

1887.
NEW ZEALAND.

WORKING RAILWAYS STATEMENT,

BY THE HON. THE MINISTER FOR PUBLIC WORKS, 8TH JUNE, 1887.

Laid on the Table by Hon. Mr. Richardson, with Leave of the House.

[EXTRACT FROM GENERAL MANAGER'S REPORT ON WORKING RAILWAYS.]

Total length of line open at end of year 1,727 miles.
There have been opened during year 114 „
The net revenue on opened lines for year £2 6s. per cent. on their total cost.

I am not going to follow the report all through, but owing to statements which have been made both in and out of the House that little, if any, savings have been effected on the management of the railways, it is only fair to the Government and the department to point out that the report shows that during the past three years a saving has been effected—taking as a basis a mileage-rate on length of railways open—at the rate of fully £100,000 per annum, without reducing *wages* or *salaries*.

I quote a portion of the tables :—

Year.	Miles,	Revenue.	Expenditure.	Tonnage.	Parcels, &c.	Cattle, Sheep, &c.	Passengers.	Season Tickets.
83-84	1,396	961,304	655,990	1,700,040	359,896	686,287	3,272,644	9,036
84-85	1,477	1,045,712	690,026	1,749,856	347,425	729,528	3,232,886	8,999
85-86	1,613	1,047,419	690,340	1,823,767	349,428	858,662	3,362,266	10,717
86-87	1,727	998,768	699,072	1,747,754	372,397	942,017	3,426,403	11,821

This shows that the adverse criticisms which have been made in this House to the effect that the statements made that the savings referred to by the Hon. Colonial Treasurer in his Financial Statement are owing to lessening of traffic, are incorrect, for it will be seen that—

Total receipts for 1884-85 amount to		£1,045,712
Total expenditure		£690,026
Total tonnage carried		1,749,856 tons ;
While total receipts for year 1886-87 amount to		£998,768
Total expenditure		£699,072
Total tonnage carried		1,747,754 tons.

The tonnage carried and the expenditure for the two periods being practically the same, and the difference in receipts, say £50,000, being mainly owing to reductions made in rates for local production.

The report further shows that during this same period, while the expenditure has only increased by £9,046 on the past year over that for 1884-85, we have opened, maintained, and worked the traffic on an additional 250 miles of railway, with fifty-three new stations.

As regards the estimates for the current year, it has been stated that the expectation of the Government cannot be realized.

I am glad to be able to state that, so far as we have gone, we have good reason to be satisfied. For the first four weeks the gross earnings were £7,133 more than for a period of one day less than that of last year, which would, for purposes of comparison, be equal to an improvement of nearly £10,000; while, at the same time, the expenses were only increased by £86, again showing that the expenditure does not, as has been stated by some, increase with the increase of traffic, the fact being that our present train services will permit of a still larger increase of traffic without much increase of expenditure.

[*Approximate Cost of Paper.*—Preparation, nil; printing (1,325 copies), £1 0s. 6d.]

By Authority: GEORGE DIDSBURY, Government Printer, Wellington.—1887.

1887.
NEW ZEALAND.

ANNUAL REPORT

ON

WORKING RAILWAYS.

*Laid on the Table by the Hon. Mr. Richardson, with leave of the House, and ordered to
be printed.*

ANNUAL REPORT ON WORKING RAILWAYS.

The GENERAL MANAGER, New Zealand Railways, to the Hon. the MINISTER for PUBLIC WORKS.
SIR,—

I have the honour to report upon the opened railways for the financial year ending the 31st March, 1887.

The length of line opened at the end of the year was 1,727 miles. The Waimea Plains Railway was taken over to be worked by the Government on the 14th November, 1886. According to the terms of purchase the line was deemed to have become the property of the colony from the 1st April, 1886, and the revenue and expenditure of the company from that date to the 13th November, 1886, have been incorporated in the annual accounts.

The total length of railway opened during the year, including the Waimea line, was 114 miles. Thirty-six new stations have been added.

The net revenue earned represents £2 6s. per cent. on the estimated cost of the opened lines.

The highest rate is paid by the Greymouth line, £5 10s. 2d. per cent.; and the next highest by the Westport line, £4 16s. 8d. per cent.

The traffic under the heads of passengers, parcels, live stock, wool, and minerals has increased, while that of timber, grain, and merchandise has decreased. It is to be regretted that the extensive reductions in the rates which have been carried out should have been followed by a falling-off in the imports of merchandise, diminishing the most profitable railway traffic, and that the much smaller production of grain, due to the low market prices, and the lessened demand for timber, due to the cessation of building and settlement, should have occurred at the same time. The grain-traffic loss has been superseded by an increased traffic in live stock; but, the low rates at which the latter traffic and that of minerals is necessarily carried, do not return a revenue at all equal to that lost on the classes of traffic which have fallen off. The traffic was greatly affected during the early part of the year by the heavy and continuous floods in the South. A fire in Dunedin caused the loss of a goods-shed, and heavy losses in claims and expenses.

Following are the comparative tables of traffic and expenses :—

COMPARISON OF TRAFFIC AND REVENUE FOR EIGHT YEARS.

Year.	Miles.	Revenue.	Expenditure.	Tonnage.	Parcels, &c.	Cattle, Sheep, &c.	Passengers.	Season Tickets.
		£	£		No.	No.	No.	No.
79-80	1,172	762,573	580,030	1,108,108	180,331	285,209	2,967,090	5,077
80-81	1,277	836,454	521,957	1,377,783	286,865	300,704	2,849,561	6,499
81-82	1,319	892,026	523,099	1,437,714	316,611	343,751	2,911,477	7,207
82-83	1,358	953,347	592,821	1,564,793	341,186	477,075	3,283,378	8,621
83-84	1,396	961,304	655,990	1,700,040	359,896	686,287	3,272,644	9,036
84-85	1,477	1,045,712	690,026	1,749,856	347,425	729,528	3,232,886	8,999
85-86	1,613	1,047,419	690,340	1,823,767	349,428	858,662	3,362,266	10,717
86-87	1,727	998,768	699,072	1,747,754	372,397	942,017	3,426,403	11,821

The traffic in local productions of the colony during the past eight years is as follows :—

	Wool.	Timber.	Grain.	Minerals.	Horses and Cattle.	Sheep and Pigs.
	Tons.	Tons.	Tons.	Tons.	No.	No.
1879-80	41,895	149,428	240,144	321,060	30,393	260,816
1880-81	42,387	169,695	421,142	406,266	27,230	280,683
1881-82	44,681	192,905	375,725	433,659	32,511	319,837
1882-83	51,703	197,231	367,428	510,088	37,455	449,470
1883-84	62,066	183,449	432,223	574,312	39,230	656,612
1884-85	68,523	178,909	414,590	618,512	43,096	696,790
1885-86	74,778	202,572	413,847	669,081	46,152	822,028
1886-87	82,963	175,581	345,254	719,579	46,600	904,582

Details of the traffic are shown on Return No. 5. The number of passengers has slightly fallen on the Auckland Section, but the revenue from them has increased; the numbers have increased chiefly on the Napier, Wellington, and Wanganui Sections. The live-stock traffic has increased on the Wanganui, Napier, and Hurunui-Bluff Sections. Live stock, chaff, firewood, timber, mineral, and merchandise traffic has fallen off on the Auckland Section, owing to the commercial inactivity prevailing in the district. The agricultural produce alone shows an increase: this traffic is chiefly carried from Auckland inland by rail. The rates also being lower the loss of goods revenue is large, amounting to £12,344. The cessation of the large outlay on works between Morrinsville, Lichfield, and Te Aroha towards the close of the previous year tends to make the comparison unfavourable.

The traffic on the Napier and Wellington Sections has been stimulated by the outlay on extensions; on the Hurunui-Bluff Section the diminishing expenditure upon extensions has tended to lessen the general traffic.

The wool traffic has increased very largely on the Napier, Wellington, Wanganui, and Hurunui-Bluff Sections.

During the year exceptionally heavy floods did much damage north of Christchurch, at Addington, between Oamaru and the Bluff, and on the Little River and Otatau branches: such heavy floods have not occurred since 1879.

Great damage occurred at the Taieri, causing a suspension of the traffic, loss of revenue, and a heavy outlay on repairs.

The railway at the Taieri is still liable to serious damage and suspension of traffic from floods, which it is desirable to take steps to avert.

Careful attention has been given by the local officers to economy in every department, and the gradual improvement of the works and appliances in former years has admitted of saving. An increased expense must be expected in permanent-way repairs and on structures, and in general repairs for locomotives and rolling-stock in the future.

An agreement has been entered into with the Wellington and Manawatu Railway Company for interchange of traffic with the Government lines. The opening of this line, while it has in some respects diminished the traffic on the Wanganui Section, has on the whole given it a stimulus; and it has also benefited the Napier passenger traffic probably to a greater degree than it has injured the Wellington traffic. Apart from the great public convenience to the districts concerned, this railway therefore brings direct advantages in the shape of revenue to the Government lines.

There seems every prospect that the coming year will show a greater traffic than any preceding year, while there is no reason to expect any large or sudden increase in expenses, provided no serious casualties occur. With the largely-reduced rates and fares now in operation, and the extension of the lines in many parts into unsettled districts, it must be anticipated that the proportion of the expenses to the revenue will not be so low on the average as it has been in former years, but an improvement on the results of the past year may be expected.

The alterations in rates made during the year are shown in Return No. 31. They are almost entirely in the direction of facilitating traffic in local products, and have been made to meet demands from various quarters.

The work of adding to the stations and appliances has been carried on to meet local needs as rapidly as the funds at disposal have permitted.

Many improvements have been made for facilitating traffic and for public convenience.

Extensive grade improvements have been made on the Kaipara line and between Mercer and Huntly. The station-yard improvement scheme has been continued in Auckland, and concluded for the present. Frankton Junction has been adapted to the altered train arrangements consequent on opening the lines to Te Aroha and Lichfield. The shops arrangements have been improved at Newmarket, Napier, Wanganui, Wellington, Addington, and Hillside. Station, siding, and signal improvements have been made at Farndon, Whakatu, Pukehou, Ngahauranga, Kaitoke, Cross Creek, Summit, Wellington, Normanby, Addington, Timaru, Dunback, Port Chalmers, Dunedin, Mosgiel, and numerous other smaller improvements, such as cattle- and sheep-yards, water-services, loading-banks, &c., have been carried out in various parts of the colony.

During the year 14 carriages and 356 trucks have been added to the stock; these have been manufactured almost exclusively in the colony. Fourteen locomotives have also been added. The locomotive-building contract under execution in Christchurch is not yet completed; it is expected to be during the current year.

The Railway Department is now performing postal and telegraph duties at 136 stations, under the supervision of the Post and Telegraph Department, the latter contributing to the expense.

It is as well to note the strain put on the department to restrict expenses in many ways, while at the same time it is required to give reasonable accommodation and convenience to the public.

The expenditure exceeds that of three years since by only £9,046, while in the meantime no less than fifty-three new stations and 250 miles of railway have been added to the system. The public criticism on the railway-working is sometimes very severe, but allowance is seldom made for the difficulty of satisfying all demands without exceeding the means available.

There are two forces always at work: the one, operating directly on the department, through public demands upon it which tend almost exclusively either to increase expenses or to curtail revenue; the other, operating through other channels, requiring that the strictest economy should be exercised, and that the largest possible revenue should be realized. During the past two years it has been necessary to curtail expenses by reducing train-mileage relatively, and to carry on an increased traffic upon a largely-extended mileage of railway without practically increasing the cost, in order to keep the expenditure down to some extent in the proportion to the diminished revenue. While the public has acquiesced in these economies, they have necessarily been attended with a certain amount of dissatisfaction, which seems to some extent inevitable.

Letters sometimes appear in the Press in strong terms complaining of traffic or accounting errors. In such a large business as the railways do, entailing from four- to five-million transactions with the public yearly, many personal errors must occur, though they are few relatively to the work. Business men, as a whole, are most tolerant of such errors. A certain proportion of persons are found in every community who prefer to write to the public Press about their private business, instead of to the local district officers, whose business it is to deal with them. Similar complaints of private companies would not be written to the Press as a rule. Such complaints give erroneous impressions to the general public.

Another class of complaint arises from people wanting personal rates or other private favour at the public expense, which cannot equitably be granted, and which no private railway company, working under the usual legal restrictions imposed on companies in most countries, would allow. Such complaints are often very misleading to the public, and there are always sure to be plenty of this nature; but it should not therefore be inferred that the Railway Department is to blame.

As increased outlay in renewals of the lines and stock, due to increased age, must certainly be expected, stringent economy is obviously necessary wherever possible; and, as increased facilities have been afforded by reduced rates and fares, a reasonable allowance should be made for the absence of luxuries, which are on y obtainable by increased expense.

I have, &c.,

J. P. MAXWELL, M. Inst. C.E.,
General Manager, New Zealand Railways.

14th May, 1887.

INDEX OF RETURNS

ACCOMPANYING THE REPORT OF THE GENERAL MANAGER OF NEW ZEALAND RAILWAYS.—
1886-87.

Nature.	Return No.	Description.
ACCOUNTS ...	1	Revenue accounts.
	2	Expenditure account.
	3	Detail of classified expenditure.
	4	Classified expenditure and revenue.
	5	Comparative statement of passenger and goods traffic.
	6	Cost of construction and rate of interest.
	7	Comparison of revenue and expenditure for six financial years.
	8	Traffic ton mileage, Auckland, Napier, Wellington, Wanganui, and Hurunui-Bluff.
	9	Classified maintenance expenditure.
	10	Revenue and expenditure of stations.
GENERAL RETURNS	11	Stores contracts.
	12	Carriage and wagon stock, and tarpaulins.
	13	Locomotive stock.
	14	Weighing machines.
		Weighbridges.
		Traversers and turntables.
		Cranes.
		Pumps.
	15	Renewals of rails.
	16	Renewals of sleepers.
	17	Number of stations and sidings.
	18	Particulars of private siding traffic.
	19	Mileage of lines.
	20	Sleepers laid and removed.
	21	Number of employés.
	22	Accidents.
	23	Locomotive returns.
SPECIAL RETURNS	24	Repairs to rolling-stock, Hurunui-Bluff.
	25	Traffic from coal-mines, Hurunui-Bluff.
	26	Vessels loaded and discharged at different ports, Hurunui-Bluff.
	27	Mileage of track, main line, and sidings, Hurunui-Bluff.
	28	Comparison of expenditure on maintenance for eight years, Hurunui-Bluff.
	29	Average rate of classified expenditure on maintenance, Hurunui-Bluff.
	30	Statement of maintenance of different divisions of Hurunui-Bluff.
	31	Alterations in scale of charges.

RETURN NO. 1.

SUMMARY OF REVENUE ACCOUNTS for the Twelve Months ending 31st March, 1887.

Dr.	£	s.	d.	£	s.	d.	£	s.	d.
To Cash in hand and outstanding, 1st April, 1886	...	...	...	21,522	11	4	...	...	...
Passengers, parcels, goods, &c., 31st March, 1887	...	...	...	£994,630	0	0	...	...	...
Passengers, parcels, goods, &c., Waimea Plains Line, up to 13th November, 1886	...	...	...	4,138	3	9	...	...	...
				998,768	3	9			
				£1,020,290	15	1			
To Amount paid into Public Account, 31st March, 1887	...	...	...	989,582	9	11			
Less cash in hand and outstanding, 1st April, 1886	...	...	...	21,522	11	4			
Amount for Volunteer service written off	...	...	...	£5,738	2	0			
Waimea Plains Company's local traffic	...	...	...	3,515	14	7			
				9,253	16	7			
				12,268	14	9			
				977,313	15	2			
				21,454	8	7			
				£998,768	3	9			
Cash in hand and outstanding, 31st March, 1887	...	...	...	...	...	...			
				£1,020,290	15	1			
To Amount paid into Public Account, 31st March, 1887	...	...	...	989,582	9	11			
Less cash in hand and outstanding, 1st April, 1886	...	...	...	21,522	11	4			
Amount for Volunteer service written off	...	...	...	£5,738	2	0			
Waimea Plains Company's local traffic	...	...	...	3,515	14	7			
				9,253	16	7			
				12,268	14	9			
				977,313	15	2			
				21,454	8	7			
				£998,768	3	9			
Cash in hand and outstanding, 31st March, 1887	...	...	...	...	...	...			
				£1,020,290	15	1			
By Expenditure to 31st March, 1887, including local revenue expended by Waimea Plains Company	...	...	...	...	...	...			
Balance available for interest	...	...	...	...	...	...			
* Receipts per Treasury	...	...	...	£992,186	17	4			
Add Treasury discrepancy corrected this year	...	...	...	8	17	0			
				992,195	14	4			
Balance refund account, March 31, 1886	...	...	...	5,539	18	8			
				997,735	13	0			
Balance refund account, March 31, 1887	...	...	...	8,153	3	1			
				£998,768	3	9			

RETURN OF REVENUE for HARBOUR BOARDS, &c., for the Twelve Months ending 31st March, 1887.

Dr.	£	s.	d.	£	s.	d.
To Balance, 31st March, 1886	...	...	...	5,539	18	8
Wharfages, &c., 31st March, 1887	...	...	...	63,528	4	5
				£69,068	3	1
Cr.						
By Treasury payments to 31st March, 1887	...	...	...	...	...	...
Balance due to Harbour Boards, &c.	...	...	...	...	...	...
				£69,068	3	1

A. C. FIRE, Railway Accountant.

RETURN No. 3.
CLASSIFIED EXPENDITURE for Twelve Months ended 31st March, 1887.

