	..	27 36	..	..	1 75	..	29 31
Albury Branch .. .. .	..	..	36 13	..	..	3 11	..	39 24
Waimate Branch .. .. .	..	..	12 67	..	..	2 69	..	15 56
<b>Totals, Christchurch Division</b>	<b>211 57</b>	<b>17 72</b>	<b>328 32</b>	<b>558 1</b>	<b>97 33</b>	<b>36 43</b>	<b>133 76</b>	<b>691 77</b>
<b>DUNEDIN DIVISION :—</b>								
Main Line .. .. .	165 40	11 24	..	176 64	72 59	..	72 59	249 43
Dunroon Branch .. .. .	..	..	37 41	..	..	3 13	..	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	301 12	..	0 79	32 27	3 48
Fernhill Branch .. .. .	..	..	1 57	..	..	0 24	..	2 1
Otago Central Railway .. .. .	..	..	134 51	..	..	10 40	..	145 11
Outram Branch .. .. .	..	..	9 0	..	..	0 63	..	9 63
Lawrence Branch .. .. .	..	..	34 68	..	..	3 13	..	38 1
Catlin's River Branch .. .. .	..	..	42 68	..	..	4 41	..	47 29
<b>Totals, Dunedin Division ..</b>	<b>165 40</b>	<b>11 24</b>	<b>301 12</b>	<b>477 76</b>	<b>72 59</b>	<b>32 27</b>	<b>105 6</b>	<b>583 2</b>
<b>INVERCARGILL DIVISION :—</b>								
Main Line .. .. .	82 41	..	..	82 41	34 79	..	34 79	117 40
Tapanui Branch .. .. .	..	..	26 21	..	..	2 70	..	29 11
Waimea Plains Branch .. .. .	..	..	36 41	..	..	3 29	..	39 70
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	315 67	..	3 3	41 57	36 68
Kingston Branch .. .. .	..	..	87 0	..	..	11 47	..	98 47
Makarewa—Orepuki Branch .. .. .	..	..	48 23	..	..	9 49	..	57 72
Thornbury—Wairio and Wairio—Nightcaps Branches	..	..	24 51	..	..	3 77	..	28 48
Forest Hill Railway .. .. .	..	..	12 66	..	..	1 13	..	13 79
Lumsden—Mararoa Branch .. .. .	..	..	10 41	..	..	1 3	..	11 44
<b>Totals, Invercargill Division</b>	<b>82 41</b>	<b>..</b>	<b>315 67</b>	<b>398 28</b>	<b>34 79</b>	<b>41 57</b>	<b>76 56</b>	<b>475 4</b>
<b>Grand Totals—Whole Line..</b>	<b>459 58</b>	<b>29 16</b>	<b>945 31</b>	<b>1,434 25</b>	<b>205 11</b>	<b>110 47</b>	<b>315 58</b>	<b>1,750 3</b>

## RETURN No. 31.

STATEMENT OF ALTERATIONS IN AND ADDITIONS TO SCALE OF CHARGES DURING THE YEAR ENDED  
31ST MARCH, 1915.

## PART I.—PASSENGERS.

## GENERAL FARES AND REGULATIONS.

Navy recruits: Regulation amended to provide for concession tickets to candidates for the New Zealand Naval Forces.

## PART III.—GOODS REGULATIONS.

Panama and Pacific Universal Exhibition at San Francisco: Regulation provided for free conveyance of New Zealand exhibits.

## PART IV.—GOODS: LOCAL RATES.

Auckland District: Rate provided for timber from Swanson to Auckland.

Westland Section: Local mileage rate on coal for shipment removed. Rate for coal from Brunner and Rewanui to Greymouth inserted.

Picton Section: Through rail and steamer rates between Wellington and stations on the Picton Section amended.

Christchurch District: Rate provided for wool from Waddington to Addington and Christchurch.

Dunedin District: Rate on goods of Classes A, B, C, and D between Dunedin or Port Chalmers and Oamaru amended. Rate provided for frozen meat from Pukeuri Junction to Port Chalmers or Dunedin.

