

RETURN No. 28.

COMPARING the CLASSIFIED EXPENDITURE for MAINTENANCE on the HURUNUI-BLUFF RAILWAY for NINE YEARS, 1878 to 1887, showing RATES per MILE per ANNUM for each CLASSIFICATION in each DIVISION.

YEARS.	A 1.—Track Surfacing.	A 2.—Track Renewals.	A 3.—Ballasting.	A 4.—Banks, Cuttings, &c.	A 5.—Bridges, Culverts, &c.	A 6.—Fences, Gates, &c.	A 7.—Road Approaches, &c.	A 8.—Water Services, &c.	A 9.—Wharves.	A 10.—Buildings.	Total Maintenance.	A 11.—Miscellaneous.	Total Expenditure.	Mileage maintained.
	£	£	£	£	£	£	£	£	£	£	£	£	£	Miles.
Christchurch Division—														
1878-79	73'06	30'55	5'07	8'97	33'28	9'10	1'30	6'37	'00	13'00	180'70	21'97	202'67	310
1879-80	72'02	35'75	6'24	16'25	23'01	3'64	4'55	4'29	'00	8'32	174'07	26'65	200'72	312
1880-81	59'93	29'77	8'32	6'76	10'40	5'46	1'56	2'73	'00	9'23	134'16	9'23	143'39	330
1881-82	51'87	40'82	4'03	3'90	10'53	6'24	1'60	3'64	'00	9'62	132'34	4'94	137'28	334
1882-83	58'76	40'56	3'12	2'34	14'43	10'27	2'08	5'59	'00	11'57	148'72	6'89	155'61	352
1883-84	60'06	42'12	4'03	2'86	14'43	11'18	1'82	4'81	'00	14'43	163'41	10'40	173'81	373
1884-85	61'88	59'41	1'82	2'34	15'60	8'71	1'95	4'68	'00	12'48	168'87	9'23	178'10	383
1885-86	62'01	44'07	1'43	1'69	13'52	8'97	2'08	4'42	'00	12'61	150'80	6'89	157'69	404
1886-87	60'97	26'39	2'99	1'82	15'60	7'41	1'69	3'51	'13	10'14	130'65	11'31	141'96	449
Dunedin Division—														
1878-79	93'08	79'43	10'53	9'10	20'02	4'94	1'95	1'69	'91	6'24	227'89	7'02	234'91	252
1879-80	110'89	49'66	23'40	22'36	19'50	5'98	2'34	1'82	'13	5'85	241'93	15'47	257'40	265
1880-81	79'95	62'53	16'90	21'84	16'77	10'66	2'60	3'64	2'73	5'98	223'60	17'81	241'41	265
1881-82	69'55	46'41	10'27	13'13	15'73	10'53	2'73	4'55	'78	11'57	185'25	8'71	193'96	290
1882-83	72'71	52'52	13'52	16'77	14'95	24'83	5'59	5'59	'39	21'15	228'02	6'50	234'52	282
1883-84	80'60	69'81	14'39	16'38	13'91	22'49	2'73	3'90	'78	11'05	235'95	6'63	242'58	282
1884-85	76'44	70'46	8'97	19'11	10'25	19'37	1'69	3'38	'39	10'27	226'33	16'25	242'58	286
1885-86	76'18	40'82	10'92	13'52	15'86	19'37	2'86	3'38	1'43	14'43	198'77	4'16	202'93	293
1886-87	75'40	33'54	5'07	26'52	13'26	15'47	1'43	1'82	'00	10'66	183'17	4'68	187'85	318
Invercargill Division—														
1878-79	55'51	13'26	11'96	21'06	10'53	'91	'78	1'17	'00	1'43	116'61	9'10	125'71	144
1879-80	58'63	15'73	14'30	12'35	6'24	2'08	1'30	'78	'00	1'69	113'10	7'67	120'77	173
1880-81	47'58	9'49	6'50	7'54	6'89	1'82	1'04	1'56	'13	4'16	86'71	2'60	89'31	173
1881-82	42'77	22'02	8'58	9'75	11'96	2'73	2'21	3'77	'13	7'80	112'32	2'60	114'92	176
1882-83	47'45	26'00	8'58	5'98	8'97	4'68	1'56	4'55	'00	10'79	118'56	3'38	121'94	191
1883-84	57'59	28'21	4'81	3'77	11'44	6'76	1'17	2'08	'13	13'13	129'09	3'77	132'86	198
1884-85	52'00	39'39	15'08	5'98	10'40	6'24	2'21	2'47	'00	7'93	141'70	3'64	145'34	200
1885-86	53'56	14'69	8'97	8'71	8'71	6'76	2'47	2'47	'26	5'20	111'80	4'42	116'22	208
1886-87	49'27	12'87	5'07	5'85	10'92	2'86	'91	1'30	'00	5'33	94'38	2'08	103'74	257
Whole Line, Hurunui-Bluff—														
1878-79	76'57	44'46	8'45	11'70	23'92	5'85	1'43	3'64	'26	8'19	184'47	14'04	198'51	706
1879-80	82'68	36'01	14'17	17'55	17'04	4'10	2'99	2'60	'00	5'98	184'08	18'33	202'41	750
1880-81	64'09	36'53	10'92	12'22	11'83	6'37	1'82	2'73	'14	5'89	154'44	10'66	165'10	768
1881-82	56'16	38'87	7'28	8'45	12'74	7'02	2'21	4'03	'39	9'88	147'03	5'85	152'88	800
1882-83	61'36	41'34	7'93	8'19	13'39	14'04	3'25	5'33	'13	14'30	169'26	5'98	175'24	825
1883-84	66'30	48'10	7'54	7'54	16'90	13'91	1'95	3'90	'39	13'00	179'53	9'67	187'20	853
1884-85	64'35	58'50	7'15	8'71	14'56	11'70	1'95	3'77	'13	10'66	181'48	10'14	191'62	869
1885-86	64'74	36'27	6'24	7'15	13'13	11'83	2'34	3'64	'52	11'44	157'30	5'46	162'76	905
1886-87	62'53	25'22	4'16	10'53	13'65	8'71	1'43	2'47	'00	9'10	137'80	7'02	146'53	1,024