Sections.	Maintenance of Way and Works.					Locomotive Power.					Carriages.	Wagons.	Traffic.	General Charges.	Sundries.	Grand Total.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	Total.	Working Locomotives.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	Total.						
WAGES.																
Kawakawa	£ s. d. 600 4 7	£ s. d. 67 12 3	£ s. d. 10 8 0	£ s. d. ..	£ s. d. 678 4 10	£ s. d. 384 12 1	£ s. d. 17 14 4	£ s. d. 10 8 1	£ s. d. 65 12 9	£ s. d. 478 7 3	£ s. d. 15 1 9	£ s. d. 614 8 5	£ s. d. 1,009 19 4	£ s. d. 394 5 8	£ s. d. 6 17 9	£ s. d. 3,197 5 0
Whangarei	644 19 10	73 1 11	16 4 9	4 8 6	738 15 0	611 11 11	0 7 6	2 10 0	50 13 3	665 2 8	11 6 11	36 6 1	1,057 3 9	327 10 4	18 13 6	2,854 18 3
Auckland	20,656 15 3	4,814 10 3	1,273 9 8	968 2 11	27,712 18 1	9,205 9 2	411 7 7	82 18 0	4,359 1 9	14,058 16 6	2,160 2 0	2,831 11 10	18,560 13 10	4,361 10 3	845 9 7	70,531 2 1
Napier	8,233 15 5	1,866 17 4	454 16 11	80 7 1	10,635 16 9	4,182 8 1	30 18 7	..	1,690 15 3	5,904 1 11	956 4 11	1,359 12 4	6,995 0 6	2,153 10 9	271 0 1	28,275 7 3
Wellington	7,186 12 5	1,513 3 2	410 8 11	215 6 10	9,325 11 4	5,876 8 2	505 1 3	35 11 1	4,818 3 5	11,235 3 11	1,438 15 3	1,708 14 2	7,907 12 0	2,361 17 10	621 8 1	34,599 2 7
Wanganui	17,287 8 7	4,400 2 10	633 4 4	604 4 5	22,925 0 2	4,907 11 9	131 6 4	..	3,584 19 11	8,623 18 0	1,694 13 10	1,614 0 9	9,976 17 4	2,682 8 1	586 6 1	48,103 4 3
Hurunui-Bluff	84,539 14 7	19,138 17 9	6,022 1 8	4,459 9 1	114,160 3 1	39,847 18 0	2,394 12 8	375 17 8	17,274 2 6	59,892 10 10	7,535 16 7	12,349 11 4	101,419 4 10	18,639 7 7	1,227 1 9	315,223 16 0
Greymouth	1,279 12 0	559 17 7	240 2 8	53 5 5	2,132 17 8	1,132 9 7	..	..	396 14 0	1,529 3 7	314 3 0	555 1 5	4,216 13 1	1,005 19 9	176 14 7	9,930 13 1
Westport	2,058 9 2	714 7 9	49 10 0	..	2,822 6 11	1,273 3 8	..	..	319 11 7	1,592 15 3	14 8 0	765 8 4	1,877 8 11	679 10 1	70 6 9	7,822 4 3
Nelson	1,473 0 3	251 8 4	29 15 7	68 12 7	1,822 16 9	737 16 4	419 4 4	..	100 5 9	1,257 6 5	92 7 10	75 15 10	2,314 15 9	612 3 5	39 5 9	6,214 11 9
Pictou	1,601 5 2	395 6 8	15 1 9	146 10 0	2,158 3 7	476 5 0	..	..	320 11 9	796 16 9	145 6 11	200 12 7	1,032 0 5	386 11 7	63 19 5	4,783 11 3
Total	145,561 17 3	33,795 5 10	9,155 4 3	6,600 6 10	195,112 14 2	68,635 13 9	3,910 12 7	507 4 10	32,980 11 11	106,034 3 1	14,378 7 0	22,111 3 1	156,367 9 9	33,604 15 4	3,927 3 4	531,535 15 9
STORES.																
Kawakawa	15 2 10	2 10 8	33 9 11	..	51 3 5	..	70 1 9	35 5 7	56 16 3	162 3 7	20 11 1	147 3 5	37 13 8	5 11 0	3 12 6	427 18 8
Whangarei	158 6 10	26 7 0	16 17 5	0 1 6	201 12 9	..	114 19 4	82 7 3	40 11 0	237 17 7	1 4 11	19 19 11	70 13 0	4 5 6	..	535 13 8
Auckland	3,120 10 7	1,756 1 8	475 1 9	642 14 0	5,994 8 0	..	3,262 2 5	625 15 2	1,442 0 5	5,329 18 0	729 3 5	1,424 16 3	2,322 19 6	46 16 6	34 9 0	15,882 10 8
Napier	1,785 14 6	801 12 2	170 6 7	37 11 10	2,795 5 1	..	2,108 18 9	361 0 4	515 6 2	2,985 5 3	351 3 11	654 15 10	660 10 2	87 17 9	3 19 11	7,538 17 11
Wellington	1,490 15 2	679 2 0	444 3 5	126 0 11	2,740 1 6	..	3,999 7 5	487 7 0	1,290 9 9	5,777 4 2	553 7 8	546 12 6	1,072 3 7	59 19 2	23 16 2	10,773 4 9
Wanganui	3,934 16 6	1,963 9 3	284 4 4	40 13 5	6,223 3 6	..	2,998 18 1	121 12 2	611 15 1	3,732 5 4	473 0 9	539 16 7	1,108 14 2	65 2 2	8 6 8	12,150 9 2
Hurunui-Bluff	20,257 13 11	7,751 0 7	3,256 2 6	2,640 19 0	33,905 16 0	..	24,608 0 5	2,593 4 3	5,361 14 1	32,562 18 9	2,185 8 8	6,118 11 1	8,912 19 5	641 4 11	134 6 8	84,461 5 6
Greymouth	671 15 0	299 2 10	109 12 9	..	1,080 10 7	..	147 2 7	63 4 0	142 2 2	352 8 9	64 19 4	361 17 4	455 19 7	23 10 10	..	2,339 6 5
Westport	78 0 10	443 4 4	..	179 16 4	701 1 6	..	269 1 9	115 15 8	138 7 3	523 4 8	0 7 3	241 10 8	85 16 1	21 0 4	..	1,573 0 6
Nelson	301 17 4	18 19 7	53 16 6	0 10 6	375 3 11	..	328 15 4	51 6 2	110 17 9	490 19 3	8 14 3	75 3 6	147 3 6	8 13 4	..	1,105 17 9
Pictou	442 12 2	128 3 7	..	96 10 9	667 6 6	..	177 12 1	42 11 11	66 9 11	286 13 11	40 3 11	121 16 1	94 6 10	5 16 11	..	1,216 4 2
Total	32,257 5 8	13,869 13 8	4,843 15 2	3,764 18 3	54,735 12 9	..	38,084 19 11	4,579 9 6	9,776 9 10	52,440 19 3	4,428 5 2	10,252 3 2	14,968 19 6	969 18 5	208 10 11	138,004 9 2
WORKSHOP COMMISSION.																
Kawakawa	1 4 3	0 10 0	..	..	1 14 3	..	..	..	7 18 3	7 18 3	0 4 1	19 5 8	1 18 6	..	1 0 8	32 1 5
Whangarei	0 2 9	1 2 11	..	..	1 5 8	..	..	..	7 6 0	7 6 0	..	2 12 3	7 6 9	..	4 1 6	22 12 2
Auckland	152 14 8	50 10 8	4 7 6	2 9 1	210 1 11	..	44 5 0	..	1,189 15 4	1,234 0 4	413 15 2	613 7 9	455 7 11	47 5 9	117 1 0	3,090 19 10
Napier	29 9 3	71 4 3	9 2 8	10 0 9	119 16 11	..	0 16 9	..	245 14 7	246 11 4	169 9 10	263 5 3	304 11 0	..	41 12 5	1,145 6 9
Wellington	5 17 8	28 13 5	8 18 8	6 19 0	50 8 9	..	..	..	848 4 3	848 4 3	290 8 8	367 11 10	622 14 7	259 9 7	39 2 6	2,478 0 2
Wanganui	52 1 10	89 11 6	18 1 0	12 0 6	171 14 10	..	..	..	659 14 8	659 14 8	329 10 0	337 5 3	392 8 3	79 2 5	29 11 2	1,999 6 7
Hurunui-Bluff	112 15 0	48 1 7	16 8 6	32 5 4	209 10 5	..	4 4 4	..	4,233 9 10	4,237 14 2	1,806 17 9	3,288 18 7	3,687 3 8	763 6 7	2,333 2 9	16,326 13 11
Greymouth	0 15 7	2 6 7	..	..	3 2 2	..	..	..	12 8 8	12 8 8	5 18 10	6 11 1	51 17 0	97 16 0	13 16 6	191 10 3
Westport	2 10 10	..	..	..	2 10 10	..	..	..	..	..	..	2 6 2	..	..	..	4 17 0
Nelson	..	..	..	..	..	..	..	..	..	..	..	0 17 4	2 16 8	81 16 11	2 7 10	87 18 9
Pictou	1 8 8	..	..	1 12 2	3 0 10	..	..	..	11 12 9	11 12 9	1 16 9	16 16 1	41 15 0	..	5 17 0	80 18 5
Total	359 0 6	292 0 11	56 18 4	65 6 10	773 6 7	..	49 6 1	..	7,216 4 4	7,265 10 5	3,018 1 1	4,918 17 3	5,567 19 4	1,328 17 3	2,587 13 4	25,460 5 3
Waimea Plains Railway, April 1 to Nov. 13, 1886	..	..	..	..	1,907 17 10	..	..	..	..	666 12 4	..	..	921 1 0	576 1 0	..	4,071 12 2
Grand total N.Z.R.	178,178 3 5	47,957 0 5	14,055 17 9	10,430 11 11	252,529 11 4	68,635 13 9	42,044 18 7	5,086 14 4	49,973 6 1	166,407 5 1	21,824 13 3	37,282 3 6	177,825 9 7	36,479 12 0	6,723 7 7	699,072 2 4

A. C. FIFE, Railway Accountant.

D.—1A.

x

RETURN No. 4.

CLASSIFIED STATEMENT showing REVENUE and EXPENDITURE, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1887.

Section.	Mileage.		Revenue.			Classified Expenditure.								Proportion of each Class of Expenditure to Mileage and Revenue.													
	Length open for Traffic.	Train-Mileage.	Total.	Per Mile of Railway per Annum (Average).	Per Train-Mile.	Maintenance of Way.	Locomotive Power.	Repairs of Carriages and Wagons.	Traffic Expenses.	General Charges.	Sundries.	Total.	Total for Year.			Maintenance.		Locomotive.		Carriage and Wagon Repairs.		Traffic Expenses.		General Charges.		Sundries.	
													Per Cent. of Revenue.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.	Per Mile of Railway per Annum.	Per Train-Mile.
1886-87.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Kawakawa ...	8	11,082	5,608 1 10	701 0 2	10 14	731 2 6	648 9 1	816 14 5	1,049 11 6	399 16 8	11 10 11	3,657 5 1	65'21	457'16	79'20	91'39	15'83	81'06	14'04	102'09	17'69	131'20	22'73	49'98	8'66	1'44	'25
Whangarei ...	7	17,058	4,129 17 10	589 19 7	4 10	941 13 5	910 6 3	71 10 1	1,135 3 6	331 15 10	22 15 0	3,413 4 1	82'65	487'60	48'02	134'52	13'24	130'04	12'81	10'22	1'01	162'17	15'97	47'40	4'67	3'25	'32
Auckland ...	236	420,562	108,732 19 6	493 3 2	5 2	33,917 8 0	20,622 14 10	8,172 16 5	21,339 1 3	4,455 12 6	996 19 7	89,504 12 7	82'32	405'95	51'08	153'83	19'36	93'54	11'77	37'07	4'66	96'78	12'18	20'21	2'54	4'52	'57
Napier ...	97	201,304	66,300 15 4	805 14 2	6 7	13,550 18 9	9,135 18 6	3,754 12 1	7,960 1 8	2,241 8 6	316 12 5	36,959 11 11	55'75	449'15	44'06	164'68	16'15	111'02	10'89	45'63	4'48	96'73	9'49	27'24	2'67	3'85	'38
Wellington ...	85	236,822	69,886 14 2	853 1 7	5 10 1/2	12,116 1 7	17,860 12 4	4,905 10 1	9,602 10 2	2,681 6 7	684 6 9	47,850 7 6	68'47	584'09	48'49	147'89	12'28	218'02	18'10	59'88	4'97	117'22	9'73	32'73	2'72	8'35	'69
Wanganui ...	196	282,567	69,508 6 9	355 3 9	4 11	29,319 18 6	13,015 18 0	4,988 7 2	11,477 10 9	2,826 12 8	624 3 11	62,253 0 0	89'56	318'12	52'87	149'83	24'00	66'51	11'06	25'49	4'23	58'65	9'75	14'45	2'40	3'19	'53
Hurunui-Bluff ...	1,030	1,714,882	616,571 0 7	601 11 2	7 2 1/2	150,183 7 4	97,359 16 1	33,285 4 0	114,940 8 11	20,620 0 1	3,694 11	242,083 7 7	68'13	409'85	58'79	146'53	21'02	94'99	13'62	32'47	4'66	112'14	16'09	20'12	2'88	3'60	'52
Greymouth ...	8	26,306	22,898 9 6	2,862 6 2	17 4 1/2	3,216 10 5	1,894 1 0	1,308 11 0	4,724 9 8	1,127 6 7	190 11 1	12,461 9 9	54'43	1,557'69	113'69	402'06	29'35	236'76	17'28	163'57	11'94	590'56	43'10	140'92	10'29	23'82	1'73
Westport ...	19	33,001	19,784 11 8	1,041 5 9	11 11 1/2	3,525 19 3	2,115 19 11	1,024 0 5	1,963 5 0	700 10 5	70 6 9	9,400 1 9	47'51	494'74	68'36	185'58	25'04	111'37	15'39	53'89	7'45	103'33	14'28	36'87	5'09	3'70	'51
Nelson ...	23	38,375	9,172 12 10	398 16 2	4 9 1/2	2,198 0 8	1,748 5 8	252 18 9	2,464 15 11	702 13 8	41 13 7	7,408 8 3	80'77	322'10	46'33	95'57	13'75	76'01	10'93	11'00	1'58	107'16	15'42	30'55	4'39	1'81	'26
Picton ...	18	26,990	6,174 13 9	343 0 9	4 6 1/2	2,828 10 11	1,095 3 5	526 12 4	1,168 3	392 8 6	69 16 5	6,080 13 10	98'48	337'82	54'07	157'14	25'15	60'84	9'74	29'26	4'68	64'90	10'39	21'80	3'49	3'88	'62
Total ...	1,727	3,008,949	998,768 3 9	592 13 7	6 7 1/2	252,529 11 4	166,407 5 1	59,106 16 9	177,825 9 7	36,479 12 0	6,723 7 7	699,072 2 4	69'99	414'84	55'76	149'85	20'14	98'75	13'27	35'08	4'72	105'52	14'18	21'65	2'91	3'99	'54
Postal services not recovered			22,000 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			1,020,768 3 9	...	...	...	...	...	...	...	...	699,072 2 4	68'48	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1885-86.			£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Kawakawa ...	8	11,904	5,302 15 4	662 17 0	8 10 1/2	1,961 3 5	413 18 5	581 13 8	986 4 1	394 12 4	6 16 0	4,344 7 11	81'93	543'05	87'59	245'15	39'54	51'74	8'35	72'70	11'72	123'28	19'88	49'33	7'96	'85	'14
Whangarei ...	7	17,438	4,426 10 10	632 7 3	5 0 1/2	993 4 2	1,170 0 7	92 6 0	1,196 4 3	326 8 7	31 8 4	3,809 11 11	86'06	544'23	52'43	141'89	13'67	167'15	16'10	13'18	1'27	170'89	16'47	46'63	4'49	4'49	'43
Auckland ...	211	409,127	120,333 1 9	704 16 2	5 10 1/2	28,257 13 7	20,211 1 11	7,119 8 2	21,151 16 3	4,572 14 6	1,091 7 10	82,404 2 3	68'48	482'66	48'34	165'51	16'58	118'38	11'85	41'70	4'18	123'89	12'41	26'79	2'68	6'39	'64
Napier ...	82	188,927	63,192 1 3	770 12 8	6 8 1/2	14,700 16 3	8,280 8 9	3,287 6 11	7,060 7 6	1,761 6 11	454 16 9	35,545 3 1	56'25	433'48	45'15	179'28	18'67	100'98	10'52	40'09	4'17	86'10	8'97	21'48	2'24	5'55	'58
Wellington ...	69	218,184	67,929 18 6	984 9 10	6 2 1/2	13,083 9 7	16,214 12 3	5,786 9 1	8,815 10 10	2,479 11 5	699 15 10	47,079 9 0	69'31	682'31	51'79	189'62	14'39	234'99	17'83	85'86	6'37	127'76	9'70	35'94	2'73	10'14	'77
Wanganui ...	191	271,295	68,241 4 11	357 5 7	5 0 1/2	26,363 15 9	14,021 8 0	4,665 9 4	11,069 2 10	2,782 14 1	680 2 10	59,591 3 10	87'32	312'00	52'72	138'03	23'32	73'41	12'41	24'43	4'13	57'95	9'79	14'57	2'46	3'61	'61
Hurunui-Bluff ...	978	1,790,371	662,634 13 8	728 7 7	4 1/2	150,786 14 6	95,947 19 2	30,622 9 7	119,834 6 4	19,974 13 1	5,863 1 0	423,934 3 8	63'84	464'94	56'71	165'72	20'22	105' 5	12'86	33'16	4'10	131'71	16'06	21'95	2'68	6'45	'79
Greymouth ...	8	21,688	21,660 3 7	2,707 10 5	19 11 1/2	3,347 0 2	1,458 6 10	1,145 9 11	4,811 6 10	887 19 1	159 13 2	11,809 16 0	54'52	1,476'23	130'69	418'38	37'04	182'30	16'14	143'19	12'68	601'41	53'24	111'00	9'83	19'95	1'76
Westport ...	18	28,121	17,061 12 5	947 17 4	12 1 1/2	2,776 3 4	1,991 11 2	1,316 3 1	1,748 6 5	633 0 4	104 9 5	8,569 13 9	50'23	476'09	73'14	154'23	23'69	110'64	17'00	73'12	11'23	97'13	14'92	35'17	5'41	5'80	'89
Nelson ...	23	38,209	10,034 7 8	436 5 7	5 3	2,438 15 2	1,628 16 11	323 7 5	2,577 19 8	812 6 1	47 7 7	7,828 12 10	78'02	340'38	49'17	106'03	15'32	70'82	10'23	14'06	2'03	112'09	16'19	35'32	5'10	2'06	'30
Picton ...	18	25,286	6,602 4 5	366 15 9	5 2 1/2	2,857 4 9	1,521 15 2	363 4 8	1,100 17 3	413 3 5	67 15 2	6,324 0 5	95'79	351'33	60'02	158'74	27'12	84'54	14'44	20'18	3'45	61'16	10'45	22'95	3'92	3'76	'64
Totals ...	1,613	3,020,550	1,047,418 14 4	678 5 5	6 11	247,566 0 8	162,859 19 2	55,302 18 10	180,352 2 3	35,038 9 10	9,220 13 11	690,340 4 8	65'91	447'04	54'85	160'32	19'67	105'46	12'94	35'81	4'40	116'79	14'33	22'69	2'78	5'97	'73
Postal services not recovered			20,000 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			1,067,418 14 4	...	...	...	...	...	...	...	...	690,340 4 8	64'67	...	...	...	...	...	...	...	...	...	...	...	...	...	...

A. C. FIFE, Railway Accountant.

COMPARATIVE STATEMENT of PASSENGER and GOODS TRAFFIC for the Year ended 31st March, 1887.

Sections.	Revenue.										Miles travelled by Trains.				
	Ordinary Passengers.	Season Tickets.	Parcels and Luggage.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Passengers and Mixed.	Goods.	Total.	Shunting and Ballasting.	Grand Total.	
1886-87.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.	No.	
Kawakawa ...	475 6 4	40 6 2	90 0 11	605 13 5	4,924 2 7	19 3 6	59 2 4	5,002 8 5	5,608 1 10	10,640	442	11,082	7,753	18,835	
Whangarei ...	440 18 6	26 0 7	13 1 2	480 0 3	3,601 8 9	3 19 7	44 9 3	3,649 17 7	4,129 17 10	14,949	2,109	17,058	1,893	18,951	
Auckland ...	42,111 9 4	2,722 8 8	3,615 14 0	48,449 12 0	58,453 2 10	215 5 2	1,614 19 6	60,287 7 6	108,732 19 6	417,486	3,076	420,562	143,365	563,927	
Napier ...	24,243 8 2	779 17 2	2,321 17 2	27,345 2 6	37,619 8 6	1,061 10 4	274 8 0	38,955 12 10	66,300 15 4	163,446	37,858	201,304	58,924	260,228	
Wellington ...	25,140 4 0	1,628 8 3	2,682 10 2	29,451 2 5	39,481 7 2	248 19 1	705 5 6	40,435 11 9	69,886 14 2	168,056	68,766	236,822	87,655	324,477	
Wanganui ...	32,906 5 6	901 3 9	3,120 15 2	35,923 4 5	29,858 11 2	2,161 11 8	559 19 6	32,580 2 4	69,508 6 9	269,843	12,724	282,567	85,263	367,830	
Hurunui-Bluff ...	202,764 3 2	10,059 4 11	21,516 12 4	234,340 0 5	362,794 9 5	10,732 11 0	8,793 19 9	382,231 0 2	616,571 0 7	1,543,286	171,596	1,714,882	678,827	2,393,709	
Greymouth ...	2,961 4 10	269 0 1	85 0 3	3,315 5 2	19,161 16 7	279 19 3	141 8 6	19,583 4 4	22,898 9 6	23,906	2,400	26,306	32,284	58,590	
Westport ...	1,706 11 3	94 0 7	91 17 9	1,892 9 7	17,789 5 7	Cr. 29 17 6	132 14 0	17,892 2 1	19,784 11 8	33,001	...	33,001	20,580	53,581	
Nelson ...	3,682 19 9	320 14 7	137 9 1	4,141 3 5	4,832 18 1	55 4 4	93 7 0	5,031 9 5	9,172 12 10	30,851	1,524	38,375	5,799	44,174	
Pictou ...	2,823 0 1	156 9 10	74 3 9	3,053 13 8	2,783 16 9	144 5 4	192 18 0	3,121 0 1	6,174 13 9	26,868	122	26,990	4,286	31,276	
Total ...	339,255 10 11	16,997 14 7	33,749 1 9	390,002 7 3	581,350 7 5	14,892 17 9	12,522 11 4	608,765 16 6	998,768 3 9	2,708,332	300,617	3,008,949	1,126,629	4,135,578	
1885-86.															
Kawakawa ...	511 13 8	48 7 11	80 14 2	640 15 9	4,573 10 6	17 8 6	71 0 7	4,661 19 7	5,302 15 4	11,352	552	11,904	4,110	16,014	
Whangarei ...	538 19 0	28 1 10	32 16 5	599 17 3	3,756 7 6	25 4 9	45 1 4	3,826 13 7	4,426 10 10	14,307	3,131	17,438	2,344	19,782	
Auckland ...	41,790 3 4	2,519 5 3	3,385 11 0	47,694 19 7	70,907 12 6	261 12 9	1,468 16 11	72,638 2 2	120,333 1 9	398,915	10,212	409,127	132,862	541,989	
Napier ...	22,991 16 1	810 8 3	2,024 3 7	25,826 7 11	37,936 19 3	100 17 7	167 16 6	37,305 13 4	63,192 1 3	144,541	44,386	188,927	56,159	245,086	
Wellington ...	25,496 8 3	1,506 2 1	2,496 14 10	29,499 5 2	37,737 13 1	89 16 11	603 3 4	38,430 13 4	67,929 18 6	156,973	61,211	218,184	70,272	288,456	
Wanganui ...	30,957 19 2	865 2 11	3,093 15 2	34,916 17 3	31,443 13 2	1,439 14 7	440 19 11	33,324 7 8	68,241 4 11	269,350	1,945	271,295	78,642	349,937	
Hurunui-Bluff ...	212,709 13 0	9,963 3 5	21,723 12 1	244,396 8 6	396,156 13 3	14,037 3 8	8,044 8 3	418,238 5 2	662,634 13 8	1,562,341	228,030	1,790,371	691,273	2,481,644	
Greymouth ...	2,974 16 2	226 5 9	97 9 6	3,298 11 5	17,685 4 7	561 7 7	115 0 0	18,361 12 2	21,660 3 7	21,688	...	21,688	28,756	50,444	
Westport ...	1,811 15 9	79 6 0	94 15 10	1,985 17 7	14,937 1 10	42 8 0	76 5 0	15,075 14 10	17,061 12 5	28,121	...	28,121	16,847	44,968	
Nelson ...	4,153 13 0	298 10 8	139 2 6	4,591 6 2	5,341 5 10	24 13 8	77 2 0	5,443 1 6	10,034 7 8	38,209	...	38,209	7,075	45,284	
Pictou ...	2,958 12 2	136 17 1	102 8 4	3,197 17 7	3,153 19 3	131 8 7	118 19 0	3,404 6 10	6,602 4 5	25,078	208	25,286	5,687	30,973	
Total ...	346,895 9 7	16,481 11 2	33,271 3 5	396,648 4 2	622,810 0 9	16,731 16 7	11,228 12 10	650,770 10 2	1,047,418 14 4	2,670,875	349,675	3,020,550	1,094,027	4,114,577	

IV—D. 1A.

RETURN NO. 6.

STATEMENT showing Cost of Construction, Net Revenue, and Rate of Interest on Opened Lines for the Years ending 31st March, 1883, 1884, 1885, 1886, and 1887.