## PART V.—CLASSIFICATION.

Inserted—	Class.
Bricks for house-grates unpacked. Owners risk. Special goods .. ..	C
Bricks for house-grates packed in cases or crates. Owners' risk .. ..	D
Paper parchment for lining butter-boxes packed .. ..	D

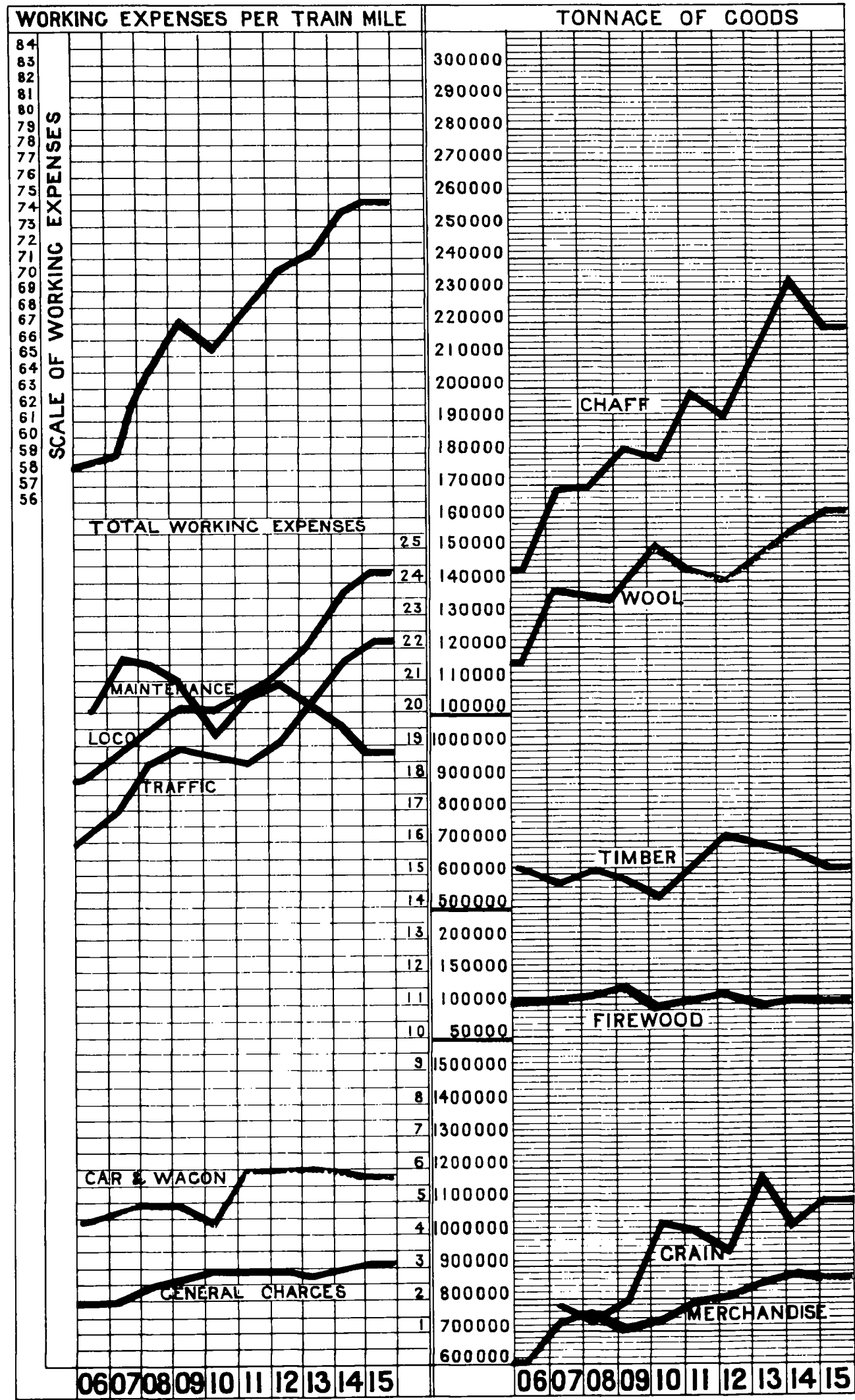
## PART VI.—WHARVES.

Otamatea Wharf: Rates for goods passing over the wharf provided.