Section.	State of Line.	1883.			1884.			1885.			1886.			1887.		
		Cost of Con- struction.	Net Revenue.	Rate of Interest.	Cost of Con- struction.	Net Revenue.	Rate of Interest.	Cost of Con- struction.	Net Revenue.	Rate of Interest.	Cost of Con- struction.	Net Revenue.	Rate of Interest.	Cost of Con- struction.	Net Revenue.	Rate of Interest.
Kawakawa	Opened	26,608	621	2 4 2 6 8	26,608	621	2 4 2 6 8	86,283	655	4 9 0 15 2	89,441	953	7 5 1 1 5	90,528	1,950	16 9 2 3 1
"	Unopened	36,949			41,372											
Whangarei-Kamo	Opened	54,153	420	4 9 0 15 6	61,558	-20	4 0	64,032	498	6 10 0 15 3	68,241	616	18 11 0 18 1	69,961	716	13 9 1 0 6
Auckland	"	1,112,720	27,295	2 3 2 9 1	1,179,937	28,079	0 11 2 7 7	1,319,672	34,274	10 12 12 0	1,545,181	37,928	19 6 2 9 1	1,672,506	19,228	6 11 1 3 0
"	Unopened	64,592			106,209			106,441			81,437			51,694		
Main Trunk Line, N.I.	"										60,780			182,869		
Napier	Opened	419,299	14,553	9 10 3 9 5	469,584	18,572	5 4 3 19 1	551,218	22,165	7 7 4 0 5	559,800	27,646	18 2 4 18 9	628,669	29,341	3 5 4 13 4
"	Unopened	32,008			22,200						12,109			7,302		
Wellington	Opened	764,860	12,989	14 10 1 14 0	781,417	11,126	7 5 1 8 6	799,714	16,798	4 4 2 2 0	815,000	20,850	9 6 2 11 2	961,871	22,036	6 8 2 5 10
"	Unopened	3,017			7,963			50,000			92,762			18,236		
Wanganui	Opened	1,097,046	15,499	0 6 1 8 3	1,221,567	7,601	7 10 0 12 7	1,334,573	12,362	7 11 0 18 6	1,349,900	8,650	1 10 12 10	1,398,738	7,255	6 9 0 10 4
"	Unopened	72,714			10,876						18,330					
Wellington - Foxton (private line)	"	40,237			41,132			41,404			41,815			41,816		
Stock	"	103,730			163,362											
Surveys	"	3,891			7,535			16,612			17,129			17,334		
Miscellaneous	"	2,507			5,168			5,168			5,168			5,169		
Hurunui-Bluff	Opened	6,299,303	273,656	1 5 4 6 11	6,615,631	222,039	11 9 3 7 2	6,908,840	251,751	16 7 3 12 10	7,238,049	239,600	10 0 3 5 9	7,428,562	196,487	13 0 2 12 11
"	Unopened	326,035			325,094			311,389			355,199			419,786		
Greymouth	Opened	163,097	7,554	12 14 12 8	166,293	8,311	4 0 4 19 9	176,975	8,495	16 9 4 16 0	180,300	9,850	7 7 5 9 2	189,393	10,436	19 9 5 10 2
"	Unopened	43,895			88,095			46,200			15,959			15,959		
"	"	80,802			78,665			127,018			127,230			127,234		
Harbour Works	"				43,000			37,777			54,549			54,549		
Grey mouth-Hokitika	Opened	199,891	4,334	18 12 3 4	200,945	6,618	14 9 3 3 11	210,886	6,127	15 9 2 13 1	214,402	8,491	18 8 3 19 2	214,804	10,384	9 11 4 16 8
Westport	"															
Harbour Works	Opened	153,224	2,460	13 6 1 12 1	156,683	1,827	11 11 3 4	164,490	2,170	14 0 1 6 5	166,700	2,205	14 10 1 6 6	163,965	1,764	4 7 1 1
Nelson	"	2,000			5,700			7,500			8,214			12,500		
Pictou	Opened	188,802	1,140	16 5 0 12 1	192,307	386	18 7 0 4 0	193,511	365	14 3 0 3 9	195,800	278	4 0 0 2 10	198,570	98	19 11 0 0 11
"	Unopened	13,567			14,567			16,000			23,805			28,130		
Stock	Opened	81,250			139,742			263,823			300,241			162,595		
Surveys	"	20,785			27,343			36,117			36,117			37,095		
Miscellaneous	"	2,507			5,169			5,168			5,169			5,169		
Total opened	"	10,478,998	360,525	16 0 3 8 10	11,078,501	305,814	0 0 2 15 11	11,810,194	355,685	18 10 3 0	12,472,814	357,078	9 8 2 17 3	13,017,567	299,696	1 5 2 6 0
Total unopened	"	980,481			1,147,629			1,046,433			1,253,352			1,201,549		
Gross total	"	11,409,479	360,525	16 0 3 8 10	12,226,130	305,814	0 0 2 9 11	12,856,627	355,685	18 10 2 15 4	13,726,166	357,078	9 8 2 12 0	14,219,116	299,696	1 5 2 2 2

NOTE.—The amount stated as cost of construction includes the Provincial and General Government expenditure on railways opened and unopened, and also the purchase-money for the District Railways taken over by the Government.

A. C. FIFE, Railway Accountant.

RETURN No. 7.

COMPARISON OF TRAFFIC, REVENUE, and EXPENDITURE for the last EIGHT FINANCIAL YEARS.

Year.	Miles.	Revenue.	Expenditure.	Expenditure per cent. of Revenue.	Tonnage.	Parcels, Horses, and Dogs.	Cattle, Sheep, and Pigs.	Passengers.	Season Tickets.
		£	£			No.	No.	No.	No.
1879-80	1,172	762,573	580,030	76·06	1,108,108	180,331	285,209	2,967,090	5,077
1880-81	1,277	836,454	521,957	62·40	1,377,783	286,865	300,704	2,849,561	6,499
1881-82	1,319	892,026	523,099	58·64	1,437,714	316,611	343,751	2,911,477	7,207
1882-83	1,358	953,347	592,821	62·18	1,564,793	341,186	477,075	3,283,378	8,621
1883-84	1,396	961,304	655,990	68·24	1,700,040	359,896	686,287	3,272,644	9,036
1884-85	1,477	1,045,712	690,026	65·99	1,749,856	347,425	729,528	3,232,886	8,999
1885-86	1,613	1,047,419	690,340	65·91	1,823,767	349,428	858,662	3,362,266	10,717
1886-87	1,727	998,768	699,072	69·99	1,747,754	372,397	942,017	3,426,403	11,821

A. C. FIFE, Railway Accountant.

RETURN No. 8.

TRAFFIC TON-MILEAGE, and RATE OF WORKING, for FIVE CHIEF SECTIONS.

Section.	1881-82.		1882-83.		1883-84.*		1884-85.*		1885-86.*		1886-87.	
	Ton-Mileage.	Rate of Work- ing, in Pence per Ton-Mile.	Ton-Mileage.	Rate of Work- ing, in Pence per Ton-Mile.	Ton-Mileage.	Rate of Work- ing, in Pence per Ton-Mile.	Ton-Mileage.	Rate of Work- ing, in Pence per Ton-Mile.	Ton-Mileage.	Rate of Work- ing, in Pence per Ton-Mile.	Ton- Mileage.	Rate of Work- ing, in Pence per Ton-Mile.
Auckland ...	4,467,896	2·65	5,239,016	2·47	6,372,609	2·25	7,085,574	2·43	8,539,210	2·24	8,158,758	2·60
Napier ...	1,984,211	2·20	2,144,707	2·47	2,370,420	2·10	2,983,237	2·13	3,880,550	2·15	4,266,747	2·06
Wellington ...	2,182,966	3·44	2,623,227	3·25	3,100,324	3·04	3,388,925	3·18	3,992,644	2·78	4,167,454	2·87
Wanganui ...	2,859,978	2·40	2,322,819	3·51	2,591,301	3·47	2,536,332	3·38	3,497,669	3·81	3,465,445	4·33
Hurunui-Bluff	37,305,649	2·34	39,097,746	2·47	44,627,125	2·36	42,877,369	2·47	41,097,413	2·48	39,068,490	2·59
Totals ...	48,800,700	2·42	52,027,515	2·55	59,061,779	2·42	58,871,437	2·53	61,007,486	2·52	59,126,894	2·68

* These statements are for twelve months ending the 5th January; that for 1883-84 overlaps the previous year.

A. C. FIFE, Railway Accountant.

RETURN No. 9.

STATEMENT showing CLASSIFICATION of EXPENDITURE on MAINTENANCE of WAY and WORKS for the Year ended 1st March, 1887.

Classification of Work.	Kawakawa Section.	Whangarei Section.	Auckland Section.	Napier Section.	Wellington Section.	Wanganui Section.	Christchurch Section.	Dunedin Section.	Invercargill Section.	Waimaea Plains District Railway.	Greymouth Section.	Westport Section.	Nelson Section.	Pictou Section.	Total.
Track surfacing..	£ s. d. 377 5 567 9 216,311 12	£ s. d. 216,311 12 7,618 13 1	£ s. d. 7,618 13 1 6,182 12 9	£ s. d. 6,182 12 9 12,023 14	£ s. d. 12,023 14 127,367 9	£ s. d. 127,367 9 3,239 66 17	£ s. d. 3,239 66 17 312,663 8 11	£ s. d. 312,663 8 11 ..	£ s. d. ..	£ s. d. ..	£ s. d. 741 18 71,714 12 0	£ s. d. 71,714 12 0	£ s. d. 51,874 5 8	£ s. d. 51,874 5 8	£ s. d. 110,597 2 2
Track renewals..	£ s. d. 19 0 11 160 15 11	£ s. d. 160 15 11 5,864 3 0	£ s. d. 5,864 3 0 3,261 2 8	£ s. d. 3,261 2 8 1,438 0 2	£ s. d. 1,438 0 2 5,192 2 0	£ s. d. 5,192 2 0 11,866 12 1	£ s. d. 11,866 12 1 3,330 1 1	£ s. d. 3,330 1 1 ..	£ s. d. ..	£ s. d. ..	£ s. d. 948 16 0 358 9 8	£ s. d. 358 9 8 51 2 2	£ s. d. 51 2 2 56 0 8	£ s. d. 56 0 8 15 0 3	£ s. d. 44,240 2 4
Ballasting ..	£ s. d. 57 4 5 31 2 0	£ s. d. 31 2 0 810 3 6	£ s. d. 810 3 6 343 0 1	£ s. d. 343 0 1 644 15 10	£ s. d. 644 15 10 416 11 6	£ s. d. 416 11 6 833 9 0	£ s. d. 833 9 0 1,322 8 9	£ s. d. 1,322 8 9 ..	£ s. d. ..	£ s. d. ..	£ s. d. 13 11 0 317 17 0	£ s. d. 317 17 0 14 17 0	£ s. d. 14 17 0 57 14 6	£ s. d. 57 14 6 59 16 7	£ s. d. 8,922 7 4
Banks, cuttings, ditches, tunnels	£ s. d. 163 0 11 44 2 4	£ s. d. 44 2 4 944 1 5	£ s. d. 944 1 5 252 15 5	£ s. d. 252 15 5 1,247 11 7	£ s. d. 1,247 11 7 4,610 4 2	£ s. d. 4,610 4 2 6,986 9 2	£ s. d. 6,986 9 2 1,500 4 9	£ s. d. 1,500 4 9 ..	£ s. d. ..	£ s. d. ..	£ s. d. 317 17 0 77 17 5	£ s. d. 77 17 5 990 19 7	£ s. d. 990 19 7 136 3 1	£ s. d. 136 3 1 448 13 0	£ s. d. 14,488 2 8
Bridges, culverts, drains	£ s. d. 5 9 2 47 11 0	£ s. d. 47 11 0 1,078 18 0	£ s. d. 1,078 18 0 151 7 3	£ s. d. 151 7 3 614 6 0	£ s. d. 614 6 0 1,229 7 2	£ s. d. 1,229 7 2 3,317 6 5	£ s. d. 3,317 6 5 729 7 9	£ s. d. 729 7 9 ..	£ s. d. ..	£ s. d. ..	£ s. d. 14 17 1 114 13 6	£ s. d. 114 13 6 23 4 0	£ s. d. 23 4 0 10 19 9	£ s. d. 10 19 9 5 8 0	£ s. d. 12,366 18 7
Fences, gates, cattle-stops, hedges	£ s. d. 19 14 6 3 11 6	£ s. d. 3 11 6 492 15 2	£ s. d. 492 15 2 90 8 11	£ s. d. 90 8 11 269 8 2	£ s. d. 269 8 2 302 16 2	£ s. d. 302 16 2 1,560 15 0	£ s. d. 1,560 15 0 345 10 9	£ s. d. 345 10 9 ..	£ s. d. ..	£ s. d. ..	£ s. d. 66 6 0 117 1 2	£ s. d. 117 1 2 28 15 0	£ s. d. 28 15 0 ..	£ s. d. ..	£ s. d. 2,543 17 10
Roads, approaches, &c.	£ s. d. 7 1 0 ..	£ s. d. .. 227 16 0	£ s. d. 227 16 0 54 13 8	£ s. d. 54 13 8 0 6 3	£ s. d. 0 6 3 2 0 11	£ s. d. 2 0 11 26 13 4	£ s. d. 26 13 4 0 12 3	£ s. d. 0 12 3 ..	£ s. d. ..	£ s. d. ..	£ s. d. 585 5 4 ..	£ s. d. ..	£ s. d. ..	£ s. d. 41 0 10	£ s. d. 960 0 8
Water-services, signals, cranes, appliances	£ s. d. 43 17 11 33 0 8	£ s. d. 33 0 8 1,752 18 11	£ s. d. 1,752 18 11 619 10 2	£ s. d. 619 10 2 863 11 0	£ s. d. 863 11 0 935 9 8	£ s. d. 935 9 8 4,535 12 10	£ s. d. 4,535 12 10 1,361 10 8	£ s. d. 1,361 10 8 ..	£ s. d. ..	£ s. d. ..	£ s. d. 279 15 5 49 10 0	£ s. d. 49 10 0 83 12 1	£ s. d. 83 12 1 ..	£ s. d. ..	£ s. d. 13,925 17 5
Wharves..	£ s. d. .. 6 6 6 1,613 6 0	£ s. d. 6 6 6 1,613 6 0 128 15 8	£ s. d. 128 15 8 348 6 9	£ s. d. 348 6 9 ..	£ s. d. ..	£ s. d. 5,129 5 4 1,487 6 3	£ s. d. 1,487 6 3 546 2 11	£ s. d. 546 2 11 ..	£ s. d. ..	£ s. d. ..	£ s. d. 53 5 5 179 16 4	£ s. d. 179 16 4 69 3 1	£ s. d. 69 3 1 250 14 1	£ s. d. 250 14 1 ..	£ s. d. 10,469 6 8
Buildings	£ s. d.	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. 1,907 17 10	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. ..	£ s. d. 1,907 17 10
Miscellaneous ..	£ s. d. 731 2 6941 13	£ s. d. 533,917 8 0	£ s. d. 13,550 18 9	£ s. d. 12,116 1 7	£ s. d. 29,319 18 6	£ s. d. 63,717 12 9	£ s. d. 59,726 8 3	£ s. d. 24,831 8 6	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 11,252,529 11 4
Waimea Plains D. R. (April 1 to Nov. 13)	£ s. d. 91 7 10 134 10 5	£ s. d. 134 10 5 153 16 7	£ s. d. 153 16 7 164 13 7	£ s. d. 164 13 7 147 17 9	£ s. d. 147 17 9 149 16 7	£ s. d. 149 16 7 141 12 2	£ s. d. 141 12 2 187 16 4	£ s. d. 187 16 4 113 4 2	£ s. d. 113 4 2 ..	£ s. d. 51 11 3	£ s. d. 402 1 3	£ s. d. 185 11 7	£ s. d. 95 11 4	£ s. d. 157 2 10	£ s. d. 149 17 0
Total expenditure..	£ s. d. 731 2 6941 13	£ s. d. 533,917 8 0	£ s. d. 13,550 18 9	£ s. d. 12,116 1 7	£ s. d. 29,319 18 6	£ s. d. 63,717 12 9	£ s. d. 59,726 8 3	£ s. d. 24,831 8 6	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 3,216 10 5	£ s. d. 11,252,529 11 4
Rate per mile of railway on average mileage open during the year	£ s. d. 91 7 10 134 10 5	£ s. d. 134 10 5 153 16 7	£ s. d. 153 16 7 164 13 7	£ s. d. 164 13 7 147 17 9	£ s. d. 147 17 9 149 16 7	£ s. d. 149 16 7 141 12 2	£ s. d. 141 12 2 187 16 4	£ s. d. 187 16 4 113 4 2	£ s. d. 113 4 2 ..	£ s. d. 51 11 3	£ s. d. 402 1 3	£ s. d. 185 11 7	£ s. d. 95 11 4	£ s. d. 157 2 10	£ s. d. 149 17 0

A. C. FIFE,
Railway Accountant.

RETURN NO. 10

[illegible]

STATEMENT of REVENUE and EXPENDITURE of each Station for the Year ended 31st March, 1887

GREYMOUTH SECTION.
 Greymouth.
 Brunner.
 General.
 Head Office.
 Accountant.

Totals.

WESTPORT SECTION.
 Westport.
 Accountant.

Totals.

NELSON SECTION.
 Port and Wharf.
 Nelson.
 Richmond.
 Brightwater.
 Wakefield.
 Belgrove.
 General.
 Head Office.
 Accountant.

Totals.

PICTON SECTION.
 Picton.
 Blenheim.
 General.
 Head Office.
 Accountant.

Totals.

[illegible]

A. C. FIFE, Railway Accountant.

RETURN No. 11.

STATEMENT of STORES CONTRACTS current during the Year ending 31st March, 1887.

Service.	Period.	Name of Contractor.	Rate.
Horse forage ... Christchurch	Delivery by 30/6/86 ...	E. H. Banks ...	As per schedule.
Iron castings ... Auckland	" ...	A. Beane ...	18/ per cwt.
" ... Wellington	" ...	S. Luke and Sons ...	12/ & 12/3 per cwt.
" ... Christchurch	" ...	John Anderson ...	11/ & 12/ "
Brass castings ... Auckland	" ...	George Fraser ...	1/2 per lb. brass. 1/3 " gun-metal 1/6 " phosphor-bronze.
Printed stationery ... Christchurch	2 years ending 30/6/86	Whitcombe and Tombs	As per schedule.
" ... Wellington	" ...	Fergusson and Mitchell	"
General stores, viz.—			
Ironmongery and drain-pipes Auckland	2 years ending 31/12/86	E. Porter and Co.	As per schedule.
Oils, ship chandlery, leather "	" ...	T. and S. Morrin and Co.	"
Ironmongery, oils, ship chandlery, leather Wellington	" ...	E. W. Mills and Co.	"
Drain-pipes, &c. ... "	" ...	P. Hutson and Co. ...	"
Ironmongery, oils, ship chandlery, leather Christchurch	" ...	S. Nashelski ...	"
Drain-pipes, &c. ... "	" ...	Ford and Ogdon ...	"
Ironmongery ... Dunedin	" ...	N.Z. Hardware Company	"
Oils, colours ... "	" ...	A. Briscoe and Co.	"
Ship chandlery ... "	" ...	Esther and Low	"
Leather, and drain-pipes "	" ...	Dunedin Iron & Woodware Co.	"
Railway supplies, as under—			
35 tons barbed fencing wire, two strand, galvanized	For 1886	Acmé Company, Timaru	£26 per ton.
5 tons, single wire, black	"	"	£21 10/ per ton.
15 tons cotton waste Dunedin	"	T. and S. Morrin and Co.	£36 19/9 "
30 " " Other stores	"	"	£37 4/2 "
4,000 yards heavy canvas, 2ft. wide	"	"	1/6 per yard.
16,000 yards light ditto	"	Dunedin Iron & Woodware Co.	1/5½ "
36,000 yards heavy canvas, 3ft. wide	"	Ross and Glendining	1/7½ "
12,000 gallons colza oil	"	S. Nashelski	2/9 per gallon.
7,500 gallons boiled linseed oil	"	N.Z. Hardware Company	2/4½ "
2,000 gallons raw linseed oil	"	"	2/2½ "
16 tons white-lead, genuine, in oil	"	"	£21 17/6 per ton.
Coal supply ... Whangarei	"	Kamo Colliery Company	7/ per ton.
" ... Auckland	"	J. J. Craig and Co.	9/8 "
" ... "	"	Kamo Colliery Company	12/ "
" ... Wanganui	"	Brunner Coal Company	20/6 "
" ... Waitara	"	"	28/6 "
" ... "	"	Mokau Coal Company	21/ "
" ... Wellington	"	Union Steam Shipping Co.	22/11 "
" ... Napier	"	John Orr and Co.	25/6 "
" ... Picton	"	Union Steam Shipping Co.	21/5 "
" ... Nelson	"	Anchor Steam Shipping Co.	20/ "
<i>Hurunui-Bluff.</i>			
Coal supply ... Lyttelton	"	Westport Coal Company	22/9 "
" ... Springfield	"	Springfield Coal Company	12/ "
" ... Whitecliffs	"	Smart and Gundry	11/6 "
" ... Timaru	"	Brunner Coal Company	24/9 "
" ... Shag Point	"	Shag Point Coal Company	12/6 "
" ... Stirling	"	Kaitangata	9/3 "
" ... Nightcaps	"	Nightcaps	9/ "
" ... Newmarket shops	"	Westport	18/9 "
" ... Hillside shops	"	"	19/7 "
" ... Addington shops	"	Brunner Coal Company	20/ & 22/ per ton.
Timber supplies, as under—			
Native timber ... Christchurch	"	Johnston, Wood, and Co.	As per schedule.
Kauri and foreign ... "	"	"	"
" ... Dunedin	"	Dunedin Iron & Woodware Co.	"
Native timber ... Southland	"	John Murdoch	"
Uniforms ... Hurunui-Bluff	3 years ending 31/12/88	Ross and Glendining	"
" ... Northern lines	"	"	"

RETURN No. 11—*continued.*
STATEMENT of STORES CONTRACTS, &c.—*continued.*

Service.	Period.	Name of Contractor.	Rate.
3,500 gallons lubricating oil, N.Z. manufacture	Delivery by 31/5/86 ...	Union Oil, Soap, and Candle Company, Auckland	2/5 per gallon.
5,000 ditto ...	Delivery by 11/12/86...	Ditto ...	2/ "
1,500 gallons peanut oil ...	Delivery by July, 1886	Sew Hoy ...	2/9 "
1,000 gallons Engelbert's lubricator ...	Delivery by Feb., 1887	John Harborow ...	3/3 "
Sleepers, as under—			
5,000 silver-pine ... Lyttelton	Delivery by 31/12/86...	E. Stratford ...	3/9 each.
4,000 " ... " "	" " " "	J. Johnson ...	4/ "
5,000 " ... Port Chalmers	" " " "	H. and J. Adamson ...	3/9 "
3,000 " ... " "	" " " "	J. Landers and Co....	3/9 "
5,000 birch ... Bennett's	" " " "	Vincent, Lee, and Co.	3/ "
2,000 " ... East Oxford	" " " "	E. B. Youngman ...	3/ "
1,000 " ... West Oxford	" " " "	J. M. Booth ...	3/ "
2,000 " ... " "	" " " "	Walter Ryde ...	3/ "
4,000 " ... " "	" " " "	C. H. Petrie ...	3/ "
3,000 " ... Sheffield	" " " "	Feary Brothers ...	3/ "
2,500 " ... " "	" " " "	J. Sharplin ...	3/ "
5,000 " ... West Oxford	" " " "	J. Ingram ...	3/ "
1,000 totara ... Lyttelton	" " " "	J. Smith ...	3/3 "
5,000 " ... " "	" " " "	T. A. Cook ...	3/6 "
1,000 " ... Rangitata	" " " "	R. T. Button ...	3/6 "
1,000 rata ... Timaru	" " " "	John Jackson ...	4/ "
5,000 black pine ... Little River	" " " "	Johnston, Wood, and Co.	3/ "
1,000 " ... Rangitata	" " " "	Taylor and Flatman ...	3/3 "
2,000 " ... Little River	" " " "	W. Coop ...	3/ "
5,000 totara ... One-Tree Point	" " " "	W. Guthrie and Co.	3/2 "
5,000 " ... Riverton	" " " "	Small and Co. ...	3/3 "
500 " ... Whakapatu	" " " "	C. Campbell ...	3/4 "
3,000 rata ... Oraki	" " " "	Frew and Co. ...	4/ "
3,000 kamai ... Riverton	Delivery by 28/2/87 ...	James More ...	2/ "
5,000 " ... Pahia	" " " "	Watson Brothers ...	2/ "
5,000 " ... Woodend	" " " "	J. Murdoch ...	2/ "
4,000 " 7ft. x 10in. x 5in. Whakapatu	" " " "	C. Campbell ...	1/11 "
3,500 birch, ditto ... Oxford	Delivery by 19/11/86...	J. Ingram ...	4/ "
4,000 " 7ft. x 8in. x 5in. Wakefield	" " " "	Edwin White ...	1/8 "
2,000 silver-pine ... Brunnerton	Delivery by 31/12/86...	James Taylor ...	2/5½ "
36,000 puriri, 1st class Auckland	Year ended 31/3/87 ...	Sundry small contractors	4/ "
35,000 " " " "	" " " "	" " " "	3/9 "
7,000 " 2nd class " "	" " " "	" " " "	3/6 "
6,000 " " " "	" " " "	" " " "	3/3 "
13,000 birch ... Pelorus	" " " "	" " " "	2/6 " hewn.
21,000 " " " "	" " " "	" " " "	2/8 " sawn.
Timber supply—			
Ironbark, sawn ... Lyttelton	Delivery by 5/8/86 ...	James Fox ...	29/ per 100ft.
" hewn " "	Delivery by 7/4/87	" " "	22/6 "
" piles " "	" " "	" " "	2/6 per lin. ft.
" hewn ... Dunedin	" " "	" " "	22/6 per 100ft.
" " ... Bluff	" " "	" " "	25/ "
" piles " "	" " "	" " "	2/7 per lin. ft.
Kauri junk ... Auckland	For 1886 " "	J. Craig ...	5/6 per 100ft. sup.
" " " "	" " "	J. McLellan ...	5/6 "
" " " "	" " "	" " "	6/3 "
Puriri junk ... " "	Delivery by 30/4/87 ...	T. and J. Beasley ...	10/ "
Totara piles ... " "	Delivery by 31/3/87	Luke and Cowan ...	4/ per lin. ft.
Totara junk ... " "	Delivery by 31/5/87 ...	J. McLellan ...	14/ per 100ft. sup.
Freight—			
10,000 sleepers, Pelorus to Oamaru	Delivery by 31/12/86...	Cook Brothers ...	9½ per sleeper.
10,000 " " Port Chalmers	" " " "	" " "	9½ "
5,000 " " Timaru	Delivery by 30/6/87 ...	Cuff and Graham ...	8½ "
5,000 " " Oamaru	" " " "	" " "	8½ "
5,000 " " Port Chalmers	" " " "	" " "	9½ "
5,000 " Manukau to Waitara	Delivery by 2/8/86 ...	James Waller ...	1/6 "
Fencing posts, as under—			
1,000 kamai ... Seaward Bush	Delivery by 15/3/87 ...	J. H. Butler ...	29/9 per 100 posts.
600 " " " "	" " " "	J. Millard ...	29/ "
1,000 " Waimatua	" " " "	A. G. Bell ...	30/ "
500 " Seaward Bush	" " " "	Johnston and Woodson	30/ "
Horse forage ... Christchurch	Delivery by 30/6/87 ...	G. Treleaven and Co.	As per schedule.
Iron castings ... Auckland	" " " "	G. Fraser and Co. ...	15/ and 16/ per cwt.
" ... Wellington	" " " "	Smith Brothers ...	11/6 per cwt.
" ... Christchurch	" " " "	John Anderson ...	11/6 & 12/ per cwt.
" ... Dunedin	" " " "	A. and T. Burt ...	11/ and 12/ per cwt.
Uniform caps ... Hurunui-Bluff	Delivery by 30/7/87 ...	J. Ballantyne and Co.	5/3 and 5/6 per cwt.
Printed stationery ... Christchurch	2 years ending 30/6/88	Whitcombe and Tombs	As per schedule.
" ... Wellington	" " " "	" " "	" "
General stores, &c.—			
Ironmongery, oils, ship chandlery, and leather Auckland	2 years ending 31/12/88	E. Porter and Co. ...	" "
Drain-pipes ... " "	" " " "	J. J. Craig ...	" "

RETURN No. 11—continued.

STATEMENT OF STORES CONTRACTS, &c.—continued.

Service.	Period.	Name of Contractor	Rate.
General stores, &c.—continued.			
Ironmongery, ship chandlery, leather Wellington	2 years ending 31/12/88	E. W. Mills and Co. ...	As per schedule.
Oils and colours ... "	"	J. Duthie and Co. ...	"
Drain-pipes, &c. ... "	"	George Norbury ...	"
Ironmongery, oils, ship chandlery Christchurch	"	S. Nashelski ...	"
Leather ... "	"	C. D. Lightband ...	"
Drain-pipes ... "	"	E. and J. Ford ...	"
All stores ... Dunedin	"	Dunedin Iron & Woodware Co.	"
Timber supplies, as under—			
Native timber ... Christchurch	For 1887	J. T. Brown ...	
Kauri and foreign ... "	"	R. W. England ...	"
" ... Dunedin	"	Dunedin Iron & Woodware Co.	"
Native timber ... Southland	"	John Murdoch ...	"
Railway supplies, as under—			
41 tons cotton waste	"	A. Briscoe and Co. ...	£28 5/5 per ton.
5,000 yards 24in. light canvas	"	T. and S. Morrin and Co. ...	£4 3/4 per yard.
40,000 yards 36in. light canvas	"	"	£6 15/16 per yard.
2,000 yards 24in. Addington heavy canvas	"	W. Stevens and Co. ...	£5 1/2 per yard.
6,000 yards 24in. Other stores heavy canvas	"	A. Briscoe and Co. ...	£6 1/4 per yard.
11,000 gallons colza oil	"	S. Nashelski ...	2/5 15/16 per gallon.
24 tons white lead, genuine, in oil	"	T. and S. Morrin and Co. ...	£21 16/9 per ton.
Coal supply			
... Whangarei	For 1888	Whangarei Coal Mining Co. ...	5/6 per ton.
... Auckland	"	Kamo Colliery Company ...	12/ "
... Napier	"	Taupiri Coal Mining Company	9/6 "
... Wellington	"	Brunner Coal Company ...	23/9 "
... Wanganui	"	Westport Coal Company ...	17/6 "
... New Plymouth	"	Union Steam Shipping Co. ...	20/ "
... and Waitara	"	"	26/6 "
... Picton	"	"	20/ "
... Nelson	"	Anchor Steam Shipping Co. ...	19/8 "
Hurunui-Bluff.			
Coal supply ... Lyttelton	"	Westport Coal Company ...	18/10 "
... Springfield	"	Springfield Coal Company ...	12/ "
... Whitecliffs	"	W. Leeming ...	12/ "
... Timaru	"	W. Smart ...	12/ "
... Oamaru	"	Westport Coal Company ...	20/6 "
... Shag Point	"	"	20/6 "
... Stirling	"	Shag Point Coal Company ...	12/6 "
... Nightcaps	"	Kaitangata Coal Company ...	9/ "
... Newmarket shops	"	Nightcaps Coal Company ...	9/ "
... Addington	"	Brunner Coal Company ...	22/6 "
... Hillside	"	Westport Coal Company ...	17/6 "
	"	"	17/6 "

R. CARROW, Railway Stores Manager.

RETURN No. 12.
STATEMENT of CARRIAGE and WAGON STOCK, and TARPAULINS, for the Year ending 31st
March, 1887.

Description.	Kawakawa.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.												
1st class, 6-wheel	...	...	5	...	...	2	15	...	...	...	...	22
" 4 "	...	1	9	...	3	5	8	1	1	1	1	30
" Bogie, 30-feet	...	...	...	...	...	...	5	...	...	...	...	5
" " 40-feet	...	...	...	2	...	...	7	...	...	...	...	9
" " 44-feet	...	...	2	...	...	...	...	...	...	...	...	2
Composite, 6-wheel	...	1	8	5	1	11	35	...	...	1	2	64
" 4 "	...	1	2	8	4	7	29	3	...	2	...	65
" Bogie, 30-feet	...	...	...	...	...	...	18	...	...	...	...	18
" " 40-feet	...	...	...	11	18	10	67	...	...	...	...	106
" " 44-feet	...	...	15	...	...	...	...	...	...	...	...	15
2nd class, 6-wheel	...	...	12	5	3	11	48	1	...	2	1	83
" 4 "	...	1	2	15	1	5	17	3	2	4	1	61
" Bogie, 30-feet	...	...	...	...	...	...	4	...	...	...	...	4
" " 40-feet	...	...	...	3	1	...	5	...	...	...	...	9
" " 44-feet	...	...	7	...	...	...	...	...	...	...	...	7
Total	...	2	6	81	31	38	58	258	8	3	10	500
WAGONS, ETC.												
Passenger brakes	F	...	1	} 30	13	{ 2	1	} 84	{ 3	...	2	} 177
Goods "	F	2	1		...		21			3	3	
Fell "	F	...	...		...		...			...	...	
Trucks, &c,—		...	...	...	2	...	...	...	...	...	...	2
Platform coal	P	68	70	1	...	...	...	...	...	...	...	139
Timber	N	2	6	81	44	74	92	301	4	...	8	618
Cattle	H	6	2	78	24	12	61	171	...	2	1	357
Sheep, double floor	J	...	...	37	15	35	45	165	...	...	...	297
" " bogie	S	...	...	...	...	5	...	1	...	...	...	6
Horse-boxes	G	...	...	17	12	6	16	51	...	1	2	105
Covered goods	K	1	2	45	9	38	34	305	...	1	2	440
" (Refrigerating)	K2	...	...	3	10	...	...	40	...	...	...	53
" bogie	V	...	...	...	...	...	...	4	...	...	...	4
High-side	L	3	8	261	133	102	180	2,813	19	1	31	3,583
" Bogie	R	...	...	80	22	...	...	10	...	...	32	112
Low-side	M	4	8	173	77	89	280	893	14	...	12	1,567
Iron hopper, mineral	O	...	...	80	...	...	...	...	257	216	...	553
Platform, bogie	U	...	...	...	14	...	...	...	...	...	...	14
Unclassified	...	...	...	...	...	...	...	...	34	...	...	34
Total	...	86	98	886	373	376	730	4,838	297	255	59	8,061
TARPAULINS	...	6	12	500	153	100	250	3,877	12	4	20	4,965

RETURN No. 13.
STATEMENT of LOCOMOTIVE STOCK for the Year ending 31st March, 1887.

Class.		Cylinder.		Coupled Wheels.		Truck-Wheels.		Kawakawa.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total Engines.
		Dia-meter.	Stroke.	No.	Dia-meter.	No.	Dia-meter.												
Double Fairlie	B	In.	In.		Ft. in.			...	...	1	...	...	1	...	...	...	...	...	2
"	E	9	16	8	3 3	...	...	...	...	...	...	...	6	...	...	...	...	...	6
"	R	10	18	8	3 3	...	...	...	...	...	...	...	1	...	...	...	...	...	1
Single Fairlie	S	10	18	8	3 9	...	...	...	...	...	...	...	...	...	...	...	...	...	18
"	S	12½	16	6	3 0	...	...	...	...	3	...	3	5	6	1	...	...	...	7
American	K	13	16	6	3 0	...	...	...	...	...	...	7	...	...	...	...	...	...	8
"	N	12	20	4	4 0	4	30	...	...	...	...	...	...	8	...	...	...	...	6
"	O	15	20	6	4 0	4	28½	...	...	...	...	...	...	6	...	...	...	...	6
"	N	15	18	8	3 0	2	28½	...	...	...	...	...	...	6	...	...	...	...	6
"	Q	11	18	4	4 0	2	30	...	...	...	...	...	...	2	...	...	...	...	2
"	T	15	18	8	3 0	2	25	...	...	...	...	...	...	6	...	...	...	...	6
English	P	15	20	8	3 5	2	26½	...	...	3	...	...	...	6	...	...	...	...	6
"	V	15	20	6	4 0	4	26½	...	...	...	...	...	...	8	...	...	...	...	8
Fell	H	14	16	4	2 8	...	...	...	...	...	...	6	...	...	...	...	...	...	6
"	A	12	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"	C	8	15	4	2 6	...	...	1	...	...	1	2	2	7	...	...	...	...	13
"	D	9½	18	4	2 6	2	18	...	...	1	...	1	3	3	...	2	...	...	12
"	F	9½	18	4	3 0	2	18	...	...	1	2	4	3	7	...	...	3	1	21
"	G	10½	18	6	3 0	...	...	2	3	17	11	...	8	32	3	3	1	...	80
"	J	10½	18	4	3 0	4	20	...	...	...	...	...	...	4	...	...	...	...	4
"	L	14	20	6	3 6	2	24	...	...	6	...	...	...	26	...	...	...	...	32
"	M	10½	18	4	3 0	2	24	...	...	4	...	4	1	1	...	...	...	...	10
"	M	13	20	6	3 6	...	...	...	...	...	...	...	...	4	...	...	...	...	4
Total	...	...	...	...	...	...	...	3	3	36	14	27	30	129	4	5	4	3	258

STATEMENT of WEIGHING MACHINES, WEIGHBRIDGES, TRAVERSERS, TURNTABLES, CRANES, and PUMPS, for the Year ending 31st March, 1887.

Description.	Kawakawa.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
WEIGHING MACHINES :—												
100 lb. ...	...	...	3	...	...	...	...	...	...	...	...	3
1 cwt. ...	...	...	...	...	...	...	1	...	...	...	...	1
2 " ...	...	...	1	...	2	...	1	...	...	...	...	4
3 " ...	...	...	5	8	...	5	8	4	1	2	...	33
4 " ...	1	...	18	3	...	11	15	...	...	...	...	48
5 " ...	...	1	11	4	4	4	31	...	...	4	4	63
5½ " ...	...	...	...	...	...	...	3	...	...	...	...	3
6 " ...	...	...	11	...	3	2	27	...	...	...	...	43
7 " ...	...	...	3	...	...	1	3	...	...	...	...	7
8 " ...	...	...	...	1	...	3	6	...	...	...	...	10
10 " ...	...	2	5	2	2	6	26	...	...	2	3	48
11 " ...	1	...	...	...	5	3	33	...	...	...	...	42
12 " ...	...	...	...	1	...	2	7	...	...	...	...	10
13 " ...	...	...	...	...	...	...	5	...	...	...	...	5
14 " ...	...	...	...	...	...	...	1	...	...	...	...	1
15 " ...	...	...	2	3	1	1	10	...	...	...	...	17
16 " ...	...	...	1	1	1	6	19	...	...	...	...	28
20 " ...	...	...	...	...	1	2	3	...	...	1	...	7
22 " ...	...	...	...	...	...	...	1	...	...	...	...	1
26 " ...	...	...	...	...	...	...	1	...	...	...	...	1
27 " ...	...	...	...	...	...	...	2	...	...	...	...	2
50 " ...	...	...	1	...	...	...	...	...	...	...	...	1
60 " ...	...	...	2	...	...	...	...	...	...	...	...	2
Total ...	2	3	63	23	19	46	203	4	1	9	7	380
WEIGHBRIDGES :—												
3 tons (cart) ...	...	...	3	...	1	...	1	...	...	...	...	5
6 " " ...	...	...	...	...	...	...	1	...	...	...	...	1
7 " " ...	...	...	...	...	...	...	2	...	...	...	...	2
8 " " ...	...	...	...	...	...	...	2	...	...	...	...	2
10 " (wagon) ...	...	...	...	...	...	...	3	...	...	...	...	3
12 " " ...	1	...	5	2	1	1	2	1	1	...	1	15
14 " " ...	...	...	...	...	...	...	3	...	...	...	...	3
20 " " ...	1	1	1	1	...	2	13	...	...	1	...	20
Total ...	2	1	9	3	2	3	27	1	1	1	1	51
TRAVERSERS												
...	...	...	1	...	1	...	11	1	1	...	1	16
TURNTABLES :—												
40 feet (engine) ...	...	...	...	...	...	...	2	...	...	...	...	2
50 " " ...	...	...	4	...	...	...	16	...	...	...	...	20
11 " (wagon) ...	...	...	...	...	...	1	...	...	...	...	...	1
12 " " ...	...	...	...	...	...	...	3	...	...	...	...	3
13 " " ...	...	...	5	3	...	1	22	2	1	...	1	35
14 " " ...	...	...	...	4	3	3	6	...	...	1	...	17
16 " " ...	...	...	...	...	...	1	...	...	...	...	...	1
Total ...	...	...	9	7	3	6	49	2	1	1	1	79
CRANES :—												
½ ton, stationary, hand	...	...	...	...	...	...	2	...	...	...	...	2
1 " " " ...	...	...	1	...	...	...	3	...	...	...	...	6
1½ " " " ...	...	...	1	1	2	14	5	2	1	2	1	29
2 " " " ...	...	...	3	...	...	...	7	...	1	...	...	11
3 " " " ...	...	...	...	...	...	...	4	...	...	...	...	4
4 " " " ...	...	...	...	...	...	...	1	...	...	...	...	1
5 " " " ...	...	...	...	1	...	...	27	...	...	...	...	28
8 " " " ...	...	...	...	...	...	...	1	...	...	...	...	1
10 " " " ...	...	...	1	...	1	...	4	...	...	...	...	6
1 " " travelling	...	...	...	...	...	...	2	...	...	...	...	2
2 " " " ...	...	...	3	1	2	3	1	1	...	1	1	13
3 " " " ...	...	...	...	...	...	...	1	...	...	...	...	1
5 " " " ...	...	...	3	2	1	3	5	1	1	1	1	18
7 " " " ...	...	...	...	...	...	...	1	...	...	...	...	1
10 " " " ...	...	...	1	...	...	...	...	...	...	...	...	1
1 " " steam	...	...	...	...	...	...	...	...	...	...	...	1
1½ " " " ...	...	...	...	...	...	...	6	...	...	1	...	6
2 " " " ...	...	...	3	...	...	...	6	2	1	...	...	12
3 " " " ...	3	3	1	...	...	...	4	...	1	...	...	12
5 " " " ...	...	...	...	...	...	...	1	...	...	...	...	1
12 " " " ...	...	...	...	...	...	...	...	1	1	...	...	2
Total ...	3	3	17	5	6	20	81	7	6	7	3	158
PUMPS :—												
Steam ...	...	...	5	...	...	1	7	1	1	...	...	15
Hand ...	2	...	12	7	5	16	67	1	1	3	3	117
Windmill ...	...	...	1	2	...	2	34	...	...	...	...	39
Hot-air ...	1	1	3	2	1	1	13	...	...	...	...	22
Hydraulic ...	...	...	6	5	1	12	11	...	...	...	...	35
Gravitation ...	...	...	5	1	10	6	23	...	...	...	1	46
Total ...	3	1	32	17	17	38	155	2	2	3	4	274

RETURN No. 15.

STATEMENT of RAILS RELAID for the Year ending 31st March, 1887.

Weight.	Kawakawa.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—												
40-lb. iron	...	...	1,044	23	...	...	...	...	26	...	...	1,093
40-lb. steel	...	...	...	967	...	1,217	...	70	...	20	57	2,331
53-lb. steel	...	...	52	2	260	131	3,230	342	220	...	...	4,237
52-lb. iron	...	...	74	...	1	32	...	...	29	...	...	136
56-lb. iron	...	...	96	...	...	...	...	...	...	...	...	96
70-lb. steel	...	...	...	...	1	...	...	...	...	...	...	1
Total	...	...	1,266	992	262	1,380	3,230	412	275	20	57	7,894

RETURN No. 16.

STATEMENT of SLEEPERS RELAID for the Year ending 31st March, 1887.

Description.	Kawakawa.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—												
Black-pine	...	...	...	...	...	10	41,479	...	...	181	...	41,670
Totara	...	...	25	5,142	1,123	6,231	5,826	...	...	...	...	18,347
Black-birch	...	...	205	...	7,004	974	32,680	...	742	3,615	2,051	47,271
Kauri	...	...	2,919	...	...	...	50	...	...	...	...	2,969
Blue-gum	...	...	...	...	...	...	12	...	...	...	...	12
Jarrah	...	...	...	...	...	...	10,186	...	...	...	...	10,186
Red-pine	...	...	...	...	...	...	113	...	...	...	...	113
Puriri	...	164	136	9,723	...	2,079	651	...	...	...	...	12,753
Silver-pine	...	...	...	...	...	...	1,623	1,088	...	...	...	2,711
Rata	...	...	...	...	...	2,587	330	...	...	...	...	2,917
Kamai	...	...	...	...	...	...	1,683	...	...	...	...	1,683
Total	164	136	12,872	5,142	8,127	11,881	94,633	1,088	742	3,796	2,051	140,632

STATEMENT of SLEEPERS REMOVED for the Year ending 31st March, 1887.