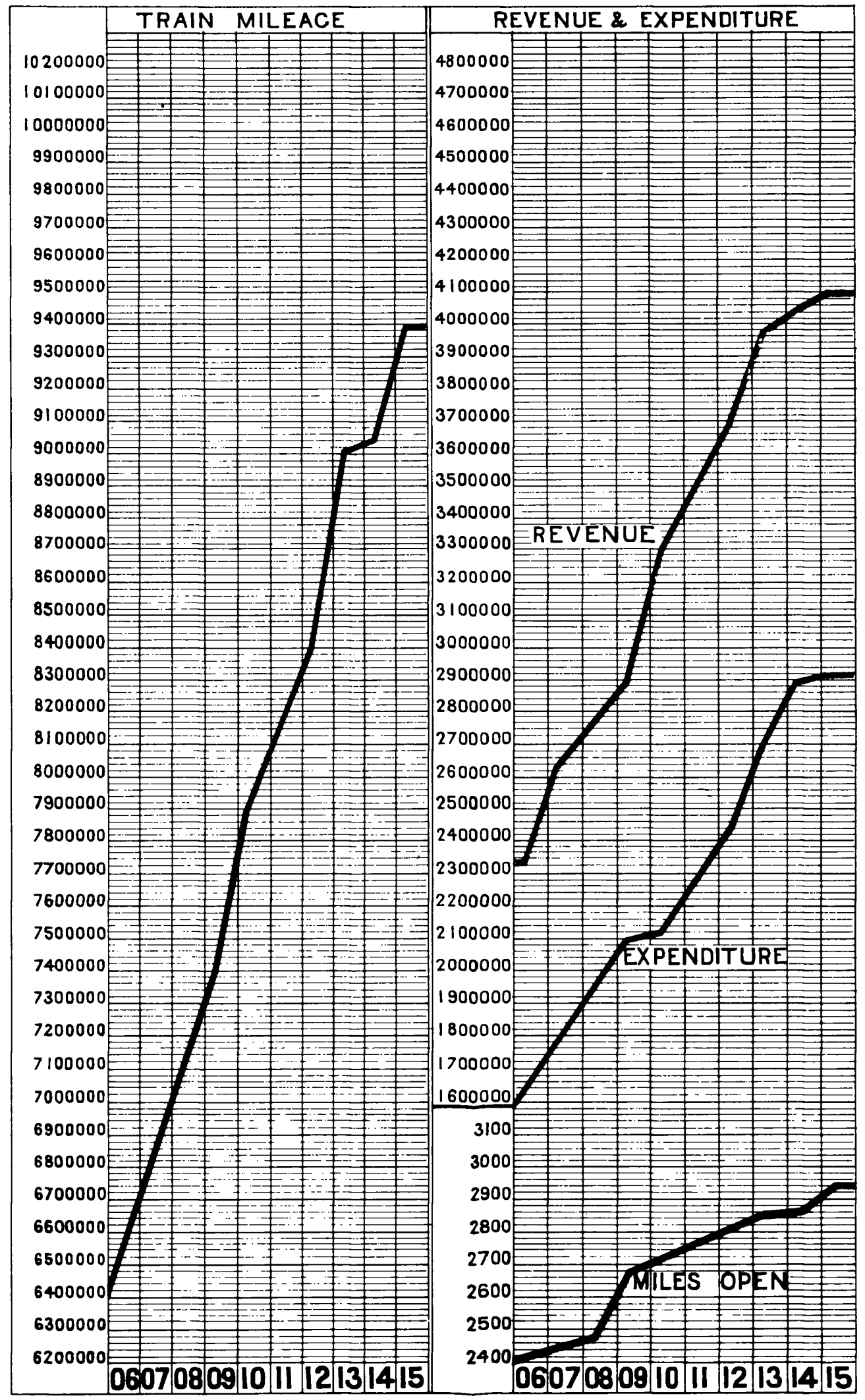
Picton Wharves: Regulation respecting goods loaded or unloaded into or from lighters from or into ships amended.