SLEEPERS REMOVED :—												
Black-pine	...	...	65	2,056	1,927	4,104	43,714	178	...	3,159	281	55,484
Totara	...	...	73	625	3,252	2,580	17,725	...	...	...	8	24,263
Black-birch	...	...	...	425	2,379	512	17,775	910	411	637	1,762	24,811
Kauri	164	136	10,028	818	114	516	3,949	...	...	...	...	15,725
Blue-gum	...	...	...	1,199	227	1,680	6,437	...	...	...	...	9,543
Jarrah	...	...	...	...	237	185	1,271	...	...	...	...	1,693
Red-pine	...	...	...	...	...	2,019	208	...	...	...	...	2,227
Puriri	...	...	422	...	...	...	...	...	...	...	...	422
Silver-pine	...	...	...	...	...	...	36	...	...	...	...	36
Oregon	...	...	...	19	...	...	3,782	...	...	...	...	3,801
Manuka	...	...	...	...	...	...	341	...	...	...	...	341
Redwood	...	...	...	...	...	...	694	...	...	...	...	694
Total	164	136	10,588	5,142	8,136	11,596	95,932	1,088	411	3,796	2,051	139,040

RETURN No. 17.

RETURN of NUMBER of STATIONS and PRIVATE SIDINGS on each Section for the Year ending 31st March, 1887.

Sections.	Miles.	Number of Stations and Stopping-places on the Time-tables.	Number of Private Sidings.		
			At Stations.	Out of Stations.	Total.
Kawakawa	8	3	...	...	...
Whangarei	7	4	1	1	2
Auckland	236	87	8	5	13
Napier	97	34	11	5	16
Wellington	85	30	2	7	9
Wanganui	196	89	12	5	17
Hurunui-Bluff	1,030	371	152	37	189
Greymouth	8	5	3	3	6
Westport	19	6	...	...	...
Nelson	23	12	1	...	1
Picton	18	9	2	...	2
Total	1,727	650	192	63	255

RETURN No. 18.

PARTICULARS of PRIVATE SIDING TRAFFIC, showing Value of Traffic done during Twelve Months ending 31st March, 1887.

Reg. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1887.				
										In.	Out.	Total.		
WHANGAREI SECTION.														
341	R. 84/3701 ..	..	Kamo Colliery Company..	M. ch.	Kamo ..	Grantee	10 years*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7	P. W. 77/730	March 6, 1877	J. Bycroft and Co.	7 43	Onehunga	Govt. ..	10 years*	300 0 0	105 0 0	1 6 0	1 1 7	2 7 7	2 7 7	2 7 7
8	R. 85/3040 ..	Aug. 25, 1874	N.Z. Frozen Meat and Storage Co.	73 23	Otauhu ..	"	Undefined	"	"	540 4 10	615 18 2	1,156 3 0	1,156 3 0	1,156 3 0
79	P. W. 77/4093	Oct. 18, 1877	Robert Lamb ..	73 23	Ngaurawahia	"	10 years*	200 0 0	50 0 0	"	"	"	"	"
257	R. 82/2043	Mar. 25, 1882	Helensville Timber Co. (Limited) ..	35 41	Helensville South	Grantees	"	Premium..	164 7 6	14 14 6	421 6 8	436 1 2	436 1 2	436 1 2
279	R. 83/917 ..	Oct. 27, 1882	William Hunt ..	6 26	New Lynn	Grantee	"	"	473 10 0	73 0 8	448 10 0	521 10 8	521 10 8	521 10 8
300	R. 83/1564 ..	Sept. 18, 1883	Thames Valley and Rotorua Railway Company (Limited)	74 55	Ngaurawahia	Grantees	"	"	60 0 0	"	"	"	"	"
303	R. 83/3494 ..	Jan. 10, 1884	Union Oil, Soap, and Candle Company (Limited)	7 34	Otauhu	"	"	"	86 0 0	377 5 8	186 12 8	563 18 4	563 18 4	563 18 4
317	R. 83/2680 ..	Jan. 1, 1883	Hammond and Byron (Lease)	0 0	Auckland	"	7 years	"	40 0 0	3,058 17 10	"	3,058 17 10	3,058 17 10	3,058 17 10
318	R. 83/2680 ..	Jan. 1, 1883	Hammond and Byron (Lease)	0 0	"	"	"	"	40 0 0	"	"	"	"	"
331	R. 84/2620 ..	March 1, 1884	Oachunge Irons and Company	8 0	Onehunga	Govt. ..	Undefined	"	"	6 5 10	1 5 9	7 11 7	7 11 7	7 11 7
333	R. 84/3379 ..	July 20, 1885	N.Z. Frozen Meat Co. (Limited) ..	0 0	Auckland	Grantees	10 years*	Premium..	420 0 0	458 0 1	36 19 8	494 19 9	494 19 9	494 19 9
339	R. 85/846 ..	Mar. 22, 1886	Waikato Coal and Shipping Company	64 59	Huntly	"	10 years	"	140 0 0	23 17 11	1,934 9 2	1,958 7 1	1,958 7 1	1,958 7 1
346	R. 85/2335 ..	Aug. 25, 1886	Miranda Coal and Iron Company	44 43	Mercer	"	10 years*	"	892 17 0	46 10 4	"	46 10 4	46 10 4	46 10 4
353	R. 87/1007 ..	Mar. 31, 1887	W. Philcox and Son ..	0 0	Auckland	"	6 months..	"	40 0 0	24 13 5	"	24 13 5	24 13 5	24 13 5
NAPIER SECTION.														
24	C.R. 75/845..	— 1875	Napier Gas Company ..	2 30	Napier	Govt. ..	Undefined	"	"	131 13 8	81 4 4	212 18 0	212 18 0	212 18 0
56	P. W. 77/1129	Mar. 19, 1877	T. P. Russell ..	50 40	Waipukurau	"	10 years*	300 0 0	125 0 0	9 15 4	145 12 6	155 7 10	155 7 10	155 7 10
76	R. 81/2318 ..	Oct. 9, 1877	Murray, Roberts, and Co.	0 4	Spit	"	Undefined	"	"	559 12 3	158 3 10	717 16 1	717 16 1	717 16 1
222	R. 84/3632 ..	— 1880	W. B. Harding ..	40 59	Waipawa	"	on sufferance	"	"	16 12 5	1 11 4	18 3 9	18 3 9	18 3 9
229	R. 81/1671 ..	Feb. 16, 1881	M. S. Bell ..	2 0	Napier	Grantee	10 years*	Premium..	240 0 0	13 7 4	"	13 7 4	13 7 4	13 7 4
252	R. 85/813 ..	— 1881	Wilding and Co.	45 29	Waipukurau	Govt. ..	Undefined	"	"	2,016 18 8	1,411 1 11	3,428 0 7	3,428 0 7	3,428 0 7
301	R. 83/3089 ..	Oct. 26, 1883	Nelson Brothers (Limited)	12 84	Tomona	Grantees	10 years*	Premium..	206 0 0	1,674 1 2	2,136 19 1	3,811 0 3	3,811 0 3	3,811 0 3
322	R. 84/3540 ..	Dec. 8, 1884	N.Z. Loan and Mercantile Agency Co.	14 1	Hastings	"	"	"	133 0 0	308 19 0	"	308 19 0	308 19 0	308 19 0
328	R. 85/794 ..	April 4, 1885	Tamaki Timber Company	81 15	Tahoraite	"	"	"	60 0 0	20 14 8	1,191 5 9	1,212 0 5	1,212 0 5	1,212 0 5
329	R. 86/1028 ..	April 11, 1885	H. Smith ..	70 78	Makotuku	Grantee	"	"	192 0 0	137 14 10	2,207 7 6	2,345 2 4	2,345 2 4	2,345 2 4
332	R. 85/171 ..	June 1, 1885	Wilding and Co.	63 0	Kopua ..	Grantees	6 years*	"	95 0 0	25 16 4	976 4 0	1,002 0 4	1,002 0 4	1,002 0 4
334	R. 85/1508 ..	July 24, 1885	Tanner and Mortensen	73 56	Makotuku	"	10 years*	"	84 10 0	"	880 11 7	880 11 7	880 11 7	880 11 7
335	R. 85/2340 ..	Dec. 1, 1884	Matthews and Guy ..	69 21	Makotuku	"	"	"	172 0 0	"	1,037 10 1	1,037 10 1	1,037 10 1	1,037 10 1
336	R. 85/2434 ..	Nov. 19, 1885	Robert Holt ..	1 72	Napier..	Grantee	"	"	72 0 0	1,120 14 4	5 5 10	1,126 0 2	1,126 0 2	1,126 0 2
340	R. 85/2362 ..	April 4, 1886	Knight Brothers	13 74	Hastings	Grantees	7 years*	"	75 0 0	1,263 1 7	5 12 0	1,268 13 7	1,268 13 7	1,268 13 7
345	R. 86/1516 ..	Sept. 2, 1886	Napier Gas Company	14 1	"	"	10 years	"	300 0 0	73 6 10	"	73 6 10	73 6 10	73 6 10
WELLINGTON SECTION.														
188	C.R. 79/155 ..	Feb. 26, 1879	Charles Lett ..	28 44	Kaitoke	Govt. ..	10 years*	300 0 0	70 0 0	0 1 0	138 0 4	138 1 4	138 1 4	138 1 4
216	P. W. 81/2948	July 7, 1880	William Booth and Co. ..	57 34	Carterton	"	"	300 0 0	90 0 0	80 5 5	4,358 0 2	4,438 5 7	4,438 5 7	4,438 5 7
221	R. 80/1588 ..	Dec. 13, 1880	Gear Meat-preserving and Freezing Company (Limited)	6 37	Petone ..	Grantees	"	Premium..	117 19 11	410 12 9	384 7 9	795 0 6	795 0 6	795 0 6
227	R. 82/2026 ..	Feb. 8, 1881	Robert Donald ..	62 8	Middleton	Grantee	"	"	82 1 8	37 13 6	1,195 17 7	1,233 11 1	1,233 11 1	1,233 11 1
237	R. 81/1723 ..	July 28, 1881	John Chew ..	54 55	Dalefield ..	"	"	"	63 5 0	3,514 18 6	"	3,514 18 6	3,514 18 6	3,514 18 6
242	R. 82/1335 ..	Oct. 6, 1881	W. Booth and Co. (Lease)	0 0	Wellington	Grantees	21 years	"	"	"	"	"	"	"
253	R. 83/598 ..	Jan. 1, 1882	Wellington Harbour Board (Lease)	0 0	Wellington	"	42 years	"	"	"	"	"	"	"
272	R. 84/133 ..	July 26, 1882	Williams and Beetham ..	62 15	Middleton	"	10 years*	Premium..	220 12 9	70 11 0	215 17 8	286 8 8	286 8 8	286 8 8
296	R. 83/2850	Sept. 21, 1883	A. S. Duncan (Woodside Saw-mill Co.)	51 0	Matarawa	"	"	"	150 1 4	15 17 7	863 7 0	899 4 7	899 4 7	899 4 7
313	R. 84/1443 ..	May 9, 1884	Wellington Meat-preserving and Refrigerating Company (Limited)	3 21	Ngahauranga	"	"	"	425 19 7	"	296 19 5	296 19 5	296 19 5	296 19 5
325	R. 84/3359 ..	Oct. 6, 1884	William Chalmers (Lease)	0 0	Wellington	Govt. ..	18 years	"	"	"	"	"	"	"
326	R. 84/3359 ..	Oct. 6, 1884	T. C. Williams, W. H. Beetham, and H. H. Beetham (Lease)	0 0	"	"	"	"	"	"	"	"	"	"

* Three months' notice.

RETURN No.18—continued.
PARTICULARS of PRIVATE SIDING TRAFFIC up to 31st March, 1887.

Hd Office 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, 1887.			
											n.	Out.	Total.	
WANGANUI SECTION.														
19	P.W. 78/678	Jan. 14, 1878	Richter, Nannestad, and Co.	M. ch.	Hokowhitu	Govt.	10 years*	£ 300 0 0	£ s. d. 122 5 11	£ s. d. 79 17 3	£ s. d. 202 3 2	£ s. d. 202 3 2	£ s. d. 202 3 2	
52	P.W. 77/4300	Nov. 6, 1877	J. and C. Bull	52 40	Aorangi	"	"	300 0 0	6 12 9	5 10 6	12 3 8	12 3 8	12 3 8	
55	P.W. 78/619	Mar. 6, 1877	P. and J. Bartholomew	50 72	Feilding	"	"	300 0 0	60 0 0	1 7 11	1,415 7 10	1,416 15 9	1,416 15 9	
57	P.W. 78/678	April 3, 1877	Richter, Nannestad, and Co.	54 28	Trondjem	"	"	300 0 0	60 0 0	15 18 8	41 9 4	57 8 0	57 8 0	
93	P.W. 77/5168	Dec. 20, 1877	Henry Brown	15 31	Inglewood	"	"	100 0 0	35 0	30 12 10	353 6 7	383 19 5	383 19 5	
137	P.W. 80/4929	May 9, 1878	Wanganui Sash & Door Factory Co.	0 0	Wanganui	"	6 months..	..	..	1,012 15 11	43 1 6	1,055 17 5	1,055 17 5	
138	P.W. 78/1923	June 10, 1878	Bailey Brothers, W. H. Lash, and others	42 34	Halcombe	"	10 years*	300 0 0	175 0 0	9 19 5	322 14 11	332 14 4	332 14 4	
147	P.W. 78/3795	Sept. 6, 1878	Bailey Brothers	53 50	Taouni	"	10 years*	300 0 0	150 0 0	28 9 0	1,105 12 2	1,134 1 2	1,134 1 2	
153	P.W. 78/3808	Oct. 26, 1878	Wanganui Meat Company	3 36	Aramoho	"	"	300 0 0	127 0 0	0 9 6	..	0 9 6	0 9 6	
154	P.W. 78/4565	Oct. 26, 1878	Corpe and Co. and others	48 68	Makino Road	"	"	300 0 0	445 0 0	1 1 4	261 16 7	262 17 11	262 17 11	
223	R. 81/116	Jan. 13, 1881	Moore and Currie	13 46	Kai Iwi	Grantees	10 years*	Premium..	86 0 0	16 8 6	35 5 5	51 13 11	51 13 11	
244	R. 82/2306	Oct. 20, 1881	Wanganui Harbour Board (Lease)	..	Wanganui	"	14 years*	"	..	617 11 2	8 8 11	626 0 1	626 0 1	
264	R. 82/946	Mar. 2, 1882	Newberry and Millard	7 46	Okoia	"	10 years*	"	162 0 0	..	33 11 0	33 11 0	33 11 0	
287	R. 83/338	Jan. 27, 1883	Wellington and Manawatu Railway Company (Limited)	66 28	Longburn Junction	"	"	"	381 19 6	984 2 2	301 17 0	1,285 19 2	1,285 19 2	
310	R. 84/1399	April 5, 1884	James Robson	33 20	Ngaire	Govt. and grantees	"	"	200 0 0	33 15 4	473 7 6	507 2 10	507 2 10	
315	R. 84/1846	Sept. 4, 1884	Manawatu County Council	79 61	Camaron	"	"	"	273 12 0	209 4 4	231 5 11	440 10 3	440 10 3	
349	R. 86/2995	Oct. 23, 1886	A. Brown and Co.	33 17	Ngaire	"	6 years	..	..	21 10 1	429 19 5	451 9 6	451 9 6	
PICTON SECTION.														
27	C.R. 76/679	—	A. T. Thompson..	7 30	Para	Govt.	Undefined	..	..	18 7 10	139 14 3	158 2 1	158 2 1	
260	R. 81/2812	Jan. 19, 1882	Fell Brothers and Co.	17 73	Blenheim..	Grantees	10 years*	Premium..	163 10 0	115 12 2	116 17 11	232 10 1	232 10 1	
299	R. 83/2271	Oct. 2, 1883	N.Z. Loan and Mercantile Agency Company (Limited)	17 62	"	"	"	"	275 1 7	12 14 11	90 0 11	102 15 10	102 15 10	
NELSON SECTION.														
238	R. 81/1947	Aug. 31, 1881	Neale and Haddow	1 0	Nelson..	Grantees	10 years*	Premium..	150 0 0	289 14 7	75 13 0	365 7 7	365 7 7	
GREYMOUTH SECTION.														
5A	R. 84/2978	Aug. 1, 1873	Westport Coal Co. (Limited) (Lease)	6 70	Walsend	Grantees	21 years	..	..	45 16 4	1,317 5 11	1,363 2 3	1,363 2 3	
22	P.W. 76/603	Dec. 31, 1875	T. W. Wilson	2 53	Kaiaata	Govt.	Undefined	..	..	..	185 13 7	185 13 7	185 13 7	
105A	P.W. 76/3446	Feb. 15, 1877	Coalpit Heath Coal-mining Company (Limited) (Lease)	7 10	Brunner	Grantees	"	Premium..	143 19 0	9 18 10	3,919 0 11	3,928 19 9	3,928 19 9	
112A	P.W. 77/5000	Feb. 16, 1877	Brunner Coal-mining Company (Limited), M. Kennedy (Lease)	7 10	Brunner	"	"	"	624 19 2	48 10 3	8,400 17 6	8,449 7 9	8,449 7 9	
319	R. 84/2977	Oct. 28, 1884	A. McKenzie and Co.	5 70	Walsend	"	10 years*	"	55 0 0	24 18 8	226 2 0	251 0 8	251 0 8	
344	R. 86/2555	Aug. 20, 1886	Westport Colliery Company	8 0	Brunner	Grey'm'th Har. Bd.	..	..	..	7 19 2	485 13 5	493 12 7	493 12 7	

HURUNUI-BLUFF SECTION.

3	..	Dec. 28, 1870	Wood, Sinclair, and Co. ..	1 17	Riccarton	Grantees	For ever	..	..	951 15 10	699 1 0	1,650 16 10
5	..	Feb. 25, 1873	Moir and Co. ..	16 77	Southbrook	Govt.	Undefined	..	..	294 13 5	424 10 1	719 3 6
6	P.W. 73/573	July 19, 1873	N.Z. Provision and Produce Co. ..	7 1	Belfast	Grantees	"	..	..	332 0 0	712 7 3	1,044 7 3
8a	R. 84/2927	Oct. 2, 1874	Timaru Harbour Board ..	105 59	Timaru	Govt.	Undefined ; on sufferance *	..	..	217 19 8	..	217 19 8
9	R. 80/318	April 19, 1877	J. and T. Meek ..	158 18	Oamaru	"	10 years*	300 0 0	280 0 0	744 14 10	451 0 10	1,195 15 8
12	R. 82/2186	Aug. 14, 1874	White and Co. ..	21 29	Leeston	"	For ever	..	..	688 5 8	..	688 5 8
13	P.W. 76/3501	Dec. 18, 1874	Oamaru Harbour Board ..	157 77	Oamaru	"	Undefined	..	..	..	..	(See No. 123.)
20	P.W. 76/2946	Dec. 11, 1875	Kaiapo Produce and Milling Co. ..	1 52	Wilson's Siding	Grantees	"	..	..	221 0 10	673 18 3	894 19 1
29	P.W. 76/686	Feb. 29, 1876	John Tossell ..	2 78	Prebbleton	Grantees	" †	..	..	1 7 10	8 17 3	10 5 1
31	R. 84/2770	Mar. 29, 1876	J. Ingram ..	20 60	East Oxford	Govt.	" †	..	..	45 6 5	45 6 5	46 6 5
32	R. 82/432	April 7, 1876	Miles, Archer, and Co. ..	105 54	Timaru	"	"	..	..	972 16 1	486 10 2	1,459 6 3
33	P.W. 76/823	April 22, 1876	James A. Mellraith ..	8 75	Gtunnel	"	"	..	..	16 3 1	508 8 9	534 11 10
34	..	May 18, 1876	National Mortgage and Agency Company of N.Z.	374 60	Invercargill	"	"	..	..	190 2 11	122 2 2	312 5 1
36	P.W. 76/3056	June 19, 1876	N.Z. Loan and Mercantile Agency Company (Limited)	25 23	Southbridge	"	10 years*	..	..	..	..	(See No. 78.)
37	P.W. 76/3721	July 18, 1876	N.Z. and Australian Land Company (Limited)	166 27	Maheno	"	Undefined	..	..	112 10 7	683 13 9	796 4 4
38	P.W. 77/1189	April 13, 1877	Timaru Milling Co. ..	106 20	Timaru	"	10 years*	300 0 0	73 0 0	2,178 8 6	2,360 10 8	4,538 19 2
39	R. 81/341	Sept. 2, 1876	A. Tapper ..	366 27	Longbush	"	Undefined	..	..	62 14 10	3,541 1 8	3,603 16 6
41	P.W. 77/5044	Nov. 27, 1877	Studholme Brothers ..	128 43	Studholme Junction	"	10 years*	300 0 0	93 0 0	25 10 4	..	25 10 4
44	R. 83/2227	Oct. 4, 1876	Fleming and Gilkison ..	N. pts.	Invercargill	"	Undefined	..	..	955 4 2	321 14 6	1,276 18 8
46	P.W. 76/5252	Dec. 24, 1876	Quinn Brothers ..	121 71	Between Otao and Makikihi	"	10 years*	300 0 0	62 0 0	83 0 9	179 1 3	262 2 0
48	..	— 1876	Woodlands Meat-preserving Co. ..	363 52	Woodlands	"	Undefined	..	..	25 19 7	752 0 9	778 0 4
49	R. 82/606	Jan. 13, 1877	Brown and J. H. Dawson and Sons	368 2	One-Tree Point	"	"	..	..	562 11 6	2,379 7 8	2,941 19 2
53	R. 83/44	April 18, 1877	Peter McGill ..	57 77	Ashburton	Grantee	10 years*	..	..	554 18 2	426 15 0	981 13 2
59	R. 81/1905	April 21, 1877	S. Smart ..	271 42	Milton	Govt.	"	300 0 0	32 12 10	9 12 2	720 18 9	730 10 11
64	P.W. 77/2857	June 27, 1877	R. G. D. Tossell ..	12 7	Hornby Junction	"	"	300 0 0	40 0 0	2 15 1	..	2 15 1
66	P.W. 77/2004	July 20, 1877	W. M. White ..	10 23	Kirwee	"	"	300 0 0	120 0 0	261 11 6	19 14 6	281 6 0
68	R. 84/3062	Aug. 27, 1877	Ireland and Co. ..	236 79	Kensington	"	"	300 0 0	32 5 10	165 14 2	137 18 9	303 12 11
69	R. 81/2299	Sept. 1, 1877	Talbot and McClatchie (Lease)	158 26	Oamaru	"	"	300 0 0	45 0 0	4,078 15 10	609 9 3	5,288 5 1
71	R. 82/239	Sept. 7, 1877	Miles and Co., William Booth and Co.	0 0	Lyttelton	"	21 years	..	..	478 12 11	11 15 5	490 8 4
73	P.W. 77/3965	Sept. 26, 1877	C. W. Turner ..	6 1	Christchurch	"	10 years*	300 0 0	233 0 0	..	..	(See No. 152.)
74	R. 85/287	Sept. 26, 1877	J. A. Redpath, Miles and Co., and N. Taping	6 19 6 48	"	"	"	300 0 0	35 0 0	1,963 6 0	337 12 11	2,300 18 11
75	R. 78/176	Oct. 6, 1877	Wigram Brothers	1 77	Heathcote	"	"	300 0 0	180 0 0	..	..	(See No. 130.)
78	R. 84/867	Oct. 9, 1877	N.Z. Loan and Mercantile Agency Company (Limited)	25 39	Southbridge	"	"	300 0 0	25 0 0	39 15 0	448 0 0	487 15 0
80	P.W. 77/4596	Oct. 22, 1877	W. H. Hargreaves	6 46	Christchurch	"	"	300 0 0	40 0 0	993 13 7	25 15 2	1,019 8 9
82	P.W. 77/3862	Oct. 24, 1877	Browne Brothers	21 76	Lawrence	"	"	300 0 0	20 3 4	432 14 2	..	432 14 2
83	P.W. 77/4422	Nov. 1, 1877	Reid and Gray ..	236 45	Dunedin	"	"	300 0 0	27 13 0	176 9 9	16 5 10	192 15 7
84	R. 85/505	Nov. 5, 1877	Richard Allen ..	106 8	Timaru	"	"	300 0 0	35 0 0	926 13 6	883 5 0	1,809 18 6
85	P.W. 77/4862	Nov. 20, 1877	W. White, jun. ..	25 32	Southbridge	"	"	300 0 0	33 0 0	296 6 7	2 6 6	238 13 1
86	R. 78/113	Nov. 20, 1877	J. Craig	157 42	Oamaru	"	"	300 0 0	152 0 0	845 13 3	352 4 2	1,197 17 5

Terminable if traffic fails.

* Three months' notice. † Six months' notice.

RETURN NO. 18—continued.
PARTICULARS OF PRIVATE SIDING TRAFFIC up to 31st March, 1887.

Reg. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1887.			
										In.	Out.	Total.	
HURUNUI-BLUFF SECTION—continued.													
91	P.W. 77/4421	Dec. 4, 1877	James Goss	M. ch.	Christchurch	Govt.	10 years*	£ s. d. 300 0 0	£ s. d. 95 0 0	£ s. d. 914 17 0	£ s. d. 36 16 11	£ s. d. 951 13 11	
94	P.W. 77/5196	Dec. 22, 1877	W. Montgomery and Co.	6 50	"	"	"	300 0 0	240 0 0	821 11 9	31 17 1	853 8 10	
95	"	—	Christchurch Gas, Coal, and Coke Company (Limited)	6 1	"	"	Undefined	"	"	"	"	"	
96	"	1877	William Vaughan	24 49	Sefton	"	"	"	"	120 19 8	297 9 10	418 9 6	
97	R. 84/2368	1877	N.Z. Provision and Produce Co.	13 7	Factory	"	"	"	300 0 0	191 16 7	199 4 3	391 0 10	
100	"	1877	E. Menlove	14 37	Ngapara	"	"	"	"	"	7 18 3	7 18 3	
101	R. 82/2356	1877	Logan's Point Quarry Company	234 53	Pelichet Bay	"	"	"	"	16 6 6	112 3 7	128 10 1	
102	R. 81/2017	1877	Henry and Co.	236 45	Dunedin	"	"	"	"	250 12 6	5 19 10	256 12 4	
103	"	1877	Wilson, Haraway, and Co.	236 45	"	"	"	"	"	"	"	"	
105	"	1877	Green Island Coal Company	241 70	Abbotsford	"	"	"	"	1 12 3	547 6 5	548 18 8	
107	"	1877	Invercargill Corporation	374 60	Invercargill	"	"	"	"	369 10 0	4 12 2	374 2 2	
108	"	1877	"	2 39	Waikari	"	"	"	"	"	"	"	
109	R. 85/647	1877	T. Buxton	6 42	Buxton's	"	"	"	"	22 14 3	265 4 2	287 18 5	
110	"	1877	Hodgkinson Brothers	377 14	"	"	"	"	"	32 16 11	103 7 10	136 4 9	
112	R. 84/1373	1877	Dunedin Iron and Woodware Co.	378 20	Kew	"	"	"	"	"	154 16 6	154 16 6	
113	"	1877	J. H. Gillies	389 1	Clifton	"	"	"	"	"	346 13 6	346 13 6	
115	"	1877	W. Parsons	389 1	Between Greenhills and Ocean Beach	"	"	"	"	0 13 6	0 13 6	1 7 0	
116	R. 79/722	Nov. 6, 1878	J. A. Duthie	271 24	Milton	"	10 years*	300 0 0	112 15 0	79 15 11	387 18 3	467 14 2	
117	P.W. 77/5147	Jan. 14, 1878	W. Langdown	6 9	Christchurch	"	"	300 0 0	56 0 0	1,214 4 6	39 3 11	1,253 8 5	
120	P.W. 77/4412	Jan. 23, 1878	Oamaru Harbour Board	157 64	Oamaru (1st sidg.)	"	"	300 0 0	50 0 0	"	"	(See No. 123.)	
123	P.W. 77/4413	Jan. 23, 1878	"	157 65	Oamaru (2nd sidg.)	"	"	300 0 0	90 0 0	4,801 1 7	3,068 4 10	7,869 6 5	
125	R. 78/63	Jan. 26, 1878	A. Roberts	58 72	Ashburton	"	"	300 0 0	95 0 0	99 12 5	217 5 6	316 17 11	
128	R. 78/65	Feb. 4, 1878	Joseph Clark	60 65	Tinwald	"	"	300 0 0	60 0 0	385 15 7	356 19 0	742 14 7	
129	P.W. 77/4833	Feb. 18, 1878	Oamaru Corporation	157 41	Oamaru	Grantees	Undefined	300 0 0	"	39 15 2	4 3 11	43 19 1	
130	R. 78/176	Mar. 2, 1878	Wigram Brothers	1 77	Heathcote	Govt.	10 years*	300 0 0	70 0 0	159 0 10	186 3 2	345 4 0	
131	R. 78/61	Mar. 7, 1878	Permanent Investment and Loan Association	5 76	Christchurch	"	"	300 0 0	"	43 9 4	7 2 3	50 11 7	
132	R. 78/199	Mar. 14, 1878	Friedlander Brothers	58 73	Ashburton	"	"	300 0 0	55 0 0	251 19 5	1,585 6 3	1,837 5 8	
133	R. 78/162	Mar. 14, 1878	Springfield Coal Company	6 51	Christchurch	"	"	300 0 0	73 0 0	195 17 7	5 0 2	200 17 9	
134	R. 81/120	May 1, 1878	McClatchie and McIntosh	6 154	"	"	"	300 0 0	260 0 0	2,188 2 5	121 17 11	2,310 0 4	
135	P.W. 78/1573	May 8, 1878	Anderson and Co.	204 10	Waikouaiti	"	"	300 0 0	"	79 7 5	56 9 10	135 17 3	
140	R. 78/360	June 28, 1878	Oamaru Stone Company (Limited)	1 674	Weston	"	"	300 0 0	74 0 0	"	"	"	
142	R. 78/649	Aug. 3, 1878	N.Z. and Australian Land Company (Limited)	351 60	Edendale	"	"	300 0 0	48 0 0	178 0 4	405 3 1	583 3 5	
149	R. 81/467	Sept. 21, 1878	N.Z. Grain Agency and Mercantile Company (Limited) (Lease)	0 0	Lyttelton	"	21 years	"	"	"	"	"	
150	"	Sept. 21, 1878	Ditto (Lease)	0 0	"	"	"	"	"	"	"	"	
152	R. 78/506	Oct. 22, 1878	C. W. Turner	6 64	Christchurch	"	10 years*	300 0 0	55 0 0	3,012 2 3	375 0 11	3,387 3 2	
155	R. 78/539	Nov. 5, 1878	F. L. Robson and J. T. Brown	6 61	"	"	"	300 0 0	52 0 0	335 13 10	18 13 6	354 7 4	
156	R. 78/544	Nov. 6, 1878	J. and J. Shand	26 26	Centre Bush	"	"	300 0 0	64 0 0	2 5 5	36 4 11	38 10 4	
158	R. 81/467	Nov. 19, 1878	Talbot and McClatchie (Lease)	0 0	Lyttelton	"	21 years	"	"	"	"	"	(See No. 69.)

[illegible]

* Three months' notice.

RETURN NO. 18—continued.
PARTICULARS of PRIVATE SIDING TRAFFIC up to 31st March, 1887.

H. O. No.	Papers.	Date of Grant.	Present Holder.	Position.	Nearest Station.	By whom paid for.	Term of Grant.	Amount of Traffic guaranteed per Annum.	Liquidated Damages or Premium.	Value of the Traffic through the Siding during the Year ending 31st March, 1887.			
										In.	Out.	Total.	
HURUNUI-BLUFF SECTION—continued.													
236	R. 81/1405	June 27, 1881	Kemphorne, Prosser, and Co. (N.Z. Drug Company) (Limited)	M. ch. 239 24	Burnside ..	Grantees	10 years*	£ s. d. Premium..	£ s. d. 93 0 0	£ s. d. 175 14 7	£ s. d. 190 18 0	£ s. d. 366 12 7	
238A	R. 83/2228	Sept. 1, 1881	National Mortgage and Agency Co. of N.Z. (Limited)	7 57	Addington ..	"	"	"	"	677 12 4	516 17 5	1,194 9 9	
239	R. 81/1982	Sept. 9, 1881	W. D. Wood ..	7 60	"	Grantee	"	Premium..	84 0 0	"	"	(See No. 225.)	
240	R. 83/502	Sept. 19, 1881	J. Studholme ..	7 0	Belfast ..	"	"	"	80 0 0	268 8 7	240 10 0	508 18 7	
245	R. 81/2332	Nov. 1, 1881	N.Z. Loan and Mercantile Agency Company (Limited)	58 70	Ashburton ..	Grantees	"	"	200 0 0	59 8 5	179 16 3	239 4 8	
246	R. 81/2501	Nov. 24, 1881	J. S. White ..	2 51	Jackson's Road ..	Grantee	"	"	145 0 0	3 11 1	"	3 11 1	
247	R. 81/1747	Dec. 14, 1881	F. J. Hopkin ..	287 73	Balclutha ..	"	"	"	261 0 0	"	"	"	
248	R. 83/3241	Dec. 16, 1881	W. Nicholls ..	0 26	Rangiora ..	"	"	"	70 0 0	"	9 13 4	9 13 4	
249	R. 83/1171	April 18, 1883	Frew and Co. ..	23 72	Oraki ..	Grantees	"	"	"	4 7 0	288 15 2	288 2 2	
250	R. 83/1556	Dec. 22, 1881	N.Z. Refrigerating Co. (Limited) ..	239 23	Burnside ..	"	"	Premium..	492 0 0	1,140 17 5	618 17 7	1,759 15 0	
254	R. 82/1738	Jan. 1, 1882	N.Z. Loan and Mercantile Agency Company (Limited) (Lease)	47 12	Chertsey ..	Govt. ..	"	"	"	42 4 8	612 0 11	654 5 7	
255	R. 82/717	Jan. 1, 1882	J. Meehan ..	123 66	Makikihi ..	Grantee	21 years	Premium..	300 0 0	"	64 13 5	64 13 5	
256	R. 81/2820	Jan. 3, 1882	Canterbury Farmers' Co-operative Association (Limited)	106 10	Timaru ..	Grantees	10 years*	"	484 0 0	908 19 2	480 16 1	1,989 15 3	
257	R. 81/2672	Jan. 5, 1882	N.Z. Loan and Mercantile Agency Company (Limited)	0 3	Studholme Junction ..	"	"	"	310 0 0	"	110 16 9	110 16 9	
258	R. 82/379	Jan. 10, 1882	E. and J. Ford ..	10 71	South Malvern ..	Govt. ..	For ever ..	"	"	54 14 8	208 15 7	263 10 3	
259	R. 83/1043	Jan. 10, 1882	Smith and Fotheringham ..	227 78	Port Chalmers	Grantees	10 years*	"	"	11 8 9	309 2 3	320 11 0	
261	R. 82/2303	Feb. 8, 1882	J. Rantin ..	6 53	Christchurch ..	Govt. ..	"	"	510 0 0	253 4 11	44 6 0	297 10 11	
262	R. 82/49	Feb. 20, 1882	N.Z. Loan and Mercantile Agency Company (Limited)	6 50½	"	Grantees	"	Premium..	Extension, £174	1,261 9 0	582 1 3	1,843 10 3	
263	R. 82/378	Feb. 28, 1882	J. and T. Meek ..	158 7	Oamaru ..	"	"	"	222 0 0	"	"	(See No. 9.)	
266	R. 82/554	Mar. 24, 1882	S. Bailey ..	15 0	Templeton ..	Grantee	"	"	153 0 0	57 17 10	86 3 3	185 1 8	
268	R. 82/692	April 14, 1882	P. Cunningham ..	105 75	Timaru ..	"	"	"	374 0 0	98 18 5	73 7 9	73 7 9	
269	R. 82/2320	May 1, 1882	W. A. Moss (Lease)	7 0	Christchurch ..	"	21 years	"	140 0 0	73 7 9	"	73 7 9	
270	"	May 1, 1882	John Waller (Lease)	7 0	"	"	"	"	150 0 0	684 10 0	9 19 4	694 9 4	
271	"	May 1, 1882	N.Z. Farmers' Co-operative Association of Canterbury (Ld.) (Lease)	7 0	"	Grantees	"	"	150 0 0	798 17 5	382 17 10	1,181 15 3	
274	R. 83/334	Sept. 15, 1882	Canterbury Frozen Meat and Dairy Produce Export Co. (Limited)	7 8	Belfast ..	"	10 years*	"	321 0 0	4,020 6 6	2,181 5 9	6,201 12 3	
275	R. 82/2105	Sept. 26, 1882	D. Reid and Co. ..	236 12	Dunedin ..	"	"	"	310 0 0	5,268 4 4	481 2 4	5,749 6 8	
276	R. 82/2334	Oct. 23, 1882	National Mortgage and Agency Co. of N.Z. (Limited)	105 75	Timaru ..	"	"	"	514 0 0	802 10 1	501 8 9	1,303 18 10	
277	R. 82/2354	Oct. 23, 1882	N.Z. Loan and Mercantile Agency Company (Limited)	105 75	"	"	"	"	292 16 0	965 9 0	637 13 10	1,603 2 10	
278	R. 82/1997	Oct. 23, 1882	Invercargill Corporation ..	0 7	Makarewa Junc.	Govt. and Grantees	"	"	5 0 0	"	262 13 6	262 13 6	
280	R. 82/2706	Dec. 2, 1882	P. C. Threlkeld ..	2 51	Jackson's Road ..	Grantee	"	"	300 0 0	136 6 1	328 11 1	464 17 2	
281	R. 82/2605	Dec. 2, 1882	Moody and Ziesler ..	105 57	Timaru ..	Grantees	"	"	40 0 0	424 8 2	167 15 1	592 3 3	

		Jan. 1, 1883	N.Z. Loan and Mercantile Agency Company (Limited) (Lease)	41 53	Rakaia	Govt.	10 years	Premium	230 0 0	..	..	423 4 10	423 4 10
282	R. 83/332	Jan. 11, 1883	Rountree and Co.	8 31	Papanui	Grantees	"	Premium	230 0 0	..	..	423 4 10	423 4 10
284	R. 83/50	Jan. 11, 1883	R. M. Morten	11 76	Hornby Junction	Grantee	"	"	132 0 0	..	8 15 2	142 8 1	151 3 3
285	R. 82/2955	Jan. 26, 1883	N.Z. Loan and Mercantile Agency Company (Limited)	336 14	Gore	Grantees	"	"	275 0 0	..	9 17 2	3 13 9	13 10 11
286	R. 83/165	Feb. 1, 1883	W. A. Benn (Lease)	48 21	Waikari	Govt.	"	"	..	..	141 3 0	956 18 5	1,098 1 5
288	R. 83/996	Feb. 1, 1883	William Vaughan (Lease)	48 22	Lytelton	Grantees	"	Premium	..	..	139 13 0	93 5 3	232 18 3
289	R. 83/998	April 3, 1883	Shaw Savill and Albion Company	0 0	"	"	"	"	..	..	88 14 7	57 13 6	146 8 1
290	R. 83/669	April 9, 1883	N.Z. Loan and Mercantile Agency Company (Limited)	..	"	"	"	"	312 0 0	..	3,426 4 10	1,047 11 7	4,473 16 5
291	R. 83/1503	April 9, 1883	Kaye and Carter	241 15	Abbotsford	"	Undefined	"	..	..	8 3 11	1,049 8 3	1,057 12 2
292	R. 83/1007	April 18, 1883	Fernhill Railway and Coal Company (Limited)	391 63	Bluff	"	10 years*	Premium	145 0 0	..	2,112 1 0	694 14 0	2,806 15 0
294	R. 83/2987	May 21, 1883	Nichol Brothers	105 57	Timaru	Grantee	"	"	130 0 0	..	196 14 6	290 4 7	486 19 1
295	R. 83/1690	June 28, 1883	H. Driver	240 33	Burnside	"	"	"	140 0 0	..	35 5 3	141 16 2	177 1 5
297	R. 83/2672	Sept. 18, 1883	James Gore	244 83	Wingatui	"	"	"	422 0 0	..	114 16 4	145 7 7	260 3 11
298	R. 83/2904	Oct. 1, 1883	Benjamin Perry	163 6	Totara	"	"	"	326 0 0	..	1 8 7	274 10 6	275 19 1
302	R. 83/3196	Nov. 22, 1883	John Jackson	106 11	Timaru	"	"	"	100 0 0	..	675 4 10	137 7 7	812 12 5
304	R. 84/71	Jan. 25, 1884	J. G. Ward	391 44	Bluff	Grantees	"	"	120 0 0	..	1,320 16 9	407 3 11	1,728 0 8
305	R. 84/694	Mar. 12, 1884	W. H. Symes, M.D., H. Barry & Co.	7 29	Addington	Govt.	4 years*	"	150 0 0	..	116 15 0	10 19 0	127 14 0
306	R. 84/813	Mar. 1, 1884	John Murdoch, jun. (Lease)	335 7	Gore	Govt.	3 years certain†	"	..	..	491 13 0	39 3 0	530 16 0
307	R. 84/1104	Feb. 1, 1884	British and N.Z. Mortgage and Agency Co. (Limited) (Lease)	374 60	Invercargill	"	7 years†	"	..	..	153 9 3	278 6 8	431 15 11
308	R. 84/996	April 21, 1884	A. Tapper	335 6	Gore	Grantee	10 years*	Premium	105 0 0	..	..	..	..
309	R. 84/1239	May 10, 1884	N.Z. Refrigerating Co. (Limited)	155 16	Oamaru Town Belt	Grantees	"	"	175 0 0	..	295 4 3	590 14 4	885 19 1
311	R. 84/1324	May 23, 1884	John Murdoch	6 39	Wright's Bush	Grantee	"	"	192 0 0	..	..	625 17 10	625 17 10
312	R. 84/1490	June 5, 1884	Otago Meat-freezing and Produce Company (Limited)	228 67	Sawyer's Bay	Grantees	"	"	96 0 0	..	..	..	..
316	R. 84/2669	Sept. 9, 1884	N.Z. Loan and Mercantile Agency Company (Limited)	235 79	Dunedin	"	"	"	190 0 0	..	..	..	(See No. 165.)
320	R. 84/3312	Nov. 1, 1884	Morton Mains Freehold Estates Company	355 23	Oteramika	"	"	"	160 0 0	..	78 18 7	243 11 10	322 10 5
321	R. 84/3313	Nov. 7, 1884	N.Z. Loan and Mercantile Agency Company (Limited)	374 55	Invercargill	"	10 years; 1 month's notice	"	75 0 0	..	424 4 5	222 4 9	646 9 2
323	R. 84/2646	Dec. 8, 1884	James Waddell and Co.	391 65	Bluff	"	10 years*	"	145 0 0	..	1,101 12 11	92 19 4	1,194 12 3
324	R. 84/1670	Dec. 31, 1884	South Canterbury Refrigerating Company (Limited)	103 64	Washdyke Junction	"	10 years*	"	500 0 0	..	293 6 11	1,652 11 0	1,945 17 11
327	R. 85/778	Mar. 27, 1885	Southland Frozen Meat and Produce Export Co. (Limited) (Lease)	391 65	Bluff	"	21 years	"	120 0 0	..	252 5 2	194 16 9	447 1 11
327	R. 85/3780	Dec. 9, 1885	A. Tapper	374 46	Invercargill	Govt.	10 years*	"	..	..	51 0 2	2 17 7	53 17 9
333	R. 85/3974	Dec. 24, 1885	Instone and Cleaves	374 49	"	Grantees	"	Premium	435 0 0	..	52 3 11	62 18 11	115 2 10
342	R. 86/1880	June 17, 1886	Martin and Watson	235 44	Dunedin	"	"	"	18 0 0	..	840 7 2	57 13 2	898 0 4
347	R. 86/3194	Sept. 21, 1886	Findlay and Co.	235 52	Burnside	"	"	"	18 0 0	..	759 10 9	102 4 9	861 15 6
348	R. 86/3012	Sept. 25, 1886	Smellie Brothers	240 15	"	"	"	"	102 0 0	..	12 17 6	2 0 4	14 17 10
350	R. 86/4095	Dec. 10, 1886	W. Evans	105 72	Timaru	Grantee	6 years*	"	406 0 0	..	557 6 8	581 14 6	1,139 1 2
351	R. 87/327	Feb. 9, 1887	D. Inwood	90 75	Winchesher	"	10 years*	"	168 0 0	..	39 8 0	13 17 7	53 5 7
355	R. 87/219	Dec. 31, 1886	Bruce and Drysdale (Lease)	105 75	Timaru	Govt.	21 years	"	..	..	..	..	..