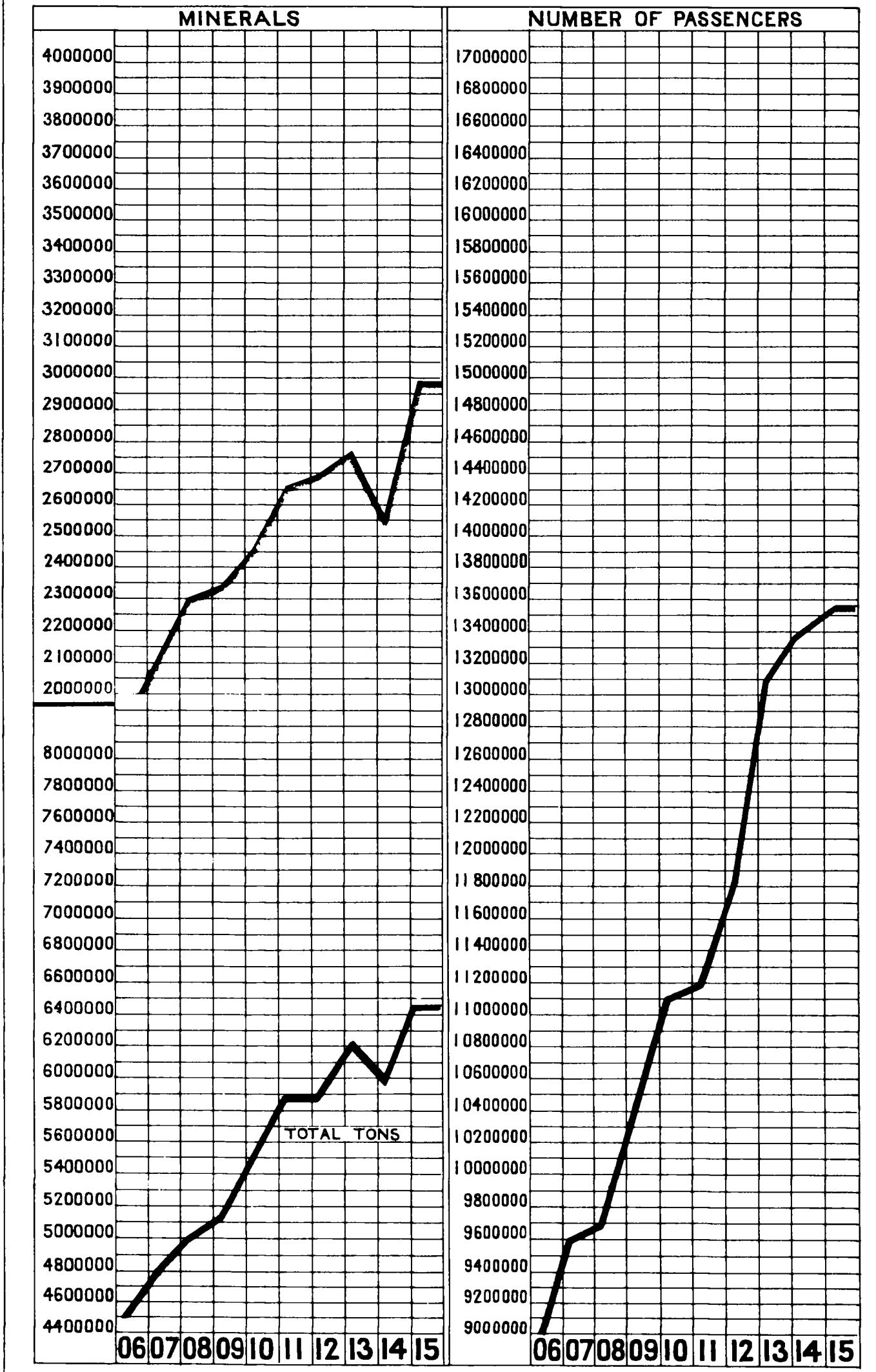
### NEW ZEALAND GOVERNMENT RAILWAYS



### NEW ZEALAND GOVERNMENT RAILWAYS



### NEW ZEALAND GOVERNMENT RAILWAYS



WAYS

NEW

CLIPES

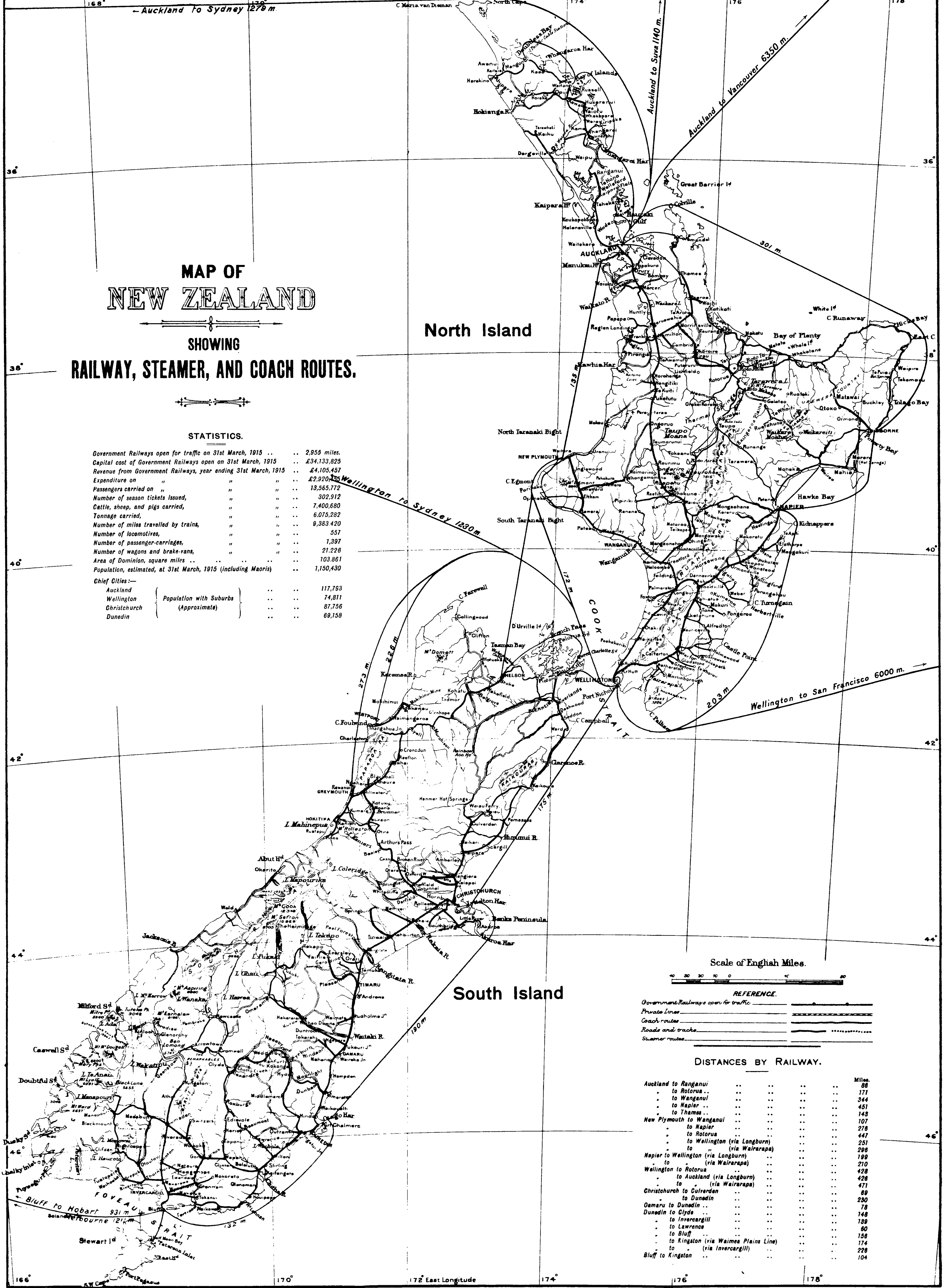


# MAP OF NEW ZEALAND

## SHOWING RAILWAY, STEAMER, AND COACH ROUTES.

### STATISTICS.

Government Railways open for traffic on 31st March, 1915 ..	2,958 miles.
Capital cost of Government Railways open on 31st March, 1915 ..	£34,133,825
Revenue from Government Railways, year ending 31st March, 1915 ..	£4,105,457
Expenditure on " " " " ..	£2,920,355
Passengers carried on " " " " ..	13,565,772
Number of season tickets issued, " " " " ..	302,912
Cattle, sheep, and pigs carried, " " " " ..	7,400,680
Tonnage carried, " " " " ..	6,075,282
Number of miles travelled by trains, " " " " ..	9,383,420
Number of locomotives, " " " " ..	557
Number of passenger-carriages, " " " " ..	1,397
Number of wagons and brake-vans, " " " " ..	21,226
Area of Dominion, square miles ..	103,861
Population, estimated, at 31st March, 1915 (including Maoris) ..	1,150,430
Chief Cities:—	
Auckland ..	117,793
Wellington ..	74,811
Christchurch ..	87,756
Dunedin ..	69,158



Scale of English Miles.

REFERENCE.

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

### DISTANCES BY RAILWAY.

Route	Miles
Auckland to Ranganui ..	88
"  to Rotorua ..	171
"  to Wanganui ..	344
"  to Napier ..	451
"  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 (via Longburn) ..	428
"  to Auckland (via Longburn) ..	428
"  to Auckland (via Wairarapa) ..	471
Christchurch to Culverden ..	69
"  to Dunedin ..	230
Oamaru to Dunedin ..	78
Dunedin to Clyde ..	148
"  to Invercargill ..	139
"  to Lawrence ..	80
"  to Bluff ..	158
"  to Kingston (via Waimea Plains Line) ..	174
"  to Kingston (via Invercargill) ..	228
Bluff to Kingston ..	104