† Terminable at end of three or five years of this period, by twenty-one days' previous notice.

* Three months' notice. † After that, from year to year, subject to one month's notice.

RETURN NO. 19.
COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31st March, 1887.

Section.	Mileage Open for Traffic on 31st March, 1886.	Additional Length Opened for Traffic during Year.		Reduced Mileage equivalent to Maintenance for whole Period.	Length Closed during Year.		Net Addition to Mileage Open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage Open for Traffic on 31st March, 1887.
		Line Opened.	Date of Opening.		Line.	Length.			
	M. ch.			M. ch.		M. ch.	M. ch.	M. ch.	M. ch.
Kawakawa	7 41	...	...	...	...	...	...	...	7 41
Whangarei	6 45	...	...	...	...	...	...	...	6 45
Auckland	210 57	Oxford-Lichfield	21st June, 1886	10 72	...	...	25 7	10 72	235 76*
		Te Awamutu-Otorohanga	9th March, 1887	14 15	...	...			
Napier	81 14	Tahoraite-Woodville	22nd March, 1887	15 30	...	...	15 30	0 3	96 44
Wellington	68 40	Masterton-Mauriceville	14th June, 1886	12 9	...	...	16 1	10 38	84 41
		Mauriceville-Mangamahoe	10th January, 1887	3 72	...	...	2 56	1 63	195 23
Wanganui	192 47	New Plymouth-Breakwater	10th May, 1886	2 56	...	...			
Hurunui-Bluff	976 71	Whitecliffs Extension	27th June, 1886	0 5	...	...			
		Mount Somers Extension	4th October, 1886	1 48	...	...			
		Invercargill-Wainatua	9th July, 1886	5 55	...	...	48 0	42 24	1,024 71
		Murray Creek-Mosburn	22nd January, 1887	4 11	...	...			
		†Gore-Lumsden	14th Nov., 1886	36 41	...	...			
Ditto, Private Lines—									
Nightcaps Line	2 24	...	...	...	...	...	...	...	2 24
Shag Point Line	2 10	...	...	...	...	...	...	...	2 10
Greymouth	7 30	...	...	...	...	...	...	...	7 30
Westport	18 61	...	...	...	...	...	...	...	18 61
Nelson	22 73	...	...	...	...	...	...	...	22 73
Pictou	17 70	...	...	...	...	...	...	...	17 70
Total	1,615 23	...	...	107 14	...	...	107 14	65 40	1,722 49

* Difference owing to re-challenge of line. † Waimaea Plains District Railway taken over by Government, previously worked by the company.

RETURN No. 20.

STATEMENT showing APPROXIMATELY SLEEPERS LAID and REMOVED up to 31st March, 1887.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.†
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870-71	..	18 58	18 58	39,323	..
1871-72	..	11 68	11 68	24,885	..
1872-73	..	27 62	27 62	58,327	..
1873-74	10 55	11 21	21 76	46,095	..
1874-75	61 19	126 78	188 17	395,246	..
1875-76	69 23	248 4	317 27	666,409	..
1876-77	64 24	152 39	216 63	455,254	..
1877-78	103 76	94 58	198 54	417,217	..
1878-79	27 19	56 46	83 65	176,006	..
1879-80*	26 33	40 73	67 26	94,998	..
1880-81	68 39	32 71	101 30	212,888	74,261
1881-82	22 67	40 16	63 3	100,354	73,947
1882-83	2 2	40 19	42 21	88,751	106,763
1883-84	22 19	22 50	44 69	76,991	125,632
1884-85	56 0	24 0	80 0	168,000	148,325
1885-86	43 26	47 52	90 78	137,887	137,993
1886-87	58 72	11 39	70 31	140,632	139,040
Totals	..	..	..	3,395,601	805,961

* Nine months only.

† Complete information not recorded until 1880-81.

RETURN No. 21.

COMPARATIVE STATEMENT of the NUMBER of EMPLOYEES for March, 1886, and March, 1887.

Department.	Kawakawa.	Whangarei.	Auckland.	Napier.	Wellington.	Wanganui.	Hurunui-Bluff.	Greymouth.	Westport.	Nelson.	Picton.	Total.
1885-86.												
General	...	...	...	...	...	...	...	...	...	...	...	41
Traffic	8	9	163	53	64	83	876	27	13	28	9	1,333
Maintenance	11	12	379	126	83	204	1,029	12	17	15	21	1,909
Locomotive	9	5	215	77	124	130	832	19	20	10	9	1,450
Totals	28	26	757	256	271	417	2,737	58	50	53	39	4,733
1886-87.												
General	...	...	...	...	...	...	...	...	...	...	...	43
Traffic	8	8	149	59	78	82	825	28	13	30	9	1,289
Maintenance	8	9	333	105	126	212	1,059	14	26	18	21	1,931
Locomotive	8	5	205	76	120	139	874	24	17	12	11	1,491
Totals	24	22	687	240	324	433	2,758	66	56	60	41	4,754
Increase	...	...	...	...	53	16	21	8	6	7	2	113
Decrease	4	4	70	16	...	...	...	...	...	...	...	94

RETURN No. 22.

STATEMENT of ACCIDENTS for the Year ending 31st March, 1887.

Section.	Passengers Killed or Injured.				Servants of the Department Killed or Injured.				Persons Killed or Injured while Crossing at Level Crossings.		Trespassers.		Workshops.		Miscellaneous.		Total Killed.	Total Injured.
	From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.											
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Kawakawa ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1
Whangarei ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auckland ...	...	...	1	1	...	10	...	5	...	...	1	...	...	4	...	1	2	21
Napier ...	...	...	...	...	...	1	...	2	...	...	1	...	...	2	...	1	...	7
Wellington ...	...	1	...	...	...	1	...	8	...	2	...	...	...	...	...	...	...	12
Wanganui ...	...	...	...	...	...	4	...	...	...	2	1	2	...	10	...	...	1	18
Hurunui-Bluff ...	...	...	3	3	1	45	...	15	...	2	3	2	...	16	...	...	7	83
Greymouth ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Westport ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...
Nelson ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1
Picton ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1
Totals ...	...	1	4	4	1	64	...	30	...	6	6	5	...	32	...	2	11	144

RETURN NO. 23.
LOCOMOTIVE RETURNS for the Year ending 31st March, 1887.
KAWAKAWA SECTION.

Type.	No. of Engines.	Average Speed — Miles per Hour.	Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.					
			Detail.			Total.	Running.			Repairs.		Running.		Repairs.	Running.		Total.						
			Train.	Shunting.	Ballast.		Coal.	Oil.	Tallow.	Waste.	Wages and Materials.	Stores.	Fuel.		Wages.								
A	1	6	206	2,811	2,146	5,163	Cwt.	qt.	lb.	lb.	£	£	£	£	5	13	72	90	...	23	60	3'34	4'18
F	2	10	10,876	2,784	12	13,672	2,530	191	345	399	110	110	15	63	351	193	26	1'10	6'16	26	1'10	6'16	9'46
Total	3	...	11,082	5,595	2,158	18,835	3,058	250	461½	430½	110	110	20	76	423	19*	25	76	423	25	97	5'39	8'01'24

WHANGAREI SECTION.

F	3	18	17,058	1,859	34	18,951	5,675	628	313	313	10	50	97	606	763 147*	'13	'62	1'23	7'67	9'66 1'86*	313
---	---	----	--------	-------	----	--------	-------	-----	-----	-----	----	----	----	-----	-------------	-----	-----	------	------	---------------	-----

AUCKLAND SECTION.

B	1	...	4,009	981	30	5,020	1,502	232	128	153	27	14	45	124	210	1'30	'65	2'13	5'96	10'04	77
C	1	...	35	15,971	...	16,006	2,232	357	125	343	36	16	67	405	524	'55	'24	1'00	6'07	7'86	253
D	1	...	348	3,185	1,237	4,770	778	133	28	121	15	6	23	136	186	'75	'29	1'17	6'86	9'07	85
E	17	...	170,248	40,282	39,760	250,290	49,093	6,937	1,353	4,048	3,400	247	1,332	4,602	9,581	3'26	'24	1'27	4'41	9'18	2,921
F	6	...	141,050	13,456	...	155,406	44,644	3,100	2,160	3,086	1,201	177	1,310	2,148	4,836	1'85	'28	2'02	3'32	7'47	1,341
G	4	...	54,920	8,690	13,546	77,156	14,019	2,509	366	1,141	1,025	88	342	1,401	2,856	3'19	'27	1'06	4'36	8'88	878
H	3	...	1,720	236	...	1,956	517	101	35	55	302	4	15	33	354	37'00	'48	1'89	4'01	43'38	21
I	3	...	47,332	5,929	62	53,323	15,038	1,933	479	1,164	609	77	451	945	2,082	2'74	'35	2'03	4'25	9'37	588
Total	36	...	420,562	88,730	54,635	563,927	127,223	15,302	4,674	10,111	6,615	627	3,585	9,796	20,623	2'80	'27	1'53	4'17	8'77	6,164

NAPIER SECTION.

A	1	15	5,362	9,068	...	14,430	1,308	355	131	243	87	20	87	345	539	1'45	'33	1'45	5'74	8'97	246
D	2	16	16,320	8,445	...	24,765	2,599	732	319	352	387	37	166	516	1,106	3'75	'36	1'61	5'00	10'72	380
F	11	16	179,622	25,854	15,557	221,033	28,124	6,169	2,799	2,324	1,911	301	1,825	3,315	7,352	2'07	'33	1'98	3'60	7'98	2,093
Total	14	...	201,304	43,367	15,557	260,228	31,941	7,256	3,249	2,919	2,385	358	2,078	4,176	8,997 139*	2'20	'33	1'92	3'85	8'30 '12*	2,719

* Miscellaneous charges.

WELLINGTON SECTION.

A	2	13½	13,157	4,738	620	18,515	2,410	332	41	208	154	12	134	373	673	2,00	15	174	4'83	8'72	346
C	1	15	3,543	2,629	4,771	10,943	2,102	218	13	159	85	9	117	195	406	1'86	20	256	4'28	8'90	220
D	4	15	34,676	19,742	1,347	55,765	7,860	1,200	114	776	880	44	430	1,072	2,426	3'79	19	1'85	4'61	10'44	858
H	6	6	12,650	3,593	...	16,243	{15,607 1,833½}	1,424	159	1,235	1,227	77	1,029	975	3,308	18'13	114	15'20	14'41	48'88	721
L	4	15	28,267	14,011	11,821	54,099	8,844	1,394	82	605	1,353	53	474	910	2,790	6'00	24	2'10	4'04	12'38	745
R	3	15	51,149	8,111	2,003	61,263	13,910	1,378	74	796	788	50	781	900	2,609	3'09	19	3'06	3'88	10'22	720
S	7	15	93,380	13,572	697	107,949	24,590	2,753	248	1,633	2,013	110	1,332	1,783	5,238	4'49	24	2'97	3'98	11'68	1,358
Total	27	...	236,822	66,396	21,259	324,477	{1,833½ 75,323}	8,699	731	5,502	6,500	355	4,297	6,298	17,450	4'81	26	3'18	4'66	12'91	4,978

WANGANUI SECTION.

A	2.	11	8,435	3,249	...	11,702	963	215	22	129	73	9	57	148	287	1'50	18	1'16	3'04	5'88	239
B	1	19	7,229	1,258	...	8,487	1,495	253	7	67	304	7	75	86	472	8'60	20	2'12	2'43	13'35	66
C	3	12	735	4,453	...	15,955	2,308	349½	39	195	105	14	140	331	590	1'58	21	2'11	4'98	8'88	333
D	3	16	19,056	6,691	3,922	29,669	3,534	624	36	254	96	22	187	430	735	78	18	1'51	3'48	5'95	355
E	7	18	45,969	15,382	6,578	67,929	13,066	2,195	132	688	1,095	74	742	856	2,797	3'87	26	2'62	3'03	9'78	647
F	8	17	91,069	17,219	18,774	127,062	16,575	2,292½	161	968	1,817	84	937	1,655	4,493	3'43	16	1'77	3'13	8'49	1,213
L	1	14	8,014	1,058	...	9,072	1,031	170	18	64	22	6	53	95	176	58	16	1'40	2'51	4'65	62
R	5	20	102,042	15,557	8	117,607	18,587	2,494½	198	1,028	998	85	951	1,297	3,331	2'04	17	1'94	2'65	6'86	936
Total	30	...	282,567	64,867	40,049	387,483	59,559	8,592	613	3,383	4,509	301	3,140	4,898	12,851	2'79	19	1'95	3'03	7'96	3,851
Less recoverable mileage & expenditure			...	...	19,653	19,653	...	...	...	...	...	...	...	...	1,170	...	...	...	...	...	...
General charges ...			...	...	20,396	367,830	...	...	...	...	...	...	...	...	11,681	...	...	...	...	7'62	...
Total			282,567	64,867	20,396	367,830	59,559	8,592	613	3,383	4,509	301	3,140	4,898	12,851	2'79	19	1'95	3'03	8'18	3,851

NOTE.—Three Class E and one Class F engines transferred from Hurunui-Bluff Section during year. One Class F engine working 286 days, and one Class D engine 17 days for contractor.

GREYMOUTH SECTION.

F	3	12	13,568	26,802	...	40,370	5,842	1,121	...	587	389	49	104	804	1,346	2'31	29	62	4'78	8'00	477
R	1	12	12,738	5,482	...	18,220	2,448	459	...	239	141	19	43	328	531	1'75	25	57	4'31	6'98	184
Total	4	...	26,306	32,284	...	58,590	8,290	1,580	...	826	530	68	147	1,132	1,877	2'17	28	60	4'64	7'69	661

WESTPORT SECTION.

C	2	...	7,476	11,246	6	18,728	3,710	1,414	119	426	122	40	99	476	738	1'55	51	1'26	6'15	9'45	345
F	3	15	25,525	9,175	153	34,853	7,280	2,884	242	882	97	75	203	923	1,299	66	51	1'39	6'35	8'94	576
Total	5	...	33,001	20,421	159	53,581	10,990	4,298	361	1,308	219	115	302	1,399	2,037	98	51	1'35	6'26	9'10	921

* Coke. † Miscellaneous charges.

RETURN NO. 23—continued.
NELSON SECTION.

Type.	No. of Engines.	Engine-Mileage.			Quantity of Stores.				Cost.				Cost per Engine-Mile in Pence.				Days in Steam.			
		Detail.			Total.	Running.			Repairs.	Running.			Repairs.	Running.						
		Train.	Shunting.	Ballast.		Coal.	Oil.	Tallow.		Waste.	Stores.	Fuel.		Wages.	Stores.	Fuel.		Wages.		
D	3	15	16,623	2,328	743	19,694	Cwt.	qt.	lb.	£	382	24	151	£	4,657	297	1,839	4,490	11,283	234
	F	1	15	21,752	2,728	...	24,480	3,498	769	216	451	217	28	185	371	2,133	273	1,816	3,634	7,856
Total	4	...	38,375	5,056	743	44,174	6,347	1,631	429	764	599	52	335	739	3,258	284	1,827	4,016	9,385	503

PICTON SECTION.

C	2	15	12,724	1,526	282	14,532											159
D	1	15	14,266	1,817	661	16,744											185
Total	3	...	26,990	3,343	943	31,276											344

HURUNUI-BLUFF SECTION.

A	9	6	4,002	88,858	691	93,551	11,482	1,123	532	815	339	62	512	1,833	2,746	...	1,302
C	3	18	8,952	34,348	18	43,318	6,301	518	165	406	992	26	258	747	2,023	...	556
D	7	18	99,079	38,085	91	137,255	25,431	1,615	737	1,027	999	84	934	1,928	3,945	...	1,559
E	3	20	19,691	5,118	868	25,677	11,598	543	247	288	620	28	269	437	1,354	...	233
F	32	20	327,772	200,481	39,388	567,641	128,197	7,772	3,505	5,093	5,410	403	4,137	9,404	19,354	...	6,738
G	4	20	27,311	26,317	692	54,320	11,246	915	393	625	657	45	449	978	2,129	...	888
J	26	25	437,340	54,148	30,499	521,987	184,494	8,989	3,774	5,549	6,541	443	5,747	7,017	19,748	...	4,688
K	8	35	138,295	13,953	235	152,483	37,947	2,272	1,091	1,819	622	128	1,727	1,945	4,422	...	1,429
L	1	20	11,981	5,819	321	18,121	4,373	288	152	262	52	17	111	318	498	...	303
M	4	20	44,001	27,082	520	72,503	18,122	1,210	501	661	1,157	62	830	1,131	3,180	...	669
N	6	35	133,762	16,814	...	150,576	42,349	2,747	720	1,523	1,807	138	2,168	1,803	5,376	...	1,075
O	6	18	116,685	17,988	6,663	141,336	77,652	2,602	943	1,575	898	123	1,908	2,098	5,027	...	1,475
P	3	18	22,928	5,399	...	28,327	13,743	627	162	344	1,009	33	375	405	822	...	321
Q	2	35	26,148	4,768	609	31,525	9,129	627	249	362	343	31	247	486	1,107	...	311
R	6	20	100,208	33,801	11,038	145,047	54,554	2,327	982	1,589	1,553	131	1,274	2,484	5,442	...	1,556
T	6	18	37,665	8,483	8,686	54,834	30,536	1,108	453	723	1,678	59	928	127	3,492	...	650
V	8	25	159,062	16,386	556	176,004	68,150	2,958	919	1,690	1,891	150	2,032	2,146	6,219	...	1,340
Total 134	...	...	1,714,882	598,748	100,875	2,414,505	735,394	38,241	15,525	24,357	26,028	1,963	23,906	35,987	87,884	...	25,093
Cr. by recovery mileage & expenditure			...	...	20,796	...	...	...	...	...	...	...	...	...	1,307	...	...
General charges			...	...	80,079	2,393,709	...	...	...	...	...	...	...	...	86,577	...	...
Total 134	...	...	1,714,882	598,748	80,079	2,393,709	735,394	38,241	15,525	24,357	26,028	1,963	23,906	35,987	97,360	...	25,093

* Miscellaneous charges.

† Two Class F engines commenced service on the 14th November, 1888, taken over from Waimea Plains Company.

‡ Per engine-mile. 2122 \$Per train-mile. 136

RETURN No. 24.

HURUNUI-BLUFF SECTION.

STATEMENT of REPAIRS executed to ROLLING-STOCK and TARPAULINS for Year ending 31st March, 1887.

Description.	Num-ber.	Description.	Num-ber.
ENGINES :—		HORSE-BOXES AND WAGONS :—	
Thoroughly overhauled	91	Erected (new or manufactured)	115
General repairs		Rebuilt	19
Heavy „ (running shed)		Thoroughly overhauled	3,128
Undergoing repairs, &c.		General repairs	
Erected (new)	3	Converted	2
Total	128	Total	3,264
CARRIAGES :—		PAINT-WORK :—	
Thoroughly overhauled	489	Engines, painted or varnished	50
General repairs		Carriages „ „	99
Light repairs		Brake-vans „ „	9
Converted		Horse-boxes, &c. „ „	177
Erected (new)	14	Engines, paint renewed	11
Total	509	Carriages „ „	100
		Brake-vans „ „	82
		Horse-boxes, &c. „ „	1,335
		Total	1,863
BRAKE-VANS :		TARPAULINS :—	
Converted	5	New (manufactured)	222
Manufactured	2	Thoroughly repaired	3,997
Rebuilt	203	(New) manufactured to replace condemned ones	465
General repairs			
Thoroughly overhauled		Total	4,684
Total	210		

RETURN No. 25.

HURUNUI-BLUFF.

RETURN of COAL TRAFFIC from LOCAL MINES during the Year ending 31st March, 1887.

Mine.	1886-87.	1885-86.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Austin, J., Sheffield	919	883	36	...
Springfield Coal Company, Springfield	2,243	2,650	...	407
Hartley Coal Company, Whitecliffs	2,080	4,624	...	2,544
Wilson, W., Whitecliffs	...	104	...	104
Smart and Lock, Whitecliffs	...	61	...	61
Smart, W., Whitecliffs	...	139	...	139
Buckingham, Whitecliffs	...	117	...	117
Smart and Gundry, Whitecliffs	2,113	720	1,393	...
Bayliss and Co., Whitecliffs	303	...	303	...
Leeming, Whitecliffs	898	...	898	...
McIlraith, J., Glentunnel	1,699	3,790	...	2,091
Studholme, M., Wainate	40	89	...	49
Wright, E. F., Mount Somers	438	...	438	...
Herbert	5	4	1	...
Shag Point	9,475	6,448	3,027	...
Kurow	123	18	105	...
Papakaio	9	31	...	22
Ngapara	26	29	...	3
Walton Park	14,461	16,514	...	2,053
Fernhill	5,459	7,500	...	2,041
Green Island	5,554	7,191	...	1,637
Freeman's	11,222	11,600	...	378
Saddle Hill	...	83	...	83
Milton	9	39	...	30
Lovell's Flat	...	14	...	14
Kaitangata	49,248	42,920	6,328	...
Benhar	2,474	4,392	...	1,918
Conical Hills	585	...	585	...
Pukerau	868	1,530	...	662
Waikaka	...	28	...	28
Gore	4	...	4	...
Waimea	12	...	12	...
Fairfax	67	30	37	...
Nightcaps	10,458	7,852	2,606	...
Orepuki	868	1,764	...	896
Totals	121,660	121,164	15,773	15,277

RETURN No. 26.

HURUNUI-BLUFF SECTION.

RETURN of the NUMBER of VESSELS DISCHARGED and LOADED at the Ports of Lyttelton, Timaru, Oamaru, Port Chalmers, Dunedin, and Bluff, for the Year ending 31st March, 1887.

Port.					1885-86.	1886-87.	Increase.	Decrease.
DISCHARGED :—					No.	No.	No.	No.
Lyttelton	...	...	...	...	1,726	1,519	...	207
Timaru	...	...	...	...	356	351	...	5
Oamaru	...	...	...	...	363	332	...	31
Port Chalmers	...	...	...	...	341	329	...	12
Dunedin	...	...	...	...	69	69	...	...
Bluff	...	...	...	...	251	270	19	...
Totals					3,106	2,870	19	255
LOADED :—					No.	No.	No.	No.
Lyttelton	...	...	...	...	1,410	1,388	...	22
Timaru	...	...	...	...	357	347	...	10
Oamaru	...	...	...	...	363	312	...	51
Port Chalmers	...	...	...	...	316	327	11	...
Dunedin	...	...	...	...	23	4	...	19
Bluff	...	...	...	...	251	262	11	...
Totals					2,720	2,640	22	102

RETURN No. 27.

HURUNUI-BLUFF SECTION.

SHOWING MILEAGE of TRACK in MAIN LINE and SIDINGS OPEN for TRAFFIC on 31st March, 1887, on the HURUNUI-BLUFF RAILWAY and BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
CHRISTCHURCH DIVISION :—								
Main Line	M. ch. 211 57	M. ch. 6 28	M. ch.	M. ch. 218 5	M. ch. 61 39	M. ch.	M. ch. 61 39	M. ch. 279 44
Rangiora to Sheffield, and Eyre- ton Junction to Bennett's	...	...	53 56	...	...	4 9	...	57 65
Southbridge and Little River Branches	...	...	48 7	...	...	5 11	...	53 18
Springfield and Whitecliffs Branches	...	...	42 26	...	...	5 1	...	47 27
Mount Somers Branch	...	...	23 27	...	...	1 20	...	24 47
Albury Branch	...	...	36 13	...	...	2 43	...	38 56
Waimate Branch	...	...	4 46	...	...	1 4	...	5 50
Rakaia and Ashburton-Forks Branch	...	...	22 20	...	...	2 38	...	24 58
Waimate Gorge Branch	...	...	8 21	238 56	...	0 54	22 20	8 75
Totals, Christchurch Division	211 57	6 28	238 56	456 61	61 39	22 20	83 59	540 40
DUNEDIN DIVISION :—								
Main Line	190 65	...	...	190 65	44 35	...	44 35	235 20
Dunroon Branch	...	...	22 3	...	...	1 35	...	23 38
Oamaru-Breakwater Branch	...	...	0 63	...	...	0 23	...	1 6
Ngapara Branch	...	...	14 77	...	...	1 30	...	16 27
Shag Point Branch	...	...	2 10	...	...	0 10	...	2 20
Port Chalmers Branch	...	...	1 27	...	...	3 40	...	4 67
Walton Park Branch	...	...	2 49	...	...	0 52	...	3 21
Outram Branch	...	...	9 0	...	...	0 68	...	9 68
Lawrence Branch	...	...	22 0	...	...	2 2	...	24 2
Tapanui Branch	...	...	20 4	...	...	2 2	...	22 6
Waihemo Branch	...	...	8 55	...	...	0 54	...	9 29
Catlin's River Branch	...	...	7 76	...	...	0 50	...	8 46
Dunroon-Hakateramea Branch	...	...	15 38	127 2	...	1 5	14 51	16 43
Totals, Dunedin Division	190 65	...	127 2	317 67	44 35	14 51	59 6	376 73
INVERCARGILL DIVISION :—								
Main Line	57 9	...	...	57 9	14 58	...	14 58	71 67
Waimea Plains Branch	...	...	36 41	...	...	1 34	...	37 75
Wyndham Branch	...	...	3 73	...	...	0 43	...	4 36
Seaward Bush Branch	...	...	5 55	...	...	0 36	...	6 11
Kingston Branch	...	...	87 0	...	...	5 15	...	92 15
Makarewa-Orepuki Branch	...	...	35 52	...	...	4 3	...	39 55
Thornbury-Wairio and Wairio- Nightcaps Branch	...	...	24 51	...	...	2 34	...	27 5
Lumsden-Mararoa Branch	...	...	10 41	203 73	...	1 0	15 5	11 41
Totals, Invercargill Division	57 9	...	203 73	261 2	14 58	15 5	29 63	290 65
Grand Totals—Whole Line	459 51	6 28	569 51	1035 50	120 52	51 76	172 48	1208 18

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	60'05	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

RETURN No. 29.
HURUNUI-BLUFF SECTION.

SHOWING COMPARATIVE AVERAGE RATES per Mile per Four Weeks of CLASSIFIED EXPENDITURE of MAINTENANCE DEPARTMENT on each Division and Whole Line, Hurunui-Bluff and Branches, for Financial Year ending 31st March, 1887.

Divisions.	Mileage.	Classification.												Total Expendi- ture.
		A1. Surfacing.	A2. Renewals.	A3. Ballasting.	A4. Banks, Cuttings, &c.	A5. Bridges, Culverts, &c.	A6. Fences, Gates, &c.	A7. Roads, Ap- proaches, &c.	A8. Water Services, &c.	A9. Wharves.	A10. Buildings.	Total Mainten- ance.	Arr. Miscella- neous.	
Christchurch Division—Main Line	216	5'91	2'07	'43	'14	1'93	1'01	'24	'50	'01	1'29	13'53	1'66	15'19
Rangiora to Sheffield, and Eyreton Junction to Bennett's	54	3'69	2'06	'02	'11	'93	'10	'05	'04	'00	'10	7'10	'16	7'26
Southbridge and Little River Branches	48	4'08	4'06	'00	'24	'66	'56	'04	'06	'00	'86	10'56	'29	10'85
Springfield and Whitecliffs Branches	42	3'62	1'66	'15	'01	'57	'04	'02	'06	'00	'37	6'50	'09	6'59
Mount Somers Branch	23	2'56	'77	'00	'00	'04	'04	'00	'06	'00	'15	3'62	'06	3'68
Albury Branch	36	3'63	1'27	'01	'27	'34	'03	'02	'05	'00	'06	5'68	'11	5'79
Rakaia and Ashburton Forks Branch	22	3'12	1'22	'00	'00	'12	'02	'03	'03	'00	'18	4'60	'02	4'62
Waimate Gorge Branch	8	2'93	'02	'19	'69	'16	'05	'13	'04	'00	'11	4'32	'00	4'32
Total, Christchurch Division	449	4'69	2'03	'23	'14	1'20	'57	'13	'27	'01	'78	10'05	'87	10'92
Dunedin Division—Main Line	195	6'54	3'36	'63	3'05	1'14	1'63	'15	'20	'01	1'15	17'86	'39	18'25
Pukeuri-Duntroon Branch	22	4'86	'06	'00	'15	1'78	'26	'01	'13	'00	'03	7'16	'00	7'16
Duntroon-Hakateramea Branch	15½	3'54	1'94	'03	'32	'21	'16	'00	'19	'00	'19	6'52	'35	6'87
Ngapara Branch	15	6'35	'66	'01	'75	'20	'37	'05	'05	'00	'03	8'47	'00	8'47
Waiheimo Branch	9	2'88	'16	'00	'46	'03	'34	'04	'01	'00	'47	4'39	'00	4'39
Walton Park Branch	2½	7'21	4'39	'00	1'97	'33	2'67	'25	'00	'00	'00	16'82	'00	16'82
Outram Branch	9	6'10	2'57	'01	'23	5'02	'52	'04	'03	'00	'88	15'40	'46	15'86
Lawrence Branch	22	4'70	2'94	'04	'58	'20	1'33	'10	'12	'00	'43	10'44	'34	10'78
Catlin's River Branch	8	3'72	'58	'00	'14	'37	'01	'00	'00	'00	'01	4'83	'00	4'83
Tapanui Branch	20	3'97	'96	'00	'48	'12	'16	'01	'01	'00	'46	6'17	'00	6'17
Total, Dunedin Division	318	5'80	2'58	'39	2'04	1'02	1'19	'11	'14	'01	'82	14'09	'36	14'45
Invercargill Division—Main Line	156	4'10	'93	'40	'30	'64	'26	'10	'14	'00	'56	7'43	'22	7'65
Waimea Plains Branch	37	3'48	1'46	'00	'17	'14	'02	'05	'01	'00	'37	5'70	'00	5'70
Seaward Bush Branch	4	'83	'00	'00	'00	'01	'02	'00	'00	'00	'01	'87	'00	'87
Makarewa-Orepuki and Thornbury-Wairoa and Nightcaps Branches	60	4'70	1'51	'65	1'11	1'90	'25	'02	'09	'00	'19	10'42	'13	10'55
Total, Invercargill Division	257	3'79	'99	'39	'45	'84	'22	'07	'10	'00	'41	7'26	'16	7'42
Whole Line	1,024	4'81	1'94	'32	'81	1'05	'67	'11	'19	'00	'70	10'60	'54	11'14

NOTE.—The expenditure on Waimea Plains line from 1st April to 18th November, 1886, not being classified, is omitted from above statement.

RETURN No. 30.
HURUNUI-BLUFF SECTION.
COST OF MAINTENANCE OF VARIOUS SECTIONS of MAIN LINE and BRANCHES.

Line of Railway.	Mileage.		Expenditure for Year ending 31st March, 1887.	Average for Four- weekly Period on Reduced Mileage.		Rate per Mile per Annum.
	Actual Mileage.	Reduced Mileage.		Expendi- ture.	Rate per Mile.	
CHRISTCHURCH DIVISION :—	M. ch. lk.	M. ch. lk.	£ s. d.	£	£	£
Main Line	216 23 29	216 23 29	42,674 10 11	3,283	15'19	197'47
Rangiora to Sheffield, and Eyreton Junction to Bennett's	53 56 49	53 56 49	5,101 3 9	392	7'26	94'38
Southbridge and Little River Branches ...	48 6 84	48 6 84	6,769 7 2	521	10'85	141'05
Springfield and Whitecliffs „ ...	42 26 36	42 25 16	3,597 8 0	277	6'59	85'67
Mount Somers Branch	23 27 40	22 44 84	1,090 4 7	84	3'68	47'84
Albury Branch	36 12 76	36 12 76	2,712 11 9	209	5'79	75'27
Rakaia and Ashburton Forks Branch ...	22 20 18	22 20 18	1,322 16 11	102	4'62	60'06
Waimate Gorge Branch	8 21 16	8 21 16	449 9 8	34	4'32	56'16
Total Christchurch Division ...	450 34 48	449 50 72	63,717 12 9	4,902	10'89	141'61
DUNEDIN DIVISION :—						
Main Line	195 5 76	195 5 76	46,258 14 5	3,558	18'25	237'25
Pukeuri-Duntroon Branch	22 2 86	22 2 86	2,047 18 9	158	7'16	93'08
Duntroon-Hakateramea Branch	15 37 64	15 37 64	1,384 9 10	106	6'87	89'31
Ngapara Branch	14 77 13	14 77 13	1,650 17 10	127	8'47	110'11
Waihemo Branch	8 55 0	8 55 0	791 17 10	61	6'77	88'01
Walton Park Branch	2 49 20	2 49 20	546 15 0	42	16'82	218'66
Outram Branch	9 0 24	9 0 24	1,855 5 1	143	15'86	206'18
Lawrence Branch	22 0 34	22 0 34	3,083 17 10	237	10'78	140'14
Catlin's River Branch	7 76 1	7 76 1	501 18 6	39	4'83	62'79
Tapanui Branch	20 3 77	20 3 77	1,604 13 2	123	6'17	80'21
Total Dunedin Division ...	317 67 95	317 67 95	59,726 8 3	4,594	14'45	187'82
INVERCARGILL DIVISION :—						
Main Line	158 42 45	155 14 33	15,493 14 8	1,192	7'65	99'45
Waimea Plains Line	36 40 71	36 40 71	2,962 0 2	228	6'16	80'08
Seaward Bush Branch	5 54 97	4 11 56	52 6 11	4	8'7	11'31
Makarewa, Orepuki, Thornbury-Wairio, and Nightcaps Branches	60 23 8	60 23 8	8,231 4 7	633	10'55	137'15
Total Invercargill Division ...	261 1 21	256 9 68	26,739 6 4	2,057	8'02	104'31
Grand Total ...	1,029 23 64	1,023 48 35	150,183 7 4	11,553	11'27	146'53

RETURN No. 31.

STATEMENT of Alterations effected in and Additions made to the Scale of Charges during the Year ending 31st March, 1887.

PART I.—PASSENGERS.

Apprentices' and pupil-teachers' season tickets, and school season tickets : Form of certificate added.

LOCAL FARES AND REGULATIONS.

Whangarei Section.

Fares to and from Mair inserted.

Auckland Section.

New regulation between Auckland and Newmarket and Auckland and Remuera.

Napier Section.

Saturday return tickets issuable daily between Spit, Napier, or Hastings and intermediate stations.

PART II.—LUGGAGE, PARCELS, HORSES, ETC.

Reduction of cartage charge on parcels at Auckland.

Adoption of parcel rates for 84lb., and alteration in 3lb. and 7lb. parcel rates for 125 and 150 miles.

Small animals and poultry : Regulation amended.

Perambulators conveyed as passengers' luggage : New regulation.

Adoption of regulation regarding packed parcels for distribution at destination.

Reduction of parcels rates for long distances.

Additional charge levied on parcels consigned to Invercargill, and reduced charge on parcels consigned to Auckland and Dunedin.

PART III.—GOODS.

Classified Rates.

Reduction of Class B rates after 252 miles.

Class P : Rates lowered from 9 to 14 miles inclusive.

REGULATIONS.

Classes F, H, K : Amendment of regulation regarding loading and unloading.

Class K : Method of charging odd lengths in inches explained.

Class M : New regulation about small animals in crates, &c.

Class N : Sand removed from regulation under Class N.

Class P : 2s. rate on bricks, &c., for 9 mile distances and under cancelled.

Class O : New regulation.

Demurrage regulation about trucks at coal-pits extended to sand- and ballast-pits and lime-kilns.

Weighing : Truck-load regulation amended.

Parcels for distribution at destination : Adoption of new regulation.

PART IV.—LOCAL RATES.

Whangarei Section.

Ironstone from coal mines to railway wharf : Special rate adopted.

Reduced rate on coal from mines to ship in lots of 2,000 tons per month or 24,000 tons per annum.

Auckland Section.

Gas-pipes and plant for local bodies : Excepted from regulation about charging Class D goods as C. Afterwards struck out, as local regulation removed.

Regulation about charging Class D goods as Class C cancelled.

A, B, C, and D goods consigned to Auckland : Alteration of cartage terminal.

Through rates to Kaipara ports reinstated.

Removal of special rates between Auckland, Onehunga, and Waikato stations on A, B, C, D, and E goods.

Special rates gazetted between Auckland, Onehunga, and Te Aroha for A, B, C, and D goods.

Local demurrage charge on coal-trucks cancelled.

Charging goods of Class E rate and a quarter abolished.

Special rate made for bricks from Hunt's siding to Onehunga. Afterwards cancelled.

Brick rate from Hunt's siding to Auckland cancelled.

Cancellation of rough-stone rate from Tuakau to Auckland.

Sleepers from Auckland Railway Wharf : Special charge struck out.

Timber from Lichfield to Auckland to be charged classified rates on continuous mileage.

Napier Section.

Gas-pipes and plant, cast-iron water-pipes, and permanent way (railway) material excepted from regulation about charging Class D goods as Class C.

Rate for ships' goods between Spit and Napier reduced to 2s. per ton.
Coal between Spit and Napier to be charged as Class O.
Class L goods: Special rates to Napier and Spit gazetted.

Wellington Section.

Gas-pipes and plant, cast-iron water-pipes, and permanent way (railway) material to be charged at classified rates for Class D.

Wanganui Section.

Gas-pipes and plant and permanent way (railway) material excepted from regulation about charging Class D goods as Class C.

New Plymouth Breakwater Line: Rates revised.

Local regulations under Classes E and K made applicable to New Plymouth Breakwater.

Classes A, B, C, D, E—Goods and wool between Palmerston and Longburn booked between Palmerston and stations on the Wellington—Manawatu Railway. Adoption of local rates.

Picton Section.

Through rates established between stations on Picton line and ports of Wellington and Nelson. Rates revised generally.

Greymouth Section.

Grey Gorge Bridge: Goods' toll cancelled.

Rate of 3s. 6d. per ton gazetted for railway plant and material in full truck-loads, Greymouth to Brunner.

Hurunui-Bluff Section.

A, B, C, D Ships' goods: Rate between Port Chalmers, Dunedin, and Oamaru increased to 15s. Local rate between Port Chalmers, Dunedin, and Bluff inserted; minimum quantity subsequently increased from 5 to 10 cwt.

Revision of rates between Oamaru and Breakwater.

New rate for fat, West Plains to Dunedin.

Coal refuse, Stirling to Millburn: Local regulation removed.

Special rates for bricks and tiles, Longbush and McCallum's to Invercargill, cancelled.

Duntroon and Hakateramea and Rakaia and Ashburton Forks District Railways: Class E reduced to 2d. per ton per mile.

Dross, kerosene shale, fireclay, and bricks: Rate from Fernhill, Walton Park, Abbotsford, and Green Island to Dunedin and Pelichet Bay cancelled.

Lime from local kilns: Local rate extended; regulation afterwards rescinded; brought under Class O.

A, B, C, D Goods on branch lines: Additional charge of 1d. per ton leviable on line, Invercargill to Waimatua.

Colonial and Indian Exhibition: Regulation regarding free carriage of exhibits removed.

Native Coal, &c., Milton, to Dunedin and Pelichet Bay: New rate.

Sulphuric acid in 5-ton lots: Local regulation cancelled.

Alteration of cartage charges at Christchurch, Dunedin, and Invercargill, and local rates to those places from port stations.

Goods for transshipment at Lyttelton: New regulation.

Special rate adopted for bark, Port Chalmers to Sawyer's Bay.

Waimea Plains District Railway: Local and through rates put into operation.

Local rates gazetted for native brown coal from Mount Somers Colliery.

PART V.—CLASSIFICATION OF GOODS.

	Acid, sulphuric, packed, consigned direct from local factories, in consignments of not less than 5 tons.—Owners' risk.	Dangerous	...	...	...	...	A
Removed.	Antimony ore.—Owners' risk	...	...	...	...	...	N
	Apple blight mixture, packed	...	...	...	...	...	B
	Butter tins, casks, cases and tubs, empty not "returned empties."	Half rate	...	...	...	...	A
	Butter boxes in pieces, packed in crates, not "returned empties."	Half rate	...	...	...	...	B
	Bricks, native produce.—Owners' risk	...	...	...	...	...	O
	Cement, manufactured from colonial products and consigned from local manufacturing factories.—Owners' risk.	Rate and a half	...	...	...	...	N
	Chimney pots. Owners' risk	...	...	...	...	...	C
	Charcoal.—Rate and a half. Owners' risk	...	...	...	...	...	N
	Clay, Native produce.—Owners' risk	...	...	...	...	...	O
	Coal dross. Owners' risk	...	...	...	...	...	O
	Coal refuse.—Owners' risk	...	...	...	...	...	O
	Copper ore.—Owners' risk	...	...	...	...	...	O
Removed.	Drain pipes.—Owners' risk	...	...	...	...	...	N
	Earthenware, native packed, consigned direct from local factories, in lots of not less than 30cwt.—Half rate	...	...	...	...	...	B
	Explosive materials.—See exceptions which will not be carried.						
	Flower-pots, packed	...	...	...	...	...	C
	Fruit, fresh, packed.—Owners' risk	...	...	...	...	...	D
	Iron, scrap	...	...	...	...	...	P

	Lime from local kilns, consigned to country stations for agricultural purposes, or to ship for export	O
	Lime from local kilns, for cement making	O
	Ore, copper, iron, and other.—Owners' risk	O
	Pelts, limed, in 2-ton lots.—Owners to load and unload	D
	Pipes, drain, earthenware.—Owners' risk	N
<i>Removed.</i>	Pipes, stoneware, drain.—Owners' risk	N
<i>Removed.</i>	Pottery, not otherwise specified.—Owners' risk	B
	Poultry, living, in crates or cases.—Owners' risk	A
<i>Removed.</i>	Rock salt	D
	Sand.—Owners' risk	O
	Sheep dip, colonial manufacture, consigned from the factory	D
	Sheep racks.—Owners' risk. Special goods	C
	Stone, pumice.—Owners' risk	D
<i>Removed.</i>	Stoneware, packed.—Owners' risk	B
	Tiles, earthenware, native.—Owners' risk	O
	Trees in packages.—Owners' risk	C
	Trees and shrubs consigned to public Domain Boards for planting in public domains.—Free of charge.	

PART VI.—WHARVES.

Kawakawa Section.

Opua Wharf: Revision of wharfage rates, and transhipment regulation inserted.

Wanganui Section.

Foxton Wharf: Labour charge of 1s. per ton cancelled.

Picton Section.

Picton Wharf: Wharfage rates on timber altered.

New rate on Class E goods for shipment from Picton previously carried over Picton-Blenheim Railway.

Special storage and labour rates on wool, flax, tow, and tallow cancelled.

Transhipment goods to be charged half rates.

[*Approximate Cost of Paper.*—Preparation, nil; printing (1,675 copies), £79 12s. 6d.]

By Authority: GEORGE DIDSBURY, Government Printer, Wellington.—1887.

COMPARISON OF TRAFFIC, REVENUE, AND EXPENDITURE for THE LAST EIGHT FINANCIAL YEARS.

1886 AND 1887 FIGURES INCLUDE DISTRICT RAILWAYS TAKEN OVER.



